

F.A.U. RTE. 195 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 1
M-4003(436)		ILLINOIS	CONTRACT NO. 61B18	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 195 (LAKE STREET)
IL RTE 83 (BARRON BLVD) TO SHOREWOOD ROAD /DRURY LANE
FAU 189 (CENTER STREET)

LAKE STREET TO IL RTE 83 (BARRON BLVD)

SECTION: 14-00062-00-WR

PROJECT: M-4003(436)

ROADWAY WIDENING AND RESURFACING

VILLAGE OF GRAYSLAKE
LAKE COUNTY

C-91-154-15
LOCATION MAP
(NOT TO SCALE)



LOCATION OF SECTION INDICATED THUS: -

TRAFFIC DATA

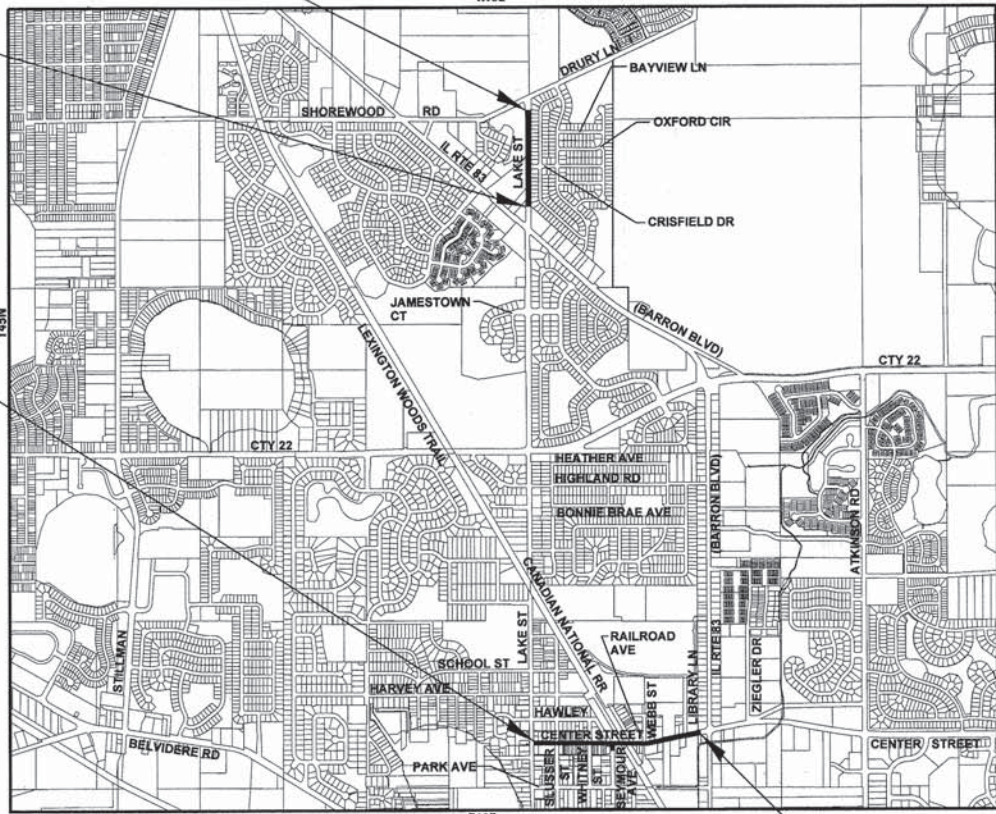
LAKE STREET
POSTED & DESIGN SPEED - 30 MPH
2014 ADT = 4,662
URBAN COLLECTOR

CENTER STREET
POSTED & DESIGN SPEED - 25 MPH
2014 ADT = 11,217
URBAN COLLECTOR

FAU 195 LAKE STREET
END IMPROVEMENTS
STA. 26 + 91

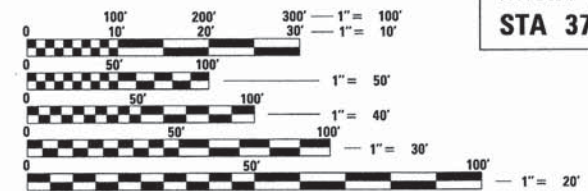
FAU 195 LAKE STREET
BEGIN IMPROVEMENTS
STA 11 + 13

FAU 189 CENTER STREET
BEGIN IMPROVEMENTS
STA 37 + 81



SECTIONS 14, 15, 22, AND 26 T45N, R10E, OF THE THIRD PRINCIPAL MERIDIAN
GROSS LENGTH = 4,328 FT. = 0.82 MILE
NET LENGTH = 4,328 FT. = 0.82 MILE

FAU 189 CENTER STREET
END IMPROVEMENTS
STA. 65 + 31



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A1193124 & A1193124



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = LAKE
CITY-TWNSHP. = GRAYSLAKE - AVON TWP
SEC. & 1/4 SEC. NO. = NE 1/4 SEC 14, SE 1/4 SEC 15, AND NE & SE 1/4 SEC 22, SE 1/4 SEC 26 AND SW 1/4 SEC 26, T 45N, R 10 E
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61B18

BAXTER & WOODMAN
Consulting Engineers



PROJECT MANAGER
"LICENSE EXPIRES 11-30-2015"

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	<i>Paul Taylor</i> DEC. 22, 2014 Mayor VILLAGE OF GRAYSLAKE, REPRESENTATIVE
PASSED	JANUARY 13, 2015 <i>C. Kelly</i> CHRISTOPHER HOLT DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	JANUARY 14, 2015 <i>John Fortson</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 140428 & 140442 DATE: 12-15-14

02/16/2014 10:27:09 AM C:\Users\jwagner\Documents\Projects\61B18\61B18-1.dwg \$1 mba\CA00\Ph-2\140428-85E.Dwg
 FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. 847-705-4021, SCHAUMBURG, IL

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DATUM IS NAV 88	
BM #3	RAILROAD SPIKE AT 1ST POWER POLE SOUTH OF SHOREWOOD ROAD ON EAST SIDE OF LAKE STREET EL = 783.30
BM #5	RAILROAD SPIKE AT 1ST POWER POLE SOUTH OF CRISFIELD DRIVE ON EAST SIDE OF LAKE STREET EL = 784.85
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BM #19	NORTHEAST FLANGE BOLT ON FIRE HYDRANT ON NORTH SIDE OF CENTER STREET IN FRONT OF BANK EL = 782.23

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -1-6-15 PER IDOT REVIEW
	DRAWN - UKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428_SH-Index.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, BENCHMARKS
AND HIGHWAY STANDARDS**

SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
185	14-00062-00-WR	LAKE	55	2
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE DEPARTMENT AND VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
4. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.
7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
8. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
9. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
10. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
11. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE REPLACEABLE ADA SOLUTIONS, ENGINEERED PLASTICS, OR DETECTIBLE DETECTABLE WARNINGS. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE CONFIRMED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
12. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
13. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.
14. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
15. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
16. AREA REFLECTIVE CRACK CONTROL TREATMENT SHALL BE SYSTEM A. WHILE PLACING THE AREA REFLECTIVE CRACK CONTROL TREATMENT, FINE AGGREGATE SHALL BE READILY AVAILABLE FOR USE OVER THE PAVEMENT FABRIC WHEN EXCESSIVE BLEEDING OF THE ASPHALT IS IMMINENT. THE FINE AGGREGATE SHALL BE INCLUDED IN THE PAY ITEM FOR AREA REFLECTIVE CRACK CONTROL TREATMENT.
17. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
18. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS EXPLORATION TRENCH, SPECIAL.
19. THE COST OF MAKING ANY SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
20. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
21. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
22. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
23. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."
24. PIPE UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ON THE PLANS AND SHALL INCLUDE EXCAVATION; CONNECTIONS TO EXISTING OR PROPOSED STORM PIPES, DRAINAGE STRUCTURES OR PIPE DRAINS; GEOTECHNICAL FABRIC SOCK; AND CA-11 TRENCH BACKFILL TO THE BOTTOM OF THE HOT-MIX ASPHALT BASE COURSE.
25. WHEN ADJACENT TO HMA PAVEMENT THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2" DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH SEEDING CLASS 1 AND EROSION CONTROL BLANKET IN ACCORDANCE WITH SECTIONS 250 AND 251 RATHER THAN SALT TOLERANT SOD.
26. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED.
27. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
28. FRAMES AND GRATES OR LIDS THAT ARE REMOVED AS A PART OF ADJUSTMENTS OR REMOVALS SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS FACILITY AT 585 BERRY AVE, GRAYSLAKE, IL 60030. THE CONTRACTOR SHALL SCHEDULE A DELIVERY DATE AND TIME WITH THE VILLAGE PRIOR TO DELIVERY. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STRUCTURE ADJUSTMENT OR REMOVAL.
29. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
30. MATERIALS, STRUCTURES OR MACHINES SHALL NOT BE STORED WHERE THEY WILL OBSTRUCT STREET CROSSING OR DRIVEWAY SIGHTLINES.
31. REMOVAL AND REPLACEMENT OF CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS TO COMMERCIAL OR MULTIFAMILY DWELLINGS SHALL BE STAGED TO MAINTAIN CONTINUOUS ACCESS.
32. SAW CUTTING SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.
33. A QUANTITY OF TREES HAS BEEN INCLUDED IN THE PLANS FOR PLANTING WITHIN THE PROJECT LIMITS. THE LOCATION OF THESE TREES SHOWN ON THE PLANS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AT THE TIME OF CONSTRUCTION. TREES ARE TO BE PLANTED IN THE RIGHT OF WAY WITHIN THE PROJECT LIMITS.
34. THE RESIDENT ENGINEER SHALL CONTACT WALTER CLARNY, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8419 AT LEAST 2 WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
35. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OR BEGINNING WORK.
36. HMA BIKE PATH REMOVAL SHALL BE PAID FOR AS SIDEWALK REMOVAL.
37. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CANADIAN NATIONAL RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CANADIAN NATIONAL RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD ROW MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
38. PRECONSTRUCTION VIDEO RECORDING OF ALL CONSTRUCTION AREAS SHALL BE PROVIDED TO THE ENGINEER PRIOR TO THE START OF CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
39. COMPLY WITH ALL RULES AND REGULATIONS OF OSHA DURING CONSTRUCTION OF THE IMPROVEMENTS AND RESTORATION.
40. PROTECT ALL PAVED AREAS FROM DAMAGE WHERE CRAWLER-TRACK TYPE MACHINERY IS USED.
41. LOCATIONS INDICATED FOR WATER MAIN FITTINGS, VALVES, HYDRANTS, WATER SERVICE PIPES AND B-BOXES ARE APPROXIMATE ONLY. FINAL LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
42. COMPLY WITH LAKE COUNTY SMC DIRECTIONAL DRILLING CONTINGENCY PLAN REQUIREMENTS.
43. ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

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	DESIGNED - JDM	REVISED -1-6-15 PER IDOT REVIEW
	DRAWN - UKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428_SH-GenNotes.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

<p align="center">GENERAL NOTES</p>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		195/189	14-00062-00-WR	LAKE	55	3
SCALE:		STA.	TO STA.		CONTRACT NO. 61B18	
		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY	NON PARTICIPATING
				0004 STU	100% LOCAL
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	25	25	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	642	642	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	10,460	10,460	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	246	246	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	690	690	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	447	447	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	230	230	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	612	612	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,178	1,178	
42001300	PROTECTIVE COAT	SQ YD	2,617	2,617	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	45	45	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	40	40	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9,860	9,860	
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	1,255	1,255	

* SPECIALTY ITEM
SPECIAL PROVISION

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY	NON PARTICIPATING
				0004 STU	100% LOCAL
42400800	DETECTABLE WARNINGS	SQ FT	408	408	
44000100	PAVEMENT REMOVAL	SQ YD	2,156	2,156	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	16,337	16,337	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	870	870	
44000300	CURB REMOVAL	FOOT	20	20	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,349	2,349	
44000600	SIDEWALK REMOVAL	SQ FT	6,790	6,790	
44201681	CLASS D PATCHES, TYPE I, 3 INCH	SQ YD	168	168	
44201682	CLASS D PATCHES, TYPE II, 3 INCH	SQ YD	306	306	
44201683	CLASS D PATCHES, TYPE III, 3 INCH	SQ YD	354	354	
44201684	CLASS D PATCHES, TYPE IV, 3 INCH	SQ YD	371	371	
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	67	67	
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	73	73	
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	87	87	
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	103	103	

* SPECIALTY ITEM
SPECIAL PROVISION

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 STATE OF ILLINOIS PROFESSIONAL DESIGN FIRM
 LICENSE NO. 061-020-0001 EXPIRES 12/31/04
 PROJECT NO. 140428-SH-S00-001



DESIGNED BY	COM	REVISED	-1-6-15/ PER IDOT REVIEW
DRAWN BY	CLKB	REVISED	-
CHECKED BY	RWL	REVISED	-
DATE	12-15-14	FILE	140428_SH-S00.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	14-0062-00-WR	LAKE	55	5
CONTRACT NO. 61B18			ILLINOIS FED. AID PROJECT M-4003(436)	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY	NON PARTICIPATING
				0004 STU	100% LOCAL
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	133	133	
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	463	463	
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	529	529	
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	1,449	1,449	
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	16,612	16,612	
50105220	PIPE CULVERT REMOVAL	FOOT	30	30	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	3	3	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	563	563	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	72	72	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	81	81	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	40	40	
550A2310	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 10"	FOOT	175	175	
55100500	STORM SEWER REMOVAL 12"	FOOT	5	5	
* # 56102900	DUCTILE IRON WATER MAIN 4"	FOOT	56		56
* # 56103000	DUCTILE IRON WATER MAIN 6"	FOOT	5		5

* SPECIALTY ITEM
SPECIAL PROVISION

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY	NON PARTICIPATING
				0004 STU	100% LOCAL
* # 56103100	DUCTILE IRON WATER MAIN 8"	FOOT	34		34
* # 56104900	WATER VALVE 6"	EACH	1		1
* # 56105000	WATER VALVE 8"	EACH	2		2
* # 56200300	WATER SERVICE LINE 1"	FOOT	360		360
* # 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1	
* # 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	2		2
* # 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	15	15	
60107600	PIPE UNDERDRAINS 4"	FOOT	225	225	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	5	5	
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	4	4	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	7	7	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	2	2	
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	7	7	

* SPECIALTY ITEM
SPECIAL PROVISION

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CHECKED	RWL	REVISED	
DATE	11-15-14	FILE	140428.SK-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: ST TO STA.

SECTION

14-00042.00 WR

COUNTY	TOTAL SHEETS	SHEET NO.
LAKE	55	6
CONTRACT NO. 61B18		
PROJECT M-4003(436)		

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 0004 STU	NON PARTICIPATING 100% LOCAL
* # X0327555	TEMPORARY WATER SERVICE CONNECTION, (2" DIA. OR LESS)	EACH	3		3
# X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	400	400	
# X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3	
# X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	11	11	
# X4023000	TEMPORARY ACCESS (ROAD)	EACH	3	3	
# X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	2,755	2,755	
# X4240460	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	SQ FT	100	100	
# X4240470	PORTLAND CEMENT CONCRETE SIDEWALK 10 INCH, SPECIAL	SQ FT	820	820	
* # X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	1,455		1,455
* # X5610008	DUCTILE IRON WATERMAIN PIPE INSTALLATION	FOOT	515		515
* # X5610012	CAP EXISTING WATER MAIN	EACH	2		2
* # X5610746	WATER MAIN LINE STOP 6"	EACH	2		2
* # X5610748	WATER MAIN LINE STOP 8"	EACH	2		2
* # X5620030	WATER SERVICE CONNECTION 1"	EACH	13		13
* # X5630704	CONNECTION TO EXISTING WATER MAIN 4"	EACH	1		1

* SPECIALTY ITEM
SPECIAL PROVISION

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY 0004 STU	NON PARTICIPATING 100% LOCAL
* # X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	1		1
* # X5630708	CONNECTION TO EXISTING WATER MAIN 8"	EACH	3		3
X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	235	235	
# X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
* # X8440120	REMOVE AND RE-ERECT EXISTING LIGHTING UNIT	EACH	2		2
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	708	708	
# Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
# Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	59		59
# Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	6		6
# Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	196		196
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
# Z0062456	TEMPORARY PAVEMENT	SQ YD	99		99
\$ # Z0076600	TRAINEES	HOUR	500		500
# Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500
# XX000372	TEMPORARY AGGREGATE	TON	60		60
* # XX008196	TRENCH BACKFILL, WATERMAIN, SPECIAL	FOOT	100		100

* SPECIALTY ITEM
SPECIAL PROVISION
\$ CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN, INC. 11000 BIRCHWOOD DRIVE, CHICAGO, ILLINOIS 60632-3333
 TEL: (773) 486-1000 FAX: (773) 486-1001
 WWW.BANDW.COM
 PROJECT: 14-00062-00-WL
 SHEET: 55
 CONTRACT NO. 61B18
 PROJECT NO. 34361

DESIGNED	BY	REVISION	1-6-15 PER DOT REVIEW
DRAWN	BY	REVISION	
CHECKED	BY	REVISION	
DATE	2-15-14	FILE	140420 SH 10.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES

* #	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
					ROADWAY	NON PARTICIPATING
					0004 STU	100% LOCAL
	XX008839	WATER MAIN TO BE ABANDONED	L SUM	1		1
	XX008945	WATER VALVE TO BE REMOVED	EACH	1		1

* SPECIALTY ITEM
SPECIAL PROVISION

EARTHWORK							
LOCATION	UNDERCUT AND PGE REPLACEMENT (CU YD)	UNSUITABLE EXCAVATION (TOPSOIL) (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
CENTER STREET	239	213	452	60	51	48	3
LAKE STREET	354	570	924	469	399	634	-235
TOTAL	593	783	1,376	529	450	682	-232

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BAXTER & WOODMAN Engineering & Construction	DESIGNED BY: JDM	REVISIONS:	1-6-15 PER IDO REVIEW
	DRAWN BY: KB	REVISIONS:	
	CHECKED BY: RWL	REVISIONS:	
	DATE: 12-15-14	FILE:	14_0062_SH_S00.dgn

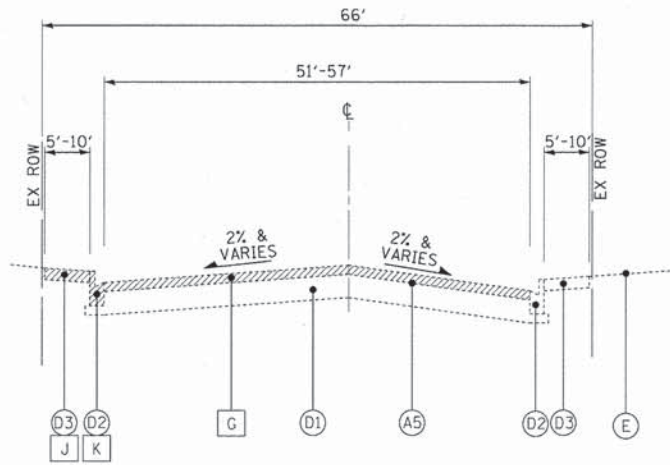
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

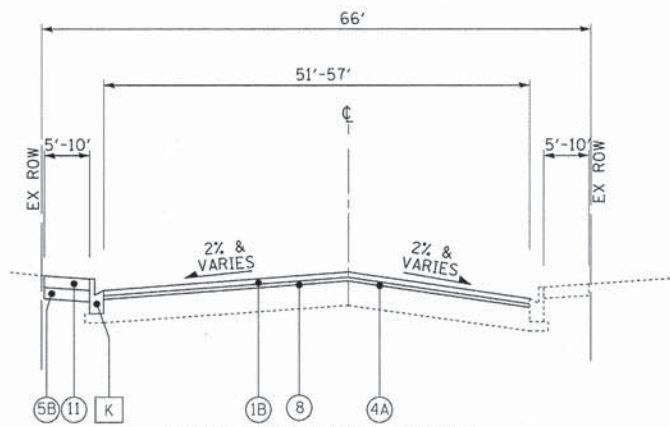
SCALE:

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SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
14-00062-00-WR	LAKE	55	9
PROJECT NO. 1 ILLINOIS		CONTRACT NO. 51B18	



EXISTING TYPICAL SECTION
STA 37+81 TO STA 50+50 CENTER STREET



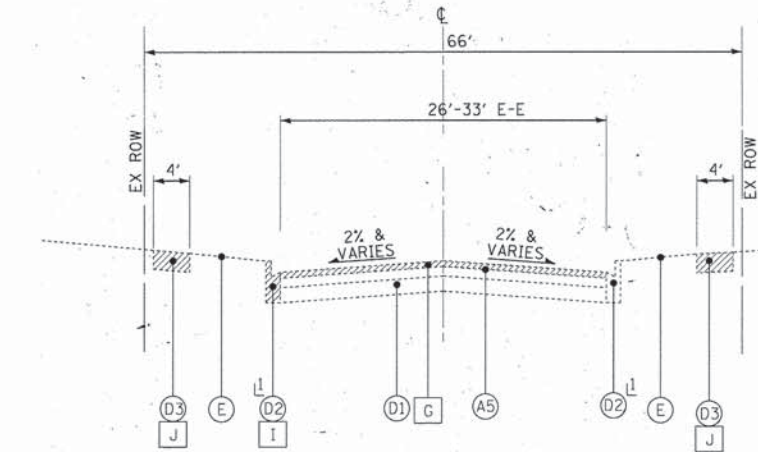
PROPOSED TYPICAL SECTION
STA 37+81 TO STA 50+60 CENTER STREET

* AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR.

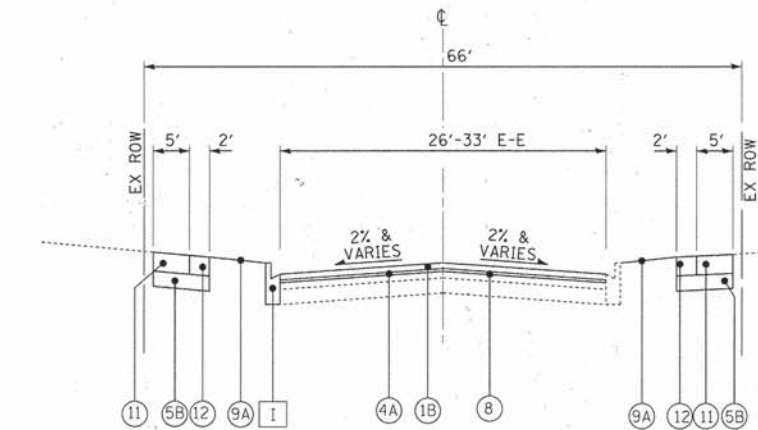
EXISTING PAVEMENT THICKNESS TABLE

APPROX. STATION TO	APPROX. STATION FROM	HMA SURFACE INCH	HMA BASE INCH	PCC BASE** INCH	AGGREGATE BASE INCH
50+60	52+00	5.00		9.00	
52+00	53+80	2.50		8.50	
53+80	55+60	1.75	6.50		14.75
55+60	59+50	2.50	6.50		3.00
59+50	62+75	5.50	1.50	8.00	
62+75	65+31	3.00	3.25		13.75

** CONTAINS WIRE MESH



EXISTING TYPICAL SECTION
STA 50+60 TO STA 52+25 CENTER STREET



PROPOSED TYPICAL SECTION
STA 50+60 TO STA 52+25 CENTER STREET

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING - CENTER ST	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5mm); 1 1/2"	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70, 3/4"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, (PROFILE CORRECTION)	4% @ 70 Gyr.
PAVEMENT RESURFACING - LAKE ST	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 1 1/2"	4% @ 50 Gyr.
LEVELING BINDER (MACHINE METHOD), N50, 3/4"	4% @ 50 Gyr.
BASE COURSE WIDENING - LAKE ST	
HMA BASE COURSE (HMA BINDER IL-19mm), 5" (2 LIFTS)	4% @ 50 Gyr.
PAVEMENT RECONSTRUCTION - LAKE ST	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 2"	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19mm), 5" (2 LIFTS)	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm), 3"	4% @ 70 Gyr.
CLASS D PATCHES (HMA BINDER IL-19 mm), 6" (2 LIFTS)	4% @ 70 Gyr.
CLASS D PATCHES (HMA BINDER IL-19 mm), 11" (3 LIFTS)	4% @ 70 Gyr.
BIKE PATH - LAKE ST	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 2"	4% @ 50 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); (CE-2") (PE-2")	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19 mm) (CE-8") (PE-6")	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ

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 SPECIAL PROVISIONS.

EXISTING LEGEND

- (A1) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 9"±
- (A2) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 7" TO 12"±
- (A3) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 3/4" TO 9"±
- (A4) EMULSIFIED AGGREGATE MIXTURE - 4"-5"±
- (A5) HOT-MIX ASPHALT PAVEMENT (SEE THICKNESS TABLE)
- (B1) AGGREGATE BASE COURSE - 3" TO 12"±
- (B2) AGGREGATE BASE COURSE - 3" TO 13"±
- (B3) AGGREGATE BASE COURSE - 3" TO 4"±
- (B4) AGGREGATE BASE COURSE - (SEE THICKNESS TABLE)
- (C) AGGREGATE SHOULDER
- (D1) PORTLAND CEMENT CONCRETE BASE (SEE THICKNESS TABLE)
- (D2) CONCRETE CURB AND GUTTER
- (D3) PCC SIDEWALK, 5"
- (E) GROUND SURFACE
- (F) HOT-MIX ASPHALT BIKE PATH
- (G) HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- (H) PAVEMENT REMOVAL
- (I) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- (J) SIDEWALK REMOVAL (AS SHOWN ON PLANS)
- (K) COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS)
- (L) ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
 - (1A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
 - (1B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - (2) HOT-MIX ASPHALT BASE COURSE - 5"±
 - (3) PCC BASE COURSE WIDENING - 7"
 - (4) LEVELING BINDER (MACHINE METHOD), N50 - 3/4" (AVG)
 - (4A) LEVELING BINDER (MACHINE METHOD), N70 - 3/4" (AVG), 2 1/4" (MAX)
 - (4B) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70 - 2 1/4" (MIN)
 - (5) AGGREGATE SUBGRADE IMPROVEMENT - 12"
 - (5A) AGGREGATE SUBGRADE IMPROVEMENT (AS DETERMINED BY ENGINEER)
 - (5B) AGGREGATE BASE COURSE, TYPE B - 4"
 - (5C) AGGREGATE BASE COURSE, TYPE B - 11"
 - (6) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (9" FLAG DEPTH) (AS SHOWN ON PLANS)
 - (6A) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (SPECIAL)
 - (7) CLASS D PATCH - 6"
 - (7A) CLASS D PATCH - 3"
 - (7B) CLASS D PATCH - 11"
 - (8) AREA REFLECTIVE CRACK CONTROL TREATMENT
 - (9) TOPSOIL FURNISH AND PLACE - 4" SEEDING CLASS 1, FERTILIZER EROSION CONTROL BLANKET
 - (9A) TOPSOIL FURNISH AND PLACE - 4" SODDING, FERTILIZER
 - (10) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (IN UNDER CUT AREAS)
 - (11) PCC SIDEWALK - 5" (AS SHOWN ON PLANS)
 - (12) PCC SIDEWALK - 5" (SPECIAL)
- ± ± PCC BASE COURSE WIDENING, 7" WHEN WIDENING IS 0'-2'

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BAXTER & WOODMAN
Consulting Engineers

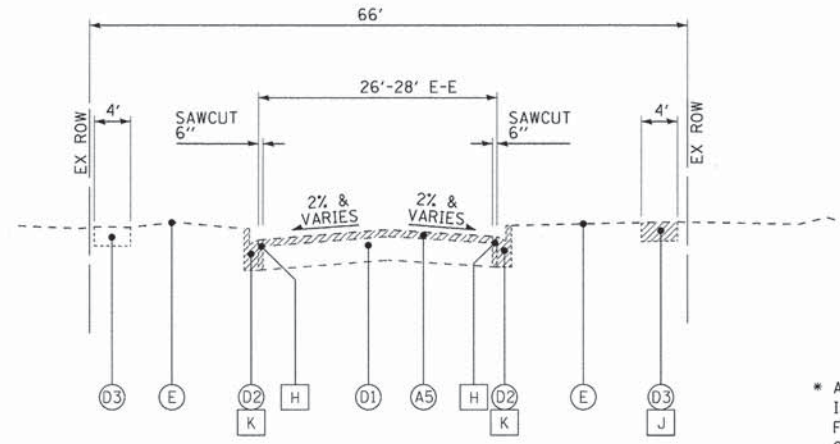
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CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140442_SH-PH2-TypSect.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

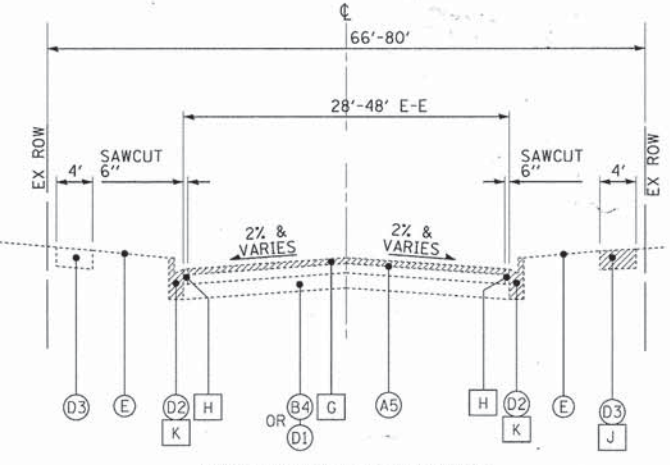
SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195/189	14-00062-00-WR	LAKE	55	10
CONTRACT NO. 61B18			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(436)	

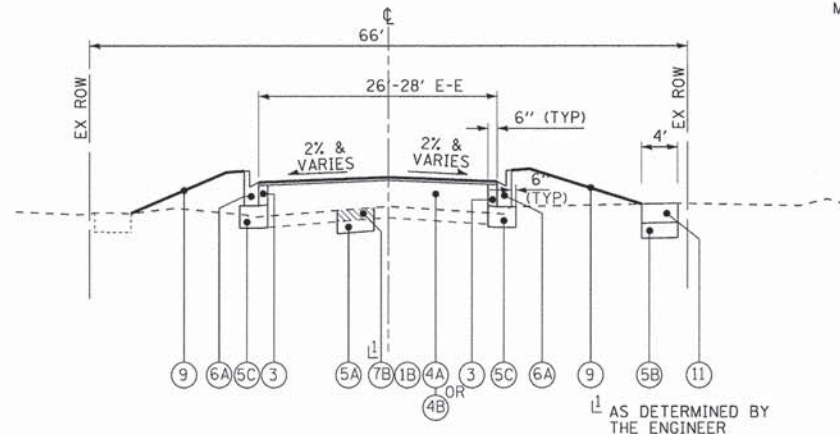


EXISTING TYPICAL SECTION
STA 52+25 TO STA 54+00 CENTER STREET

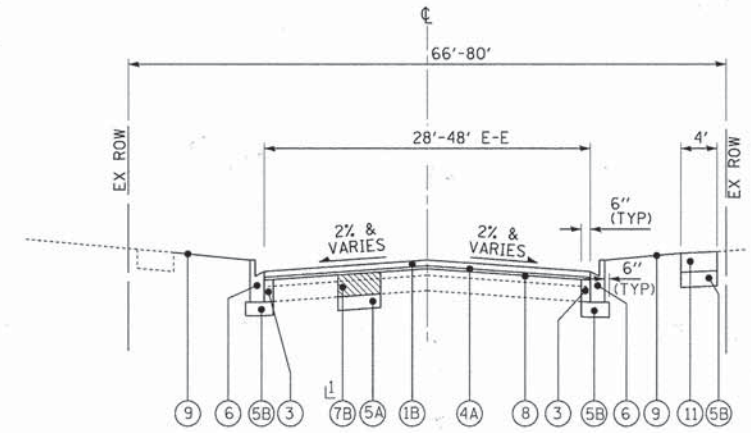
* AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR.



EXISTING TYPICAL SECTION
STA 54+00 TO STA 65+31 CENTER STREET



PROPOSED TYPICAL SECTION
STA 52+25 TO STA 54+00 CENTER STREET



PROPOSED TYPICAL SECTION
STA 54+00 TO STA 65+31 CENTER STREET

EXISTING LEGEND

- (A1) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 9"±
- (A2) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 7" TO 12"±
- (A3) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 3/4" TO 9"±
- (A4) EMULSIFIED AGGREGATE MIXTURE - 4"-5"±
- (A5) HOT-MIX ASPHALT PAVEMENT (SEE THICKNESS TABLE)
- (B1) AGGREGATE BASE COURSE - 3" TO 12"±
- (B2) AGGREGATE BASE COURSE - 3" TO 13"±
- (B3) AGGREGATE BASE COURSE - 3" TO 4"±
- (B4) AGGREGATE BASE COURSE - (SEE THICKNESS TABLE)
- (C) AGGREGATE SHOULDER
- (D1) PORTLAND CEMENT CONCRETE BASE (SEE THICKNESS TABLE)
- (D2) CONCRETE CURB AND GUTTER
- (D3) PCC SIDEWALK, 5"
- (E) GROUND SURFACE
- (F) HOT-MIX ASPHALT BIKE PATH
- (G) HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- (H) PAVEMENT REMOVAL
- (I) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- (J) SIDEWALK REMOVAL (AS SHOWN ON PLANS)
- (K) COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS)
- [Hatched Box] ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- (1A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
- (1B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- (2) HOT-MIX ASPHALT BASE COURSE - 5"±
- (3) PCC BASE COURSE WIDENING - 7"
- (4) LEVELING BINDER (MACHINE METHOD), N50 - 3/4" (AVG)
- (4A) LEVELING BINDER (MACHINE METHOD), N70 - 3/4" (AVG), 2 1/4" (MAX)
- (4B) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70 - 2 1/4" (MIN)
- (5) AGGREGATE SUBGRADE IMPROVEMENT - 12"
- (5A) AGGREGATE SUBGRADE IMPROVEMENT (AS DETERMINED BY ENGINEER)
- (5B) AGGREGATE BASE COURSE, TYPE B - 4"
- (5C) AGGREGATE BASE COURSE, TYPE B - 11"
- (6) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (9" FLAG DEPTH) (AS SHOWN ON PLANS)
- (6A) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (SPECIAL)
- (7) CLASS D PATCH - 6"
- (7A) CLASS D PATCH - 3"
- (7B) CLASS D PATCH - 11"
- (8) AREA REFLECTIVE CRACK CONTROL TREATMENT
- (9) TOPSOIL FURNISH AND PLACE - 4" SEEDING CLASS 1, FERTILIZER EROSION CONTROL BLANKET
- (9A) TOPSOIL FURNISH AND PLACE - 4" SODDING, FERTILIZER
- (10) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (IN UNDER CUT AREAS)
- (11) PCC SIDEWALK - 5" (AS SHOWN ON PLANS)
- (12) PCC SIDEWALK - 5" (SPECIAL)
- ** PCC BASE COURSE WIDENING, 7" WHEN WIDENING IS 0'-2'

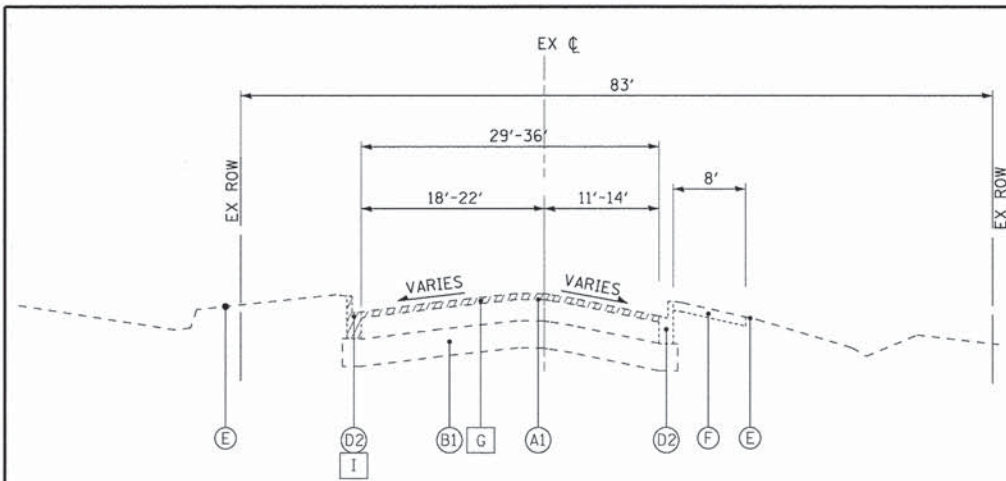
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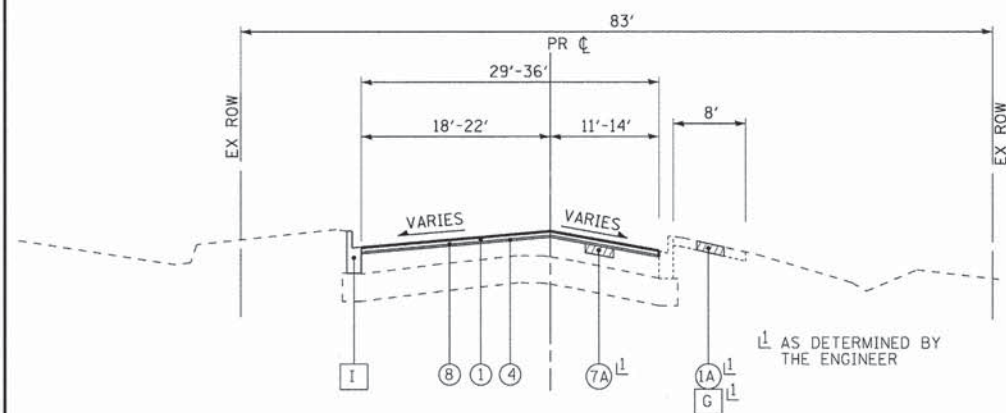
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS	
SCALE:	STA. TO STA.

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 11
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				



EXISTING TYPICAL SECTION
STA 11+13 TO STA 13+26 LAKE STREET



PROPOSED TYPICAL SECTION
STA 11+13 TO STA 13+26 LAKE STREET

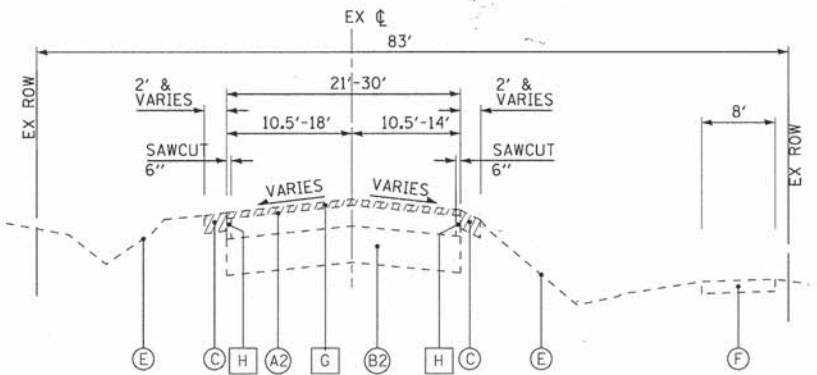
⊥ AS DETERMINED BY THE ENGINEER

EXISTING LEGEND

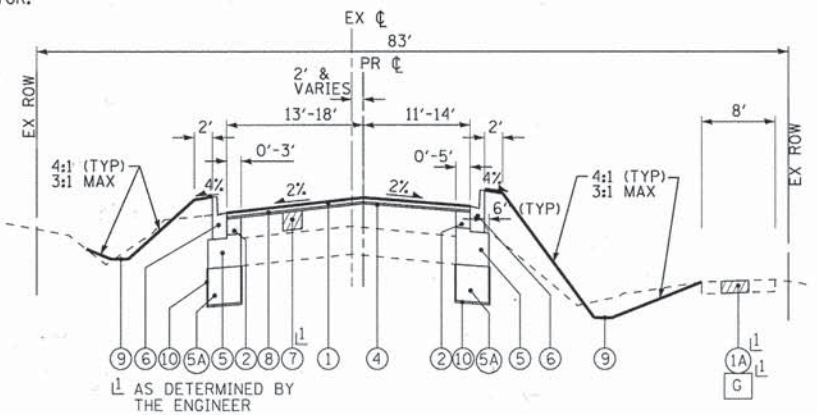
- (A1) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 9"±
- (A2) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 7" TO 12"±
- (A3) HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 3/4" TO 9"±
- (A4) EMULSIFIED AGGREGATE MIXTURE - 4"-5"±
- (A5) HOT-MIX ASPHALT PAVEMENT (SEE THICKNESS TABLE)
- (B1) AGGREGATE BASE COURSE - 3" TO 12"±
- (B2) AGGREGATE BASE COURSE - 3" TO 13"±
- (B3) AGGREGATE BASE COURSE - 3" TO 4"±
- (B4) AGGREGATE BASE COURSE - (SEE THICKNESS TABLE)
- (C) AGGREGATE SHOULDER
- (D1) PORTLAND CEMENT CONCRETE BASE (SEE THICKNESS TABLE)
- (D2) CONCRETE CURB AND GUTTER
- (D3) PCC SIDEWALK, 5"
- (E) GROUND SURFACE
- (F) HOT-MIX ASPHALT BIKE PATH
- (G) HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- (H) PAVEMENT REMOVAL
- (I) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- (J) SIDEWALK REMOVAL (AS SHOWN ON PLANS)
- (K) COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS)
- [X] ITEM TO BE REMOVED

* AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE LOCATIONS ARE LISTED BELOW:

STATION 14+00 TO STATION 18+50 12" DEPTH
STATION 21+60 TO STATION 24+00 12" DEPTH



EXISTING TYPICAL SECTION
STA 13+26 TO STA 16+00 LAKE STREET
STA 21+00 TO STA 26+91 LAKE STREET



PROPOSED TYPICAL SECTION
STA 13+26 TO STA 16+00 LAKE STREET
STA 21+00 TO STA 26+91 LAKE STREET

⊥ AS DETERMINED BY THE ENGINEER

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
 - (1A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
 - (1B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - (2) HOT-MIX ASPHALT BASE COURSE - 5"±
 - (3) PCC BASE COURSE WIDENING - 7"
 - (4) LEVELING BINDER (MACHINE METHOD), N50 - 3/4" (AVG)
 - (4A) LEVELING BINDER (MACHINE METHOD), N70 - 3/4" (AVG), 2 1/4" (MAX)
 - (4B) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70 - 2 1/4" (MIN)
 - (5) AGGREGATE SUBGRADE IMPROVEMENT - 12"
 - (5A) AGGREGATE SUBGRADE IMPROVEMENT (AS DETERMINED BY ENGINEER)
 - (5B) AGGREGATE BASE COURSE, TYPE B - 4"
 - (5C) AGGREGATE BASE COURSE, TYPE B - 11"
 - (6) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (9" FLAG DEPTH) (AS SHOWN ON PLANS)
 - (6A) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (SPECIAL)
 - (7) CLASS D PATCH - 6"
 - (7A) CLASS D PATCH - 3"
 - (7B) CLASS D PATCH - 11"
 - (8) AREA REFLECTIVE CRACK CONTROL TREATMENT
 - (9) TOPSOIL FURNISH AND PLACE - 4" SEEDING CLASS 1, FERTILIZER EROSION CONTROL BLANKET
 - (9A) TOPSOIL FURNISH AND PLACE - 4" SODDING, FERTILIZER
 - (10) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (IN UNDER CUT AREAS)
 - (11) PCC SIDEWALK - 5" (AS SHOWN ON PLANS)
 - (12) PCC SIDEWALK - 5" (SPECIAL)
- ** PCC BASE COURSE WIDENING, 7" WHEN WIDENING IS 0'-2'

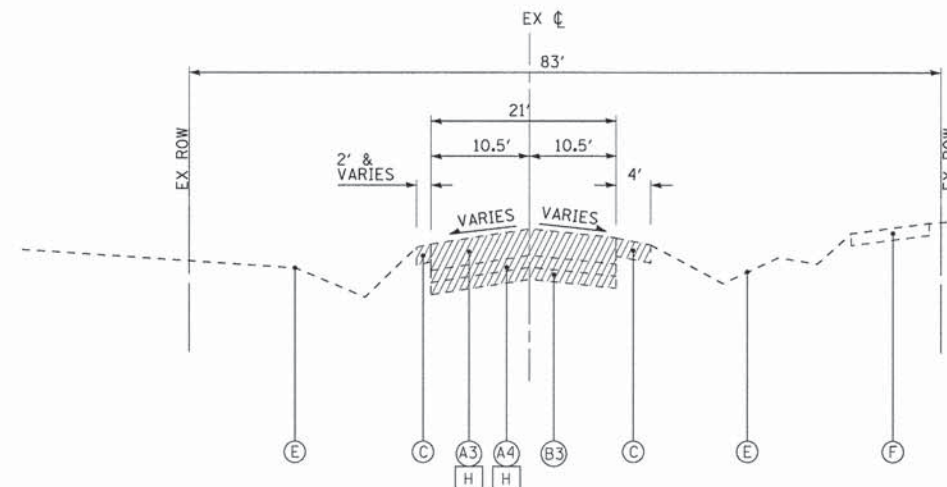
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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - LKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428_SH-TypSect.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE:	STA. TO STA.

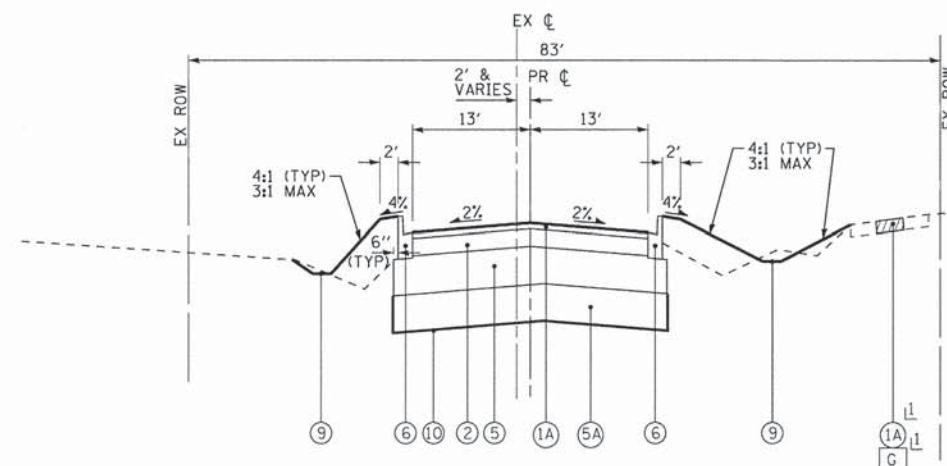
F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 12
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJ. M-4003(436)				



EXISTING TYPICAL SECTION
STA 16+00 TO STA 21+00 LAKE STREET

* AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE LOCATIONS ARE LISTED BELOW:

STATION 14+00 TO STATION 18+50 12" DEPTH
STATION 21+60 TO STATION 24+00 12" DEPTH



PROPOSED TYPICAL SECTION
STA 16+00 TO STA 21+00 LAKE STREET
L AS DETERMINED BY THE ENGINEER

EXISTING LEGEND

- Ⓐ1 HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 9"±
- Ⓐ2 HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 7" TO 12"±
- Ⓐ3 HOT-MIX ASPHALT BINDER AND SURFACE COURSES - 3/4" TO 9"±
- Ⓐ4 EMULSIFIED AGGREGATE MIXTURE - 4"-5"±
- Ⓐ5 HOT-MIX ASPHALT PAVEMENT (SEE THICKNESS TABLE)
- Ⓑ1 AGGREGATE BASE COURSE - 3" TO 12"±
- Ⓑ2 AGGREGATE BASE COURSE - 3" TO 13"±
- Ⓑ3 AGGREGATE BASE COURSE - 3" TO 4"±
- Ⓑ4 AGGREGATE BASE COURSE - (SEE THICKNESS TABLE)
- Ⓒ AGGREGATE SHOULDER
- Ⓓ1 PORTLAND CEMENT CONCRETE BASE (SEE THICKNESS TABLE)
- Ⓓ2 CONCRETE CURB AND GUTTER
- Ⓓ3 PCC SIDEWALK, 5"
- Ⓔ GROUND SURFACE
- Ⓕ HOT-MIX ASPHALT BIKE PATH
- Ⓖ HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- Ⓕ PAVEMENT REMOVAL
- Ⓘ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- Ⓙ SIDEWALK REMOVAL (AS SHOWN ON PLANS)
- Ⓚ COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS)
- Ⓛ ITEM TO BE REMOVED

PROPOSED LEGEND

- Ⓛ1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
 - Ⓛ1A HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
 - Ⓛ1B HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
 - Ⓛ2 HOT-MIX ASPHALT BASE COURSE - 5"±
 - Ⓛ3 PCC BASE COURSE WIDENING - 7"
 - Ⓛ4 LEVELING BINDER (MACHINE METHOD), N50 - 3/4" (AVG)
 - Ⓛ4A LEVELING BINDER (MACHINE METHOD), N70 - 3/4" (AVG), 2 1/4" (MAX)
 - Ⓛ4B HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70 - 2 1/4" (MIN)
 - Ⓛ5 AGGREGATE SUBGRADE IMPROVEMENT - 12"
 - Ⓛ5A AGGREGATE SUBGRADE IMPROVEMENT (AS DETERMINED BY ENGINEER)
 - Ⓛ5B AGGREGATE BASE COURSE, TYPE B - 4"
 - Ⓛ5C AGGREGATE BASE COURSE, TYPE B - 11"
 - Ⓛ6 COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (9" FLAG DEPTH) (AS SHOWN ON PLANS)
 - Ⓛ6A COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (SPECIAL)
 - Ⓛ7 CLASS D PATCH - 6"
 - Ⓛ7A CLASS D PATCH - 3"
 - Ⓛ7B CLASS D PATCH - 11"
 - Ⓛ8 AREA REFLECTIVE CRACK CONTROL TREATMENT
 - Ⓛ9 TOPSOIL FURNISH AND PLACE - 4"
SEEDING CLASS 1, FERTILIZER
EROSION CONTROL BLANKET
 - Ⓛ9A TOPSOIL FURNISH AND PLACE - 4"
SODDING, FERTILIZER
 - Ⓛ10 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (IN UNDER CUT AREAS)
 - Ⓛ11 PCC SIDEWALK - 5" (AS SHOWN ON PLANS)
 - Ⓛ12 PCC SIDEWALK - 5" (SPECIAL)
- PCC BASE COURSE WIDENING, 7" WHEN WIDENING IS 0'-2'

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - UKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428-SH-TypSect.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS	
SCALE:	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
199	14-00062-00-WR	LAKE	55	13
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

CONSTRUCTION SEQUENCE

MAINTENANCE OF TRAFFIC NOTES:

- THE CONTRACTOR SHALL SUBMIT A PREPLANNED SEQUENCE OF WORK AT THE PRECONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO RESIDENTS AND BUSINESSES AND TO MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE ENGINEER RESERVES THE RIGHT TO RESTRICT WORK ON ANY ROADWAY SEGMENT IF CONSTRUCTION OPERATIONS ON A PREVIOUS SEGMENT ARE UNACCEPTABLE; TRAFFIC CONTROL OPERATIONS BECOME UNACCEPTABLE; OR AN EROSION CONTROL DEFICIENCY EXISTS.
- ACCESS FOR LOCAL TRAFFIC, MAIL SERVICE, GARBAGE SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.
- THE ENGINEER SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY CHANGES TO CONSTRUCTION STAGING. ALL CHANGES TO CONSTRUCTION STAGING MUST BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.
- PROVIDE 72 HOUR ADVANCED NOTIFICATION TO THE ENGINEER, VILLAGE, POLICE AND FIRE, AND THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 PRIOR TO THE LAKE STREET ROAD CLOSURE.
- MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES. CURB AND GUTTER INSTALLATION ACROSS DRIVEWAYS SHALL BE CONSTRUCTED HALF AT A TIME TO MAINTAIN ACCESS.
- CENTER STREET AND ALL SIDE STREETS SHALL BE KEPT OPEN TO TWO-WAY TRAFFIC AT ALL TIMES.
- ALL TRENCHES, HOLES, AND PITS SHALL BE FILLED OR COVERED WITH STEEL PLATES EXCEPT DURING ACTUAL CONSTRUCTION THERE IN. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEMS FOR WHICH IT APPLIES.
- THE CONTRACTOR SHALL MAINTAIN ONE CROSSWALK IN EACH DIRECTION AT ALL INTERSECTIONS DURING CONSTRUCTION.
- ALL SIDEWALKS AND CROSSWALKS ON CENTER STREET WEST OF SEYMOUR AVENUE SHALL BE OPEN DURING SPECIAL EVENTS (SEE NOTE 11 FOR DATES).
- TO MAINTAIN TRAFFIC FLOW DURING SPECIAL EVENTS IN THE DOWNTOWN AREA THE CONTRACTOR SHALL NOT PERFORM WORK ON CENTER STREET ON THE FOLLOWING DAYS:
 - ALL SATURDAYS FROM APRIL 3 TO MAY 23, 2015 – FARMERS MARKET
 - ALL WEDNESDAYS FROM JUNE 3 TO SEPTEMBER 30, 2015 – FARMERS MARKET
 - ALL SATURDAYS FROM OCTOBER 3 TO DECEMBER 18, 2015 – FARMERS MARKET
 - MAY 29-30, 2015 – CRAFT BEER FESTIVAL
 - JUNE 12-13, 2015 – ARTS FESTIVAL
 - JUNE 17, 2015 – GOLF OUTING
 - JUNE 26-27, 2015 – TASTE OF GRAYSLAKE
 - JULY 10-11, 2015 – 5K FAMILY FUN RUN
 - AUGUST 13-15, 2015 – SUMMER DAYS
 - AUGUST 28-29, 2015 COLOR ALOFT BALLOON FESTIVAL
- THE 5K FAMILY RUN (JULY 11) RACE COURSE RUNS ALONG SEYMOUR AVE AND CENTER STREET FROM LAKE STREET TO SEYMOUR AVENUE. THE CONTRACTOR SHALL SCHEDULE ACTIVITIES SUCH THAT NO TRIP HAZARDS EXIST ALONG CENTER STREET AND SEYMOUR AVE AND THAT CENTER STREET IS PAVED THROUGH THE HMA SURFACE COURSE OR THE EXISTING HMA SURFACE COURSE REMAINS FOR THE RACE. NO EXPOSED STRUCTURE FRAMES, MILLED PAVEMENT OR LEVELING BINDER WILL BE ALLOWED FOR THE RACE.
- VARIOUS CONTRACTORS WILL BE PERFORMING WORK ON PROJECTS ADJACENT TO AND AT THE SAME TIME AS THE CENTER STREET PROJECT. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES, EROSION CONTROL, SCHEDULES, TRAFFIC CONTROL, AND STAGING WITH THE CONTRACTORS OF THE ADJACENT PROJECTS. ANY TRAFFIC CONTROL MEASURES REQUIRED DUE TO TIMING OR STAGING OF VARIOUS WORK, INCLUDING BUT NOT LIMITED TO CURB AND GUTTER AND SIDEWALK INSTALLATION, SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL PROVIDE 36 INCH X 36 INCH CONSTRUCTION SIGNS STATING "BUSINESSES OPEN DURING CONSTRUCTION" DURING ALL CONSTRUCTION WORK. SIGNS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE MUTCD AND SHALL HAVE 4" BLACK LETTERS ON AN ORANGE BACKGROUND. SIGNS SHALL BE PLACED AT THE SOUTH LAKE STREET CONSTRUCTION LIMIT, AT THE CENTER STREET CONSTRUCTION LIMITS AND AT ALL SIDE STREETS ALONG CENTER STREET. THIS WORK SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING DECORATIVE CONCRETE TO REMAIN INCLUDING THE INTERSECTIONS AND CROSSWALKS AT CENTER STREET WITH WHITNEY ST, SLUSSER ST AND LIBRARY LANE UTILIZING TEMPORARY AGGREGATE TO MINIMIZE BITUMINOUS TRACKING. ANY DAMAGE TO DECORATIVE CONCRETE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- DECORATIVE CROSSWALKS SHALL BE STAGED TO MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES.

CENTER STREET

- ESTABLISH TRAFFIC CONTROL ITEMS.
- ESTABLISH EROSION CONTROL MEASURES.
- REMOVE TREES AS NECESSARY AND ESTABLISH TREE PROTECTION ON TREES TO REMAIN.
- CONSTRUCT WATER MAIN LINING, INSTALLATION AND ABANDONMENT.
- REPAIR EXISTING CURB AND GUTTER AND SIDEWALK EAST OF SEYMOUR AVENUE. CURB AND GUTTER WORK SHALL BE LIMITED TO WORKING ON ONE SIDE OF THE STREET IN EACH DIRECTION AT ALL TIMES TO MINIMIZE CONGESTION. CONCRETE SHALL HAVE A MINIMUM OF 72 HOURS CURING TIME AND ALL DRIVEWAYS SHALL BE FULLY ACCESSIBLE PRIOR TO REMOVING EXISTING CURB ON THE OPPOSITE SIDE OF THE STREET.
- CONSTRUCT AGGREGATE SUBGRADE IMPROVEMENTS AND CURB AND GUTTER IN WIDENING AREA.
- REPAIR EXISTING CURB AND GUTTER AND SIDEWALK WEST OF SEYMOUR AVENUE. ONLY PARKING SPACES DIRECTLY IN FRONT OF CURB AND GUTTER AND SIDEWALK REPAIRS SHALL BE CLOSED. PARKING SPACES NOT IN FRONT OF CURB AND GUTTER REPAIRS SHALL REMAIN OPEN DURING CONSTRUCTION.
- CONSTRUCT HOT-MIX ASPHALT BASE COURSE IN WIDENING AREA.
- MILL AND CONSTRUCT HOT-MIX ASPHALT PATCHING. PAVEMENT MILLING SHALL NOT OCCUR UNTIL ALL CURB AND GUTTER REPAIRS ARE COMPLETED. MILLED PAVEMENT
- COMPLETE HOT-MIX ASPHALT LEVELING AND SURFACE COURSES.
- INSTALL REQUIRED PAVEMENT MARKINGS.

WORK ON CENTER STREET SHALL BE COMPLETED INCLUDING HMA SURFACE COURSE AND PAVEMENT MARKINGS BY JULY 31, 2015 UNLESS ADDITIONAL TIME IS GRANTED IN ACCORDANCE WITH SECTION 108.08 OF THE STANDARD SPECIFICATIONS, OR THE CONTRACTOR SHALL BE LIABLE FOR LIQUIDATED DAMAGES PER CALENDAR DAY IN ACCORDANCE WITH SECTION 108.09 OF THE STANDARD SPECIFICATIONS.

- COMPLETE PARKWAY RESTORATION.
- COMPLETE PUNCH LIST ITEMS.
- REMOVE TEMPORARY EROSION CONTROL ITEMS ONCE SEED ESTABLISHES.

LAKE STREET

- ESTABLISH DETOUR ROUTE AND OTHER TRAFFIC CONTROL ITEMS – MAINTAIN ACCESS TO COMMERCIAL DRIVEWAY WITHIN RECONSTRUCTION SECTION AT ALL TIMES DURING CONSTRUCTION. MAINTAIN ACCESS TO BIKE PATH DURING CONSTRUCTION.
- ESTABLISH EROSION CONTROL MEASURES.
- REMOVE TREES AS NECESSARY AND ESTABLISH TREE PROTECTION ON TREES TO REMAIN.
- CONSTRUCT STORM SEWER.
- REMOVE EXISTING PAVEMENT AND CURB.
- CONSTRUCT AGGREGATE SUBGRADE IMPROVEMENTS AND CURB AND GUTTER.
- CONSTRUCT SIDEWALK AND BIKE PATH REPAIRS.
- MILL AND CONSTRUCT HOT-MIX ASPHALT BASE COURSE AND PATCHING.
- COMPLETE HOT-MIX ASPHALT LEVELING AND SURFACE COURSES.
- COMPLETE PARKWAY RESTORATION.
- INSTALL REQUIRED PAVEMENT MARKINGS.
- REOPEN ROADWAY.
- COMPLETE PUNCH LIST ITEMS.
- REMOVE TEMPORARY EROSION CONTROL ITEMS ONCE SEED ESTABLISHES.

ALL WORK SHALL BE COMPLETED BY SEPTEMBER 18, 2015 IN ACCORDANCE WITH THE SPECIAL PROVISION FOR COMPLETION DATE PLUS WORKING DAYS, UNLESS ADDITIONAL TIME IS GRANTED IN ACCORDANCE WITH SECTION 108.08 OF THE STANDARD SPECIFICATIONS, OR THE CONTRACTOR SHALL BE LIABLE FOR LIQUIDATED DAMAGES PER CALENDAR DAY IN ACCORDANCE WITH SECTION 108.09 OF THE STANDARD SPECIFICATIONS.

ARTERIAL ROAD INFORMATION SIGN FOR ROADS TO BE FULLY CLOSED AND DETOURED SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT.



"HIGHWAY C" FONT

- OVERLAY PANEL ① TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (i.e. "FROM APR 2")
- OVERLAY PANEL ② TO CONTAIN ENDING MONTH OF FULL CLOSURE & DETOUR (i.e. "THRU JULY") OMIT THE DATE ON PANEL ②; MONTH ONLY.

ERECT SIGN ASSEMBLY (POST-MOUNTED WITH PANELS ① AND ②) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.

TEMPORARY INFORMATION SIGN DETAIL

CONSTRUCTION SEQUENCE



DESIGNED - JDM	REVISED -1-6-15 PER IDOT REVIEW
DRAWN - LKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428.SH-MotGntes.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC
GENERAL NOTES**

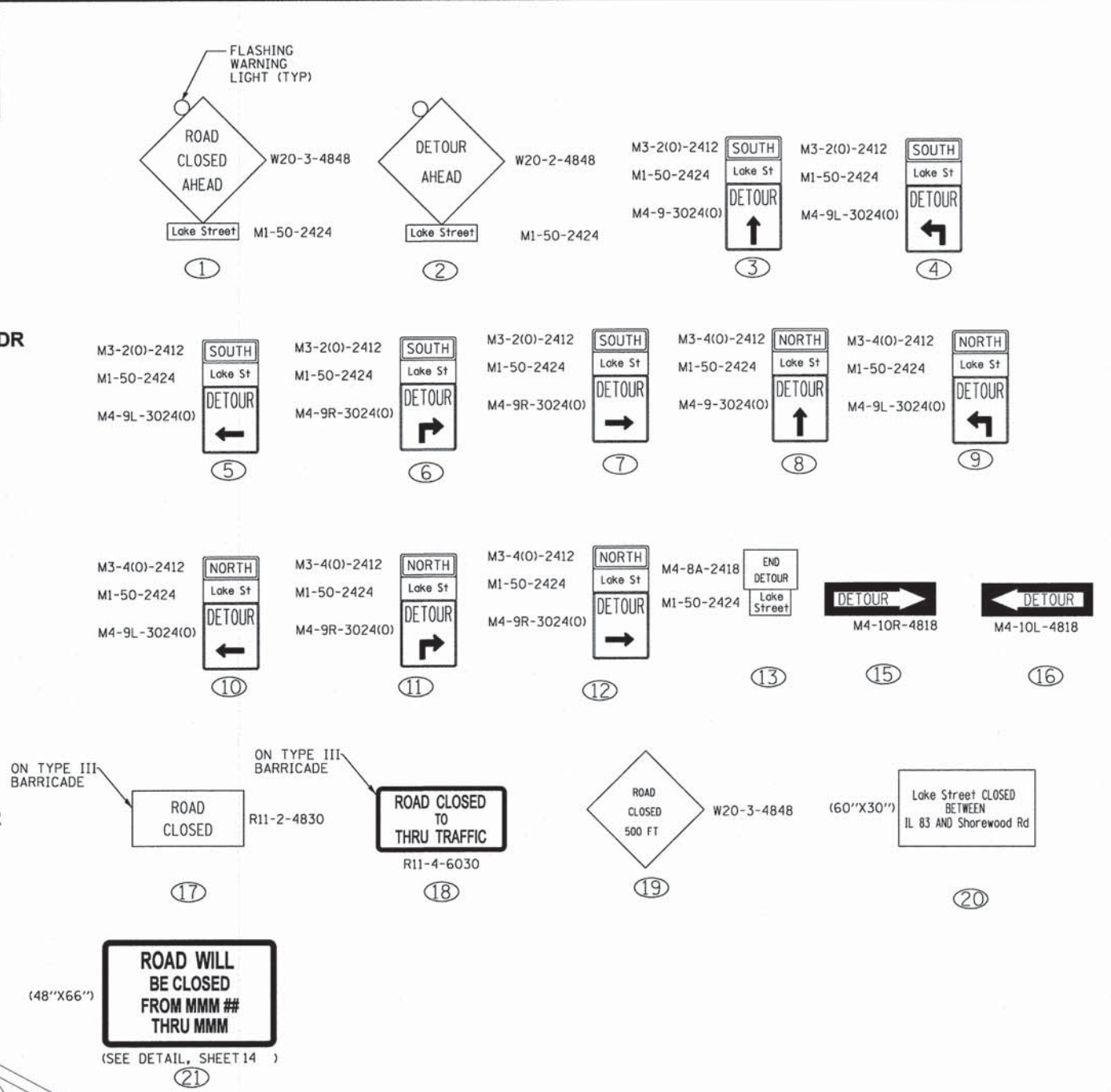
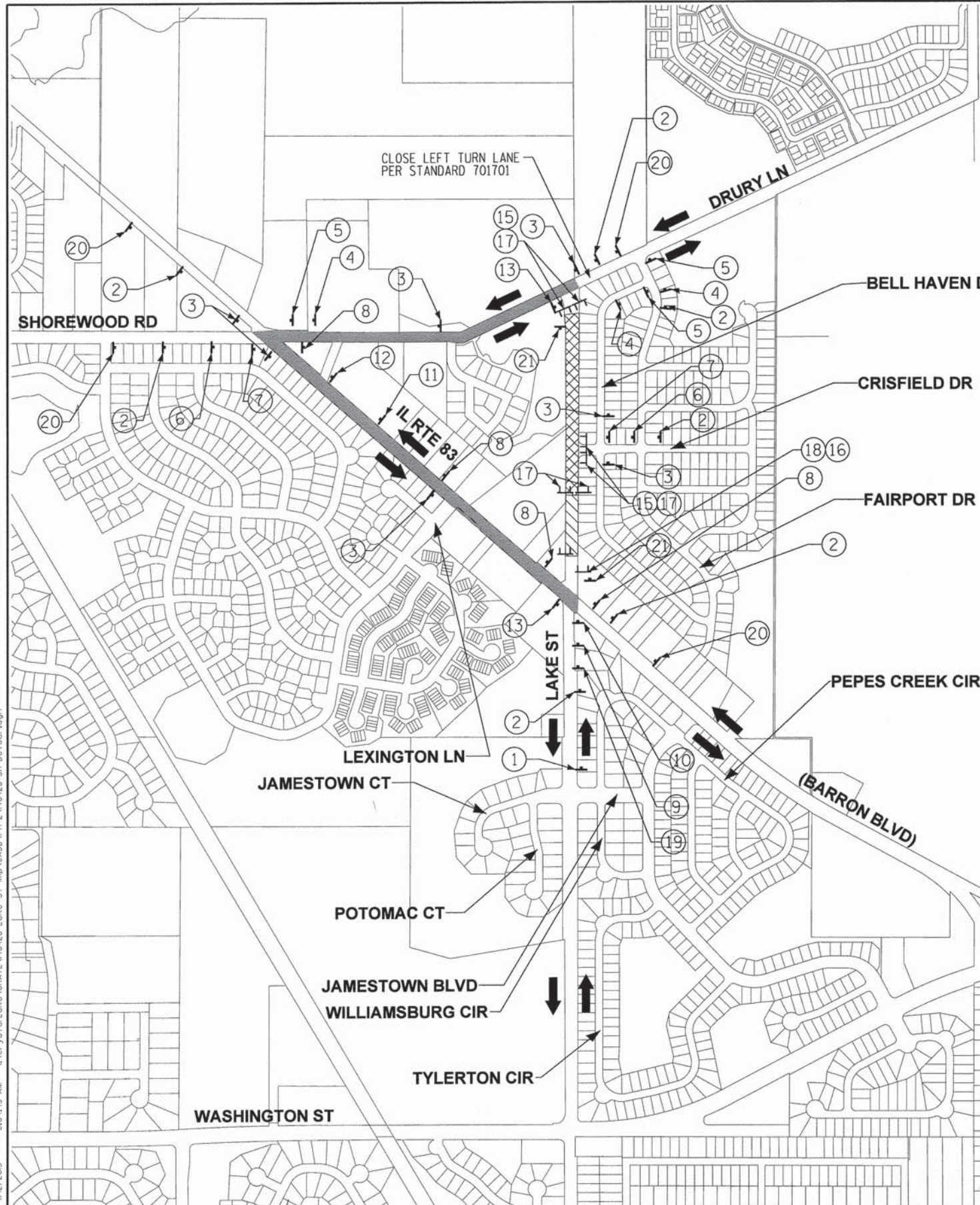
SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	14-00062-00-WR	LAKE	55	14
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40034361				

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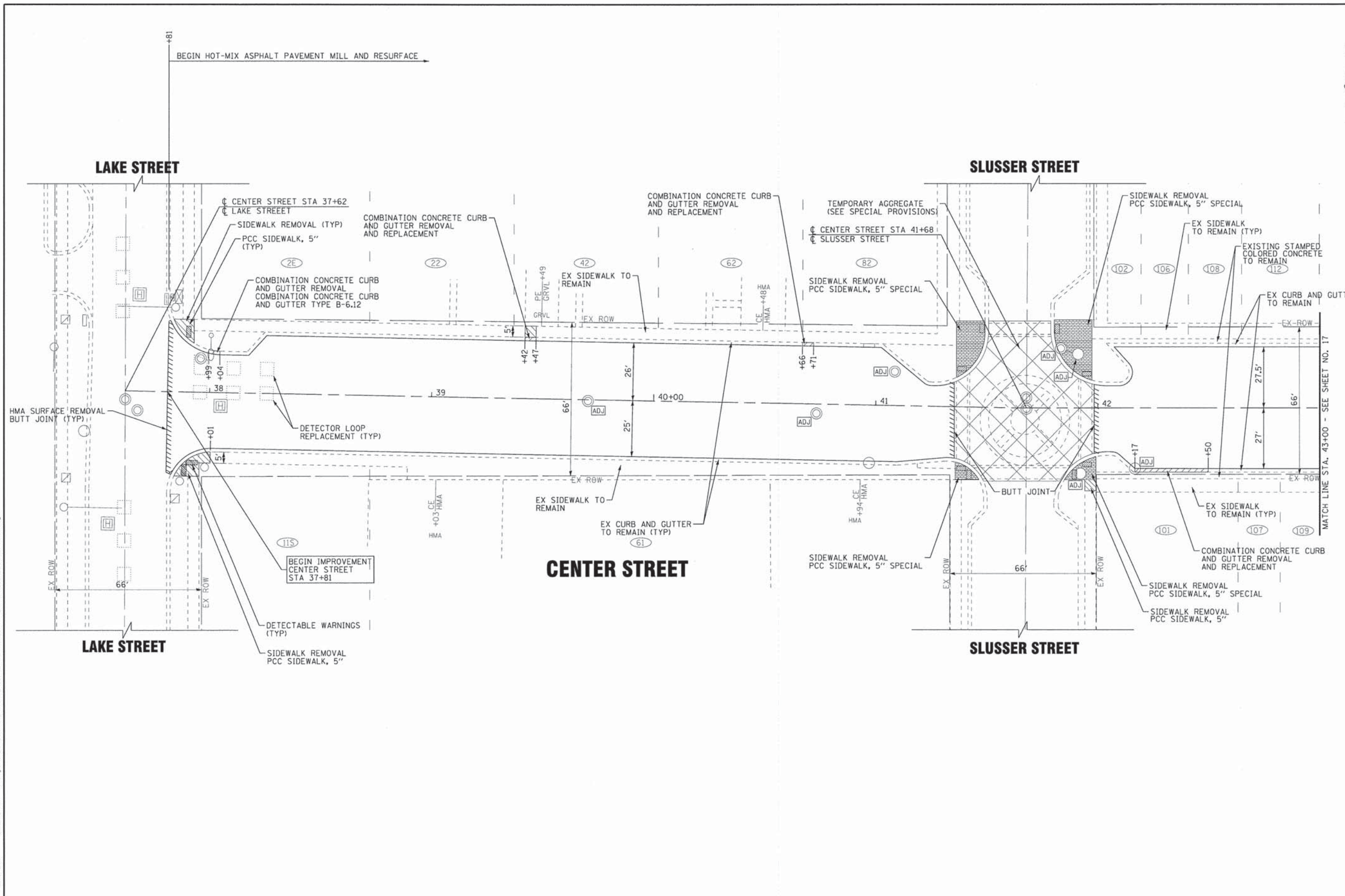
LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN
- TYPE III BARRICADE
- ROAD CLOSED TO THRU TRAFFIC
- ROAD CLOSED TO ALL TRAFFIC

DESIGNED - UKB	REVISED -1-6-15 PER IDOT REVIEW
DRAWN - UKB	REVISED -1-12-15 PER IDOT REVIEW
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428-SH-DeTour.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR PLAN - LAKE STREET		F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 15
SCALE: 1" = 400'	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003436 CONTRACT NO. 61B18			



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DESIGNED - JDM	REVISED -
DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140442.SH.Center-Plan1.dgn

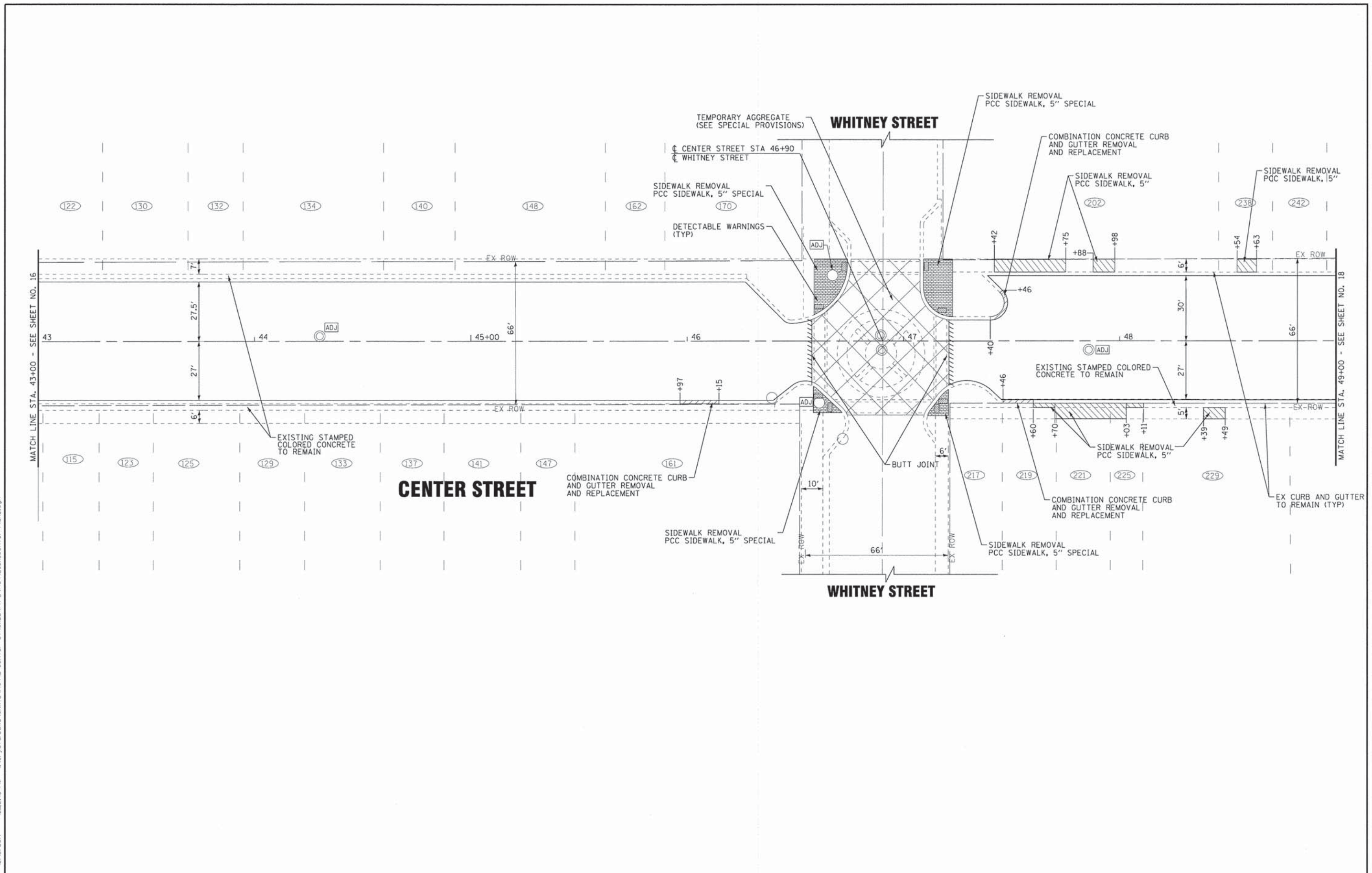
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC PLAN CENTER STREET	
SCALE: 1"=20'	STA. 37+62 TO STA. 43+00

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

MATCH LINE STA. 43+00 - SEE SHEET NO. 17

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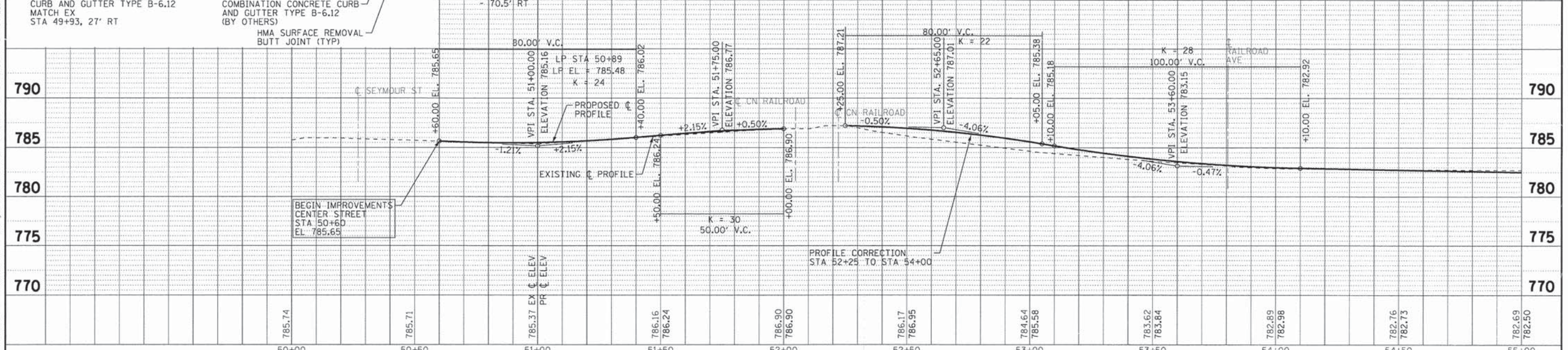
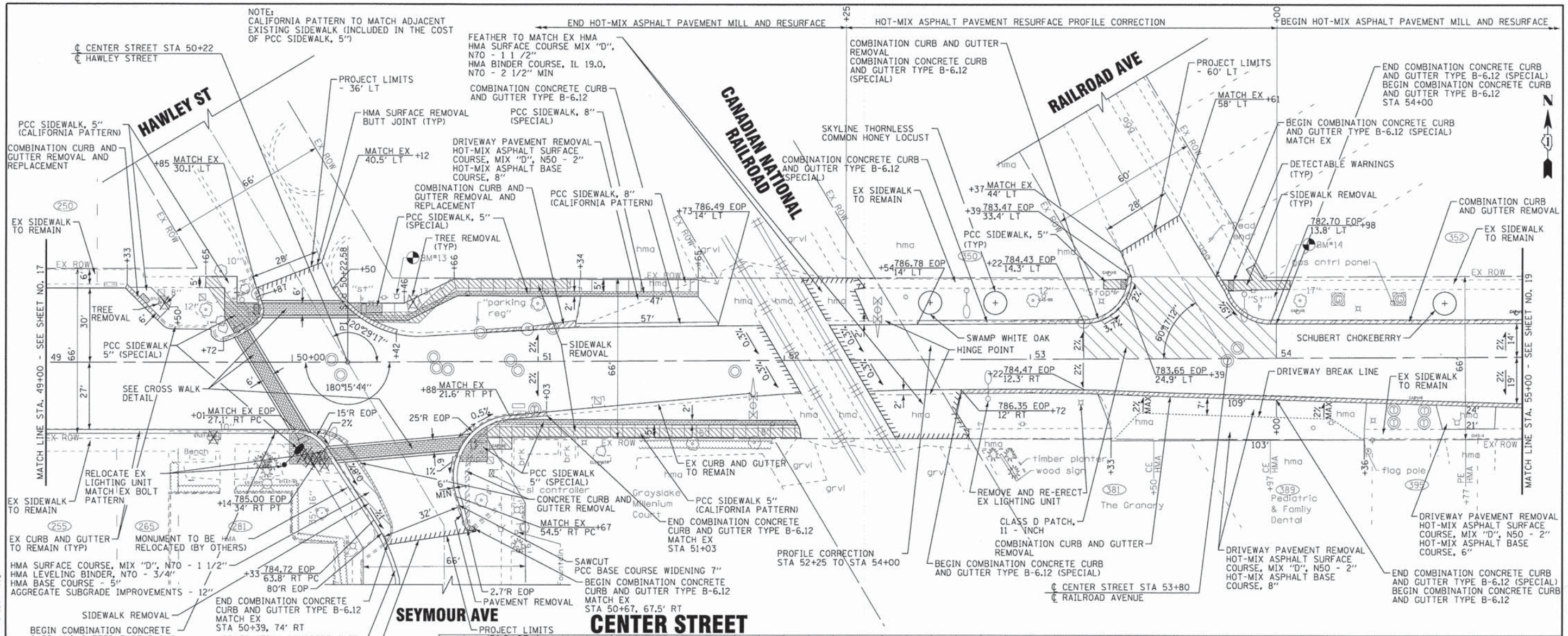
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DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140442.SH.Center-Plan2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC PLAN
CENTER STREET

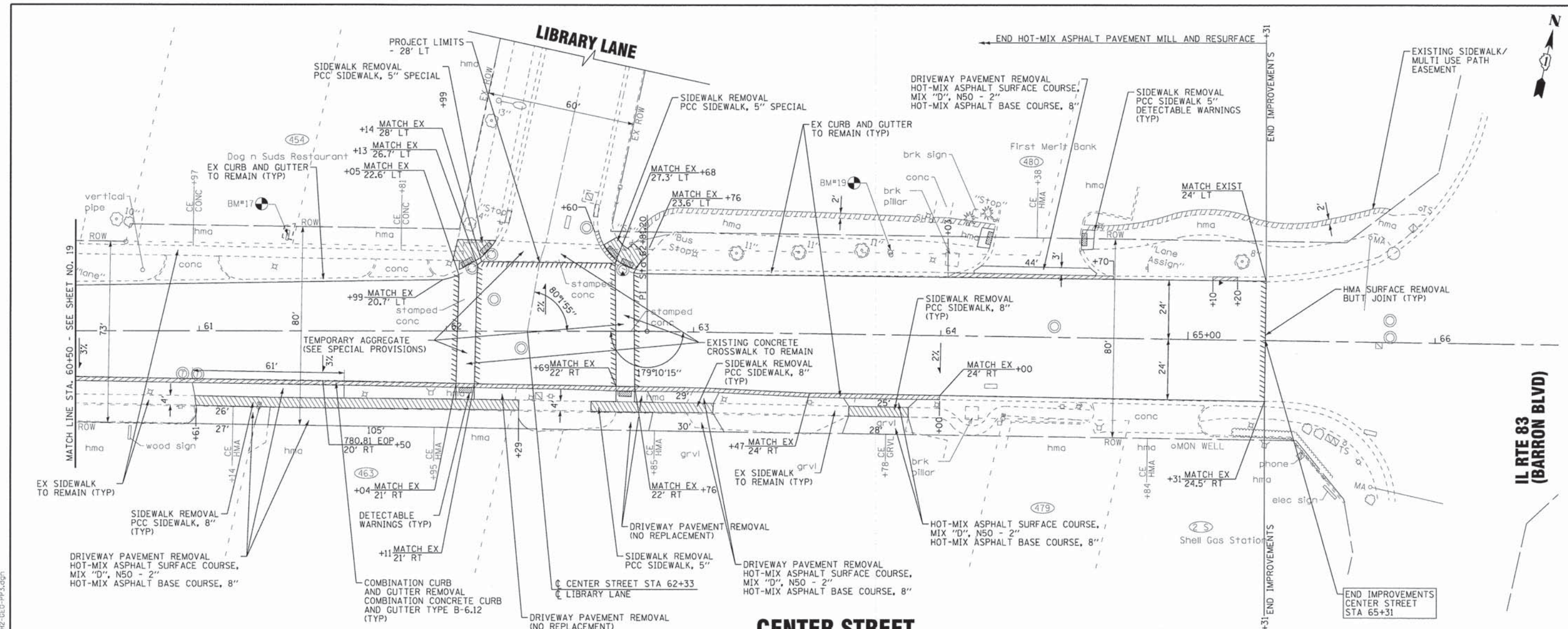
SCALE: 1"=20'
 STA. 43+00 TO STA. 49+00

F.A.J. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 17
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40034361				

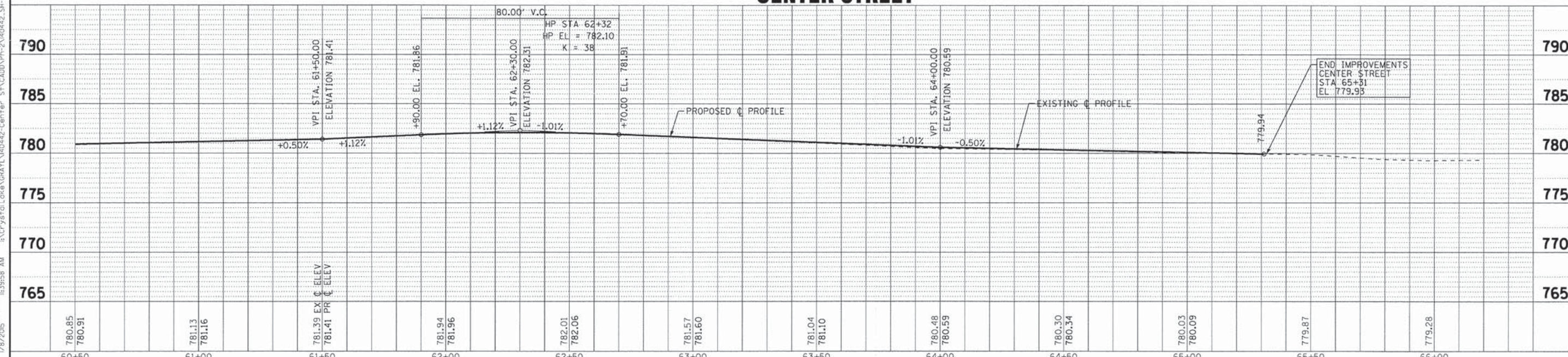


DESIGNED - JDM	REVISED - 1-6-15 PER IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE CENTER STREET		F.A.U. R.T.E. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 18
DRAWN - UKB	REVISED -		SCALE: H: 1"=20' V: 1"=5'		STA. 49+00 TO STA. 55+00		CONTRACT NO. 61B18		
CHECKED - DJS	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT W-40034361						
DATE - 12-15-14	FILE - 140442-SH-PH2-GE0-PPI.dgn								

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CENTER STREET



BAXTER & WOODMAN
Consulting Engineers

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DATE - 12-15-14	FILE - 140442.SH-PH2-GEO-PP3.dgn

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DEPARTMENT OF TRANSPORTATION

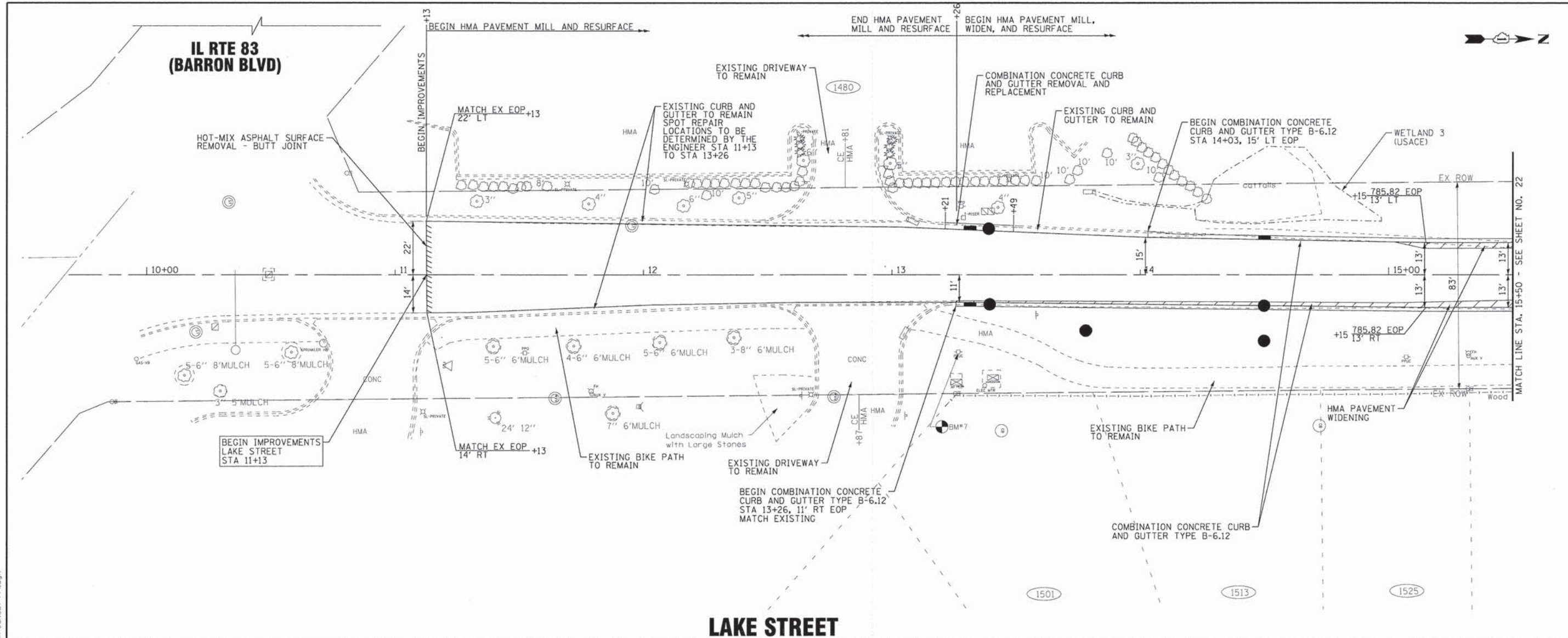
PLAN AND PROFILE
CENTER STREET

SCALE: H: 1"=20' V: 1"=5'
STA. 60+50 TO STA. 66+00

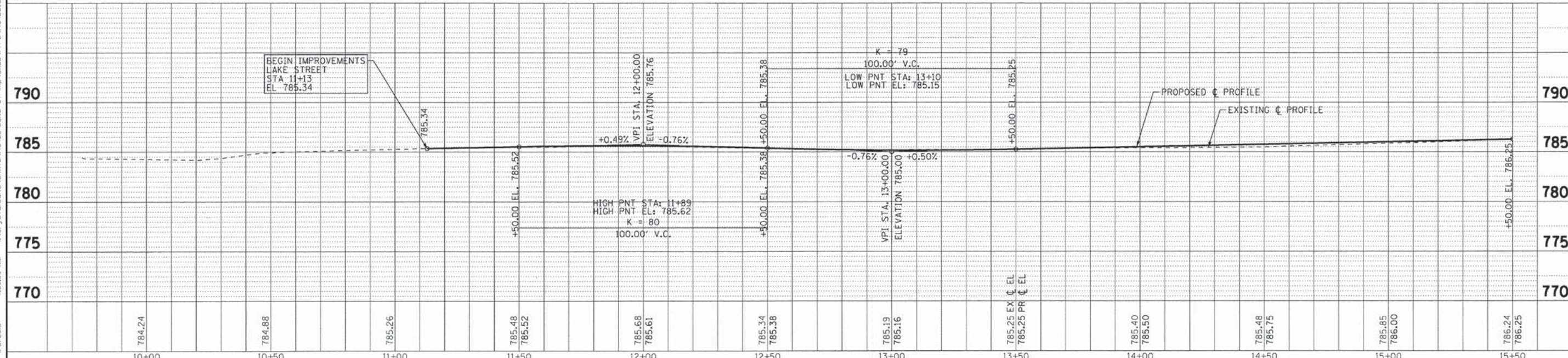
F.A.U. 198	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 20
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(436)				

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**IL RTE 83
(BARRON BLVD)**



LAKE STREET



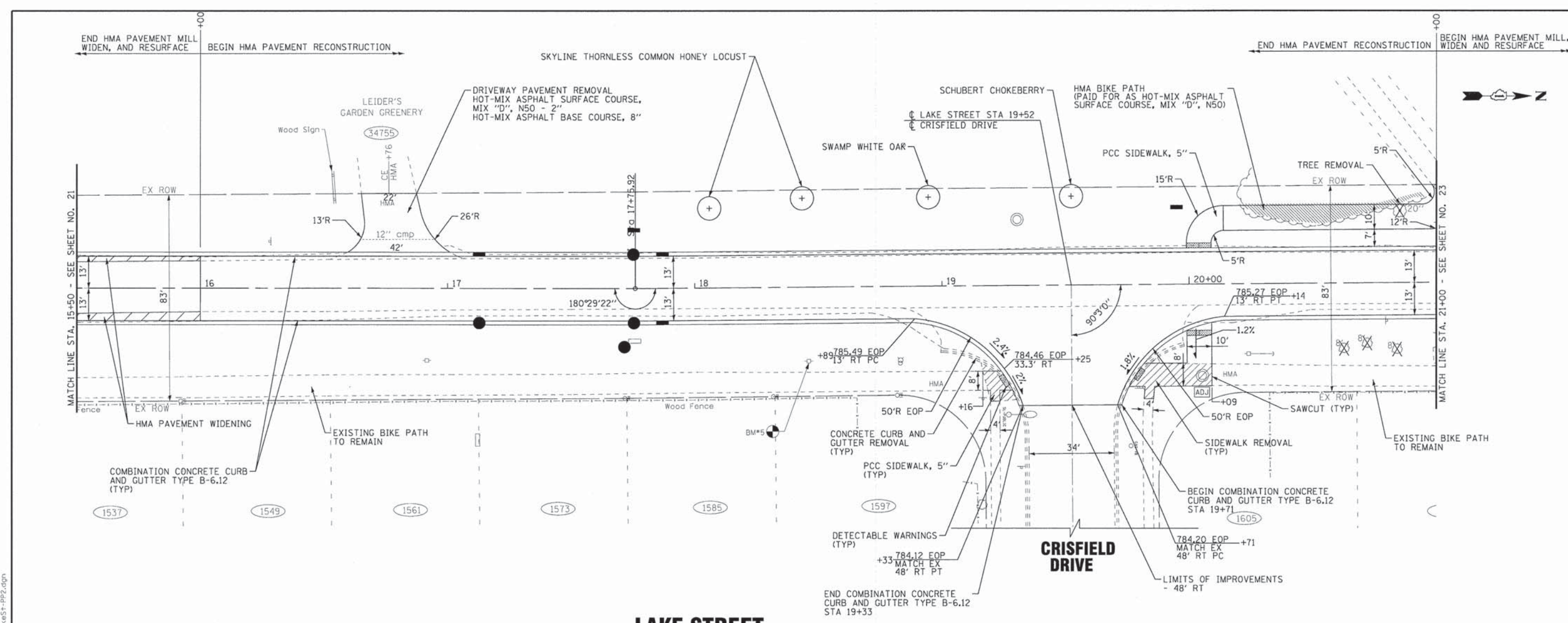
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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED - 1-6-15 PER IDOT REVIEW
	DRAWN - UKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428_SH-LakeSt+PPI.dgn

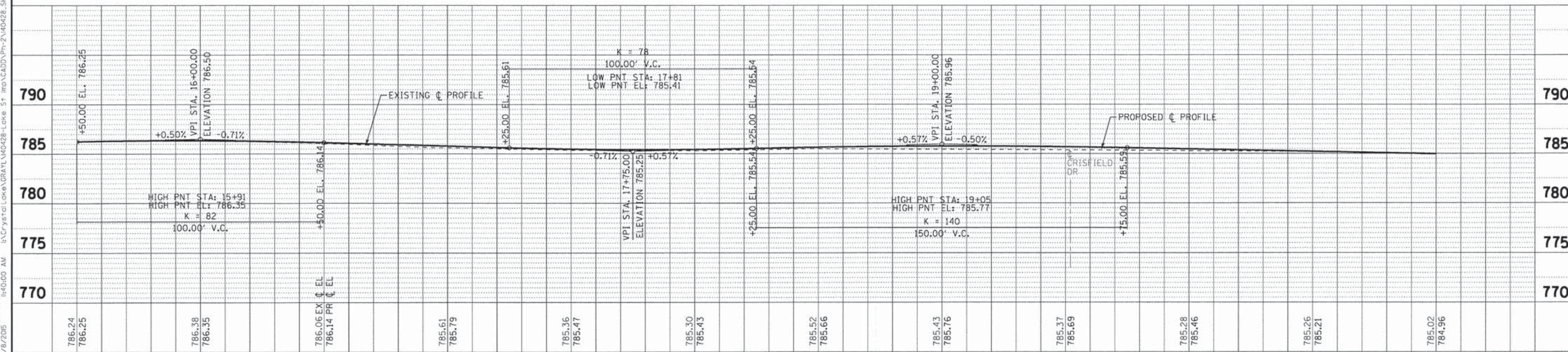
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
LAKE STREET**

SCALE: H: 1"=20' V: 1"=5'	STA. 10+00 TO STA. 15+50	F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 21
			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT M-4003(436)	CONTRACT NO. 61B18	



LAKE STREET



STATION	ELEVATION	ELEVATION	STATION
15+50	786.24 786.25	+50.00 EL. 786.25	16+00
16+00	786.38 786.35	VPI STA. 16+00.00 ELEVATION 786.50	16+50
16+50	786.06 786.14	50.00 EL. 786.14 PR EL.	17+00
17+00	785.61 785.79		17+50
17+50	785.36 785.47		18+00
18+00	785.30 785.43		18+50
18+50	785.52 785.66		19+00
19+00	785.43 785.76	VPI STA. 19+00.00 ELEVATION 785.96	19+50
19+50	785.37 785.69		20+00
20+00	785.28 785.46		20+50
20+50	785.26 785.21	VPI STA. 20+50.00 ELEVATION 785.59	21+00
21+00	785.02 784.96		

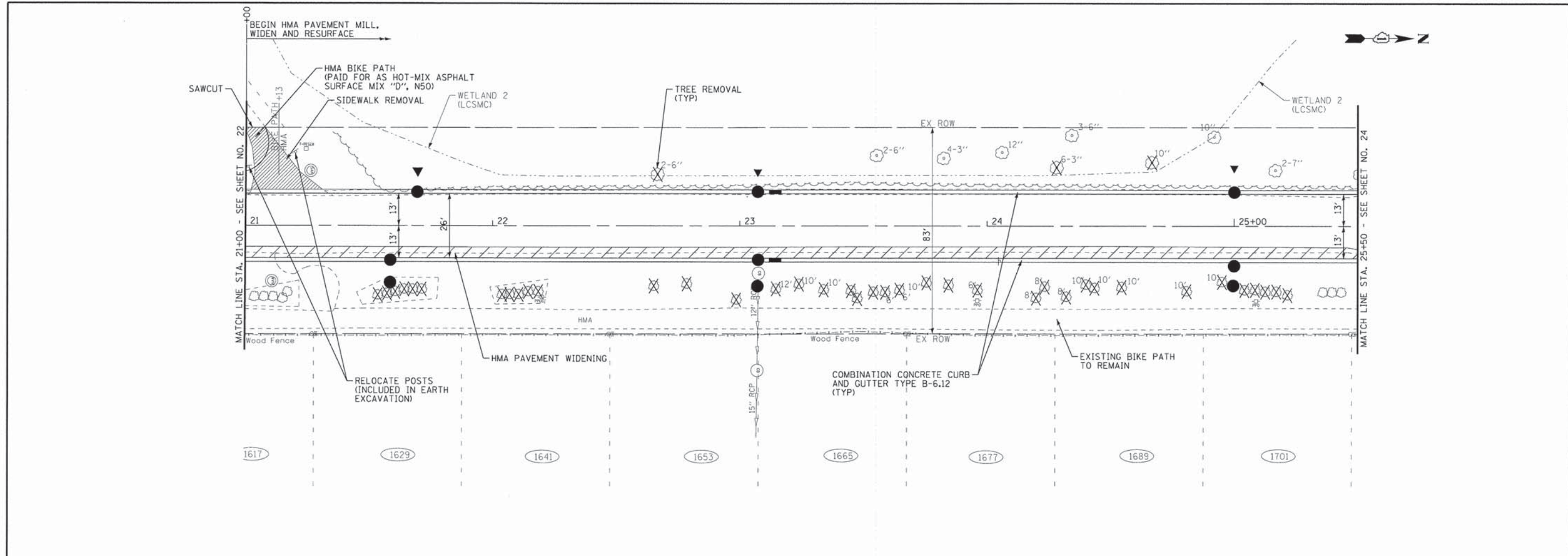
BAXTER & WOODMAN
 Consulting Engineers
 DESIGNED - JDM
 DRAWN - UKB
 CHECKED - RWL
 DATE - 12-15-14
 REVISED -1-6-15 PER IDOT REVIEW
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 FILE - 140428.SH-LakeSt-PP2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

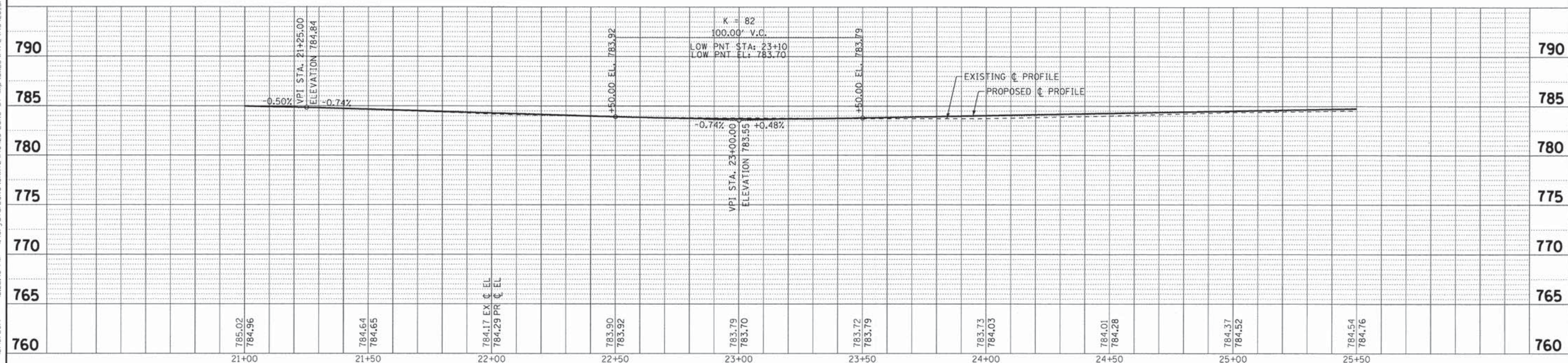
PLAN AND PROFILE
LAKE STREET
 SCALE: H: 1" = 20' V: 1" = 5'
 STA. 15+50 TO STA. 21+00

F.A.U. R.F.	SECTION	COUNTY	TOTAL SHEETS NO.
195 189	14-00062-00-WR	LAKE	55 22
CONTRACT NO. 61B18		ILLINOIS FED. AID PROJECT M-4003436	

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LAKE STREET



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DATE - 12-15-14	FILE - 140428_SH-LakeSt-PP3.dgn

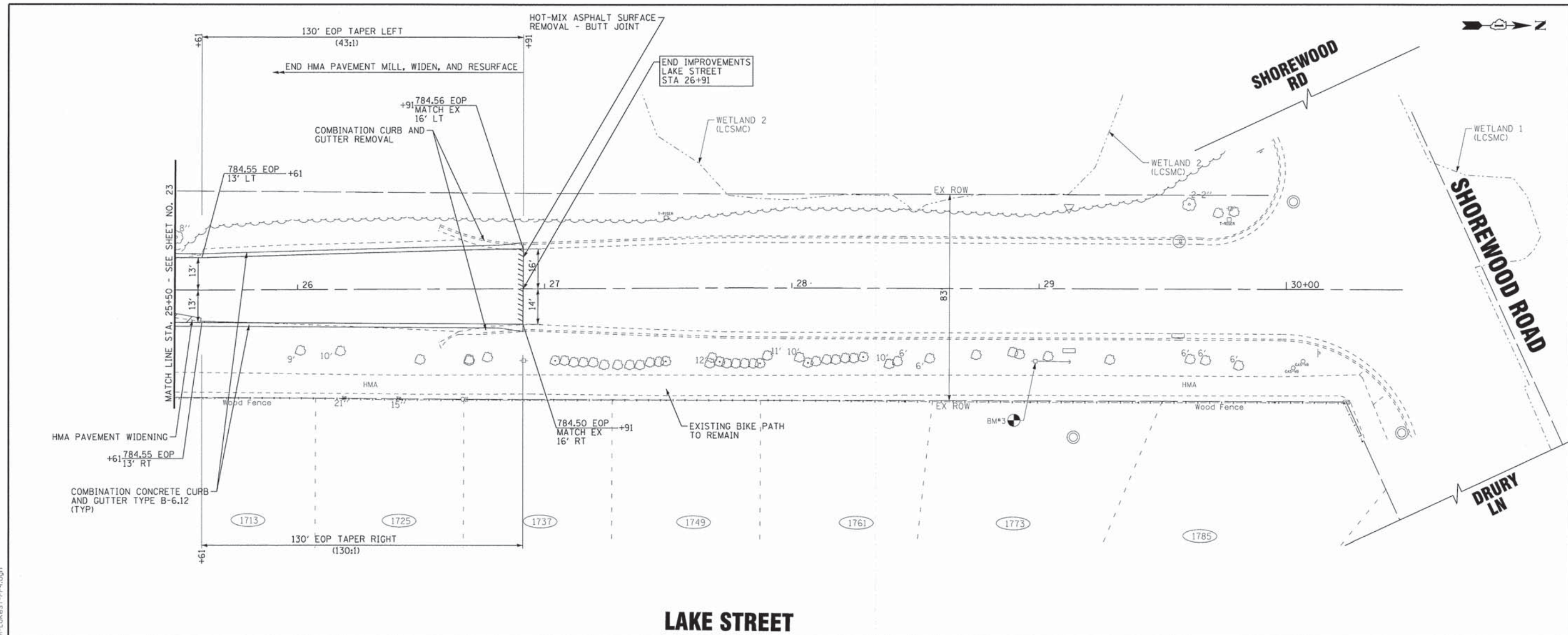
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LAKE STREET

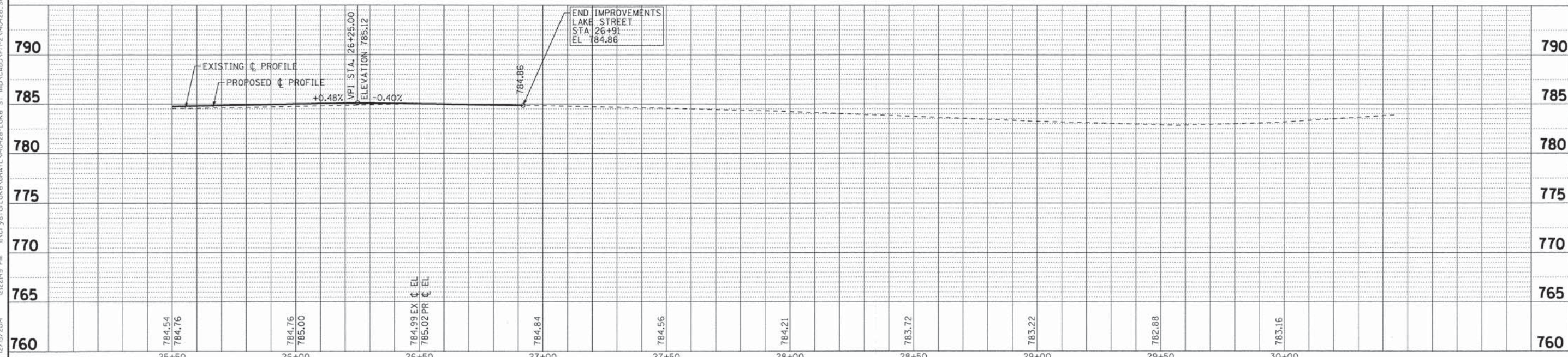
SCALE: H: 1"=20' V: 1"=5'
STA. 21+00 TO STA. 25+50

F.A.U. RTE. 149	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 23
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-40034361				

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LAKE STREET



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DESIGNED - JDM	REVISED -
DRAWN - LKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428.SH-LakeSt-PP4.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LAKE STREET	
SCALE: H: 1"=20' V: 1"=5'	STA. 25+50 TO STA. 30+47

F.A.U. RTE. 195/189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(436)		CONTRACT NO. 61B18		

SOIL EROSION AND SEDIMENT CONTROL NOTES

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- D. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- M. ALL OPEN GRATE STORM STRUCTURES, BOTH EXISTING AND PROPOSED, WITHIN THE CONSTRUCTION LIMITS AND IMMEDIATELY DOWNSTREAM, SHALL BE PROTECTED FROM SEDIMENT BY INSTALLING AND MAINTAINING INLET FILTERS.
- N. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION OF THE PROJECT.
- O. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
- P. STRAW OR HAY BALES WILL NOT BE ALLOWED TO BE USED FOR DITCH CHECKS OR INLET AND PIPE PROTECTION.
- Q. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- R. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE LAKE COUNTY SMC.
- S. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- T. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- U. ALL PERIMETER EROSION BARRIER SHALL MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (ARTICLE IV, SECTION B.1.J.1.F.I., AS AMENDED)

CONSTRUCTION SEQUENCE

1. INSTALL PERIMETER EROSION BARRIER
2. INSTALL INLET FILTERS
3. TREE TRUNK PROTECTION
4. TREE REMOVAL
5. REMOVE PAVEMENT AND STORM SEWER LATERALS WHERE APPLICABLE.
6. INSTALL STORM SEWER WHERE APPLICABLE.
7. TEMPORARY SEEDING AND MULCH ON TEMPORARY GRADES.
8. INSTALL ROADWAY WIDENING AND RECONSTRUCTION.
9. FINAL GRADING WITH TOPSOIL, SEED AND BLANKET.
10. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.

FOR BARE EARTH APPLICATION ONLY

TEMPORARY DITCH CHECK, (1) ONE EACH (7 FOOT LONG), [ON THE RIGHT SIDE OF THE DITCH]

FLOW LINE

APRON

TEMPORARY DITCH CHECK, (1) ONE EACH (7 FOOT LONG), [ON THE LEFT SIDE OF THE DITCH]

BARE EARTH DITCH LINE

SILT DIKE UNIT ISOMETRIC

NOTES:
THE TEMPORARY DITCH CHECK SHALL BE USED IN BARE EARTH DITCH LINES AND SHALL BE REMOVED JUST PRIOR TO THE INSTALLATION OF EROSION CONTROL BLANKET AND SEEDING.

THE INSTALLATION SHOWN WILL BE MEASURED AND PAID FOR AS A TEMPORARY DITCH CHECK 14 FEET IN LENGTH.

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAM.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

16'-20"
2'-3"
3' TO 6" TRENCH FLOW
8'-10" MIN.
2'-3"
STAPLES - 11 GAUGE WIRE MINIMUM 6" LENGTH

SECTION A-A

ONE 7' UNIT ONE 7' UNIT

POINT 1 POINT 2

STAPLES (TYP.) APRON OVERLAP

SECTION B-B

REVISIONS	DATE
ADDED DIMENSIONS	04/11/08
REVISED PAY ITEM	04/16/10
ADDED PLASTIC BERM (10-02)	10/10/12

TEMPORARY DITCH CHECK INSTALLATION FOR ROADWAY OR DRAINAGE DITCH

(SHEET 1 OF 2)

L20950

FOR USE WHILE ESTABLISHING FINAL LANDSCAPING

PERMEABLE PLASTIC BERM ONE EACH (3.3 FOOT LONG)

FLOW LINE

PERMEABLE PLASTIC BERM ONE EACH (3.3 FOOT LONG)

DITCHLINE WITH EROSION CONTROL BLANKET & SEEDING APPLIED

PERMEABLE PLASTIC BERM ISOMETRIC

NOTES:
THE PERMEABLE PLASTIC BERM SHALL REPLACE THE TEMPORARY DITCH CHECK AFTER THE INSTALLATION OF EROSION CONTROL BLANKET AND SEEDING.

EACH PERMEABLE PLASTIC BERM IS 3.3 FEET IN LENGTH. THE MINIMUM INSTALLATION IN A DITCH SHALL BE THREE UNITS. THE INSTALLATION SHOWN WILL BE MEASURED AND PAID FOR AS A PERMEABLE PLASTIC BERM 16.5 FEET IN LENGTH (5 UNITS).

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS THROUGH OR OVER THE BERM AND NOT AROUND THE ENDS.

8'-10" MIN.

DITCHLINE WITH EROSION CONTROL BLANKET & SEEDING APPLIED

STAPLES PER THE MANUFACTURER'S INSTRUCTIONS

SECTION A-A

1 UNIT 1 UNIT 1 UNIT 1 UNIT

POINT 1 POINT 2

STAPLES (TYP.)

SECTION B-B

REVISIONS	DATE
ADDED DIMENSIONS	04/11/08
REVISED PAY ITEM	04/16/10
ADDED PLASTIC BERM (10-02)	10/10/12

TEMPORARY DITCH CHECK INSTALLATION FOR ROADWAY OR DRAINAGE DITCH

(SHEET 2 OF 2)

L20950

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JNK	REVISED -
	DRAWN - UKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428-SH-Eros-Gntes.dgn

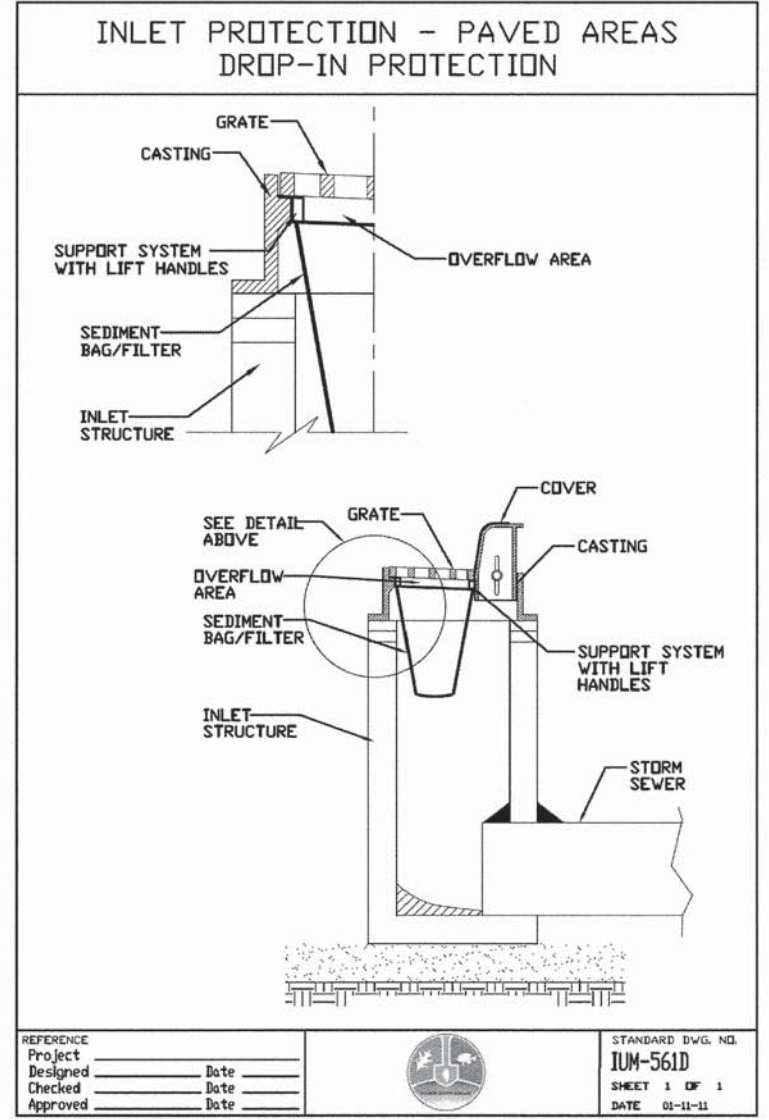
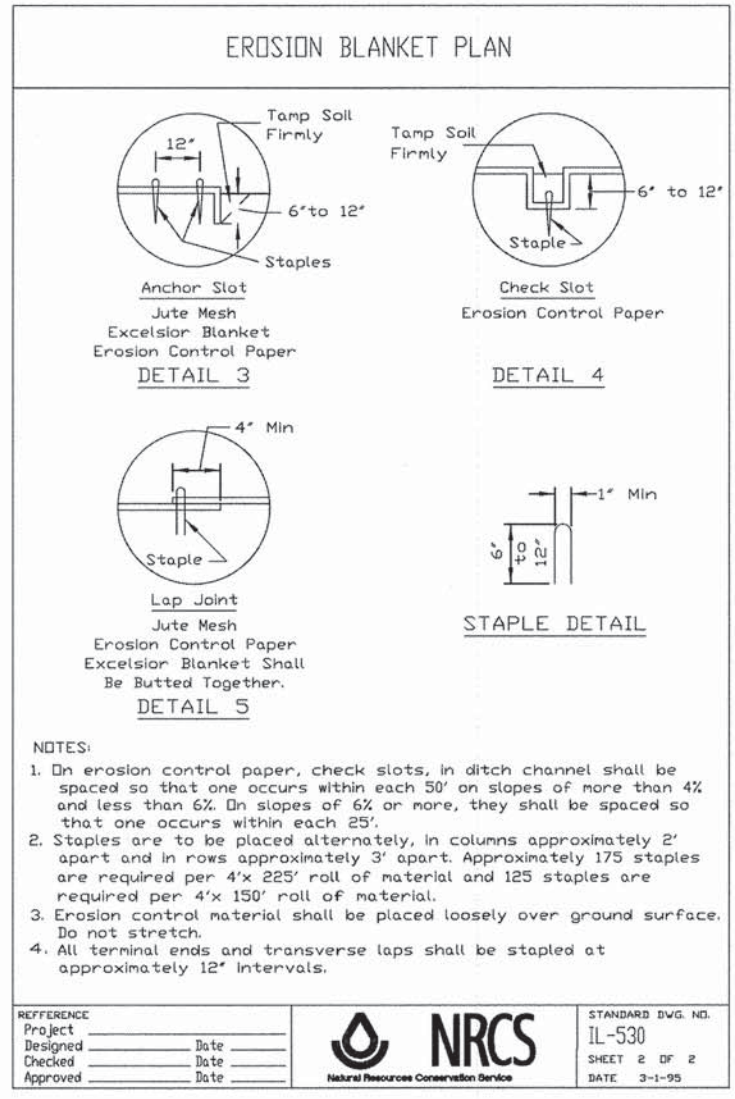
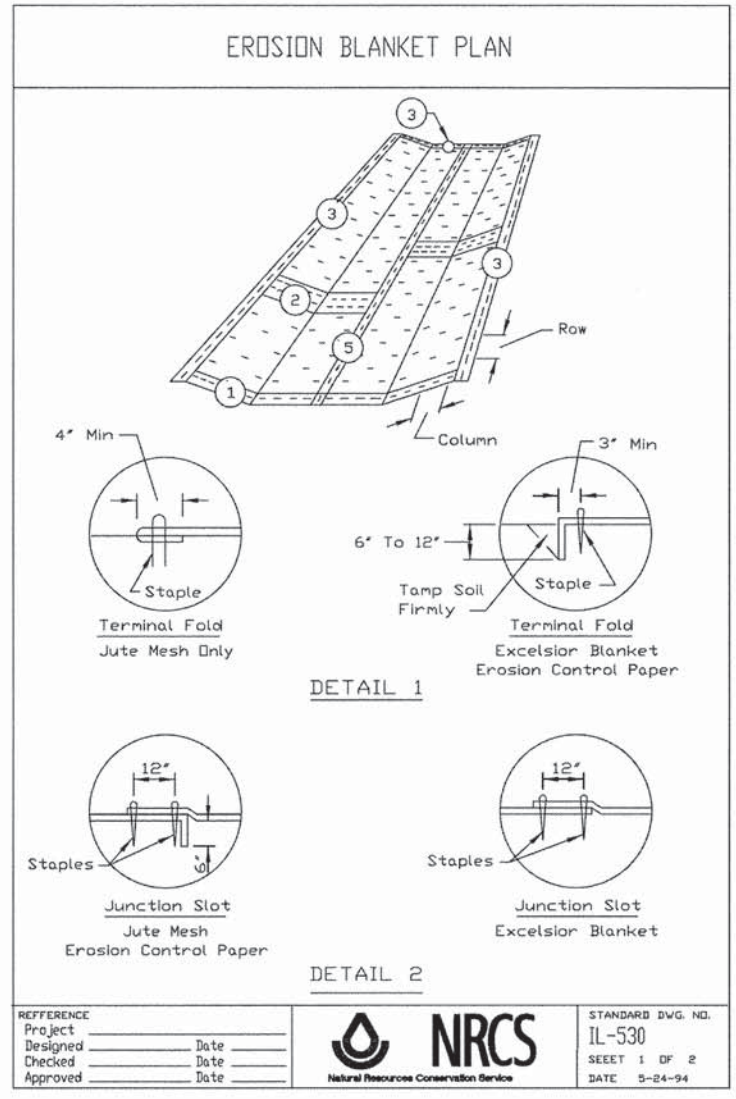
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL EROSION AND SEDIMENT CONTROL NOTES
CONSTRUCTION SEQUENCE AND EROSION CONTROL DETAILS**

SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	14-00062-00-WR	LAKE	55	25
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40034361				

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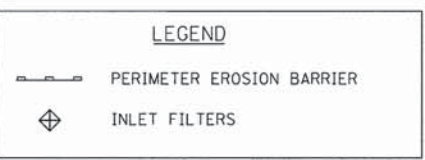
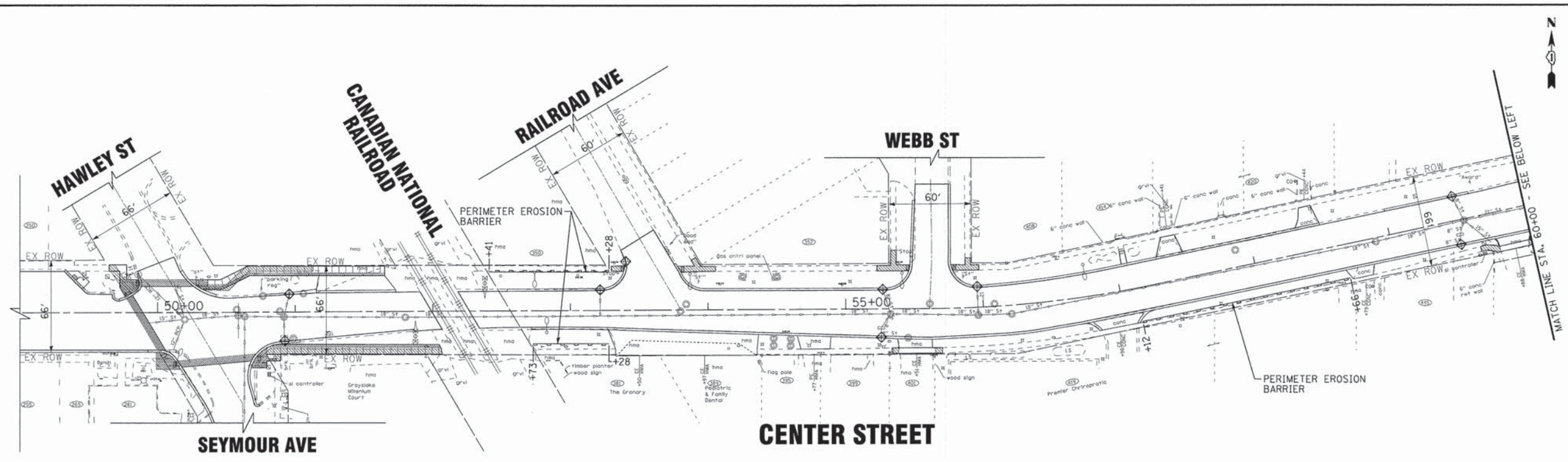
DESIGNED - JNK DRAWN - UKB CHECKED - RWL DATE - 12-15-14	REVISED - REVISED - REVISED - FILE - 140428_SH-Eros-Gntes.dgn
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

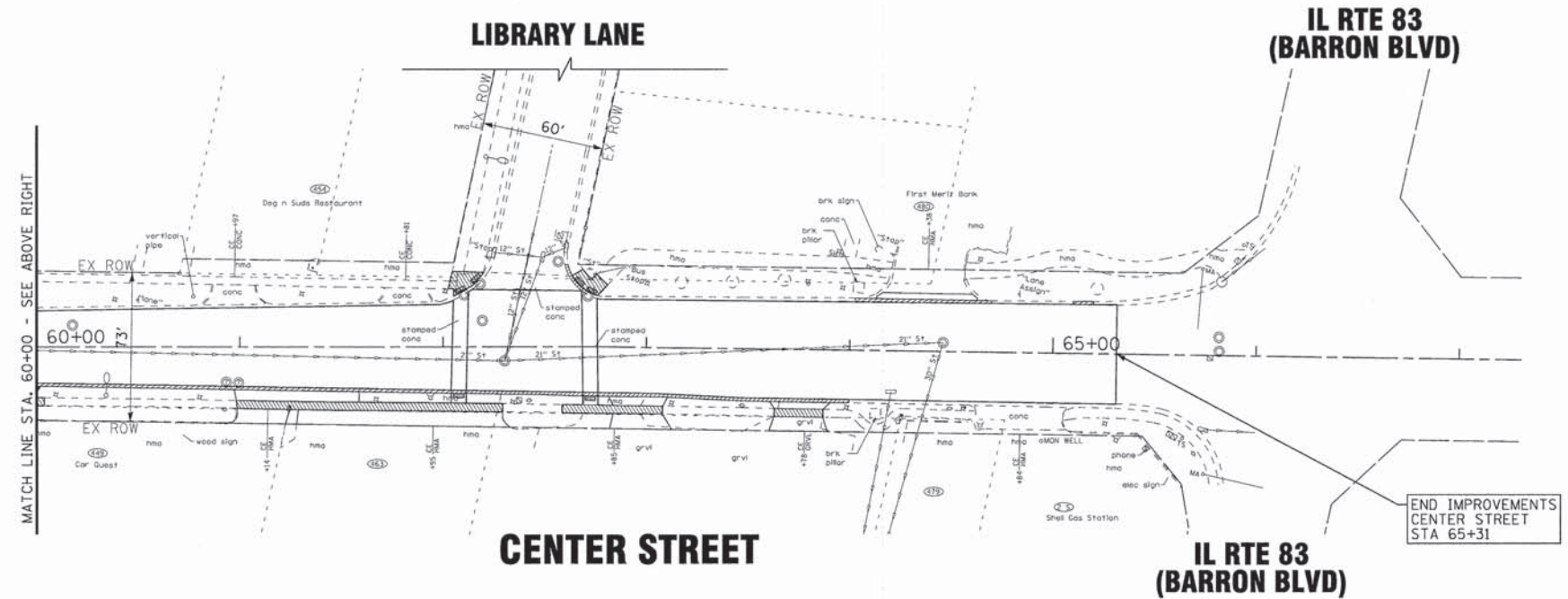
SCALE: _____ STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
199	14-00062-00-WR	LAKE	55	26
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003436)				



EROSION CONTROL SCHEDULE - CENTER STREET

Item	Units	Amount
TEMPORARY DITCH CHECKS	FOOT	0
PERIMETER EROSION BARRIER	FOOT	300
INLET FILTERS	EACH	9
TEMPORARY EROSION CONTROL SEEDING	POUND	33



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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - LKB	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 12-15-14	FILE - 140442.SH-PH2-Eros1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**EROSION CONTROL PLAN
CENTER STREET**

SCALE: 1"=40'
STA. 50+60 TO STA. 65+31

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 27
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(436)				

IL RTE 83
(BARRON BLVD)

BEGIN IMPROVEMENTS
LAKE STREET
STA 11+13

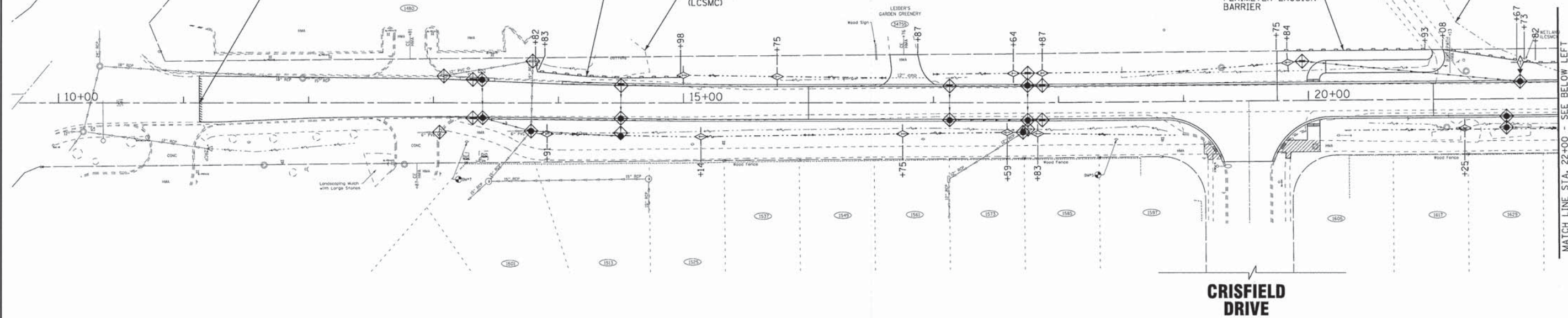
PERIMETER EROSION
BARRIER

LAKE STREET

WETLAND 3
(LCSMC)

PERIMETER EROSION
BARRIER

WETLAND 2
(LCSMC)

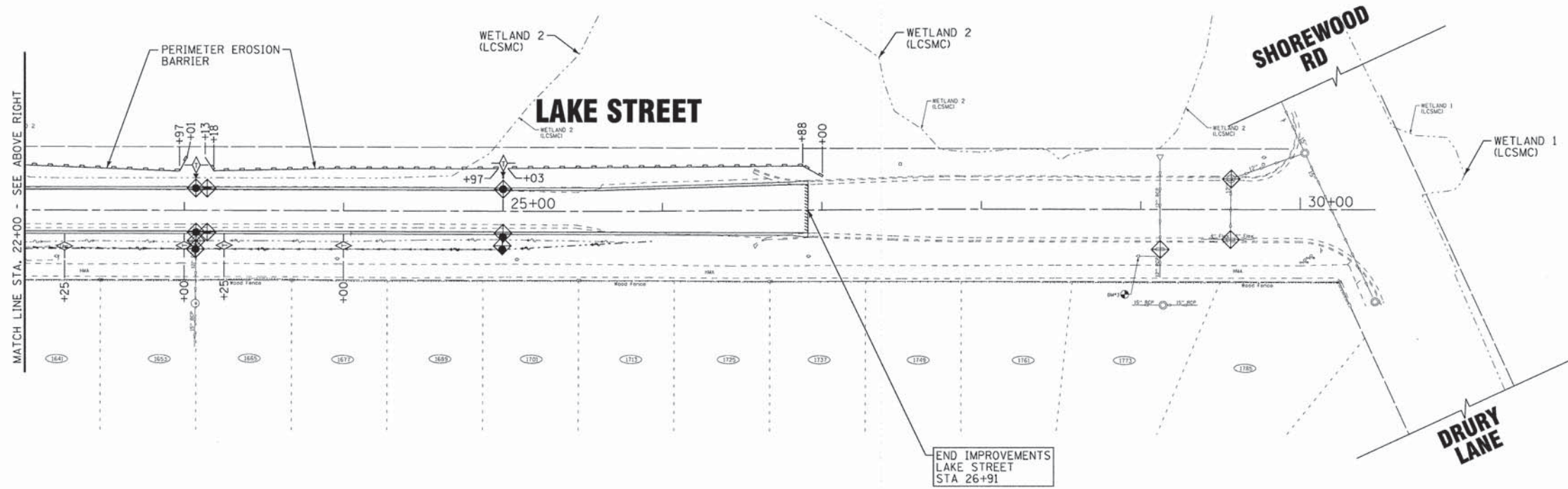


EROSION CONTROL SCHEDULE - LAKE STREET

Item	Units	Amount
TEMPORARY DITCH CHECKS	FOOT	252
PERIMETER EROSION BARRIER	FOOT	825
INLET FILTERS	EACH	37
TEMPORARY EROSION CONTROL SEEDING	POUND	114

LEGEND

- PERIMETER EROSION BARRIER
- INLET FILTERS
- TEMPORARY DITCH CHECKS



MATCH LINE STA. 22+00 - SEE ABOVE RIGHT

END IMPROVEMENTS
LAKE STREET
STA 26+91

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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JNK	REVISED -
DRAWN - UKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428_SH-Eros1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
LAKE STREET

SCALE: 1"=40'

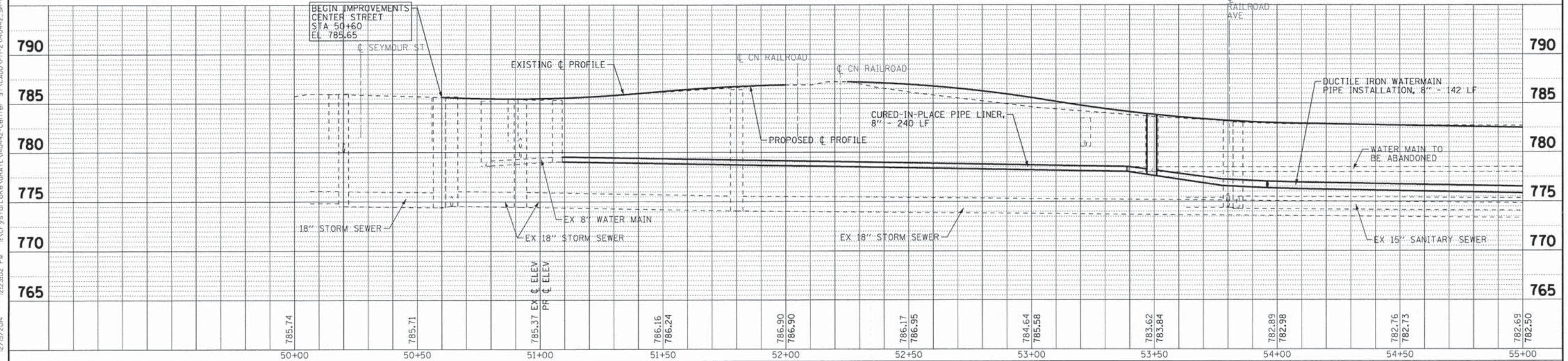
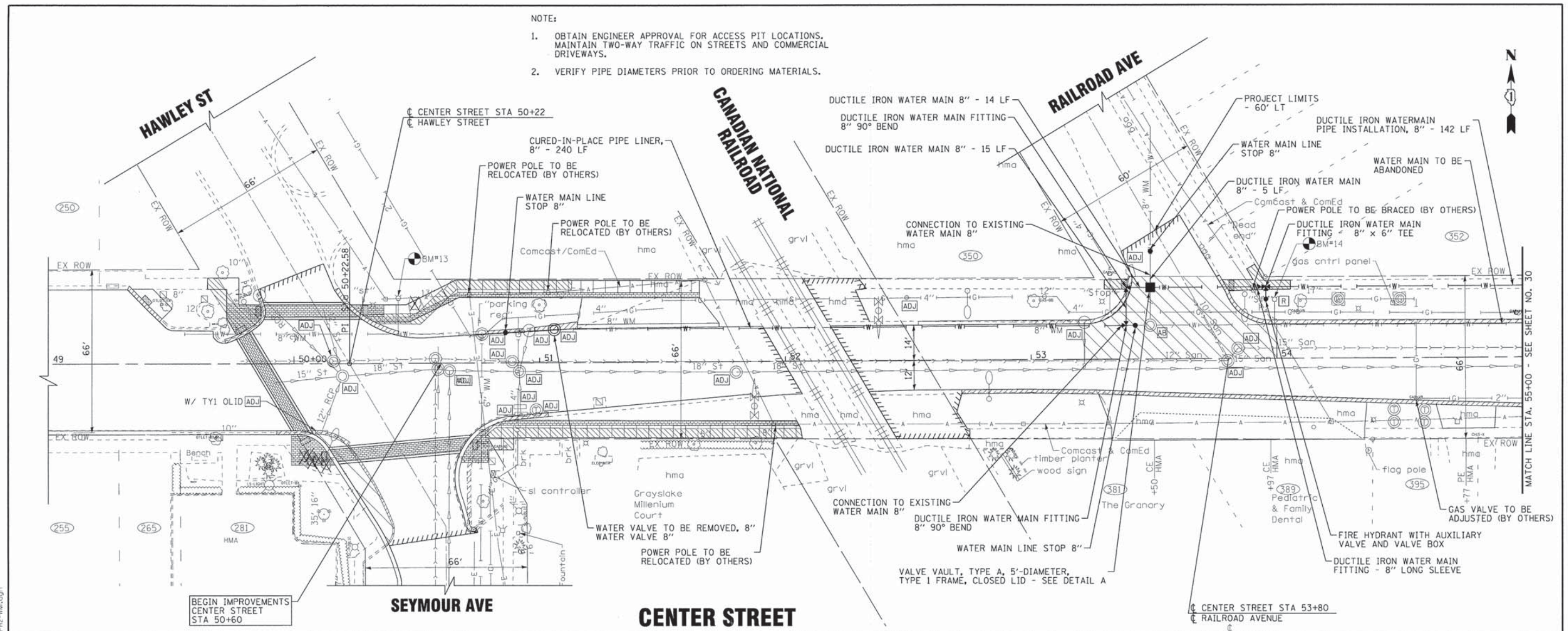
STA. TO STA.

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 28
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(436)				

MATCH LINE STA. 22+00 - SEE BELOW LEFT

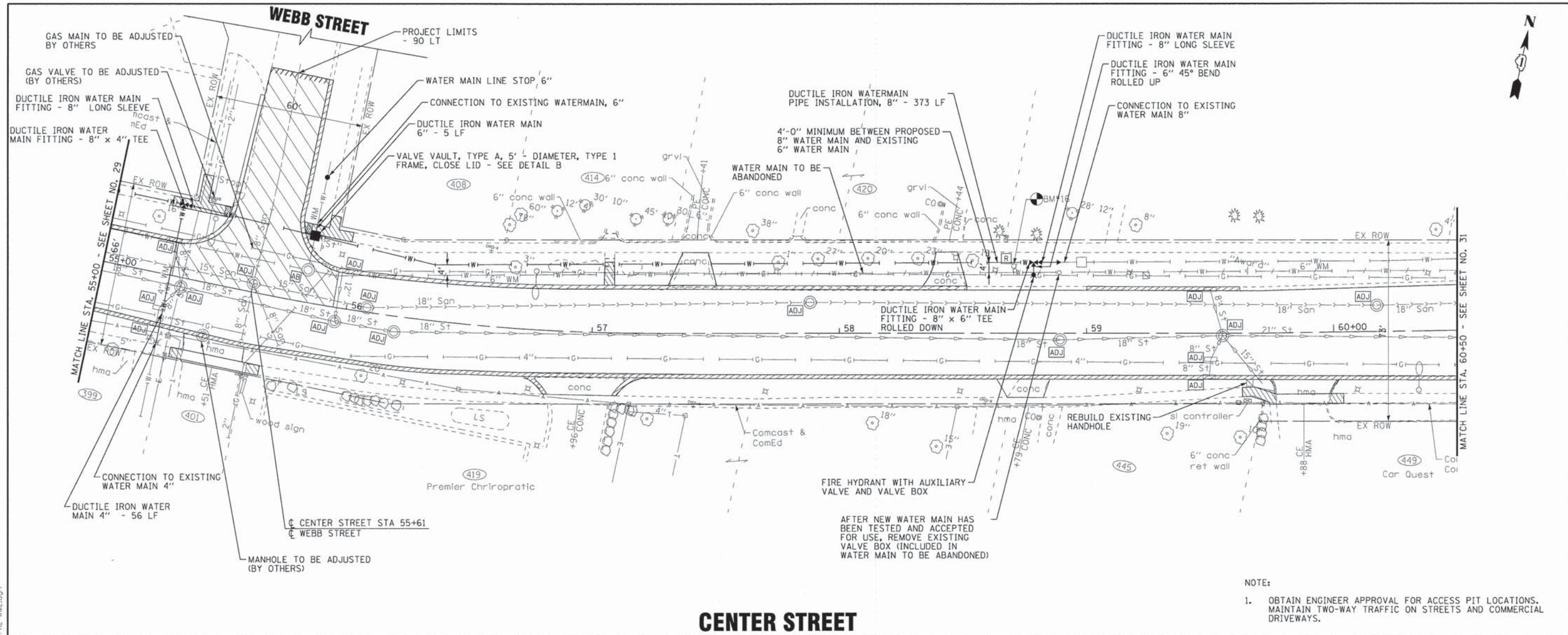
NOTE:

- OBTAIN ENGINEER APPROVAL FOR ACCESS PIT LOCATIONS. MAINTAIN TWO-WAY TRAFFIC ON STREETS AND COMMERCIAL DRIVEWAYS.
- VERIFY PIPE DIAMETERS PRIOR TO ORDERING MATERIALS.



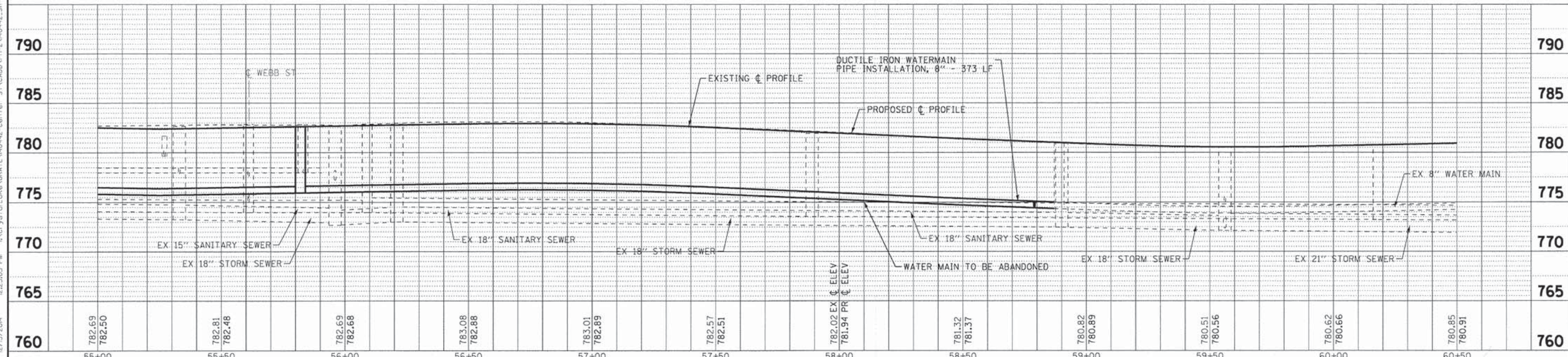
BAXTER & WOODMAN Consulting Engineers	DESIGNED - SMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WATER MAIN AND UTILITIES CENTER STREET		F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - LKB	REVISED -				195	14-00062-00-WR	LAKE	55	29
	CHECKED - DJS	REVISED -				189				
	DATE - 12-15-14	FILE - 140442.SH-PH2-WM1.dgn				CONTRACT NO. 61B18 <small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003436</small>				

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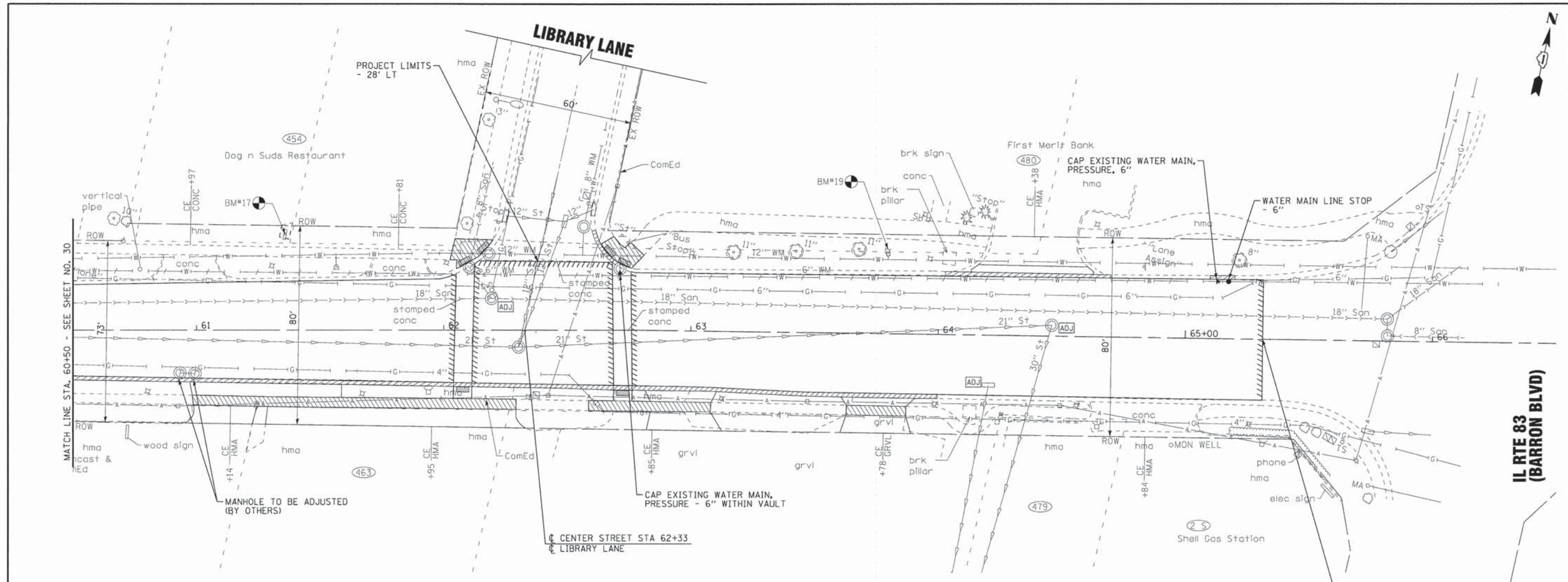
- NOTE:
- OBTAIN ENGINEER APPROVAL FOR ACCESS PIT LOCATIONS. MAINTAIN TWO-WAY TRAFFIC ON STREETS AND COMMERCIAL DRIVEWAYS.

CENTER STREET

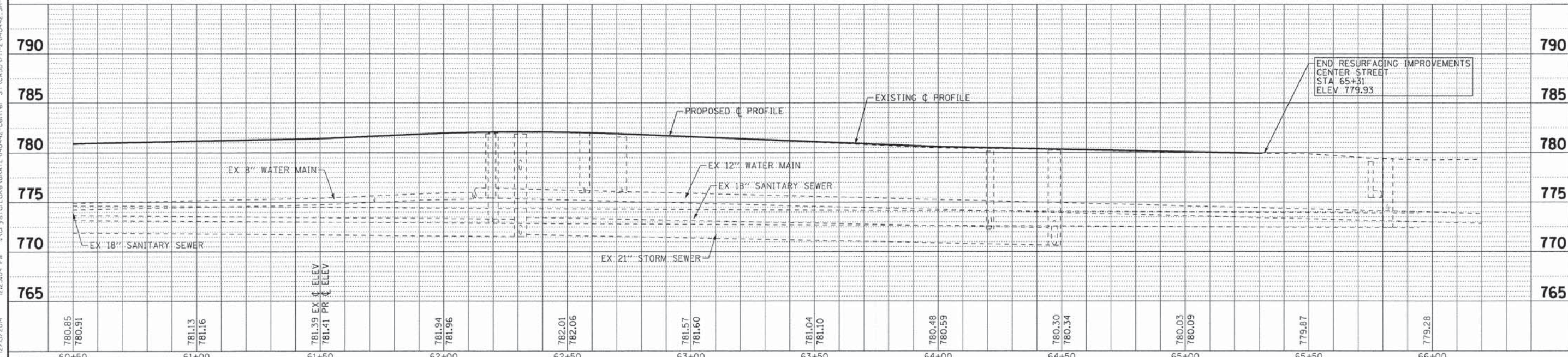


BAXTER & WOODMAN Consulting Engineers	DESIGNED - XXX	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WATER MAIN AND UTILITIES CENTER STREET		F.A.U. RT. 195/189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 30
	DRAWN - LKB	REVISED -		SCALE: H: 1"=20' V: 1"=5'	STA. 55+00 TO STA. 60+50	CONTRACT NO. 61B18 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40034361				
	CHECKED - DJS	REVISED -								
	DATE - 12-15-14	FILE - 140442.SH-PH2-WM2.dgn								

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CENTER STREET



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DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140442.SH-PH2-WM3.dgn

780.85	780.91	781.13	781.16	781.39 EX C ELEV	781.41 PR C ELEV	781.94	781.96	782.01	782.06	781.57	781.60	781.04	781.10	780.48	780.59	780.30	780.34	780.03	780.09	779.87	779.28
60+50	61+00	61+50	62+00	62+50	63+00	63+50	64+00	64+50	65+00	65+50	66+00										

WATER MAIN AND UTILITIES	
CENTER STREET	
SCALE: H: 1"=20' V: 1"=5'	STA. 60+50 TO STA. 66+00

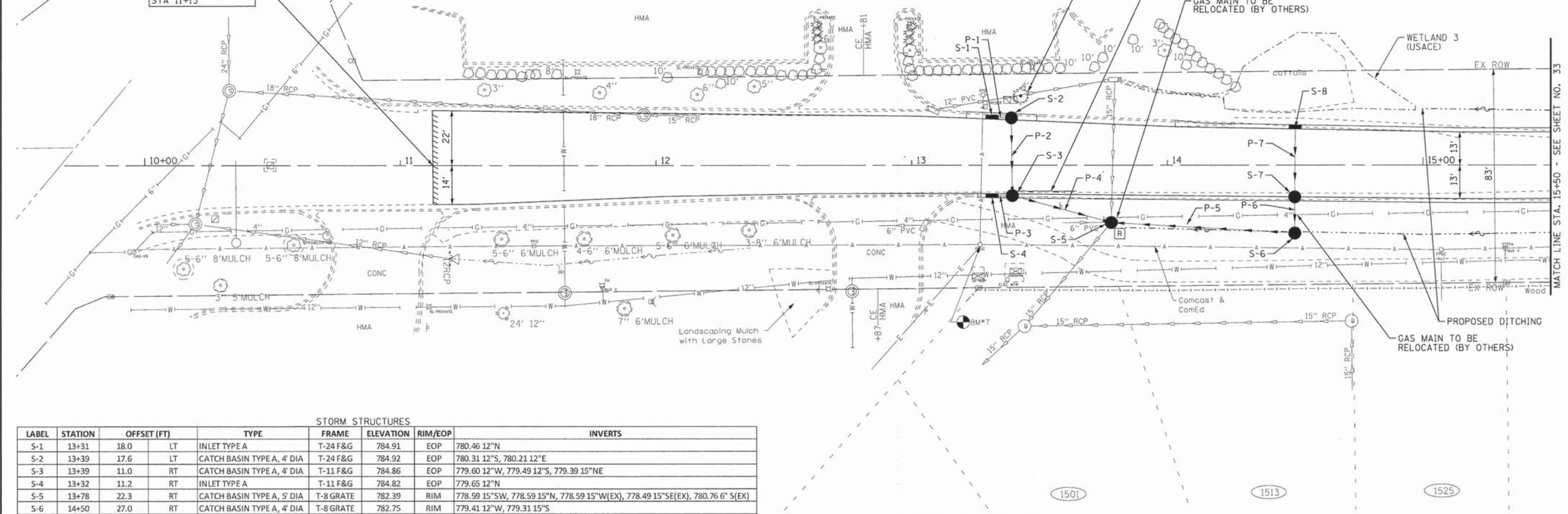
F.A.U. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 31
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

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**IL RTE 83
(BARRON BLVD)**

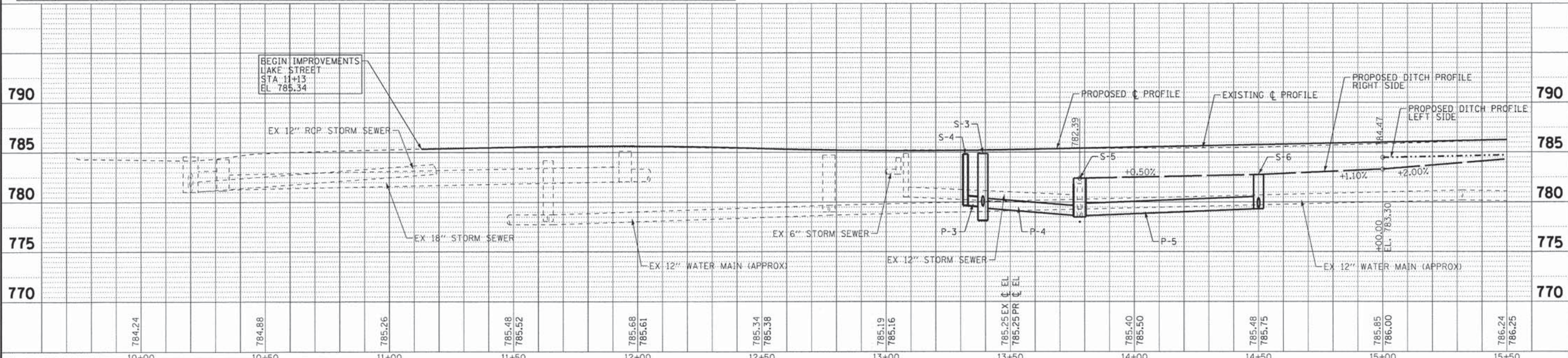
BEGIN IMPROVEMENTS
LAKE STREET
STA 11+13

STORM PIPES						
NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CU YD)
P-1	STORM SEWERS, CLASS A	2	12	8	2.00%	3.8
P-2	STORM SEWERS, CLASS A	2	12	30	2.02%	21.1
P-3	STORM SEWERS, CLASS A	2	12	8	2.02%	5.8
P-4	STORM SEWERS, CLASS A	2	15	40	1.99%	4.2
P-5	STORM SEWERS, CLASS A	1	15	72	1.00%	0.0
P-6	STORM SEWERS, CLASS A	2	12	14	0.86%	2.1
P-7	STORM SEWERS, CLASS A	1	12	26	1.00%	8.7



STORM STRUCTURES							
LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIM/EOP	INVERTS
S-1	13+31	18.0	LT	INLET TYPE A	T-24 F&G	784.91	EOP 780.46 12°N
S-2	13+39	17.6	LT	CATCH BASIN TYPE A, 4' DIA	T-24 F&G	784.92	EOP 780.31 12°S, 780.21 12°E
S-3	13+39	11.0	RT	CATCH BASIN TYPE A, 4' DIA	T-11 F&G	784.86	EOP 779.60 12°W, 779.49 12°S, 779.39 15°NE
S-4	13+32	11.2	RT	INLET TYPE A	T-11 F&G	784.82	EOP 779.65 12°N
S-5	13+78	22.3	RT	CATCH BASIN TYPE A, 5' DIA	T-8 GRATE	782.39	RIM 778.59 15°SW, 778.59 15°N, 778.59 15°W(EX), 778.49 15°SE(EX), 780.76 6°S(EX)
S-6	14+50	27.0	RT	CATCH BASIN TYPE A, 4' DIA	T-8 GRATE	782.75	RIM 779.41 12°W, 779.31 15°S
S-7	14+50	12.4	RT	CATCH BASIN TYPE A, 4' DIA	T-11 F&G	785.47	EOP 781.50 12°W, 779.53 12°E
S-8	14+50	13.9	LT	INLET TYPE A	T-11 F&G	785.47	EOP 781.76 12°E

LAKE STREET



DESIGNED - JDM	REVISED -
DRAWN - LKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428.SH-LakeSt-DU1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

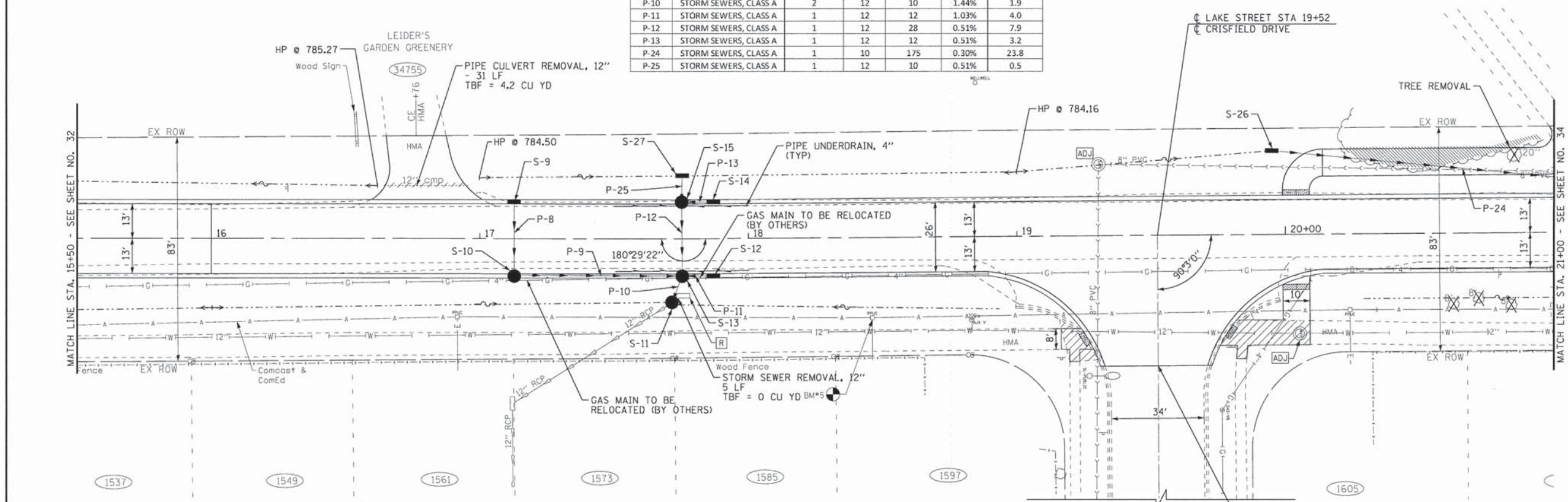
DRAINAGE AND UTILITIES
LAKE STREET

SCALE: H: 1"=20' V: 1"=5'
STA. 10+00 TO STA. 15+50

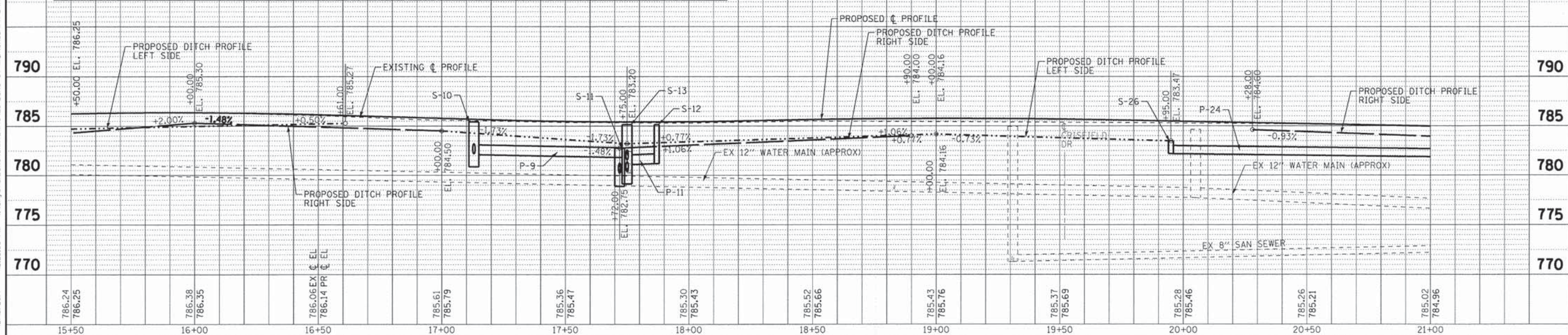
F.A.U. RTE. 195	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 32
CONTRACT NO. 61B18			ILLINOIS FED. AID PROJECT M-4003436	

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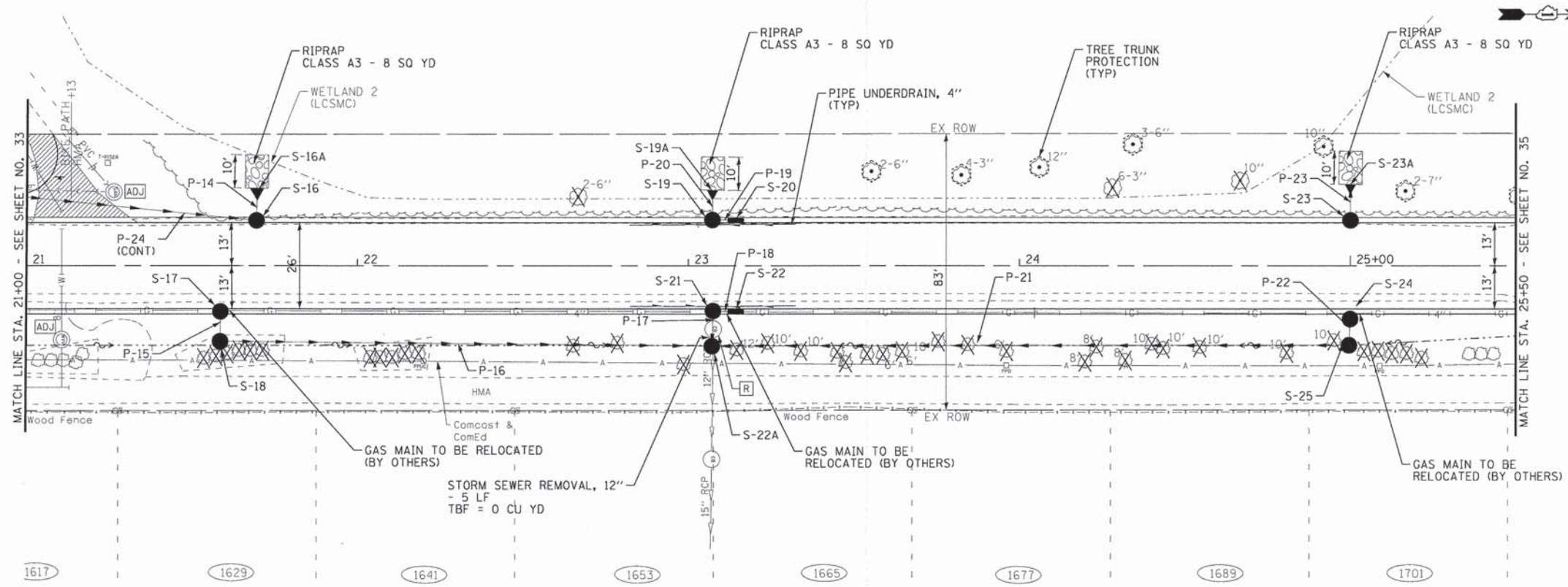
STORM PIPES						
NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CU YD)
P-8	STORM SEWERS, CLASS A	1	12	27	0.48%	6.9
P-9	STORM SEWERS, CLASS A	1	12	63	0.50%	16.7
P-10	STORM SEWERS, CLASS A	2	12	10	1.44%	1.9
P-11	STORM SEWERS, CLASS A	1	12	12	1.03%	4.0
P-12	STORM SEWERS, CLASS A	1	12	28	0.51%	7.9
P-13	STORM SEWERS, CLASS A	1	12	12	0.51%	3.2
P-24	STORM SEWERS, CLASS A	1	10	175	0.30%	23.8
P-25	STORM SEWERS, CLASS A	1	12	10	0.51%	0.5



STORM STRUCTURES							
LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIM/EOP	INVERTS
S-9	17+13	13.0	LT	INLET TYPE A	T-11 F&G	785.43	RIM 782.33 12"E
S-10	17+13	13.0	RT	CATCH BASIN TYPE C	T-11 F&G	785.43	EOP 782.20 12"W, 782.10 12"N
S-11	17+72	23.6	RT	CATCH BASIN TYPE A, 4' DIA	T-8 GRATE	782.75	RIM 780.22 12"NW, 780.11 12"SE(EX)
S-12	17+87	13.0	RT	INLET TYPE A	T-11 F&G	785.16	EOP 781.18 12"S
S-13	17+75	13.0	RT	CATCH BASIN TYPE A, 4' DIA	T-11 F&G	785.15	EOP 781.79 12"S, 781.56 12"W, 781.06 12"N, 780.37 12"E
S-14	17+87	13.0	LT	INLET TYPE A	T-11 F&G	785.16	EOP 781.86 12"S
S-15	17+75	13.0	LT	CATCH BASIN TYPE A, 4' DIA	T-11 F&G	785.15	EOP 781.80 12"N, 781.70 12"E, 781.70 12"W
S-26	19+95	31.1	LT	INLET TYPE A	T-8 GRATE	783.47	RIM 782.17 10"NE
S-27	17+75	23.5	LT	INLET TYPE A	T-8 GRATE	783.20	RIM 781.75 12"E



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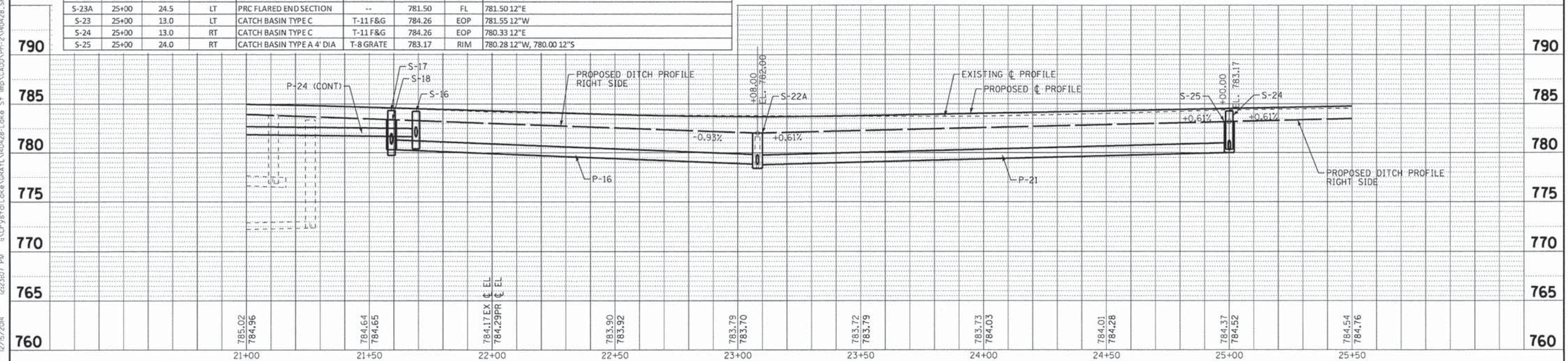
STORM STRUCTURES

LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIM/EOP	INVERTS
S-16A	21+69	23.2	LT	PRC FLARED END SECTION	--	781.60	FL 781.60 12"E
S-16	21+69	13.0	LT	CATCH BASIN TYPE C	T-11 F&G	784.25	EOP 781.64 12"W, 781.64 10"SW
S-17	21+59	13.0	RT	CATCH BASIN TYPE C	T-11 F&G	784.33	EOP 780.97 12"E
S-18	21+59	22.8	RT	CATCH BASIN TYPE A 4' DIA	T-8 GRATE	783.38	RIM 780.88 12"W, 780.32 12"N
S-19A	23+07	22.7	LT	PRC FLARED END SECTION	--	781.40	FL 781.40 12"E
S-19	23+07	13.0	LT	CATCH BASIN TYPE C	T-11 F&G	783.44	EOP 780.94 12"W, 780.94 12"N
S-20	23+14	13.0	LT	INLET TYPE A	T-11 F&G	783.44	EOP 781.00 12"S
S-21	23+07	13.0	RT	CATCH BASIN TYPE C	T-11 F&G	783.44	EOP 779.37 12"N, 778.86 12"E
S-22A	23+07	24.0	RT	CATCH BASIN TYPE A, 4' DIA	T-8 GRATE	782.00	RIM 778.80 12"W, 778.80 12"S, 778.75 12"N, 778.35 12"E(EX)
S-22	23+14	13.0	RT	INLET TYPE A	T-11 F&G	783.44	EOP 779.44 12"S
S-23A	25+00	24.5	LT	PRC FLARED END SECTION	--	781.50	FL 781.50 12"E
S-23	25+00	13.0	LT	CATCH BASIN TYPE C	T-11 F&G	784.26	EOP 781.55 12"W
S-24	25+00	13.0	RT	CATCH BASIN TYPE C	T-11 F&G	784.26	EOP 780.33 12"E
S-25	25+00	24.0	RT	CATCH BASIN TYPE A 4' DIA	T-8 GRATE	783.17	RIM 780.28 12"W, 780.00 12"S

STORM PIPES

NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CU YD)
P-14	STORM SEWERS, CLASS A	1	12	4	0.44%	0.5
P-15	STORM SEWERS, CLASS A	1	12	9	1.00%	0.7
P-16	STORM SEWERS, CLASS A	1	12	149	1.02%	0.0
P-17	STORM SEWERS, CLASS A	2	12	11	0.57%	0.9
P-18	STORM SEWERS, CLASS A	1	12	7	1.01%	2.4
P-19	STORM SEWERS, CLASS A	1	12	7	0.86%	1.3
P-20	STORM SEWERS, CLASS A	1	12	3	0.63%	0.4
P-21	STORM SEWERS, CLASS A	1	12	193	0.65%	0.0
P-22	STORM SEWERS, CLASS A	1	12	8	0.63%	0.9
P-23	STORM SEWERS, CLASS A	1	12	5	0.51%	0.6

LAKE STREET



DESIGNED - JDM	REVISED -
DRAWN - UKB	REVISED -
CHECKED - RWL	REVISED -
DATE - 12-15-14	FILE - 140428.SH-LakeSt+DU3.dgn

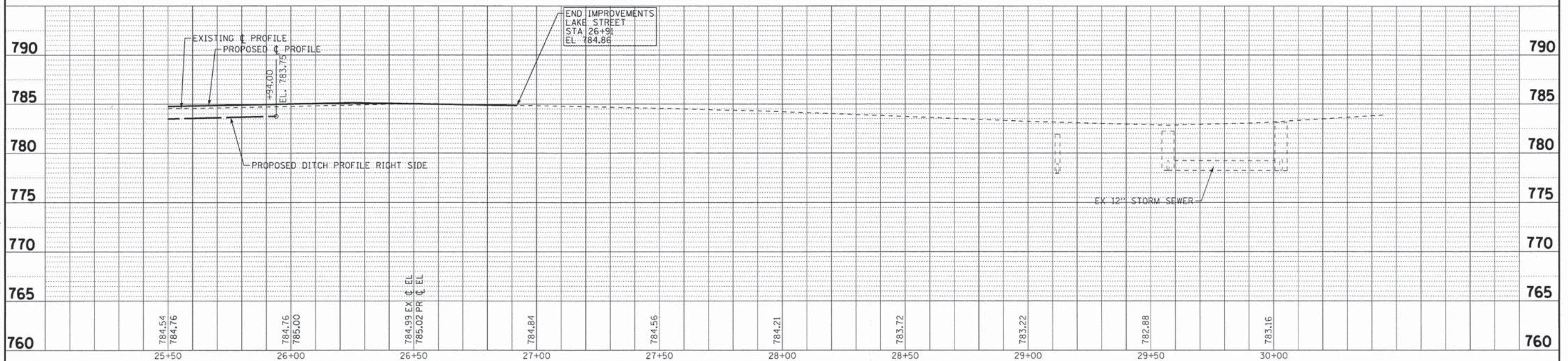
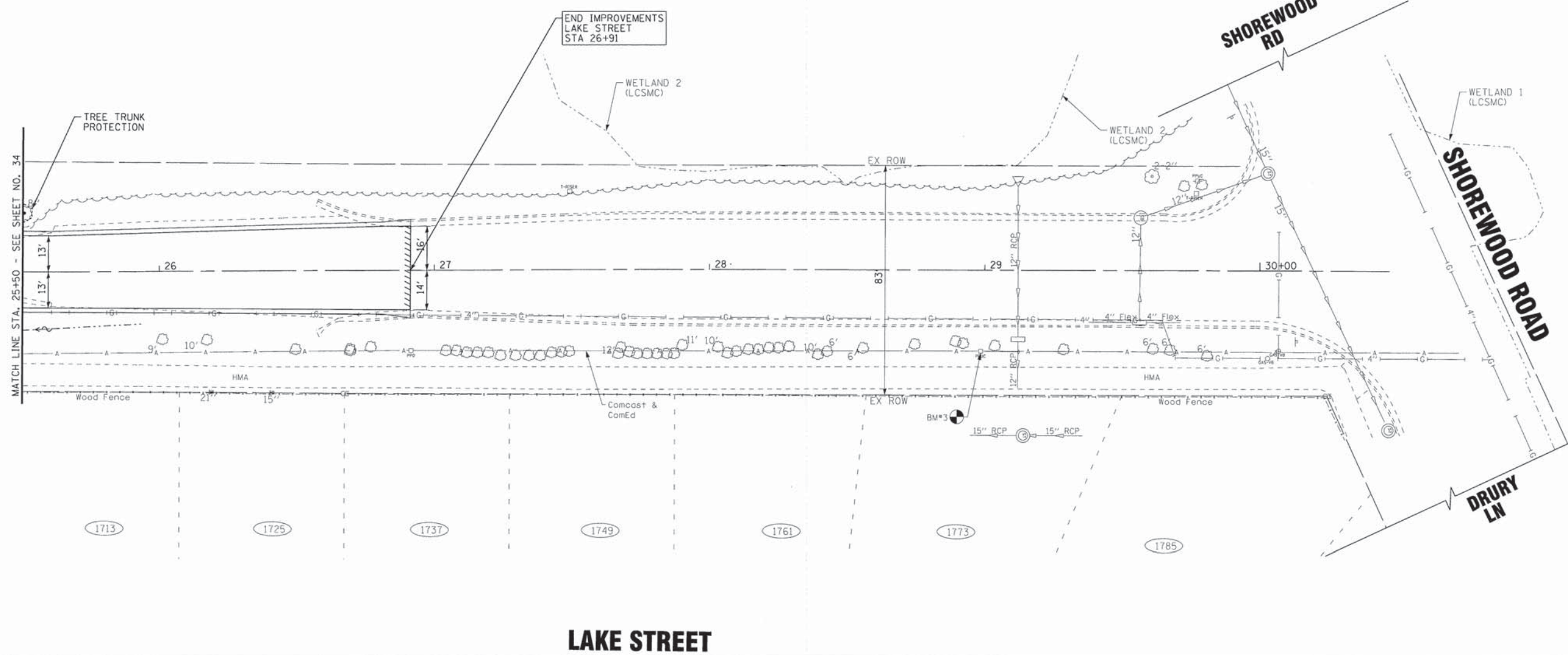
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES
LAKE STREET

SCALE: H: 1"=20' V: 1"=5'
STA. 21+00 TO STA. 25+50

F.A.U. SHEET NO. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 34
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-4003(436)			CONTRACT NO. 61B18	

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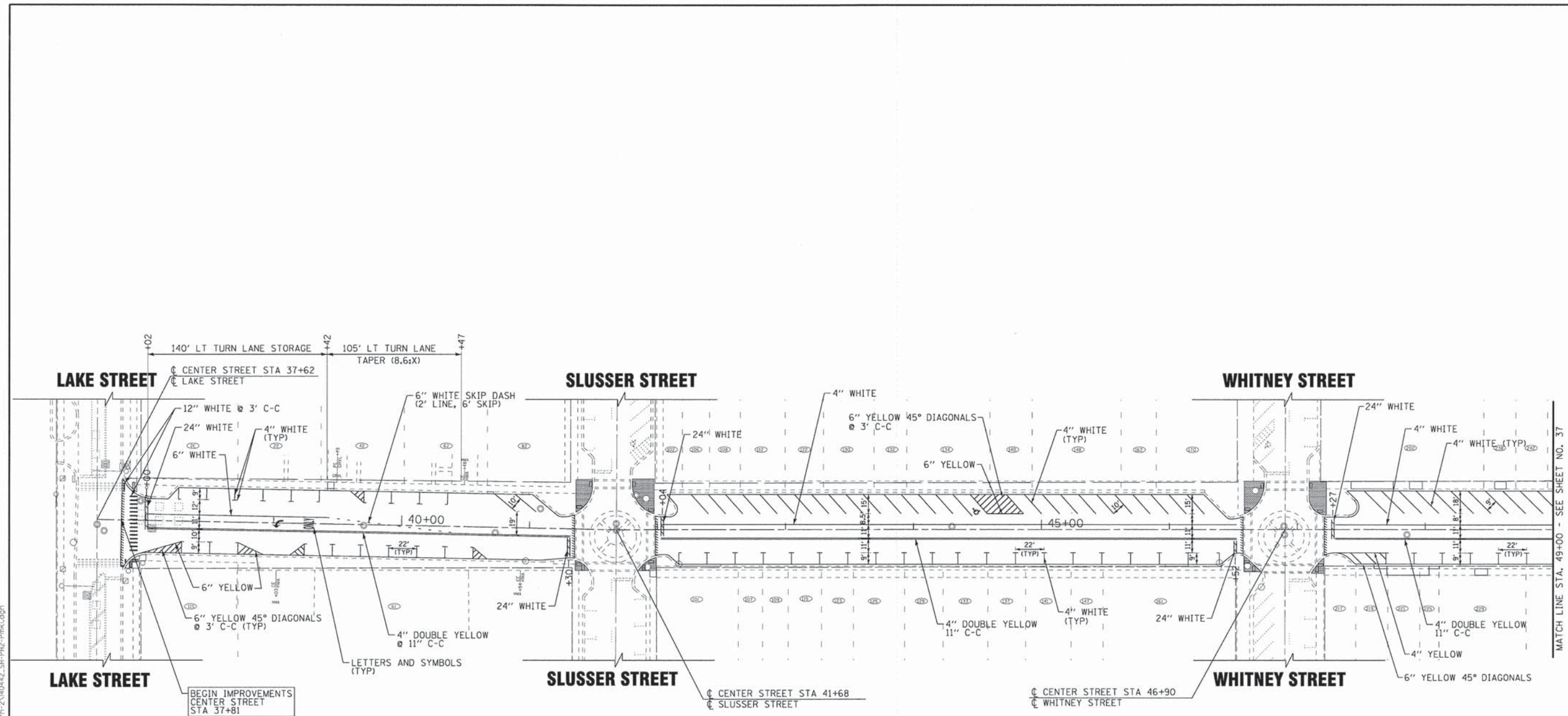
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE AND UTILITIES LAKE STREET	
SCALE: H: 1"=20' V: 1"=5'	STA. 25+50 TO STA. 30+47

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 35
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-40034361				

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MATCH LINE STA. 49+00 - SEE SHEET NO. 37

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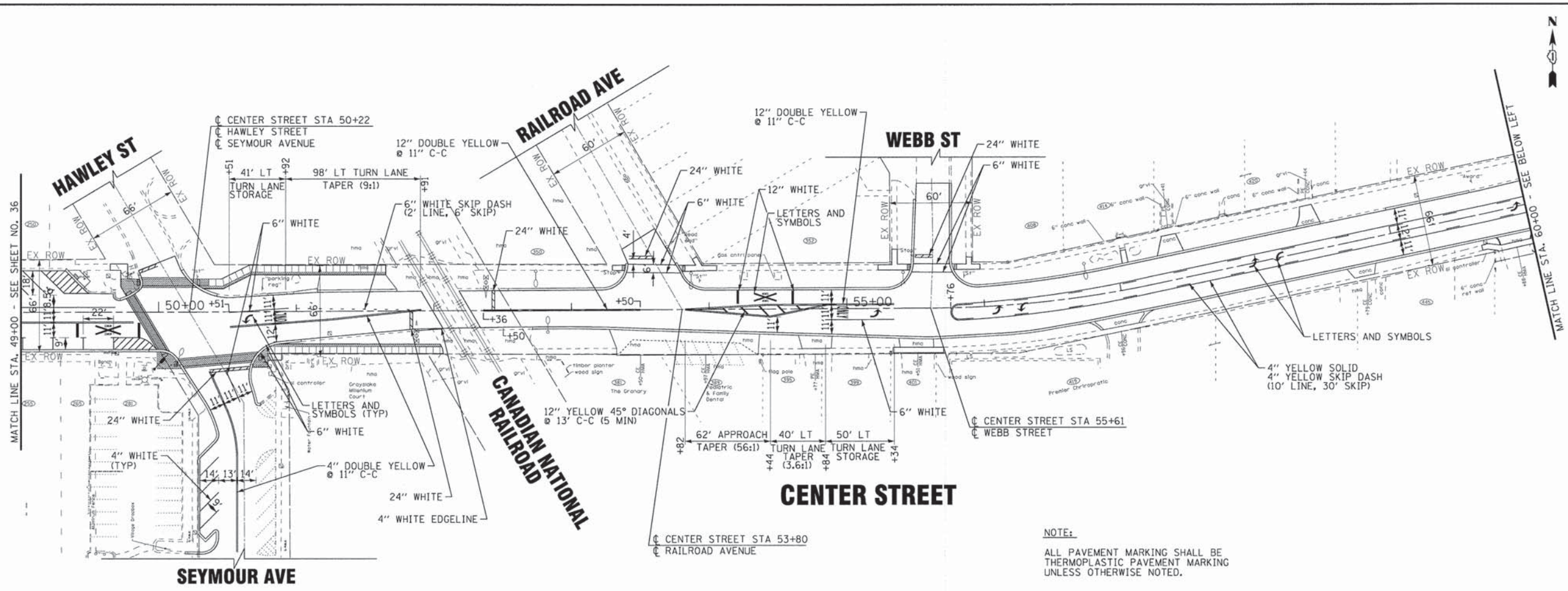
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DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140442.SH-PH2-Pmk1.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

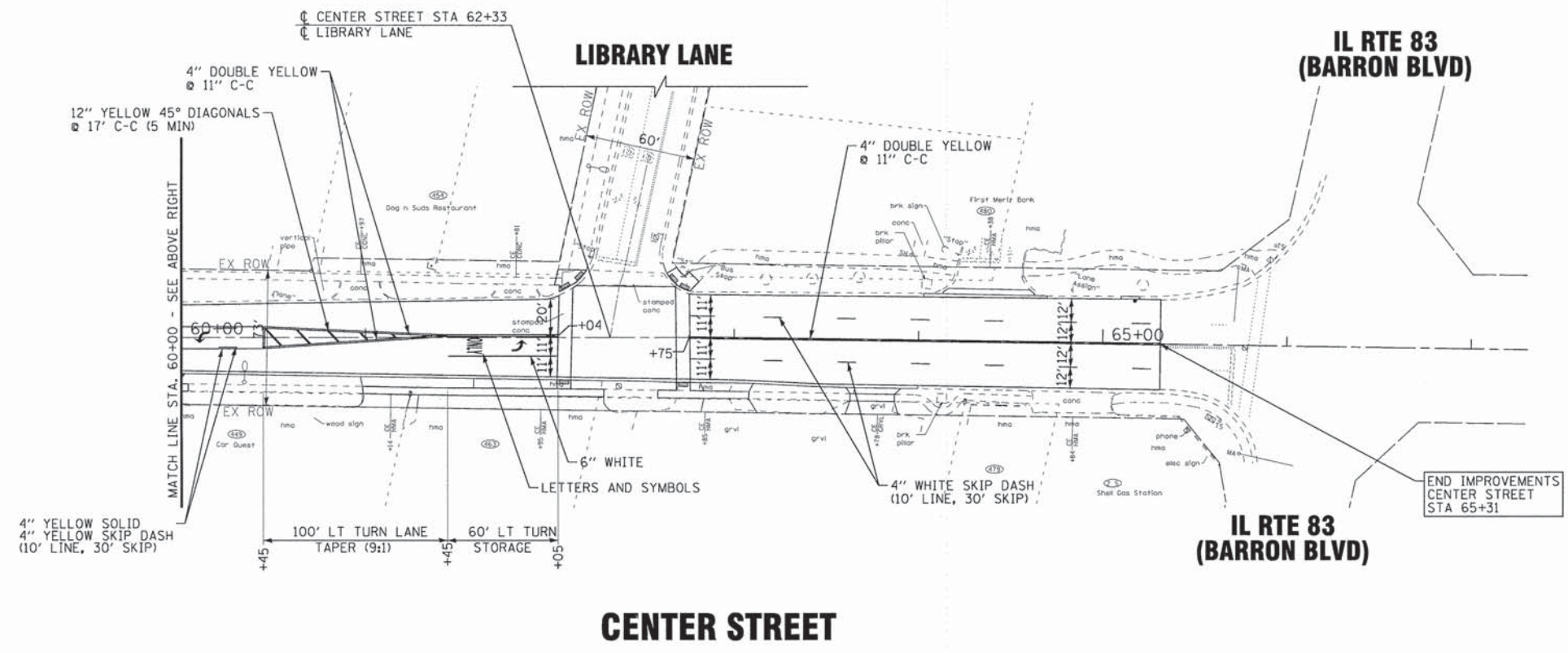
**PAVEMENT MARKING PLAN
CENTER STREET**

SCALE: 1"=40'
STA. 37+81 TO STA. 49+00

F.A.U. RTE. 186/189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 36
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003436				



NOTE:
ALL PAVEMENT MARKING SHALL BE THERMOPLASTIC PAVEMENT MARKING UNLESS OTHERWISE NOTED.



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 LICENSE NO. - JB4-00121 - EXPIRES 4/30/2015
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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - UKB	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 12-15-14	FILE - I40442.SH-PH2-Pmk2.dgn

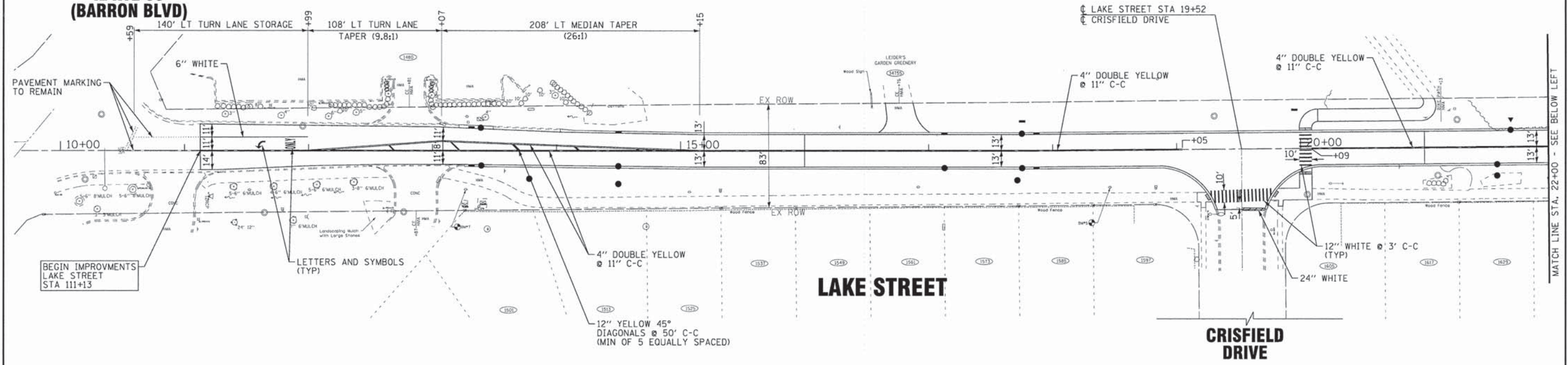
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKING PLAN
CENTER STREET**

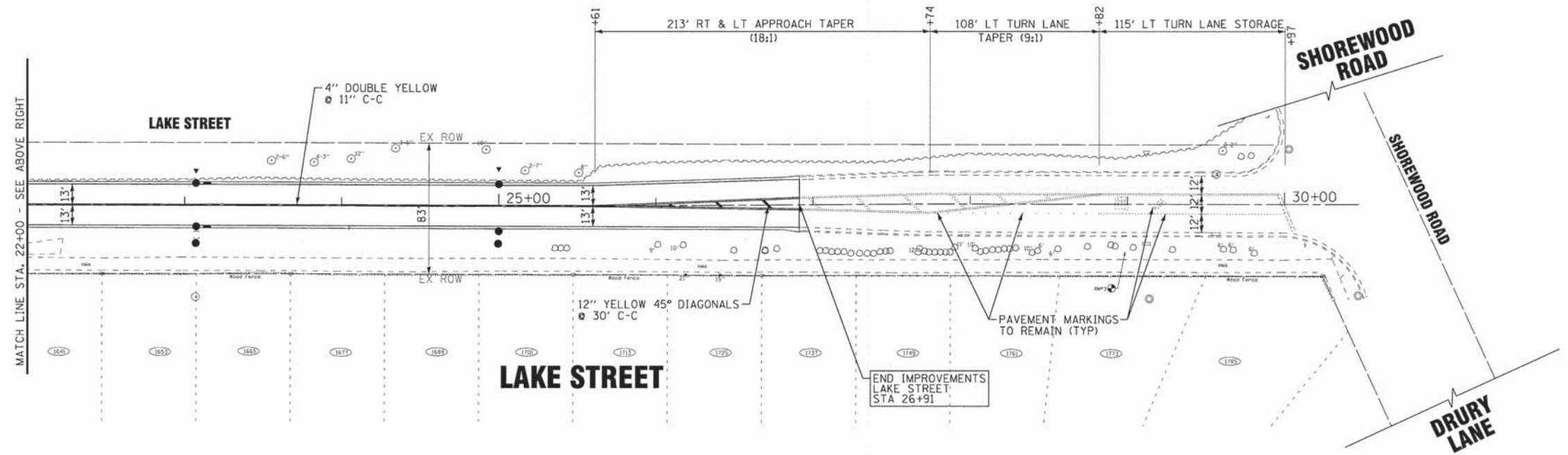
SCALE: 1"=40'
STA. 49+00 TO STA. 65+31

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 37
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-40034361			CONTRACT NO. 61B18	

**IL RTE 83
(BARRON BLVD)**



NOTE:
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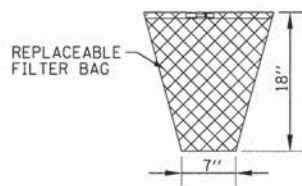
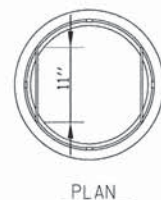
BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - LKB	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12-15-14	FILE - 140428.SH-Pmk1.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
LAKE STREET**

SCALE: 1"=40'
STA. TO STA.

F.A.U. RTE: 183	SECTION: 14-00062-00-WR	COUNTY: LAKE	TOTAL SHEETS: 55	SHEET NO.: 38
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003436				



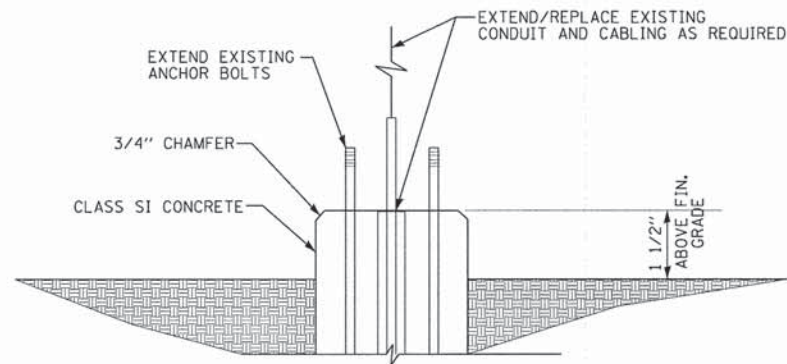
GENERAL NOTES:

FRAME: TOP RING CONSTRUCTED FROM 1 1/4" X 1 1/4" X 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" X 1/2" X 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" X 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.

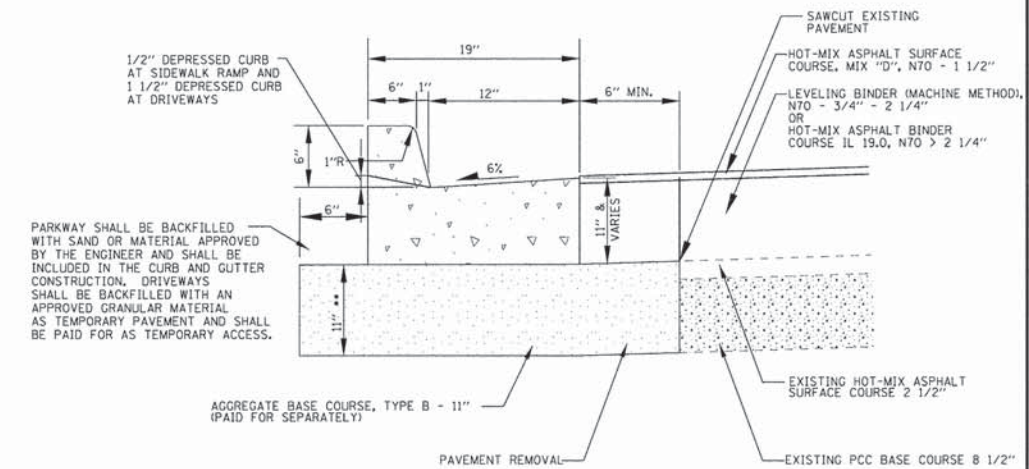
REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

INLET PROTECTION INLET FILTER
NO SCALE

SECTION

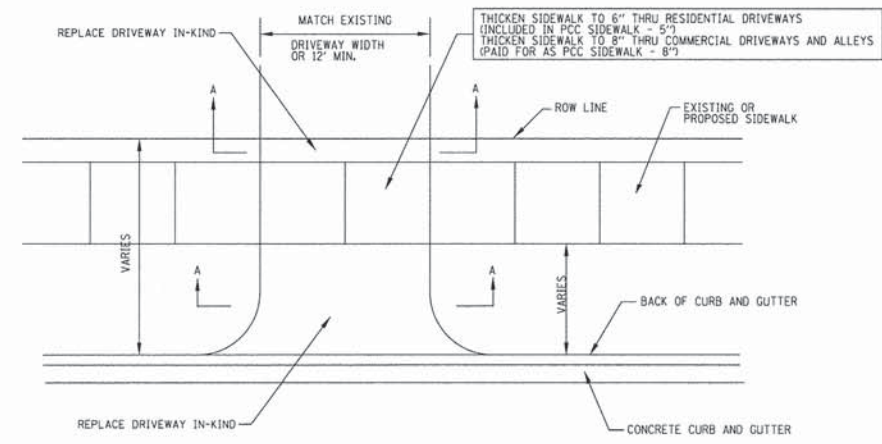


STREET LIGHT FOUNDATION
REMOVE AND RE-ERECT EXISTING LIGHT UNIT
NO SCALE

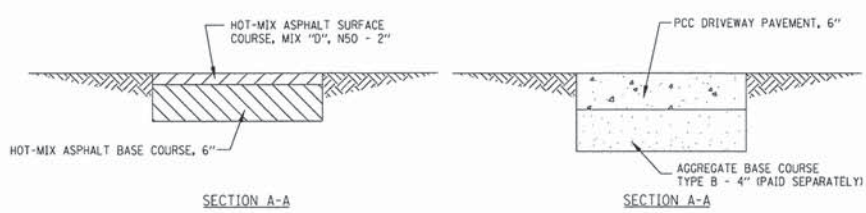


COMBINATION CONCRETE CURB & GUTTER
TYPE B-6.12 (SPECIAL)
(NOT TO SCALE)

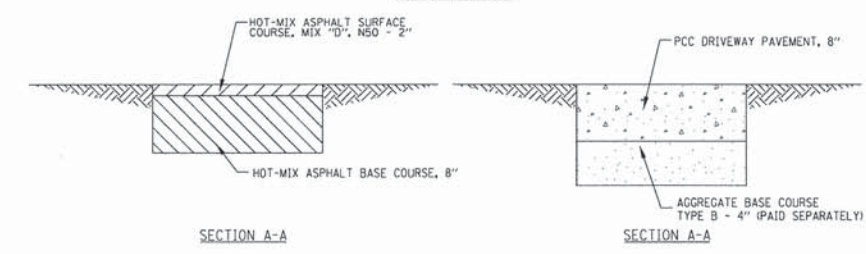
** 11" MIN OR AS REQUIRED TO MEET THE EXISTING SUBGRADE. ADDITIONAL MATERIAL BEYOND THE 11" DEPTH SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B - 11"



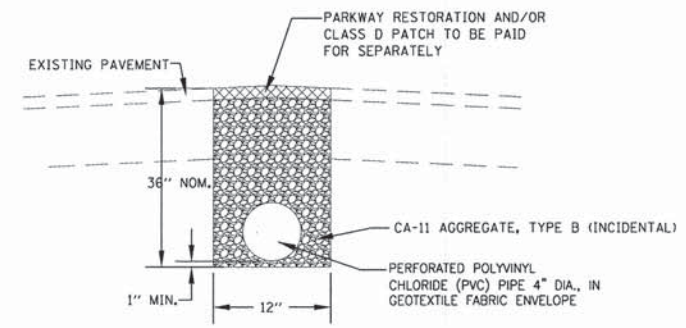
NOTE: CONTRACTION JOINT SHALL DIVIDE THE APRON INTO SLABS APPROXIMATELY SQUARE WITH NO SIDE LONGER THAN 15'.



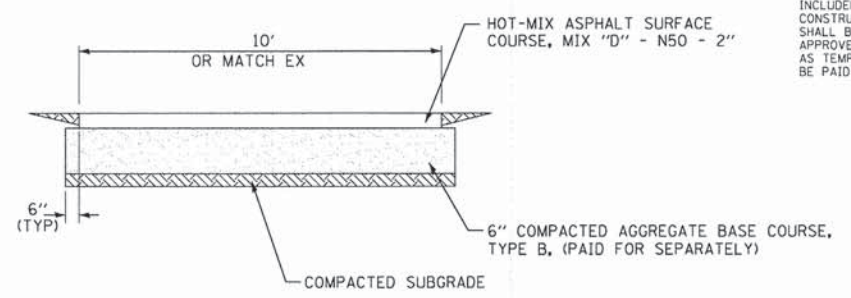
RESIDENTIAL



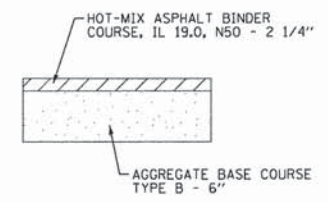
COMMERCIAL & ALLEYS DRIVEWAYS



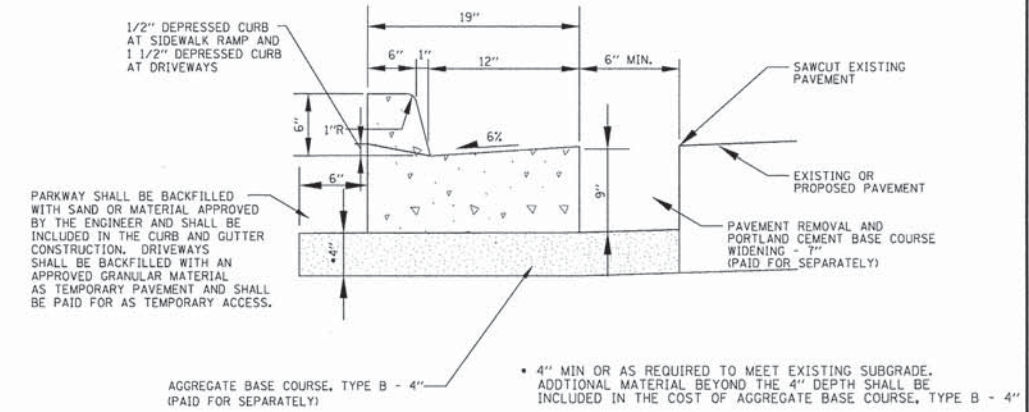
PIPE UNDERDRAIN DETAIL
NO SCALE



HOT-MIX ASPHALT BIKE PATH
NO SCALE

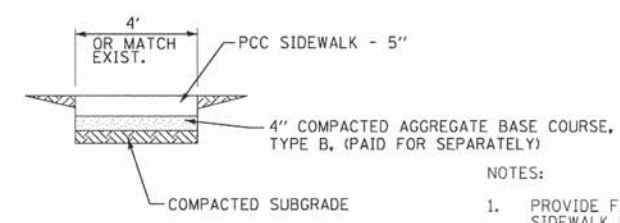


TEMPORARY PAVEMENT



COMBINATION CONCRETE CURB & GUTTER
TYPE B-6.12
(NOT TO SCALE)

* 4" MIN OR AS REQUIRED TO MEET EXISTING SUBGRADE. ADDITIONAL MATERIAL BEYOND THE 4" DEPTH SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B - 4"



P.C.C. SIDEWALK - 5"
NO SCALE

- NOTES:
1. PROVIDE FIBER EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.
 2. THICKEN TO 6" THRU RESIDENTIAL DRIVEWAYS (INCLUDED IN PCC SIDEWALK - 5")
 3. THICKEN TO 8" THRU COMMERCIAL DRIVEWAYS (PAID FOR AS PCC SIDEWALK - 8")

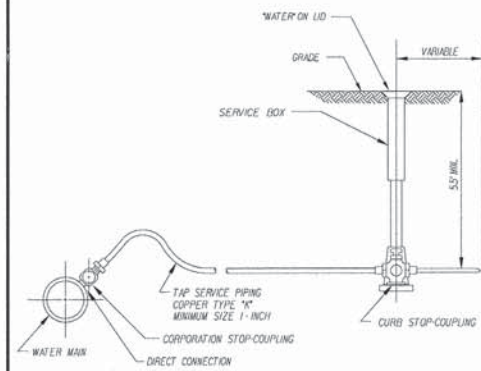
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 LICENSE NO. 184-000121 - EXPIRES 4/30/2015
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DESIGNED - JDM	REVISED -1-6-15 PER IDOT REVIEW
DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140422.SH-PH2-MiscDets.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

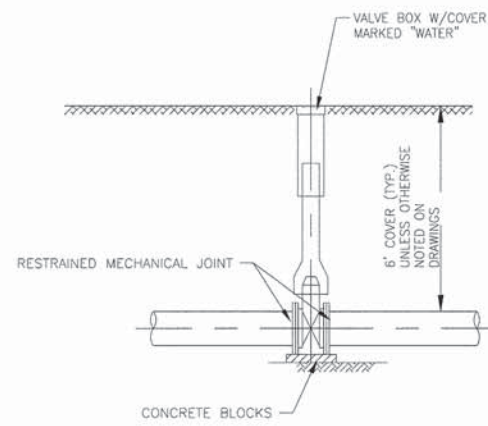
MISCELLANEOUS DETAILS

SCALE: NONE	STA. TO STA.	F.A.U. R.T.E. 100	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 39
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)						CONTRACT NO. 61B18



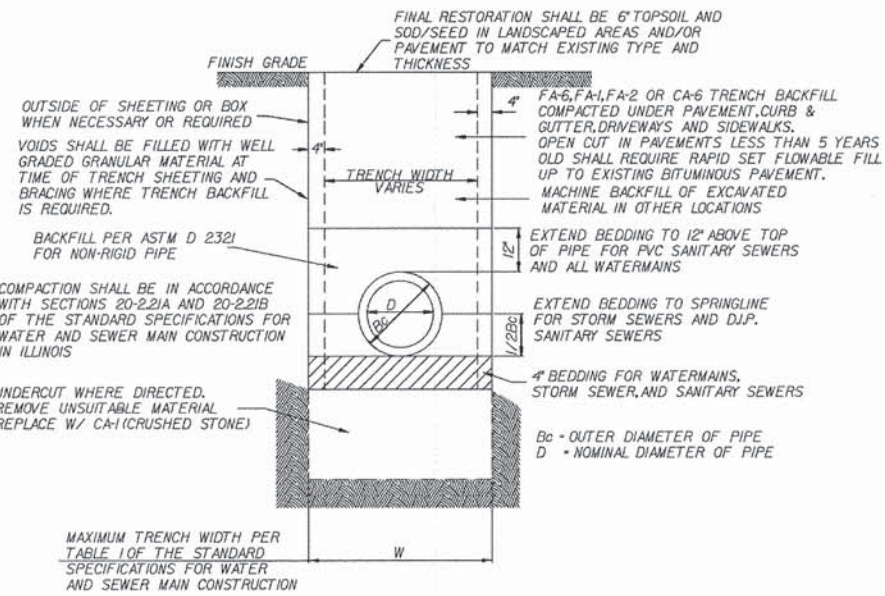
NOTE:
WATER SERVICES UNDER PAVEMENT OR LONGER
THAN 90 SHALL BE A MINIMUM OF 1/2" INCH

WATER SERVICE LINE

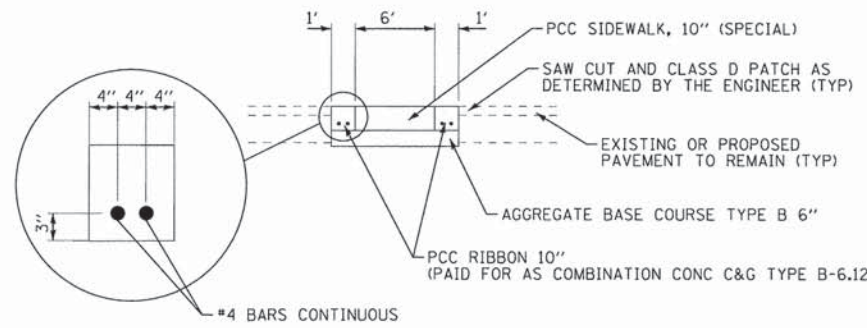


STANDARD VALVE W/VALVE BOX

NO SCALE

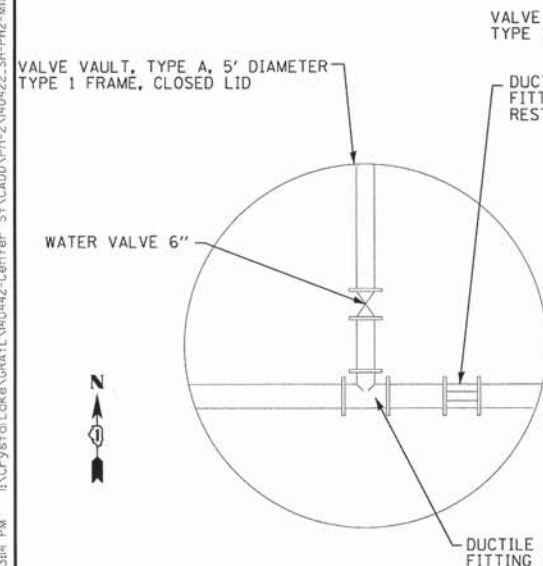


TRENCH DETAIL



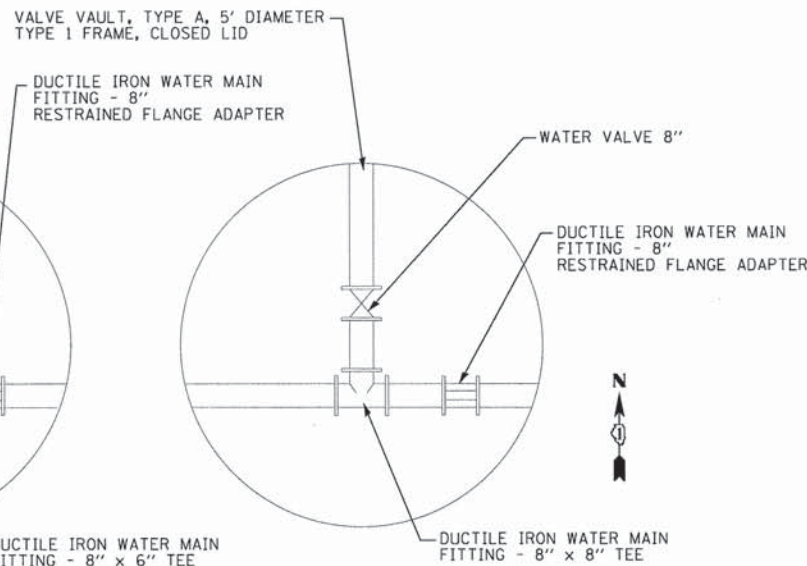
CROSSWALK DETAIL

NO SCALE



DETAIL A

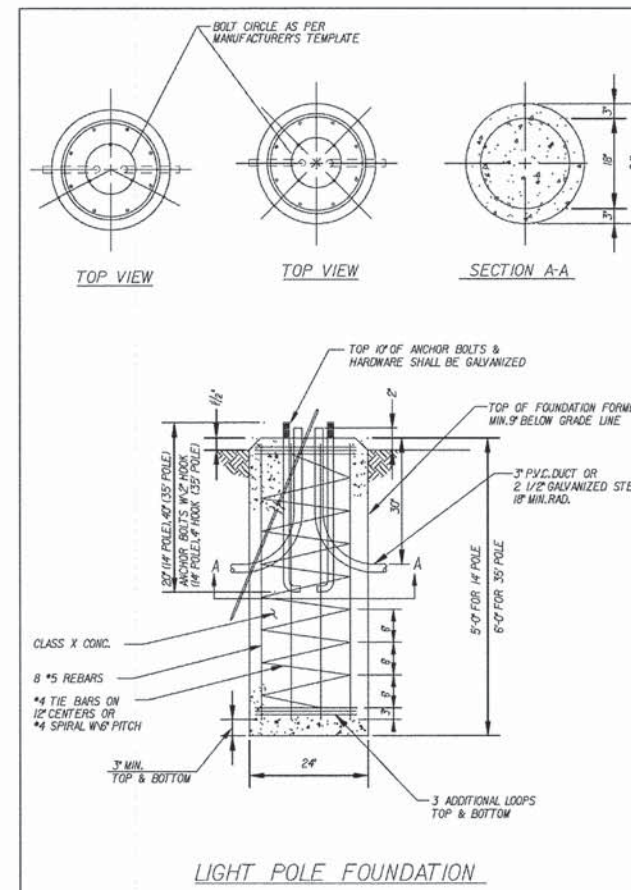
NO SCALE



DETAIL B

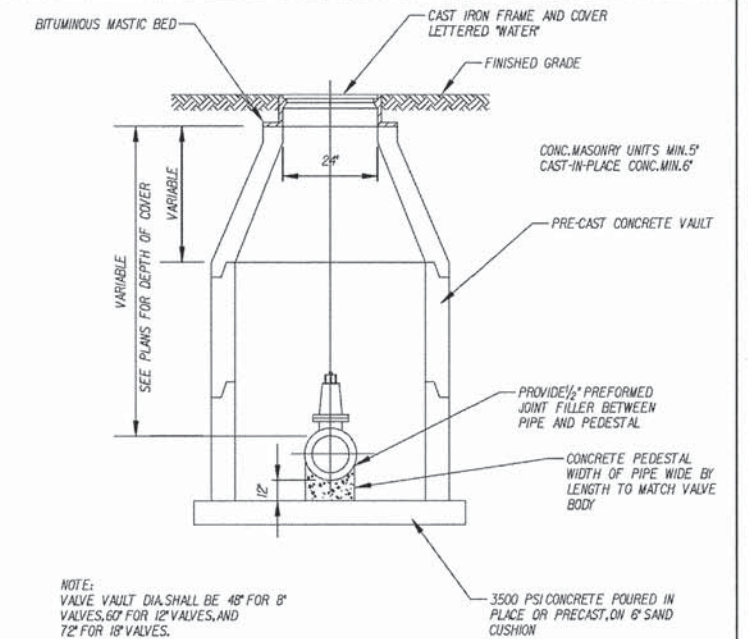
NO SCALE

VALVE VAULT DETAIL



LIGHT POLE FOUNDATION

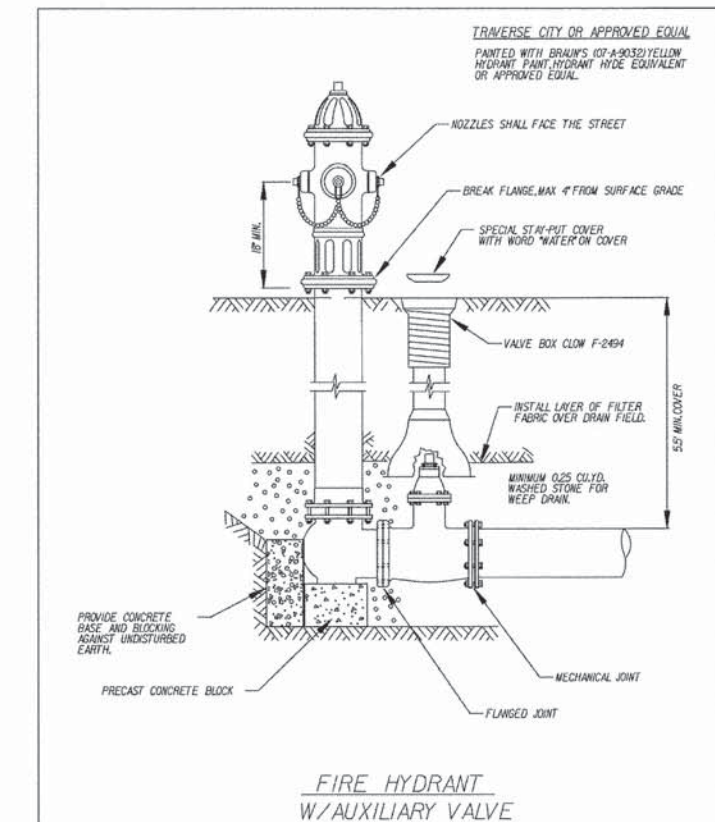
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NOTE:
VALVE VAULT DIA. SHALL BE 48" FOR 8"
VALVES, 60" FOR 12" VALVES, AND
72" FOR 18" VALVES.
SPACING OF VALVES SHALL NOT
EXCEED 650 FEET.

VALVE VAULT

...valve_vault.dgn 02/22/05 11:46:38 AM



FIRE HYDRANT
W/AUXILIARY VALVE

...fire_hydrant.dgn 02/22/05 11:03:36 AM

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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDM	REVISED -
DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	FILE - 140422-SH-PH2-MiscDets.dgn

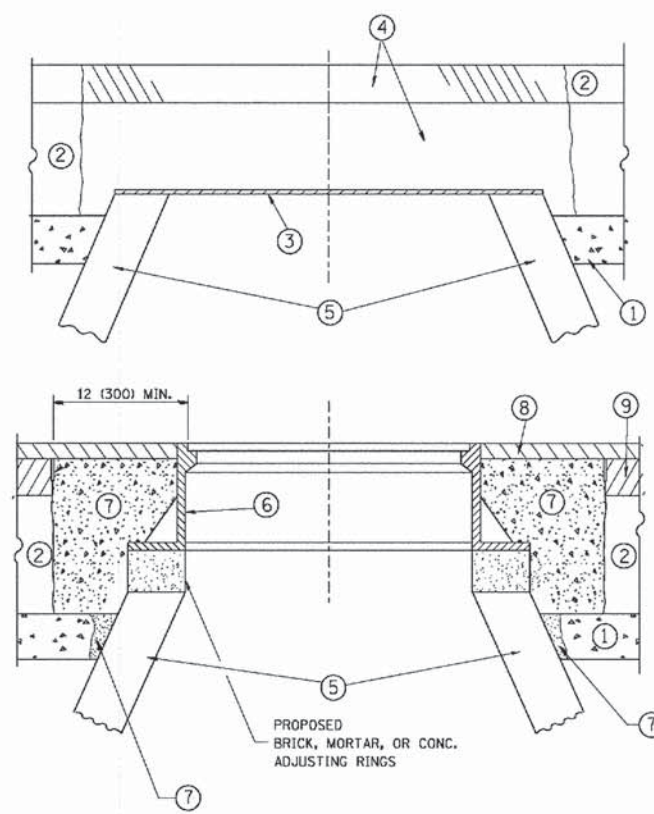
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: STA. TO STA.

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 40
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(436)				

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NOTES:

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

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

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

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

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- *UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

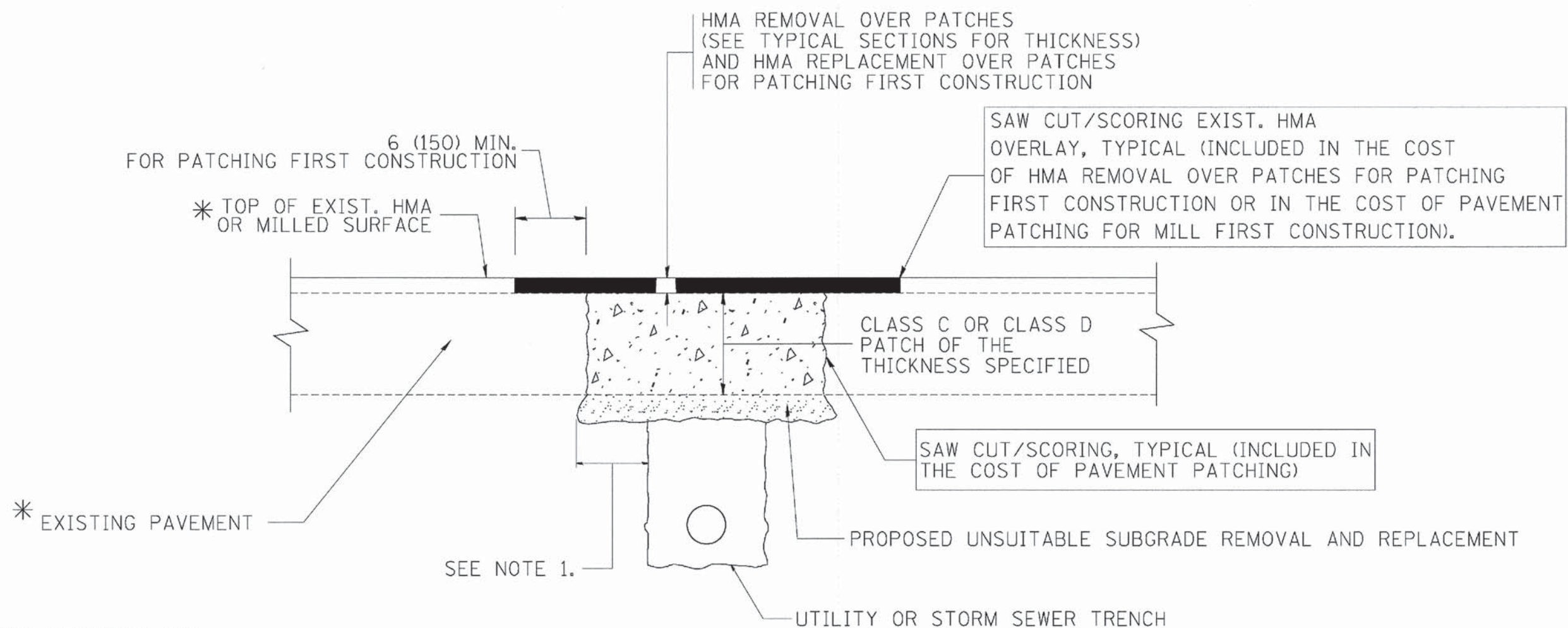
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
...	...	DRAWN -	REVISED - R. BORO 01-01-07
...	...	CHECKED -	REVISED - R. BORO 03-09-11
...	...	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE. 135	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 41
BD600-03 (BD-8)			CONTRACT NO. 61B18	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003436				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

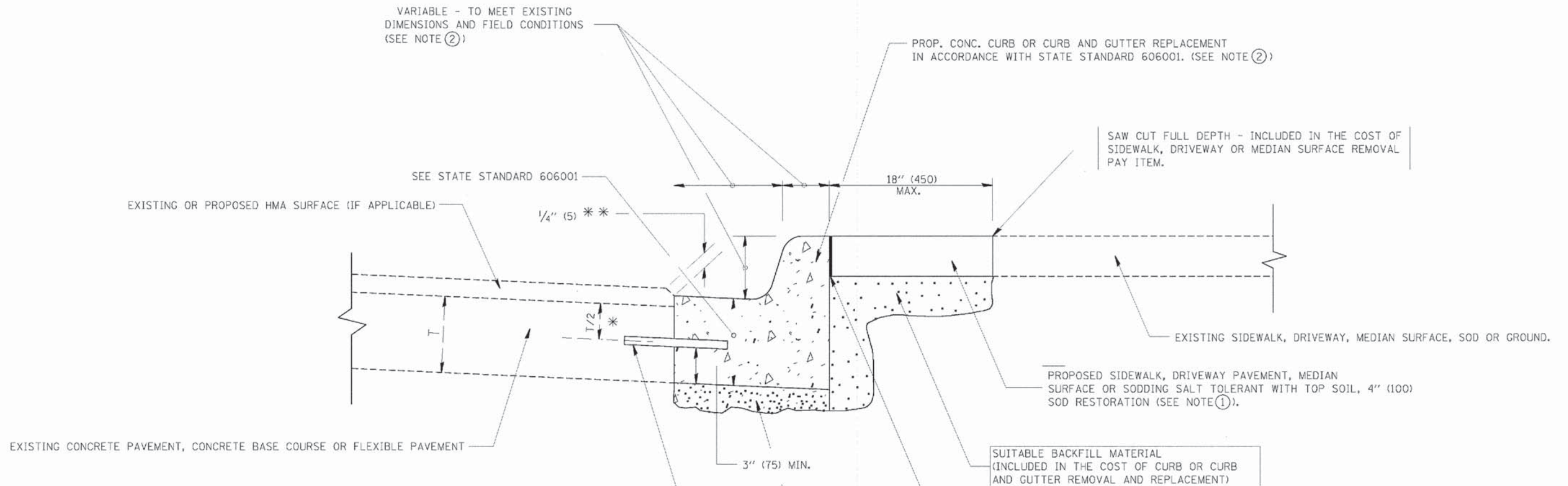
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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FILE NAME = m:\projects\dists\d22\34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 42
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 61B18	
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)							



* 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.

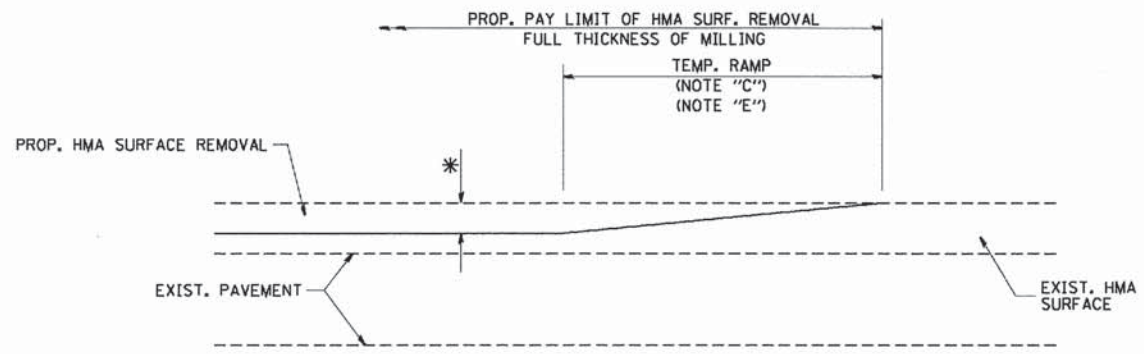
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB 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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

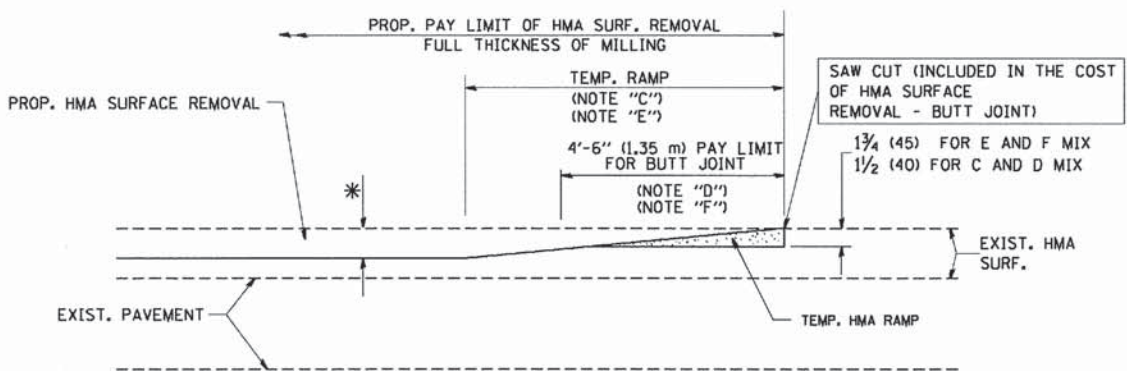
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 12/25/2004 02:28:58 PM I:\Crystal\Case\CRIT\140428-Love S1 Imp\CADD\DWG\210428-S1-D1ETS - BD.dgn

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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
DRAWN	-	REVISED	A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	14-00062-00-WR	LAKE	55	43
CHECKED	-	REVISED	M. GOMEZ 01-22-01						BD600-06 (BD-24)		CONTRACT NO. 61B18	
DATE	03-11-94	REVISED	R. BORO 12-15-09						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)			
PLCT DATE	12/15/2009											



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

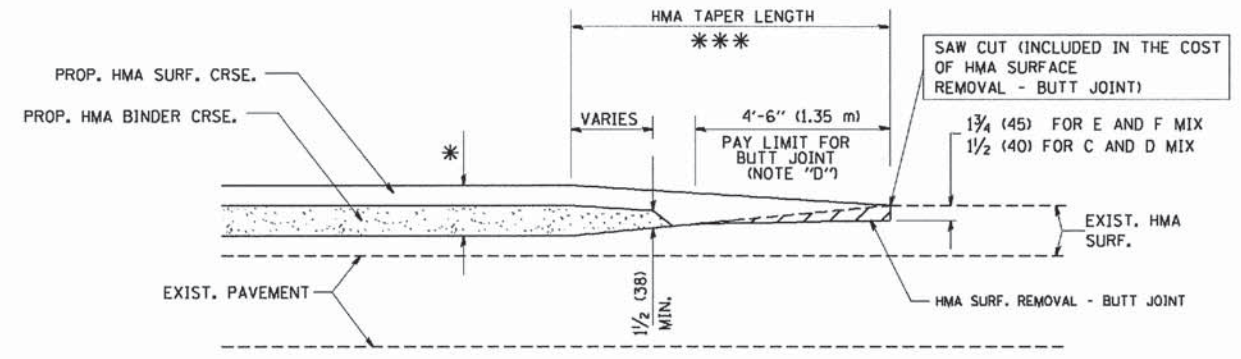
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

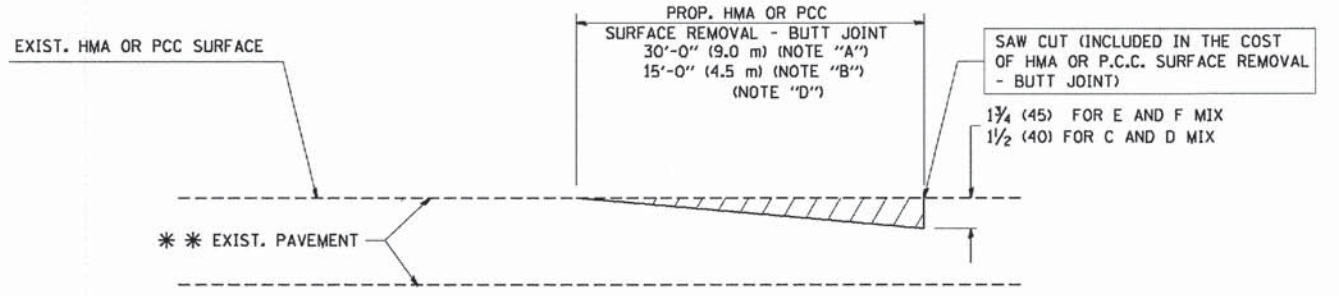
OPTION 2

TYPICAL TEMPORARY RAMP

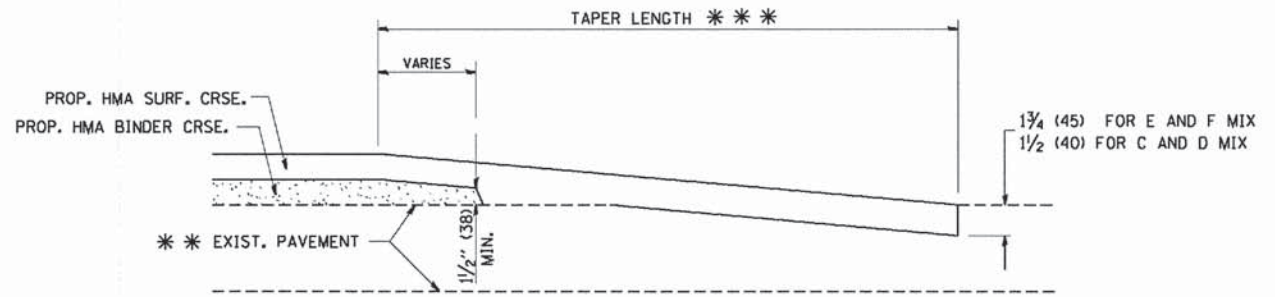


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

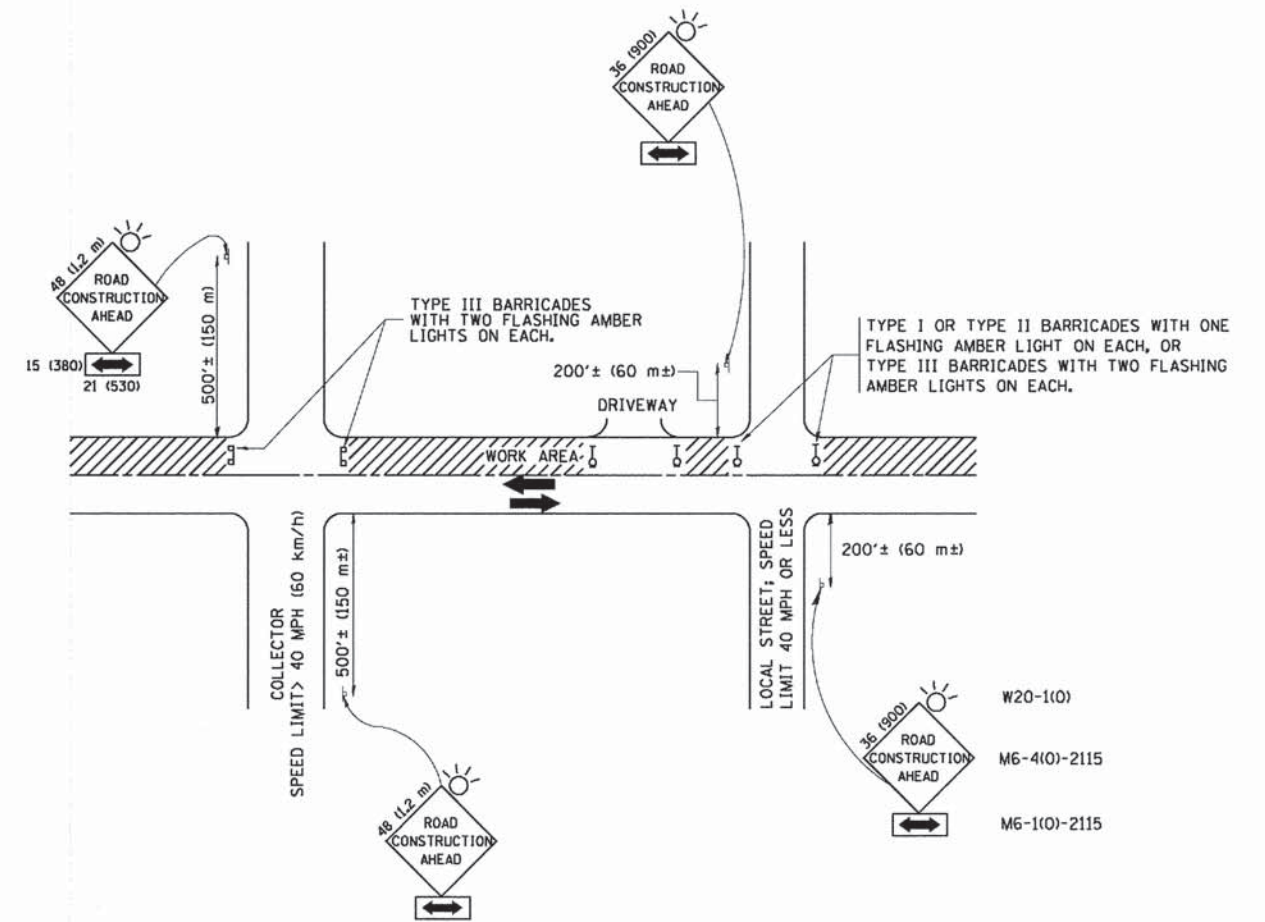
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FILE NAME =	USER NAME = gnglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 5/8"=1'-0" IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE = 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
185	14-00062-00-WR	LAKE	55	44
BD400-05 BD32		CONTRACT NO. 61B18		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				



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.

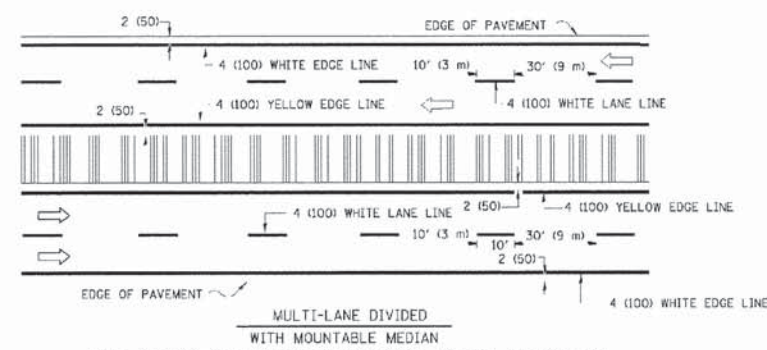
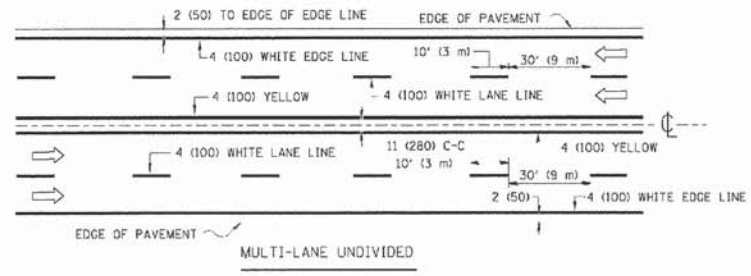
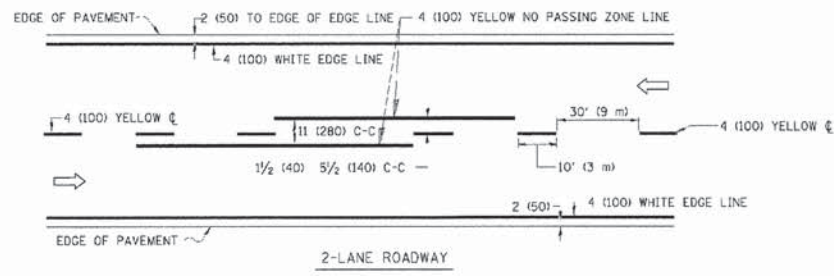
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 2300 N. WASHINGTON ST., SUITE 200, DEERFIELD, IL 60015
 TEL: 847.940.1200 FAX: 847.940.1204
 PROJECT NO. 14-00062-00-WR CONTRACT NO. 61B18

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	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

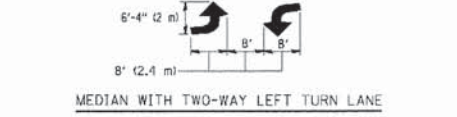
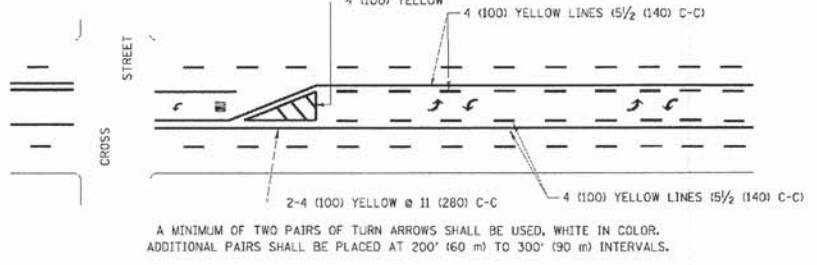
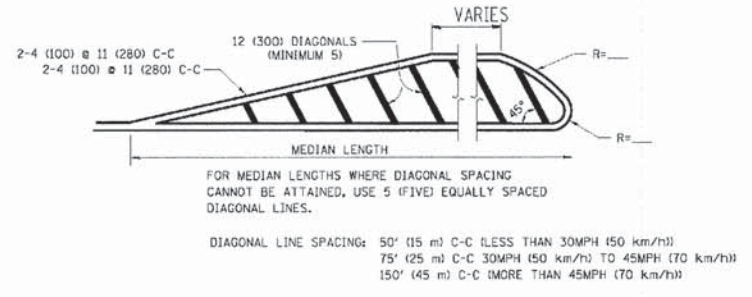
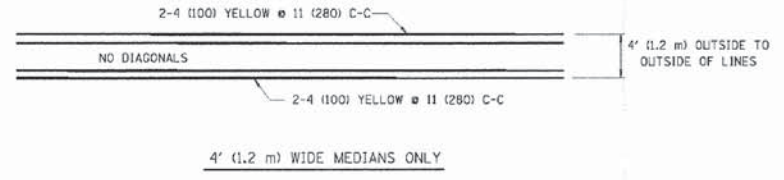
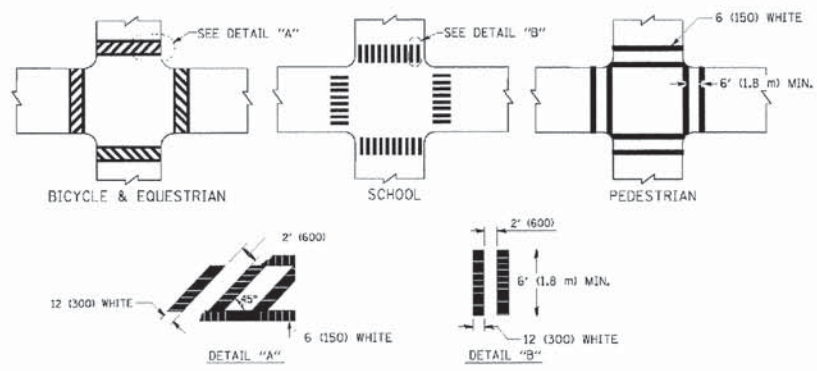
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 45
TC-10			CONTRACT NO. 61B18	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40034361				

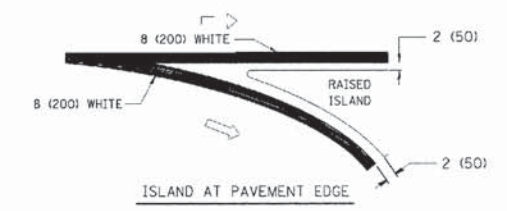
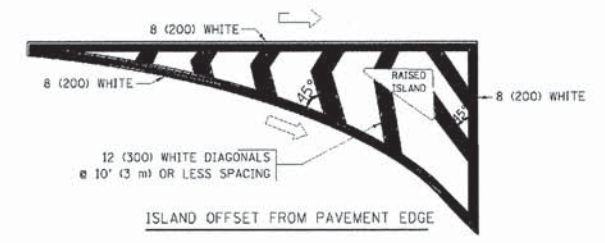


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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	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))

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.

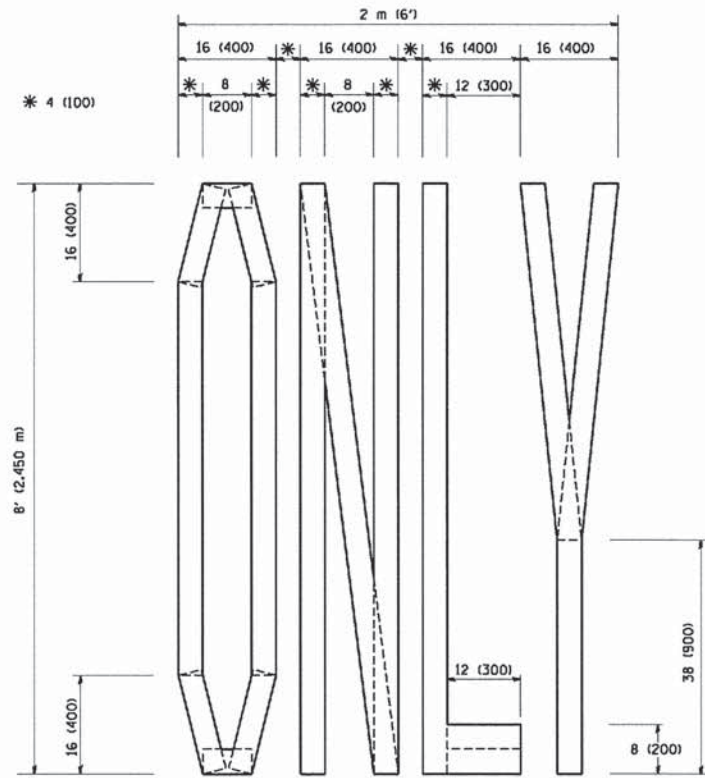
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DESIGNED	EVERS	REVISED	T. RAMMACHER 10-27-94
DRAWN	-	REVISED	-C. JUCIUS 09-09-09
CHECKED	-	REVISED	-
DATE	03-19-90	REVISED	-

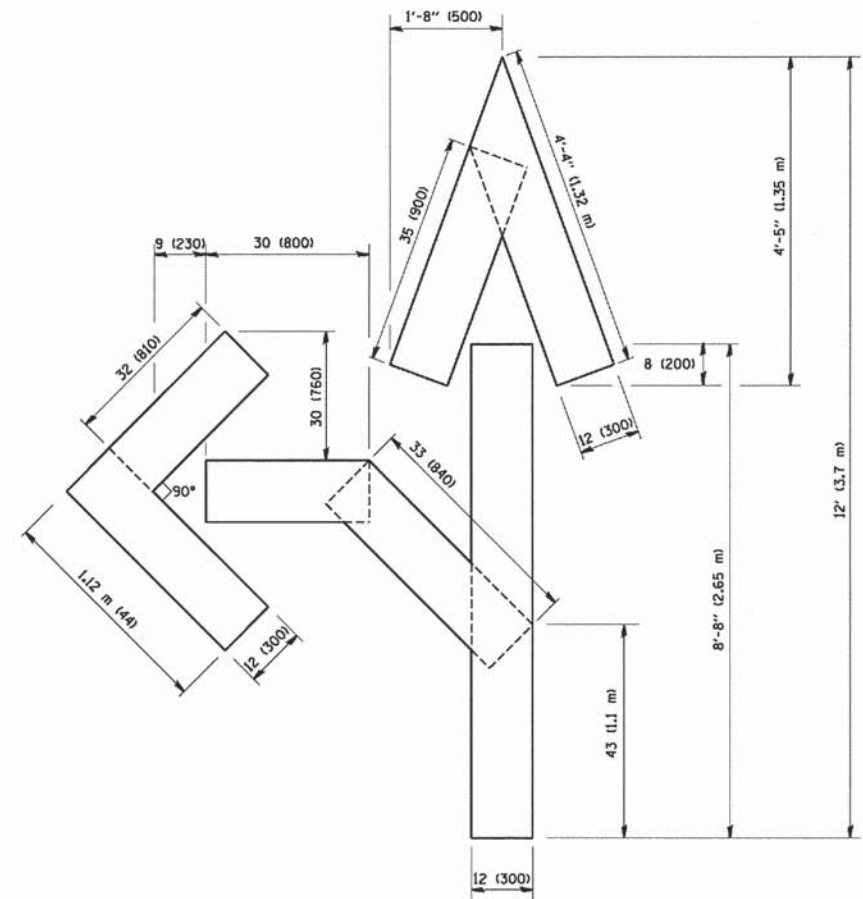
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. R.T.C.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT W-4003(436)	

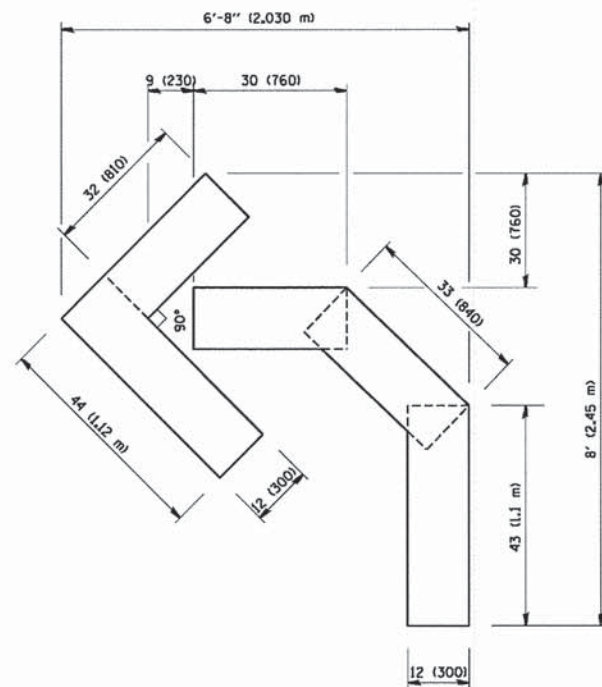
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TYPICAL PAVEMENT MARKINGS		189	14-0062-00-WR	LAKE	55	46
		FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT W-4003(436)	



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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PLOT DATE = 1/4/2008	DATE = 09-18-94		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

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

F.A.U. RTE. 130 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 47
TC-16		CONTRACT NO. 61B18		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

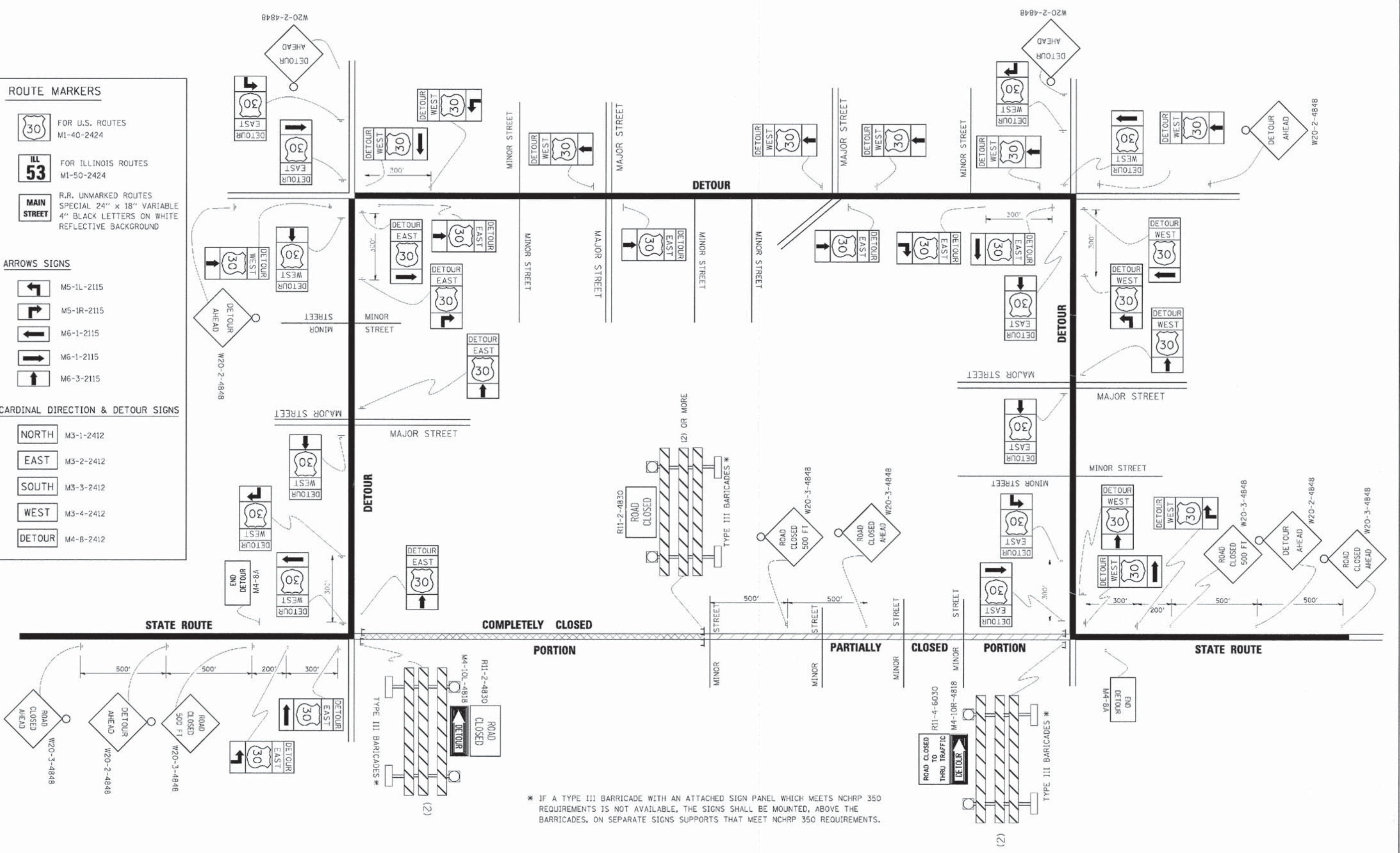
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EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-B-2412



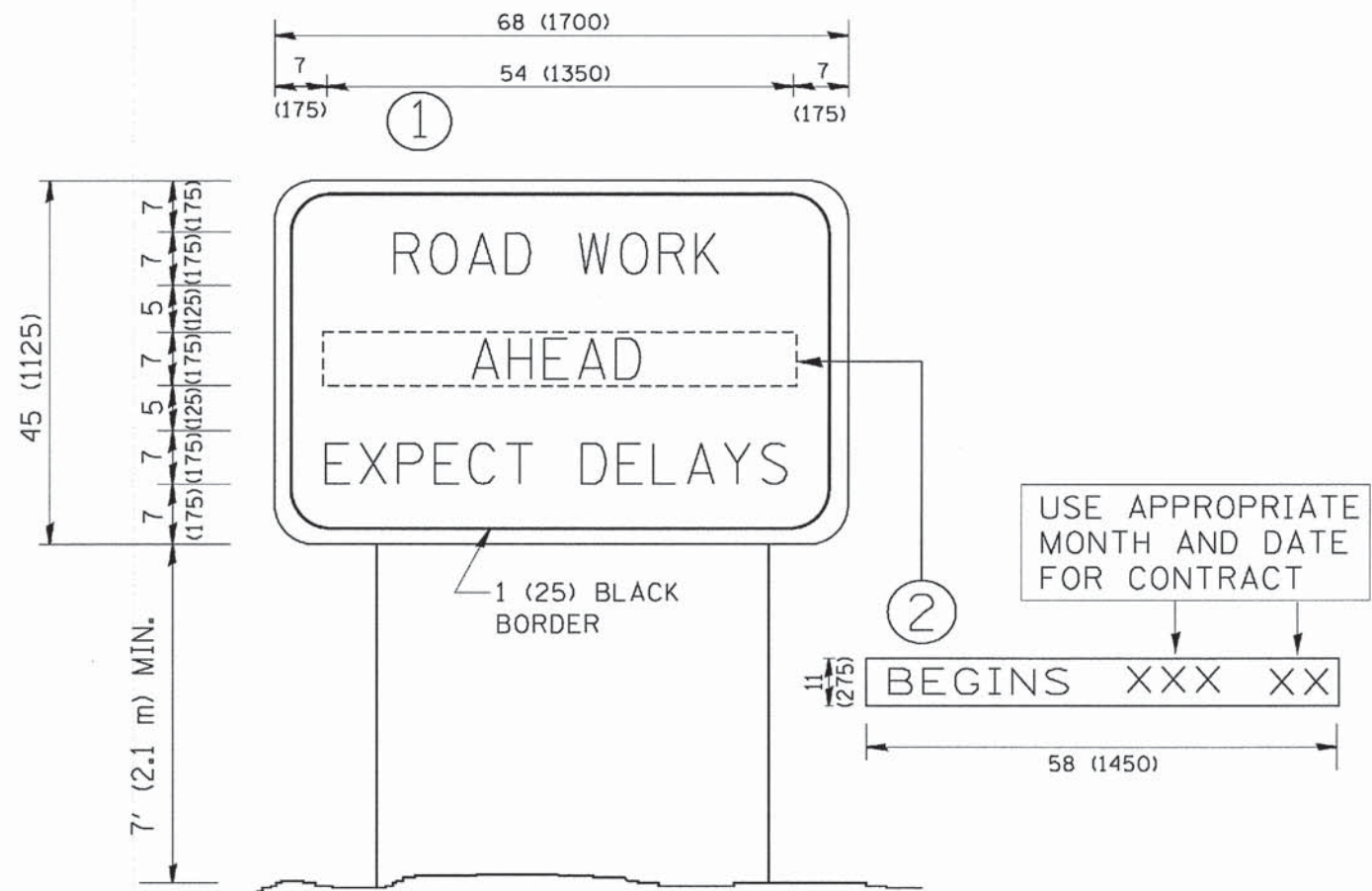
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DESIGNED	REVISED 10-18-02
DRAWN	REVISED - R. BORO 09-14-09
CHECKED	REVISED
DATE	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
14	14-00062-00-WR	LAKE	55	47A
TC-21			CONTRACT NO. 61B18	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-40034361				



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.

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PLOT DATE = 1/4/2008	DATE -	REVISED - T. RAMMACHER 02-02-99	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.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 48
TC-22		CONTRACT NO. 61B18		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)</small>				



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".

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 CHECKED -
 DATE -
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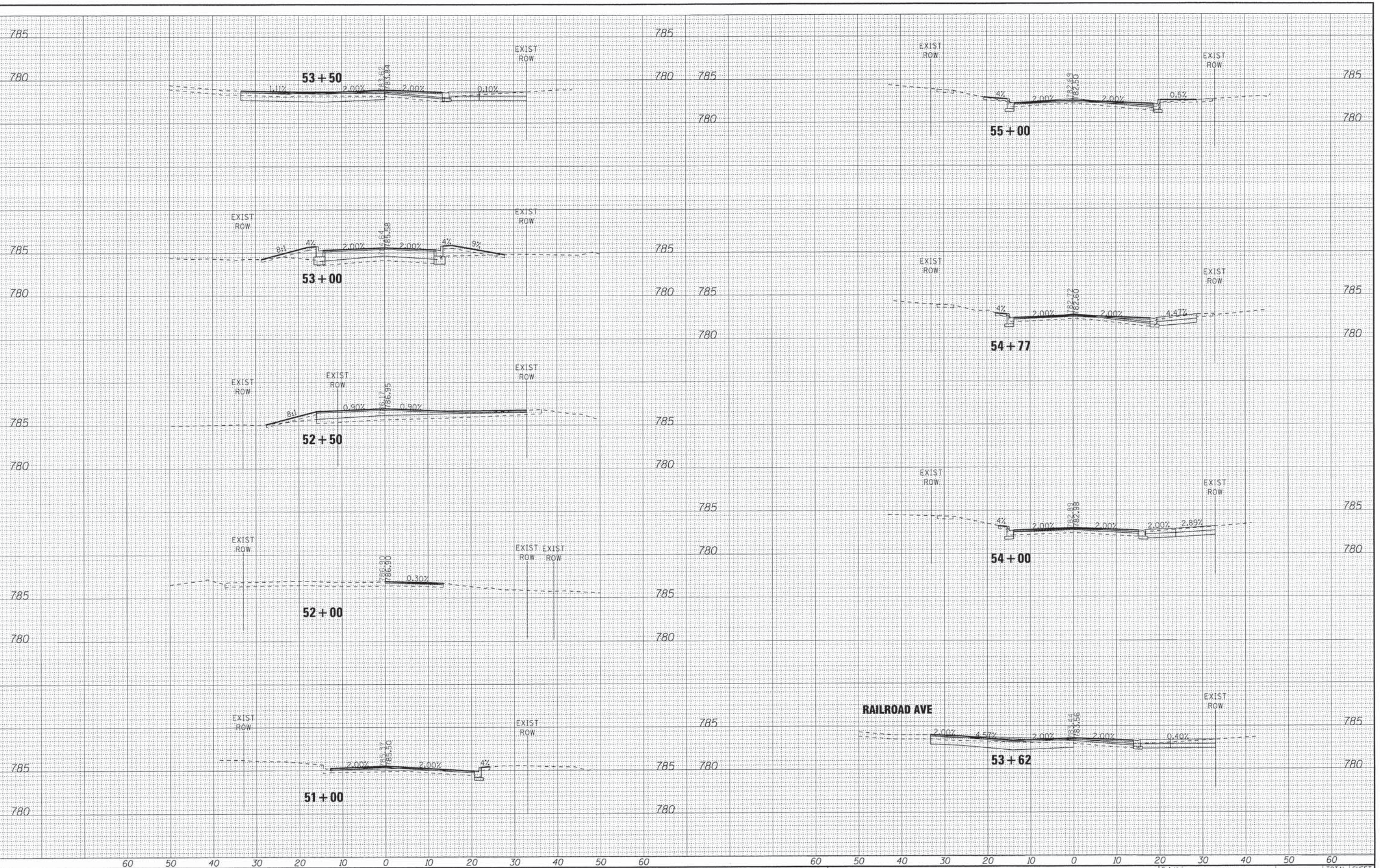
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...	...	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE. 150/189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 49
TC-26		CONTRACT NO. 61B18		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(436)				

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DESIGNED - JDM	REVISED -
DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

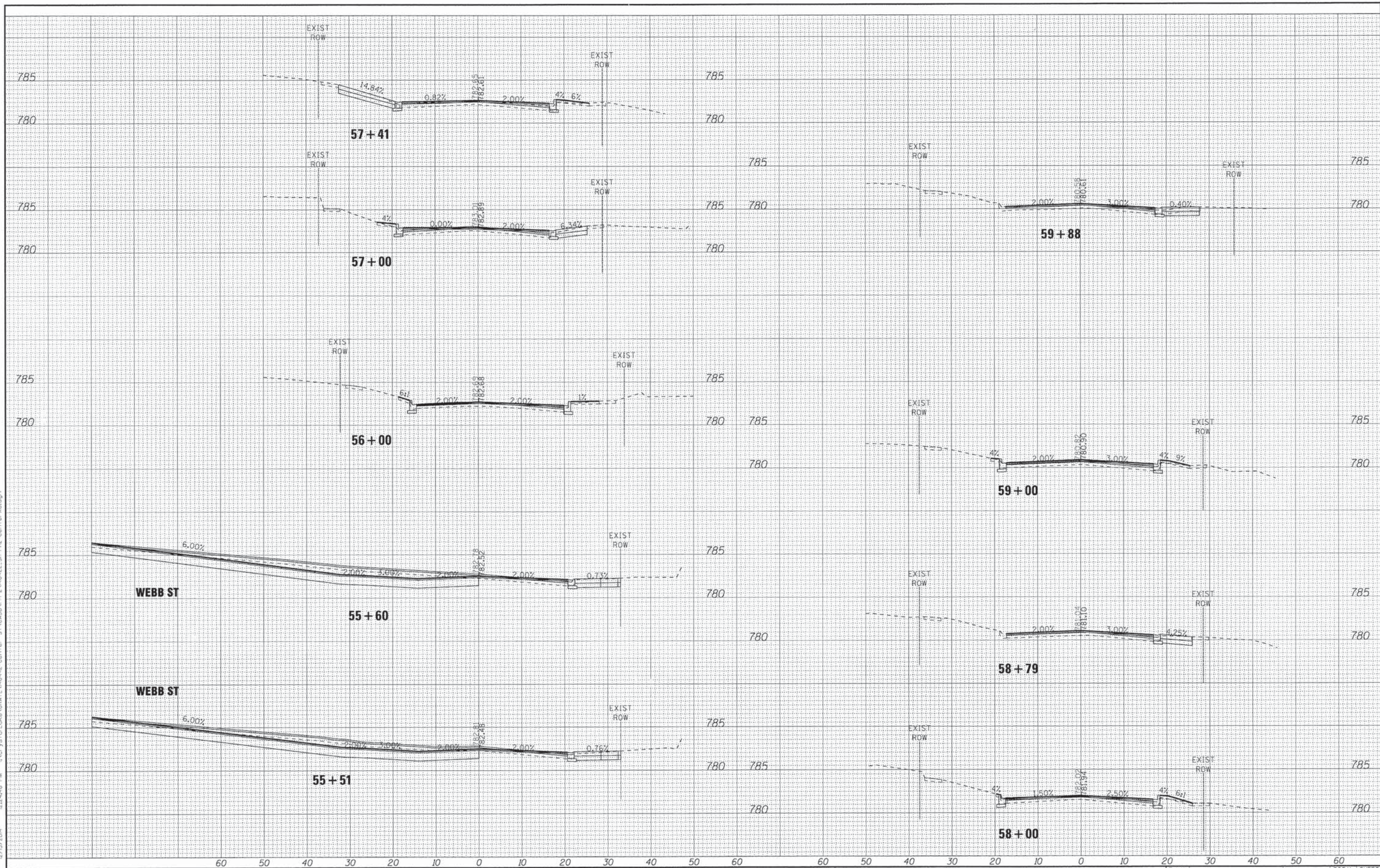
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**CROSS SECTIONS
CENTER STREET**

STA. 51+00 TO STA. 55+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	14-00062-00-WR	LAKE	55	50
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT M-40034361	
			CONTRACT NO. 61B18	

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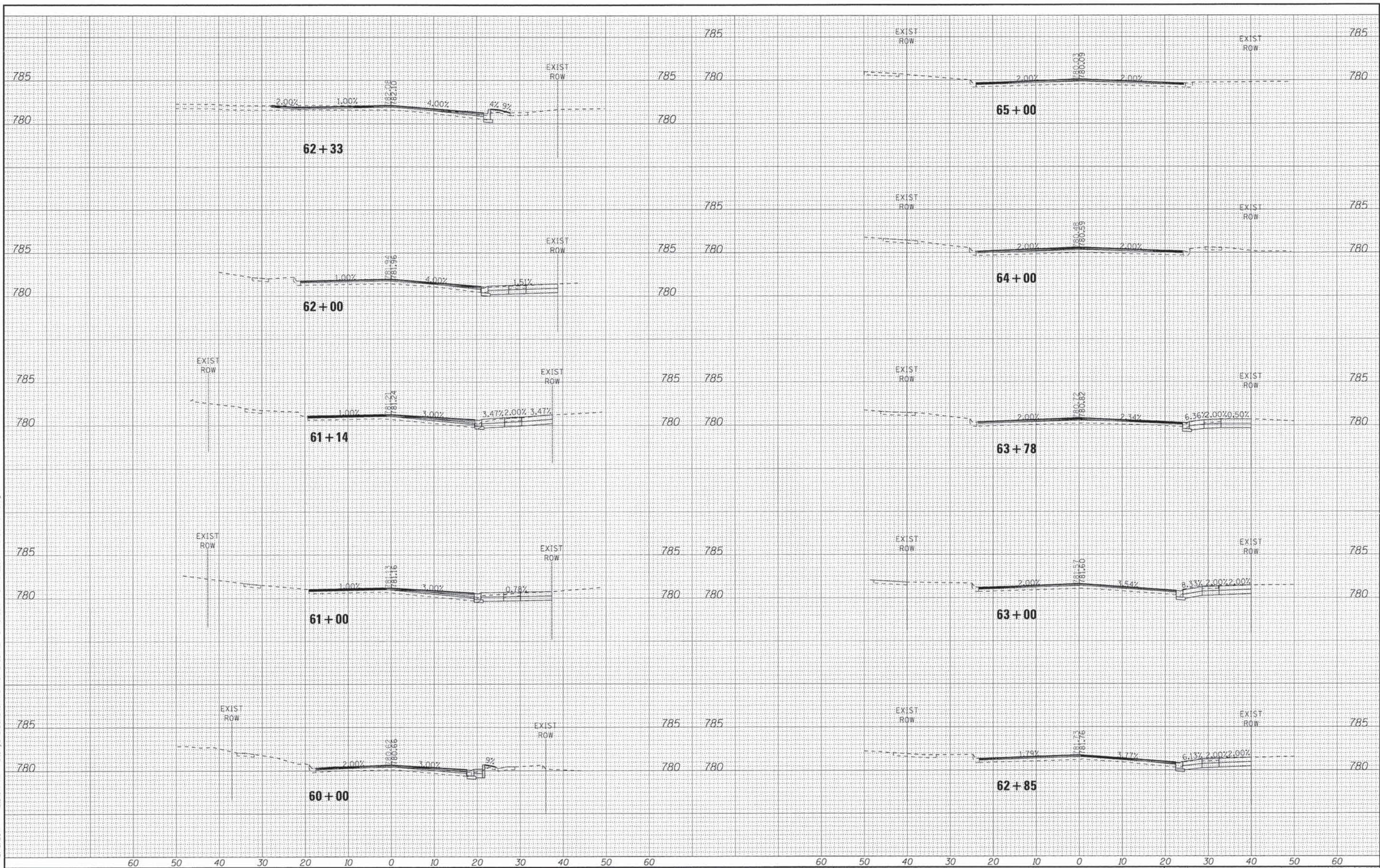
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DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET
 SCALE: H: 1"=10' V: 1"=5'
 STA. 55+51 TO STA. 59+88

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195 189	14-00062-00-WR	LAKE	55	51
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-4003(436)			CONTRACT NO. 61B18	

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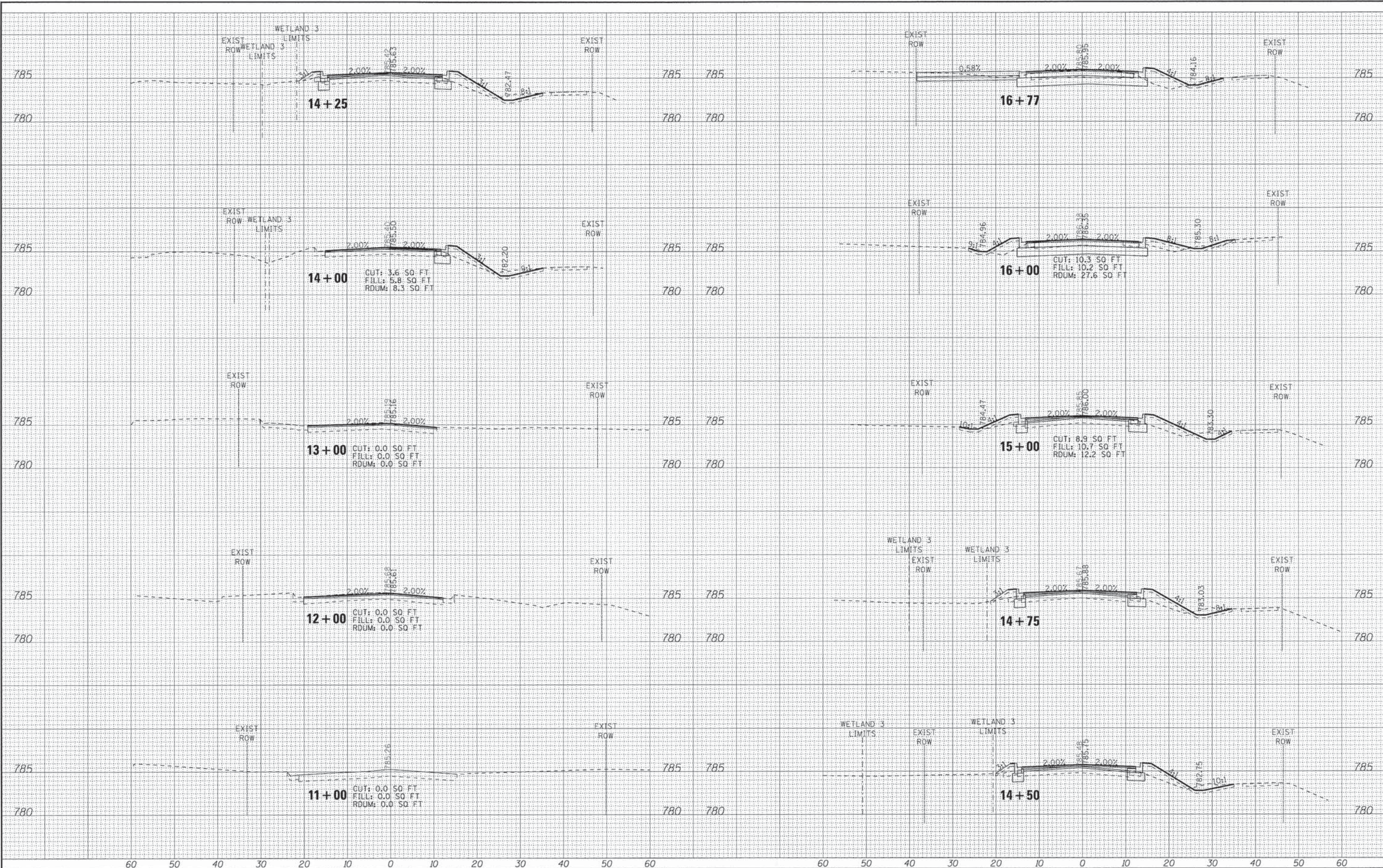
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DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
CENTER STREET**
SCALE: H: 1"=10' V: 1"=5'
STA. 60+00 TO STA. 65+00

F.A.U. RTE. 195 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 52
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(436)				

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DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

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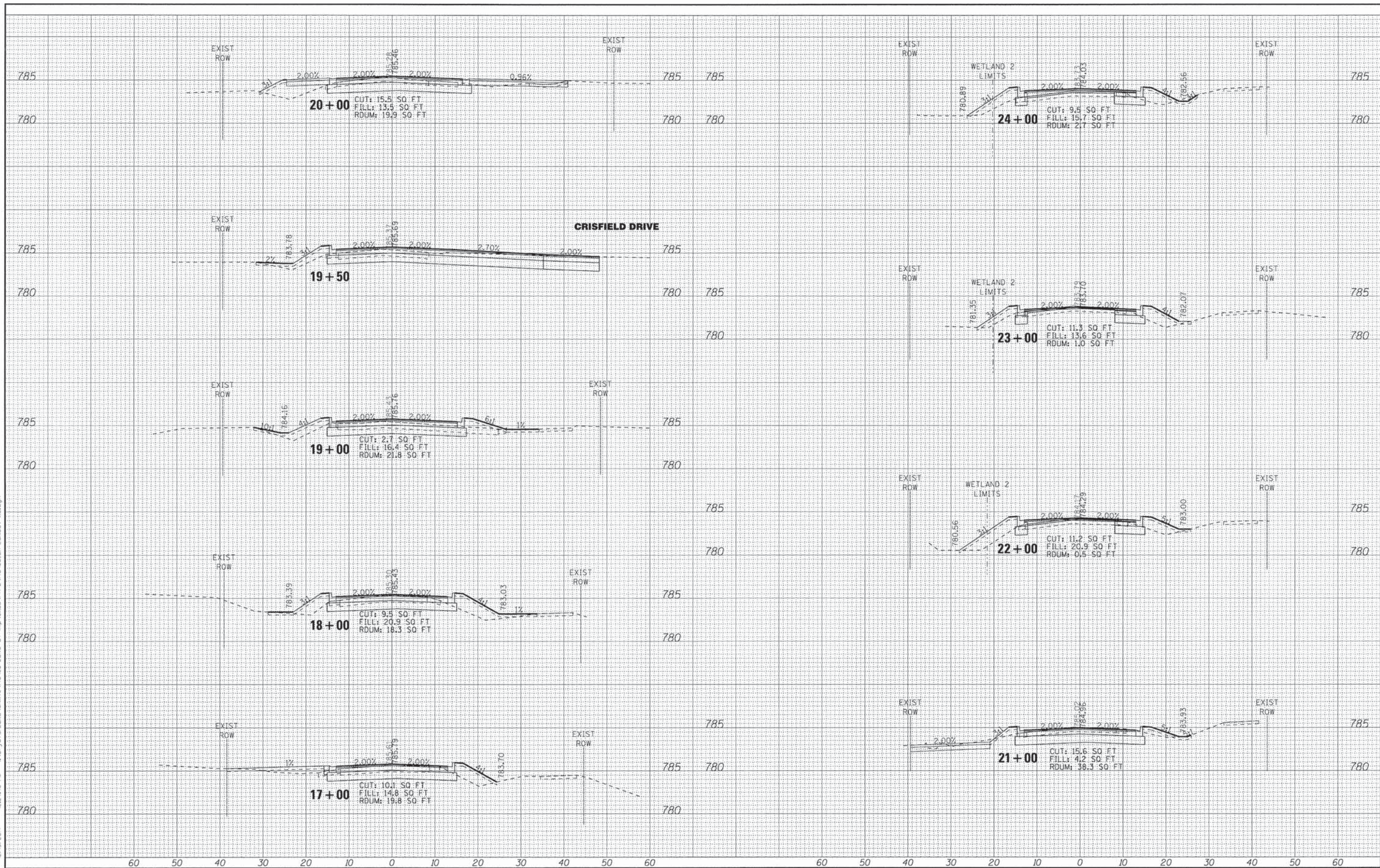
CROSS SECTIONS
 LAKE STREET

SCALE: H: 1"=10' V: 1"=5'

STA. 11+00 TO STA. 16+77

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195 189	14-00062-00-WR	LAKE	55	53
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(436)			CONTRACT NO. 61B18	

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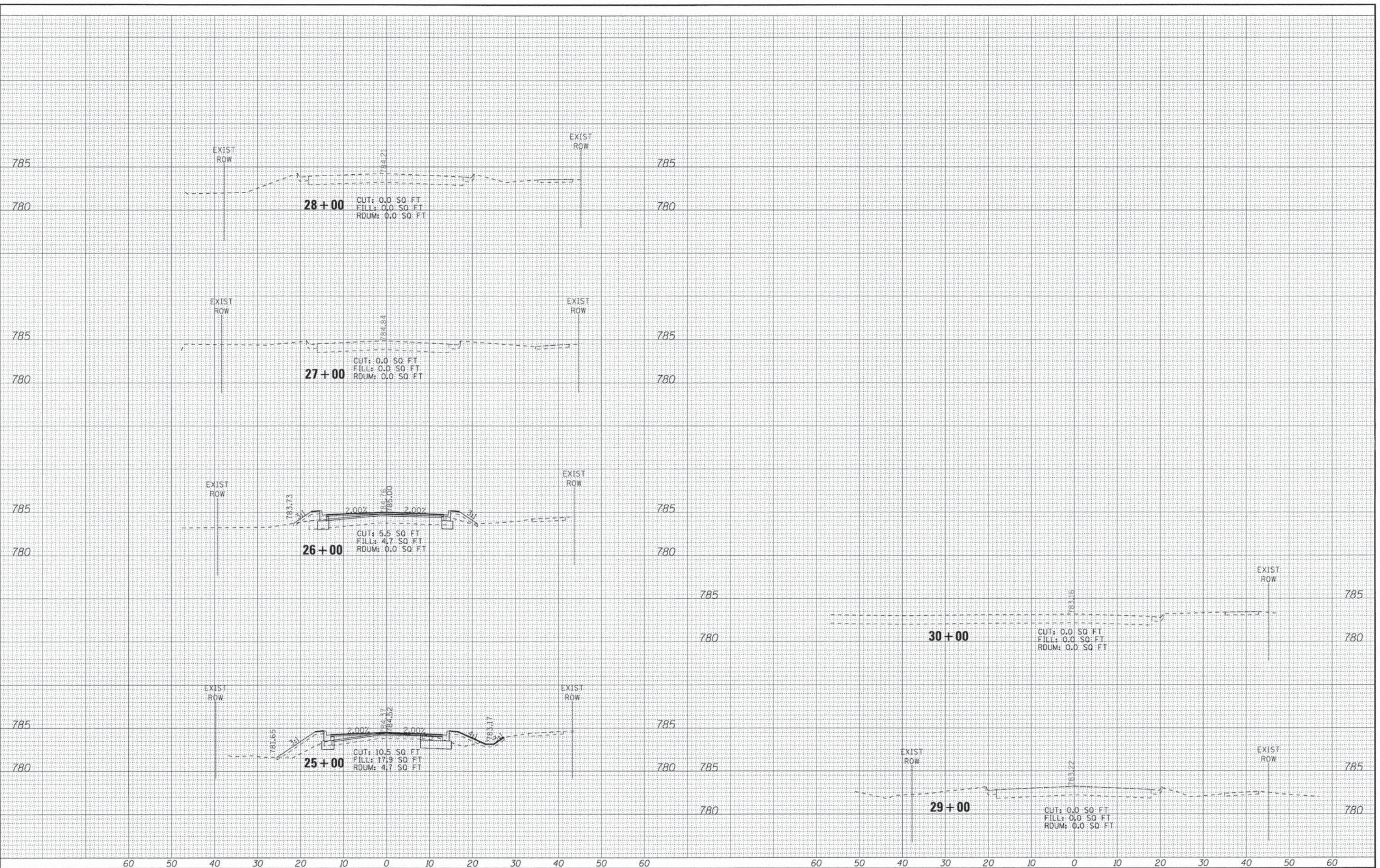
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DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**CROSS SECTIONS
 LAKE STREET**
 SCALE: H: 1"=10' V: 1"=5'
 STA. 17+00 TO STA. 24+00

F.A.U. RTE. 189	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 54
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(436)			CONTRACT NO. 61B18	

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DESIGNED - JDM	REVISED -
DRAWN - LKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-15-14	REVISED -

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DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LAKE STREET
 SCALE: H: 1"=10' V: 1"=5'
 STA. 25+00 TO STA. 30+00

F.A.U. 185	SECTION 14-00062-00-WR	COUNTY LAKE	TOTAL SHEETS 55	SHEET NO. 55
CONTRACT NO. 61B18				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(436)				