

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15-00059-00-PV	WILL	147	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 61F40	

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PLANS FOR PROPOSED FEDERAL AID PROJECT

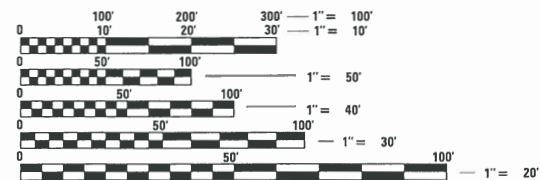
**KINGS ROAD  
RODEO DRIVE (119th STREET) TO HASSERT BLVD. (111th STREET)  
RECONSTRUCTION, BRIDGE REPLACEMENT  
SECTION 15-00059-00-PV  
PROJECT XKHT(112)  
VILLAGE OF BOLINGBROOK  
C-91-232-19  
WILL COUNTY**

**SEE SHEET 2 FOR  
INDEX OF SHEETS**



STREET	DESIGN DESIGNATION	POSTED SPEED	ADI
KINGS ROAD	MAJOR COLLECTOR	40 MPH	NEW STREET
115th STREET	MAJOR COLLECTOR	30 MPH	NEW STREET
HASSERT ROAD	MINOR ARTERIAL	35 MPH	18400

**REMPE-SHARPE  
CONSULTING ENGINEERS**  
IL P.D.F. LICENSE NO. 184-000896  
324 WEST STATE STREET - GENEVA, ILLINOIS 60134  
Telephone (630) 232-0827 - Fax (630) 232-1629

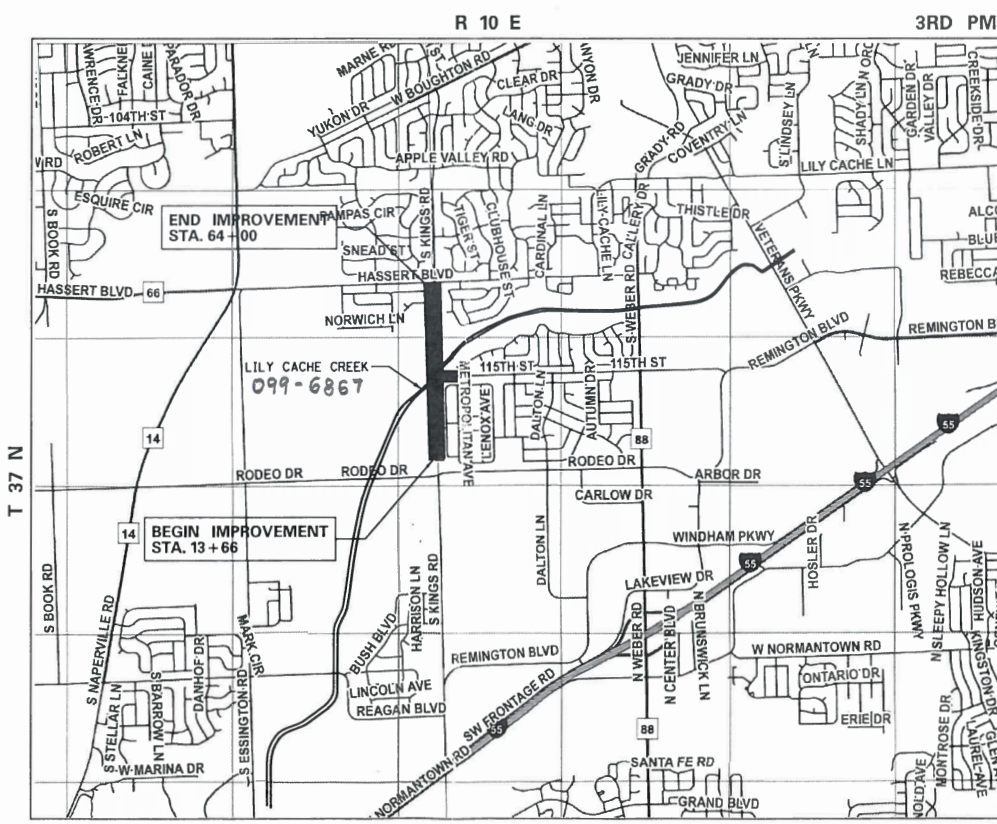


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**PROJECT MANAGER – STEFAN STOICA  
PROJECT ENGINEER – JAMES J. BIBBY, P.E., S.E.**

**CONTRACT NO. 61F40**



**LOCATION MAP  
NOT TO SCALE**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

APPROVED 10/4 2018  
*James J. Bibby*  
VILLAGE OF BOLINGBROOK

PASSED 01/16 2019  
*Steph McSwain*  
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR  
BID BASED ON  
LIMITED REVIEW January 18 2019  
*Anthony D. Dwyer*  
REGION ONE ENGINEER

*James J. Bibby*  
JAMES J. BIBBY  
ILLINOIS REGISTERED PROFESSIONAL ENGINEER  
NO. 062-03975 EXPIRES 11-30-19

81-004928  
REGISTERED  
STRUCTURAL  
ENGINEER  
OF  
ILLINOIS

62-039785  
REGISTERED  
PROFESSIONAL  
ENGINEER  
OF  
ILLINOIS

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

GROSS LENGTH OF IMPROVEMENT:  
Kings Road 5034 FT, 0.95 Miles  
115th Street 422 FT, 0.08 Miles  
NET LENGTH OF IMPROVEMENT: 5456 FT, 1.03 MILES

ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL  
FEDERAL AID PROGRAM

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**STATEWIDE HIGHWAY STANDARDS**

IDOT NO.	STANDARD DRAWINGS
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
601001-05	PIPE UNDERDRAINS TYPE 2 4"
602001-02	CATCH BASIN, TYPE A
602011-02	CATCH BASIN, TYPE C
602016-02	CATCH BASIN, TYPE D
602301-04	INLET, TYPE A
602306-03	INLET, TYPE B
602411-08	MANHOLE TY A, 7' DIA
602416-08	MANHOLE TY A, 8' DIA
602421-08	MANHOLE TY A, 9' DIA
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS, TYPE 1
604051-04	FRAME AND GRATE TYPE 11
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONCRETE MEDIAN
630001-12	STEEL PLATE BEAM GUARDRAIL
631006-08	TRAFFIC BARRIER TERMINAL GUARDRAIL
635001-02	DELINEATORS
701006-05	OFF-RD OPERATIONS 2L, 2W, 15' TO 24' FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTI LANE, 15' TO 24', FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTI LANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. FOR SPEEDS <= 40 MPH
701701-10	URBAN LANE CLOSURE, MULTI LANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS (3 SHEETS)
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
877001-07	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-10	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

**DISTRICT ONE DETAILS**

STANDARD	TITLE
BD-8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-24	CURB AND GUTTER AND REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-34	DETAILS FOR DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL
BD-36	FIRE HYDRANT TO BE MOVED
BD-37	MANHOLE TYPE A 7 FOOT DIAMETER
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-02	MAST ARM MOUNTED STREET NAME SIGNS
TS-05	TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DETECTOR LOOP INSTALLATION DETAILS

**GENERAL NOTES**

1. SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS:

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2019; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT.

2. PROTECTION OF PUBLIC/PRIVATE PROPERTY:

THE CONTRACTOR SHALL PROTECT ALL EXISTING TREES TO REMAIN, SHRUBS, FENCES, DRAIN LINES, POWER LINES, AND OTHER PUBLIC/PRIVATE PROPERTY. ANY ITEM THAT IS DAMAGED SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

3. EXISTING STREET CLEANLINESS:

THE CONTRACTOR SHALL KEEP EXISTING AND ADJACENT STREETS CLEAN OF DIRT, MUD, AND OTHER DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS ON A DAILY BASIS.

4. CONSTRUCTION LIMITS:

THE CONTRACTOR SHALL CONFINE HIS/ HER OPERATIONS WITHIN THE DEDICATED ROADWAY RIGHT-OF-WAY OR EASEMENTS OBTAINED BY THE VILLAGE OF BOLINGBROOK. ANY DAMAGE OUTSIDE OF RIGHT-OF-WAY OR EASEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

5. SUBGRADE STABILITY:

THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

6. AGGREGATE SUBGRADE IMPROVEMENT:

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/ OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.

7. PIPE UNDERDRAINS:

PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

8. BACKFILLING:

BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07 (b,c) OF THE SSRBC WILL NOT BE ALLOWED.

9. FOUNDATION-LIGHT POLE

THE CONTRACTOR SHALL SUBMIT COMPLETE DESIGN CALCULATION WITH SHOP DRAWINGS PREPARED AND SEALED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER. A SPECIAL ATTENTION SHOULD BE PAID TO THE DEPTH OF FOUNDATIONS OF THE LIGHT POLES LOCATED WITHIN EMBANKMENTS OR BACKFILLED AREAS.

NOTE:  
THE CONTRACTOR SHALL CONTACT  
THE IDOT DISTRICT ONE TRAFFIC CONTROL SUPERVISOR  
AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE  
OF BEGINNING WORK.

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	BY		
	DATE		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	BY		
	DATE		
	NO.		

FILE NAME =	USER NAME = .USER_	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, APPLICABLE HIGHWAY STANDARDS, GENERAL NOTES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -					15-00059-00-PV	WILL	145	2
	PLLOT SCALE = 2.00 ft / in.	DRAWN - G.R./L.V.	REVISED -			SCALE: NONE	SHEET NO. 2 OF	SHEETS	STA.	TO STA.	CONTRACT NO. 61F40
	PLLOT DATE = 12/12/2018	CHECKED -	REVISED -								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



# SUMMARY OF QUANTITIES

PLAN	DATE
REVISIONS PLOTTED ALIGNMENT CHECKED ROAD FILE NAME	
NO. _____ DATE _____	

PROFILE	DATE
REVISIONS PLOTTED GRADES CHECKED B.M. NOTED STRUCTURE NOTATIONS CHECKED	
NO. _____ DATE _____	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	950
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	700
* 20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	12
* 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	6
△ 20200100	EARTH EXCAVATION	CU YD	6,297
△ 20200200	ROCK EXCAVATION	CU YD	550
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,500
△ 20300100	CHANNEL EXCAVATION	CU YD	3,850
20700110	POROUS GRANULAR EMBANKMENT	TON	12,500
20800150	TRENCH BACKFILL	CU YD	2,150
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	29,500
21101505	TOP SOIL EXCAVATION AND PLACEMENT	CU YD	5,787
* 25000110	SEEDING, CLASS 1A	ACRE	3.44
* 25000312	SEEDING, CLASS 4A	ACRE	4.25
* 25000314	SEEDING, CLASS 4B	ACRE	0.1
* 25000320	SEEDING, CLASS 5	ACRE	4.25
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	352
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	352
* 25100630	EROSION CONTROL BLANKET	SQ YD	38,000
* 25100900	TURF REINFORCEMENT MAT	SQ YD	1,000
* 25200100	SODDING	SQ YD	300
* 25200110	SODDING, SALT TOLERANT	SQ YD	2,900
* 25200200	SUPPLEMENTAL WATERING	UNIT	215
28000400	PERIMETER EROSION BARRIER	FOOT	5,600
28000510	INLET FILTERS	EACH	90
28100105	STONE RIPRAP, CLASS A3	SQ YD	117
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	100
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	1,100
28200200	FILTER FABRIC	SQ YD	1,500
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	2,500
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	29,500
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	3,700
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	54,000

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	11,000
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	250
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	11,200
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,950
42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	30
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	33,000
42400800	DETECTABLE WARNINGS	SQ FT	200
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	500
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	500
44000600	SIDEWALK REMOVAL	SQ FT	400
△ 50105220	PIPE CULVERT REMOVAL	FOOT	120
△ 50200100	STRUCTURE EXCAVATION	CU YD	8,100
△ 50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	755
△ 50300225	CONCRETE STRUCTURES	CU YD	1,052
△ 50300285	FORM LINER TEXTURED SURFACE	SQ FT	1,200
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	110,000
* 50900105	ALUMINUM RAILING, TYPE L	FOOT	180
* 50901720	BICYCLE RAILING	FOOT	40
△ * 50901760	PIPE HANDRAIL	FOOT	250
△ 51500100	NAME PLATES	EACH	1
54210194	PIPE ELBOW, 42"	EACH	1
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	9
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	1
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	3,029
550A2330	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 15"	FOOT	725
550A2420	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1, 48"	FOOT	184
55100500	STORM SEWER REMOVAL 12"	FOOT	8
55101900	STORM SEWER REMOVAL, 48"	FOOT	58
△ 58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	2,800
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	60
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	400
60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9
60201105	CATCH BASIN, TYPE A, 4'-DIAMETER, TYPE 11, FRAME AND GRATE	EACH	1
60206905	CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1

\* SPECIALITY ITEMS  
 △ SPECIAL PROVISIONS

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -				15-00059-00-PV	WILL	145	3
	PLOT SCALE = 2.00 ft / in.	DRAWN - G.R./L.V.	REVISED -							
	PLOT DATE = 12/18/2018	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 3 OF SHEETS STA. TO STA.					CONTRACT NO. 61F40
							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

# SUMMARY OF QUANTITIES

PLAN	DATE
SUBMITTED PLOTTED ALIGNMENT CHECKED CADD FILE NAME	
NOTE BOOK NO.	

PROFILE	DATE
SURVEYED PLOTTED GRADES CHECKED STRUCTURE NOTATIONS UP/D	
NOTE BOOK NO.	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	17
60207915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	EACH	25
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
60224459	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
60224469	MANHOLES, TYPE A, 9'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	5
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	10
60236825	INLETS, TYPE A, TYPE 11V, FRAME AND GRATE	EACH	20
60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	3
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	19
60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	8
60250200	CATCH BASINS TO BE ADJUSTED	EACH	3
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2
60252800	CATCH BASIS TO BE RECONSTRUCTED	EACH	3
60253000	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1
60255500	MANHOLES TO BE ADJUSTED	EACH	4
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1
60260100	INLETS TO BE ADJUSTED	EACH	2
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1
60600605	CONCRETE CURB, TYPE B	FOOT	100
60603900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	757
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	733
60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	15,631
60608562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	70
60618390	CONCRETE MEDIAN SURFACE, CORRUGATED	SQ FT	410
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	100
60620800	CONCRETE MEDIAN, TYPE SB-9.12	SQ FT	600
61000050	CONCRETE THRUST BLOCKS	EACH	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	385
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
* 63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	3
* 63100167	TRAFFIC BARRIER, TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	400
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
* 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	20
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
67100100	MOBILIZATION	L SUM	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14
* 72000100	SIGN PANEL-TYPE 1	SQ FT	300
* 72900100	METAL POST-TYPE A	FOOT	300
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	829.4
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,800
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	11,050
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	560
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	210
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	1,060
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	30
* 80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	468
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	97
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	1085
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	245
* 81028250	UNDERGROUND CONDUIT, GALVANIZED STEEL, 5" DIA.	FOOT	90
△ * 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALIC CONDUIT, 2"DIA.	FOOT	30
* 81400100	HANDHOLE	EACH	2
* 81400300	DOUBLE HANDHOLE	EACH	2
△ * 81603035	UNIT DUCT, 600V, 2-1/C NO. 6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	731
△ * 81603100	UNIT DUCT, 600V, 4-1/C NO. 6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	5,464
△ * 81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.2	FOOT	141
△ * 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	160
* 86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1299
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2338
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1509
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2060
* 87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	501

\* SPECIALITY ITEMS  
△ SPECIAL PROVISIONS

FILE NAME =	USER NAME = _USER_	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -								145	4
	PLOT SCALE = 2.00 Ft / in.	DRAWN - G.R./L.V.	REVISED -								CONTRACT NO.	
	PLOT DATE = 12/18/2018	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 3 OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				





**HOT MIX ASPHALT MIXTURE REQUIREMENT**

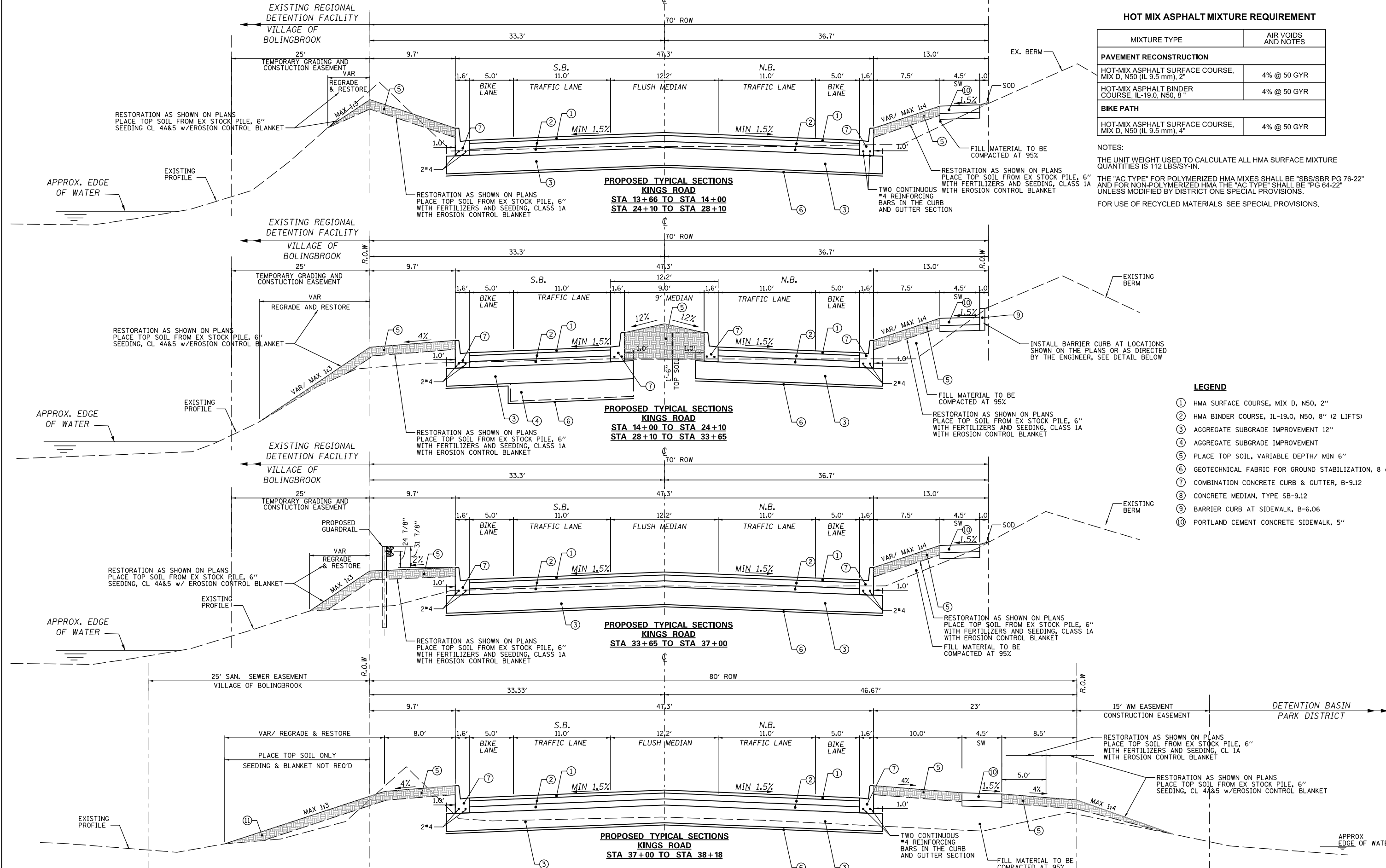
MIXTURE TYPE	AIR Voids AND NOTES
<b>PAVEMENT RECONSTRUCTION</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 (IL 9.5 mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8"	4% @ 50 GYR
<b>BIKE PATH</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 (IL 9.5 mm), 4"	4% @ 50 GYR

NOTES:  
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY-IN.  
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

DATE	
BY	
SUBMITTED	
PLOTTED	
ALIGNED	
CHECKED	
CADD FILE NAME	
NO.	
PLAN	
NO.	

DATE	
BY	
SUBMITTED	
PLOTTED	
GRADES CHECKED	
BY	
NOTED	
STRUCTURE NOTATIONS CHK'D	
NO.	
PROFILE	
NO.	

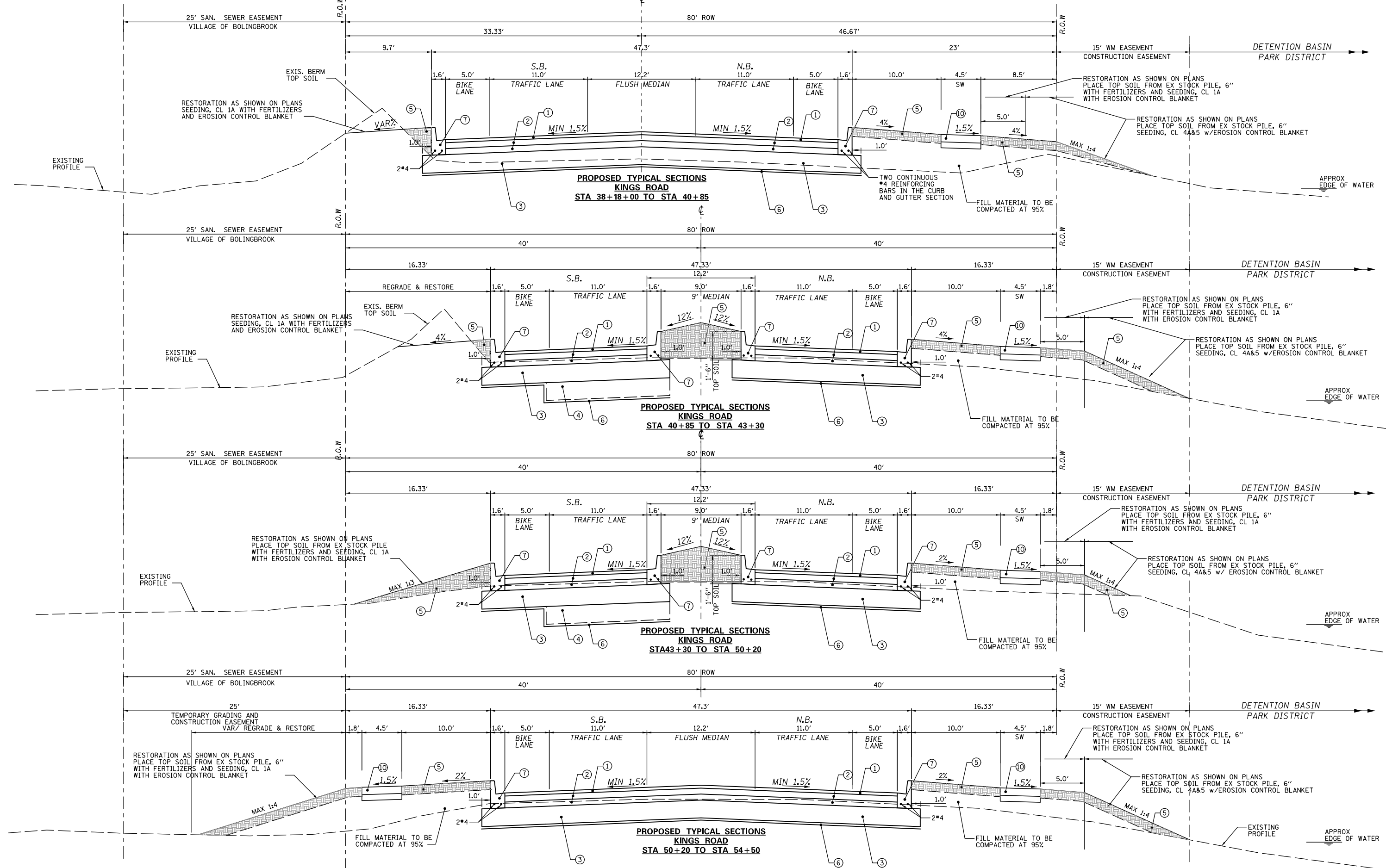
DATE	
BY	
SUBMITTED	
PLOTTED	
GRADES CHECKED	
BY	
NOTED	
STRUCTURE NOTATIONS CHK'D	
NO.	
PROFILE	
NO.	



- LEGEND**
- ① HMA SURFACE COURSE, MIX D, N50, 2"
  - ② HMA BINDER COURSE, IL-19.0, N50, 8" (2 LIFTS)
  - ③ AGGREGATE SUBGRADE IMPROVEMENT 12"
  - ④ AGGREGATE SUBGRADE IMPROVEMENT
  - ⑤ PLACE TOP SOIL, VARIABLE DEPTH/ MIN 6"
  - ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, 8 oz
  - ⑦ COMBINATION CONCRETE CURB & GUTTER, B-9.12
  - ⑧ CONCRETE MEDIAN, TYPE SB-9.12
  - ⑨ BARRIER CURB AT SIDEWALK, B-6.06
  - ⑩ PORTLAND CEMENT CONCRETE SIDEWALK, 5"

DATE	
BY	
SUBMITTED	
PLOTTED	
ALIGNMENT CHECKED	
PROPOSED CHECKED	
CADD FILE NAME	
NO.	

DATE	
BY	
SUBMITTED	
PLOTTED	
GRADES CHECKED	
BY	
NOTED	
BY	
NOTATIONS CHK'D	
NO.	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -

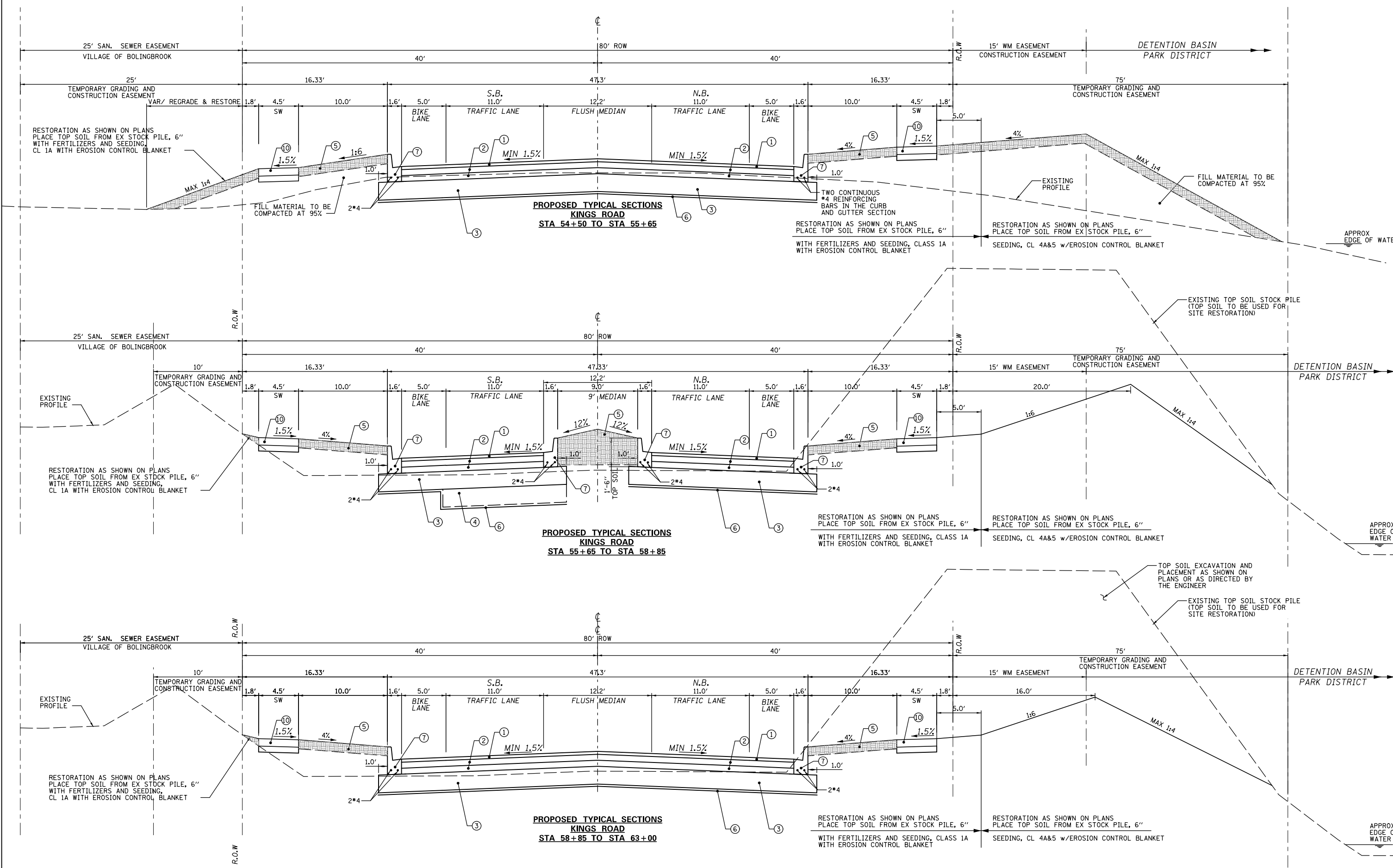
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED TYPICAL SECTIONS KINGS ROAD STA 37+50 TO STA 55+65</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	07
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 61F40	

DATE	
BY	
SUBMITTED	
PLANNED	
ALIGNED	
CHECKED	
NO.	
PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
SUBMITTED	
PLANNED	
ALIGNED	
CHECKED	
NO.	
PROFILE	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

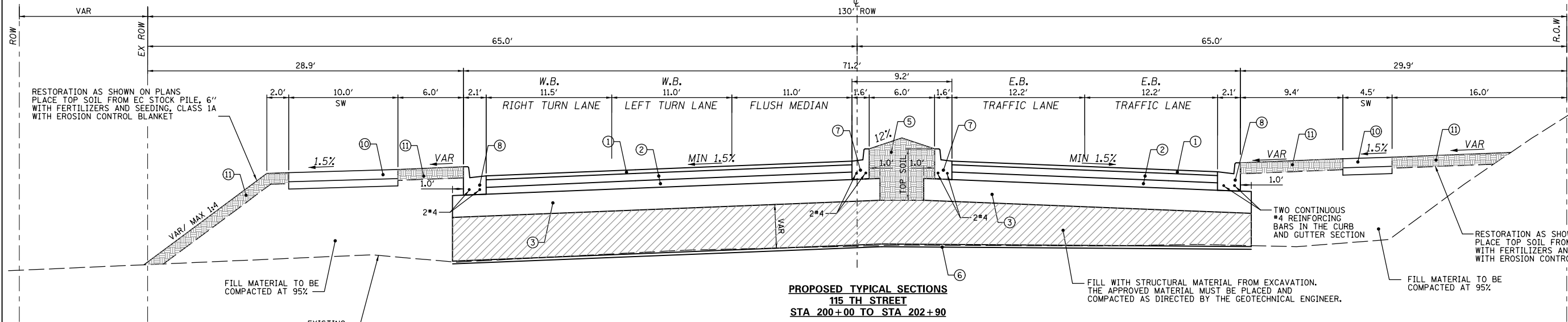
<b>PROPOSED TYPICAL SECTIONS KINGS ROAD STA 55+65 TO STA 63+00</b>			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	08
CONTRACT NO. 61F40				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

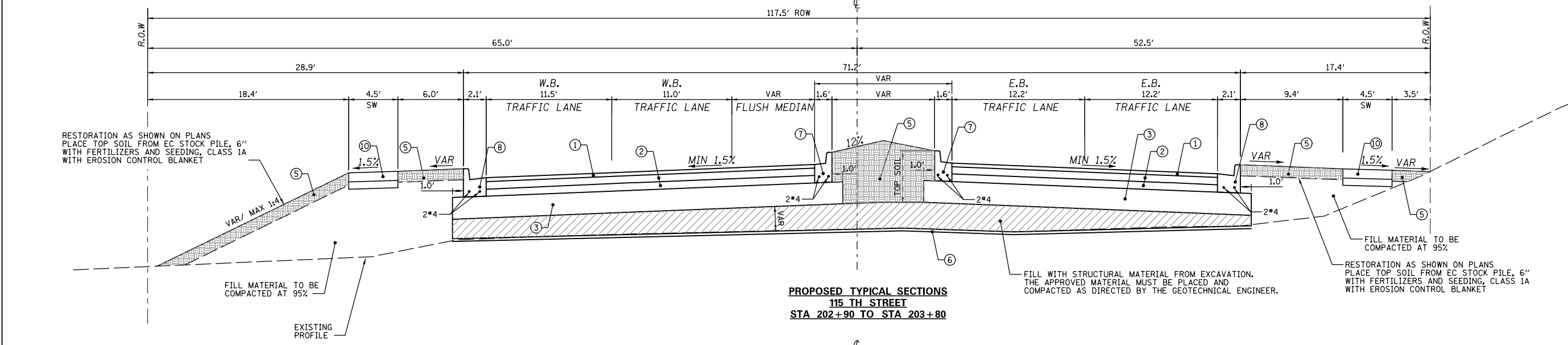


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DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	

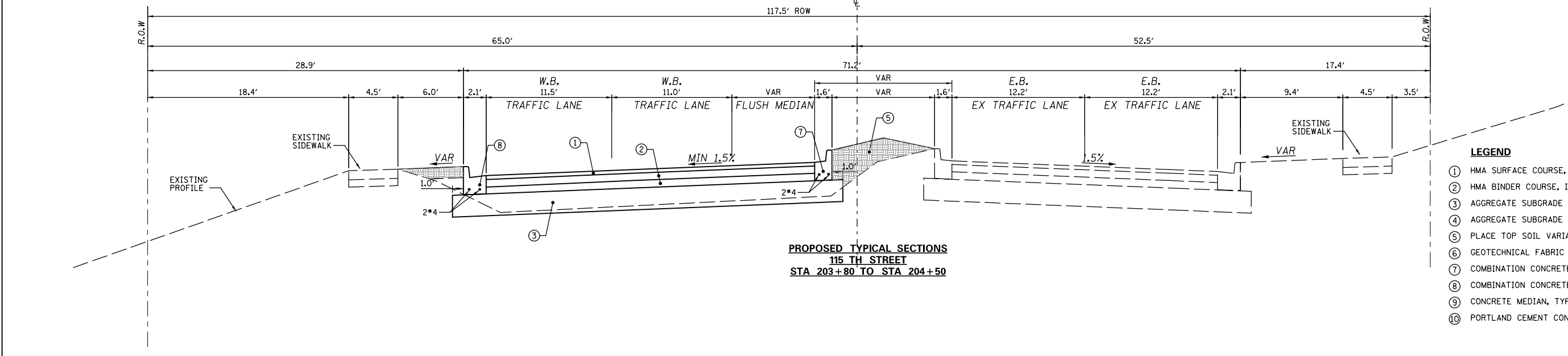
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	



**PROPOSED TYPICAL SECTIONS  
115 TH STREET  
STA 200+00 TO STA 202+90**



**PROPOSED TYPICAL SECTIONS  
115 TH STREET  
STA 202+90 TO STA 203+80**



**PROPOSED TYPICAL SECTIONS  
115 TH STREET  
STA 203+80 TO STA 204+50**

- LEGEND**
- ① HMA SURFACE COURSE, MIX D, N50, 2"
  - ② HMA BINDER COURSE, IL-19.0, N50, 8" (2 LIFTS)
  - ③ AGGREGATE SUBGRADE IMPROVEMENT 12"
  - ④ AGGREGATE SUBGRADE IMPROVEMENT
  - ⑤ PLACE TOP SOIL VARIABLE DEPTH, MIN 6"
  - ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, 8 oz
  - ⑦ COMBINATION CONCRETE CURB & GUTTER, B-6.12
  - ⑧ COMBINATION CONCRETE CURB & GUTTER, B-6.18
  - ⑨ CONCRETE MEDIAN, TYPE SB-6.12
  - ⑩ PORTLAND CEMENT CONCRETE SIDEWALK, 5"

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = 40.00 ft / in.		
	PLOT DATE = 12/14/2018		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED TYPICAL SECTIONS 115 TH STREET</b>			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	09
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 61F40	

PLAN SURVEYED \_\_\_\_\_ BY \_\_\_\_\_ DATE \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 NO. \_\_\_\_\_  
 FILE NAME \_\_\_\_\_

PROFILE SURVEYED \_\_\_\_\_ BY \_\_\_\_\_ DATE \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 NO. \_\_\_\_\_  
 STRUCTURE NOTATIONS OK/NO

PAY ITEM 81028220		
DESCRIPTION UNDERGROUND CONDUIT, GAVANIZED STEEL, 3" DIA		
LOCATION		QUANTITY
FROM	TO	
K1-E-10/K1-F-10	LPB-11	24
LPB-11	K1-F-9	43
LPB-10	K1-F-8	50
LPB-9	K1-E-6/K1-F-6	24
K1-E-4/K1-F-4	LPB-8	26
K1-F-2	K1-E-1	64
STA 200+50.0, 61.7 FT RIGHT	STA 37+00.0, 91.9 FT LEFT	144
CAB. K1	K1-C-1	112
CAB. K1	K1-A-1/K1-B-1	32
K1-A-1/K1-B-1	LPB-1	49
K1-C-1	K1-D-2	56
LPB-3	K1-C-4/K1-D-4	26
K1-C-8/K1-D-8	LPB-4	24
K1-D-11	K1-C-10	54
K1-D-11	LPB-5	90
LPB-5	K1-C-12/K1-D-12	22
K1-C-13/K1-D-13	LPB-6	23
LPB-7	K1-D-15	50
LPB-2	K1-B-3	74
<b>SUBTOTAL</b>		<b>987</b>
<b>TRAFFIC SIGNAL</b>		<b>98</b>
<b>TOTAL</b>		<b>1085</b>

PAY ITEM 81028750		
DESCRIPTION UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA		
LOCATION		QUANTITY
FROM	TO	
CAB. K1	UTIL. TRANSFORMER	30
<b>TOTAL</b>		<b>30</b>

PAY ITEM 81603035		
DESCRIPTION UNIT DUCT, 600 V, 2-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE		
LOCATION		QUANTITY
FROM	TO	
K1-F-9	LPB-10	47
LPB-10	K1-F-8	64
K1-F-2	K1-E-1	80
K1-D-11	K1-C-10	72
K1-C-14	LPB-7	173
LPB-7	K1-D-15	66
K1-A-2	LPB-2	141
LPB-2	K1-B-3	88
<b>TOTAL</b>		<b>731</b>

PAY ITEM 81702150		
DESCRIPTION ELECTRIC CABLE IN CONDUIT, 600 V (XLP-TYPE USE) 1/C No. 2		
LOCATION		QUANTITY
FROM	TO	
CAB. K1	UTIL. TRANSFORMER	141
<b>TOTAL</b>		<b>141</b>

PAY ITEM 81303100			
DESCRIPTION UNIT DUCT, 600 V, 4-1C NO. 6, 1/C NO. 6 GROUND (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE			
LOCATION		QUANTITY	
FROM	TO		
K1-E-14/K1-F-14	K1-3-13/K1-F-13	262	
K1-E-13/K1-F-13	K1-E-12/K1-F-12	262	
K1-E-12/K1-F-12	K1-E-11/K1-F-11	262	
K1-E-11/K1-F-11	K1-E-10/K1-F-10	262	
K1-E-10/K1-F-10	LPB-11	36	
LPB-11	K1-F-9	109	
K1-F-9	K1-E-7	212	
K1-E-7	LPB-9	180	
LPB-9	K1-E-6/K1-F-6	36	
K1-E-6/K1-F-6	K1-E-5/K1-F-5	265	
K1-E-5/K1-F-5	K1-E-4/K1-F-4	265	
K1-E-4/K1-F-4	LPB-8	38	
LPB-8	K1-E-3	150	
K1-E-3	K1-E-1	185	
K1-E-1	CAB. K1	45	
CAB. K1	K1-C-1	174	
K1-C-1	K1-D-2	72	
K1-D-2	K1-C-3	180	
K1-C-3	LPB-3	138	
LPB-3	K1-C-4/K1-D-4	38	
K1-C-4/K1-D-4	K1-C-5/K1-D-5	266	
K1-C-5/K1-D-5	K1-C-6/K1-D-6	266	
K1-C-6/K1-D-6	K1-C-7/K1-D-7	266	
K1-C-7/K1-D-7	K1-C-8/K1-D-8	266	
K1-C-8/K1-D-8	LPB-4	36	
LPB-4	K1-C-9	183	
K1-C-9	K1-D-11	154	
K1-D-11	LPB-5	124	
LPB-5	K1-C-12/K1-D-12	36	
K1-C-12/K1-D-12	K1-C-13/K1-D-13	266	
K1-C-13/K1-D-13	LPB-6	36	
LPB-6	K1-C-14	174	
CAB. K1	K1-A-1/K1-B-1	70	
K1-A-1/K1-B-1	LPB-1	60	
LPB-1	K1-A-2	90	
<b>TOTAL</b>		<b>5464</b>	

PAY ITEM 83600200		QUANTITY
DESCRIPTION LIGHT POLE FOUNDATION, 24" DIA		
LOCATION		
STA 14+15.4, 0.0 FT RIGHT	5	
STA 16+61.0, 0.0 FT RIGHT	5	
STA 19+06.5, 0.0 FT RIGHT	5	
STA 21+52.1, 0.0 FT RIGHT	5	
STA 23+97.7, 0.0 FT RIGHT	5	
STA 300+51.6, 23.2 FT LEFT	5	
STA 24+96.3, 27.2 FT LEFT	5	
STA 26+67.4, 27.5 FT RIGHT	5	
STA 28+43.9, 1.0 FT RIGHT	5	
STA 30+92.8, 0.0 FT RIGHT	5	
STA 33+41.7, 1.0 FT LEFT	5	
STA 34+86.4, 27.0 FT RIGHT	5	
STA 36+18.5, 27.2 FT LEFT	5	
STA 36+61.6, 27.5 FT RIGHT	5	
STA 38+21.3, 27.2 FT LEFT	5	
STA 38+40.9, 32.0 FT RIGHT	5	
STA 39+90.0, 27.2 FT LEFT	5	
STA 41+22.4, 1.4 FT RIGHT	5	
STA 43+72.4, 0.0 FT RIGHT	5	
STA 46+22.4, 0.0 FT RIGHT	5	
STA 48+72.4, 0.0 FT RIGHT	5	
STA 51+22.4, 1.0 FT LEFT	5	
STA 53+00.0, 27.2 FT LEFT	5	
STA 54+74.1, 40.4 FT RIGHT	5	
STA 54+58.9, 31.9 FT LEFT	5	
STA 55+77.5, 0.0 FT RIGHT	5	
STA 58+27.5, 0.0 FT RIGHT	5	
STA 59+94.2, 27.2 FT LEFT	5	
STA 61+61.6, 40.4 FT RIGHT	5	
STA 200+80.0, 4.6 FT RIGHT	5	
STA 201+94.1, 39.2 FT LEFT	5	
STA 203+30.5, 38.2 FT RIGHT	5	
<b>TOTAL</b>		<b>160</b>

PAY ITEM X8140105		QUANTITY
DESCRIPTION HANDHOLE (SPECIAL)		
LOCATION		
STA 23+94.5, 27.0 FT RIGHT	1	
STA 25+00.0, 27.0 FT RIGHT	1	
STA 28+40.1, 25.6 FT RIGHT	1	
STA 33+43.6, 26.5 FT RIGHT	1	
STA 41+18.9, 26.9 FT LEFT	1	
STA 51+26.2, 26.8 FT LEFT	1	
STA 55+75.0, 26.1 FT LEFT	1	
STA 58+27.5, 0.0 FT RIGHT	1	
STA 61+56.1, 25.5 FT LEFT	1	
STA 201+11.2, 37.4 FT LEFT	1	
STA 203+27.0, 38.9 FT LEFT	1	
<b>TOTAL</b>		<b>11</b>

PAY ITEM		QUANTITY
DESCRIPTION LIGHTING CONTROL CABINET		
LOCATION		
STA 200+58.1, 61.3 FT RIGHT	1	
<b>TOTAL</b>		<b>1</b>

PAY ITEM		QUANTITY
DESCRIPTION TYPE 1 LIGHTING UNIT		
LOCATION		
STA 300+51.6, 23.2 FT LEFT	1	
STA 201+94.1, 39.2 FT LEFT	1	
STA 203+30.5, 38.2 FT RIGHT	1	
<b>TOTAL</b>		<b>3</b>

PAY ITEM		QUANTITY
DESCRIPTION TYPE 2 LIGHTING UNIT		
LOCATION		
STA 24+96.3, 27.2 FT LEFT	1	
STA 26+67.4, 27.5 FT RIGHT	1	
STA 34+86.4, 27.0 FT RIGHT	1	
STA 36+18.5, 27.2 FT LEFT	1	
STA 36+61.6, 27.5 FT RIGHT	1	
STA 38+21.3, 27.2 FT LEFT	1	
STA 38+40.9, 32.0 FT RIGHT	1	
STA 39+90.0, 27.2 FT LEFT	1	
STA 53+00.0, 27.2 FT LEFT	1	
STA 54+58.9, 31.9 FT LEFT	1	
STA 54+74.1, 40.4 FT RIGHT	1	
STA 59+94.2, 27.2 FT LEFT	1	
STA 61+61.6, 40.4 FT RIGHT	1	
<b>TOTAL</b>		<b>13</b>

PAY ITEM		QUANTITY
DESCRIPTION TYPE 3 LIGHTING UNIT		
LOCATION		
STA 14+15.4, 0.0 FT RIGHT	1	
STA 16+61.0, 0.0 FT RIGHT	1	
STA 19+06.5, 0.0 FT RIGHT	1	
STA 21+52.1, 0.0 FT RIGHT	1	
STA 23+97.7, 0.0 FT RIGHT	1	
STA 28+43.9, 1.0 FT RIGHT	1	
STA 30+92.8, 0.0 FT RIGHT	1	
STA 33+41.7, 1.0 FT LEFT	1	
STA 41+22.4, 1.4 FT RIGHT	1	
STA 43+72.4, 0.0 FT RIGHT	1	
STA 46+22.4, 0.0 FT RIGHT	1	
STA 48+72.4, 0.0 FT RIGHT	1	
STA 51+22.4, 1.0 FT LEFT	1	
STA 55+77.5, 0.0 FT EIGHT	1	
STA 58+27.5, 0.0 FT RIGHT	1	
<b>TOTAL</b>		<b>15</b>

PAY ITEM		QUANTITY
DESCRIPTION TYPE 4 LIGHTING UNIT		
LOCATION		
STA 200+80.0, 4.6 FT RIGHT	1	
<b>TOTAL</b>		<b>1</b>

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PLAN OF \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 B.M. NOTED \_\_\_\_\_  
 PROFILE \_\_\_\_\_  
 NO. \_\_\_\_\_

PAY ITEM 60236800				
DESCRIPTION INLETS, TYPE A, 2' DIA. TYPE 11 FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1615D	16+15	22.75' RT	1	
2242D	22+42	22.75' RT	1	
2837D	28+37	22.75' RT	1	
4224A	42+24	22.75' RT	1	
4587A	45+87	22.75' RT	1	
5292A	52+92	22.75' RT	1	
5700A	57+00	22.75' RT	1	
6197A	61+97	22.75' RT	1	
20155A	201+55	35.15 RT	1	
20155B	201+55	34.83 LT	1	
TOTAL			10	

PAY ITEM 60236825				
DESCRIPTION INLETS, TYPE A, 2' DIA. TYPE 11V FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1550C	15+50	22.75' RT	1	
1675C	16+75	22.75' RT	1	
2110C	21+10	22.75' RT	1	
2675C	26+75	22.75' RT	1	
2775C	27+75	22.75' RT	1	
2900C	29+00	22.75' RT	1	
3000C	30+00	22.75' RT	1	
3100C	31+00	22.75' RT	1	
3200C	32+00	22.75' RT	1	
3300C	33+00	22.75' RT	1	
3400C	34+00	22.75' RT	1	
3948A	39+48	22.75' RT	1	
4113A	41+13	22.75' RT	1	
4654A	46+54	22.75' RT	1	
5154A	51+54	22.75' RT	1	
5625A	56+25	22.75' RT	1	
5755A	57+55	22.75' RT	1	
5815A	58+15	22.75' RT	1	
5875A	58+75	22.75' RT	1	
6140A	61+40	22.75' RT	1	
TOTAL			20	

PAY ITEM 60240215				
DESCRIPTION INLETS, TYPE B, 3' DIA. TYPE 1 FR & CL				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1550A	15+50	28.7' LT	1	
1675A	16+75	28.7' LT	1	
2110A	21+10	28.7' LT	1	
2675A	26+75	28.7' LT	1	
2775A	27+75	28.7' LT	1	
2900A	29+00	28.7' LT	1	
3000A	30+00	28.7' LT	1	
3300A	33+00	28.7' LT	1	
3400A	34+00	28.7' LT	1	
3500A	35+00	28.7' LT	1	
3948C	39+48	28.7' RT	1	
4113C	41+13	28.7' RT	1	
4654C	46+54	28.7' RT	1	
5154C	51+54	28.7' RT	1	
5625C	56+25	28.7' RT	1	
5960C	59+60	28.7' RT	1	
5815C	58+15	28.7' RT	1	
5875C	58+75	28.7' RT	1	
6197C	61+97	28.7' RT	1	
TOTAL			19	

PAY ITEM 60240310				
DESCRIPTION INLETS, TYPE B, 3' DIA. TYPE 11 FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1605C	16+05	22.75' LT	1	
2232C	22+32	22.75' LT	1	
2847C	28+47	22.75' LT	1	
4234B	42+34	22.75' LT	1	
4597B	45+97	22.75' LT	1	
5282B	52+82	22.75' LT	1	
5690B	56+90	22.75' LT	1	
6197B	61+97	23.5' RT	1	
TOTAL			8	

PAY ITEM 60207905				
DESCRIPTION CATCH BASINS, TYPE C, 2' DIA. TY 11 FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1605D	16+05	22.75' RT	1	
1615C	16+15	22.75' RT	1	
2232D	22+32	22.75' RT	1	
2242C	22+42	22.75' RT	1	
2837C	28+37	22.75' RT	1	
2847D	28+47	22.75' RT	1	
4234B	42+34	22.75' RT	1	
4234A	42+34	22.75' RT	1	
4587B	45+87	22.75' RT	1	
4597A	45+97	22.75' RT	1	
5282A	52+82	22.75' RT	1	
5292B	52+92	22.75' RT	1	
5690A	56+90	22.75' RT	1	
5700B	57+00	22.75' RT	1	
6207A	62+07	23.5' LT	1	
6207B	62+07	22.75' RT	1	
20144B	201+44	34.83' LT	1	
TOTAL			17	

PAY ITEM 60207915				
DESCRIPTION CATCH BASINS, TYPE C, 2' DIA. TY 11V FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1550B	15+50	22.75' LT	1	
1675B	16+75	22.75' LT	1	
2110B	21+10	22.75' LT	1	
2675B	26+75	22.75' LT	1	
2775B	27+75	22.75' LT	1	
2900B	29+00	22.75' LT	1	
3000B	30+00	22.75' LT	1	
3100C	31+00	22.75' LT	1	
3200B	32+00	22.75' LT	1	
3300B	33+00	22.75' LT	1	
3400B	34+00	22.75' LT	1	
3500B	35+00	22.75' LT	1	
3550C	35+50	22.75' LT	1	
3948B	39+48	22.75' LT	1	
4113B	41+13	22.75' LT	1	
4654B	46+54	22.75' LT	1	
5154B	51+54	22.75' LT	1	
5625B	56+25	22.75' LT	1	
5755B	57+55	22.75' LT	1	
5815B	58+15	22.75' LT	1	
5875B	58+75	22.75' LT	1	
6140B	61+40	22.75' LT	1	
6280A	62+80	54.0' RT	1	
20260B	202+60	34.6' RT	1	
20260C	202+60	35.0' LT	1	
TOTAL			25	

PAY ITEM 60218400				
DESCRIPTION MANHOLE, TYPE A, 4' DIA. TY 1 FR & CL				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
3200A	32+00	26.67' LF	1	
TOTAL			1	

PAY ITEM 60200205				
DESCRIPTION CATCH BASINS, TYPE A, 4' DIA. TY 1 FR & CL				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1605B	16+05	28.7' LT	1	
2232B	22+32	28.7' LT	1	
2847B	28+47	28.7' LT	1	
3100B	31+00	28.7' LT	1	
4234C	42+34	28.7' RT	1	
4597C	45+97	28.7' RT	1	
5282C	52+82	28.7' RT	1	
5755C	57+55	28.7' RT	1	
6140C	61+40	32' RT	1	
TOTAL			9	

PAY ITEM 60224446				
DESCRIPTION MANHOLE, TYPE A, 7' DIA. TY 1 FR & CL				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
2007D	200+70	64.6' RT	1	
TOTAL			1	

PAY ITEM 54213660				
DESCRIPTION PRECAST REINFORCED CONC FLARED END SECTION, 15"				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
1605A	16+05	69' LT	1	
2332A	23+32	69' LT	1	
2847A	28+47	66' LT	1	
3100A	31+00	66' LT	1	
4234D	42+34	120' RT	1	
4597D	45+97	115' RT	1	
5282D	52+82	80' RT	1	
5755D	57+55	105' RT	1	
6140D	61+40	99' RT	1	
TOTAL			9	

PAY ITEM 54213693				
DESCRIPTION PRECAST REINFORCED CONC FLARED END SECTION, 48"				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
3550	35+50	63' LT	1	
TOTAL			1	

PAY ITEM 60221100				
DESCRIPTION MANHOLE, TYPE A, 5' DIA. TY 1 FR & CL				
SAN STR #	LOCATION		QUANTITY	
	STA	OFFSET		
MH3	38+85	56.5' RT	1	
MH4	38+85	150' RT	1	
TOTAL			2	

PAY ITEM 60224459				
DESCRIPTION MANHOLE, TYPE A, 8' DIA. TY 2 FR & CL				
SAN STR #	LOCATION		QUANTITY	
	STA	OFFSET		
MH2	37+74	50' LT	1	
TOTAL			1	

PAY ITEM 60224469				
DESCRIPTION MANHOLES, TYPE A, 9' DIA. TY 2 FR & CL				
SAN STR #	LOCATION		QUANTITY	
	STA	OFFSET		
MH1	36+85	135' RT	1	
TOTAL			1	

PAY ITEM 60206905				
DESCRIPTION CATCH BASIN TYPE C, TY 1 FR & OL				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
2007I	200+71	58.5' RT	1	
TOTAL			1	

PAY ITEM 60201105				
DESCRIPTION CATCH BASIN TYPE A, 4' DIAMETER, TYPE 11 FR & GR				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
20144a	201+44	35.15' RT	1	
TOTAL			1	

PAY ITEM 60253000				
DESCRIPTION CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, OPEN LID				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
KINGS ROAD *	62+36	55' RT	1	
TOTAL			1	

\* CATCH BASIN TO BE RECONSTRUCTED ONLY IF DIRECTED BY THE ENGINEER

PAY ITEM 60252800				
DESCRIPTION CATCH BASINS TO BE RECONSTRUCTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
FORDHAM AVE *	300+62	18' LT	1	
GREAT PLAINS WAY *	601+10	19' LT	1	
GREAT PLAINS WAY *	601+10	19' RT	1	
TOTAL			3	

\* CATCH BASINS TO BE RECONSTRUCTED ONLY IF DIRECTED BY THE ENGINEER

PAY ITEM 60266600				
DESCRIPTION VALVE BOXES TO BE ADJUSTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
KINGS ROAD	55+37	60' LT	1	
TOTAL			1	

PAY ITEM 60255500				
DESCRIPTION MANHOLES TO BE ADJUSTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
FORDHAM AVE	300+62	18' RT	1	
115th STREET	202+55	38' RT	1	
KINGS RD	62+78	66' RT	1	
KINGS RD	63+69	59' RT	1	
TOTAL			4	

PAY ITEM 60250400				
DESCRIPTION CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
KINGS RD	62+86	55' RT	1	
KINGS RD	62+89	68' LT	1	
TOTAL			2	

PAY ITEM 60250200				
DESCRIPTION CATCH BASINS TO BE ADJUSTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
FORDHAM AVE	300+62	18' LT	1	
GREAT PLAINS WAY	601+10	19' LT	1	
GREAT PLAINS WAY	601+10	19' RT	1	
TOTAL			3	

PAY ITEM 60260100				
DESCRIPTION INLETS TO BE ADJUSTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
KINGS RD	62+89	80' LT	1	
KINGS RD	63+75	36' RT	1	
TOTAL			2	

PAY ITEM 60257900				
DESCRIPTION MANHOLE TO BE RECONSTRUCTED				
STORM STR #	LOCATION		QUANTITY	
	STA	OFFSET		
FORDHAM AVE *	300+62	18' RT	1	
TOTAL			1	

\* MANHOLE TO BE RECONSTRUCTED ONLY IF DIRECTED BY THE ENGINEER





DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 SURVEY FILE NAME \_\_\_\_\_

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 STRUCTURE NOTATION OKWD \_\_\_\_\_

PAY ITEM		550A2520	
DESCRIPTION		STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 12"	
FROM	LOCATION	TO	QUANTITY (FOOT)
1550A		1550B	5
1550B		1550C	47
1550A		1605B	55
1605B		1605C	5
1605C		1605D	47
1605D		1615D	10
1605B		1675A	70
1675A		1675B	5
1675B		1675C	47
2110A		2110B	5
2110B		2110C	47
2110A		2232B	122
2232B		2232C	5
2232C		2232D	47
2232D		2242D	10
2675A		2675B	5
2675B		2675C	47
2675A		2775A	100
2775a		2775B	5
2775B		2775C	47
2775A		2847B	72
2847B		2847C	5
2847C		2847D	47
2837C		2847C	10
2837D		2847D	10
2847B		2900A	53
2900A		2900B	5
2900B		2900C	47
2900A		3000A	100
3000A		3000B	5
3000B		3000C	47
3100B		3100C	5
3100C		3100D	47
3200A		3200B	5
3200B		3200C	47
3300A		3300B	5
3300B		3300C	47
3300A		3400A	100
3400A		3400B	5
3400B		3400C	47
3400A		3500A	100
3500A		3500B	5
3500B		3500C	52
3500C		3550C	50
3948A		3948B	47
3948B		3948C	5
3948C		4113C	165
4113A		4113B	47
4113B		4113C	5
4224A		4234A	11
4234A		4234B	47
4234B		4234C	5
4113B		4234C	121
4587A		4597A	10
4597A		4597B	47
4587B		4597B	10
4597B		4597C	5
4597C		4654C	57
4654		4654B	47
4654B		4654C	5
5154A		5154B	47
5154B		5154C	5
5154C		5282C	128
5282A		5282B	47
5282B		5292B	10
5282B		5282C	5
5625A		5625B	47
5625B		5625C	5
5625C		5690C	65
5690A		5700A	10
5690A		5690B	47
5690B		5700B	10
5690B		5690C	5
5690C		5755C	65
5755A		5755B	47
5755B		5755C	5
5755C		5815C	65
5815A		5815B	47
5815B		5815C	5
5815C		5875C	60
5875A		5875B	47
5875B		5875C	5
6140A		6140B	47
6140B		6140C	9
6140C		6197C	57
6197A		6207A	10
6207A		6255A	49
6197A		6197B	47

PAY ITEM		550A2520	
DESCRIPTION		STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 12"	
FROM	LOCATION	TO	QUANTITY (FOOT)
6197B		6207B	
6207B		6255B	48
6197B		6197C	9
6275A		6275B	
6275B		6275C	123
6275C		6275D	
6275D		6275E	
20144B		20155B	11
20144B		20144A	71
20144A		2055A	11
20144A		20071	76
20071		20074	7
20074		?	184
20260C		20260B	71
20260B		20260A	6
TOTAL			3029

PAY ITEM		550A2530	
DESCRIPTION		STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2, 15"	
FROM	LOCATION	TO	QUANTITY
1605A		1605B	40
2332A		3100B	40
2847a		2847B	37
3100A		3100B	37
3110B		3200A	100
3200A		3300A	100
4234C		4234D	91
4597C		4597D	86
5282C		5282D	51
5755C		5755D	76
6140C		6140D	67
TOTAL			725

PAY ITEM		550A2360	
DESCRIPTION		STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1, 24"	
FROM	LOCATION	TO	QUANTITY
STA 35+10, 105 FT LEFT			
TOTAL			48

PAY ITEM		42400200	
DESCRIPTION		PCC SIDEWALK, 5"	
FROM	LOCATION	TO	AREA (SF)
13+66		24+35, RT	4810
300+35		300+65, RT	200
300+35		300+75, RT	200
24+80		36+50, RT	5265
36+50		36+80, RT	180
200+50		203+70, RT	1500
200+50		202+90, LT	2600
202+90		203+60, LT	450
37+90		62+80, RT	11340
63+60, RT			310
63+60, LT			250
50+15		54+85, LT	2250
55+35		62+80, LT	3645
TOTAL			33000

PAY ITEM		60603800	
DESCRIPTION		COMBINATION CONCRETE CURB AND GUTTER, TY B-6.12	
FROM	LOCATION	TO	QUANTITY (FOOT)
600+98		601+35, South	40
600+98		601+35, North	40
200+74		203+80	306
200+74		204+45	371
TOTAL			757

PAY ITEM		60609800	
DESCRIPTION		COMBINATION CONCRETE CURB AND GUTTER, TY B-6.18	
FROM	LOCATION	TO	QUANTITY (FOOT)
200+87		203+80, RT	293
200+91		204+45, LT	354
TOTAL			647

PAY ITEM		60608562	
DESCRIPTION		COMBINATION CONCRETE CURB AND GUTTER, TY M-4.12	
FROM	LOCATION	TO	QUANTITY (FOOT)
300+35		300+70, RT	35
300+35		300+70, LT	35
TOTAL			70

PAY ITEM		60604900	
DESCRIPTION		COMBINATION CONCRETE CURB AND GUTTER, TY B-6.18 (VARIABLE WIDTH)	
FROM	LOCATION	TO	QUANTITY (FOOT)
200+47		200+87, RT	43
200+52		200+91, LT	43
TOTAL			86

PAY ITEM		60605900	
DESCRIPTION		COMBINATION CONCRETE CURB AND GUTTER, TY B-9.12	
FROM	LOCATION	TO	QUANTITY (FOOT)
KINGS ROAD, WEST SIDE			
13+66		54+38	4072
54+38		54+78 @ SW RAMP	46
55+38 @ SW RAMP		55-79	46
55+79		61+91	612
61+91		62+90	130
63+60		63+75	20
KINGS ROAD, EAST SIDE			
13+66		24+10	1044
24+10		24+35 @ SW RAMP	30
24+78		36+44	1166
36+44		36+93 @ SW RAMP	57
37+88 @ SW RAMP		39+05	126
39+05		62+37	2332
62+37		62+90	105
63+58		63+75	25
KINGS RD ISLAND			
14+13		24+00	1980
28+15		33+60	1100
40+95		51+50	2120
55+76		58+80	620
TOTAL			15631

PAY ITEM		60108204	
DESCRIPTION		PIPE UNDERDRAINS, TYPE 2 4"	
STA	LOCATION	TO STR #	QUANTITY (LF)
16+05	1605C	1605D	50
22+32	2232C	2232D	50
28+47	2847C	2847D	50
42+34	4234A	4234B	50
45+97	4597A	4597B	50
52+82	5282A	5282B	50
56+90	5690A	5690B	50
61+97	6197A	6197B	50
TOTAL			400

PAY ITEM		60619600	
DESCRIPTION		CONCRETE MEDIAN, TY SB-6.12	
LOCATION		QUANTITY (SQ FT)	
200+75		100	
TOTAL		100	

PAY ITEM		60620800	
DESCRIPTION		CONCRETE MEDIAN, TY SB-9.12	
LOCATION		QUANTITY (SQ FT)	
14+05		125	
24+10		125	
28+10		45	
33+60		45	
40+90		45	
51+55		45	
55+65		125	
58+85		45	
TOTAL		600	

PAY ITEM		60618390	
DESCRIPTION		CONCRETE MEDIAN SURFACE CORRUGATED	
LOCATION		QUANTITY (SQ FT)	
200+75		80	
14+05		60	
24+10		60	
28+10		30	
33+60		30	
40+90		30	
51+55		30	
55+65		60	
58+85		30	
TOTAL		410	

PAY ITEM		63000007	
DESCRIPTION		STEEL PLATE BEAM GUARDRAIL TY B, 6 FT POST	
FROM	LOCATION	TO	QUANTITY (FOOT)
34+05		36+25	220
38+40		39+05	65
200+00		201+00	100
TOTAL			385

PAY ITEM		28100105	
DESCRIPTION		STONE RIPRAP CLASS A3	
LOCATION		QUANTITY (SQ YD)	
FES 1605A		13	
FES 2332		13	
FES 2847A		13	
FES 3100A		13	
FES 4234D		13	
FES 4597D		13	
FES 5282D		13	
FES 5755D		13	
FES 6140D		13	
TOTAL		117	

FILE NAME = \_\_\_\_\_ USER NAME = .USER. DESIGNED - S.S. REVISED - \_\_\_\_\_  
 CHECKED - J.B. REVISED - \_\_\_\_\_  
 PLOT SCALE = 2.00 ft / in. DRAWN - G.R./L.V. REVISED - \_\_\_\_\_  
 PLOT DATE = 12/17/2018 CHECKED - \_\_\_\_\_ REVISED - \_\_\_\_\_

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	13
CONTRACT NO.			61F40	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 STRUCTURE NOTATIONS OKWD \_\_\_\_\_

ITEM: 20200100 EARTH EXCAVATION						
	AREA		LENGTH (FT)	VOLUME (CU YD)		
	STA	STA		A <sub>AVG</sub>	A <sub>AVG</sub> X L / 27	
<b>KINGS ROAD</b>						
CUT	13+66	14+00	53.0	34	66.74	
FILL	74	32	39.5	34		49.74
CUT	14+00	14+50	27.0	50	50.00	
FILL	32	22	38.0	50		70.37
CUT	14+50	15+00	20.0	50	37.04	
FILL	18	18	35.0	50		64.81
CUT	15+00	15+50	19.0	50	35.19	
FILL	37	33	35.0	50		64.81
CUT	15+50	16+00	21.0	50	38.89	
FILL	20	22	31.0	50		57.41
CUT	16+00	16+50	23.5	50	43.52	
FILL	22	25	27.0	50		50.00
CUT	16+50	17+00	26.0	50	48.15	
FILL	25	30	27.5	50		50.93
CUT	17+00	17+50	24.0	50	44.44	
FILL	27	21	33.5	50		62.04
CUT	17+50	18+00	21.0	50	38.89	
FILL	37	46	41.5	50		76.85
CUT	18+00	18+50	18.5	50	34.26	
FILL	21	16	50.0	50		92.59
CUT	18+50	19+00	20.0	50	37.04	
FILL	16	24	47.5	50		87.96
CUT	19+00	19+50	18.0	50	33.33	
FILL	24	12	47.0	50		87.04
CUT	19+50	20+00	15.0	50	27.78	
FILL	12	18	48.0	50		88.89
CUT	20+00	20+50	17.0	50	31.48	
FILL	18	16	44.5	50		82.41
CUT	20+50	21+00	20.0	50	37.04	
FILL	16	24	42.5	50		78.70
CUT	21+00	21+50	29.0	50	53.70	
FILL	39	28	33.5	50		62.04
CUT	21+50	22+00	34.0	50	62.96	
FILL	28	20	24.0	50		44.44
CUT	22+00	22+50	41.0	50	75.93	
FILL	34	48	21.5	50		39.81
CUT	22+50	23+00	33.5	50	62.04	
FILL	48	19	26.5	50		49.07
CUT	23+00	23+50	11.5	50	21.30	
FILL	19	4	35.0	50		64.81
CUT	23+50	24+00	3.5	50	6.48	
FILL	4	3	42.5	50		78.70
CUT	24+00	24+50	31.5	50	58.33	
FILL	3	60	38.5	50		67.59
CUT	24+50	25+00	35.0	50	64.81	
FILL	28	35	31.5	50		58.33
CUT	25+00	25+50	15.0	50	27.78	
FILL	10	20	35.0	50		64.81
CUT	25+50	26+00	24.0	50	44.44	
FILL	20	28	29.5	50		54.63
CUT	26+00	26+50	31.5	50	58.33	
FILL	28	35	25.0	50		46.30
CUT	26+50	27+00	38.0	50	70.37	
FILL	24	26	23.0	50		42.59

CUT	27+00	27+50	44.0	50	81.48	
FILL	41	47	18.0	50		33.33
CUT	27+50	28+00	46.0	50	85.19	
FILL	20	16	13.0	50		24.07
CUT	28+00	28+50	42.5	50	78.70	
FILL	45	40	11.5	50		21.30
CUT	28+50	29+00	37.5	50	69.44	
FILL	10	13	15.0	50		27.78
CUT	29+00	29+50	35.0	50	64.81	
FILL	35	35	17.0	50		31.48
CUT	29+50	30+00	33.0	50	61.11	
FILL	17	15	16.0	50		29.63
CUT	30+00	30+50	30.5	50	56.48	
FILL	31	30	16.0	50		29.63
CUT	30+50	31+00	30.5	50	56.48	
FILL	30	31	17.0	50		31.48
CUT	31+00	31+50	30.0	50	55.56	
FILL	31	29	19.5	50		36.11
CUT	31+50	32+00	26.0	50	48.15	
FILL	29	23	24.5	50		45.37
CUT	32+00	32+50	21.5	50	39.81	
FILL	23	20	29.0	50		53.70
CUT	32+50	33+00	15.5	50	28.70	
FILL	20	11	36.5	50		67.59
CUT	33+00	33+50	14.0	50	25.93	
FILL	31	42	44.0	50		81.48
CUT	33+50	34+00	17.5	50	32.41	
FILL	46	33	39.5	50		73.15
CUT	34+00	34+50	14.5	50	26.85	
FILL	18	11	39.5	50		73.15
CUT	34+50	35+00	5.5	50	10.19	
FILL	46	175	110.5	50		204.63
CUT	35+00	35+50	50.0	50	92.59	
FILL	0	100	150.0	50		277.78
CUT	35+50	36+00	50.0	50	92.59	
FILL	125	220	172.5	50		319.44
CUT	36+00	36+50	0.0	50	0.00	
FILL	220	55	137.5	50		254.63
CUT	36+50	37+00	0.0	50	0.00	
FILL	0	0	52.5	50		97.22
CUT	37+00	37+50	0.0	50	0.00	
FILL	50	85	67.5	50		125.00
CUT	37+50	38+00	5.0	50	9.26	
FILL	0	10	77.5	50		143.52
CUT	38+00	38+50	12.5	50	23.15	
FILL	10	15	43.0	50		79.63
CUT	38+50	39+00	15.0	50	27.78	
FILL	16	50	33.0	50		61.11
CUT	39+00	39+50	16.5	50	30.56	
FILL	15	18	44.0	50		81.48
CUT	39+50	40+00	17.0	50	31.48	
FILL	18	16	30.0	50		55.56
CUT	40+00	40+50	17.5	50	32.41	
FILL	16	19	26.5	50		49.07

CUT	40+50	41+00	18.5	50	34.26	
FILL	19	18	32.5	50		60.19
CUT	41+00	41+50	19.0	50	35.19	
FILL	31	34	29.0	50		53.70
CUT	41+50	42+00	21.0	50	38.89	
FILL	18	20	22.5	50		41.67
CUT	42+00	42+50	21.5	50	39.81	
FILL	24	21	22.0	50		40.74
CUT	42+50	43+00	18.5	50	34.26	
FILL	21	16	24.0	50		44.44
CUT	43+00	43+50	15.5	50	28.70	
FILL	23	25	28.5	50		52.78
CUT	43+50	44+00	15.0	50	27.78	
FILL	15	15	38.0	50		70.37
CUT	44+00	44+50	14.5	50	26.85	
FILL	44	46	45.0	50		83.33
CUT	44+50	45+00	19.5	50	36.11	
FILL	14	25	44.0	50		81.48
CUT	45+00	45+50	33.5	50	62.04	
FILL	25	42	40.0	50		74.07
CUT	45+50	46+00	48.5	50	89.81	
FILL	42	38	38.0	50		70.37
CUT	46+00	46+50	55.0	50	101.85	
FILL	55	55	31.0	50		57.41
CUT	46+50	47+00	53.0	50	98.15	
FILL	55	51	15.0	50		27.78
CUT	47+00	47+50	52.5	50	97.22	
FILL	51	54	9.0	50		16.67
CUT	47+50	48+00	44.0	50	81.48	
FILL	54	34	14.0	50		25.93
CUT	48+00	48+50	30.0	50	55.56	
FILL	34	26	19.0	50		35.19
CUT	48+50	49+00	27.0	50	50.00	
FILL	26	31	26.5	50		49.07
CUT	49+00	49+50	24.5	50	45.37	
FILL	31	36	33.5	50		62.04
CUT	49+50	50+00	17.5	50	32.41	
FILL	21	14	38.0	50		70.37
CUT	50+00	50+50	26.0	50	48.15	
FILL	14	38	49.0	50		90.74
CUT	50+50	51+00	40.0	50	74.07	
FILL	40	58	54.5	50		100.93
CUT	51+00	51+50	44.5	50	82.41	
FILL	38	42	45.0	50		83.33
CUT	51+50	52+00	51.5	50	95.37	
FILL	42	47	36.5	50		67.59
CUT	52+00	52+50	58.0	50	107.41	
FILL	47	56	35.0	50		64.81
CUT	52+50	53+00	55.0	50	101.85	
FILL	56	60	42.0	50		77.78
CUT	53+00	53+50	37.0	50	68.52	
FILL	60	50	73.5	50		136.11
CUT	53+50	54+00	15.0	50	27.78	
FILL	48	99	111.0	50		205.56
CUT	54+00	54+50	26.5	50	49.07	
FILL	24	6	136.5	50		252.78

CUT	54+50	55+00	89.5	50	165.74	
FILL	47	132	75.0	50		138.89
CUT	55+00	55+50	97.5	50	180.56	
FILL	132	63	4.0	50		7.41
CUT	55+50	56+00	48.5	50	89.81	
FILL	0	8	22.0	50		40.74
CUT	56+00	56+50	42.0	50	77.78	
FILL	34	50	33.0	50		61.11
CUT	56+50	57+00	50.5	50	93.52	
FILL	50	51	29.0	50		53.70
CUT	57+00	57+50	49.5	50	91.67	
FILL	51	48	32.5	50		60.19
CUT	57+50	58+00	46.5	50	86.11	



DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
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 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_

ITEM: 21101505 TOP SOIL EXCAVATION AND PLACEMENT					
KINGS RD	AREA			LENGTH (FT)	VOLUME (CU YD) A <sub>AVG</sub> X L / 27
	STA	STA	A <sub>AVG</sub>		
BERM	26+00	32+00			
	26+00	26+50			
	5	10	7.5	50	13.89
	26+50	27+00			
	10	26	18.0	50	33.33
	27+00	27+50			
	26	33	29.5	50	54.63
	27+50	28+00			
	33	41	37.0	50	68.52
	28+00	28+50			
	41	15	28.0	50	51.85
	28+50	29+00			
	15	24	19.5	50	36.11
	29+00	29+50			
	24	26	25.0	50	46.30
	29+50	30+00			
	26	10	18.0	50	33.33
	30+00	30+50			
	10	22	16.0	50	29.63
	30+50	31+00			
	22	25	23.5	50	43.52
	31+00	31+50			
	25	16	20.5	50	37.96
	31+50	32+00			
	16	7	11.5	50	21.30
				<b>Subtotal</b>	<b>470.37</b>

BERM	43+50	49+00			
	43+50	44+00			
	9	10	9.5	50	17.59
	44+00	44+50			
	10	4	7.0	50	12.96
	44+50	45+00			
	4	5	4.5	50	8.33
	45+00	45+50			
	5	11	8.0	50	14.81
	45+50	46+00			
	11	13	12.0	50	22.22
	46+00	46+50			
	13	14	13.5	50	25.00
	46+50	47+00			
	14	12	13.0	50	24.07
	47+00	47+50			
	12	10	11.0	50	20.37
	47+50	48+00			
	10	2	6.0	50	11.11
	48+00	48+50			
	2	5	3.5	50	6.48
	48+50	49+00			
	5	1	3.0	50	5.56
				<b>Subtotal</b>	<b>168.52</b>

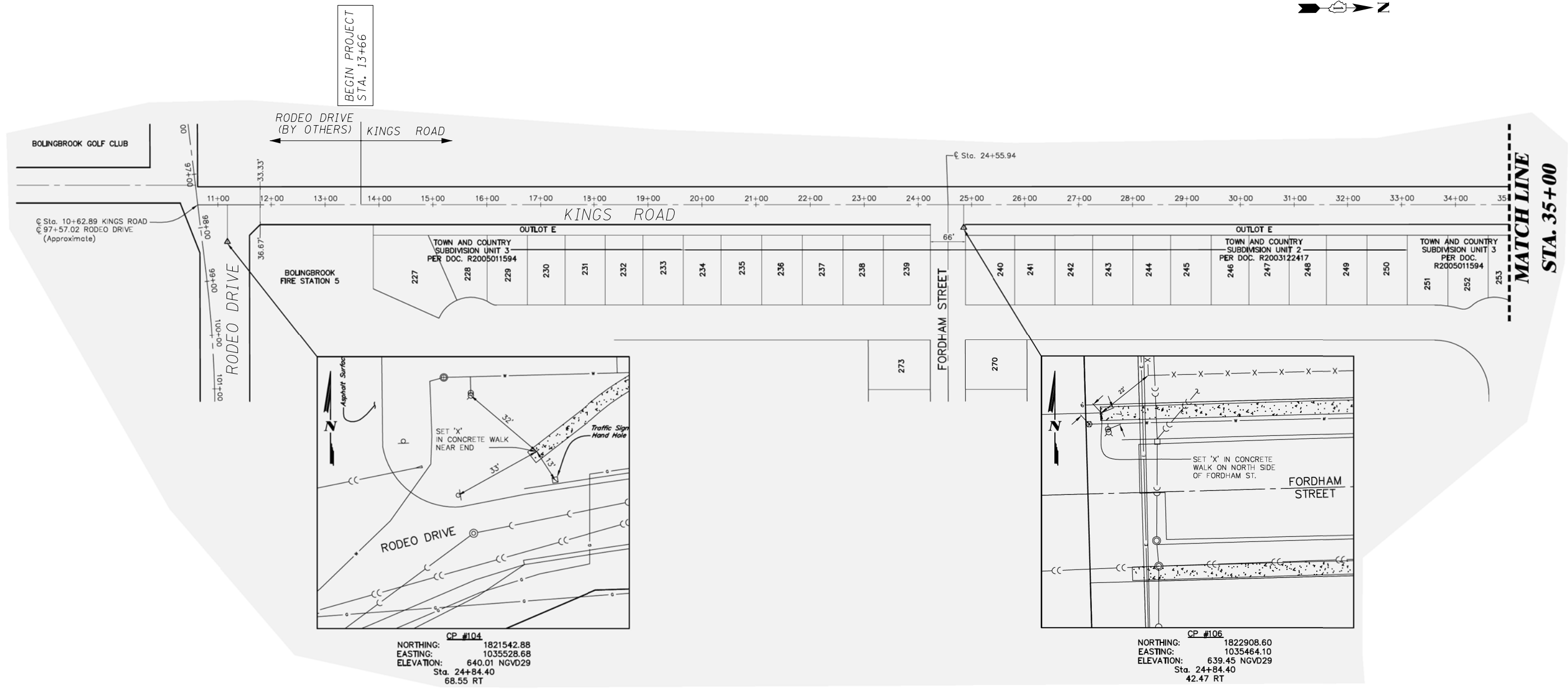
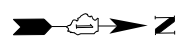
STOCK PILE	54+50	61+50			
	54+50	55+00			
	27	325	176.0	50	325.93
	55+00	55+50			
	325	263	294.0	50	544.44
	55+50	56+00			
	263	345	304.0	50	562.96
	56+00	56+50			
	345	327	336.0	50	622.22
	56+50	57+00			
	327	313	320.0	50	592.59
	57+00	57+50			
	313	290	301.5	50	558.33
	57+50	58+00			
	290	278	278.0	50	514.81
	58+00	58+50			
	278	233	255.5	50	473.15
	58+50	59+00			
	233	219	226.0	50	418.52
	59+00	59+50			
	219	125	172.0	50	318.52
	59+50	60+00			
	125	23	74.0	50	137.04
	60+00	60+50			
	23	18	20.5	50	37.96
	60+50	61+00			
	18	9	13.5	50	25.00
	61+00	61+50			
	9	8.96	9.0	50	16.63
				<b>Subtotal</b>	<b>5148.11</b>
				<b>TOTAL</b>	<b>5,787.00</b>

ITEM: 50200100 STRUCTURE EXCAVATION					
STR	AREA			LENGTH (FT)	VOLUME (CU YD) A <sub>AVG</sub> X L / 27
	STA	STA	A <sub>AVG</sub>		
BRIDGE	501+57	504+03			
	501+60	501+80			
	748	721	734.5	23	625.69
	501+80	502+00			
	721	687	704.0	20	521.48
	502+00	502+20			
	687	707	697.0	20	516.30
	502+20	502+40			
	707	753	730.0	20	540.74
	502+40	502+60			
	753	851	802.0	20	594.07
	502+60	502+80			
	851	893	872.0	20	645.93
	502+80	503+00			
	893	900	896.5	20	664.07
	503+00	503+20			
	900	883	891.5	20	660.37
	503+20	503+40			
	883	817	850.0	20	629.63
	503+40	503+60			
	817	813	815.0	20	603.70
	503+60	503+80			
	813	815	814.0	20	602.96
	503+80	504+00			
	815	730	772.5	23	658.06
				<b>Subtotal</b>	<b>7263.00</b>
WINGS					
DS	501+20	501+60			
WEST	96	102	99.0	39	143.00
DS	501+20	501+60			
EAST	73	89	81.0	39	117.00
US	504+00	504+40			
WEST	122	94	108.0	39	156.00
US	504+00	504+40			
EAST	79	105	92.0	39	132.89
				<b>Subtotal</b>	<b>548.89</b>
WEIR					
DS	501+00	501+20			
SOUTH	57	60	58.5	31.5	68.25
DS	501+20	501+40			
SOUTH	60	62	61.0	20	45.19
DS	501+40	501+60			
SOUTH	62	63	62.5	17	39.35
				<b>Subtotal</b>	<b>152.79</b>
WEIR					
US	504+00	504+20			
NORTH	64	66	65.0	17	40.93
UP	502+20	504+40			
NORTH	66	65	65.5	20	48.52
UP	502+40	504+60			
NORTH	62	62	62.0	20	45.93
				<b>Subtotal</b>	<b>135.37</b>
				<b>TOTAL</b>	<b>8,100.05</b>

NO	PAY ITEM	DESCRIPTION	LOCATION		TOTAL TREES BY SPECIES
			Kings Rd/115th St Parkway/ Island	Kings Rd Berm STA 54+50 / 62+50	
OB	A2002016	TREE, AESCULUS GLABRA (OHIO BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	16		16
BH	A2002616	TREE, CARYA CORDIFORMIS (BITTERNUT HICKORY), 2" CALIPER, BALLED AND BURLAPPED	12	3	15
SH	A2002716	TREE, CARYA OVATA (SHAGBARK HICKORY), 2" CALIPER, BALLED AND BURLAPPED	6		6
NC	A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	27		27
GB	A2004564	TREE, GINKO BILOBA WINDOVER GOLD, (WINDOVER GOLD GINKO), 2" CALIPER, BALLED AND BURLAPPED	10		10
KC	A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	33	3	36
TT	A2005416	TREE, LIRIODENDRON TULIPIFERA (TULIP TREE), 2" CALIPER, BALLED AND BURLAPPED	20		20
LP	A2005956	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION LONDON PLANETREE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	3		3
SE	A2005816	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 2" CALIPER, BALLED AND BURLAPPED	20		20
AH	A2005616	TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 2" CALIPER, BALLED AND BURLAPPED	4		4
O-SW	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	19		19
CO	A2006816	TREE, QUERCUS MUEHLENBERGII (CHINKAPIN OAK), 2" CALIPER, BALLED AND BURLAPPED	3	3	6
O-RP	A2007170	TREE, QUERCUS WAREI REGAL PRINCE, (REGAL PRINCE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	46		46
BC	A2007616	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	25	3	28
AL	A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	14		14
RE	A2008920	TREE, ULMUS REGAL (REGAL ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	19		19
HB	A2012916	TREE, CELTIS OCCIDENTALIS ULZAM (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	18		18
KT	B2001160	TREE, CERCIDIPHYLLUM JAPONICUM (KATSURA TREE), 8" HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	7		7
J-TL	B2006216	TREE, SYRINGA RETICULLATA (JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	5		5

PLAN	DATE
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	

PROFILE	DATE
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	



**BENCHMARKS:**

**REFERENCE BENCHMARK:**

BERNSTEIN 3D TOP SECURITY MONUMENT, CONSISTING OF A 9/16" DIA. STAINLESS STEEL DATUM POINT ON THREADED 9/16"x4'-0" LONG ROD TOTALING 16'-0" IN LENGTH WITH GREASED TOP SECURITY SLEEVE ENCLOSED IN SAND AND 6" PVC PIPE WITH BMAC 6 ALUMINUM COVER LOCATED AT THE NORTHEAST CORNER OF WILD TIMOTHY ROAD AND SWITCH GRASS LANE.

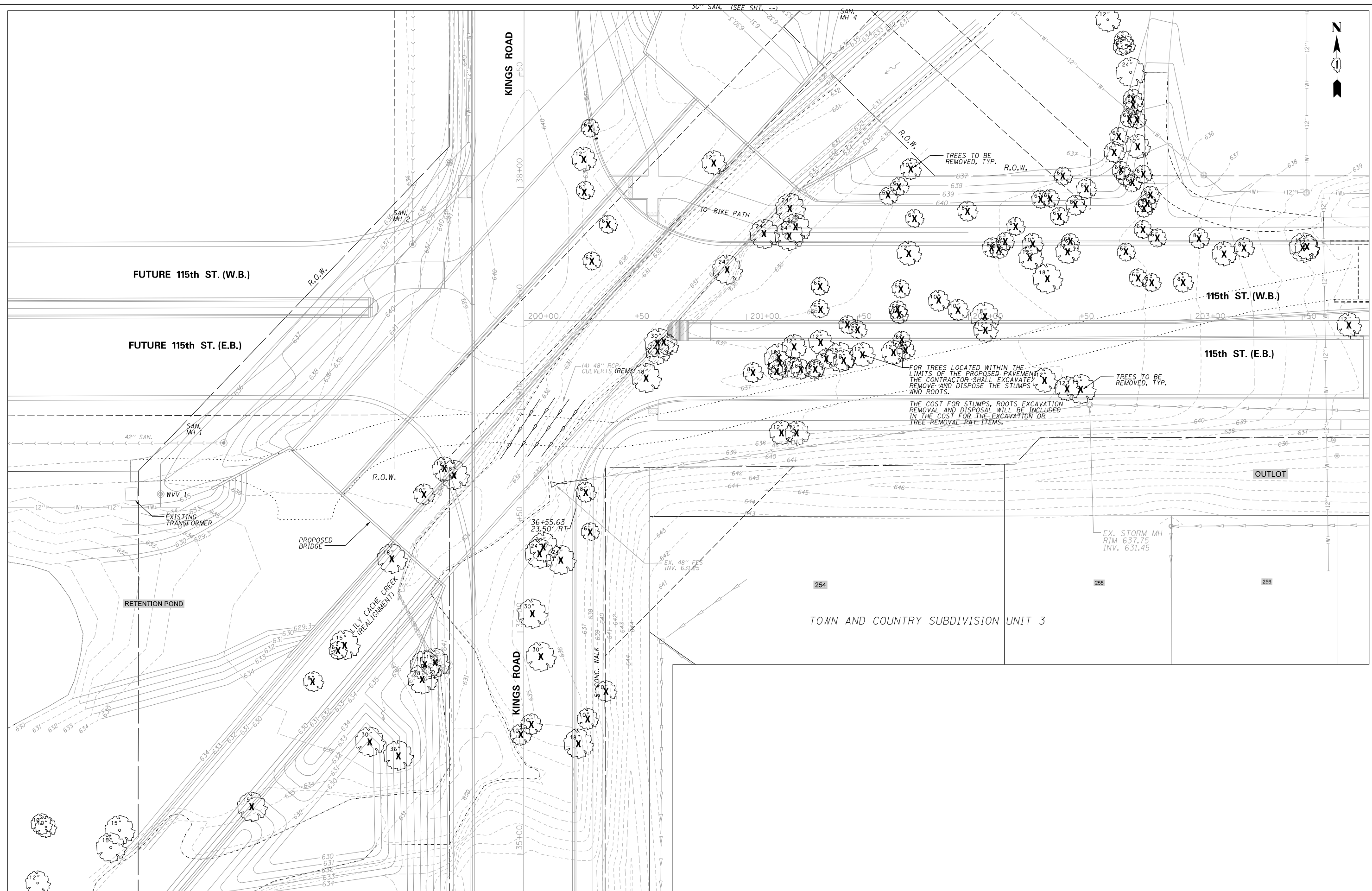
ELEV. 651.59 NAVD88)  
 ELEV. 651.87 NGVD 29 (-0.284' = NAVD88)

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, CONTROL AND BENCHMARKS KINGS RD. (SHT. 1 OF 2)</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -			15-00059-00-PV	WILL	145	16	
		DRAWN - G.R./L.V.	REVISED -			CONTRACT NO. 61F40				
		CHECKED -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				SCALE: 1"=100'	SHEET NO. OF SHEETS	STA. TO STA.				



PLAN	SURVEYED	DATE
	ALIGNED	BY
	CHECKED	
	BY	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES	BY
	CHECKED	
	BY	
	NO.	
	NOTATION	



FILE NAME =

USER NAME = .USER.  
 PLOT SCALE = 40.00' / in.  
 PLOT DATE = 12/12/2018

DESIGNED - S.S.  
 CHECKED - J.B.  
 DRAWN - G.R./L.V.  
 CHECKED -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TREE REMOVAL PLAN**

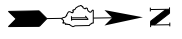
SCALE: 1"=20'    SHEET NO.    OF    SHEETS    STA.    TO    STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	18
CONTRACT NO. 61F40				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		







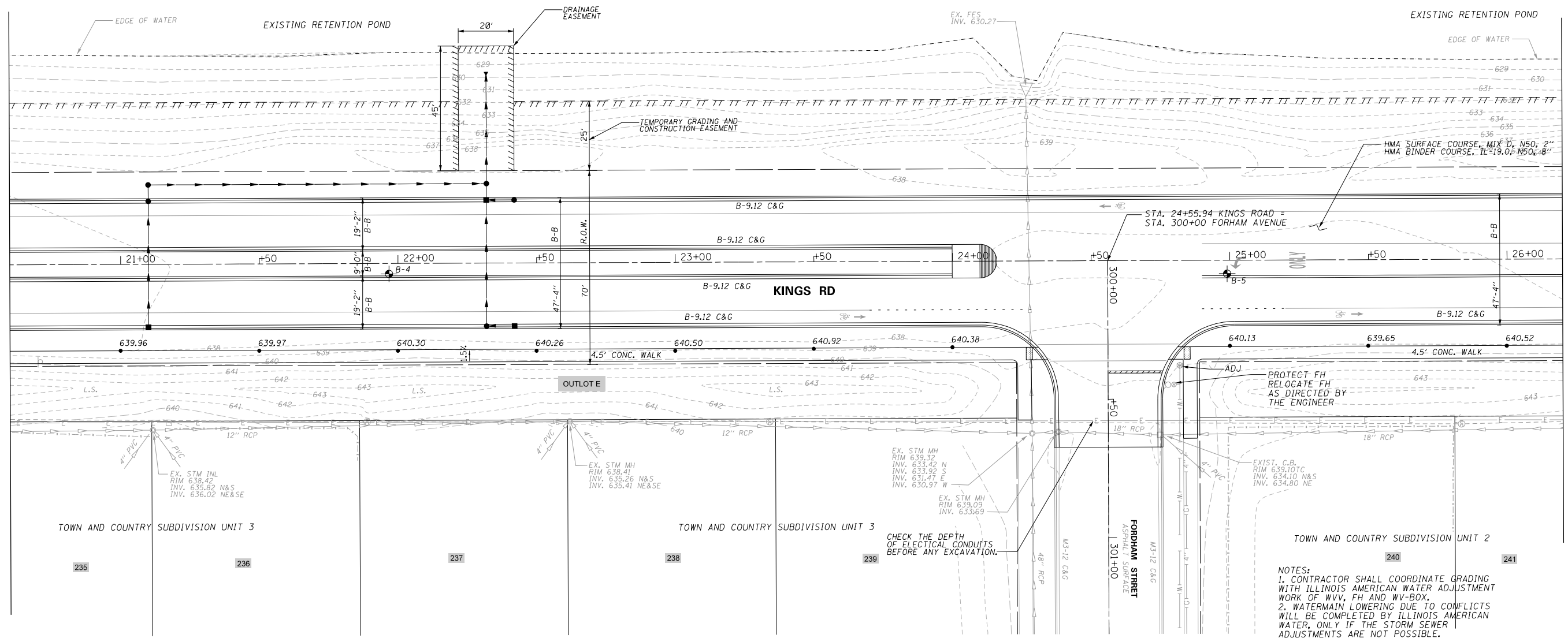


PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	ALIGNED		
	CHECKED		
	BY		
	FILE NAME		

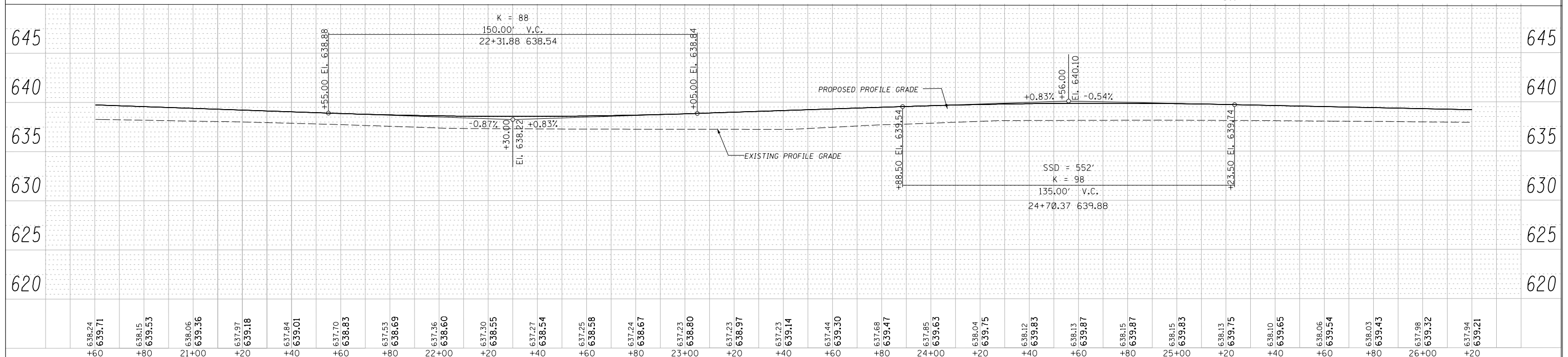
PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES		
	CHECKED		
	BY		
	NOTATIONS		

MATCHLINE STA 20+60  
SEE SHEET 20 FOR CONTINUATION

MATCHLINE STA 26+20  
SEE SHEET 22 FOR CONTINUATION



NOTES:  
1. CONTRACTOR SHALL COORDINATE GRADING WITH ILLINOIS AMERICAN WATER ADJUSTMENT WORK OF W.V.V, FH AND WY-BOX.  
2. WATERMAIN LOWERING DUE TO CONFLICTS WILL BE COMPLETED BY ILLINOIS AMERICAN WATER, ONLY IF THE STORM SEWER ADJUSTMENTS ARE NOT POSSIBLE.

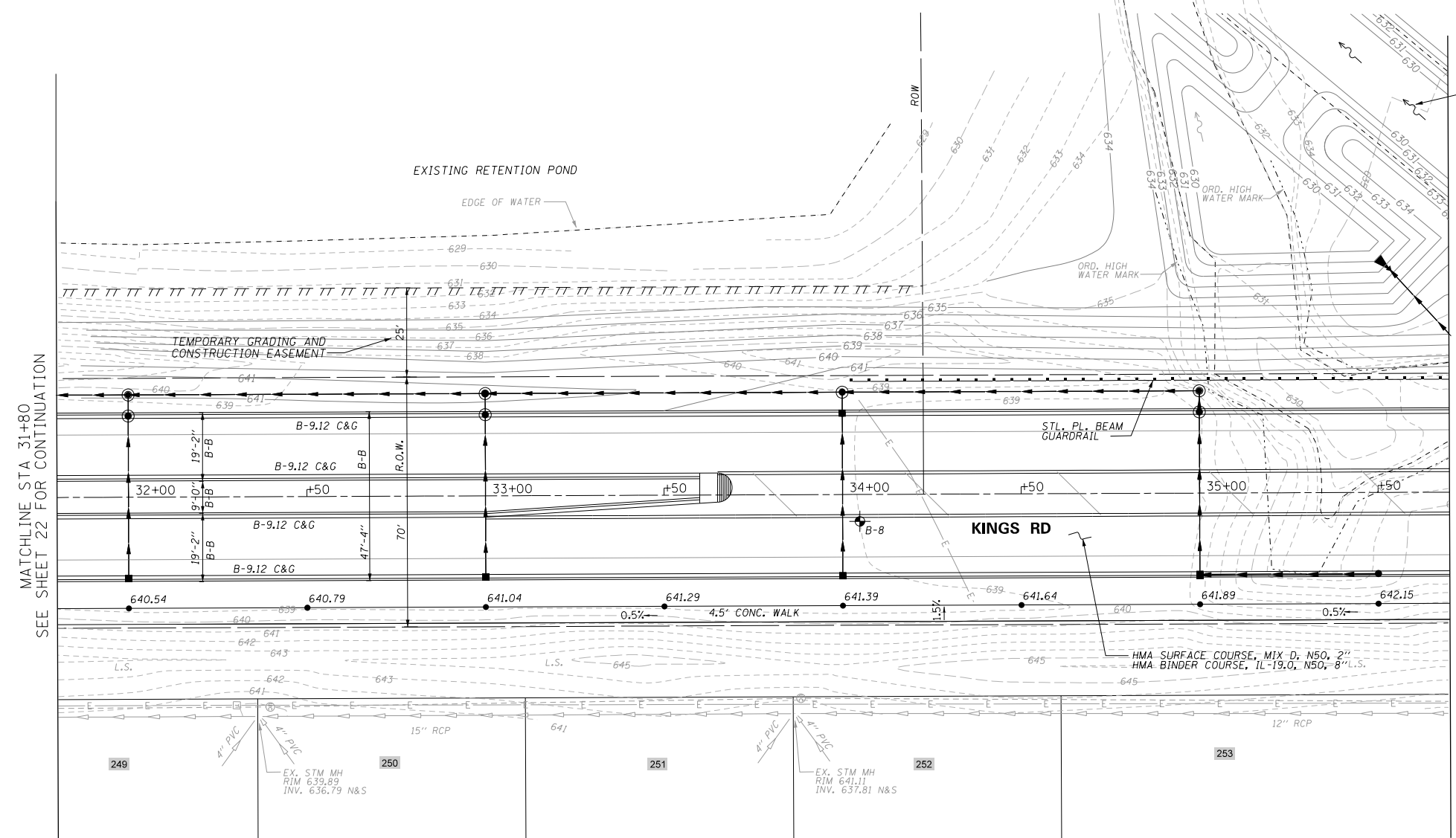


FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD PLAN AND PROFILE</b> <b>STA. 20 + 60 TO STA. 26 + 20</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISIED -		SCALE: H <sub>1</sub> "=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DRAWN - G.R./L.V.	REVISIED -								
		PLOT DATE = 12/12/2018	CHECKED -		REVISIED -						



PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	NO. _____		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	NO. _____		
	NOTATIONS		

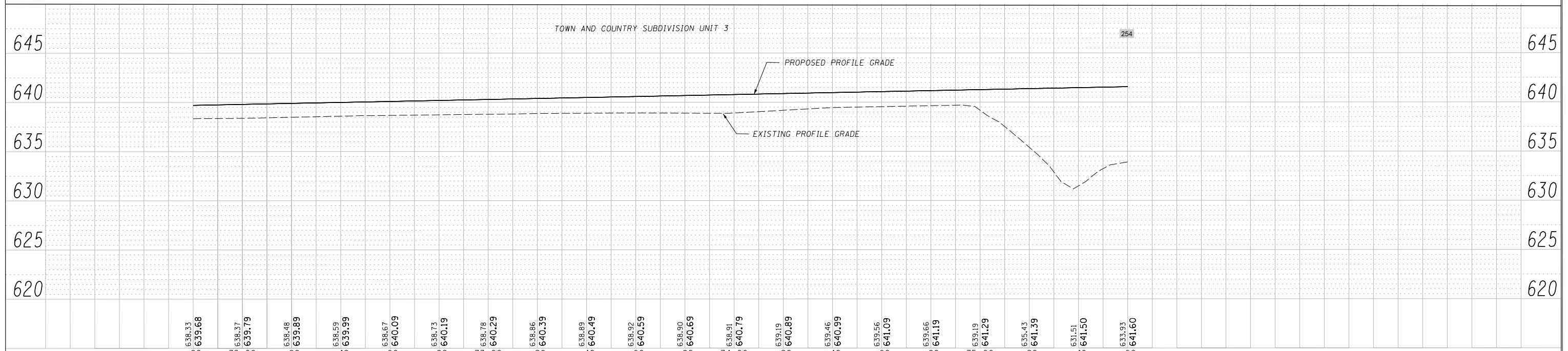


LILY CACHE CREEK  
(STREAM TO BE REALIGNED WITH  
PROPOSED BRIDGE ALIGNMENT)

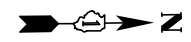


MATCHLINE STA 31+80  
SEE SHEET 22 FOR CONTINUATION

MATCHLINE STA 35+70  
SEE SHEET 24 FOR CONTINUATION

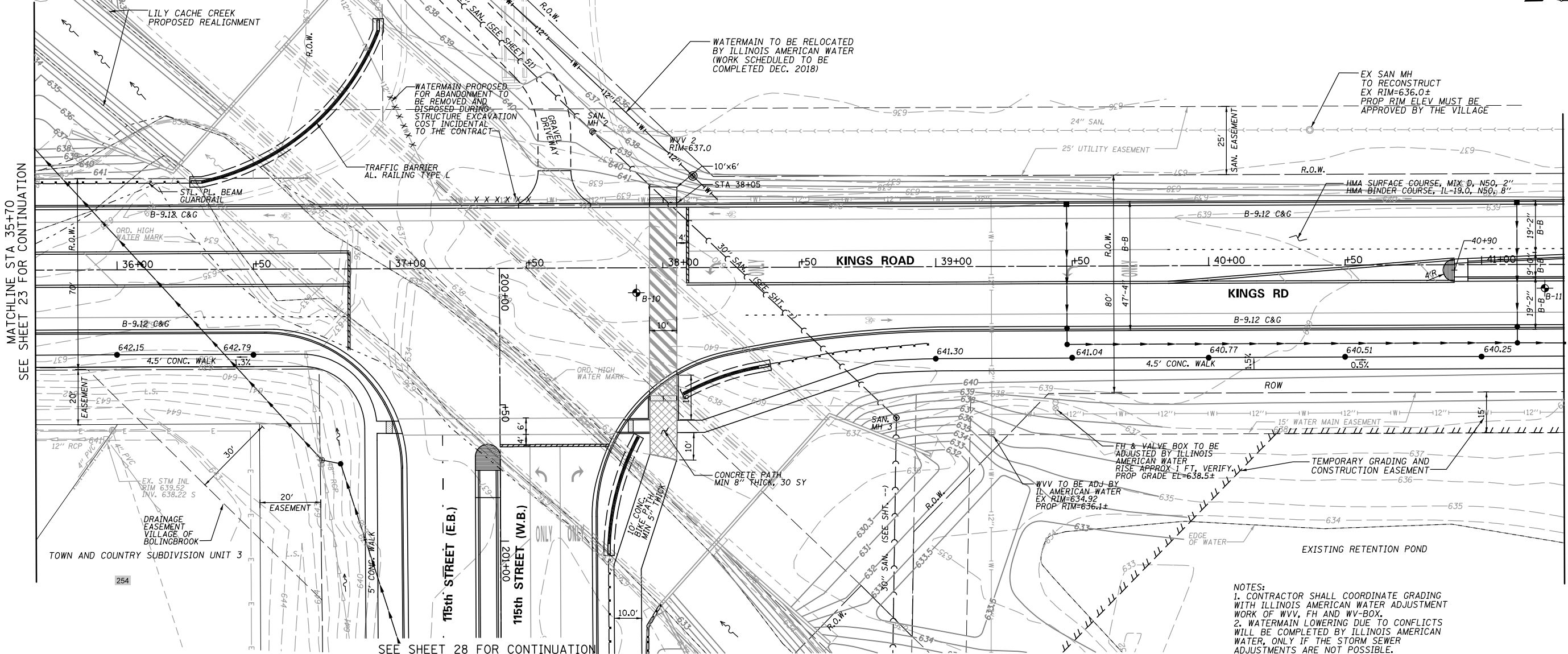


FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD PLAN AND PROFILE STA. 31 + 80 TO STA. 35 + 70</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: H:1"=20' V:1"=5'	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		DRAWN - G.R./L.V.	REVISED -									
		PLotted DATE = 12/12/2018	CHECKED -		REVISED -							



MATCHLINE STA 35+70  
SEE SHEET 23 FOR CONTINUATION

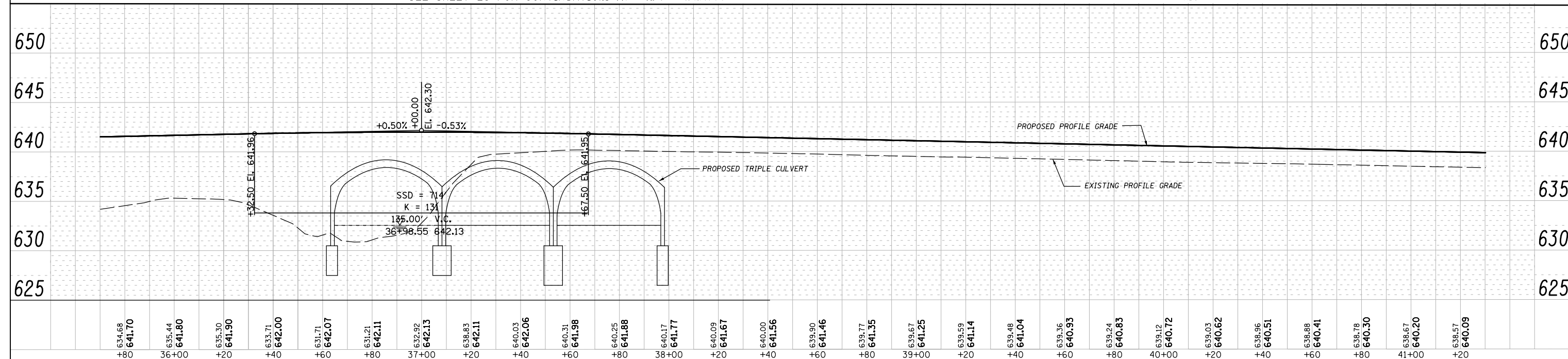
MATCHLINE STA 41+30  
SEE SHEET 25 FOR CONTINUATION



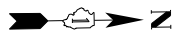
- NOTES:
1. CONTRACTOR SHALL COORDINATE GRADING WITH ILLINOIS AMERICAN WATER ADJUSTMENT WORK OF WV, FH AND WV-BOX.
  2. WATERMAIN LOWERING DUE TO CONFLICTS WILL BE COMPLETED BY ILLINOIS AMERICAN WATER, ONLY IF THE STORM SEWER ADJUSTMENTS ARE NOT POSSIBLE.

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PROFILE	
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GRADES CHECKED	
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STRUCTURE NOTATIONS CHK'D	
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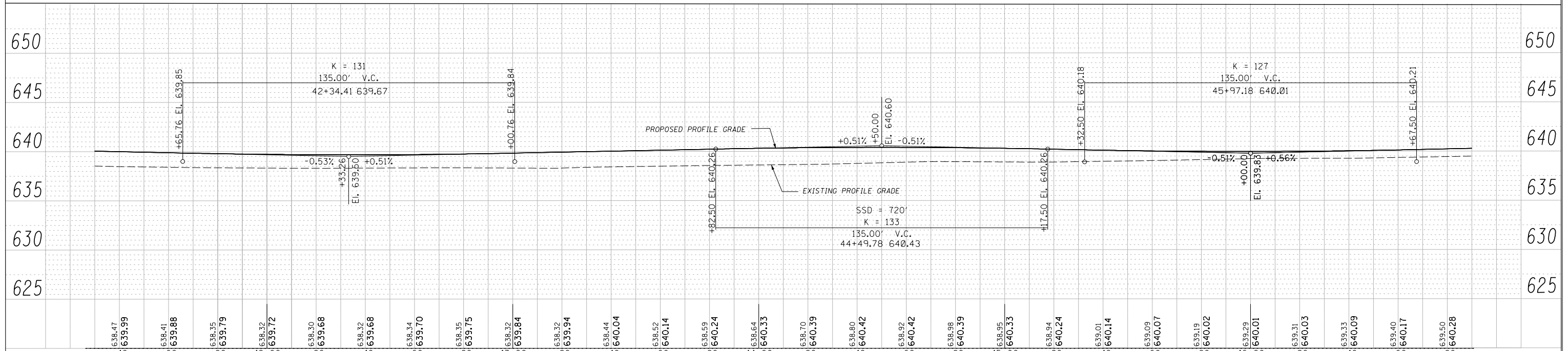
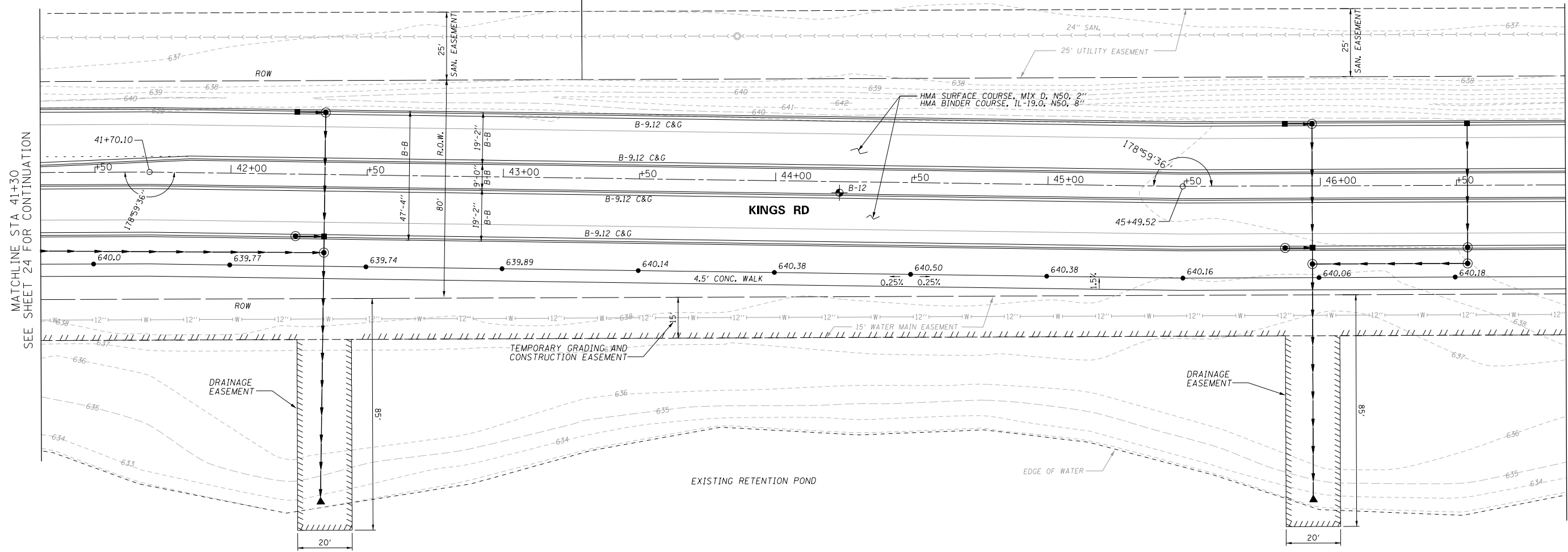


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		CHECKED - J.B.	REVISED -		SCALE: H1"=20' V1"=5'	SHEET NO.	OF	SHEETS	STA.	TO STA.	WILL	145	24
		DRAWN - G.R./L.V.	REVISED -								CONTRACT NO.	61F40	
		CHECKED -	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



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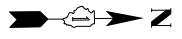
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	GRADES		
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	NOTATIONS		



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD PLAN AND PROFILE</b> <b>STA. 41 + 30 TO STA. 46 + 90</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: H <sub>1</sub> "=20'	SHEET NO. OF SHEETS	STA. TO STA.	15-00059-00-PV	WILL	145	25
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		CHECKED -	REVISED -		V <sub>1</sub> "=35'						
											CONTRACT NO. 61F40

MATCHLINE STA 41+30  
SEE SHEET 24 FOR CONTINUATION

MATCHLINE STA 46+90  
SEE SHEET 26 FOR CONTINUATION

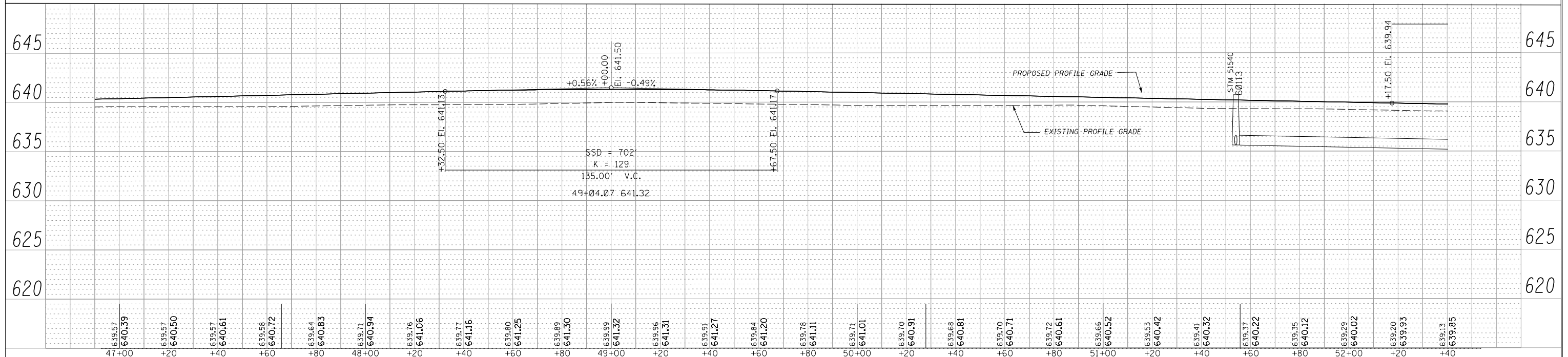
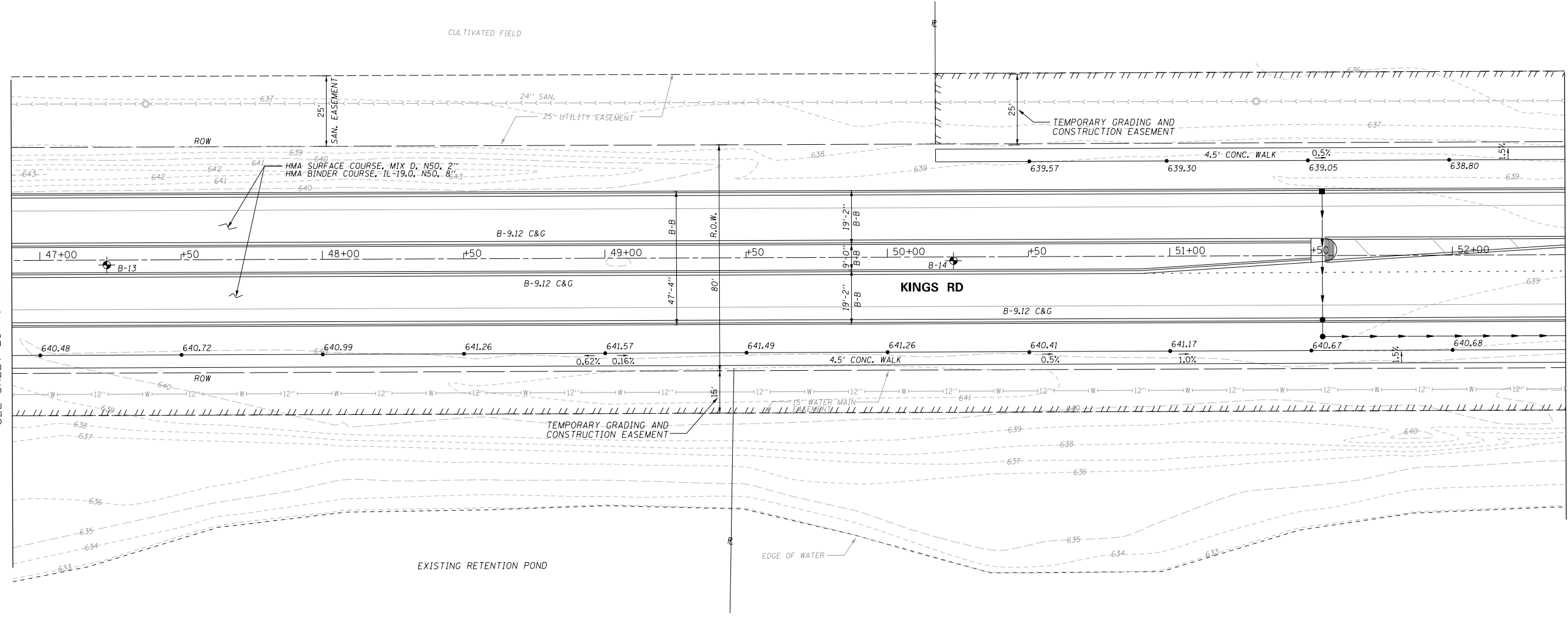


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PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	NO.		
	NOTATIONS		

MATCHLINE STA 46+90  
SEE SHEET 25 FOR CONTINUATION

MATCHLINE STA 52+40  
SEE SHEET 27 FOR CONTINUATION



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD PLAN AND PROFILE STA. 46 + 90 TO STA. 52 + 40</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -		SCALE: HORIZ = 1" = 20'	SHEET NO.	OF SHEETS	STA.	TO STA.	15-00059-00-PV	WILL	145	26
		DRAWN - G.R./L.V.	REVISED -							CONTRACT NO. 61F40			
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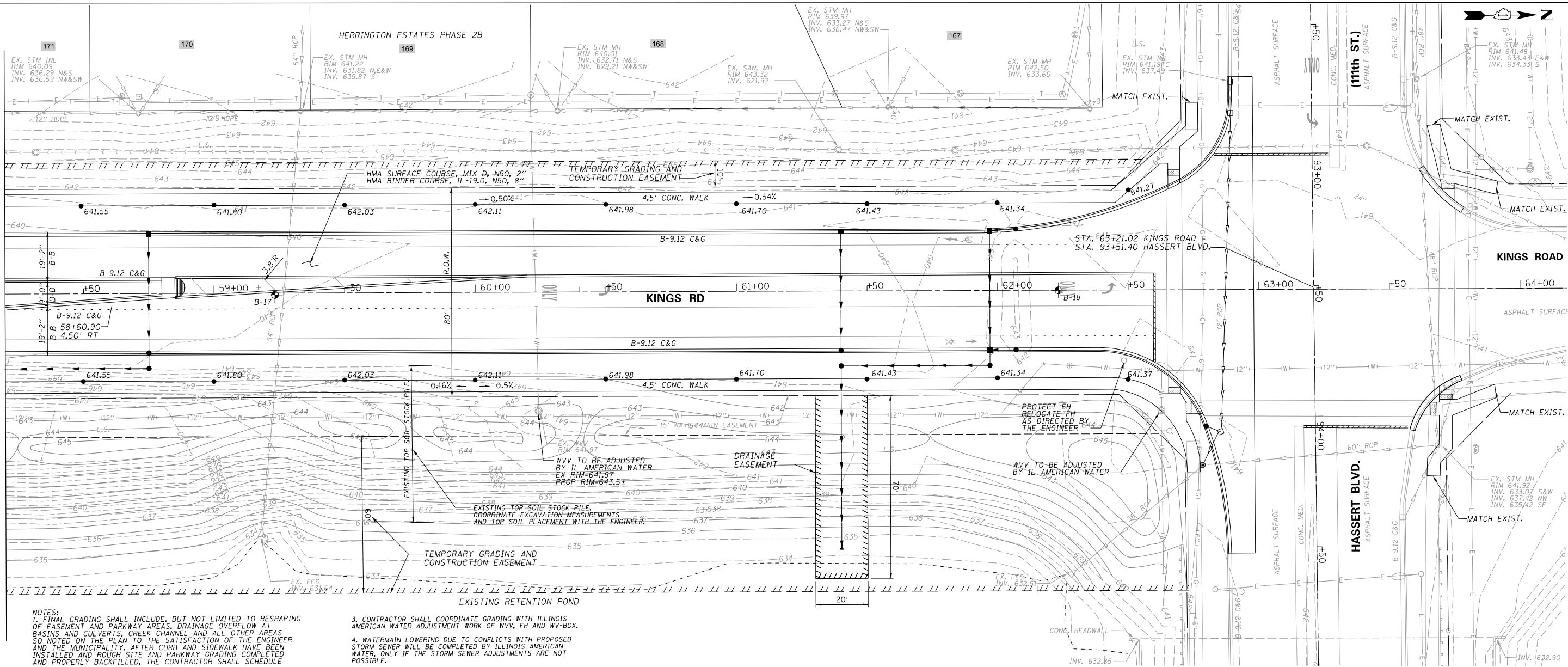




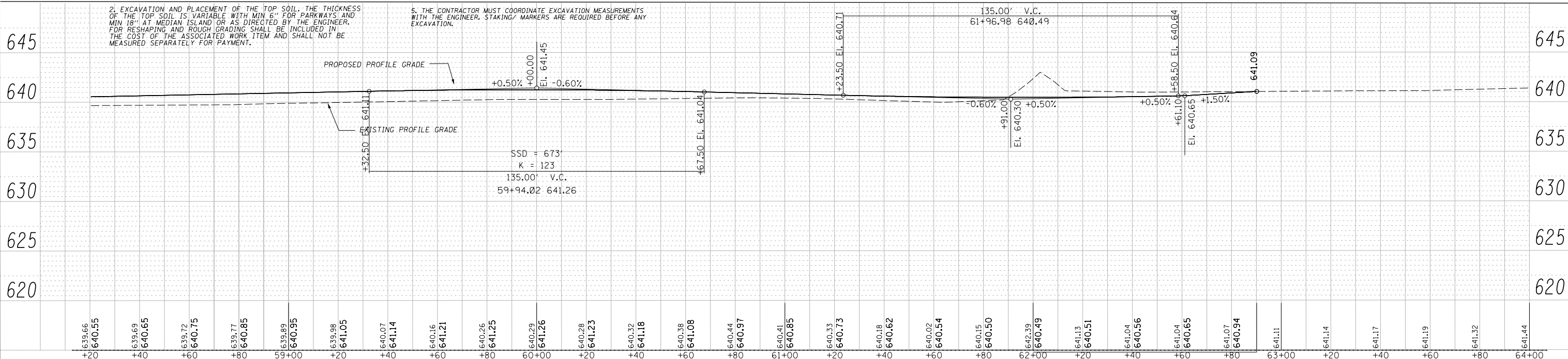
PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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	STRUCTURE		
	NOTATIONS		
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MATCHLINE STA 58+20  
SEE SHEET 27 FOR CONTINUATION



- NOTES:**
- FINAL GRADING SHALL INCLUDE, BUT NOT LIMITED TO RESHAPING OF EASEMENT AND PARKWAY AREAS, DRAINAGE OVERFLOW AT BASINS AND CULVERTS, CREEK CHANNEL AND ALL OTHER AREAS SO NOTED ON THE PLAN TO THE SATISFACTION OF THE ENGINEER AND THE MUNICIPALITY. AFTER CURB AND SIDEWALK HAVE BEEN INSTALLED AND ROUGH SITE AND PARKWAY GRADING COMPLETED AND PROPERLY BACKFILLED, THE CONTRACTOR SHALL SCHEDULE
  - EXCAVATION AND PLACEMENT OF THE TOP SOIL. THE THICKNESS OF THE TOP SOIL IS VARIABLE WITH MIN 6" FOR PARKWAYS AND MIN 18" AT MEDIAN ISLAND OR AS DIRECTED BY THE ENGINEER. FOR RESHAPING AND ROUGH GRADING SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEM AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.
  - CONTRACTOR SHALL COORDINATE GRADING WITH ILLINOIS AMERICAN WATER ADJUSTMENT WORK OF WV, FH AND WV-BOX.
  - WATERMAIN LOWERING DUE TO CONFLICTS WITH PROPOSED STORM SEWER WILL BE COMPLETED BY ILLINOIS AMERICAN WATER, ONLY IF THE STORM SEWER ADJUSTMENTS ARE NOT POSSIBLE.
  - THE CONTRACTOR MUST COORDINATE EXCAVATION MEASUREMENTS WITH THE ENGINEER. STAKING/ MARKERS ARE REQUIRED BEFORE ANY EXCAVATION.



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD PLAN AND PROFILE STA. 58 + 20 TO STA. 64 + 00</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: H <sub>1</sub> "=20' V <sub>1</sub> "=5'	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	145	28
		PLOT SCALE = 48.00' / in.	DRAWN - G.R./L.V.							CONTRACT NO. 61F40		
		PLOT DATE = 12/12/2018	CHECKED -									



**STORM WATER POLLUTION PREVENTION PLAN**

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER N.P.D.E.S.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS AND POLLUTANTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION, OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED OR AS DIRECTED BY THE ENGINEER OR ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE ENGINEERING PLANS, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN THE PLANS.

THIS PLAN SHALL BE FOLLOWED FOR ALL SITE IMPROVEMENTS. AN EROSION CONTROL PLAN HAS BEEN PREPARED FOR THIS PROJECT AND IS PART OF THE APPROVED ENGINEERING PLANS. THE CONTRACTOR SHALL HAVE A COPY OF THE APPROVED PLANS INCLUDING THE EROSION CONTROL PLAN AND A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AT ALL TIMES. THE DETAILS INCLUDED IN THIS STORM WATER POLLUTION PREVENTION PLAN ARE INTENDED TO SUPPLEMENT THE DETAILS PROVIDED IN THE APPROVED PLANS AND PROVIDE RECOMMENDATION ALTERNATIVES THAT MAY BE USED TO PROVIDE EROSION AND SEDIMENTATION CONTROL AS NEEDED.

**SITE DESCRIPTION OF CONSTRUCTION ACTIVITIES:**

- THE PROJECT CONSISTS OF IMPROVEMENTS TO EXISTING ROADWAYS, PAVED DRIVEWAYS, SIDEWALKS AND STORM SEWER IMPROVEMENTS.
- THE SITE CONSTRUCTION ACTIVITIES WILL CONSIST OF THE FOLLOWING: PAVEMENT REMOVAL, MASS GRADING, PAVEMENT CONSTRUCTION, INSTALLATION OF STORM SEWER, PARKWAY RESTORATION ALONG WITH SOIL EROSION AND SEDIMENTATION MEASURES.

**DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:**

- INSTALL SILT FENCE AT LOCATIONS INDICATED ON THE PLANS.
- STRIP TOPSOIL FROM PROPOSED SITE.
- CUT & FILL SITE TO PROPOSED SUB-GRADE.
- PLACE AND MAINTAIN ALL TEMPORARY EROSION CONTROL MEASURES INCLUDING DITCH CHECKS, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, ETC.
- CONSTRUCT UNDERGROUND IMPROVEMENTS, STORM SEWER, SIDEWALK, ETC.
- COMPLETE TOPSOIL PLACEMENT AND PERMANENT EROSION CONTROL MEASURES INCLUDING TOPSOIL/SEEDING AND EROSION CONTROL BLANKET.

**AREA OF CONSTRUCTION SITE:**

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 7 ACRES OF WHICH 7 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS

- INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
- PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEM.

**CONTROLS - EROSION CONTROL AND SEDIMENT CONTROL:**

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

- THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PRESERVATION OF MATURE VEGETATION AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER OR. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. SEE SOIL PROTECTION SCHEDULE FOR RECOMMENDATIONS.

- AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
  - AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
  - BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
  - AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE PROPERTY.
- ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

**DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:**

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES, OR CONSTRUCTION EQUIPMENT STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN DAYS.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER.

PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.

CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.

TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.

EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING, IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THIS SITE.

THE CONSTRUCTION MANAGER IS RESPONSIBLE FOR INSPECTING THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS OR AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR EROSION CONTROL.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

**DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:**

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDED.

**MAINTENANCE AFTER CONSTRUCTION**

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY THE OWNER. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

**MISCELLANEOUS:**

TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS./ACRE.

SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AND IN GENERAL BE PLACED BACK TO THE LOCATION FROM WHERE IT WAS REMOVED.

**EROSION CONTROL NOTES:**

EROSION CONTROL MEASURES SHALL MEET ALL REQUIREMENTS OF THE VILLAGE OF BOLINGBROOK AND THE ENVIRONMENTAL PROTECTION AGENCY, N.P.D.E.S. PERMIT CONSTRUCTION SITE ACTIVITIES.

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENTATION CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.

A COPY OF THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.

FOR PERMANENT SEEDING AND VEGETATION, REFER TO THE LANDSCAPE PLANS.

SOIL STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS SHALL RECEIVE TEMPORARY SEEDING.

EROSION CONTROL MEASURES MUST BE CONSTRUCTED AS A FIRST STEP IN GRADING AND BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION.

DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORM WATER STRUCTURES IS PROHIBITED.

ALL EXISTING STORM SEWER INLETS OR PROPOSED STORM SEWER INLETS WHICH ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED BY INLET PROTECTION IN PAVEMENT AREAS AND DIKES OR SILT SAVER SEDIMENT TRAPS IN GRADED AREAS.

PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW.

ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.

WINTER SHUT DOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION.

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF 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 RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHOULD BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUBCONTRACTORS WHO PREFORM ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS IEPA.

ALL EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER 1/2" OR MORE OF RAIN EVENT.

**SOIL PROTECTION CHART**

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A			*	*					
DORMANT SEEDING	B									B		
TEMPORARY SEEDING			C				D					
SODDING			E**									
MULCHING	F											

- A KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE.
- B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + STRAW MULCH 2 TONS/ACRE.
- C SPRING OATS 100 LBS/ACRE
- D WHEAT OR CEREAL RYE 150 LBS/ACRE
- E SOD
- F STRAW MULCH 2 TONS/ACRE

- \* IRRIGATION NEEDED DURING JUNE AND JULY.
- \*\* IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

**PIPE OUTLET TO FLAT AREA**

STRUCTURE # (LABEL)	PIPE DIA. (INCHES)	RR SIZE (GRADATION)	La (FEET)	d (INCHES)	W <sub>1</sub> (FEET)	W <sub>2</sub> (FEET)
1605A	15	RR3	12	15	4	13
2332A	15	RR3	12	15	4	13
2847A	15	RR3	12	15	4	13
3100A	15	RR3	12	15	4	13
3550	48	RR4	24	20	12	28
4234D	15	RR3	12	15	4	13
4597D	15	RR3	12	15	4	13
5282D	15	RR3	10	15	4	11
5755D	15	RR3	12	15	4	13
6140D	15	RR3	12	15	4	13

PLAN	SURVEYED	DATE
	ALIGNED	
	CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES	
	NOTED	
	BY	
	NO.	

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STORM WATER POLLUTION PREVENTION PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		CHECKED - J.B.	REVISED -				15-00059-00-PV	WILL	145	30		
	PLOT SCALE = 60.00 ft / in.	DRAWN - G.R./L.V.	REVISED -			CONTRACT NO. 61F40						
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.

DATE	
BY	
PLANNING	
DESIGNED	
CHECKED	
APPROVED	

DATE	
BY	
PROFILE	
DESIGNED	
CHECKED	
APPROVED	

### SILT FENCE PLAN

### ELEVATION

### FABRIC ANCHOR DETAIL

**NOTES:**

- Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
- Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
- Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IUM-620A  
SHEET 1 OF 2  
DATE 3-16-12

### SILT FENCE - SPLICING TWO FENCES

**ATTACHING TWO SILT FENCES**

- Place the end post of the second fence inside the end post of the first fence.
- Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
- Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
- Drive both posts a minimum of 18 inches into the ground and bury the flap.
- Compact backfill (particularly at splices) completely to prevent stormwater piping.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IUM-620B(W)  
SHEET 1 OF 1  
DATE 3-16-12

### TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

**PLAN VIEW**

**BARRIER WALL ANCHOR SECTION**

**SIGN DETAIL**

**NOTES:**

- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
- Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IUM-620C  
SHEET 1 OF 1  
DATE 3-16-12

### PIPE OUTLET TO FLAT AREA

**PLAN**

**SECTION A-A**

**NOTES:**

- The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class I, II or III.
- The rock riprap shall meet the IDOT requirements for the following gradation: RR \_\_\_\_\_, Quality \_\_\_\_\_.
- The riprap shall be placed according to construction specification 61 LODGE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IL-610  
SHEET 1 OF 1  
DATE 9-15-93

### TREE PROTECTION - FENCING

**SIDE VIEW**

**POST AND FENCE DETAIL**

**NOTES:**

- The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
- Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq. in.
- The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IL-690  
SHEET 1 OF 1  
DATE 4-7-94

### EROSION BLANKET PLAN

**DETAIL 3**

**DETAIL 4**

**DETAIL 5**

**STAPLE DETAIL**

**NOTES:**

- On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
- Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4' x 225' roll of material and 125 staples are required per 4' x 150' roll of material.
- Erosion control material shall be placed loosely over ground surface. Do not stretch.
- All terminal ends and transverse laps shall be stapled at approximately 12' intervals.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IL-530  
SHEET 2 OF 2  
DATE 3-1-95

### STABILIZED CONSTRUCTION ENTRANCE PLAN

**PLAN VIEW**

**SIDE ELEVATION**

**NOTES:**

- Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
- Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
- Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
- If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE Project	_____	DATE	_____
Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IL-630  
SHEET 1 OF 2  
DATE 8-18-94

### BLADDER PARTIAL COFFERDAM

**PLAN VIEW**

**COFFERDAM PROFILE**

**NOTES:**

- ALL DISCHARGES SHOULD BE ON ENERGY DISSIPATING SURFACES.
- LOCATIONS FOR THE SLUMP PIT, FILTRATION AREA, AND ENERGY DISSIPATING SURFACES MAY VARY DEPENDING ON SITE CONDITIONS.

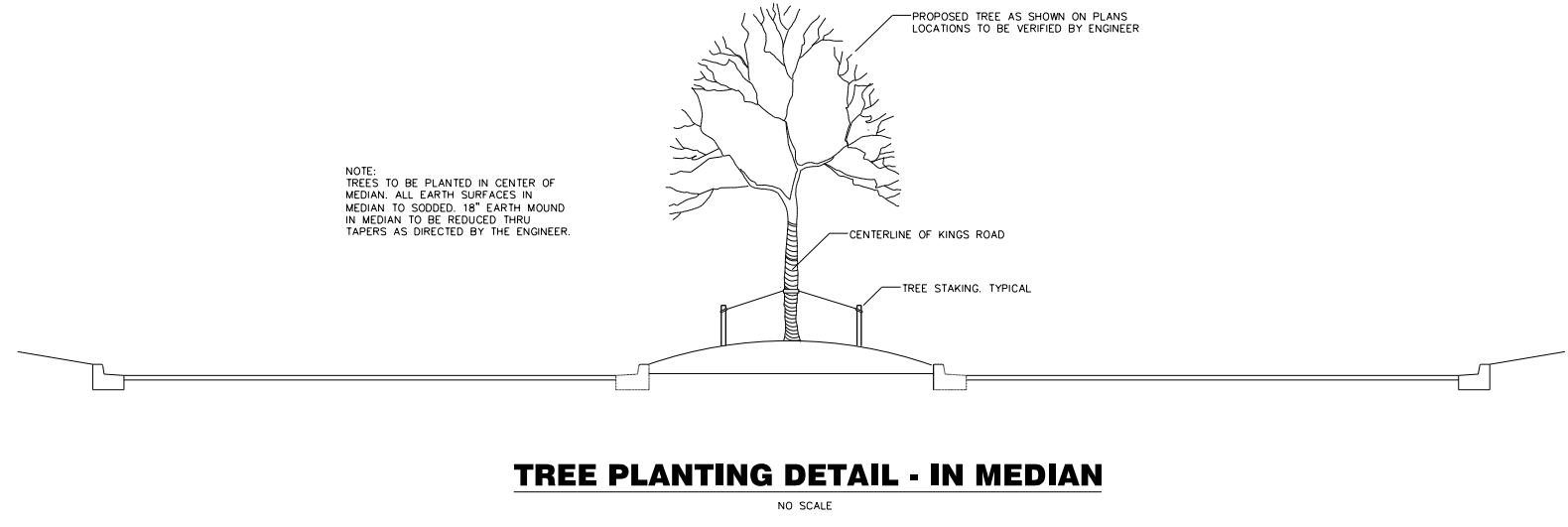
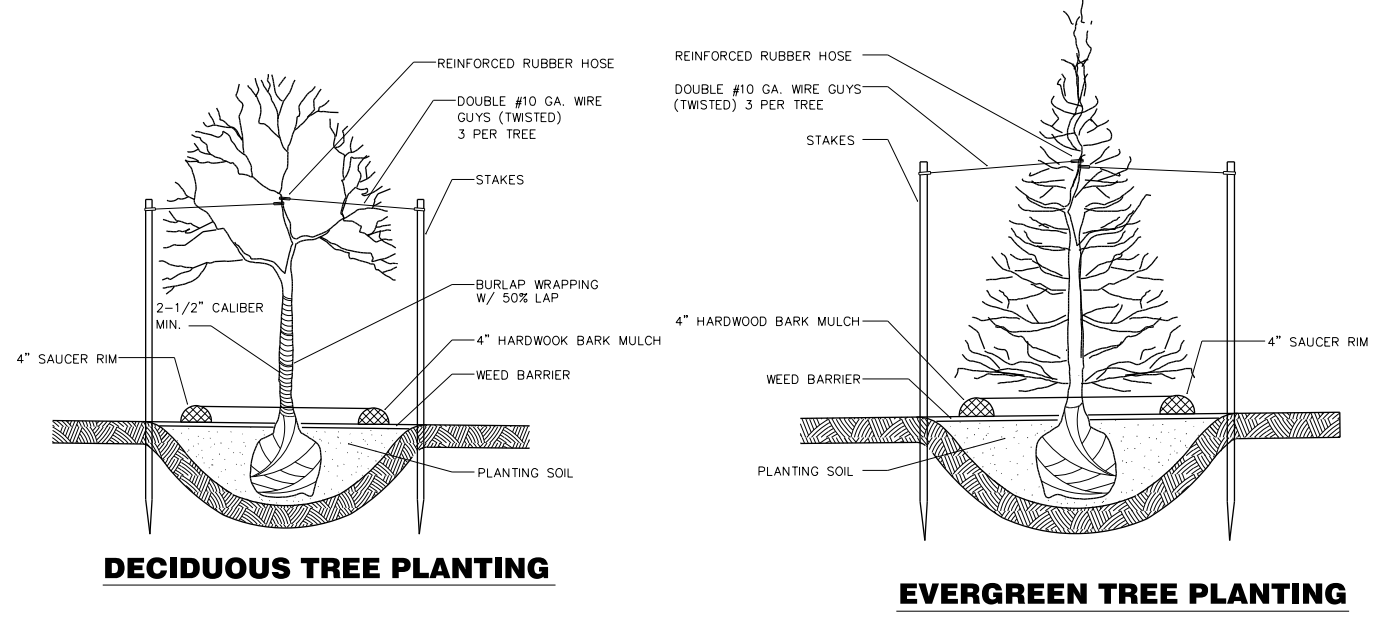
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Designed	_____	_____	_____
Checked	_____	_____	_____
Approved	_____	_____	_____

STANDARD DWG. NO. IUM-503BP  
SHEET 4 OF 7  
DATE 7-09-02



DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
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 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 B.M. NOTED \_\_\_\_\_  
 STRUCTURE NOTATIONS OKWD

DATE \_\_\_\_\_  
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 STRUCTURE NOTATIONS OKWD



**DECIDUOUS TREE PLANTING**

**EVERGREEN TREE PLANTING**

**TREE PLANTING DETAIL - IN MEDIAN**

**PLANTING NOTES**

- The contractor shall provide and install all plant materials in quantities sufficient to complete the planting shown on the plans, unless otherwise noted. All plants shall comply with the requirements of the current American Standard for Nursery Stock, published by the American Association of Nurserymen. Plants shall meet size, genus, species and variety per the "Plant Material Listing". Plants shall be in good health, free of disease, insects and defects. No "Park Grade" material shall be accepted. Plants may be substituted upon the approval of the Landscape Architect or the governing municipality.
- Plants shall be balled and burlapped or container grown as specified. No root bound material shall be accepted. Plants shall be grown and harvested from local, northern Illinois nursery stock - subject to Landscape Architect or Engineer approval.
- All plants shall be set plumb. It is the contractor's option, upon Final Inspection, to stake deciduous tree, but it is also the contractor's responsibility to ensure plants remain plumb until the end of the guarantee period. All deciduous trees shall be wrapped to prevent winter damage, which shall be removed after the first winter.
- Prune, thin out, and shape new plants in accordance with standard horticultural practices to retain their natural character. Do not cut tree leader, but be sure to remove any injured, damaged, dead, or crossed branches from the plant at the time of installation.
- The contractor must keep pavement and work area in a neat and orderly condition throughout the construction process. The general contractor shall remove all construction debris.
- All trees and shrubs shall be planted no less than 10 feet horizontally from utility structures unless approved by the Engineer.
- All disturbed areas due to project construction activities shall be seeded, sodded unless otherwise noted.

NO	PAY ITEM	DESCRIPTION	LOCATION		TOTAL TREES BY SPECIES
			Kings Rd/115th St Parkway / Island	Kings Rd Berm STA 54+50 / 62+50	
OB	A2002016	TREE, AESCULUS GLABRA (OHIO BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	16		16
BH	A2002616	TREE, CARYA CORDIFORMIS (BITTERNUT HICKORY), 2" CALIPER, BALLED AND BURLAPPED	12	3	15
SH	A2002716	TREE, CARYA OVATA (SHAGBARK HICKORY), 2" CALIPER, BALLED AND BURLAPPED	6		6
NC	A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	27		27
GB	A2004564	TREE, GINKO BILOBA WINDOVER GOLD, (WINDOVER GOLD GINKO), 2" CALIPER, BALLED AND BURLAPPED	10		10
KC	A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	33	3	36
TT	A2005416	TREE, LIRIODENDRON TULIPIFERA (TULIP TREE), 2" CALIPER, BALLED AND BURLAPPED	20		20
LP	A2005956	TREE, PLATANUS X ACERIFOLIA MORTON CIRCLE (EXCLAMATION LONDON PLANETREE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	3		3
SE	A2005816	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 2" CALIPER, BALLED AND BURLAPPED	20		20
AH	A2005616	TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 2" CALIPER, BALLED AND BURLAPPED	4		4
O-SW	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	19		19
CO	A2006816	TREE, QUERCUS MUEHLENBERGII (CHINKAPIN OAK), 2" CALIPER, BALLED AND BURLAPPED	3	3	6
O-RP	A2007170	TREE, QUERCUS WAREI REGAL PRINCE, (REGAL PRINCE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	46		46
BC	A2007616	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	25	3	28
AL	A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN / BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	14		14
RE	A2008920	TREE, ULMUS REGAL (REGAL ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	19		19
HB	A2012916	TREE, CELTIS OCCIDENTALIS ULZAM (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	18		18
KT	B2001160	TREE, CERCIDIPHYLLYM JAPONICUM (KATSURA TREE), 8' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	7		7
J-TL	B2006216	TREE, SYRINGA RETICULLATA (JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	5		5


















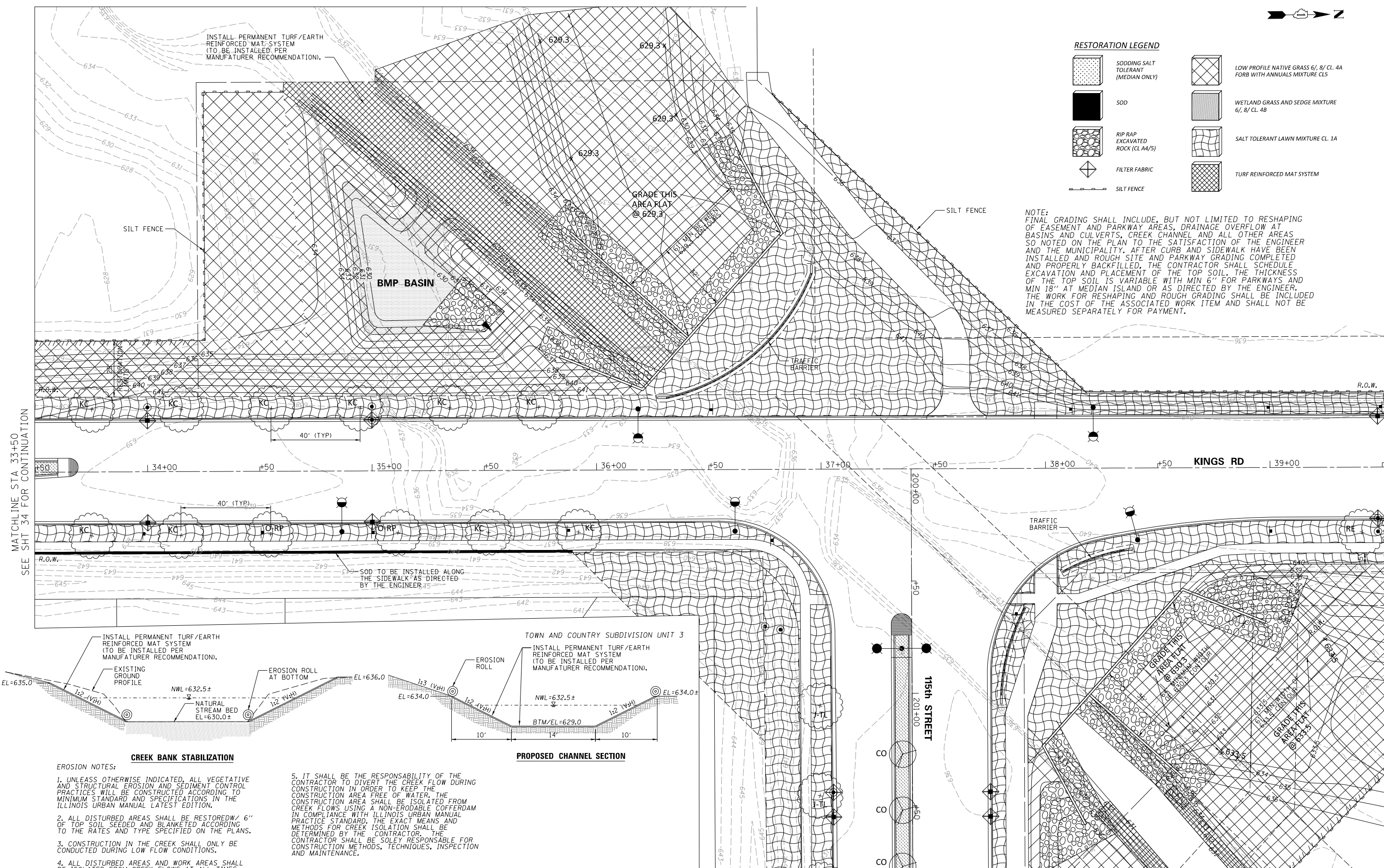
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**RESTORATION LEGEND**

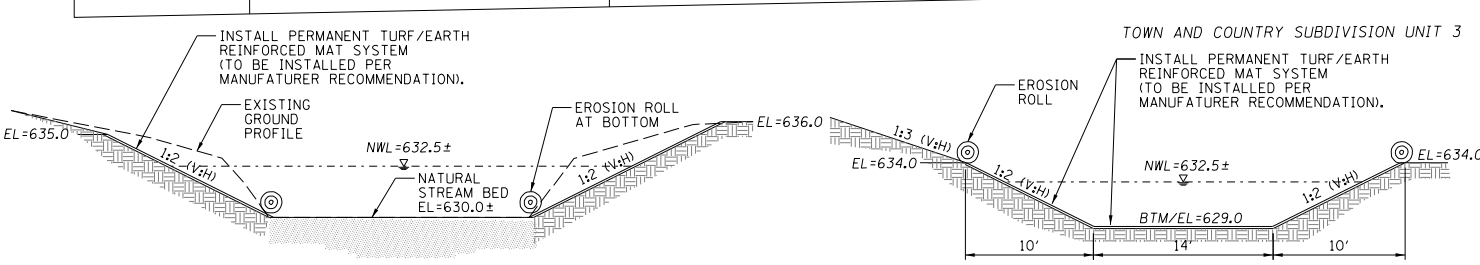
-  SODDING SALT TOLERANT (MEDIAN ONLY)
-  SOD
-  RIP RAP EXCAVATED ROCK (CL A4/5)
-  FILTER FABRIC
-  SILT FENCE
-  LOW PROFILE NATIVE GRASS 6', 8'/ CL. 4A FORB WITH ANNUALS MIXTURE CL5
-  WETLAND GRASS AND SEDGE MIXTURE 6', 8'/ CL. 4B
-  SALT TOLERANT LAWN MIXTURE CL. 1A
-  TURF REINFORCED MAT SYSTEM

NOTE: FINAL GRADING SHALL INCLUDE, BUT NOT LIMITED TO RESHAPING OF EASEMENT AND PARKWAY AREAS, DRAINAGE OVERFLOW AT BASINS AND CULVERTS, CREEK CHANNEL AND ALL OTHER AREAS SO NOTED ON THE PLAN TO THE SATISFACTION OF THE ENGINEER AND THE MUNICIPALITY. AFTER CURB AND SIDEWALK HAVE BEEN INSTALLED AND ROUGH SITE AND PARKWAY GRADING COMPLETED AND PROPERLY BACKFILLED, THE CONTRACTOR SHALL SCHEDULE EXCAVATION AND PLACEMENT OF THE TOP SOIL. THE THICKNESS OF THE TOP SOIL IS VARIABLE WITH MIN 6" FOR PARKWAYS AND MIN 18" AT MEDIAN ISLAND OR AS DIRECTED BY THE ENGINEER. THE WORK FOR RESHAPING AND ROUGH GRADING SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEM AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.



MATCHLINE STA 33+50 SEE SHT 34 FOR CONTINUATION

MATCHLINE STA 39+50 SEE SHT 36 FOR CONTINUATION



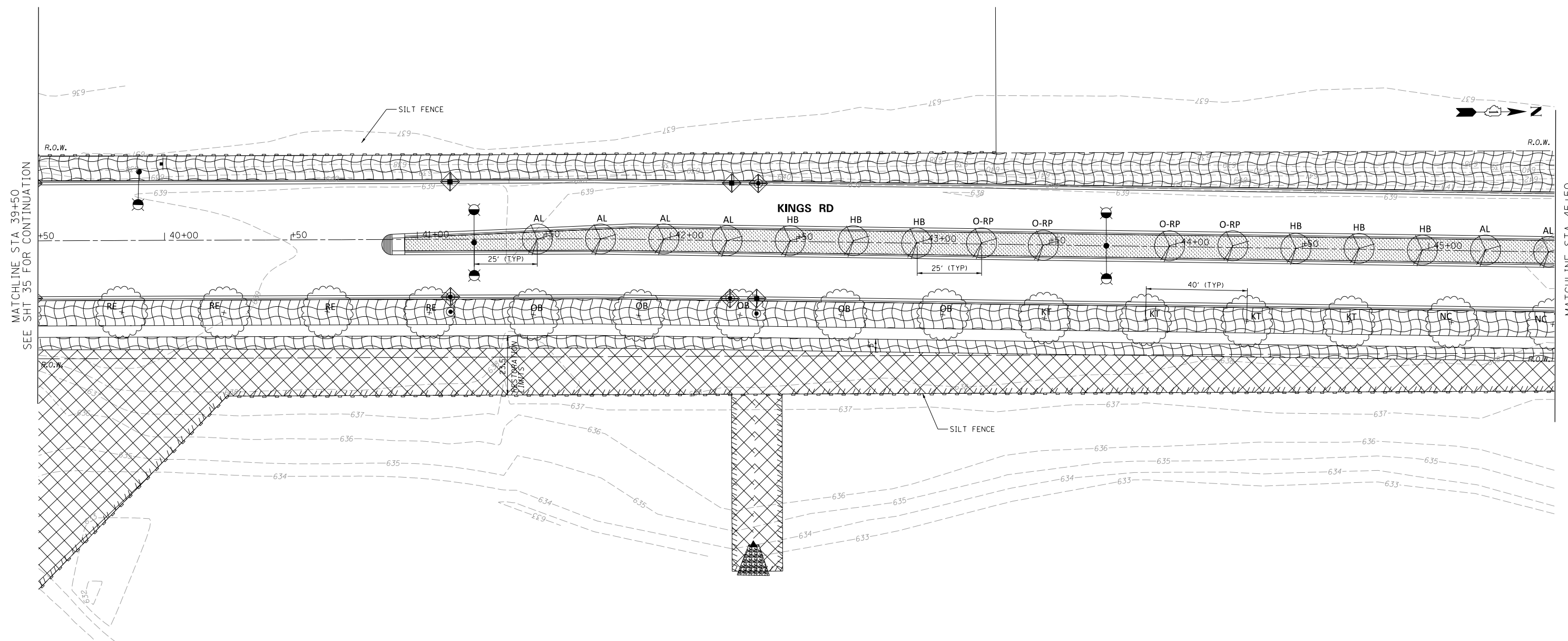
- EROSION NOTES:**
- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARD AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
  - ALL DISTURBED AREAS SHALL BE RESTORED W/ 6" OF TOP SOIL SEEDED AND BLANKETED ACCORDING TO THE RATES AND TYPE SPECIFIED ON THE PLANS.
  - CONSTRUCTION IN THE CREEK SHALL ONLY BE CONDUCTED DURING LOW FLOW CONDITIONS.
  - ALL DISTURBED AREAS AND WORK AREAS SHALL BE ISOLATED FROM CREEK FLOWS AT ALL TIMES.

5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DIVERT THE CREEK FLOW DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREA FREE OF WATER. THE CONSTRUCTION AREA SHALL BE ISOLATED FROM CREEK FLOWS USING A NON-ERODABLE COFFERDAM IN COMPLIANCE WITH ILLINOIS URBAN MANUAL PRACTICE STANDARD. THE EXACT MEANS AND METHODS FOR CREEK ISOLATION SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION METHODS, TECHNIQUES, INSPECTION AND MAINTENANCE.

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL AND LANDSCAPING PLAN STA. 33 + 50 TO STA. 39 + 50</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -					15-00059-00-PV	WILL	145	35
		DRAWN - G.R/L.V.	REVISED -								
		CHECKED -	REVISED -								
						CONTRACT NO. 61F40					

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	NO. _____		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	NO. _____		
	NOTATIONS		



**RESTORATION LEGEND**

	SODDING SALT TOLERANT (MEDIAN ONLY)		LOW PROFILE NATIVE GRASS 6'/ 8'/ CL. 4A FORB WITH ANNUALS MIXTURE CLS
	SOD		WETLAND GRASS AND SEDGE MIXTURE 6'/ 8'/ CL. 4B
	RIP RAP EXCAVATED ROCK (CL A4/5)		SALT TOLERANT LAWN MIXTURE CL. 1A
	FILTER FABRIC		SILT FENCE

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
	PLOT SCALE = 48.00' / in.	DRAWN - G.R./L.V.	REVISED -
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL AND LANDSCAPING PLAN  
STA. 39 + 50 TO STA. 45 + 50**

SCALE: 1"=20'    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	36
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F40	

MATCHLINE STA 39+50  
SEE SHT 35 FOR CONTINUATION

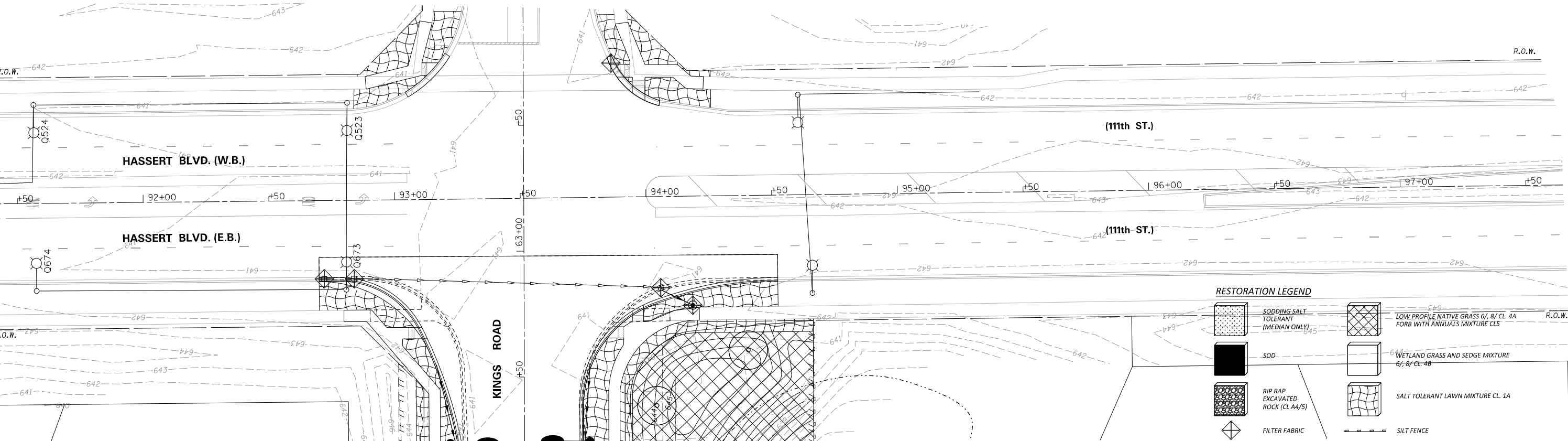
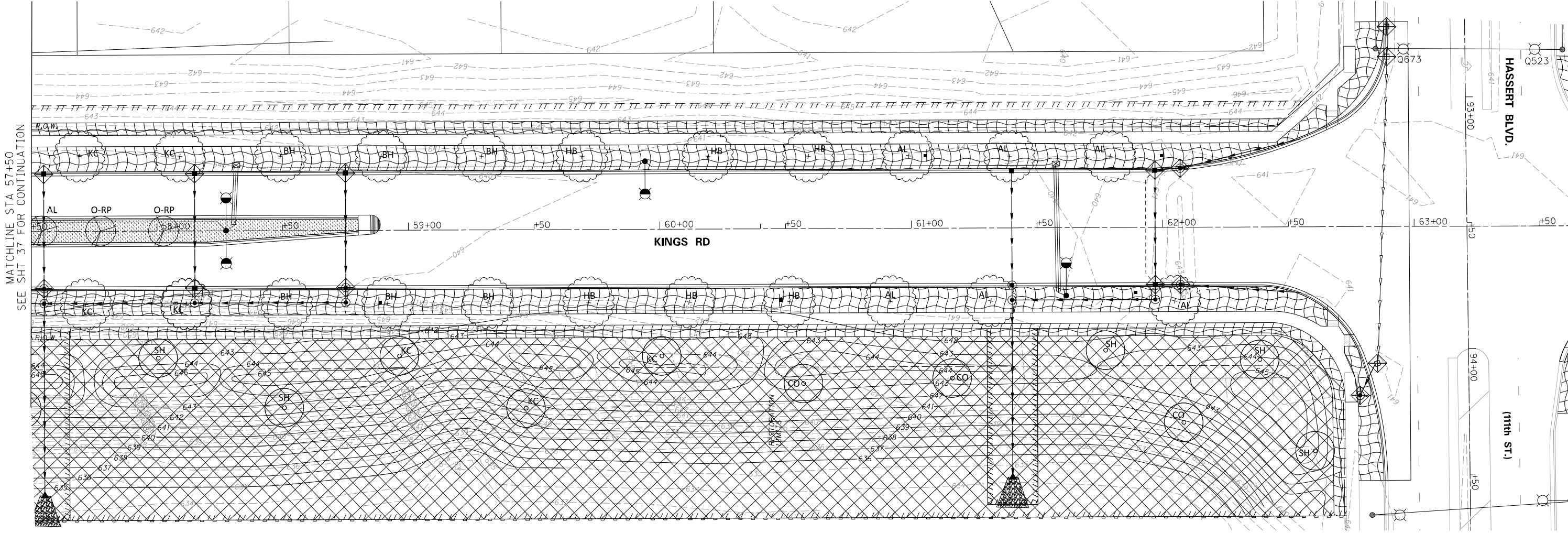
MATCHLINE STA 45+50  
SEE SHT 37 FOR CONTINUATION





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BY	
SURVEYED	
ALIGNED	
CHECKED	
NOTE BOOK	
NO.	
FILE NAME	

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
NOTE BOOK	
NO.	
STRUCTURE	
NOTATIONS	
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RESTORATION LEGEND	
	SODDING SALT TOLERANT (MEDIAN ONLY)
	SOD
	RIP RAP EXCAVATED ROCK (CL A4/S)
	FILTER FABRIC
	LOW PROFILE NATIVE GRASS 6/ 8/ CL 4A FORB WITH ANNUALS MIXTURE CL5
	WETLAND GRASS AND SEDGE MIXTURE 6/ 8/ CL 4B
	SALT TOLERANT LAWN MIXTURE CL 1A
	SILT FENCE

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL AND LANDSCAPING PLAN  
STA. 57 + 50 TO STA. 63 + 21**

SCALE: 1"=20'    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	38
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F40

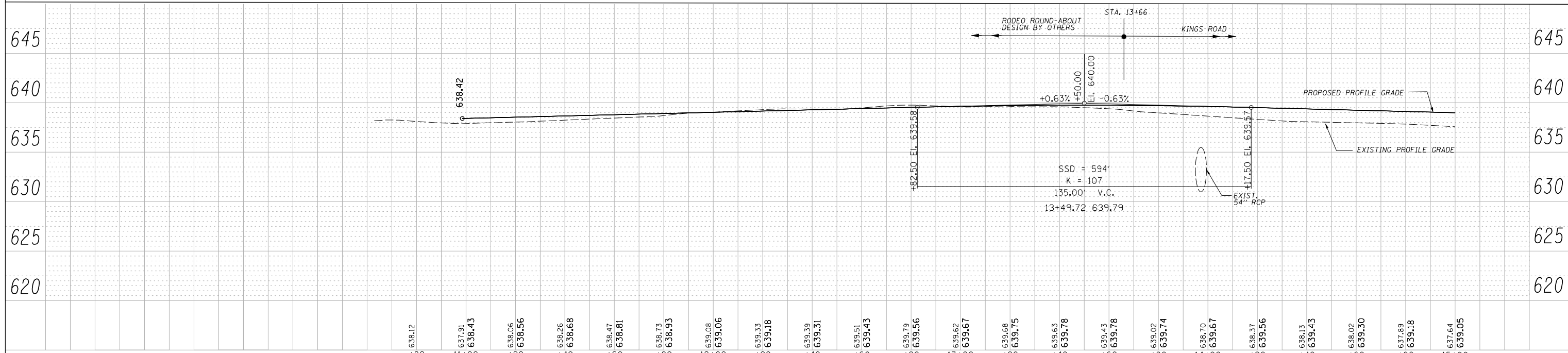
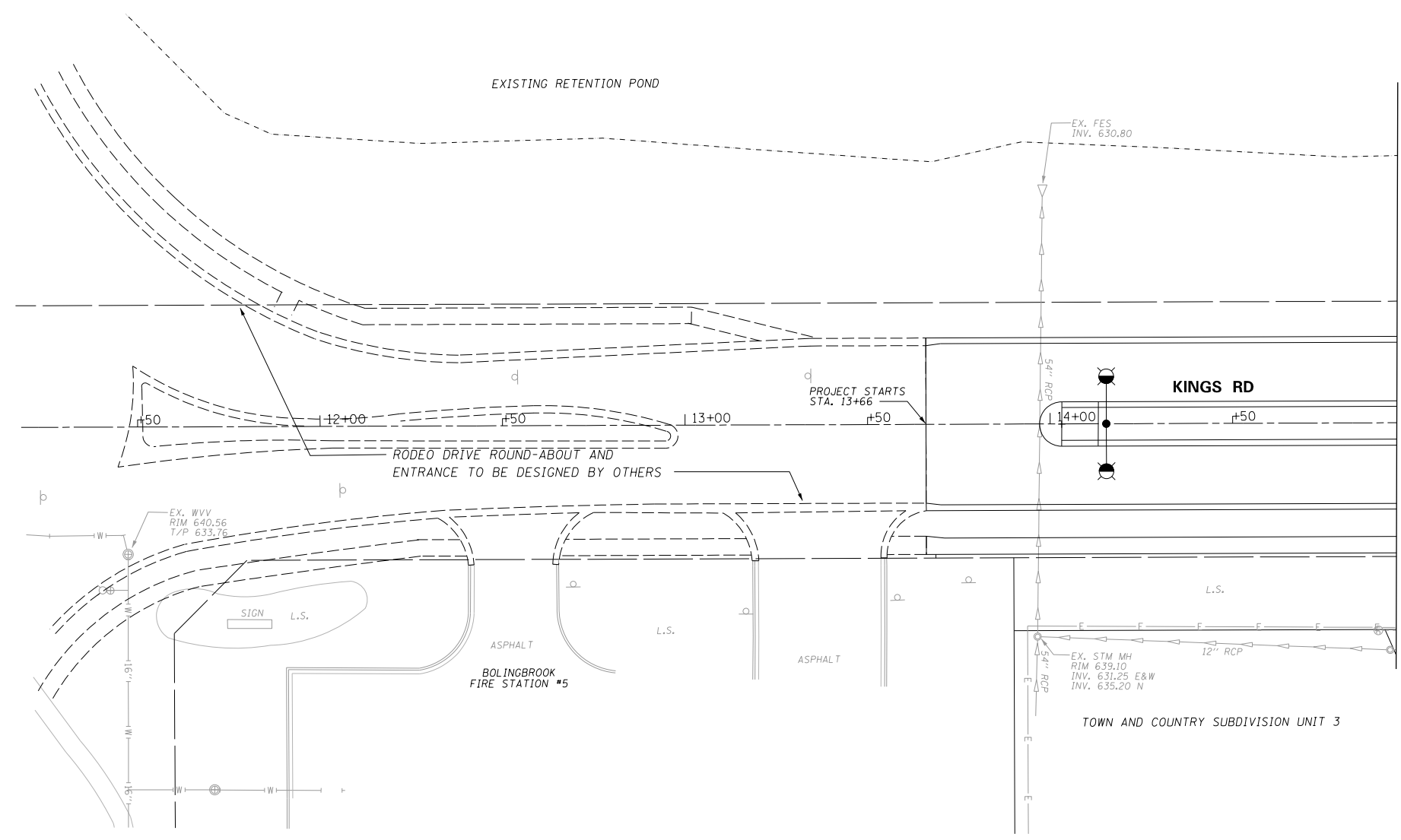




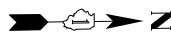


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NOTE BOOK NO.	GRADES CHECKED		
	BLM. NOTED		
	STRUCTURE NOTATIONS OK'D		



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>KINGS ROAD DRAINAGE PLAN</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -					15-00059-00-PV	WILL	145	40	
		DRAWN - G.R./L.V.	REVISED -					CONTRACT NO. 61F40				
		CHECKED -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



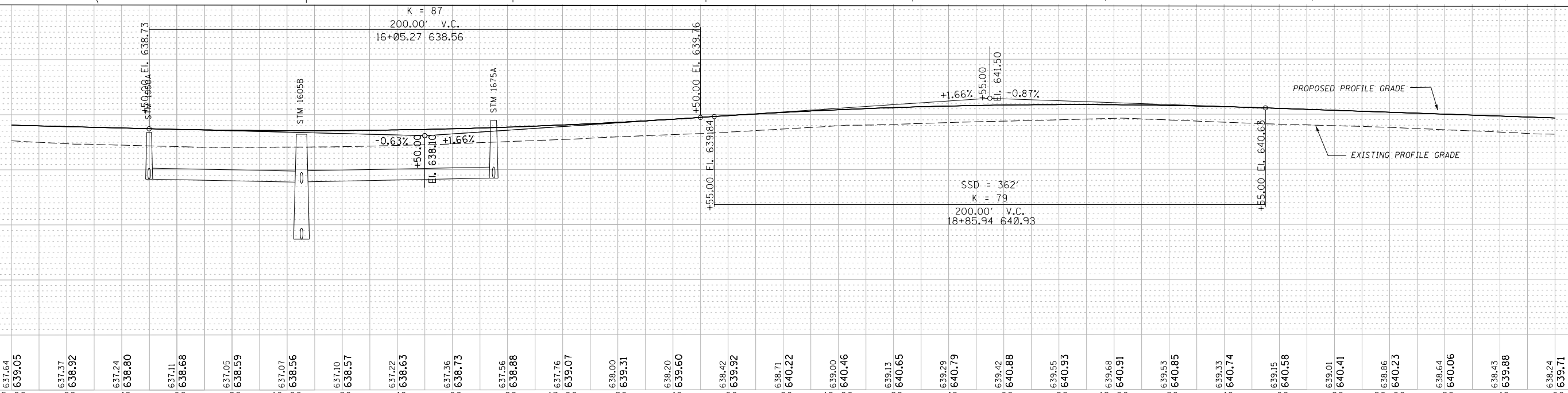
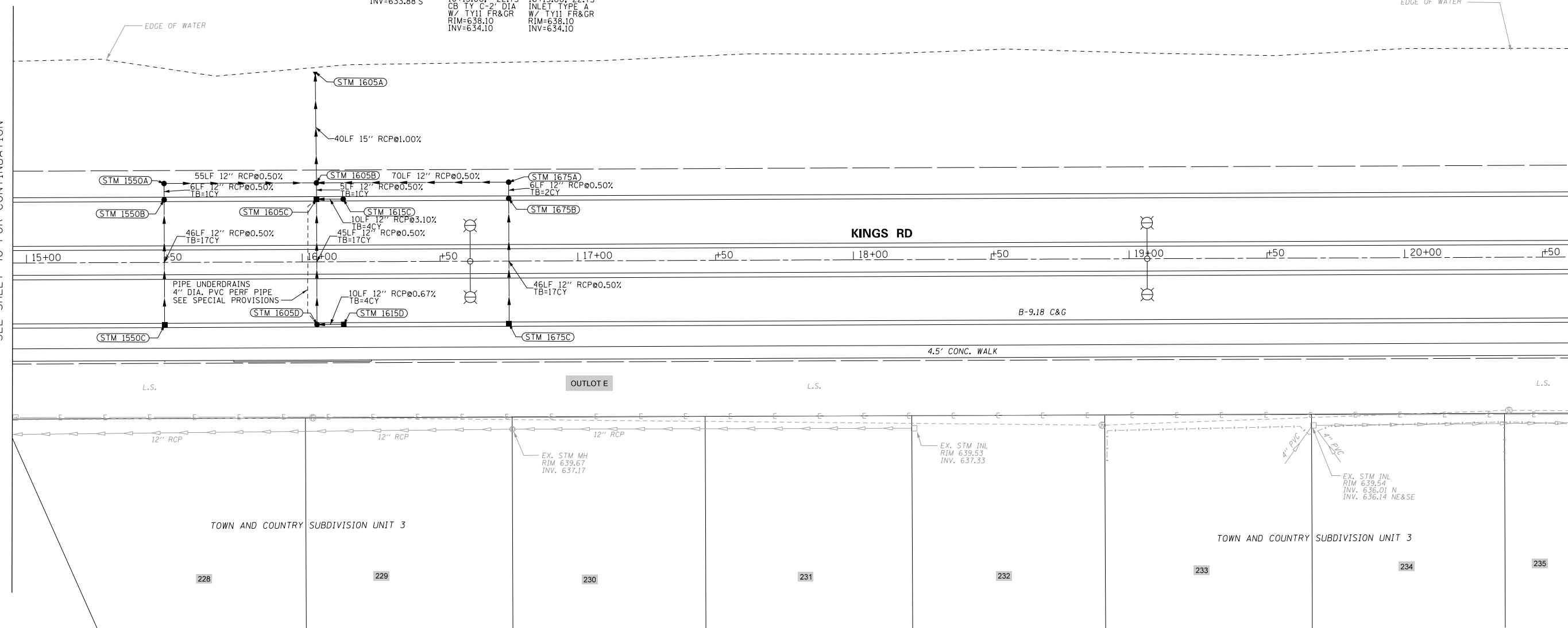
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EXISTING RETENTION POND

EDGE OF WATER

MATCHLINE STA 14+95  
SEE SHEET 40 FOR CONTINUATION

MATCHLINE STA 20+60  
SEE SHEET 42 FOR CONTINUATION



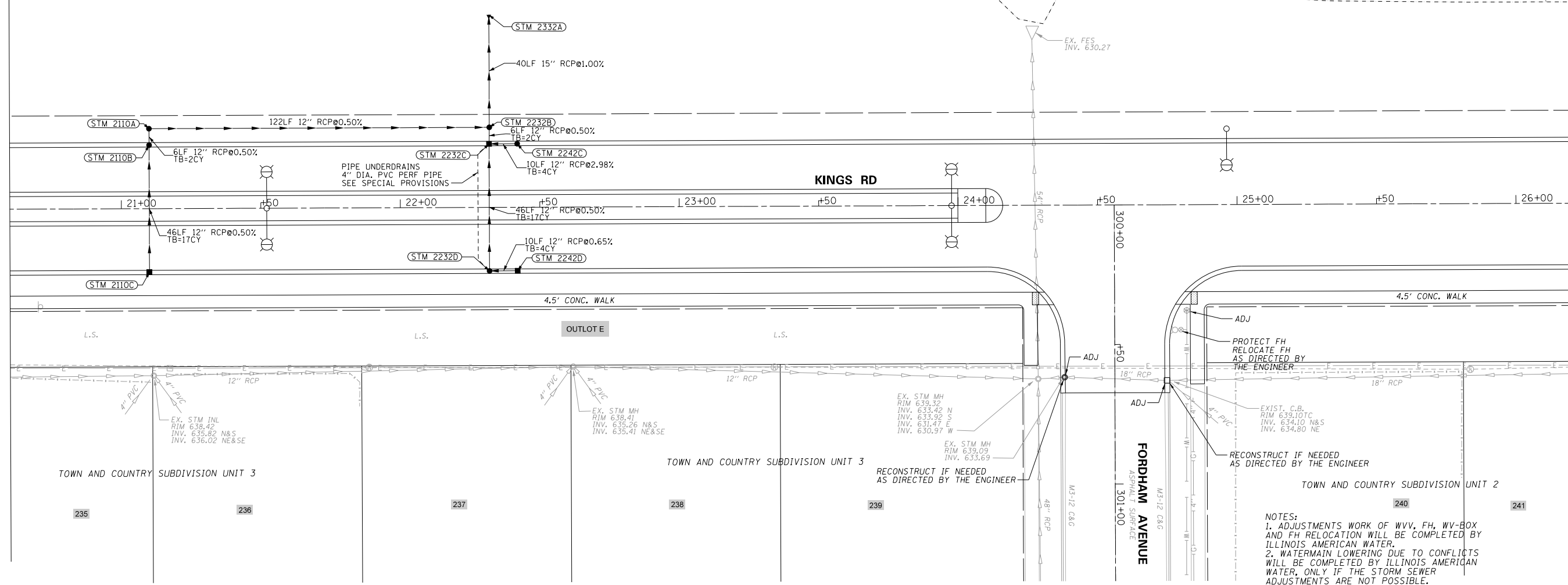
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	NOTATIONS		
	CHKD		

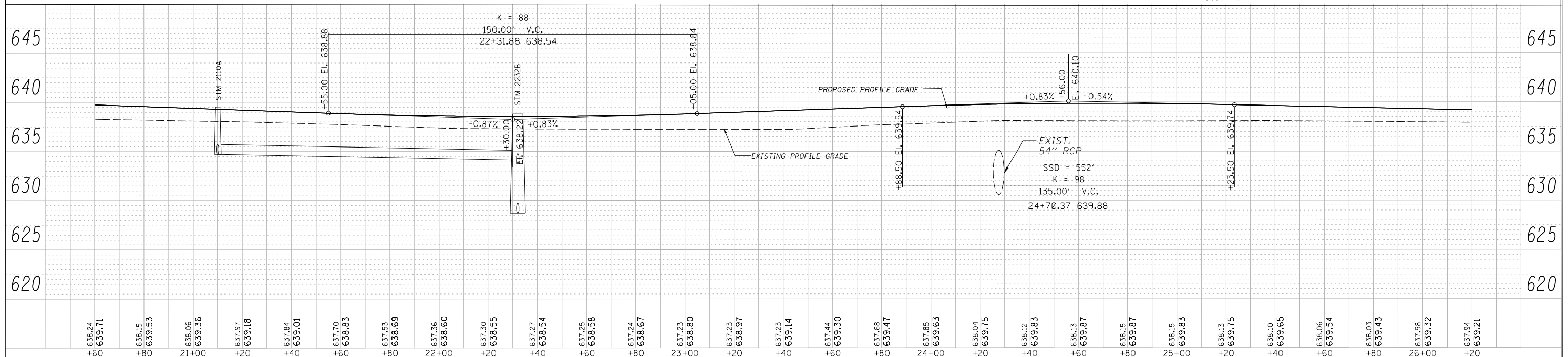
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		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	41	
PLOT SCALE = 40.00' / in.		DRAWN - G.R./L.V.	REVISED -						CONTRACT NO. 61F40				
PLOT DATE = 12/12/2018		CHECKED -	REVISED -						ILLINOIS FED. AID PROJECT				



STM2110A 21+10.00, -28.67 INLET TYPE B W/ TY1 FR&GR RIM=639.50 INV=634.69	STM2110B 21+10.00, -22.75 CB TY C-2 DIA W/ TY11V FR&GR RIM=638.95 INV=634.71	STM2110C 21+10.00, 22.75 INLET TYPE A W/ TY11V FR&GR RIM=638.95 INV=634.95	STM2332A 22+32.00, -69.00 PROP 15" FES W/ GRATE RIM=628.30 INV=628.30	STM2232B 22+32.00, -28.67 CB TY A 4" DIA W/ TY1 FR&GR RIM=638.80 INV=628.70 W INV=633.76 E INV=634.08 S	STM2232C 22+31.90, -22.75 INLET TYPE B W/ TY11 FR&GR RIM=638.02 INV=633.78	STM2232D 22+31.90, 22.75 CB TY C-2 DIA W/ TY11 FR&GR RIM=638.02 INV=634.02	STM30062A 300+62.75, 19.50 W/ TY11 FR&GR RIM=638.97 (ADJ)	STM30062B 300+62.75, -19.50 W/ TY11 FR&GR RIM=638.97 (ADJ)
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NOTES:  
1. ADJUSTMENTS WORK OF WV, FH, WV-BOX AND FH RELOCATION WILL BE COMPLETED BY ILLINOIS AMERICAN WATER.  
2. WATERMAIN LOWERING DUE TO CONFLICTS WILL BE COMPLETED BY ILLINOIS AMERICAN WATER, ONLY IF THE STORM SEWER ADJUSTMENTS ARE NOT POSSIBLE.



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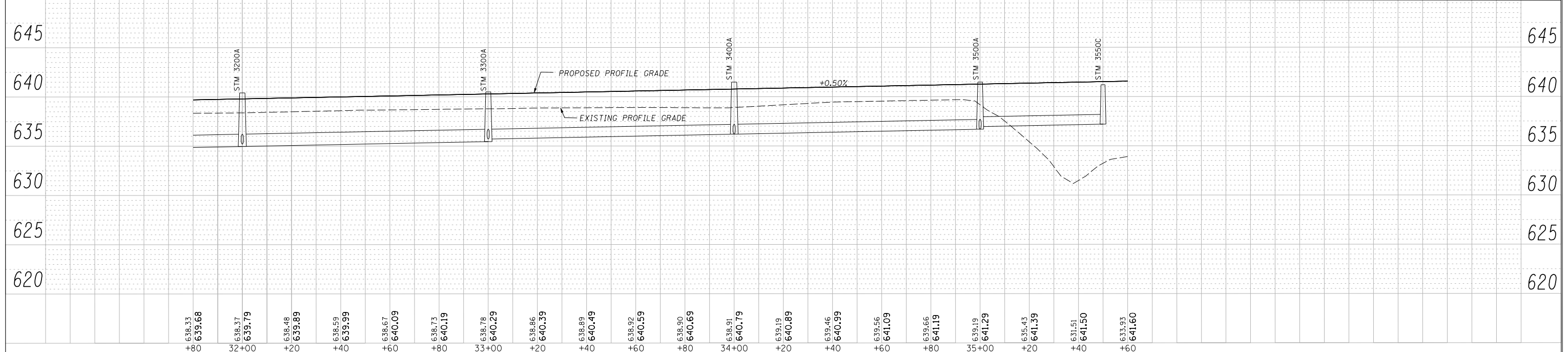
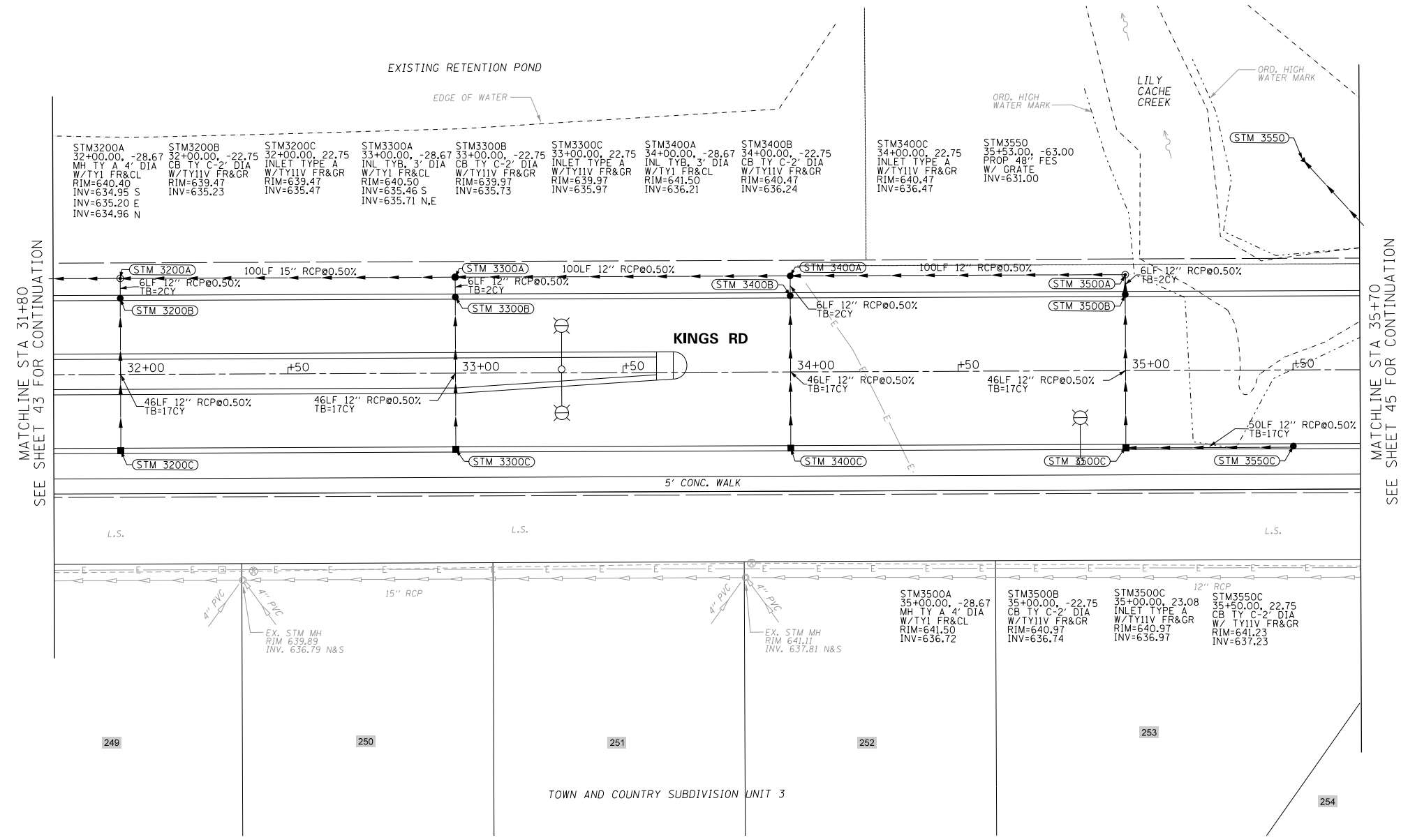
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		CHECKED - J.B.	REVISIONS -						15-00059-00-PV	WILL	145	42	
		PLOT SCALE = 48.00' / in.	REVISIONS -						CONTRACT NO. 61F40				
		PLOT DATE = 12/12/2018	REVISIONS -						ILLINOIS FED. AID PROJECT				





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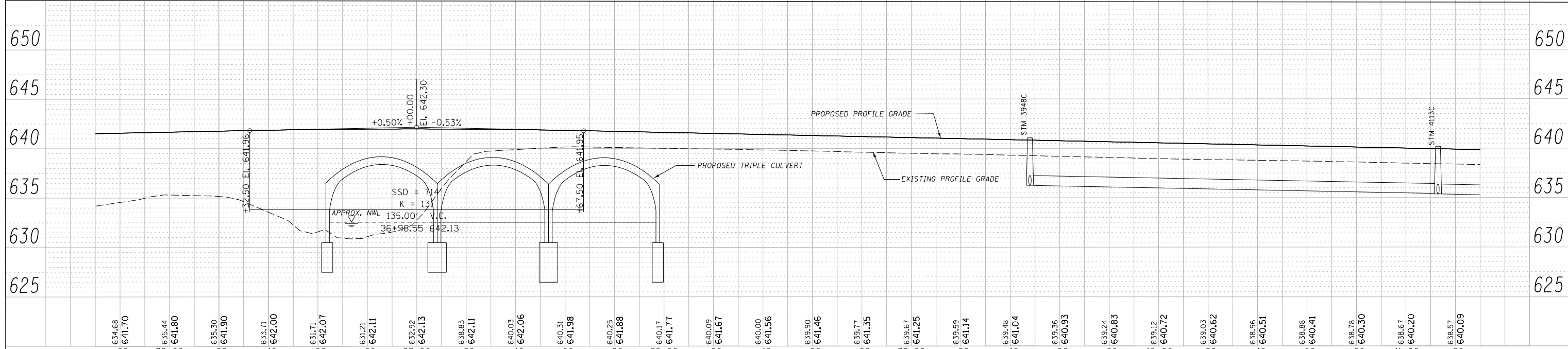
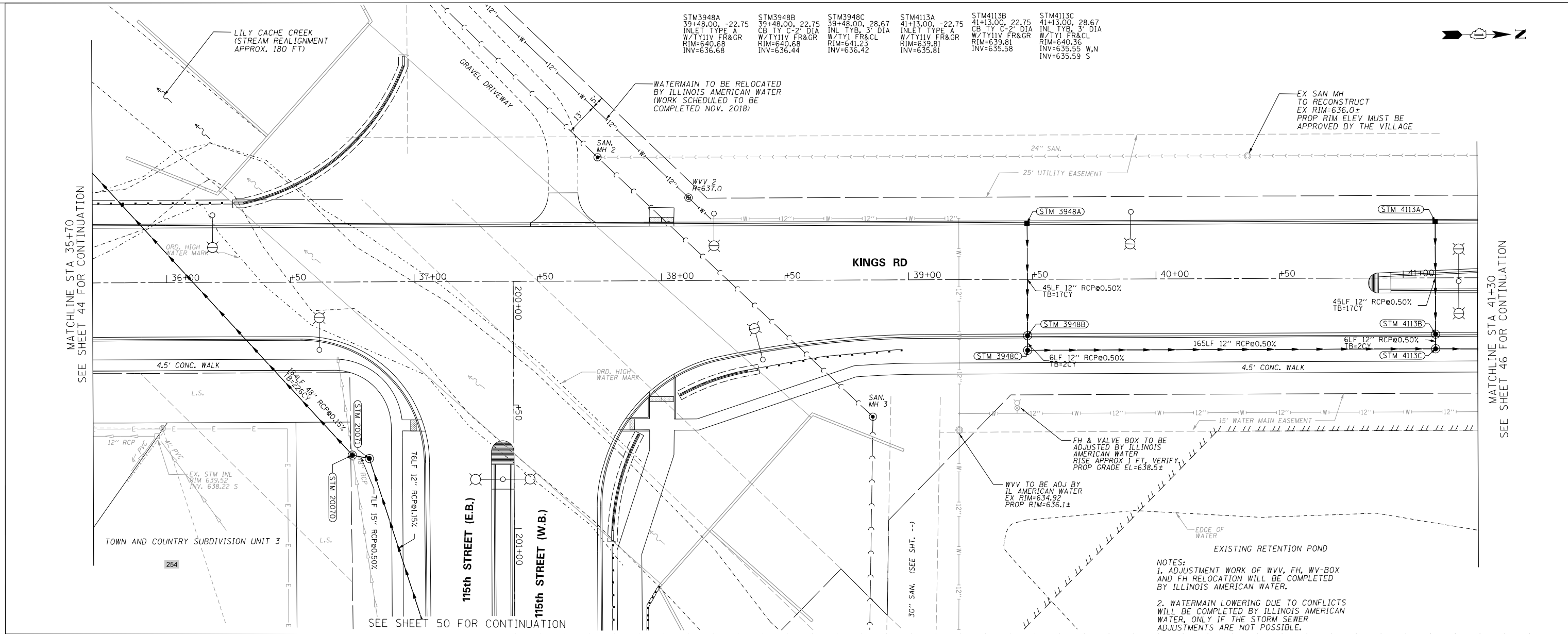
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		CHECKED - J.B.	REVISED -			15-00059-00-PV	WILL	145	44		
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		PLOT DATE = 12/12/2018	CHECKED -			REVISED -	SCALE: H:1"=20'	SHEET NO. OF SHEETS	STA. 31+80 TO STA. 35+70	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

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		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	45	
PLOT SCALE = 48.00' / in.		DRAWN - G.R./L.V.	REVISED -						CONTRACT NO. 61F40				
PLOT DATE = 12/12/2018		CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



STM4234A 42+34.50, -22.75 CB TY C-2' DIA W/TY11 FR&GR RIM=639.15 INV=635.15	STM4234B 42+34.50, 22.75 INLET TYPE B W/TY11 FR&GR RIM=639.15 INV=634.92	STM4234C 42+34.50, 28.67 CB TY A 4' DIA W/TY11 FR&CL RIM=639.90 INV=632.65 E INV=634.89 W INV=634.95 S	STM4234D 42+34.50, 120.00 PROP 15" FES W/ GRATE INV=631.74	STM4597A 45+97.00, -22.75 CB TY C-2' DIA W/TY11 FR&GR RIM=639.49 INV=635.45	STM4597B 45+97.00, 22.75 INLET TYPE B W/TY11 FR&GR RIM=639.49 INV=635.21	STM4597C 45+97.00, 28.67 CB TY A 4' DIA W/TY11 FR&CL RIM=640.24 INV=632.86 E INV=635.19 W INV=635.27 N	STM4597D 45+97.00, 115.00 PROP 15" FES W/TY11 FR&CL INV=631.99	STM4654A 46+54.00, -22.75 INLET TYPE A W/TY11V FR&GR RIM=639.82 INV=635.82	STM4654B 46+54.00, 22.75 CB TY C-2' DIA W/TY11V FR&GR RIM=639.82 INV=635.59	STM4654C 46+54.00, 28.67 INLET TYPE B W/TY11V FR&CL RIM=640.37 INV=635.56
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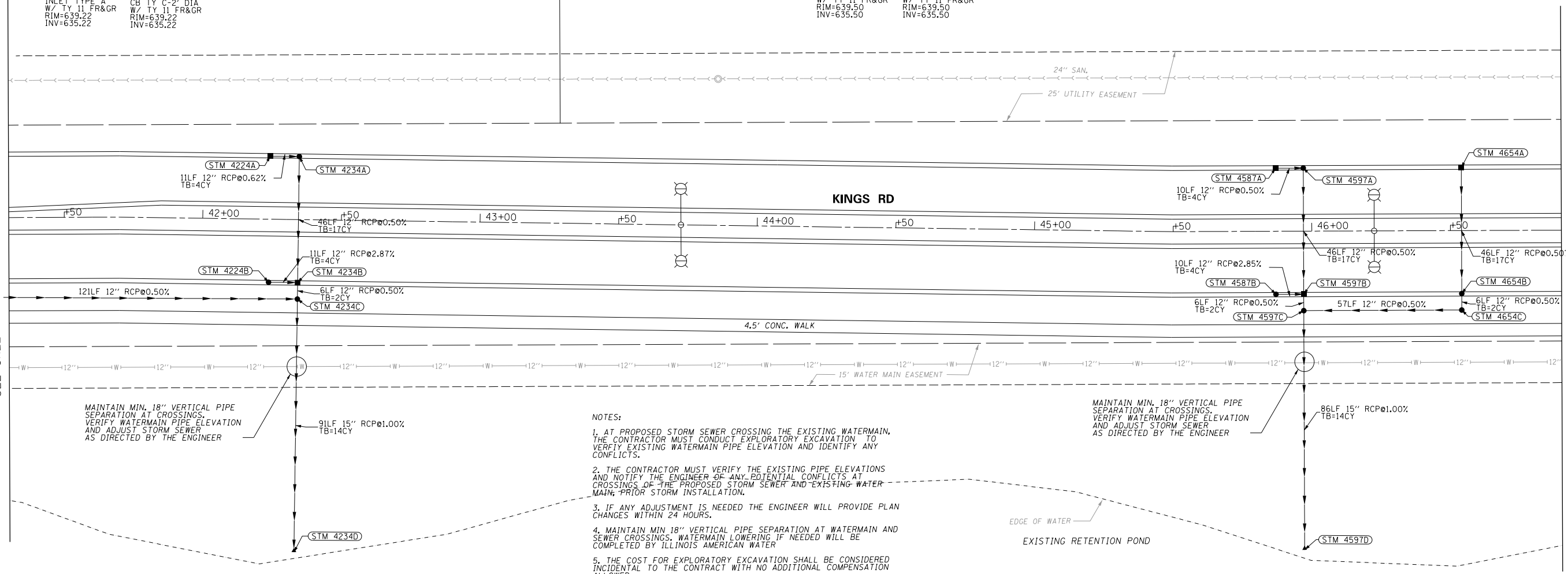


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MATCHLINE STA 41+30  
SEE SHEET 45 FOR CONTINUATION

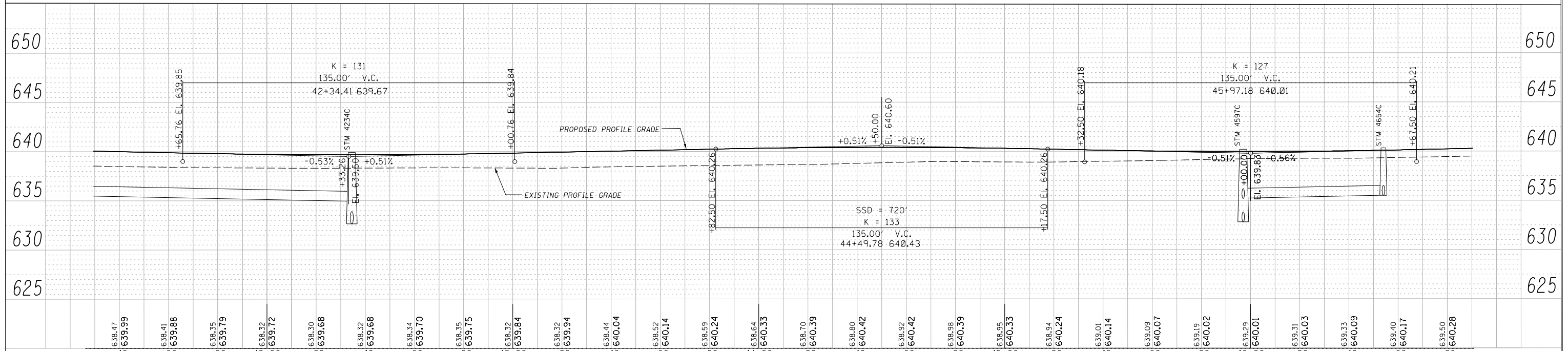
MATCHLINE STA 46+90  
SEE SHEET 47 FOR CONTINUATION



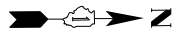
- NOTES:
1. AT PROPOSED STORM SEWER CROSSING THE EXISTING WATERMAIN, THE CONTRACTOR MUST CONDUCT EXPLORATORY EXCAVATION TO VERIFY EXISTING WATERMAIN PIPE ELEVATION AND IDENTIFY ANY CONFLICTS.
  2. THE CONTRACTOR MUST VERIFY THE EXISTING PIPE ELEVATIONS AND NOTIFY THE ENGINEER OF ANY POTENTIAL CONFLICTS AT CROSSINGS OF THE PROPOSED STORM SEWER AND EXISTING WATER MAIN, PRIOR STORM INSTALLATION.
  3. IF ANY ADJUSTMENT IS NEEDED THE ENGINEER WILL PROVIDE PLAN CHANGES WITHIN 24 HOURS.
  4. MAINTAIN MIN 18" VERTICAL PIPE SEPARATION AT WATERMAIN AND SEWER CROSSINGS. WATERMAIN LOWERING IF NEEDED WILL BE COMPLETED BY ILLINOIS AMERICAN WATER
  5. THE COST FOR EXPLORATORY EXCAVATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT WITH NO ADDITIONAL COMPENSATION ALLOWED.
  6. STORM SEWER RCP WITH RUBBER GASKETS ARE REQUIRED AT WATERMAIN CROSSINGS.

MAINTAIN MIN. 18" VERTICAL PIPE SEPARATION AT CROSSINGS. VERIFY WATERMAIN PIPE ELEVATION AND ADJUST STORM SEWER AS DIRECTED BY THE ENGINEER

MAINTAIN MIN. 18" VERTICAL PIPE SEPARATION AT CROSSINGS. VERIFY WATERMAIN PIPE ELEVATION AND ADJUST STORM SEWER AS DIRECTED BY THE ENGINEER



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		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	46	
PLOT SCALE = 40.00' / in.		DRAWN - G.R./L.V.	REVISED -						CONTRACT NO. 61F40				
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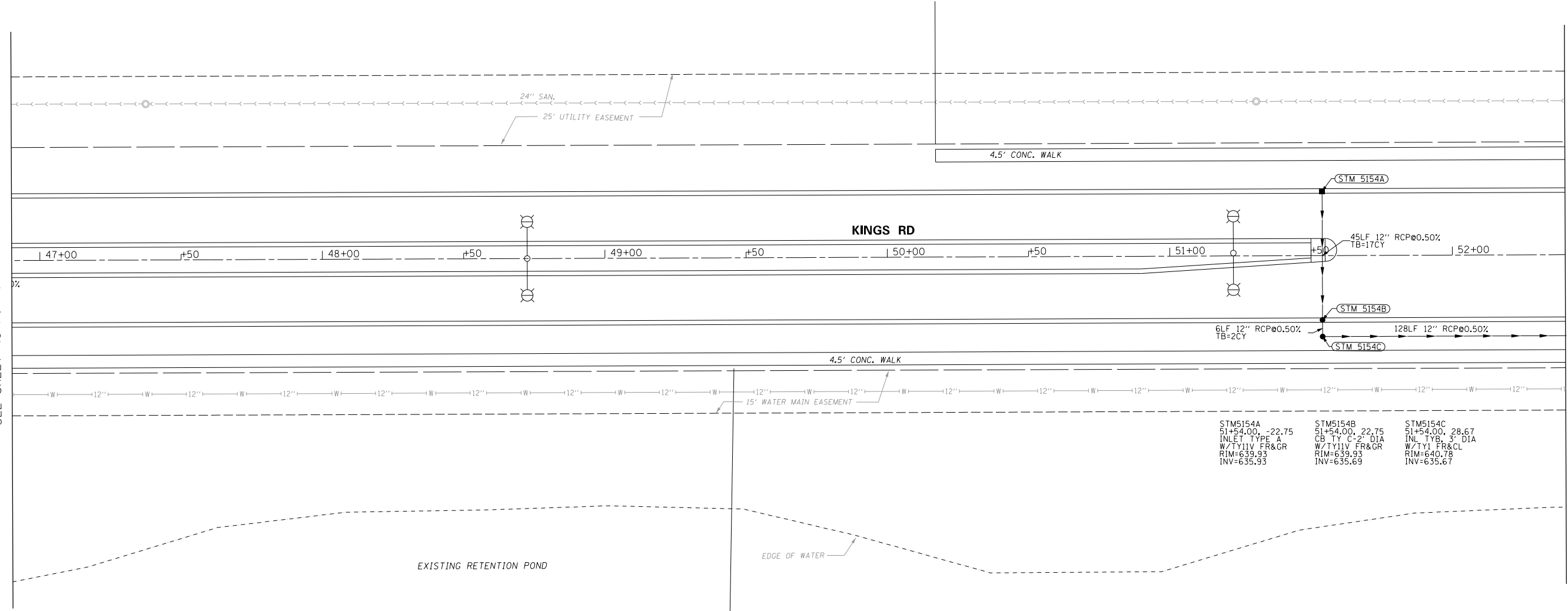


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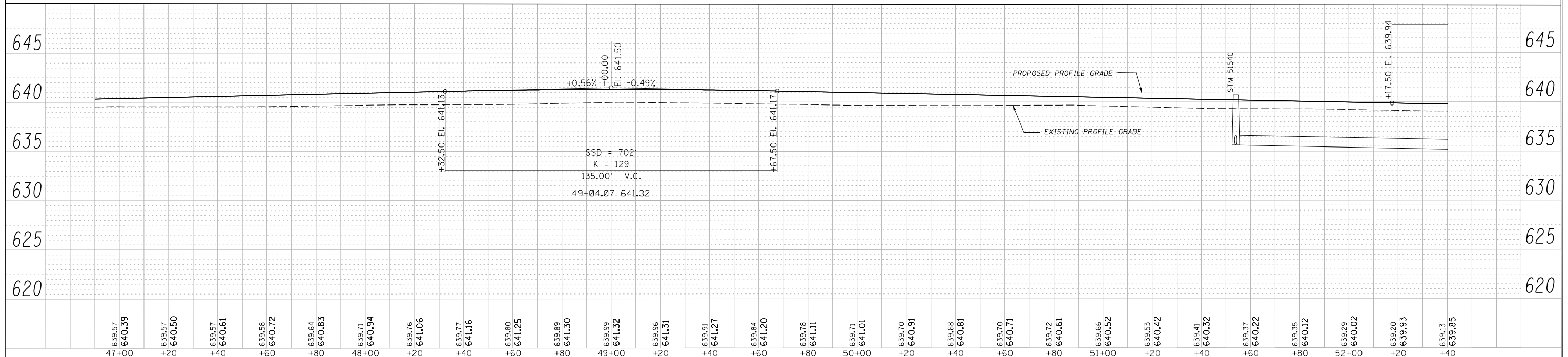
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MATCHLINE STA 46+90  
SEE SHEET 46 FOR CONTINUATION

MATCHLINE STA 52+40  
SEE SHEET 48 FOR CONTINUATION



STM5154A 51+54.00, -22.75 INLET TYPE A W/TY11V FR&GR RIM=639.93 INV=635.93	STM5154B 51+54.00, 22.75 CB TY C-2" DIA W/TY11V FR&GR RIM=639.93 INV=635.69	STM5154C 51+54.00, 28.67 INL TYB, 3" DIA W/TY1 FR&CL RIM=640.78 INV=635.67
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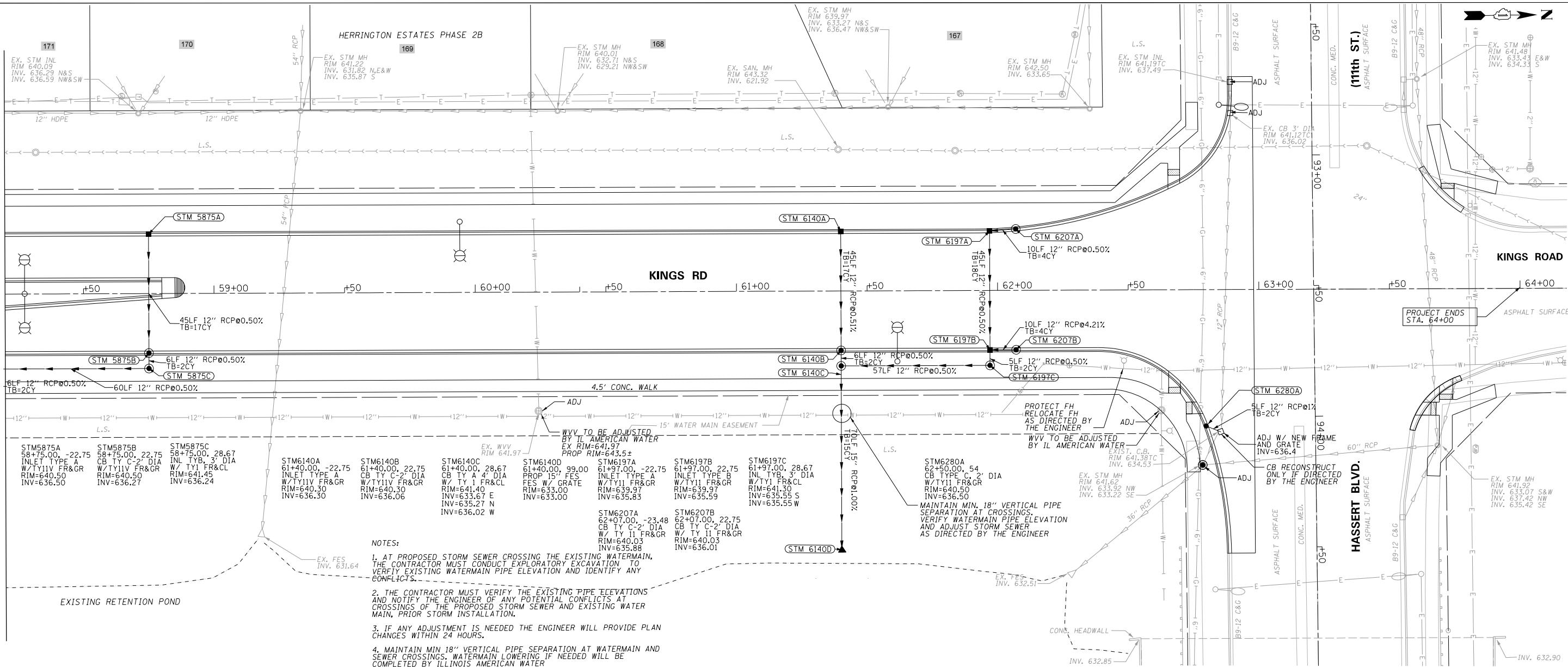
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		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	47	
	PLOT SCALE = 48.00' / in.	DRAWN - G.R./L.V.	REVISED -						CONTRACT NO. 61F40				
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



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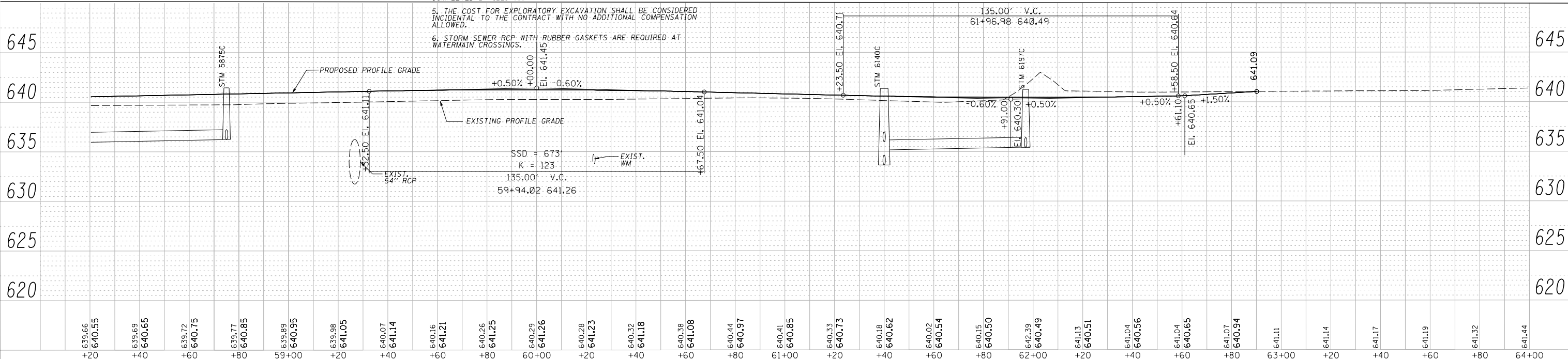
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MATCHLINE STA 58+20  
SEE SHEET 48 FOR CONTINUATION

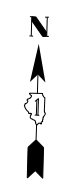


STM5875A	58+75.00, -22.75	STM5875B	58+75.00, 22.75	STM5875C	58+75.00, 28.67
INLET TYPE A	CB TY C-2' DIA	W/TY11V FR&GR	W/TY11V FR&GR	INL TYB, 3' DIA	W/ TY1 FR&CL
RIM=640.50	RIM=640.50	RIM=641.45	RIM=641.45	RIM=641.45	RIM=641.45
INV=636.50	INV=636.27	INV=636.24	INV=636.24	INV=636.24	INV=636.24
STM6140A	61+40.00, -22.75	STM6140B	61+40.00, 22.75	STM6140C	61+40.00, 28.67
INLET TYPE A	CB TY C-2' DIA	W/TY11V FR&GR	W/TY11V FR&GR	INL TYB, 3' DIA	W/ TY1 FR&CL
RIM=640.30	RIM=640.30	RIM=639.97	RIM=639.97	RIM=640.30	RIM=640.30
INV=636.30	INV=636.06	INV=633.67	INV=633.00	INV=636.30	INV=636.06
STM6197A	61+97.00, -22.75	STM6197B	61+97.00, 22.75	STM6197C	61+97.00, 28.67
INLET TYPE A	CB TY C-2' DIA	W/TY11 FR&GR	W/TY11 FR&GR	INL TYB, 3' DIA	W/ TY1 FR&CL
RIM=639.97	RIM=639.97	RIM=639.97	RIM=639.97	RIM=640.30	RIM=640.30
INV=635.83	INV=635.59	INV=635.55	INV=635.55	INV=636.50	INV=636.50
STM6207A	62+07.00, -23.48	STM6207B	62+07.00, 22.75	STM6207C	62+07.00, 28.67
CB TY C-2' DIA	CB TY C-2' DIA	W/ TY 11 FR&GR	W/ TY 11 FR&GR	INL TYB, 3' DIA	W/ TY1 FR&CL
RIM=640.03	RIM=640.03	RIM=640.03	RIM=640.03	RIM=641.30	RIM=641.30
INV=635.88	INV=635.88	INV=635.88	INV=635.88	INV=637.42	INV=637.42

- NOTES:
1. AT PROPOSED STORM SEWER CROSSING THE EXISTING WATERMAIN, THE CONTRACTOR MUST CONDUCT EXPLORATORY EXCAVATION TO VERIFY EXISTING WATERMAIN PIPE ELEVATION AND IDENTIFY ANY CONFLICTS.
  2. THE CONTRACTOR MUST VERIFY THE EXISTING PIPE ELEVATIONS AND NOTIFY THE ENGINEER OF ANY POTENTIAL CONFLICTS AT CROSSINGS OF THE PROPOSED STORM SEWER AND EXISTING WATER MAIN, PRIOR STORM INSTALLATION.
  3. IF ANY ADJUSTMENT IS NEEDED THE ENGINEER WILL PROVIDE PLAN CHANGES WITHIN 24 HOURS.
  4. MAINTAIN MIN 18" VERTICAL PIPE SEPARATION AT WATERMAIN AND SEWER CROSSINGS. WATERMAIN LOWERING IF NEEDED WILL BE COMPLETED BY ILLINOIS AMERICAN WATER
  5. THE COST FOR EXPLORATORY EXCAVATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT WITH NO ADDITIONAL COMPENSATION ALLOWED.
  6. STORM SEWER RCP WITH RUBBER GASKETS ARE REQUIRED AT WATERMAIN CROSSINGS.

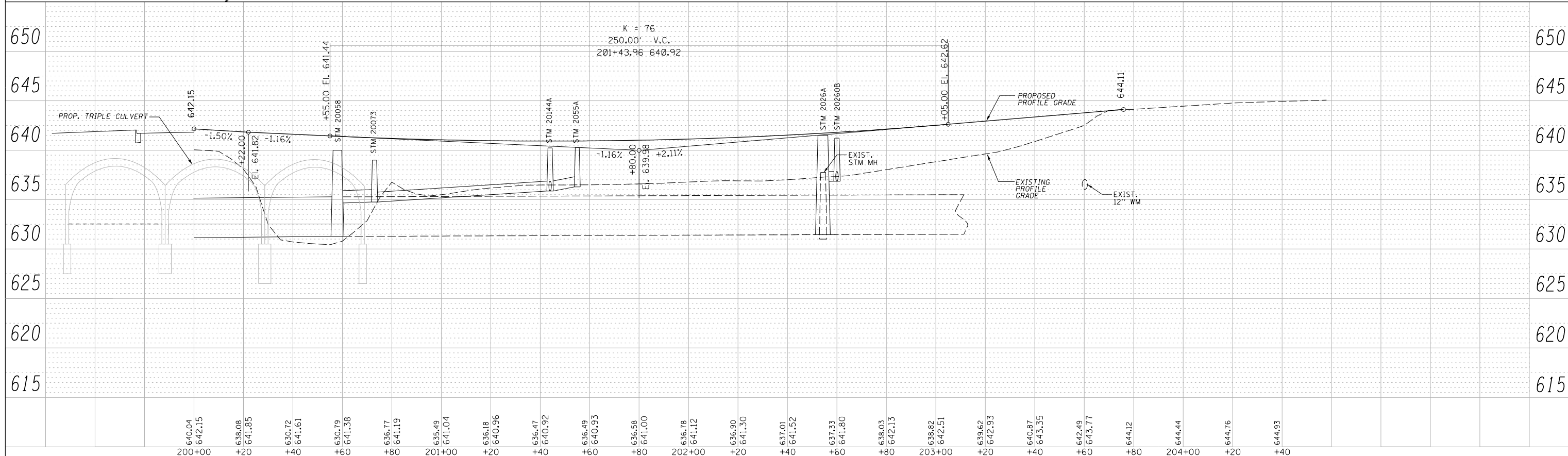
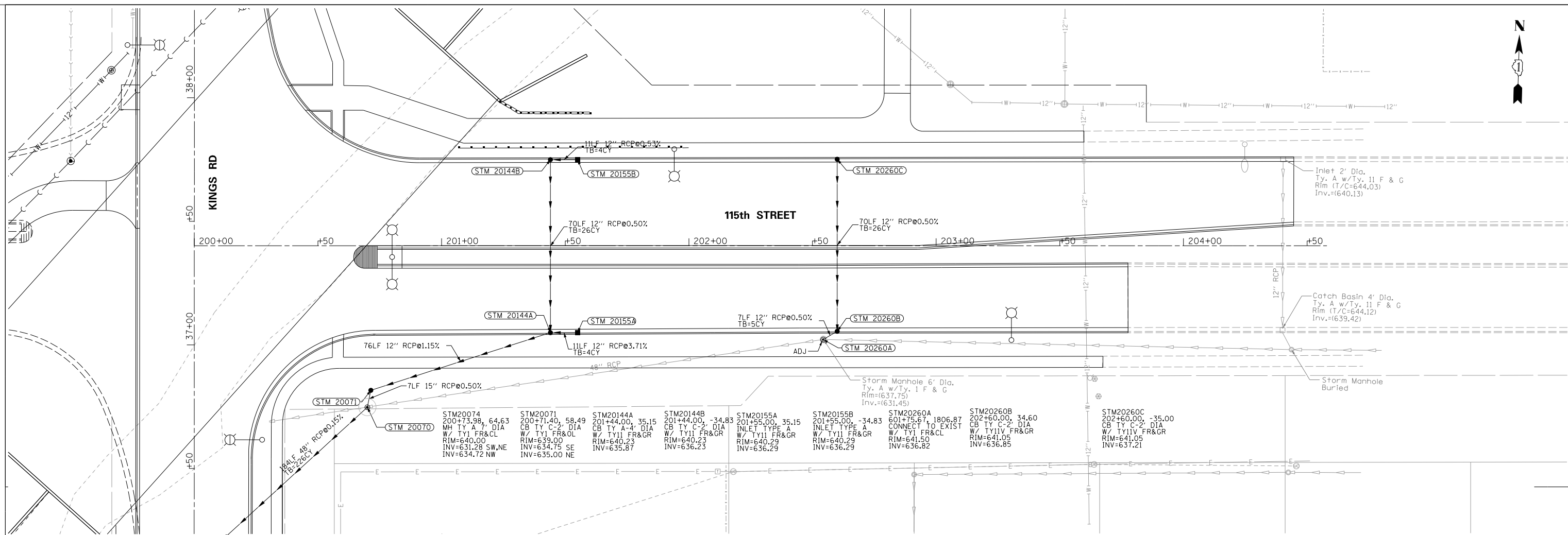


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		PLOT SCALE = 48.00' / in.	DRAWN = G.R./L.V.							CONTRACT NO. 61F40
		PLOT DATE = 12/12/2018	CHECKED =			SCALE: H <sub>1</sub> "=20'				
			REVISED =			V <sub>1</sub> "=5'	SHEET NO. OF SHEETS	STA. 58+20 TO STA. 64+00		
										FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



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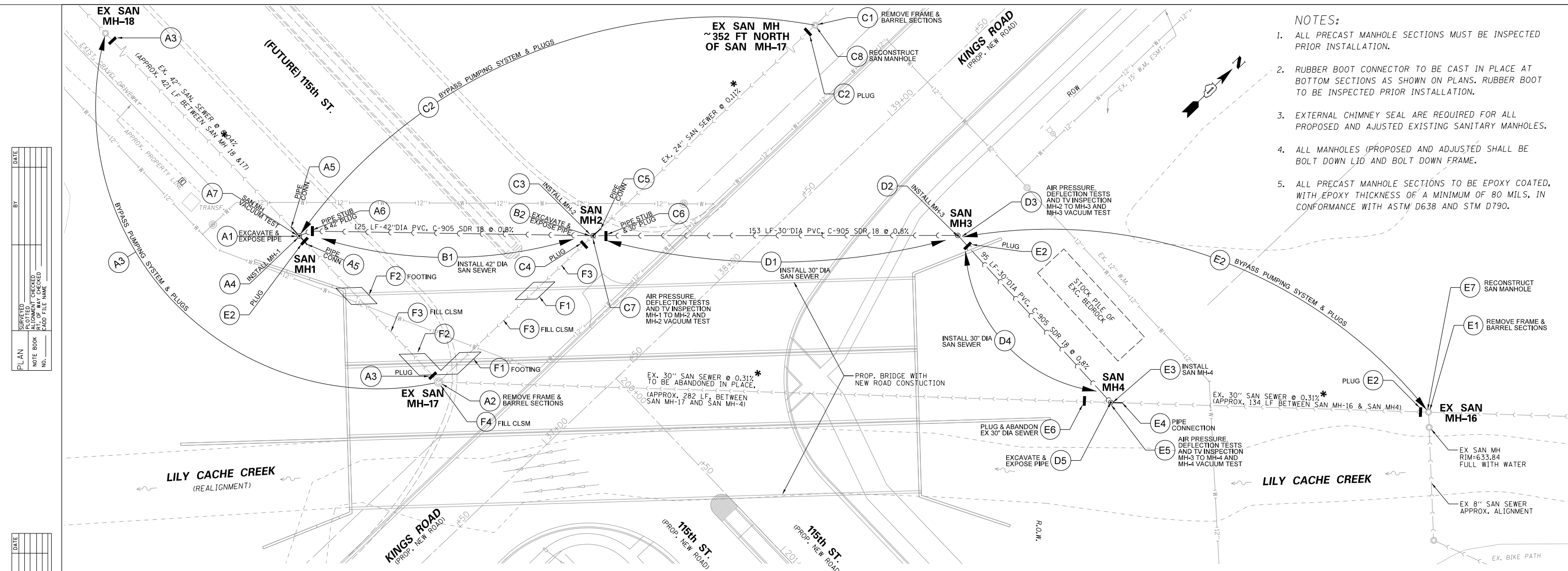
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		CHECKED - J.B.	REVISIED -		SCALE: H <sup>1</sup> / <sub>V</sub> = 20' V <sup>1</sup> / <sub>H</sub> = 5'	SHEET NO.	OF SHEETS	STA. 200+00	TO STA. 204+44	ILLINOIS FED. AID PROJECT	145	50
		DRAWN - G.R./L.V.	REVISIED -									
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- NOTES:**
- ALL PRECAST MANHOLE SECTIONS MUST BE INSPECTED PRIOR INSTALLATION.
  - RUBBER BOOT CONNECTOR TO BE CAST IN PLACE AT BOTTOM SECTIONS AS SHOWN ON PLANS. RUBBER BOOT TO BE INSPECTED PRIOR INSTALLATION.
  - EXTERNAL CHIMNEY SEAL ARE REQUIRED FOR ALL PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
  - ALL MANHOLES (PROPOSED AND ADJUSTED) SHALL BE BOLT DOWN LID AND BOLT DOWN FRAME.
  - ALL PRECAST MANHOLE SECTIONS TO BE EPOXY COATED, WITH EPOXY THICKNESS OF A MINIMUM OF 80 MILS, IN CONFORMANCE WITH ASTM D638 AND STM D790.

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**RECOMMENDED WORK EXECUTION PHASES:**

**PHASE 1:** THE CONTRACTOR MUST VERIFY EXISTING SANITARY PIPE SIZES AND INVERT ELEVATIONS AT PROPOSED SAN MANHOLE LOCATIONS. PRIOR ANY WORK ON THE PROPOSED SANITARY SEWER RELOCATION, THE CONTRACTOR SHALL CONDUCT EXPLORATORY EXCAVATION AT PROPOSED SANITARY MANHOLES MH-1, MH-2 AND MH-4 LOCATIONS.

UPON EXPLORATORY EXCAVATION THE CONTRACTOR MUST SUBMIT EXISTING PIPE SIZES AND ELEVATIONS TO THE DESIGN ENGINEER FOR REVIEW. IF EXISTING PIPE SIZES AND INVERTS ARE FOUND DIFFERENT THAN ELEVATIONS SHOWN ON THE PLANS, THE ENGINEER WILL PROVIDE PLAN CHANGES TO THE CONTRACTOR, WITHIN 48 HOURS.

NO SPECIAL COMPENSATION SHALL BE MADE FOR THE COST TO THE CONTRACTOR FOR EXPLORATORY EXCAVATIONS OR ANY OF THE WORK OR DELAY OCCASIONED BY GRADES & ELEVATIONS CHANGES OR MAKING OTHER NECESSARY MEASUREMENTS, OR BY INSPECTION.

**PHASE 2: INSTALL SAN MH-1 PER PROPOSED STEPS SHOWN BELOW**

- (A1) EXCAVATE AND EXPOSE THE EXISTING PIPING AT PROPOSED SAN MH-1 LOCATION. BEDROCK IS EXPECTED AT EL=625+/-, BEDROCK EXCAVATION ESTIMATE AT STRUCTURE=20 CY.
- (A2) REMOVE FRAME AND BARREL SECTIONS AT EXISTING SAN MH-17.
- (A3) SET UP BYPASS PUMPING SYSTEM FROM EXISTING SANITARY MH-17 TO EXISTING SAN MH-18. INSTALL TEMPORARY PLUGS.
- (A4) INSTALL MH-1, TY A, 9 FT DIA WITH FLEXIBLE RUBBER MANHOLE SLEEVE CAST IN PLACE. ALL EXTERIOR JOINTS TO BE SEALED WITH 6 IN WIDE E-Z WRAP. MANHOLE TO BE WATERPROOFED WITH EXTERIOR BITUMINOUS WATERPROOFING MEMBRANE.
- (A5) RECONNECT EXISTING PIPING AT MANHOLE. PROVIDE SLEEVES AS NEEDED FOR CONNECTIONS.
- (A6) INSTALL 42" PIPE STUB/ SECTION AND TEMPORARY PLUG (NE)
- (A7) SEAL ALL THE JOINTS. INSTALL WATERPROOFING MEMBRANE. PERFORM SAN MH VACUUM TEST FOR SAN MH-1.
- (A8) REMOVE TEMPORARY PLUGS AND SHUT OFF BYPASS PUMPING SYSTEM (RESTORE FLOW BETWEEN SAN MH-17 AND SAN MH-18)

**PHASE 3: INSTALL 42" SANITARY SEWER BETWEEN SAN MH-1 & SAN MH-2**

- (B1) INSTALL 42" DIA SANITARY SEWER. BEDROCK IS EXPECTED AT EL=626+/-, BEDROCK EXCAVATION ESTIMATE=210 CY
- (B2) EXCAVATE AND EXPOSE THE EXISTING PIPING AT PROPOSED SAN MH-2 LOCATION. BEDROCK IS EXPECTED AT EL=627.5+/-, BEDROCK EXCAVATION ESTIMATE AT STRUCTURE=20 CY

**PHASE 4: INSTALL SAN MH-2 PER PROPOSED STEPS SHOWN BELOW**

- (C1) REMOVE FRAME AND BARREL SECTIONS AT EXISTING SAN MH LOCATED APPROX. 352 FT NORTH OF EX SAN MH-17
- (C2) SET UP BYPASS PUMPING SYSTEM FROM EXISTING SANITARY MH TO SAN MH-1. INSTALL TEMPORARY PLUGS.
- (C3) INSTALL MH-2, TY A, 9 FT DIA WITH FLEXIBLE RUBBER MANHOLE SLEEVE CAST IN PLACE. ALL EXTERIOR JOINTS TO BE SEALED WITH 6 IN WIDE E-Z WRAP. MANHOLE TO BE WATERPROOFED WITH EXTERIOR BITUMINOUS WATERPROOFING MEMBRANE.
- (C4) PLUG EX 30" DIA SAN SEWER, PROPOSED FOR ABANDONMENT
- (C5) RECONNECT EX 24" DIA SEWER PIPE AT SAN MH-2. PROVIDE SLEEVES AS NEEDED FOR CONNECTION.
- (C6) INSTALL 30" PIPE STUB/ SECTION AND TEMPORARY PLUG (NE)
- (C7) SEAL ALL THE JOINTS. INSTALL WATERPROOFING MEMBRANE. PERFORM SAN MH VACUUM TEST FOR SAN MH-2. AIR PRESSURE AND DEFLECTION TESTS FOR 42" SAN LINE BETWEEN SAN MH-1 AND MH-2. PROVIDE SAN SEWER VIDEO INSPECTION/RECORDING.
- (C8) RECONSTRUCT SAN MANHOLE (REPLACE SECTIONS AS DIRECTED BY THE ENGINEER). SEAL EXTERIOR JOINTS AND PROVIDE WATERPROOFING MEMBRANE.
- (C9) REMOVE TEMPORARY PLUGS AND SHUT OFF BYPASS PUMPING SYSTEM. REDIRECT FLOW THRU THE NEW 42" SAN SEWER SECTION (SAN MH-2 TO SAN MH-1)

**PHASE 5: INSTALL 30" DIA SAN SEWER AND SAN MH-3 PER PROPOSED STEPS SHOWN BELOW**

- (D1) INSTALL 30" SANITARY SEWER BETWEEN SAN MH-2 AND SAN MH-3. BEDROCK IS EXPECTED AT ELEVATION 628+/-, BEDROCK EXCAVATION ESTIMATE=240 CY
- (D2) INSTALL MH-3, TY A, 5 FT DIA WITH FLEXIBLE RUBBER MANHOLE SLEEVE CAST IN PLACE. ALL EXTERIOR JOINTS TO BE SEALED WITH 6 IN WIDE E-Z WRAP. MANHOLE TO BE WATERPROOFED WITH EXTERIOR BITUMINOUS WATERPROOFING MEMBRANE. BEDROCK EXCAVATION ESTIMATE AT STRUCTURE=15 CY.
- (D3) SEAL ALL THE JOINTS. INSTALL WATERPROOFING MEMBRANE. PERFORM SAN MH VACUUM TEST FOR SAN MH-3. AIR PRESSURE AND DEFLECTION TESTS FOR 30" SAN LINE BETWEEN SAN MH-2 AND MH-3. PROVIDE SAN SEWER VIDEO INSPECTION/RECORDING.
- (D4) INSTALL 30" SANITARY SEWER BETWEEN SAN MH-3 AND SAN MH-4. BEDROCK IS EXPECTED AT ELEVATION 628.5+/-, BEDROCK EXCAVATION ESTIMATE=100 CY
- (D5) EXCAVATE AND EXPOSE THE EXISTING PIPING AT PROPOSED SAN MH-4 LOCATION. BEDROCK IS EXPECTED AT EL=626.5+/-, BEDROCK EXCAVATION ESTIMATE AT STRUCTURE=10 CY

**PHASE 6: INSTALL SAN MH-4 PER PROPOSED STEPS SHOWN BELOW**

- (E1) REMOVE FRAME AND BARREL SECTIONS AT EXISTING SAN MH-16
- (E2) SET UP BYPASS PUMPING SYSTEM FROM EXISTING SAN MH-16 TO SAN MH-3. INSTALL TEMPORARY PLUGS.
- (E3) INSTALL MH-4, TY A, 5 FT DIA WITH FLEXIBLE RUBBER MANHOLE SLEEVE CAST IN PLACE. ALL EXTERIOR JOINTS TO BE SEALED WITH 6 IN WIDE E-Z WRAP. MANHOLE TO BE WATERPROOFED WITH EXTERIOR BITUMINOUS WATERPROOFING MEMBRANE.
- (E4) RECONNECT EX 30" DIA SEWER PIPE AT SAN MH-4. PROVIDE SLEEVE AS NEEDED FOR CONNECTION.
- (E5) SEAL ALL THE JOINTS. INSTALL WATERPROOFING MEMBRANE. PERFORM SAN MH VACUUM TEST FOR SAN MH-4. AIR PRESSURE AND DEFLECTION TESTS FOR 30" SAN LINE BETWEEN SAN MH-3 AND MH-4. PROVIDE SAN SEWER VIDEO INSPECTION/RECORDING.
- (E6) PLUG EX 30" DIA SAN SEWER, PROPOSED FOR ABANDONMENT
- (E7) RECONSTRUCT SAN MANHOLE (REPLACE SECTIONS AS DIRECTED BY THE ENGINEER). SEAL EXTERIOR JOINTS AND PROVIDE WATERPROOFING MEMBRANE.
- (E8) REMOVE TEMPORARY PLUGS AND SHUT OFF BYPASS PUMPING SYSTEM. REDIRECT THE FLOW THRU THE NEW SAN SEWER.

**PHASE 7: BRIDGE FOOTING AT CROSSING ABANDONED SANITARY SEWER AND SEWER ABANDONMENT**

- (F1) BACKFILL WITH CLASS SI CONCRETE AT FOOTING CROSSING ABANDONED 30" DIA SANITARY SEWER (2-PLACES), PER DETAIL.
- (F2) BACKFILL WITH CLASS SI CONCRETE AT FOOTING CROSSING ABANDONED 42" DIA SANITARY SEWER (2-PLACES), PER DETAIL.
- (F3) FILL SANITARY SEWER PROPOSED FOR ABANDONMENT AT LOCATION SHOWN ON PLANS WITH CLSM
- (F4) ABANDON EX SAN MH-17. REMOVE BARREL SECTION AND FILL BOTTOM SECTION WITH CLSM

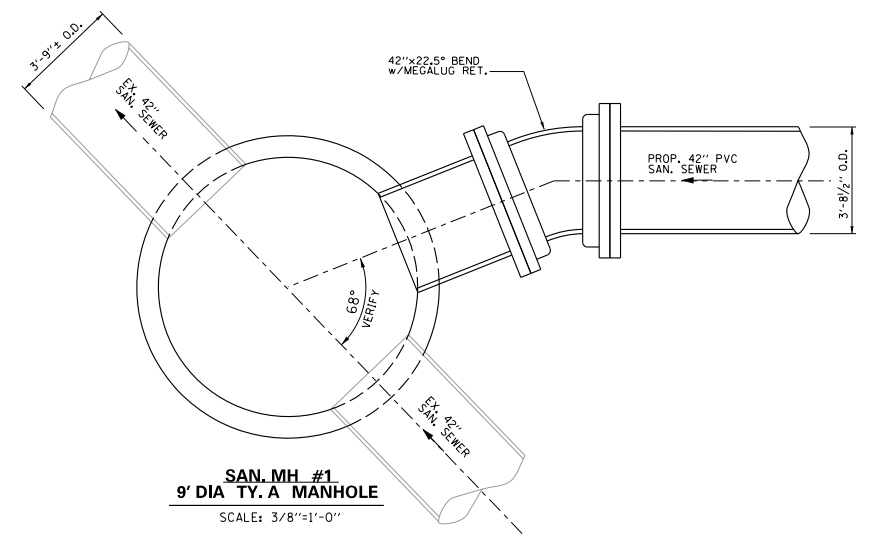
**NOTE:** ROCK EXCAVATION QUANTITY MAY VARY DUE TO EXISTING BEDROCK EXCAVATION.

ITEM	UNIT	QTY.
20200200 ROCK EXCAVATION	CU.YD.	550
50200400 ROCK EXCAVATION FOR STRUCTURES	CU.YD.	65

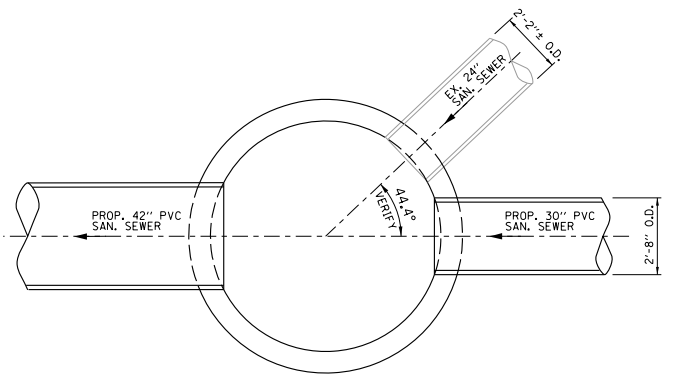


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NOTATIONS	
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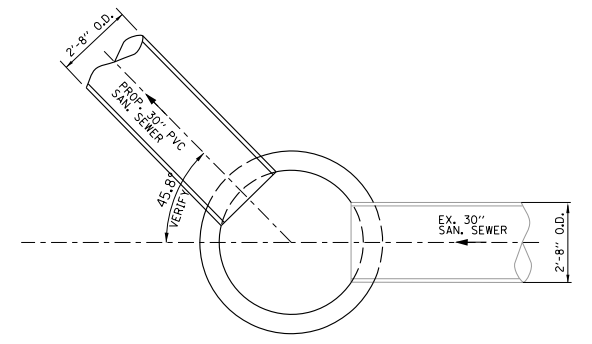
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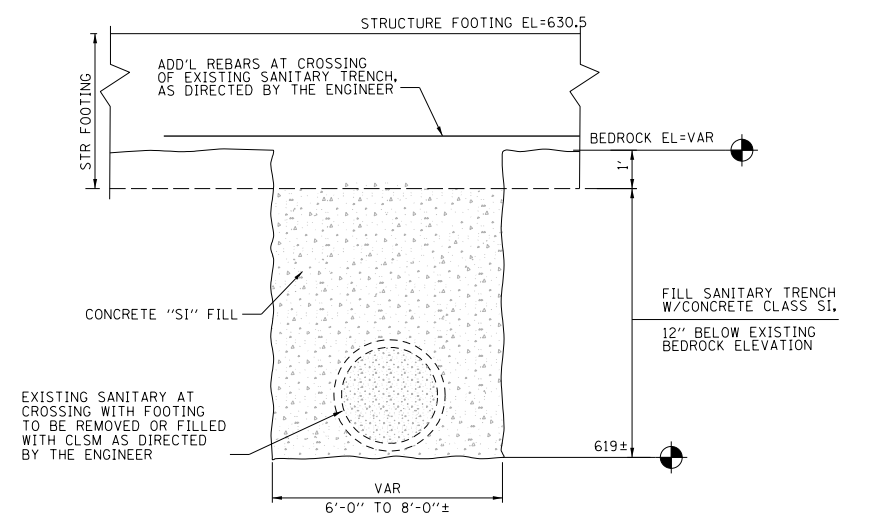
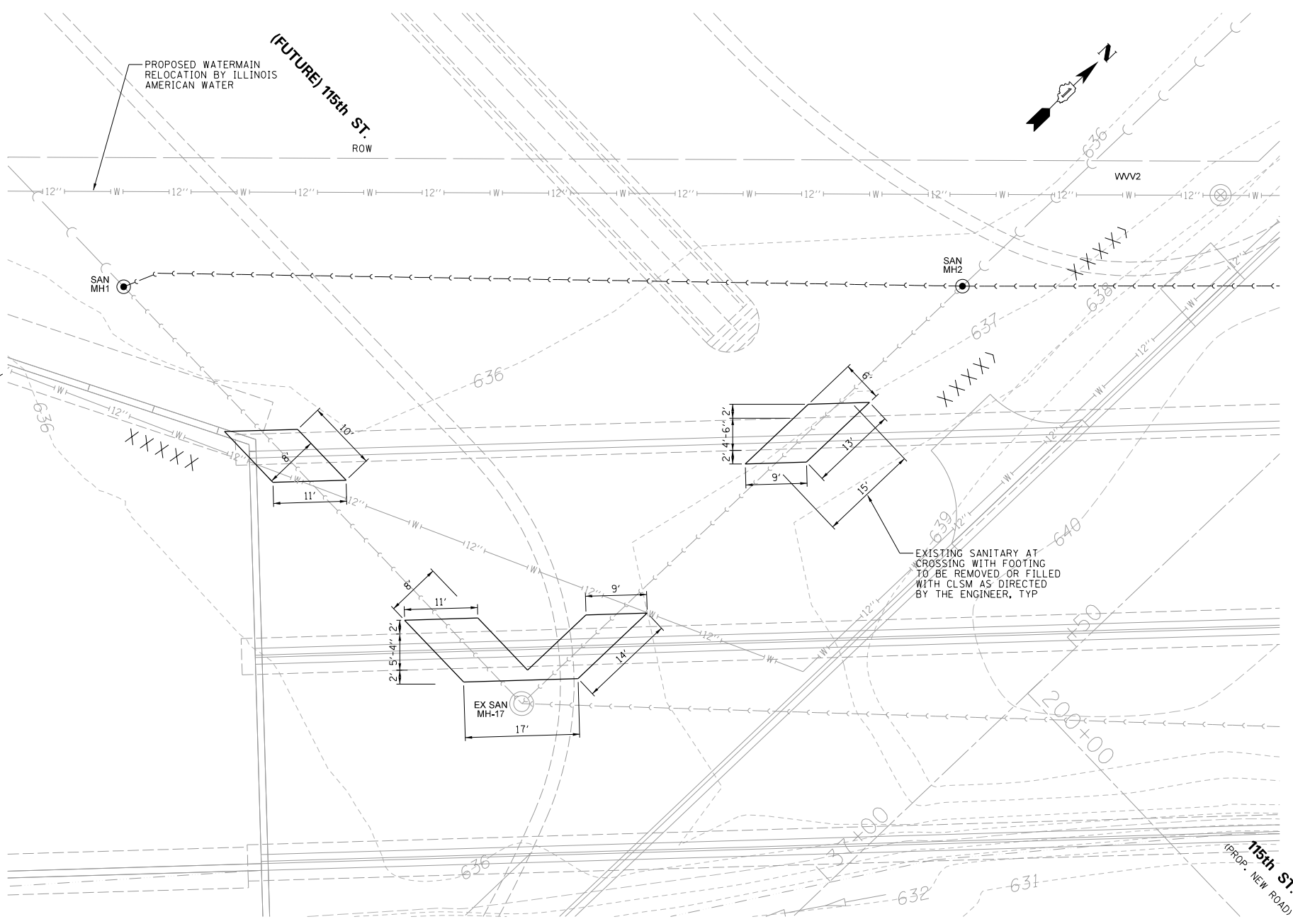
**SAN. MH #1**  
9' DIA TY. A MANHOLE  
SCALE: 3/8"=1'-0"



**SAN. MH #2**  
8' DIA TY. A MANHOLE  
SCALE: 3/8"=1'-0"



**SAN. MH #4**  
5' DIA TY. A MANHOLE  
SCALE: 3/8"=1'-0"



**SANITARY TRENCH**  
**CONCRETE SI FILL DETAIL**  
NO SCALE

FILE NAME = LILY CACHE CREEK  
(PROJECT)

USER NAME = .USER.	DESIGNED - S.S.	REVISED -
PLLOT SCALE = 20.00 ft / in.	CHECKED - J.B.	REVISED -
PLLOT DATE = 12/12/2018	DRAWN - G.R/L.V.	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SANITARY SEWER RELOCATION DETAILS

SCALE: 1"=10'-0"	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	53
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61F40		

**Village of Bolingbrook Sanitary Sewer Standards:**

Materials Specifications for Sewage Collection

Pipe Materials for Sewers

All pipes for sanitary sewers shall be polyvinyl chloride (PVC) SDR 26 meeting the requirements of ASTM D-3034 and ASTM D-1784-cell classification 12454-B, ASTM D-2680, and ASTM F-477.

Manhole Materials

Sanitary sewer manholes shall be constructed of monolithic concrete or precast concrete rings with an offset cone, butyl joints, and a pre cast bench type invert. Manholes shall be forty-eight (48") inches inside diameter on sewers twenty-four (24") inches and smaller, and shall be sixty (60") inches inside diameter for sewers twenty-seven (27") inches and larger. Concrete adjusting rings shall be used where adjustment is necessary. Clay, shale, or common brick will NOT be permitted. No more than two (2) adjusting rings may be used in any structure, with the total adjustment not to exceed twelve (12") inches. Two (2") inch rings shall only be used on adjustments less than three (3") inches.

Manhole to be water proofed with exterior bituminous water proofing membrane.

All joints, adjusting rings, and frame sections shall be sealed with a continuous layer of non-hardening pre formed butyl mastic material (Rub-R-Nek, E-Z Stick, Conseau) to prevent infiltration.

Exterior joint to be sealed with 6" inch wide (Rub-R-Nek, E-Z Stick, Conseau)

Manhole frames and lids shall be cast iron in the shape and dimensions shown on the plans. Standard frames and grates for use in paved and non-paved areas with "type B" lids of machined surfaces, non-rocking design. Sanitary manholes frames and lids shall be approved by the Village. Lids shall have a recessed pick hole and be self-sealing with an O-Ring type gasket. All sanitary sewer manholes shall be constructed with flexible manhole couplings between the pipe and manhole wall.

Manholes located in areas subject to flooding, or located in open fields, shall be furnished with waterproof frames and lids, complete with bronze anchor bolts to be approved by the Village.

No manhole shall be constructed in a pedestrian walk, or curb line. All manholes shall be in accord with the latest edition of the "Standard Specifications for Road and Bridge Construction," by the Illinois Department of Transportation.

An external sealing system (Infi-Shield,Cretex, Sureseal ) is required between the frame and cone.

Drop Manholes

An exterior drop pipe should be provided for a sewer entering a manhole at an elevation of twenty-four (24") inches or more above the manhole invert. The entire drop assembly shall be cast in concrete monolithically with the manhole barrel section. The minimum diameter of the drop pipe shall be smaller than the diameter of the entering sewer by two (2) diameters with a minimum diameter of eight (8") inches.

Service Lateral Material

Service laterals shall have a maximum six (6") inch diameter. Pipe shall be PVC SDR 26. All lateral connection pipes shall include end stoppers, PVC or polyester, capable of withstanding a standard low pressure air test on the main sewer without leaking. Dissimilar pipes will be joined using a "band seal" consisting of a flexible rubber sleeve, sealed tightly to each pipe with a stainless steel clamp.

Installation Specifications for Sewage Collection

Protection of Water Mains From Sanitary & Storm Sewers

When a sanitary sewer line crosses public water facilities with a vertical separation of less than eighteen (18") inches or a horizontal separation of less than ten (10) feet, special provisions shall be made to prevent possible contamination of the water supply.

Pipe Cover

A minimum depth of five (5') feet shall be maintained for all sanitary sewer pipes. The five (5') foot depth shall be from proposed ground elevation to the top of the pipe. Trenches shall be back filled with excavated material and mechanically compacted unless otherwise noted.

CA-7 compacted, crushed-stone, aggregate shall be used under all pavements, curbs, gutters, within two (2) feet of any proposed curb or gutter and in all service trenches at full depth and for the entire length of the trench that lies within the right-of-way. All backfill shall be mechanically compacted.

Pipe Installation

All trenching shall conform to OSHA regulations and specifications. All unsuitable material that is encountered will be removed and replaced with aggregate material as approved by the Village Engineer. All PVC pipe will be installed in accordance with the manufacturer's specifications.

Service Lines

No connections to any sanitary sewer system shall be made until authorized by the Village of Bolingbrook and the State of Illinois. All sanitary service lines must be inspected by an inspector from the Village of Bolingbrook prior to backfilling. 48 hours advanced notice (630.226.8850) is required to arrange for inspection. Sanitary sewer lateral connections shall be six (6") inch I.D. unless otherwise noted on the plans.

60° 'Y' fittings shall be provided on the sanitary sewer for all service connections, except those which are made directly into a manhole. Where no 'Y' branch has been provided, connection to the sanitary sewer will be made by installing a new 'Y' in the proper location or by machine-cutting a tapered hole into the main and applying a chemically cemented 'Y' saddle. In no instance, shall any connection to the sanitary sewer system restrict, obstruct, or otherwise diminish or interfere with the flow of sewage.

Any unused 'Y' fittings shall have socket ends closed by watertight, rubber or plastic stoppers suitably fastened or braced to prevent dislodging by back pressure from the main line.

Risers shall be provided on service lines where the sewer main is greater than twelve (12') feet below the proposed ground elevation and shall extend from the sanitary sewer up to a point nine (9') feet below the proposed ground elevation.

Risers greater then five (5') feet in length shall be constructed of cast iron pipe and encased in concrete. All connections of similar materials shall be made with adapter couplings specifically designed for the materials being connected or with an approved neoprene coupling sealed with stainless steel bands.

Sanitary sewer service shall be extended to the property line at a minimum gradient of 1%.

Connecting to an Existing Manhole

New connections to existing manholes shall be core drilled and the new pipe connected to the manhole by use of a concrete manhole adapter and hydraulic cement.

Cleaning

In preparation for final inspection, all sanitary sewers shall be videotaped and jet rod cleaned. This cleaning and video taping shall take place after essentially all the homes on the line are built. Jet cleaning may also be required prior to testing. When a lift station is present, take extra precautions to prevent debris from entering the lift station.

Illegal Connections

No down-spout or roof drains shall be connected to the sanitary system. Footing drains shall be connected to sump pumps, and discharge shall be made into storm sewers or drainage ditches. No footing drains or drainage tiles shall be connected to the sanitary sewer. No window wells or drains shall be connected to the sanitary sewer. No storm water or ground water shall be allowed to enter the sanitary sewer system at any point. Driveway drains shall discharge to sump wells and then discharge overland or to the storm sewer.

Testing of Sanitary Sewers

A representative of the Village of Bolingbrook will witness testing of the sanitary sewer for leakage after all service connections are stubbed to the property line. Scheduling of testing must be made 48 hours in advance (630.226.8850). Except in an emergency, there will be to testing on weekends or holidays. The sewer must be clean to the satisfaction of the Village Inspector at the time of testing. If the sewer is not to the Inspector's satisfaction, he may order it cleaned before testing. The cost for this will not be borne by the Village of Bolingbrook.

Upon completion of the entire sewer, the developer shall make a final leakage test for the entire length installed by him (if less than 1000') or in sections, as directed by the Village of Bolingbrook. The developer shall make all necessary repairs or replacements and shall repeat the final leakage tests until the specified minimum leakage requirements are met.

The developer shall furnish all labor, testing materials, equipment and shall perform the tests described herein under the supervision and to the satisfaction of the Village Inspector. There are three tests that will be employed for gravity sewers: televising, air pressure testing, and deflection testing for thermoplastic pipes. Upon completion of testing, a detailed report will be given to the Village of Bolingbrook.

Air Pressure Tests

The section of sewer to be tested shall be trench backfilled and cleared. Pneumatic plugs (having a sealing length equal to or greater than the diameter of the pipe to be tested) shall be placed in both ends of the pipe to be tested and inflated to at least 25 PSIG and blocked. The sealed sewer pipe shall then be pressurized to 5 PSIG above the average back pressure of the ground water over the sewer pipe and allowed to stabilize for at least two minutes.

After the stabilization period, the line shall be pressurized to 5 PSIG and the time, in minutes, shall be measured for a pressure drop to 4 PSIG. If ground water is present, the air pressure within shall be increased to 5 PSIG above the level of the ground water at the highest elevation of the sewer and the drop of one pound of air pressure measured in minutes. (2.31 ft of water - 1 PSIG)

Air leakage test results shall not be less than the time per inch of pipe diameter per length of sewer pipe as specified in the table entitled, "Air Test Table," as shown in the "Standard Specifications for Water and Sewer Main Construction in Illinois."

Televising

Prior to acceptance, sanitary sewer lines shall be inspected through the use of standard television equipment for sewer inspection, unless permission, in writing, is received from the Village Engineer allowing the omission of the test. The television inspection shall be done in the presence of the Village Engineer or his representative. Upon completion, a copy of the video tape and a written report detailing the testing shall be given to the Village of Bolingbrook.

Vacuum Testing of Manholes

This specification shall govern the vacuum testing of the sanitary sewer manholes and structures. Vacuum testing shall be according to ASTM C1244, except as specified otherwise herein. Other form of testing of some manhole may be required, as demmed necessary by the Village.

Manhole shall be tested after installation with all connections in place.

- Lift holes, if any, shall be plugged with an approved, non-shrinkable grout prior to testing.
- Drop connection shall be installed prior to testing.
- The vacuum test shall include testing of the seal between the cast iron frame and the concrete cone, slab or grade rings.
- Manhole vacuum testing shall be performed after all adjacent underground utilities have been installed and all manholes have been backfilled and finished to final grade. Upon request of the CONTRATOR, manhole vacuum testing may be performed prior to installation of adjacent utilities, after all manholes have been backfilled and finished to final grade and after the sewer leakage testing has been completed, with the following special condition: ALL manholes found to have been damaged or disturbed prior to final (one year) inspection shall be corrected and vacuum tested at that time, regardless of whether or not they were originally vacuum tested.
- If a coating or lining is to be applied to the interior of the manhole, the vacuum test must not be performed until the coating or lining has been cured according to the manufacturer's recommendations.
- if the existing manhole are to be vacuum tested (e.g. in the case of a sewer rehabilitation project), the ENGINEER and CONTRACTOR must deem the manhole structurally sound prior to vacuum testing.

Procedure for testing shall be as follows:

- Temporarily plug all pipes entering the manhole. Each plug must be installed at a location beyond the manhole/pipe gasket (i.e outside the manhole wall), and shall be braced to prevent the plug or pipe from being drawn into the manhole.
- The test head shall be placed inside the rim of the cast iron frame at the top of the manhole and inflated, accordance with the manufacturer's recommendations.
- A vacuum of at least ten inches of mercury (10" Hg) shall be drawn on the manhole. Shut the valve on the vacuum line to the manhole and shut off the pump or disconnect the vacuum linefrom the pump.
- The pressure gage shall be liquid filled, having a 3.5-inch diameter face with a reading from zero to thirty inches of mercury.
- The manhole shall be considered to pass the vacuum test if the vacuum reading does not drop more than 1" Hg (i.e. from 10" Hg to 9" Hg) during the following minimum test times.

Minimum Test Time for VariousManhole Diameters			
MH Depth (feet)	4' Diameter MH	5' Diameter MH	6' Diameter MH
15 feet or less	50 sec.	1 min. 5 sec.	1 min. 20 sec.
15.01 to 30 feet	1 min. 20 sec.	1 min. 45 sec.	2 min. 10 sec.

- If a manhole fails the vacuum test, the manhole shall be repaired with a non-shrinkable grout or other material or method approved by the ENGINEER. The manhole surfaces shall be properly prepared prior to any repairs. Once the repairs material has cured according to the manufacturer's recommendations the vacuum test shall be repeated. This process shall continue until a satisfactory test is obtained.
- All temporary plugs and braces shall be removed after each test.

Deflection Testing for Flexible thermoplastic Pipe

The full length of the pipeline shall be tested for excessive deflection by pulling a "GO-NO-GO" mandrel through the pipe from manhole to manhole. Whenever possible and practical, the testing shall initiate at the downstream line and proceed to the upstream line.

Where deflection is found to be in excess of the allowable testing limits, the developer shall excavate the point of excess deflection and carefully compact around the point where the deflection was found. The line shall then be retested for deflection. If after the initial testing, the deflected pipe fails to return to the original size, inside diameter, the line shall be replaced.

The deflection limits for flexible pipes shall not exceed 5% of the "Base ID" of the pipe. Refer to the table below for a listing of the "Base ID" for various pipe sizes.

A period of time will be required for the trench and pipe to come to equilibrium before a deflection test id performed. In all sewer systems, the deflection test shall be performed no sooner than 30 days after the trench is backfilled over the pipe.

Air Test Table  
Based on Equations From ASTM C828  
Specification Time (min:sec) Required for Pressure Drop From 5 to 4 PSIG  
When Testing One Pipe Diameter Only  
Pipe Diameter in Inches

	4	6	8	10	12	15	18	21	24
25	0:04	0:10	0:18	0:28	0:40	1:02	1:29	2:01	2:38
50	0:09	0:20	0:35	0:55	1:19	2:04	2:56	4:03	5:17
75	0:13	0:30	0:53	1:23	1:59	3:06	4:27	6:04	7:55
100	0:18	0:40	1:10	1:50	2:38	4:08	5:56	8:05	10:34
125	0:22	0:50	1:28	2:18	3:18	5:09	7:26	9:55	11:20
150	0:26	0:59	1:46	2:45	3:56	6:11	8:30		
175	0:31	1:09	2:03	3:13	4:37	7:05			
200	0:35	1:19	2:21	3:40	5:17				12:06
225	0:40	1:29	2:38	4:08	5:40			10:25	13:36
250	0:44	1:39	2:56	4:35			8:31	11:35	15:07
275	0:48	1:49	3:14	4:43			9:21	12:44	16:38
300	0:53	1:59	3:31				10:12	13:53	18:09
350	1:02	2:19	3:47			8:16	11:54	16:12	21:10
400	1:10	2:38			6:03	9:27	12:36	18:31	24:12
450	1:19	2:50			6:48	10:38	15:19	20:50	27:13
500	1:28			5:14	7:34	11:49	17:01	23:09	30:14

Defection Criteria

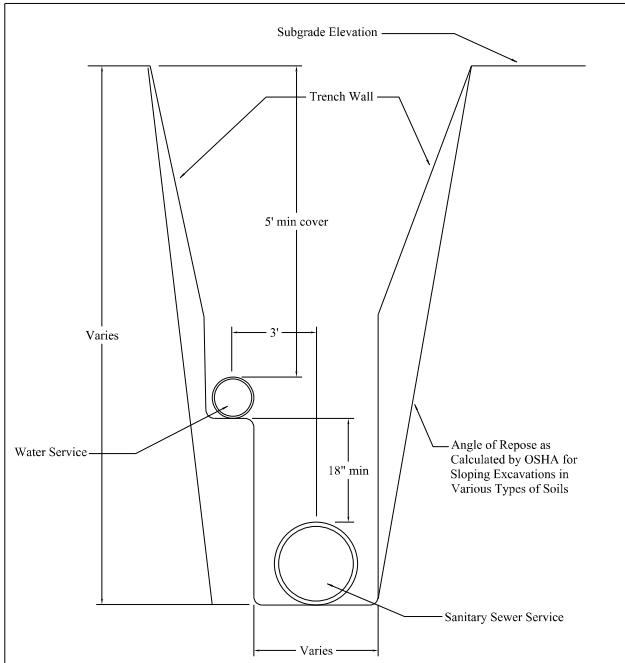
Diameter	Base ID per Unibell	5% Mandrell O.D.
6	5.79"	5.5"
8	7.76"	7.37"
10	9.71"	9.23"
12	11.56"	10.98"
15	14.14"	13.43"

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SANITARY SEWER RELOCATION STANDARD DETAILS AND SPECIFICATIONS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -				15-00059-00-PV	WILL	145	54
	PLOT SCALE = 16' / 1" =	DRAWN -	REVISED -			SCALE:			CONTRACT NO.	61F40
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -			STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	ALIGNED	
NOTE BOOK NO.	CHECKED	
	BY NAME	

PROFILE	SURVEYED	DATE
	GRADES	
NOTE BOOK NO.	CHECKED	
	BY NAME	

DATE	
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APPROVAL	
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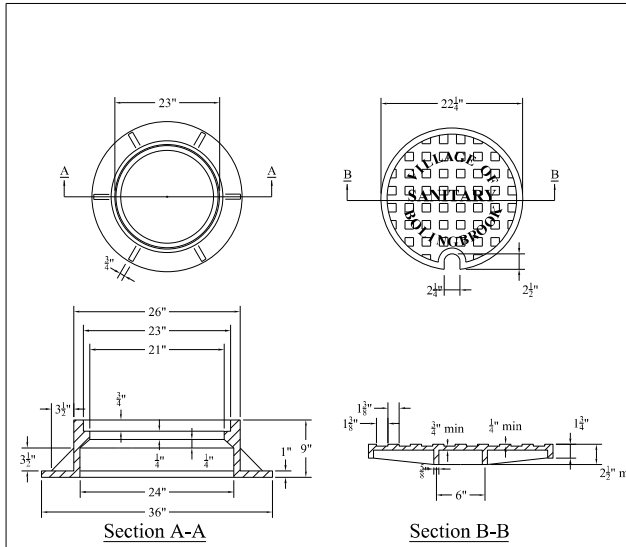


- Service trenches shall be backfilled with CA-7 crushed stone aggregate material at full depth for the entire length of the trench that is located in the ROW.
- All trenches shall conform to OSHA regulations and specifications.
- Where 18" minimum vertical separation cannot be maintained, service shall be in separate trenches with a minimum of ten (10') feet between the two.

Revisions

1-09-98 PD

House Service Connection

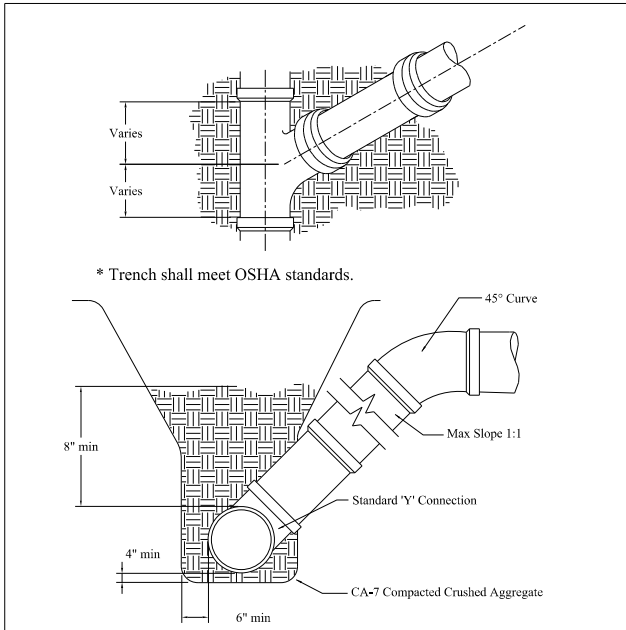


- Cast iron castings shall be grade 60-40-18 and shall be tested in accordance with federal specifications.
- All frames and covers shall have machined horizontal and vertical bearing surfaces, the pick hole shall not create an opening in cover.
- The manhole covers shall be labeled with raised letters as shown.
- Waterproof, bolt down frame and covers shall be used in any location subject to inundation.
- All lids will require a self-sealing gasket.
- All frames and lids shall be approved by the Village prior order and installation.

Revisions

1-07-98 PD

Sanitary Manhole Frame & Cover



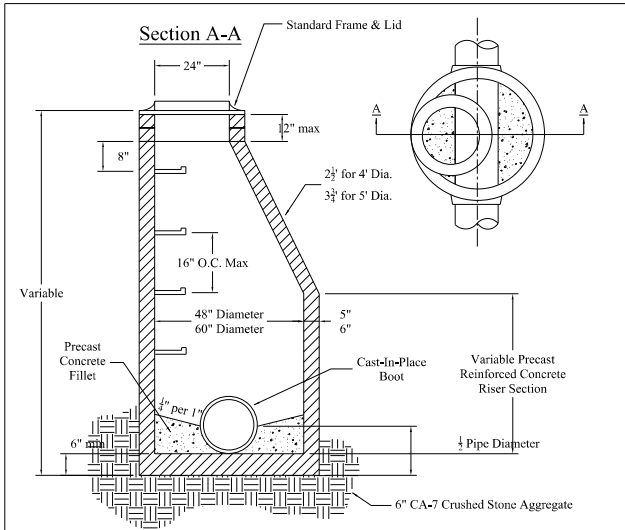
- The open ends of the lateral connection shall be protected with a watertight rubber, PVC, or polyester plug.
- Service lines shall have a minimum 6" internal diameter.
- All connections will require inspection and a 24 hour notice must be given prior to inspection.
- Stakes shall be used, if necessary, to hold lateral in place.
- Use a catalog cut for a retrofitted connection (saddle connection with solvent and stainless steel banding.)

Revisions

1-09-98 PD

Riser for Service Lateral

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NO.	

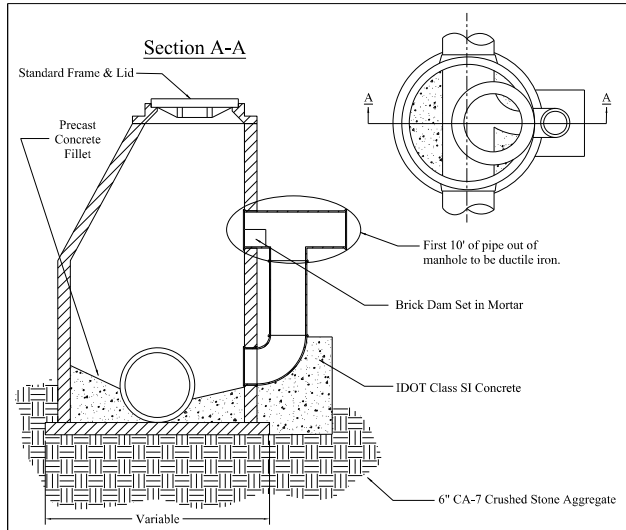


- Apply a continuous layer of non-hardening, preformed, butyl mastic material (Rub-Nek, E-Z Stick, Con Seal) to each joint, adjusting ring, and frame to prevent infiltration. In paved areas, the adjusting ring and frame are to be set in mortar.
- Construction shall be done according to the "Standard Specifications for Water & Sewer Main Construction in Illinois" except as specified.
- In paved areas, provide compacted CA-7 crushed stone aggregate around the manhole to subgrade elevation. Two (2") inch adjusting rings can be used on adjustments less than three (3") inches. The maximum adjustment allowed will be twelve (12") inches. No more than two adjusting rings will be used on a structure.
- An external sealing system (Infi-Shield, Cretex, SureSeal or Equal) is required.
- Manholes to be waterproofed with exterior bituminous waterproofing membrane.
- All exterior joints to be sealed with six (6") inch wide (E-Z Wrap, Rub-R-Neck, Con Seal).

Revisions

1-08-98 PD
05-24-01 PD
10-20-04 LC
03-19-14 LC

Sanitary Manhole

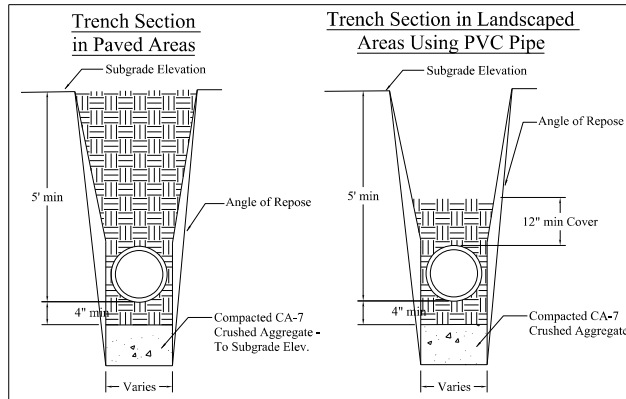


- A drop manhole is required when the difference in elevation is greater than 24".
- Apply a continuous layer of non-hardening, preformed, butyl mastic material (Rub-Nek, E-Z Stick or Equal) to each joint, adjusting ring, and frame to prevent infiltration. In paved areas, the adjusting ring and frame are to be set in mortar.
- Construction shall be done according to the "Standard Specifications for Water & Sewer Main Construction in Illinois" except as specified.
- In paved areas, provide compacted CA-7 crushed stone aggregate around the manhole to subgrade elevation. Two (2") inch adjusting rings can be used on adjustments less than three (3") inches. The maximum adjustment allowed will be twelve (12") inches. No more than two adjusting rings will be used on a structure.
- An external sealing system (Infi-Shield, Cretex or Equal) is required.
- Manholes to be waterproofed with exterior bituminous waterproofing membrane.
- All exterior joints to be sealed with six (6") inch wide E-Z Wrap, Rub-R-Neck, Con Seal).

Revisions

1-08-98 PD
5-24-01 PD
10-20-04 LC
03-07-06 LC
03-19-14 LC

Drop Connection to Sanitary Manhole



- Compacted, crushed CA-7 aggregate will be used under all pavements, curbs & gutters and within 2' of any proposed curb or gutter. Backfill will be mechanically compacted.
- All trenching will conform to OSHA regulations & specifications.
- The angle of repose shall be calculated by OSHA for sloping excavations in various type of soil.
- If encountered, remove unsuitable materials and replace with aggregate material as approved by the Village Engineer.
- Unless otherwise noted, backfill trenches with excavated material and mechanically compact.

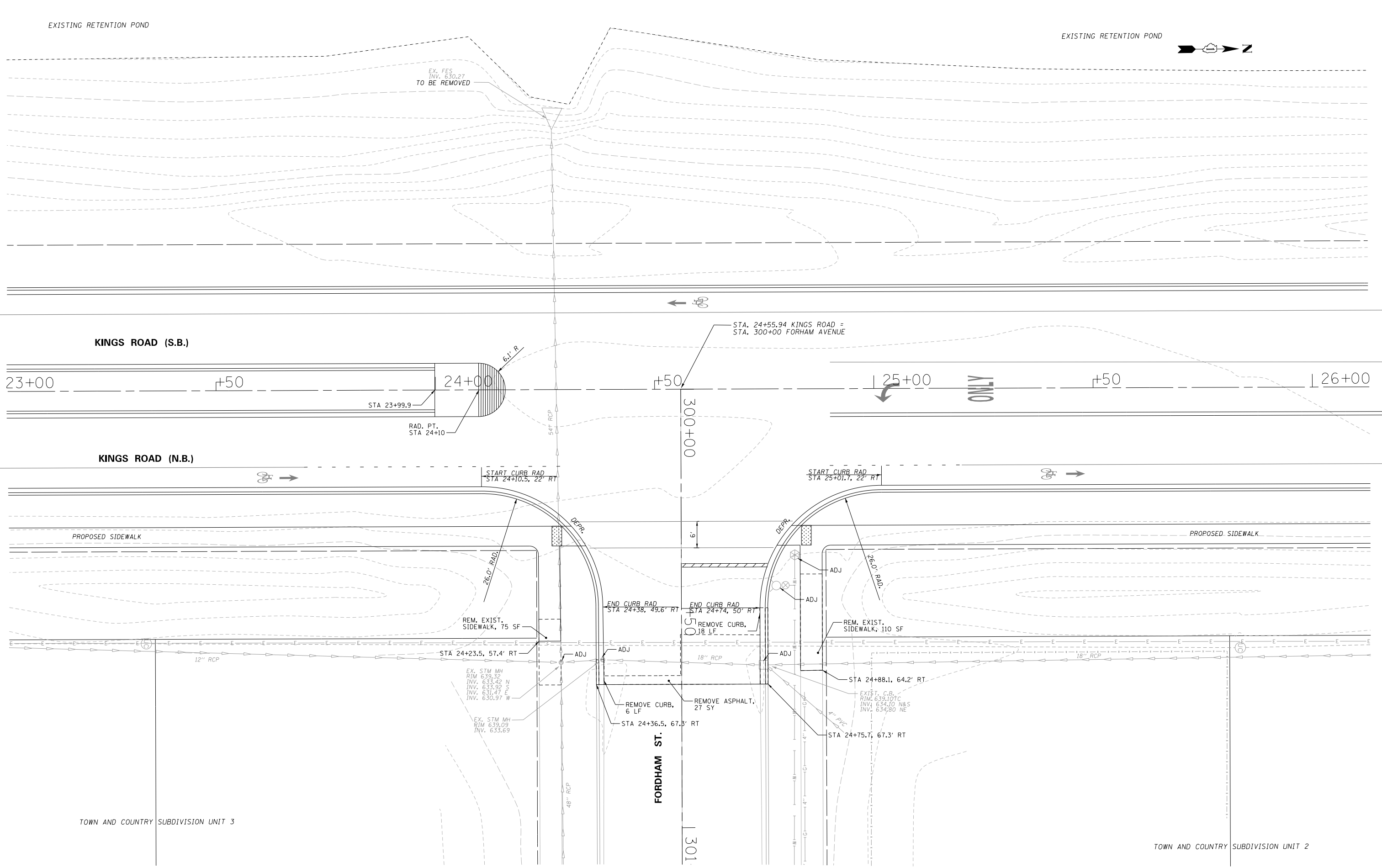
Revisions

1-07-98 PD
03-13-03 LC

Typical Trench Sections for Sanitary Sewers

DATE	
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DESIGNED	
CHECKED	
DRAWN	
NOTED	
NO.	

DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
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NOTED	
NO.	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>INTERSECTION DETAILS KINGS ROAD AND FORDHAM STREET</b>			
SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. TO STA.	

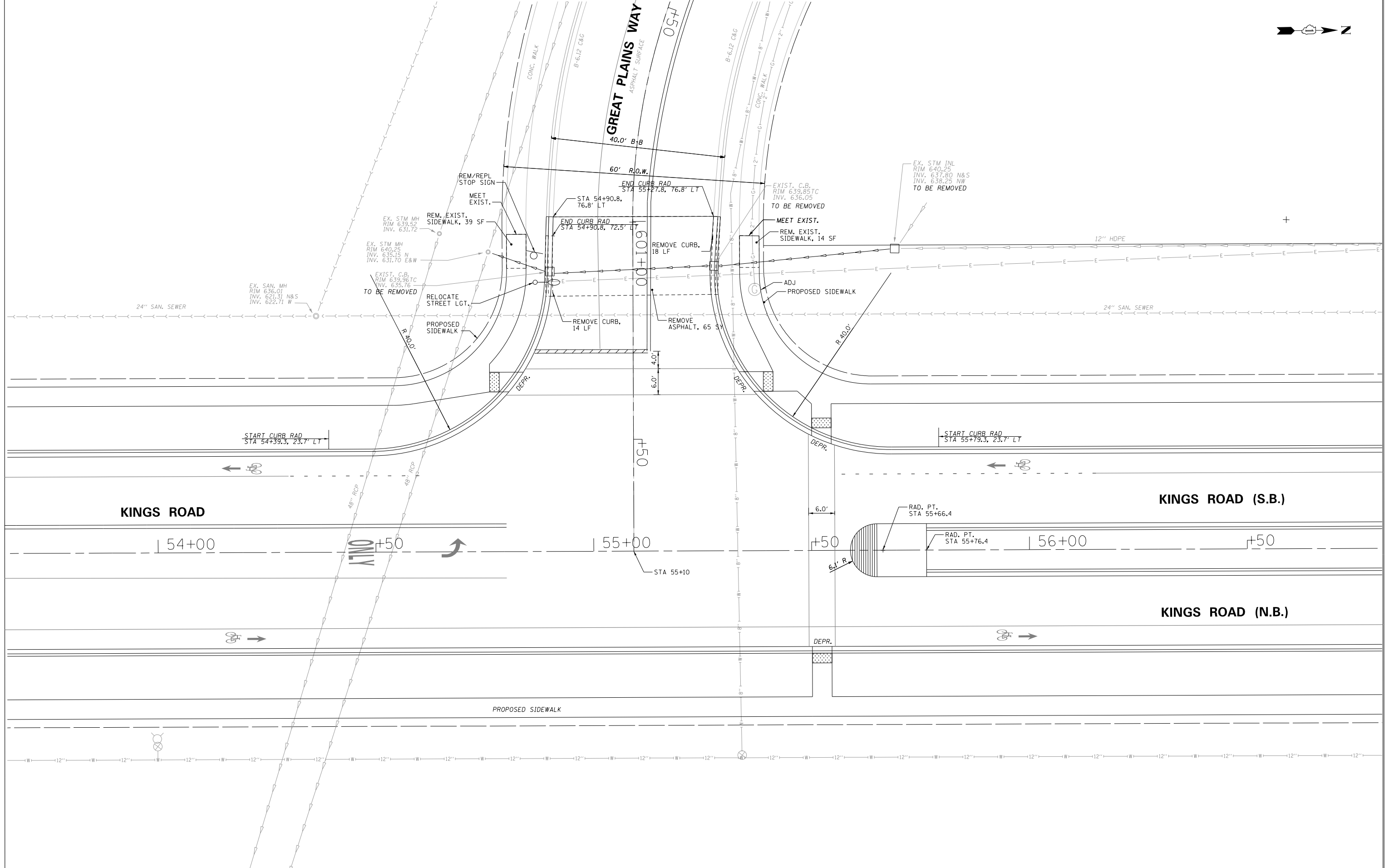
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	56
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F40	





PLAN	DATE
BY	
SURVEYED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
FILE NAME	

PROFILE	DATE
BY	
SURVEYED	
GRADES	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
STRUCTURE	
NOTATION	
CHECKED	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>INTERSECTION DETAILS</b> <b>KINGS ROAD AND GREAT PLAINS WAY</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. TO STA.	15-00059-00-PV	WILL	145	58	
		DRAWN - G.R./L.V.	REVISED -					CONTRACT NO. 61F40				
		PLOT DATE = 12/12/2018	CHECKED -		REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

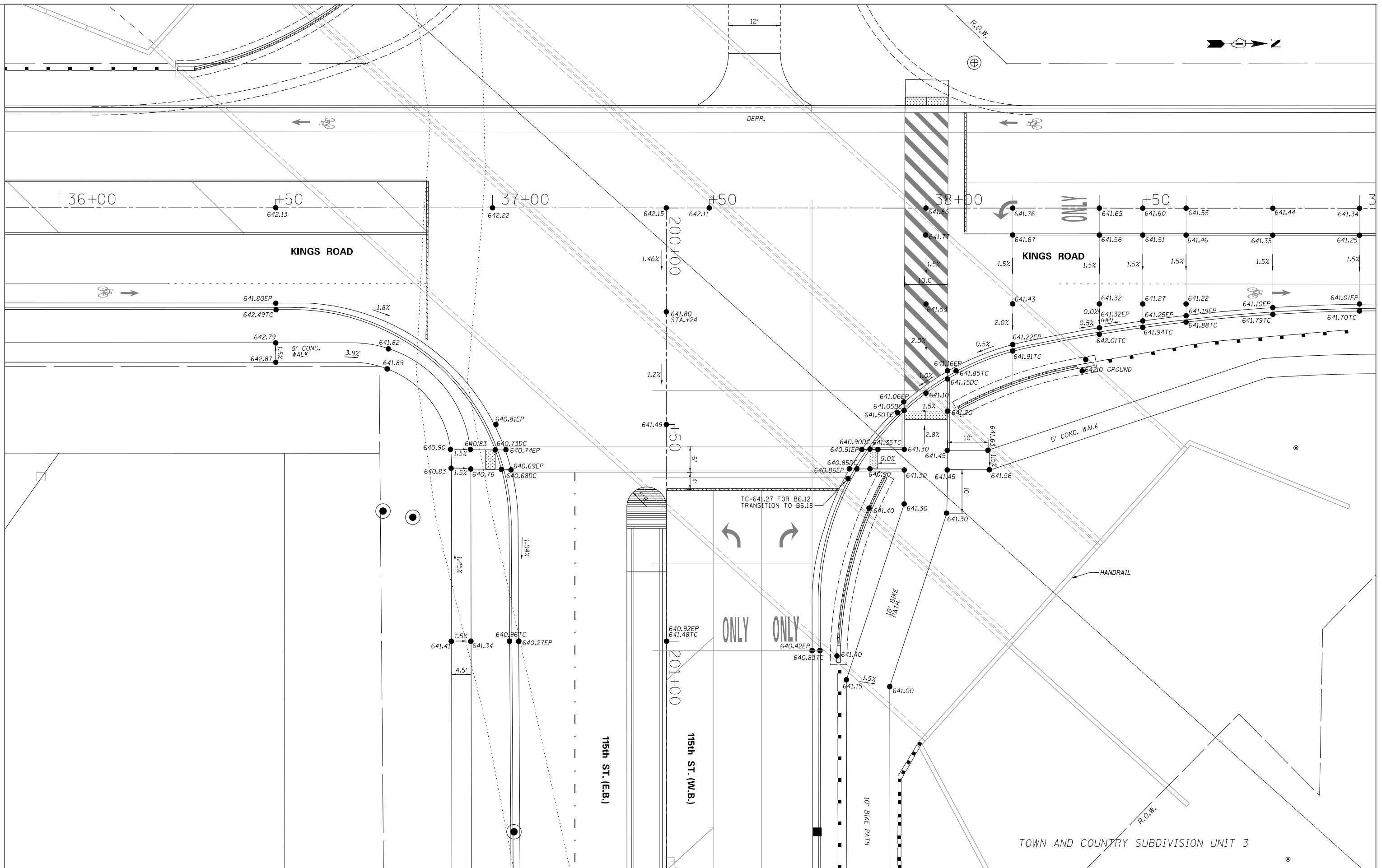






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SURVEYED	
ALIGNED	
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PLAN	
NOTE BOOK	
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FILE NAME	

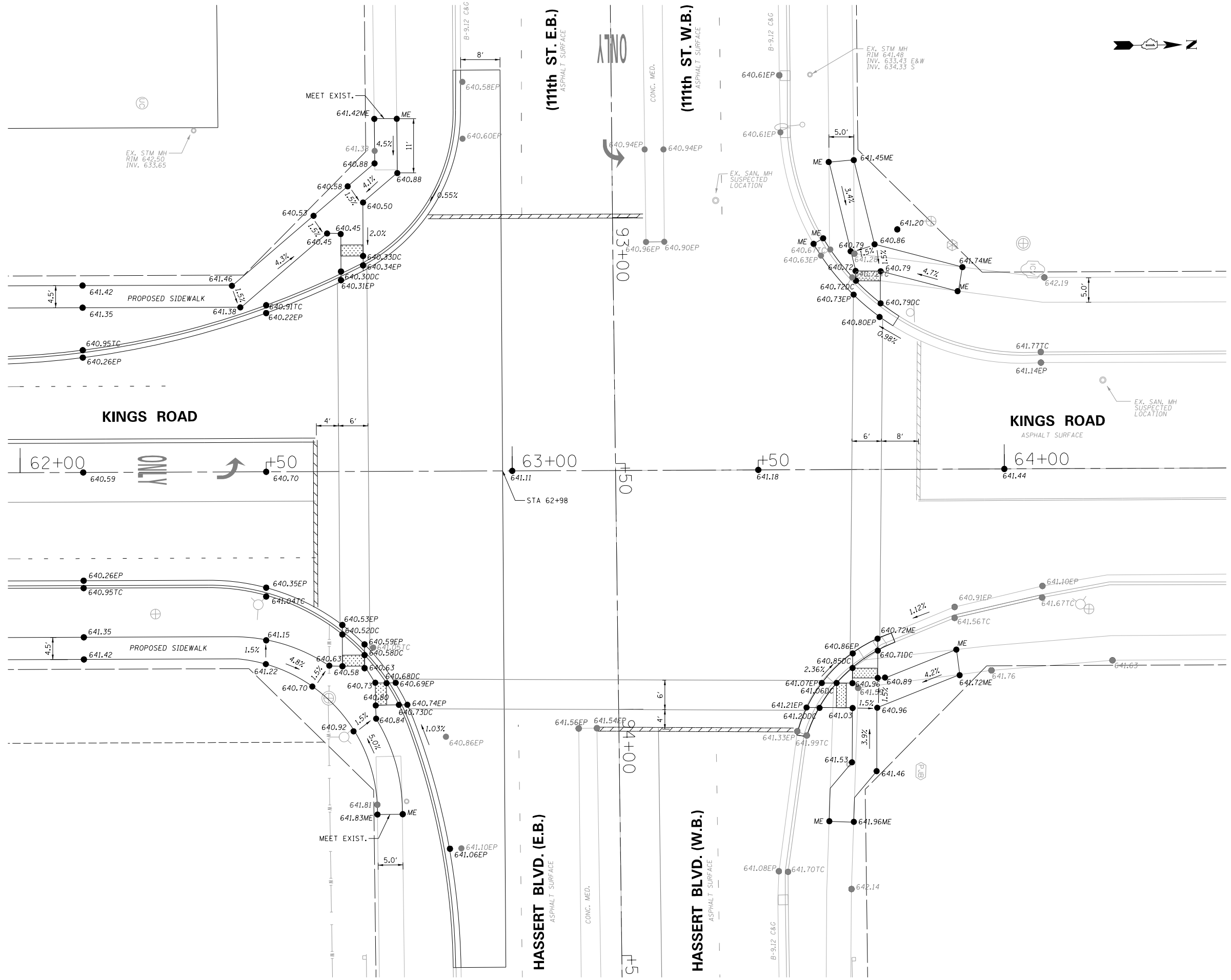
DATE	
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SURVEYED	
GRADES	
CHECKED	
BY	
DATE	
PROFILE	
NOTE BOOK	
NO.	
FILE NAME	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ADA SIDEWALK RAMP DETAIL</b> <b>KINGS ROAD &amp; 115th STREET</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISD -		SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. TO STA.	15-00059-00-PV	WILL	145	61
		DRAWN - G.R/L.V.	REVISD -					CONTRACT NO. 61F40			
		CHECKED -	REVISD -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	
NO.	CHECKED	
	BY	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES	
NO.	CHECKED	
	BY	
	NOTATION	



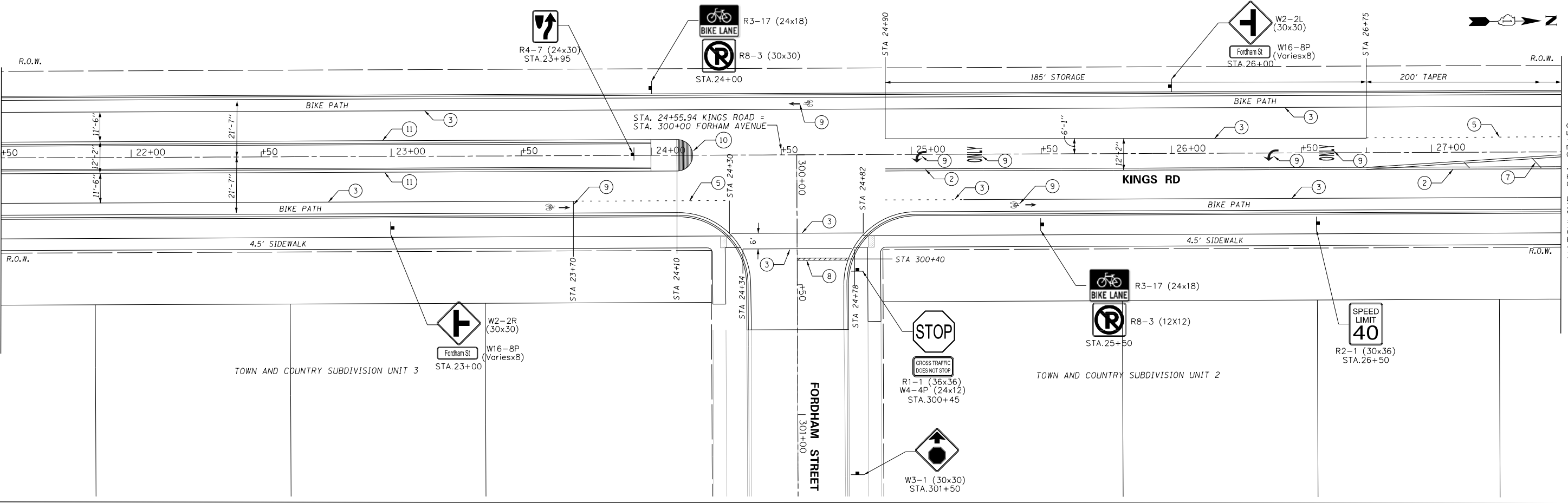
FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ADA SIDEWALK RAMP DETAIL KINGS ROAD AND HASSERT BLVD.</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: 1"=10'	SHEET NO. OF SHEETS	STA. TO STA.	15-00059-00-PV	WILL	145	62	
		DRAWN - G.R./L.V.	REVISED -									
		CHECKED -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F40



PLAN	DATE
BY	
SURVEYED	
ALIGNED	
CHECKED	
NO. OF	
FILE	
NAME	

PROFILE	DATE
BY	
SURVEYED	
GRADES	
CHECKED	
NO. OF	
NOTATIONS	
OR	

MATCHLINE STA 21+50  
SEE SHT 63 FOR CONTINUATION

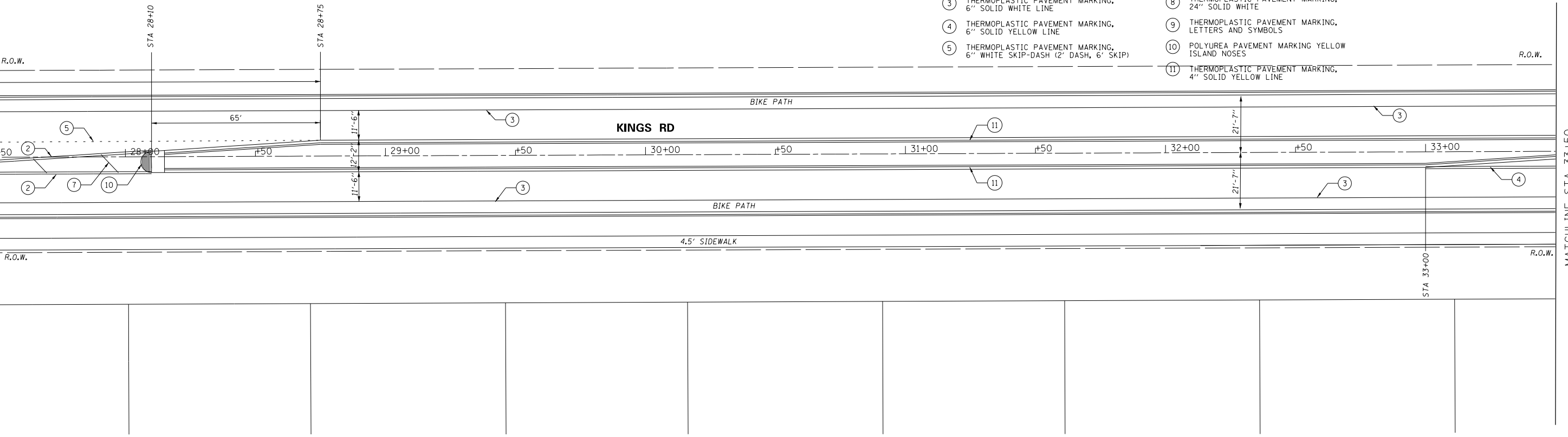


MATCHLINE STA 27+50  
SEE BELOW LEFT FOR CONTINUATION

**PAVEMENT MARKING LEGEND**

- |   |   |
|---|---|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP) | ⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE                     |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW AT 11" C-C             | ⑦ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C) |
| ③ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE                     | ⑧ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE                     |
| ④ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID YELLOW LINE                    | ⑨ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS                 |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)   | ⑩ POLYUREA PAVEMENT MARKING YELLOW ISLAND NOSES                       |
|   | ⑪ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW LINE                |

MATCHLINE STA 27+50  
SEE ABOVE RIGHT FOR CONTINUATION

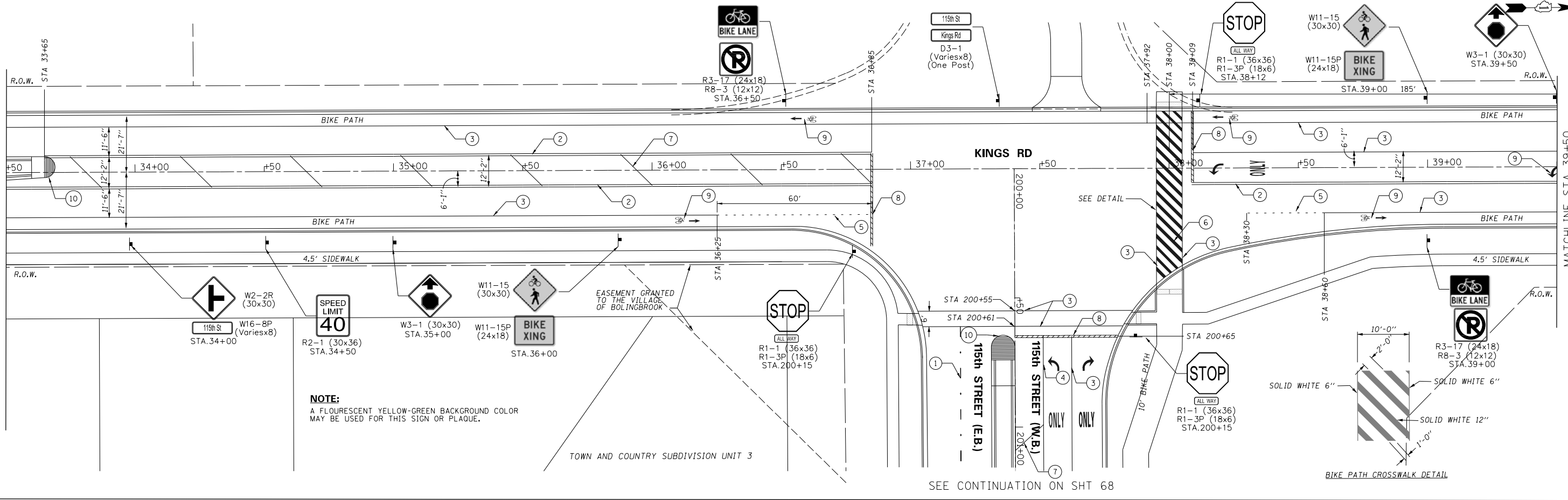


MATCHLINE STA 33+50  
SEE SHT 65 FOR CONTINUATION

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN KINGS ROAD STA. 21 + 50 TO STA. 33 + 50</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -		SCALE: 1"=20'	SHEET NO.	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DRAWN - G.R./L.V.	REVISED -										
		PLOT DATE = 12/12/2018	CHECKED -		REVISED -								

PLAN	DATE
SURVEYED	BY
ALIGNED	CHECKED
GRADES	NOTED
STRUCTURE	NOTATIONS
NO.	NO.

MATCHLINE STA 33+50  
SEE SHT 64 FOR CONTINUATION



**NOTE:**  
A FLOURESCENT YELLOW-GREEN BACKGROUND COLOR MAY BE USED FOR THIS SIGN OR PLAQUE.

TOWN AND COUNTRY SUBDIVISION UNIT 3

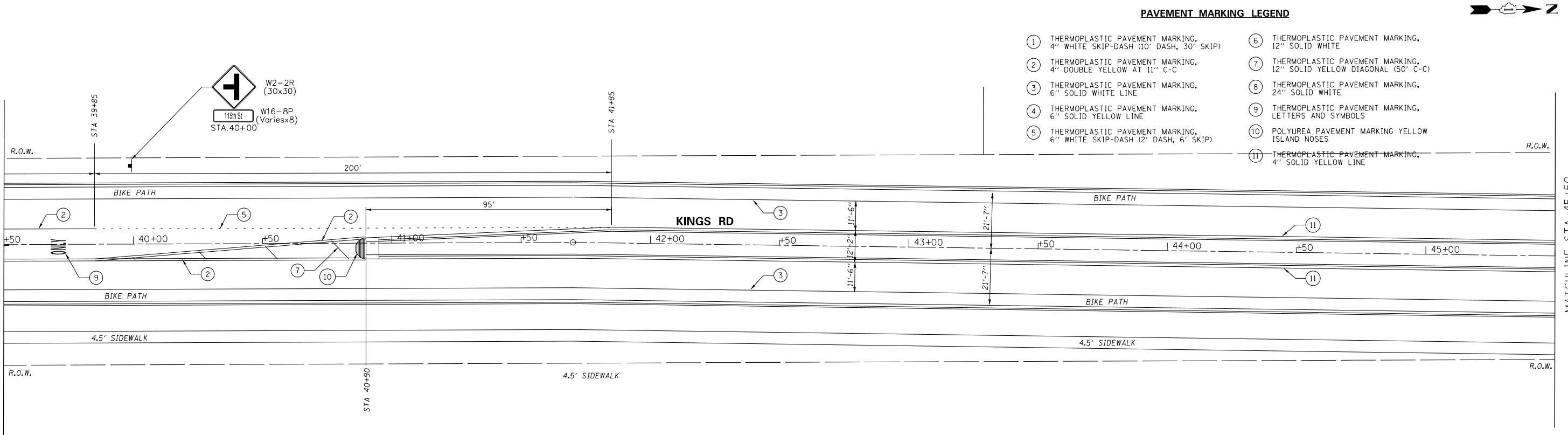
SEE CONTINUATION ON SHT 68

BIKE PATH CROSSWALK DETAIL

MATCHLINE STA 39+50  
SEE BELOW LEFT FOR CONTINUATION

PROFILE	DATE
SURVEYED	BY
GRADES	CHECKED
STRUCTURE	NOTATIONS
NO.	NO.

MATCHLINE STA 39+50  
SEE ABOVE RIGHT FOR CONTINUATION



**PAVEMENT MARKING LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)
- ② THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW AT 11" C-C
- ③ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID YELLOW LINE
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)
- ⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE
- ⑦ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C)
- ⑧ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE
- ⑨ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- ⑩ POLYUREA PAVEMENT MARKING YELLOW ISLAND NOSES
- ⑪ THERMOPLASTIC PAVEMENT MARKING, 4" SOLID YELLOW LINE

MATCHLINE STA 45+50  
SEE SHT 66 FOR CONTINUATION

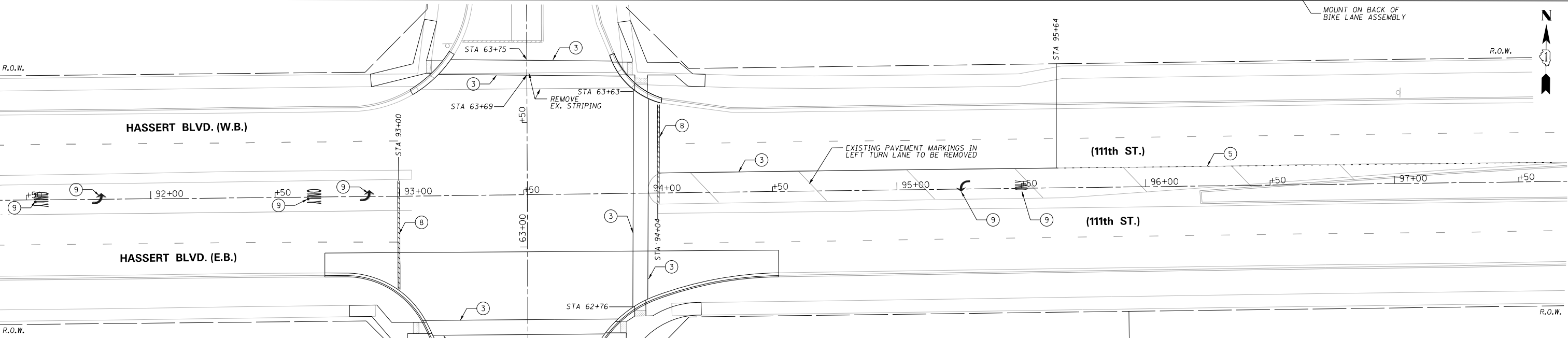
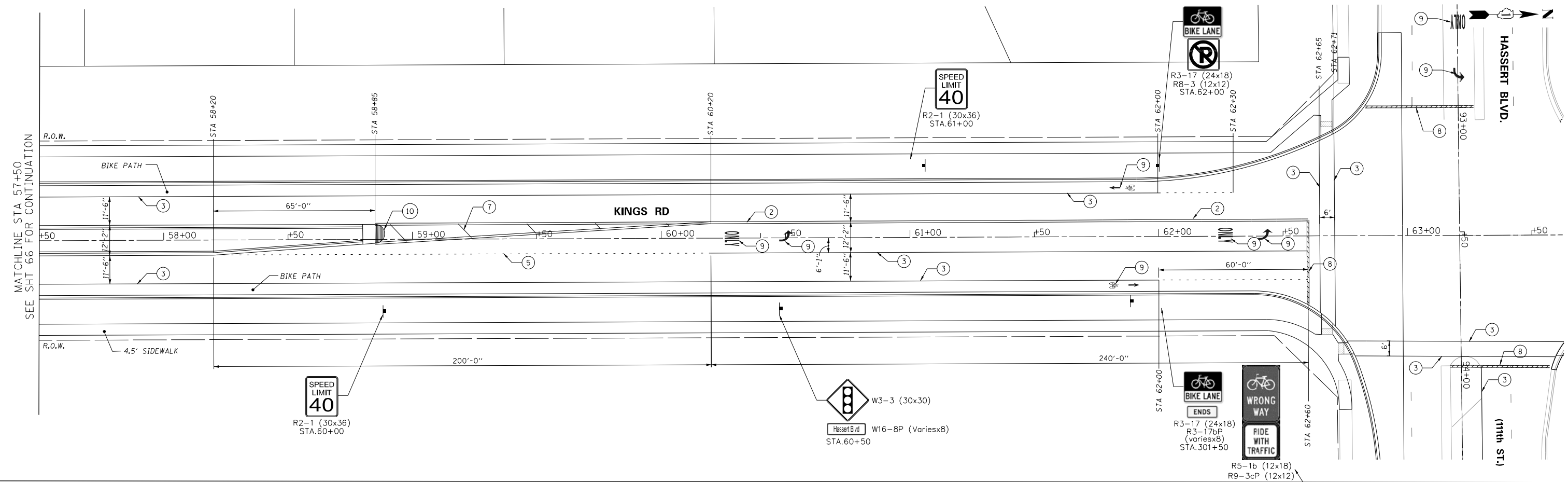
FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND SIGNING PLAN KINGS ROAD STA. 33 + 50 TO STA. 49 + 50</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		DRAWN - G.R./L.V.	REVISED -									
		CHECKED -	REVISED -									





PLAN	DATE
SURVEYED	BY
ALIGNMENT CHECKED	
AS NOTED	
NO. _____	
NO. _____	
NO. _____	

PROFILE	DATE
SURVEYED	BY
GRADES CHECKED	
AS NOTED	
NO. _____	
NO. _____	
NO. _____	



**PAVEMENT MARKING LEGEND**

① THERMOPLASTIC PAVEMENT MARKING, 4" WHITE SKIP-DASH (10' DASH, 30' SKIP)	⑥ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE
② THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW AT 11" C-C	⑦ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW DIAGONAL (50' C-C)
③ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE	⑧ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE
④ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID YELLOW LINE	⑨ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
⑤ THERMOPLASTIC PAVEMENT MARKING, 6" WHITE SKIP-DASH (2' DASH, 6' SKIP)	⑩ POLYUREA PAVEMENT MARKING YELLOW ISLAND NOSES

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
		DRAWN - G.R./L.V.	REVISED -
		CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT MARKING AND SIGNING PLAN</b>			
<b>KINGS ROAD</b>			
<b>STA. 57 + 50 TO STA. 63 + 21</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

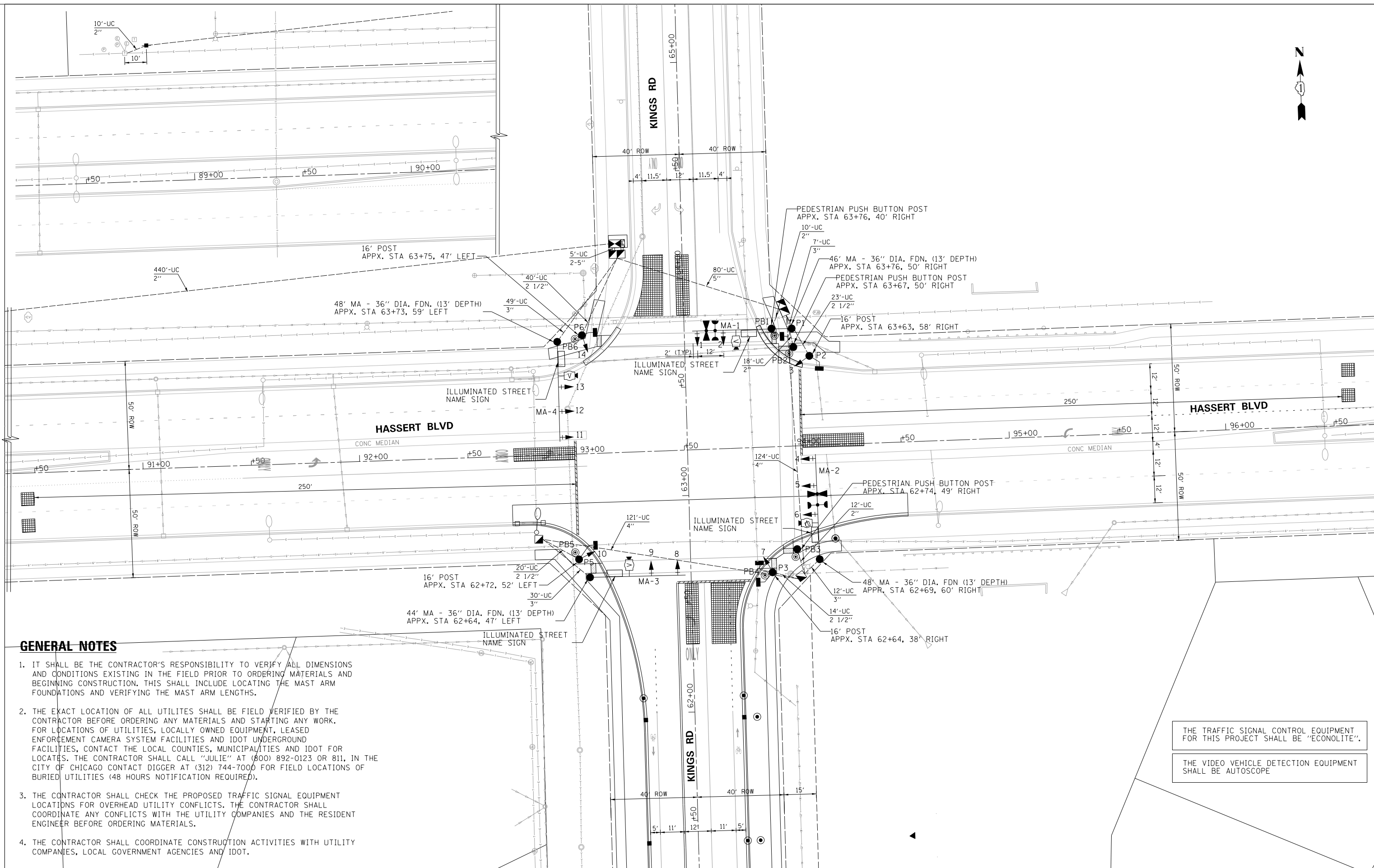
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	67
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 61F40			





DATE	BY	SURVEYED	ALIGNED	CHECKED
NOTE BOOK NO.		PLAN FILE NAME		

DATE	BY	SURVEYED	GRADES	CHECKED
NOTE BOOK NO.		PROFILE FILE NAME		



**GENERAL NOTES**

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY 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. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE".

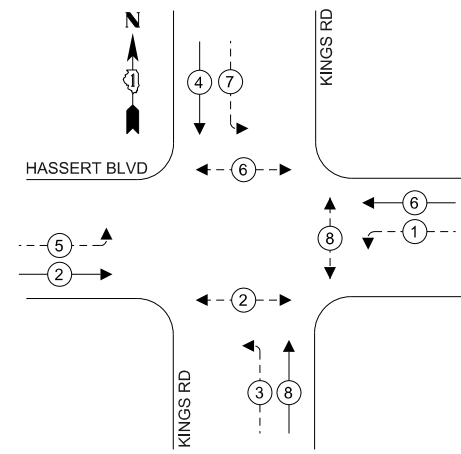
THE VIDEO VEHICLE DETECTION EQUIPMENT SHALL BE AUTOSCOPE

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INSTALLATION PLAN KINGS ROAD AT HASSERT BOULEVARD</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -			15-00059-00-PV	WILL	145	69	
PLOT SCALE = 40.00 ft / in.		DRAWN - G.R./L.V.	REVISED -			CONTRACT NO. 61F40				
PLOT DATE = 12/12/2018		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT				

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_

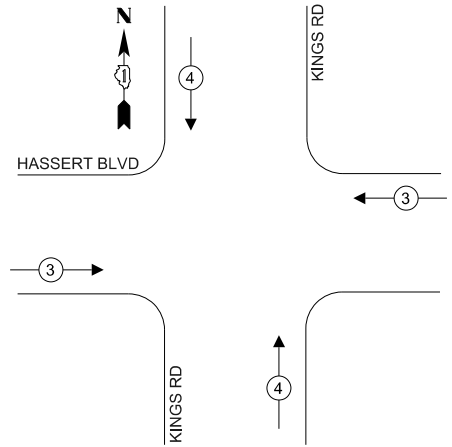
**PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

- ← \* → PROTECTED PHASE
- ← \* - - - PROTECTED/PERMITTED PHASE
- ← \* → PEDESTRIAN PHASE
- ← OL → OVERLAP

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77
(YELLOW)	14	20	5	14
(GREEN)	14	12	45	75.6
ARROW	4	10	10	4
PED. SIGNAL	6	20	100	120
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	1	150	100	150
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240
LUMINAIRE	-	250	50	-
PTZ CAMERA	-	75	100	-
TOTAL =				805.6

ENERGY COSTS TO:

**VILLAGE OF BOLINGBROOK**

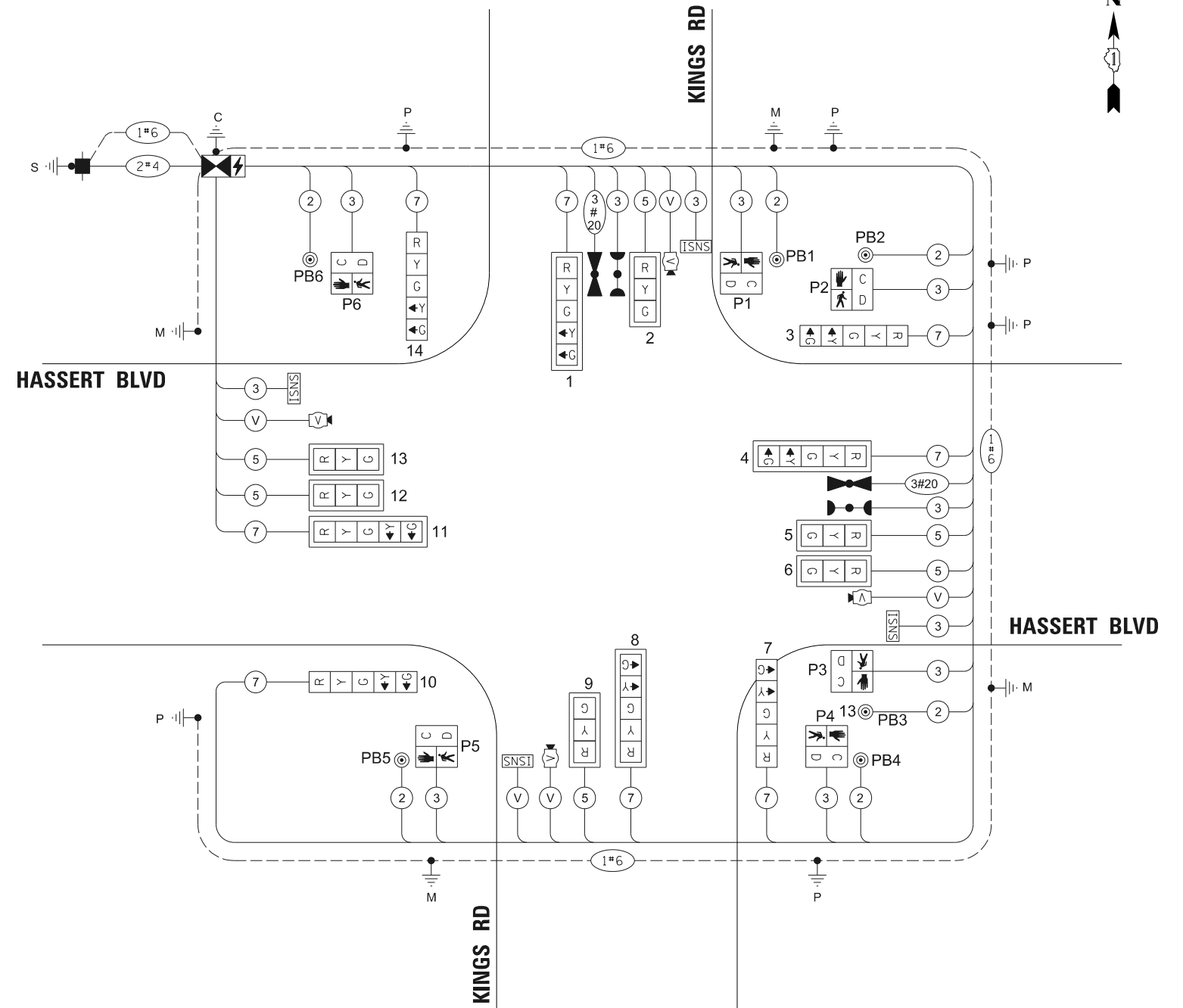
375 WEST BRIARCLIFF ROAD  
 BOLINGBROOK, IL 60440

ENERGY SUPPLY: CONTACT: XXXX

PHONE: (XXX)-XXX-XXXX

COMPANY: COM-ED

ACCOUNT NUMBER: \_\_\_\_\_



**CABLE PLAN**  
(NOT TO SCALE)

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
	PLOT SCALE = 40,000' / in.	DRAWN - G.R./L.V.	REVISED -
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN-KINGS RD AT HASSERT BLVD  
 CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY  
 VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	70
CONTRACT NO. 61F40				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	468
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	97
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	98
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	245
81028250	UNDERGROUND CONDUIT, GALVANIZED STEEL, 5" DIA.	FOOT	90
81400100	HANDHOLE	EACH	2
81400300	DOUBLE HANDHOLE	EACH	2
85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1299
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3331
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1509
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2060
87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	501
87301800	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 4 2C	FOOT	451
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1114
87302315	ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16-6 PAIR	FOOT	1039
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
87602000	PEDESTRIAN PUSH-BUTTON POST	EACH	3
87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1
87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	2
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	32
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
88200400	TRAFFIC SIGNAL BACKPLATE, FORMED PLASTIC	EACH	10
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	6
XX005723	VIDEO VEHICLE DETECTION SYSTEM COMPLETE INTERSECTION	EACH	1
X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4

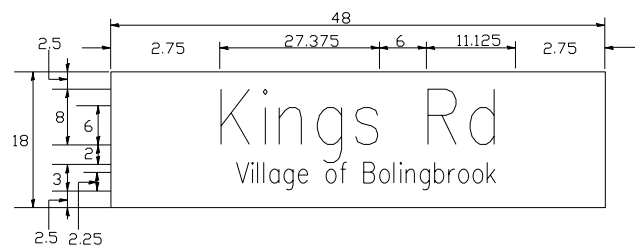
\* SCHEDULE OF QUANTITIES IN THIS SHEET FOR TRAFFIC SIGNAL ONLY.

PANEL SIGN DESIGN TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	QUANTITY REQUIRED
D	8.25	1	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	QUANTITY REQUIRED
D	6.0	1	2

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
	PLOT SCALE = 40,0000' / in.	DRAWN - G.R./L.V.	REVISED -
	PLOT DATE = 12/17/2018	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN-KINGS RD ANDHSSERT BLVD  
MAST ARM MOUNTED STREET NAME SIGNS  
AND SCHEDULE OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	71
SCALE:			SHEET NO. OF SHEETS	STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 61F40	

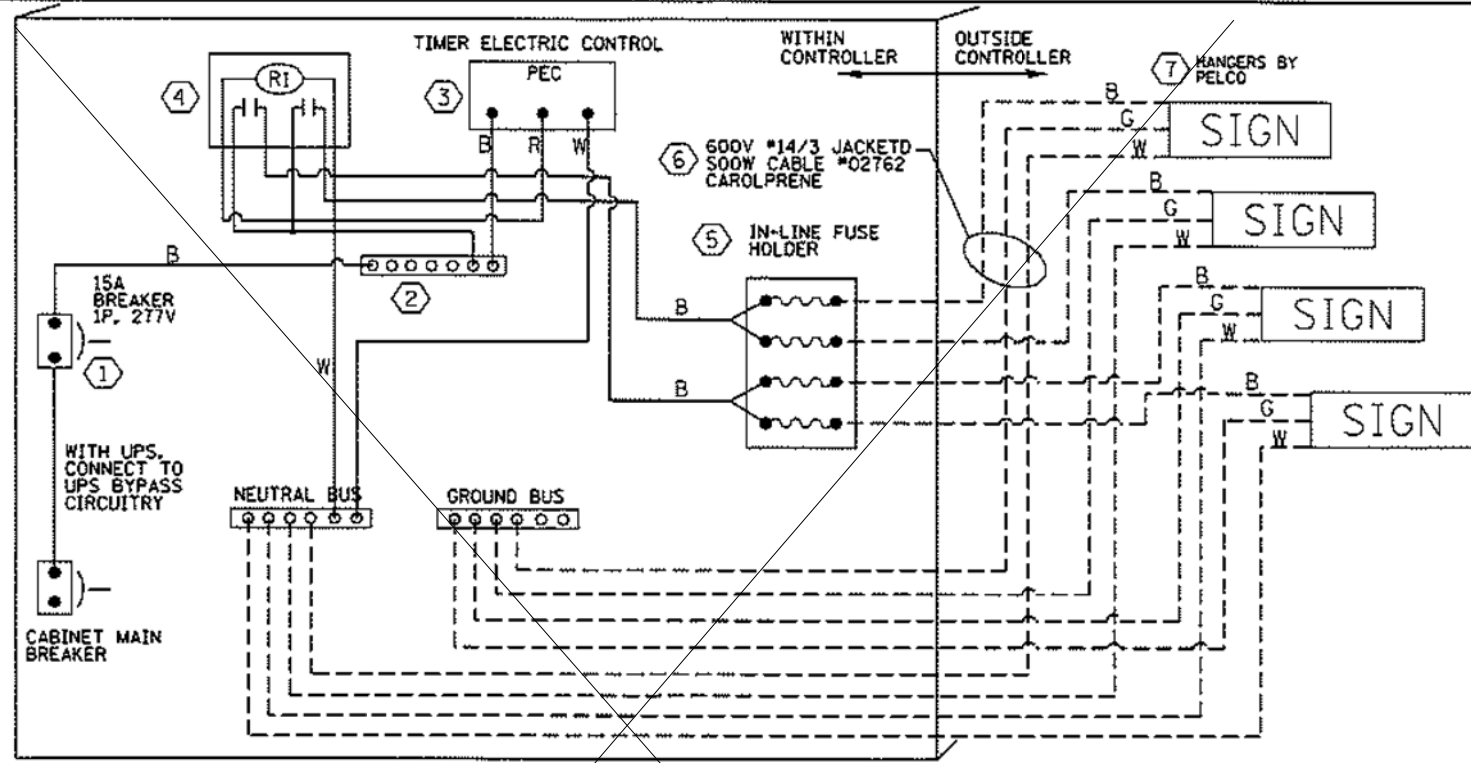
DATE	
BY	
REVISIONS	
PLAN	
NOTE BOOK NO.	
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DATE	
BY	
REVISIONS	
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BY	
REVISIONS	
PROFILE	
NOTE BOOK NO.	
REVISIONS	
DATE	
BY	
REVISIONS	



DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_

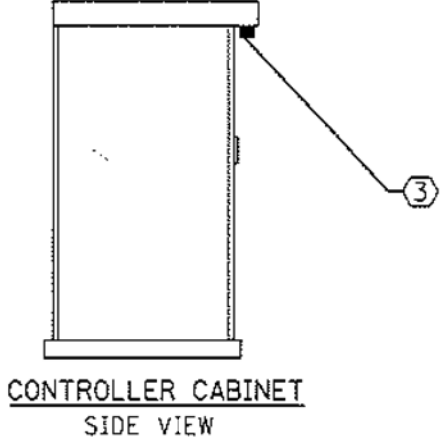
DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_



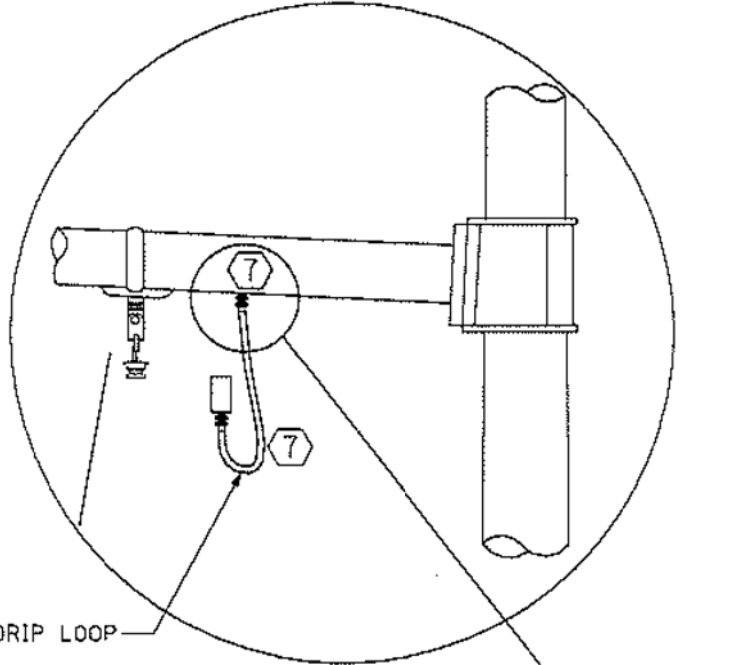
LED SIGN WIRING DETAIL

DESCRIPTION	MANUFACTURER	MODEL	NOTES
① CIRCUIT BREAKER		15 AMPERE	Molded case, Thermal Mag. min. R.I. of 14K R.M.S. symmetrical ampere at 277V
② TERMINAL BLOCK	MARATHON	1502 DJSV	
③ TIMER ELECTRIC CONTROL	TORK	DZS200BP	Formerly Model DZS200A
④ CONTROL RELAY	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
⑤ INLINE FUSE HOLDER WITH 5 AMP FUSE	BLUSSMAN	S-8000 BK/S-8-3-4-R	
⑥ ELECTRIC CABLE, NO. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE/SOOW	02762	
⑦ SIGN MOUNTING HARDWARE	PELCO	SE-5015	S.S. HARDWARE

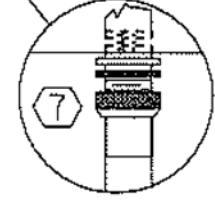
BILL OF MATERIALS



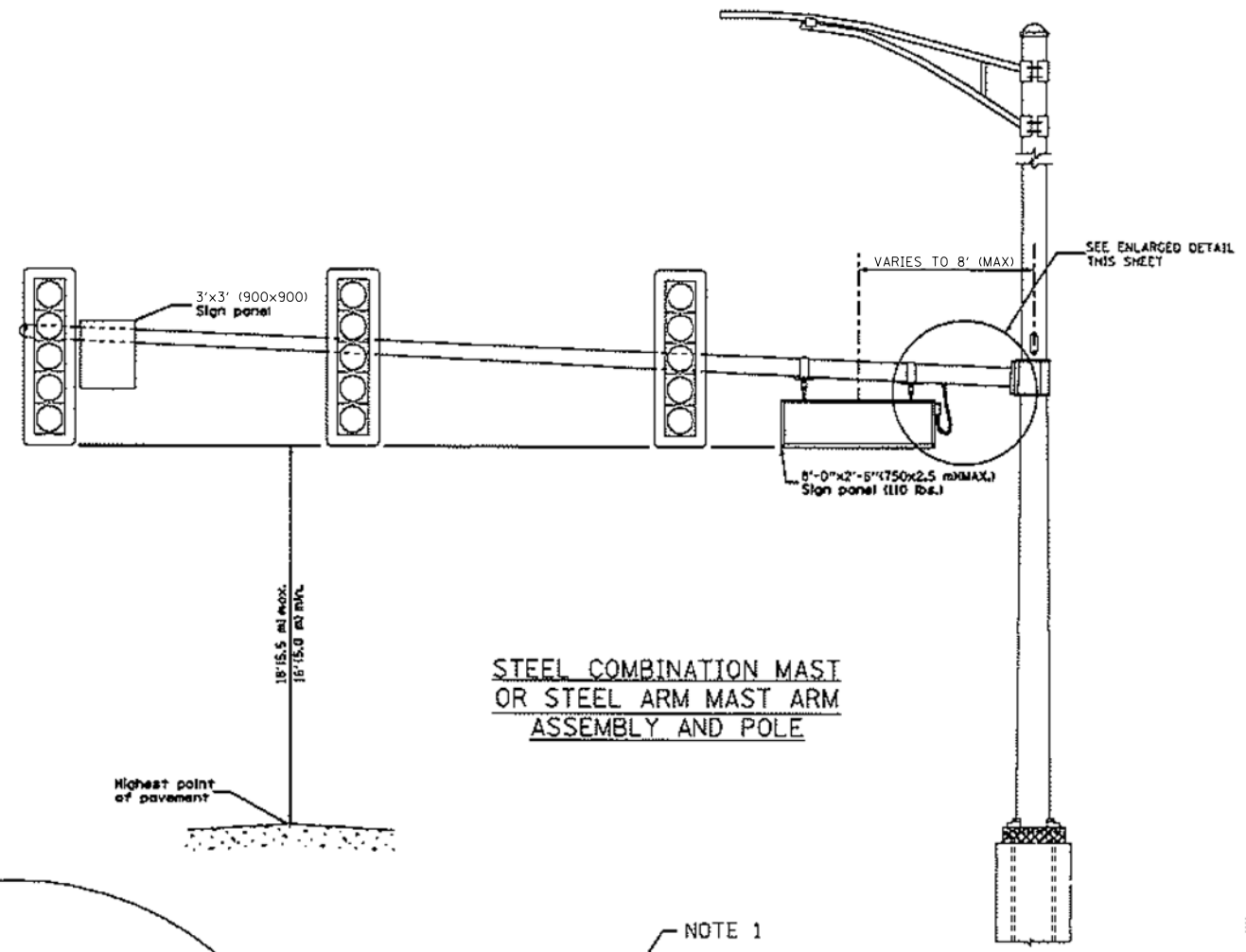
CONTROLLER CABINET SIDE VIEW



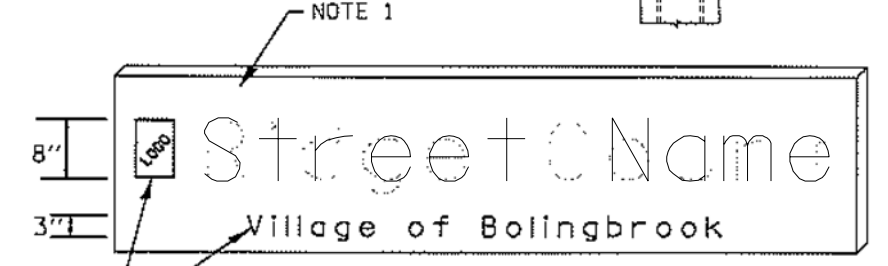
L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



STEEL COMBINATION MAST OR STEEL ARM MAST ASSEMBLY AND POLE



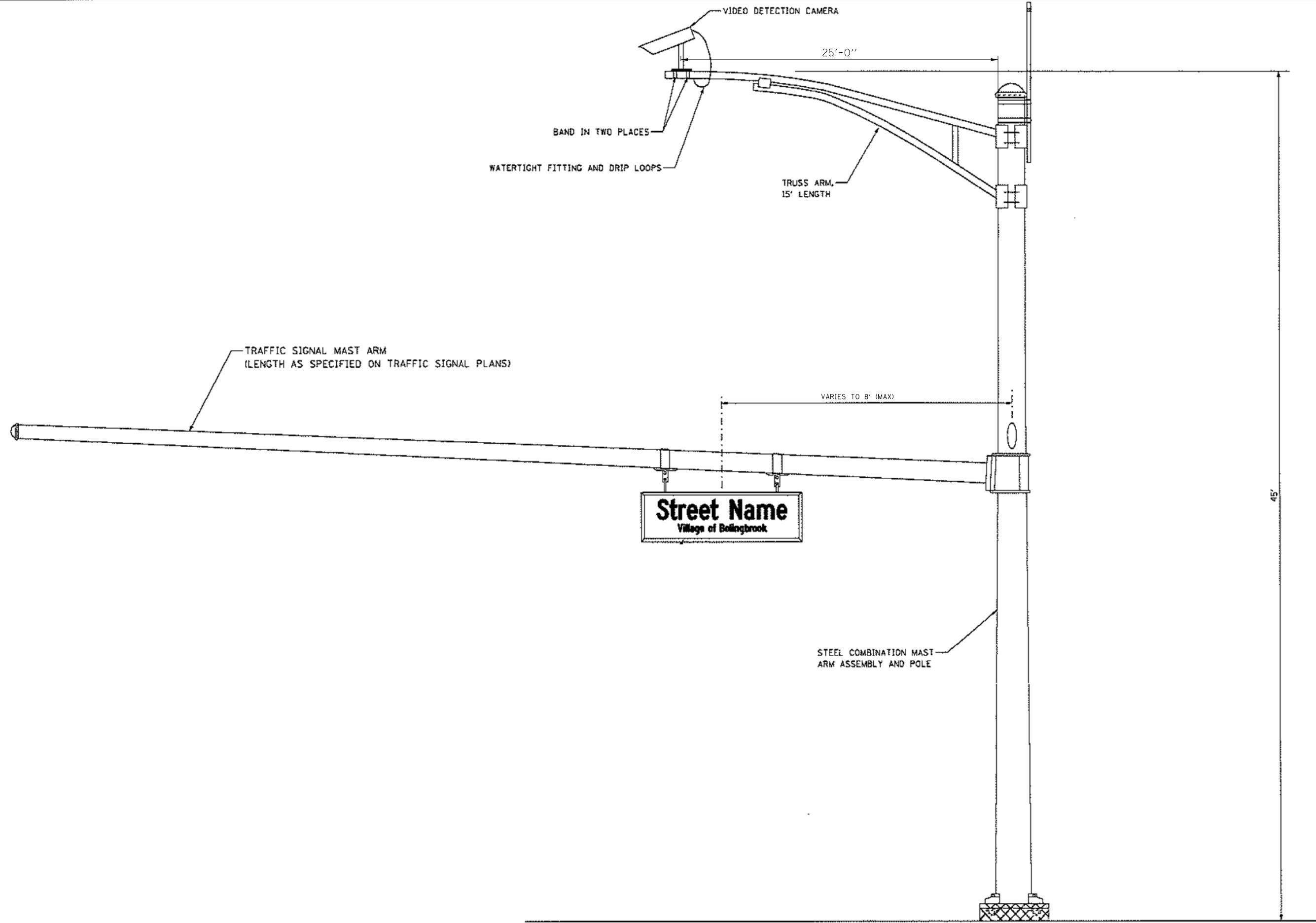
LED ILLUMINATED SIGN PANEL  
 8'0" x 2'6" (750 mm x 2.5 mm)(MAX)  
 C or D FONT

NOTES:

- SIGNS SHALL BE DUAL SIDED. FRONT AND BACK OF SIGN WILL BE THE SAME.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:  
 R = RED      BL = BLUE      W = WHITE  
 B = BLACK      Y = YELLOW      G = GREEN
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

PLAN	DATE
SURVEYED	BY
ALIGNMENT CHECKED	
BY	
FILE NAME	
NO.	

PROFILE	DATE
SURVEYED	BY
GRADES CHECKED	
BY	
STRUCTURE NOTATIONS OK'D	
NO.	



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -
		CHECKED - J.B.	REVISED -
	PLOT SCALE = 40.0000' / in.	DRAWN - G.R./L.V.	REVISED -
	PLOT DATE = 12/12/2018	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN-KINGS RD AND HASSERT BLVD  
VIDEO DETECTION CAMERA  
MOUNTING DETAIL**

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

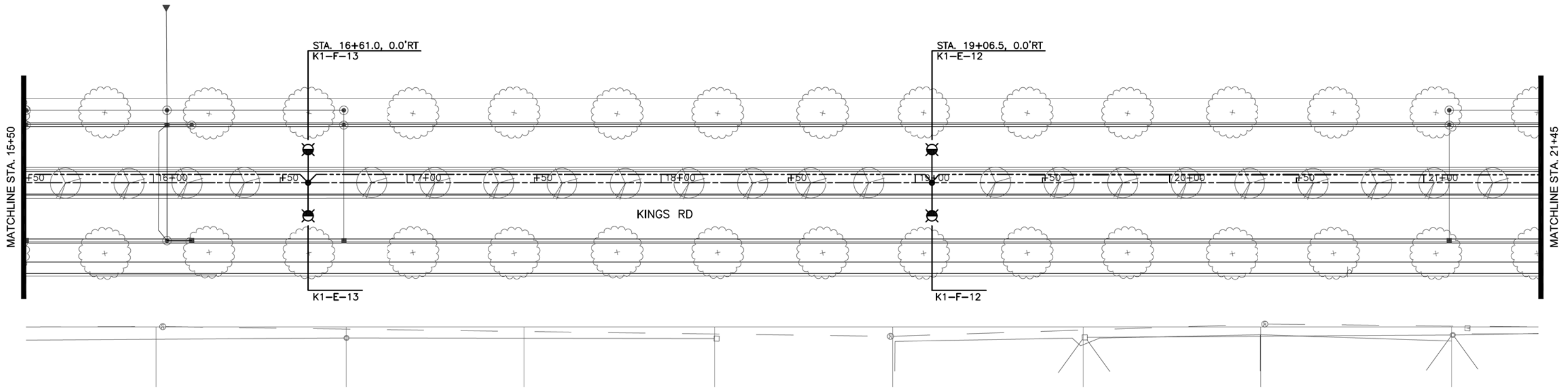
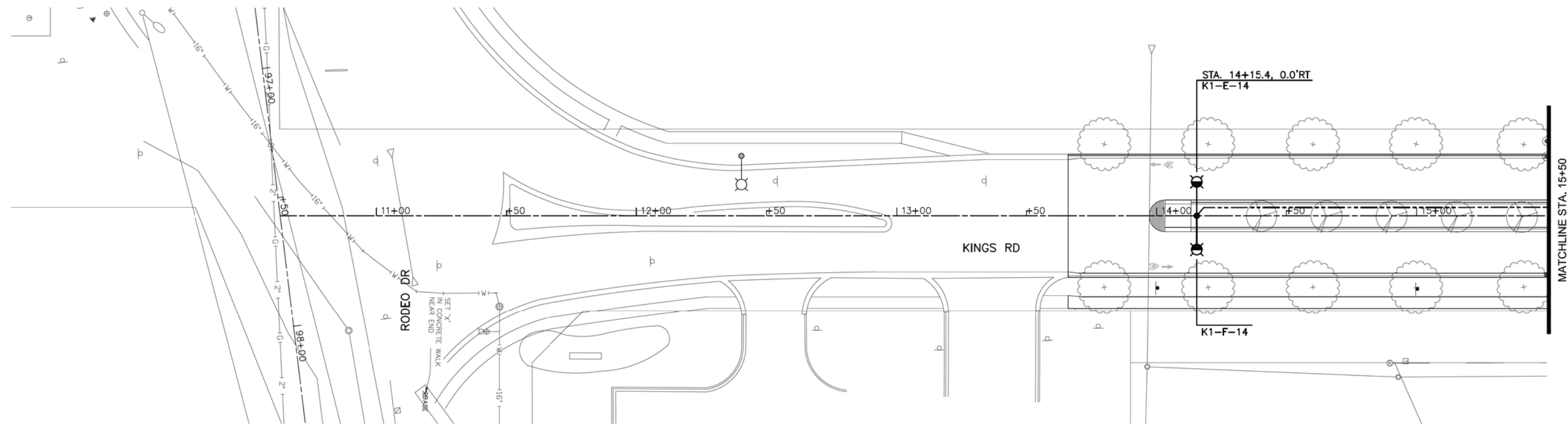
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	73
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61F40	





PLAN	DATE
BY	
SURVEYED	CHECKED
ALIGNED	CHECKED
NOTE BOOK NO.	
FILE NAME	

PROFILE	DATE
BY	
SURVEYED	CHECKED
GRADES	CHECKED
NOTE BOOK NO.	
STRUCTURE NOTATIONS	CHECKED



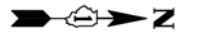
FILE NAME = **Powrtek**

USER NAME = .USER.	DESIGNED - G.W.S.	REVISED -
PLOT SCALE = 48.00' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2018	DRAWN - B.E.F.	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

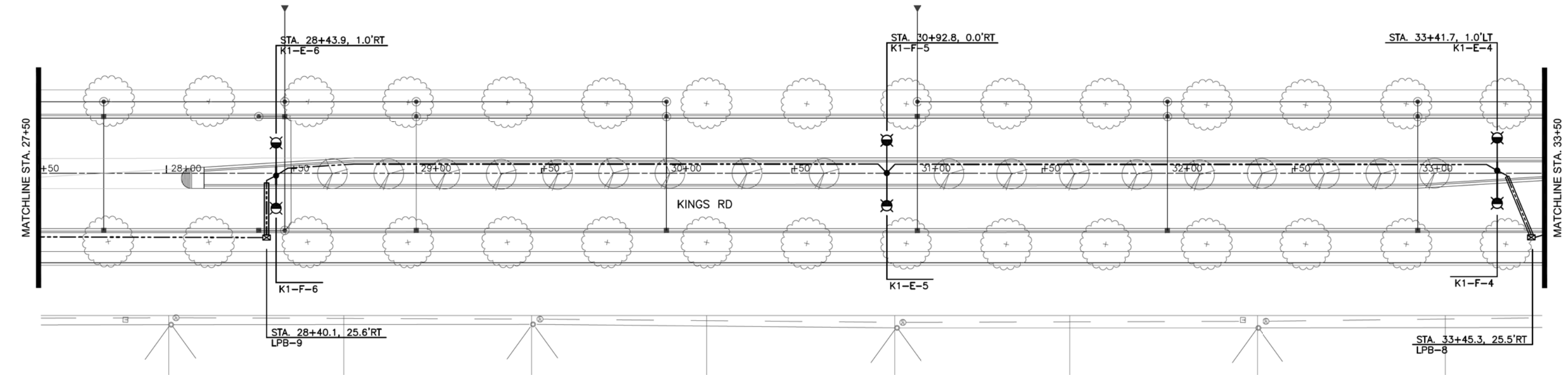
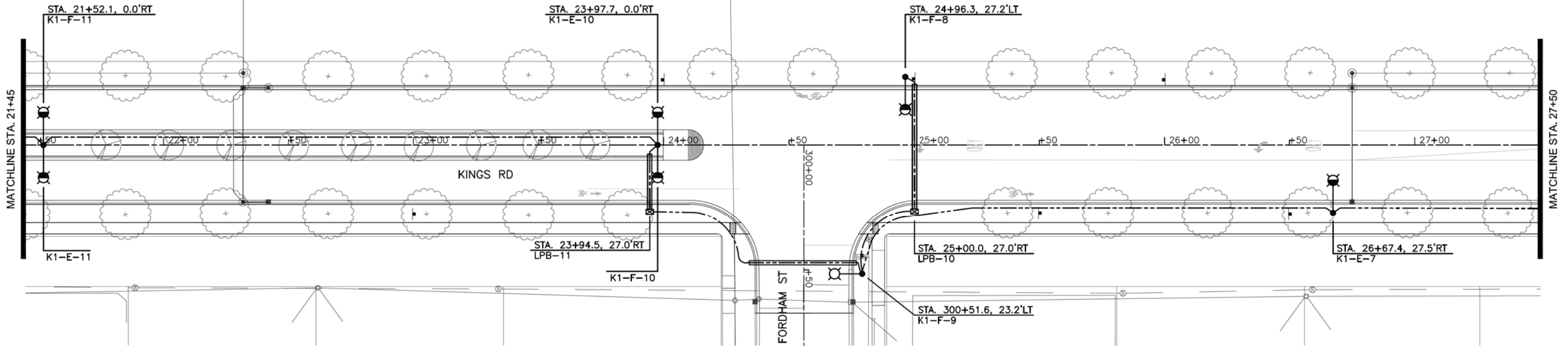
<b>LIGHTING PLAN KINGS ROAD STA. 13+66 TO STA. 21+45</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	75
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 61F40			



PLAN	SURVEYED	BY	DATE
	ALIGNMENT CHECKED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		



FILE NAME = **Powrtek**

USER NAME = .USER.	DESIGNED - G.W.S.	REVISED -
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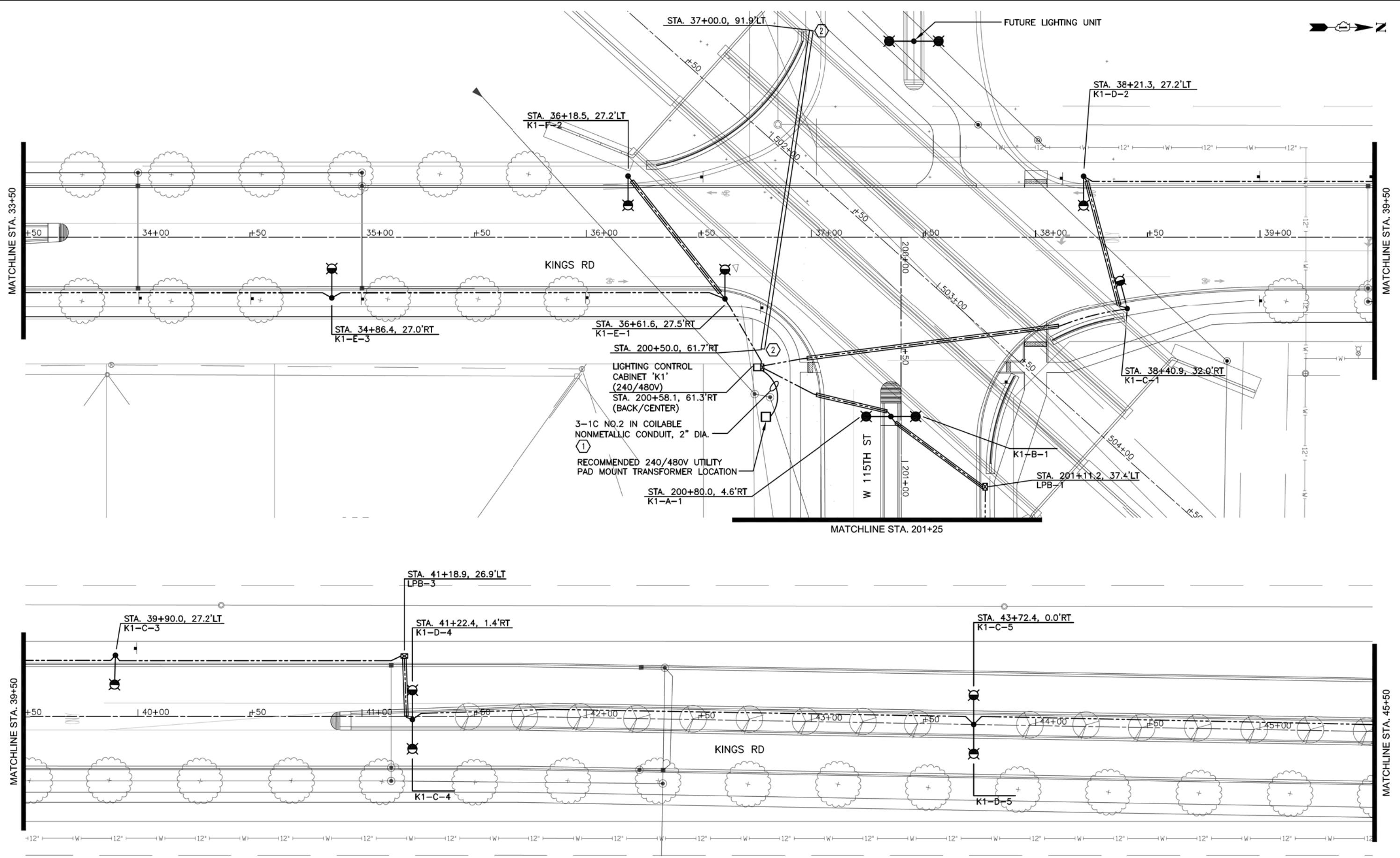
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>LIGHTING PLAN KINGD ROAD STA. 21 + 45 TO STA. 33 + 50</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	76
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61F40	

DATE	
BY	
SURVEYED	
ALIGNMENT CHECKED	
NOTE BOOK NO.	
FIELD FILE NAME	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
NOTE BOOK NO.	
STRUCTURE NOTATIONS OK'D	



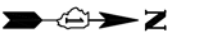
FILE NAME = **Powrtek**

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PLOT SCALE = 48.00' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2018	DRAWN - B.E.F.	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

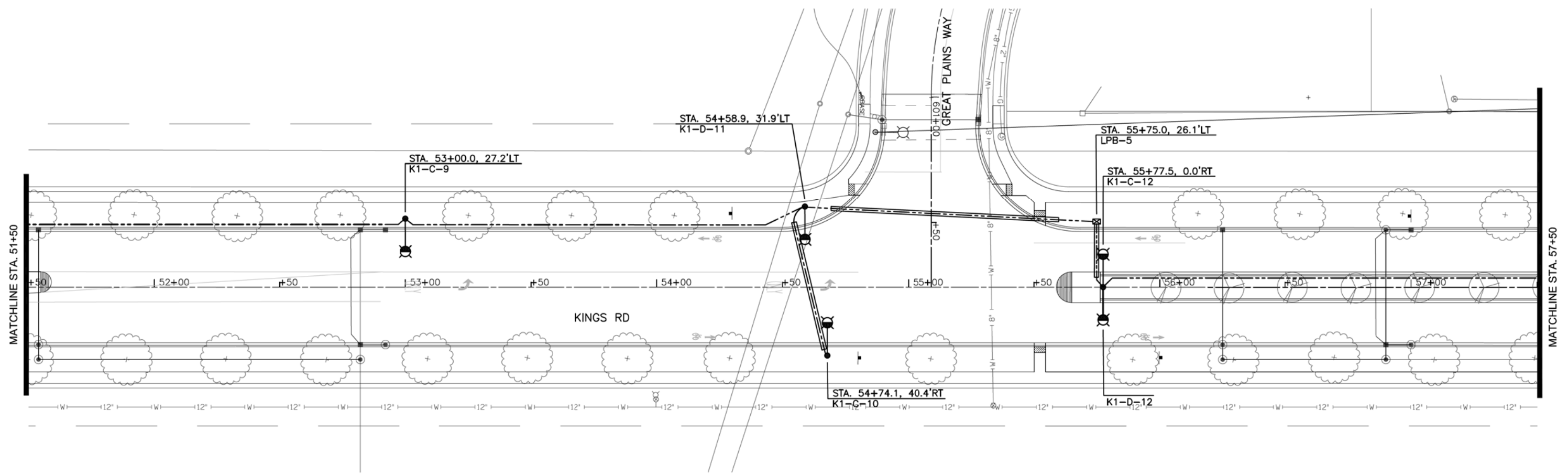
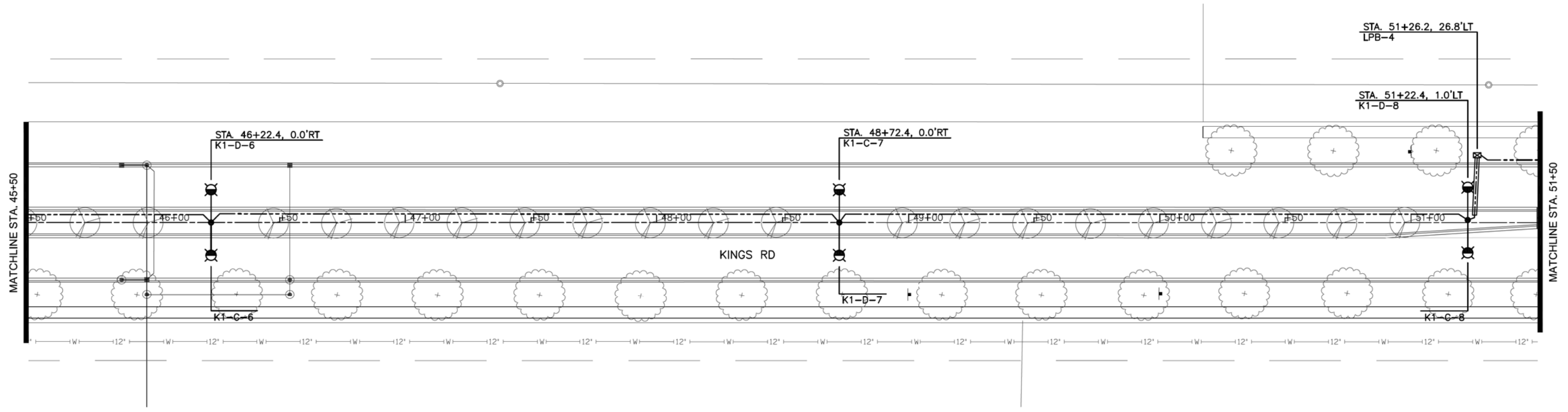
<b>LIGHTING PLAN KINGS ROAD STA. 33+50 TO STA. 45+50</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	77
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F40	



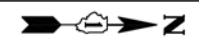
PLAN	SURVEYED	BY	DATE
NOTE BOOK	ALIGNED		
NO.	CHECKED		
	BY		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES		
NO.	CHECKED		
	BY		
	NOTATIONS		



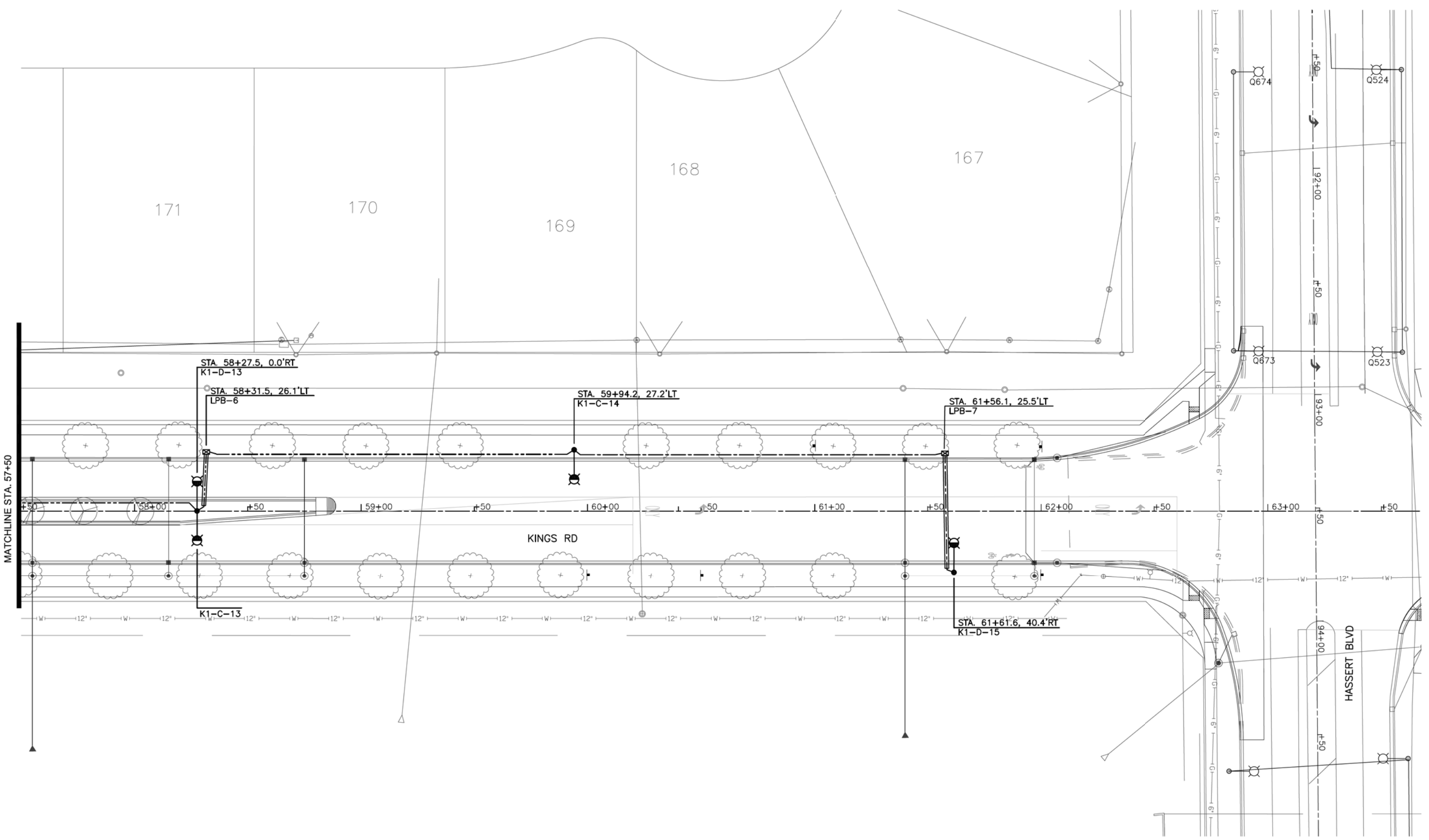
FILE NAME =	Powrtek	USER NAME = .USER.	DESIGNED - G.W.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLAN KINGS ROAD STA. 45 + 50 TO STA. 57 + 50</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = 48.00' / in.	CHECKED -	REVISED -		SCALE: 1"=20'	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		PLOT DATE = 12/12/2018	DRAWN - B.E.F.	REVISED -									
			CHECKED -	REVISED -									





PLAN	SURVEYED	DATE
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	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES	
	CHECKED	
	BY	
	NO.	
	NOTATIONS	



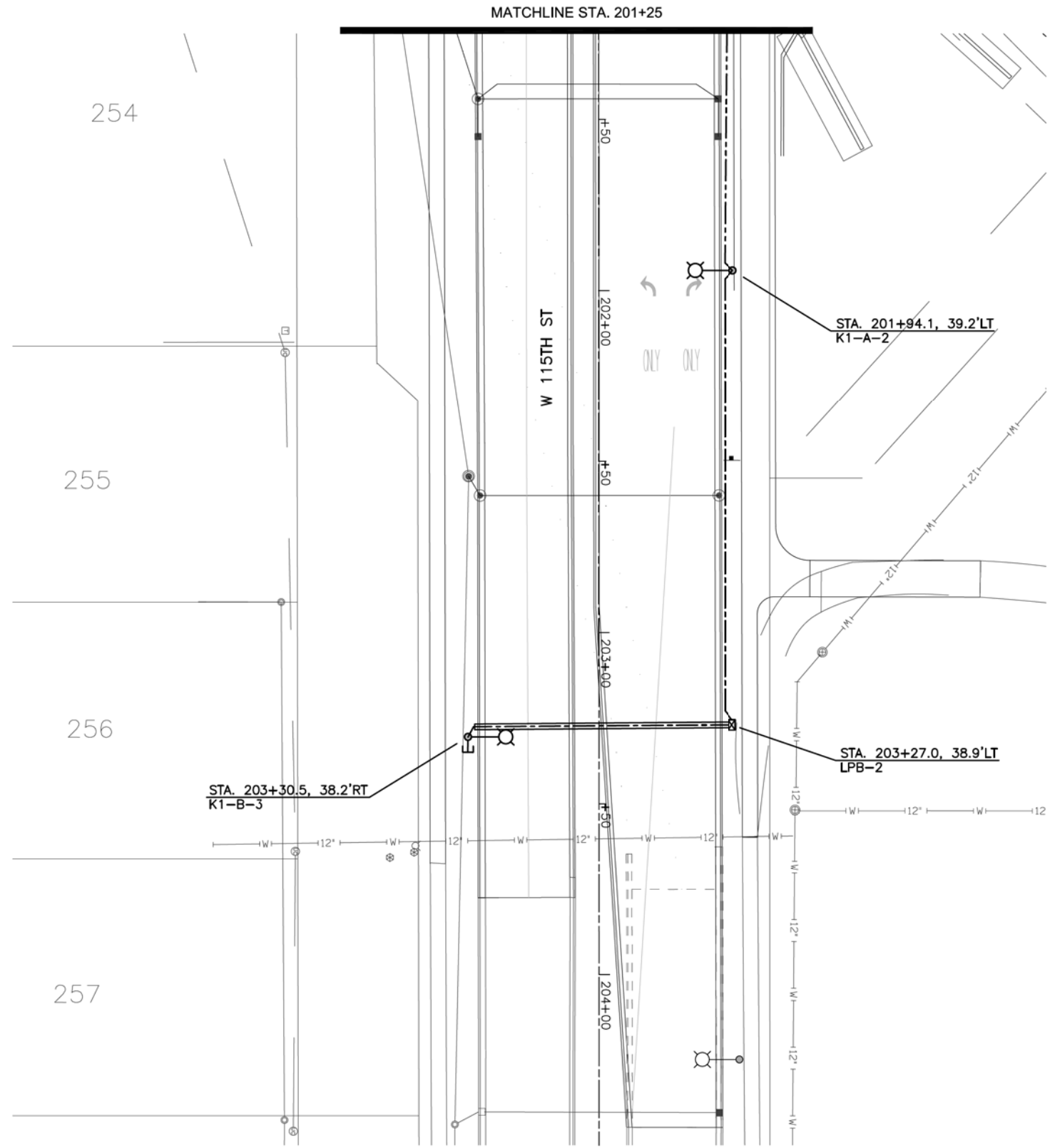
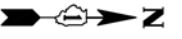
FILE NAME = **Powrtek** Engineering, Inc.  
 2011 WATERTOWN RD., SUITE C  
 WAUKESHA, WI 53186  
 VOICE: 262-427-8575  
 FAX: 262-427-9615

USER NAME = .USER.	DESIGNED - G.W.S.	REVISED -
PLOT SCALE = 40.00' / 1" =	CHECKED -	REVISED -
PLOT DATE = 12/12/2018	DRAWN - B.E.F.	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>LIGHTING PLAN    KINGS ROAD    STA. 57 + 50 TO STA. 63 + 21</b>			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	79
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 61F40			



PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNED	
	CHECKED	
	BY FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	BY	
	NOTATIONS CHECKED	

FILE NAME \* **Powrtek**

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PLOT SCALE = 40.00' / in.	CHECKED -	REVISED -
PLOT DATE = 12/12/2018	DRAWN - B.E.F.	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

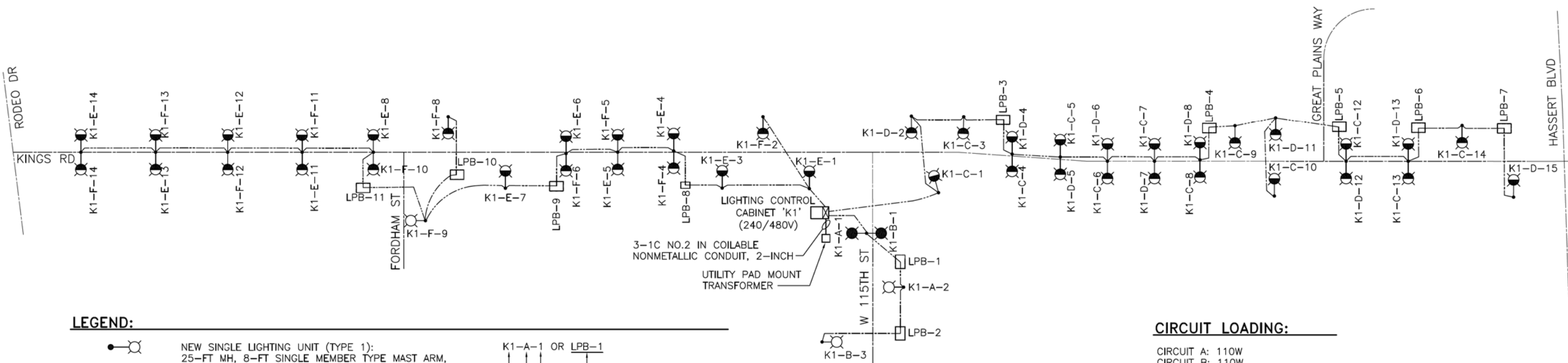
<b>LIGHTING PLAN KINGS ROAD STA. 201 + 25 TO STA. 204 + 50</b>		
SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61F40	



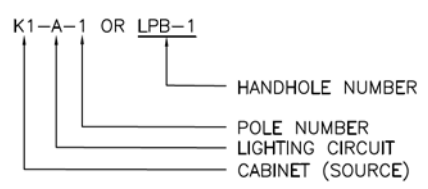
PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	BY
NO.	CHECKED	
	BY	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES	BY
NO.	CHECKED	
	BY	
	NOTATIONS	



**LEGEND:**

- NEW SINGLE LIGHTING UNIT (TYPE 1):  
25-FT MH, 8-FT SINGLE MEMBER TYPE MAST ARM,  
5000LM (39W) LED LUMINAIRE
- NEW SINGLE LIGHTING UNIT (TYPE 2):  
30-FT MH, 10-FT TRUSS TYPE MAST ARM,  
5000LM (39W) LED LUMINAIRE
- NEW TWIN LIGHTING UNIT (TYPE 3):  
30-FT MH, 10-FT TRUSS TYPE MAST ARMS,  
5000LM (39W) LED LUMINAIRES
- NEW TWIN LIGHTING UNIT (TYPE 4):  
30-FT MH, 8-FT SINGLE MEMBER TYPE MAST ARMS,  
8000LM (71W) LED LUMINAIRES
- NEW HANDHOLE (SPECIAL)
- NEW CONDUCTORS IN DUCT:  
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND,  
(XLP-TYPE USE), 1 1/4-INCH DIA. POLYETHYLENE
- NEW CONDUCTORS IN DUCT:  
UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND,  
(XLP-TYPE USE), 1 1/4-INCH DIA. POLYETHYLENE



**CIRCUIT LOADING:**

- CIRCUIT A: 110W
- CIRCUIT B: 110W
- CIRCUIT C: 468W
- CIRCUIT D: 390W
- CIRCUIT E: 429W
- CIRCUIT F: 429W
- CIRCUIT G: (SPARE - EST. 600W FUTURE)
- CIRCUIT H: (SPARE - EST. 600W FUTURE)
- TOTAL: 3136W/3301VA (6.9A @ 240/480V)

**NOTES:**

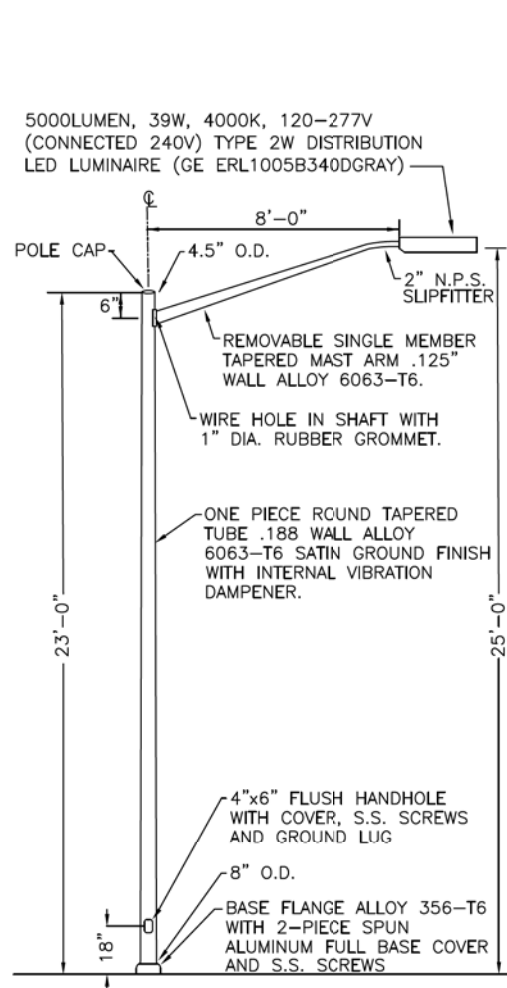
1. NO SPLICES ALLOWED IN HANDHOLES.

**LIGHTING UNIT NOTES:**

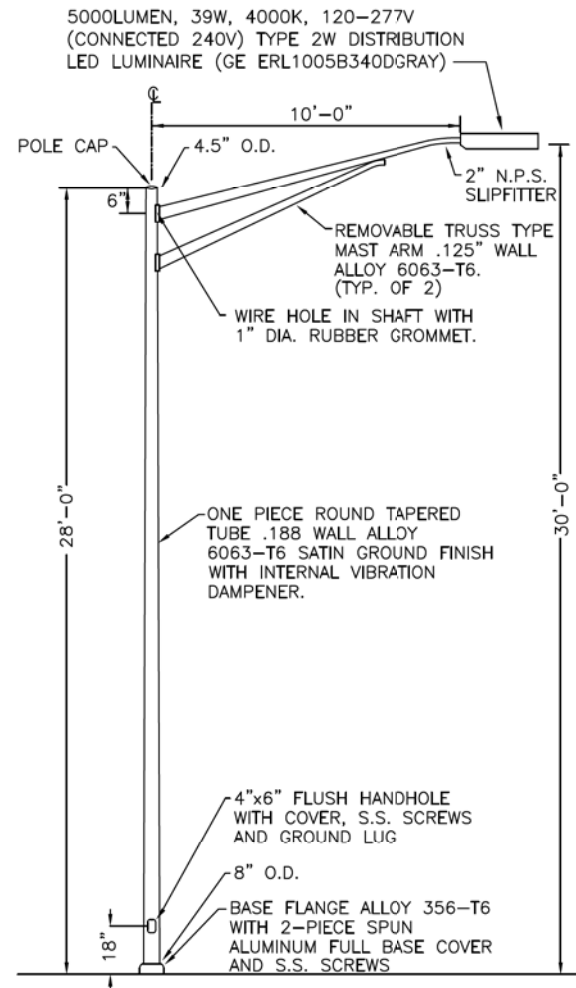
1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
3. THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.
4. POLES SHALL INCLUDE INTERNAL DUMBBELL STYLE VIBRATION DAMPENER.
5. SEE POLE WIRING DETAIL.

DATE	
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PLANNING	
DESIGN	
CONSTRUCTION	
DATE	
BY	
PLANNING	
DESIGN	
CONSTRUCTION	

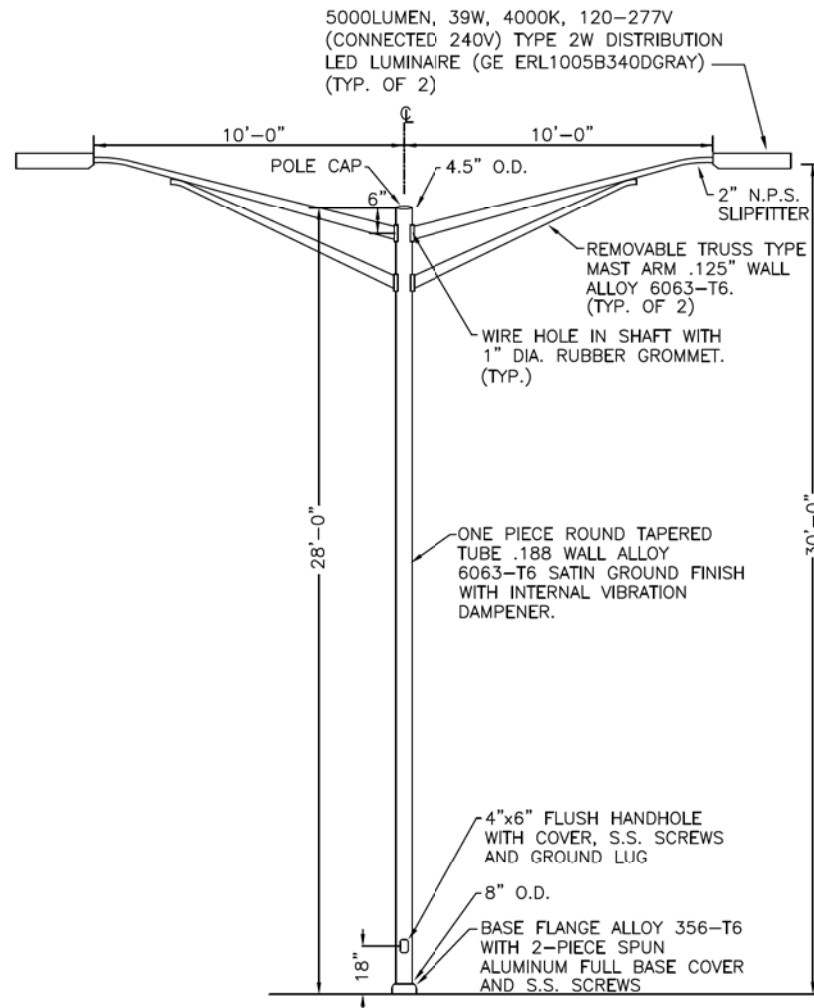
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DESIGN	
CONSTRUCTION	
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PLANNING	
DESIGN	
CONSTRUCTION	



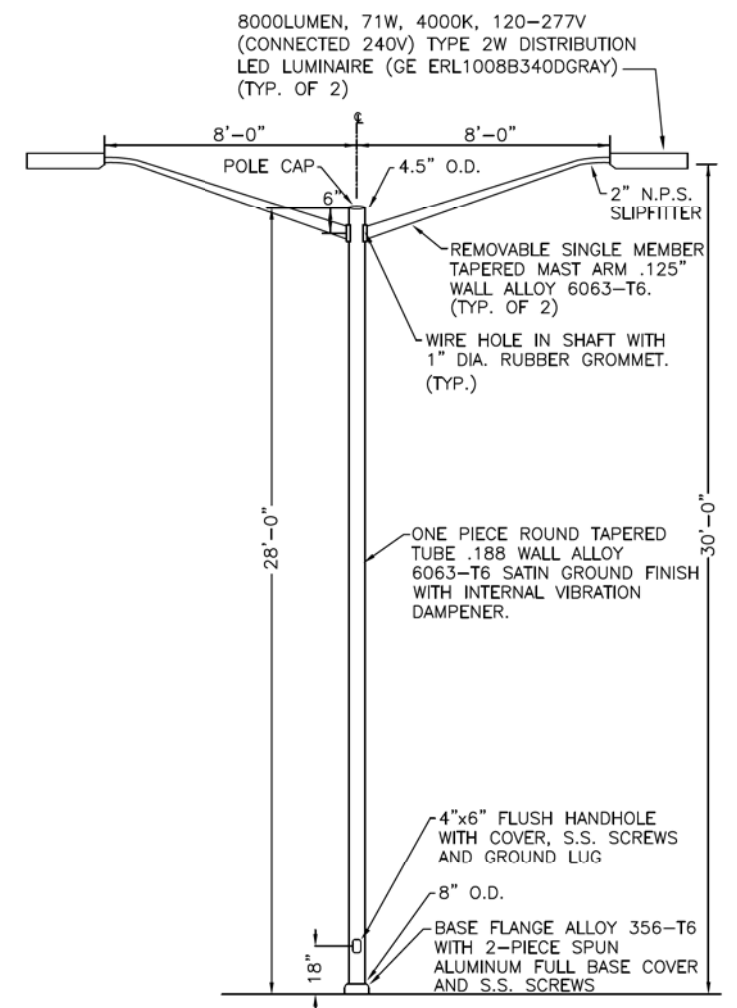
**TYPE 1 LIGHTING UNIT DETAIL**  
NO SCALE



**TYPE 2 LIGHTING UNIT DETAIL**  
NO SCALE



**TYPE 3 LIGHTING UNIT DETAIL**  
NO SCALE



**TYPE 4 LIGHTING UNIT DETAIL**  
NO SCALE

FILE NAME = <b>Powrtek</b>	USER NAME = .USER.	DESIGNED - G.W.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLAN KINGS ROAD ELECTRICAL DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -		SCALE: NO SCALE	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DRAWN - B.E.F.	REVISED -									
		CHECKED -	REVISED -									





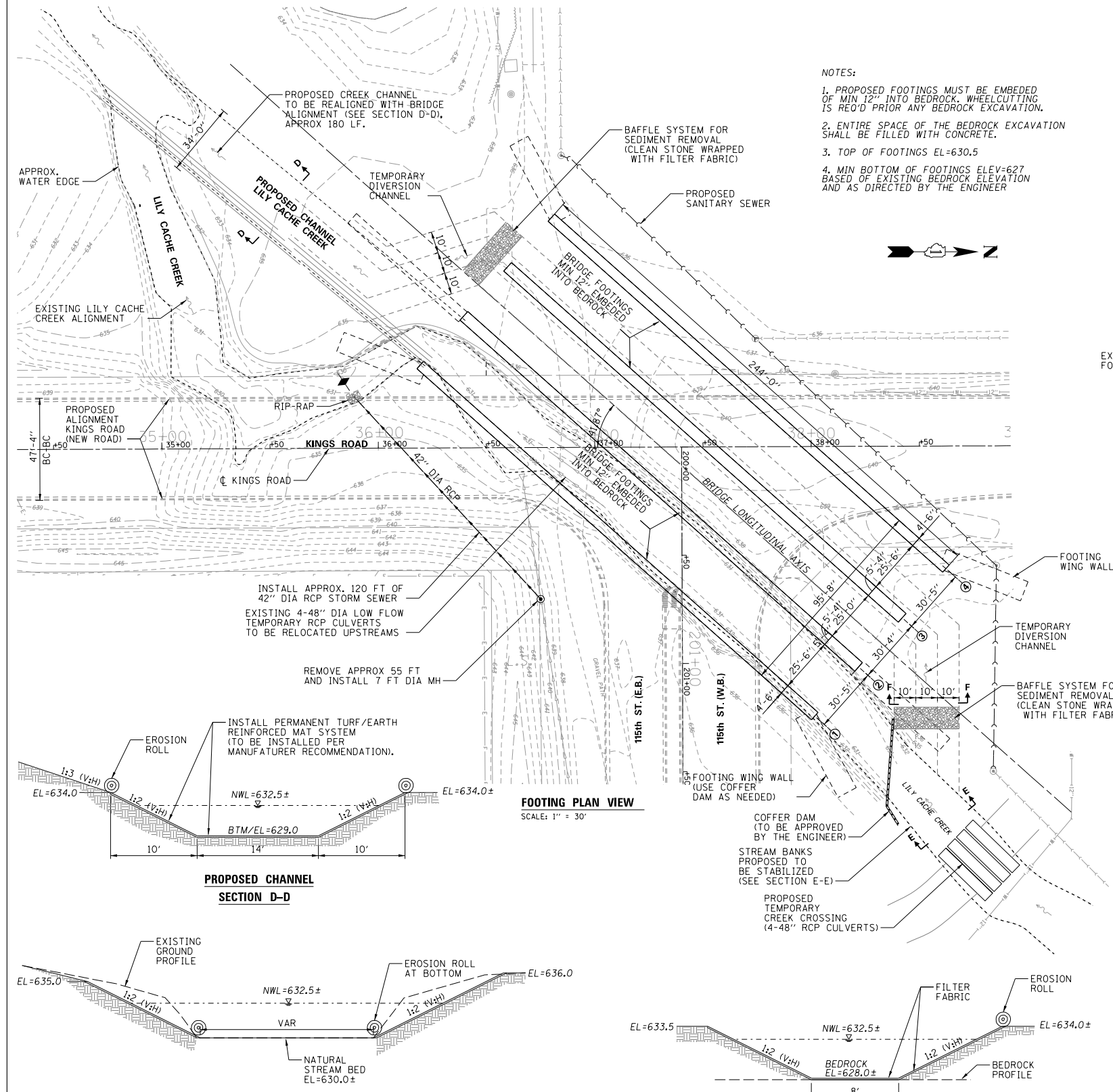




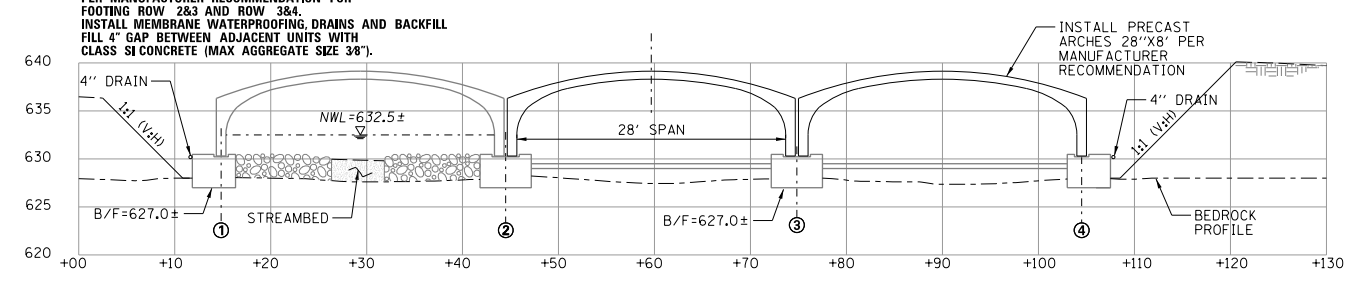
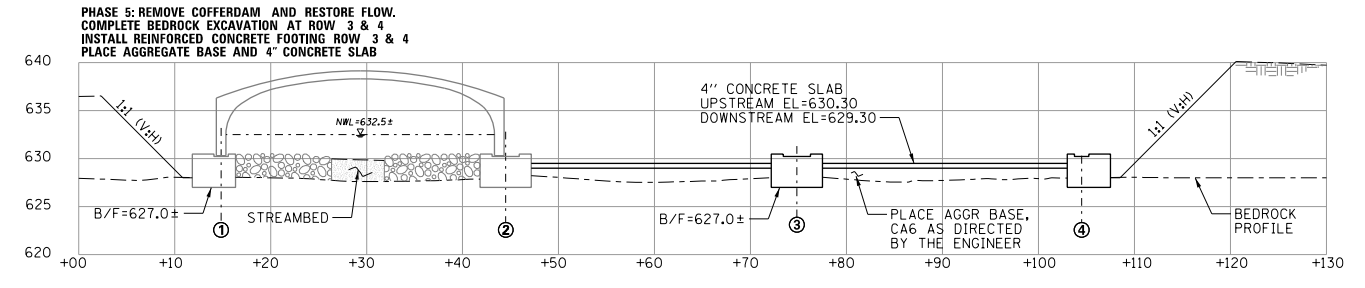
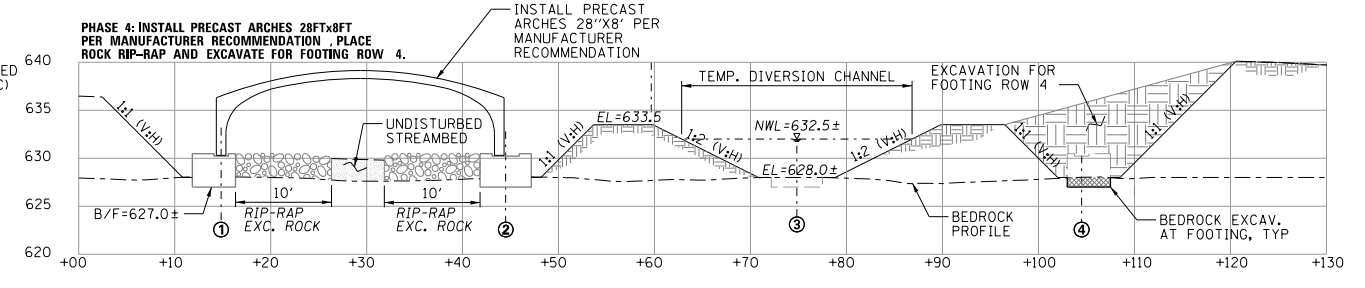
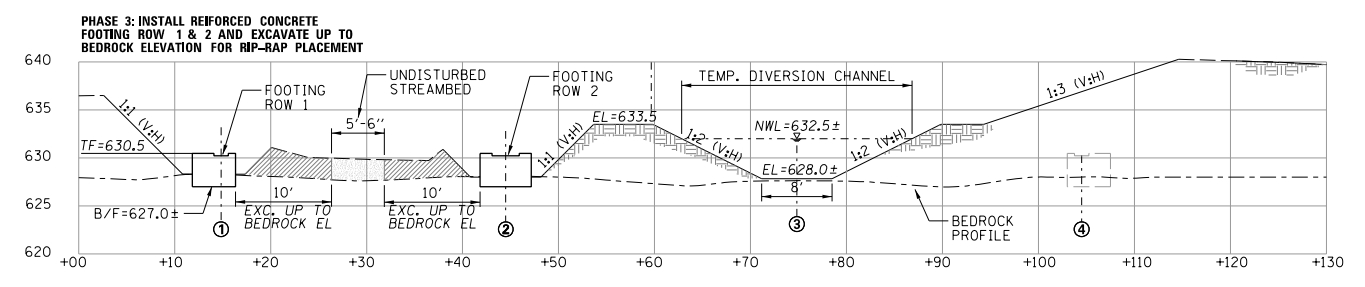
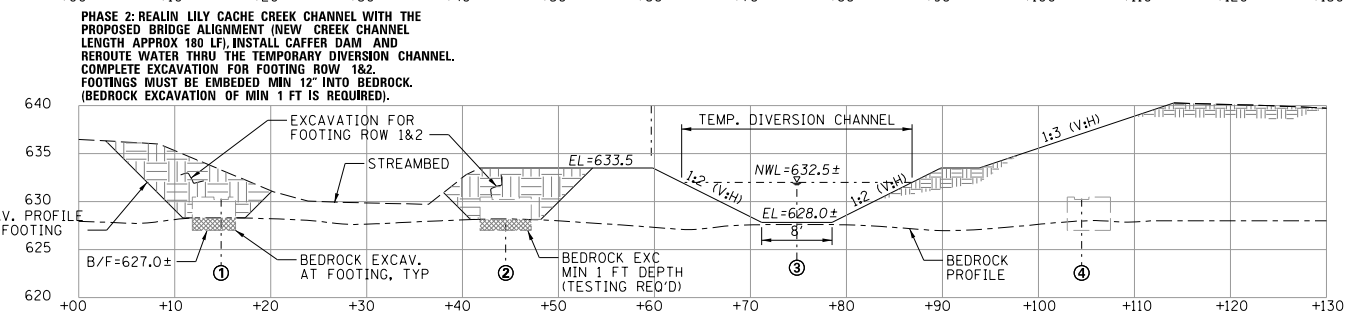
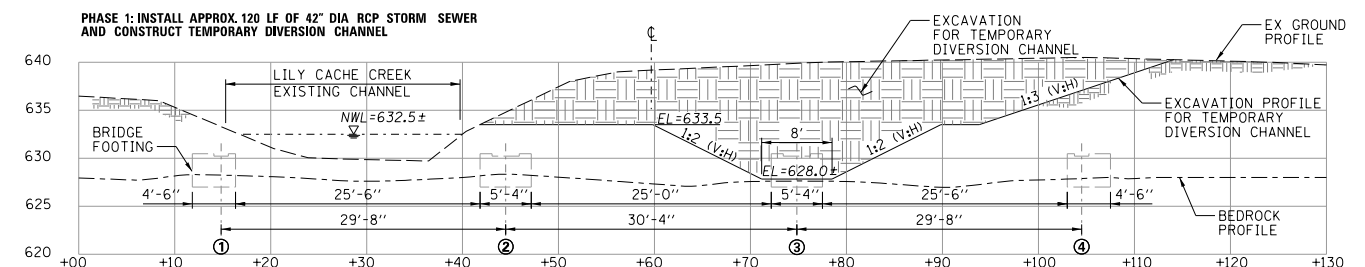


DATE	
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DATE	
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PROFILE	SURVEYED
	GRADES
	CHECKED
	BY
	NO.
	NO.
	NO.
	NO.



**RECOMMENDED BRIDGE CONSTRUCTION SEQUENCES:**



**EROSION NOTES:**

1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARD AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
2. ALL DISTURBED AREAS SHALL BE RESTORED/ 6" OF TOP SOIL SEEDED, AND BLANKETED ACCORDING TO THE RATES AND TYPE SPECIFIED ON THE PLANS.
3. CONSTRUCTION IN THE CREEK SHALL ONLY BE CONDUCTED DURING LOW FLOW CONDITIONS.
4. ALL DISTURBED AREAS AND WORK AREAS SHALL BE ISOLATED FROM CREEK FLOWS AT ALL TIMES.

5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DIVERT THE CREEK FLOW DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREA FREE OF WATER. THE CONSTRUCTION AREA SHALL BE ISOLATED FROM CREEK FLOWS USING A NON-ERODABLE COFFERDAM IN COMPLIANCE WITH ILLINOIS URBAN MANUAL PRACTICE STANDARD. THE EXACT MEANS AND METHODS FOR CREEK ISOLATION SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CONSTRUCTION METHODS, TECHNIQUES, INSPECTION AND MAINTENANCE.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL PLAN  
BRIDGE FOOTINGS CONSTRUCTION SEQUENCE PLAN**

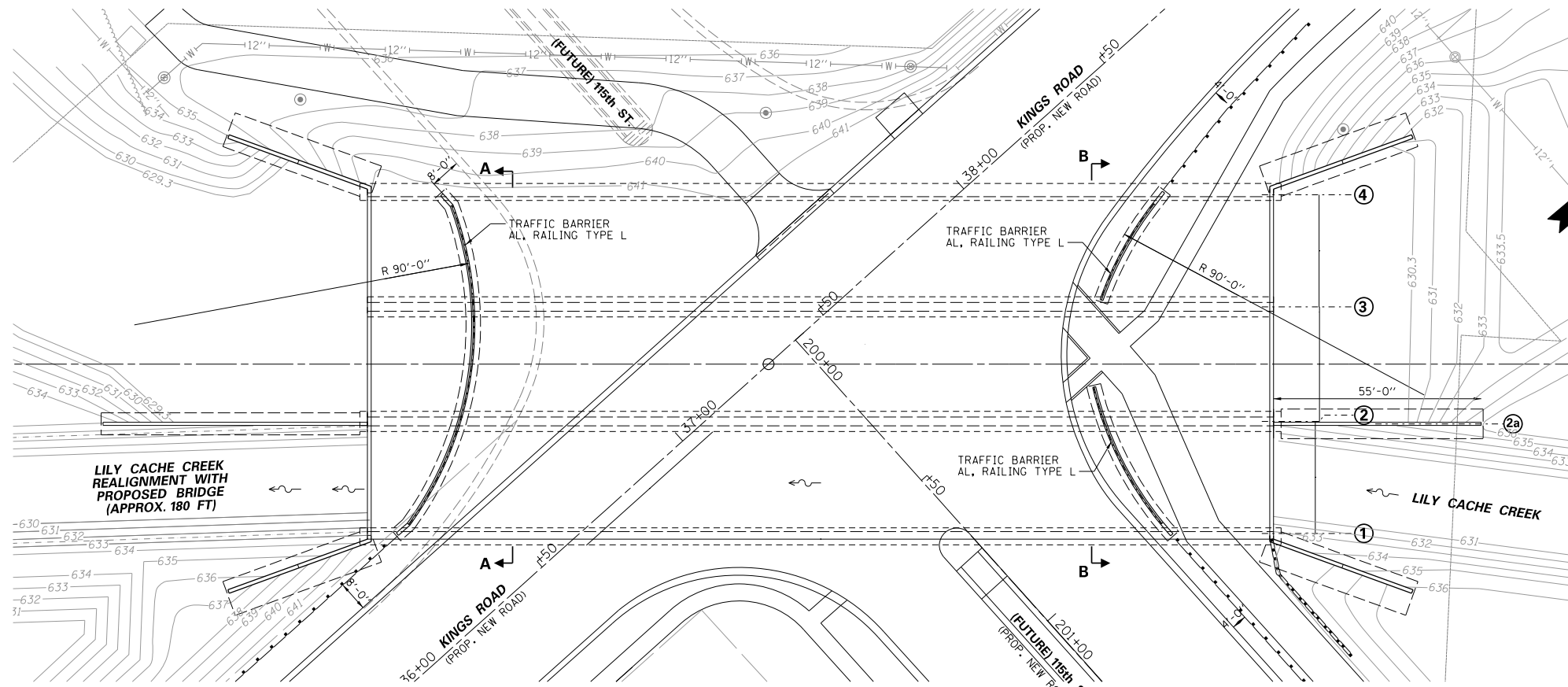
FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.	F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 15-00059-00-PV WILL 145 87 CONTRACT NO. 61F40
		CHECKED - J.B.	REVISED -		
		DRAWN - G.R./L.V.	REVISED -		
		CHECKED -	REVISED -		



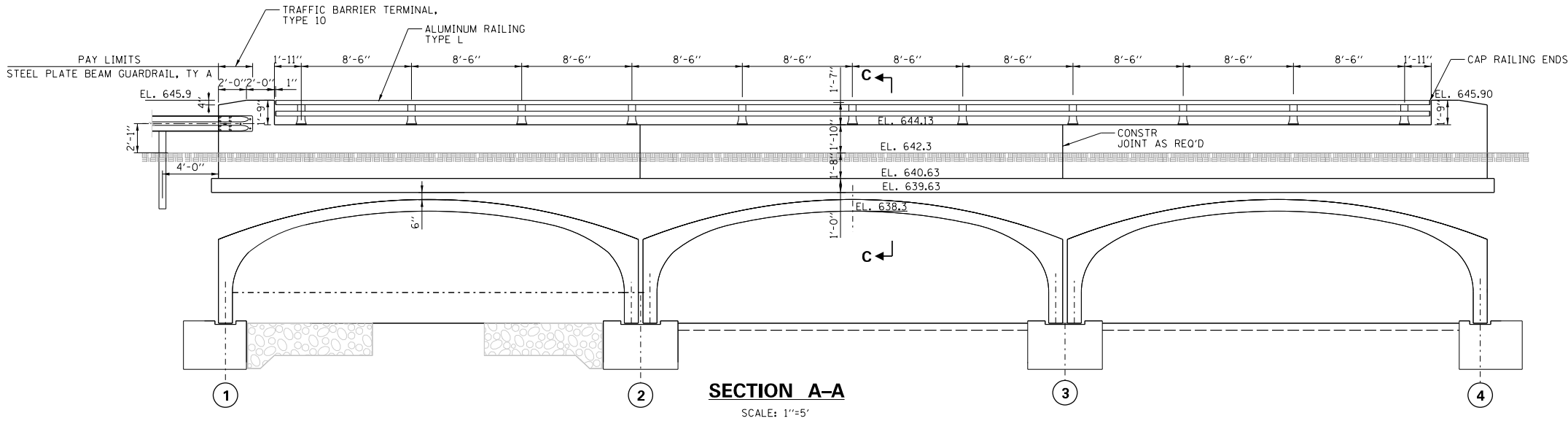


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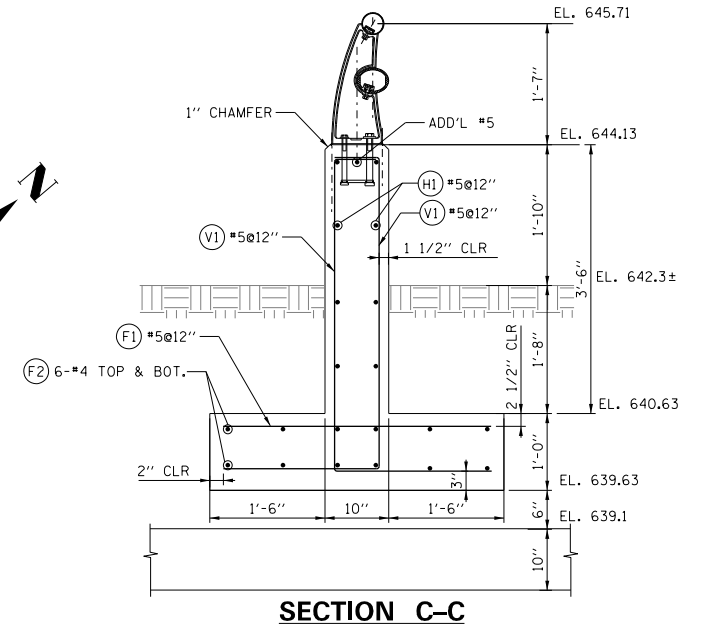
DATE	
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PLANNING	
DESIGNED	
CHECKED	
DRAWN	
NOTED	
NO.	



**PLAN**  
SCALE: 1"=20'



**SECTION A-A**  
SCALE: 1"=5'



**REBAR SCHEDULE**

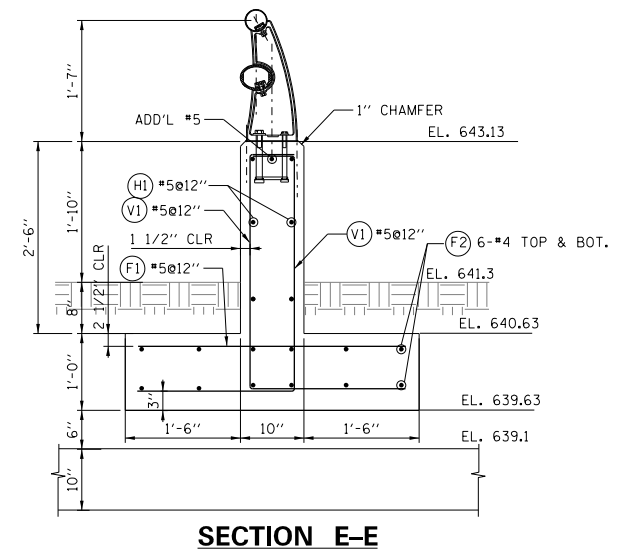
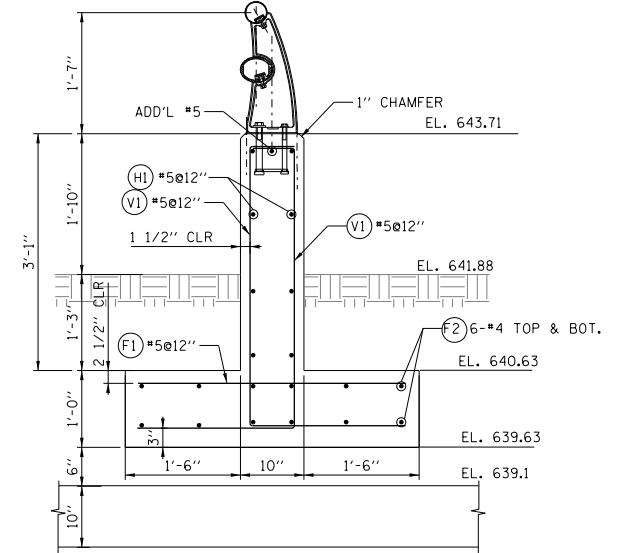
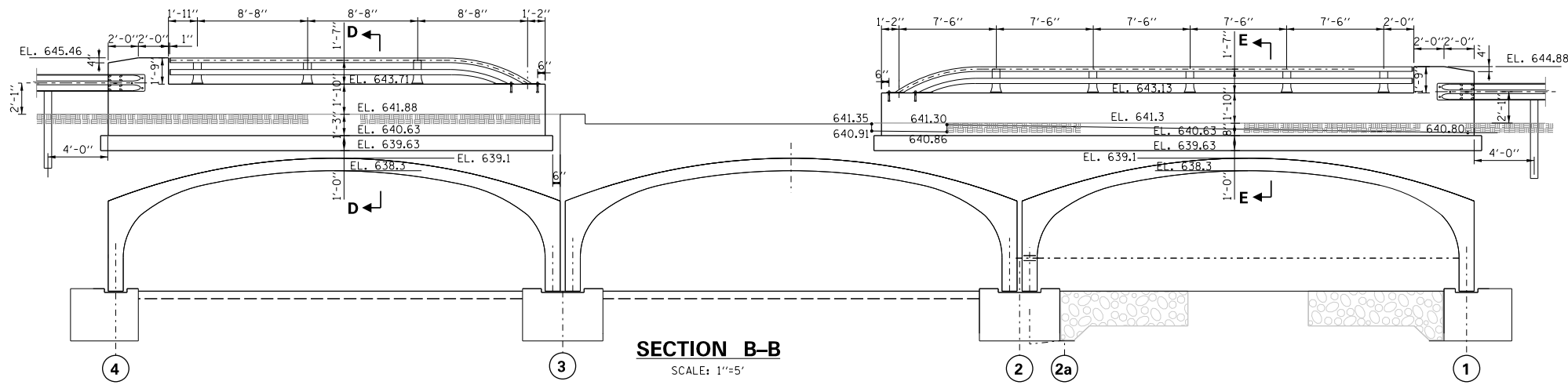
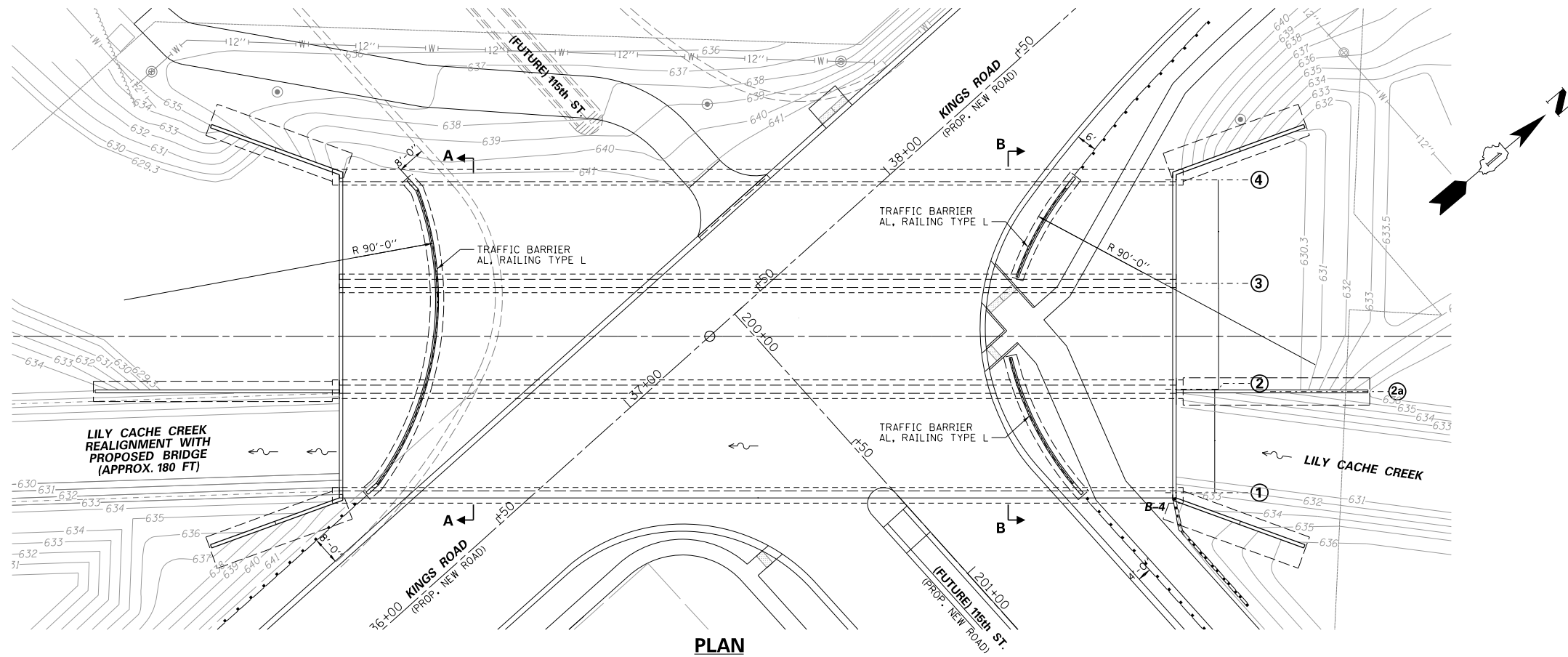
BAR	SIZE	SHAPE	LENGTH	QTY.
V1	#5	□	6'-7"	198
H1	#5	—	98'-8"	9
F1	#5	—	3'-6"	99
F2	#4	—	98'-8"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU. YD.	26
REINFORCEMENT BARS EPOXY COATED	POUND	3525
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	3807

NOTE:  
LOCATION FOR THE STRUCTURE NAME PLATE SHALL  
BE APPROVED BY THE VILLAGE OF BOLINGBROOK.

DATE	
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REBAR SCHEDULE SECTION D-D

BAR	SIZE	SHAPE	LENGTH	QTY.
V1	#5	□	6'-2"	68
H1	#5	—	33'-0"	9
F1	#5	—	3'-6"	34
F2	#4	—	33'-0"	12

REBAR SCHEDULE SECTION E-E

BAR	SIZE	SHAPE	LENGTH	QTY.
V1	#5	□	5'-8"	96
H1	#5	—	47'-0"	7
F1	#5	—	3'-6"	48
F2	#4	—	47'-0"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	20
REINFORCEMENT BARS EPOXY COATED	POUND	2656
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	2868

NOTE:  
LOCATION FOR THE STRUCTURE NAME PLATE SHAL  
BE APPROVED BY THE VILLAGE OF BOLINGBROOK.





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NOTE BOOK NO.	ALIGNMENT CHECKED		
	PLUMB OF WALLS CHECKED		
	PROJ. FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	BLK. NOTED		
	STRUCTURE NOTATIONS OK'D		

**PRECAST BRIDGE SYSTEMS INSTALLATION**

**FOUNDATION PREPARATION**

Prior to placing precast arches, the footings and keyway shall be fully stripped and inspected to verify that no void, honeycomb or exposed reinforcing has occurred, and any void is to be fully rubbed and patched with non-shrink high strength grout. All horizontal alignment and elevation of keyway is to be fully checked and confirmed prior to commencing installation. All footing dimensions shall be in accordance with plans, and footings shall be verified to have achieved 7-day strength. Line and grade offset control shall provide alignment check for each precast section set. All footing shall be free of dirt or concrete burrs. The footing for wingwalls shall be installed also with footers for Arch precast units.

Standard construction procedures shall be used for the construction of the footings for Arch Precast Bridge Systems. All standard safety precautions should be taken as with any construction project. The subgrade preparation shall in accordance with the project specifications and any available geotechnical report prepared for the project.

The foundation's dimensions and elevations shall be in accordance with the plans. The top of the footing shall not vary in elevation from the plan dimensions more than 1/4 inch per 10 feet. Deviations in the top surface of the footing will make it more difficult to set the units. If the culvert footing is constructed on a slope, the same slope shall be carried to the ends of the wingwall footings. It is even helpful to dip the end of the wingwall footing slightly. The top of the footing shall have a floated finish. The horizontal alignment of the keyway is critical when setting the units, especially on longer culverts.

**SITE PREPARATION / CRANE SELECTION**

Prior to scheduling the delivery of precast units, a route shall be established and graded to allow for the required crane positioning with organized and systematic delivery and placement of precast arches. The precast supplier shall provide the weights of each unit to be placed, and the contractor shall make the crane selection to safely and readily provide the requisite pick capacity to place each unit. The contractor's staging area for the crane must be stabilized, and the crane supplier shall provide outrigger mats as necessary to insure stability.

- > Ensure that all sightlines are open and clear.
- > All footings shall be dewatered below top of footing during the setting of precast arches.

Before delivery of the precast units takes place, the site shall be prepared to permit easy access for the trucks delivering the precast units and the crane. A route for the trucks shall be communicated to the Arch precast units supplier.

The access for the trucks delivering the units shall permit the units to be unloaded to the side of the crane. A convenient turn-around for the trucks should be made available so that the trucks can be backed into the unloading area. Additional room for tipping of units that are delivered on their side may also be necessary. Due to the weights of the trucks, rutting should be expected on non-paved surfaces and a piece of equipment should be available to repair and level the surface as units are being delivered.

Proper crane selection is critical to the success of the installation of the precast units. A representative from the crane company should visit the jobsite prior to the selection of the size of the crane. The Arch precast units and precast headwalls supplier will provide you with the weights of the precast units and headwalls. This, along with the distance from the center of the crane position to the center of the final position of the precast units, determines the crane size. Remember the end unit is usually the heaviest unit and is the longest reach.

Try to locate the crane as close to the bridge as possible. The staging area for the crane must be stabilized and the crane supplier should be prepared to supply outrigger mats.

Bottom line: "An oversize crane has never been a problem, but too little crane capacity is always a problem and poses a safety concern. Again, a little extra investment saves everyone time, money and headaches on the day of installation."

Other site conditions which can make a difference on the day of installation include the following:

- > Clear tree branches, remove and/or shield overhead wires, etc. that may interfere in any way during erection of the precast units.
- > The site shall be dewatered to a level below the top of the footing. A properly dewatered site is always safer and better for all concerned and will speed up the job and result in better workmanship.
- > Footings shall be clear of dirt and large concrete burrs.
- > The area behind the precast wingwalls shall be sufficiently excavated to allow clear placement of the wingwalls. The precast wingwalls have large anchors on the back to stabilize the wall. Waiting until the units are being set to excavate this area results in unnecessary delays during both the wingwall setting and its subsequent grouting.

**HANDLING PRECAST UNITS**

All lift cables and lifting mechanisms must be coordinated by the contractor in strict accordance with the precast supplier's recommendations.

The contractor is solely and exclusively responsible for the lifting mechanisms.

**1. Culvert Units**

Units will have either two, three or four lift holes depending on the span of the units. Depending on the number of lift holes in a unit, two, three or four cables with a minimum length of 20 ft. for spans under 24 ft, and 30 ft in length for units between 28 ft and 36 ft in span shall be provided. The 42 ft spans require the use of cables with a minimum length of 50 ft. Coordinate the supply of these cables between the Arch precast units supplier and the crane supplier. The lifting mechanisms necessary to connect the cables to the unit may vary and should be coordinated regarding type and source with your precast unit supplier.

Units delivered upright may be lifted off the truck and set directly in place (See Setting Units).

Units delivered on their side require special care and should be discussed prior to shipping of the units. These units will be lifted off the truck and set onto the ground on their sides. Placement of cables to accomplish this will be directed by the precast units supplier.

**SETTING BRIDGE UNITS**

Clean footing, confirm length and layout of footing. When checking length of footing, allow for 1/2" joint creep for each joint between units.

Shims are to be set one ft. in from each corner of the unit. Check the footing for any high spots and use the high spot as the control elevation. Add 1 inch to this high elevation and set all shim pads to this elevation.

When installing units on a sloping grade, shoot elevation control points (at approximately 50 ft. increments) and run a string line between these elevations to set other shims. Another method is to use a 6 ft level with a spacer taped to one end of the level to match the required vertical elevation change across a 6 ft distance. Use this level then to set shim pads from one pad to another.

Setting crew shall coordinate safety meeting to review procedures prior to beginning the setting of units.

You will normally start with setting an end unit with or without a headwall. The alignment of this first unit is critical to the alignment of the rest of the units. Secure a 2x4 to the top of the footing at the starting line for the units on each footing. This will act as a stop when setting the units and will assist in the alignment of the unit. Stay out from underneath the unit until the unit is set on the footings.

When setting the unit, have one man with a heavy spud bar at each side of the unit to position the unit as the crane is lowering the unit. Spud the unit up against the 2x4 blocks and check the unit for alignment with the chalked reference line. Check the vertical front face of the unit with a level for vertical alignment. If necessary, adjust the shims according to achieve a plumb front face. Do not use your hands directly under a unit to adjust shims. Use a stick or a tool to reach under the unit.

Successive units shall match a rough face of the unit with a smooth face. The joint between units should be 1/8 inch minimum and 3/4 of an inch maximum. A shim can be placed in the tightest area of the joint to maintain this minimum opening.

28' span units will be shipped and installed with a cable tie between the legs of the units located normally 2'-0" above the bottom of the leg. It shall be left in place until the units have been grouted in the foundation keyway, and the grout has setup. The foundation elevation relative to the streambed elevation should be reviewed for any potential conflicts with the cable location.

**SETTING PRECAST HEADWALLS**

Clean the top of the unit and the bottom of the headwall before setting the headwall in place. The cable on the end should be tightened before setting the headwalls. Due to the match casting of the headwall units, each headwall piece should be clearly marked for a specific location on the bridge. The front face of the headwall should be placed flush with the front of the end unit.

To align the holes over the inserts in the top of the unit, a spud bar may be necessary. Usually a bar is inserted through the top hole in the headwall into the matching insert as the headwall is being lowered into place. Once the headwall has been set down, this first bolt is loosely set in place. The use of the spud bar for alignment may continue until all inserts are aligned.

After all of the bolts have been aligned in the inserts, use the double nuts on the bolts to thread the bolts into the inserts as far as possible. Before backfilling, remove the nuts and grout the sleeve surrounding the bolts. Replace the nuts and waterproof as outlined in the Scaling Joints section.

**GROUTING**

**1. Bridge Units**

It is important to complete grout underneath the bridge unit legs and to the tops of the sides of the keyway. The grout mix shall be as outlined in the project specifications. However, admixtures such as a plastisizer or Haliburton may be added to make a more flowable fill.

If a full keyway is not provided in the footing, we recommend temporarily securing a 2x4 to the footing to act as a form for the grout. Mound the grout on one side of the leg and vibrate the grout until it passes through to the other side of the leg. After completing this process on one side, you may find that you have to repeat this process in places on the opposite side.

The lift holes in the units shall be grouted or plugged and then sealed with mastic or a piece of the joint wrap material.

**SEALING JOINTS**

The butt joint made by two adjoining bridge units shall be covered with a 1" x 2" piece of Butyl Rope and a minimum of a 9 inch wide joint wrap. The surface shall be free of dirt before applying the joint material. A primer compatible with the joint wrap to be used shall be applied for a minimum width of nine inches on each side of the joint.

The external wrap shall be either EZ-WRAP RUBBER by PRESS-SEAL GASKET CORPORATION, SEAL WRAP by MAR-MAC MANUFACTURING CO. INC., CADILLOC by CADILLOC EXTERNAL PIPE JOINT or approved equal. The joint shall be covered continuously from the bottom of one culvert section leg, across the top of the arch, and to the bottom of the opposite culvert section leg. Any laps that results in the joint wrap shall be a minimum of six inches long with the overlap running downhill.

In addition to the joints between units, the joint between the end unit and the headwall shall also be sealed. If using precast wingwalls, the joint between the end bridge unit and the wingwall shall be sealed with this type of wrap or, at the discretion of the engineer, filter fabric could be substituted.

**BACKFILLING**

The backfill of an ARCH structure is an important element of the overall structure. Not only is it important to provide the necessary support for the structure, it is also important for the roadway approach support. Do not take this element lightly. Backfilling shall be performed in accordance with the arch specifications or the project specifications, whichever is more severe. For heights of fill over 12 feet, no backfilling may begin until a backfill compaction testing plan has been coordinated with and approved by the precast supplier. Cost of the backfill compaction testing will be included in the cost of the precast units. This included cost applies only to projects with fill heights over 12 feet.

Backfill shall be considered as all replaced excavation and new embankment adjacent to the arch span bridge units and wingwalls. The project construction and materials specifications, which include the specifications for excavation for structures and roadway excavation and embankment construction, shall apply except as modified in this section.

Backfill material for a minimum width of four feet on each side of the bridge, from the base of the unit to one foot above the outside corner shall be a soil meeting AASHTO classification A1, A2, A3, A4, unless authorization to use a different material is given in writing by the designer. For heights of fill over 12 feet, only maximum dry density shall be determined by AASHTO T-99 or other approved methods. Backfill shall be placed and compacted in layers until the density is not less than 95% of the maximum dry density. All material outside the backfill zone shall be good quality, well compacted embankment or in situ soil.

No backfill shall be placed against any structural elements until they have been approved by the engineer. Do not backfill behind the wingwalls unless the drainage pipe has been installed.

Backfill against a waterproofed surface shall be placed in such a way as to avoid damage to the waterproofing material.

Mechanical tampers or approved compacting equipment, shall be used to compact all backfill and embankment immediately adjacent to each side of the culvert and over the top of the culvert until it is covered to a minimum depth of one foot. The backfill within four feet of each side of the bridge units shall be placed in lifts or eight inches or less (loose depth). Heavy compaction shall not be operated in this area or over the bridge until it is covered to a depth of one foot unless the design cover is less than one foot.

Lightweight dozers and graders may be operated over units having one foot of compacted cover. But heavy earth moving equipment (larger than a D-4 Dozer weighting in excess of 12 tons and have track pressures of eight psi or greater) shall require two feet of cover unless the design cover is less than two feet. In no case shall equipment in excess of the design load (HS20 or HS25) be permitted over the culvert unless approved by Engineer.

Any additional fill and subsequent excavation required to provide this minimum cover shall be made at no additional cost to the project.

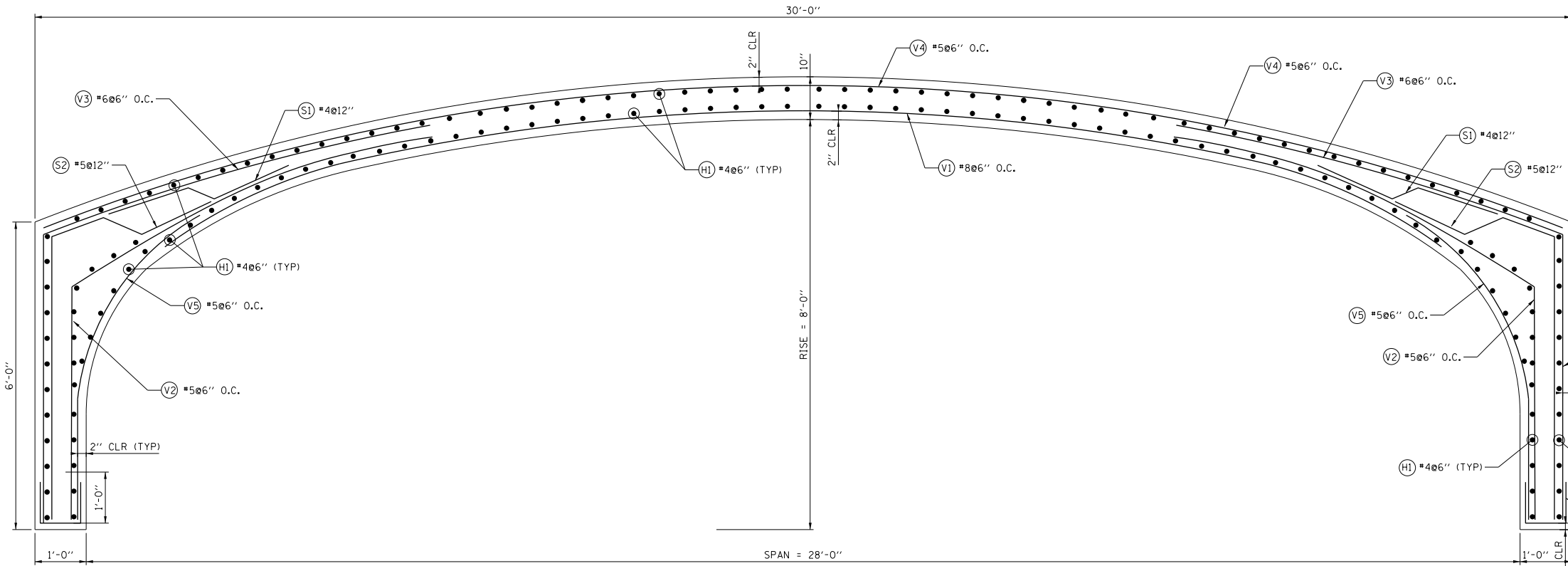
As a precaution against introducing unbalanced stresses in the bridge units and wingwalls, the backfill shall be placed and compacted to within two feet of the same elevation on both sides of the bridge and wingwalls before proceeding to the next layer.

Backfill in front of the wingwalls shall be carried to ground lines shown on the plans.

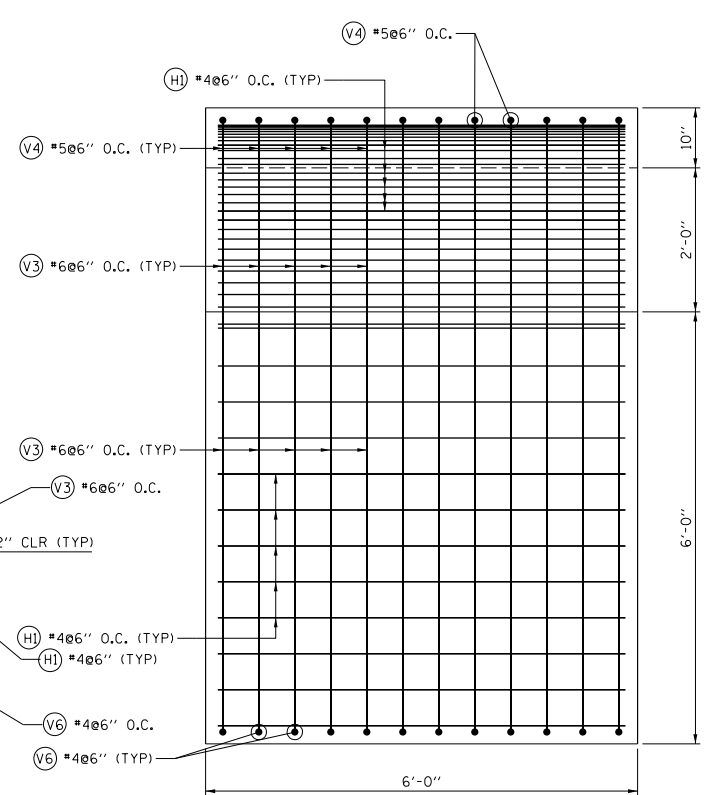
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		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	93		
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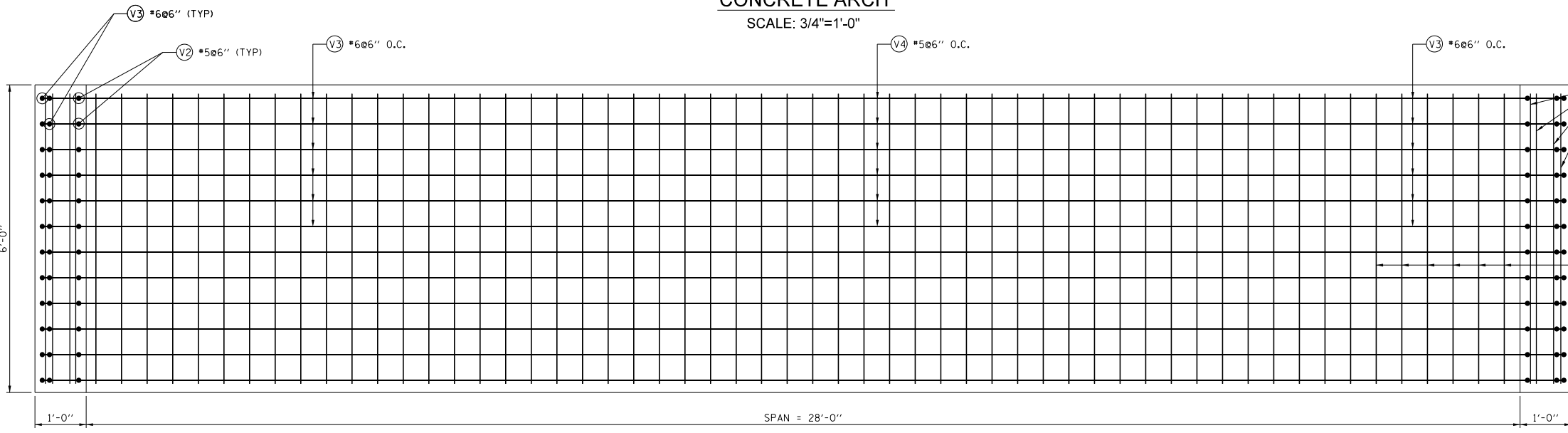
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**CONCRETE ARCH**  
 SCALE: 3/4"=1'-0"



**CONCRETE ARCH SIDE ELEVATION**  
 SCALE: 3/4"=1'-0"



**DETAIL**  
 SCALE: 3/4"=1'-0" 4  
S-3

**REBAR SCHEDULE**

BAR	SIZE	SHAPE	LENGTH	QTY.
H1	#4	—	5'-8"	172
V1	#8	⤿	26'-0"	12
V2	#5	⤿	12'-4"	24
V3	#6	⤿	13'-6"	24
V4	#5	⤿	30'-4"	12
V5	#5	⤿	6'-10"	24
V6	#4	⤿	4'-0"	24
S1	#4	⤿	3'-10"	12
S2	#5	⤿	9'-0"	12

**NOTES FOR CONCRETE WORK:**

**GENERAL NOTES**

- ALL MATERIALS AND WORKMANSHIP SHALL BE CONSTRUCTED BASED ON AND CONFORM TO ALL APPLICABLE CODES, STANDARDS AND GUIDELINES HAVING LAWFUL JURISDICTION.
- THE CONTRACTOR SHALL CHECK ALL DETAILS, ELEVATIONS, AND MATERIALS IN THE FIELD AND SHALL ARRANGE THE NEW WORK TO SUIT, ALL AS APPROVED BY THE ENGINEER.
- DO NOT SCALE THE DRAWINGS, VERIFY ALL DIMENSIONS IN THE FIELD.
- THE CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL EXISTING CONDITIONS PRIOR TO THE START OF ANY WORK AND REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE PRIOR TO PROCEEDING WITH THE WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR DESIGN, INSTALLATION AND REMOVAL OF ALL SUPPORT SYSTEMS. THE CONTRACTOR SHALL BE THE PRIME SOURCE FOR ASSURING SAFETY AND QUALITY THROUGHOUT THE COURSE OF CONSTRUCTION.

**CAST-IN-PLACE CONCRETE NOTES**

- ALL CONCRETE AND REINFORCEMENT SHALL BE FABRICATED AND PLACED IN CONFORMANCE WITH THE 'ACI' STANDARD BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, LATEST EDITION.
- THE MINIMUM CONCRETE COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 5,000 PSI.
- CONCRETE MIX DESIGNS SHALL BE SUBMITTED TO THE OWNER'S REPRESENTATIVE FOR REVIEW AND APPROVAL PRIOR TO ORDERING OR PLACING CONCRETE.
- FOUR (4) CONCRETE TEST CYLINDERS SHALL BE TAKEN FOR EVERY CONCRETE POUR. TEST RESULTS SHALL BE DETERMINED BY A TESTING LABORATORY AND PROVIDED TO THE OWNER, ENGINEER AND CONTRACTOR AT THE 7-DAY, 14-DAY, AND 28-DAY BREAKS.

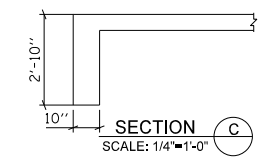
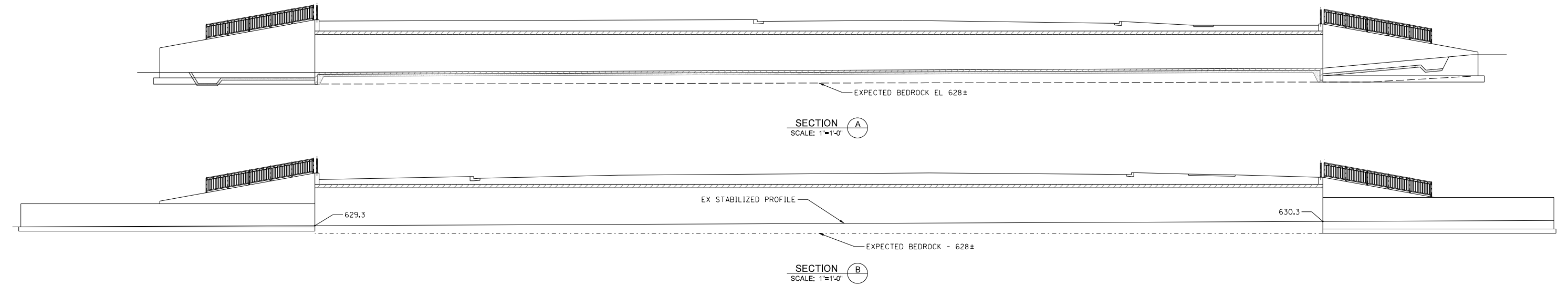
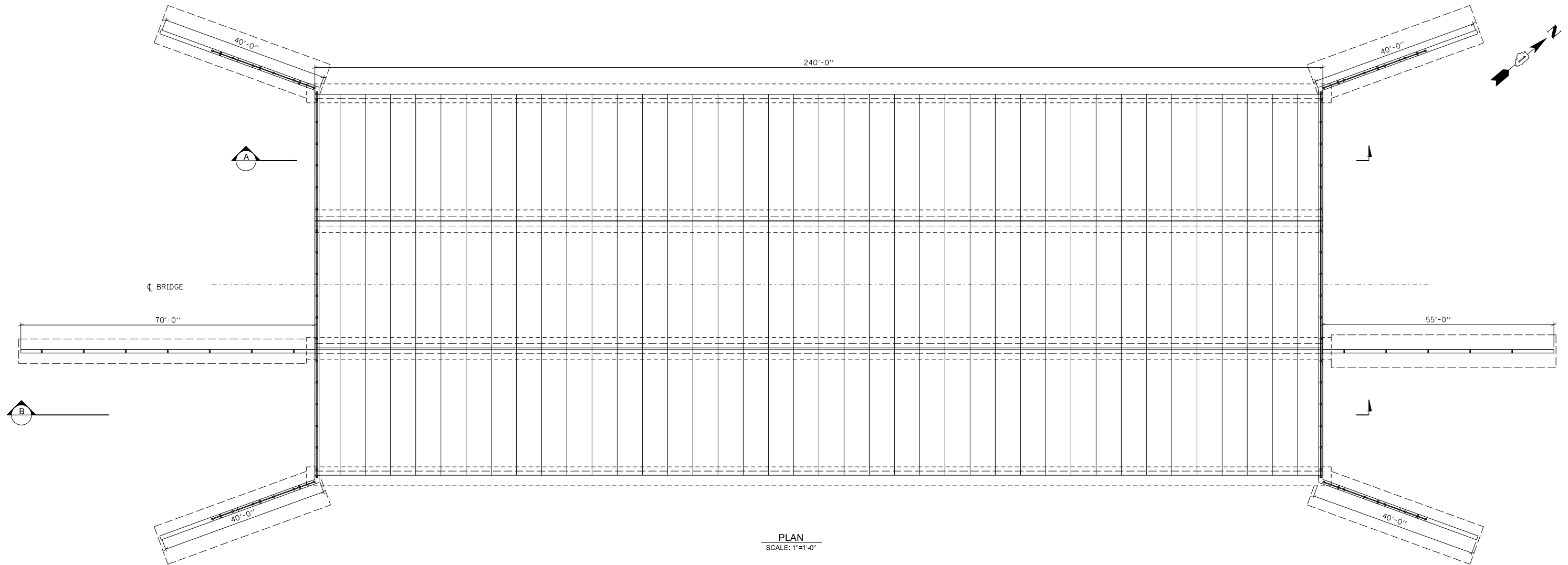
**REINFORCING STEEL NOTES**

- ALL REINFORCEMENT BARS SHALL BE GRADE 60 EPOXY COATED UNLESS NOTED OTHERWISE.
- DETAILING OF CONCRETE REINFORCEMENT AND ACCESSORIES SHALL BE IN ACCORDANCE WITH ASTM-C1315, ACI 308, LATEST ISSUES.
- REINFORCEMENT BARS MAY BE SPLICED ONLY AS SHOWN ON THE DRAWINGS EXCEPT REINFORCING DESIGNATED AS "CONTINUOUS" SHALL BE SPLICED WITH THE REQUIRED SPLICE LENGTH AS SHOWN IN THE LAP SPLICE SCHEDULE FOR THE DESIGNATED BAR SIZE.

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU. YD.	
REINFORCEMENT BARS EPOXY COATED	POUND	3038
ADDITIONAL REBAR (FOR OVERLAP) *1.1	POUND	3342

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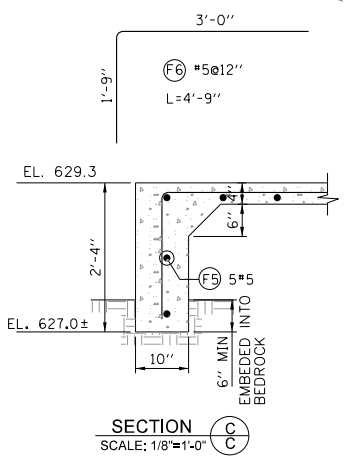
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>STRUCTURAL PLAN BRIDGE SECTIONS</b>			
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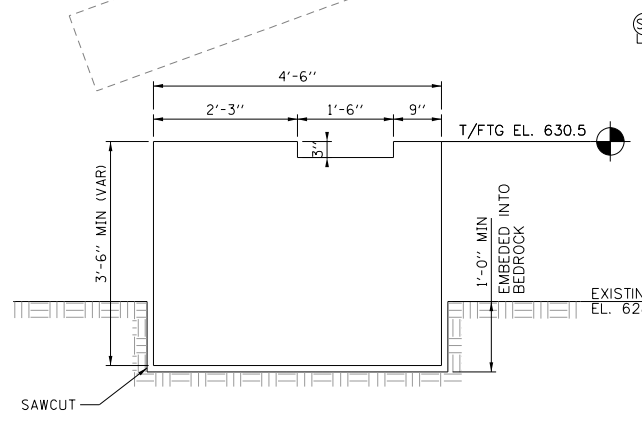
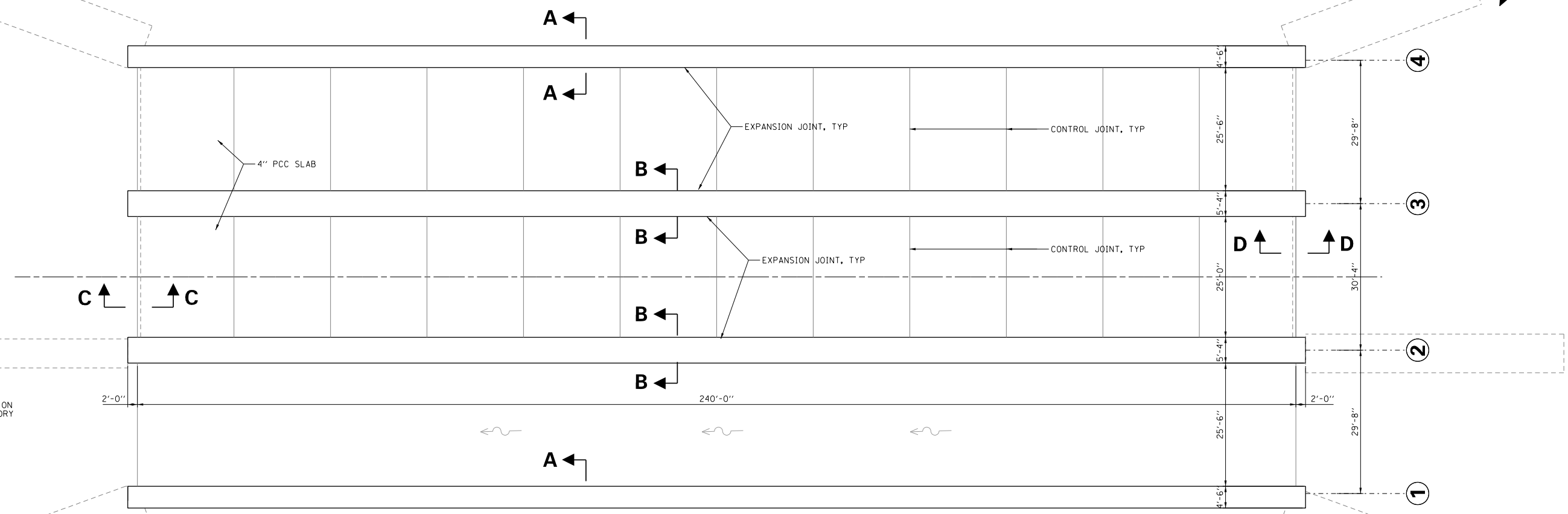
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	15-00059-00-PV	WILL	145	95
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			CONTRACT NO. 61F40	

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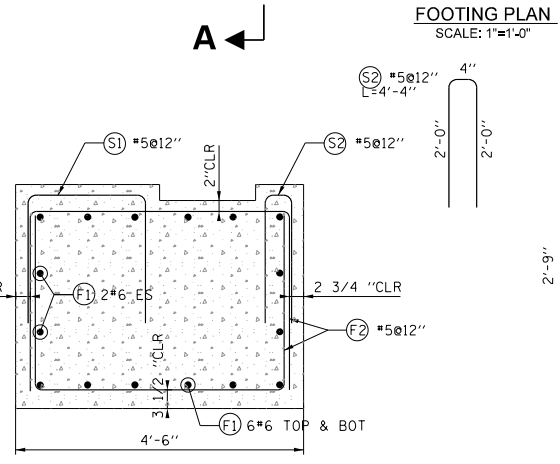
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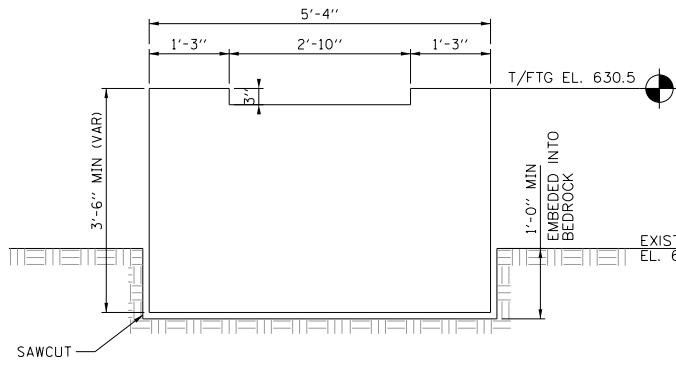
NOTE:  
BARS DIMENSIONS TO DETERMINED BASED ON EXISTING BEDROCK ELEVATION. EXPLORATORY EXCAVATION REQUIRED PRIOR TO ORDER REINFORCED REBARS.



SECTION A  
SCALE: 1/8"=1'-0"  
96

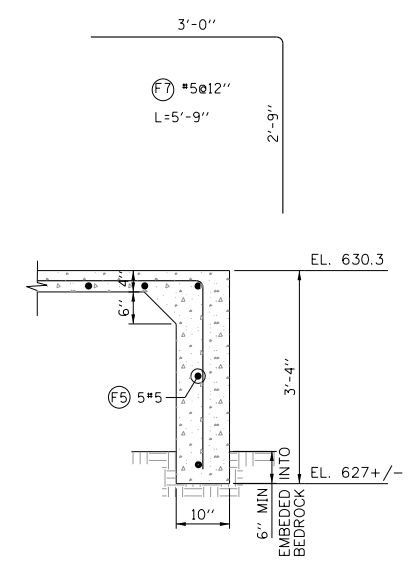


SECTION B  
SCALE: 1/8"=1'-0"  
96



SECTION C  
SCALE: 1/8"=1'-0"  
96

FOOTING PLAN  
SCALE: 1"=1'-0"



SECTION D  
SCALE: 1/8"=1'-0"  
91

REBAR SCHEDULE

BAR	SIZE	SHAPE	LENGTH	QTY.
S1	#5	U	5'-10"	488
S2	#5	U	4'-4"	488
S3	#5	U	4'-10"	976
F1	#6	—	244'-0"	40
F2	#5	U	9'-6"	976
F3	#5	U	10'-4"	976
F4	#6	—	244'-0"	40
F5	#5	U	25'-6"	20
F6	#5	U	4'-9"	50
F7	#5	U	5'-9"	50

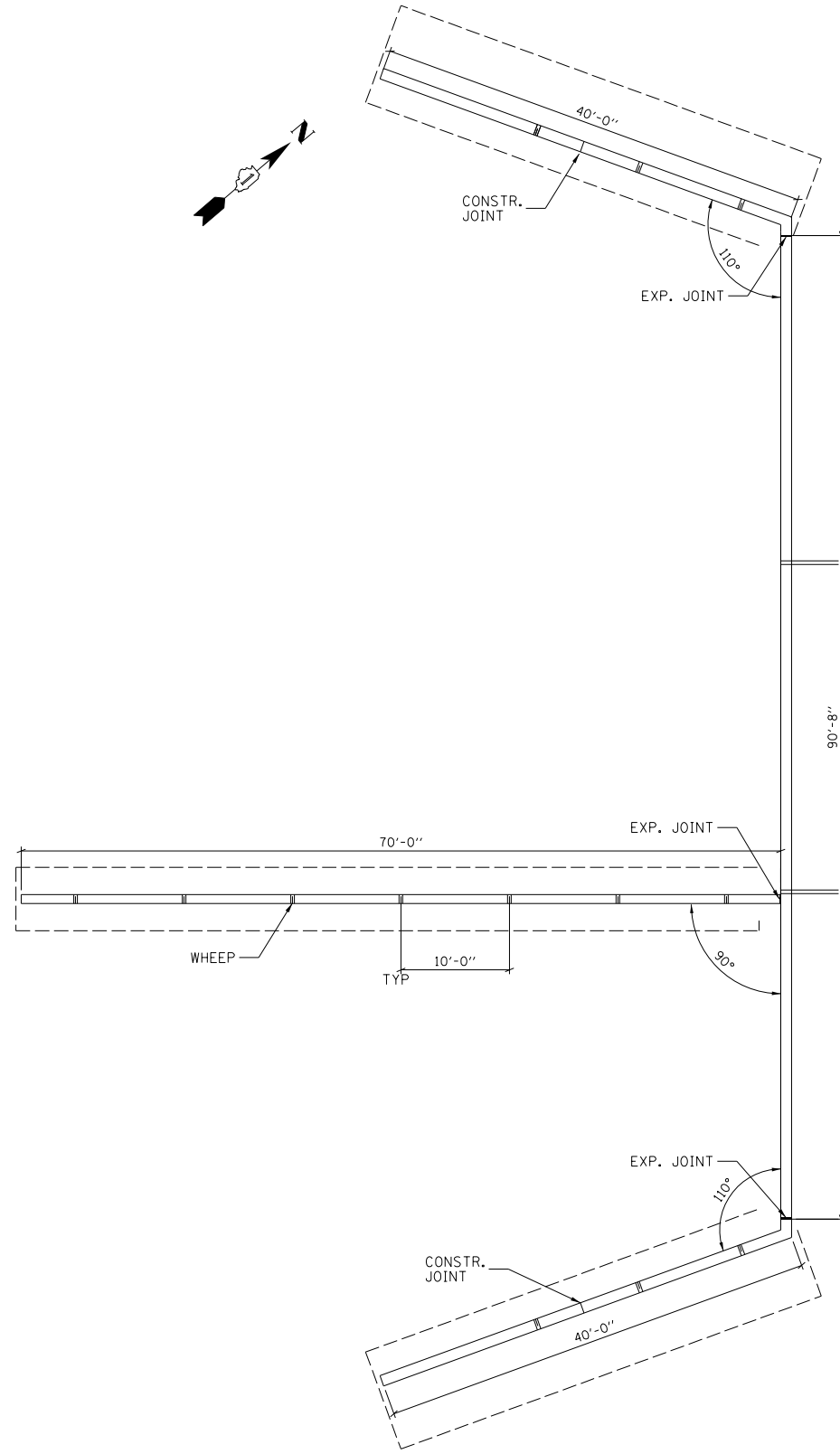
ITEM	UNIT	QTY.
STRUCTURAL CONCRETE BRM FTG'S @ EL=626	CU.YD.	800
STRUCTURAL CONCRETE BTM FTG'S @ EL=627	CU.YD.	622
REINFORCEMENT BARS EPOXY COATED	POUND	60688
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	65543

- NOTES:
- CONTRACTOR TO VARY BACKFILL LIFT DEPTH AND CA-7 WIDTH AS NEEDED TO PERMIT CONSTRUCTION PER DETAIL.
  - COMPRESSIVE STRENGTH SHALL HAVE A MINIMUM 28 DAY STRENGTH 4000 PSI FOR ALL CAST-IN-PLACE CONCRETE SLABS AND FOOTINGS.
  - ALL REINFORCING STEEL SHALL BE RATED Fy=60 KSI (GRADE 60) AND SHALL BE DEFORMED BARS PER ASTM 615.
  - CONTRACTOR TO SCHEDULE REBAR/FORM INSPECTION WITH ENGINEER PRIOR TO ALL POURS.

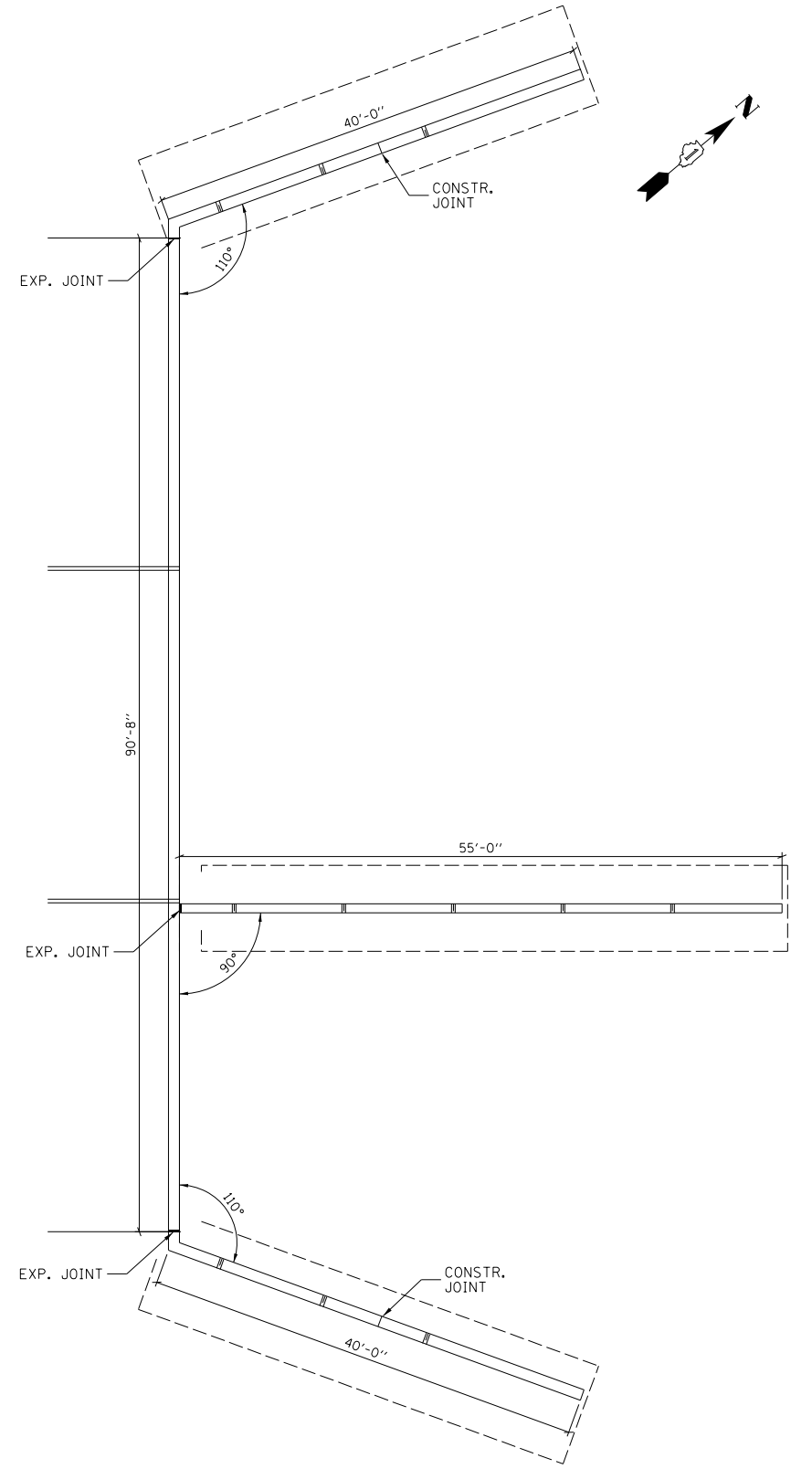
ALL DIMENSIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND SUBJECT TO FINAL ADJUSTMENT IN THE FIELD.

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PLAN  
SCALE: 1/8"=1'-0"



PLAN  
SCALE: 1/8"=1'-0"

- NOTES:
1. EXPANSION JOINT AND CONTRACTION JOINT TO BE PROVIDED AT LOCATION SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
  2. CONSTRUCTION JOINTS TO BE PROVIDED FOR RETAINING WALLS (APPROX. 20FT APPART)
  3. COST FOR EXPANSION JOINTS WILL BE INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEMS AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

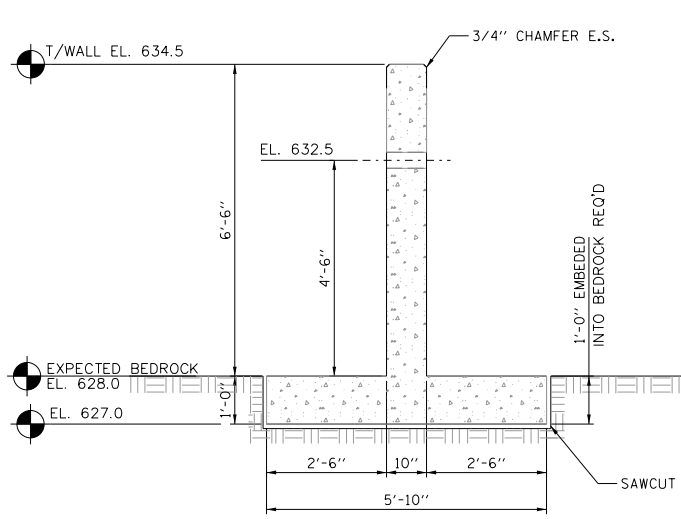
WING WALL STRUCTURAL PLAN

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

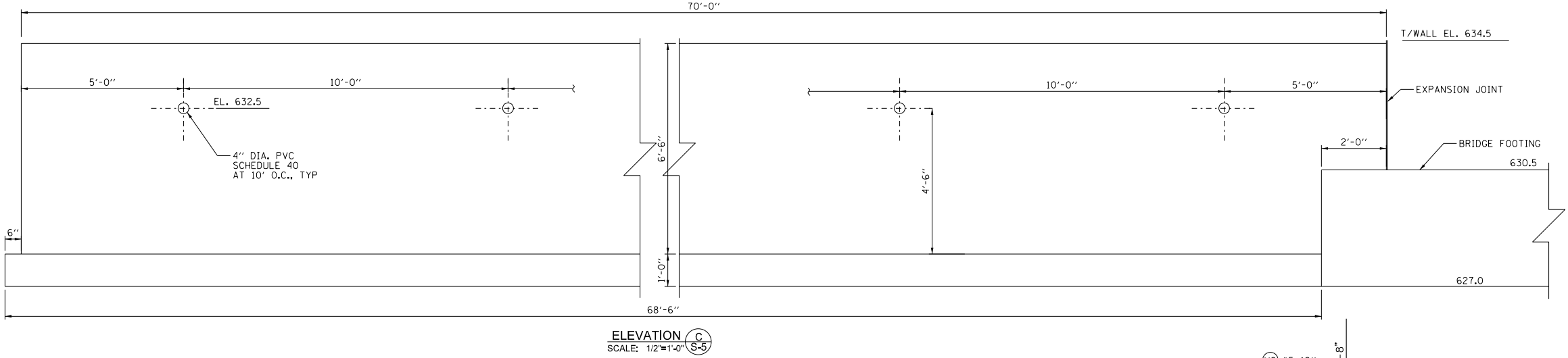
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	97
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61F40	

DATE	
BY	
PROF.	
DESIGNED	
CHECKED	
DRAWN	
PLotted	

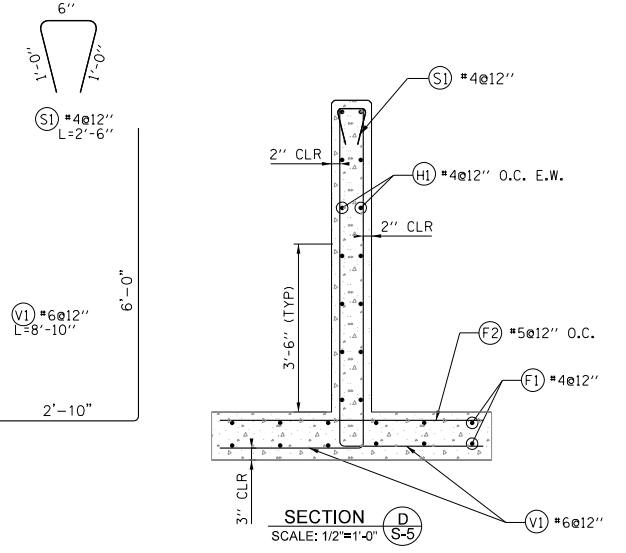
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BY	
PROF.	
DESIGNED	
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DRAWN	
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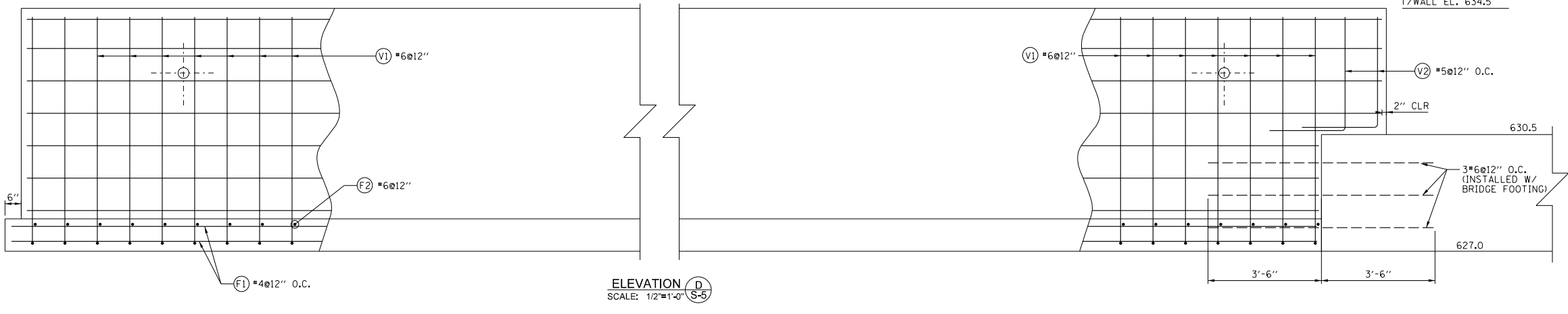
SECTION C  
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ELEVATION C  
SCALE: 1/2"=1'-0"



SECTION D  
SCALE: 1/2"=1'-0"

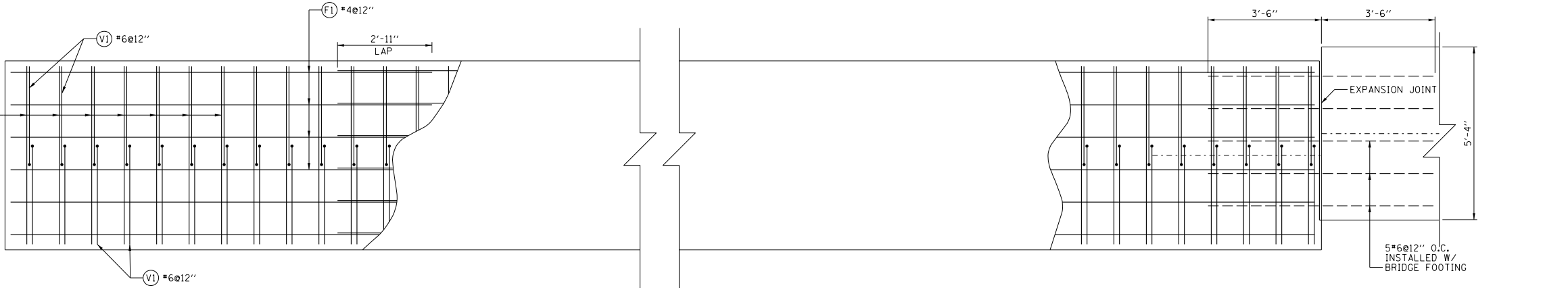


ELEVATION D  
SCALE: 1/2"=1'-0"

REBAR SCHEDULE

BAR	SIZE	SHAPE	LENGTH	QTY.
S1	#4		2'-6"	70
V1	#6		8'-10"	136
V2	#5		6'-0"	4
H1	#4		70'-0"	14
F1	#4		68'-6"	12
F2	#5		5'-10"	68

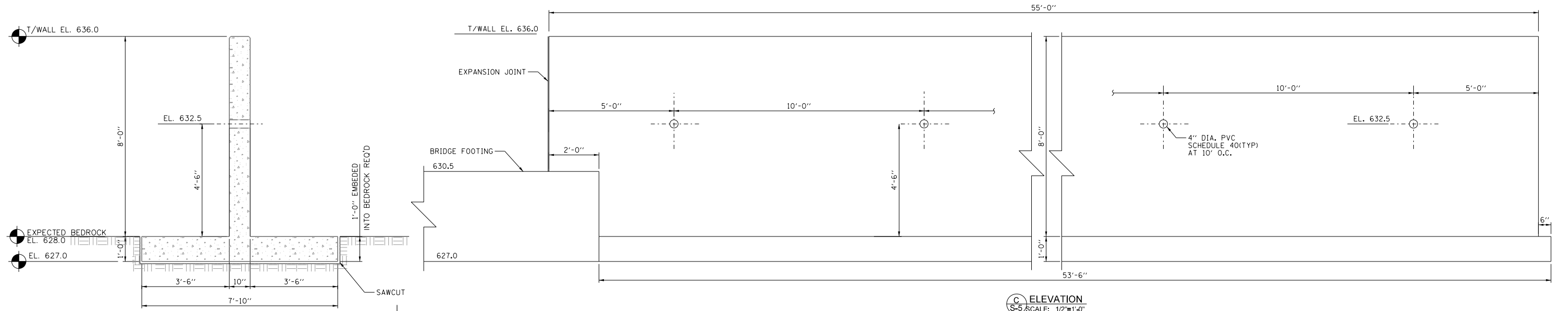
ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU. YD.	29
REINFORCEMENT BARS EPOXY COATED	POUND	3560
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	3845



PLAN VIEW  
SCALE: 1/2"=1'-0"

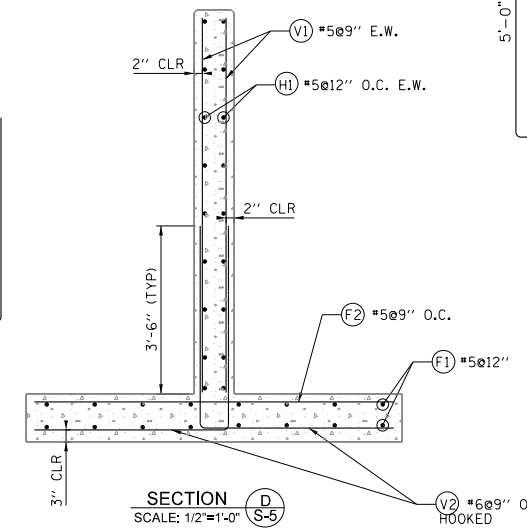
DATE  
BY  
SURVEYED  
ALIGNMENT CHECKED  
NOTE BOOK NO.  
PROF. FILE NAME

DATE  
BY  
SURVEYED  
GRADES CHECKED  
NOTE BOOK NO.  
STRUCTURE NOTATIONS OK'D

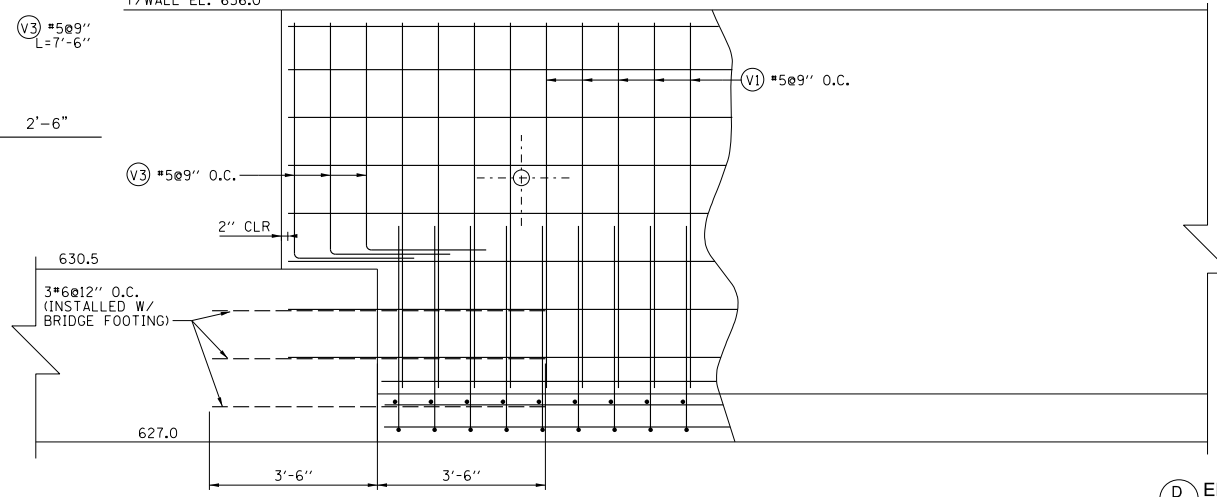


C ELEVATION  
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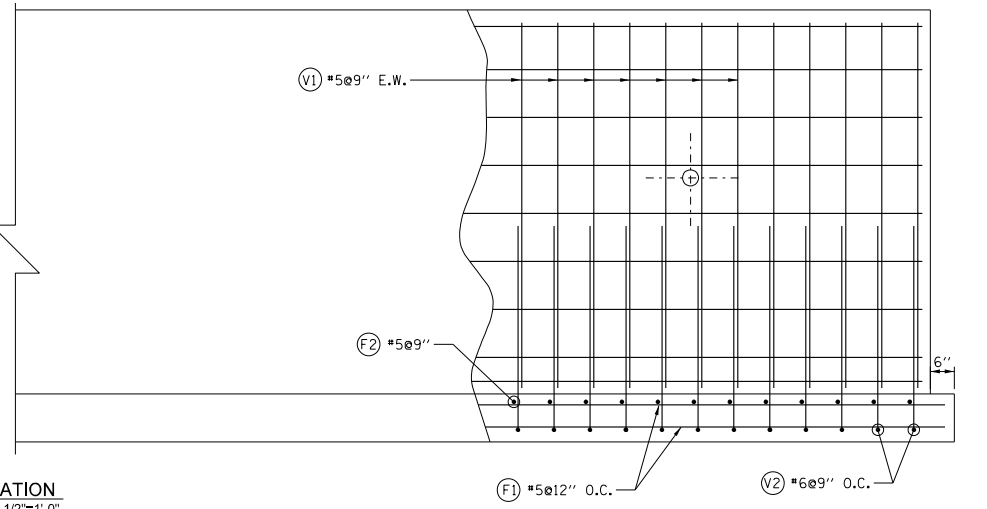
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SECTION D  
SCALE: 1/2"=1'-0"



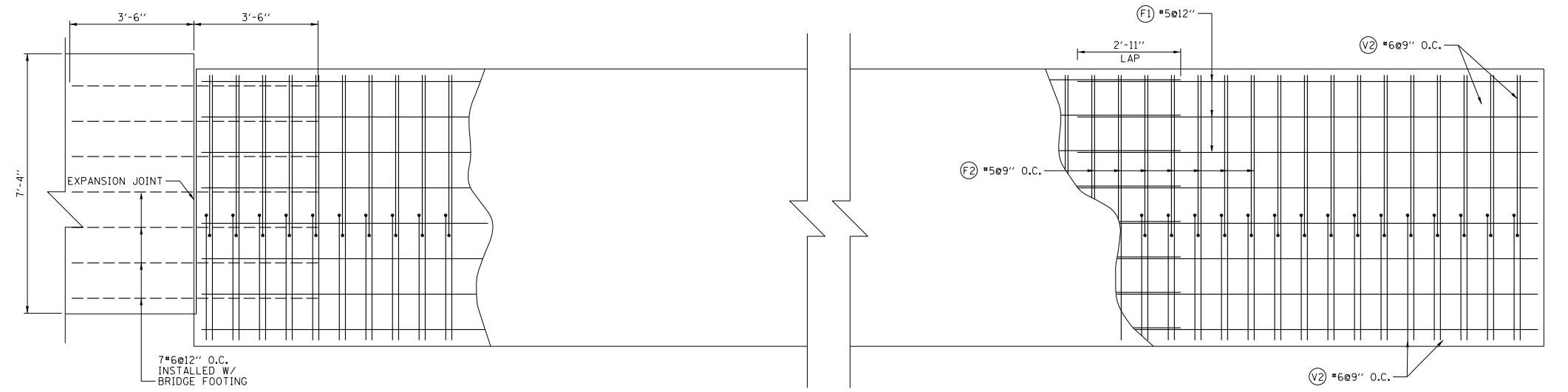
D ELEVATION  
SCALE: 1/2"=1'-0"



REBAR SCHEDULE

BAR	SIZE	SHAPE	LENGTH	QTY.
V1	#5		8'-0"	144
V2	#6	L	7'-0"	144
V3	#5		7'-6"	6
H1	#5	—	55'-0"	18
F1	#5	—	53'-6"	16
F2	#5	—	7'-10"	72

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	29
REINFORCEMENT BARS EPOXY COATED	POUND	5270
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	5692



PLAN VIEW  
SCALE: 1/2"=1'-0"

FILE NAME = USER NAME = .USER. DESIGNED - S.S. REVISIONS -  
 CHECKED - J.B. REVISIONS -  
 DRAWN - G.R./L.V. REVISIONS -  
 PLOT SCALE = 4.00 ft / in. CHECKED - REVISIONS -  
 PLOT DATE = 12/12/2018

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL PLAN  
UP STREAM CENTER WING WALL  
ELEVATION AND SECTION  
SCALE: 1"=1'-0" SHEET NO. OF SHEETS STA. TO STA.

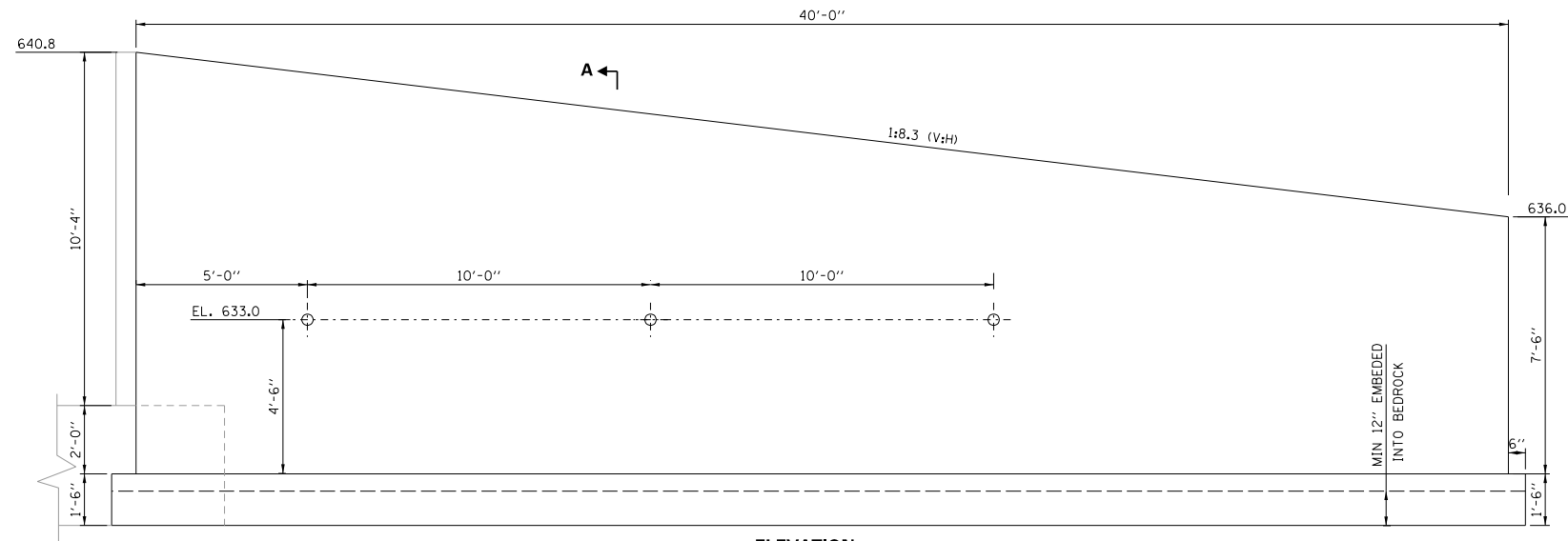
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	99
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61F40		



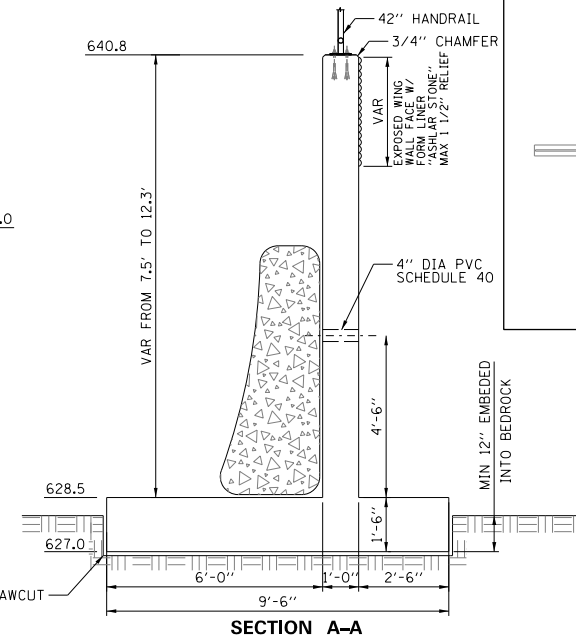


DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
NO. OF	
FILE NAME	

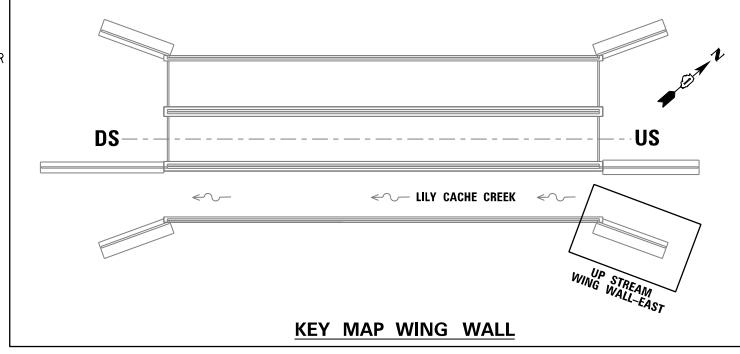
DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
BLM. NOTED	
STRUCTURE	
NOTATIONS	
OK'D	



**ELEVATION  
UPSTREAM WING WALL-EAST**

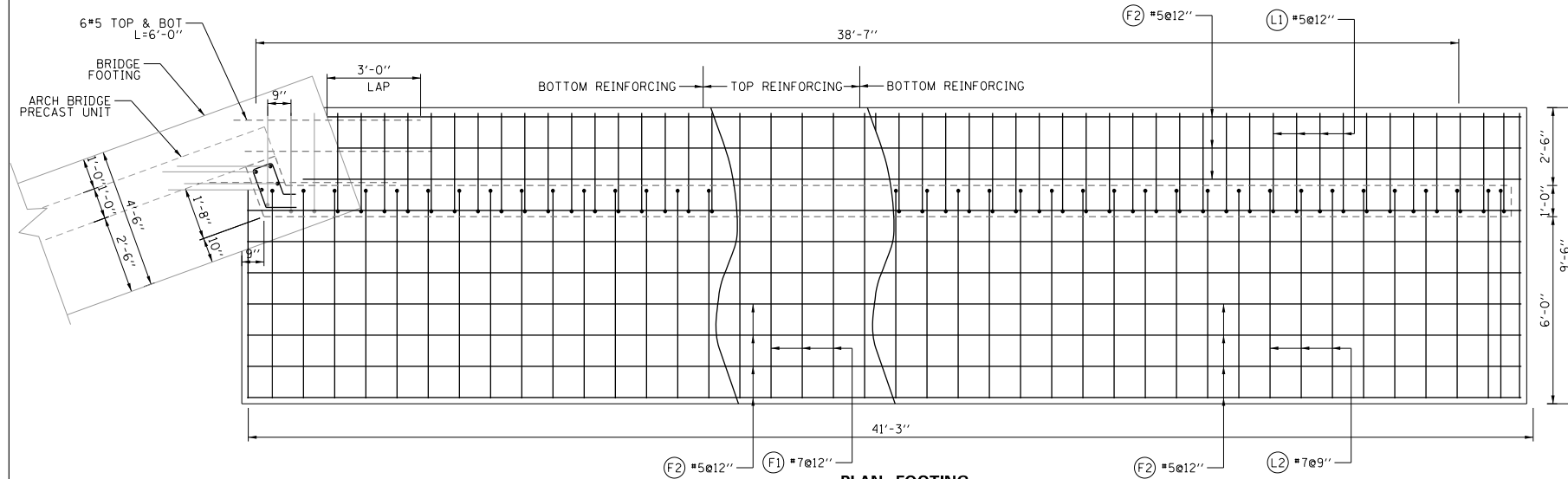


**SECTION A-A**

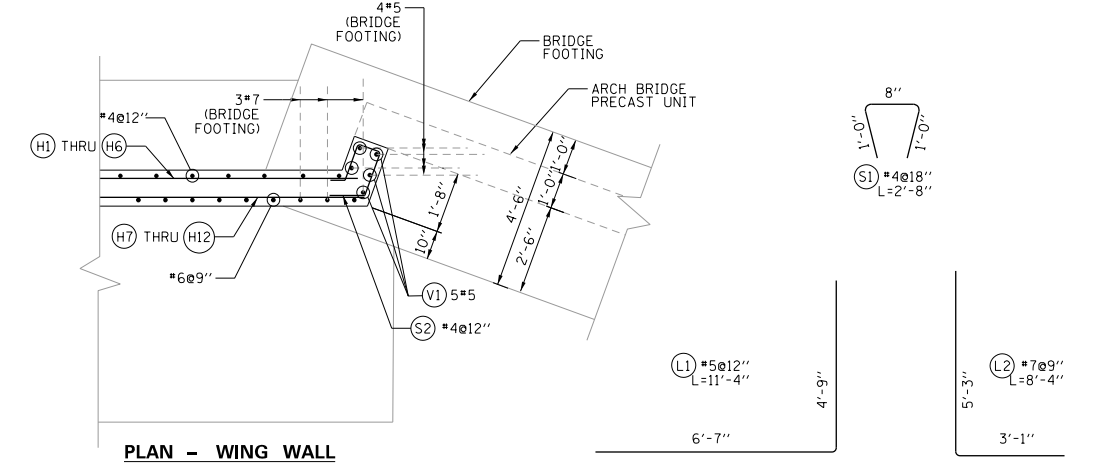


**KEY MAP WING WALL**

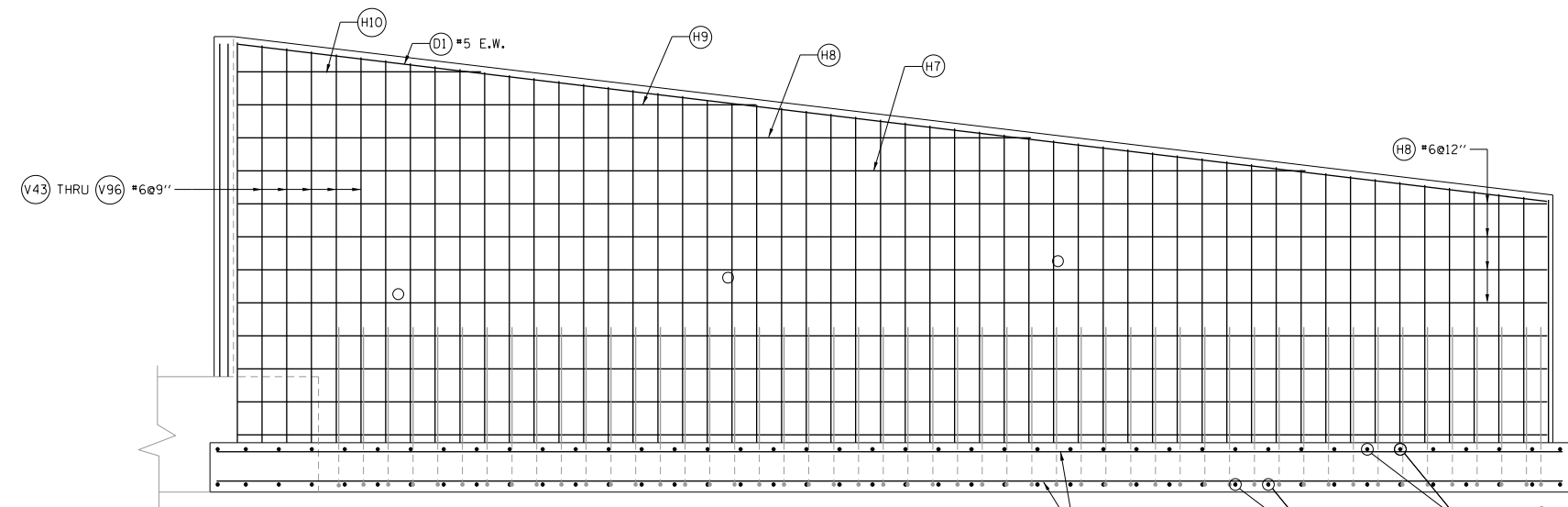
- NOTES:**
1. CONCRETE SHALL BE CLASS "SI", 6.1 BAG MIX, 5-7% AIR ENTRAINED.
  2. COMPRESSIVE STRENGTH:  
3500 PSI AFTER 14 DAYS FOR CAST-INPLACE SECTIONS
  3. ALL REINFORCING STEEL SHALL BE RATED F<sub>y</sub>=60K PSI (GRADE 60) AND SHALL BE DEFORMED BARS PER ASTM 615.
  4. ALL EXPOSED CONCRETE EDGES SHALL BE PROVIDED WITH A 3/4" CHAMFER.
  5. ALL DIMENSIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND SUBJECT TO FINAL ADJUSTMENT IN THE FIELD.



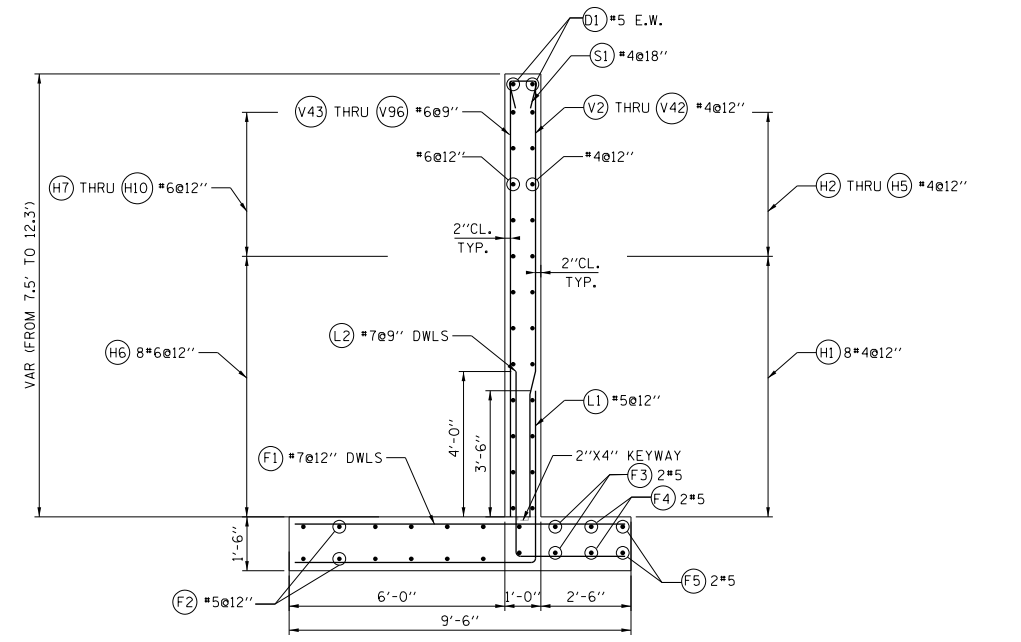
**PLAN FOOTING  
UPSTREAM WING WALL-EAST**



**PLAN - WING WALL**



**ELEVATION  
UPSTREAM WING WALL-EAST**



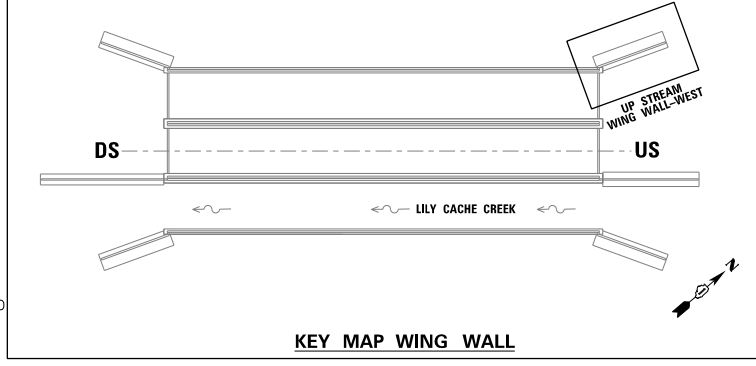
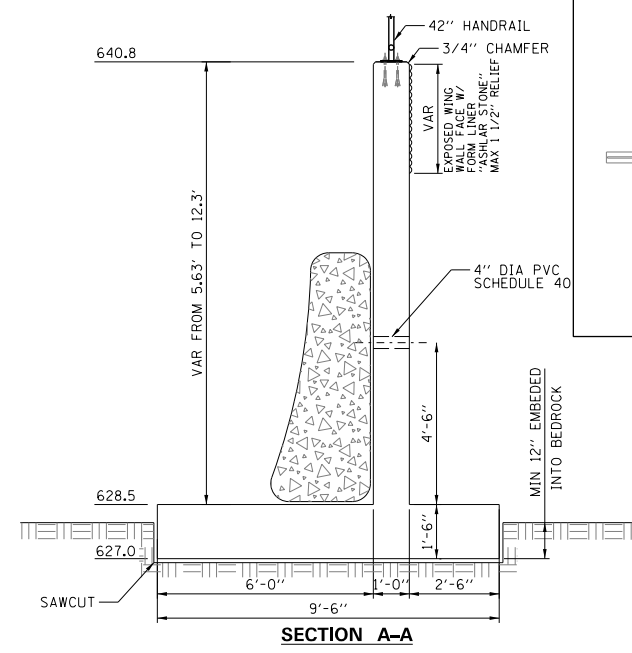
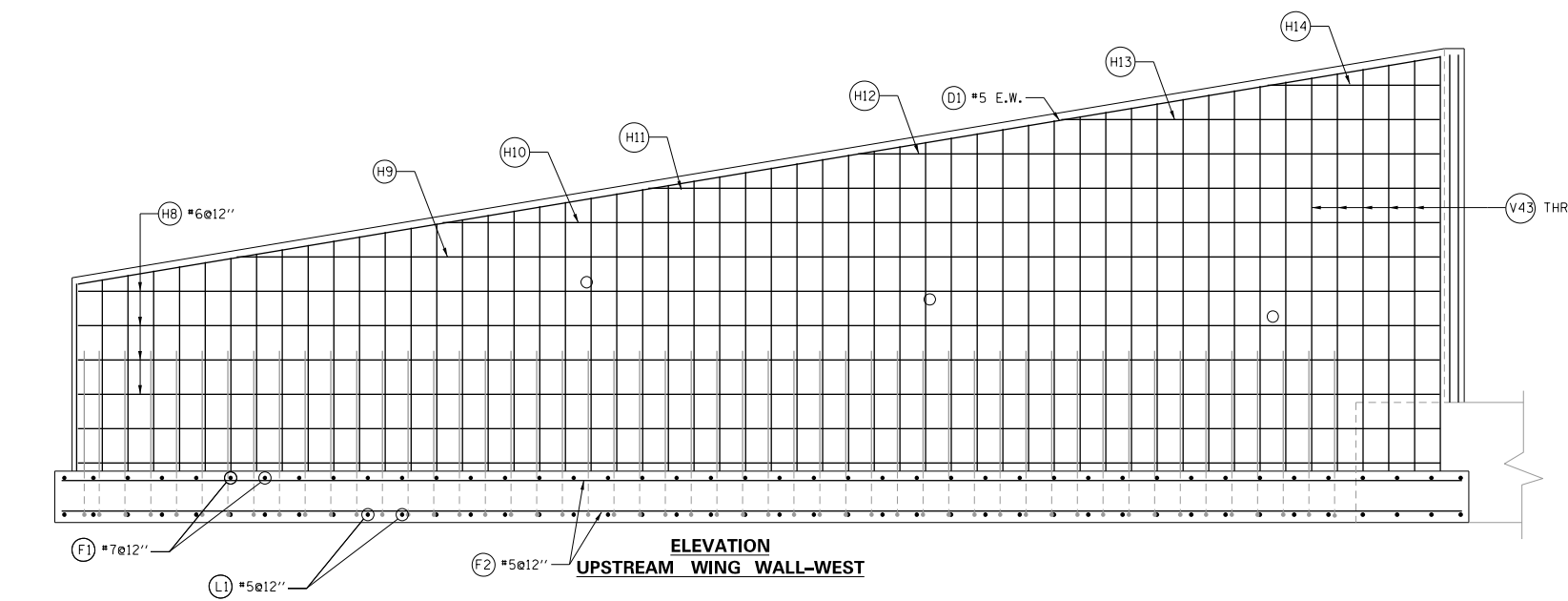
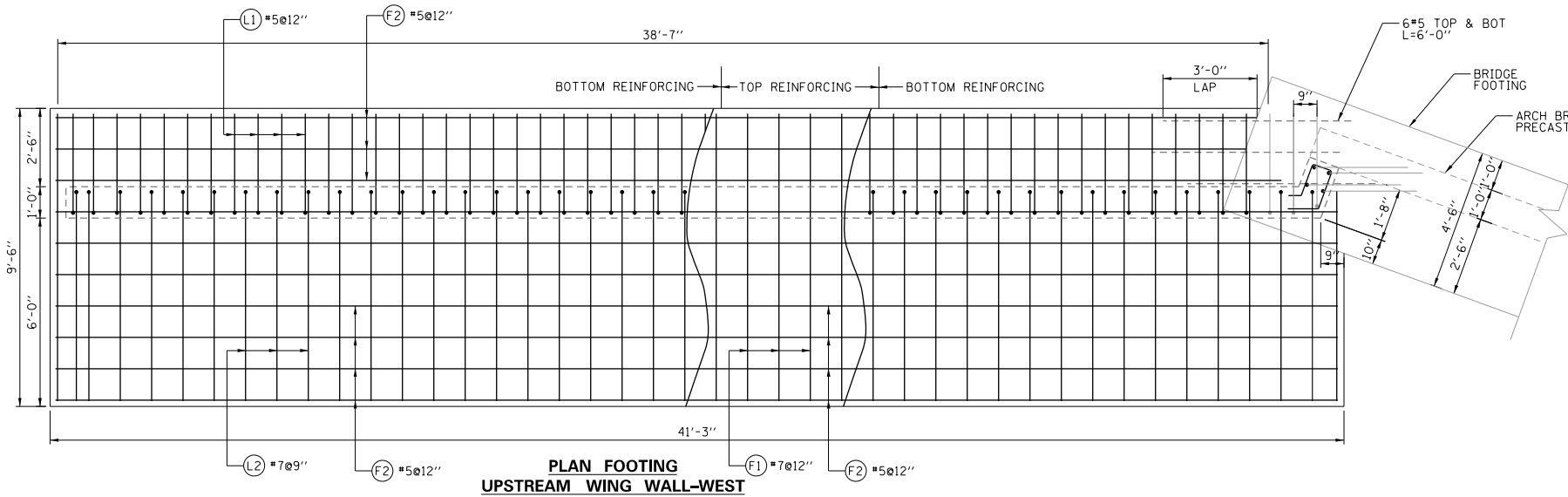
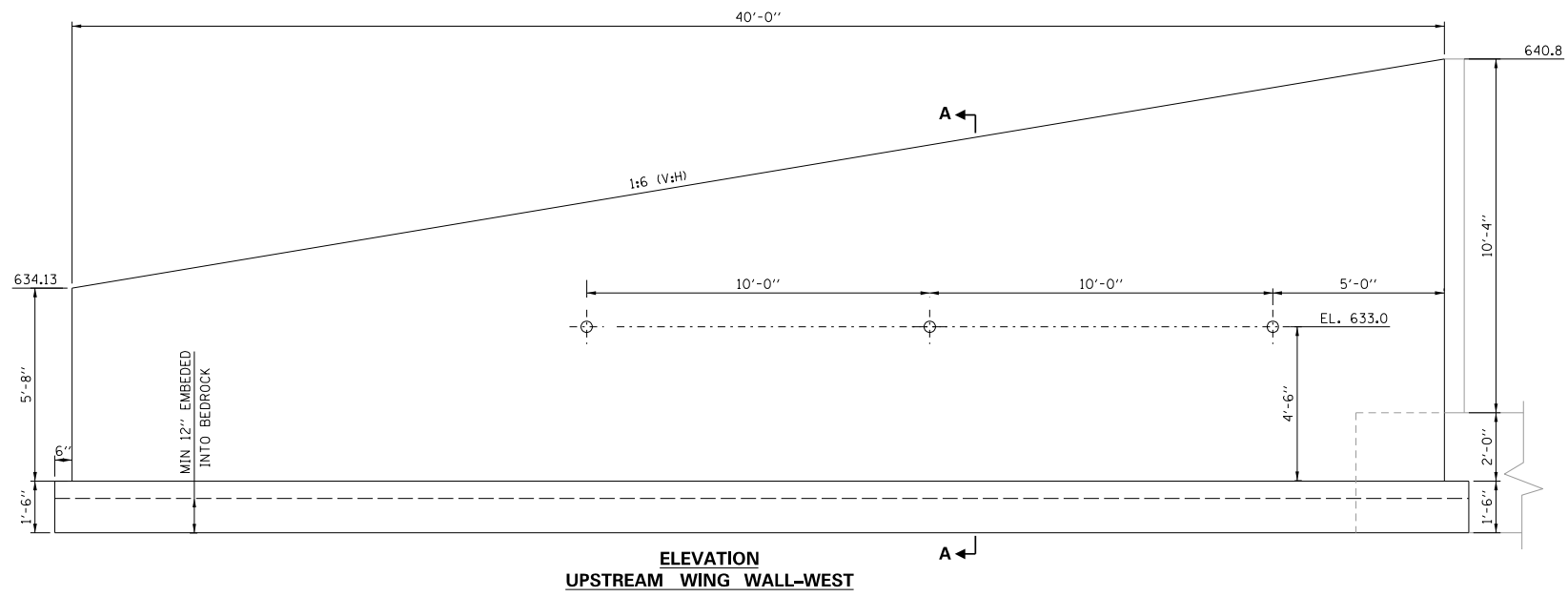
**SECTION**

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL PLAN UPSTREAM WING WALL - EAST SECTIONS AND ELEVATIONS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	WILL	145	101	
		DRAWN - G.R/L.V.	REVISED -							CONTRACT NO.	61F40		
		PLLOT DATE = 12/12/2018	CHECKED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

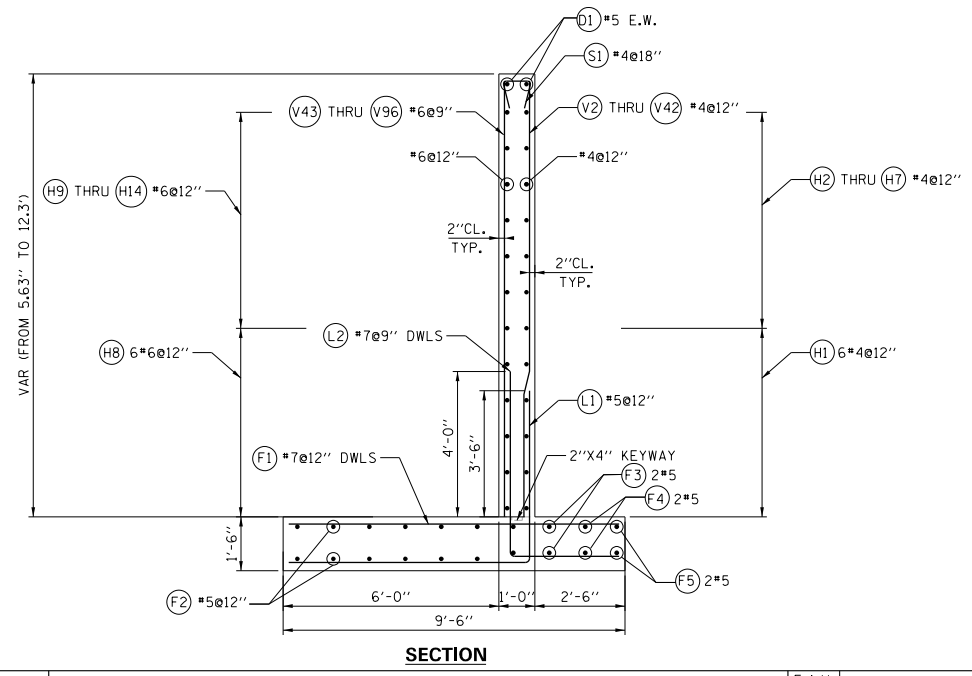
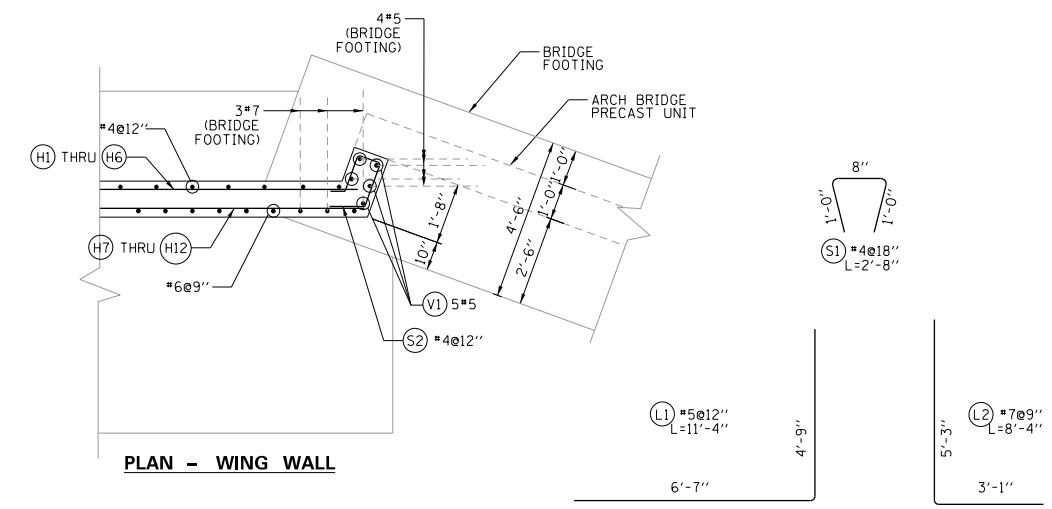


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BY	
SURVEYED	
ALIGNED	
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BY	
NO. OF	
FILE	
NAME	
NO.	

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
BY	
NO. OF	
NOTATIONS	
OK'D	



- NOTES:**
- CONCRETE SHALL BE CLASS "SI", 6.1 BAG MIX, 5-7% AIR ENTRAINED.
  - COMPRESSIVE STRENGTH:  
3500 PSI AFTER 14 DAYS FOR CAST-INPLACE SECTIONS
  - ALL REINFORCING STEEL SHALL BE RATED  $F_y=60K$  PSI (GRADE 60) AND SHALL BE DEFORMED BARS PER ASTM 615.
  - ALL EXPOSED CONCRETE EDGES SHALL BE PROVIDED WITH A 3/4" CHAMFER.
  - ALL DIMENSIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND SUBJECT TO FINAL ADJUSTMENT IN THE FIELD.



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL PLAN UPSTREAM WING WALL - WEST SECTIONS AND ELEVATIONS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -			15-00059-00-PV	WILL	145	103	
		DRAWN - G.R/L.V.	REVISED -			CONTRACT NO. 61F40				
		CHECKED -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNMENT CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 FILE NAME \_\_\_\_\_

**DOWNSTREAM WING WALL - WEST**

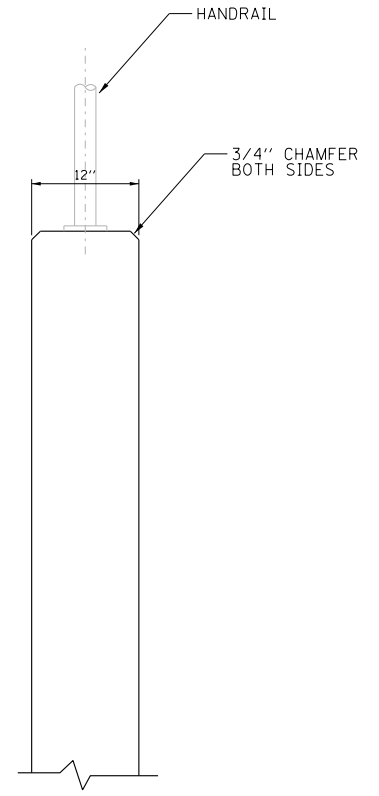
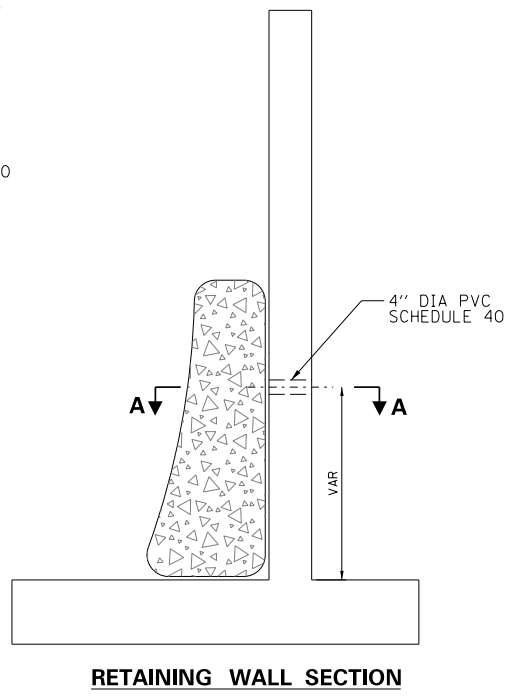
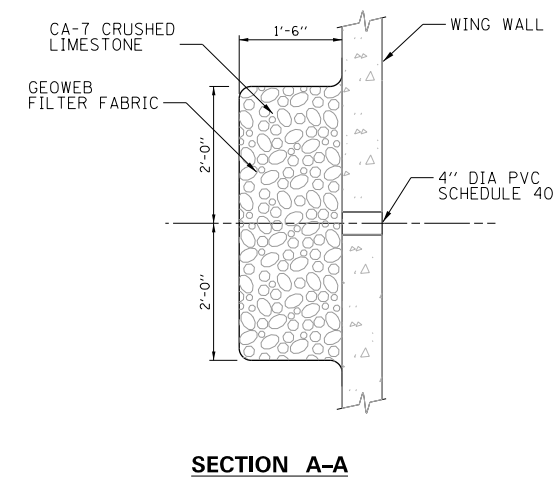
BAR	SIZE	SHAPE	LENGTH	QUANTITY
H1	#4	—	39'-8"	7
H2 THRU H7	#4	—	VAR	1
H8	#6	—	39'-8"	7
H9 THRU H14	#6	—	VAR	1
V1	#5		11'-4"	5
V2 THRU V42	#4	—	VAR	1
V43 THRU V96	#6	—	VAR	1
D1	#5	—	40'-4"	2
L1	#5	—	11'-4"	42
L2	#7	—	8'-4"	52
F1	#7	—	9'-2"	42
F2	#5	—	40'-11"	14
F3	#5	—	40'-11"	2
F4	#5	—	40'-11"	2
F5	#5	—	40'-11"	2
S1	#4	—	2'-8"	27
S2	#4	—	4'-6"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	38
REINFORCEMENT BARS EPOXY COATED	POUND	4780
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	5162

**DOWNSTREAM WING WALL - EAST**

BAR	SIZE	SHAPE	LENGTH	QUANTITY
H1	#4	—	39'-8"	8
H2 THRU H6	#4	—	VAR	1
H7	#6	—	39'-8"	8
H8 THRU H12	#6	—	VAR	1
V1	#5		11'-4"	5
V2 THRU V42	#4	—	VAR	1
V43 THRU V96	#6	—	VAR	1
D1	#5	—	40'-0"	2
L1	#5	—	11'-4"	42
L2	#7	—	8'-4"	52
F1	#7	—	9'-2"	42
F2	#5	—	40'-11"	14
F3	#5	—	40'-11"	2
F4	#5	—	40'-11"	2
F5	#5	—	40'-11"	2
S1	#4	—	2'-8"	27
S2	#4	—	4'-6"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	37
REINFORCEMENT BARS EPOXY COATED	POUND	4903
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	5295



**UPSTREAM WING WALL - WEST**

BAR	SIZE	SHAPE	LENGTH	QUANTITY
H1	#4	—	39'-8"	6
H2 THRU H7	#4	—	VAR	1
H8	#6	—	39'-8"	6
H9 THRU H14	#6	—	VAR	1
V1	#5		11'-4"	5
V2 THRU V42	#4	—	VAR	1
V43 THRU V96	#6	—	VAR	1
D1	#5	—	40'-4"	2
L1	#5	—	11'-4"	42
L2	#7	—	8'-4"	52
F1	#7	—	9'-2"	42
F2	#5	—	40'-11"	14
F3	#5	—	40'-11"	2
F4	#5	—	40'-11"	2
F5	#5	—	40'-11"	2
S1	#4	—	2'-8"	27
S2	#4	—	4'-6"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	36
REINFORCEMENT BARS EPOXY COATED	POUND	4657
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	5030

**UPSTREAM WING WALL - EAST**

BAR	SIZE	SHAPE	LENGTH	QUANTITY
H1	#4	—	39'-8"	8
H2 THRU H5	#4	—	VAR	1
H6	#6	—	39'-8"	8
H7 THRU H10	#6	—	VAR	1
V1	#5		11'-4"	5
V2 THRU V42	#4	—	VAR	1
V43 THRU V96	#6	—	VAR	1
D1	#5	—	40'-0"	2
L1	#5	—	11'-4"	42
L2	#7	—	8'-4"	52
F1	#7	—	9'-2"	42
F2	#5	—	40'-11"	14
F3	#5	—	40'-11"	2
F4	#5	—	40'-11"	2
F5	#5	—	40'-11"	2
S1	#4	—	2'-8"	27
S2	#4	—	4'-6"	12

ITEM	UNIT	QTY.
STRUCTURAL CONCRETE	CU.YD.	37
REINFORCEMENT BARS EPOXY COATED	POUND	4757
ADDITIONAL REBAR (FOR OVERLAP) *1.08	POUND	5138

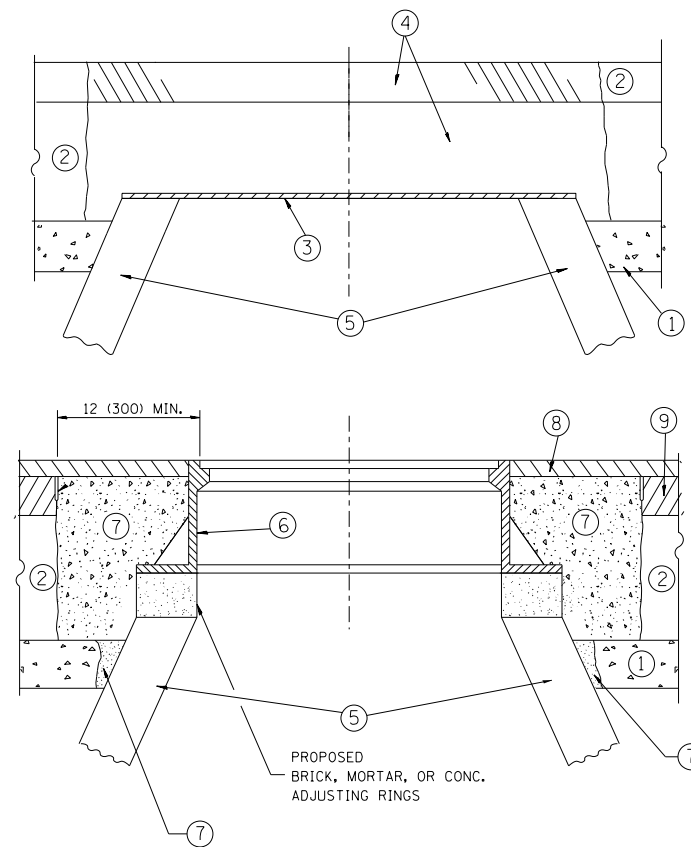
- NOTES:**
1. WEEP TO BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
  2. COST FOR THE WEEPS AND AGGREGATE WITH FILTER FABRIC WILL BE INCLUDED IN THE COST OF THE ASSOCIATED WORK ITEMS AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 GRADES CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 STRUCTURE NOTATION OKWD









**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = 107.BB10 Detail BD-8.dgn	USER NAME = .USER.	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 2.00 ft / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/12/2018	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	107
<b>BD600-03 (BD-8)</b>		CONTRACT NO.		
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)

18" (450) MAX.

1/4" (5) \*\*\*

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 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".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

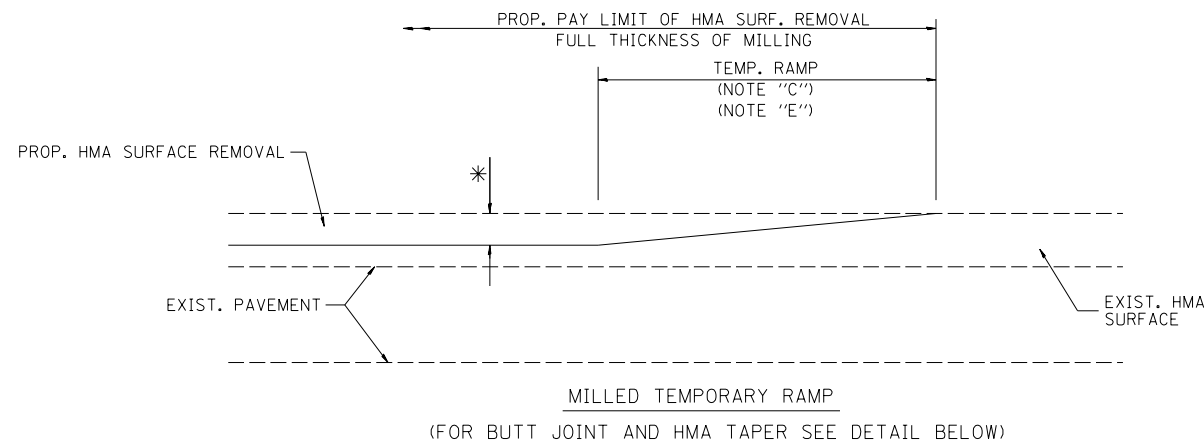
FILE NAME = 108.BB10 Detail BD-24.dgn	USER NAME = .USER.	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
		CHECKED -	REVISED - M. GOMEZ 01-22-01
		DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

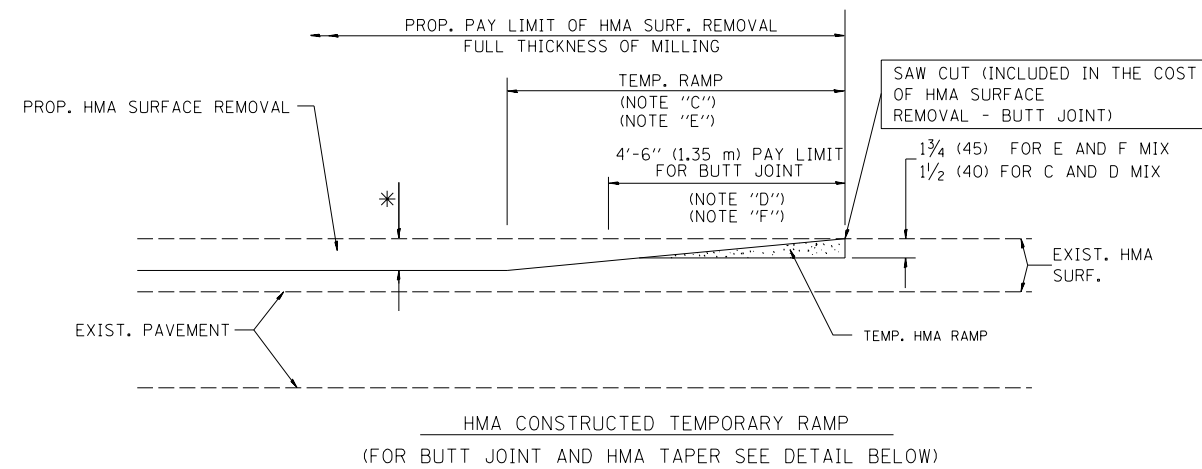
**CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	108
BD600-06 (BD-24)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

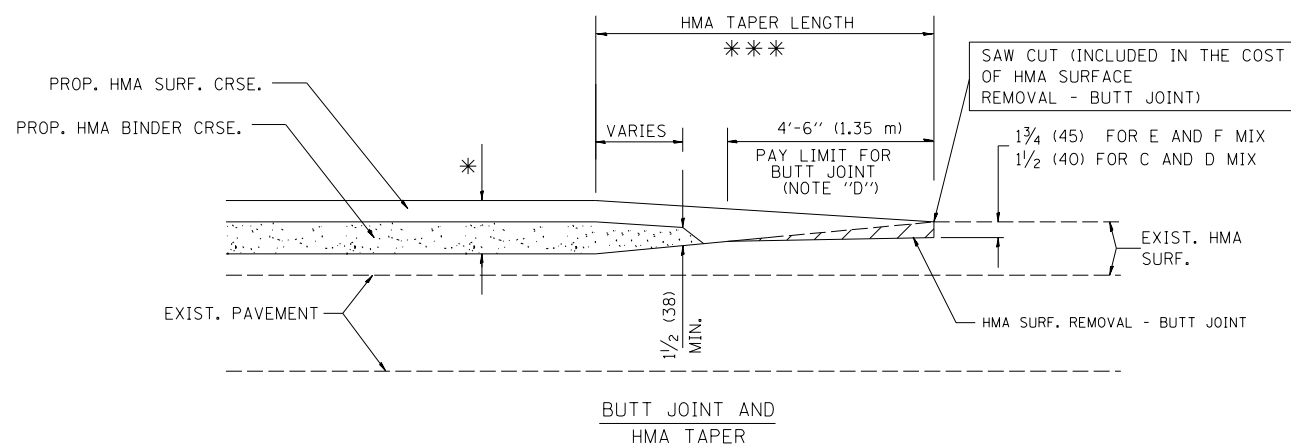


OPTION 1

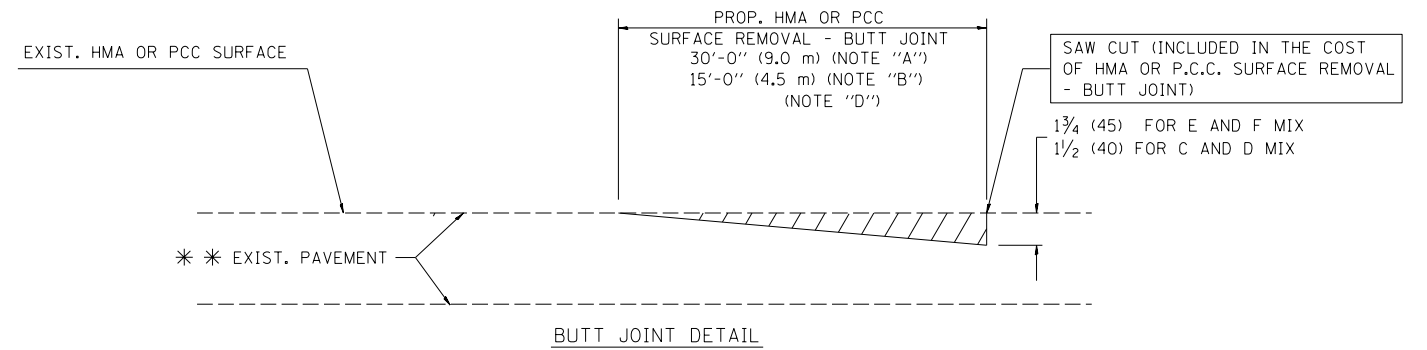


OPTION 2

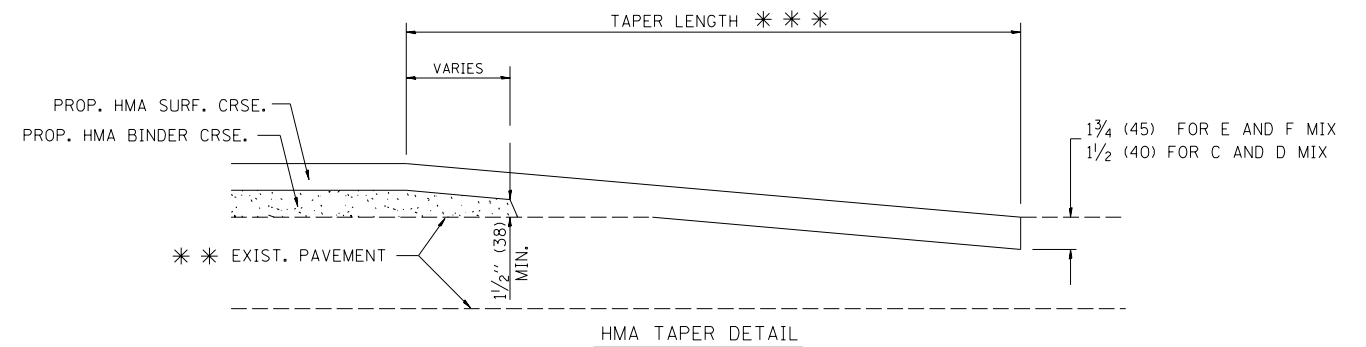
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

FILE NAME = 109.BB10 Detail BD-32dgn.dgn	USER NAME = .USER.	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 2.00 ft / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/12/2018	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

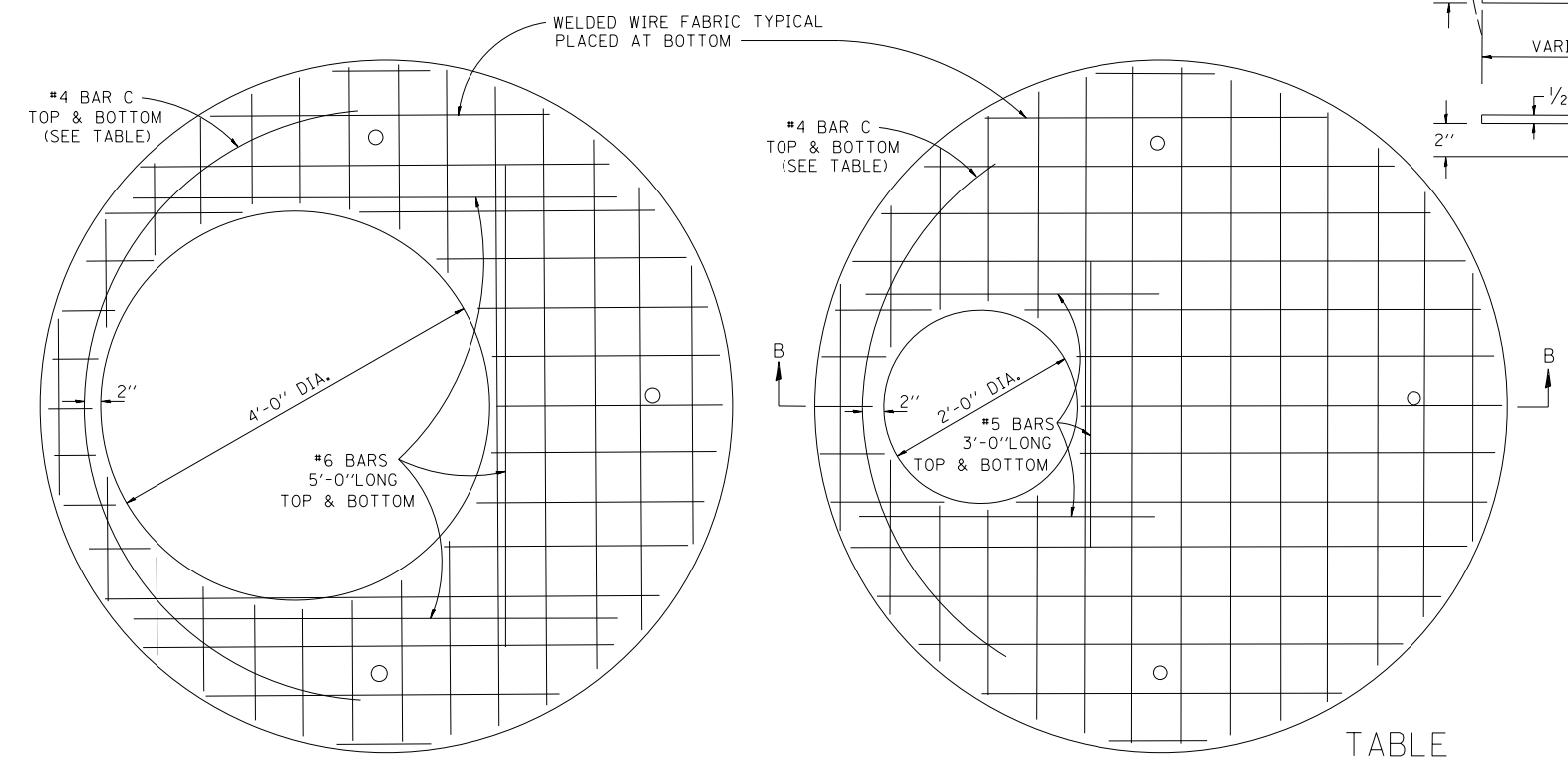
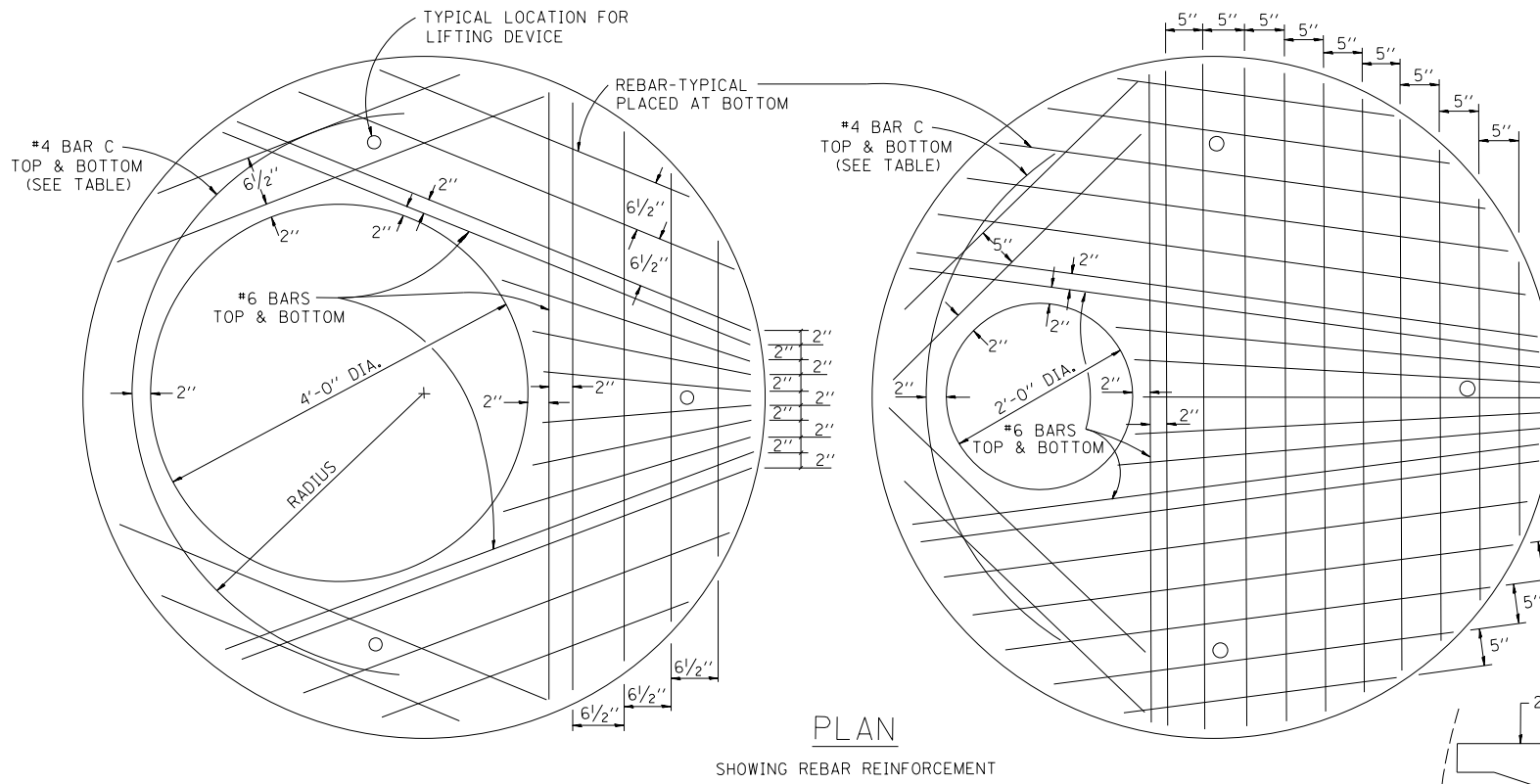
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD400-05 BD32		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





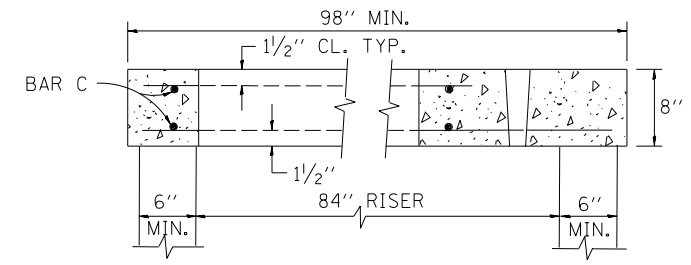
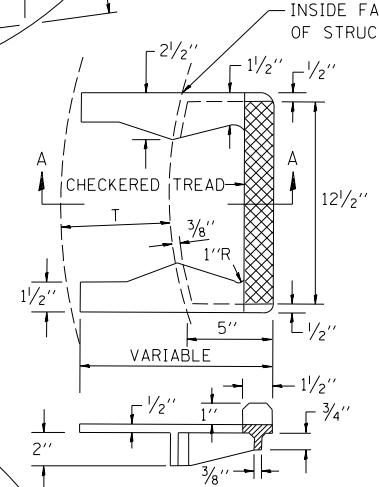
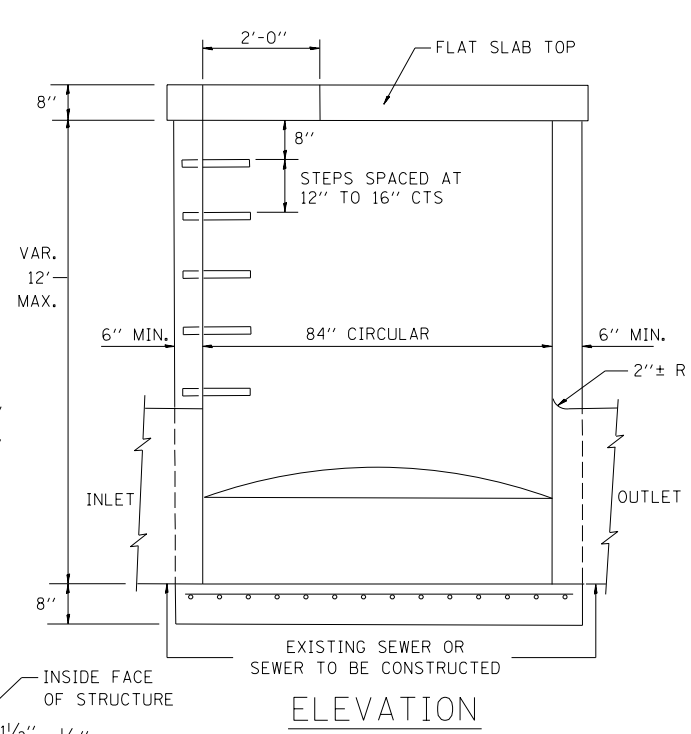
DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
NOTED	
FILE NO.	

DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
NOTED	
FILE NO.	

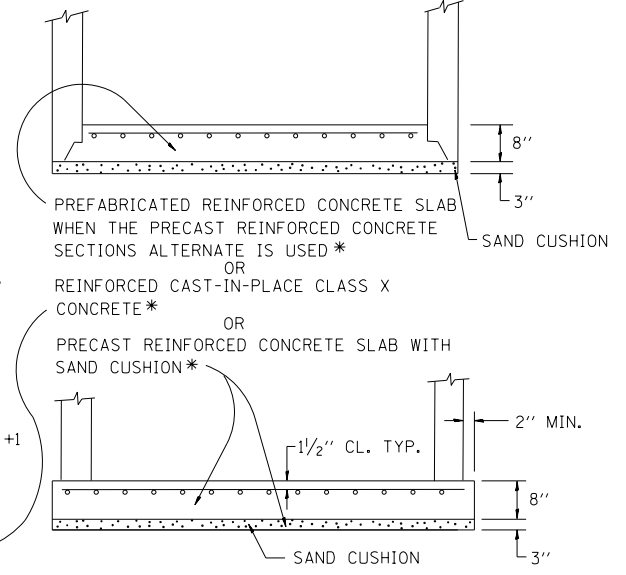
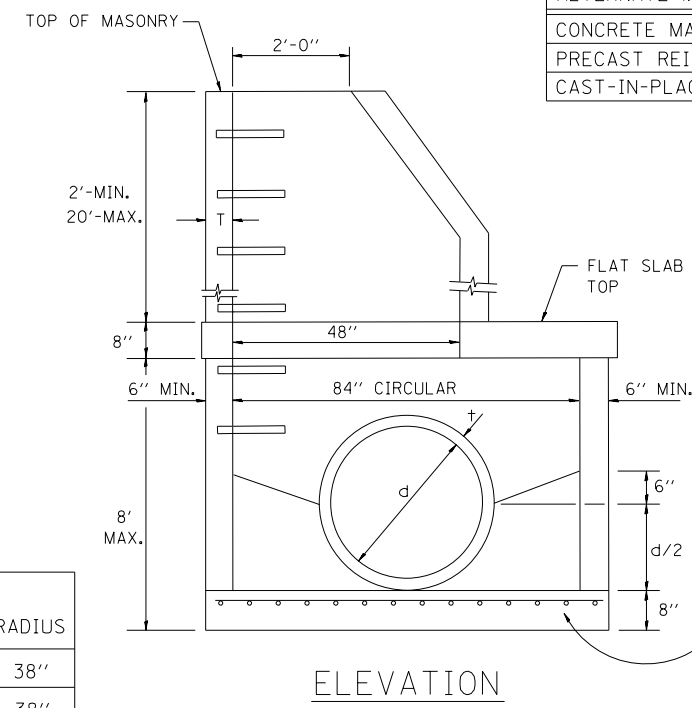


DIAMETER OF OPENING	REINFORCEMENT "A" WWF EACH DIRECTION	BAR OR SIZE	BAR C		
			SIZE	LENGTH	RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.



ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



**GENERAL NOTES**

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

FILE NAME = 112.BB10 Detail BD-37.dgn

USER NAME = .USER.  
 PLOT SCALE = 2.00 ft / in.  
 PLOT DATE = 12/12/2018

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 10-18-02

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

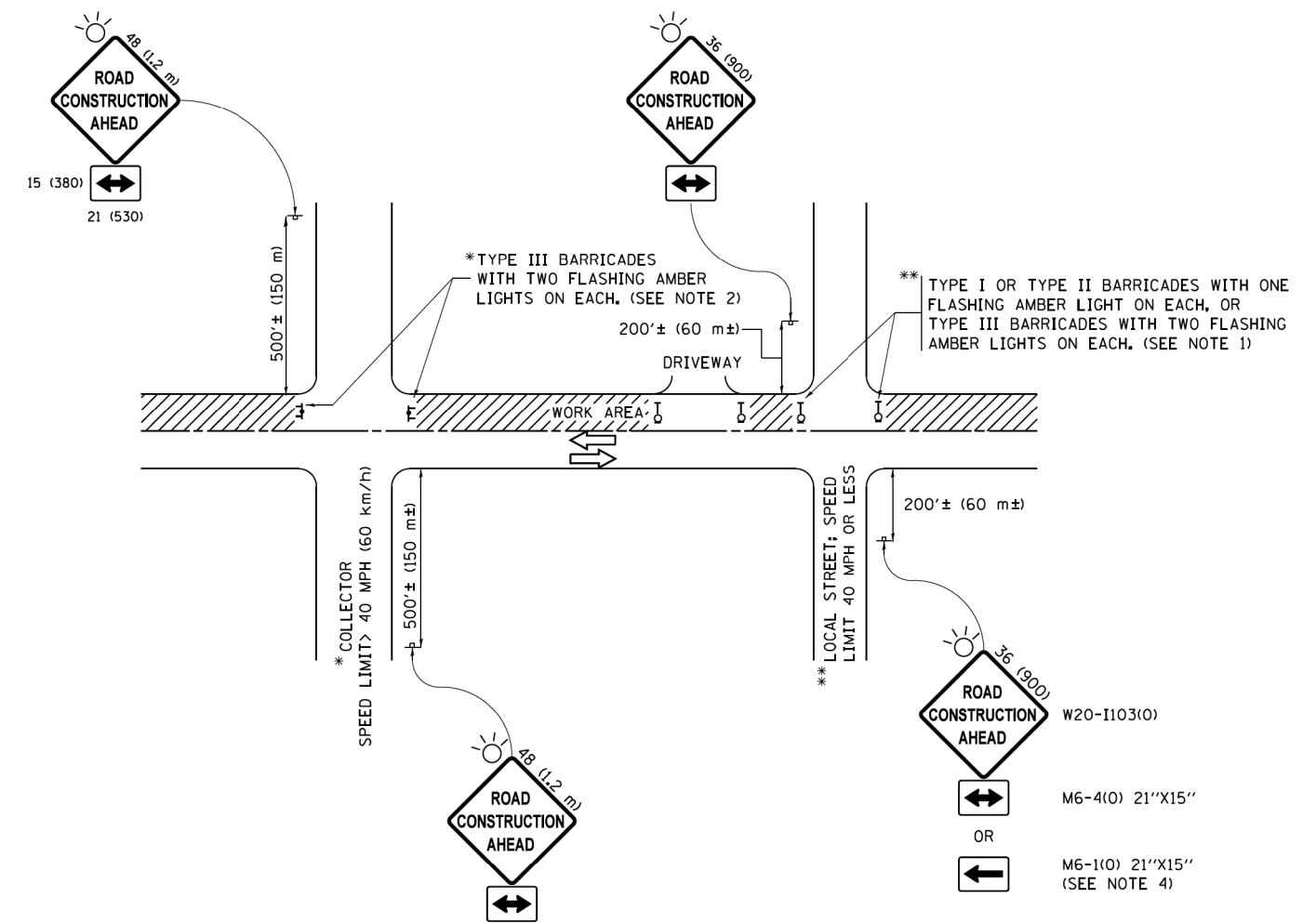
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MANHOLE TYPE A  
 7 FOOT DIAMETER**  
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-11 (BD-37)	WILL	145	112
CONTRACT NO.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	DATE
SURVEYED	BY
ALIGNED	CHECKED
BY	FILE NAME
NO.	

PROFILE	DATE
SURVEYED	BY
GRADES	CHECKED
BY	NOTATIONS
NO.	



**NOTES:**

- 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:
  - 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.
  - 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:
  - 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 BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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 SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 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.

FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
Default		CHECKED -	REVISED - T. RAMMACHER 01-06-00
	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**

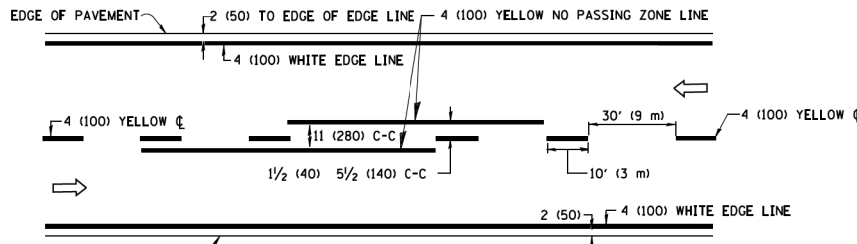
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	113
TC-10		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

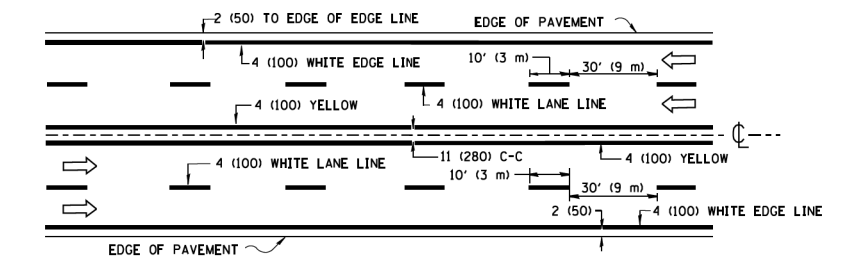


DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PLAN NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 FILE NAME \_\_\_\_\_

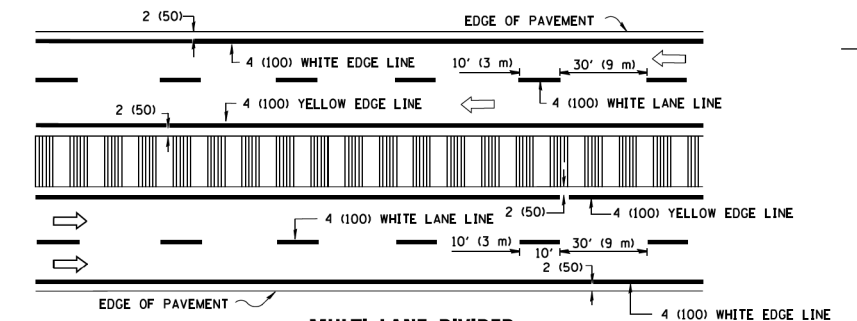
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 SURVEYED \_\_\_\_\_  
 ALIGNED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 PROFILE NO. \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 FILE NAME \_\_\_\_\_



**2-LANE ROADWAY**

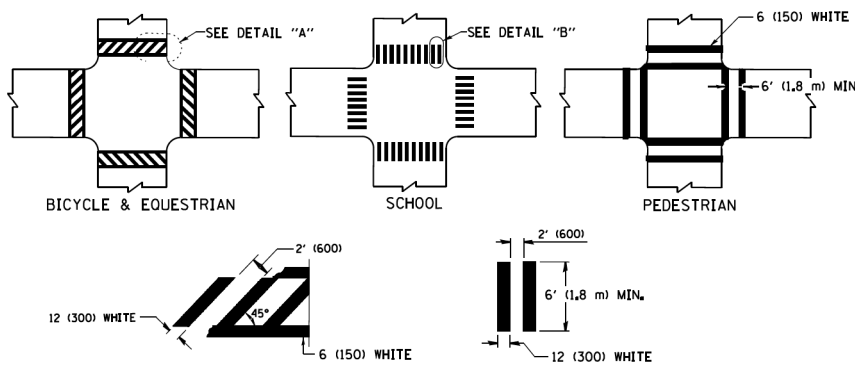


**MULTI-LANE UNDIVIDED**



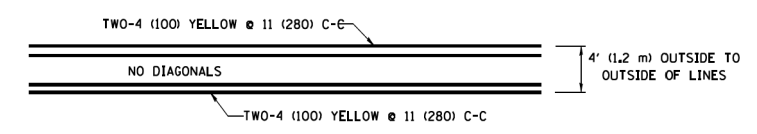
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

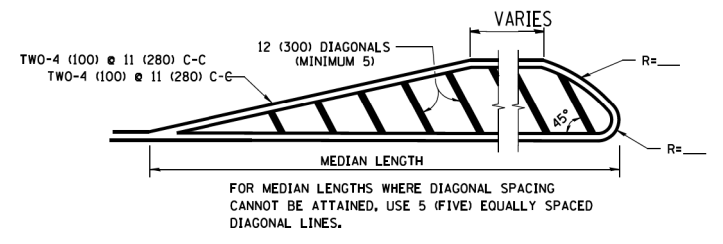


**TYPICAL CROSSWALK MARKING**

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

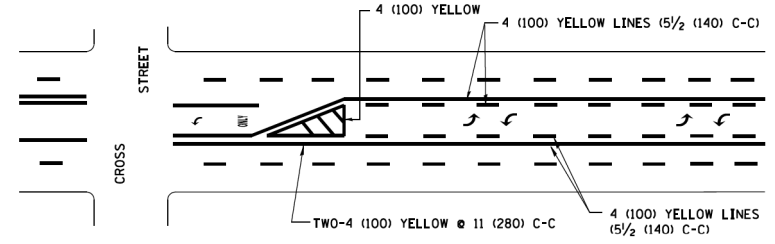


**4' (1.2 m) WIDE MEDIANS ONLY**

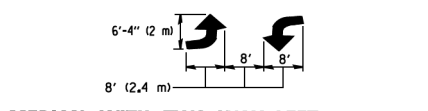


**MEDIANS OVER 4' (1.2 m) WIDE**

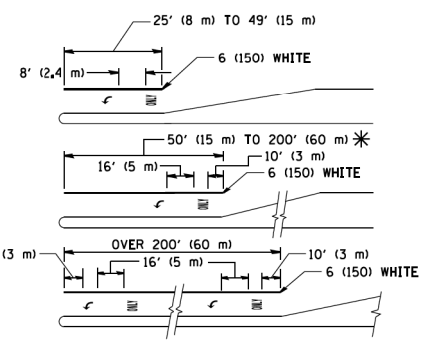
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



**TYPICAL PAINTED MEDIAN MARKING**

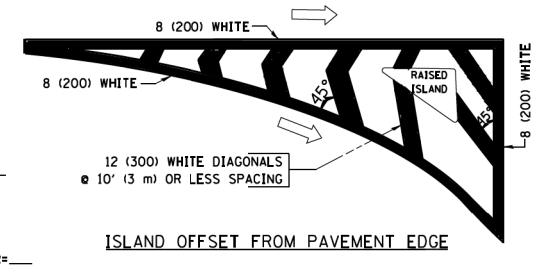


**MEDIAN WITH TWO-WAY LEFT TURN LANE**

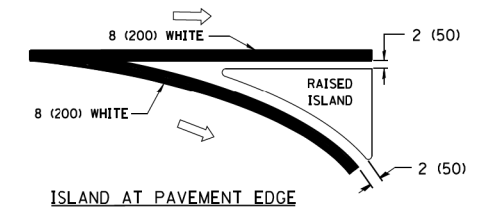


**TYPICAL LEFT (OR RIGHT) TURN LANE MARKING**

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* 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".

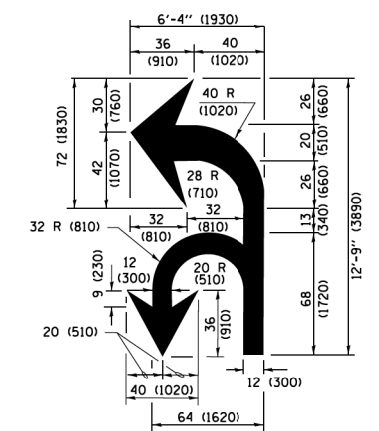


**ISLAND OFFSET FROM PAVEMENT EDGE**

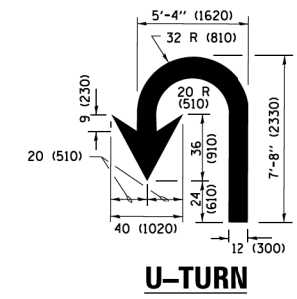


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**

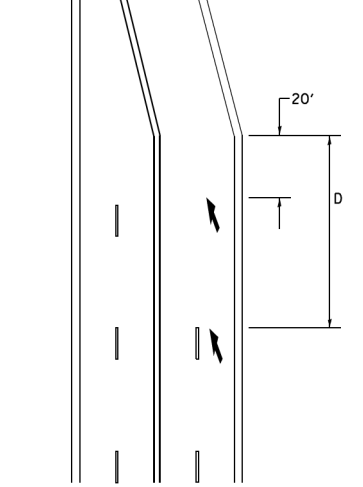


**COMBINATION LEFT AND U-TURN**



**U-TURN**

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



**LANE REDUCTION TRANSITION**

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

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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES ON FREEWAYS	5 (125)	SKIP-DASH	WHITE	
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	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW		WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
	12 (300) @ 90°	SOLID	WHITE	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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS			
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" 15' (4.5 m) @ 1.8 m; LETTERS: 16 (400)	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

FILE NAME =	USER NAME = lizskrf	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
PROJECT =	PROJECT =	CHECKED -	REVISED - C. JUCIUS 09-09-09
DATE =	DATE = 12/21/2015	DATE = 03-19-90	REVISED - C. JUCIUS 07-01-13
			REVISED - C. JUCIUS 12-21-15

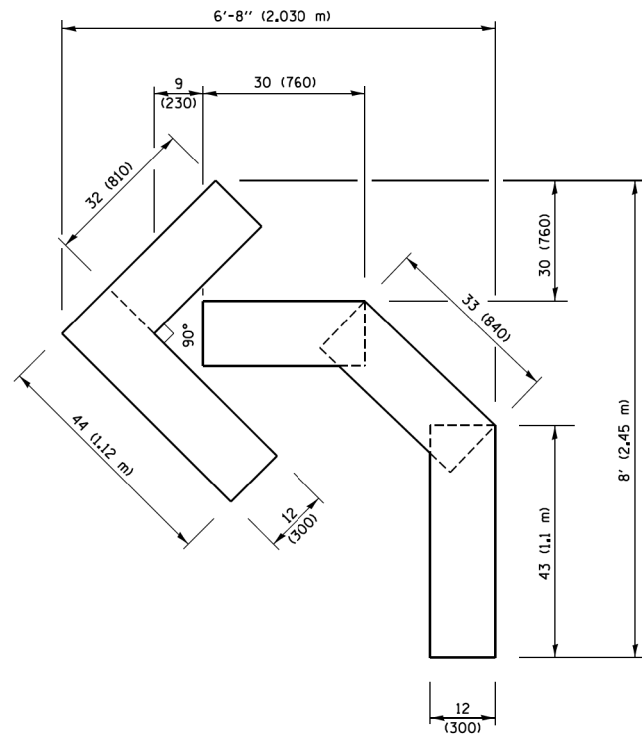
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. _____	TO STA. _____

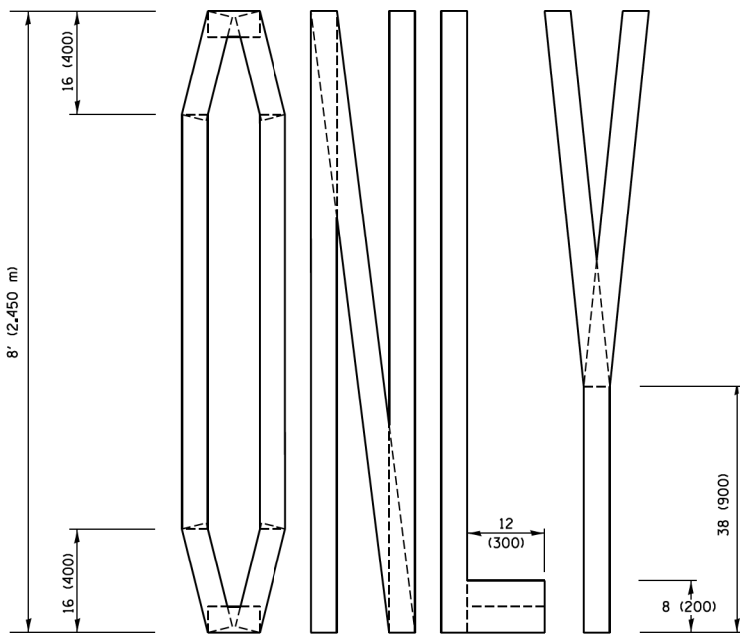
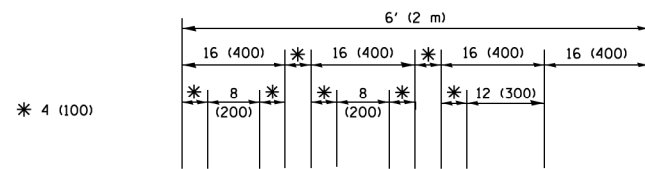
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13	WILL	145	114
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

PLAN	DATE
BY	
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	

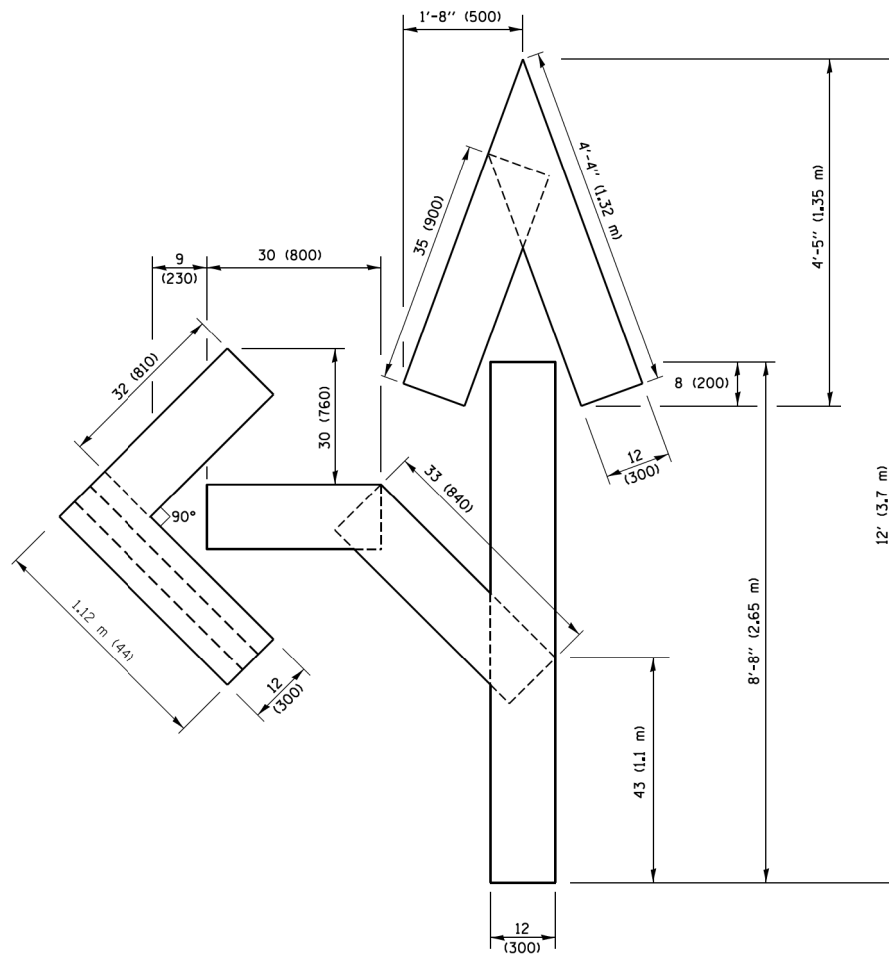
PROFILE	DATE
BY	
SURVEYED	
GRADES	
CHECKED	
BY	
NO.	



**QUANTITY**  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.41 sq. m)

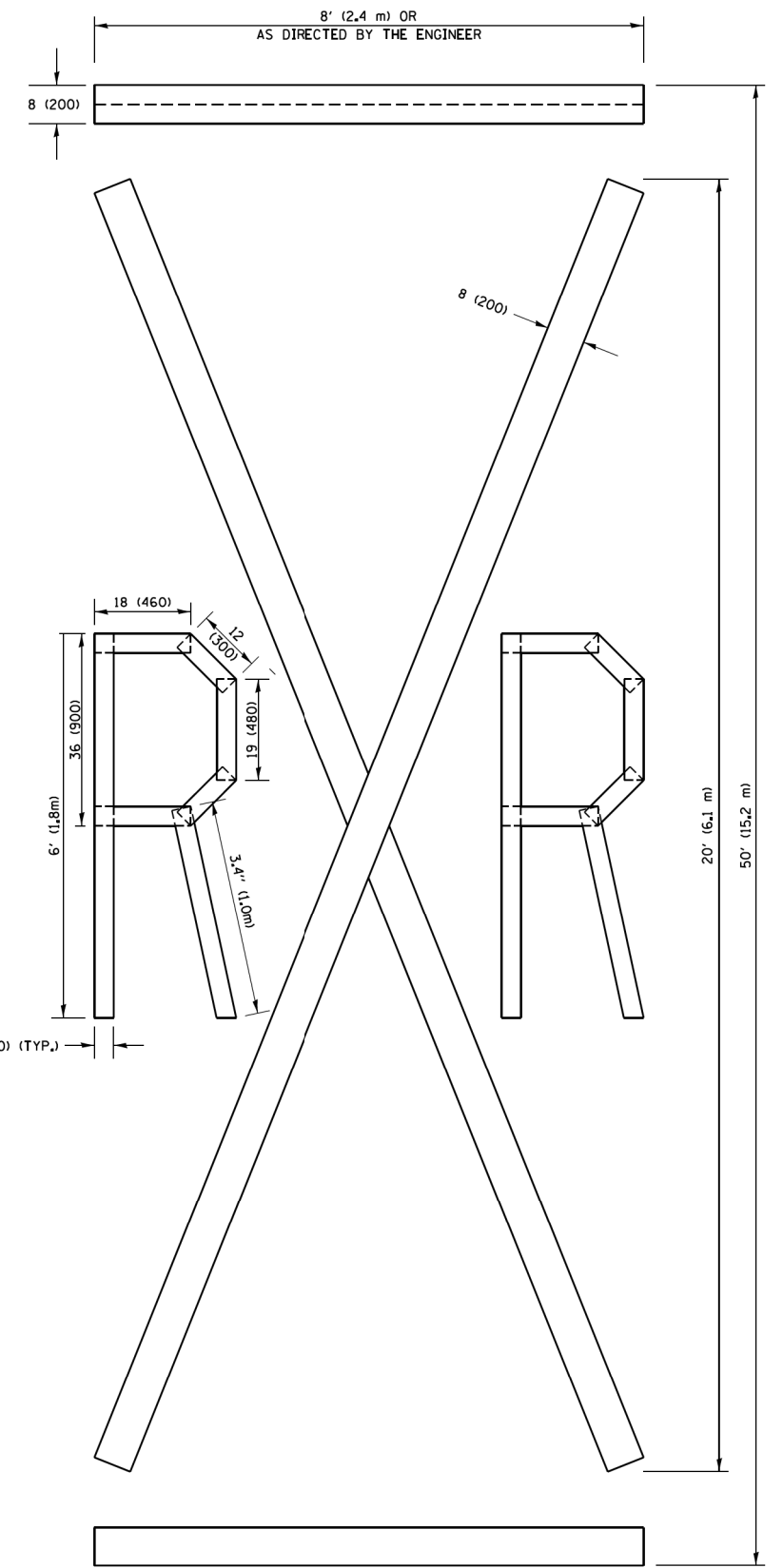


**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



**QUANTITY**  
 4 (100) LINE = 82.5 ft. (25.1 m)  
 27.5 sq. ft. (2.53 sq. m)

**NOTE:**  
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



**QUANTITY**  
 4 (100) LINE = 225.9 ft. (68.9 m)  
 75.3 sq. ft. (6.99 sq. m)

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

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
PROJECT =	PROJECT =	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50,0000 / 1"	DATE = 09-18-94	DATE = 09-15-16	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

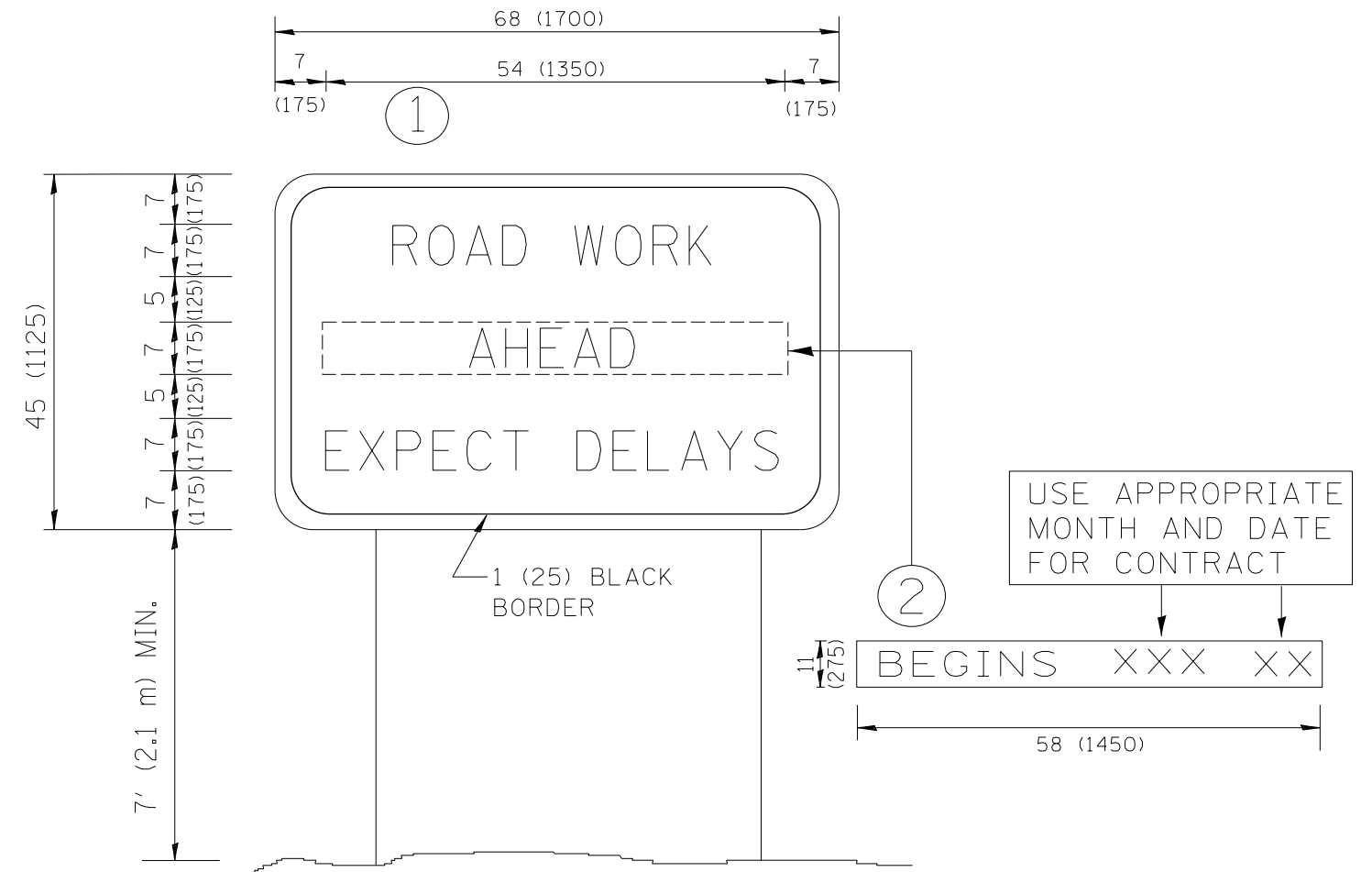
**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	115
TC-16		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	DATE
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	

PROFILE	DATE
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	
BY	
DATE	
NO.	



**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.

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
116.BB10 Detail TC-22.dgn	_USER.	-	R. MIRS 09-15-97
		DRAWN -	REVISED -
		-	R. MIRS 12-11-97
		CHECKED -	REVISED -
		-	T. RAMMACHER 02-02-99
		DATE -	REVISED -
		-	C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	116
TC-22			CONTRACT NO.	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				



# TRAFFIC SIGNAL LEGEND

DATE	BY	SURVEYED	ALIGNMENT CHECKED	FILE NAME

DATE	BY	SURVEYED	GRADES CHECKED	NOTATIONS OK'D

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET			
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET			
MASTER CONTROLLER			
MASTER MASTER CONTROLLER			
UNINTERRUPTABLE POWER SUPPLY			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT			
STEEL MAST ARM ASSEMBLY AND POLE			
ALUMINUM MAST ARM ASSEMBLY AND POLE			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA			
SIGNAL POST			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM			
GUY WIRE			
SIGNAL HEAD			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			
SIGNAL HEAD WITH BACKPLATE			
SIGNAL HEAD OPTICALLY PROGRAMMED			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)			
PEDESTRIAN SIGNAL HEAD			
PEDESTRIAN PUSHBUTTON DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR			
ILLUMINATED SIGN "NO LEFT TURN"			
ILLUMINATED SIGN "NO RIGHT TURN"			
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP			
MICROWAVE VEHICLE SENSOR			
VIDEO DETECTION CAMERA			
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA			
WIRELESS DETECTOR SENSOR			
WIRELESS ACCESS POINT			

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR			
CONFIRMATION BEACON			
HANDHOLE			
HEAVY DUTY HANDHOLE			
DOUBLE HANDHOLE			
JUNCTION BOX			
UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			
COMMON TRENCH			
COILABLE NONMETALLIC CONDUIT (EMPTY)			
SYSTEM ITEM			
INTERSECTION ITEM			
REMOVE ITEM			
RELOCATE ITEM			
ABANDON ITEM			
12" (300mm) TRAFFIC SIGNAL SECTION			
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE			
SIGNAL FACE			
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD			
"RB" INDICATES REFLECTIVE BACKPLATE			
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER			
RADIO INTERCONNECT			
RADIO REPEATER			
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED			
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)			

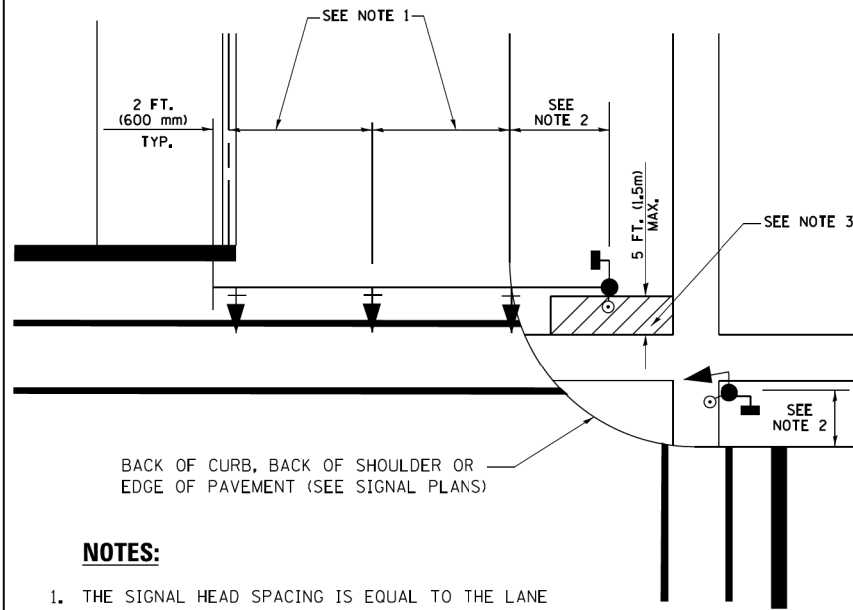
ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
COAXIAL CABLE			
VENDOR CABLE FOR CAMERA			
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
FIBER OPTIC CABLE NO. 62.5/125, MM12F			
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST AND FOUNDATION TO BE REMOVED			
INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SAMPLING (SYSTEM) DETECTOR			
QUEUE DETECTOR			
PREFORMED QUEUE DETECTOR			
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PREFORMED SAMPLING (SYSTEM) DETECTOR			

## RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	
PLAN	
NOTE BOOK	
NO.	

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

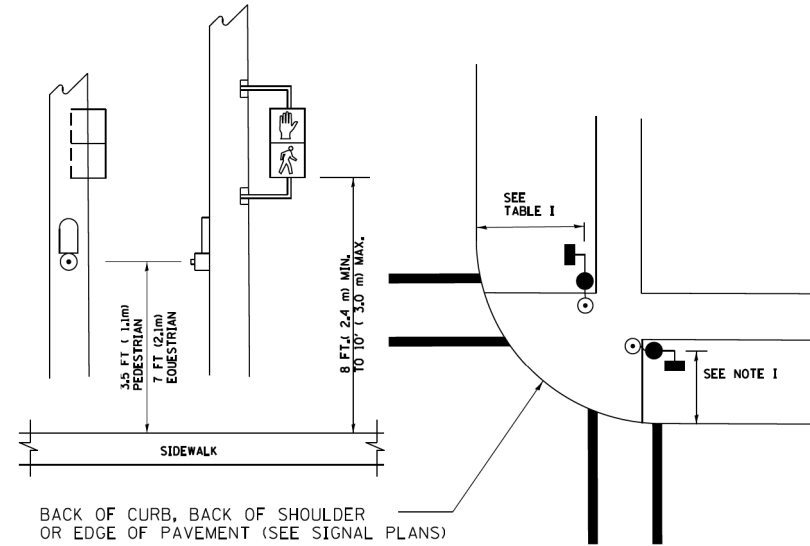
1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

DATE	
BY	
SURVEYED	
GRADES	
CHECKED	
BY	
NO.	
PROFILE	
NOTE BOOK	
NO.	

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

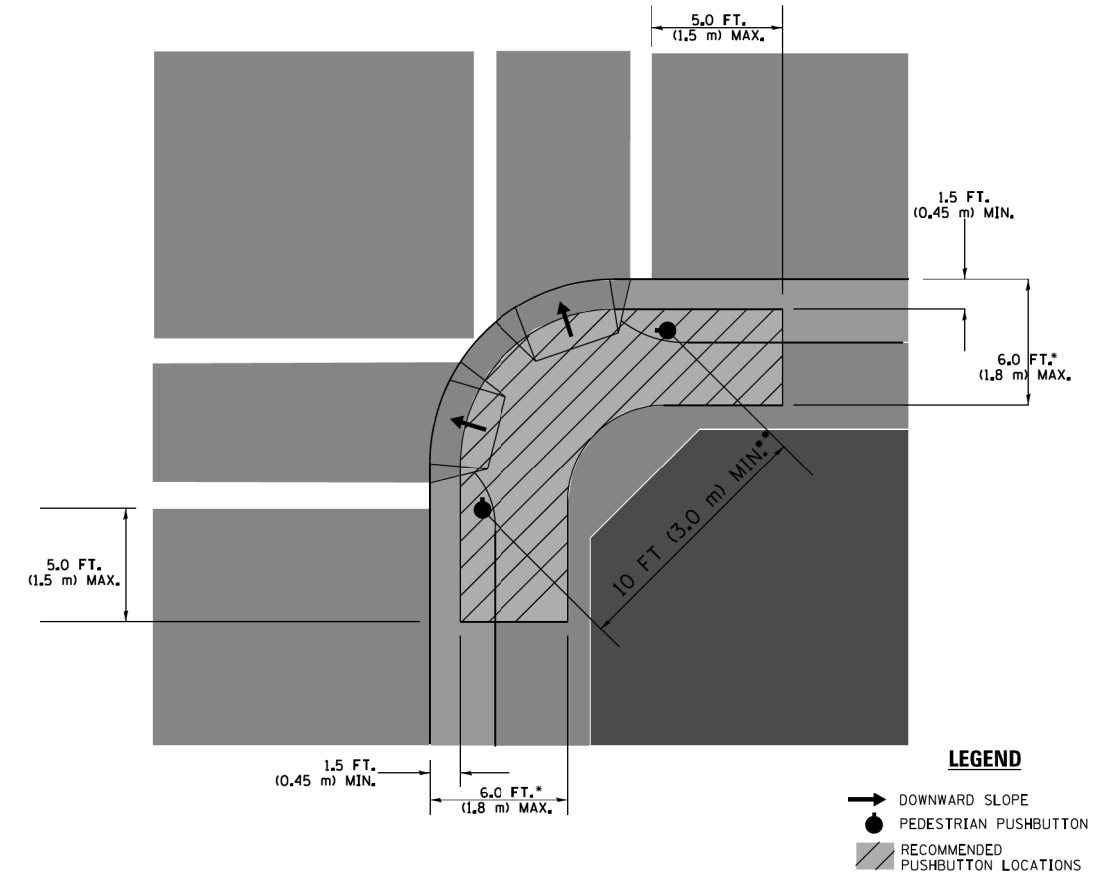
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT ( 1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
ct:\pw_work\psdot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

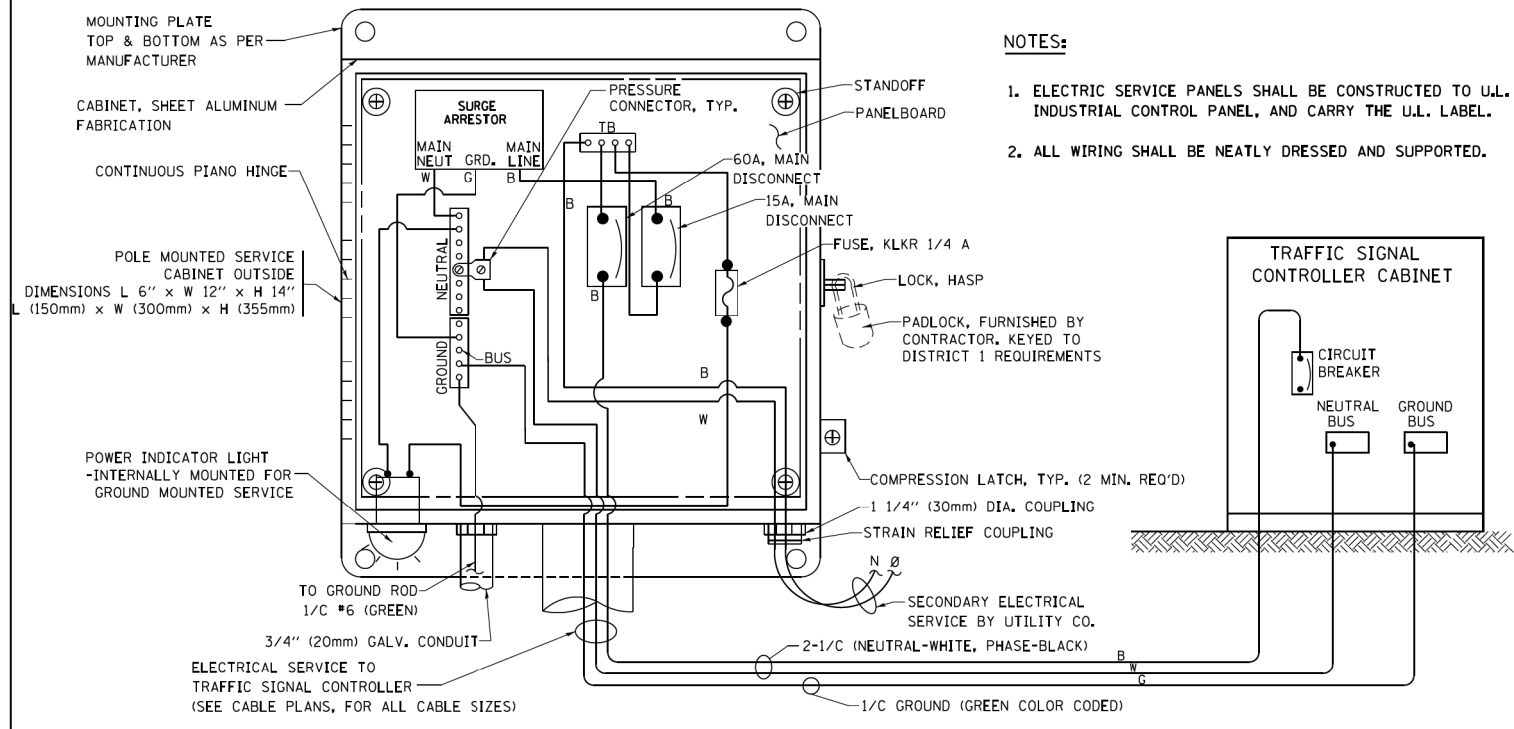
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.
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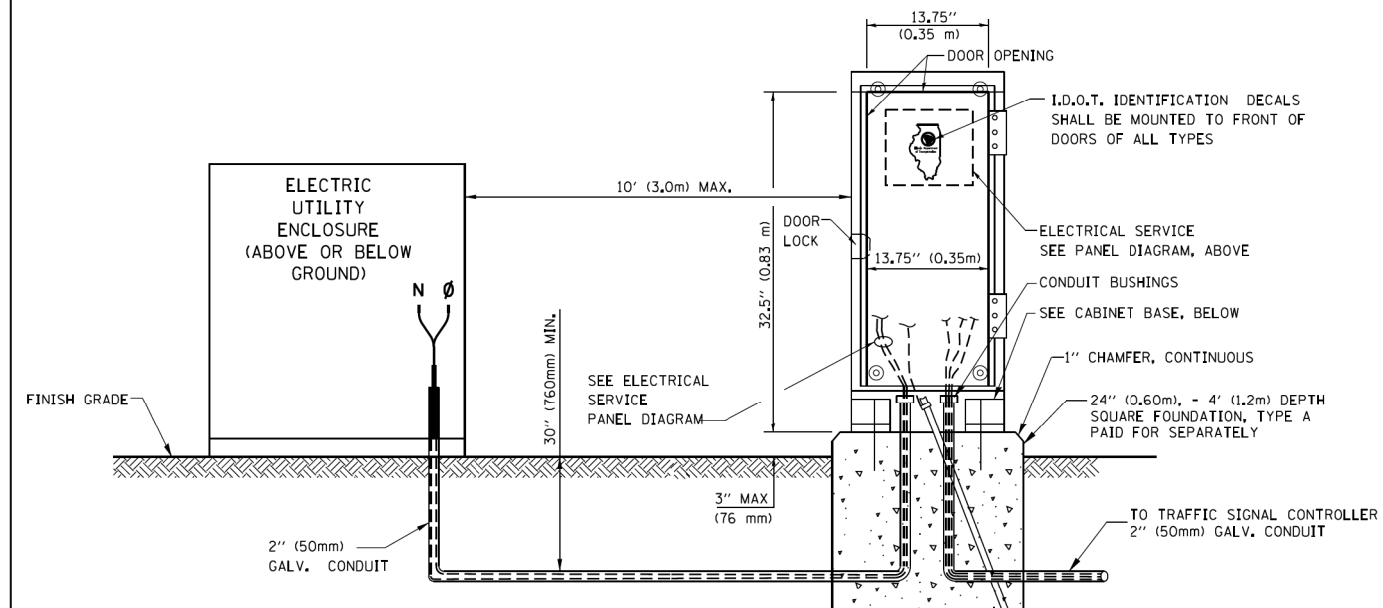
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	119
TS-05			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
GRADES	
CHECKED	
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NO.	

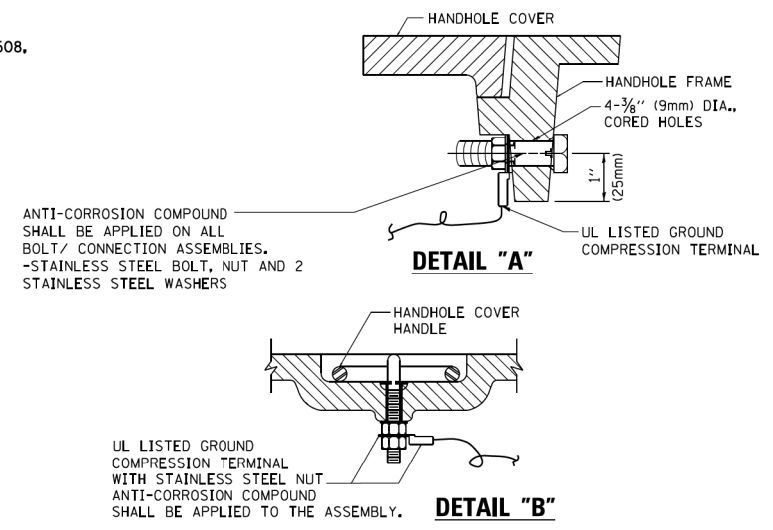
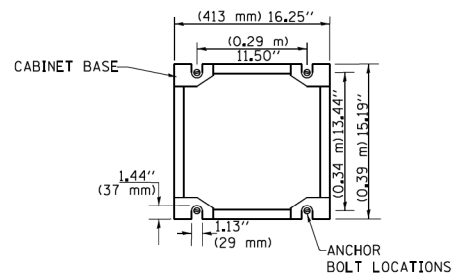


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



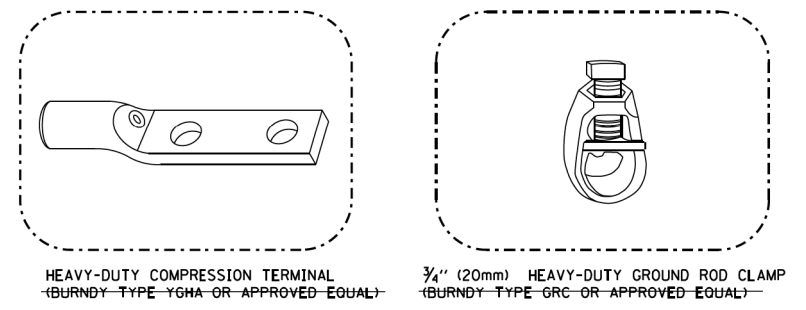
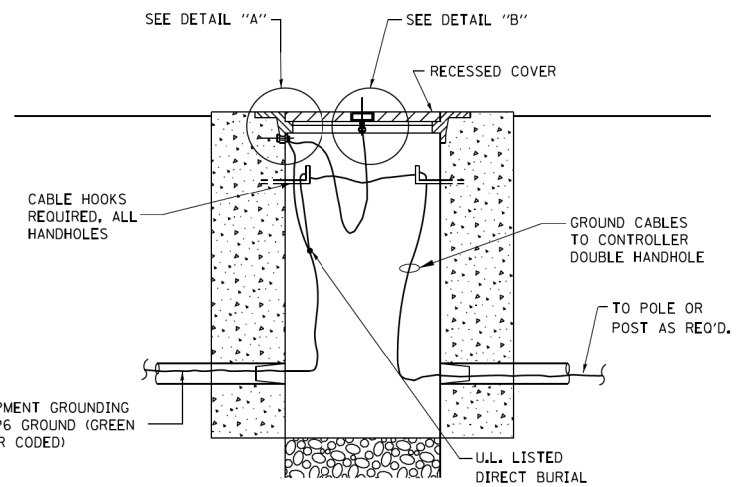
**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

**CABINET – BASE BOLT PATTERN**  
 (NOT TO SCALE)



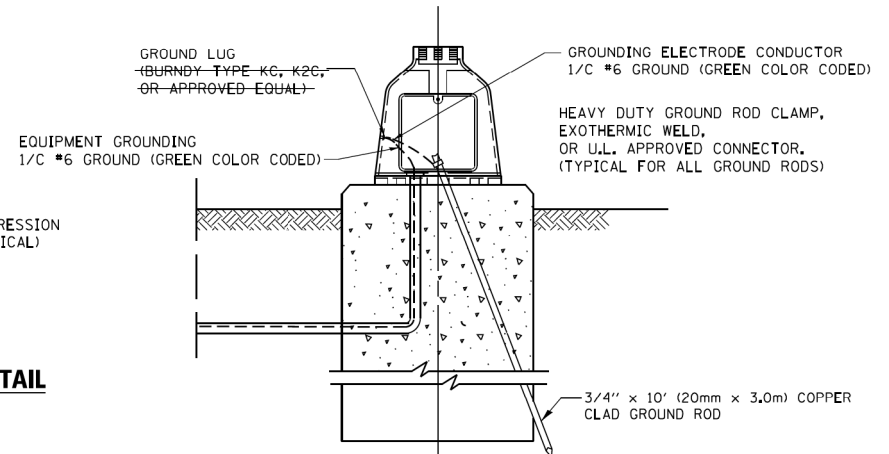
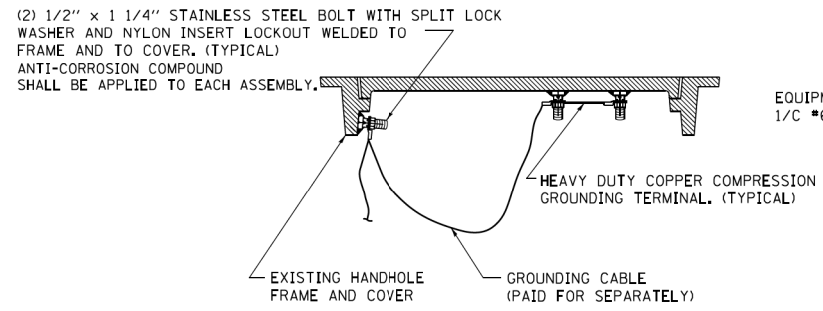
**NOTES:**  
**GROUNDING SYSTEM**

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS, THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



**NOTES:**

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



FILE NAME =	USER NAME = footemj
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DESIGNED - DAD	REVISED - DAG 1-1-14
DRAWN - BCK	REVISED -
CHECKED - DAD	REVISED -
DATE - 10-28-09	REVISED -

DESIGNED - DAD	REVISED - DAG 1-1-14
DRAWN - BCK	REVISED -
CHECKED - DAD	REVISED -
DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

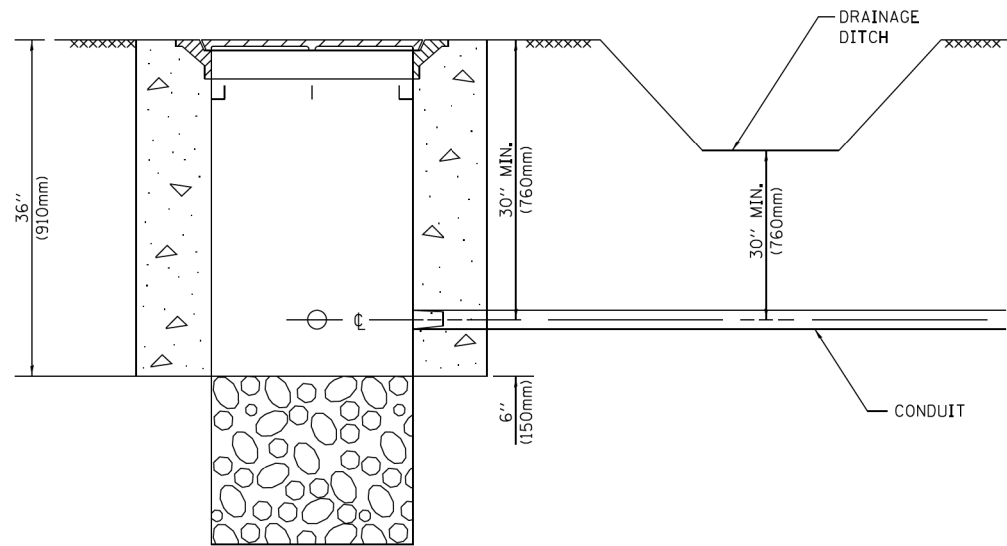
<b>DISTRICT ONE</b>			
<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	WILL	145	120
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO.		





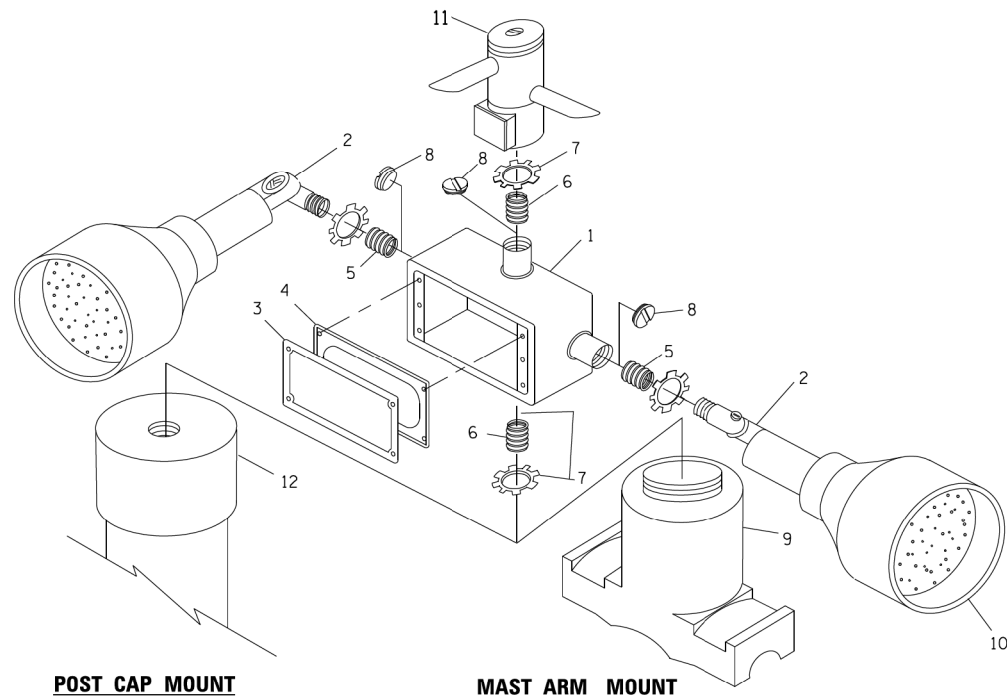
DATE	
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- NOTES:**
- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
  - THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
  - THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)

DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
DATE	
BY	

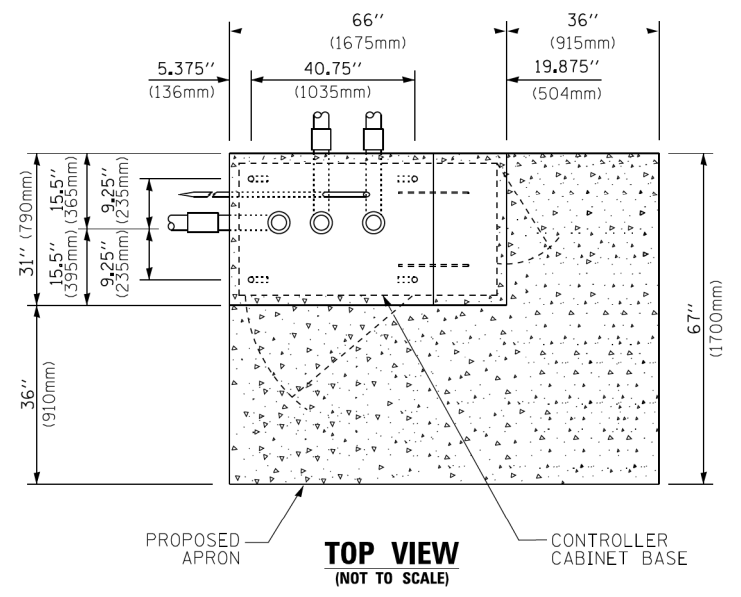


**POST CAP MOUNT**      **MAST ARM MOUNT**

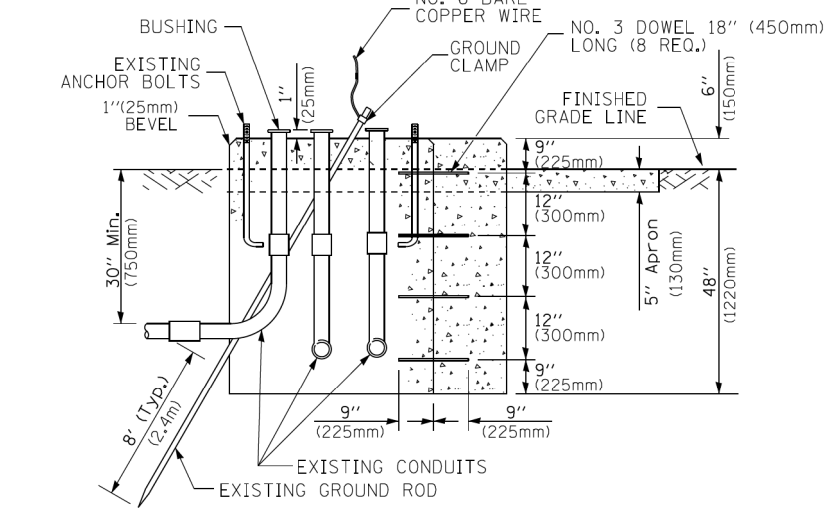
**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

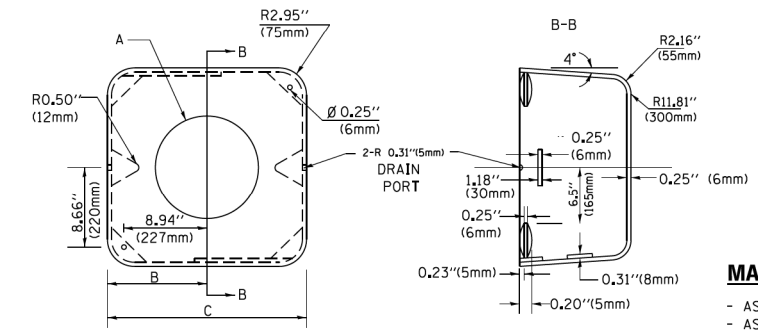
- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



**TOP VIEW**  
(NOT TO SCALE)



**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

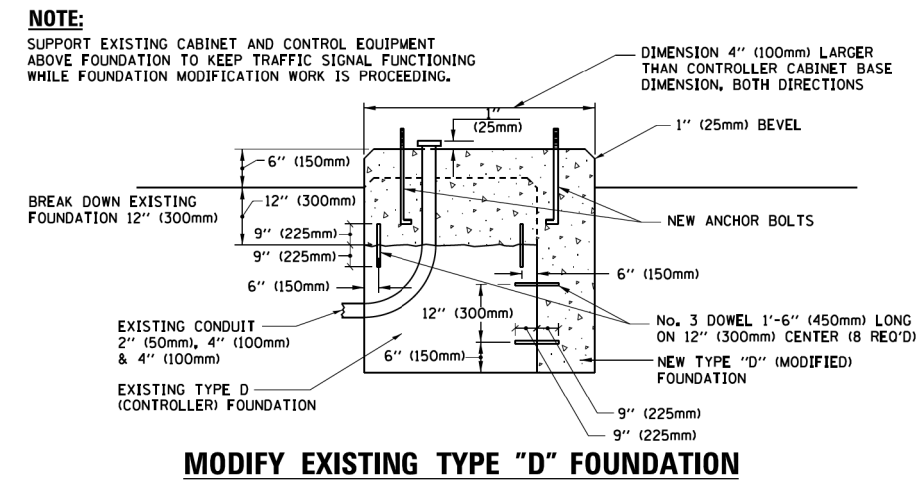


**MATERIAL:**  
- ASTM A36 STEEL  
- ASTM A-123 HOT DIPPED GALVANIZED

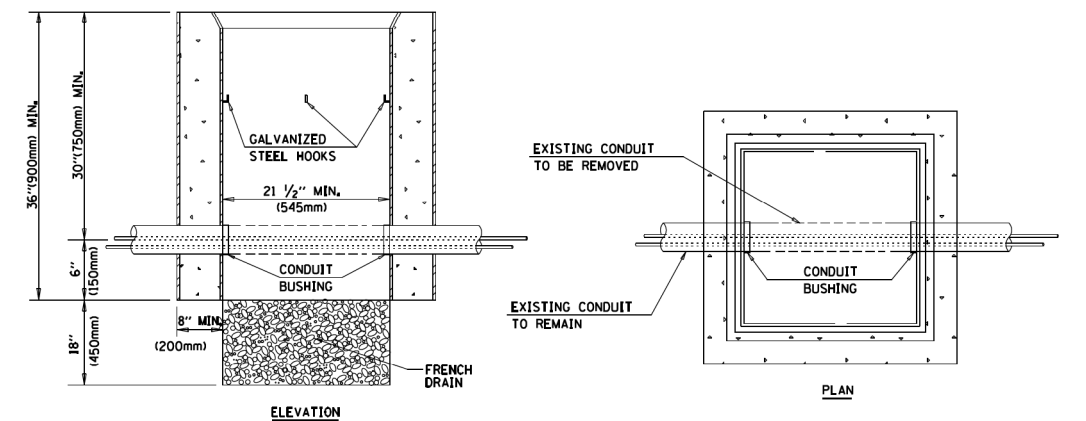
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

**SHROUD**

- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



**MODIFY EXISTING TYPE "D" FOUNDATION**



- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 614001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
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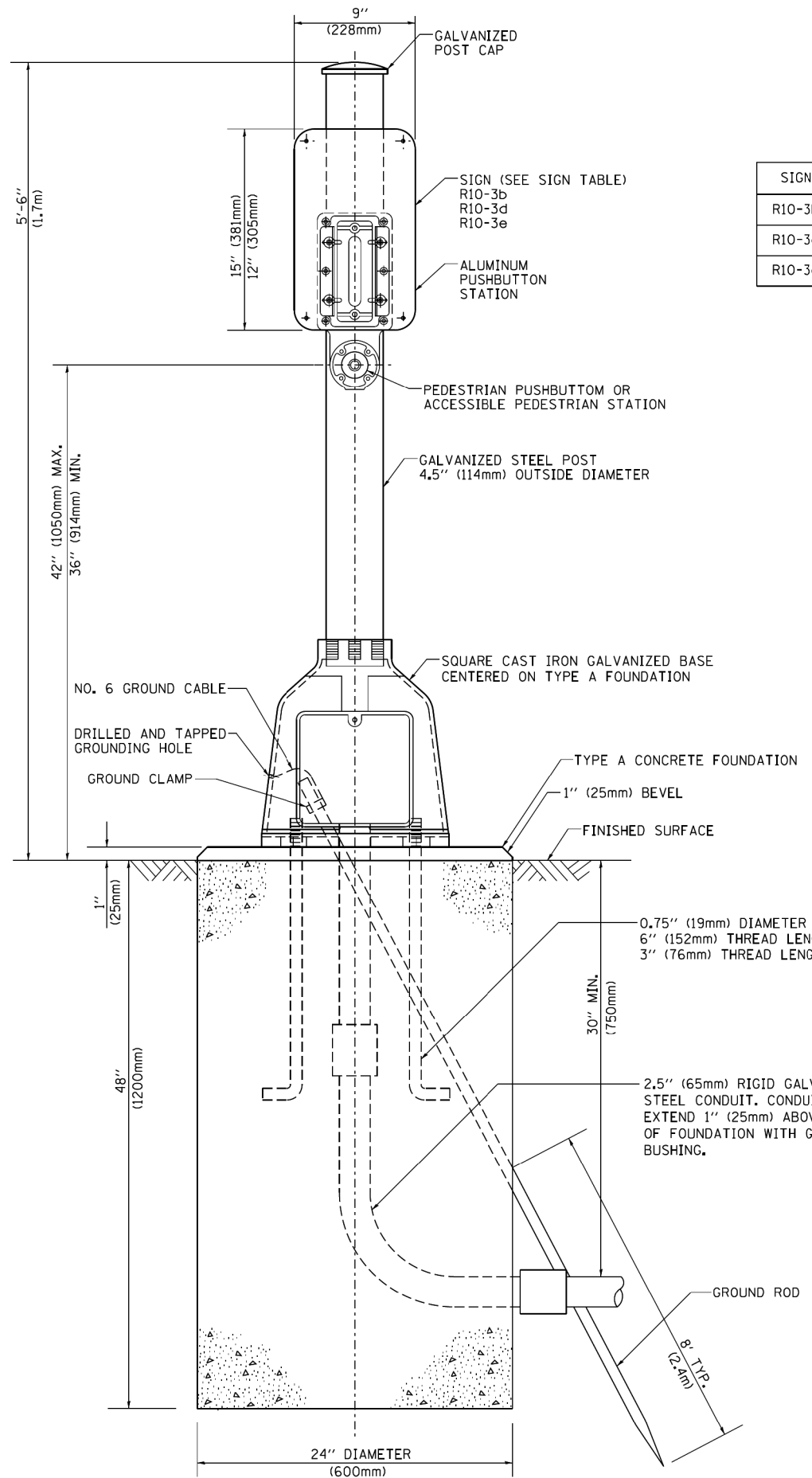
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	122
<b>TS-05</b>		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

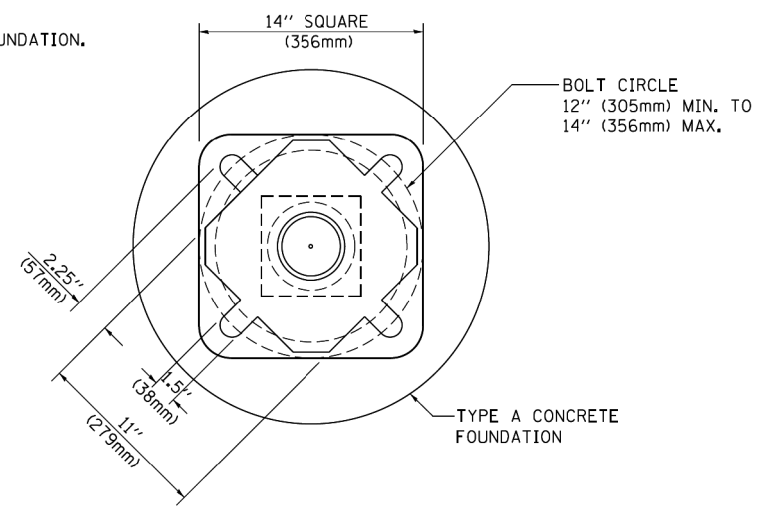
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ALIGNED	
CHECKED	
BY	
NO.	

PROFILE	DATE
BY	
SURVEYED	
GRADES	
CHECKED	
BY	
NO.	



**SIGN TABLE**

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



**BOLT PATTERN**  
**PEDESTRIAN PUSH BUTTON POST, TYPE A**

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
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		DATE - 10/1/2012	REVISED -

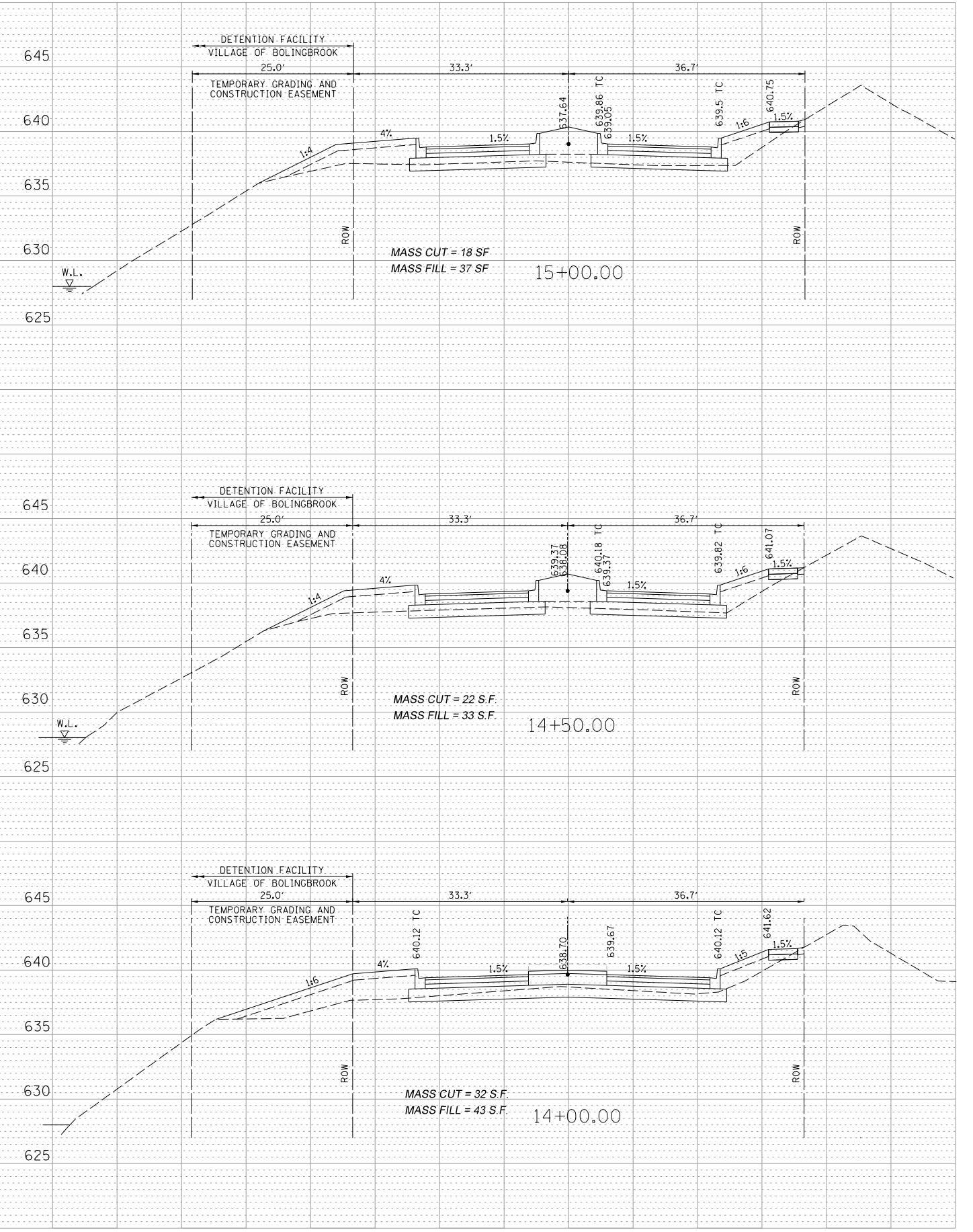
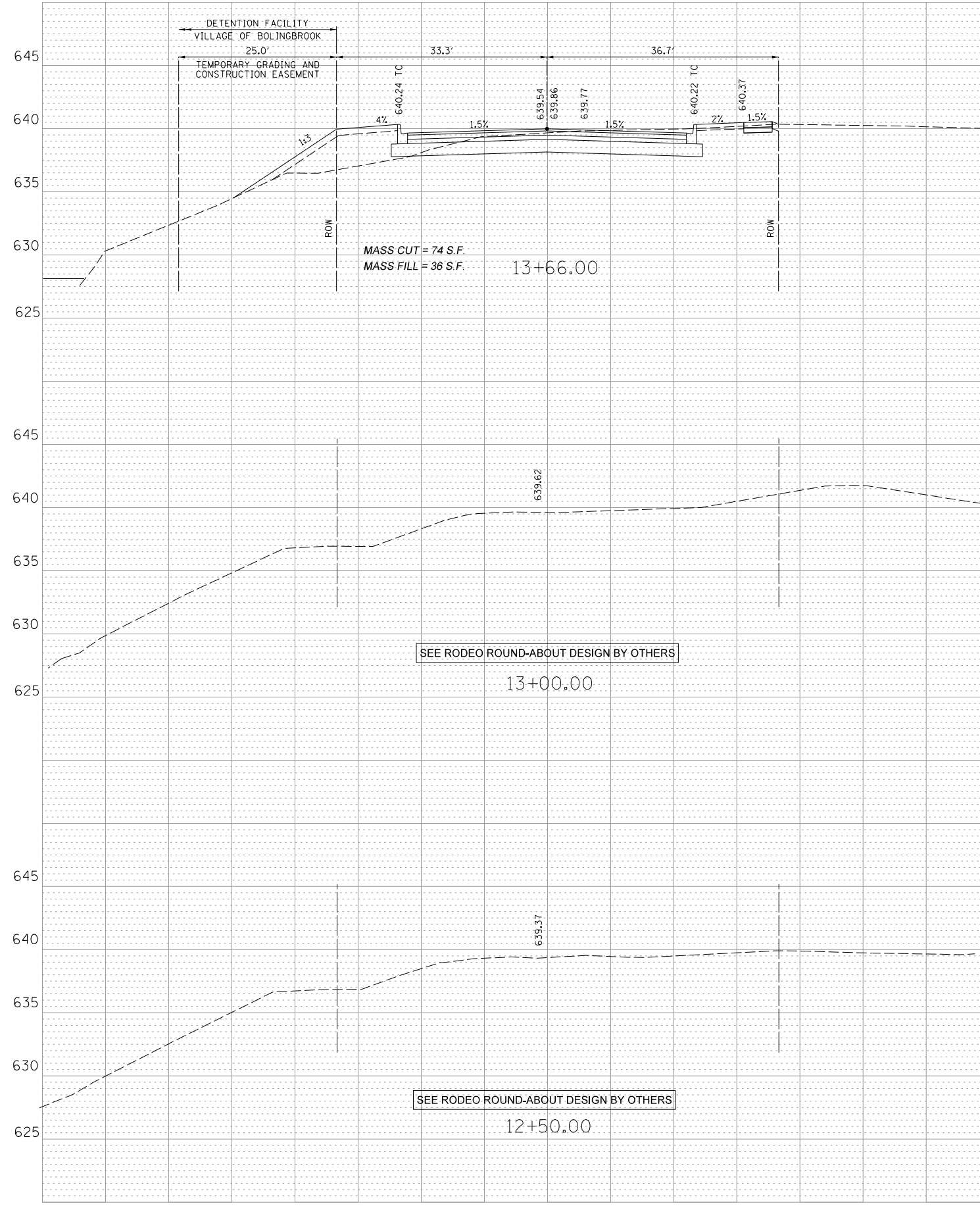
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	145	123
<b>TS-05</b>		<b>CONTRACT NO.</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	ALIGNED	
	CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES	
	CHECKED	
	BY	
	NO.	



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		CHECKED -	J.B.	REVISED -	
PLOT SCALE =	20.0000' / in.	DRAWN -	G.R./L.V.	REVISED -	
PLOT DATE =	12/12/2018	CHECKED -		REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

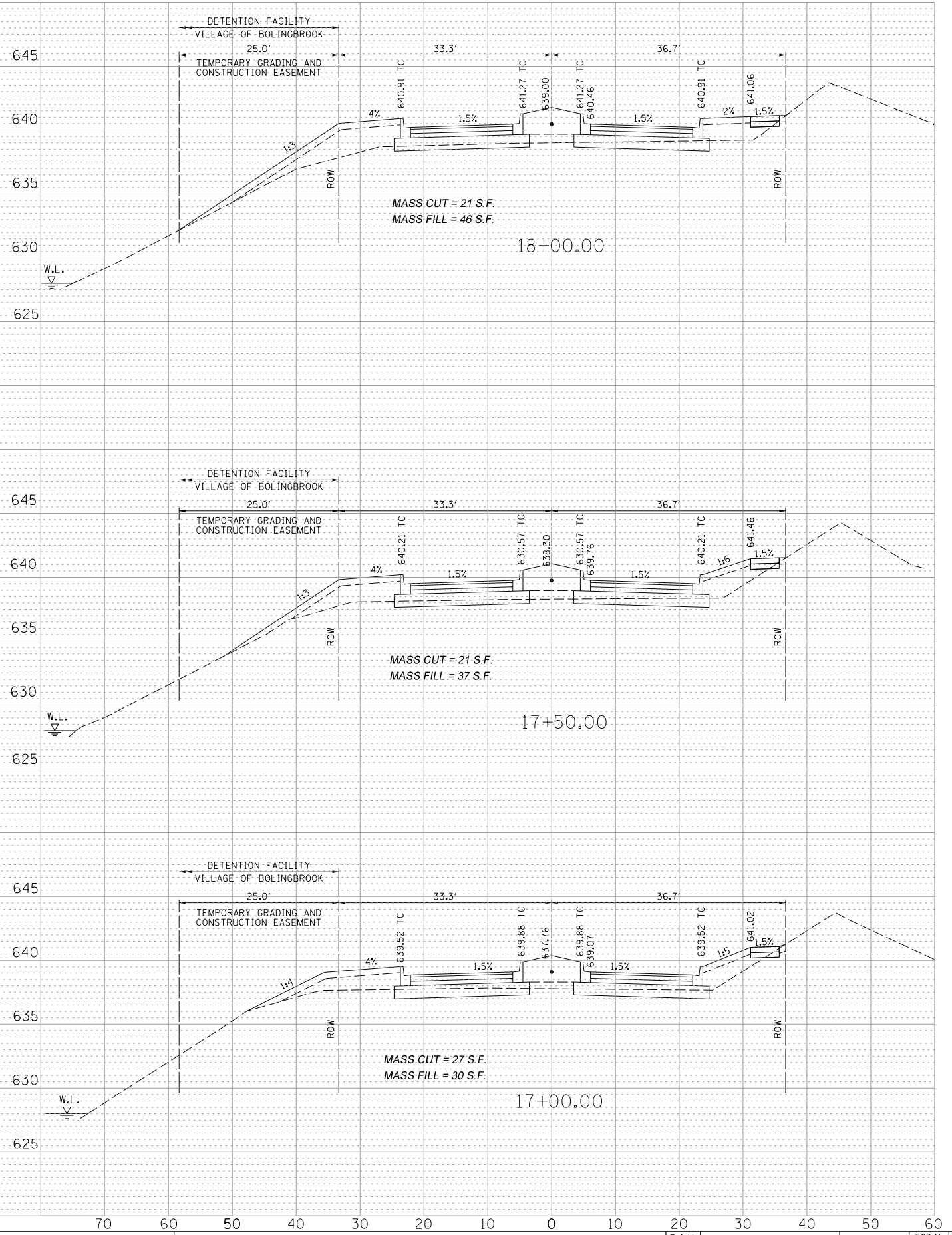
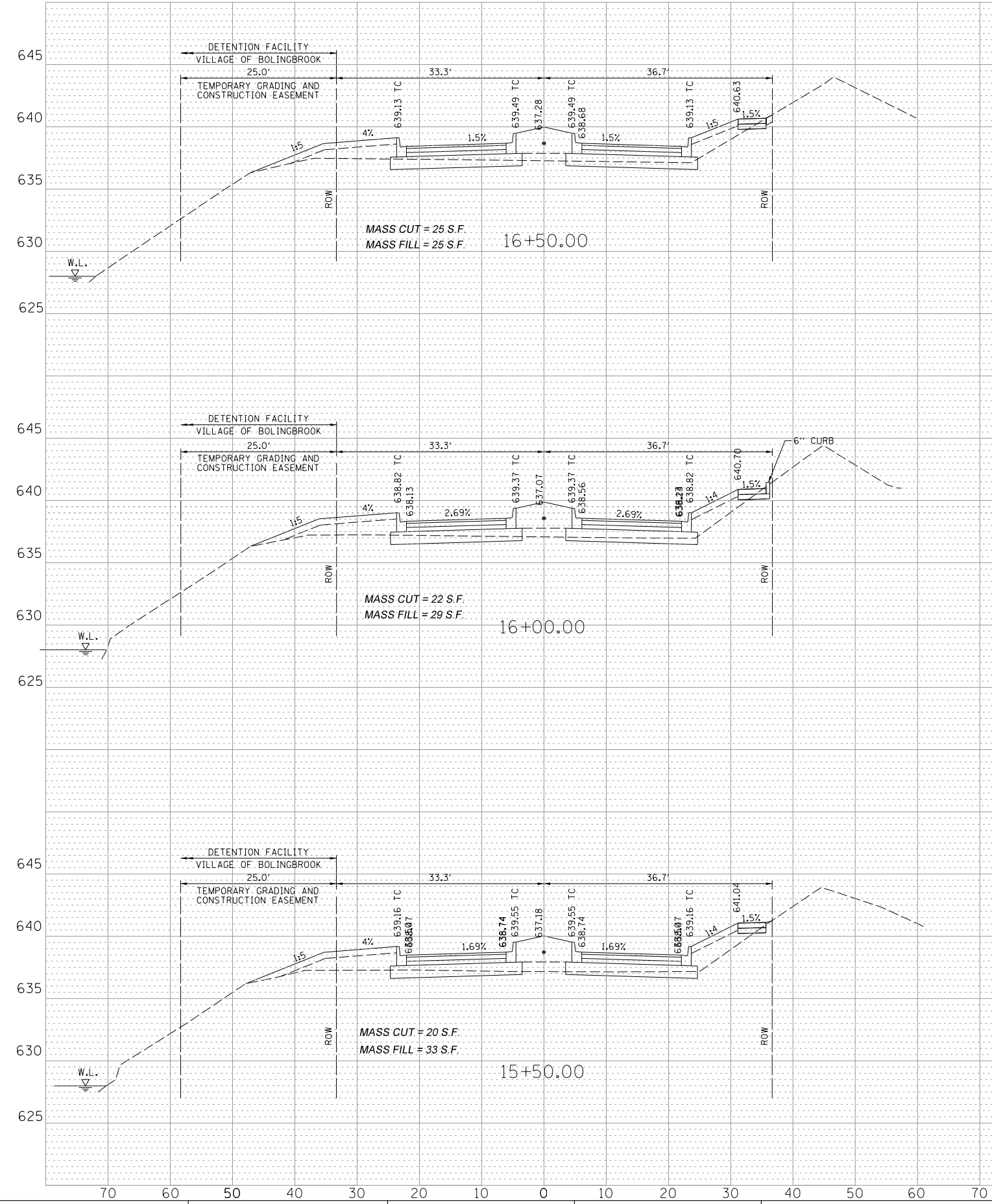
**CROSS SECTIONS KINGS ROAD  
RODEO DRIVE TO HSSERT BOULEVARD**

SCALE:  $\frac{H=1''=10'}{V=1''=5'}$  SHEET NO. OF SHEETS STA. 12+50 TO STA. 15+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	124
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61F40		

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	BY		
	DATE		
	NO.		

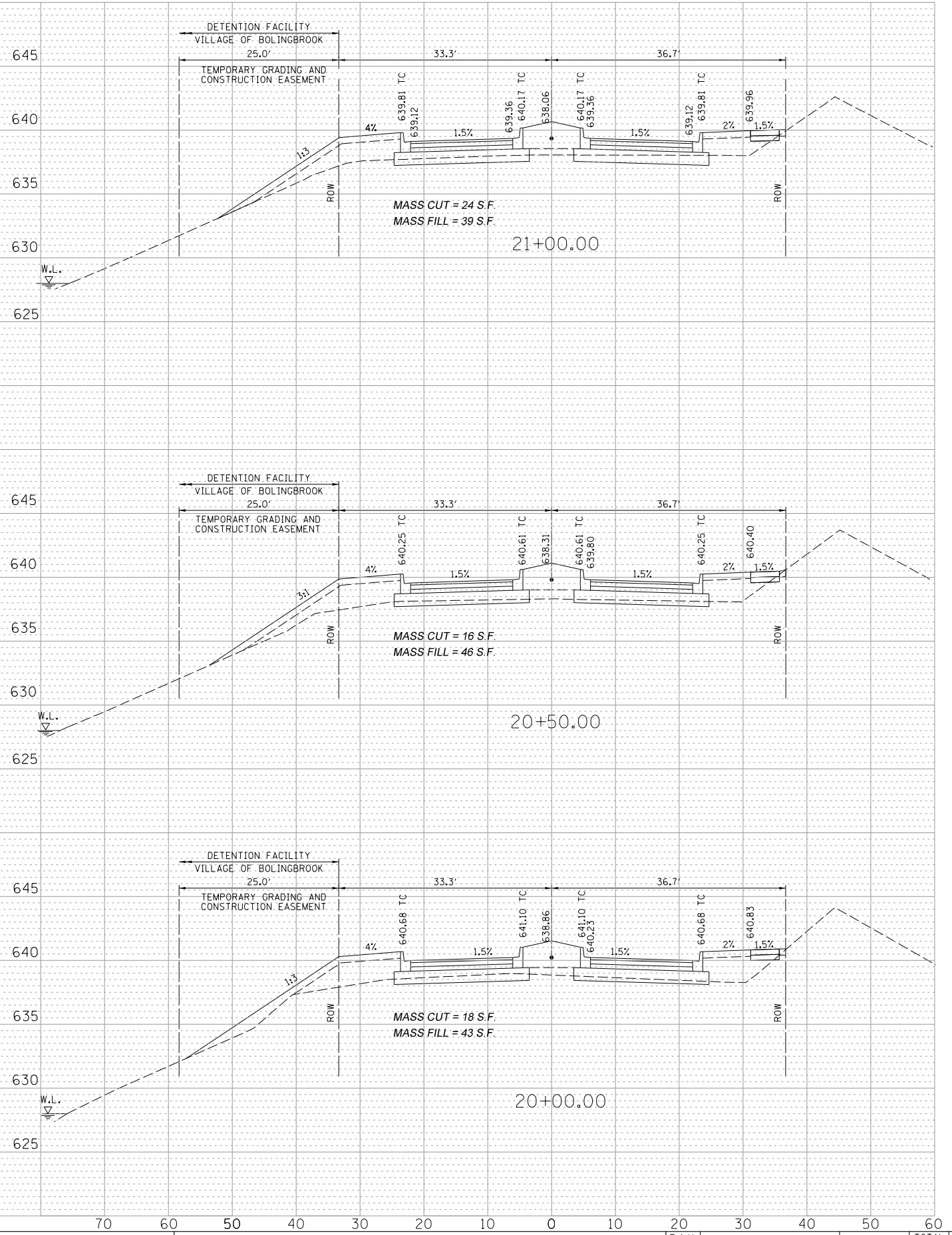
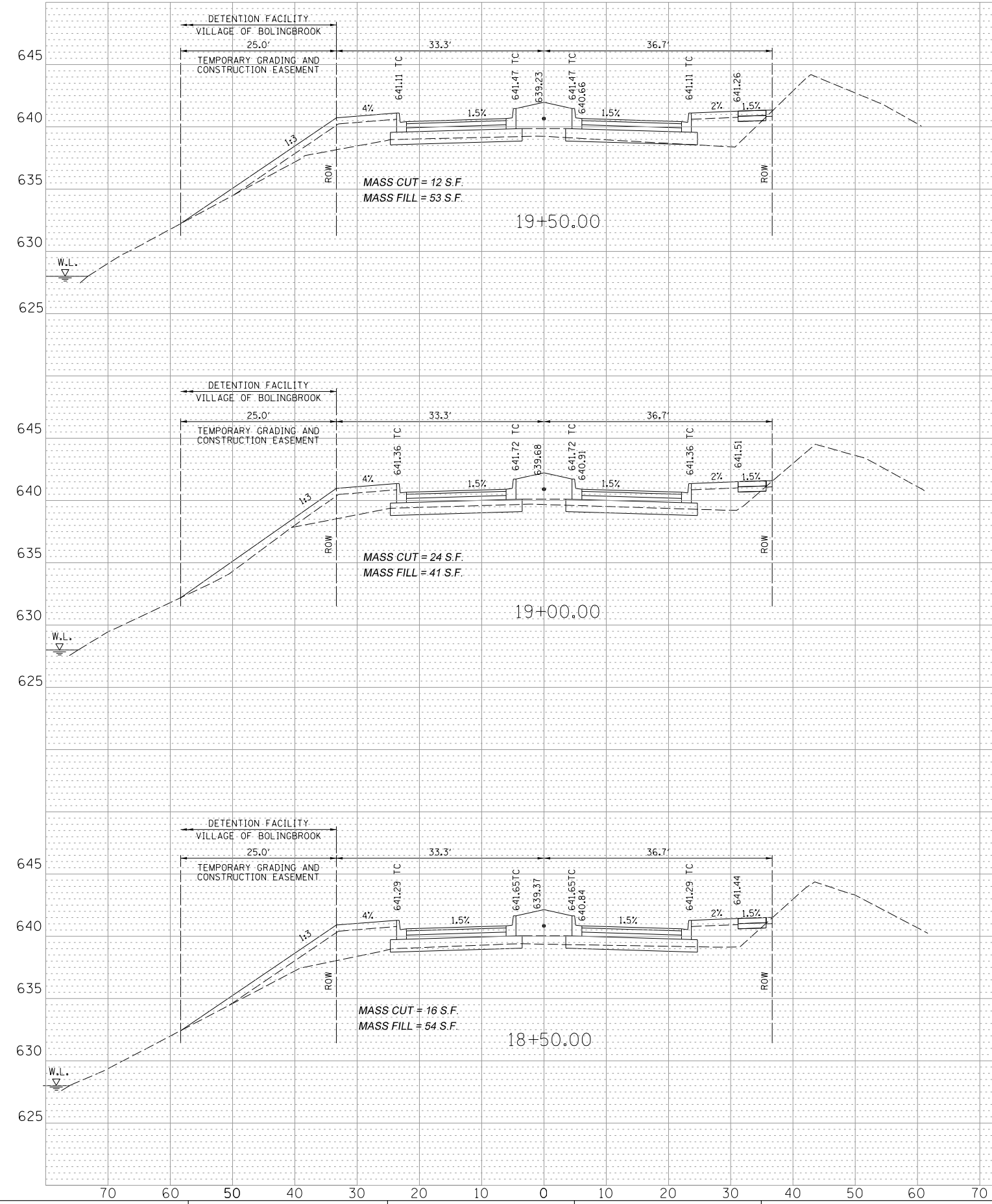
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	GRADES		
	CHECKED		
	BY		
	DATE		
	NO.		



FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS KINGS ROAD RODEO DRIVE TO HASSERT BOULEVARD</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: $\frac{H=1''=10'}{V=1''=5'}$	SHEET NO.	OF	SHEETS	STA. 15+50	TO STA. 18+00	WILL	145	125
		DRAWN - G.R./L.V.	REVISED -								CONTRACT NO.	61F40	
		CHECKED -	REVISED -								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	ALIGNED	BY
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	NO. OF	
	PIVOTS	
	FILE NAME	
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PROFILE	SURVEYED	DATE
	GRADES	BY
	NOTED	
	BY	
	NOTARIES	
	OK'D	
	NO.	



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 PLOT DATE = 12/12/2018

DESIGNED - S.S.	REVISD -
CHECKED - J.B.	REVISD -
DRAWN - G.R./L.V.	REVISD -
CHECKED -	REVISD -

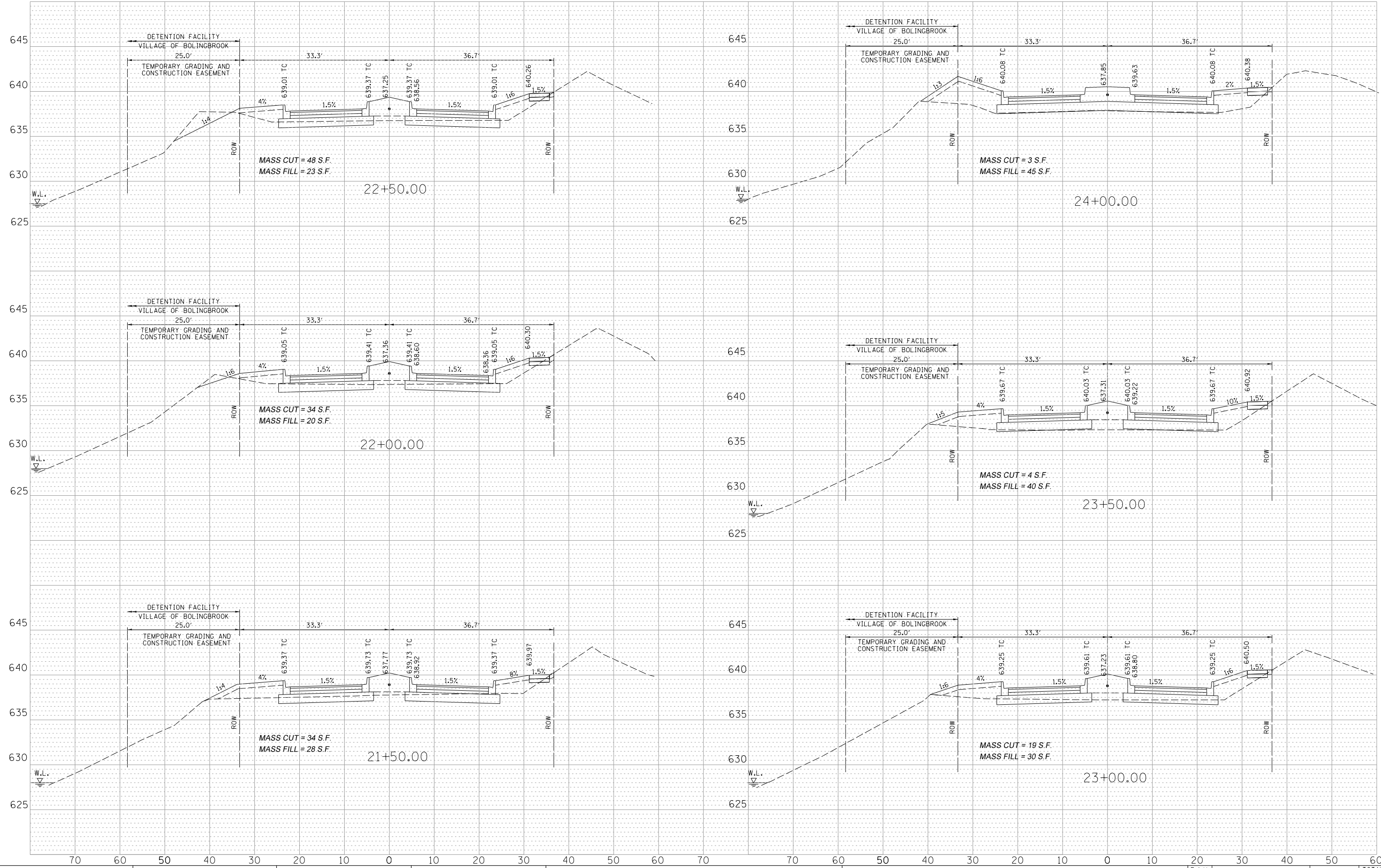
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS KINGS ROAD  
 RODEO DRIVE TO HASSERT BOULEVARD**  
 SCALE: HORIZ. 1"=10' VERT. 1"=5'  
 SHEET NO. OF SHEETS STA. 18+50 TO STA. 21+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	126
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 61F40			

PLAN	SURVEYED	DATE
	ALIGNED	BY
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	FILE NAME	
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PROFILE	SURVEYED	DATE
	GRADES	BY
	CHECKED	
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	STRUCTURE	
	NOTATION	
	OK'D	



FILE NAME =  
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 PLOT DATE = 12/12/2018

DESIGNED - S.S.	REVISD -
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DRAWN - G.R./L.V.	REVISD -
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

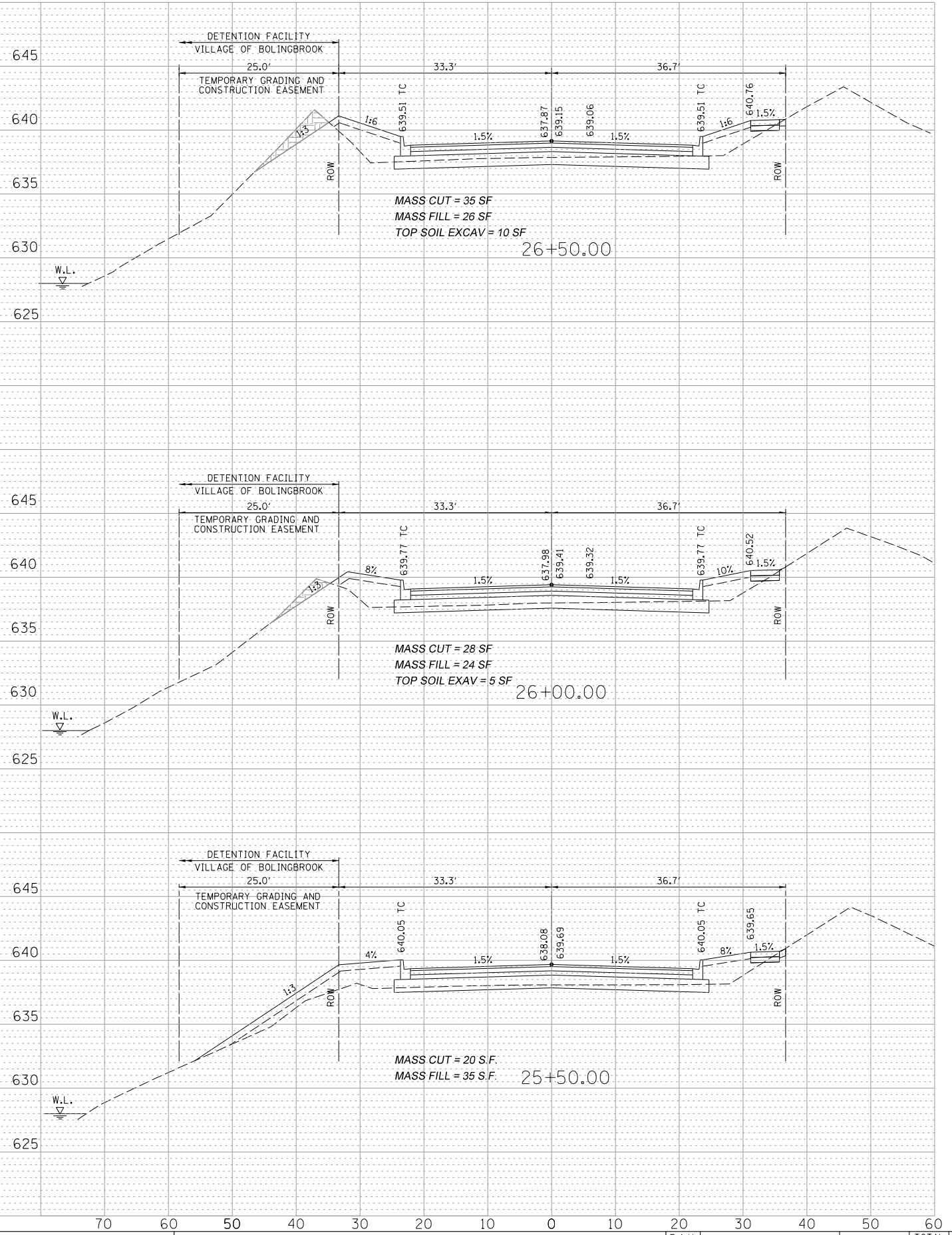
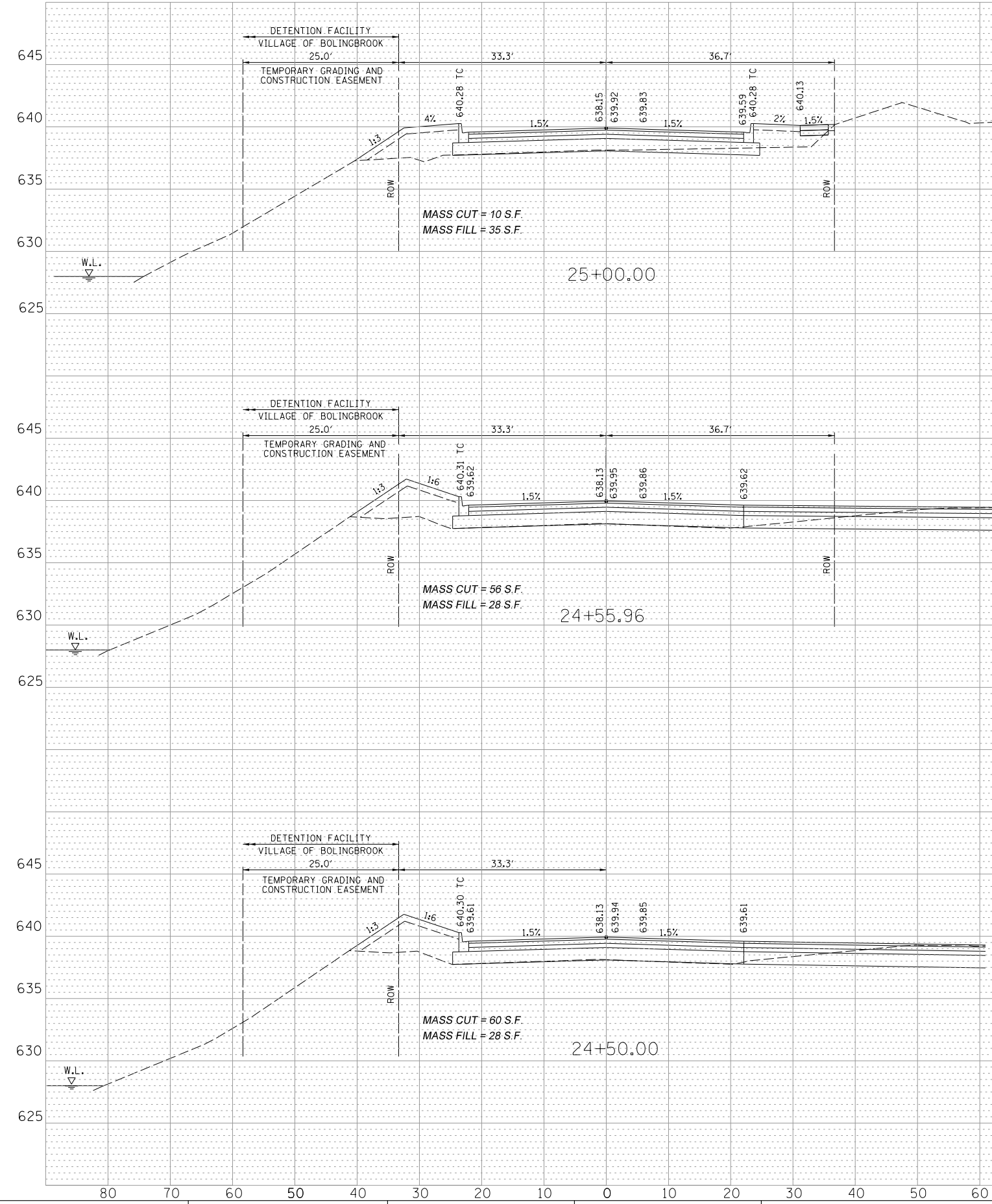
**CROSS SECTIONS KINGS ROAD  
 RODEO DRIVE TO HASSERT BOULEVARD**  
 SCALE: H<sub>11</sub>"=10'  
 V<sub>11</sub>"=5'  
 SHEET NO. OF SHEETS STA. 21+50 TO STA. 24+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	127
CONTRACT NO. 61F40			ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
	ALIGNED	
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PROFILE	SURVEYED	DATE
	GRADES	
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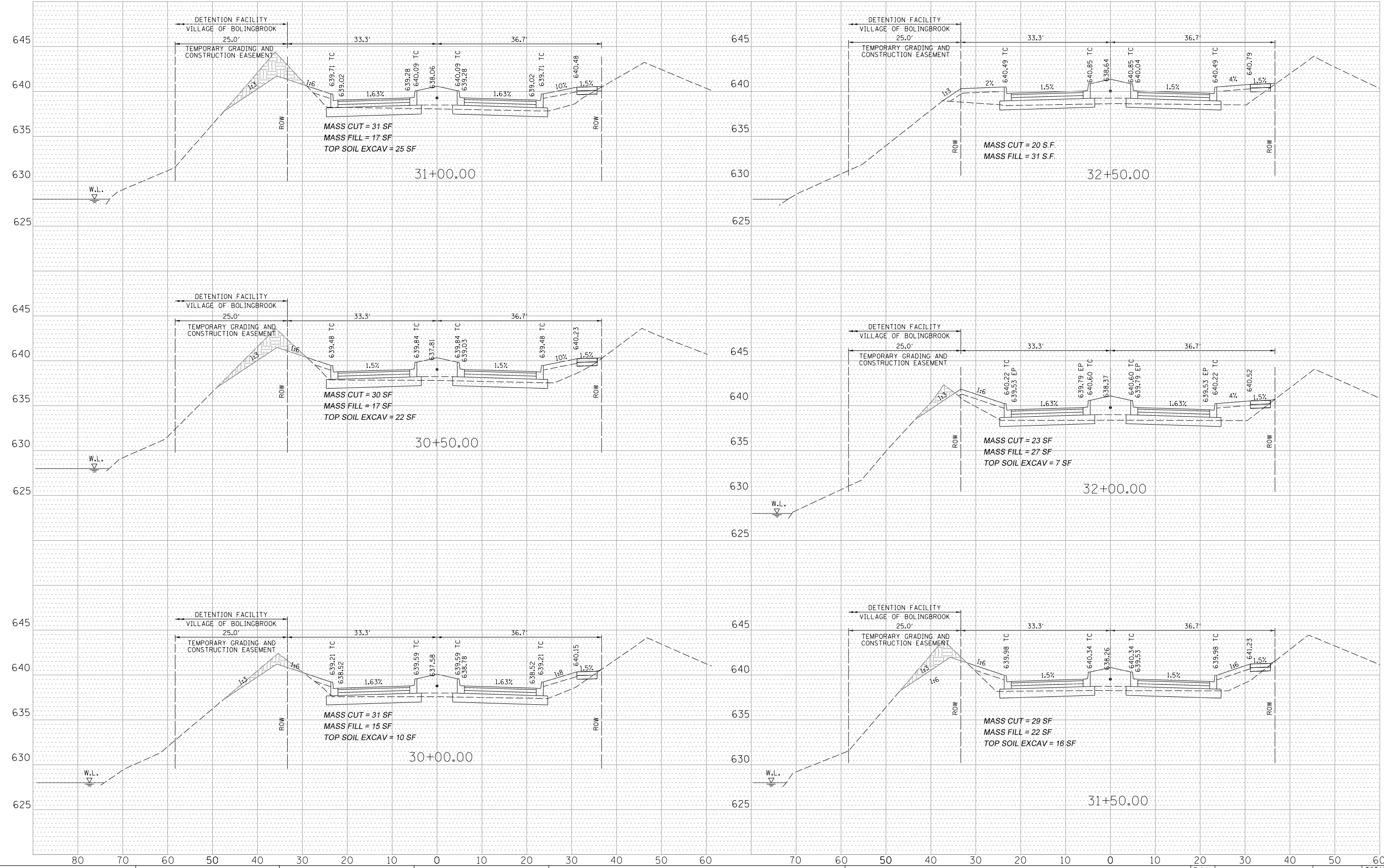


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		CHECKED - J.B.	REVISED -		SCALE: $\frac{H=1''=10'}{V=1''=5'}$	SHEET NO.	OF SHEETS	STA. 24+50	TO STA. 26+50	WILL	145	128
		DRAWN - G.R./L.V.	REVISED -							CONTRACT NO.	61F40	
		PLT DATE = 12/12/2018	CHECKED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



PLAN	SURVEYED	DATE
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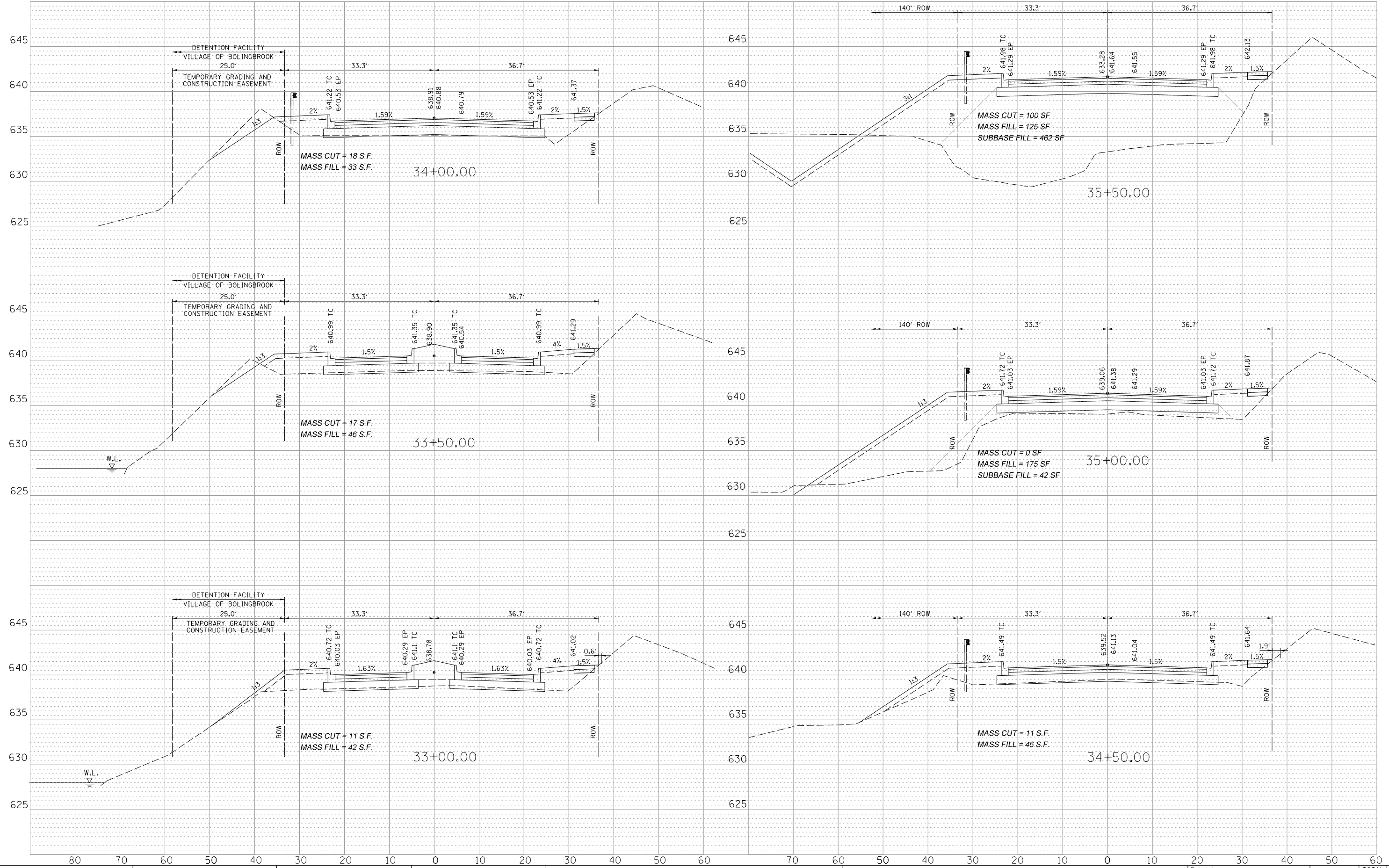
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		CHECKED - J.B.	REVISED -		SCALE: $\frac{H=1''=10'}{V=1''=5'}$	SHEET NO.	OF SHEETS	STA. 30+00	TO STA. 32+50	15-00059-00-PV	WILL	145	130
		DRAWN - G.R./L.V.	REVISED -										
		PLAT DATE = 12/12/2018	CHECKED -		REVISED -								
								CONTRACT NO. 61F40		ILLINOIS FED. AID PROJECT			

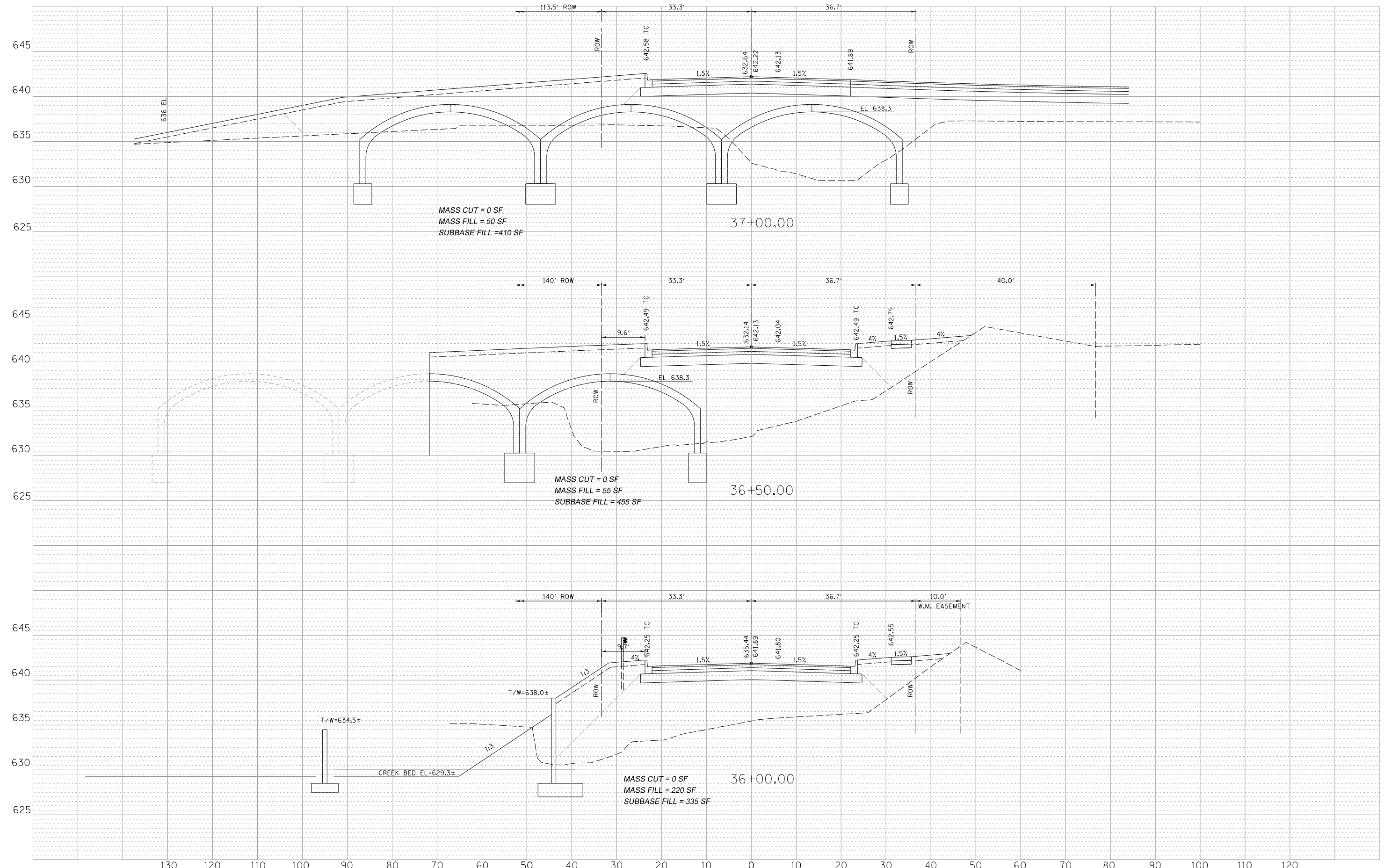
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	GRADES		
	CHECKED		
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	NO.		
	NOTATION		
	OK'D		



PLAN	DATE
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PROFILE	DATE
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SURVEYED	
GRADES	
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MASS CUT = 0 SF  
 MASS FILL = 50 SF  
 SUBBASE FILL = 410 SF

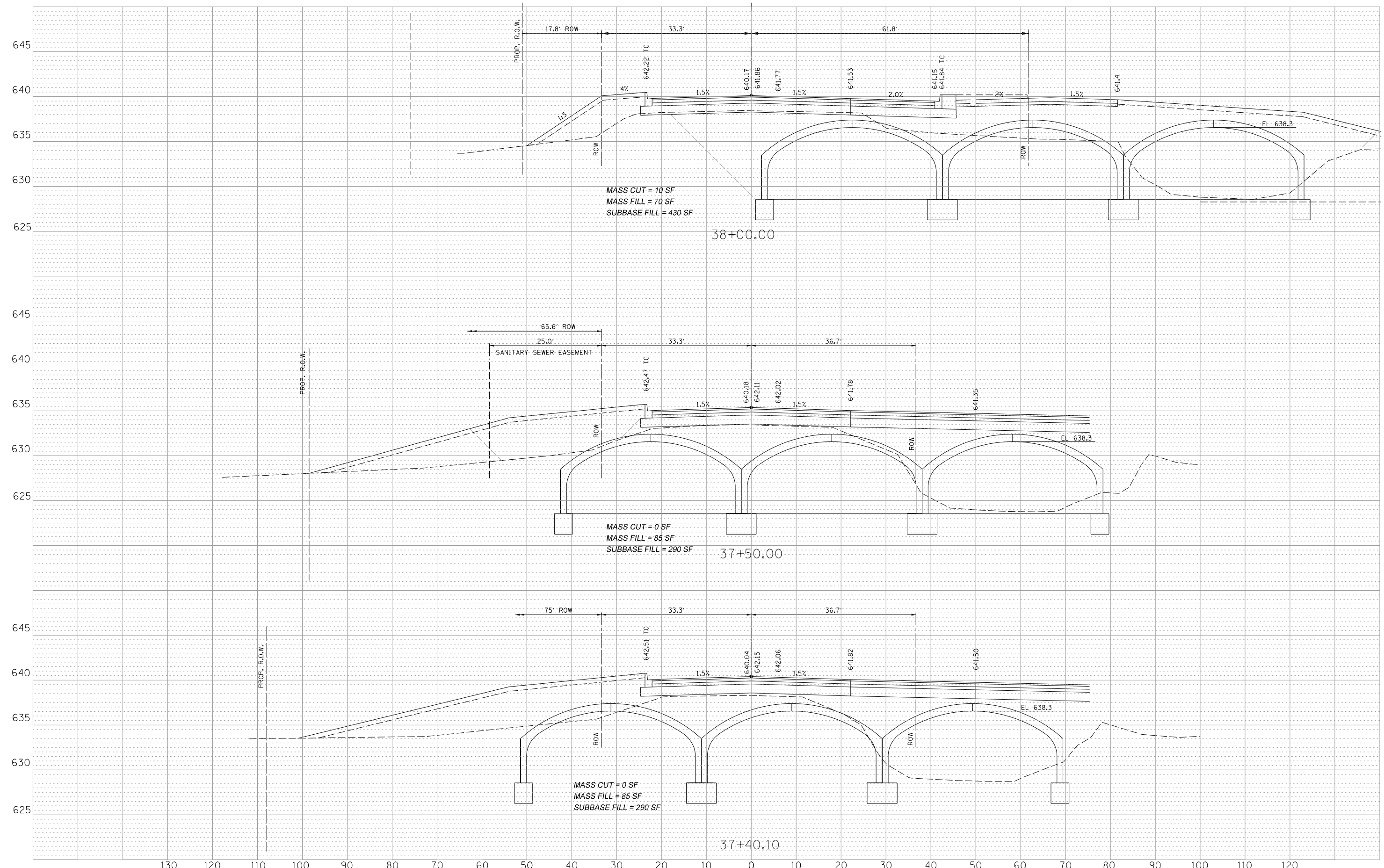
MASS CUT = 0 SF  
 MASS FILL = 55 SF  
 SUBBASE FILL = 455 SF

MASS CUT = 0 SF  
 MASS FILL = 220 SF  
 SUBBASE FILL = 335 SF

FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS KINGS ROAD          RODEO DRIVE TO HASSERT BOULEVARD</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -						15-00059-00-PV	WILL	145	132	
		DRAWN - G.R./L.V.	REVISED -						CONTRACT NO. 61F40				
		CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT SCALE = 20.0000' / in.		PLOT DATE = 12/12/2018		SCALE: H=1"=10' V=1"=5'		SHEET NO. OF SHEETS		STA. 36+00 TO STA. 37+00					

PLAN	SURVEYED	BY	DATE
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	CHECKED		
	NO. OF PAGES		
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PROFILE	SURVEYED	BY	DATE
	GRADES		
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	FILE NAME		



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

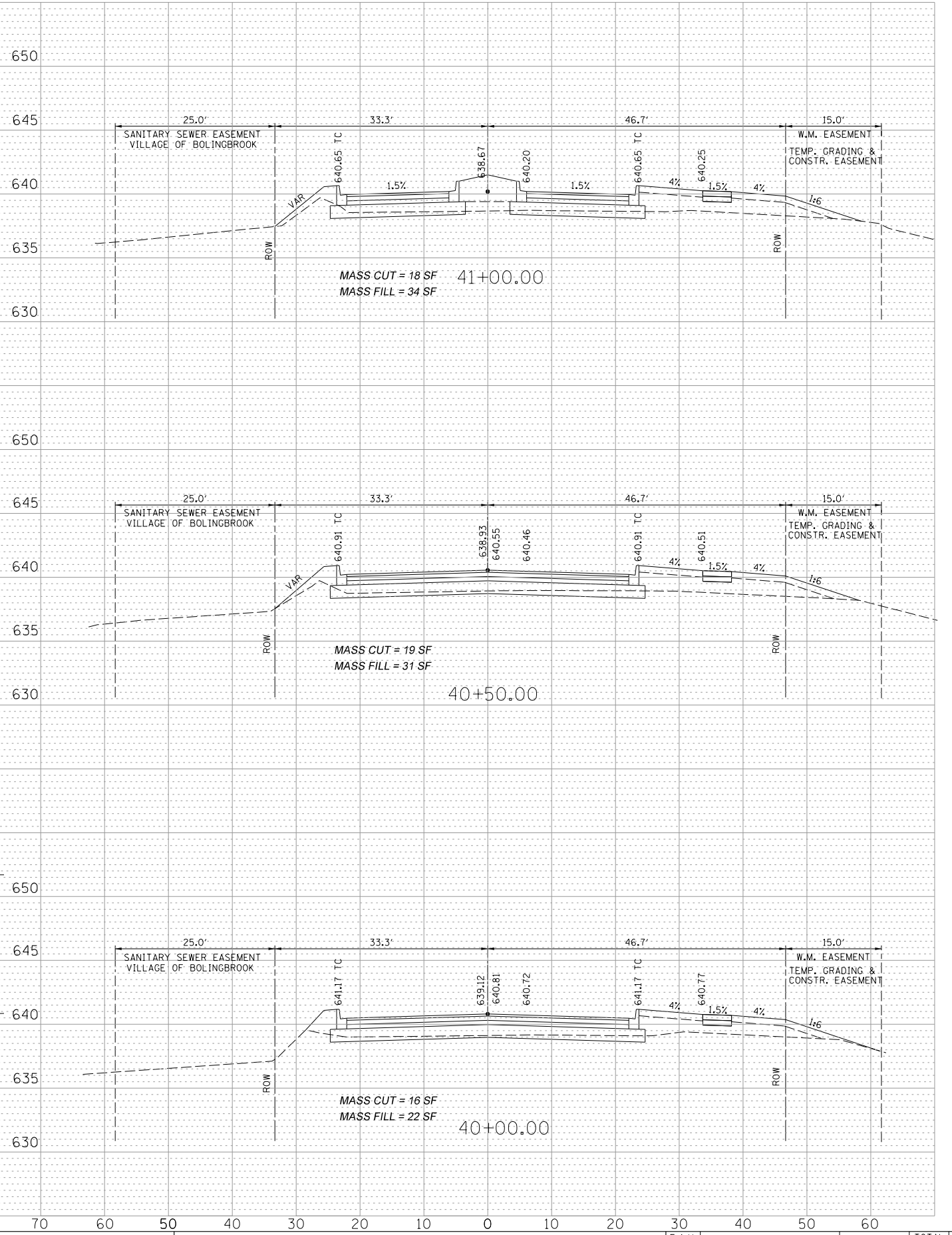
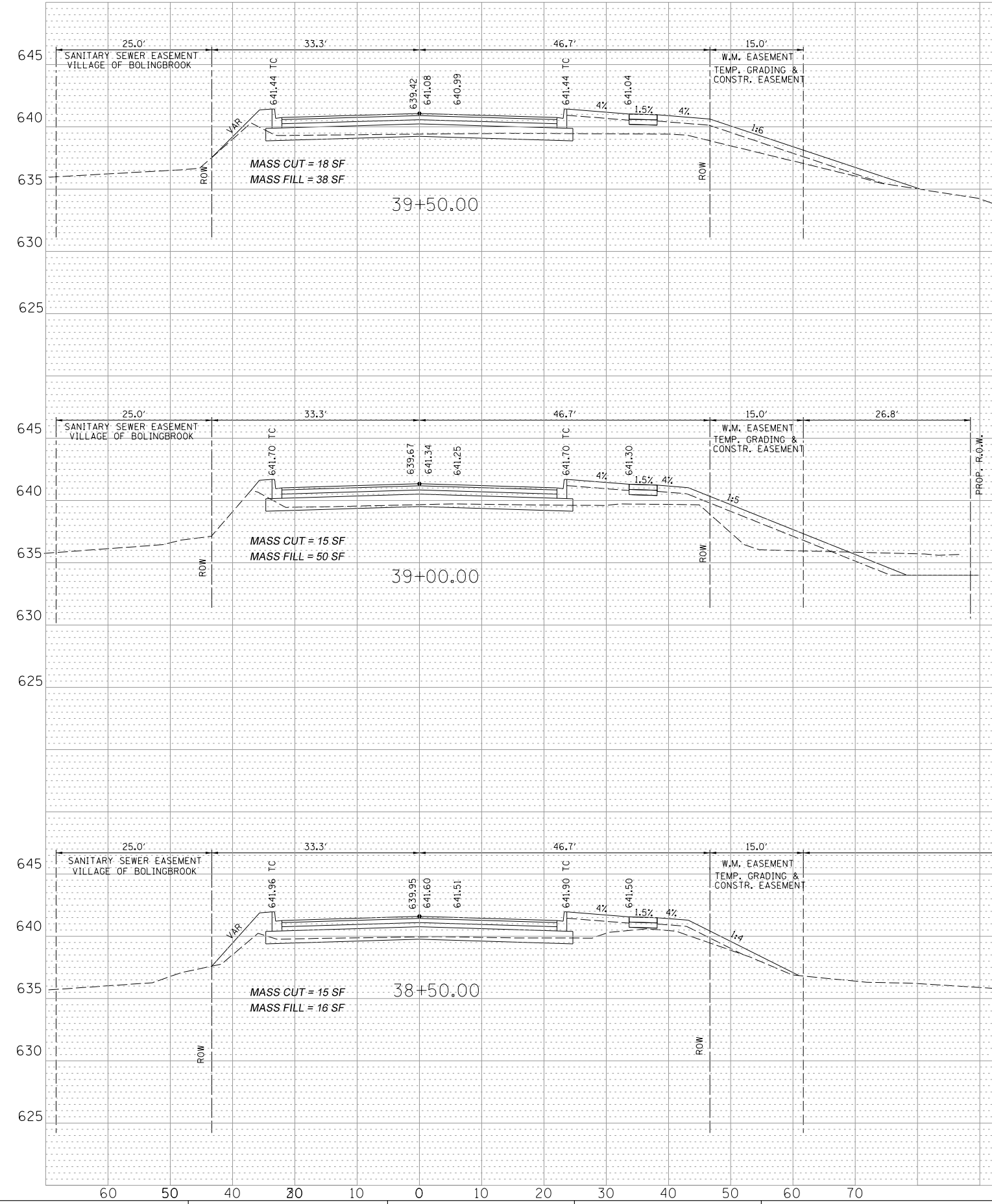
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				15-00059-00-PV	WILL	145	133	
				CONTRACT NO. 61F40		ILLINOIS FED. AID PROJECT		

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		CHECKED - J.B.	REVISIED -
		DRAWN - G.R./L.V.	REVISIED -
		CHECKED -	REVISIED -

PLOT SCALE = 20.0000' / in.  
PLOT DATE = 12/12/2018

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
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	NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES		
	CHECKED		
	BY		
	NO.		
	NOTATION		



FILE NAME =  
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 PLOT DATE = 12/12/2018

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CHECKED -	J.B.	REVISED -	
DRAWN -	G.R./L.V.	REVISED -	
CHECKED -		REVISED -	

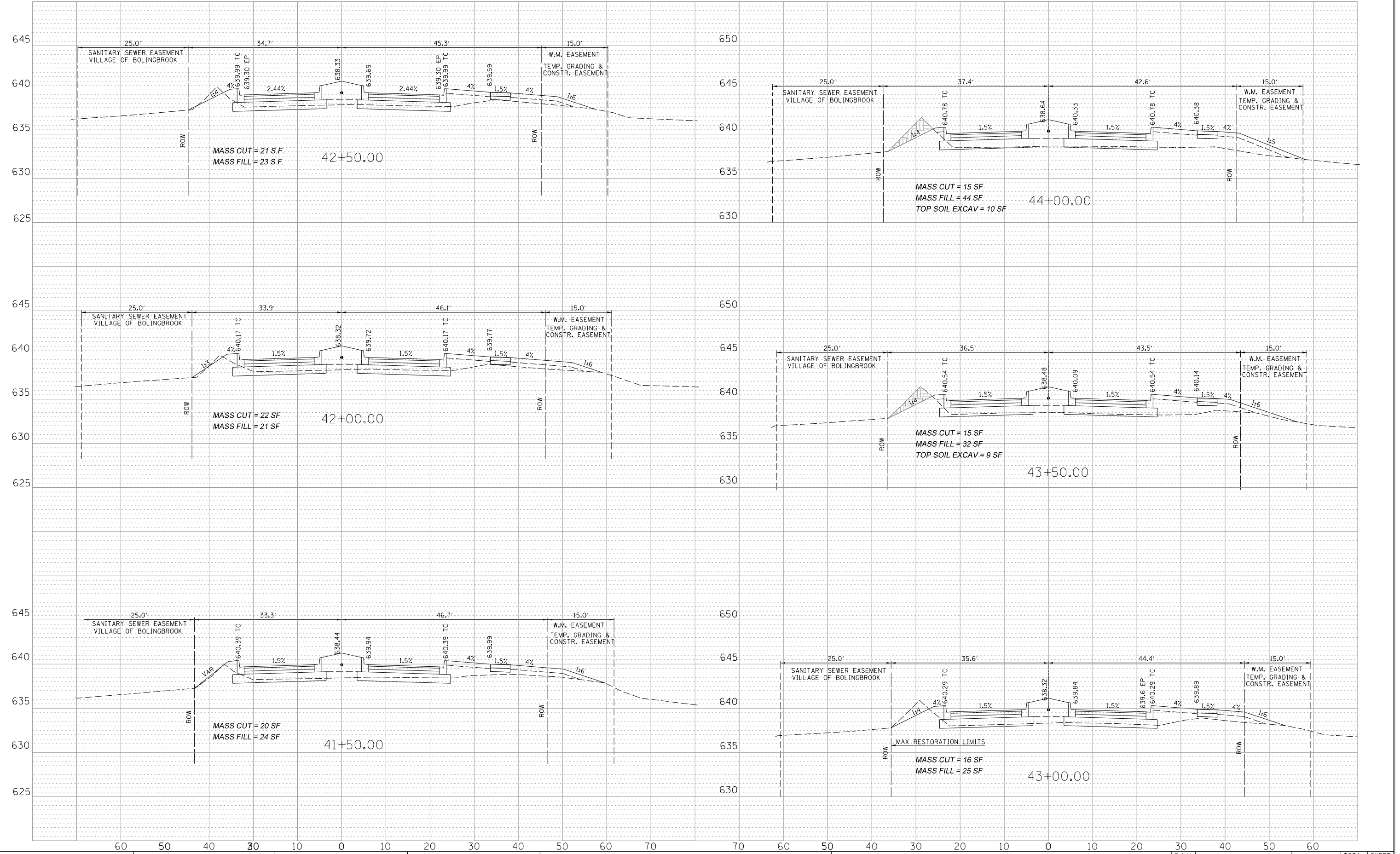
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS KINGS ROAD  
 RODEO DRIVE TO HASSERT BOULEVARD**  
 SCALE: H<sub>11</sub>=1"=10'  
 V<sub>11</sub>=1"=5'  
 SHEET NO. OF SHEETS STA. 38+50 TO STA. 41+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	134
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT CONTRACT NO. 61F40			

PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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	NOTATION		



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS KINGS ROAD  
RODEO DRIVE TO HASSERT BOULEVARD**

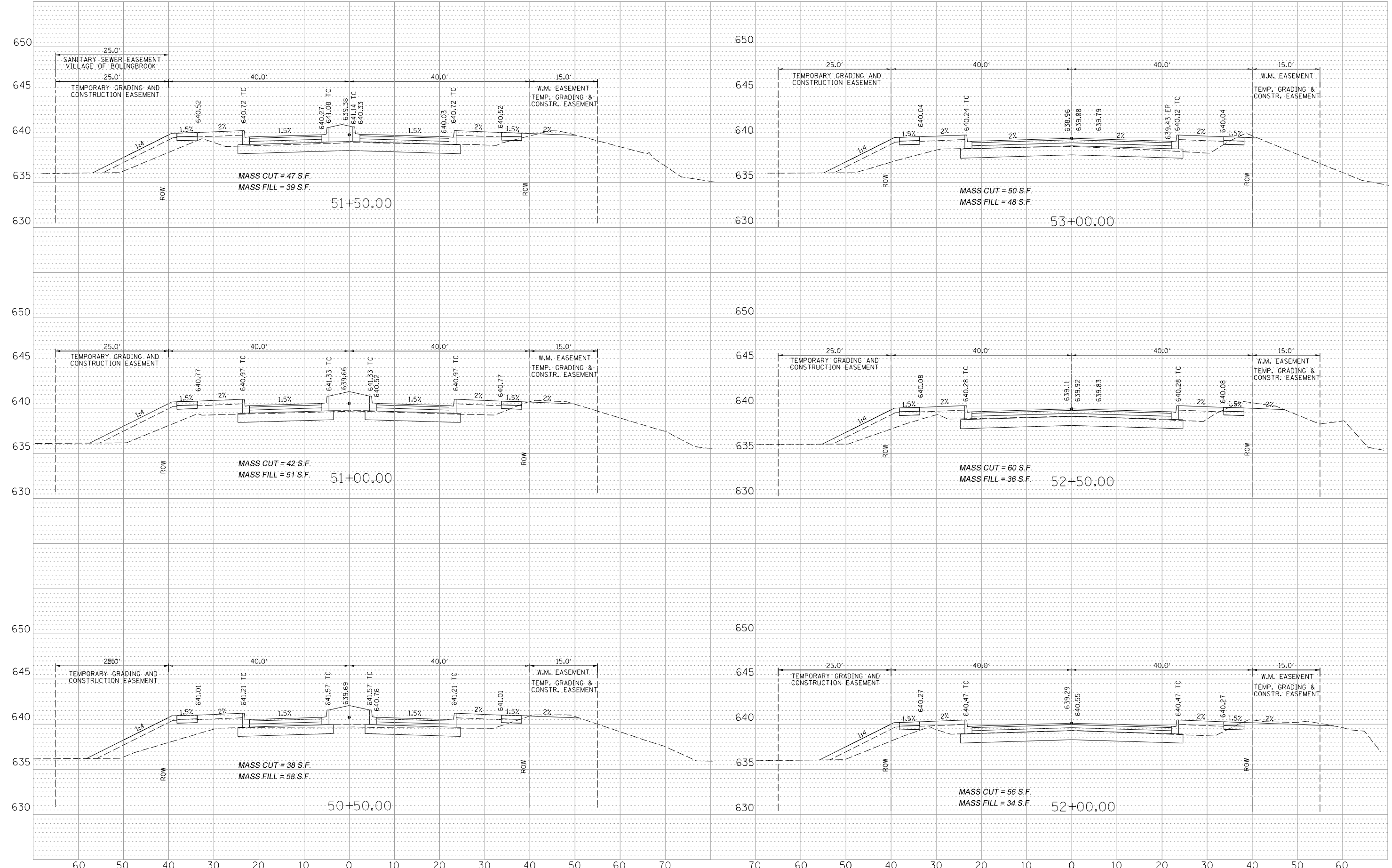






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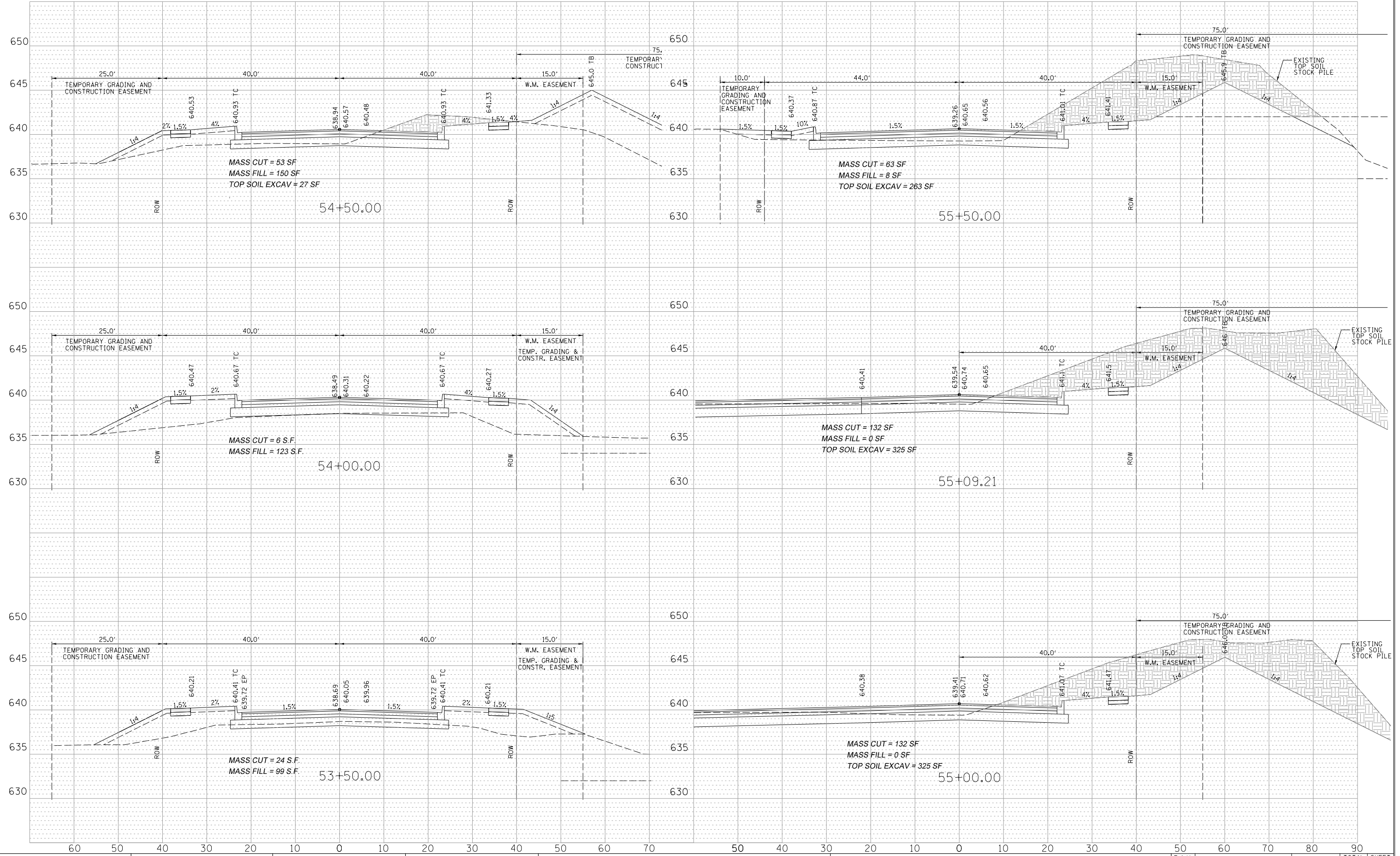
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	GRADES	
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FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS KINGS ROAD RODEO DRIVE TO HASSERT BOULEVARD</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISED -		SCALE: $\frac{H=1''=10'}{V=1''=5'}$	SHEET NO.	OF	SHEETS	STA. 50+50	TO STA. 53+00	145	138	
		DRAWN - G.R./L.V.	REVISED -								CONTRACT NO. 61F40		
		CHECKED -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	DATE
	ALIGNED	BY
	CHECKED	
	NO. OF	
	FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES	BY
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	BLM. NOTED	
	STRUCTURE	
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FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS KINGS ROAD RODEO DRIVE TO HASSERT BOULEVARD</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - J.B.	REVISED -		SCALE: H <sub>1</sub> "=10' V <sub>1</sub> "=5'	SHEET NO.	OF SHEETS	STA. 53+50	TO STA. 55+50	15-00059-00-PV	WILL	145	139
		DRAWN - G.R./L.V.	REVISED -										
		CHECKED -	REVISED -										
									CONTRACT NO. 61F40				
									ILLINOIS FED. AID PROJECT				

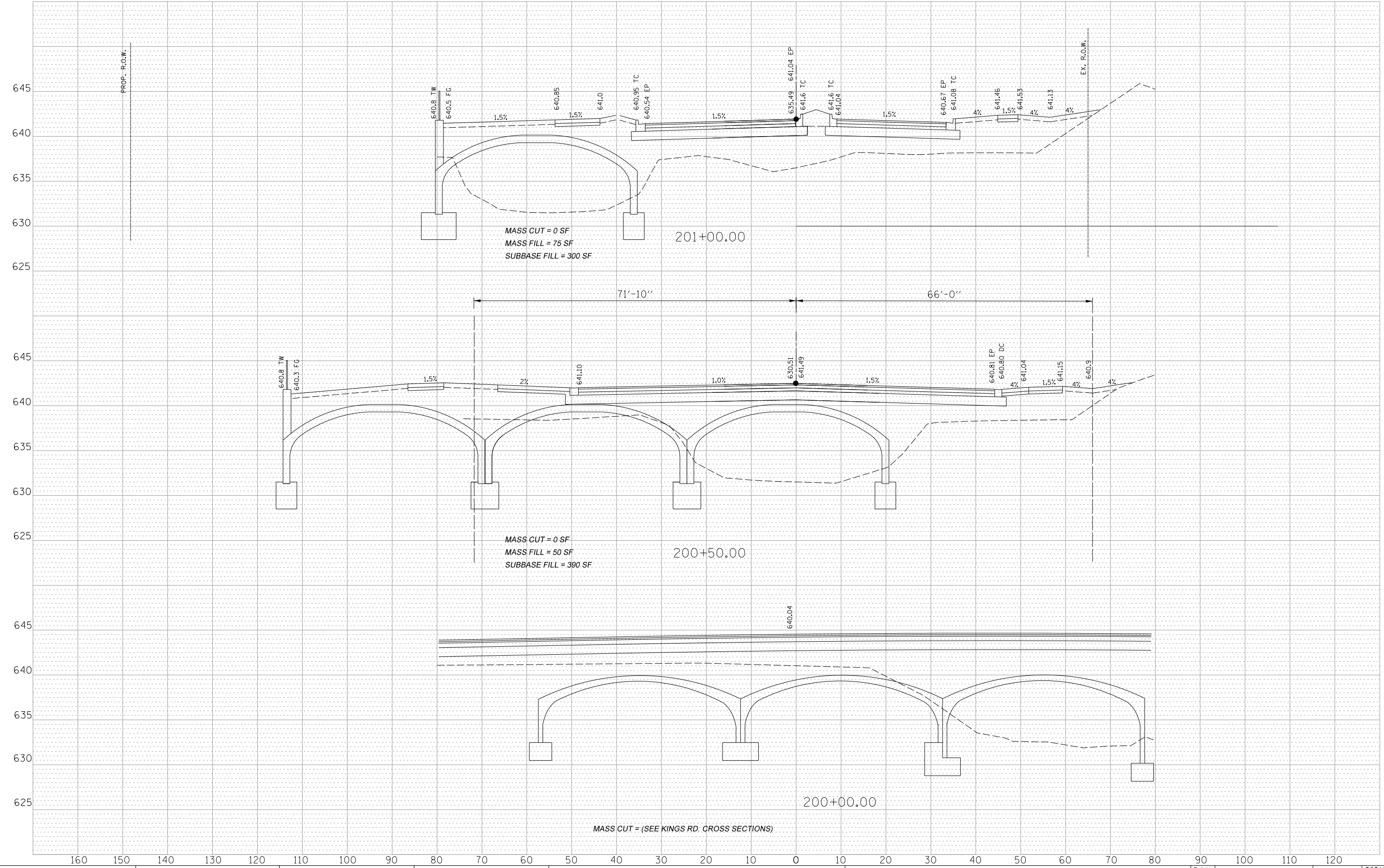






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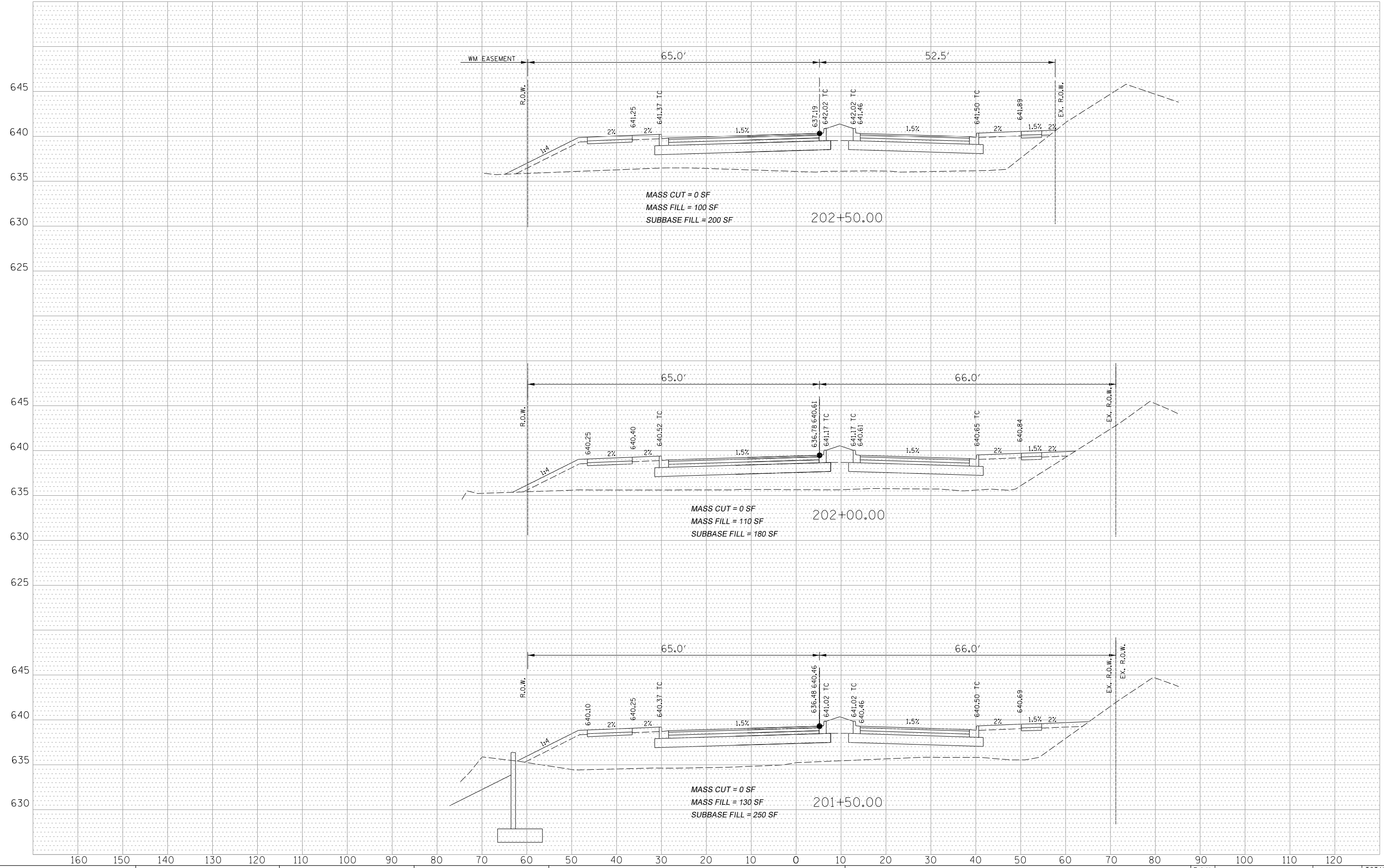
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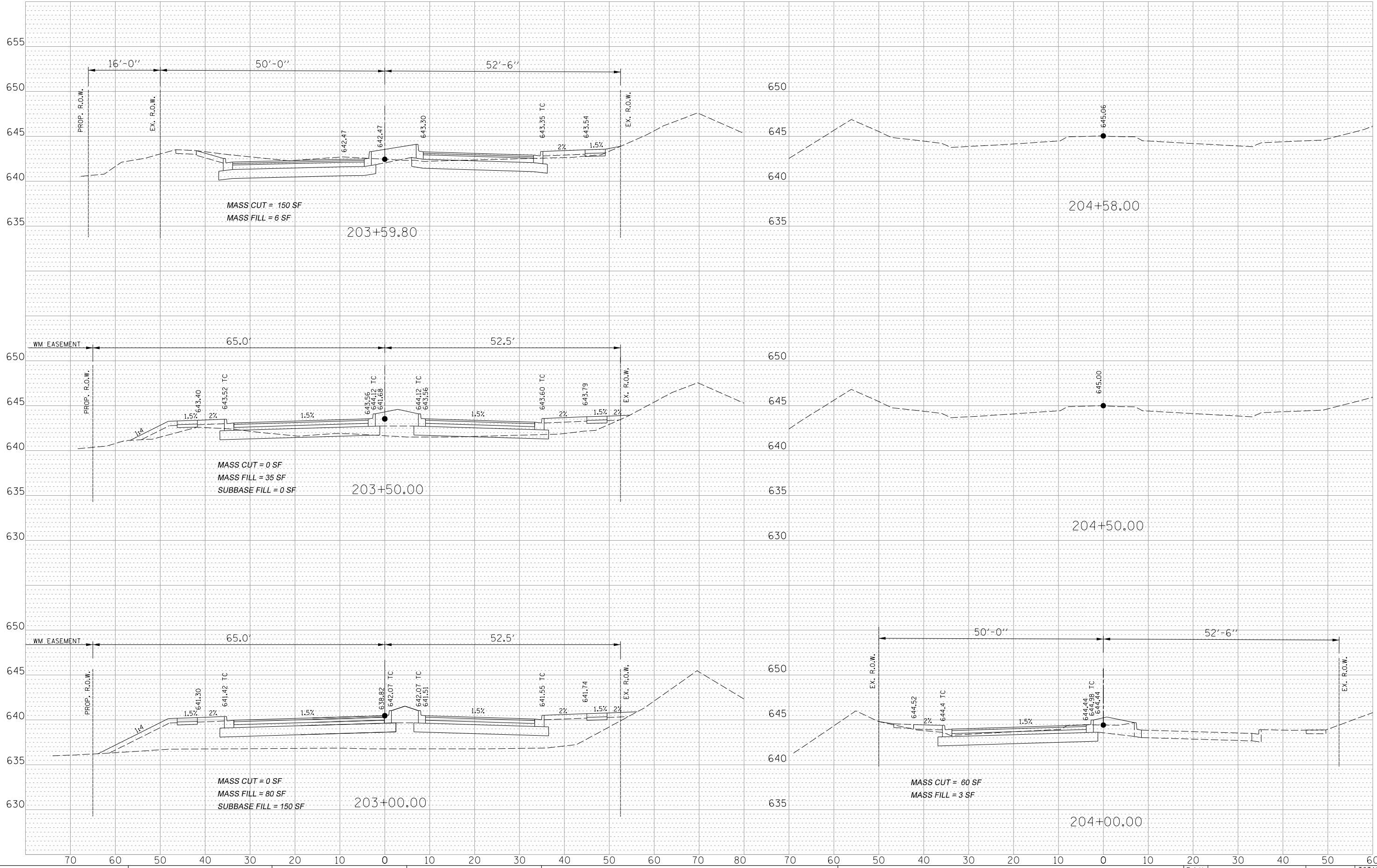
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FILE NAME =	USER NAME = .USER.	DESIGNED - S.S.	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTION 115th STREET</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - J.B.	REVISIED -		SCALE: $\frac{H=1''=10'}{V=1''=5'}$	SHEET NO.	OF	SHEETS	STA. 201+50	TO STA. 202+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	
		DRAWN - G.R./L.V.	REVISIED -										
		PLOT DATE = 12/12/2018	CHECKED -		REVISIED -								
											CONTRACT NO. 61F40	145	144

PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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	NO. NOTED		
	STRUCTURE		
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	OK'D		



FILE NAME =  
 USER NAME = .USER.  
 PLOT SCALE = 20.00' / in.  
 PLOT DATE = 12/12/2018

DESIGNED - S.S.	REVISED -
CHECKED - J.B.	REVISED -
DRAWN - G.R./L.V.	REVISED -
CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS 115th STREET**

SCALE: H<sub>1</sub>"=10'  
 V<sub>1</sub>"=5'  
 SHEET NO. OF SHEETS STA. 203+00 TO STA. 204+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00059-00-PV	WILL	145	145
CONTRACT NO. 61F40				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				