

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34B	09-00058-00-SW	COOK	13	1
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY

107TH STREET - HARLEM AVENUE TO OAK PARK AVENUE - FAU 1679
HARLEM AVENUE - CAL SAG CANAL BRIDGE TO 116TH STREET - FAP 0348
RIDGELAND AVENUE - CAL SAG BRIDGE TO HOME AVENUE - FAU 2781
SIDEWALK
SECTION NO.: 09-00058-00-SW
PROJECT NO. ARA-9003(392)
JOB NO. C-91-772-09
FAU ROUTE NO. 1679, FAP ROUTE NO. 0348, FAU ROUTE NO. 2781
VILLAGE OF WORTH
WORTH TOWNSHIP
COOK COUNTY

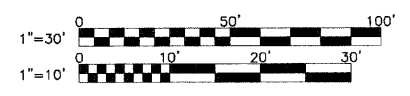
INDEX OF SHEETS

- 1.) COVER SHEET, INDEX TO SHEETS, LOCATION MAP, INDEX OF STANDARDS
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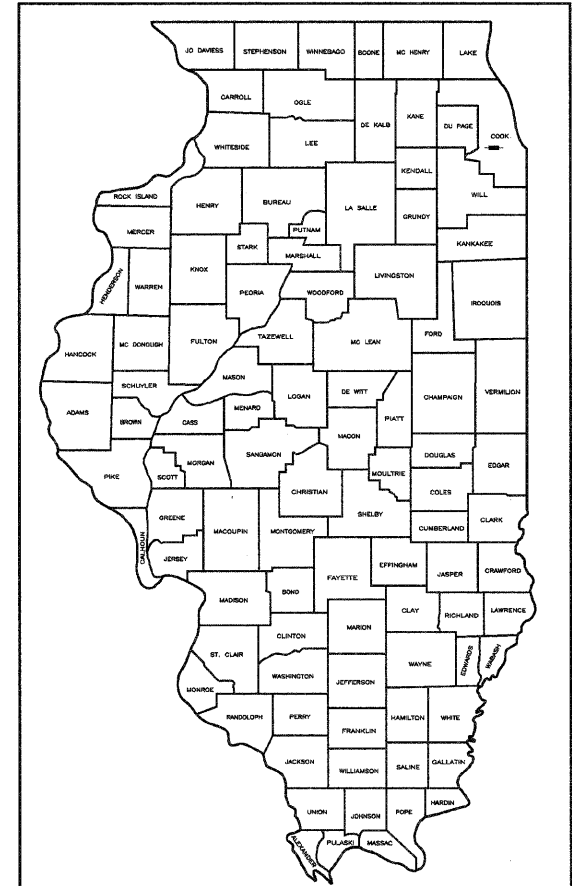
LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
664001-02	CHAIN LINK FENCE
701006-03	OFF ROAD OPERATIONS
701301-03	LANE CLOSURE - SHORT OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

SCALES	PLAN	1 INCH = 30 FEET
	PROFILE HORIZ.	1 INCH = 30 FEET
	PROFILE VERT.	1 INCH = 5 FEET
	CROSS-SECTIONS HORIZ.	1 INCH = 10 FEET
	CROSS-SECTIONS VERT.	1 INCH = 5 FEET



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.



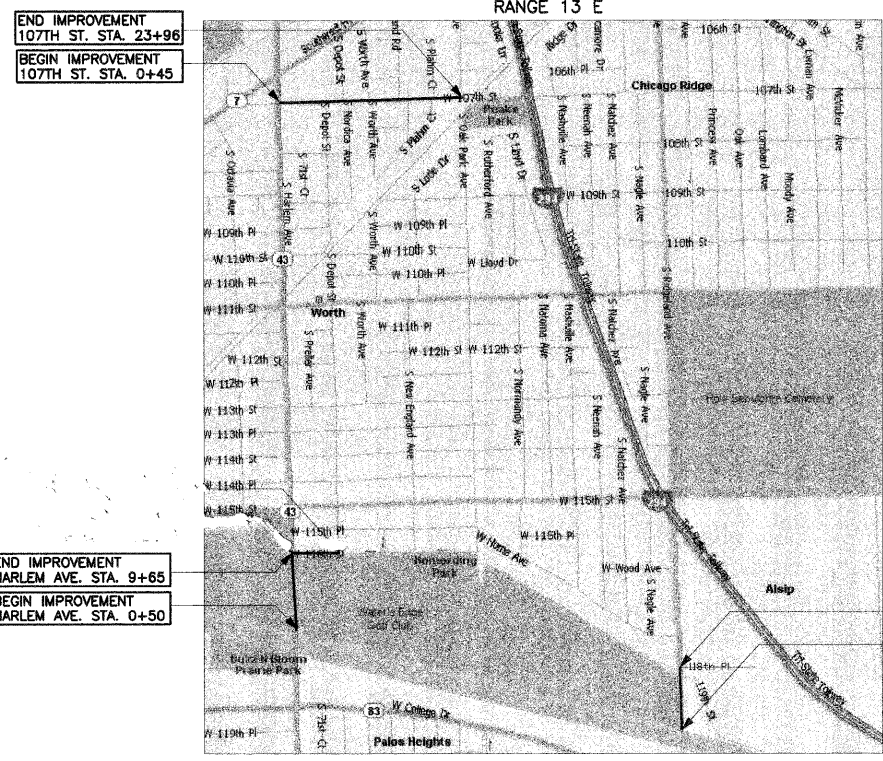
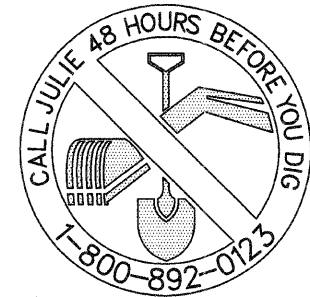
LOCATION OF SECTION INDICATED THIS: — —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED November 4 20 09
Randy Keller MAYOR, VILLAGE OF WORTH

PASSED NOVEMBER 9 20 09
C. H. H. Christaller REGION #1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
 BASED ON LIMITED REVIEW NOVEMBER 9 20 09
Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER



LOCATION MAP

— DENOTES PROJECT LOCATION
 NET LENGTH OF PROJECT = 4626 LIN FT (0.88 MILE)
 GROSS LENGTH OF PROJECT = 4626 LIN FT (0.88 MILE)



ENGINEER'S CERTIFICATION
 STATE OF ILLINOIS) SS.
 COUNTY OF DU PAGE)

I, SIGITAS P. VAZNELIS, A REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY MORRIS ENGINEERING, INC., 5100 S. LINCOLN AVENUE, SUITE 100, Lisle, ILLINOIS, 60532 UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS.

DATED THIS 5th DAY OF November, A.D. 2009
Sigitas P. Vaznelis
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-044114
 MY REGISTRATION EXPIRES ON NOVEMBER 30, 2009

NOTE: UNLESS THIS DOCUMENT BEARS THE ORIGINAL SIGNATURE AND SEAL OF THE DESIGN PROFESSIONAL ENGINEER, IT IS NOT A VALID TECHNICAL SUBMISSION.

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LOCAL ROADS FIELD ENGINEER: MELCHOR MANGOBA (847)705-4408
 CONSULTANT: MORRIS ENGINEERING, INC. (630) 271-0770

CONTRACT NO. 63330

SUMMARY OF QUANTITIES		CONSTRUCTION CODE		107TH ST. HARLEM AVE TO OAK PARK AVE.	HARLEM AVE. BRIDGE TO 116TH ST.	RIDGELAND AVE. BRIDGE TO 118TH PL.
		SFT Y-1B	UNIT	TOTAL		
ITEM		UNIT	TOTAL			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	14	8	6	
20101100	TREE TRUNK PROTECTION	EACH	21	21		
20101200	TREE ROOT PRUNING	EACH	21	21		
20200100	EARTH EXCAVATION	CU YD	800	573	99	127
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2500	767	893	966
25000100	SEEDING, CLASS 1	ACRE	0.56	0.17	0.19	0.20
25100630	EROSION CONTROL BLANKET	SQ YD	1859		893	966
28000400	PERIMETER EROSION BARRIER	FOOT	4096	2424	882	790
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2290	1474	357	458
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	20610	13269	3217	4124
42400800	DETECTABLE WARNINGS	SQ FT	126	108	18	
44000100	PAVEMENT REMOVAL	SQ YD	211			211
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	228	216	12	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1		
60250900	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 5 FRAME, CLOSED LID	EACH	1	1		
60255500	MANHOLES TO BE ADJUSTED	EACH	5	1		4
60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2		
63300705	RUB RAIL	FOOT	1086		351	735
66400105	CHAIN LINK FENCE, 4'	FOOT	450		350	100
67100100	MOBILIZATION	L SUM	1			
70102620	TRAFFIC CONTROL & PROTECTION, STANDARD 701501	L SUM	1			
70102640	TRAFFIC CONTROL & PROTECTION, STANDARD 701801	L SUM	1			
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	905	728	177	
X0322923	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	485	220		265
X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	582	551		31
X2010510	CLEARING AND GRUBBING	L SUM	1			
XX006075	DEPRESSED CURB RAMP ACCESSIBLE TO THE DISABLED	SQ FT	955	907	48	
XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	25	25		
XX004656	EMBANKMENT	CU YD	1000		400	600

* INDICATES SPECIALTY ITEM

PLOT DATE: Nov 05 2009
 FILENAME: H:\09-WO-3000\PLANS-END\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg

MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 LISLE, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-END\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 SUMMARY OF QUANTITIES

SCALE: VERT. NA
 HORIZ. NA
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEK

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	09-00058-00-SW	COOK	13	3
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				

GENERAL NOTES

- ALL EARTHWORK, GRADING, UTILITIES, AND STREET IMPROVEMENTS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS' STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND ALL REVISIONS THERETO.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND HEALTHFUL WORKING CONDITIONS IN ACCORDANCE WITH SECTION 107 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION THROUGHOUT THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
 - SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE URBAN COMMITTEE OF THE ASSOCIATION OF ILLINOIS SOIL AND WATER CONSERVATION DISTRICTS' PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS AND ALL REVISIONS THERETO AND IN ACCORDANCE WITH THE DETAILS ON THE PLANS.
 - THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING EACH OF THE UTILITY COMPANIES BEFORE ANY WORK COMMENCES. ALL UTILITIES SHALL BE STAKED PRIOR TO CONSTRUCTION.
 - THE OWNER WILL FURNISH THE CONTRACTOR WITH LINES, GRADES AND ELEVATIONS NECESSARY TO THE PROPER PROSECUTION AND CONTROL OF THE WORK ONCE.
 - THE CONTRACTOR SHALL GIVE THE ENGINEER AT LEAST SEVENTY-TWO (72) HOURS NOTICE FOR ANY STAKING TO BE DONE. EACH OF THE VARIOUS ITEMS OF WORK COVERED BY THIS CONTRACT WILL BE STAKED ONCE. ADDITIONAL STAKING REQUIRED DUE TO THE CONTRACTOR'S NEGLIGENCE IN PRESERVING THE STAKES SHALL BE PAID FOR BY THE CONTRACTOR AT THE CURRENT HOURLY RATE.
 - THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE MUNICIPALITY AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- TELEPHONE NUMBERS: ENGINEER - (630) 271-0770
VILLAGE OF WORTH - (708) 448-1181
- THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS AND SPECIFICATIONS AND SHALL INFORM THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES THAT THE CONTRACTOR DISCOVERS DURING THE BIDDING PERIOD. SAID DISCREPANCIES WILL BE CLARIFIED BY THE ENGINEER TO THE BEST OF HIS ABILITY PRIOR TO RECEIPT OF BIDS. THE ENGINEER WILL BE UNRECEPTIVE TO CLAIMS FOR ADDITIONAL COMPENSATION FOR WORK ITEMS BECAUSE OF CONTRACTOR'S LACK OF COMPLIANCE WITH THIS REQUIREMENT.
 - THE CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY OF ANY LATENT DISCREPANCIES THAT THE CONTRACTOR DISCOVERS DURING THE CONSTRUCTION PROCESS. THE ENGINEER WILL BE UNRECEPTIVE TO CLAIMS FOR ADDITIONAL COMPENSATION FOR WORK PERFORMED TO CORRECT A LATENT CONDITION NOT BROUGHT TO THE ATTENTION OF THE ENGINEER.
 - THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS (UNDERGROUND STRUCTURES AND CONDUITS) SHALL DISPOSE OF ALL SURPLUS EXCAVATED MATERIAL FROM TRENCHES OR STRUCTURE EXCAVATIONS AND SHALL DEPOSIT SAID SURPLUS MATERIALS ON THE SITE IN ACCORDANCE WITH THE GRADING PLAN OR AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL NOT PLACE ANY EXCAVATED MATERIAL UPON ANY TOPSOIL. THE TOPSOIL SHALL BE REMOVED FROM ALL AREAS TO BE FILLED AND SHALL BE STOCKPILED IN AREAS AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL NOT DISCHARGE INTO STREAMS, PONDS, WETLANDS OR ITS TRIBUTARIES ANY MOTOR OIL, TRANSMISSION FLUID, LUBRICANTS OR ANY OTHER PETROLEUM DISTILLATES. ANY PETROLEUM DISTILLATES DISCHARGED ON THE GROUND SURFACE SHALL BE PROMPTLY AND PROPERLY REMOVED PRIOR TO THE RESUMPTION OF ANY WORK ON THE PROJECT.
 - THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING FIELD TILES. ANY FIELD TILES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE. INVESTIGATION SHALL BE MADE TO INSURE THAT FIELD TILES DO NOT CONVEY OFF SITE WATER. TILES THAT CONVEY OFF SITE WATER SHALL BE REROUTED THROUGH THE SITE. TILES THAT DO NOT CONVEY OFF SITE WATER SHALL BE ABANDONED IN AN APPROPRIATE MANNER APPROVED BY THE MUNICIPALITY. FIELD TILES WITHIN A RIGHT-OF-WAY SHALL BE REMOVED AND BACKFILLED WITH CA-6 COMPACTED IN EIGHT INCH LIFTS TO THE BOTTOM OF THE ROADWAY BASE. EXISTING FIELD TILES SHALL BE REMOVED BY SLIT TRENCHING.
 - THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS SHALL BE RESPONSIBLE TO PLACE ALL FIRE HYDRANTS, FRAMES AND LIDS OR GRATES, AND ALL GRATES FOR MANHOLES, GATCH BASINS, INLETS AND VALVE VAULTS AT THE ELEVATIONS SHOWN AND SPECIFIED ON THE PLANS. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR SAID ADJUSTMENT AND THE COST OF SAID ADJUSTMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS DRAINAGE STRUCTURES MENTIONED ABOVE.
 - THE CONTRACTOR SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, SHALL ON A DAILY BASIS CLEAN THE PAVEMENT OF SUCH DIRT AND DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS.
 - THE CONTRACTOR SHALL PLACE TOPSOIL AT A 4" MINIMUM DEPTH AND SEED OR SOD ALL AREAS DESIGNATED BY THE ENGINEER.
 - THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL OVERFLOW POINT ELEVATIONS AND CROSS SECTIONS ARE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THOSE SHOWN ON THE PLANS.
 - ALL CONSTRUCTION SHALL CONFORM WITH THE PERMIT PLANS AND REVISIONS THERETO APPROVED BY THE MUNICIPALITY AND UTILITIES COMPANIES.
 - THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-882-0123) PRIOR TO ANY WORK IN THE RIGHT OF WAY OR EASEMENTS TO LOCATE UTILITIES, AND CONTACT THE OWNER'S REPRESENTATIVE SHOULD PUBLIC UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
 - ALL WORK HEREIN PROPOSED SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE STATE OF ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, THE MUNICIPALITY, AND ALL PERTINENT LAWS, DIRECTIVES, ORDINANCES AND THE LIKE SHALL BE CONSIDERED TO BE A PART OF THESE SPECIFICATIONS.

SOIL EROSION AND SEDIMENTATION CONTROL NOTES

- THE FOLLOWING PRINCIPLES SHALL APPLY TO ALL MOVEMENT OF EARTH AND STORM DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON SITE.
- THE SMALLEST PRACTICAL AREA OF LAND IS TO BE EXPOSED AT ANY GIVEN TIME DURING CONSTRUCTION. EXPOSURE SHALL BE KEPT TO AS SHORT A DURATION OF TIME AS IS PRACTICAL.
- STABILIZE AND PROTECT DISTURBED AREAS. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. MECHANICAL, STRUCTURAL, AND/OR VEGETATIVE CONTROL METHODS SHALL BE USED IN ORDER TO RETARD SOIL EROSION IF DIRECTED BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE.
- KEEP RUN-OFF VELOCITIES LOW WITH SHORT SLOPES AND LOW GRADIENTS. THE INSTALLATION OF NATURAL VEGETATIVE COVER HELPS TO KEEP STORM WATER VELOCITIES LOW, AND THUS LIMIT SOIL EROSION EFFECTS.
- PROTECT DISTURBED AREAS FROM STORM WATER RUN-OFF. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. PROTECTIVE MEASURES SHALL BE UTILIZED TO DIVERT RUN-OFF FROM DISTURBED AREAS.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
- NATURAL PLANT COVER SHALL BE MAINTAINED AND PROTECTED AND ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.
- PROTECTION OF EXISTING FACILITIES AND UTILITIES - THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY FACILITIES FOR THE PROTECTION OF ALL EXISTING UTILITIES ON OR ADJACENT TO THE PROJECT. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT. FURTHERMORE, ANY DAMAGE DONE BY HIM, HIS AGENTS, OR ASSIGNS SHALL BE REPAIRED AT NO ADDITIONAL COMPENSATION.
- DIRT ON PAVEMENT - WHERE A CONTRACTOR'S EQUIPMENT IS OPERATED UPON AN EXISTING PAVEMENT USED BY TRAFFIC THE CONTRACTOR SHALL CLEAN THE PAVEMENT OF ALL DIRT AND DEBRIS AT THE END OF EACH DAY'S OPERATIONS AND AT OTHER TIMES AS DIRECTED BY THE OWNER, THE ENGINEER, OR THE GOVERNING MUNICIPALITY. THE CLEANING WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACTOR'S CONTRACT FOR EARTH EXCAVATION.
- DUST CONTROL - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF EXCESSIVE DUST DURING THE CONSTRUCTION PERIOD UNTIL THE ROAD PAVEMENT IS INSTALLED BY THE PAVING CONTRACTOR. THE REQUIREMENT FOR DUST CONTROL SHALL BE AS DIRECTED BY THE LOCAL APPROVING AUTHORITIES OR THE ENGINEER, AND SUCH DUST CONTROL (IF REQUIRED) SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR VILLAGE OF WOODRIDGE.
- THE CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE USE OF HEAVY EQUIPMENT WITHIN THE DESIGNATED DRAINAGE FACILITIES.

EXCAVATION

- ALL SITE CLEARING, EXCAVATION, GRADING, COMPACTION, SUBGRADE PREPARATION, BASE COURSE, SURFACE COURSE, PCC CURB AND GUTTER AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.
- EARTHWORK UNDER THIS CONTRACT SHALL INCLUDE THE FOLLOWING:
 - REMOVAL OF EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS FROM THE SITE.
 - PROTECTION OF CERTAIN TREES AS SHOWN ON PLANS.
 - STRIPPING OF ALL TOPSOIL AND OTHER UNSUITABLE MATERIALS FROM BUILDING AND/OR PAVEMENT AREAS AND REMOVAL FROM SITE OF ALL EXCESS.
 - COMPLETE REMOVAL AND DISPOSAL OF THE NATURAL GROUND TO THE PROPOSED SUB-GRADE ELEVATION OF NEW PAVEMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE REQUIREMENTS OF ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL ORDINANCES. THE COST OF ALL WORK NECESSARY TO MEET THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF THE CONTRACTOR'S CONTRACT FOR PERIMETER EROSION BARRIER.
- THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE IF PROPER COMPACTION CANNOT BE OBTAINED SO THAT THE OWNER'S REPRESENTATIVE MAY DETERMINE WHAT REMEDIAL MEASURES MAY BE NEEDED.

TRAFFIC CONTROL AND PROTECTION

- ALL WORK CONDUCTED WITHIN PUBLIC RIGHTS-OF-WAY SHALL BE GOVERNED BY THE FOLLOWING SPECIAL PROVISIONS FOR TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 107 AND 700 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (HEREINAFTER STANDARD SPECIFICATIONS). THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS" AND SPECIAL DETAILS OF ILLINOIS HIGHWAY STANDARDS.
- THE FOLLOWING TRAFFIC CONTROL REQUIREMENTS ARE OF SPECIAL IMPORTANCE. CONFORMANCE TO THESE REQUIREMENTS, HOWEVER, SHALL NOT RELIEVE THE CONTRACTOR FROM CONFORMING TO ALL OTHER APPLICABLE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- SPECIAL ATTENTION IS CALLED TO ARTICLES 107.09 AND 107.14 OF THE STANDARD SPECIFICATIONS AND THE FOLLOWING HIGHWAY STANDARDS, DETAILS AND SUPPLEMENTAL SPECIFICATIONS AND PHOTOCOPIED SPECIAL PROVISIONS CONTAINED HEREIN, RELATING TO:

701006-03 OFF ROAD OPERATIONS
701301-03 LANE CLOSURE - SHORT OPERATIONS
- AT THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL FURNISH THE NAME OF THE INDIVIDUAL IN HIS DIRECT EMPLOY WHO IS TO BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TRAFFIC CONTROL FOR THIS PROJECT. IF THE ACTUAL INSTALLATION AND MAINTENANCE ARE TO BE ACCOMPLISHED BY A SUBCONTRACTOR, CONSENT SHALL BE REQUESTED OF THE ENGINEER AT THE TIME OF THE PRECONSTRUCTION MEETING IN ACCORDANCE WITH ARTICLE 108.01 OF THE STANDARD SPECIFICATIONS. THIS SHALL NOT RELIEVE THE CONTRACTOR OF THE FOREGOING REQUIREMENT FOR A RESPONSIBLE INDIVIDUAL IN HIS DIRECT EMPLOY TO SUPERVISE THIS WORK. THE CONTRACTOR WILL PROVIDE THE NAME OF ITS REPRESENTATIVE WHO WILL BE RESPONSIBLE FOR THE ADMINISTRATION OF THE TRAFFIC CONTROL PLAN.
- THIS ITEM OF WORK SHALL INCLUDE FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING ALL TRAFFIC CONTROL DEVICES USED FOR THE PURPOSE OF REGULATING, WARNING OR DIRECTING TRAFFIC DURING THE CONSTRUCTION OR MAINTENANCE OF THIS IMPROVEMENT.
- THE GOVERNING FACTOR IN THE EXECUTION AND STAGING OF WORK FOR THIS PROJECT IS TO PROVIDE THE MOST CONVENIENT PUBLIC TRAVEL CONDITIONS ALONG THE ROADWAY THROUGH THIS CONSTRUCTION ZONE. THE CONTRACTOR SHALL SO ARRANGE HIS OPERATION AS TO KEEP THE CLOSING OF ANY LANE OF THE ROADWAY TO A MINIMUM.
- ALL TRAFFIC CONTROL DEVICES USED ON THIS PROJECT SHALL CONFORM TO THE PLANS, SPECIAL PROVISIONS, TRAFFIC CONTROL STANDARDS, STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. NO MODIFICATION OF THESE REQUIREMENTS WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL DEVICES INCLUDE: SIGNS AND THEIR SUPPORTS, SIGNALS, PAVEMENT MARKINGS, BARRICADES WITH SAND BAGS, CHANNELIZING DEVICES, WARNING LIGHTS, ARROWBOARDS, FLAGGERS, OR ANY OTHER DEVICE USED FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC THROUGH THE CONSTRUCTION ZONE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION, INSTALLATION AND ARRANGEMENT OF ALL TRAFFIC CONTROL DEVICES. SPECIAL ATTENTION SHALL BE GIVEN TO ADVANCE WARNING SIGNS DURING CONSTRUCTION OPERATIONS IN ORDER TO KEEP LANE ASSIGNMENT CONSISTENT WITH BARRICADE PLACEMENT AT ALL TIMES. THE CONTRACTOR SHALL COVER ALL TRAFFIC CONTROL DEVICES WHICH ARE INCONSISTENT WITH DETOUR OR LANE ASSIGNMENT PATTERNS DURING THE TRANSITION FROM ONE CONSTRUCTION STAGE TO ANOTHER.
- CONSTRUCTION SIGNS REFERRING TO DAYTIME LANE CLOSURES DURING WORKING HOURS SHALL BE REMOVED OR COVERED DURING NON-WORKING HOURS.
- THE CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES INSTALLED BY HIM ARE OPERATIONAL 24 HOURS A DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- THE CONTRACTOR SHALL PROVIDE A MANNED TELEPHONE ON A CONTINUOUS 24-HOUR-A-DAY BASIS TO RECEIVE NOTIFICATION OF ANY DEFICIENCIES REGARDING TRAFFIC CONTROL AND PROTECTION AND SHALL DISPATCH MEN, MATERIALS AND EQUIPMENT TO CORRECT ANY SUCH DEFICIENCIES. THE CONTRACTOR SHALL RESPOND TO ANY CALL FROM THE ENGINEER OR MUNICIPALITY CONCERNING ANY REQUEST FOR IMPROVING OR CORRECTING TRAFFIC CONTROL DEVICES AND BEGIN MAKING THE REQUESTED REPAIRS WITHIN TWO HOURS FROM THE TIME OF NOTIFICATIONS.
- WHEN TRAVELING IN LANES OPEN TO PUBLIC TRAFFIC, THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST OR ACROSS THE FLOW OF TRAFFIC. THESE VEHICLES SHALL ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO OR WILL NOT INTERFERE WITH TRAFFIC AND SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS. PERSONAL VEHICLES SHALL NOT PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.
- DELAYS TO THE CONTRACTOR CAUSED BY COMPLYING WITH THESE REQUIREMENTS WILL BE INCLUDED IN THE COST OF THE ITEM FOR TRAFFIC CONTROL AND PROTECTION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PLOT DATE: Nov 05, 2009
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MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 LISLE, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO-3000\PLANS-ENG\REV-1\DWG\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

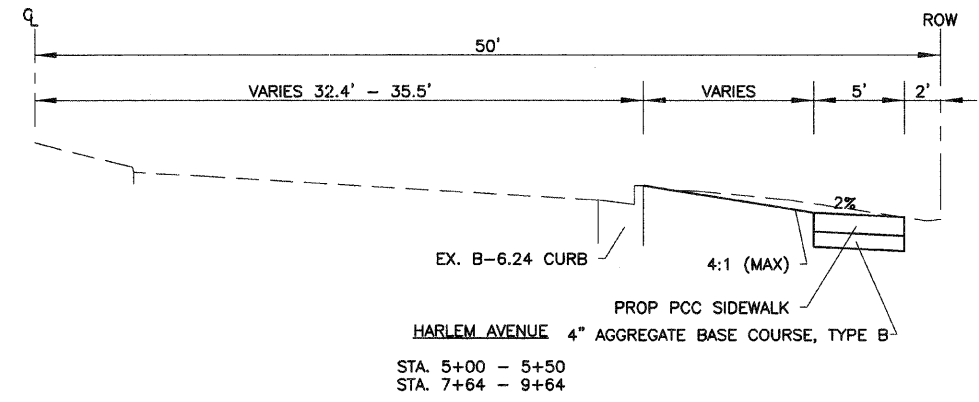
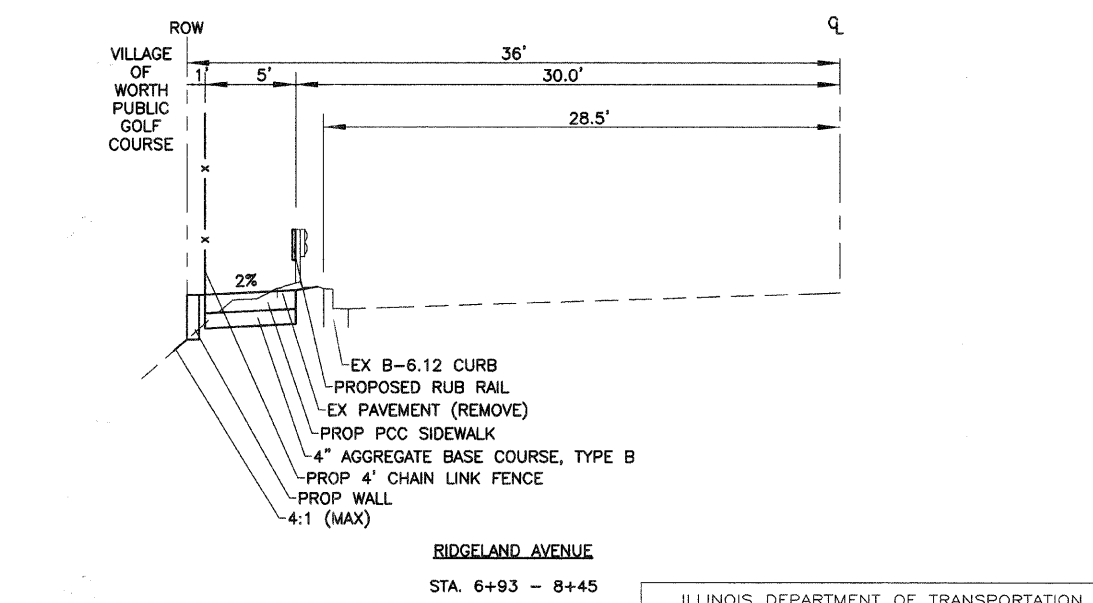
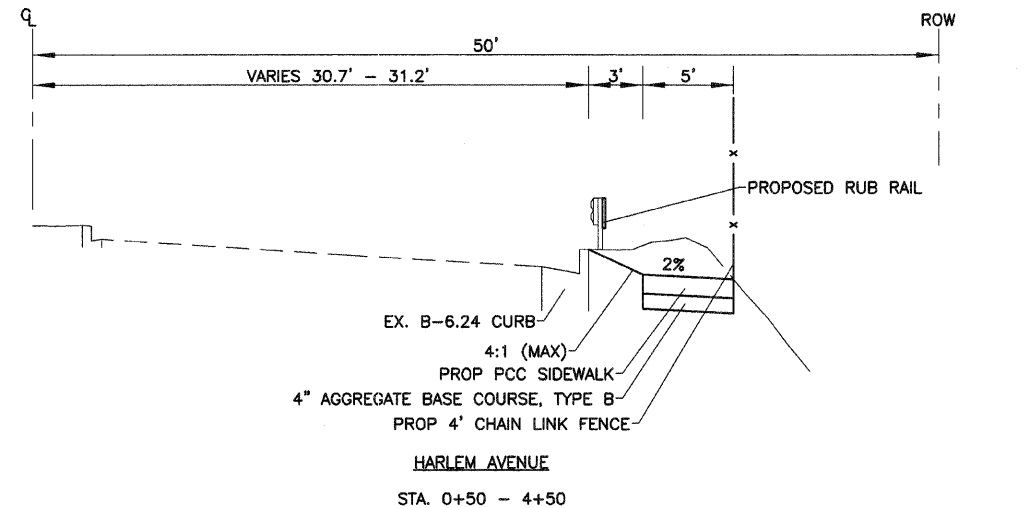
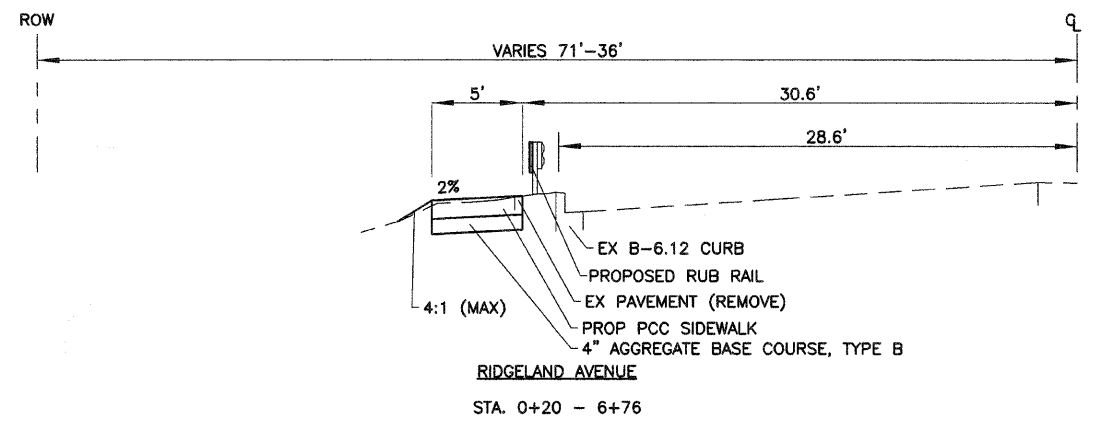
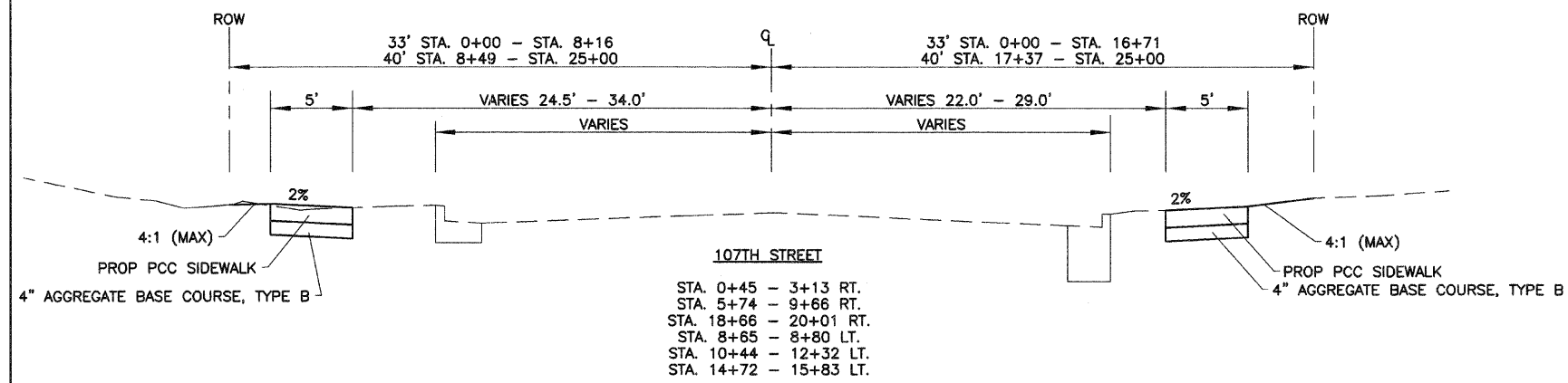
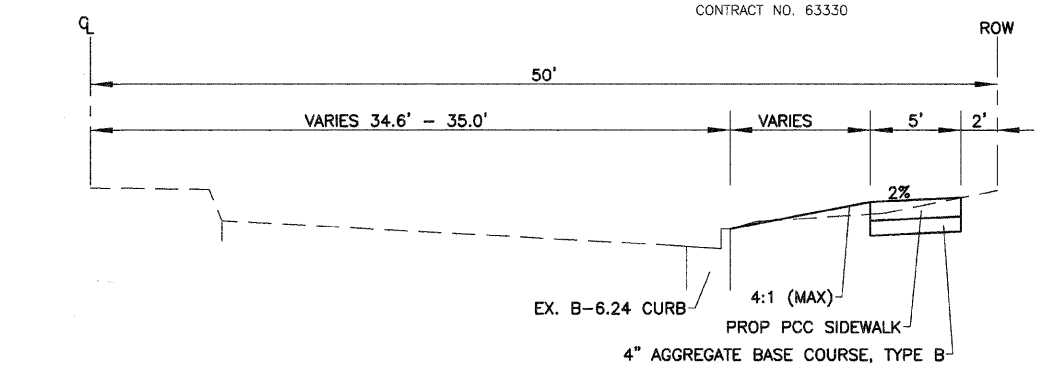
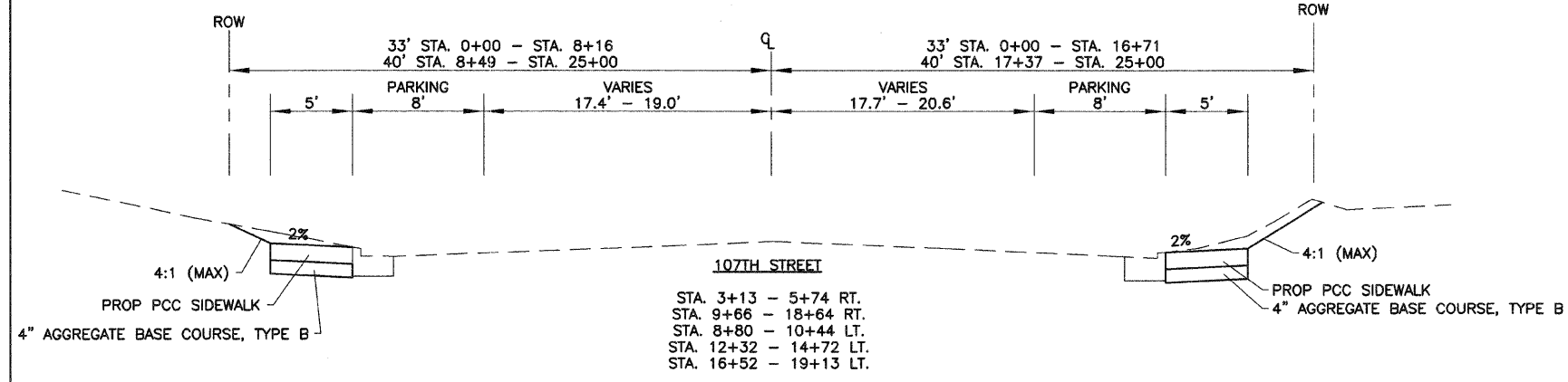
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 GENERAL NOTES

SCALE: VERT. NA
 HORIZ. NA
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEK

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34B	09-0005B-00-SW	COOK	13	4
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				



PLOT DATE: Nov 05, 2009
 FILENAME: H:\09-WO-3000\PLANS-ENG\REV-1\DWG\09-WO-3000-SITE PLAN 09-10-14.dwg

MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 Lisle, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO-3000\PLANS-ENG\REV-1\DWG\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 TYPICAL SECTIONS

SCALE: VERT. 1"=2'
 HORIZ. 1"=5'
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEK

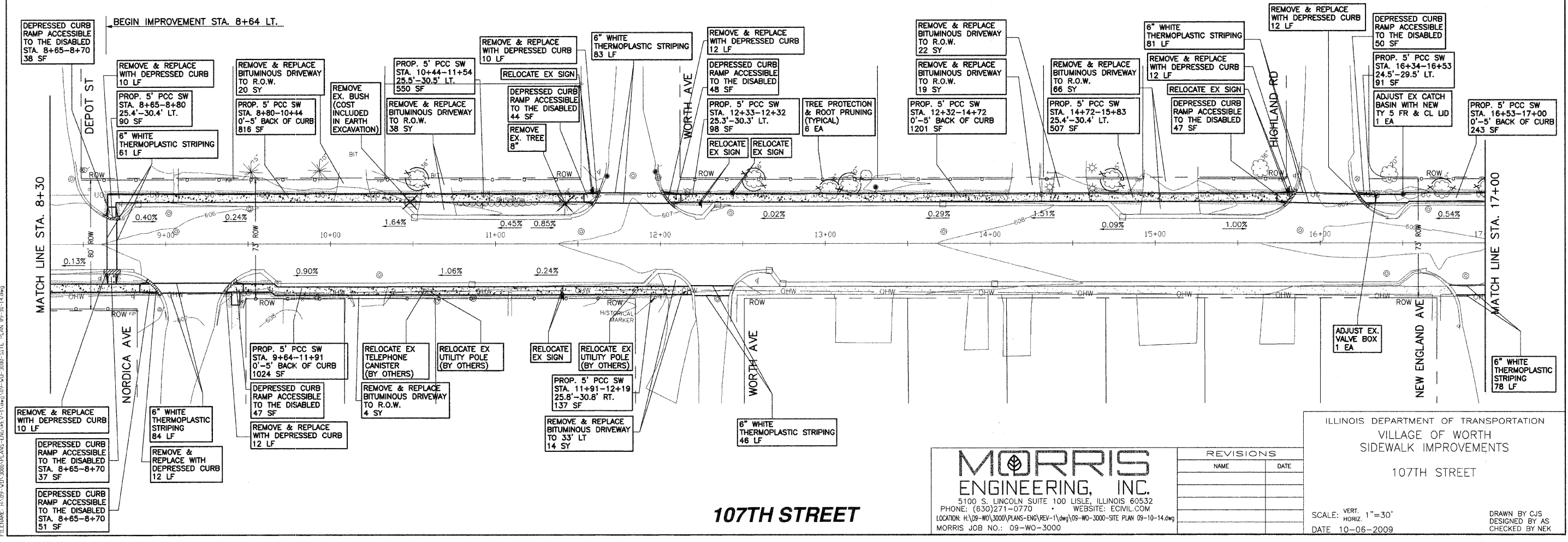
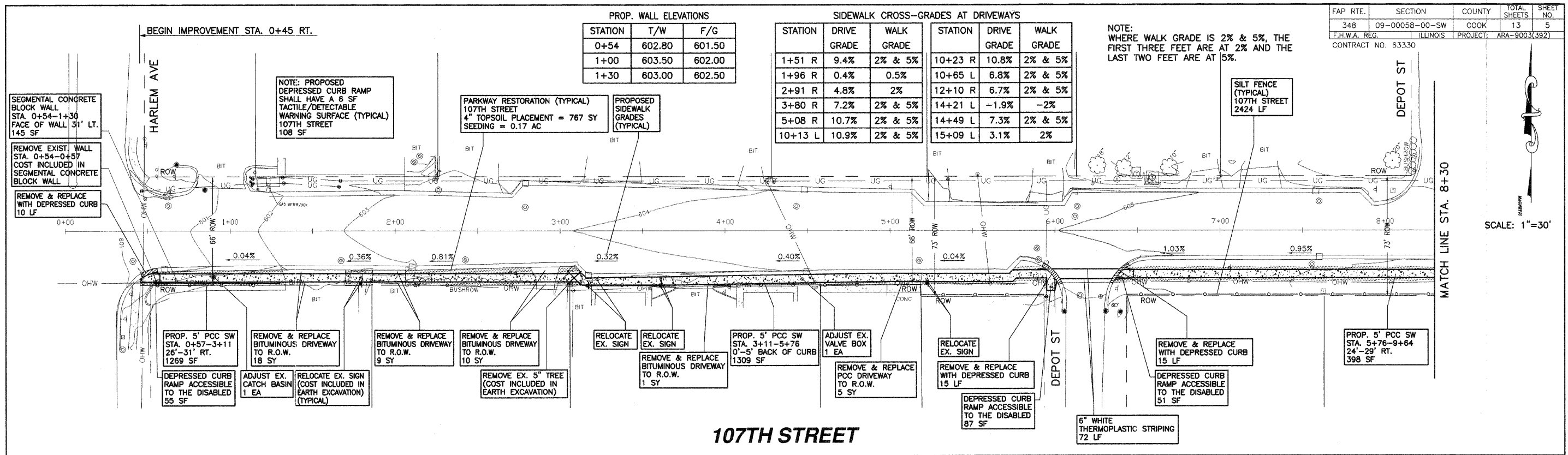
PROP. WALL ELEVATIONS

STATION	T/W	F/G
0+54	602.80	601.50
1+00	603.50	602.00
1+30	603.00	602.50

SIDEWALK CROSS-GRADES AT DRIVEWAYS

STATION	DRIVE GRADE	WALK GRADE	STATION	DRIVE GRADE	WALK GRADE
1+51 R	9.4%	2% & 5%	10+23 R	10.8%	2% & 5%
1+96 R	0.4%	0.5%	10+65 L	6.8%	2% & 5%
2+91 R	4.8%	2%	12+10 R	6.7%	2% & 5%
3+80 R	7.2%	2% & 5%	14+21 L	-1.9%	-2%
5+08 R	10.7%	2% & 5%	14+49 L	7.3%	2% & 5%
10+13 L	10.9%	2% & 5%	15+09 L	3.1%	2%

NOTE: WHERE WALK GRADE IS 2% & 5%, THE FIRST THREE FEET ARE AT 2% AND THE LAST TWO FEET ARE AT 5%.



MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 LISLE, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-ENG\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 107TH STREET

SCALE: VERT. 1"=30'
 HORIZ. 1"=30'
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEK

PLOT DATE: NOV 05 2009
 FILENAME: H:\09-WO\3000\PLANS-ENG\REV-1\DWG\09-WO-3000-SITE PLAN 09-10-14.dwg

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	09-00058-00-SW	COOK	13	6
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				

END IMPROVEMENT STA. 23+96 LT & RT.

PROP. WALL ELEVATIONS

STATION	T/W	F/G
17+50	609.36	609.06
17+75	609.85	609.05
18+00	609.94	609.56

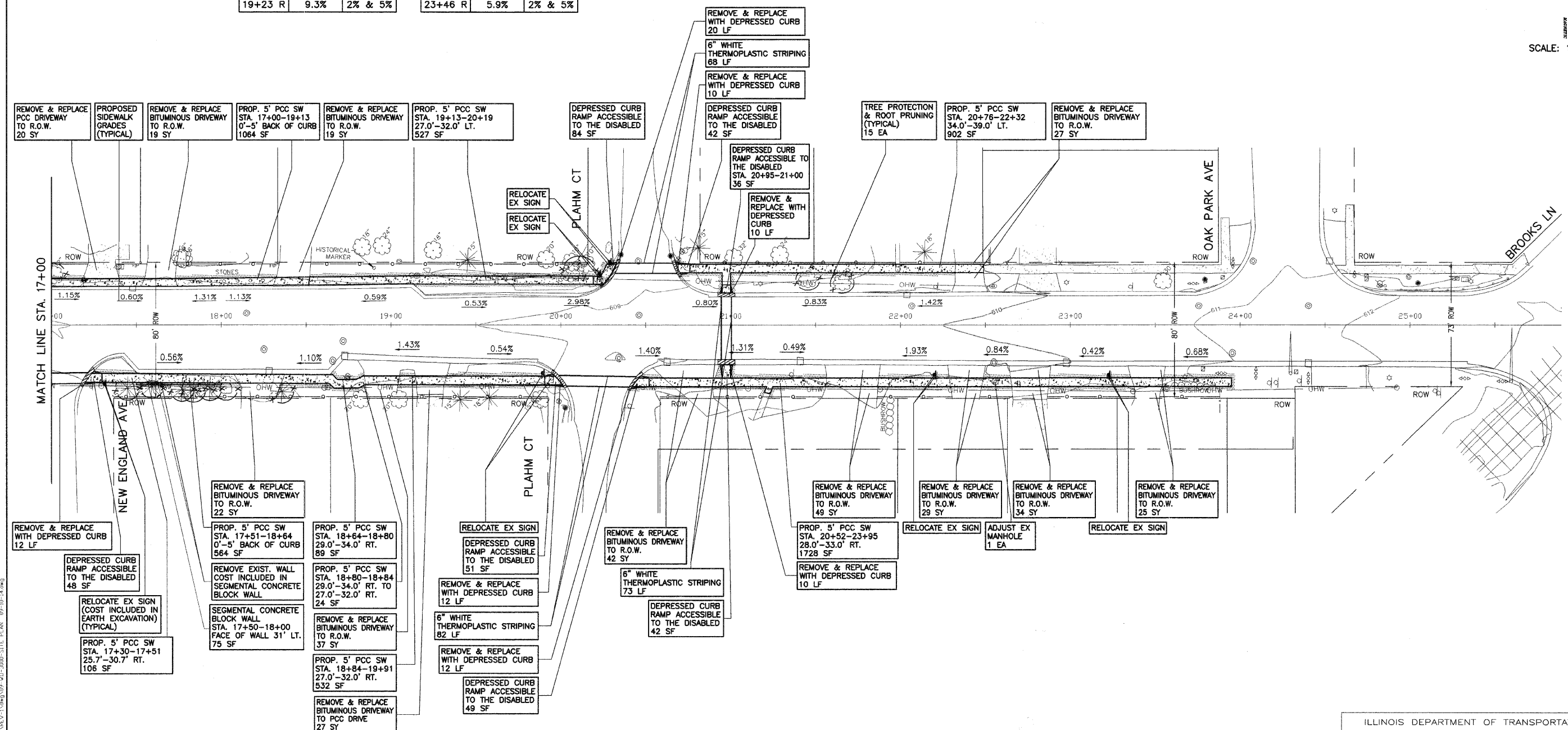
SIDEWALK CROSS-GRADES AT DRIVEWAYS

STATION	DRIVE GRADE	WALK GRADE
17+30 L	10.8%	2% & 5%
17+64 L	8.1%	2% & 5%
18+23 R	4.8%	2%
18+42 L	7.7%	2% & 5%
18+94 R	7.3%	2% & 5%
19+23 R	9.3%	2% & 5%

STATION	DRIVE GRADE	WALK GRADE
20+78 R	7.1%	2% & 5%
21+72 R	3.8%	2%
22+39 R	6.7%	2% & 5%
22+42 L	0.4%	0.5%
22+76 R	8.1%	2% & 5%
23+46 R	5.9%	2% & 5%

NOTE:
WHERE WALK GRADE IS 2% & 5%, THE FIRST THREE FEET ARE AT 2% AND THE LAST TWO FEET ARE AT 5%.

SCALE: 1"=30'



PLOT DATE: Nov 05 2009
 FILENAME: H:\09-WO\3000\PLANS-ENG\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg

107TH STREET

MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 LISLE, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-ENG\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

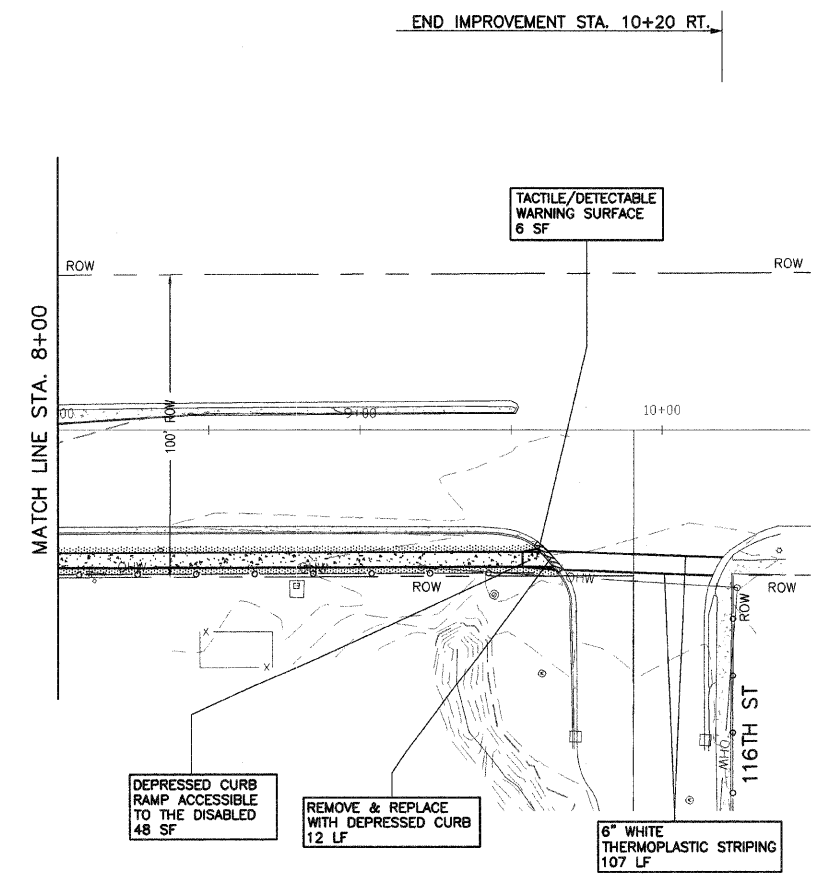
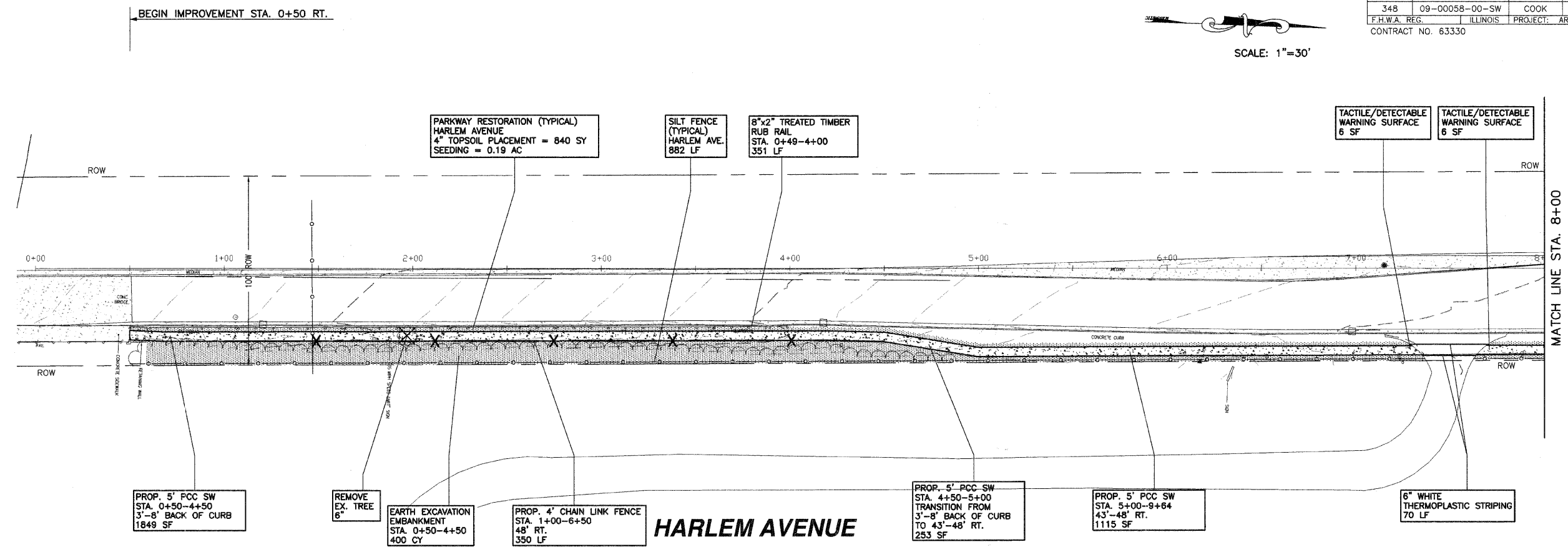
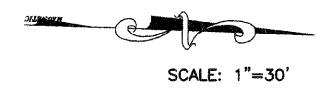
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 107TH STREET

SCALE: VERT. 1"=30'
 HORIZ. 1"=30'
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEX

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	09-00058-00-SW	COOK	13	7
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				



STATION	PROP. WALK ELEVATIONS		PROP. WALK GRADES
	LEFT	RIGHT	
1+00	606.70	606.60	-2.79%
2+00	603.91	603.81	-2.21%
3+00	601.70	601.60	-2.46%
4+00	599.24	599.14	-1.14%
4+50	598.10	598.00	-1.98%
5+00	596.12	596.02	0.40%
6+00	596.42	596.52	0.16%
7+00	595.58	596.68	-2.36%
8+00	594.42	594.32	-0.35%
9+00	594.07	593.97	

HARLEM AVENUE

MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 Lisle, Illinois 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-ENG\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 HARLEM AVENUE

SCALE: VERT. 1"=30'
 HORIZ. 1"=30'
 DATE 10-06-2009

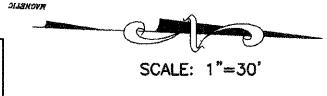
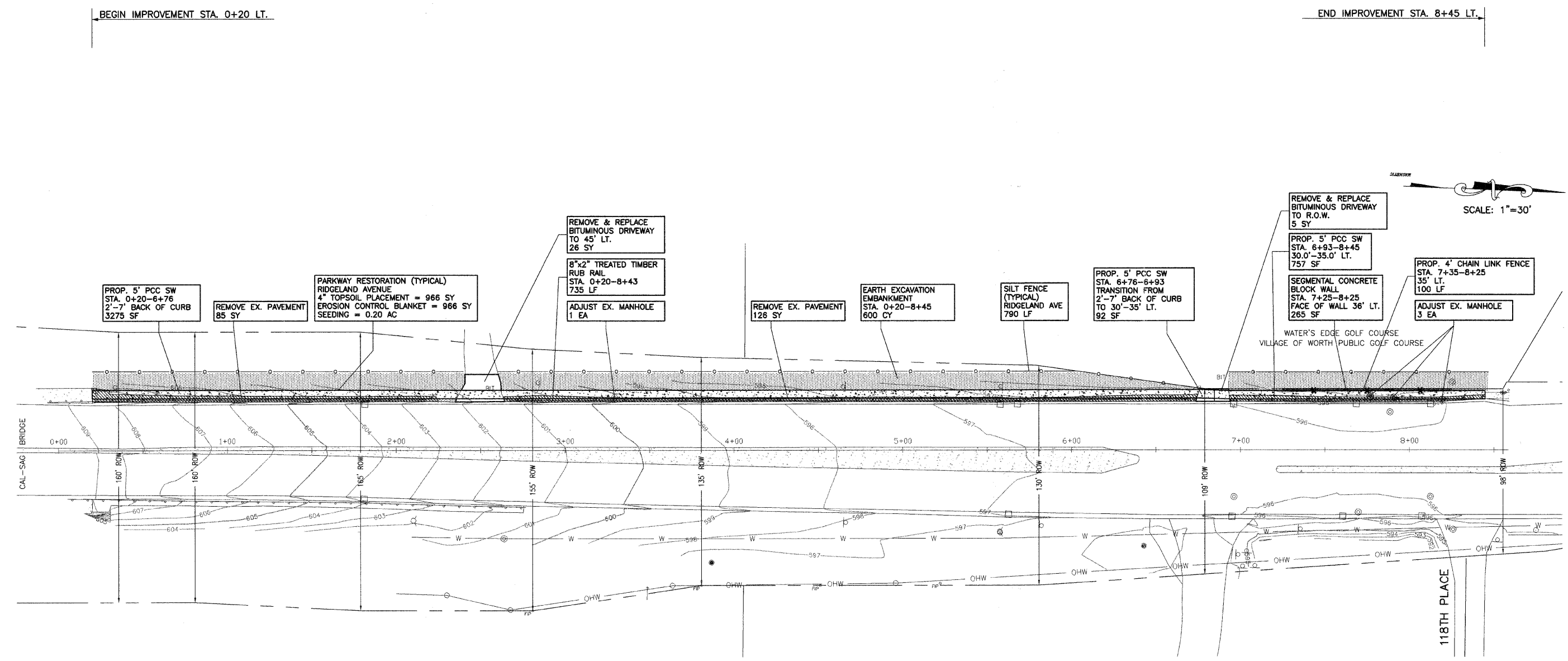
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PLOT DATE: Nov 05, 2009
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FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34B	09-00058-00-SW	COOK	13	8
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				

BEGIN IMPROVEMENT STA. 0+20 LT.

END IMPROVEMENT STA. 8+45 LT.



RIDGELAND AVENUE

PROPOSED SIDEWALK GRADES

STATION	PROP. WALK ELEVATIONS		PROP. WALL ELEVATIONS		PROP. WALK GRADES
	LEFT	RIGHT	T/W	F/G	
1+00	606.15	606.25			-2.80%
2+00	603.35	603.45			-2.70%
3+00	600.65	600.75			-1.90%
4+00	598.75	598.85			-1.35%
5+00	597.40	597.50			-0.67%
6+00	596.73	596.83			-0.45%
7+00	596.28	596.38			-0.28%
7+25	596.21	596.31	596.15	595.58	-0.32%
7+50	596.13	596.23	596.15	593.65	0.02%
8+00	596.15	596.25	596.15	593.65	0.40%
8+25	596.25	596.35	596.15	596.00	

SIDEWALK CROSS-GRADES AT DRIVEWAYS

STATION	DRIVE GRADE	WALK GRADE
2+50 L	-8.7%	-2% & -5%
6+85 L	-2.4%	-2%

NOTE: WHERE WALK GRADE IS 2% & 5%, THE FIRST THREE FEET ARE AT 2% AND THE LAST TWO FEET ARE AT 5%.

PLOT DATE: NOV 05 2009
 FILENAME: H:\09-WO-3000\PLANS-ENG\REV-1\09-WO-3000-SITE PLAN 09-10-14.dwg

MORRIS ENGINEERING, INC.
 5100 S. LINCOLN SUITE 100 Lisle, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-ENG\REV-1\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

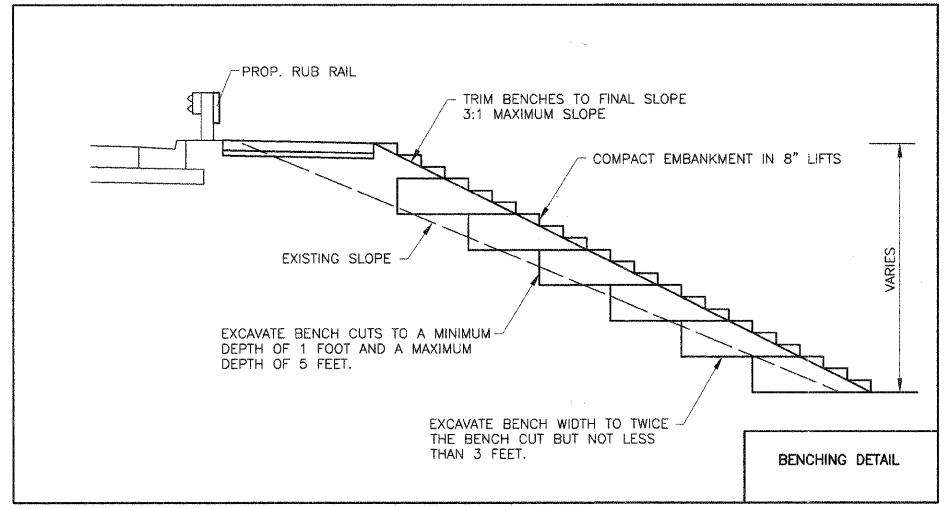
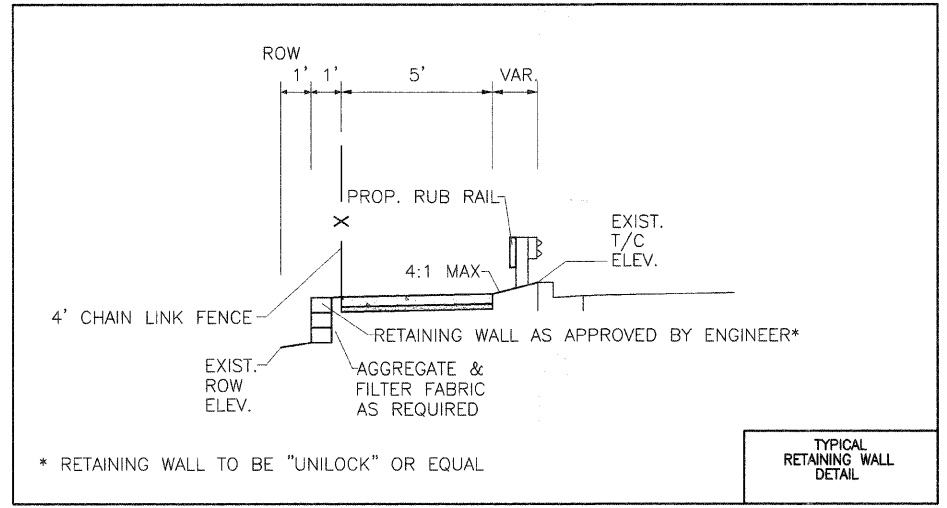
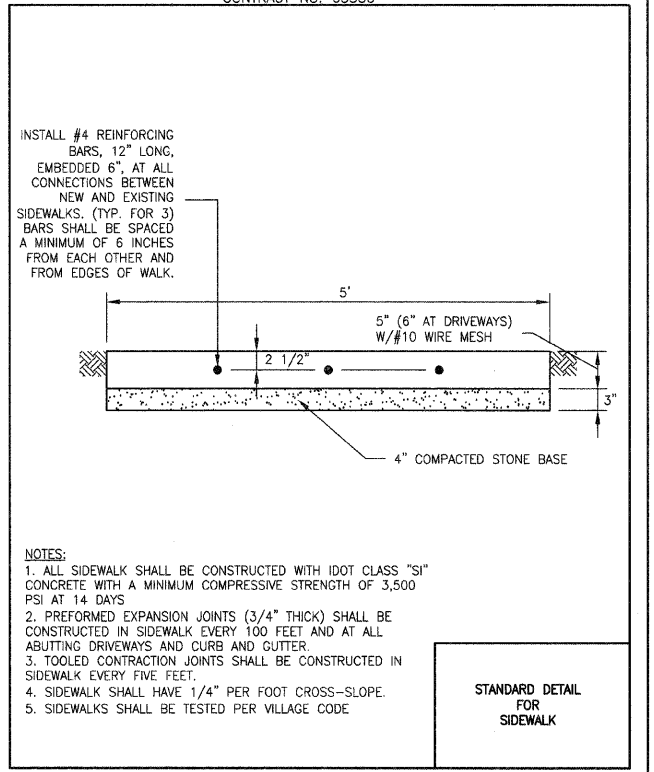
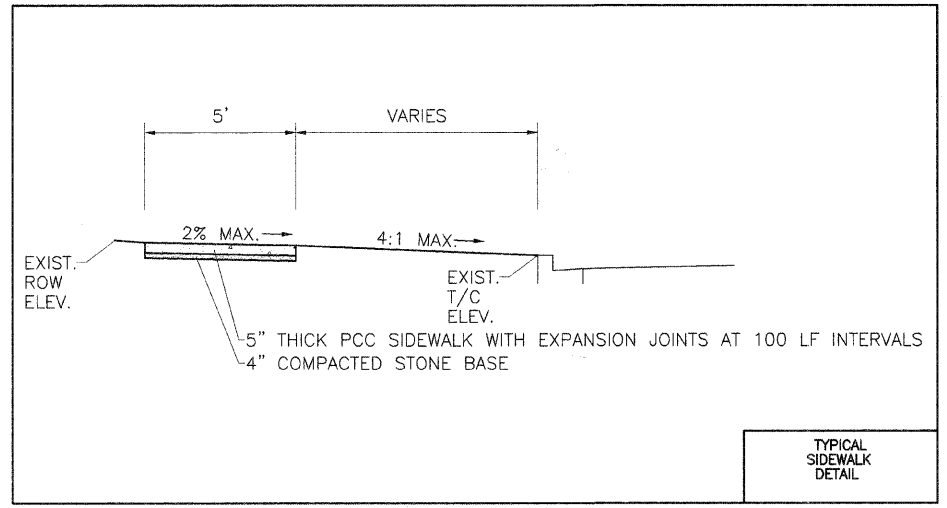
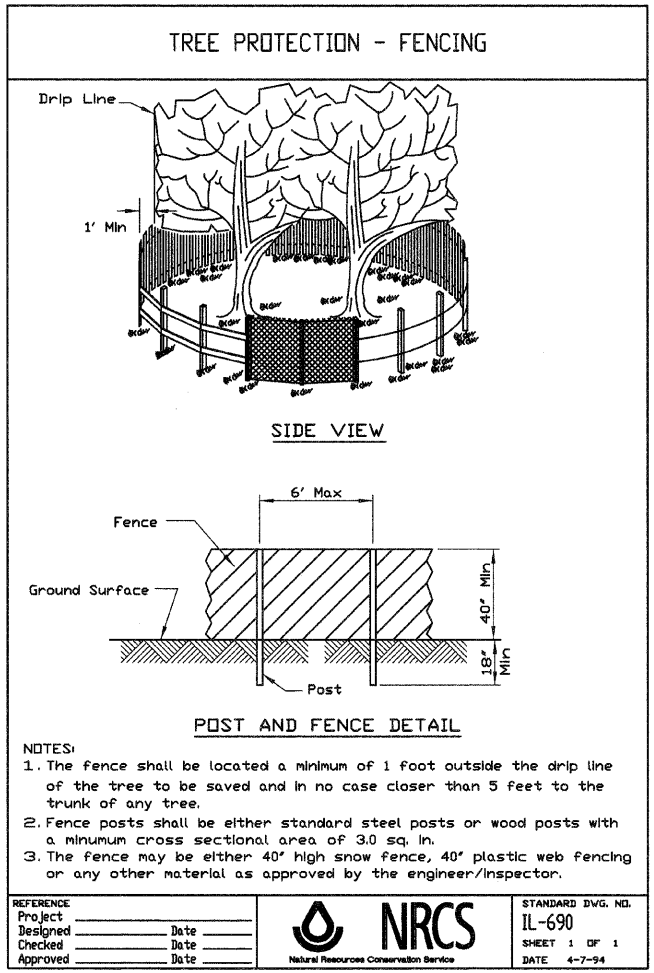
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 RIDGELAND AVENUE

SCALE: VERT. 1"=30'
 HORIZ. 1"=30'
 DATE 10-06-2009

DRAWN BY CJS
 DESIGNED BY AS
 CHECKED BY NEK

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34B	09-00058-00-SW	COOK	13	9
F.H.W.A. REG.	ILLINOIS	PROJECT:	ARA-9003(392)	
CONTRACT NO. 63330				



REFERENCE	Project	Date	STANDARD DWG. NO.
Designed	Checked	Approved	IL-690
			SHEET 1 OF 1
			DATE 4-7-94



MORRIS ENGINEERING, INC.

5100 S. LINCOLN SUITE 100 LISLE, ILLINOIS 60532
 PHONE: (630)271-0770 WEBSITE: ECIVIL.COM
 LOCATION: H:\09-WO\3000\PLANS-ENG\REV-1\dwg\09-WO-3000-SITE PLAN 09-10-14.dwg
 MORRIS JOB NO.: 09-WO-3000

REVISIONS	
NAME	DATE

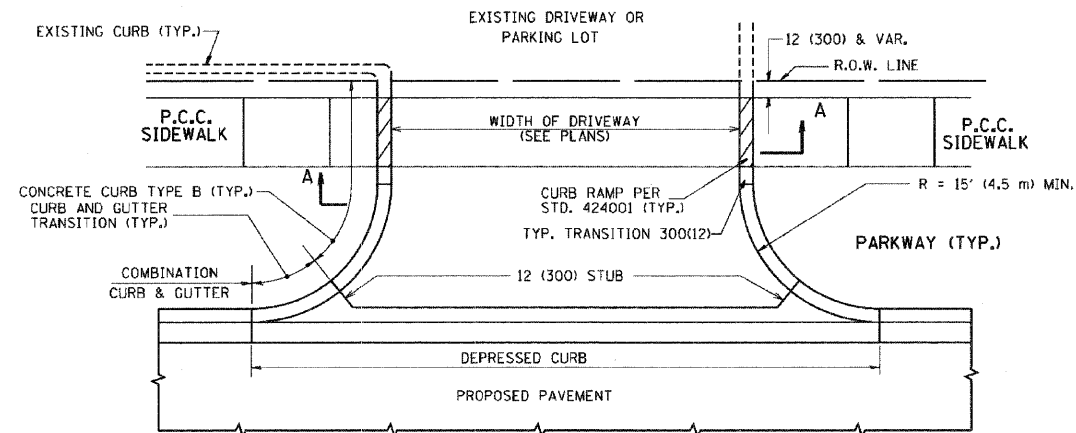
ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF WORTH
 SIDEWALK IMPROVEMENTS
 DETAIL SHEET

SCALE: VERT. NA
 HORIZ. NA
 DATE 10-06-2009

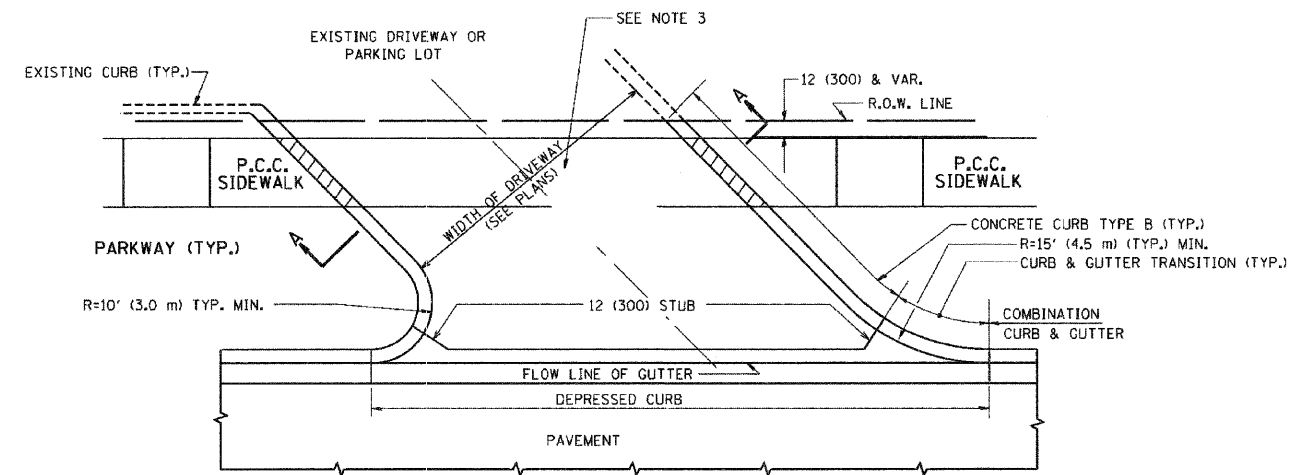
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PLOT DATE: Nov 05 2009
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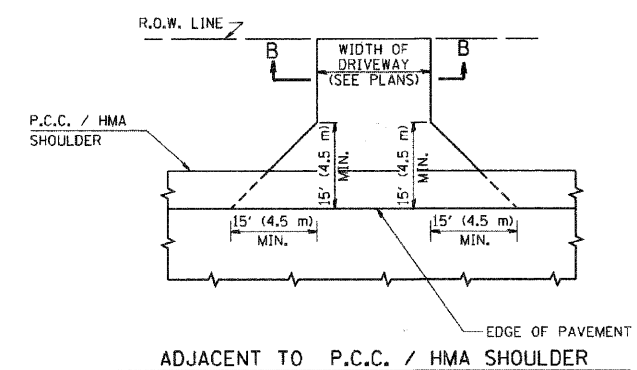
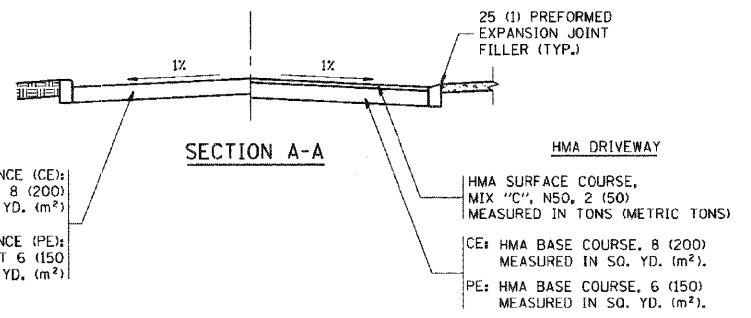
F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



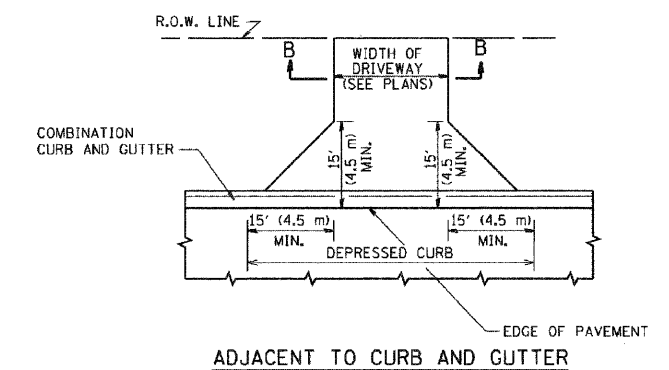
WITH CONCRETE CURB, TYPE B



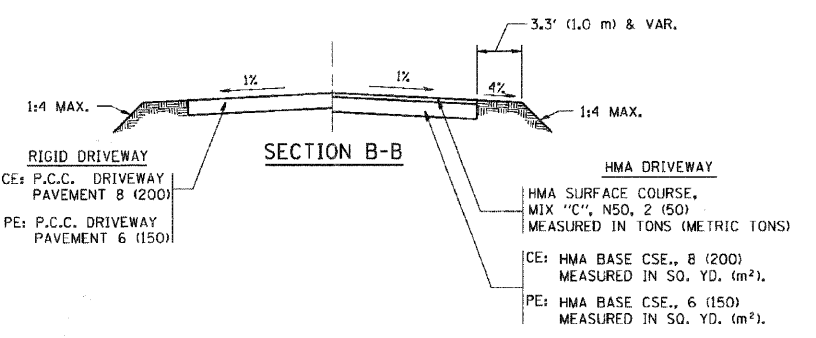
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LoFLEUR	04-15-03
R. BORO	01-01-07
R. BORO	06-11-08

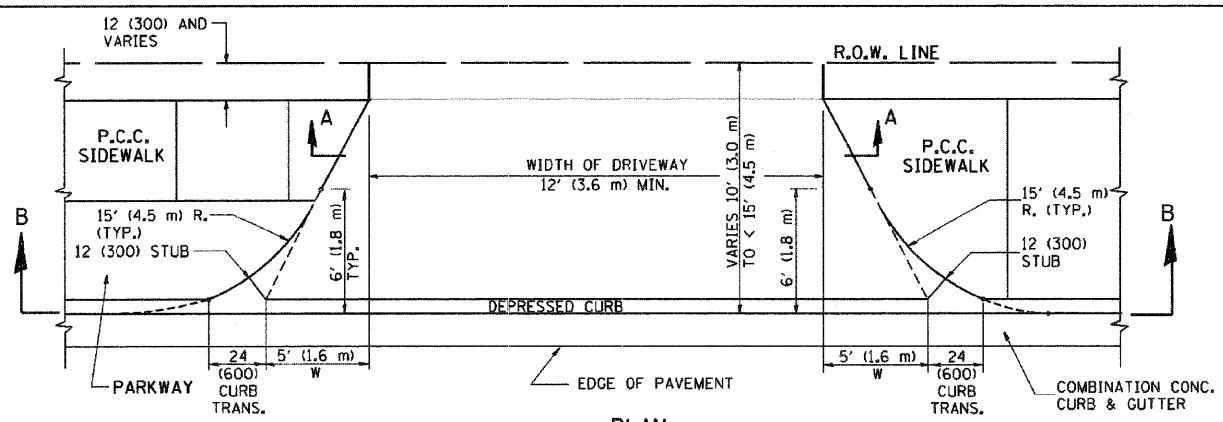
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

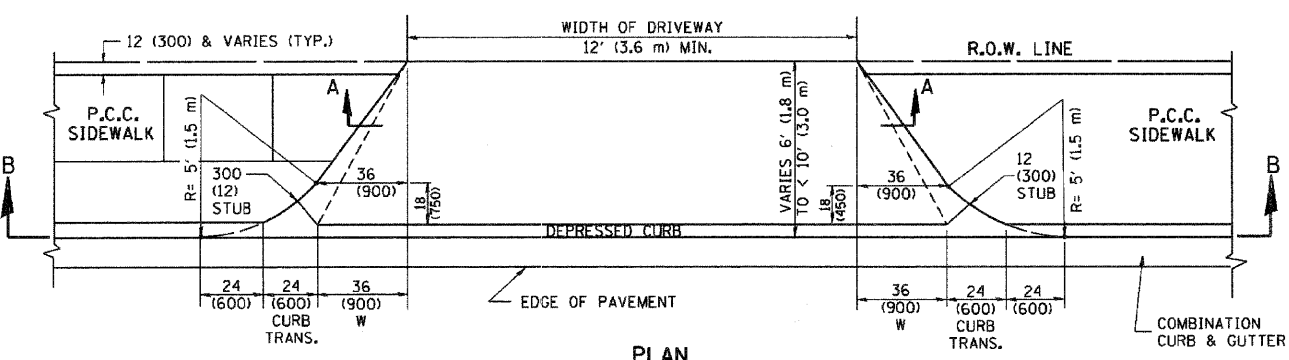
SCALE: VERT. NONE
 HORIZ. DRAWN BY
 CHECKED BY

PLOT DATE = 6/12/2008
 PLOT SCALE = 45,000% / IN.
 USER NAME = bbor-d

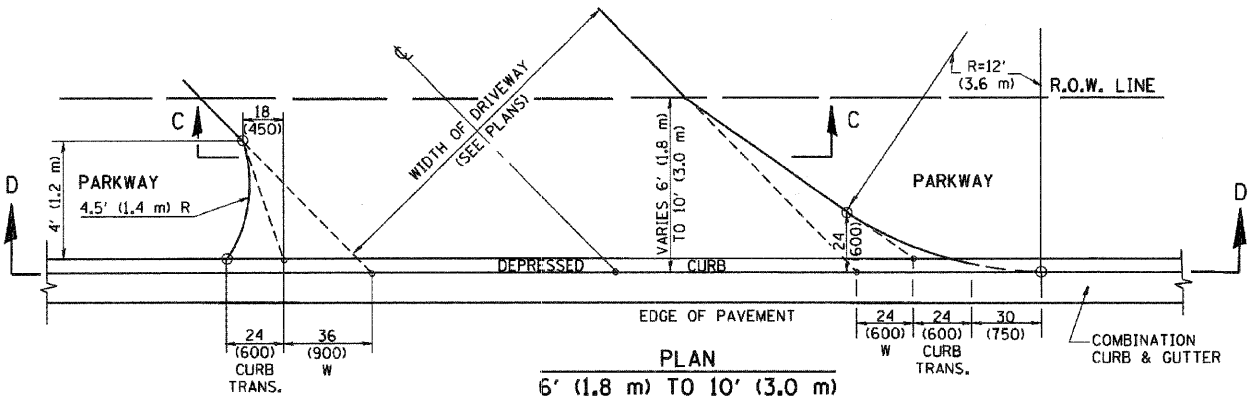
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



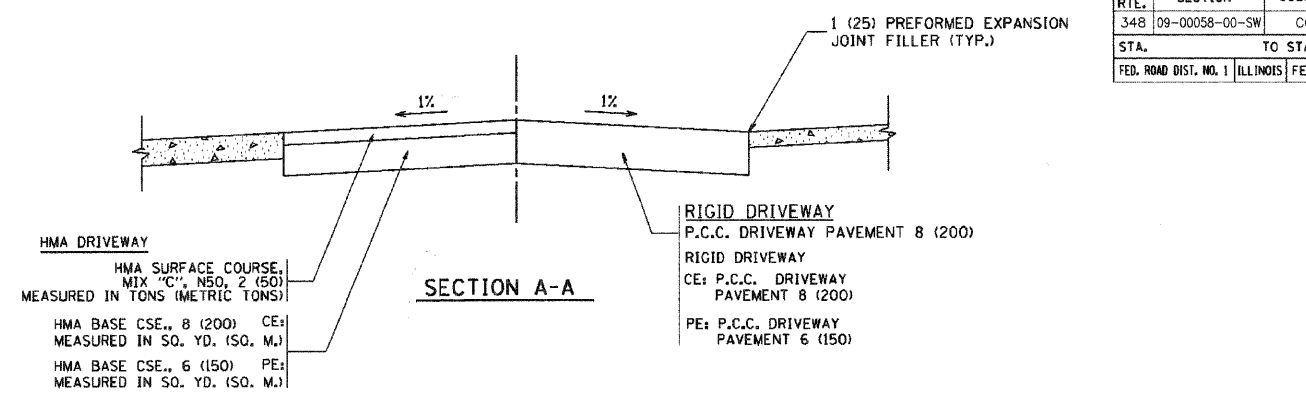
PLAN
10' (3.0 m) TO < 15' (4.5 m)



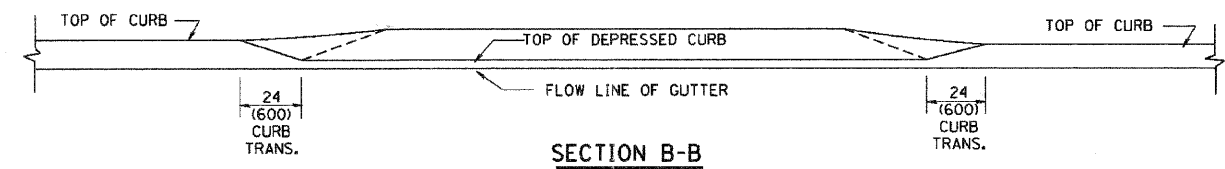
PLAN
6' (1.8 m) TO < 10' (3.0 m)



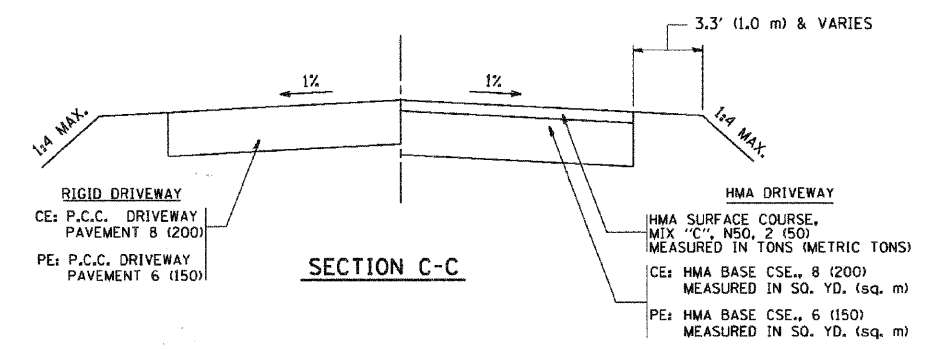
PLAN
6' (1.8 m) TO 10' (3.0 m)



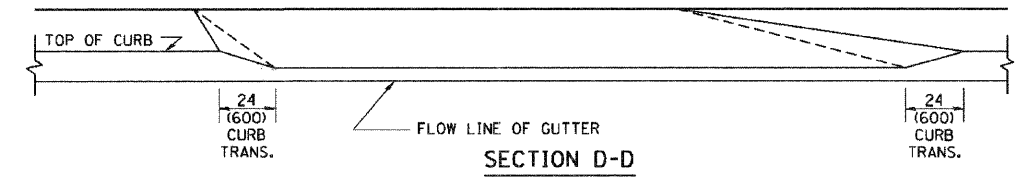
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

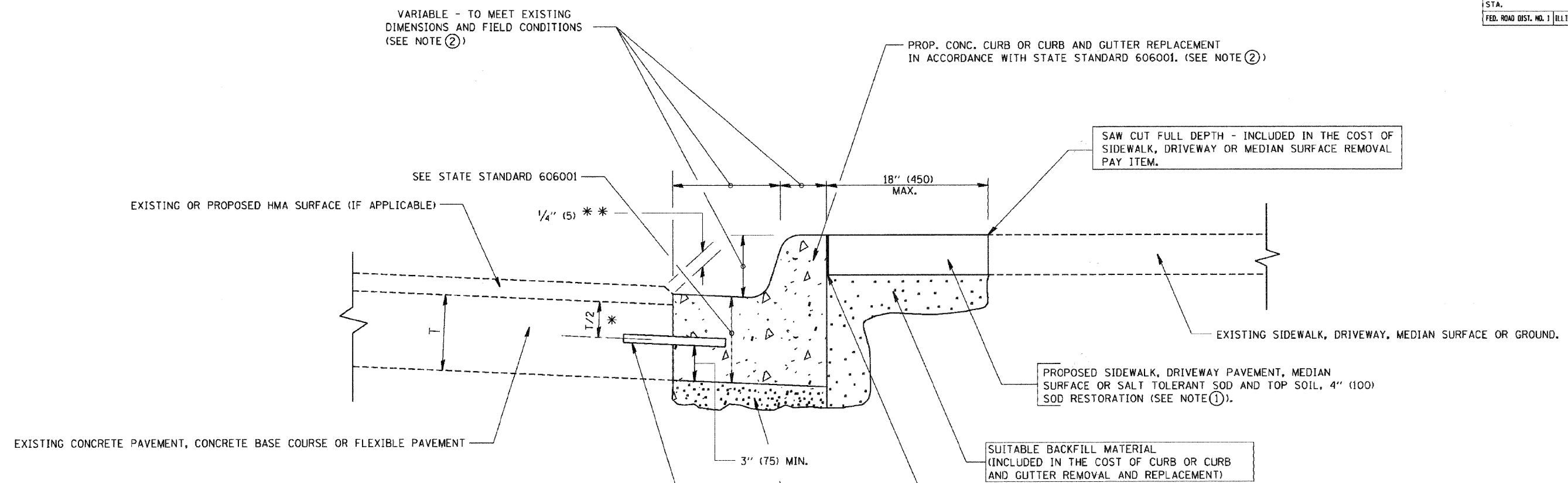
REVISIONS	
NAME	DATE
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97
M. GOMEZ	04/06/01
P. LOFLEUR	04/15/03
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

SCALE: VERT. NONE
HORIZ.
DRAWN BY
CHECKED BY

PLOT DATE = 3/25/2007
PLOT SCALE = 800000 / IN.
USER NAME = bward

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	09-00058-00-SW	COOK	13	12
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ 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.
- ⑤ 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.
- ⑥ 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.
- ⑦ 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 USUABLE 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".

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

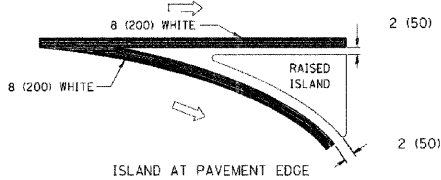
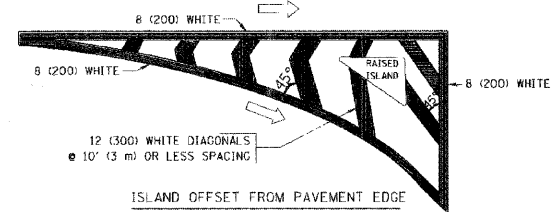
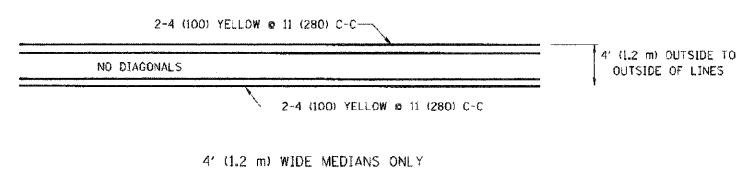
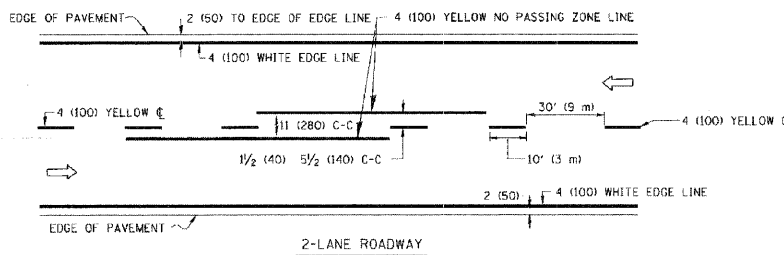
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ.
DRAWN BY
CHECKED BY
BD600-06 (BD-24)

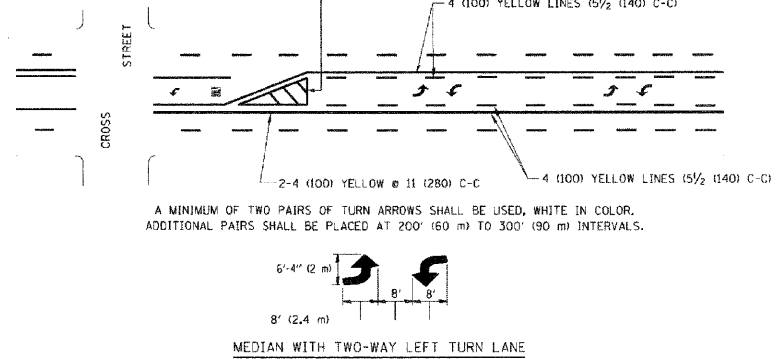
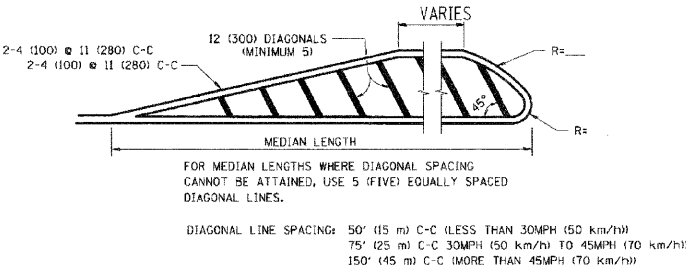
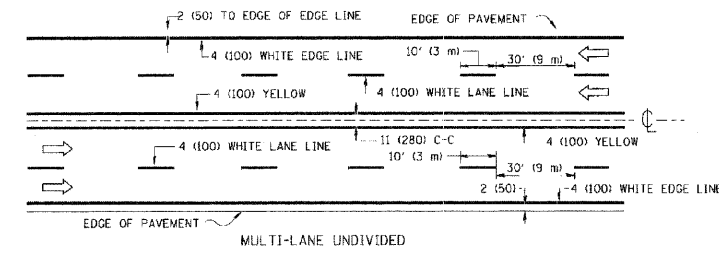
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLOT DATE = 3/10/2007
PLOT SCALE = 060000 / IN.
USER NAME = bward

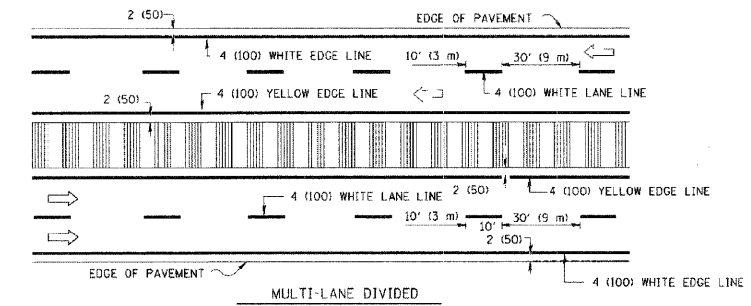
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	09-00058-00-SW	COOK	13	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL ISLAND MARKING

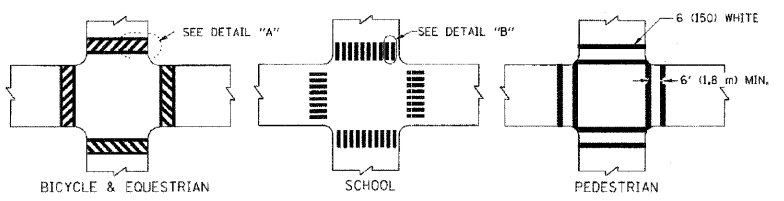


TYPICAL PAINTED MEDIAN MARKING

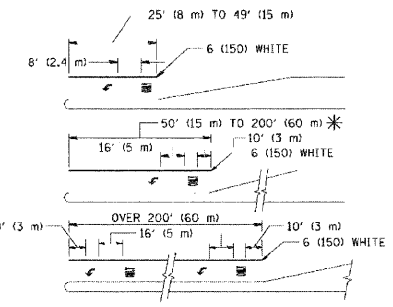


NOTE: MEDIANS WITH BARRIER CURBS DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 8' (2.4 m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) 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.
GOPE 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" 15 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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
C. JUCIUS	09-09-09

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
SCALE: NONE
DRAWN BY CADD
CHECKED BY
TC-13

PLT DATE = 9/1/2009
PLT SIZE = 36X48
USER NAME = dr13ak09gn