08-04-2023 LETTING ITEM 020

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP 352: IL ROUTE 137 (GREENWOOD AVE) NORTH OF GENESSE ST TO EAST OF JOE FAVERO DR SECTION: FAP 0352 22 CJ **CRACK AND JOINT SEALING** LAKE COUNTY

C-91-311-22

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE CITY **OF WAUKEGAN**

TRAFFIC_DATA: EXISTING ADT = 11,100 (2021)

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POSTED_SPEED_LIMIT FROM STA 26+50 TO STA 60+27, AND FROM STA 117 + 83 TO STA 121 + 62 = 55 MPH FROM STA 60+27 TO STA 117+83 = 50 MPH FROM STA 121+62 TO STA 143+33 = 40 MPH

DESIGN_DESIGNATION: OTHER PRINCIPAL ARTERIAL, FREEWAY OR EXPY

OMISSION(S)

STA. 34 + 47 TO 36 + 68

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.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123 OR 811

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705–4255

PROJECT MANAGER: FAWAD AQUEEL

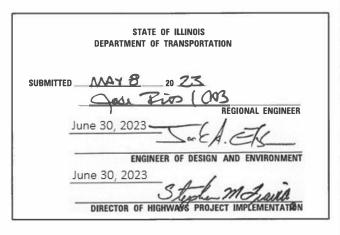
R12E BEACH RD. MICHIGA ORKHOUSE RD. **PROJECT ENDS STATION 143 + 33** GURNEE HARDING AKE WAUKEGAN **PROJECT BEGINS STATION 26 + 50** NORTH CHICAGO

GROSS LENGTH = 11683 FT. = 2.21 MILE

WAUKEGAN TOWNSHIP

NET LENGTH = 11462 FT. = 2.17 MILE

D-91-258-22 LOCATION OF SECTION INDICATED THUS: -



PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62T81

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-6	TYPICAL SECTIONS
7-11	PROPOSED PLANS AND PAVEMENT MARKING PLANS
12	CRACK AND JOINT SEALING DETAIL (PD-11)
13	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
14-15	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)
16	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
17	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
18	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)

STANDARDS

STANDARD NO. DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER OR EQUAL TO 45 MPH
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS GREATER OR EQUAL TO 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS GREATER OR EQUAL TO 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

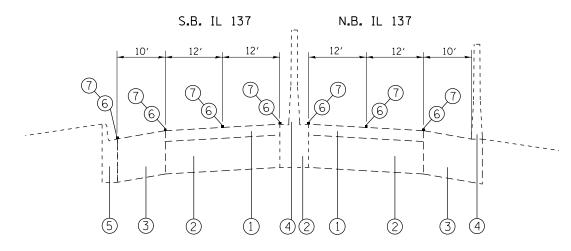
GENERAL NOTES

- 1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (or TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (or ISTHA).
- 2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 3. THE ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENCINEER AT FADI.SULTANØILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMENANT PAVEMENT MARKINGS.
- 4. THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS.
- MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAY BE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENTS WITH AGGREGATE SHOULDERS, WHERE ALL MATERIALS ARE NOT PLACED ALONG EXISTING AGGREGATE SHOULDERS, SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS, OLD SEALANTS REMOVED PRIOR TO ROUTING SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 6. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 7. ALL LANE CLOSURE ON IL 137 FROM GREENWOOD AVE TO N OF GENESSE ST ARE TO UTILIZE HIGHWAY STANDARDS 701421, 701426, AND 701411 FOR THEIR LANE CLOSURES.

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	SUMMARY OF QUANTITIES				CON	NSTRUCTIO	ON TYPE C	ODE		SUMMARY OF QUANTITIES				CC	ONSTRUCTION OF THE PROPERTY OF	ON TYPE C	ODE	
	SUMMANT OF GRANTITIES	T	TOTAL	0005						SUMMANT OF GUARTITIES		TOTAL	0005					
CODE NO	ITEM	UNIT	OUANTITIES	100% STATE					CODE NO	ITEM	UNIT	QUANTITIES	100% STATE					
45100100	CRACK ROUTING (PAVEMENT)	FOOT	77649	77649					* 78009004	MODIFIED URETHANE PAVEMENT MARKING	- F00T	106186	106186					
										LINE 4"								
45100200	CRACK FILLING	POUND	24403	24403														
									* 78009005	MODIFIED URETHANE PAVEMENT MARKING	- F00T	5087	5087					
45200100	JOINT OR CRACK ROUTING (PC CONCRETE	FOOT	310	310						LINE 5"								
	PAVEMENT AND SHOULDER)																	
									* 78009006	MODIFIED URETHANE PAVEMENT MARKING	- F00T	1091	1091					
45200300	JOINT OR CRACK FILLING	POUND	98	98						LINE 6"								
67100100	MOBILIZATION	L SUM	1	1					* 78009008	MODIFIED URETHANE PAVEMENT MARKING	- F00T	6077	6077					
87100100	MODILIZATION	L SUM							* 18003008	LINE 8"	- 7001	6077	6011					
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1														
	701421								* 78009012	MODIFIED URETHANE PAVEMENT MARKING	- гоот	4103	4103					
										LINE 12"								
70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1														
	STANDARD 701606								* 78009024	MODIFIED URETHANE PAVEMENT MARKING	- F00T	79	79					
										LINE 24"								
70102630	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1														
<u>ا</u>	STANDARD 701601								X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D)) CAL MO	6	6					
7-sht-contain 7-sht-contain 70102632	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1					Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	129	129					
ign/D12582	STANDARD 701602											1						
)Data/Des																		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1														
1/Projects/E	701701																	
s\District																		
78009000	MODIFIED URETHANE PAVEMENT MARKING -	SO FT	362	362														
(Documents	LETTERS AND SYMBOLS																	
DM: PWIDOT																		
w. bentley.c																		
pw://ildot-p	USER NAME = ErikDunn DE	SIGNED -		REVISED	-	<u> </u>				- CII	MMADY OF OHAN	ritiee		F.A.P.	SECT	ION	COUNTY TO	OTAL SHEETHEETS NO.
* SPEC	IALTY ITEM PLOT SCALE = 100,0000 1/ In. CH	ECKED -		REVISED REVISED	-		D		ILLINOIS RANSPORTA	TION IL 137 (GREENWOOD AV		ST TO E. OF			FAP 0352	2 22 CJ	LAKE [CONTRACT N	19 3
	PLUI DATE = 5/8/2023 DA	TE -		REVISED	-					SUALE: SHEET NO. 1	OF 1 SHEETS ST	A. 1	O STA.		<u> </u>	ILLINOIS FED. AID	PROJECT	

¢ OF MEDIAN

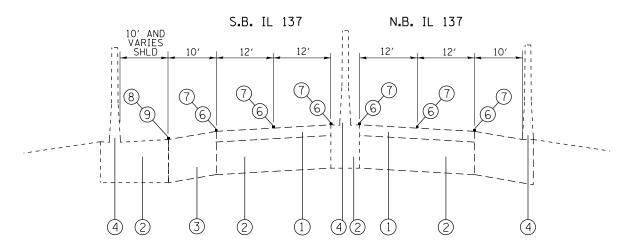


EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (N.B. AND S.B.) PROPOSED CRACK AND JOINT SEALING:

STA. 26+50 TO STA. 28+10

¢ OF MEDIAN



EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (N.B. AND S.B.) PROPOSED CRACK AND JOINT SEALING:

STA. 28+10 TO STA. 30+90

<u>LEGEND</u>

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- (2) EXISTING P.C.C. PAVEMENT, VARIES"
- 3 EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- (8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- (9) PROPOSED JOINT OR CRACK FILLING

LEGEND

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- 2 EXISTING P.C.C. PAVEMENT, VARIES"
- (3) EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- (8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- PROPOSED JOINT OR CRACK FILLING

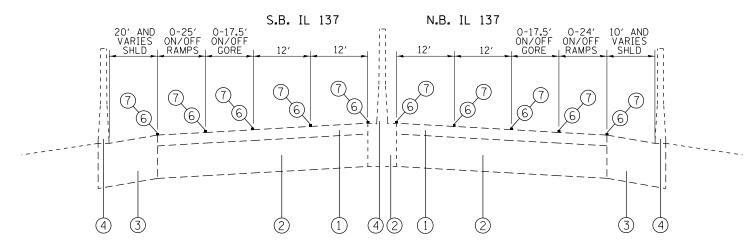
NOTE:

CRACK FILLING AND CRACK ROUTING SHALL ALSO BE APPLIED TO AUXILLARY LANES WITH HMA SURFACE ADJACENT TO THE MAINLINE. (SEE PROPOSED WORK ON ROADWAY PLANS FOR EXACT LOCATIONS)

USER NAME = Erik.Dunn	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 5/8/2023	DATE -	REVISED -

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DEPARTMENT OF TRANSPORTATION

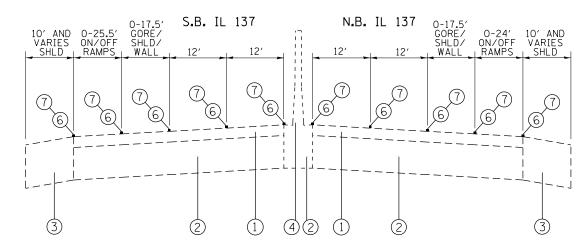


EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (N.B. AND S.B.) PROPOSED CRACK AND JOINT SEALING:

STA. 30+90 TO STA. 47+26 (HMA CRACK AND JT. SEALING OMISSION AT S.B./N.B. IL 137: STA. 34+47 TO STA. 36+68)

¢ of median



EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (N.B. AND S.B.)
PROPOSED CRACK AND JOINT SEALING:

STA. 47+26 TO STA. 72+07

LEGEND

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- (2) EXISTING P.C.C. PAVEMENT, VARIES''
- 3 EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- 8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- (9) PROPOSED JOINT OR CRACK FILLING

LEGEND

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- 2 EXISTING P.C.C. PAVEMENT, VARIES"
- (3) EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- (8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- (9) PROPOSED JOINT OR CRACK FILLING

NOTE:

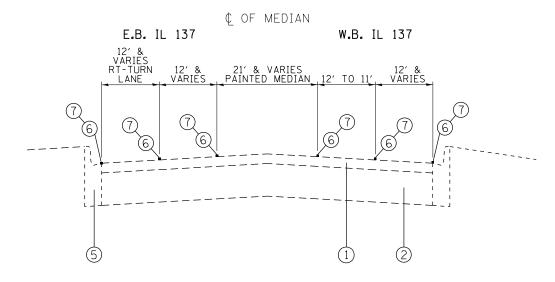
CRACK FILLING AND CRACK ROUTING SHALL ALSO BE APPLIED TO AUXILLARY LANES WITH HMA SURFACE ADJACENT TO THE MAINLINE. (SEE PROPOSED WORK ON ROADWAY PLANS FOR EXACT LOCATIONS)

USER NAME = Erik.Dunn	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 5/8/2023	DATE -	REVISED -

EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (N.B. AND S.B.)
PROPOSED CRACK AND JOINT SEALING:

STA. 72+07 TO STA. 128+37



EXISTING TYPICAL CROSS SECTION

IL 137 MAINLINE HMA SURFACE (E.B. AND W.B.) PROPOSED CRACK AND JOINT SEALING:

STA. 138+43 TO STA. 143+33

<u>LEGEND</u>

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- (2) EXISTING P.C.C. PAVEMENT, VARIES"
- (3) EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- (8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- 9) PROPOSED JOINT OR CRACK FILLING

LEGEND

- (1) EXISTING HMA SURFACE COURSE., VARIES"
- 2 EXISTING P.C.C. PAVEMENT, VARIES"
- (3) EXISTING HMA SHOULDER
- (4) EXISTING CONC. BARRIER WALL DOUBLE FACE (2'-3' WIDE)
- (5) EXISTING CURB AND GUTTER
- (6) PROPOSED CRACK ROUTING (PAVEMENT)
- (7) PROPOSED CRACK FILLING
- (8) PROPOSED CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)
- PROPOSED JOINT OR CRACK FILLING

NOTE:

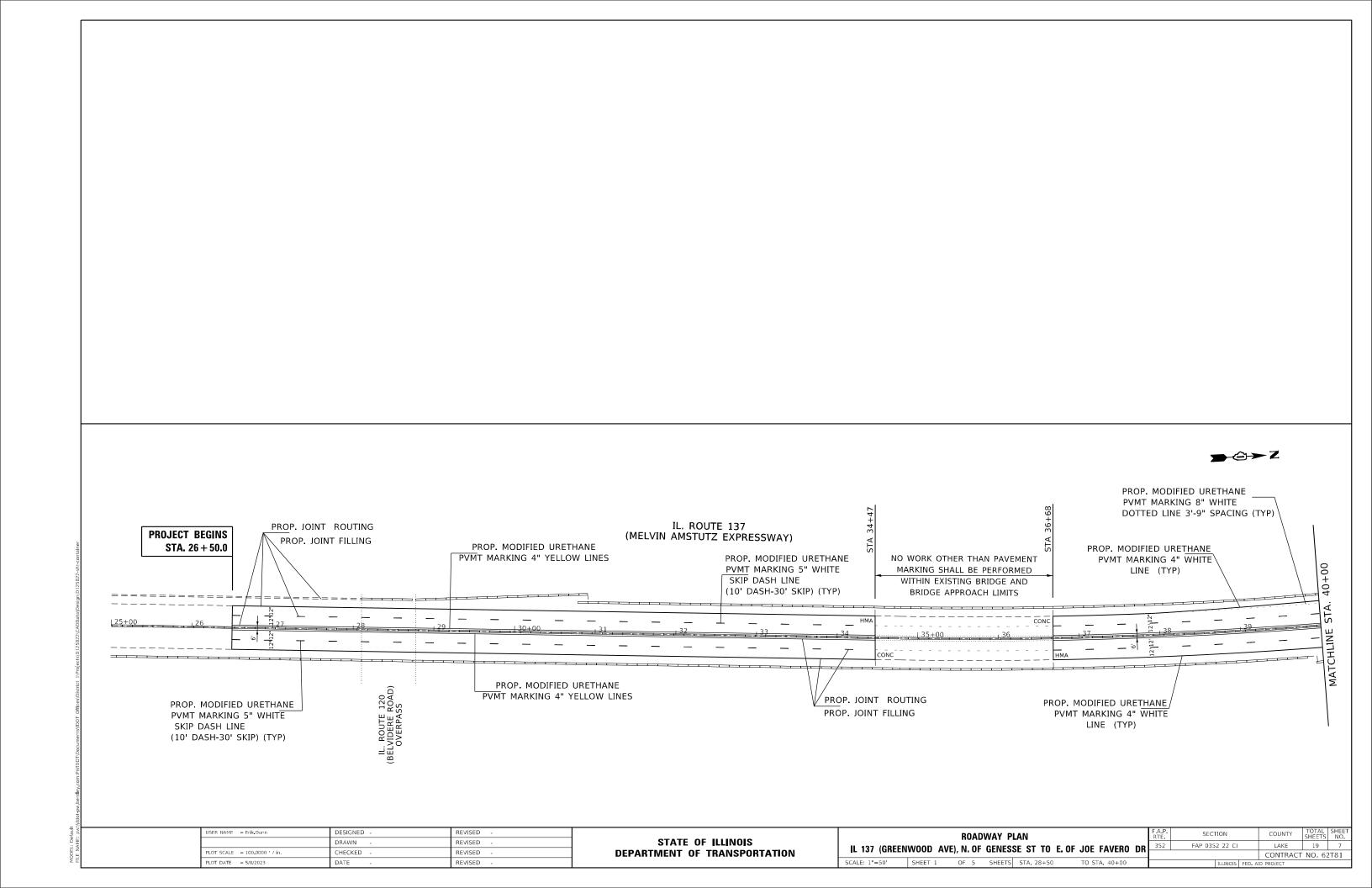
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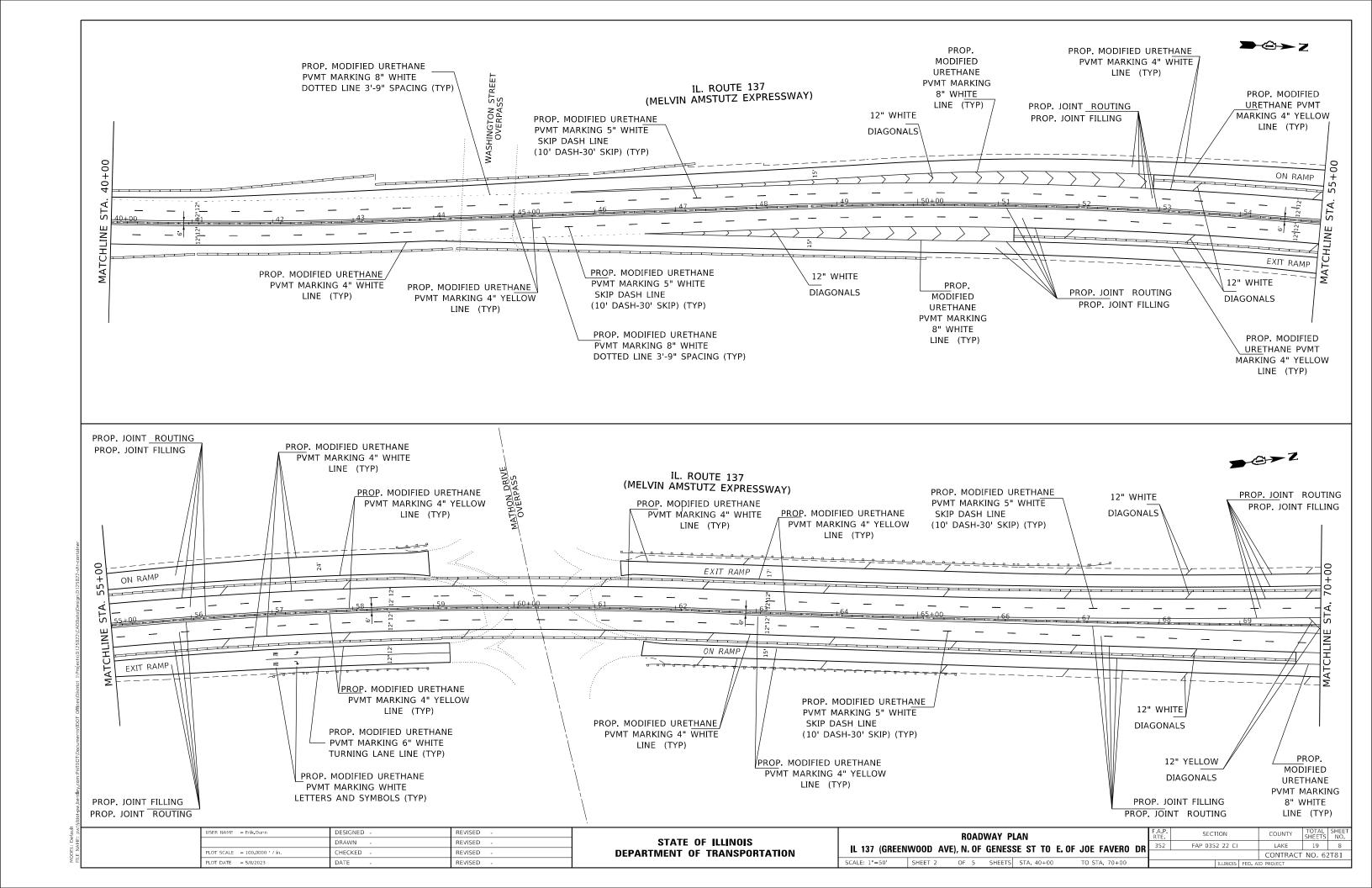
USER NAME = Erik.Dunn	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -
PLOT DATE = 5/8/2023	DATE -	REVISED -

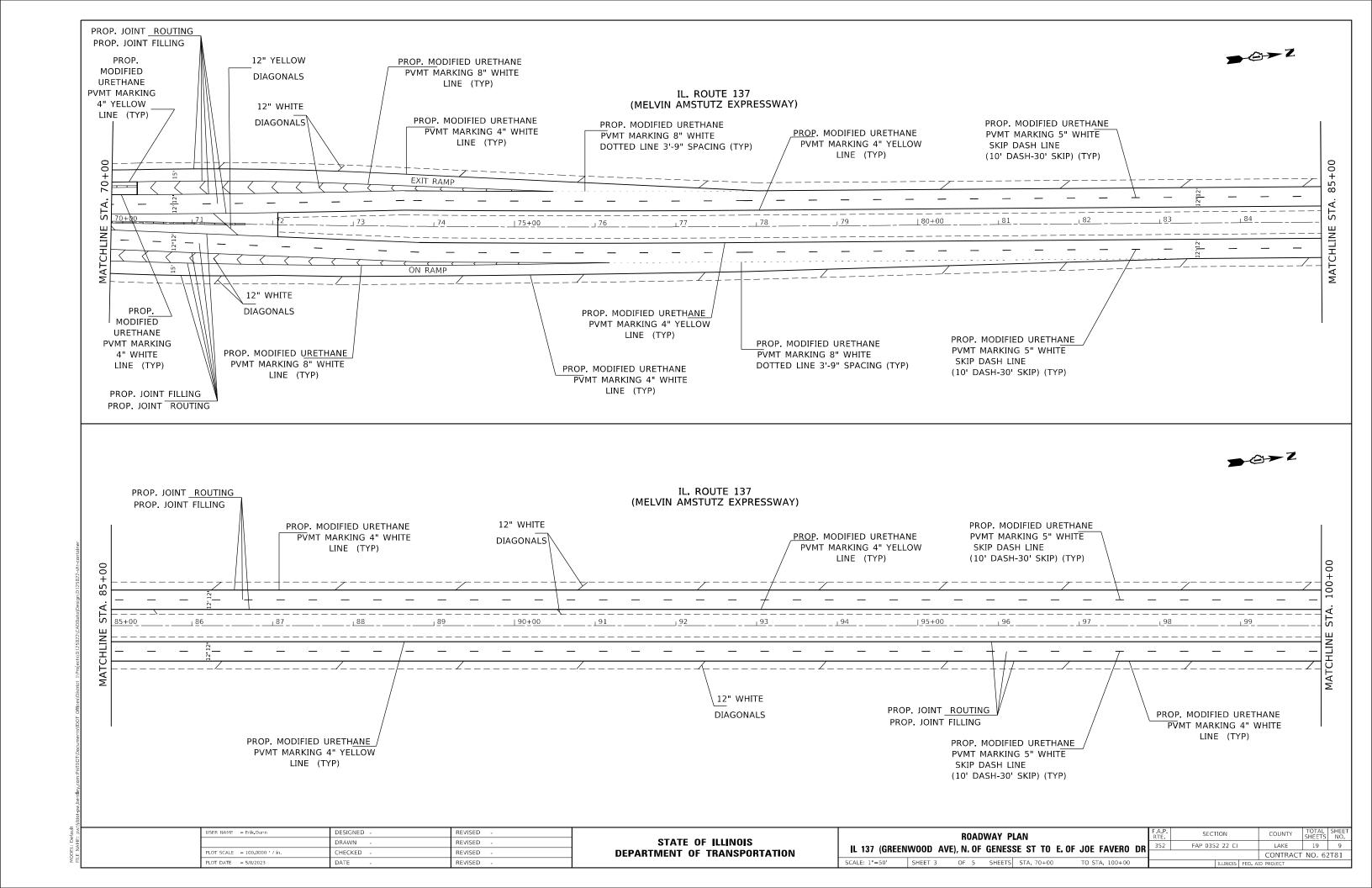
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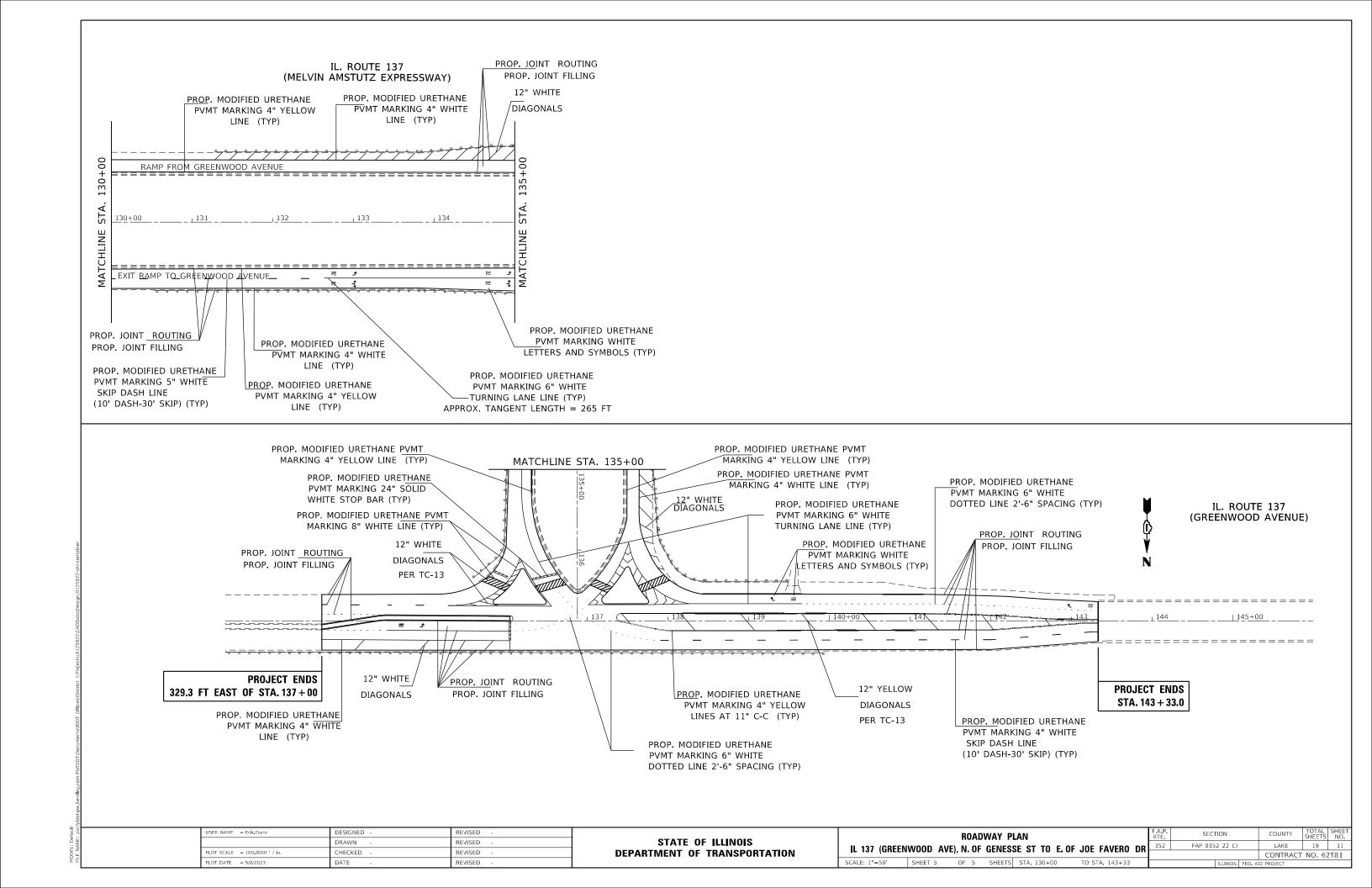
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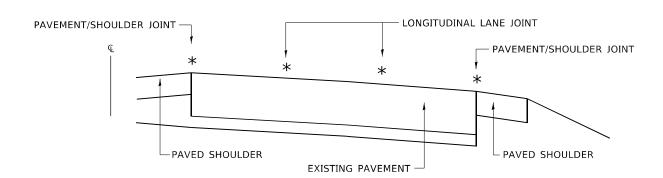
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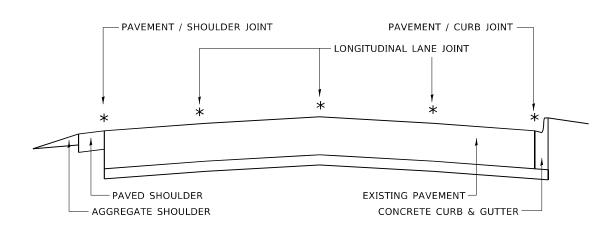




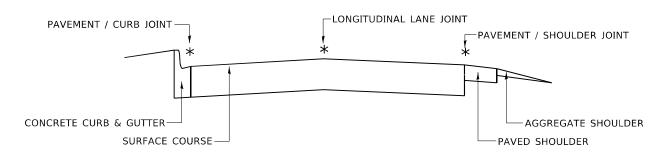




MULTI-LANE DIVIDED PAVEMENT



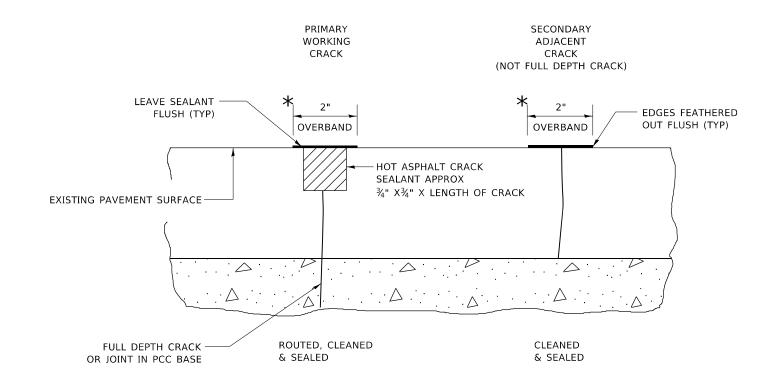
MULTI-LANE UNDIVIDED PAVEMENT



TWO-LANE PAVEMENT

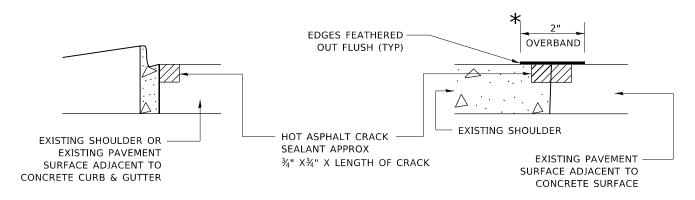
* PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS

GENERAL EXISTING TYPICAL SECTIONS (APPLIES TO HMA AND PCC PAVEMENTS)



* IN ALL LOCATIONS WHERE THE LONGITUDINAL CRACK CONFLICTS WITH EXISTING PAVEMENT MARKINGS (EITHER EDGE LINE OR LANE LINE) THE CRACK SHALL BE ROUTED & THE RESULTING RESERVOIR FILLED WITH SEALANT. ALL DAMAGES TO EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE RESTORED WITH MODIFIED URETHANE PAVEMENT MARKINGS.

LONGITUDINAL JOINT



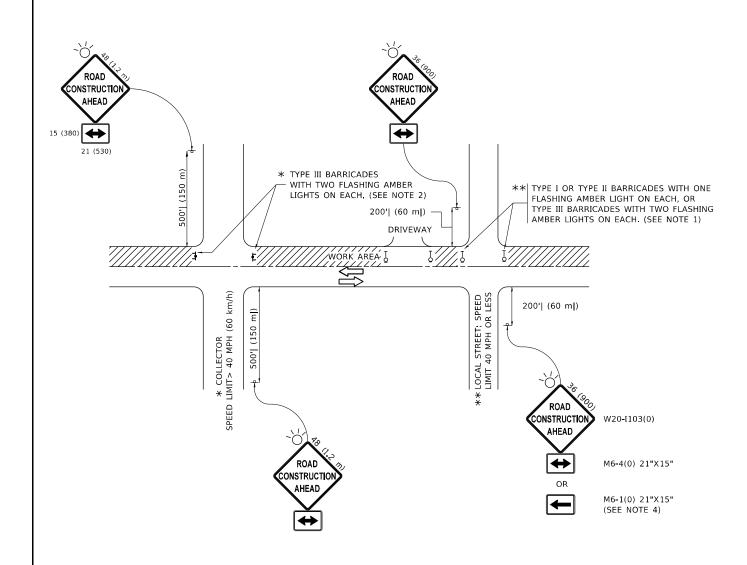
CRACK & JOINT SEALING DETAIL

USER NAME = Erik Dunn	DESIGNED	-	F. Aqueel / A. Midy	REVISED	-
	DRAWN	-		REVISED	-
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-
PLOT DATE = 5/8/2023	DATE	-	10/08/2020	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRACK & JOINT SEALING DETAIL (PD-11)

SHEET OF SHEETS STA. TO STA.



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.
- 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) 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
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

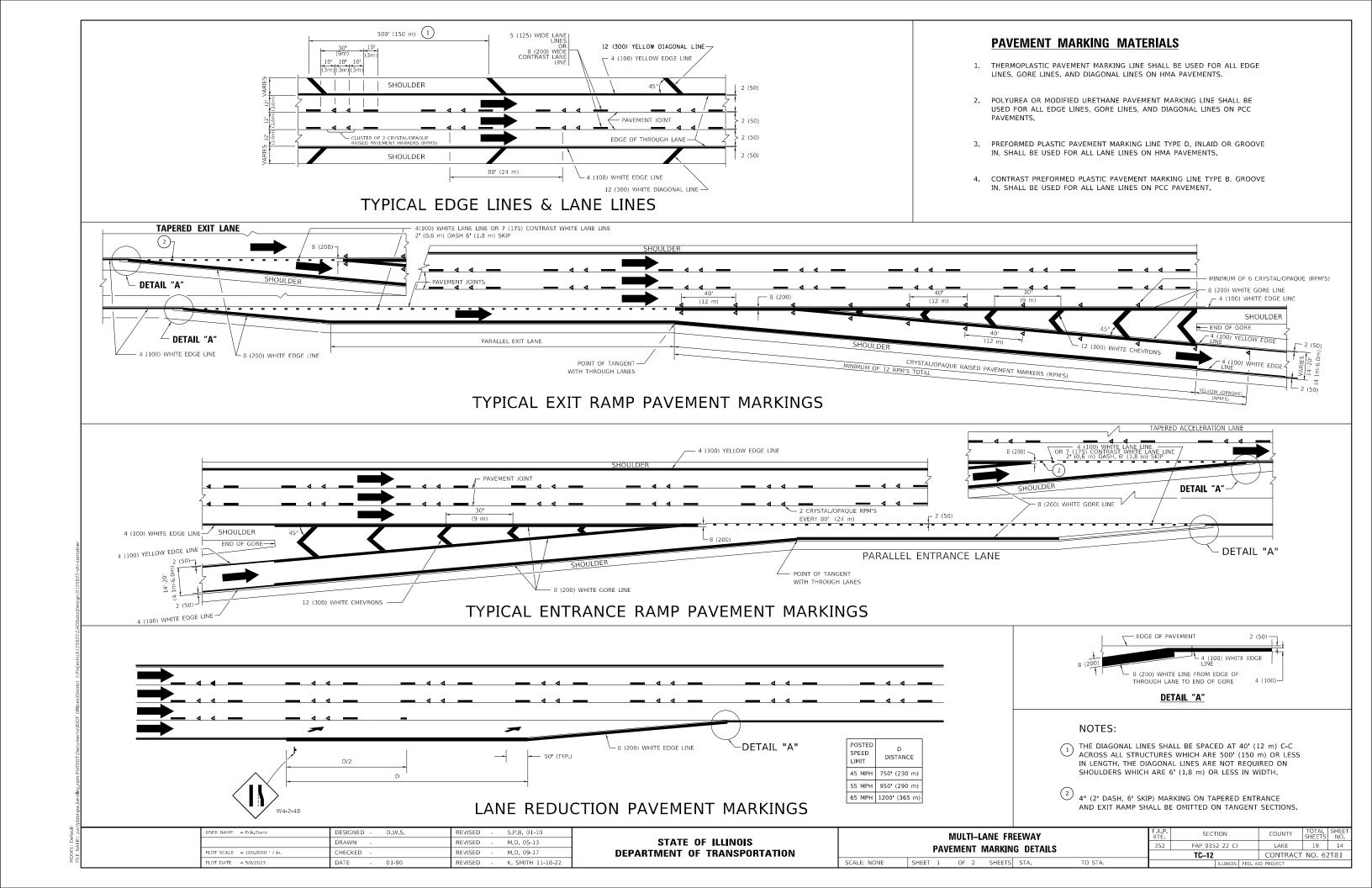
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED 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.

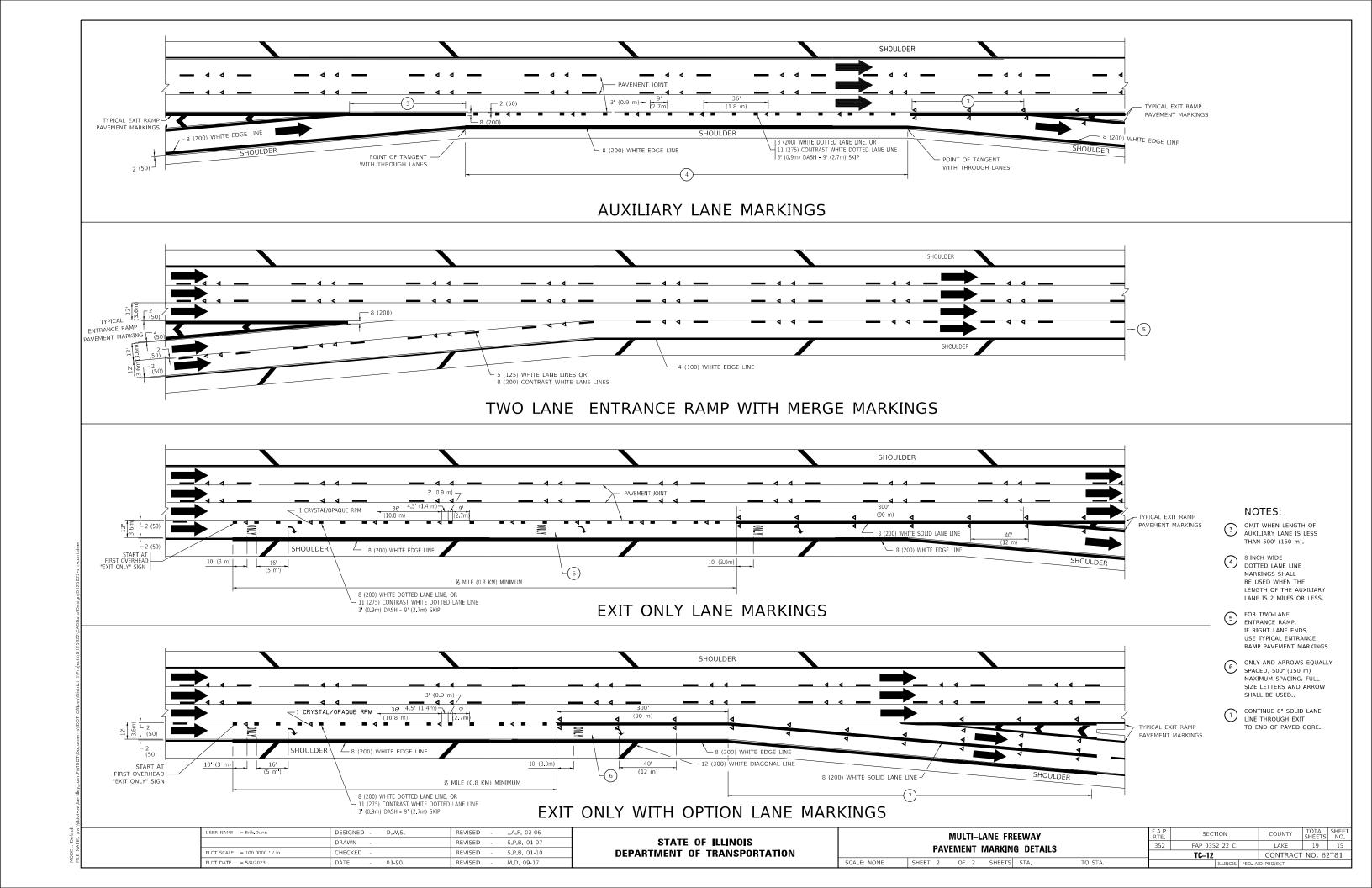
All dimensions are in inches (millimeters) unless otherwise shown.

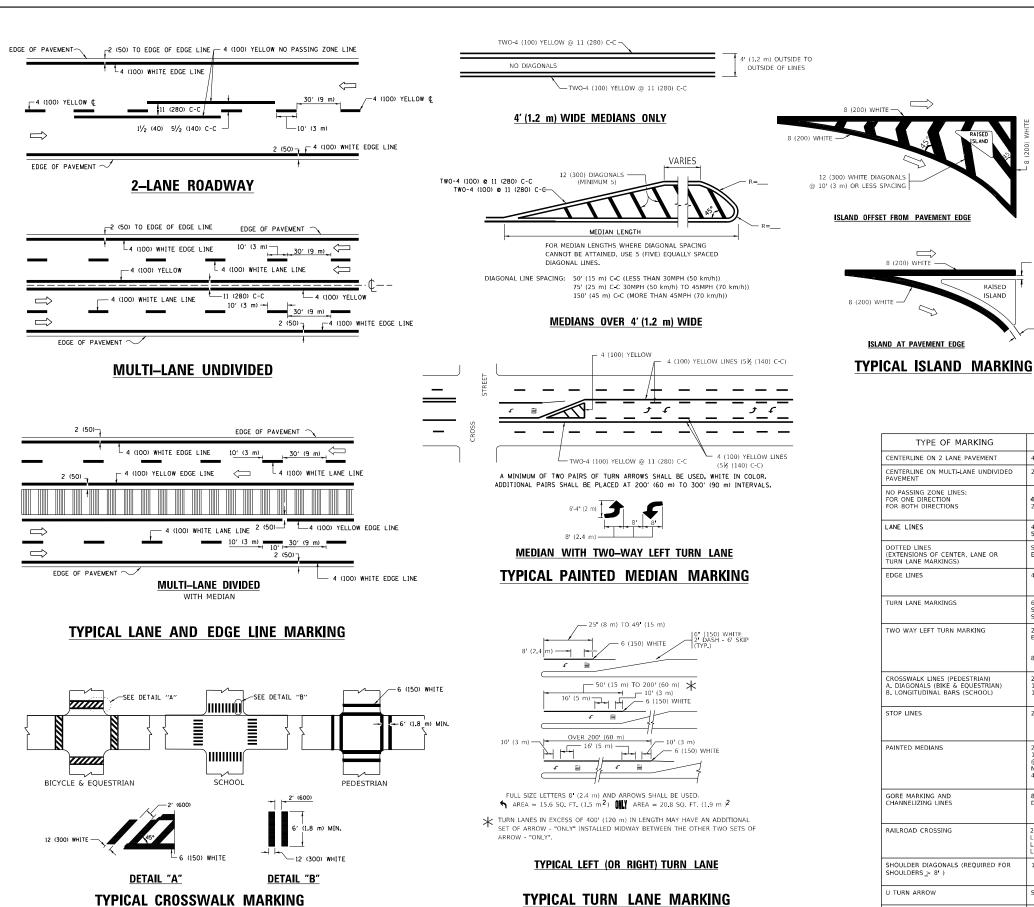
USER NAME = Erik.Dunn	DESIGNED - L.H.A.	REVISED	- A. HOUSEH 10-15-96	
	DRAWN -	REVISED	- T. RAMMACHER 01-06-00	
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- A. SCHUETZE 07-01-13	
DLOT DATE _ 5/9/2022	DATE 06.90	DEMICED	Δ SCHUETZE 09-15-16	

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPO	RTATION

	TRAFFIC	F.A.P. RTE	SECTION	ı				
Ç.	DE DOAD	352	FAP 0352 2	2				
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS							TC-10	Π
	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLI	Ñ







580 45 665 50 55 COMBINATION LEFT AND U-TURN 5'-4" (1620) √ 32 R (810) LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS. **U-TURN** PATTERN SPACING / REMARKS COLOR SKIP-DASH rELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE SOLID YELLOW 11 (280) C-C YELLOW YELLOW 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN

D(FT)

SPEED LIMIT

WIDTH OF LINE TYPE OF MARKING ENTERLINE ON 2 LANE PAVEMENT NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS **4 (100)** 2 @ 4 (100) LANE LINES SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS SKIP-DASH 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 SOLID EDGE LINES OUTLINE MEDIANS IN YELLOW 4 (100) YELLOW-LEFT WHITE-RIGHT URN LANE MARKINGS SEE TYPICAL TURN LANE MARKING DETAIL 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL TWO WAY LEFT TURN MARKING 2 @ 4 (100) EACH DIRECTION 8 (2.4m) LEFT ARROW CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) NOT LESS THAN 6 (1.8 m) APART 2 (600) APART LONGITUDINAL BARS (SCHOOL) (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. PARALLEL TO CROSSWALK, PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE STOP LINES 24 (600) SOLID WHITE 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° PAINTED MEDIANS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC @ 45° NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN! GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° 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)) 24 (600) TRANSVERSE LINES; "RR" IS 6 (1.8 m) LETTERS; 16 (400) LINE FOR "X" RAILROAD CROSSING SOLID WHITE SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m)2EACH "X"=54.0 SQ. FT. (5.0 m)2 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)) SHOULDER DIAGONALS (REQUIRED FOR 12 (300) @ 45° SOLID WHITE - RIGHT YELLOW - LEFT SHOULDERS > 8') SOLID J TURN ARROW SEE DETAIL WHITE 2 ARROW COMBINATION SEE DETAIL SOLID 30.4 SF

— 2 (50)

2 (50)

RAISED

8 (200) WHITE -

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.

USER NAME = Erik.Dunn	DESIGNED	-	EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN	-		REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 5/8/2023	DATE	-	03-19-90	REVISED	-	C. JUCIUS 04-12-16

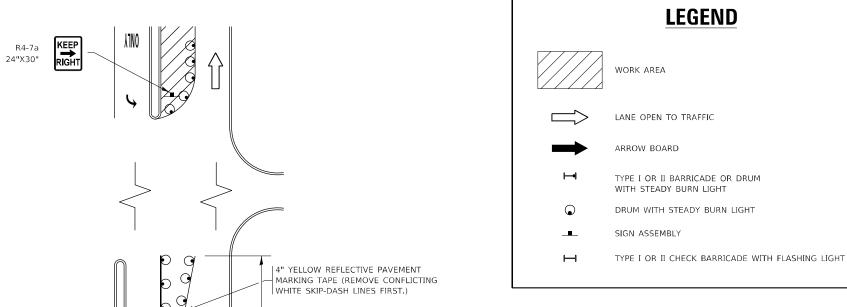
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	TYPICAL PAVEMENT MARKINGS	352 FAP 0352 22 CJ		LAKE	19	16	
	TITIOAL TAVEINENT MAIIKINGS		TC-13	CONTRACT NO. 62T81			
	CHEET 1 OF 2 CHEETEL CTA	TO CTA					

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

THE ROAD WHICH IT CROSSES

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



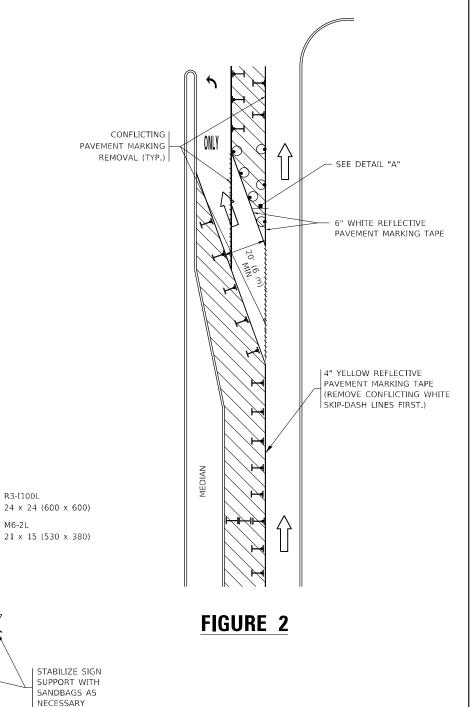
- ARROW BOARD

LANE OPEN TO TRAFFIC TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

NOTES:

- 1. A) WHEN "L" IS ≤ 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-I100R 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 PREOUIREMENTS.
- 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

SCALE: NONE

TURN

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

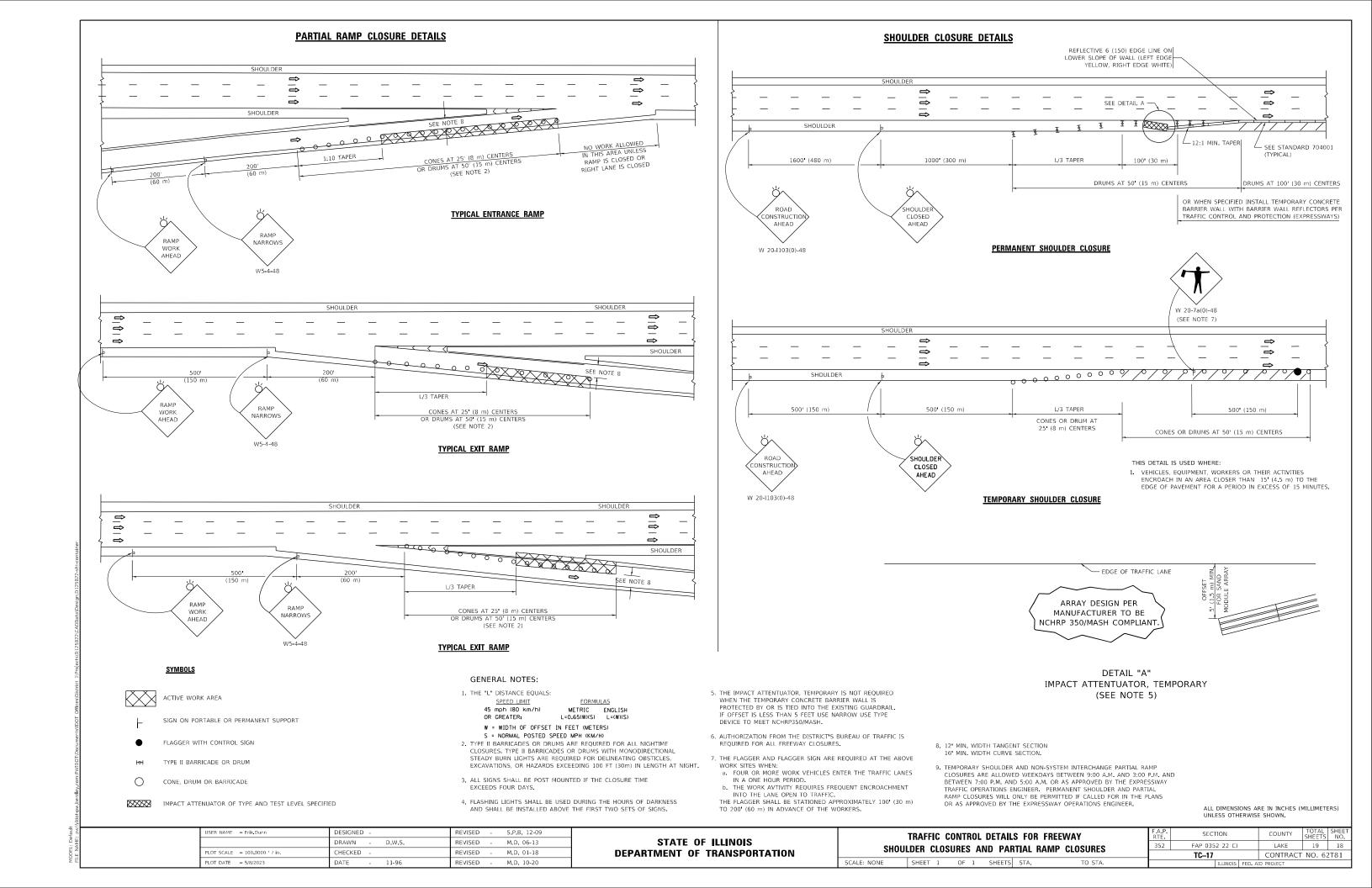
SER NAME = Erik.Dunn DESIGNED -T. RAMMACHER 09-08-94 R. BORO 09-14-09 A. HOUSEH 11-07-95 REVISED - A. SCHUETZE 07-01-13 A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 PLOT DATE = 5/8/2023 DATE -T. RAMMACHER 01-06-00 REVISED

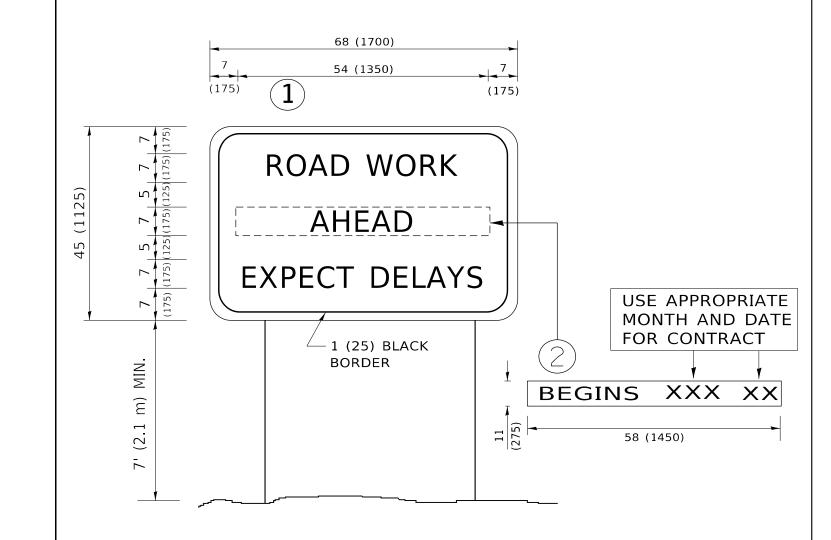
FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)					F.A.P. RTE			TOTAL SHEETS	SHEET NO.	
					352	352 FAP 0352 22 CJ		19	17	
(TO REIVIAIN OFEN TO TRAITIO)						TC-14 CON			ONTRACT NO. 62T81	
NE	SHEET 1	OF 1	SHEETS STA	TO STA.		TILINOIS FED AID BROJECT			-	

SEE DETAIL "A"





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.)

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

LAKE 19 19 CONTRACT NO. 62T81

USER NAME = Erik.Dunn	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-99
PLOT DATE = 5/8/2023	DATE -	REVISED	-	C. JUCIUS 01-31-07

STATE	OF	: ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

ARTERIAL ROAD						F.A.P. RTE				
	INFORMATION SIGN					352 FAP 0352 22 CJ				
	INTOUNIATION SIGN						TC-22			
1	OF	1	SHEETS	STA.	TO STA.			ILLINOIS	FED. AI	D