

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	1
		ILLINOIS	CONTRACT NO. 62F92	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGE OF PALATINE.

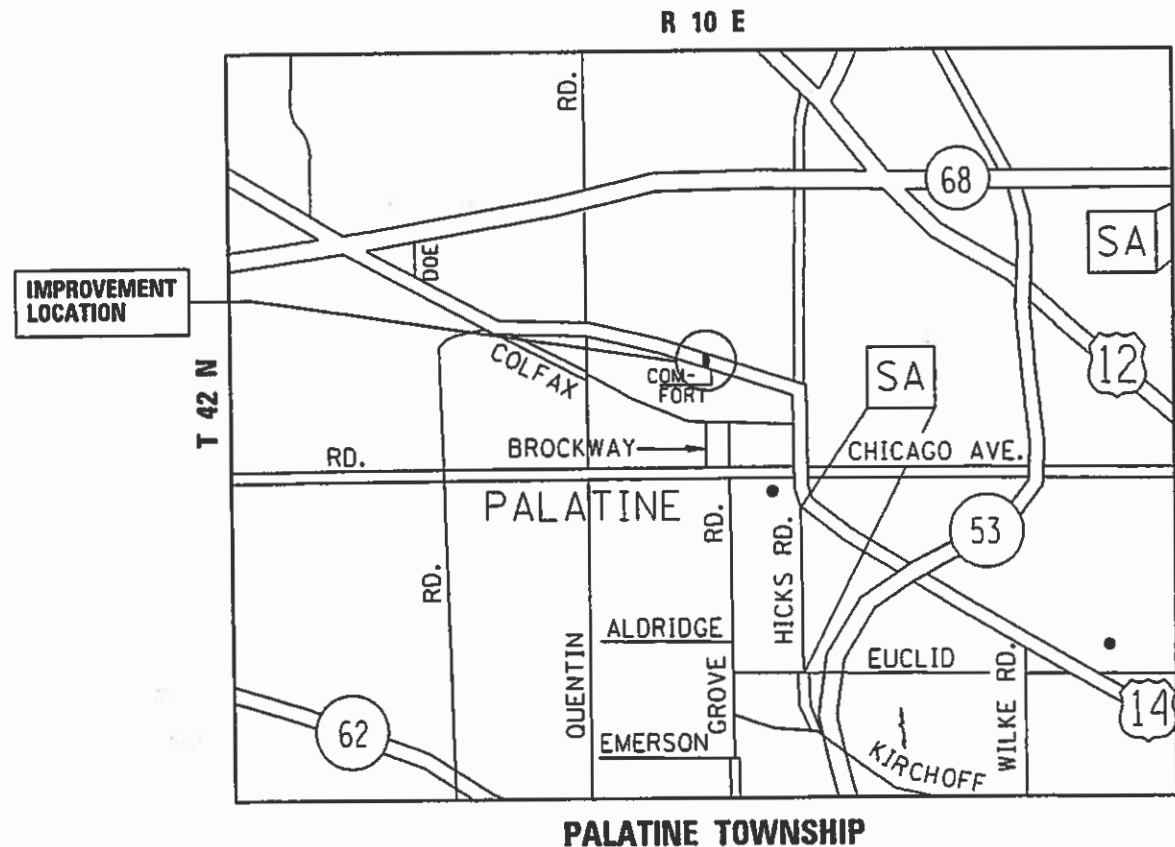
PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 305 – US RTE 14
SMITH ST. TO PLUM GROVE RD.
SECTION: 2017-055T
CULVERT REPAIR
COOK COUNTY

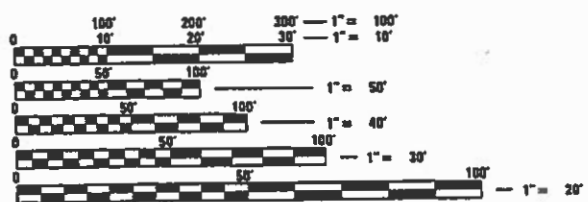
C-91-082-18

TRAFFIC DATA

US 14
ADT (2017) = 27,300
POSTED SPEED LIMIT = 35 MPH



Signed Moussa A. Issa
Moussa A. Issa, HBM II, Lic. No. 081-005738
Expires 11-30-2018
Date 03/08/2018 For Sheets 13 Thru 16
(Total of 4 Sheets)



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER J. ALAIN MIDY (847) 221-3056
PROJECT MANAGER FAWAD AQUEEL (847) 705-4247

GROSS & NET LENGTH = 1050.04 FT. = 0.198 MILE



DATE SIGNED: 3/8/2018
EXP. DATE: 11/30/2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 13, 2018
Anthony J. Dringler/CAB
REGIONAL ENGINEER
May 18, 2018
Paul P. Chafin
ENGINEER OF DESIGN AND ENVIRONMENT
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING AN MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
3. MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES. CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
4. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OF WORK TO EXISTING CURBS AND GUTTER IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
5. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF PALATINE, OTHER LOCAL GOVERNMENT AGENCIES, AND IDOT.
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
8. THE VERTICAL DATUM IS NAVD88.
9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
10. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
11. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
12. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED AND BURIED STRUCTURES BY STATION AND THE OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.
13. 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS, UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
14. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
15. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
16. PRIOR TO BEGINNING ANY WORK THE CONTRACTOR SHALL RECORD AND RETAIN FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKINGS (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THE MARKINGS CAN BE RE-ESTABLISHED. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
17. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
18. THE RESIDENT ENGINEER SHALL CONTACT XXXXXXX, AREA TRAFFIC FIELD ENGINEER AT (XXX)-XXX-XXXX (EMAIL: XXXXXX) A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

STATE HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, > 15' AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTANT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH
701602-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701901-07	TRAFFIC CONTROL DEVICES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6	SCHEDULE OF QUANTITIES
7	ALIGNMENTS, TIES AND BENCHMARKS
8	EXISTING AND PROPOSED ROADWAY PLAN
9-11	EROSION AND SEDIMENT CONTROL PLAN AND DETAILS
12	LANDSCAPING AND PAVEMENT MARKING PLAN
13-16	CULVERT PLANS
17	PAVEMENT PATCHING FOR HMA SURFACE PAVEMENT (BD-22)
18	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
19	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
20	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
21	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
22	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
23	ARTERIAL ROAD INFORMATION SIGN (TC-22)
24	DRIVEWAY ENTRANCE SIGNING (TC-26)

FILE NAME = D:\Engineering\LiveProjects\13038 IDOT Durbin\Work Order - 3 - 62F92\CADD\CADD Sheets\Civil\0162F92-Str-Notes and Standards



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PLOT DATE = 12/29/2017	CHECKED - TGM	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND HIGHWAY STANDARDS
US ROUTE 14**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	2
				CONTRACT NO. 62F92
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE 0004				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0004			
20101000	TEMPORARY FENCE	FOOT	129	129			
20101700	SUPPLEMENTAL WATERING	UNIT	2.5	2.5			
20800150	TRENCH BACKFILL	CU YD	28	28			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	166	166			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4			
25200110	SODDING, SALT TOLERANT	SO YD	166	166			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4	4			
28000400	PERIMETER EROSION BARRIER	FOOT	122	122			
28000510	INLET FILTERS	EACH	10	10			
28001100	TEMPORARY EROSION CONTROL BLANKET	SO YD	129	129			
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SO YD	27	27			
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SO YD	41	41			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	14	14			
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	66	66			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	170	170			

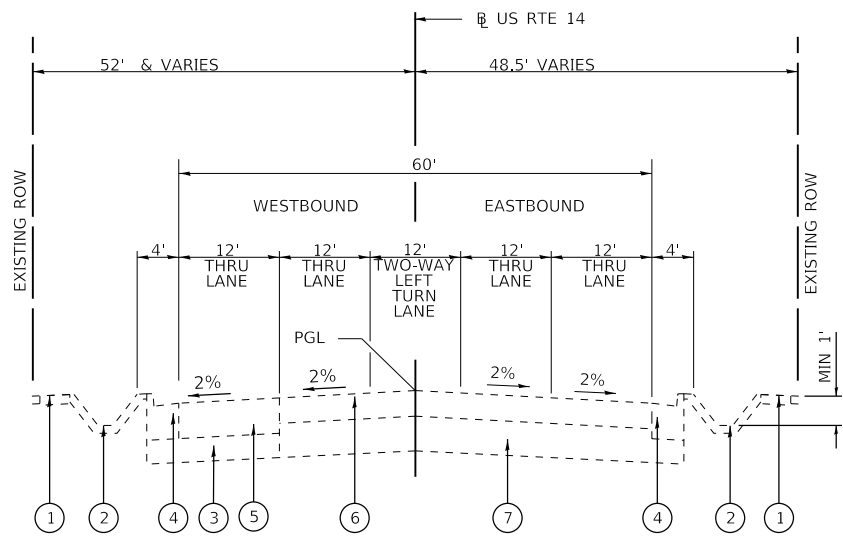
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE 0004				
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0004			
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	146	146			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	20	20			
44000600	SIDEWALK REMOVAL	SO FT	170	170			
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SO YD	33	33			
50102400	CONCRETE REMOVAL	CU YD	0.3	0.3			
50105220	PIPE CULVERT REMOVAL	FOOT	40	40			
50800105	REINFORCEMENT BARS	POUND	470	470			
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	1	1			
54002020	EXPANSION BOLTS 3/4 INCH	EACH	14	14			
54010703	PRECAST CONCRETE BOX CULVERTS 7' X 3'	FOOT	12	12			
54248510	CONCRETE COLLAR	CU YD	4.8	4.8			
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	74	74			
55100700	STORM SEWER REMOVAL 15"	FOOT	74	74			
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4			
60260100	INLETS TO BE ADJUSTED	EACH	1	1			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	20	20			

FILE NAME	USER NAME	DESIGNED	REVISED
OFFICE	PROJECT	CHECKED	REVISED
PLOT SCALE	DATE		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

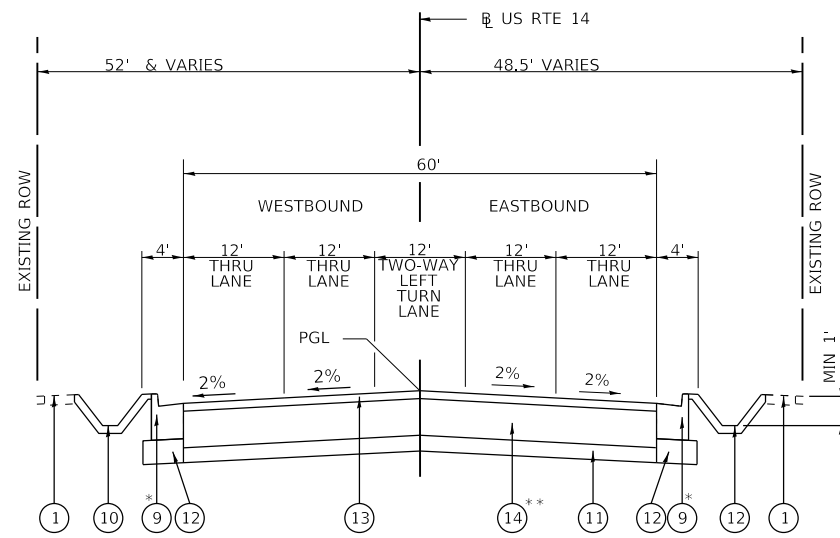
SUMMARY OF QUANTITIES			
SCALE	SHEET NO.	OF	SHEETS
			STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F92	



EXISTING TYPICAL SECTION

STA 503+93.46 TO STA 510+93.50



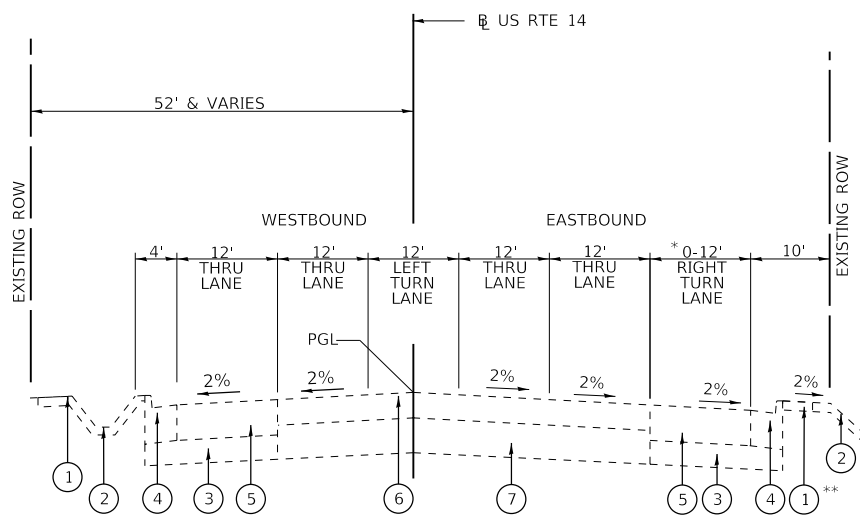
PROPOSED TYPICAL SECTION

STA 504+98.00 TO STA 505+20.00

* PROPOSED CURB AND GUTTER FROM STA 505+07.50 TO 505+17.50 BOTH EB AND WB
 ** CLASS D PATCHES TYPE II, 12" FROM STA 505+10.00 TO 505+15.00

LEGEND

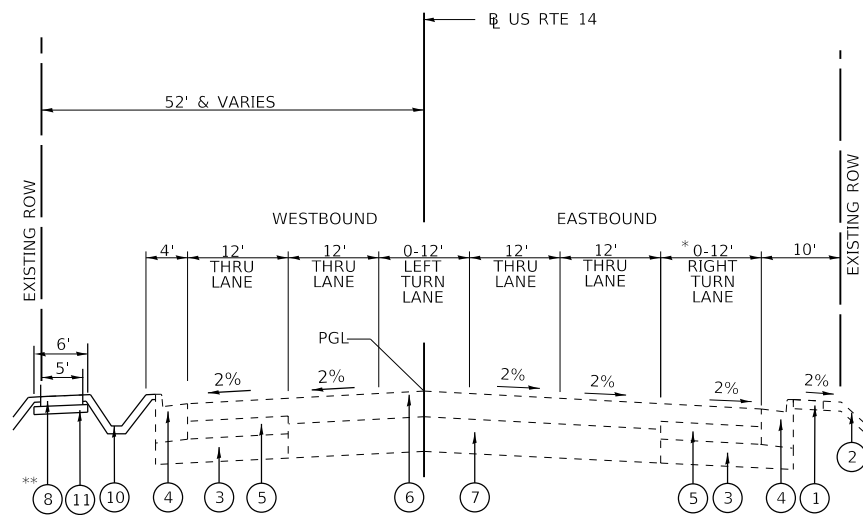
- ① EXISTING PCC SIDEWALK, 5"
- ② EXISTING TOPSOIL AND SODDING
- ③ EXISTING AGGREGATE SUBGRADE, 4"
- ④ EXISTING CURB AND GUTTER
- ⑤ EXISTING PCC BASE COURSE, 9 3/4"
- ⑥ EXISTING HMA PAVEMENT
- ⑦ EXISTING STABILIZED BASE COURSE, 12"
- ⑧ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- ⑨ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑩ PROPOSED TOPSOIL FURNISH AND PLACE, 4" AND TOLERANT SODDING
- ⑪ AGGREGATE BASE COURSE, TYPE B 4"
- ⑫ AGGREGATE BASE COURSE, TYPE B 6"
- ⑬ PROPOSED HMA, SURFACE COURSE, MIX "D", N70 1 3/4"
- ⑭ CLASS D PATCHES TYPE III, 12"



EXISTING TYPICAL SECTION

STA 510+93.50 TO STA 514+43.50

* TAPERS 0' TO 12', STA 510+93.50 TO STA 512+60.16
 ** EXISTING SIDEWALK FROM STA 510+93.50 TO STA 511+38.16.50



PROPOSED TYPICAL SECTION

STA 511+86.00 TO STA 512+20.00

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
2. 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.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

HMA MIXTURE REQUIREMENTS CHART

OPERATION	MIXTURE TYPE	AIR VOIDS (%) @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING	HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1 3/4"	4% @ 70 GYR.	QC/QA
PATCHING	CLASS D PATCHES - (HMA BINDER IL-19 mm)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)			



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	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
US ROUTE 14**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	5
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				

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LANDSCAPE AND EROSION SCHEDULE									
STATION	STATION	OFFSET	2010700 SUPPLEMENTAL WATERING (UNIT)	21101615 TOPSOIL FURNISH AND PLACE, 4" (SQ YD)	25000400 NITROGEN FERTILIZER NUTRIENT (POUND)	25000600 POTASSIUM FERTILIZER NUTRIENT (POUND)	25200110 SODDING, SALT TOLERANT (SQ YD)	28000250 TEMPORARY EROSION CONTROL SEEDING (POUND)	28001100 TEMPORARY EROSION CONTROL BLANKET (SQ YD)
US ROUTE 14									
505+01	505+17	31' LT	0.3	20	0.4	0.4	20	0.4	
505+05	505+20	33' RT	0.3	17	0.3	0.3	17	0.4	
511+86	512+20	31' LT	1.9	128	2.4	2.4	128	2.7	129
TOTAL			2.5	166	4.0	4.0	166	4.0	129

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE				
STATION	STATION	OFFSET	60605000 COMBINATION CONCRETE CURB AND GUTTER TYPE 6-24 (FOOT)	44000500 COMBINATION CURB AND GUTTER REMOVAL (SQ YD)
US ROUTE 14				
505+07	505+17	31' RT	10	10
505+07	505+17	28' LT	10	10
TOTAL			20	20

PAVEMENT SCHEDULE						
STATION	STATION	OFFSET	44000156 HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4" (SQ YD)	40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (TON)	44201794 CLASS D PATCHES TYPE III, 12 INCH (SQ YD)	40700100 BITUMINOUS MATERIALS (TACK COAT) (POUND)
US ROUTE 14						
504+98	505+10		73.4	7		33
505+10	505+15		32.8	3	33	15
505+15	505+20		39.4	4		18
TOTAL			146	14	33	66

PAVEMENT MARKING SCHEDULE				
STATION	STATION	OFFSET	78000200 THERMOPLASTIC PAVEMENT MARKING LINE 4" (FOOT)	78000100 THERMOPLASTIC PAVEMENT MARKING LETT & SYMB (FOOT)
US ROUTE 14				
504+98	505+20	WHITE SKIP	10	
504+98	505+20	WHITE SKIP	10	
504+98	505+20	YELLOW SOLID	22	
504+98	505+20	YELLOW SOLID	22	
504+98	505+20	YELLOW SKIP	10	
504+98	505+20	YELLOW SKIP	10	
505+10		ARROW		15.6
TOTAL			84	15.6

AGGREGATE BASE COURSE SCHEDULE				
STATION	STATION	OFFSET	35101600 AGGREGATE BASE COURSE, TYPE B 4" (SQ YD)	35101800 AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)
US ROUTE 14				
505+07	505+17	28' LT		4
505+07	505+17	31' RT		4
505+10	505+15	LT&RT		33
511+86	512+20	54.6' LT	27	
TOTAL			27	41

STORM SEWER SCHEDULE			
STATION	OFFSET	550A0070 STORM SEWERS, CLASS A, TYPE 1 15" (FOOT)	55100700 STORM SEWER REMOVAL, 15" (FOOT)
US ROUTE 14			
505+12	LT&RT	74	74
TOTAL		74	74

INLETS TO BE ADJUSTED SCHEDULE		
STATION	OFFSET	60260100 INLETS TO BE ADJUSTED (EACH)
US ROUTE 14		
505+12	32' RT	1
TOTAL		1

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE				
STATION	OFFSET	TYPE	78100100 RAISED REFLECTIVE PAVEMENT MARKER (EACH)	78300200 REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
US ROUTE 14				
505+06	17' LT	CRYSTAL	2	2
505+06	18' RT	CRYSTAL	2	2
505+15	CL	AMBER	1	1
505+15	CL	AMBER	1	1
TOTAL			6	6

SIGNING SCHEDULE		
STATION	OFFSET	Z0030850 TEMPORARY INFORMATION SIGNING (SQ FT)
US ROUTE 14		
501+00	LT	25.7
515+00	RT	25.7
TOTAL		51.4

TRENCH BACKFILL SCHEDULE		
STATION	STATION	20800150 TRENCH BACKFILL (CU YD)
US ROUTE 14		
505+10	505+15	28
TOTAL		28

WOOD FENCE SCHEDULE			
STATION	STATION	OFFSET	Z0077700 WOOD FENCE TO BE REMOVED AND RE-ERECTED (FOOT)
US ROUTE 14			
511+38	512+40	54.6' LT	111
TOTAL			111

INLET FILTERS SCHEDULE		
STATION	OFFSET	28000510 INLET FILTERS (EACH)
US ROUTE 14		
504+95	29.5' LT	1
504+98	35.5' LT	1
505+12	31.5' RT	1
505+25	41.5' RT	1
506+33	31.5' RT	1
506+77	29' LT	1
512+01	38.5' LT	1
512+05	38.5' LT	1
512+18	29' LT	1
512+33	29' LT	1
TOTAL		10

PERIMETER EROSION BARRIER AND TEMPORARY FENCE SCHEDULE					
STATION	OFFSET	STATION	OFFSET	20101000 TEMPORARY FENCE (FOOT)	28000400 PERIMETER EROSION BARRIER (FOOT)
US ROUTE 14					
504+82		505+28	42.5' LT	46	
511+74		512+35	53.5' LT	61	
511+92			59' LT	22	
511+74	53' LT	511+85	53' LT		11
511+85	53' LT	511+85	65' LT		12
511+85	65' LT	511+98	62.5' LT		13
511+98	62.5' LT	511+98	49' LT		13.5
512+09	49.5' LT	512+09	62' LT		12.5
512+09	62' LT	512+13	73' LT		4.5
512+13	73' LT	512+23	73' LT		9.5
512+23	73' LT	512+23	53.5' LT		19.5
512+23	53.5' LT	512+49	53.5' LT		26.5
TOTAL				129	122

SIDEWALK SCHEDULE				
STATION	STATION	OFFSET	42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SQ FT)	44000600 SIDEWALK REMOVAL (SQ FT)
US ROUTE 14				
511+86	512+20	54.6' LT	170	170
TOTAL			170	170

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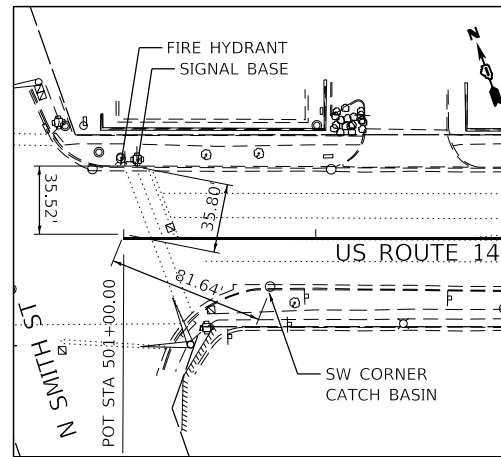
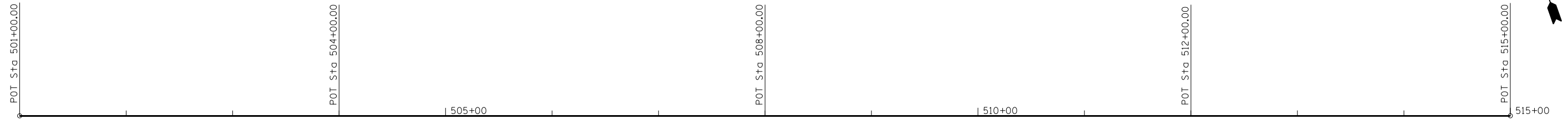
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES
US ROUTE 14**

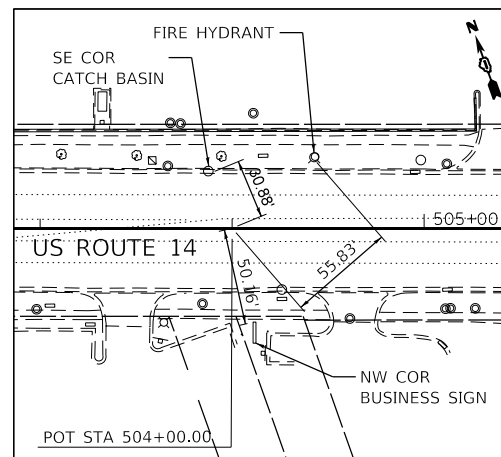
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	6
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



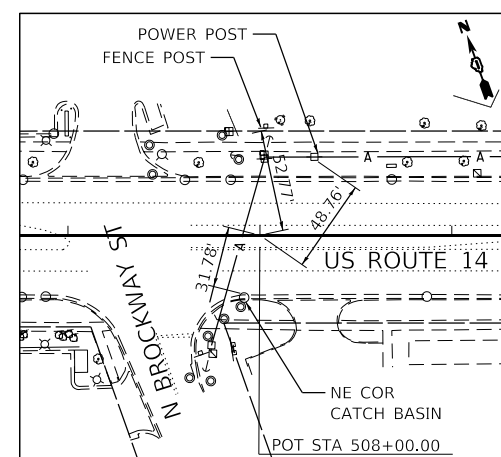
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 EL. 754.01



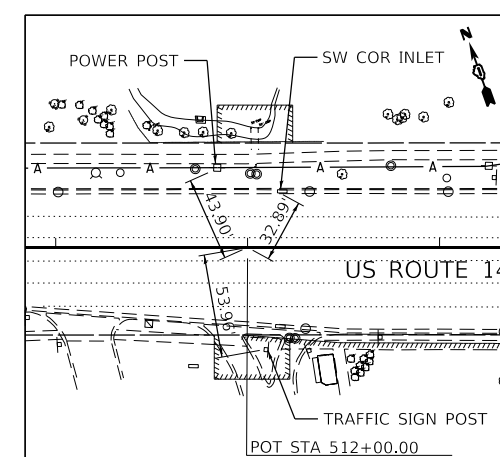
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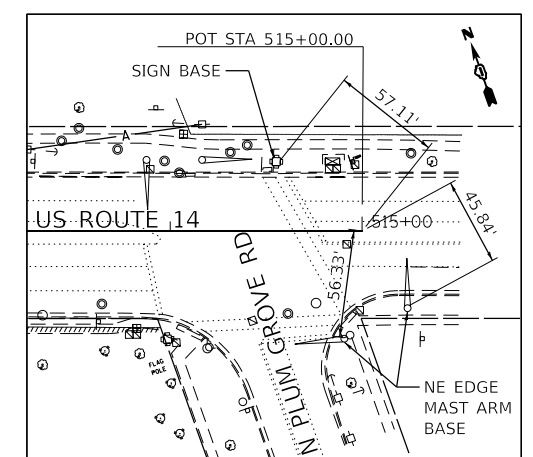
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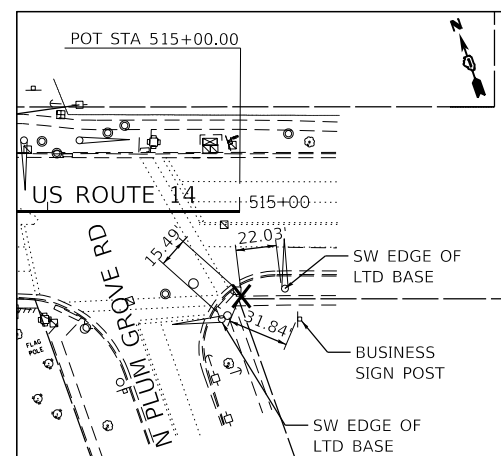
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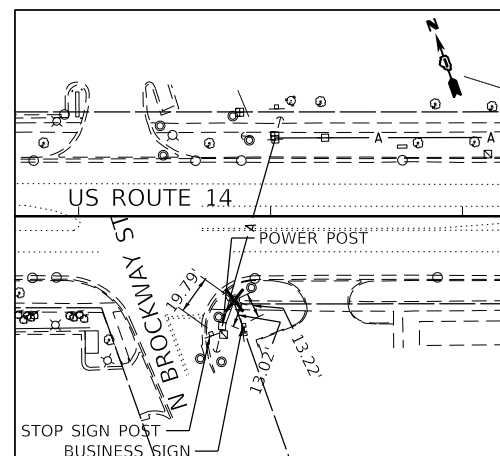
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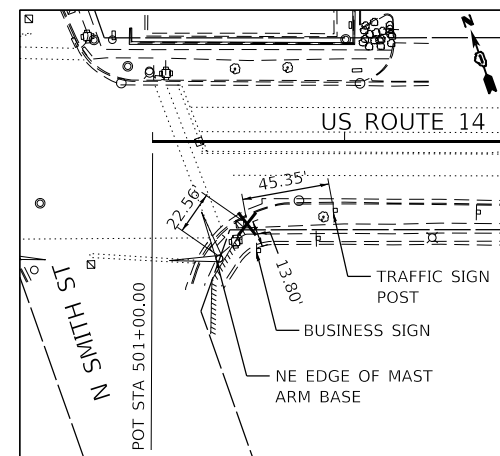
CONTROL POINT #101

CHISELED "X"
 N 1986817.232
 E 1062867.748
 EL. 751.18



CONTROL POINT #102

CHISELED "X"
 N 1987056.492
 E 1062186.778
 EL. 751.00



CONTROL POINT #103

CHISELED "X"
 N 1987266.371
 E 1061592.993
 EL. 752.69

BENCHMARKS

CP#101 CHISELED "X" IN SE SIDEWALK OF INTERSECTION OF PLUM GROVE RD AND US ROUTE 14, EL= 751.18

CP#103 CHISELED "X" IN SE SIDEWALK OF INTERSECTION OF N SMITH ST. AND US ROUTE 14, EL= 752.69

AJ 2849 N:1993407.22, E:1073431.54
 USGS AJ 2849 STAINLESS STEEL ROD IN SLEEVE WITH EAST CAP AND LID SE CORNER OF INTERSECTION OF IL RT 68 AND IL RT 53, 11 FEET SOUTH OF BACK OF CURB OF RT 68 AND 2.0 FEET NORTH OF AN ORANGE FIBERGLASS WITNESS POST.
 EL = 738.25

FILE NAME = Q:\Engineering\LiveProjects\13028 IDOT DURWork D-der '13 - 62F92\CADD\CADD Sheets\Civil\0162F92-Sht-ATB.dgn



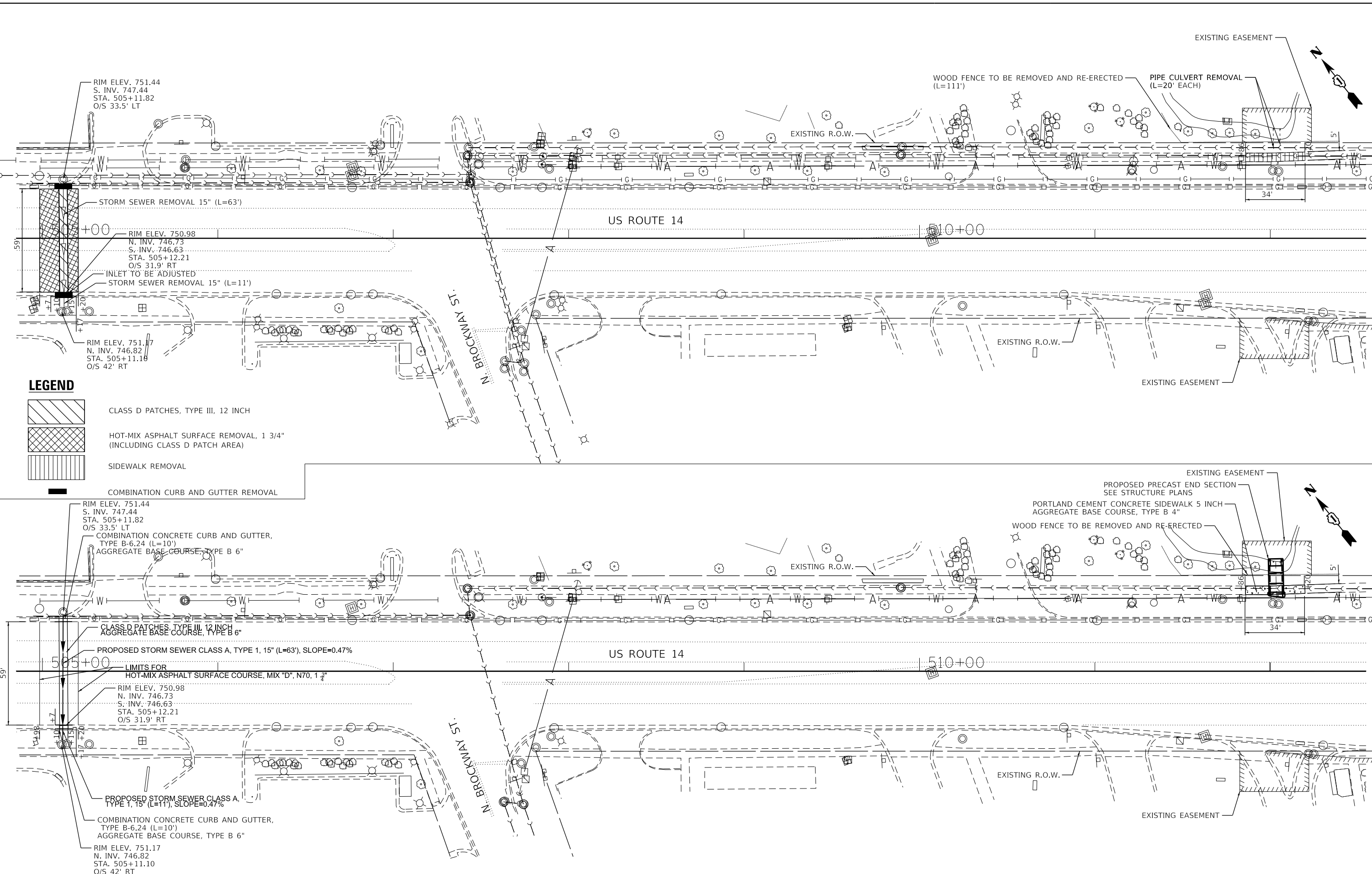
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

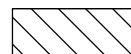


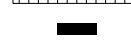
ALIGNMENTS, TIES AND BENCHMARKS			
US ROUTE 14			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	7
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				

FILE NAME = Q:\Engineering\LiveProjects\13028 IDOT DUR Work Order #3 - 62F92\CADD\CADD Sheets\Civil\0162F92-Snt-Exist and Prop Plan.dgn



LEGEND

-  CLASS D PATCHES, TYPE III, 12 INCH
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4" (INCLUDING CLASS D PATCH AREA)
-  SIDEWALK REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL

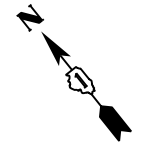
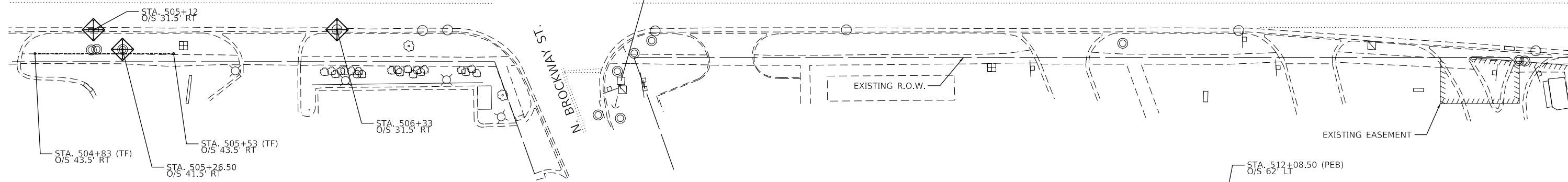
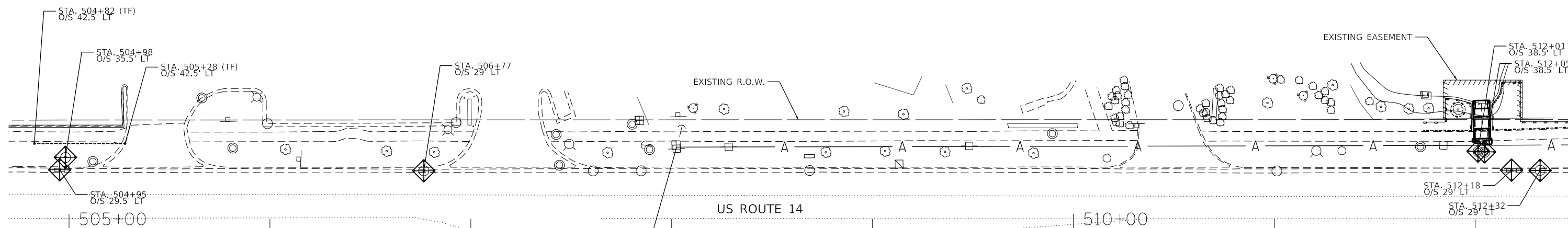
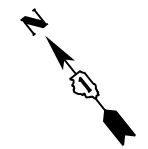


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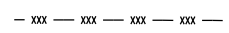
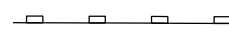
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

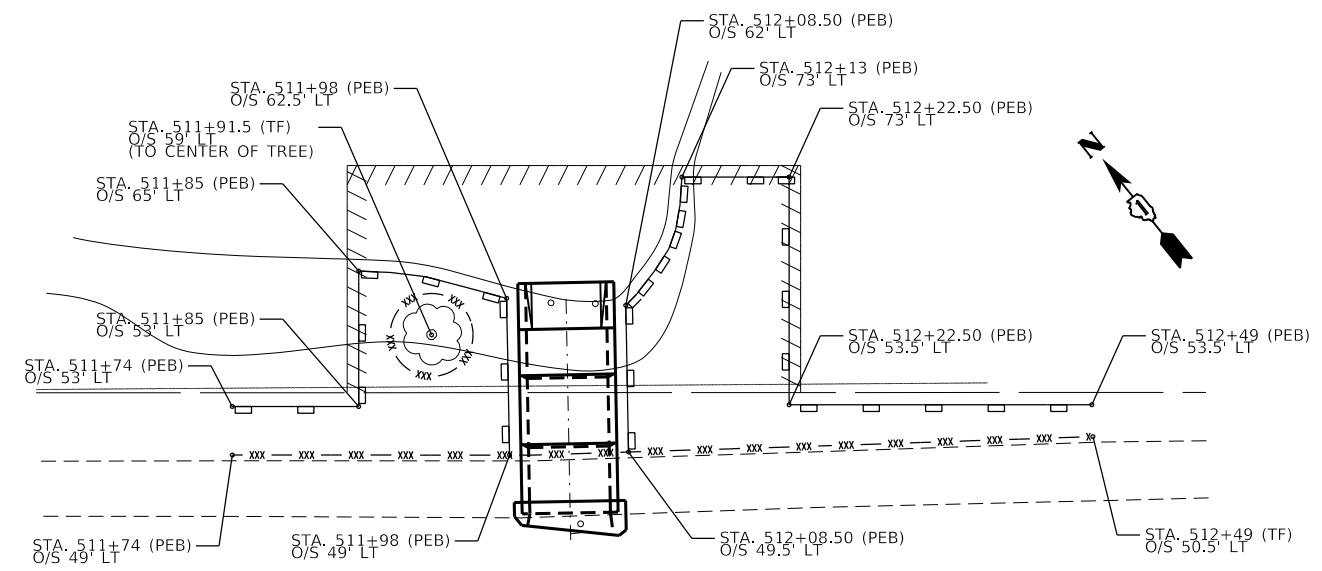
EXISTING AND PROPOSED PLAN				
US ROUTE 14				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	8
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



LEGEND

-  INLET FILTER
-  TEMPORARY FENCE (TF)
-  PERIMETER EROSION BARRIER (PEB)



**PERIMETER EROSION BARRIER
AND TEMPORARY FENCE LAYOUT
AT CULVERT**

FILE NAME = Q:\Engineering\LiveProjects\13028 IDOT DURWork D-der 13 - 62F92\CADD\CADD Sheets\Civil\0162F92-Snt-Drainage and Erosion.dgn



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PLOT DATE = 3/8/2018	DATE - 12/29/2017	REVISOR -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN			
US ROUTE 14			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	9
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. ALL CONTROL MEASURES NECESSARY MUST MEET THE MINIMUM REQUIREMENTS AS DESCRIBED IN THE LATEST EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ADDITIONAL DETAILS AND BMPs ARE ALSO AVAILABLE AND CAN BE UTILIZED AS SHOWN IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).
2. ALL THE SOIL EROSION AND SEDIMENT CONTROL FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND THE INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER, WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITIES.
5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION ACTIVITY, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE).
6. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE ENGINEER OR AUTHORIZED IDOT PERSONNEL.
7. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10-FT VERTICALLY OR THE FINISHED SLOPE EQUALS 30-FT, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL OR EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.
8. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES TO BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS THROUGHOUT THE PROJECT.
9. THE CONTRACTOR'S REPRESENTATIVE HAS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES AND HAVE TAKEN AN ILLINOIS DEPARTMENT OF TRANSPORTATION OR APPROVED EQUAL EROSION AND SEDIMENT CONTROL COURSE. THIS PERSON SHALL HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTION CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN PROVIDED BY THE ENGINEER. THIS INDIVIDUAL AND THE ENGINEER MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING:
 - A. DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
 - B. STRUCTURAL CONTROL MEASURES (SUCH AS PERIMETER EROSION BARRIER, ETC.)
 - C. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE PROJECT SITE.
 - D. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE 24-HOURS AFTER A RAINFALL OR EQUIVALENT SNOWFALL EVENT GREATER THAN 0.5-INCH. DURING WINTER MONTHS, ALL MEASURES MUST BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
10. ALL THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON, AS WELL AS OVER THE WINTER SHUTDOWN PERIOD AND OTHER DAYS WHEN THE PROJECT IS CLOSED DOWN FOR A LONGER DURATION. ANY CONTROL MEASURES FILLED MORE THAN 75% MUST BE CLEANED AND RESET AND THESE SPOILS REMOVED TO AN APPROVED SITE.
11. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND ACTIVE DRAINAGE PATHS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. IMMEDIATELY AFTER THE FINAL SHAPING OF THE STOCKPILE, THE TOPSOIL WILL BE STABILIZED IN ACCORDANCE WITH THE METHOD APPROVED BY IDOT. THE CONTRACTOR WILL PROVIDE ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.
12. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR, THE COST OF THE CONTROLS WILL BE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COST OF INSTALLING AND MAINTAINING THE CONTROLS.
13. IF AND/OR WHEN THE CONTRACTOR REQUESTS CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH 25 FEET AWAY FROM THE SHOULDER OF THE ROAD PROVIDED THE FOLLOWING CONDITIONS ARE MET:
 - A. ALL AREAS BEING STABILIZED ARE 1:3 SLOPES OR FLATTER
 - B. THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH MULCH METHOD 2.
 - C. ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.
14. TOPSOIL PLACEMENT: TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE NOR ON TEMPORARY STEEP SLOPES.
15. IN AREAS WHERE A PERMANENT VEGETATIVE COVER IS PRACTICABLE AND INCLUDED IN THE CONTRACT DOCUMENTS, A SPECIAL EFFORT SHOULD BE MADE TO ESTABLISH A COVER AS SOON AS A DISTURBED AREA IS BROUGHT TO FINAL GRADE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
16. THE CONTRACTOR'S REPRESENTATIVE AND THE ENGINEER MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTIONS. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORT MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.
17. ANY SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING CONTROL MEASURE PRIOR TO RELEASE FROM THE PROJECT SITE.
18. NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A SWALE OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BYPASS PUMP OR DEWATER ANY AREAS IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DEWATERING IS NOT POSSIBLE OR PRACTICAL, SILT FENCE OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW. DEWATERING MUST BE DISCHARGED TO A STABLE, NON-ERODIBLE SURFACE AND IN-STREAM WORK BARRIERS MUST BE COMPOSED OF NON-ERODIBLE MATERIAL.
19. SODDING USAGE
SODDING, SALT TOLERANT
USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.
20. THE CONTRACTOR MUST COOPERATE WITH THE ENGINEER AND HIS/HER REPRESENTATIVE WHO WILL MAKE SITE VISITS TO REVIEW THE COMPLIANCE OF THE PLANS IN THE FIELD AND AUDIT IF NECESSARY. THE CONTRACTOR MUST PREPARE THE LOGS AND RECORDS WHEN REQUIRED AND SUBMIT TO IDOT AND/OR APPROPRIATE AGENCIES.
21. THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION CONTROL BARRIER MUST BE RESTORED TO THEIR ORIGINAL CONDITION.
22. THE CONTRACTOR WILL PROVIDE THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING CULVERTS. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE ESPECIALLY WHEN RAIN IS FORECAST, SO THAT FLOW WILL NOT BE EROSIIVE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS. THE LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN EROSION CONTROL DEFICIENCY DEDUCTION.
23. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

24. STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF FOURTEEN (14) OR MORE CALENDAR DAYS.
25. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER, THE NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT AND/OR THE US ARMY CORPS OF ENGINEERS.
26. THE US ARMY CORPS OF ENGINEERS MUST BE NOTIFIED 10 DAYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
27. THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES TO COMPLY WITH EROSION CONTROL PERMITS.

SOIL EROSION AND SEDIMENT CONTROL STRATEGY:

1. INSTALL TRAFFIC CONTROL DEVICES.
2. ERECT PERIMETER EROSION BARRIERS AND TEMPORARY FENCES AS SHOWN ON THE PLANS.
3. INSTALL INLET FILTERS AS SHOWN ON THE PLANS.
4. REMOVE EXISTING PAVEMENTS, SIDEWALKS AND STRUCTURES AS SHOWN ON THE PLANS.
5. CONSTRUCT PROJECT IMPROVEMENTS AS SHOWN ON THE PLANS.
6. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE DURATION OF CONSTRUCTION.
7. STABILIZE DISTURBED AREAS WITH TEMPORARY EROSION CONTROL MEASURES. USE THE PERMANENT SEEDING WITH EROSION CONTROL BLANKET AS SHOWN ON THE PLANS FOR PERMANENT STABILIZATION.
8. WHEN THE PERMANENT STABILIZATION IS ESTABLISHED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

HIGHWAY STANDARD

STD. NO.	TITLE
280001	TEMPORARY EROSION CONTROL SYSTEMS

SOIL PROTECTION SCHEDULE:

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

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	DRAWN - MN	REVISED -
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PLOT DATE = 3/8/2018	DATE - 12/29/2017	REVISED -

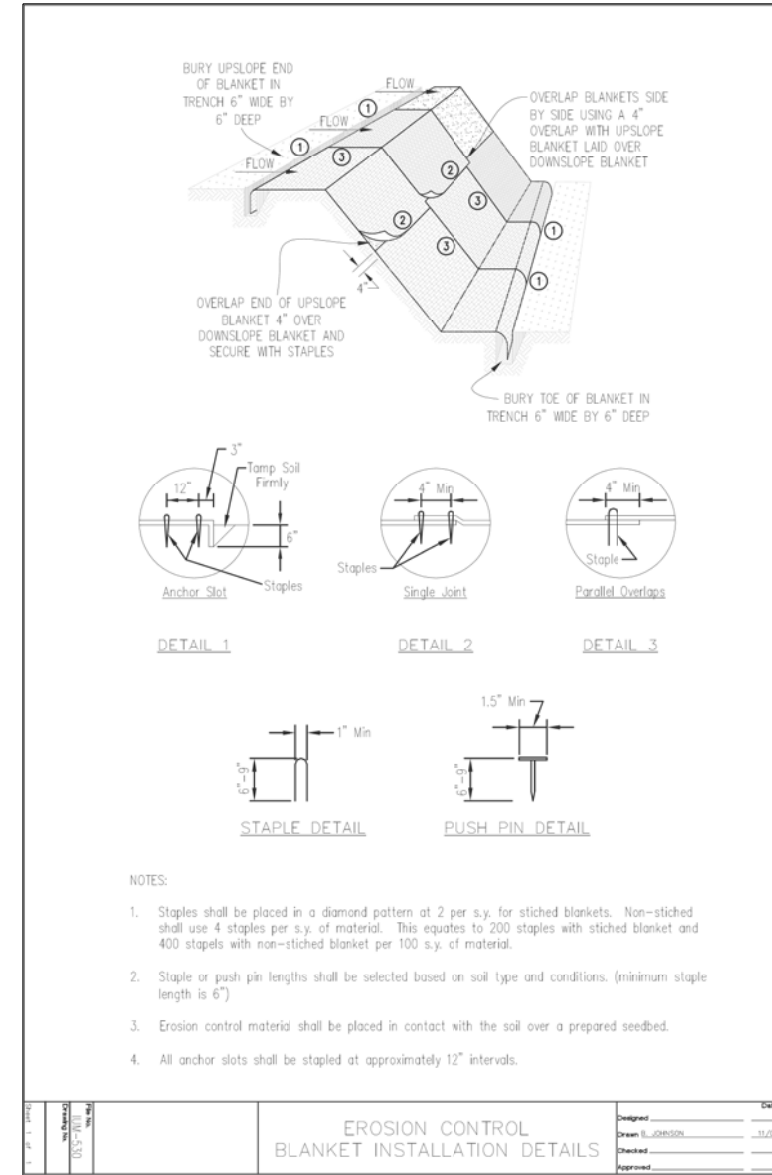
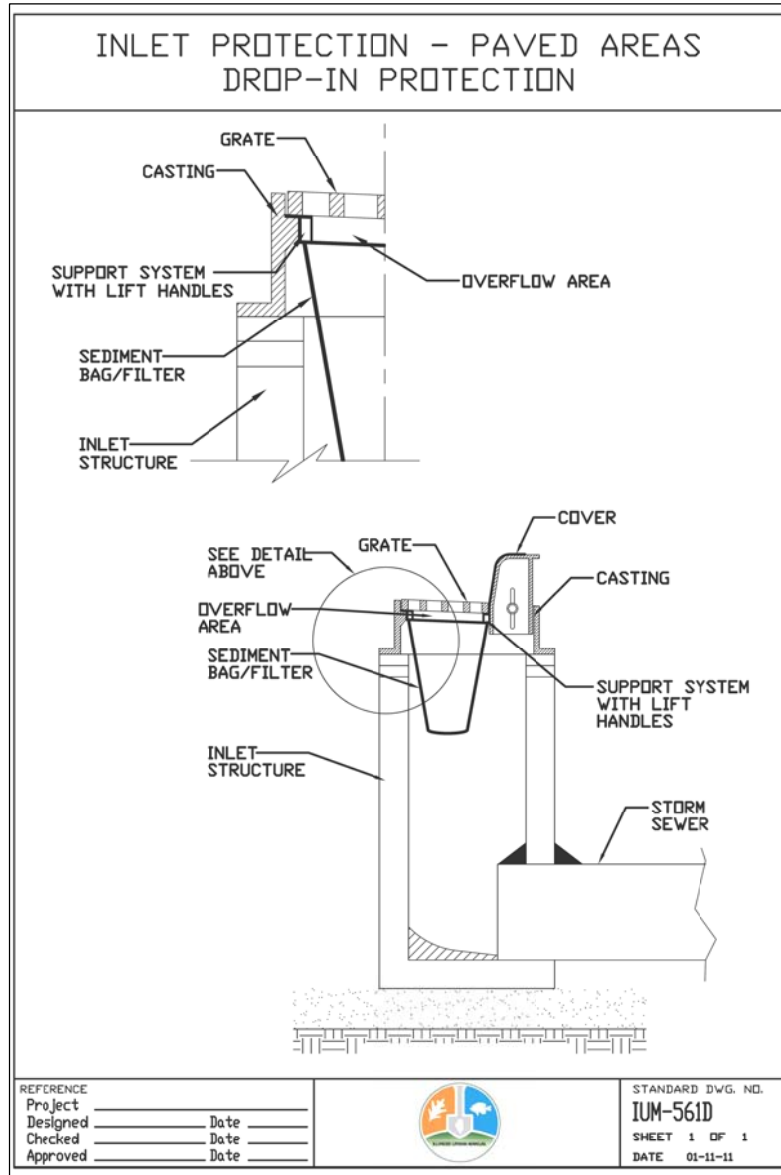
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL NOTES
US ROUTE 14**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	10
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				

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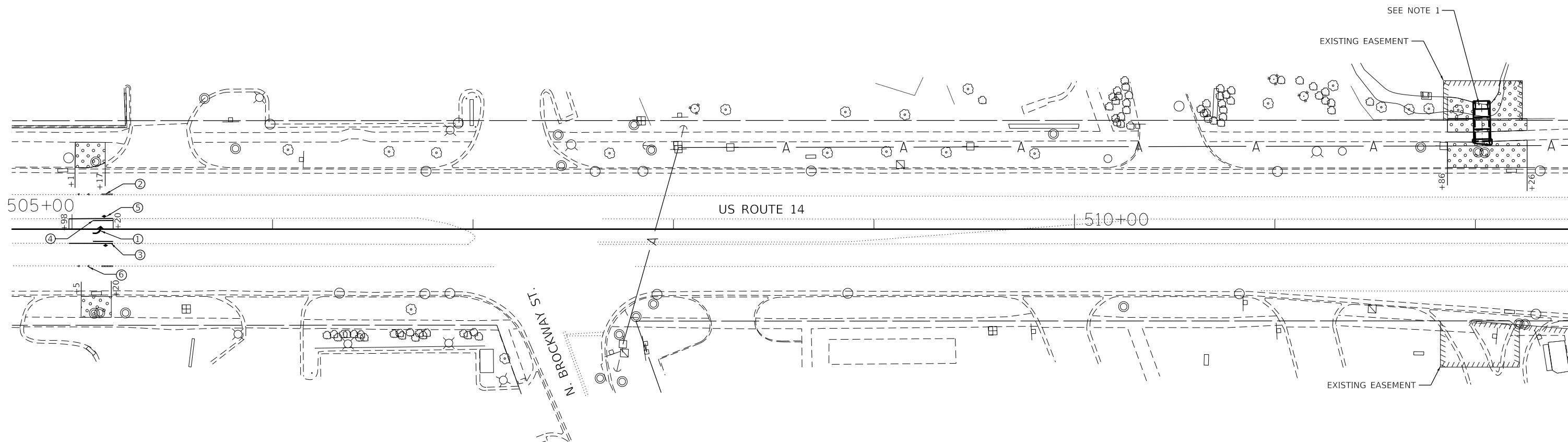
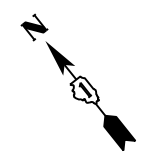


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	DRAWN - MN	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - TGM	REVISED -
PLOT DATE = 3/8/2018	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL DETAILS US ROUTE 14			
SCALE:	SHEET 1 OF 4 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	11
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



LANDSCAPE LEGEND



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE (30' SKIP - 10' DASH)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW (SOLID)
- ④ THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW (15' SKIP - 10' DASH)
- ⑤ RAISED REFLECTOR PAVEMENT MARKER, TWO-WAY AMBER MARKER @ 40' CENTER
- ⑥ RAISED REFLECTOR PAVEMENT MARKER, ONE-WAY CRYSTAL MARKER, 2 EACH @ 80' CENTER

NOTES

- 1- GRADE THE BANK AT THE SLOPE NO STEEPER THAN 1:2 (V:H)

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PLOT DATE = 3/8/2018	DATE - 12/29/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING AND PAVEMENT MARKING PLAN
US ROUTE 14**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	12
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications. The inside dimensions of the the class SI concrete collar shall be the same as the new precast concrete box culvert.
- The C.I.P. concrete closure pour will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR. Expansion Bolts shall extend at least 1'-3" inches into new concrete.
- The design fill height for this box is less than 2 ft. The precast box culvert sections shall conform to the requirements of ASTM C 1577.

- Precast concrete box culverts and box culvert end sections shall be backfilled with Porous Granular Embankment 6 in above top of the box culvert, below the top of the box culvert extending to a vertical plane 2 ft from the exterior sides of the culvert, 2 ft from the back face of the end sections, and not closer than 2 ft from the face of embankment, according to Art. 540.06 of the Standard Specifications.
- For Sections A-A and B-B, see Sheet S2.

Existing Structure: Existing culvert is cast in place culvert with two 30" corrugated steel extension pipes. The extension pipes to be removed and replaced with 7'x3' Precast Concrete Box Culvert. Concrete Collar will connect the Precast Concrete Box Culvert with the Existing Concrete Box Culvert.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	0.3
Pipe Culvert Removal	Foot	40
Reinforcement Bars	Pound	470
Box Culvert End Sections, Culvert No. 1	Each	1
Precast Concrete Box Culverts, 7' x 3'	Foot	12
Expansion Bolts 3/4"	Each	14
Concrete Collar	Cu. Yd.	4.8
Membrane Waterproofing System for Buried Structures	Sq. Yd.	18

DESIGN SPECIFICATIONS

AASHTO LRFD Design Specifications, 8th Edition, 2017

LOADING HL-93

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi (Concrete)
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS
 f'c = 5,000 psi
 fy = 65,000 psi (Welded Wire Reinforcement)

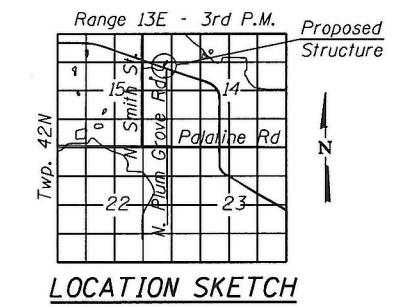
INDEX OF SHEETS

- General Plan and Elevation
- Concrete Collar Details
4. Single Cell Precast Box Culvert Tapered End Sections End Sections

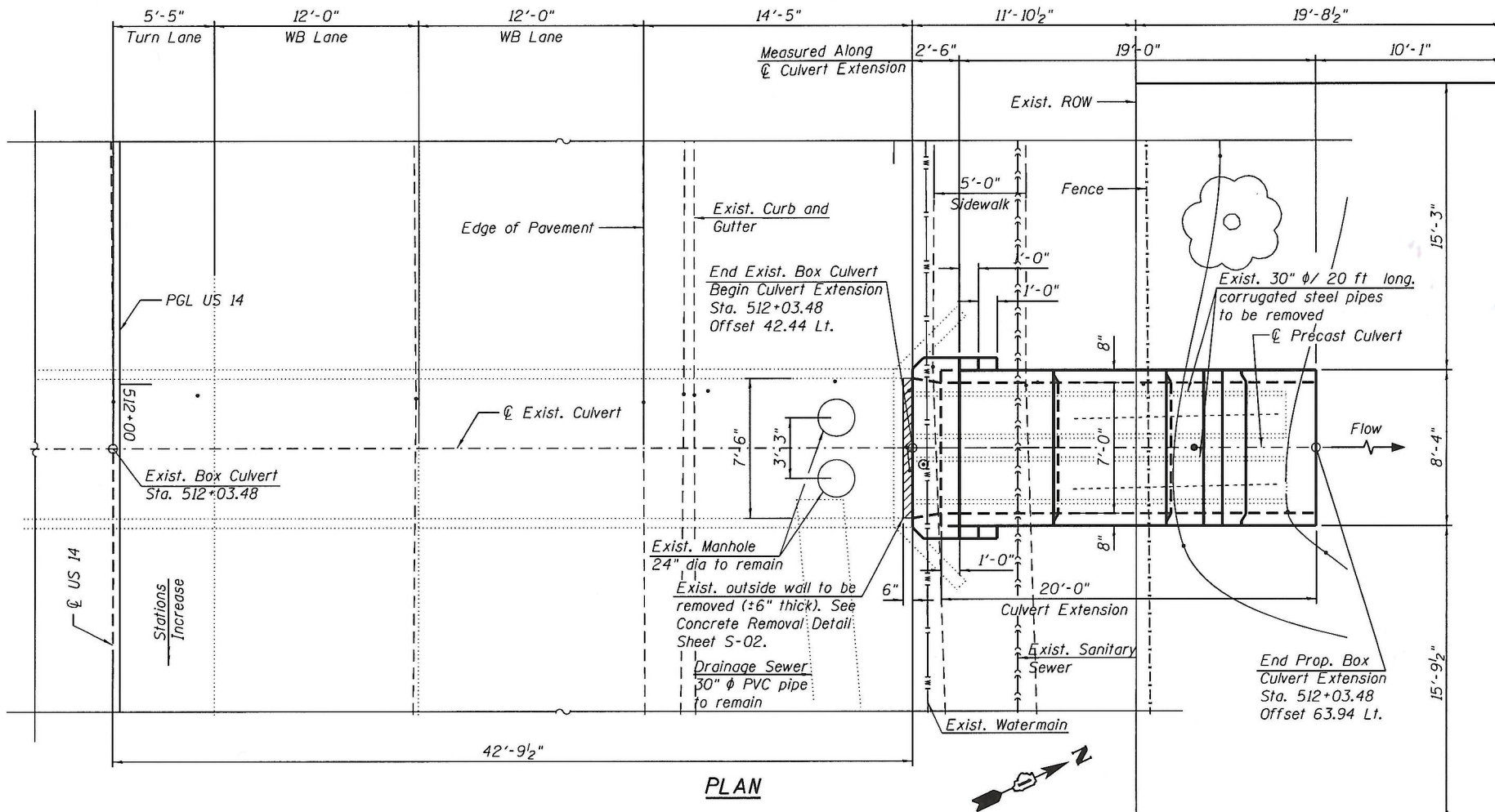
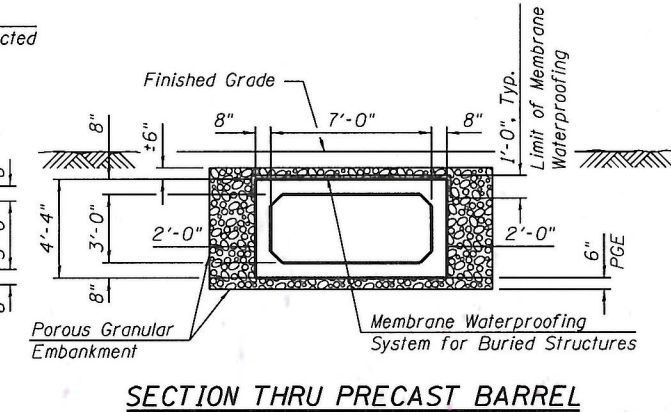
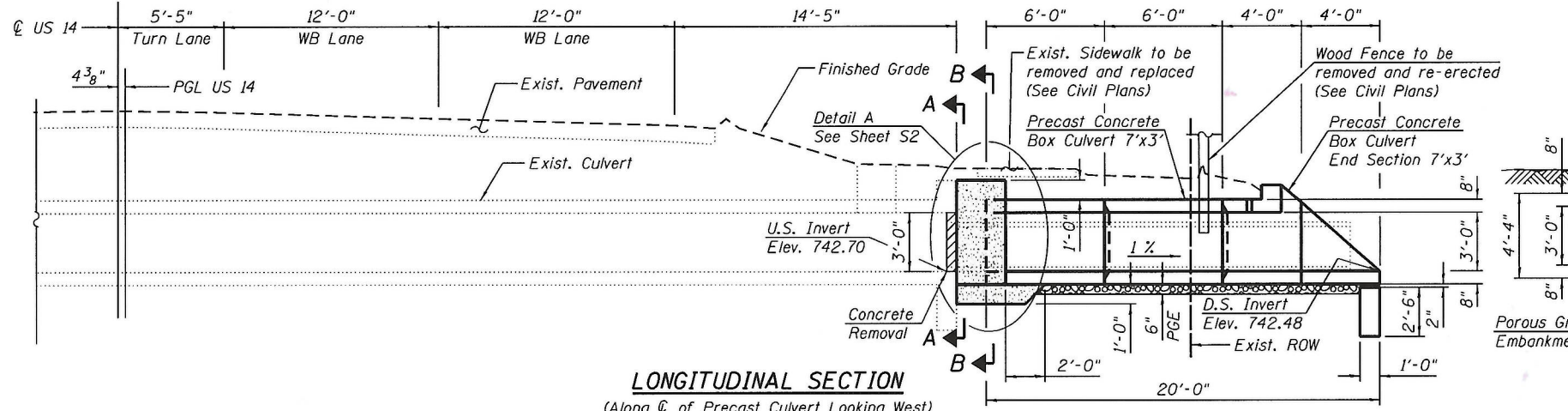


Signed Moussa A. Issa
 Moussa A. Issa, HBM IL Lic. No. 081-005738
 Expires 11-30-2018

Date 05/07/2018 For Sheets S1 Thru S4
 (Total of 4 Sheets)



**GENERAL PLAN AND ELEVATION
 US 14 OVER DITCH CULVERT EXTENSION
 F.A.P. RTE. 305- SEC. 2017-055T
 COOK COUNTY
 STATION 512+03.48**



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

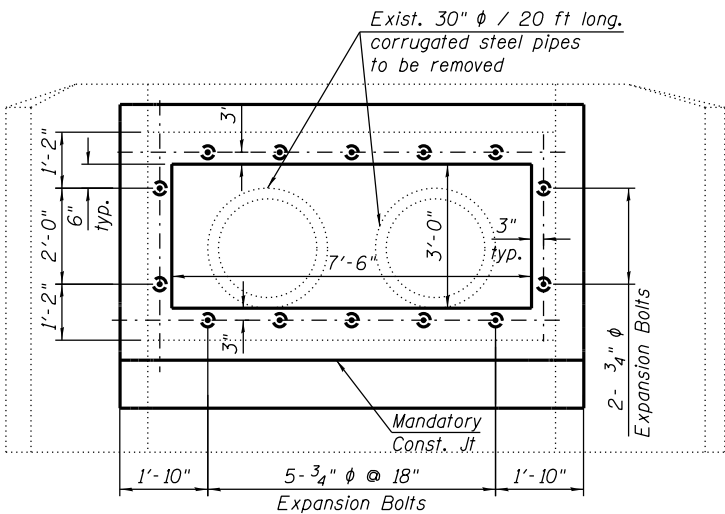
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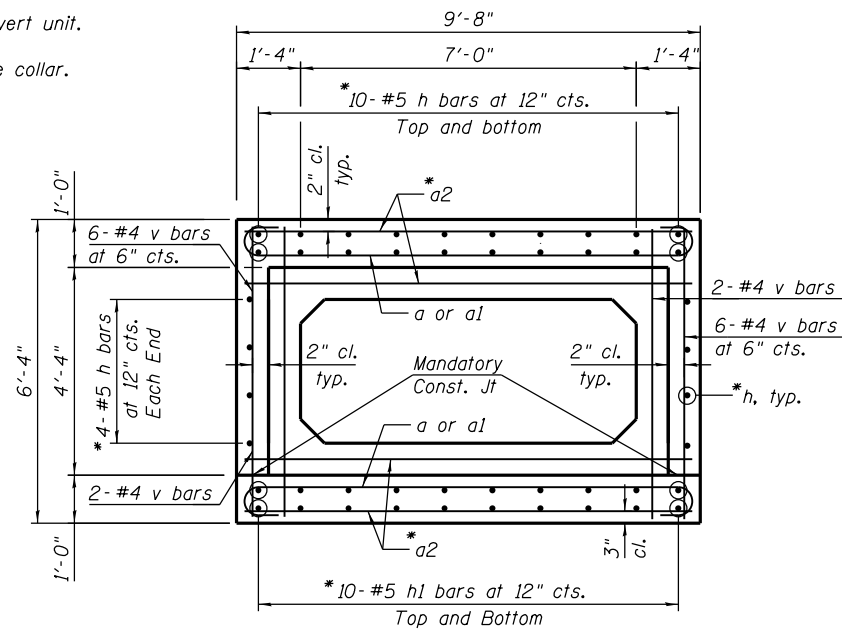
CONTRACT NO. 62F92
 ILLINOIS FED. AID PROJECT

CONSTRUCTION SEQUENCE:

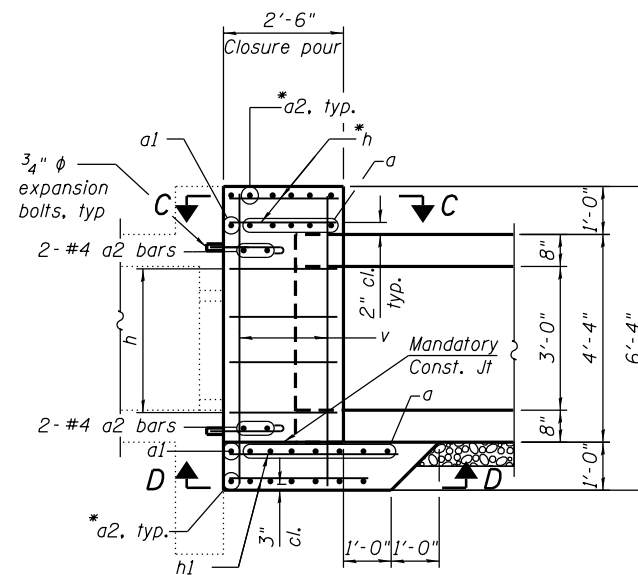
1. Perform excavation and place the vertical rebar and the reinforcement of the lower portion of the collar below the construction joint.
2. Place the precast units so the top of bottom slab lines up with the top of bottom slab of the existing culvert.
3. Pour the lower portion of the collar against the bottom of the precast culvert unit.
4. Place the remaining reinforcement and pour the concrete to the top of the collar.



SECTION A-A
(Expansion Bolts Location)

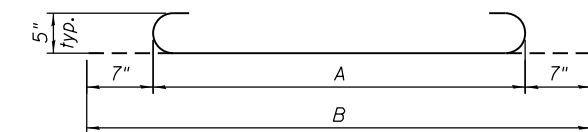


SECTION B-B

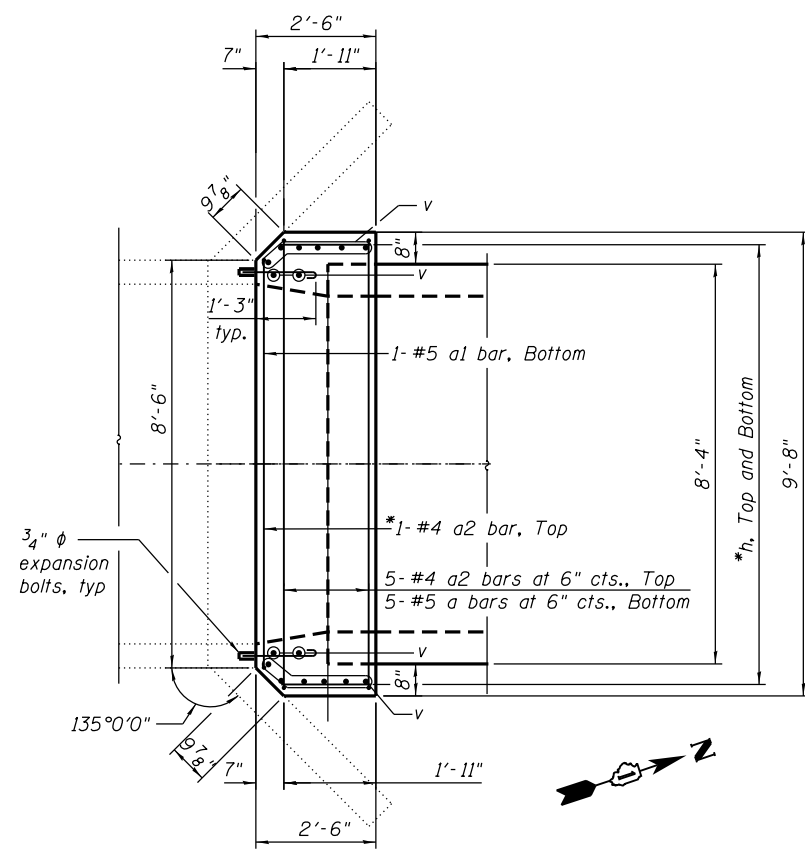


DETAIL A

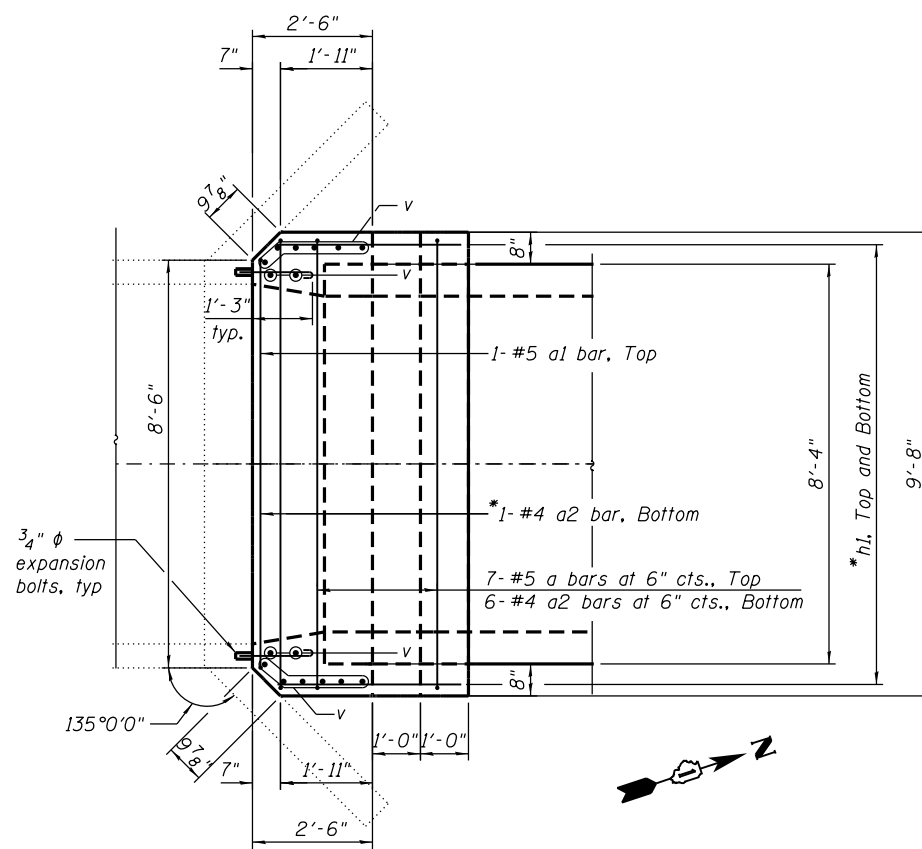
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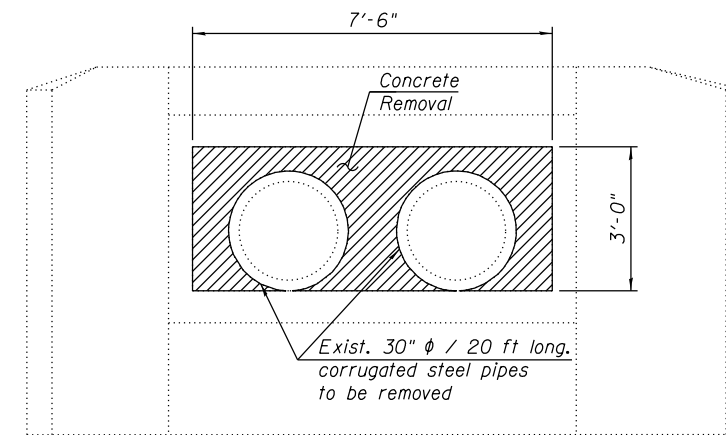
BARS a or a1



SECTION C-C



SECTION D-D



CONCRETE REMOVAL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	12	#5	10'-6"	
a1	2	#5	9'-4"	
a2	17	#4	9'-4"	
h	28	#5	2'-2"	
h1	20	#5	4'-2"	
v	16	#4	6'-0"	
Concrete Removal		Cu. Yd.	0.3	
Pipe Culvert Removal		Foot	40	
Reinforcement Bars		Pound	470	
Box Culvert End Sections, Culvert No. 1		Each	1	
Precast Concrete Box Culverts, 7'x3'		Foot	12	
Expansion Bolts 3/4"		Each	14	
Concrete Collar		Cu. Yd.	4.8	

Bar	A	B
a	9'-4"	10'-6"
a1	8'-2"	9'-4"

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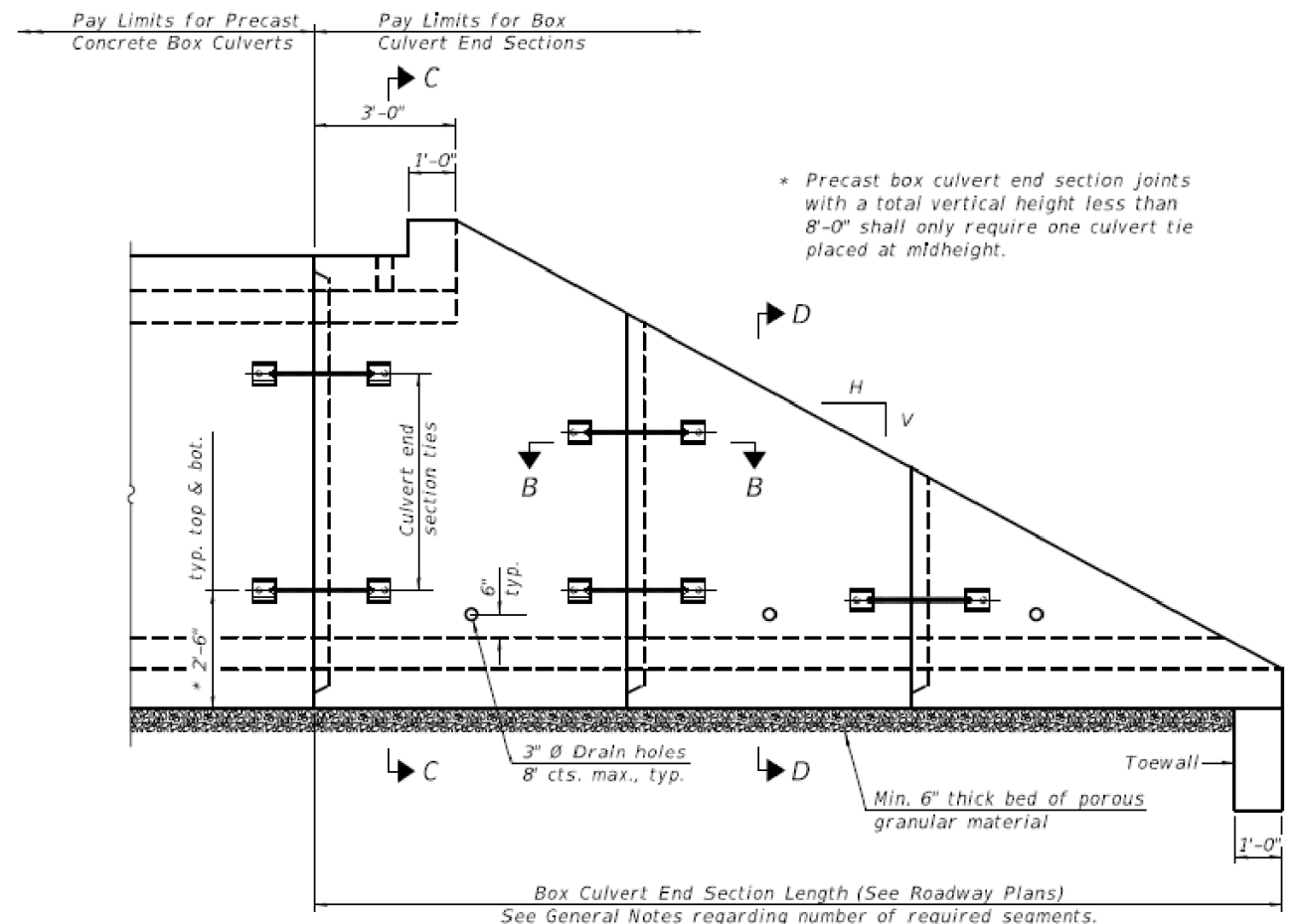
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STATE OF ILLINOIS
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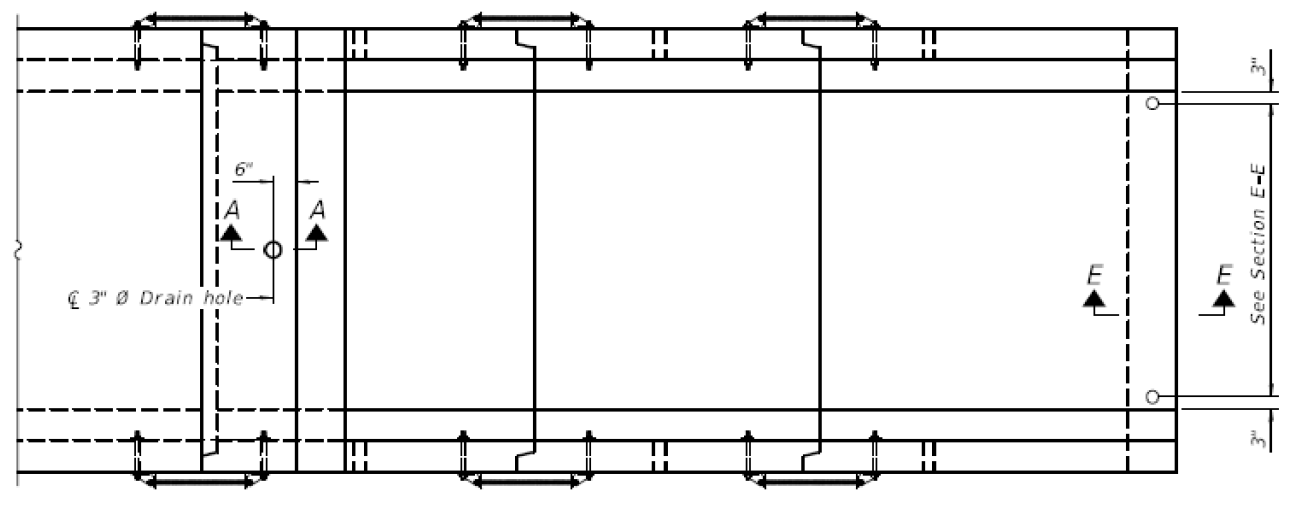
CONCRETE COLLAR DETAILS

SCALE: SHEET S2 OF S4 SHEETS STA. TO STA.

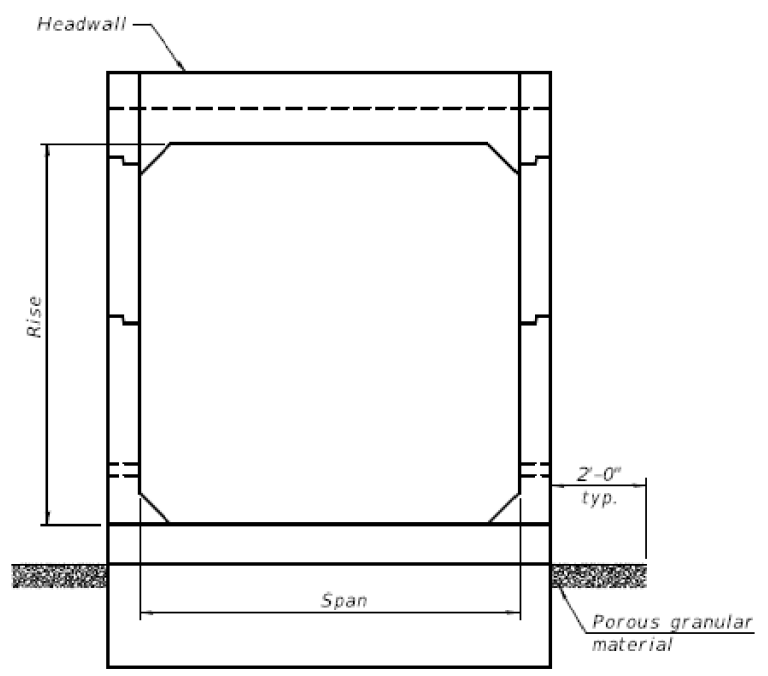
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	14
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



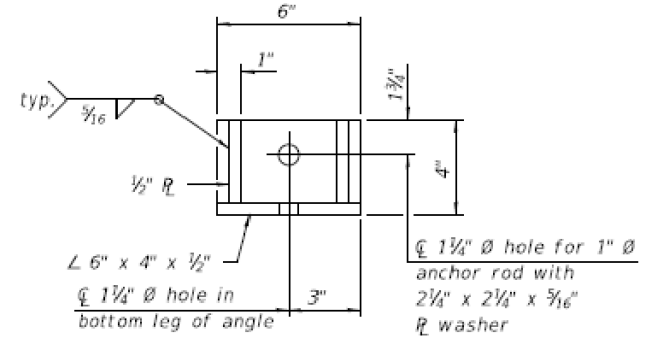
ELEVATION



PLAN

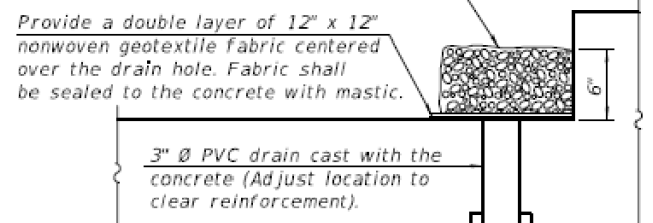


END VIEW



RESTRAINT ANGLE DETAIL

12" x 12" x 6" block of CAS, CA7, or CA11 coarse aggregate placed over drain opening. Block of aggregate shall be completely wrapped in nonwoven geotextile fabric.



SECTION A-A

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.) (Sheet 1 of 2)

GENERAL NOTES

Box Culvert End Sections shall be constructed according to the requirements of Section 540 of the Standard Specifications except as modified herein. This work will be measured for payment as each, with each end of each culvert being one each. End sections will be paid for at the contract unit price per each for Box Culvert End Sections of the culvert number specified.

Typical box section dimensions, materials, and reinforcement details for Box Culvert End Sections shall be according to the requirements of ASTM C 1577 as required for the design of the portion of the culvert within the limits of Precast Concrete Box Culverts except as modified herein.

Number of segments shown in Elevation is for example only. Length and number of precast box sections required to construct Box Culvert End Sections shall be determined by the Contractor.

See roadway plans for embankment slope (V:H).

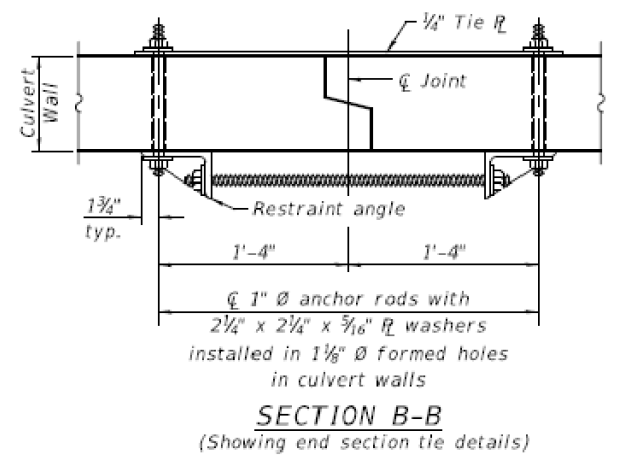
1" Ø anchor rods for the culvert ties shall conform to the requirements of ASTM F1554, Grade 105. Structural steel for tie plate and restraint angle shall conform to the requirements of Article 1006.04 of the Standard Specifications. All components of the culvert tie detail shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable. 2 1/4" x 2 1/4" x 3/16" plate washers shall be provided under each nut required for the anchor rods. Anchor rods connecting precast sections shall be brought to a snug tight condition followed by an additional 1/2 turn on one of the nuts for anchor rods installed in the walls. Match marks shall be provided on the bolt and nut to verify relative rotation between the bolt and the nut. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of using formed holes.

All costs associated with furnishing and installing or constructing the toewall and culvert ties will not be measured for payment but shall be included in the contract unit price for Box Culvert End Sections of the culvert number specified.

Drain holes shall conform to the requirements of Article 503.11 of the Standard Specifications unless noted otherwise.

Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01. The minimum weight of the fabric shall be 6 oz. / sq. yd..

For end sections with traversable pipe grate systems, see grate detail sheet for required modifications.



SECTION B-B (Showing end section tie details)

TIE PLATE DETAIL

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SCB-TES
HBM
ENGINEERING GROUP, LLC

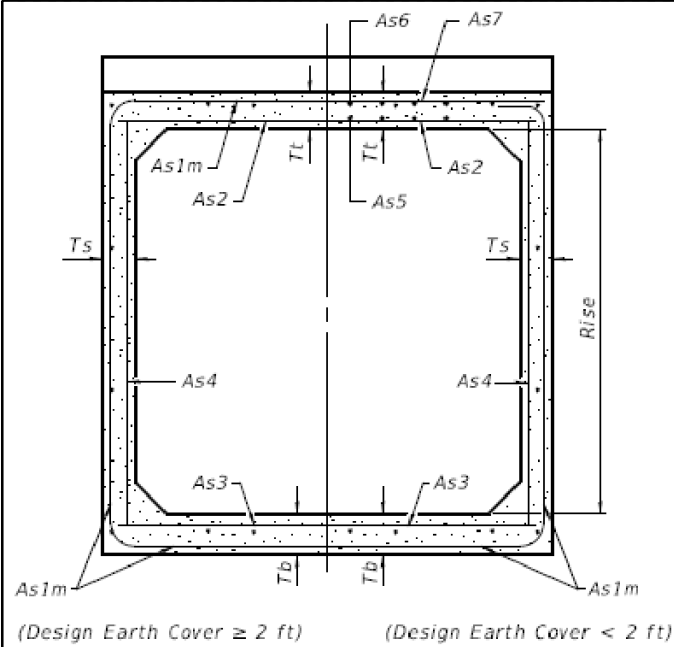
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

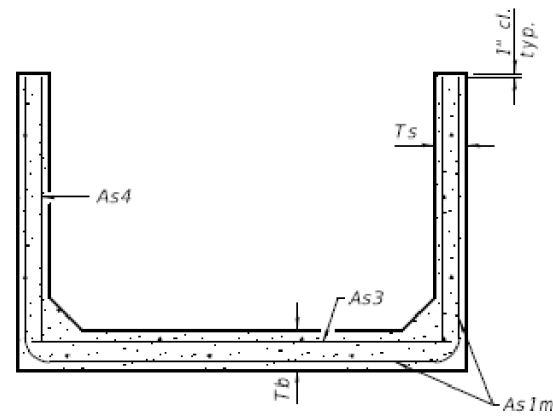
SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS

SCALE: SHEET S3 OF S4 SHEETS STA. TO STA.

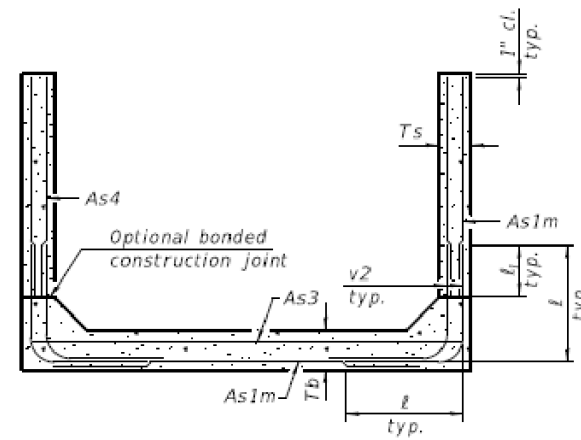
F.A.P. RTE. 305	SECTION 2017-055T	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 15
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



SECTION C-C



SECTION D-D



ALTERNATE SECTION D-D

		As1m REINFORCEMENT (in. ² /ft)											
Ts (in.)	Rise (ft)	2	3	4	5	6	7	8	9	10	11	12	
	4	0.19	0.17										
5	0.26	0.21	0.18										
6	0.22	0.26	0.23	0.22									
7	0.25	0.33	0.29	0.27	0.28								
8	0.40	0.35	0.43	0.39	0.36	0.34	0.40						
9	0.44	0.39	0.35	0.43	0.40	0.37	0.36	0.48					
10	0.48	0.42	0.38	0.47	0.44	0.41	0.38	0.42	0.56				
11	0.52	0.45	0.54	0.50	0.46	0.44	0.41	0.46	0.50	0.65			
12	0.55	0.49	0.58	0.54	0.50	0.48	0.45	0.46	0.46	0.61	0.75		

(As1m reinforcement based upon welded wire reinforcement conforming to AASHTO M 55 or M 221)

l_s DIMENSION

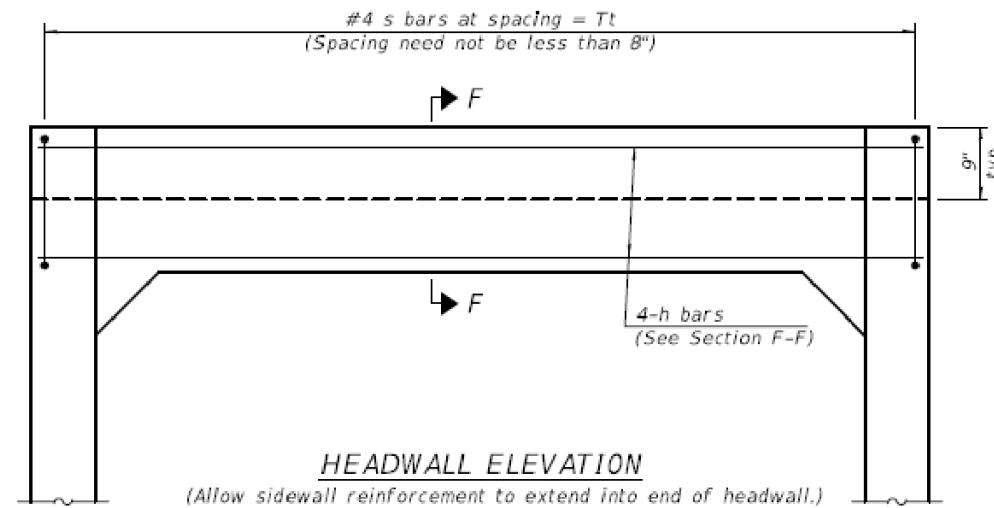
- #3 bar = 2'-0"
- #4 bar = 2'-8"
- #5 bar = 3'-4"
- #6 bar = 3'-11"

Notes:

Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.

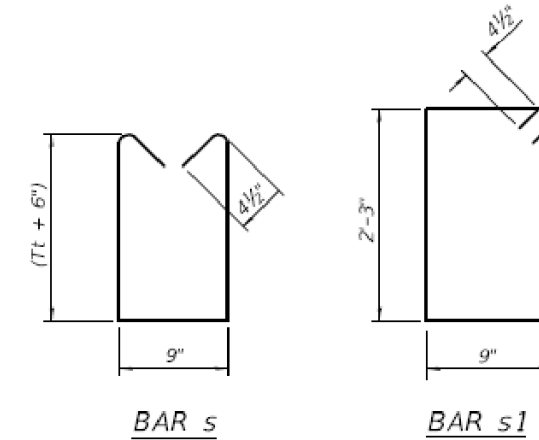
The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.

Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.



HEADWALL ELEVATION

(Allow sidewall reinforcement to extend into end of headwall.)



BAR s

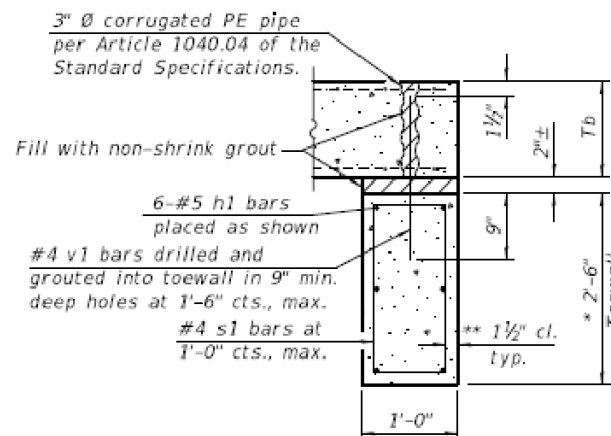
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TOEWALL CONSTRUCTION SEQUENCE

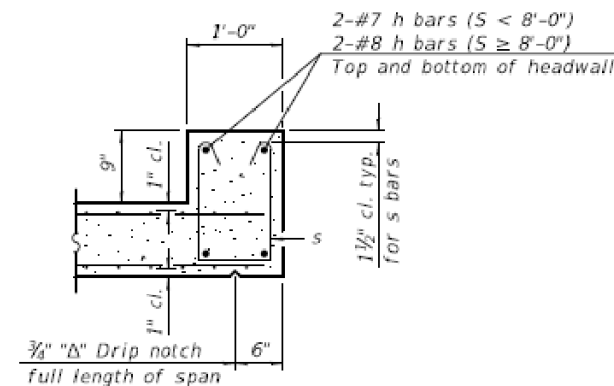
1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



SECTION E-E



SECTION F-F

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2-17-2017

(Sheet 2 of 2)



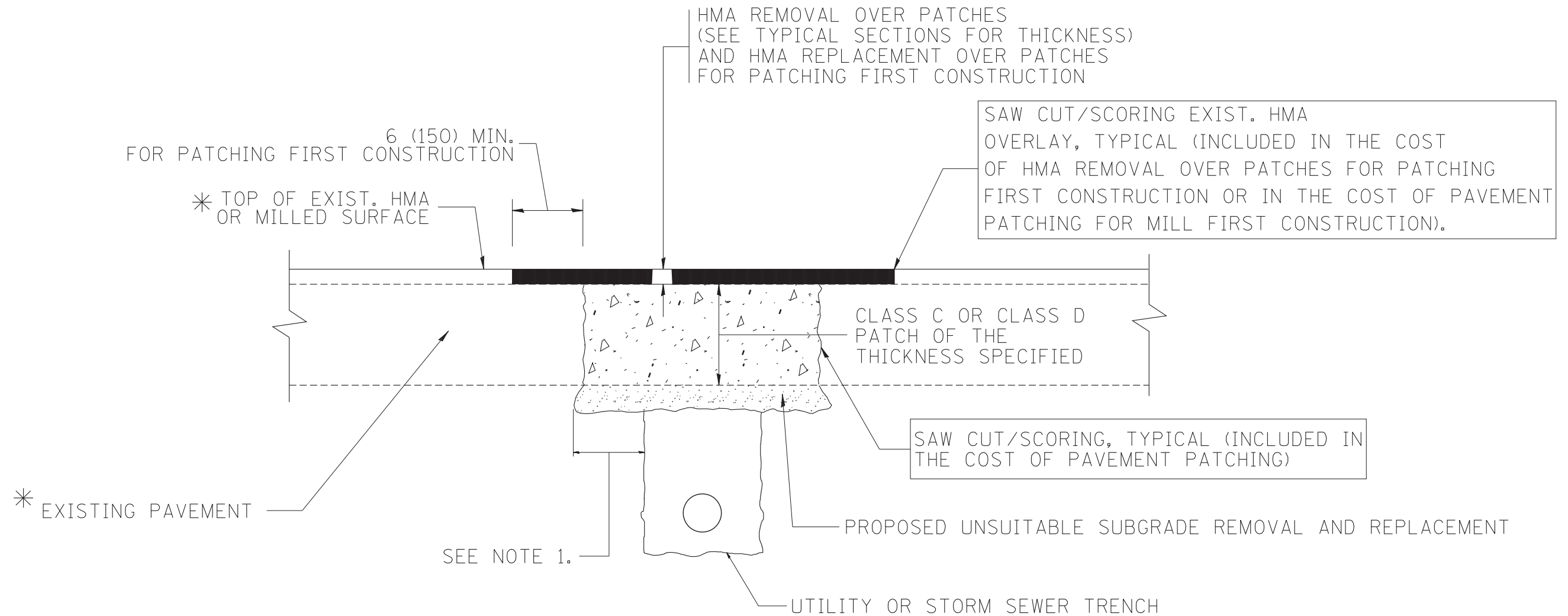
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS

SCALE: SHEET S4 OF S4 SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 2017-055T	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 16
CONTRACT NO. 62F92				
ILLINOIS FED. AID PROJECT				



* 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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		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	17
BD400-04 (BD-22)			CONTRACT NO. 62F92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

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

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

1/4" (5) **

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

T/2 *

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

3" (75) MIN.

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

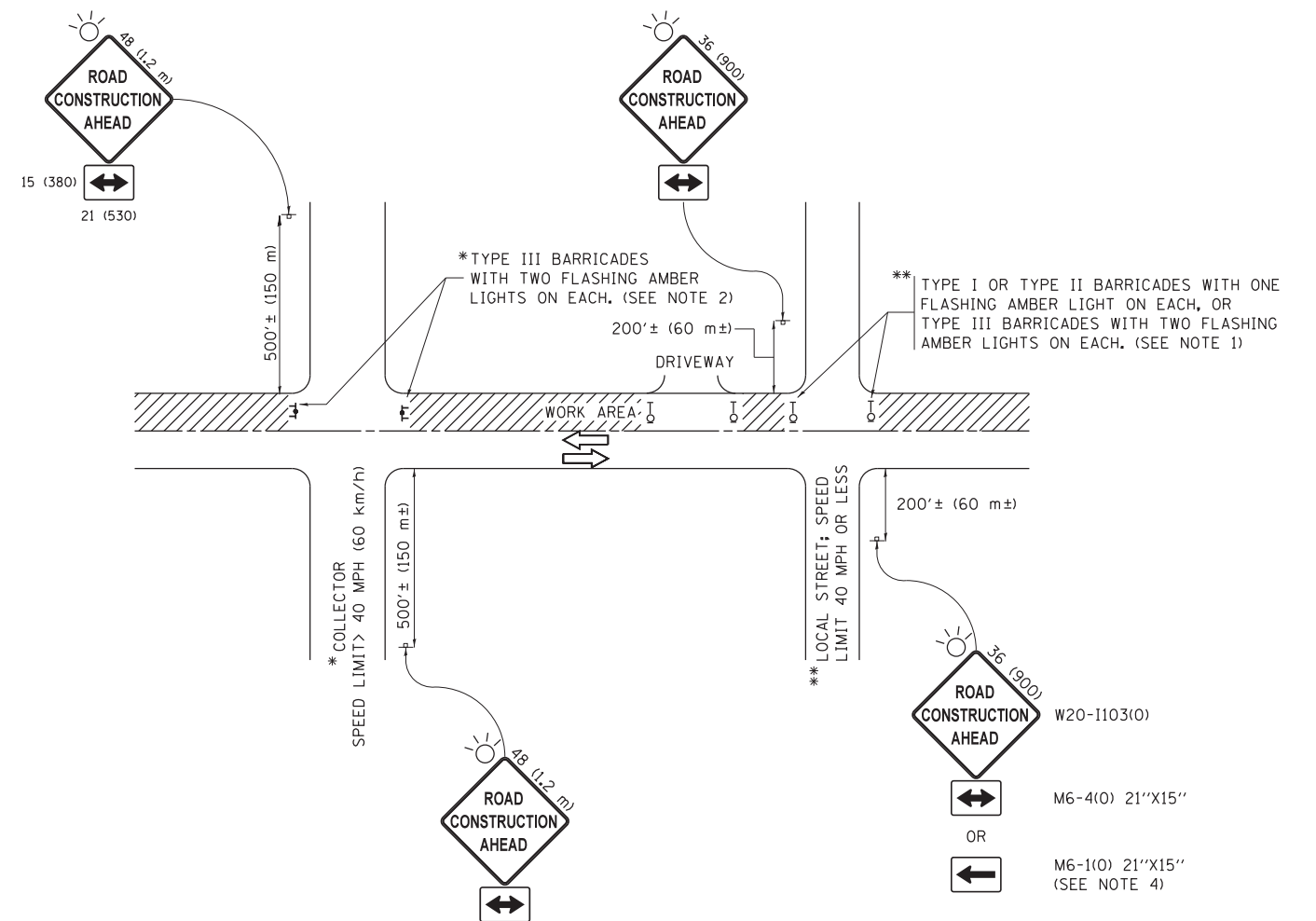
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	18
BD600-06 (BD-24)			CONTRACT NO. 62F92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

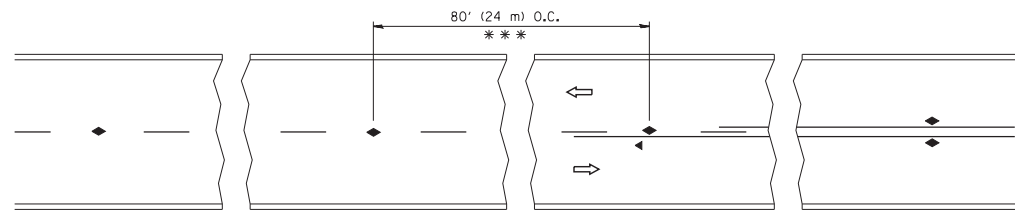
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Default	PLOT SCALE = 50.000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

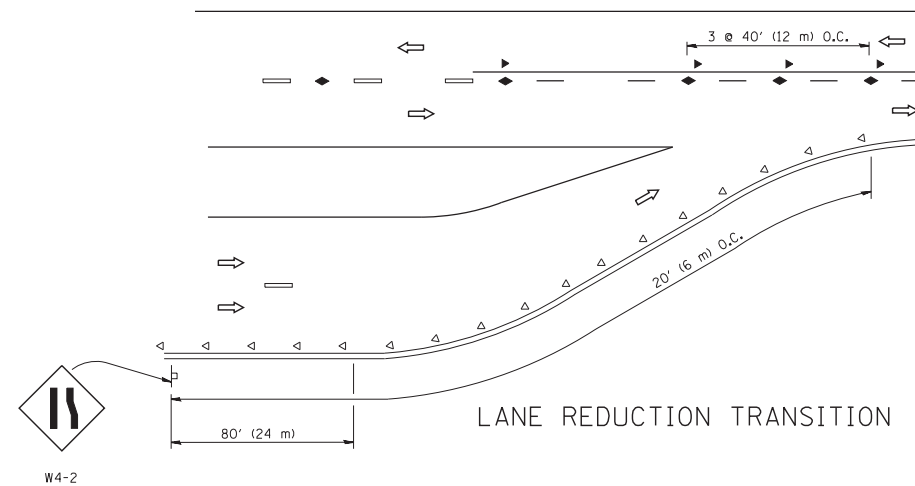
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 62F92	
ILLINOIS FED. AID PROJECT				

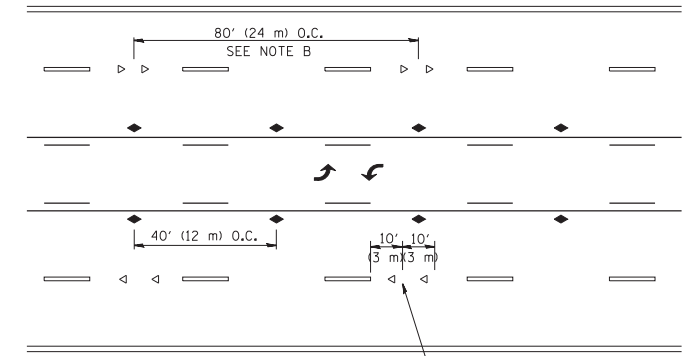


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

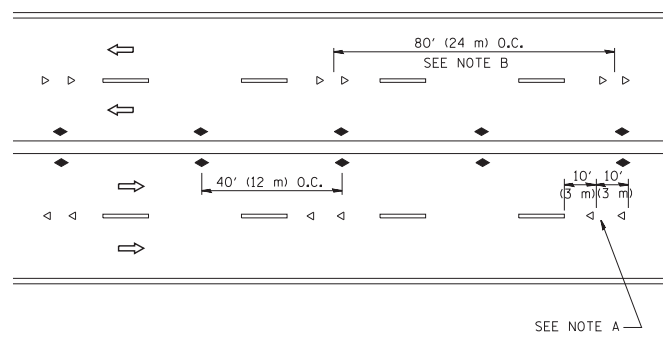
TWO-LANE/TWO-WAY



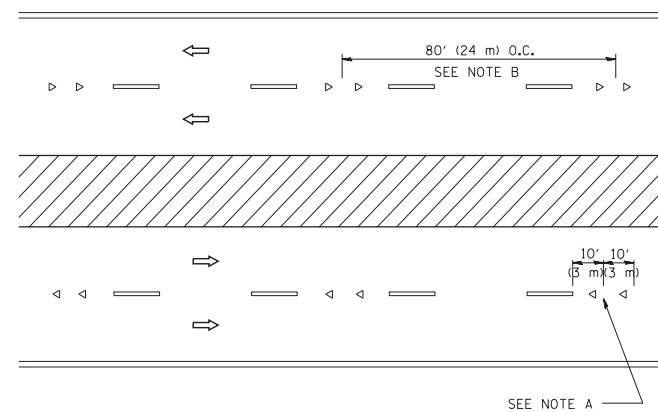
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

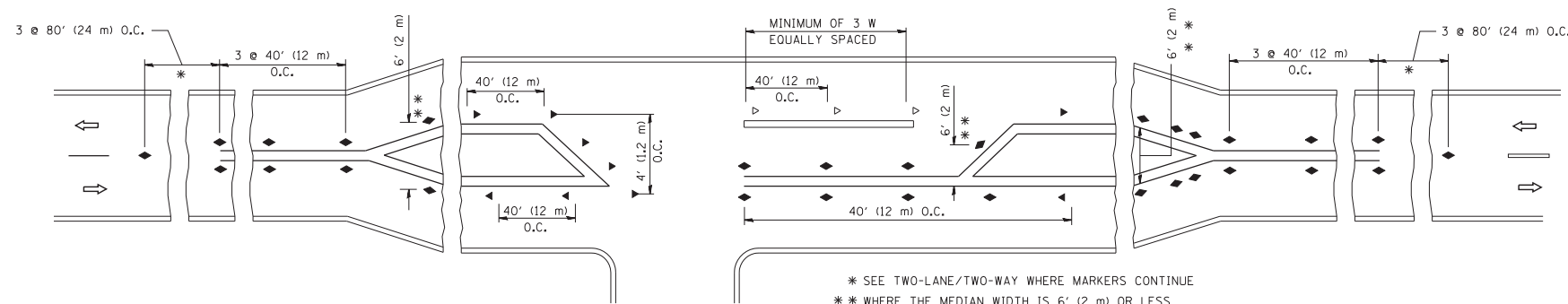
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

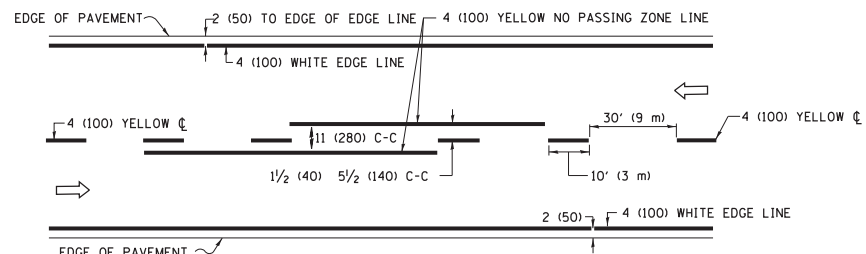
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

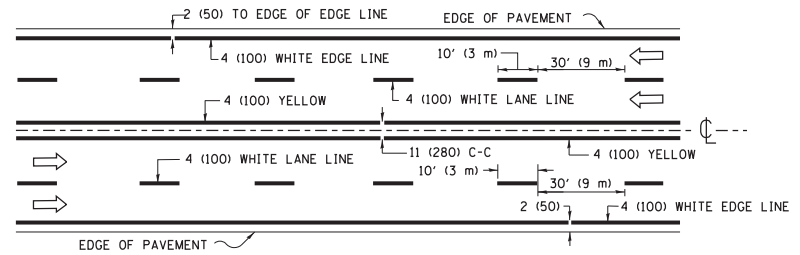
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

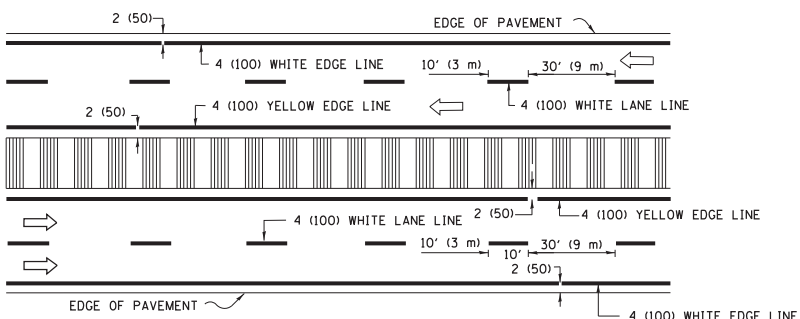
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	20
TC-11			CONTRACT NO. 62F92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

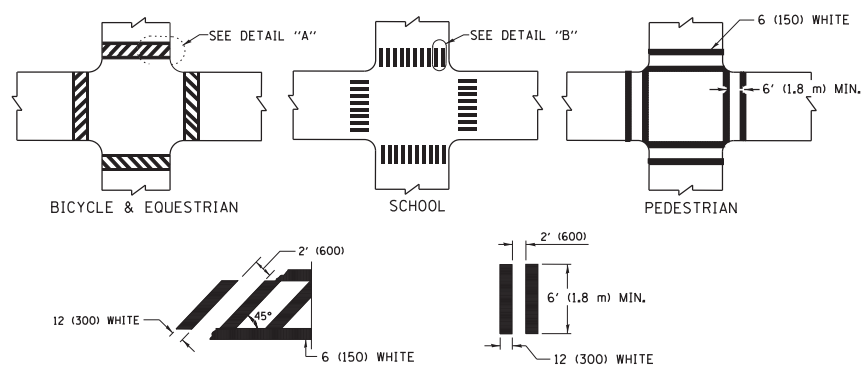


MULTI-LANE UNDIVIDED



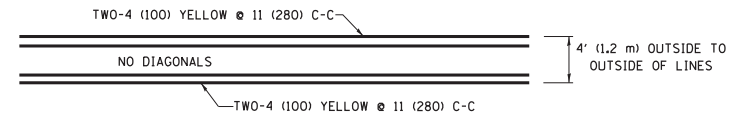
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

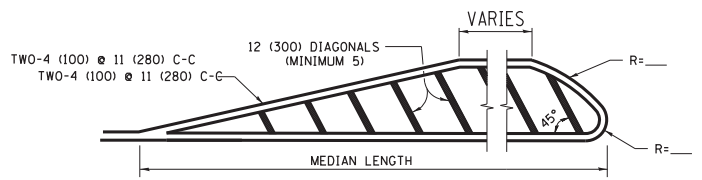


DETAIL "A" TYPICAL CROSSWALK MARKING

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

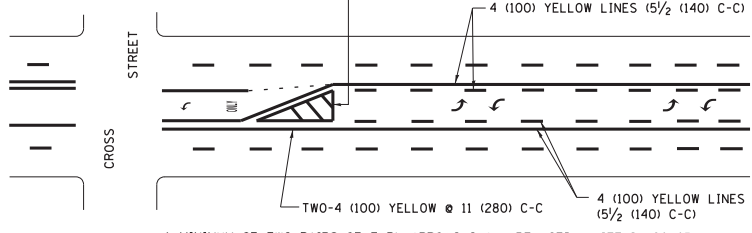


4' (1.2 m) WIDE MEDIANS ONLY

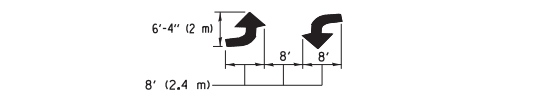


MEDIANS OVER 4' (1.2 m) WIDE

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



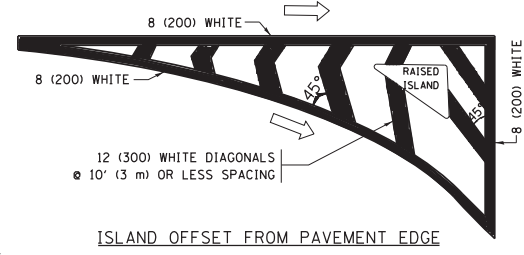
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



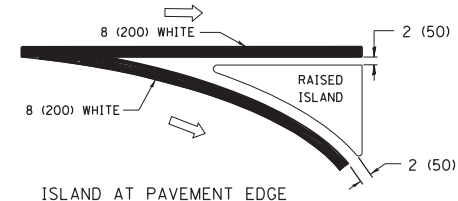
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

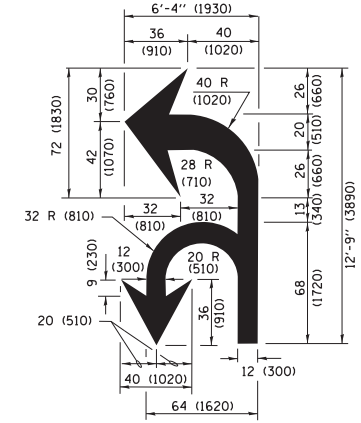
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



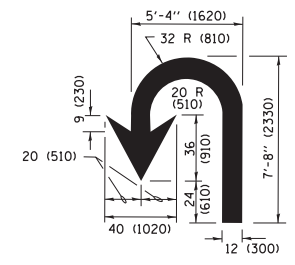
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

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 1/2 (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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (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 (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		DRAWN -	REVISED - C. JUCIUS 07-01-13
		CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE. 305	SECTION 2017-055T	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 21
TC-13		CONTRACT NO. 62F92		
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

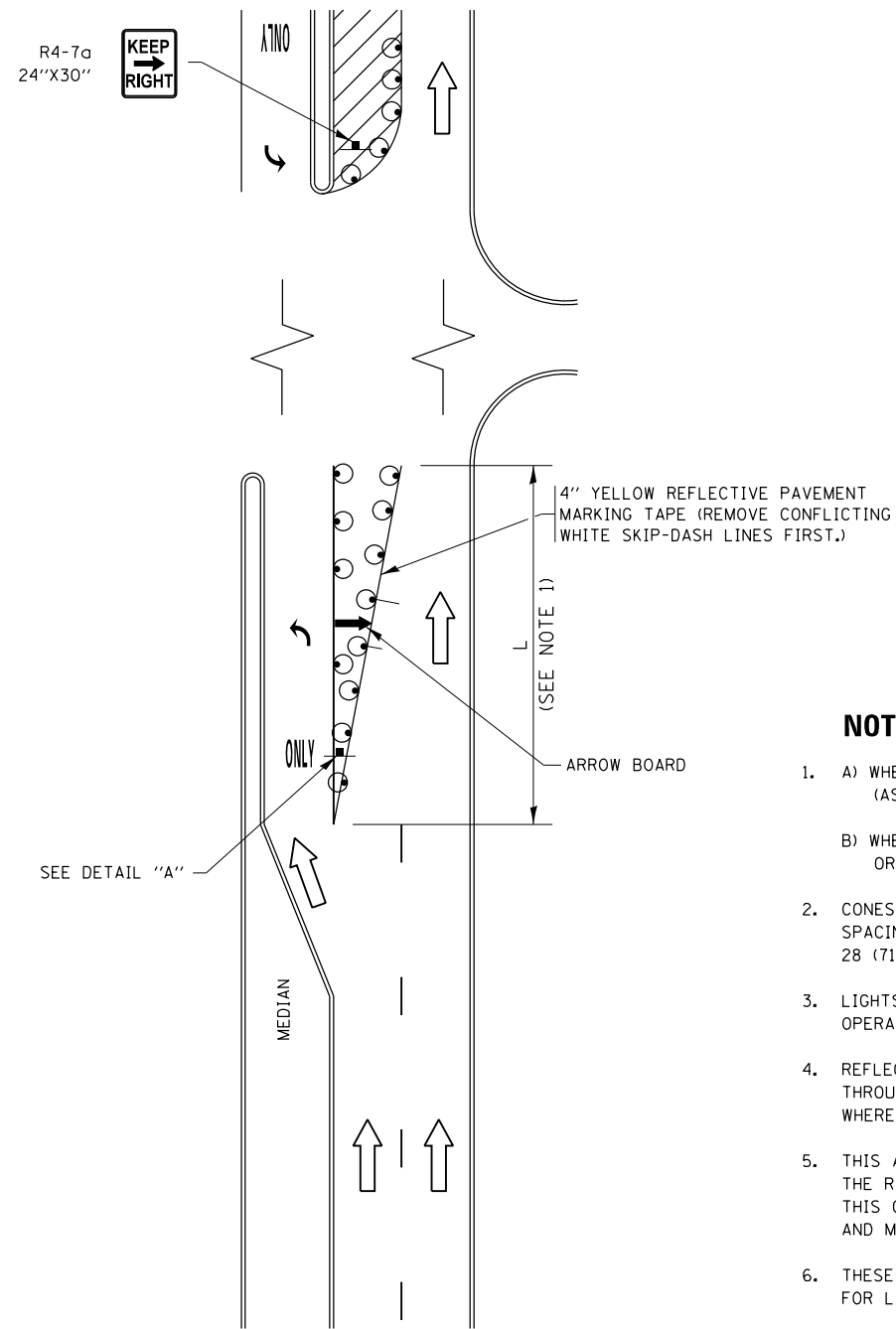


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

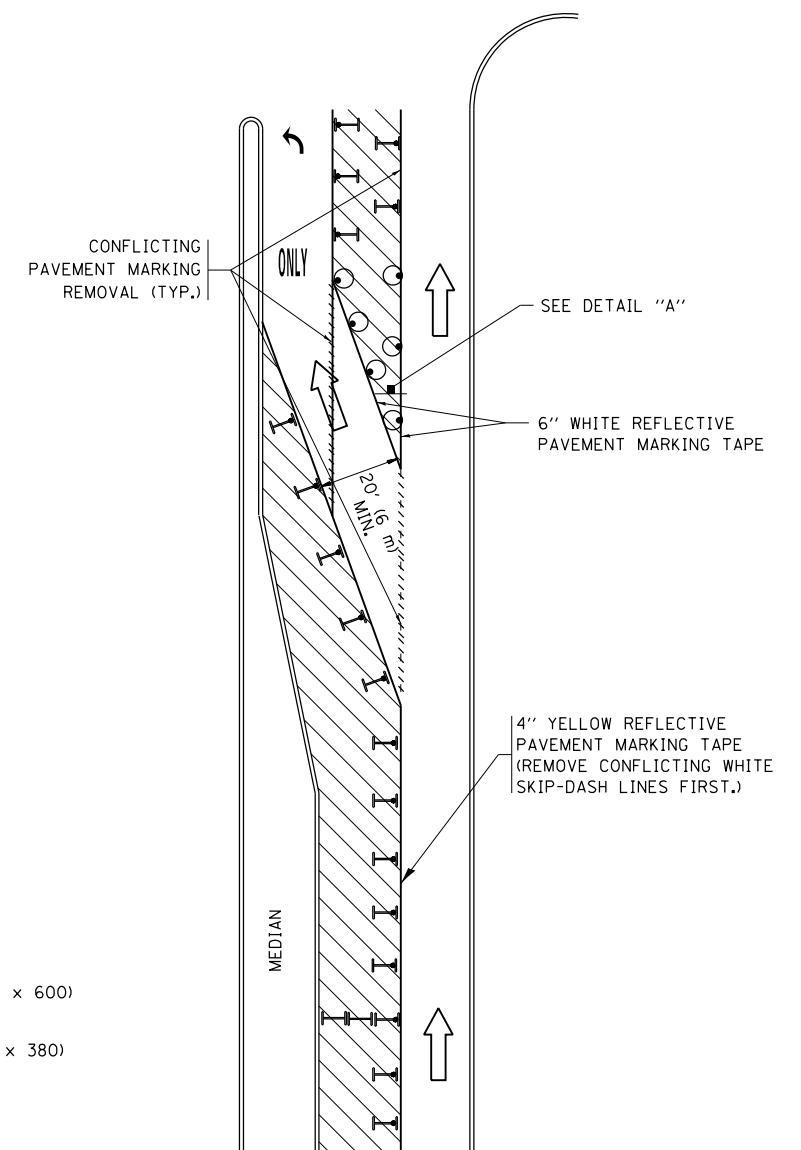
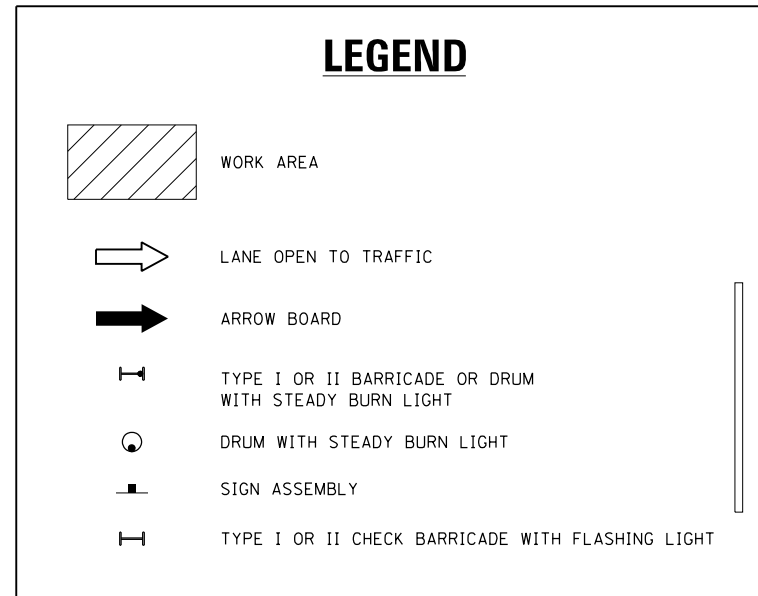
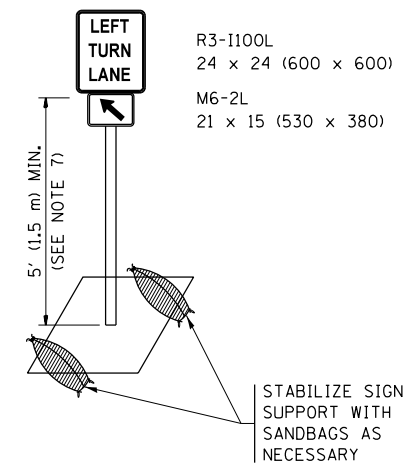


FIGURE 2



NOTES:

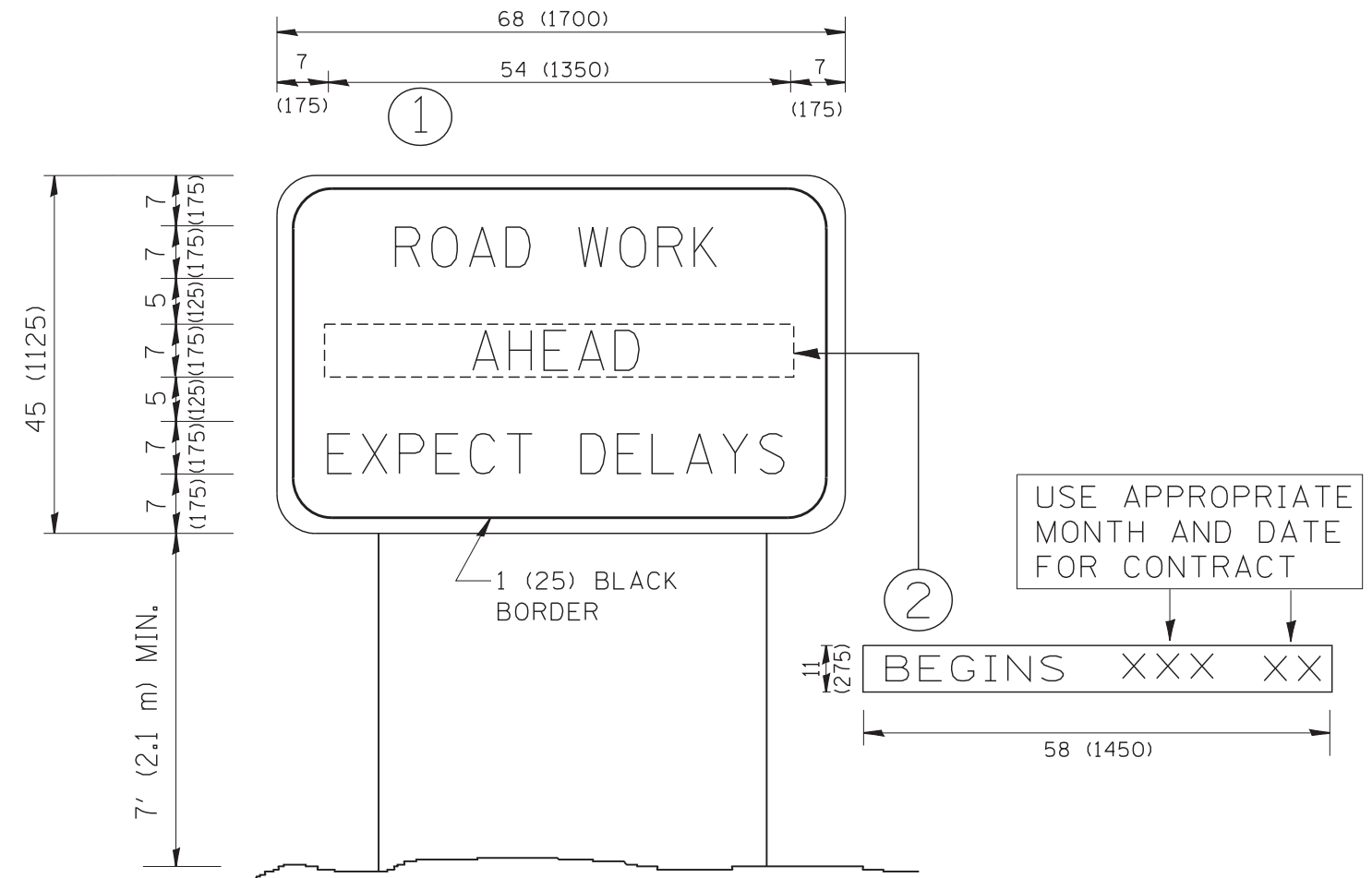
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

FILE NAME =	USER NAME = pyrzenowski	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\11084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI224\REVISED Design\HOUSEH 11-07-95	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			305	2017-055T	COOK	24	22	
Default	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			TC-14		CONTRACT NO. 62F92			
	PLOT DATE = 5/30/2018	REVISED - T. RAMMACHER 01-06-00	REVISED -			SCALE: NONE		SHEET 1 OF 1 SHEETS		STA. TO STA.	



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.

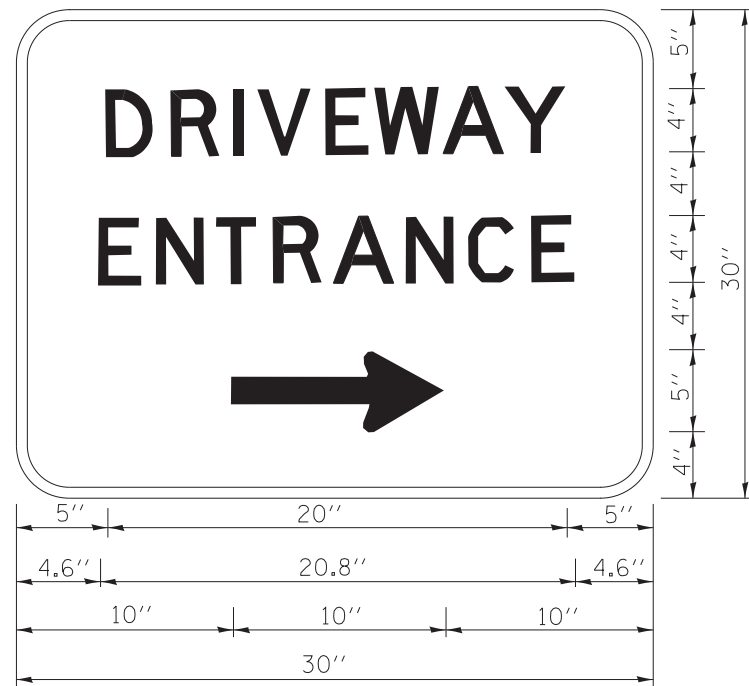
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	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	23
TC-22			CONTRACT NO. 62F92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

FILE NAME =	USER NAME = gegl1enobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ct:\pw\work\p1dot\gagl1enobt\d0108315\to26.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
	PLOT SCALE = 50.000' / in.		
	PLOT DATE = 12/13/2012		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2017-055T	COOK	24	24
TC-26			CONTRACT NO. 62F92	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				