

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	1
		ILLINOIS	CONTRACT NO. 61K34	

FOR INDEX OF SHEETS SEE SHEET 2 04-26-2024 LETTING ITEM 209
 FOR LIST OF APPLICABLE HIGHWAY STANDARDS SEE SHEET 2

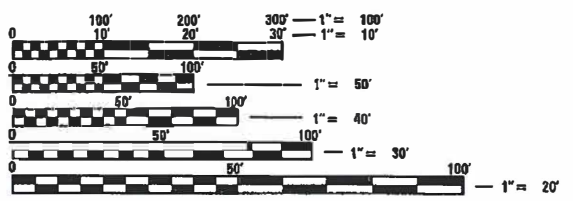
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

ROUTE FAU 0160
 LAKE SHORE DRIVE FROM SPRUCEWOOD LANE TO BECK ROAD
 SPRUCEWOOD LANE FROM ROLLING RIDGE LANE TO LAKE SHORE DRIVE
 PAVEMENT RECONSTRUCTION – STAGE 1

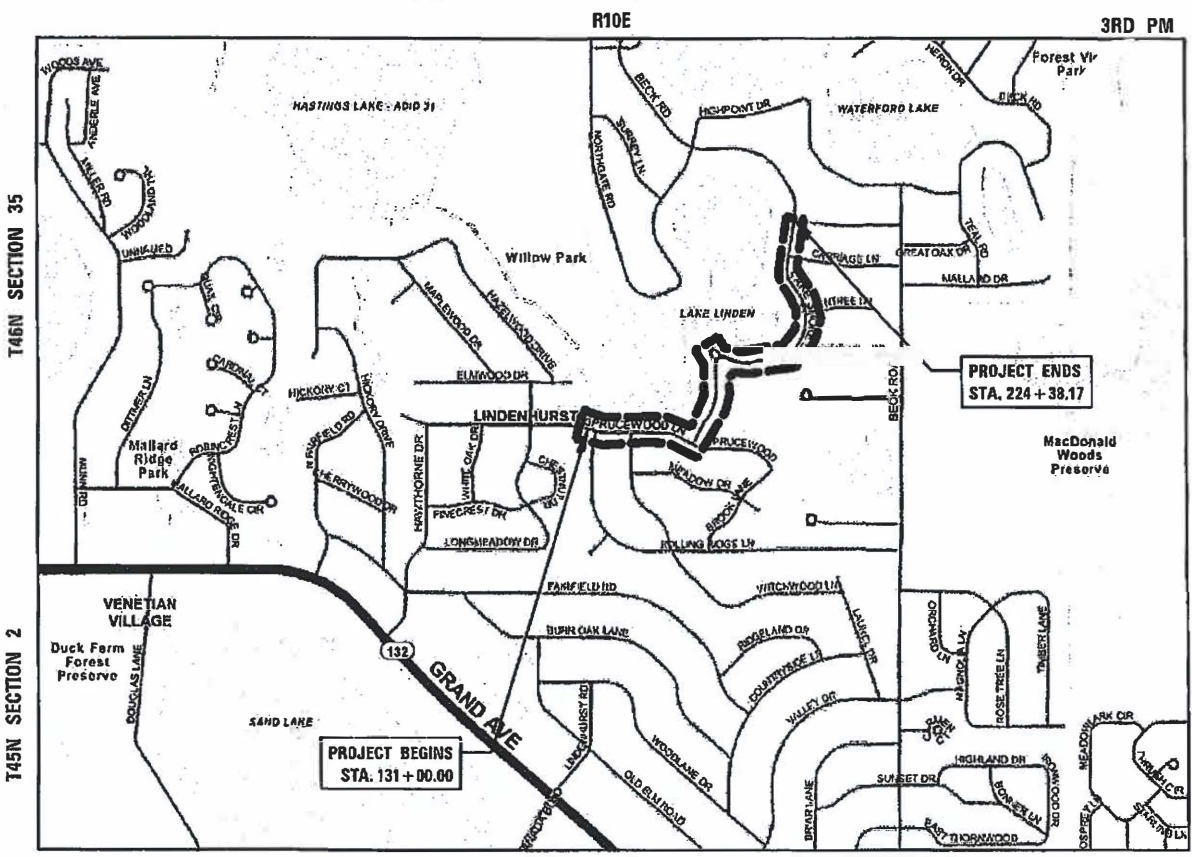
SECTION 18-00032-01-PV
 PROJECT NO: B33M(363)
 VILLAGE OF LINDENHURST
 LAKE COUNTY
 JOB NO. C-91-131-23

TRAFFIC DATA
SPRUCEWOOD LANE
 DESIGN DESTINATION: MAJOR COLLECTOR (URBAN)
 POSTED SPEED = 20 MPH
 DESIGN SPEED = 25 MPH
 TRAFFIC (YEAR) = 700-900 (2018) 970-1,260 (2050)
BALMORAL AVENUE
 DESIGN DESTINATION: MAJOR COLLECTOR (URBAN)
 POSTED SPEED = 20 MPH
 DESIGN SPEED = 25 MPH
 TRAFFIC (YEAR) = 700 (2018) 970 (2050)



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.

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAMBURG, ILLINOIS



LOCATION OF SECTION INDICATED THIS: - [Symbol]

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

CONTRACT NO. 61K34

CB CHRISTOPHER B. BURKE ENGINEERING, LTD.
 6575 W. Higgins Road, Suite 800
 Rosemont, Illinois 60018
 (847) 623-0500

PROFESSIONAL DESIGN FIRM NO. 184-001175
 EXPIRATION DATE: 04/30/2025

LOCATION MAP
 (NOT TO SCALE)

GROSS LENGTH = 3,330 FT. = 0.63 MILES
 NET LENGTH = 3,330 FT. = 0.63 MILES

John A. LaPaga
 ENGINEER 2/22/24
 DATE
 JOHN A. LAPAGA, LIA
 ILLINOIS REGISTRATION NO. 052-070592
 EXPIRATION DATE: 1/30/2025

AGENCY RESPONSIBLE FOR LETTING

APPROVED February 22, 20 24
[Signature]
 VILLAGE ADMINISTRATOR, VILLAGE OF LINDENHURST

PASSED FEB 29 20 24
[Signature]
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID
 BASED ON LIMITED REVIEW Feb 29 20 24
[Signature]
 REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMP FOR SIDEWALKS
424021-06	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 84" DIA.
542011-02	CONCRETE END SECTIONS FOR ELLIPTICAL PIPE CULVERTS 15" THRU 72" EQUIVALENT DIAMETER
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-03	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542311-07	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
601001-05	PIPE UNDERDRAINS
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602401-07	PRECAST MANHOLE TYPE A 4' (1.22 M) DIAMETER
602402-03	PRECAST MANHOLE TYPE A 5' (1.52 M) DIAMETER
602406-11	PRECAST MANHOLE TYPE A 6' (1.83 M) DIAMETER
602411-09	PRECAST MANHOLE TYPE A 7' (2.13 M) DIAMETER
602416-09	PRECAST MANHOLE TYPE A 8' (2.44 M) DIAMETER
602426-03	PRECAST MANHOLE TYPE A, 10' (3.05 M) DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
604051-04	FRAME AND GRATE TYPE 11
604056-04	FRAME AND GRATE TYPE 11V
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND IDOT HIGHWAY STANDARDS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Civil\ST1-NOT-01-190306.sht		DRAWN - PMM	REVISED -			0160	18-00032-01-PV	LAKE	131	2
Default	PLOT SCALE = 10'	CHECKED - LMF	REVISED -			CONTRACT NO. 61K34				
	PLOT DATE = 3/21/2024	DATE - 3/21/2024	REVISED -			SCALE: N.T.S.	SHEET 1 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022: THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2024, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD), THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI), "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2014 SEVENTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS", IDOT HIGHWAY STANDARDS, AND "VILLAGE OF LINDENHURST STANDARD DRAWINGS" INCLUDED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF LINDENHURST AT (847) 356-8252, AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK AND COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
3. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. PRIOR TO THE START OF CONSTRUCTION, THE ENGINEER AND THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION MEETING. THE PURPOSE OF THE MEETING IS TO REVIEW ACCEPTABLE CONSTRUCTION PRACTICES IN ACCORDANCE WITH THE TRAFFIC CONTROL HIGHWAY STANDARDS AND VILLAGE ORDINANCES AND POLICIES.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT.
6. IF THERE ARE DISCREPANCIES BETWEEN THE JOB SITE AND WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT TO THE ENGINEER BEFORE DOING ANY WORK. THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECT BY OMISSIONS OR DISCREPANCIES. IN FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS/HER OWN RISK. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTIONS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
7. THE CONTRACTOR SHALL COMPLY WITH ALL STATE AND FEDERAL SAFETY REGULATIONS AS OUTLINED IN THE LATEST REVISIONS OF THE FEDERAL CONSTRUCTION SAFETY STANDARDS (SERIES 1926) AND THE APPLICABLE PROVISIONS AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA STANDARDS OF THE WILLIAMS STEGER OCCUPATIONAL HEALTH STATE AND SAFETY ACT OF 1970).
8. NEITHER THE ENGINEER NOR THE VILLAGE IS RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR.
9. THE CONTRACTOR SHALL LIMIT HIS/HER CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
10. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. IF EXISTING SIGNS ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT PROCESS, THE SIGNS SHALL BE REPLACED BY THE CONTRACTOR. ANY SIGN DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR.
11. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
12. DURING THE CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS CAUSED BY THE CONSTRUCTION.
13. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL OTHER ROADWAY PROJECTS WITHIN THE AREA THAT ARE UNDER CONSTRUCTION AT THE SAME TIME.
14. A QUANTITY OF AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAS BEEN PROVIDED FOR USE AT LOCATIONS OF UNSUITABLE OR UNSTABLE SOIL. THE NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE OR UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED.
15. PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
16. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AND PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION
17. THE CONTRACTOR(S) SHALL KEEP EXISTING ADJACENT STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND CLEAN PAVEMENTS ON A DAILY BASIS OR MORE OFTEN WHEN NECESSARY AND AS DIRECTED BY THE ENGINEER.

18. ALL SAWCUTTING SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.
19. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED.
20. TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MAKINGS, THE CONTRACTOR SHALL CONTACT FADI SULTAN, IDOT AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV.
21. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF-ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK TO THE APPROVAL OF THE ENGINEER.
22. 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 NO ADDITIONAL COST TO THE CONTRACT.
23. PIPE UNDERDRAINS SHALL BE INSTALLED A MINIMUM OF 30" BELOW FINISHED PAVEMENT GRADE ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STANDARD 601001-05.
24. PAVING OF THE FULL ROADWAY WIDTH SHALL BE COMPLETED AT THE END OF EACH DAY OF PAVING TO PREVENT A LONGITUDINAL COLD JOINT FROM APPEARING WHEN OPPOSITE SIDES OF THE ROAD ARE PAVED ON DIFFERENT DAYS. THE CONTRACTOR SHALL ALSO ENSURE THAT AT THE END OF EACH DAY EACH PASS ENDS AT APPROXIMATELY THE SAME STATION TO PREVENT A COLD JOINT. THIS SHALL ONLY BE RELEVANT TO STAGE X FOR THE HOT-MIX ASPHALT SURFACE COURSE.
25. IF, DURING CONSTRUCTION, THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS OR UNDERDRAINS OTHER THAN THOSE SHOWN ON THE PLANS, HE/SHE SHALL INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION (IF MAINTAINED). EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED.
26. THE CONTRACTOR SHALL PROVIDE TEMPORARY TOILET FACILITIES AND HAND SANITIZING STATIONS FOR THE USE OF ALL OF THE CONTRACTOR'S PERSONNEL EMPLOYED ON THE WORK SITE. THE FACILITIES SHALL BE MAINTAINED IN PROPER SANITARY CONDITION THROUGHOUT THE PROJECT. THE LOCATION OF THE TEMPORARY FACILITIES SHALL BE APPROVED BY THE ENGINEER.
27. **SURVEY**
 (A) WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE ENGINEER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
 (B) ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 (C) THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
28. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
29. **UTILITIES**
 (A) ALL UNDERGROUND UTILITY LOCATIONS, INCLUDING BUT NOT LIMITED TO SANITARY AND STORM SEWERS, WATER MAINS AND THEIR RESPECTIVE SERVICE LINES, SHOWN ON THE PLANS ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL UTILITIES AS NECESSARY, PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. AT (800) 892-0123, (OR 811) AND ALL PUBLIC AND PRIVATE UTILITIES BEFORE STARTING CONSTRUCTION (48 HOUR NOTICE IS REQUIRED).
 (B) THE CONTRACTOR SHALL TEMPORARILY BRACE/SUPPORT EXISTING UTILITIES DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.
31. **SOIL EROSION AND SEDIMENT CONTROL**
 (A) THE VILLAGE SHALL OBTAIN LAKE COUNTY STORMWATER (LCSMC), ARMY CORPS (USACE), AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PRIOR TO CONSTRUCTION COMMENCEMENT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY FOR COMPLYING WITH PROVISIONS THEREOF REGARDING DISTURBANCES AND DISCHARGES.

- (B) SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
- (C) UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
- (D) THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE VILLAGE, OR THEIR AUTHORIZED REPRESENTATIVE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.
- (E) THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL.
- (F) AFTER ALL PERIMETER SEDIMENT BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER SEDIMENT BARRIER MUST BE RESTORED.
- (G) IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DIVERT ALL WATER (GROUND, STORM, AND CONSTRUCTION) DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREAS FREED OF WATER. BYPASS PUMPING, INCLUDING SILT BAGS AND AN ENERGY DISSIPATION SURFACE FOR THE PUMPS, MAY BE REQUIRED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SIZE THE PUMPS APPROPRIATELY.
- (H) DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE PLACED IN A STABILIZED SUMP PIT OR FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE US" IS PROHIBITED.
- (I) SEDIMENT CONTROL BMPS (CONSTRUCTION ENTRANCES) SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OF LEAVES THE SITE. THESE LOCATIONS SHALL BE DETERMINED IN THE FIELD, AS NEEDED, BY THE ENGINEER. GRAVELED ROADS, RUMBLE STRIPS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.
- (J) STOCK PILES OR SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S., UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER SEDIMENT BARRIER MUST BE PROVIDED.
- (K) CONTRACTOR MUST INSTALL PERIMETER SEDIMENT BARRIER AT ANY LOCATION IN WHICH SHEET FLOWS MAY RESULT IN SEDIMENT RUNOFF OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR MAY USE OTHER METHODS TO CONTROL RUNOFF, INCLUDING, BUT NOT LIMITED TO, TEMPORARY DIVERSION SWALES, TEMPORARY SEDIMENT TRAPS, SHAPED DITCHES TO CONVEY WATER, ETC.
- (L) ALL PROPOSED AND EXISTING STORM SEWER INLET STRUCTURES (INCLUDING INLETS LOCATED WITHIN THE HAUL ROUTES) MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS.
- (M) STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:
 - WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
- (N) THE CONTRACTOR SHALL PROVIDE A QUALIFIED PERSON WHO WILL BE RESPONSIBLE FOR CONDUCTING SITE INSPECTIONS IN COMPLIANCE WITH THE ILR10 NPDES PERMIT. AFTER EACH INSPECTION, A REPORT SHOULD BE PREPARED BY THE PERSON WHO PERFORMED THE INSPECTION. THE INSPECTION REPORT SHOULD BE MAINTAINED ON SITE AS PART OF THE PLAN. INSPECTIONS SHOULD BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS SHALL BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.
- (O) INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS (WHEN GROUND AND/OR AIR TEMPERATURES ARE AT OR BELOW 32 DEGREES FAHRENHEIT). INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5" OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.

- (P) STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
 - (Q) ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
 - (R) NO PHOSPHOROUS SHALL BE ALLOWED IN ANY SEED FERTILIZERS, TEMPORARY OR PERMANENT, THROUGHOUT THE ENTIRE PROJECT LIMITS.
- 32. STORM SEWER**
- (A) FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED, OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION APPROPRIATE TO THEIR LOCATION.
 - (B) ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR.
 - (C) WHEN THE REQUIRED VERTICAL AND HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA, BETWEEN PROPOSED STORM SEWER AND EXISTING OR PROPOSED WATER MAINS CANNOT BE MET, CIRCULAR PIPE SHALL BE INSTALLED OF WATER MAIN QUALITY PIPE AS SPECIFIED IN THE STANDARD SPECIFICATIONS FOR WATER MAIN CONSTRUCTION, EXCEPT THAT ONLY DUCTILE IRON PIPE WILL BE ALLOWED BENEATH PAVEMENTS.
 - (D) ANY PROPOSED CATCH BASINS OR MANHOLES WITH INVERT ELEVATIONS THAT DO NOT PROVIDE ROOM TO FIT A PRECAST CONE TOP, ARE SHALLOW DEPTH DRAINAGE STRUCTURES AND SHALL BE FITTED WITH A REINFORCED CONCRETE FLAT SLAB TOP. NO ADJUSTMENTS TO UNIT PRICES SHALL BE MADE WHETHER STRUCTURES ARE FITTED WITH CONE TOPS OR FLAT SLAB TOPS.
 - (E) ALL COUPLINGS SHALL BE OF THE "NON-SHEAR" TYPE. ALL PROPOSED MANHOLES SHALL BE PROVIDED WITH PRECAST CONCRETE INVERTS OR SHALL HAVE POURED IN PLACE CONCRETE INVERTS CONFORMING TO THE SHAPE OF THE PIPE OR AS OTHERWISE SHOWN IN THE PLANS. POURED IN PLACE CONCRETE SHALL BE CLASS "SI" SHAPED AND TROWELED FOR A SMOOTH FINISH.
 - (F) ALL CONNECTIONS TO EXISTING STORM SEWER MANHOLES (INCLUDING PIPE UNDERDRAINS) SHALL BE INSTALLED WITH A NEOPRENE BOOT SECURED WITH DOUBLE STAINLESS-STEEL STRAPS MEETING THE REQUIREMENTS OF ASTM C-923.
- 33. PROPERTY PROTECTION**
- (A) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ANY AND ALL SHORING REQUIRED TO PROTECT ADJACENT STRUCTURES (RESIDENTIAL HOMES, GARAGES, ETC.) DURING CONSTRUCTION OF THE IMPROVEMENTS. THE CONTRACTOR SHALL PROVIDE CALCULATIONS, DRAWINGS, AND ANY OTHER INFORMATION USED TO DETERMINE THE DESIGN OF THE SHORING. THIS WORK MUST BE APPROVED BY A LICENSED STRUCTURAL ENGINEER.
- 34. MISCELLANEOUS**
- (A) THE SEWER CONTRACTOR SHALL BE REQUIRED TO BE LICENSED AND BONDED WITH THE VILLAGE OF LINDENHURST BEFORE WORK IS STARTED; CONTACT THE VILLAGE AT (847) 356-8252.
 - (B) STOCKPILING MATERIAL WITHIN THE 100-YEAR FLOODPLAIN AND/OR THE FLOODWAY IS STRICTLY PROHIBITED.
 - (C) AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1
 - (D) ALL CONCRETE SHALL HAVE A LIGHT BROOM FINISH APPLIED WITHIN 1 HOUR OF FINAL STRIKING AND SHALL HAVE A WHITE, IDOT TYPE 3 CURING COMPOUND APPLIED TO THE SURFACE WITHIN 1 HOUR OF FINAL STRIKING AT THE MANUFACTURER'S RECOMMENDED APPLICATION RATE.
 - (E) ALL DOWEL BARS AND TIE BARS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED.
 - (F) ½" THICK PRE-MOLDED FIBER EXPANSION JOINTS WITH 2, ¾" x 16" PLAIN, ROUND, STEEL DOWEL BARS SHALL BE INSTALLED AT ALL CURBS AT 50' INTERVALS AND AT ALL P.C.'s, P.T.'s, AND CURB RETURNS. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. ALL EXPANSION JOINTS MUST BE FREE OF CONCRETE FOR FULL DEPTH. CONTRACTION JOINTS SHALL BE TOOLED AT 15' INTERVALS.
 - (G) WHENEVER NEW CONCRETE ABUTS EXISTING/NEW CONCRETE, SET A ½" THICK PRE-MOLDED FIBER EXPANSION JOINT AND DOWEL WITH SMOOTH 12" #4 BARS @ 24" O.C. THIS INCLUDES CONCRETE POURED ADJACENT TO ANY EXISTING SIDEWALKS AND CURBS. THE DOWEL BARS SHOULD BE 4" INTO EXISTING CONCRETE WITH 8" EXTENDING INTO NEW CONCRETE.
 - (H) BASED ON LINDENHURST VILLAGE CODE SECTION 94.05 PUBLIC NUISANCES AFFECTING PEACE AND SAFETY. I.(2) (i), CONSTRUCTION HOURS ARE WEEKDAYS 7 A.M. – 7 P.M., SATURDAYS 7:30 A.M. – 5:00 P.M., AND SUNDAYS 10:00 A.M. – 5:00 P.M.
 - (I) ALL EXISTING WATER MAIN AND WATER SERVICES ARE ANTICIPATED AT +/- 7 FEET BELOW EXISTING GRADE TO THE WATER SERVICE SHUTOFF VALVE (B-BOX). CONTRACTOR SHALL TAKE SPECIAL CARE WHEN EXCAVATING FOR PROPOSED STORM SEWER IMPROVEMENTS.
 - (J) EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME
 - (K) CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURRS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07. REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- 35. COMMITMENTS**
(A) NONE

FILE NAME = N:\Lindenhurst\190306\Civil\ST1-NOT-02-190306.sht	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 18'	CHECKED - LMF	REVISED -			0160	18-00032-01-PV	LAKE	131	3	
Default	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -	SCALE: N.T.S.	SHEET 2 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			
								CONTRACT NO. 61K34			

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
~	20101100	TREE TRUNK PROTECTION	EACH	10	10
~	20101200	TREE ROOT PRUNING	EACH	10	10
~	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	6	6
~	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	6	6
	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	24	24
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	24	24
	20200100	EARTH EXCAVATION	CU YD	2,345	2,345
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	888	888
	20400800	FURNISHED EXCAVATION	CU YD	1,439	1,439
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,092.00	4,092.00
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	9,224	9,224
	25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25
	25200110	SODDING, SALT TOLERANT	SQ YD	9,224	9,224
	25200200	SUPPLEMENTAL WATERING	UNIT	100	100
	28000305	TEMPORARY DITCH CHECKS	FOOT	300	300

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190308\Civil\ST1-900-01.19	306.sht	DRAWN - PMM	REVISED -		0160	18-00032-01-PV	LAKE	131	4				
Default	PLOT SCALE = 18'	CHECKED - LMF	REVISED -		SCALE: N.T.S. SHEET 1 OF 9 SHEETS STA. TO STA.				CONTRACT NO. 61K34				
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		[ILLINOIS] FED. AID PROJECT								

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	28000400	PERIMETER EROSION BARRIER	FOOT	4,000	4,000
	28000500	INLET AND PIPE PROTECTION	EACH	47	47
	28000510	INLET FILTERS	EACH	114	114
	28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	107	107
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,213	1,213
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	10,366	10,366
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	9,329	9,329
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	3,450	3,450
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	2,322	2,322
	40604060	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	TON	1,161	1,161
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	380	380
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	33,594	33,594
	42400800	DETECTABLE WARNINGS	SQ FT	202	202
	44000100	PAVEMENT REMOVAL	SQ YD	10,265	10,265

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME =	USER NAME = d\lejnwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\...indenhurst\198386\Civil\ST1-500-02.19	206.shx	DRAWN - PMM	REVISED -		SCALE: N.T.S.	SHEET 2 OF 9 SHEETS	STA.	TO STA.	0160	18-00032-01-PV	LAKE	131	5
Default	PLOT SCALE = 10'	CHECKED - LMF	REVISED -						CONTRACT NO. 61K34				
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -						ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3,479	3,479
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,010	3,010
	44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	61	61
	50105220	PIPE CULVERT REMOVAL	FOOT	609	609
	50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1
	52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	240	240
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1
	54260315	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION	FOOT	60	60
	54261330	CONCRETE END SECTION, STANDARD 542001, 36", 1:3	EACH	1	1
	54263636	CONCRETE END SECTION, STANDARD 542011, 36", 1:6	EACH	1	1
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	629	629
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	365	365
	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	247	247

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\...indenhurst\198386\Civil\ST1-500-03.19	306.sht	DRAWN - PMM	REVISED -			0160	18-00032-01-PV	LAKE	131	6	
Default	PLOT SCALE = 10"	CHECKED - LMF	REVISED -			SCALE: N.T.S. SHEET 3 OF 9 SHEETS STA. TO STA.		CONTRACT NO. 61K34			
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	147	147
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	771	771
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	331	331
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	87	87
	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	109	109
	550A5300	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36"	FOOT	119	119
	55100400	STORM SEWER REMOVAL 10"	FOOT	125	125
	55100500	STORM SEWER REMOVAL 12"	FOOT	1,076	1,076
	55100700	STORM SEWER REMOVAL 15"	FOOT	184	184
	55100900	STORM SEWER REMOVAL 18"	FOOT	172	172
~	56106200	ADJUSTING WATER MAIN 4"	FOOT	50	50
~	56106300	ADJUSTING WATER MAIN 6"	FOOT	50	50
~	56106400	ADJUSTING WATER MAIN 8"	FOOT	50	50
~	56300100	ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS	FOOT	250	250

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME : N:\Lindenhurst\190305\Cv\1\ST1-000-04_190305.dwg	USER NAME : dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLDT SCALE = 10'	CHECKED - LMF	DRAWN - PMM	REVISED -			0160	18-00032-01-PV	LAKE	131	7	
PLDT DATE = 2/14/2024	DATE - 2/14/2024	CHECKED - LMF	REVISED -			SCALE: N.T.S. SHEET 4 OF 9 SHEETS STA. TO STA.		CONTRACT NO. 61K34			
						ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	13	13
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	3,016	3,016
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	16	16
	60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	61	61
	60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	4	4
	60204825	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	6	6
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	29	29
	60207915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	EACH	38	38
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	20	20
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	15	15
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
	60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	6,982	6,982
	60600605	CONCRETE CURB, TYPE B	FOOT	268	268
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME :	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
McLindenhurst\1703285NC\11\ST1-500-05-19	305.zht	DRAWN - PMM	REVISED -			0160	18-00032-01-PV	LAKE	131	8	
	PLOT SCALE = 10"	CHECKED - LMF	REVISED -			CONTRACT NO. 61K34					
Defn.1:	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: N.T.S.		SHEET 5 OF 9 SHEETS		STA. TO STA.			

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	67100100	MOBILIZATION	L SUM	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	6,900	6,900
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,600	4,600
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6,900	6,900
~	72000100	SIGN PANEL - TYPE 1	SQ FT	195	195
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	32	32
~	72900100	METAL POST - TYPE A	FOOT	384	384
~	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	36	36
~	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6,031	6,031
~	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	648	648
~	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	126	126
~	X0325714	FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION	EACH	2	2
	X0327902	MAILBOX REMOVE AND REPLACE	EACH	187	187
	X1700021	BRICK PAVER REMOVAL AND REINSTALLATION, SPECIAL	SQ FT	1,000	1,000

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Civil\ST1-S00-06.19	306.aht	DRAWN - PMM	REVISED -					0160	18-00032-01-PV	LAKE	131	9
	PLOT SCALE = 10'	CHECKED - LMF	REVISED -		SCALE: N.T.S. SHEET 6 OF 9 SHEETS STA. TO STA.			CONTRACT NO. 61K34				
Default	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -					ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	X2080250	TRENCH BACKFILL, SPECIAL	CU YD	1,918	1,918
~	X2200020	FENCE REMOVAL AND REINSTALLATION	FOOT	194	194
	X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	100	100
	X4404400	PAVEMENT REMOVAL, (SPECIAL)	SQ YD	61	61
	X4420210	TEMPORARY PATCHING	SQ YD	500	500
	X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	216	216
	X52200101	RETAINING WALL REMOVAL	SQ FT	382	382
	X5510100	STORM SEWER REMOVAL	FOOT	378	378
	X5610001	CLEANOUTS	EACH	2	2
~	X5620128	ADJUSTING WATER SERVICE LINES	EACH	50	50
	X6011605	PIPE DRAINS 4" (SPECIAL)	FOOT	145	145
	X6022055	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	3	3
	X6022060	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	1	1
	X6022110	MANHOLES, TYPE A, 10'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
	X6022712	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	5	5

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	X6029510	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE	EACH	2	2
	X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	30	30
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
	X7010238	CHANGEABLE MESSAGE SIGN, (SPECIAL)	CAL MO	24	24
~	XX004689	SANITARY SERVICE TO BE ADJUSTED	EACH	50	50
	XX006367	INLET AND OUTLET PROTECTION	EACH	1	1
	XX009609	STORMWATER TREATMENT UNIT, TYPE 2	EACH	1	1
	XX009610	STORMWATER TREATMENT UNIT, TYPE 3	EACH	1	1
	XX009611	STORMWATER TREATMENT UNIT, TYPE 4	EACH	1	1
	XX009612	STORMWATER TREATMENT UNIT, TYPE 5	EACH	1	1
	Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	2,003	2,003
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	6	6
	Z0017500	DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH	16	16

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME = N:\Lindenhurst\190306\Civil\ST1-500-08_19	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308.sht	DRAWN - PMM	REVISED -	0160					18-00032-01-PV	LAKE	131	11	
PLOT SCALE = 10'	CHECKED - LMF	REVISED -	SCALE: N.T.S. SHEET 8 OF 9 SHEETS STA. TO STA.					CONTRACT NO. 61K34				
Defa.lt	DATE - 2/14/2024	REVISED -	[ILLINOIS] FED. AID PROJECT									

SUMMARY OF QUANTITIES					CONSTRUCTION CODE 0004
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY
	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	54	54
	Z0023201	SEDIMENT CONTROL, SILT CURTAIN	EACH	4	4
	Z0055905	TEMPORARY CONSTRUCTION FENCE	FOOT	3,000	3,000
	Z0056602	STORM SEWER (WATER MAIN REQUIREMENTS) 4 INCH	FOOT	13	13
	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	2,475	2,475
	Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	464	464
	Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	199	199
	Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	511	511
	Z0056620	STORM SEWER (WATER MAIN REQUIREMENTS) 30 INCH	FOOT	173	173
+	Z0076600	TRAINEES	HOURL	1,000	1,000
+	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	1000	1,000
	XX009619	LANDSCAPE PLANTER WALL REMOVAL AND SALVAGE	SQ FT	521	521
	XX009620	TEMPORARY GANG MAILBOX	L SUM	1	1
	XX009621	WOOD WALL REMOVE AND SALVAGE	SQ FT	160	160

~ INDICATES SPECIALTY ITEM
+ CONSTRUCTION CODE 0042

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\Lindenhurst\190306\Civil\ST1-500-09.19	305.sht	DRAWN - PMM	REVISED -			0160	18-00032-01-PV	LAKE	131	12	
	PLOT SCALE = 10'	CHECKED - LMF	REVISED -			CONTRACT NO. 61K34					
Default	PLOT DATE = 3/4/2024	DATE - 3/4/2024	REVISED -			SCALE: N.T.S.	SHEET 9 OF 9 SHEETS	STA.	TO STA.	[ILLINOIS] FED. AID PROJECT	

LEGEND

EXISTING

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT (± 9")
- (B) EXISTING AGGREGATE SUBBASE (± 10.5")
- (C) EXISTING AGGREGATE SHOULDER OR CURB AND GUTTER (B-6.12)
- (D) EARTH EXCAVATION (VARIES)
EARTH EXCAVATION (9" FOR PROPOSED SIDEWALK)
- (E) PAVEMENT REMOVAL (18" DEPTH)
- (F) AGGREGATE SHOULDER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- (G) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- (H) DRIVEWAY PAVEMENT REMOVAL (HMA, PCC, OR BRICK PER PLANS)

PROPOSED

- (1) FURNISHED EXCAVATION
- (2) SODDING, SALT TOLERANT
TOPSOIL FURNISH AND PLACE, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TYPE B-6.12)
(INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B)
- (4) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D" N50 - 2"
- (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 4"
- (6) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (7) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(WITH 4" SUBBASE GRANULAR MATERIAL TYPE B, INCLUDED IN THE COST)
- (8) PROPOSED DRIVEWAY PAVEMENT (HMA, PCC, OR BRICK PER PLANS)
- (9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (10) AGGREGATE SUBGRADE IMPROVEMENT (SEE UNDERCUTTING TABLE BELOW)
- (11) PIPE UNDERDRAINS, TYPE 2, 4"

NOTES:

1. THE REMOVAL/EXCAVATION OF THE TOP 18" OF MATERIAL (ASPHALT, STONE, OR SUBBASE) SHALL BE CONSIDERED PAVEMENT REMOVAL.
2. ANY EXCAVATION OF MATERIAL (0"-4" BELOW THE PAVEMENT REMOVAL LIMITS) REQUIRED TO OBTAIN THE NECESSARY DEPTH FOR THE PROPOSED PAVEMENT BENEATH THE 18" CONSIDERED PAVEMENT REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION.
3. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE 6 INCHES THICK (42400300) AT DRIVEWAYS.
4. A SHRINKAGE FACTOR OF 15% IS ASSUMED FOR FILL MATERIALS.
5. SEE LAKE SHORE DRIVE CUL-DE-SAC TYPICAL SECTIONS FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE.
6. LONGITUDINATL JOINT SEALANT SHALL BE PLACED ON THE HMA BINDER COURSE, IL-19.0, N50

SPRUCEWOOD LANE CORE DETAILS

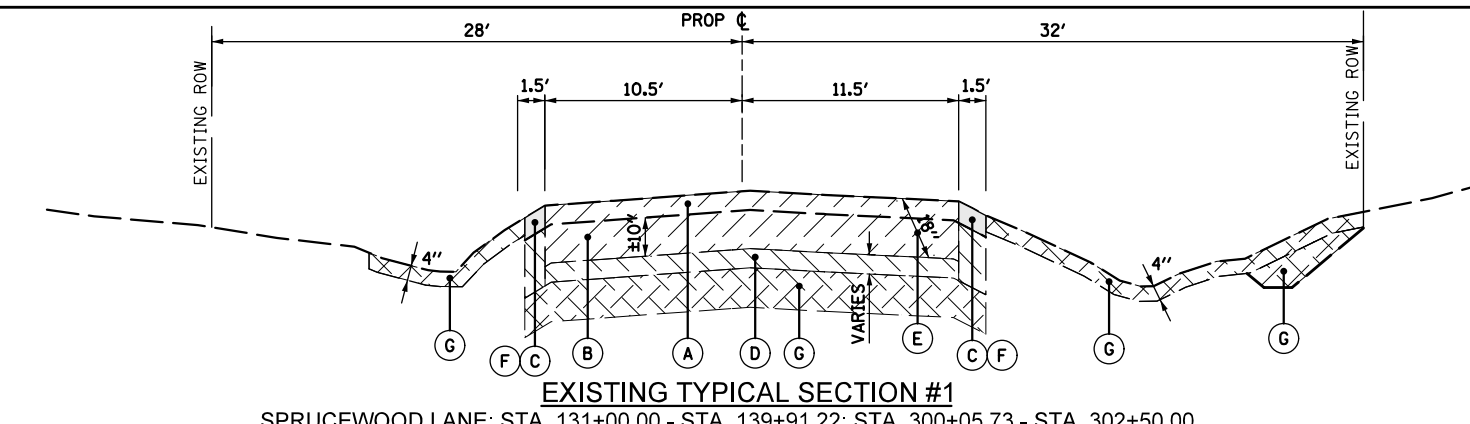
CORE NUMBER	PAVEMENT TOTAL THICKNESS	ASPHALT TOTAL THICKNESS	SURFACE THICKNESS	BINDER THICKNESS	SUBBASE THICKNESS
B-7	11.9"	11.9"	2.1"	9.8"	0"
B-8	16.9"	6.9"	3.7"	3.2"	10"
B-9	21.6"	8.6"	5.2"	3.4"	13"
AVG.	16.8"	9.1"	3.6"	5.5"	7.7"

SPRUCEWOOD LANE UNDERCUTTING

STATION FROM	STATION TO	UNDERCUT THICKNESS
131+00	135+50	12"
135+50	139+50	NOT REQ.

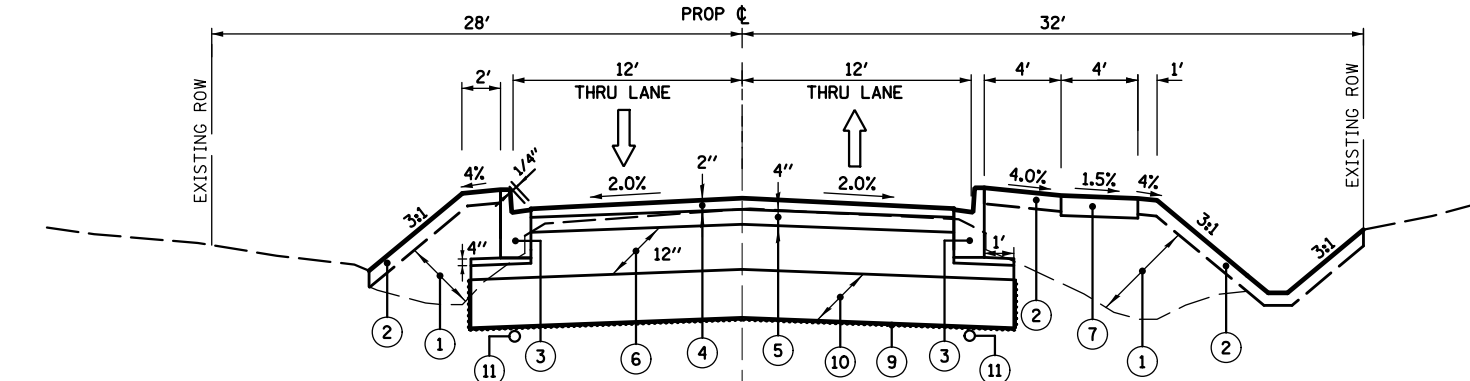
NOTES:

1. EXACT LOCATIONS AND DEPTHS OF UNDERCUTTING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. ALL UNDERCUT LOCATIONS TO BE VERIFIED IN THE FIELD BY A SOILS INSPECTOR.
3. ALL LOCATIONS WHERE PROPOSED UNDERDRAINS SHALL BE INSTALLED SHALL ALSO BE UNDERCUT.
4. NEW PAVEMENT CORES ARE DETERMINED BY THE ENGINEER



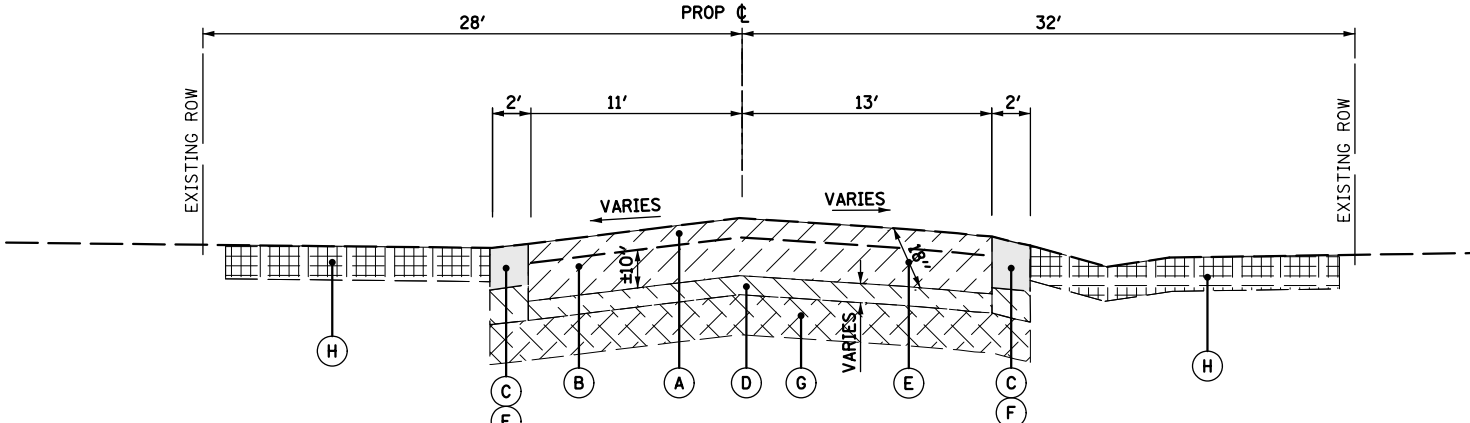
EXISTING TYPICAL SECTION #1

SPRUCEWOOD LANE: STA. 131+00.00 - STA. 139+91.22; STA. 300+05.73 - STA. 302+50.00



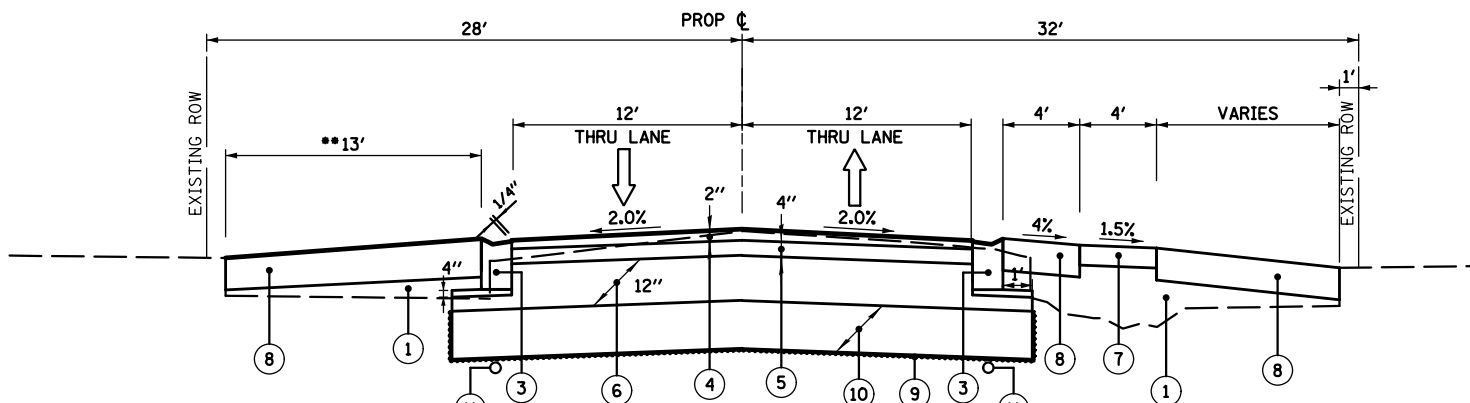
PROPOSED TYPICAL SECTION #1

SPRUCEWOOD LANE: STA. 131+00.00 - STA. 139+91.22



EXISTING TYPICAL SECTION #2

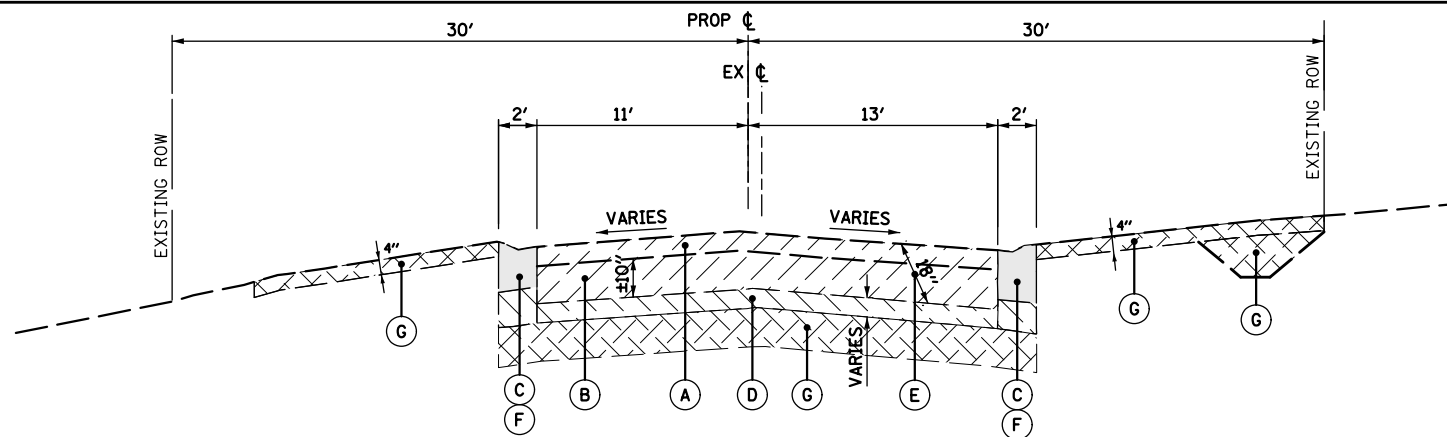
SPRUCEWOOD LANE: STA. 131+00.00 - STA. 139+91.22



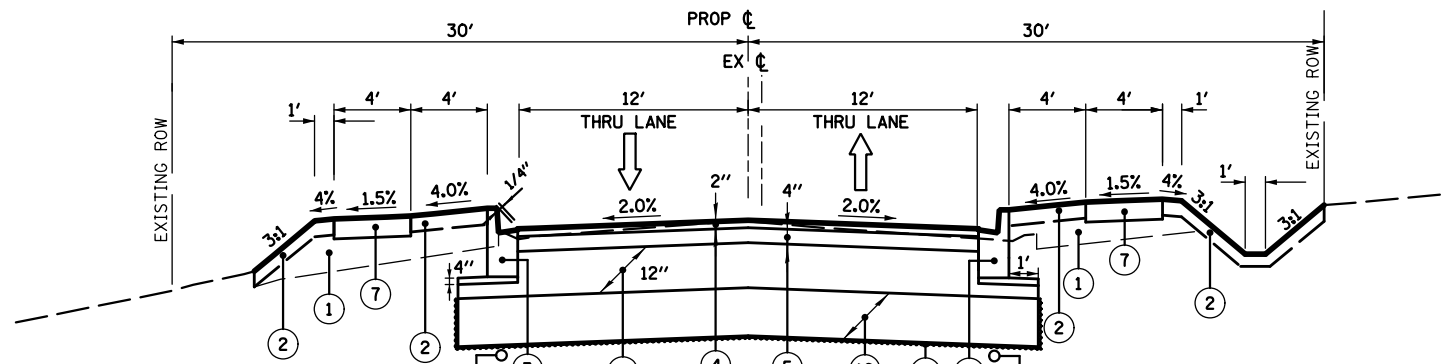
PROPOSED TYPICAL SECTION #2

SPRUCEWOOD LANE: STA. 131+00.00 - STA. 139+91.22

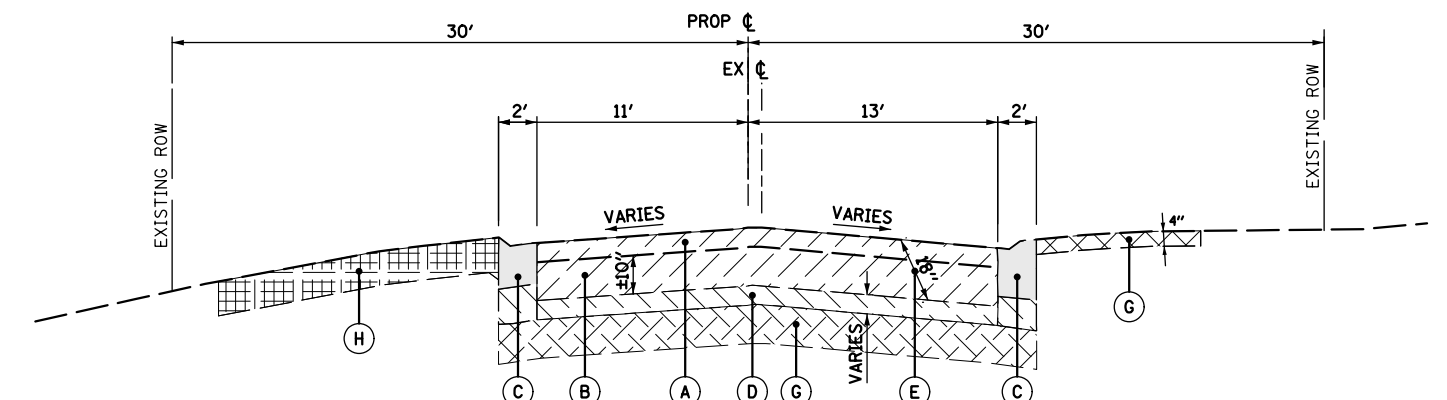
**FOR DRIVEWAY SECTIONS



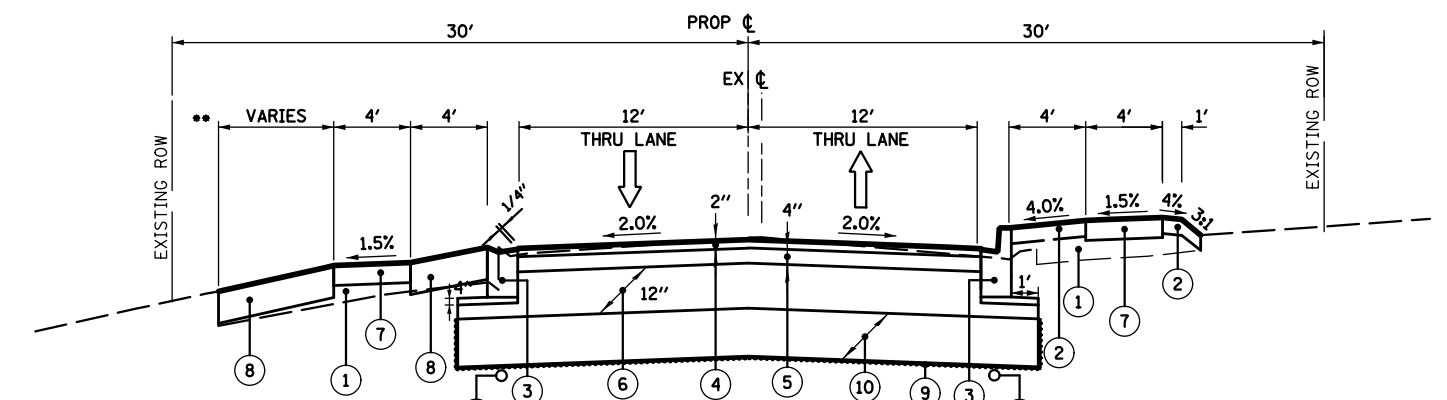
EXISTING TYPICAL SECTION #3
LAKE SHORE DRIVE: STA. 200+00.00 - STA. 224+38.17



PROPOSED TYPICAL SECTION #3
LAKE SHORE DRIVE: STA. 200+00.00 - STA. 224+38.17



EXISTING TYPICAL SECTION #4
LAKE SHORE DRIVE: STA. 200+00.00 - STA. 224+38.17



PROPOSED TYPICAL SECTION #4
LAKE SHORE DRIVE: STA. 200+00.00 - STA. 224+38.17
**FOR DRIVEWAY SECTIONS

LEGEND

EXISTING

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT (± 6")
- (B) EXISTING AGGREGATE SUBBASE (± 11")
- (C) EXISTING AGGREGATE SHOULDER OR CURB AND GUTTER (B-6.12)
- (D) EARTH EXCAVATION (VARIES)
EARTH EXCAVATION (9" FOR PROPOSED SIDEWALK)
- (E) PAVEMENT REMOVAL (18" DEPTH)
- (F) AGGREGATE SHOULDER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- (G) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- (H) DRIVEWAY PAVEMENT REMOVAL (HMA, PCC, OR BRICK PER PLANS)

PROPOSED

- (1) FURNISHED EXCAVATION
- (2) SODDING, SALT TOLERANT
TOPSOIL FURNISH AND PLACE, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TYPE B-6.12)
(INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B)
- (4) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D" N50 - 2"
- (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 4"
- (6) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (7) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(WITH 4" SUBBASE GRANULAR MATERIAL TYPE B, INCLUDED IN THE COST)
- (8) PROPOSED DRIVEWAY PAVEMENT (HMA, PCC, OR BRICK PER PLANS)
- (9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (10) AGGREGATE SUBGRADE IMPROVEMENT (SEE UNDERCUTTING TABLE BELOW)
- (11) PIPE UNDERDRAINS, TYPE 2, 4"

NOTES:

1. THE REMOVAL/EXCAVATION OF THE TOP 18" OF MATERIAL (ASPHALT, STONE, OR SUBBASE) SHALL BE CONSIDERED PAVEMENT REMOVAL.
2. ANY EXCAVATION OF MATERIAL (0"-4" BELOW THE PAVEMENT REMOVAL LIMITS) REQUIRED TO OBTAIN THE NECESSARY DEPTH FOR THE PROPOSED PAVEMENT BENEATH THE 18" CONSIDERED PAVEMENT REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION.
3. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE 6 INCHES THICK (42400300) AT DRIVEWAYS.
4. A SHRINKAGE FACTOR OF 15% IS ASSUMED FOR FILL MATERIALS.
5. SEE LAKE SHORE DRIVE CUL-DE-SAC TYPICAL SECTIONS FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE.
6. LONGITUDINATL JOINT SEALANT SHALL BE PLACED ON HMA BINDER COURSE, IL-19.0, N50.

LAKE SHORE DRIVE CORE DETAILS

CORE NUMBER	PAVEMENT TOTAL THICKNESS	ASPHALT TOTAL THICKNESS	SURFACE THICKNESS	BINDER THICKNESS	SUBBASE THICKNESS
B-10	18.5"	6.5"	6.5"	0"	13"
B-11	16.5"	4.5"	2.7"	1.8"	12"
B-12	18.8"	7.8"	7.8"	0"	11"
B-13	14.5"	5.5"	1.9"	3.6"	9"
B-14	14.8"	4.8"	2.0"	2.8"	10"
AVG.	16.7"	5.9"	4.2"	1.7"	11"

LAKE SHORE DRIVE UNDERCUTTING

STATION FROM	STATION TO	UNDERCUT THICKNESS
200+00	204+75	6"
204+75	209+00	6"
209+00	214+50	NOT REQ.
214+50	219+75	NOT REQ.
219+75	224+38	12"

NOTES:

1. EXACT LOCATIONS AND DEPTHS OF UNDERCUTTING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. ALL UNDERCUT LOCATIONS TO BE VERIFIED IN THE FIELD BY A SOILS INSPECTOR.
3. ALL LOCATIONS WHERE PROPOSED UNDERDRAINS SHALL BE INSTALLED SHALL ALSO BE UNDERCUT.
4. NEW PAVEMENT CORES ARE DETERMINED BY THE ENGINEER

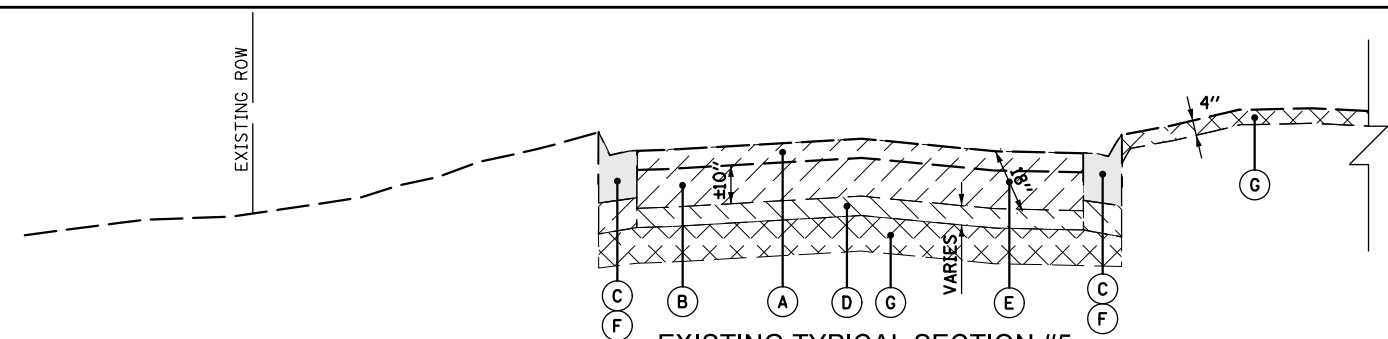
FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -
N:\Lindenhurst\190306\Civil\ST1-TYP-03-190306.sht		DRAWN - PMM	REVISED -
Default	PLOT SCALE = 18'	CHECKED - LMF	REVISED -
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

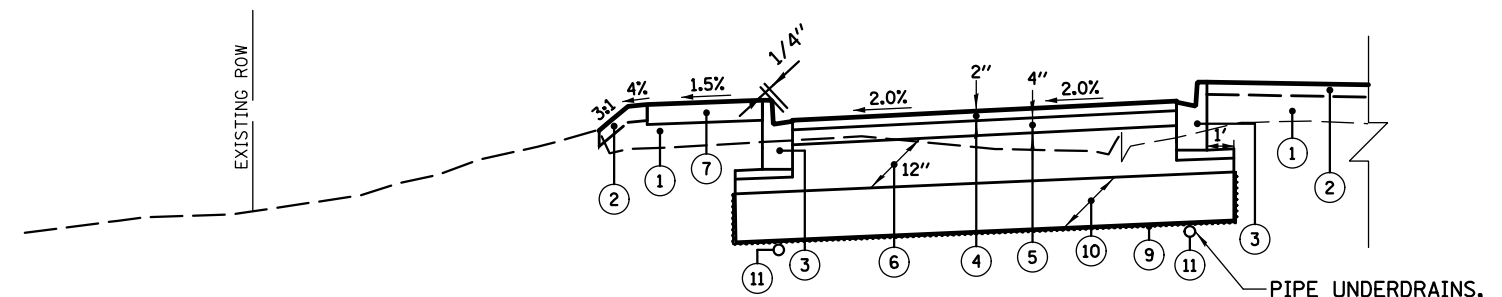
**TYPICAL SECTIONS
LAKE SHORE DRIVE**

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	14
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION #5
LAKE SHORE DRIVE CUL-DE-SAC: STA. 400+00.00 - STA. 401+89.27



PROPOSED TYPICAL SECTION #5
LAKE SHORE DRIVE CUL-DE-SAC: STA. 400+00.00 - STA. 401+89.27

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
ITEM	VOIDS	QMP
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR.	LR 1030-2
CLASS D PATCHES, 7 INCH (HMA BINDER IL-19.0, N70)	4% @ 70 GYR.	LR 1030-2
TEMPORARY PATCHING (HMA BINDER IL-19.0, N70)	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3" (HMA SURFACE COURSE, MIX "D", N50) (IL 9.5 mm)	4% @ 50 GYR.	LR 1030-2

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SY/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

LEGEND

EXISTING

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT (± 4.5")
- (B) EXISTING AGGREGATE SUBBASE (± 12")
- (C) EXISTING AGGREGATE SHOULDER OR CURB AND GUTTER (B-6.12)
- (D) EARTH EXCAVATION (VARIES)
EARTH EXCAVATION (9" FOR PROPOSED SIDEWALK)
- (E) PAVEMENT REMOVAL (18" DEPTH)
- (F) AGGREGATE SHOULDER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- (G) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- (H) DRIVEWAY PAVEMENT REMOVAL (HMA, PCC, OR BRICK PER PLANS)

PROPOSED

- (1) FURNISHED EXCAVATION
- (2) SODDING, SALT TOLERANT
TOPSOIL FURNISH AND PLACE, 4"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TYPE B-6.12)
(INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B)
- (4) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D" N50 - 2"
- (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 4"
- (6) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (7) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
(WITH 4" SUBBASE GRANULAR MATERIAL TYPE B, INCLUDED IN THE COST)
- (8) PROPOSED DRIVEWAY PAVEMENT (HMA, PCC, OR BRICK PER PLANS)
- (9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (10) AGGREGATE SUBGRADE IMPROVEMENT (SEE UNDERCUTTING TABLE BELOW)
- (11) PIPE UNDERDRAINS, TYPE 2, 4"

NOTES:

1. THE REMOVAL/EXCAVATION OF THE TOP 18" OF MATERIAL (ASPHALT, STONE, OR SUBBASE) SHALL BE CONSIDERED PAVEMENT REMOVAL.
2. ANY EXCAVATION OF MATERIAL (0"-4" BELOW THE PAVEMENT REMOVAL LIMITS) REQUIRED TO OBTAIN THE NECESSARY DEPTH FOR THE PROPOSED PAVEMENT BENEATH THE 18" CONSIDERED PAVEMENT REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION.
3. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE 6 INCHES THICK (42400300) AT DRIVEWAYS
4. A SHRINKAGE FACTOR OF 15% IS ASSUMED FOR FILL MATERIALS.
5. LONGITUDINATL JOINT SEALANT SHALL BE PLACED ON HMA BINDER COURSE, IL-19.0, N50.

LAKE SHORE DRIVE CUL-DE-SAC CORE DETAILS

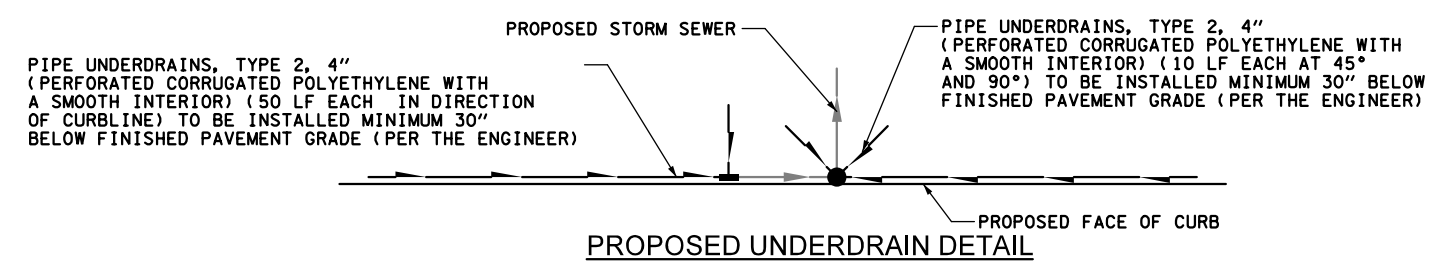
CORE NUMBER	PAVEMENT TOTAL THICKNESS	ASPHALT TOTAL THICKNESS	SURFACE THICKNESS	BINDER THICKNESS	SUBBASE THICKNESS
B-11	16.5"	4.5"	2.7"	1.8"	12"

LAKE SHORE DRIVE CUL-DE-SAC UNDERCUTTING

STATION FROM	STATION TO	UNDERCUT THICKNESS
204+75	209+00	6"

NOTES:

1. EXACT LOCATIONS AND DEPTHS OF UNDERCUTTING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. ALL UNDERCUT LOCATIONS TO BE VERIFIED IN THE FIELD BY A SOILS INSPECTOR.
3. ALL LOCATIONS WHERE PROPOSED UNDERDRAINS SHALL BE INSTALLED SHALL ALSO BE UNDERCUT.
4. NEW PAVEMENT CORES ARE DETERMINED BY THE ENGINEER



PROPOSED UNDERDRAIN DETAIL

NOTE:
PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND IDOT HIGHWAY STANDARD 601001-05. THE TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 30" BELOW FINISHED PAVEMENT GRADE (PER THE ENGINEER). UNDERDRAINS SHALL BE INSTALLED AT THE OUTSIDE EDGE OF THE PROPOSED ROADWAY WIDENING PER THE ENGINEER'S DIRECTIONS. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES, EITHER EXISTING OR PROPOSED, SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS. UNDERDRAINS SHALL BE INSTALLED IN LOW AREAS AND AT THE BASE OF ANY UNDERCUTS AS DETERMINED IN THE FIELD PER THE ENGINEER.

SPRUCEWOOD LANE

SPRUCEWOOD LANE EARTHWORK SCHEDULE										
STA.	DIST. (FT)	EARTH EXCAVATION (20200100)			FURNISHED EXCAVATION (20400800)			REM. AND DISPOSAL OF UNSUITABLE MAT. (20201200)		
		AREA (SF)	AVE. AREA (SF)	VOLUME (CY)	AREA (SF)	AVE. AREA (SF)	VOLUME (CY)	AREA (SF)	AVE. AREA (SF)	VOLUME (CY)
130+95.26		0.0			0.0			0.0		
	70.65		8.60	22.50		4.70	12.30		3.55	9.29
131+65.91		17.2			9.4			7.1		
	20.73		17.10	13.13		10.85	8.33		6.15	4.72
131+86.64		17.0			12.3			5.2		
	23.88		18.65	16.49		10.15	8.98		5.85	5.17
132+10.52		20.3			8.0			6.5		
	39.48		18.95	27.71		13.60	19.89		9.15	13.38
132+50		17.6			19.2			11.8		
	8.62		17.15	5.48		19.95	6.37		11.80	3.77
132+58.62		16.7			20.7			11.8		
	41.38		11.55	17.70		26.85	41.15		14.95	22.91
133+00		6.4			33.0			18.1		
	50.00		5.85	10.83		38.10	70.56		18.05	33.43
133+50		5.3			43.2			18.0		
	100.00		7.05	26.11		46.00	170.37		19.15	70.93
134+50		8.8			48.8			20.3		
	17.44		6.65	4.30		40.60	26.22		13.45	8.69
134+67.44		4.5			32.4			6.6		
	32.56		6.20	7.48		25.60	30.87		9.10	10.97
135+00		7.9			18.8			11.6		
	29.60		11.40	12.50		11.00	12.06		8.25	9.04
135+29.60		14.9			3.2			4.9		
	9.59		14.40	5.11		3.20	1.14		3.80	1.35
135+39.19		13.9			3.2			2.7		
	26.43		14.60	14.29		1.75	1.71		1.35	1.32
135+65.62		15.3			0.3			0.0		
	4.76		14.35	2.53		0.40	0.07		0.00	0.00
135+70.38		13.4			0.5			0.0		
	29.62		13.10	14.37		7.20	7.90		5.15	5.65
136+00		12.8			13.9			10.3		
	26.53		14.40	14.15		7.80	7.66		7.40	7.27
136+26.53		16.0			1.7			4.5		
	16.26		17.40	10.48		3.95	2.38		4.50	2.71
136+42.79		18.8			6.2			4.5		
	7.21		18.70	4.99		6.80	1.82		4.55	1.22
136+50		18.6			7.4			4.6		
	50.00		16.30	30.19		7.80	14.44		7.35	13.61
137+00		14.0			8.2			10.1		
	35.84		10.60	14.07		5.15	6.84		5.05	6.70
137+35.84		7.2			2.1			0.0		
	1.87		6.85	0.47		2.50	0.17		0.00	0.00
137+37.71		6.5			2.9			0.0		
	21.31		5.85	4.62		7.75	6.12		2.25	1.78
137+59.02		5.2			12.6			4.5		
	40.98		7.30	11.08		13.45	20.41		4.55	6.91
138+00.00		9.4			14.3			4.6		
	10.55		8.75	3.42		12.75	4.98		4.55	1.78
138+10.55		8.1			11.2			4.5		
	39.45		7.15	10.45		11.70	17.10		4.55	6.65
138+50		6.2			12.2			4.6		
	0.20		6.20	0.05		12.20	0.09		4.60	0.03
138+50.20		6.2			12.2			4.6		
	56.96		21.25	44.83		8.65	18.25		6.75	14.24
139+07.16		36.3			5.1			8.9		
	38.08		39.45	55.64		3.40	4.80		7.15	10.08
139+45.24		42.6			1.7			5.4		

TOTAL = 404.96 **SUBTOTAL = 522.97** **TOTAL = 273.60**
+ 15% SHRINKAGE = 78.44
TOTAL = 601.41

LAKE SHORE DRIVE CUL-DE-SAC

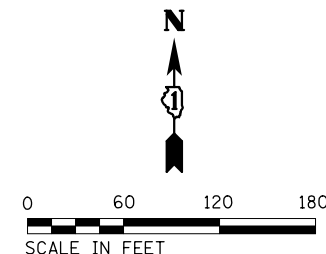
LAKE SHORE DRIVE - TOTAL EARTHWORK BALANCE

LAKE SHORE DRIVE CUL-DE-SAC EARTHWORK SCHEDULE												
STA.	DIST. (FT)	EARTH EXCAVATION (20200100)			FURNISHED EXCAVATION (20400800)			REM. AND DISPOSAL OF UNSUITABLE MAT. (20201200)				
		AREA (SF)	AVE. AREA (SF)	VOLUME (CY)	AREA (SF)	AVE. AREA (SF)	VOLUME (CY)	AREA (SF)	AVE. AREA (SF)	VOLUME (CY)		
400+50		0.0			26.9			4.7				
	19.5		0.00	0.00		13.45	9.71		2.35	1.70		
400+69.50		0.0			0.0			0.0				
	16.51		0.45	0.28		0.25	0.15		0.00	0.00		
400+86.01		0.9			0.5			0.0				
	7.19		1.10	0.29		0.30	0.08		0.00	0.00		
400+93.20		12.4			53.0			2.9				
	10.62		6.20	2.44		26.50	10.42		1.45	0.57		
401+03.82		1.3			0.1			0.0				
	15.54		0.65	0.37		0.05	0.03		0.00	0.00		
401+19.36		0.0			0.0			0.0				
	30.64		0.00	0.00		10.95	12.43		0.00	0.00		
401+50		0.0			21.9			0.0				
TOTAL =				3.38	SUBTOTAL =			32.82	TOTAL =			2.27
					+ 15% SHRINKAGE =			4.92				
					TOTAL =			37.75				

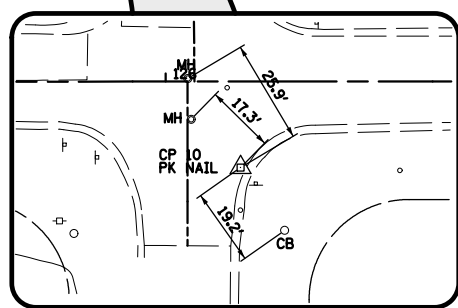
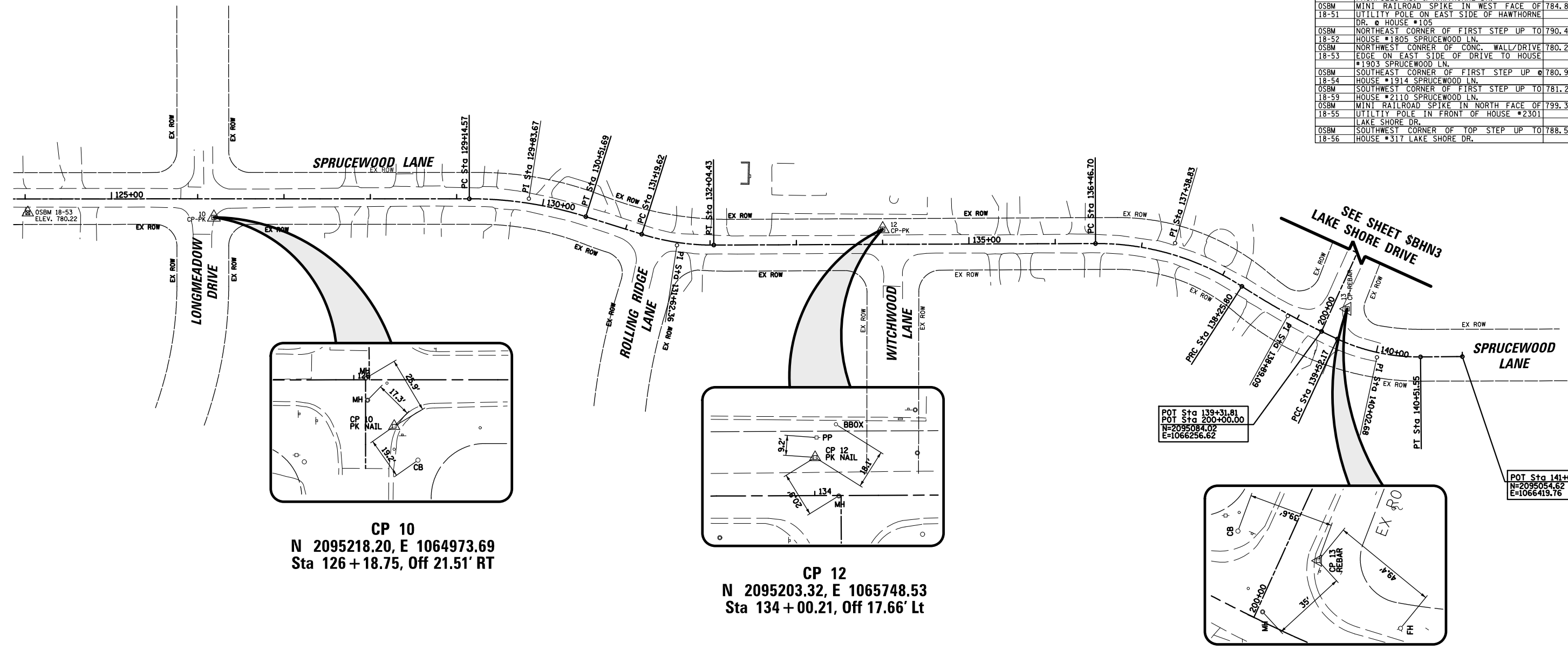
```

*****
**                                     **
** Total Cut =          1404.992 Cubic Yards
** Total Fill =         940.631 Cubic Yards
** Area =               16946.110 Sq Yards
** Balance =           464.361 Cubic Yards
**                                     **
*****
    
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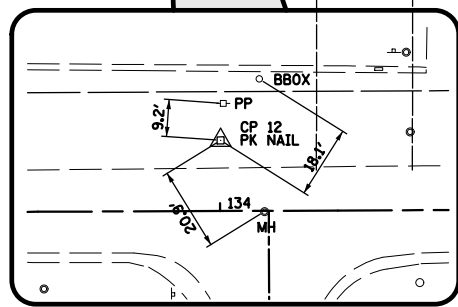
PROP. CURVE P_HAWSPR5 PI STA. = 129+83.67 Δ = 17° 27' 31" (RT) D = 12° 43' 57" R = 450.00' T = 69.10' L = 137.12' E = 5.27' P.C. STA. = 129+14.57 P.T. STA. = 130+51.69	PROP. CURVE P_HAWSPR6 PI STA. = 131+62.36 Δ = 17° 40' 15" (LT) D = 20° 50' 05" R = 275.00' T = 42.75' L = 84.81' E = 3.30' P.C. STA. = 131+19.62 P.T. STA. = 132+04.43	PROP. CURVE P_HAWSPR7 PI STA. = 137+38.83 Δ = 33° 06' 11" (RT) D = 18° 28' 57" R = 310.00' T = 92.13' L = 179.10' E = 13.40' P.C. STA. = 136+46.70 P.T. STA. = 138+25.80	PROP. CURVE P_HAWSPR8 PI STA. = 138+89.09 Δ = 8° 02' 41" (LT) D = 6° 21' 58" R = 900.00' T = 63.29' L = 126.37' E = 2.22' P.C. STA. = 138+25.80 P.T. STA. = 139+52.17	PROP. CURVE P_HAWSPR9 PI STA. = 140+02.68 Δ = 25° 18' 25" (LT) D = 25° 27' 53" R = 225.00' T = 50.51' L = 99.38' E = 5.60' P.C. STA. = 139+52.17 P.T. STA. = 140+51.55
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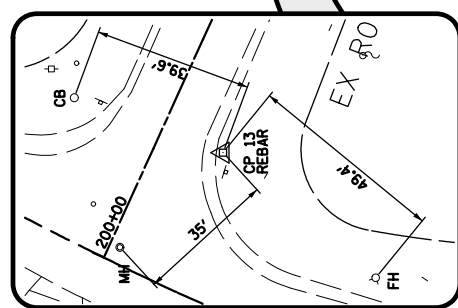
NO.	DESCRIPTION	ELEV.
OSBM	MINI RAILROAD SPIKE IN EAST FACE OF	787.28
18-50	UTILITY POLE NORTHWEST CORNER OF	
	FAIRFIELD RD. & HAWTHORNE DR.	
OSBM	MINI RAILROAD SPIKE IN WEST FACE OF	784.80
18-51	UTILITY POLE ON EAST SIDE OF HAWTHORNE	
	DR. @ HOUSE #105	
OSBM	NORTHEAST CORNER OF FIRST STEP UP TO	790.47
18-52	HOUSE #1805 SPRUCEWOOD LN.	
OSBM	NORTHWEST CORNER OF CONC. WALL/DRIVE	780.22
18-53	EDGE ON EAST SIDE OF DRIVE TO HOUSE	
	#1903 SPRUCEWOOD LN.	
OSBM	SOUTHEAST CORNER OF FIRST STEP UP @	780.92
18-54	HOUSE #1914 SPRUCEWOOD LN.	
OSBM	SOUTHWEST CORNER OF FIRST STEP UP TO	781.24
18-59	HOUSE #2110 SPRUCEWOOD LN.	
OSBM	MINI RAILROAD SPIKE IN NORTH FACE OF	799.33
18-55	UTILITY POLE IN FRONT OF HOUSE #2301	
	LAKE SHORE DR.	
OSBM	SOUTHWEST CORNER OF TOP STEP UP TO	788.56
18-56	HOUSE #317 LAKE SHORE DR.	



CP 10
N 2095218.20, E 1064973.69
Sta 126 + 18.75, Off 21.51' RT



CP 12
N 2095203.32, E 1065748.53
Sta 134 + 00.21, Off 17.66' Lt

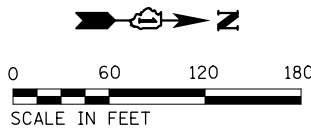
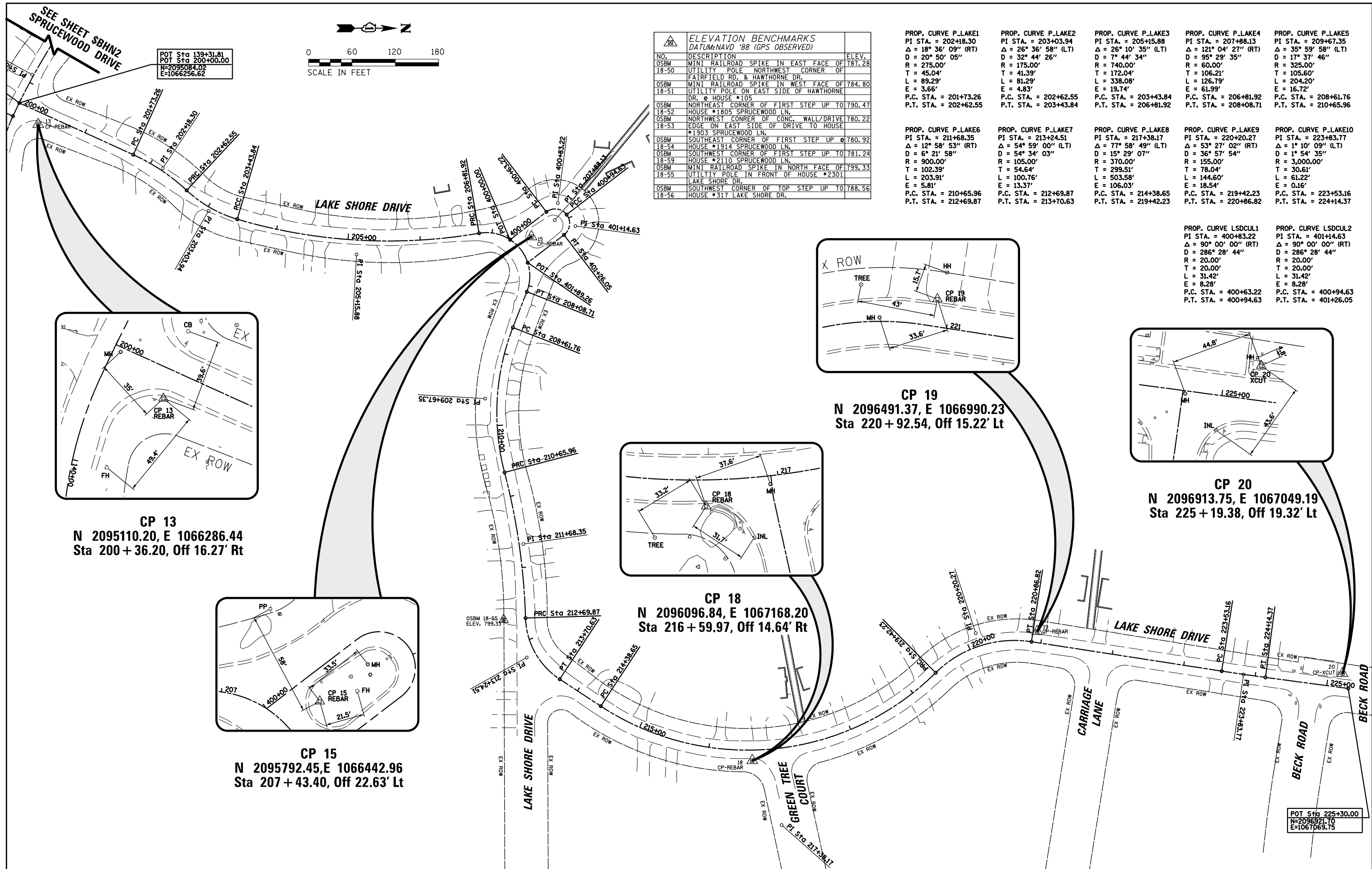


CP 13
N 2095110.20, E 1066286.44
Sta 139 + 47.64, Off 36.53' Lt

POT Sta 139+31.81
POT Sta 200+00.00
N=2095084.02
E=1066256.62

POT Sta 141+00.00
N=2095054.62
E=1066413.76

FILE NAME = N:\Lindenhurst\190306\Civil\ST1-BNH-02-190306.sht	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES, AND BENCHMARKS			F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 19
Default	PLOT SCALE = 120'	CHECKED - LMF	REVISED -		SCALE: 120'	SHEET 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 61K34			
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT							



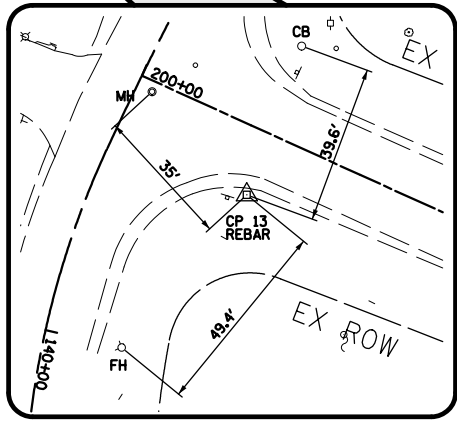
POT Sta 139+31.81
 POT Sta 200+00.00
 N=2095084.02
 E=1066256.62

ELEVATION BENCHMARKS DATUM: NAVD '88 (GPS OBSERVED)		
NO.	DESCRIPTION	ELEV.
OSBM 18-50	MINI RAILROAD SPIKE IN EAST FACE OF FAIRFIELD POLE NORTHWEST CORNER OF	787.28
OSBM 18-51	MINI RAILROAD SPIKE IN WEST FACE OF UTILITY POLE ON EAST SIDE OF HAWTHORNE DR. @ HOUSE #105	784.80
OSBM 18-52	NORTHEAST CORNER OF FIRST STEP UP TO HOUSE #1805 SPRUCEWOOD LN.	790.47
OSBM 18-53	NORTHWEST CORNER OF CONC. WALL/DRIVE #1903 SPRUCEWOOD LN.	780.22
OSBM 18-54	SOUTHWEST CORNER OF FIRST STEP UP TO HOUSE #1914 SPRUCEWOOD LN.	780.92
OSBM 18-59	SOUTHWEST CORNER OF FIRST STEP UP TO HOUSE #2110 SPRUCEWOOD LN.	781.24
OSBM 18-55	MINI RAILROAD SPIKE IN NORTH FACE OF UTILITY POLE IN FRONT OF HOUSE #2301 LAKE SHORE DR.	799.33
OSBM 18-56	SOUTHWEST CORNER OF TOP STEP UP TO HOUSE #317 LAKE SHORE DR.	788.56

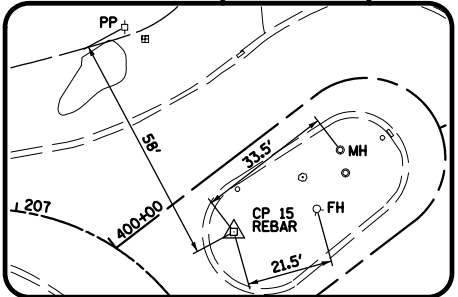
PROP. CURVE P_LAKE1	PROP. CURVE P_LAKE2	PROP. CURVE P_LAKE3	PROP. CURVE P_LAKE4	PROP. CURVE P_LAKE5
PI STA. = 202+18.30	PI STA. = 203+03.94	PI STA. = 205+15.88	PI STA. = 207+88.13	PI STA. = 209+67.35
Δ = 18° 36' 09" (RT)	Δ = 26° 36' 58" (LT)	Δ = 26° 10' 35" (LT)	Δ = 121° 04' 27" (RT)	Δ = 35° 59' 58" (LT)
D = 20° 50' 05"	D = 32° 44' 26"	D = 7° 44' 34"	D = 95° 29' 35"	D = 17° 37' 46"
R = 275.00'	R = 175.00'	R = 740.00'	R = 60.00'	R = 325.00'
T = 45.04'	T = 41.39'	T = 172.04'	T = 106.21'	T = 105.60'
L = 89.29'	L = 81.29'	L = 338.08'	L = 126.79'	L = 204.20'
E = 3.66'	E = 4.83'	E = 19.74'	E = 61.99'	E = 16.72'
P.C. STA. = 201+73.26	P.C. STA. = 202+62.55	P.C. STA. = 203+43.84	P.C. STA. = 206+81.92	P.C. STA. = 208+61.76
P.T. STA. = 202+62.55	P.T. STA. = 203+43.84	P.T. STA. = 206+81.92	P.T. STA. = 208+08.71	P.T. STA. = 210+65.96

PROP. CURVE P_LAKE6	PROP. CURVE P_LAKE7	PROP. CURVE P_LAKE8	PROP. CURVE P_LAKE9	PROP. CURVE P_LAKE10
PI STA. = 211+68.35	PI STA. = 213+24.51	PI STA. = 217+38.17	PI STA. = 220+20.27	PI STA. = 223+83.77
Δ = 12° 58' 53" (RT)	Δ = 54° 59' 00" (LT)	Δ = 77° 58' 49" (LT)	Δ = 53° 27' 02" (RT)	Δ = 1° 10' 09" (LT)
D = 6° 21' 58"	D = 54° 34' 03"	D = 15° 29' 07"	D = 36° 57' 54"	D = 1° 54' 35"
R = 900.00'	R = 105.00'	R = 900.00'	R = 155.00'	R = 3,000.00'
T = 102.39'	T = 54.64'	T = 299.51'	T = 78.04'	T = 30.61'
L = 203.91'	L = 144.60'	L = 503.58'	L = 144.60'	L = 61.22'
E = 5.81'	E = 13.37'	E = 106.03'	E = 18.54'	E = 0.16'
P.C. STA. = 210+65.96	P.C. STA. = 212+69.87	P.C. STA. = 214+38.65	P.C. STA. = 219+42.23	P.C. STA. = 223+53.16
P.T. STA. = 212+69.87	P.T. STA. = 213+70.63	P.T. STA. = 219+42.23	P.T. STA. = 220+86.82	P.T. STA. = 224+14.37

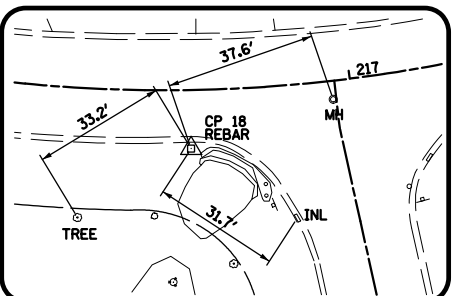
PROP. CURVE LSDCUL1	PROP. CURVE LSDCUL2
PI STA. = 400+83.22	PI STA. = 401+14.63
Δ = 90° 00' 00" (RT)	Δ = 90° 00' 00" (RT)
D = 286° 28' 44"	D = 286° 28' 44"
R = 20.00'	R = 20.00'
T = 20.00'	T = 20.00'
L = 31.42'	L = 31.42'
E = 8.28'	E = 8.28'
P.C. STA. = 400+63.22	P.C. STA. = 400+94.63
P.T. STA. = 400+94.63	P.T. STA. = 401+26.05



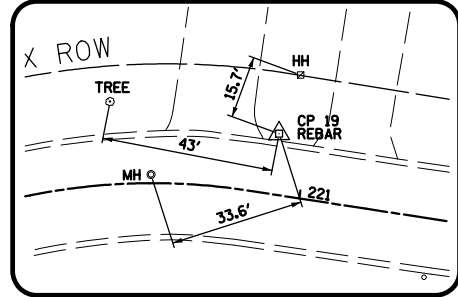
CP 13
 N 2095110.20, E 1066286.44
 Sta 200 + 36.20, Off 16.27' Rt



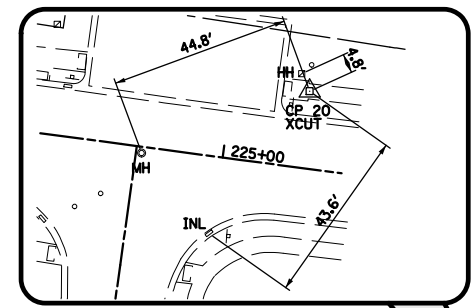
CP 15
 N 2095792.45, E 1066442.96
 Sta 207 + 43.40, Off 22.63' Lt



CP 18
 N 2096096.84, E 1067168.20
 Sta 216 + 59.97, Off 14.64' Rt



CP 19
 N 2096491.37, E 1066990.23
 Sta 220 + 92.54, Off 15.22' Lt



CP 20
 N 2096913.75, E 1067049.19
 Sta 225 + 19.38, Off 19.32' Lt

POT Sta 225+30.00
 N=2096921.70
 E=1067069.75

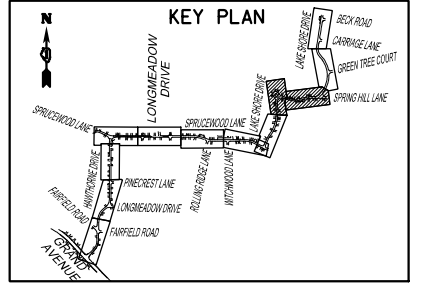
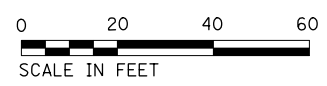
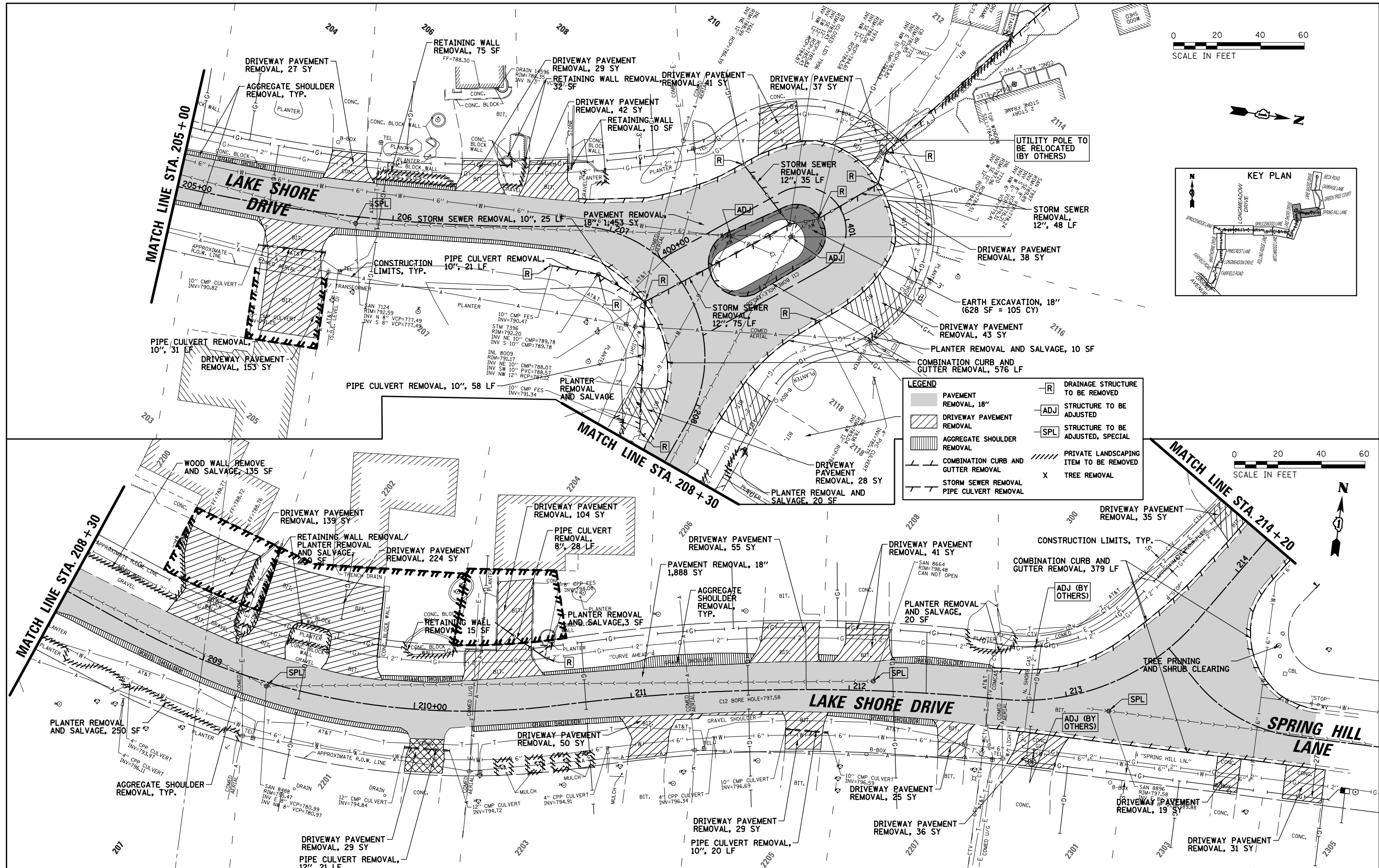
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Default	PLOT SCALE = 120'	CHECKED - LMF	REVISED -
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

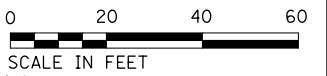
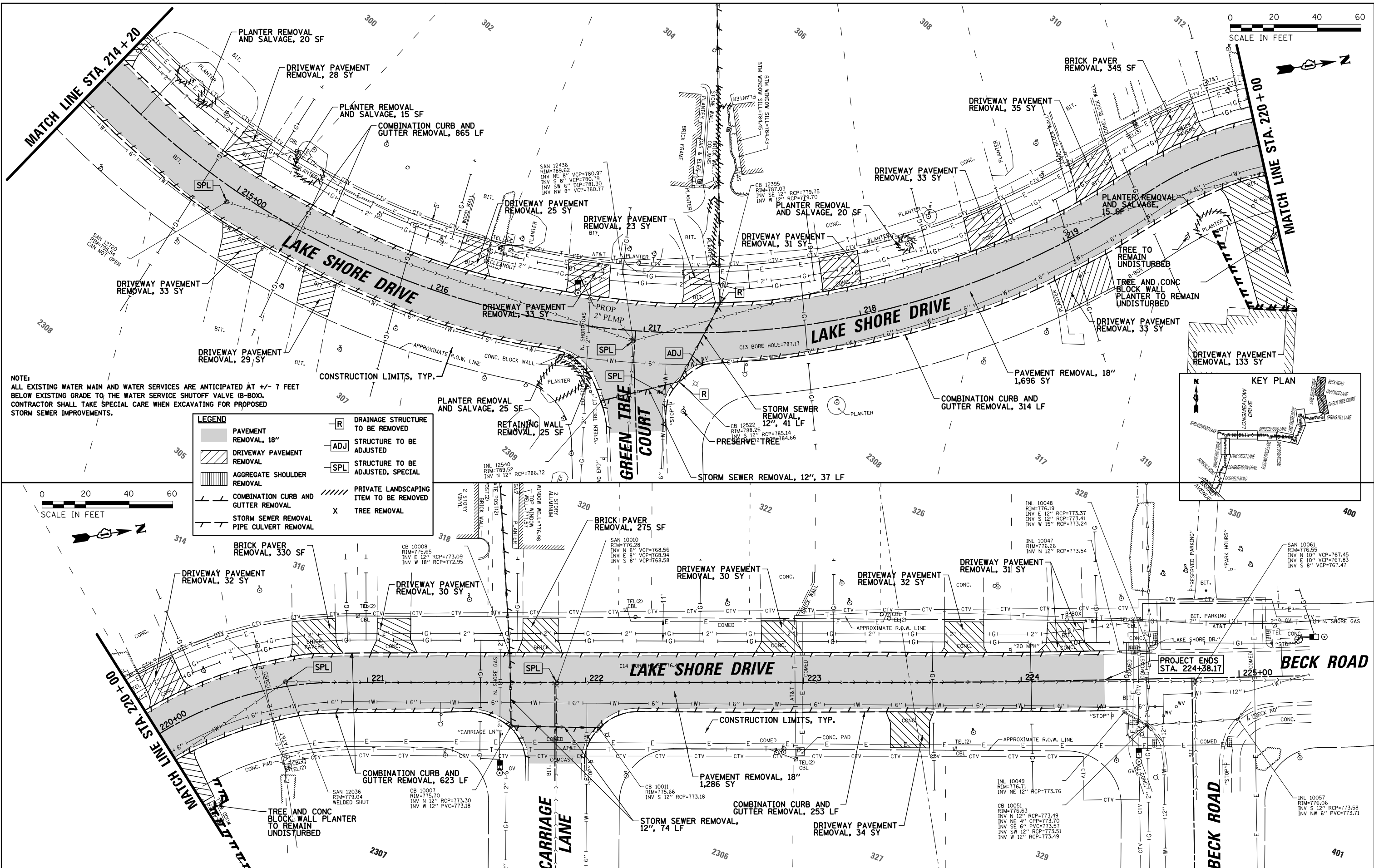
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 120' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	20
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

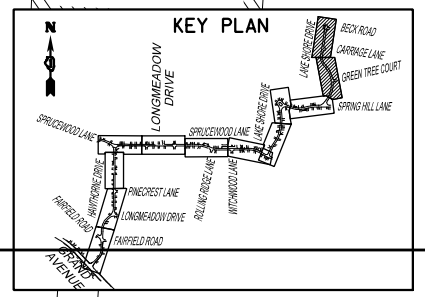
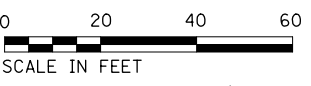


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Default	PLOT SCALE = 48'	CHECKED - LMF	REVISED -		SCALE: 40'	SHEET 3 OF 6 SHEETS	STA.	TO STA.		CONTRACT NO. 61K34		
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT							

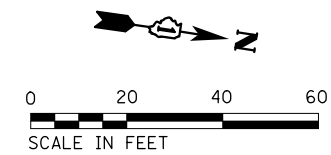
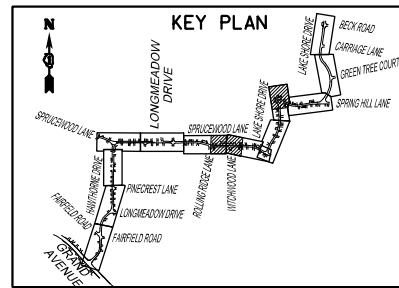
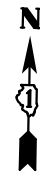


NOTE:
ALL EXISTING WATER MAIN AND WATER SERVICES ARE ANTICIPATED AT +/- 7 FEET BELOW EXISTING GRADE TO THE WATER SERVICE SHUTOFF VALVE (B-BOX). CONTRACTOR SHALL TAKE SPECIAL CARE WHEN EXCAVATING FOR PROPOSED STORM SEWER IMPROVEMENTS.

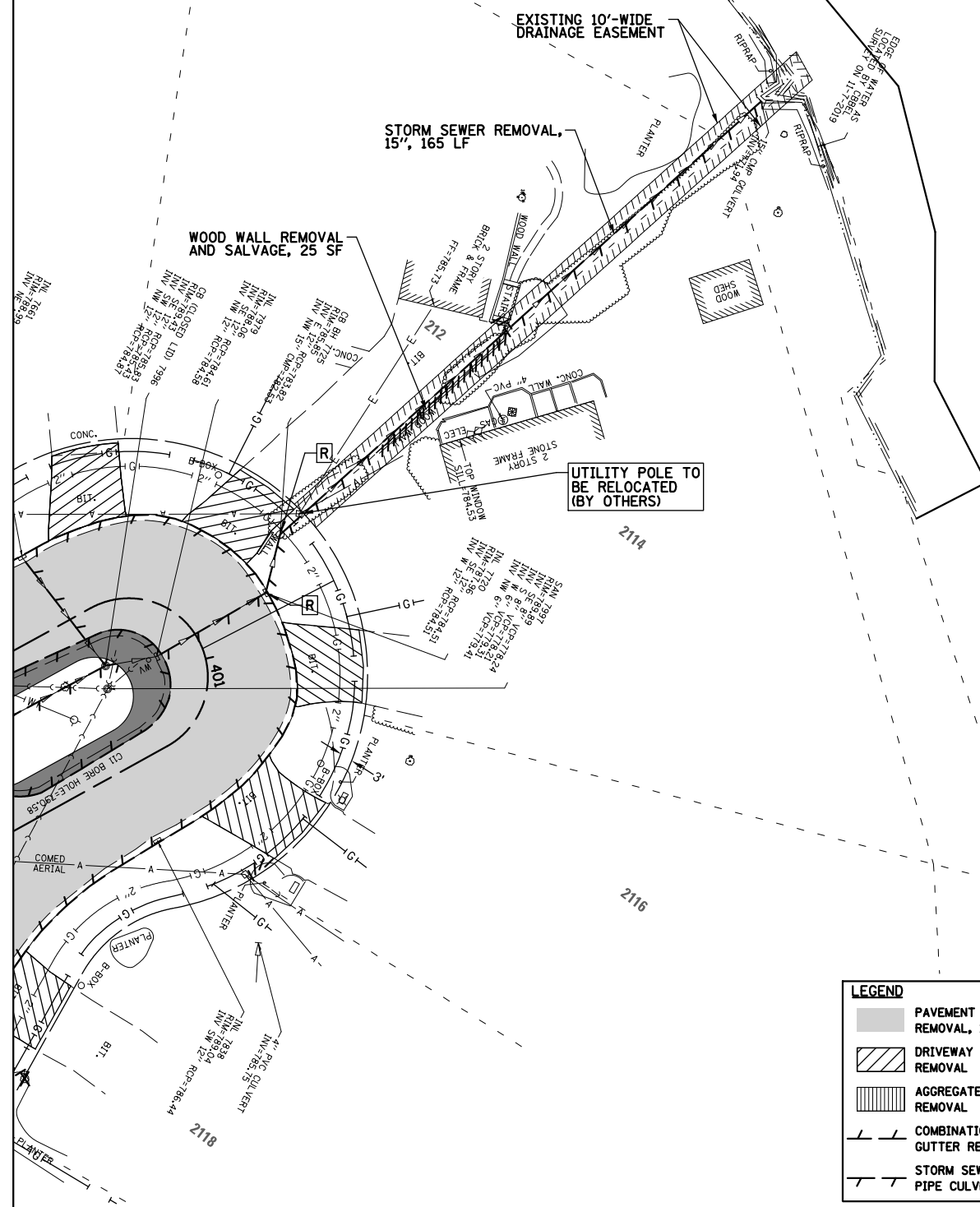
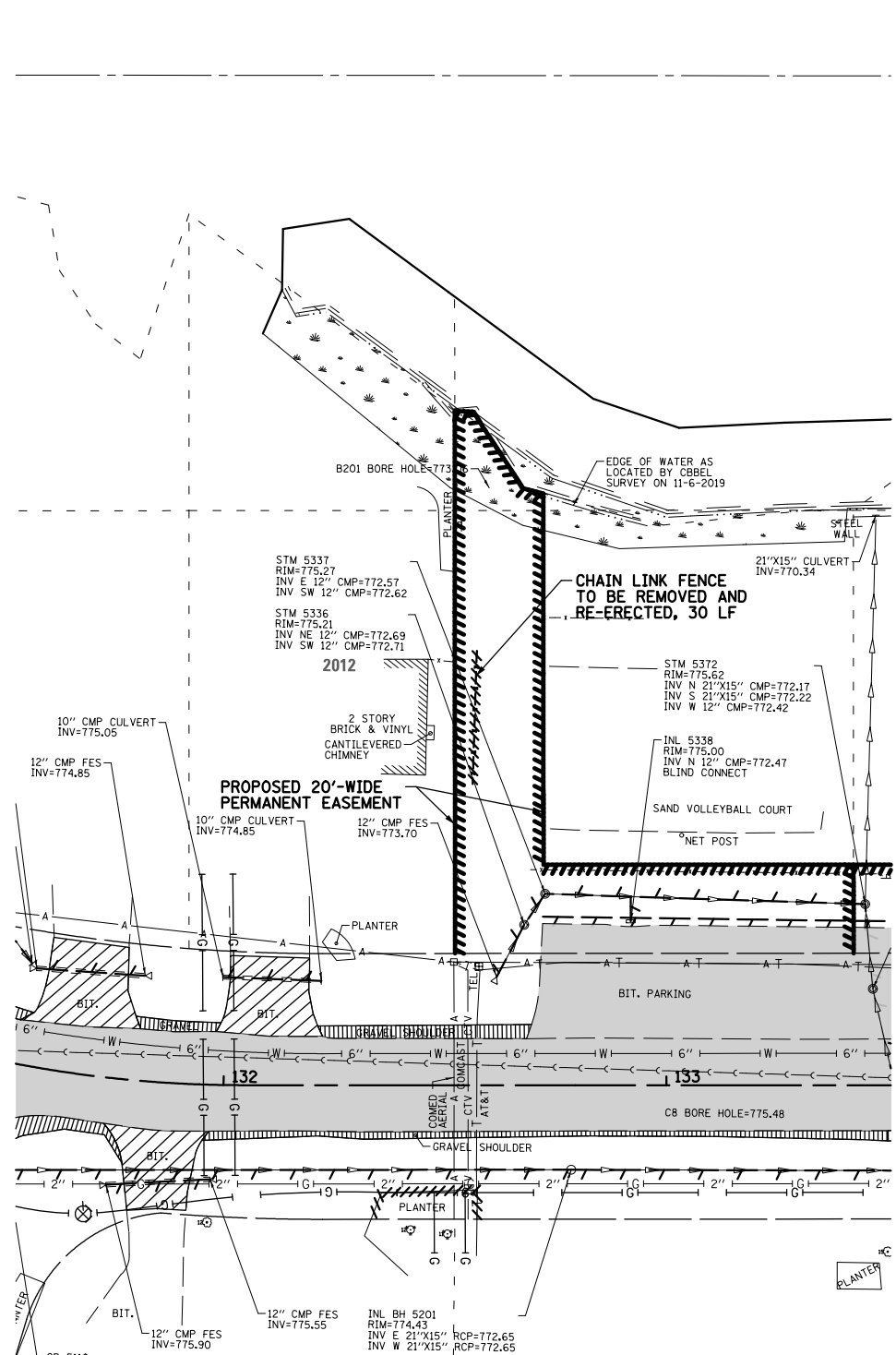
LEGEND	
	PAVEMENT REMOVAL, 18"
	DRIVEWAY PAVEMENT REMOVAL
	AGGREGATE SHOULDER REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	STORM SEWER REMOVAL PIPE CULVERT REMOVAL
	DRAINAGE STRUCTURE TO BE REMOVED
	STRUCTURE TO BE ADJUSTED
	STRUCTURE TO BE ADJUSTED, SPECIAL
	PRIVATE LANDSCAPING ITEM TO BE REMOVED
	TREE REMOVAL



FILE NAME = N:\Lindenhurst\190306\Civil\ST1-REM-L04-190306.sht	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LAKE SHORE DRIVE EXISTING CONDITIONS AND REMOVAL PLANS		F.A.U. RTE. = 0160	SECTION = 18-00032-01-PV	COUNTY = LAKE	TOTAL SHEETS = 131	SHEET NO. = 24	
Default	PLOT SCALE = 48'	CHECKED - LMF	REVISED -		SCALE: 40'	SHEET 4 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 61K34				
	PLOT DATE = 2/14/2024	DATE = 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT							



ALL PRIVATE ITEMS TO BE REMOVED IN ORDER TO REMOVE AND INSTALL THE NEW STORM SEWER OUTLET SHALL BE CAREFULLY REMOVED, SALVAGED, AND RE-INSTALLED IN-KIND BY THE CONTRACTOR. ANY DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CONTRACT.



LEGEND	
	PAVEMENT REMOVAL, 18"
	DRIVEWAY PAVEMENT REMOVAL
	AGGREGATE SHOULDER REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	STORM SEWER REMOVAL PIPE CULVERT REMOVAL
	DRAINAGE STRUCTURE TO BE REMOVED
	STRUCTURE TO BE ADJUSTED
	STRUCTURE TO BE ADJUSTED, SPECIAL REMOVAL
	FIRE HYDRANT TO BE REMOVED
	FENCE REMOVAL
	TREE REMOVAL

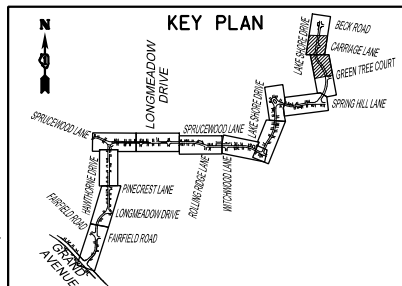
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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM SEWER OUTFALL LOCATIONS
EXISTING CONDITIONS AND REMOVAL PLANS

SCALE: 40' SHEET 5 OF 6 SHEETS STA. TO STA.

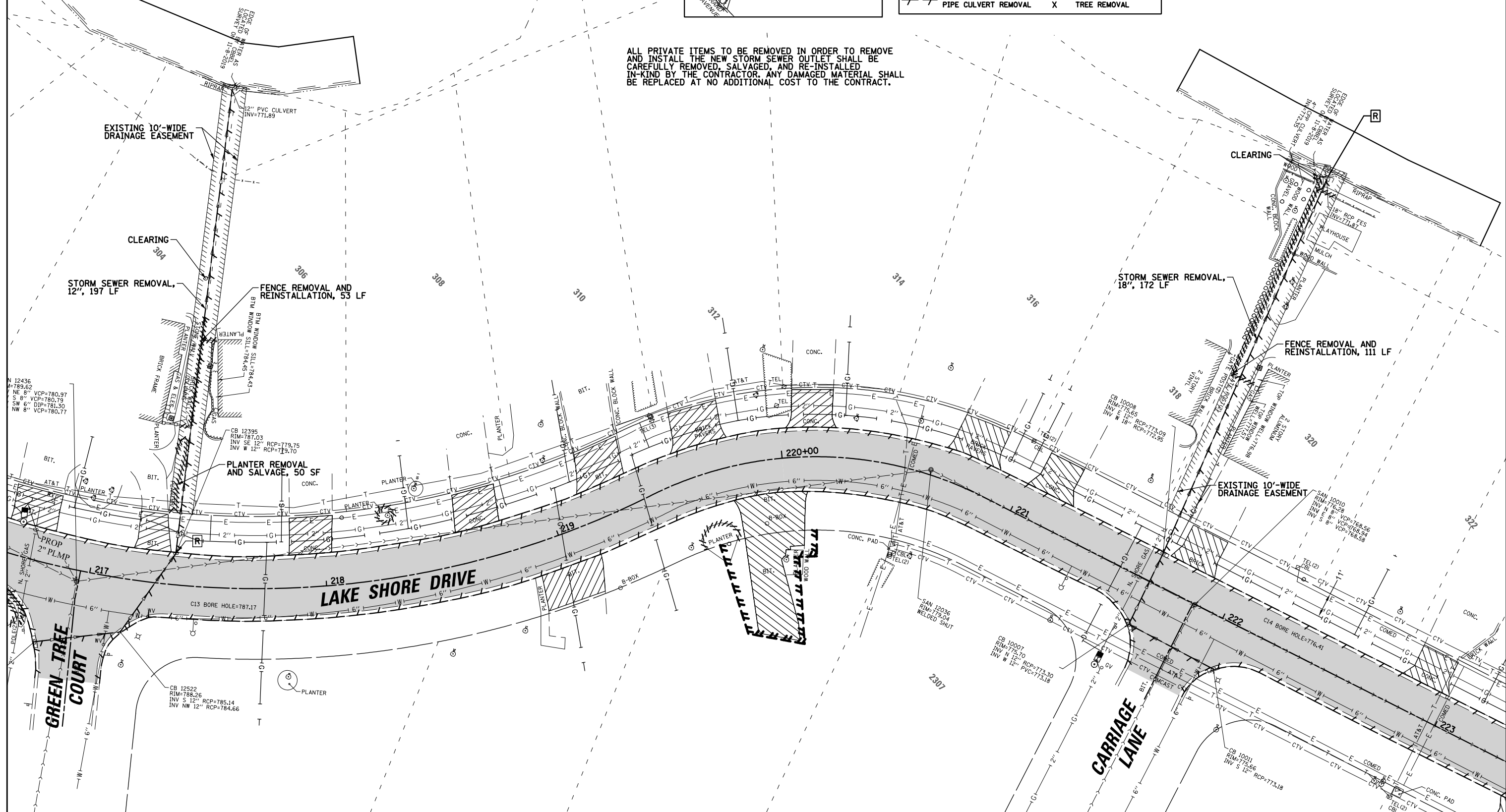
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	25
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



LEGEND			
[Hatched Box]	PAVEMENT REMOVAL, 18"	[R]	DRAINAGE STRUCTURE TO BE REMOVED
[Hatched Box]	DRIVEWAY PAVEMENT REMOVAL	[ADJ]	STRUCTURE TO BE ADJUSTED
[Hatched Box]	AGGREGATE SHOULDER REMOVAL	[SPL]	STRUCTURE TO BE ADJUSTED, SPECIAL
[Hatched Box]	COMBINATION CURB AND GUTTER REMOVAL	[FHR]	FIRE HYDRANT TO BE REMOVED
[Hatched Box]	STORM SEWER REMOVAL	[X]	FENCE REMOVAL
[Hatched Box]	PIPE CULVERT REMOVAL		TREE REMOVAL



ALL PRIVATE ITEMS TO BE REMOVED IN ORDER TO REMOVE AND INSTALL THE NEW STORM SEWER OUTLET SHALL BE CAREFULLY REMOVED, SALVAGED, AND RE-INSTALLED IN-KIND BY THE CONTRACTOR. ANY DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CONTRACT.



FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

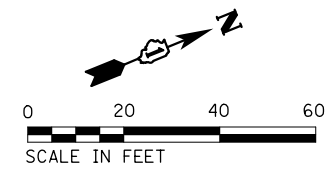
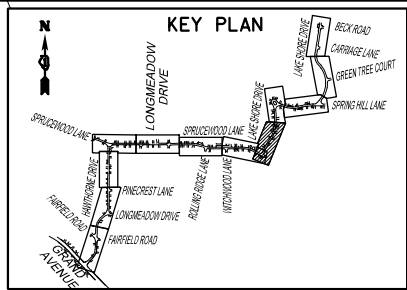
**STORM SEWER OUTFALL LOCATIONS
EXISTING CONDITIONS AND REMOVAL PLANS**

SCALE: 40' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	26

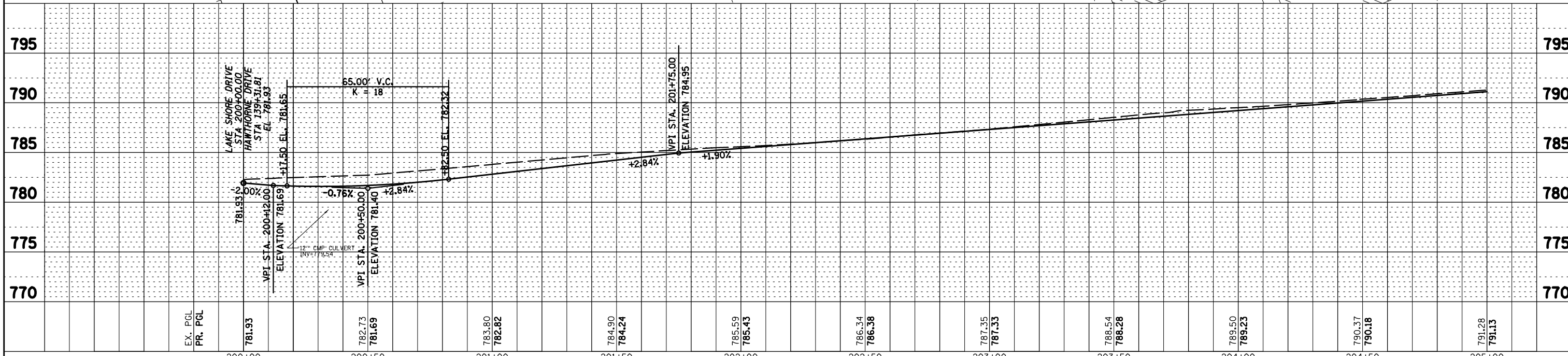
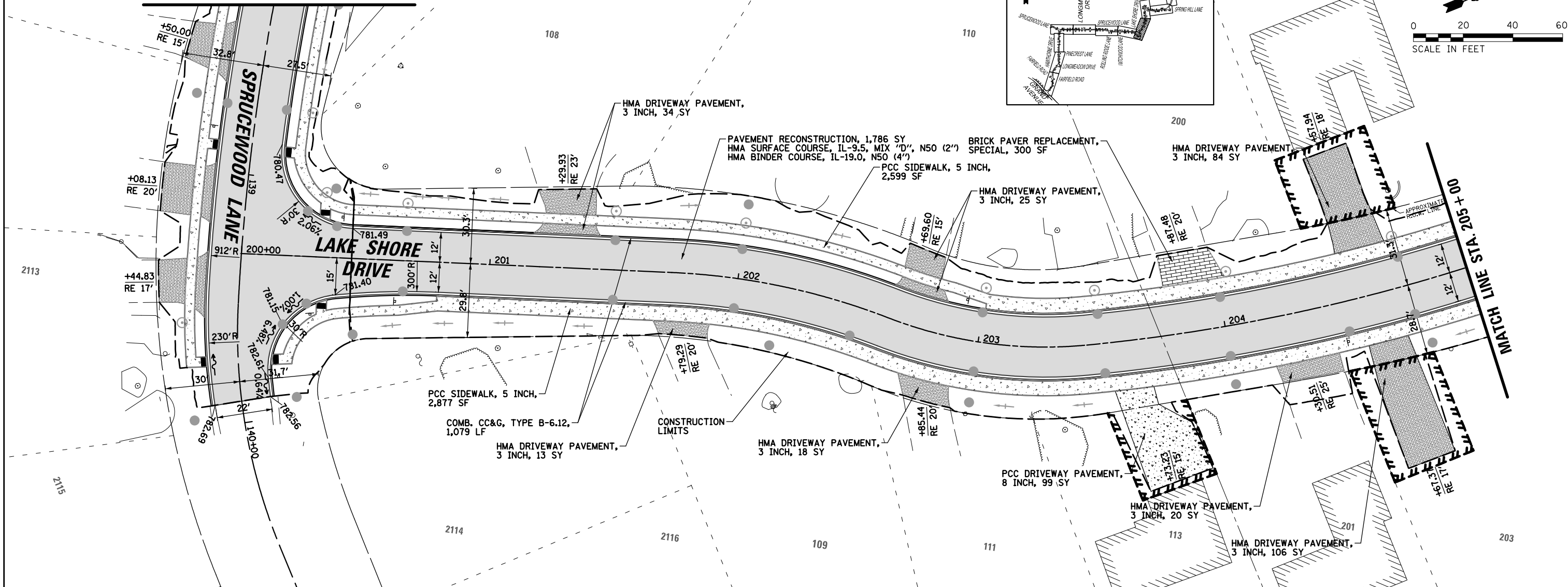
CONTRACT NO. 61K34
ILLINOIS FED. AID PROJECT

SEE SHEET RPP7
SPRUCEWOOD LANE



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	CARD FILE NAME		

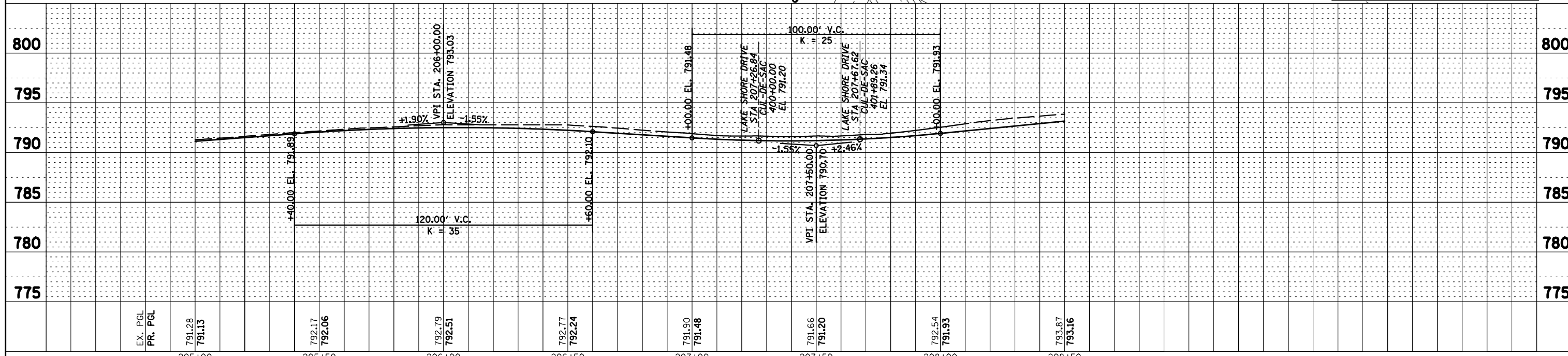
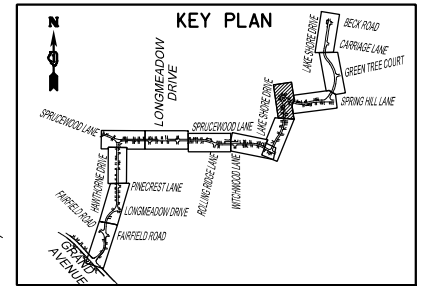
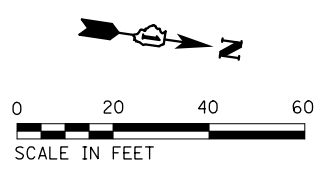
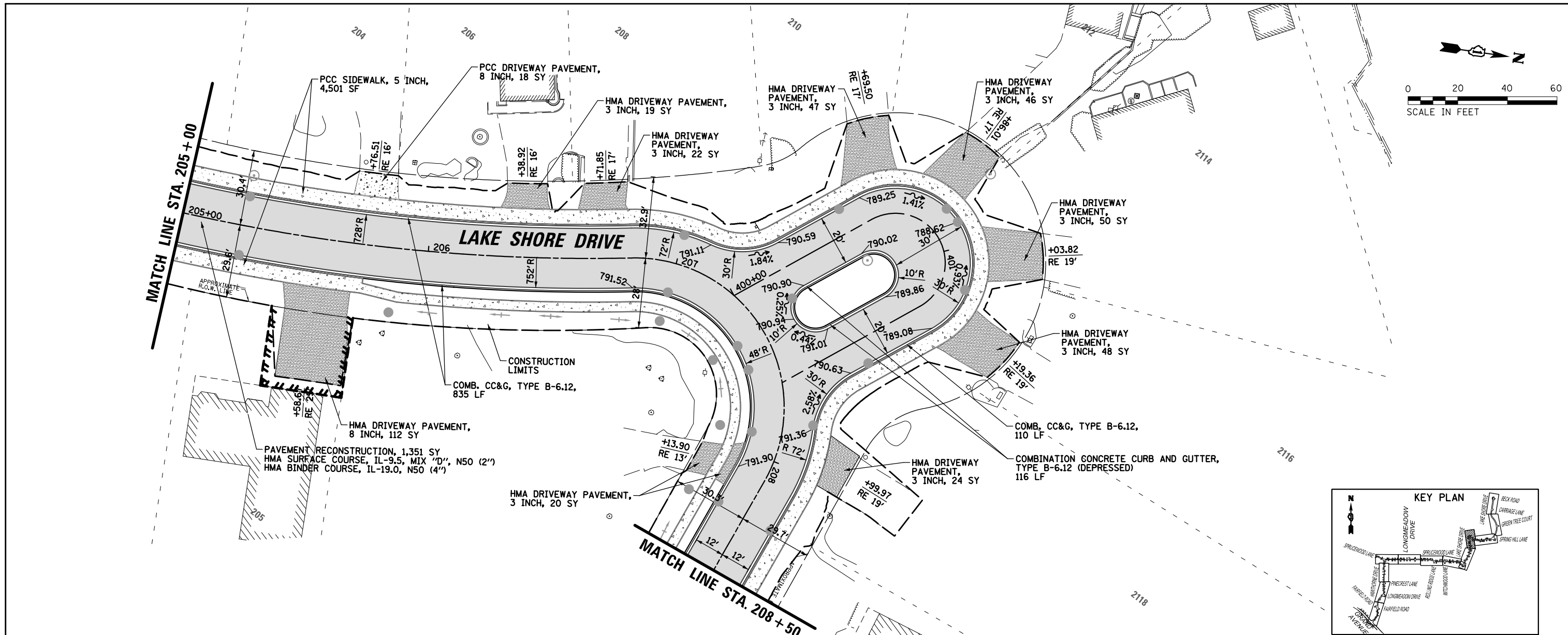
PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		



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Default		DATE - 2/14/2024	REVISED -			ILLINOIS FED. AID PROJECT				

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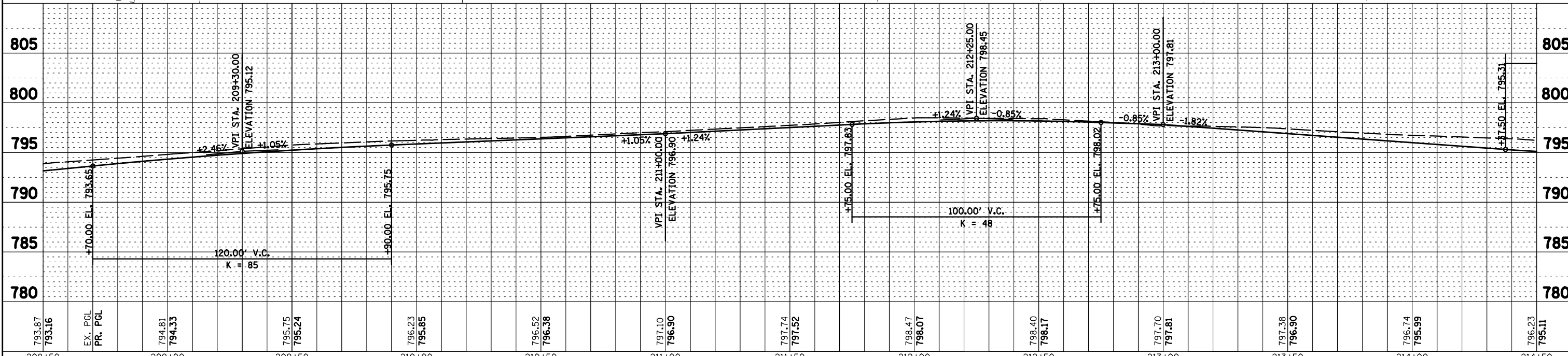
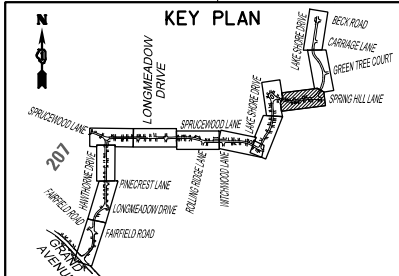
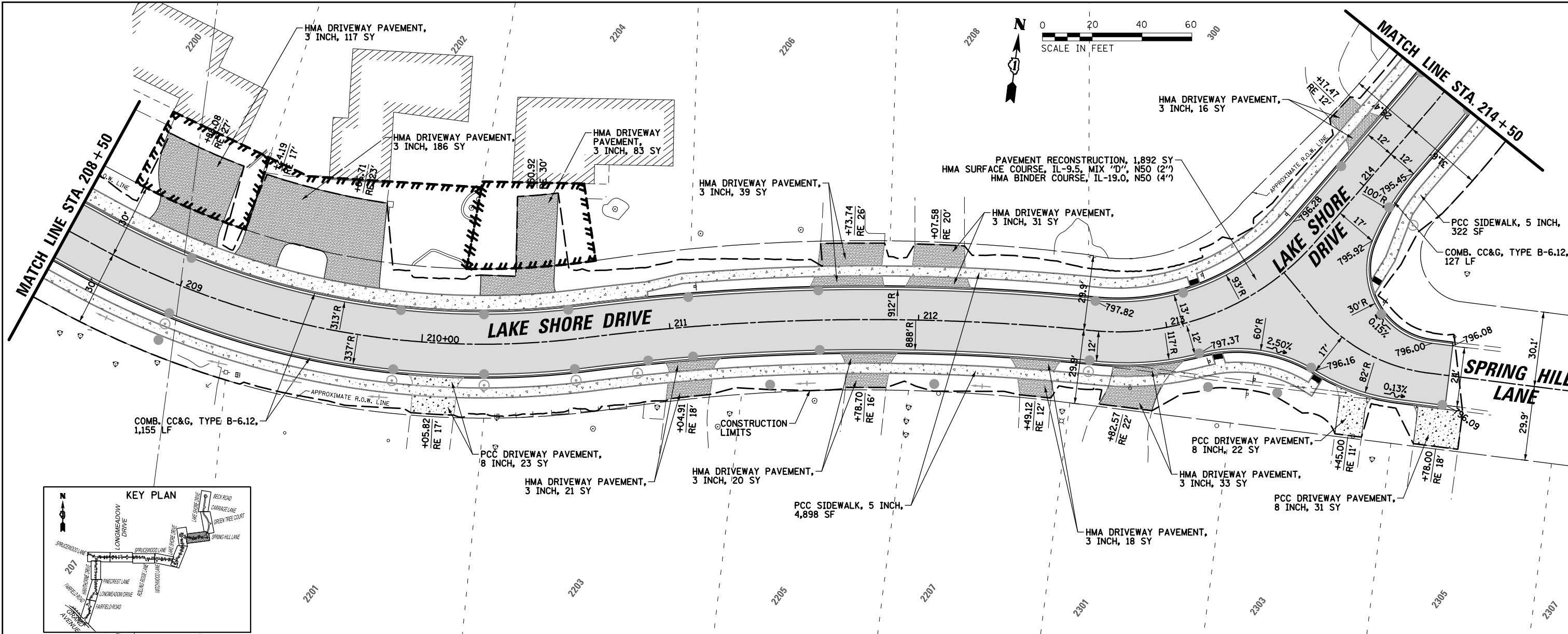
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	STRUCTURE	
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208+50			209+00		209+50		210+00		210+50		211+00		211+50		212+00		212+50		213+00		213+50		214+00		214+50	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

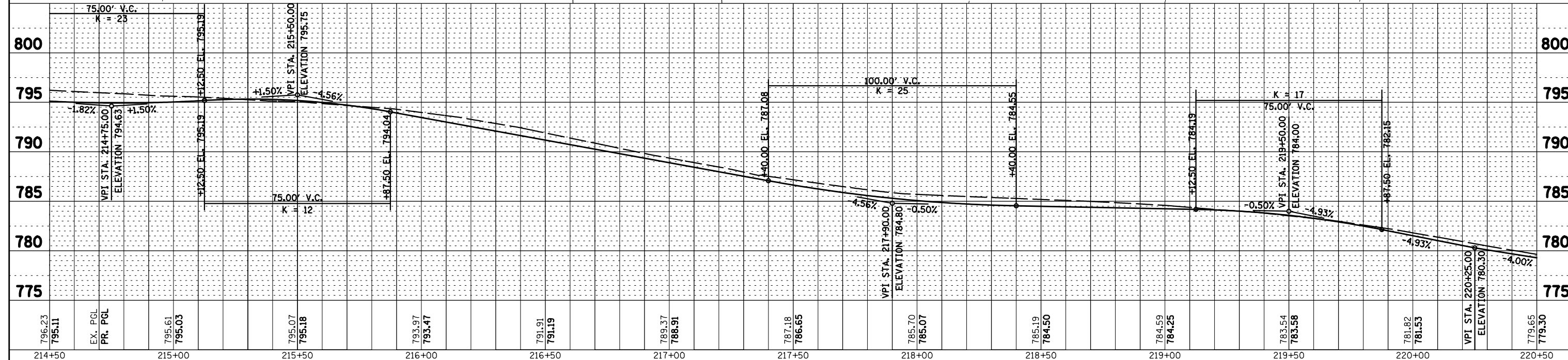
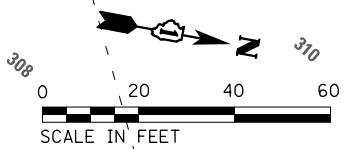
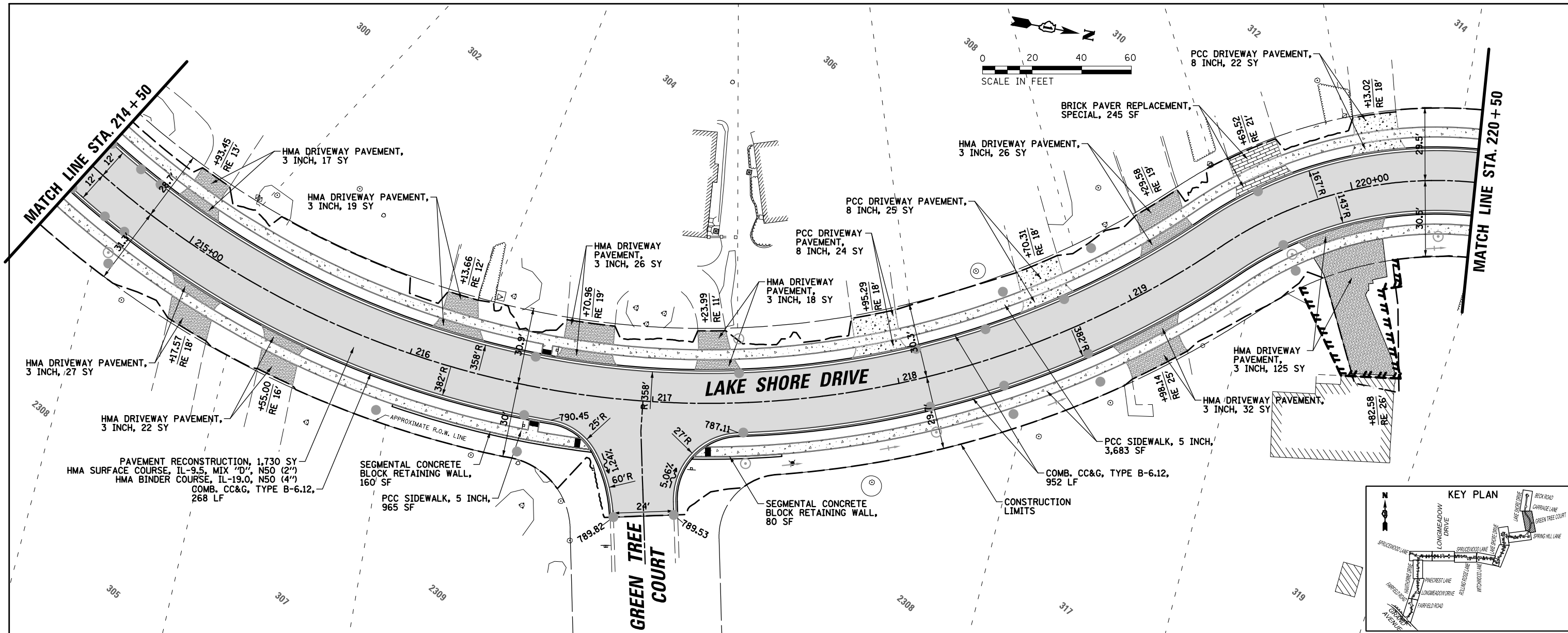
**LAKE SHORE DRIVE
PLAN AND PROFILE**

SCALE: 40' SHEET 5 OF 8 SHEETS STA. TO STA.

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CONTRACT NO. 61K34			ILLINOIS FED. AID PROJECT	

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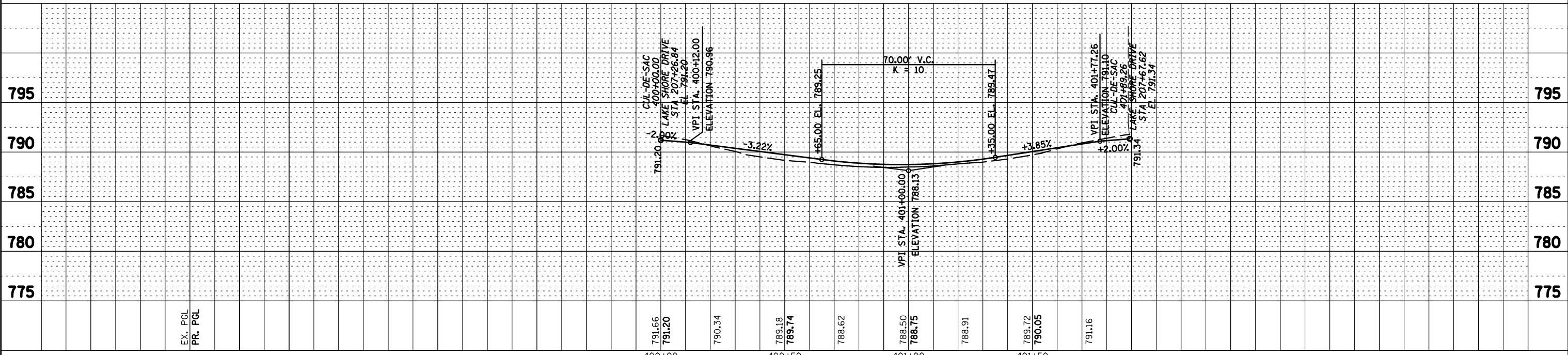
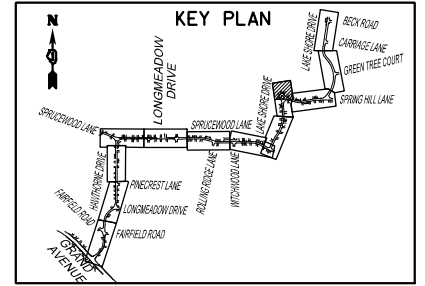
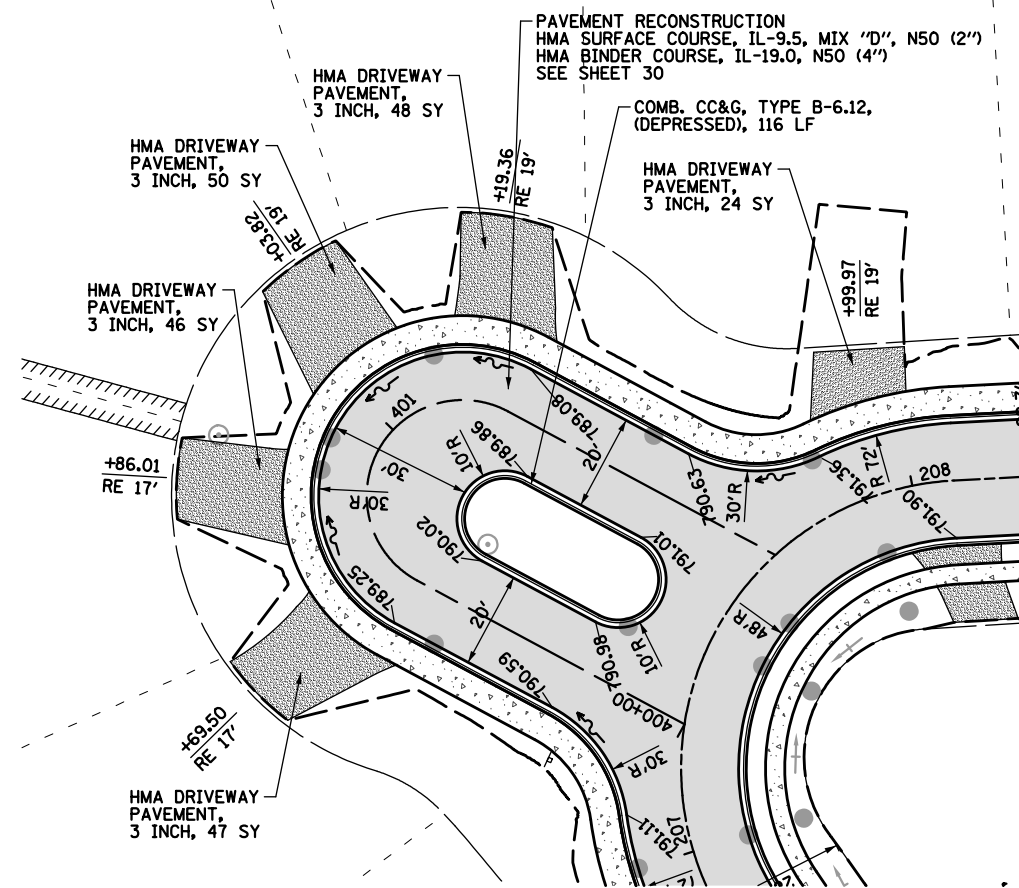
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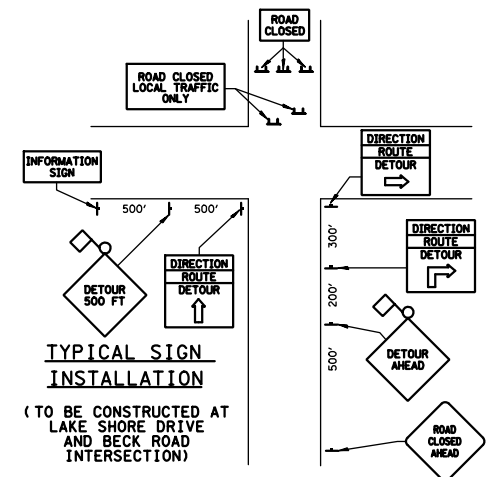
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FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SPRUCEWOOD LANE CUL-DE-SAC PLAN AND PROFILE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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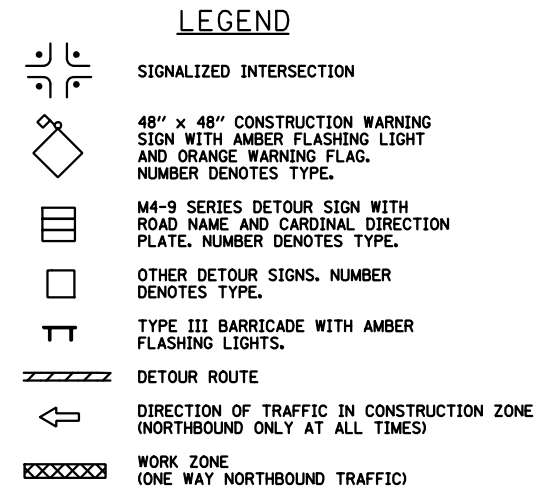
SCALE: 40' SHEET 8 OF 8 SHEETS STA. TO STA.



TYPICAL SIGN INSTALLATION
(TO BE CONSTRUCTED AT LAKE SHORE DRIVE AND BECK ROAD INTERSECTION)

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. DRUM MINIMUM SPACING: 50' C-C TANGENT SECTION, 15' C-C AT CORNERS.
2. ALL SIGNAGE TO BE IN ACCORDANCE WITH MUTCD. SUGGESTED MAINTENANCE OF TRAFFIC SHOWN IS MINIMUM REQUIRED; CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL MEASURES AS DIRECTED BY RESIDENT ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
3. DETOUR OF SOUTHBOUND TRAFFIC WILL REMAIN THROUGH THE COMPLETION OF THE PROJECT. SOUTHBOUND LOCAL TRAFFIC MUST BE ROUTED AROUND THE CONSTRUCTION ZONE PER THE DETOUR ROUTE AND ROAD CLOSED SIGNS. THE CONTRACTOR IS REQUIRED TO NOTIFY AND DIRECT RESIDENTS AND NECESSARY TRAFFIC (GARBAGE, EMERGENCY, SCHOOL AND PACE BUSES) THROUGH OR AROUND THE WORK ZONE ON A DAILY BASIS. ONE THRU LANE SHALL BE MAINTAINED ON BY THE CLOSE OF EACH WORK DAY AND OVERNIGHT PER THE MAINTENANCE OF TRAFFIC PLAN.
4. THIS TRAFFIC PLAN SHOWS ONLY THE MINIMUM SIGNAGE REQUIRED FOR THE PERMANENT DETOUR. LOCAL DETOURS AND SIGNS REQUIRED FOR SAFETY ARE NOT SHOWN HERE.
5. DURING CONSTRUCTION, THE NORTHBOUND TRAFFIC WILL REMAIN OPEN AT ALL TIMES WHILE THE SOUTHBOUND TRAFFIC WILL BE CLOSED AND DETOURED AS SHOWN ON THE DETOUR ROUTE PLAN.



SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE
1	DETOUR AHEAD W20-2(O)-4848
2	DETOUR M4-9 (O) 3024
3	DETOUR M4-9 R (O) 3024
4	DETOUR M4-9 R (O) 3024
5	DETOUR M4-9 L (O) 3024
6	DETOUR M4-9 L (O) 3024
7	END DETOUR M4-8a (O) 2418
8	Sprucewood Ln Lake Shore Dr SPECIAL NO. 1 4830
11	EAST M3-2 (O) 2412
12	WEST M3-4 (O) 2412
13	SOUTH M3-3 (O) 2412
14	ROAD CLOSED R-11-2-4830
15	Sprucewood Lane Lake Shore Drive CLOSED SOUTHBOUND SPECIAL NO. 2 6030
18-1	CHANGEABLE MESSAGE SIGN, SPECIAL (ONLY 2 WEEKS PRIOR TO CONSTRUCTION)
18-2	CHANGEABLE MESSAGE SIGN, SPECIAL (DURATION OF CONSTRUCTION)
19	R3-1 3636
20	R3-2 3636
21	ONE WAY R6-1L 5418
22	ONE WAY R6-1R 5418
23	ROAD CLOSED AHEAD W20-3(O)-4848
24	ROAD CLOSED 500 FT W20-3(O)-4848



NOTE:
1. ADVANCED WARNING CHANGEABLE MESSAGE BOARDS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY 2 WEEKS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WITHIN THE VILLAGE'S RIGHT-OF-WAY NOTIFYING THE MOTORING PUBLIC OF THE UPCOMING WORK (ROAD CONSTRUCTION/LANE REDUCTION BEGINNING --- EXPECT DELAYS. SEEK ALTERNATE ROUTES, ROAD CLOSED TO ALL SOUTHBOUND TRAFFIC, ETC.). THE LANGUAGE MUST BE PROVIDED TO THE VILLAGE FOR REVIEW/APPROVAL PRIOR TO THEIR ACTIVATION. THE MESSAGE BOARD LOCATION SHALL BE REVIEWED AND APPROVED BY THE VILLAGE PRIOR TO PLACEMENT. THIS SHALL BE PAID FOR AS CHANGEABLE MESSAGE SIGN, SPECIAL.

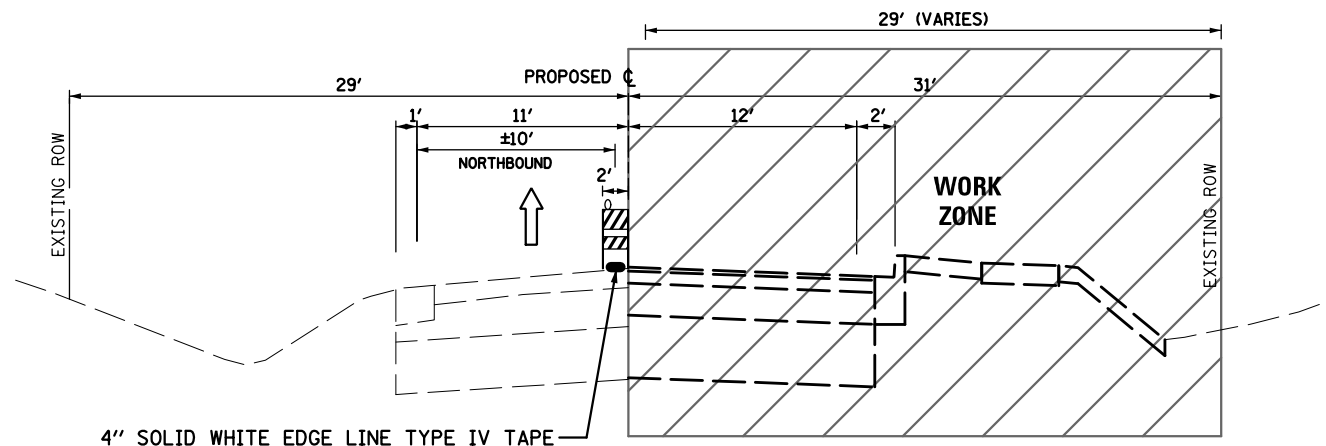
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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC -
DETOUR ROUTE**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

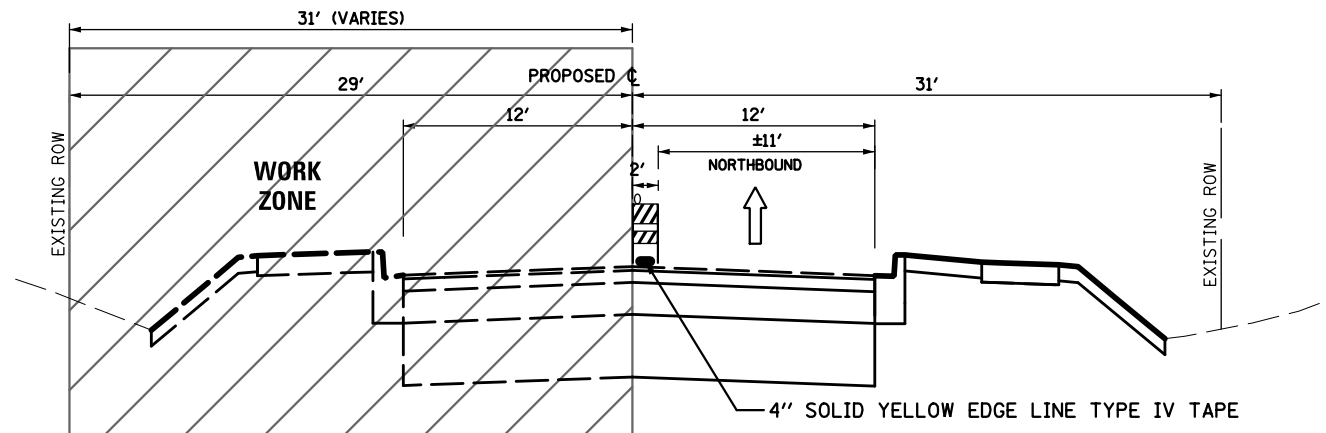
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0160	18-00032-01-PV	LAKE	131	35
				CONTRACT NO. 61K34
ILLINOIS FED. AID PROJECT				



MAINTENANCE OF TRAFFIC – STAGES 1/1A/1B

SPRUCEWOOD LANE
LAKE SHORE DRIVE

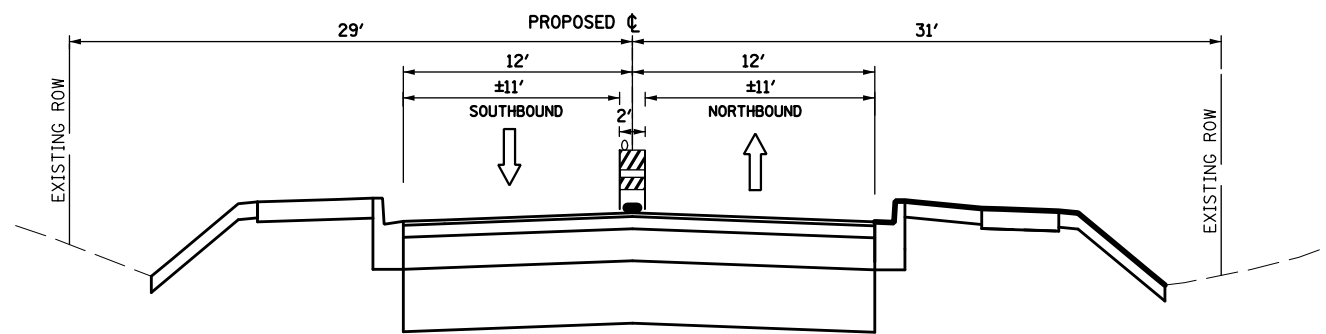
NOTE:
TYPE 2 BARRICADES TO BE SHIFTED INTO NORTHBOUND TRAFFIC LANE FOR USE WITH FLAGGERS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES.



MAINTENANCE OF TRAFFIC – STAGES 2/2A

SPRUCEWOOD LANE
LAKE SHORE DRIVE

NOTE:
TYPE 2 BARRICADES TO BE SHIFTED INTO NORTHBOUND TRAFFIC LANE FOR USE WITH FLAGGERS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES.



MAINTENANCE OF TRAFFIC – STAGE X

SPRUCEWOOD LANE
LAKE SHORE DRIVE

DETOUR GENERAL NOTES

- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2022", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION (LC-T-SECTION 700) AND THE LAKE COUNTY DIVISION OF TRANSPORTATION DETOUR PROCEDURES AND GUIDELINES.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AT LEAST THREE (3) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- IF DEEMED NECESSARY BY THE ENGINEER, A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO (2) WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS/HER REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS/HER REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF WORK.
- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNAGE IS ERECTED IN ACCORDANCE WITH THE DETOUR ROUTE PLAN AND INSPECTED & APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIS/HER PERSONNEL ARE IN PROPER POSITION AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS OR DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- ALL EXISTING SIGNAGE THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER THAT IS APPROVED BY THE ENGINEER.
- ALL DETOUR SIGNAGE SHALL BE POST MOUNTED.
- ALL DETOUR SIGNAGE, EXCEPT REGULATORY SIGNAGE, SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNAGE SHALL BE "NEW" OR "LIKE NEW" CONDITION; THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- WHEN REQUIRED, THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THESE PLANS ARE 18" x 18".
- ALL BARRICADES SHALL BE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8 FEET IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
- DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC, THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

MAINTENANCE OF TRAFFIC GENERAL NOTES

- A MINIMUM ONE LANE OF TRAFFIC WILL BE MAINTAINED AT ALL TIMES IN THE NORTHBOUND DIRECTION PER THE MAINTENANCE OF TRAFFIC PLANS.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF LINDENHURST TEN (10) DAYS PRIOR TO THE ESTIMATED DATE THAT THE ROADWAY WILL BE READY FOR THE APPLICATION OF PERMANENT PAVEMENT MARKING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE ROADWAY CLEANED OF ANY DIRT, GRAVEL, OIL, ETC. ON THE DAY PAVEMENT MARKINGS ARE APPLIED.
- BARRICADE MINIMUM SPACING: 50' C-C TANGENT SECTION, 20' C-C SHIFTS, DROPS AND IN MEDIANS, 15' C-C AT CORNERS, OR AS SHOWN ON THE IDOT HIGHWAY STANDARDS.
- ALL SIGNAGE TO BE IN ACCORDANCE WITH MUTCD. SUGGESTED MAINTENANCE OF TRAFFIC SHOWN IS MINIMUM REQUIRED; CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL MEASURES AS DIRECTED BY RESIDENT ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF THE APPLICABLE TRAFFIC CONTROL AND PROTECTION PAY ITEM.
- SIDE STREETS (ROLLING RIDGE LANE, SPRING HILL ROAD, GREENTREE LANE, AND CARRIAGE LANE) AND THE ADJOINING EXISTING PAVEMENT IN FRONT THEREOF SHALL REMAIN IN-PLACE / HAVE (MINIMUM) ONE LANE OPEN TO TRAFFIC AT ALL TIMES.
- SEE IDOT HIGHWAY STANDARDS AND DISTRICT ONE DETAILS FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
- WORK HOURS ARE 7 A.M. – 7 P.M. MONDAY THROUGH FRIDAY, 7:30 A.M. TO 5 P.M. ON SATURDAYS, AND 10:00 A.M. – 5:00 P.M. ON SUNDAYS.

SUGGESTED STAGING SEQUENCE

PRE-STAGE

MAINTENANCE OF TRAFFIC

- ADVANCED WARNING CHANGEABLE MESSAGE BOARDS SHALL BE SET UP TWO-WEEKS IN ADVANCE OF CONSTRUCTION START DATE.
- ESTABLISH DETOUR FOR SOUTHBOUND SPRUCEWOOD LANE AND LAKE SHORE DRIVE IN ACCORDANCE WITH THE MUTCD, THE DETOUR PLAN, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION

- PLACE ALL EROSION CONTROL ITEMS STAGE-WIDE PRIOR TO THE COMMENCEMENT OF THE NEXT FULL STAGE.

STAGES 1/1A/1B – ROADWAY CONSTRUCTION: EAST SIDE

MAINTENANCE OF TRAFFIC

- ESTABLISH THE ONE NORTHBOUND LANE ON THE WEST/NORTH/WEST SIDES OF SPRUCEWOOD LANE/LAKE SHORE DRIVE, RESPECTIVELY, IN ACCORDANCE WITH IDOT STANDARDS 701501, 701701, 701901, THE MUTCD, THE MAINTENANCE OF TRAFFIC PLAN, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION

- INSTALL MAINLINE STORM SEWER, LATERALS, AND DRAINAGE STRUCTURES.
 - TEMPORARY PATCH STORM SEWER TRENCHES.
- REMOVE COMBINATION CONCRETE CURB AND GUTTER AND/OR AGGREGATE SHOULDER.
- REMOVE EASTERN 11 FEET OF EXISTING PAVEMENT PER M.O.T. PLANS AND TYPICAL SECTIONS.
- WIDEN PROPOSED PAVEMENT; CONSTRUCT NEW COMBINATION CONCRETE CURB AND GUTTER.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT UP TO THE BINDER COURSE.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY PAVEMENT MARKINGS PER MOT PLAN.
- CONSTRUCT SIDEWALK AND DITCHLINES ON EAST/SOUTH/EAST SIDES OF SPRUCEWOOD LANE/LAKE SHORE DRIVE, RESPECTIVELY.
- PLACE TOPSOIL AND SALT TOLERANT SODDING.

STAGES 2/2A – ROADWAY CONSTRUCTION: WEST SIDE

MAINTENANCE OF TRAFFIC

- SHIFT THE NORTHBOUND LANE ONTO THE NEWLY CONSTRUCTED PAVEMENT FROM STAGE 1 IN ACCORDANCE WITH IDOT STANDARDS 701301, 701501 AND 701901, THE MUTCD, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION

- INSTALL MAINLINE STORM SEWER, LATERALS, AND DRAINAGE STRUCTURES.
 - TEMPORARY PATCH STORM SEWER TRENCHES.
- REMOVE COMBINATION CONCRETE CURB AND GUTTER AND/OR AGGREGATE SHOULDER.
- REMOVE WESTERN 11 FEET OF EXISTING PAVEMENT PER M.O.T. PLANS AND TYPICAL SECTIONS.
- WIDEN PROPOSED PAVEMENT; CONSTRUCT NEW COMBINATION CONCRETE CURB AND GUTTER.
- CONSTRUCT SUBGRADE AND PROPOSED PAVEMENT UP TO THE BINDER COURSE.
- HMA SURFACE COURSE WILL NOT BE PLACED AT THIS TIME.
- PLACE TEMPORARY PAVEMENT MARKINGS PER MOT PLAN.
- CONSTRUCT SIDEWALK AND DITCHLINES ON EAST/SOUTH/EAST SIDES OF SPRUCEWOOD LANE/LAKE SHORE DRIVE, RESPECTIVELY.
- PLACE TOPSOIL AND SALT TOLERANT SODDING.

STAGE X – SURFACE COURSE

MAINTENANCE OF TRAFFIC

- TRAFFIC FLOWS WILL RETURN TO ORIGINAL CONDITIONS (ONE LANE NORTHBOUND, ONE LANE SOUTHBOUND). TRAFFIC CONTROL SHALL BE MOVING DETOURS FOR FINAL SURFACE INSTALLATION IN ACCORDANCE WITH IDOT STANDARDS 701301, 701501 AND 701901, THE MUTCD, AND AS DIRECTED BY THE ENGINEER.

CONSTRUCTION

- PLACE HMA SURFACE COURSE OVER FULL WIDTH OF ROADWAY.
- PLACE FINAL PAVEMENT MARKINGS.

NOTES:

- ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONE OF SPRUCEWOOD LANE AND LAKE SHORE DRIVE.
- DURING CONSTRUCTION, THE NORTHBOUND TRAFFIC WILL REMAIN OPEN AT ALL TIMES WHILE THE SOUTHBOUND TRAFFIC WILL BE CLOSED AND DETOURED AS SHOWN ON THE DETOUR ROUTE PLAN.
- TWO WEEKS ADVANCE NOTIFICATION TO THE LAKE COUNTY DEPARTMENT OF TRANSPORTATION AND IDOT IS REQUIRED PRIOR TO THE OPERATION OF THE DETOUR ROUTE.

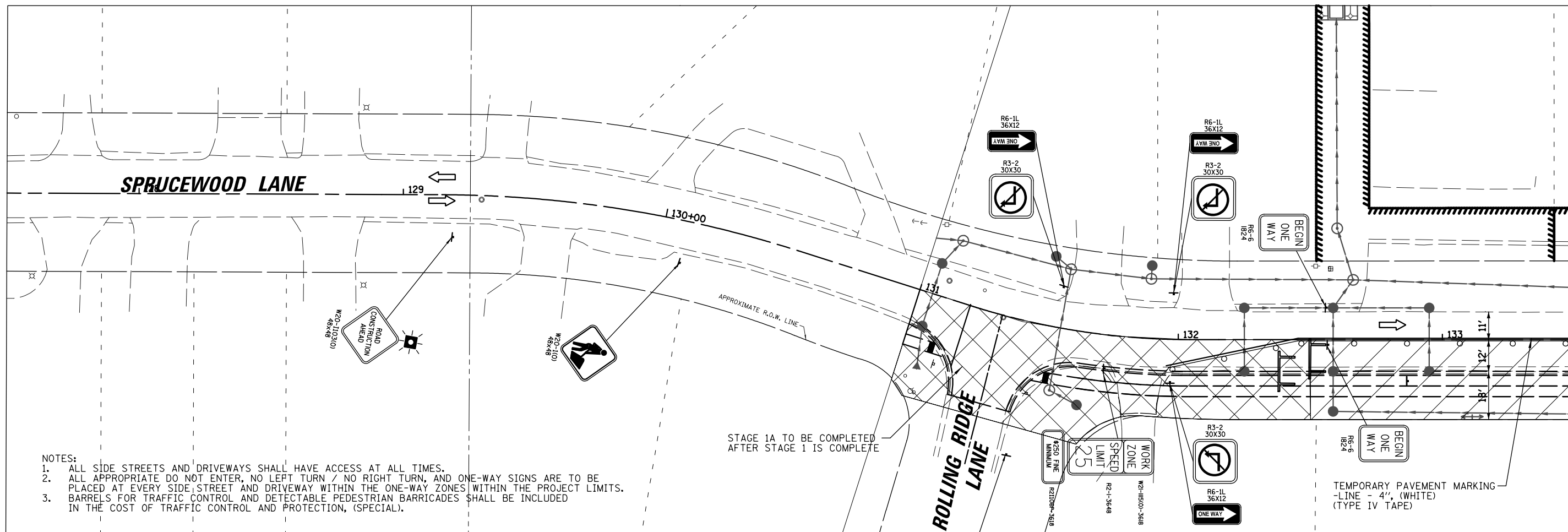
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

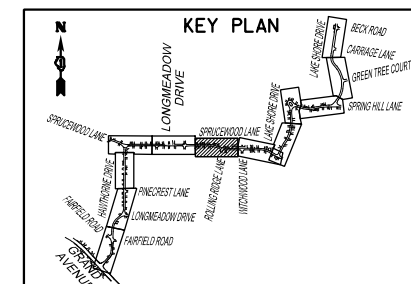
**MAINTENANCE OF TRAFFIC –
TYPICAL SECTIONS AND NOTES**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	36
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



- NOTES:
1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE, STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



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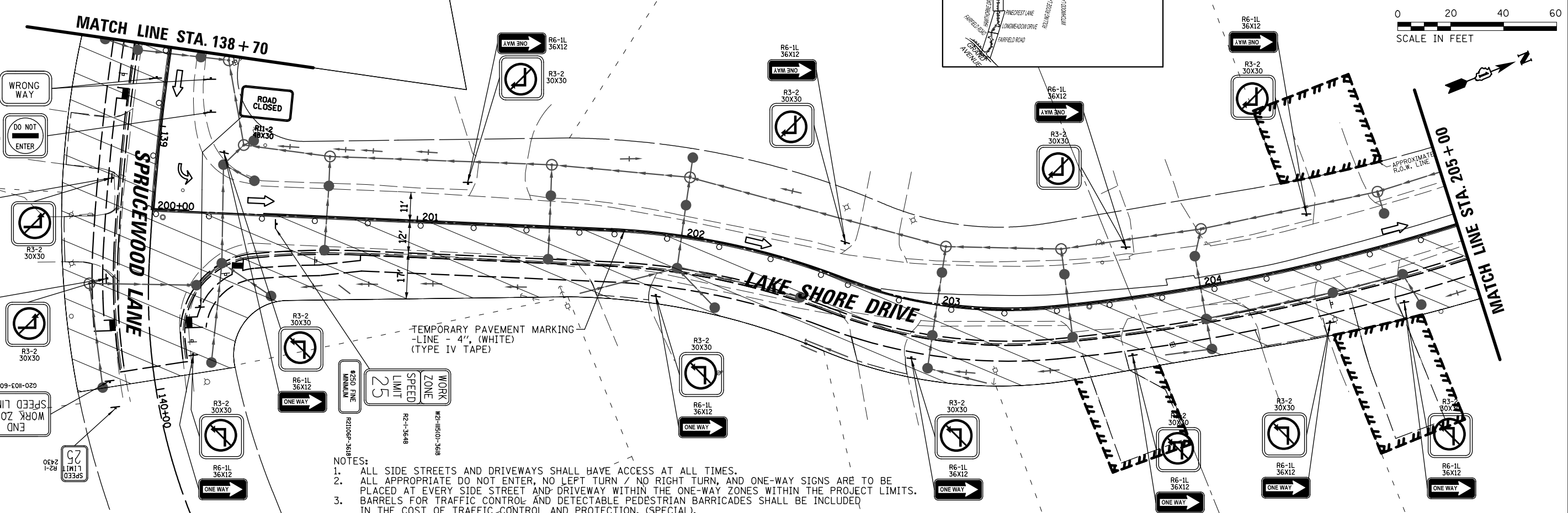
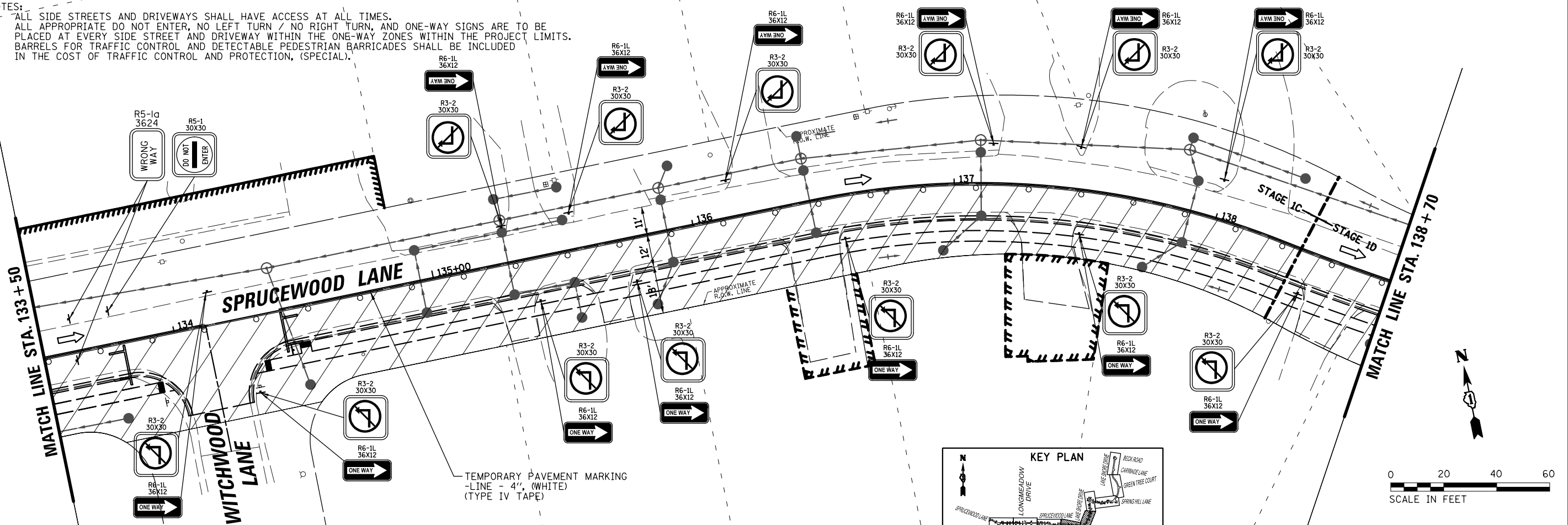
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SPRUCEWOOD LANE MAINTENANCE OF TRAFFIC - STAGE 1	
SCALE: 40'	SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	37
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



NOTES:

1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
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3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

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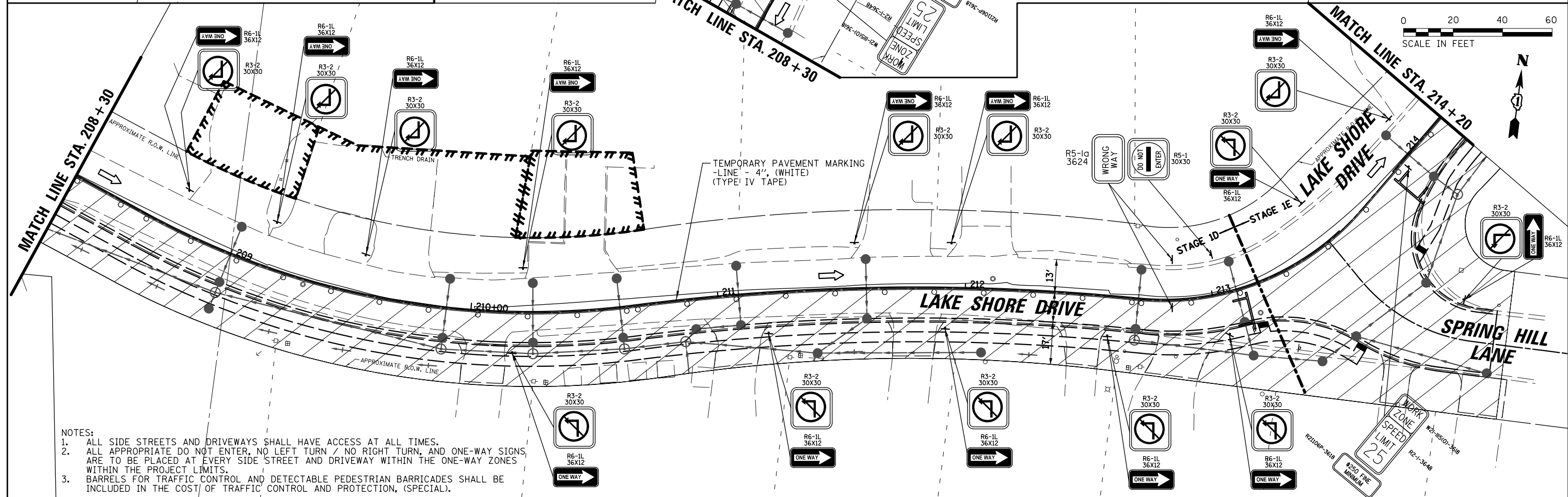
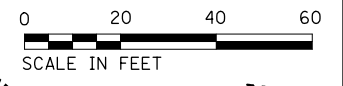
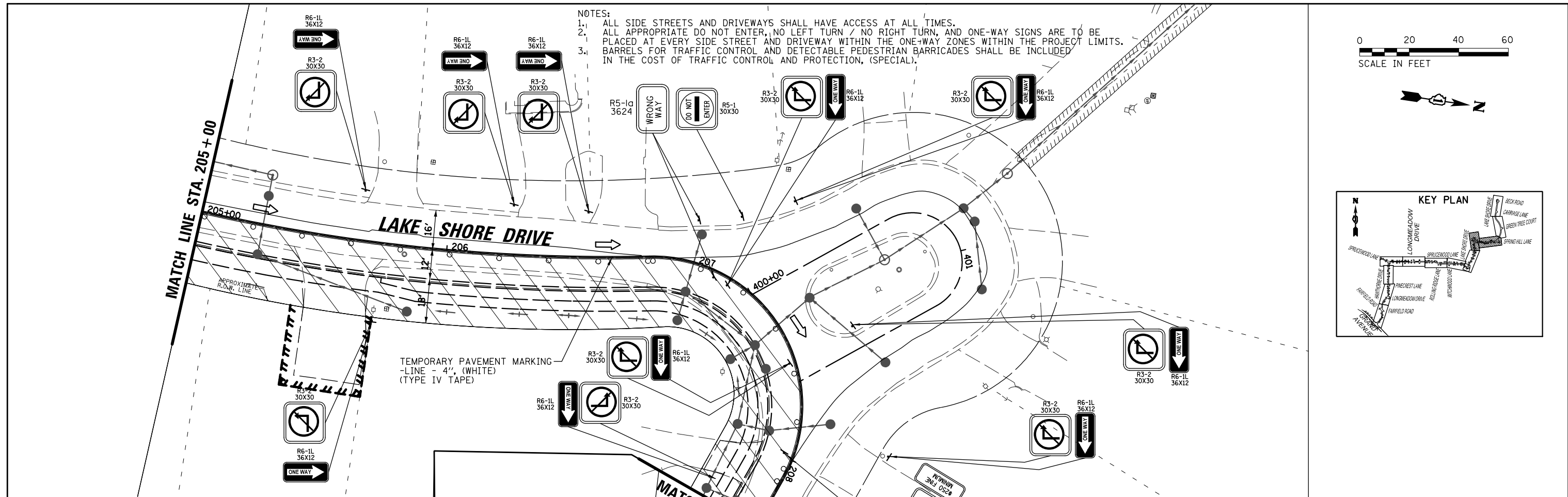
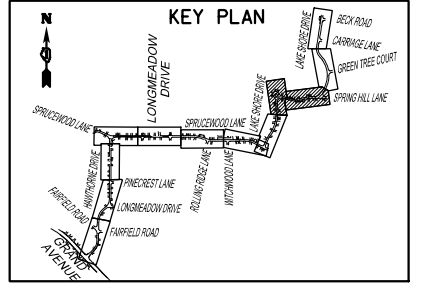
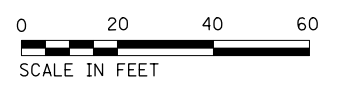
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAKE SHORE DRIVE
MAINTENANCE OF TRAFFIC - STAGE 1**

SCALE: 40' SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	38
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

NOTES:
 1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



NOTES:
 1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

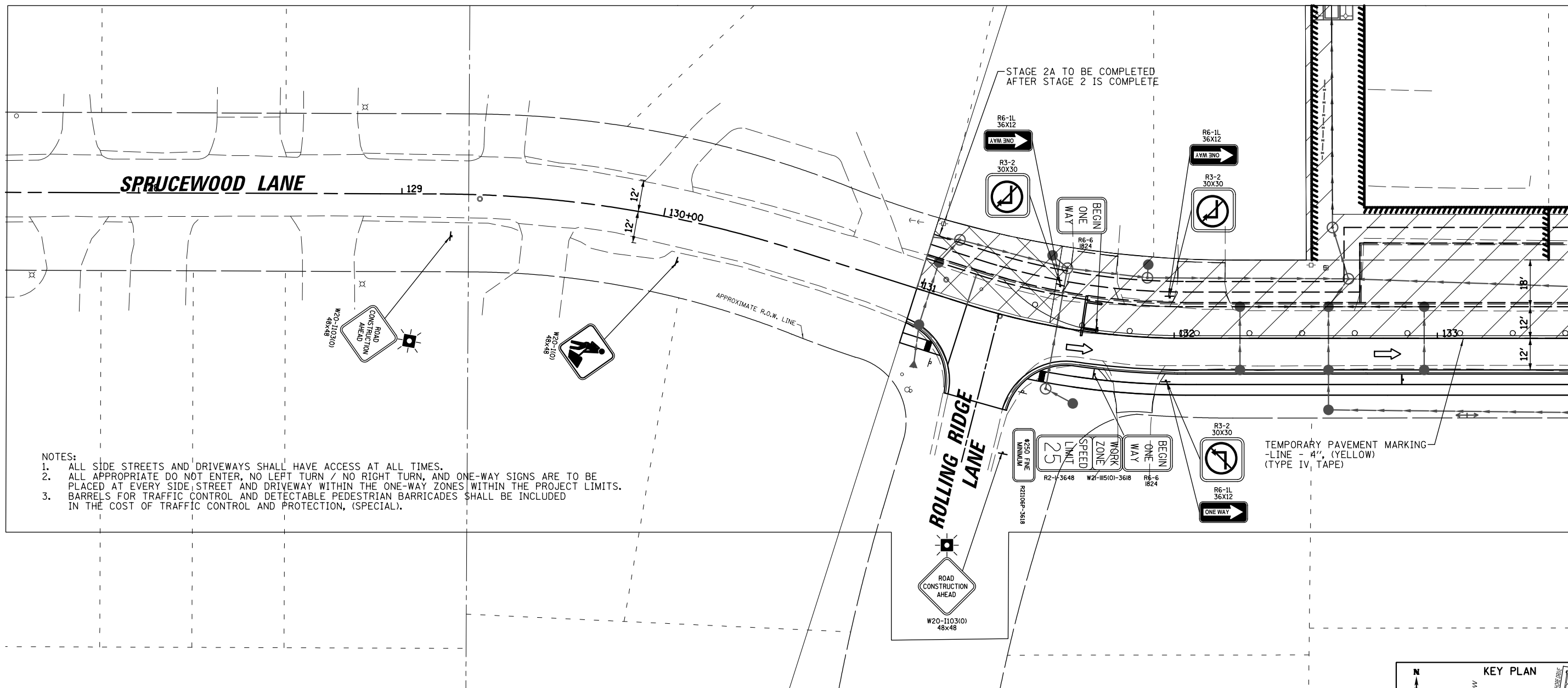
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

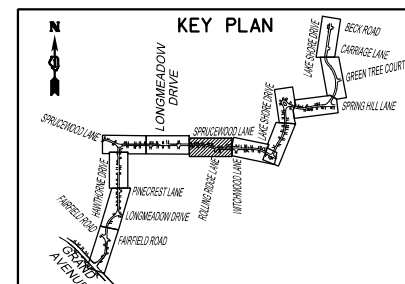
LAKE SHORE DRIVE
 MAINTENANCE OF TRAFFIC - STAGE 1

SCALE: 40' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	39
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

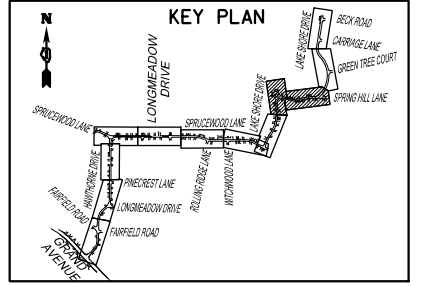
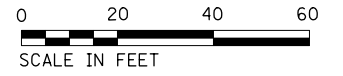


- NOTES:
1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



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Default	PLOT SCALE = 48"	CHECKED - LMF	REVISED -		SCALE: 40'	SHEET 1 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 61K34				
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT							

NOTES:
 1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



MATCH LINE STA. 205 + 00

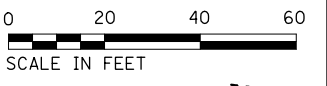
APPROXIMATE R.O.W. LINE

LAKE SHORE DRIVE

TEMPORARY PAVEMENT MARKING
 -LINE = 4", (YELLOW)
 (TYPE IV TAPE)

MATCH LINE STA. 208 + 30

STAGES 2D-1 AND 2D-2 SHALL BE COMPLETED AT SEPARATE TIMES TO ALLOW ALL RESIDENTS ACCESS TO THEIR DRIVEWAYS AT ALL TIMES.



MATCH LINE STA. 208 + 30

APPROXIMATE R.O.W. LINE

LAKE SHORE DRIVE

TEMPORARY PAVEMENT MARKING
 -LINE = 4", (YELLOW)
 (TYPE IV TAPE)

MATCH LINE STA. 214 + 20

LAKE SHORE DRIVE

SPRING HILL LANE

NOTES:
 1. ALL SIDE STREETS AND DRIVEWAYS SHALL HAVE ACCESS AT ALL TIMES.
 2. ALL APPROPRIATE DO NOT ENTER, NO LEFT TURN / NO RIGHT TURN, AND ONE-WAY SIGNS ARE TO BE PLACED AT EVERY SIDE STREET AND DRIVEWAY WITHIN THE ONE-WAY ZONES WITHIN THE PROJECT LIMITS.
 3. BARRELS FOR TRAFFIC CONTROL AND DETECTABLE PEDESTRIAN BARRICADES SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

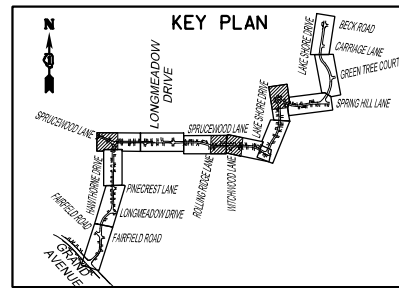
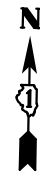
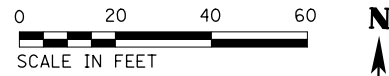
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LAKE SHORE DRIVE
 MAINTENANCE OF TRAFFIC - STAGE 2

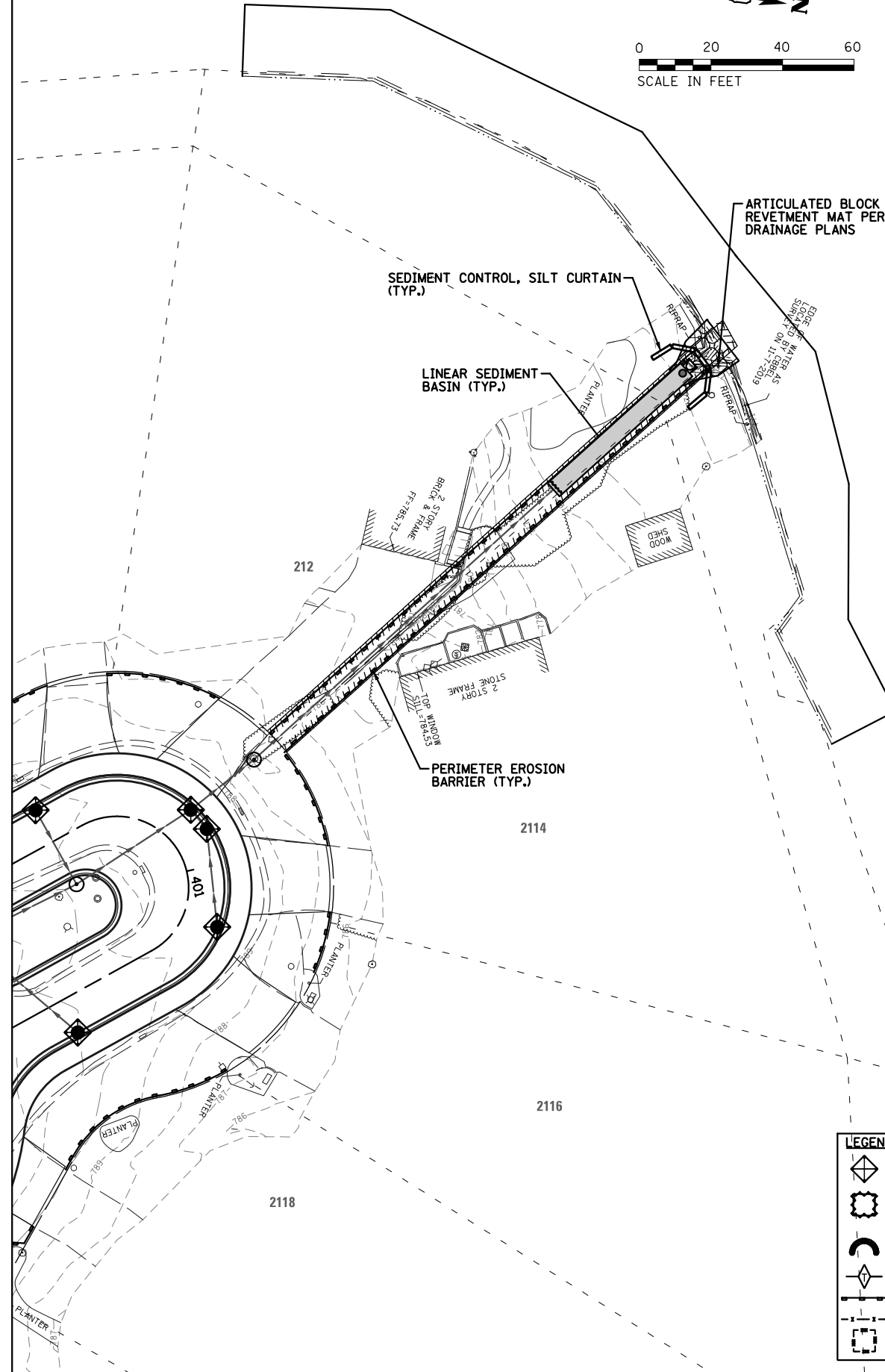
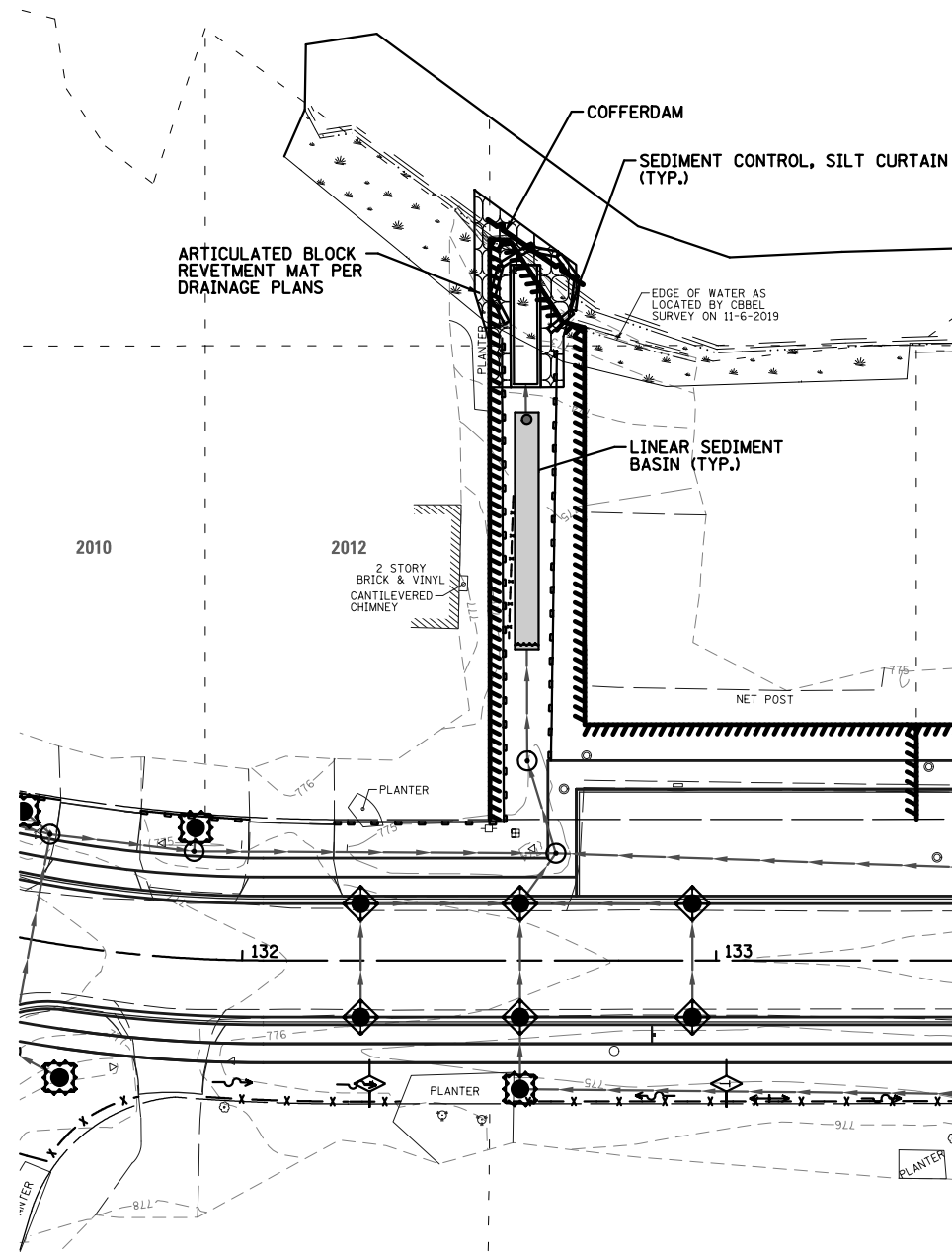
SCALE: 40' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 43
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



NOTE: NO PHOSPHOROUS SHALL BE ALLOWED IN ANY SEED FERTILIZERS, TEMPORARY OR PERMANENT, THROUGHOUT THE ENTIRE PROJECT LIMITS.

- SEQUENCING NOTES FOR OUTFALLS TO LAKE LINDEN:
1. PROPOSED STORM SEWER TO BE INSTALLED FROM OUTFALL TO THE FIRST PROPOSED STRUCTURE.
 2. LINEAR SEDIMENT BASIN, PERFORATED RISER PIPE, ROCK CHECK DAM, AND FLOC LOGS TO BE CONSTRUCTED PER PLANS, SPECIFICATIONS, AND DETAILS.
 3. PROPOSED STORM SEWER BETWEEN FIRST AND SECOND PROPOSED STRUCTURES SHALL NOT BE INSTALLED AT THIS TIME.
 4. ENTIRE STORM SYSTEM TO BE CONSTRUCTED TO THE NORTH PER PLANS.
 5. FIRST AND SECOND PROPOSED STRUCTURES, AND PROPOSED STORM SEWER BETWEEN FIRST TWO STRUCTURES, SHALL BE INSTALLED ONCE ENTIRE PROPOSED SYSTEM HAS BEEN INSTALLED AND THE ENGINEER PROVIDES WRITTEN APPROVAL TO CONSTRUCT THE FINAL PIECE OF STORM SEWER.
 6. CONTRACTOR SHALL SUBMIT LINEAR SEDIMENT BASIN PLAN FOR REVIEW AND APPROVAL TWO (2) WEEKS PRIOR TO CONSTRUCTION COMMENCEMENT.



LEGEND	
	INLET FILTER (BASKETS FOR CURB INLETS)
	INLET AND PIPE PROTECTION (ABOVE GRADE PROTECTION FOR OPEN GRATED STRUCTURES IN PERVIOUS AREAS)
	INLET AND OUTLET PROTECTION (FOR FLARED END SECTIONS)
	TEMPORARY DITCH CHECK
	PERIMETER EROSION BARRIER
	TEMPORARY ORANGE CONSTRUCTION FENCE
	TREE TRUNK PROTECTION

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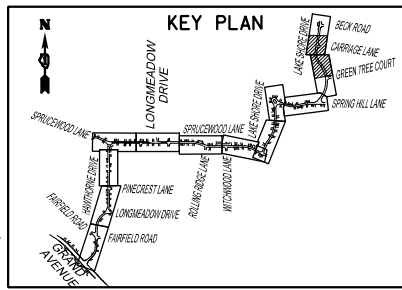
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERMANENT SOIL EROSION MEASURES (BMPs)
PLANS AND DETAILS

SCALE: 40' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	45
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

- SEQUENCING NOTES FOR OUTFALLS TO LAKE LINDEN:
1. PROPOSED STORM SEWER TO BE INSTALLED FROM OUTFALL TO THE FIRST PROPOSED STRUCTURE.
 2. LINEAR SEDIMENT BASIN, PERFORATED RISER PIPE, ROCK CHECK DAM, AND FLOC LOGS TO BE CONSTRUCTED PER PLANS, SPECIFICATIONS, AND DETAILS.
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 4. ENTIRE STORM SYSTEM TO BE CONSTRUCTED TO THE NORTH PER PLANS.
 5. FIRST AND SECOND PROPOSED STRUCTURES, AND PROPOSED STORM SEWER BETWEEN FIRST TWO STRUCTURES, SHALL BE INSTALLED ONCE ENTIRE PROPOSED SYSTEM HAS BEEN INSTALLED AND THE ENGINEER PROVIDES WRITTEN APPROVAL TO CONSTRUCT THE FINAL PIECE OF STORM SEWER.
 6. CONTRACTOR SHALL SUBMIT LINEAR SEDIMENT BASIN PLAN FOR REVIEW AND APPROVAL TWO (2) WEEKS PRIOR TO CONSTRUCTION COMMENCEMENT.

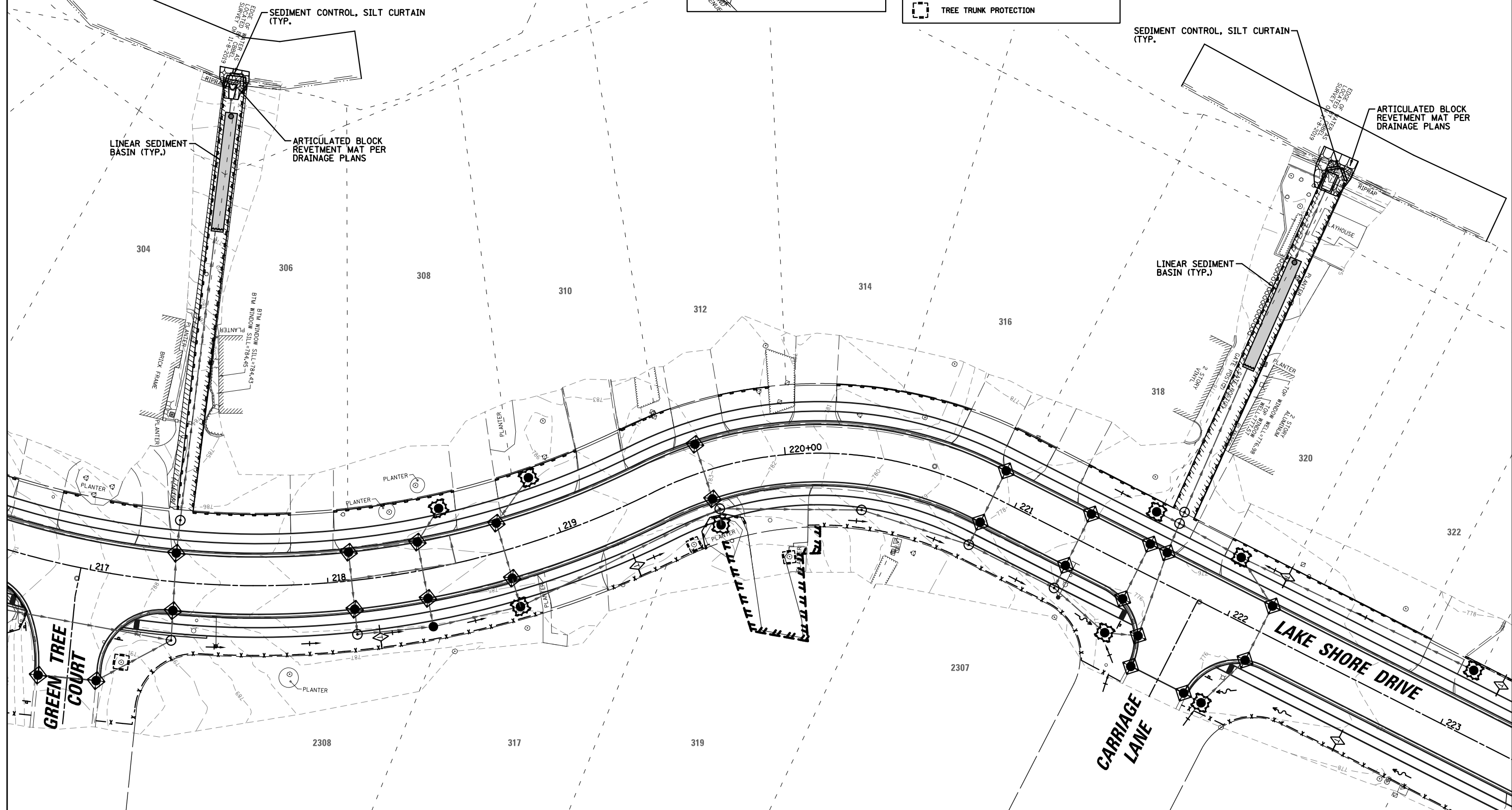


LEGEND

- INLET FILTER (BASKETS FOR CURB INLETS)
- INLET AND PIPE PROTECTION (ABOVE GRADE PROTECTION FOR OPEN GRATED STRUCTURES IN PERVIOUS AREAS)
- INLET AND OUTLET PROTECTION (FOR FLARED END SECTIONS)
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- TEMPORARY ORANGE CONSTRUCTION FENCE
- TREE TRUNK PROTECTION



NOTE: NO PHOSPHOROUS SHALL BE ALLOWED IN ANY SEED FERTILIZERS, TEMPORARY OR PERMANENT, THROUGHOUT THE ENTIRE PROJECT LIMITS.

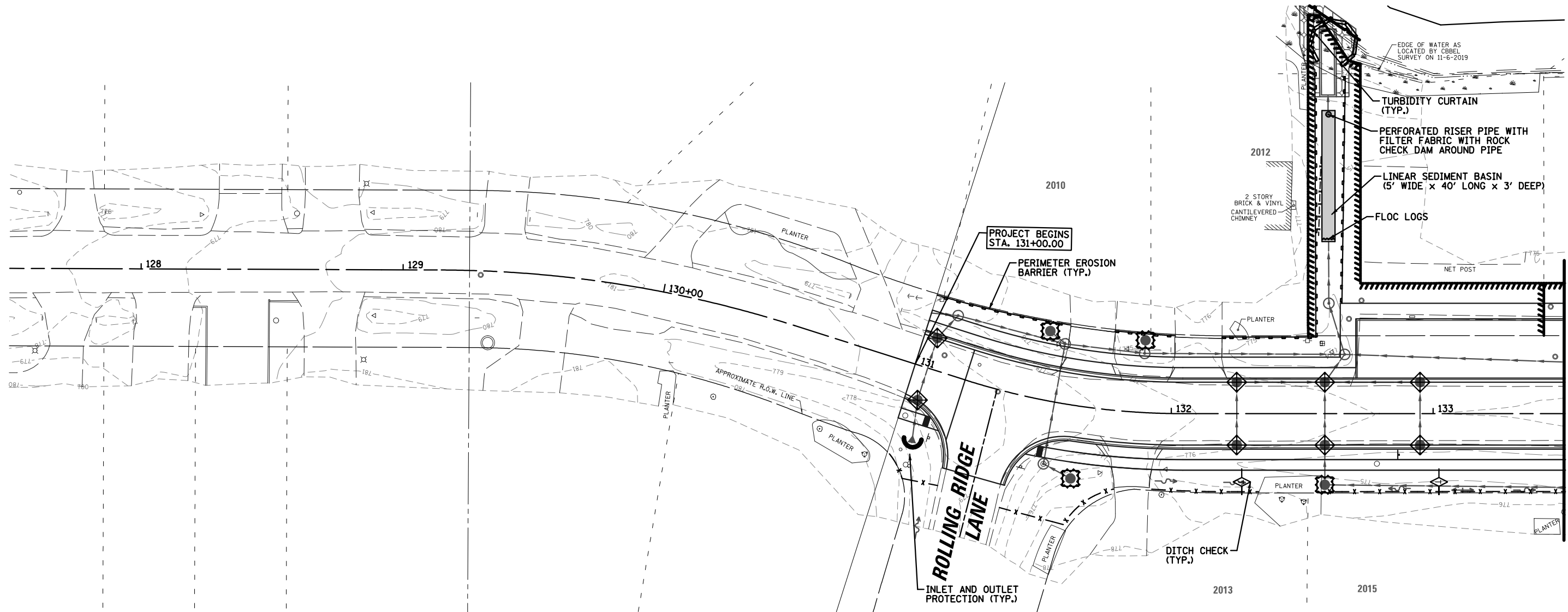
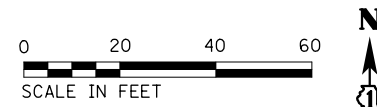


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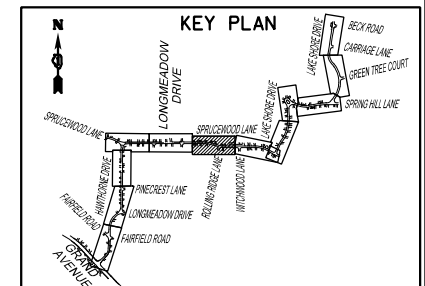
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PERMANENT SOIL EROSION MEASURES (BMPs) PLANS AND DETAILS	
SCALE: 40'	SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 46
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



LEGEND	
	INLET FILTER (BASKETS FOR CURB INLETS)
	INLET AND PIPE PROTECTION (ABOVE GRADE PROTECTION FOR OPEN GRATED STRUCTURES IN PERVIOUS AREAS)
	INLET AND OUTLET PROTECTION (FOR FLARED END SECTIONS)
	TEMPORARY DITCH CHECK
	PERIMETER EROSION BARRIER
	TEMPORARY ORANGE CONSTRUCTION FENCE
	TREE TRUNK PROTECTION



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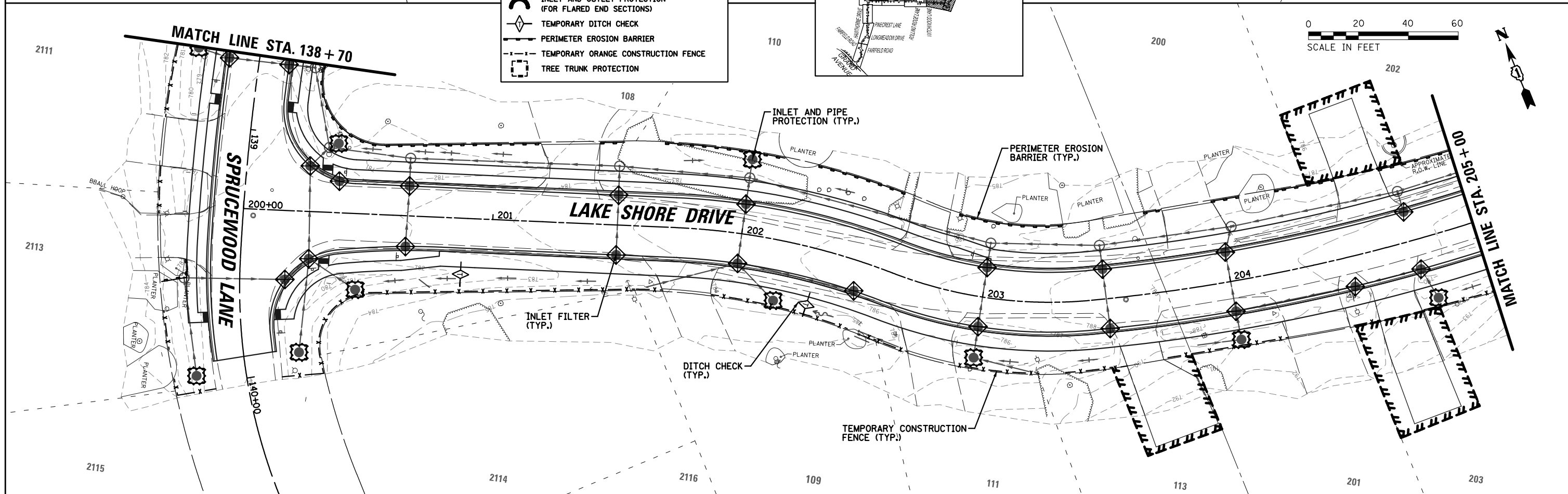
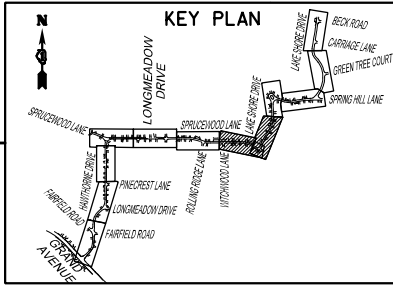
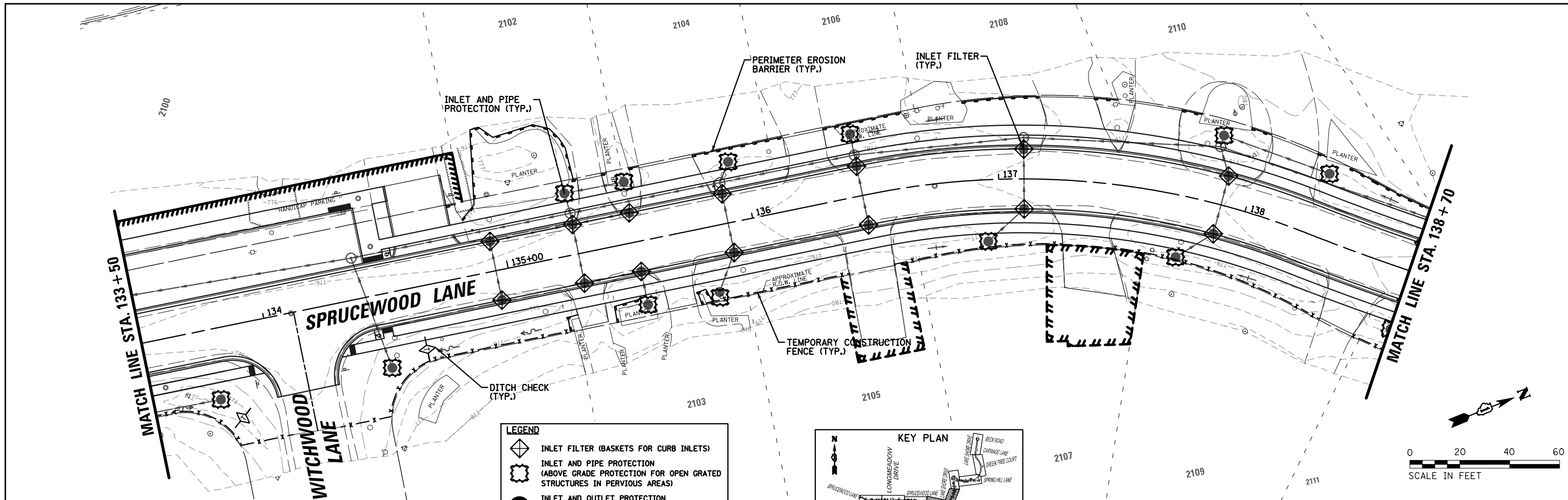
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SPRUCEWOOD LANE
SOIL EROSION / SEDIMENT CONTROL PLANS**

SCALE: 40' SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	47
CONTRACT NO. 61K34				

ILLINOIS FED. AID PROJECT



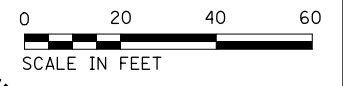
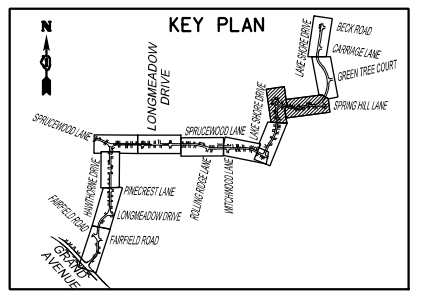
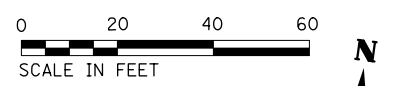
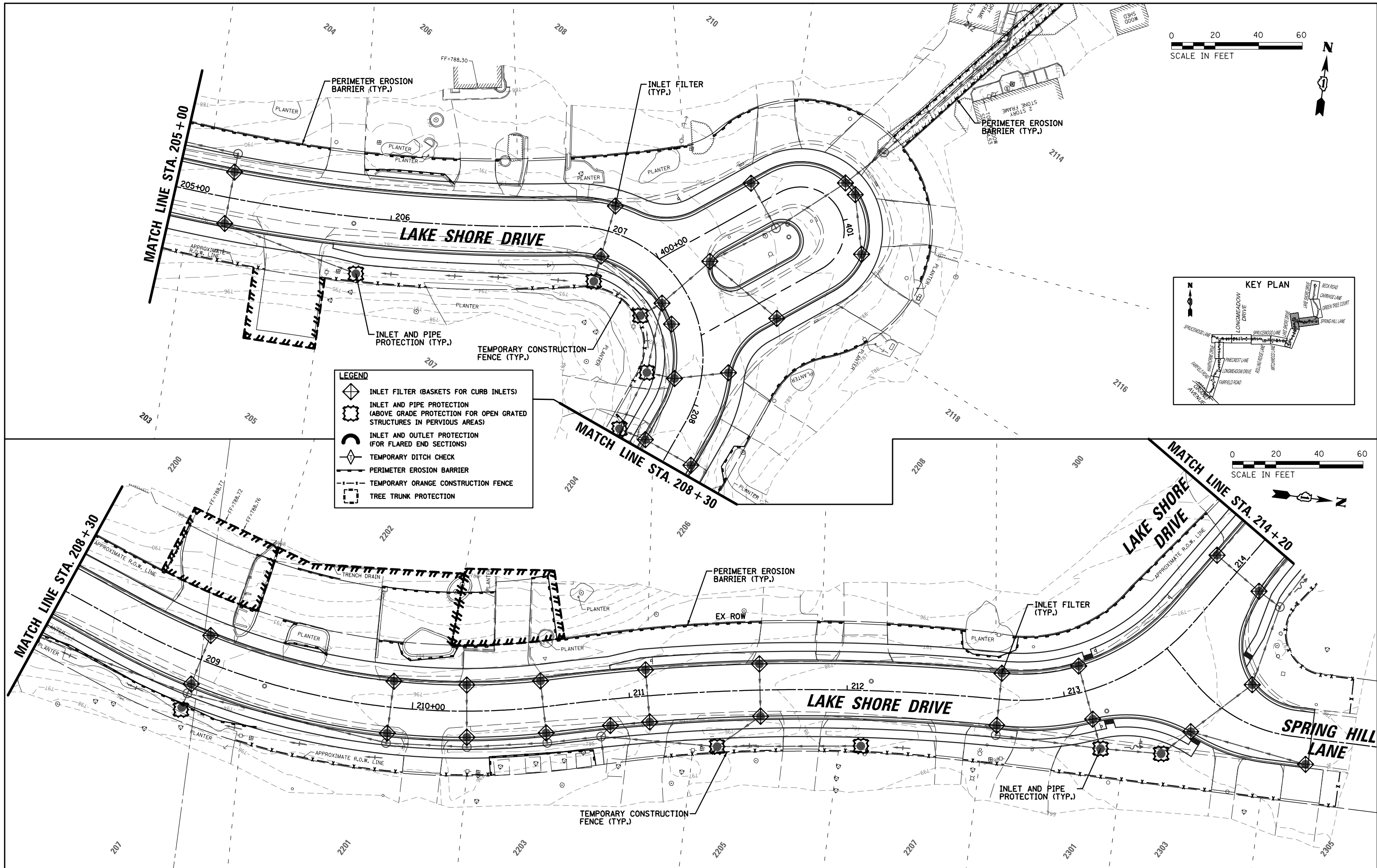
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SPRUCEWOOD LANE / LAKE SHORE DRIVE
SOIL EROSION / SEDIMENT CONTROL PLANS**

SCALE: 40' SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	48
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- INLET FILTER (BASKETS FOR CURB INLETS)
 - INLET AND PIPE PROTECTION (ABOVE GRADE PROTECTION FOR OPEN GRATED STRUCTURES IN PERVIOUS AREAS)
 - INLET AND OUTLET PROTECTION (FOR FLARED END SECTIONS)
 - TEMPORARY DITCH CHECK
 - PERIMETER EROSION BARRIER (TYP.)
 - TEMPORARY ORANGE CONSTRUCTION FENCE
 - TREE TRUNK PROTECTION

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		DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAKE SHORE DRIVE
SOIL EROSION / SEDIMENT CONTROL PLANS**

SCALE: 40' SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 49
CONTRACT NO. 61K34				ILLINOIS FED. AID PROJECT

COUNTYWIDE PERMIT #1 GENERAL NOTES:

SOIL EROSION AND SEDIMENT CONTROL STANDARDS

To be authorized by this permit, the sediment and erosion control standards for all specified development shall meet the following criteria:

- (1) Soil disturbance shall be conducted in such a manner as to minimize erosion. Soil stabilization measures shall consider the time of year, site conditions and the use of temporary or permanent measures.
- (2) Properties and channels located downstream from development sites shall be protected from erosion and sedimentation. At points where concentrated flow leaves a site, stable downstream facilities are required
- (3) Soil erosion and sediment control features shall be constructed prior to the commencement of hydrologic disturbance.
- (4) Temporary soil stabilization shall be applied to disturbed areas within seven (7) calendar days of the end of active hydrologic disturbance. Permanent stabilization shall be done within seven (7) days of completion of final grading of the soil. Permanent soil stabilization measures shall be applied to channels (including bed and banks) within seven (7) calendar days of the end of primary disturbance of the channel. Permanent or temporary vegetation shall not be considered established until sufficient ground cover is mature enough to control erosion.
- (5) Disturbed areas draining less than one (1) acre shall be protected by a filter barrier (including filter fences, straw bales, or equivalent control measures) for all areas where off-site runoff will occur. Vegetated filter strips, with a minimum width of twenty-five (25) feet, may be used as an alternative only where runoff in sheet flow is expected.

Disturbed areas draining more than one (1) but fewer than five (5) acres shall be protected by a sediment trap or equivalent control measure at a point downslope of the disturbed area.

Disturbed areas draining more than five (5) acres shall be protected by a sediment basin or equivalent control measure at a point downslope of the disturbed area.

- (6) All storm sewer facilities that are or will be functioning during construction shall be protected, filtered, or otherwise treated to remove sediment.
- (7) If dewatering services are used, adjacent properties shall be appropriately protected. Discharges shall enter an effective sediment and erosion control measure. (e.g. sediment trap, sediment basin or other appropriate measure).
- (8) All temporary erosion and sediment control measures shall be removed within thirty (30) days after final site stabilization is achieved or after the temporary measures are no longer needed. Trapped sediment and other disturbed soil areas shall be permanently stabilized.
- (9) A stabilized mat of aggregate underlain with filter cloth (or other appropriate measure) shall be located at any point where traffic will be entering or leaving a construction-site to or from a public right-of-way, street, alley or parking area. Any sediment or soil reaching an improved public right-of-way, street, alley or parking area shall be removed by scraping or street cleaning as accumulations warrant and transported to a controlled sediment disposal area.
- (10) The erosion control plan incorporating the above criteria shall be kept at the construction site.
- (11) Development sites with disturbed areas greater than one (1) acre shall also be subject to meeting the Illinois Environmental Protection Agency, National Pollutant Discharge Elimination System program requirements.
- (12) Areas or embankments having slopes greater than or equal to 3H:1V shall be stabilized with staked in place sod, mat or blanket in combination with seeding.



STORMWATER MANAGEMENT COMMISSION

TYPICAL CONSTRUCTION SEQUENCING

- 1.) Installation of soil erosion and sediment control SE/SC measures
 - a.) Selective vegetation removal for silt fence installation
 - b.) Silt fence installation
 - c.) Construction fencing around areas not to be disturbed
 - d.) Stabilized construction entrance
 - 2.) Tree removal where necessary (clear & grub)
 - 3.) Construct sediment trapping devices (sediment traps, basins...)
 - 4.) Construct detention facilities and outlet control structure with restrictor & temporary perforated riser
 - 5.) Strip topsoil, stockpile topsoil and grade site
 - 6.) Temporarily stabilize topsoil stockpiles (seed and silt fence around toe of slope)
 - 7.) Install storm sewer, sanitary sewer, water and associated inlet & outlet protection
 - 8.) Permanently stabilize detention basins with seed and erosion control blanket
 - 9.) Temporarily stabilize all areas including lots that have reached temporary grade
 - 10.) Install roadways
 - 11.) Permanently stabilize all outlet areas
 - 12.) Install structures and grade individual lots
 - 13.) Permanently stabilize lots
 - 14.) Remove all temporary SE/SC measures after the site is stabilized with vegetation
- * Soil erosion and sediment control maintenance must occur every two weeks and after every ½ or greater rainfall event

SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES

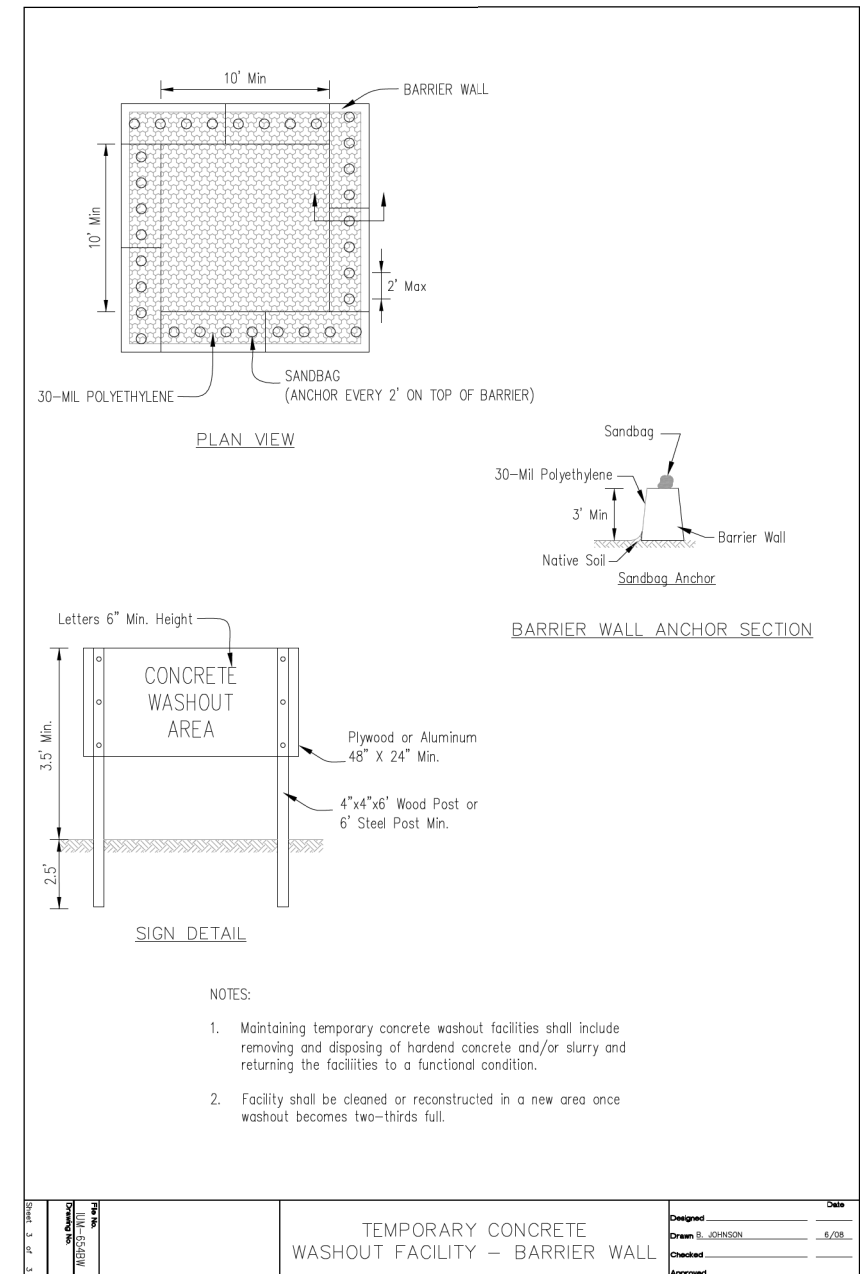
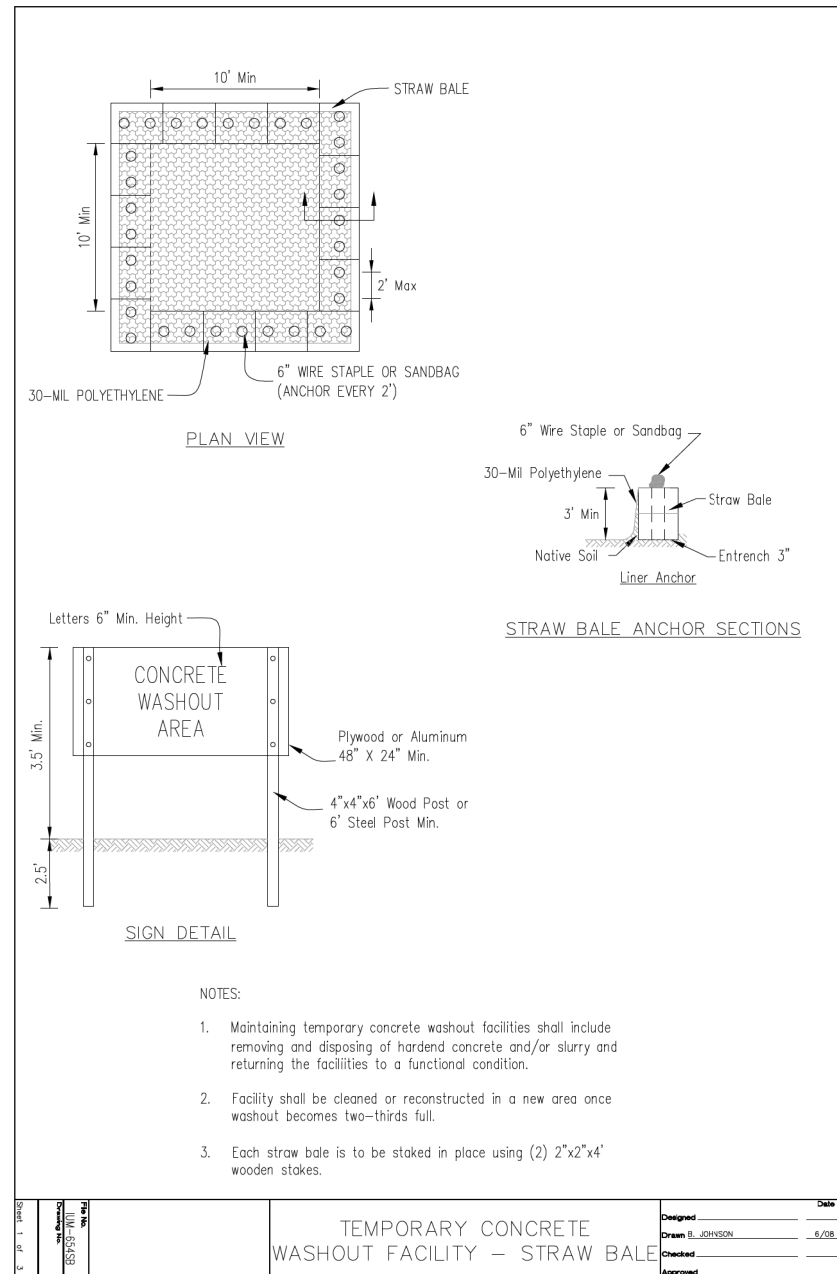
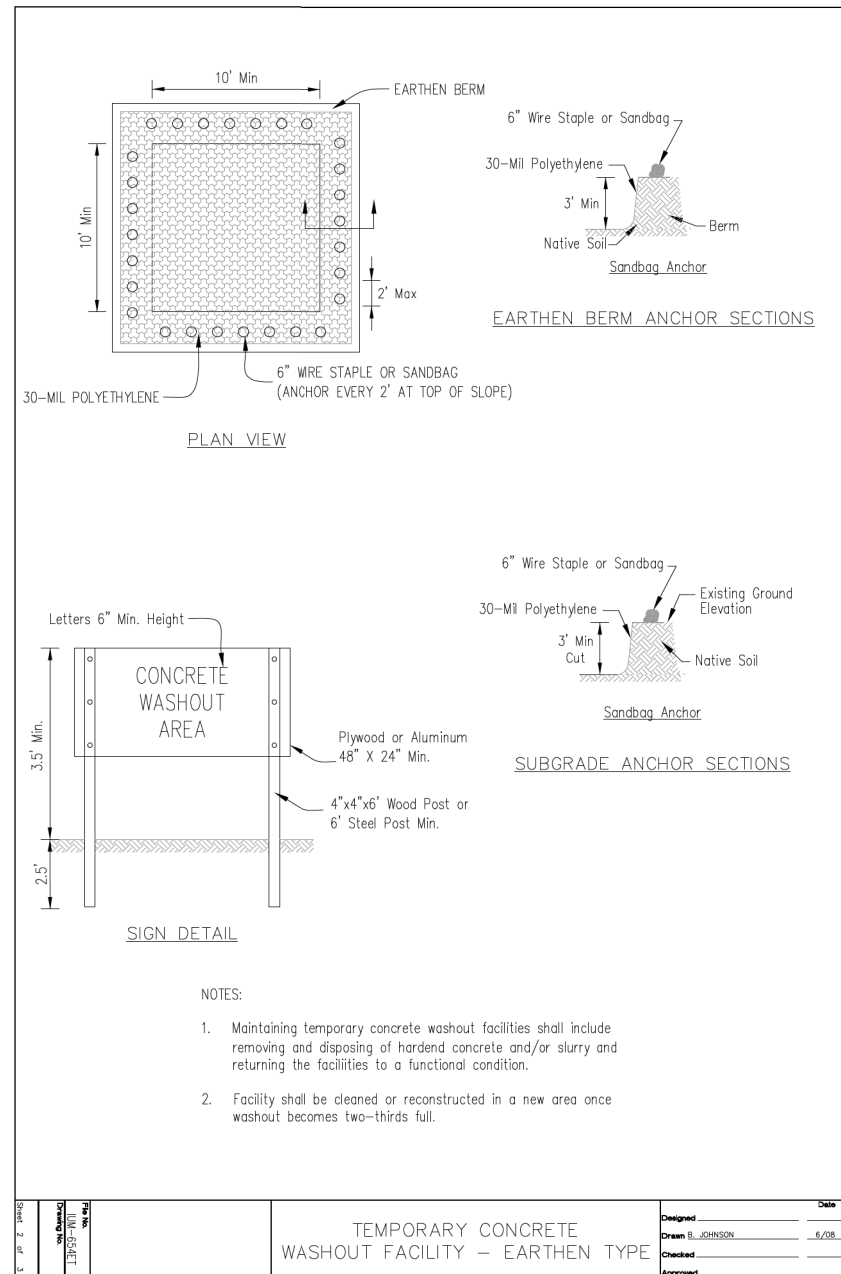
1. Soil erosion and sediment control (SESC) features must be constructed prior to the commencement of upland disturbance. Soil disturbance must be phased or enacted in such a manner as to minimize erosion soil stabilization measures must consider the time of year, site conditions and the use of temporary and/or permanent measures.
2. The turbidity curtains shall be installed at the outfalls to Lake Linden prior to soil disturbance and maintained in place until permanent stabilization is achieved.
3. Unless otherwise indicated, all vegetative and structural erosion and sediment control practices will be installed at minimum according to the standards and specifications in the Illinois Urban Manual, revised to latest version as amended. A copy of the approved soil erosion and sediment control (SESC) plan must be maintained on the site at all times.
4. The erosion and sediment controls shown on the plans are the minimum requirements. Additional measures may be required as directed by the Village, or their authorized representative. All additional measures must be in place within 3 days of disturbance and any emergency SESC measures must be installed immediately.
5. The Contractor must clean up, grade the work areas as the project progresses, and install erosion protection to eliminate the concentration of runoff, or must install appropriate sediment control devices to trap sediment. Pavement must be cleaned daily or as necessary to remove track-out material.
6. After all perimeter erosion barrier is removed, the areas damaged by the perimeter erosion barrier must be restored.
7. It shall be the responsibility of the Contractor to divert all water (ground, storm, and construction) during construction in order to keep the construction areas freed of water, bypass pumping, including silt bags and an energy dissipation surface for the pumps, shall not be measured and paid for separately but shall be considered incidental to the cost of weir structure. It shall be the Contractor's responsibility to size the pumps appropriately.
8. During de-watering/pumping operations, only uncontaminated water should be allowed to discharge to protected natural areas, Waters of the State, or to a storm sewer system (in accordance with local permits). Inlet hoses should be placed in a stabilized sump pit or floated at the surface of the water in order to limit the amount of sediment intake. Pumping operations may be discharged to a stabilized area that consists of an energy dissipating device (e.g., stone), sediment filter bag, or both. Adequate erosion and sediment controls should be used during de-watering operations as necessary. Dewatering sediment laden water directly into field tiles, storm water structures, or "Waters of the US" is prohibited.

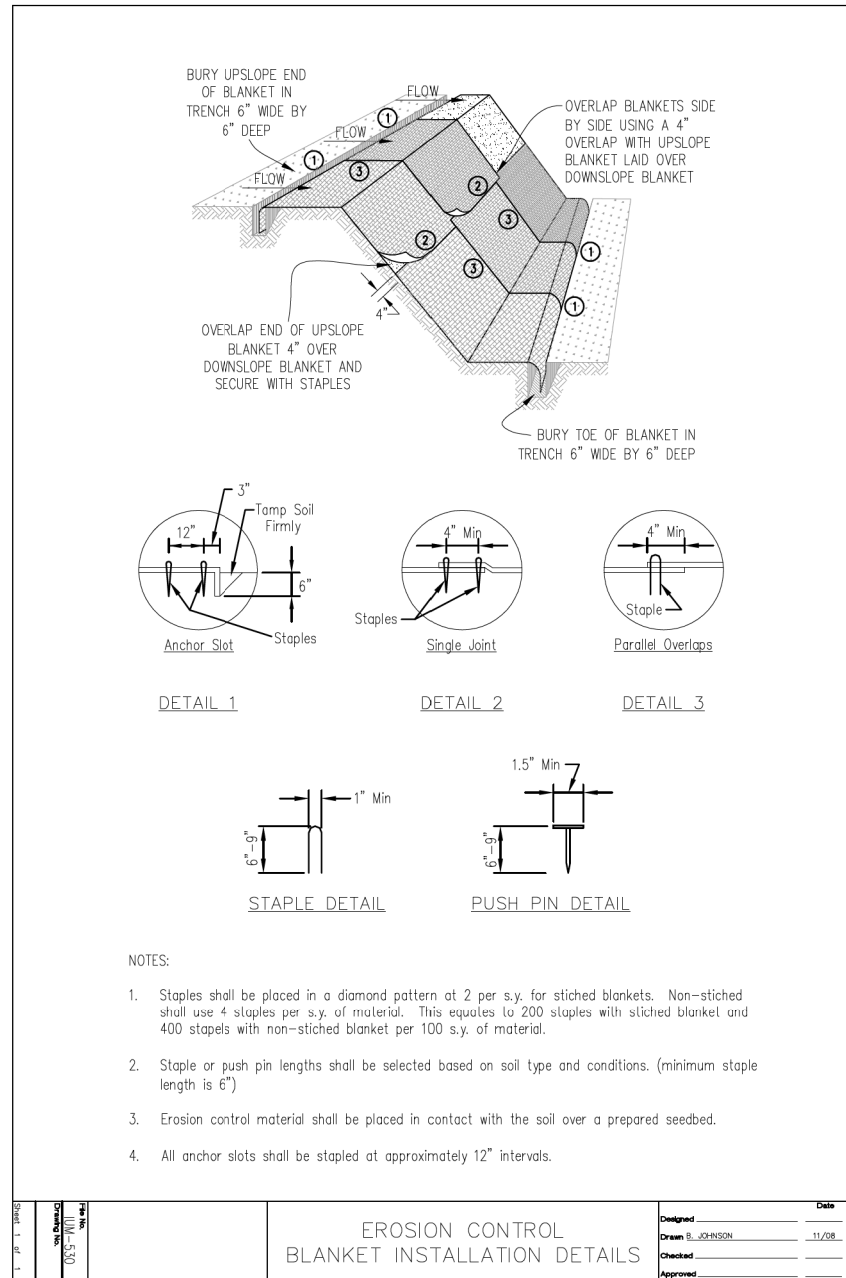
9. Temporary construction entrances will be constructed at all locations where construction traffic enters or leaves the site. These locations shall be determined in the field, as needed. Graveled roads, access drives, parking areas of sufficient width and length, and vehicle wash down facilities if necessary, must be provided to prevent the deposit of soil from being tracked onto public or private roadways. Any soil reaching public or private roadway must be removed immediately.
10. Stock piles or soil must not be located in flood plains, riparian areas (vegetated flood plains), wetlands and waters of the U.S., unless otherwise authorized by the relevant permitting authority. If a stockpile is to remain in place for more than three days, perimeter erosion barrier must be provided. All stockpiles locations must be approved by the Village
11. The Contractor must install perimeter erosion barrier at any location in which sheet flows may result in sediment runoff outside the construction limits. The Contractor may use other methods to control runoff, including, but not limited to, temporary diversion swales, temporary sediment traps, shaped ditches to convey water, etc.
12. The Contractor shall provide a Lake County Designated Erosion Control Inspector who will be responsible for conducting site inspections.
13. All storm sewer inlet structures (including inlets located within the haul routes) must be protected with storm sewer inlet protection (i.e. inlet filters).
14. Stabilization of disturbed areas must, at a minimum, be initiated immediately whenever any clearing, grading, excavating, or other earth disturbing activities have permanently ceased on any portion of the site and will not resume for a period exceeding 14 Calendar Days. Stabilization of disturbed areas must be initiated within 1 Working Day of permanent or temporary cessation of earth disturbing activities and shall be completed as soon as possible, but not later than 14 Calendar Days from the initiation of stabilization work in an area. Exceptions to these time frames are specified as follows:
 - a. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
 - b. On areas where construction activity ceased and will resume after 14 Calendar Days, a temporary stabilization method can be used.
15. The Contractor shall provide a qualified person who will be responsible for conducting site inspections in compliance with the ILR10 NPDES Permit. After each inspection, a report should be prepared by the person who performed the inspection. The inspection report should be maintained on-site as part of the Plan. Inspections should be conducted at least once every 7 Calendar Days and within 24 hours of the end of the storm, or by the end of the following business or work day, that is 0.5 inches or greater.
 - a. Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Inspections must commence when construction activities are conducted, or if there is a 0.5" or greater rain event, or discharge due to snowmelt occurs.
16. Soil disturbances shall be stabilized with a minimum 4" of Topsoil and Salt Tolerant Sodding, unless otherwise noted on the plan.

NOTES:

1. NO PHOSPHOROUS SHALL BE ALLOWED IN ANY SEED FERTILIZERS, TEMPORARY OR PERMANENT, THROUGHOUT THE ENTIRE PROJECT LIMITS.
2. DITCH CHECKS SHALL BE PREFABRICATED DITCH CHECKS (URETHANE FOAM-GEOTEXTILE FABRIC) OR ROLLED BARRIER SLOPE CHECKS (SEDIMENT LOGS). CONTRACTOR TO SUBMIT PRODUCT CUT SHEETS FOR APPROVAL BY ENGINEER PRIOR TO ORDERING MATERIAL.
3. CONTRACTOR TO SUBMIT CUT SHEET FOR SILT CURTAIN FOR APPROVAL BY ENGINEER PRIOR TO ORDERING MATERIAL. CONTRACTOR SHALL FOLLOW MANUFACTURER'S INSTALLATION REQUIREMENTS.

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL EROSION / SEDIMENT CONTROL NOTES AND DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Civil\ST1-ECP-NOT-01_190306.shx		DRAWN - PMM	REVISED -		0160	18-00032-01-PV	LAKE	131	51			
Default	PLOT SCALE = 18'	CHECKED - LMF	REVISED -		CONTRACT NO. 61K34							
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		SCALE: N.T.S.	SHEET 1 OF 4 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				





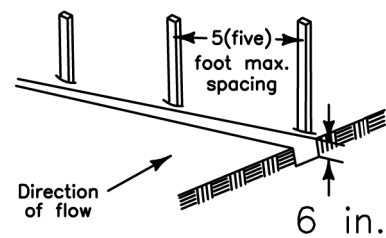
RIP RAP									
PIPE DIAMETER (IN.) D	STONE RIP RAP							BEDDING	
	QUALITY DESIGNATION	GRADATION NUMBER	MINIMUM THICKNESS (IN.) A	MINIMUM LENGTH (FT.) B	WEIGHT RANGE (#)	WEIGHT AVERAGE (#)	SIZE AVERAGE (IN.)	GRADATION NUMBER	MINIMUM THICKNESS (IN.) C
12	B	3	12"	12'	1-50	10	4.5"	N/A	N/A
15	B	3	14"	14'	1-50	10	4.5"	N/A	N/A
18	B	4	16"	16'	1-50	40	7"	1 OR CA-3	6"
21	B	4	18"	18'	1-150	40	7"	1 OR CA-3	6"
24	B	4	20"	20'	1-150	40	7"	1 OR CA-3	6"
30	B	4	22"	22'	1-150	40	7"	1 OR CA-3	6"
36	B	5	24"	24'	3-400	90	10"	1 OR CA-3	8"
42	B	5	26"	26'	3-400	90	10"	1 OR CA-3	8"
48	B	6	28"	28'	6-600	170	12"	2 OR CA-1	10"
54	B	6	32"	32'	6-600	170	12"	2 OR CA-1	10"
60	B	6	36"	36'	6-600	170	12"	2 OR CA-1	10"
72	B	6	44"	44'	6-600	170	12"	2 OR CA-1	10"

NOTE:

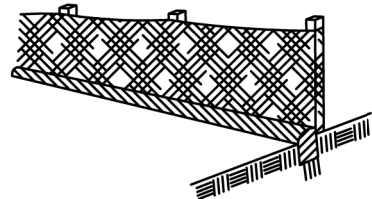
- FOR PIPE SIZE 72" AND LARGER A SPECIAL DESIGN OF RIP RAP OR APRON IS REQUIRED.
- GRADATION REFER TO IDOT SPECIFICATIONS AND STANDARDS.

STONE RIP RAP DETAIL
2 OF 2

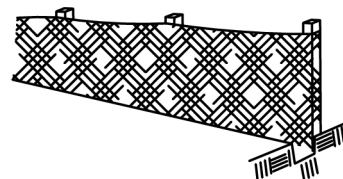
1. Set posts and excavate or slit-trench a 6-inch deep trench upslope along the line of the post



3. Backfill and compact the excavated spoil materials

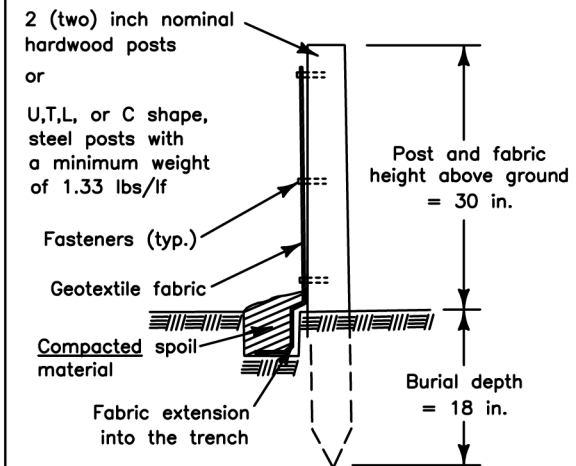


2. Attach the geotextile filter fabric to each post with a minimum of 3 (three) fasteners per post and extend to the bottom of the trench. Acceptable fasteners include staples, zip ties, or wire ties



Geotextile Requirement	Test Method	MARV
Grab strength	ASTM D 4632	
- Machine direction		550 N
- X-machine direction		450 N
Permittivity	ASTM D 4491	0.05 sec-1
Apparent opening size*	ASTM D 4751	0.60 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

Note:
Value for apparent opening size represents maximum average roll value.



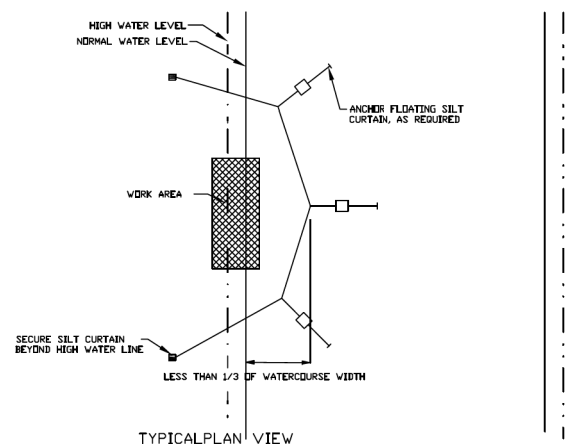
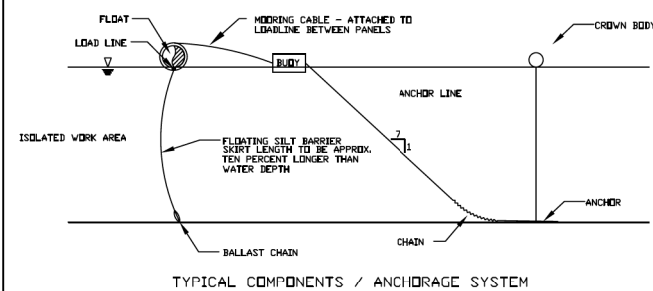
SILT FENCE DETAIL

DATE: 4/21/08 BY: KAW
REVISED: BY:



LAKE COUNTY
STORMWATER MANAGEMENT COMMISSION

FLOATING SILT CURTAIN - TYPICAL LAYOUT



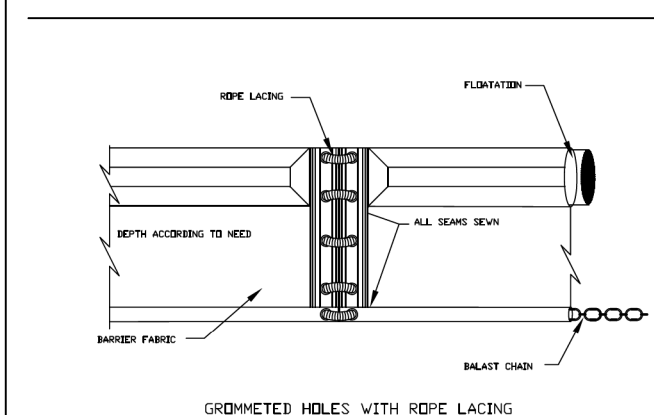
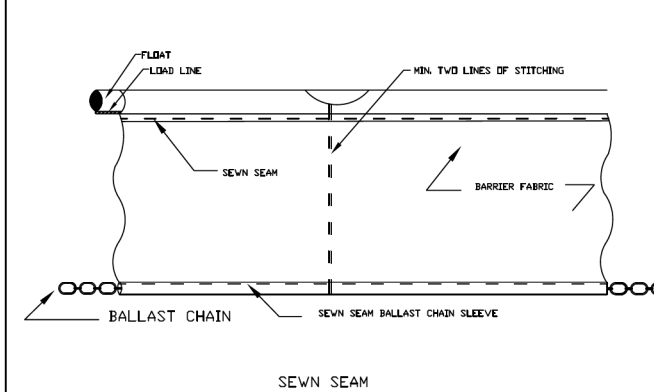
Maximum flow for waterbody shall be less than 5fps.
Isolated work area shall not exceed more than 1/3 stream width.
Silt curtain shall be placed parallel to stream flow.

REFERENCE	Project	Date
Designed	Date	
Checked	Date	
Approved	Date	



STANDARD DWG. NO.	IUM-617A
SHEET	1 OF 1
DATE	1-06-2012

FLOATING SILT CURTAIN - PANEL CONNECTORS



REFERENCE	Project	Date
Designed	Date	
Checked	Date	
Approved	Date	



STANDARD DWG. NO.	IUM-617B
SHEET	1 OF 1
DATE	1-6-2012

FILE NAME =	USER NAME = dkleinwachter
N:\Lindenhurst\190306\Civil\ST1-ECP-DET-02_190306.sht	
Default	PLOT DATE = 2/14/2024

DESIGNED - JAL	REVISD -
DRAWN - PMM	REVISD -
CHECKED - LMF	REVISD -
DATE - 2/14/2024	REVISD -

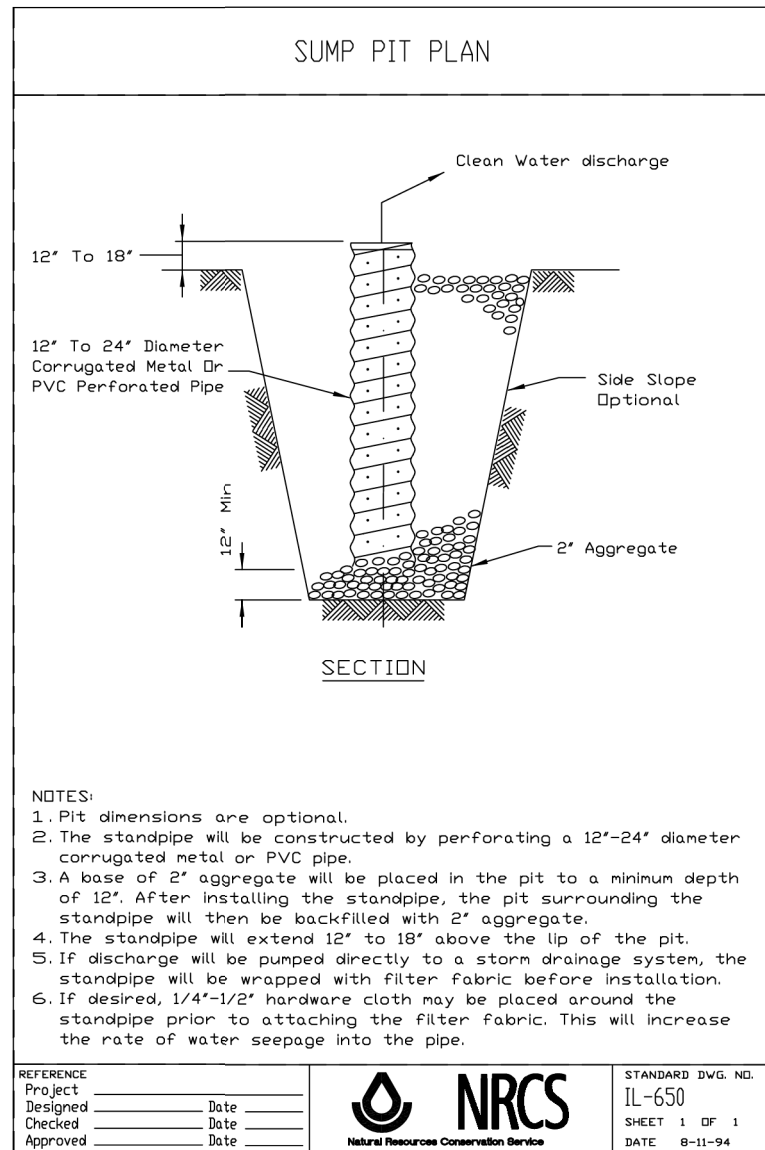
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION / SEDIMENT CONTROL
DETAILS

SCALE: N.T.S. SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	54
CONTRACT NO. 61K34				

ILLINOIS FED. AID PROJECT



**Illinois Urban Manual
PRACTICE STANDARD
SUMP PIT
CODE 950**

DEFINITION

A temporary pit which is constructed to trap and filter water for pumping into a suitable discharge area.

PURPOSE

The purpose of this practice is to remove excessive water from excavations in a manner that improves the quality of the water being pumped.

CONDITIONS WHERE PRACTICE APPLIES

Sump pits are constructed when water collects during the excavation phase of construction. This practice is particularly useful in urban areas during excavation for building foundations.

CRITERIA

A perforated vertical standpipe is placed in the center of the pit to collect filtered water. The standpipe will be a perforated 12 to 24-inch diameter corrugated metal or PVC pipe. Water is then pumped from the center of the pipe to a suitable discharge area. The pit will be filled with coarse aggregate meeting the requirements of IDOT standards for gradations of CA-2, CA-3 or CA-4.

CONSIDERATIONS

Discharge of water pumped from the standpipe should be to a suitable practice such as practice standard [IMPOUNDMENT STRUCTURE-ROUTED 842](#), [PORTABLE SEDIMENT TANK 895](#),

[TEMPORARY SEDIMENT TRAP 960](#), or a stabilized area. If water from the sump pit will be pumped directly to a storm drainage system, filter fabric will be wrapped around the standpipe to ensure clean water discharge. The fabric, if used, shall meet the requirements as shown in material specification [592 GEOTEXTILE](#) Table 1 or 2 class 1 with an equivalent opening size of at least 30 for non-woven or 50 for woven. It is recommended that 1/4 to 1/2 inch hardware cloth wire be wrapped around and secured to the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the standpipe.

PLANS AND SPECIFICATIONS

Plans and specifications for installing and utilizing sump pits shall be in keeping with standard and shall describe the requirements for applying the practice to achieve its intended purpose.

The contractor or responsible reviewing authority will determine the number of sump pits and their locations.

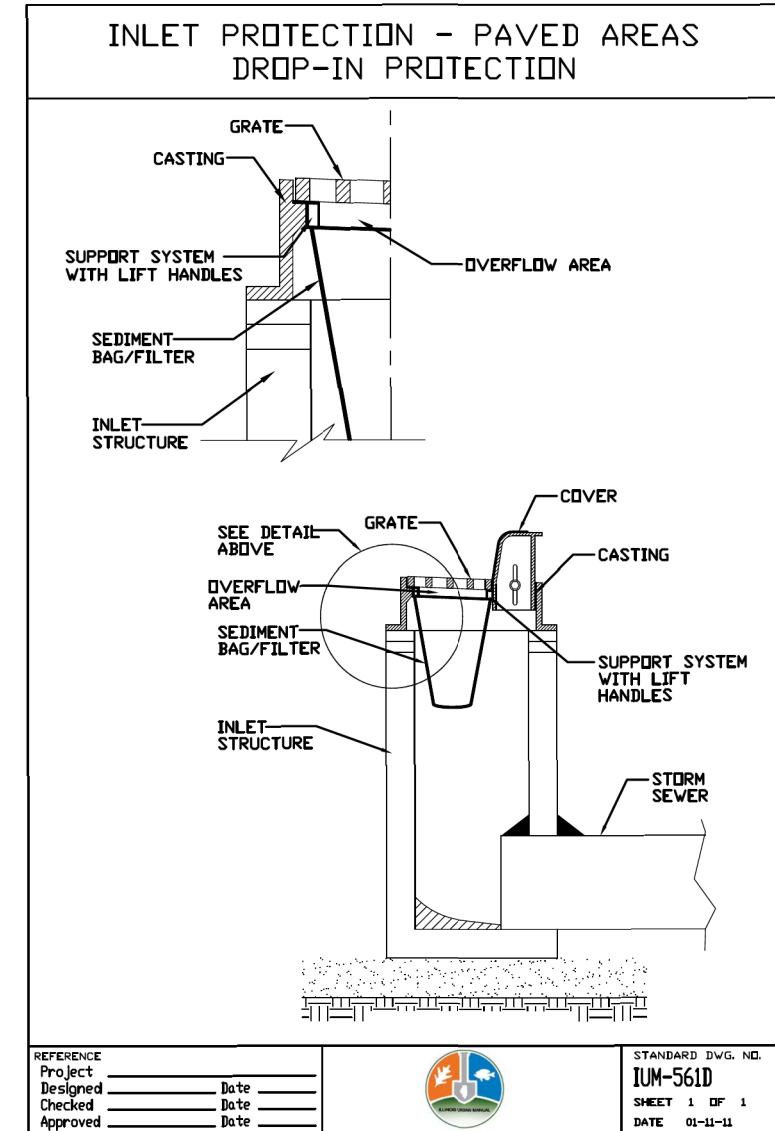
Standard drawing [IL-650 SUMP PIT PLAN](#) may be used as a plan sheet.

All plans shall include the installation, inspection, and maintenance schedules with the responsible party identified.

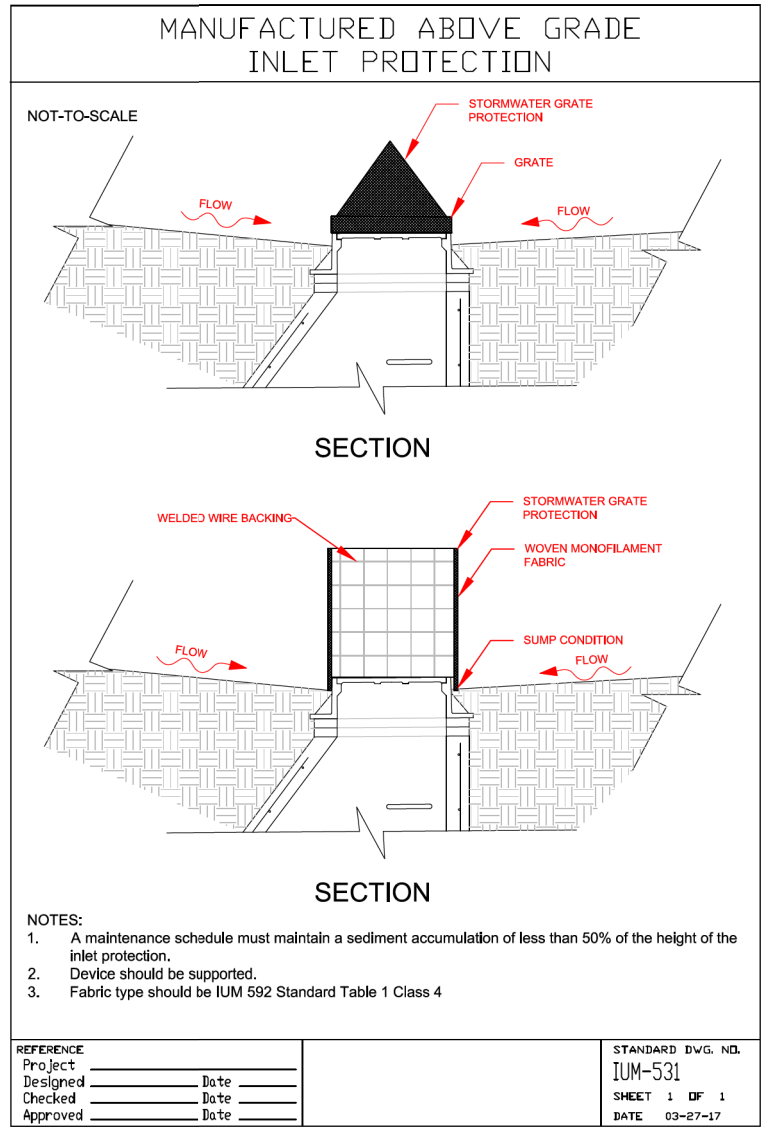
OPERATION AND MAINTENANCE

The sump pit may have to be replaced if the pit and filter fabric plugs with sediment.

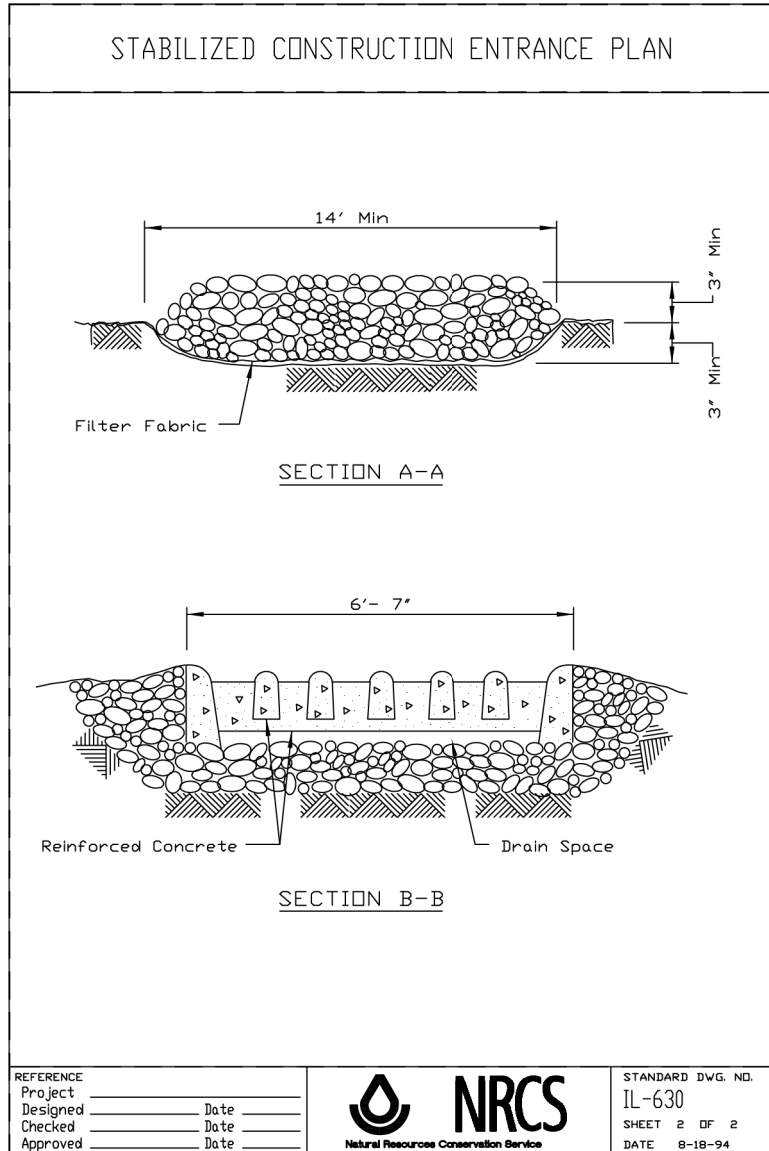
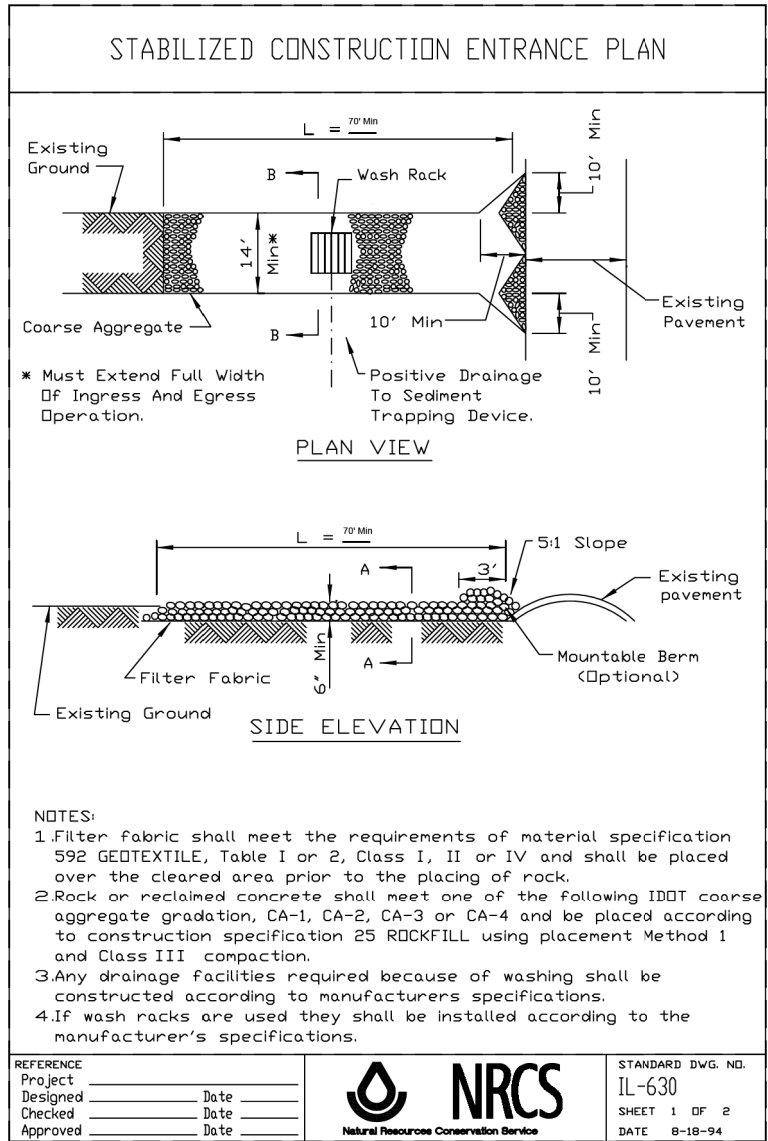
NRCS IL August 1994

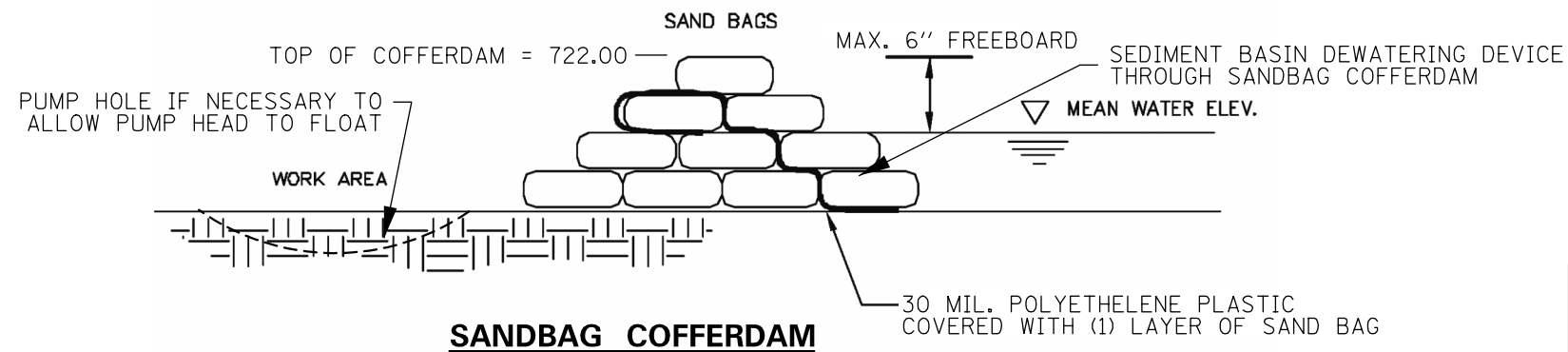


INLET FILTER DETAIL
(SEE SPECIFICATIONS)

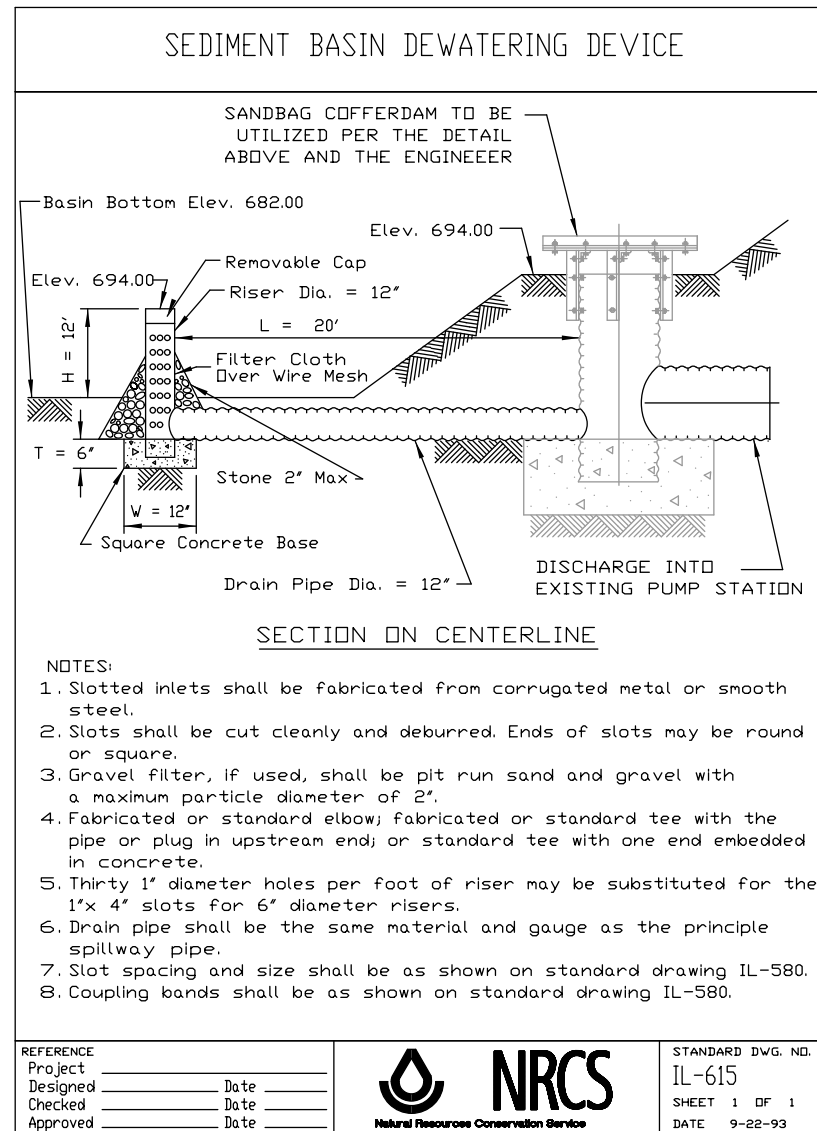


INLET FILTER DETAIL
(SEE SPECIFICATIONS)



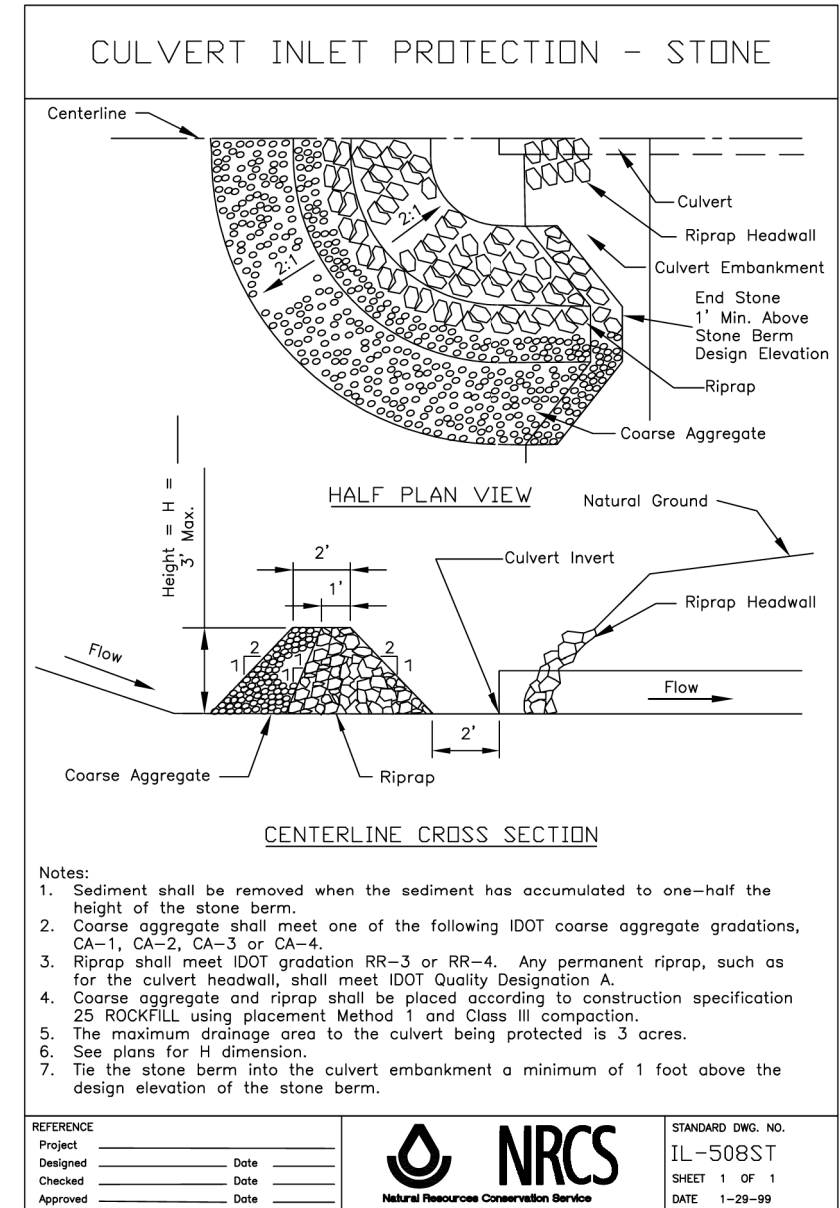


CONTRACTOR SHALL NOTIFY VILLAGE AND SMC THREE (3) DAYS PRIOR TO COMMENCEMENT OF DEWATERING ACTIVITIES SO THAT THE PLAN MAY BE REVIEWED AND APPROVED BY BOTH AGENCIES.



- NOTES:
1. Slotted inlets shall be fabricated from corrugated metal or smooth steel.
 2. Slots shall be cut cleanly and deburred. Ends of slots may be round or square.
 3. Gravel filter, if used, shall be pit run sand and gravel with a maximum particle diameter of 2".
 4. Fabricated or standard elbow; fabricated or standard tee with the pipe or plug in upstream end; or standard tee with one end embedded in concrete.
 5. Thirty 1" diameter holes per foot of riser may be substituted for the 1" x 4" slots for 6" diameter risers.
 6. Drain pipe shall be the same material and gauge as the principle spillway pipe.
 7. Slot spacing and size shall be as shown on standard drawing IL-580.
 8. Coupling bands shall be as shown on standard drawing IL-580.

REFERENCE	STANDARD DWG. NO.
Project _____	IL-615
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 9-22-93
Approved _____ Date _____	



- Notes:
1. Sediment shall be removed when the sediment has accumulated to one-half the height of the stone berm.
 2. Coarse aggregate shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4.
 3. Riprap shall meet IDOT gradation RR-3 or RR-4. Any permanent riprap, such as for the culvert headwall, shall meet IDOT Quality Designation A.
 4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
 5. The maximum drainage area to the culvert being protected is 3 acres.
 6. See plans for H dimension.
 7. Tie the stone berm into the culvert embankment a minimum of 1 foot above the design elevation of the stone berm.

REFERENCE	STANDARD DWG. NO.
Project _____	IL-508ST
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 1-29-99
Approved _____ Date _____	

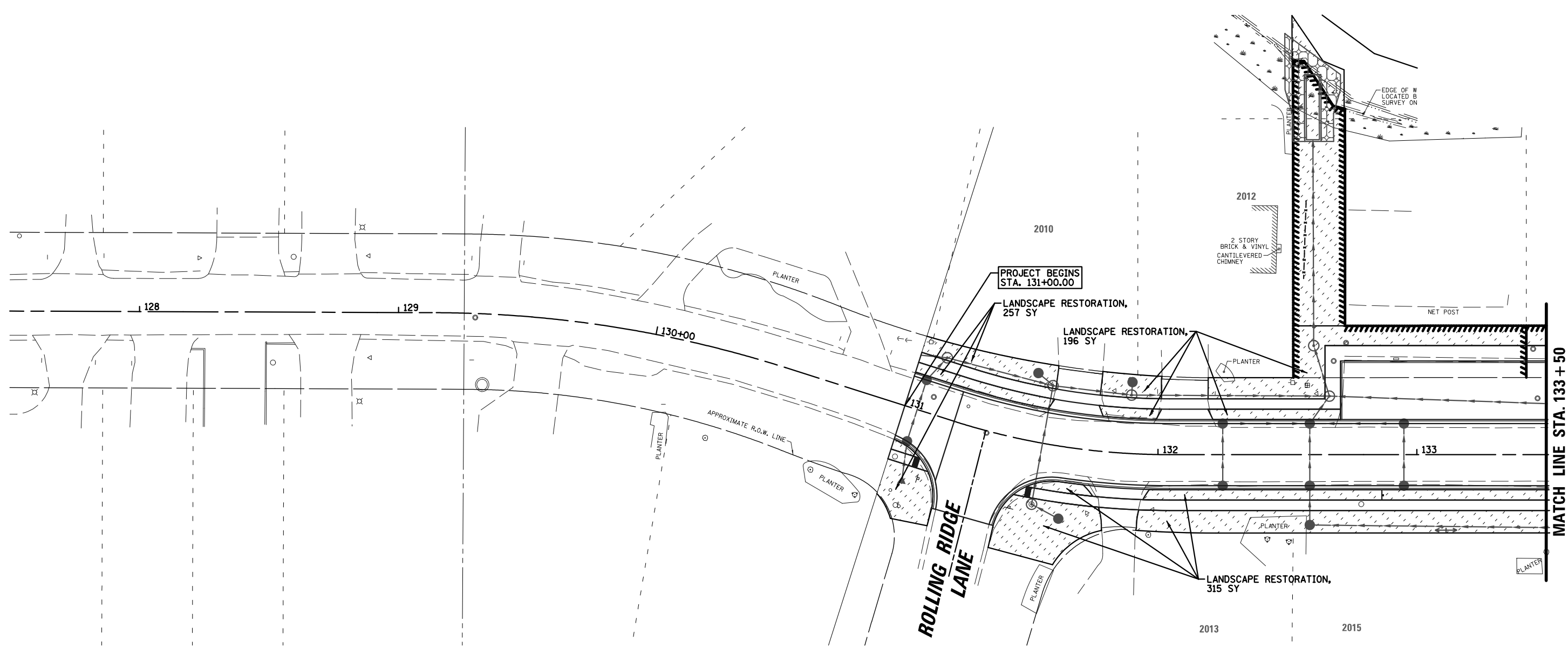
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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL EROSION / SEDIMENT CONTROL
DETAILS**

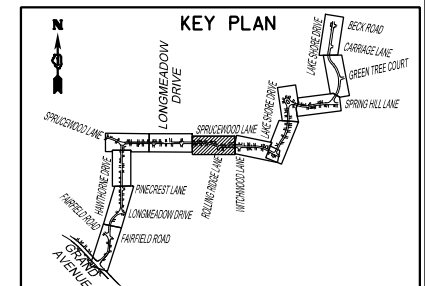
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	57
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 133 + 50

LEGEND	
	LANDSCAPE RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SODDING, SALT TOLERANT
	WETLAND RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SEEDING, CLASS 4B -EROSION CONTROL BLANKET (SPECIAL)



FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -
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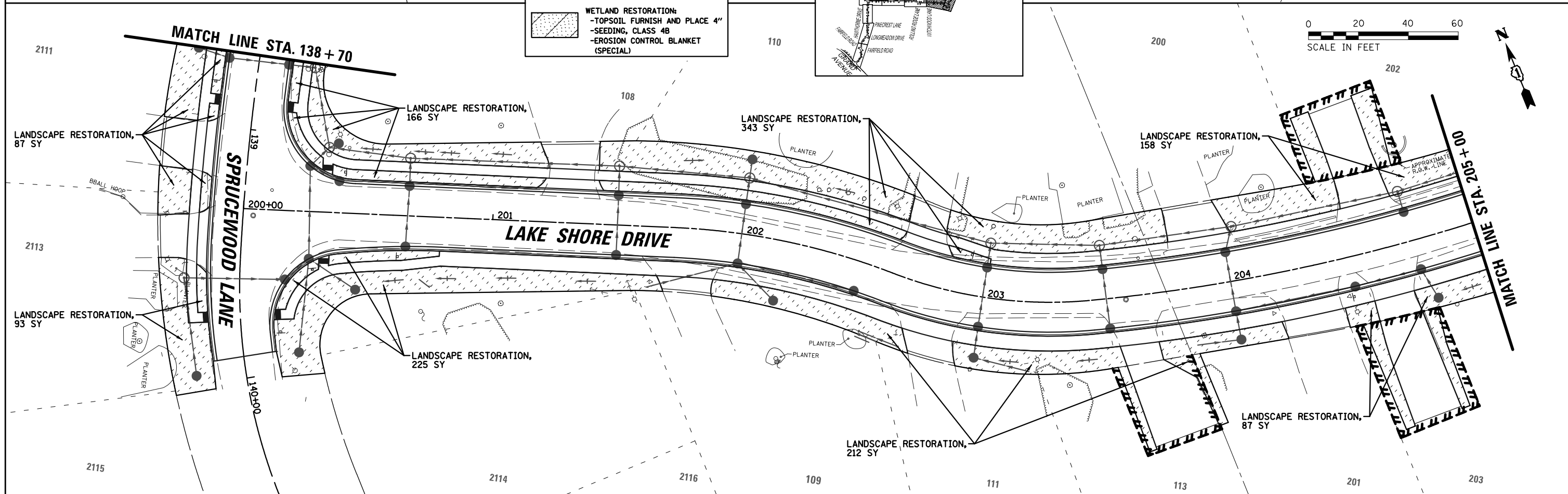
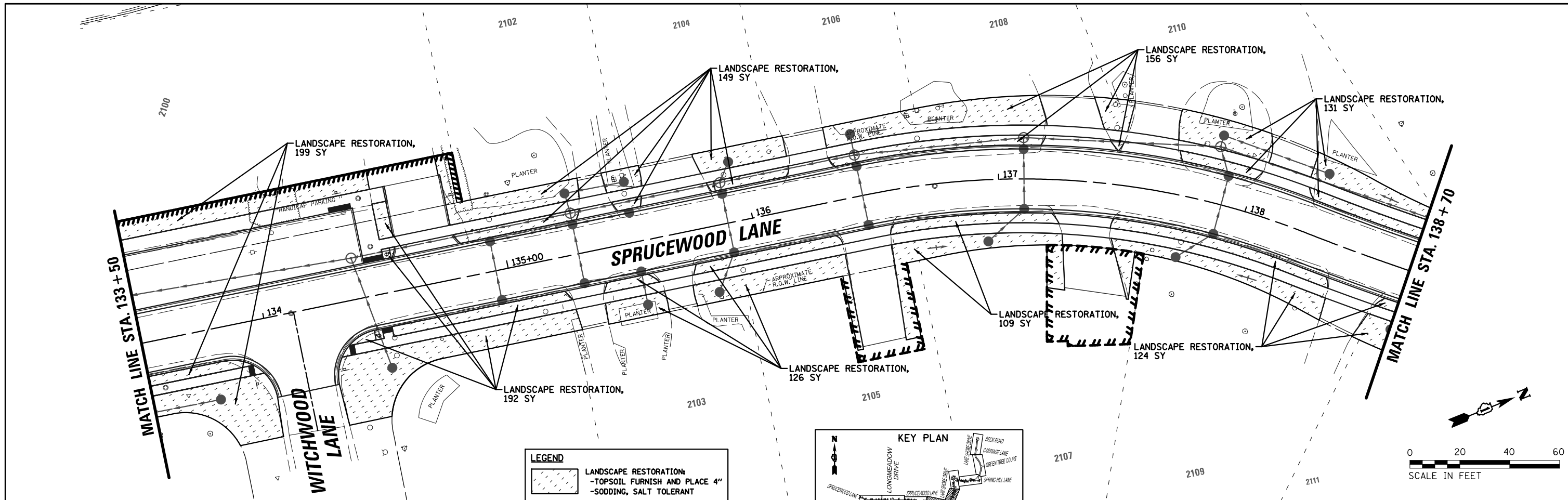
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SPRUCEWOOD LANE
LANDSCAPING PLANS**

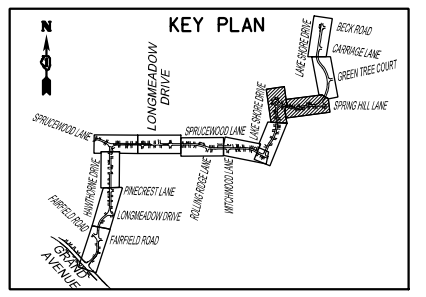
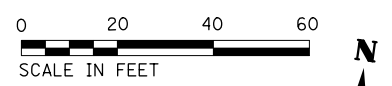
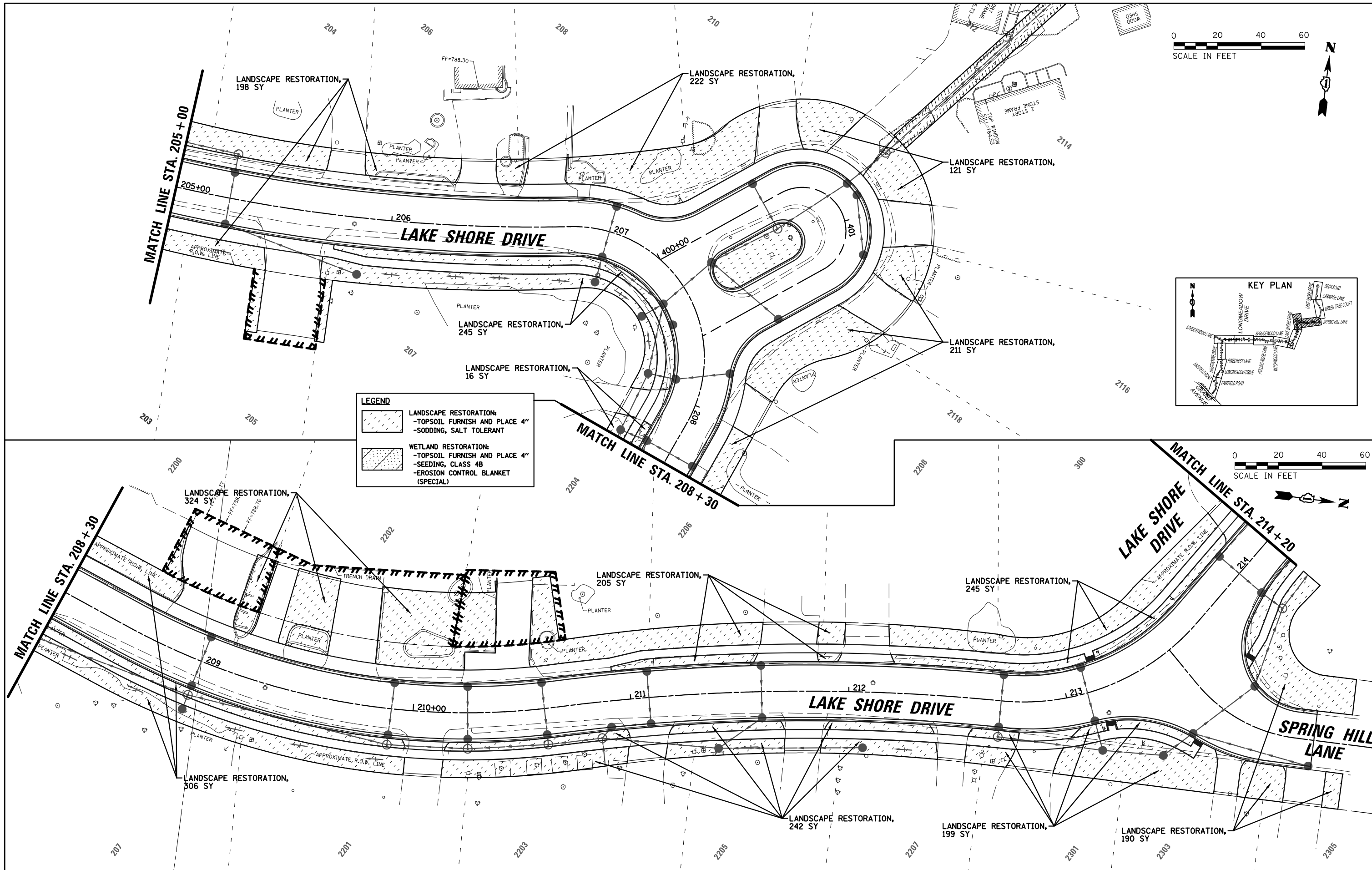
SCALE: 40' SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	58
CONTRACT NO. 61K34				

ILLINOIS FED. AID PROJECT

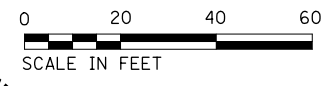


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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -					ILLINOIS FED. AID PROJECT			



LEGEND

	LANDSCAPE RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SODDING, SALT TOLERANT
	WETLAND RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SEEDING, CLASS 4B -EROSION CONTROL BLANKET (SPECIAL)



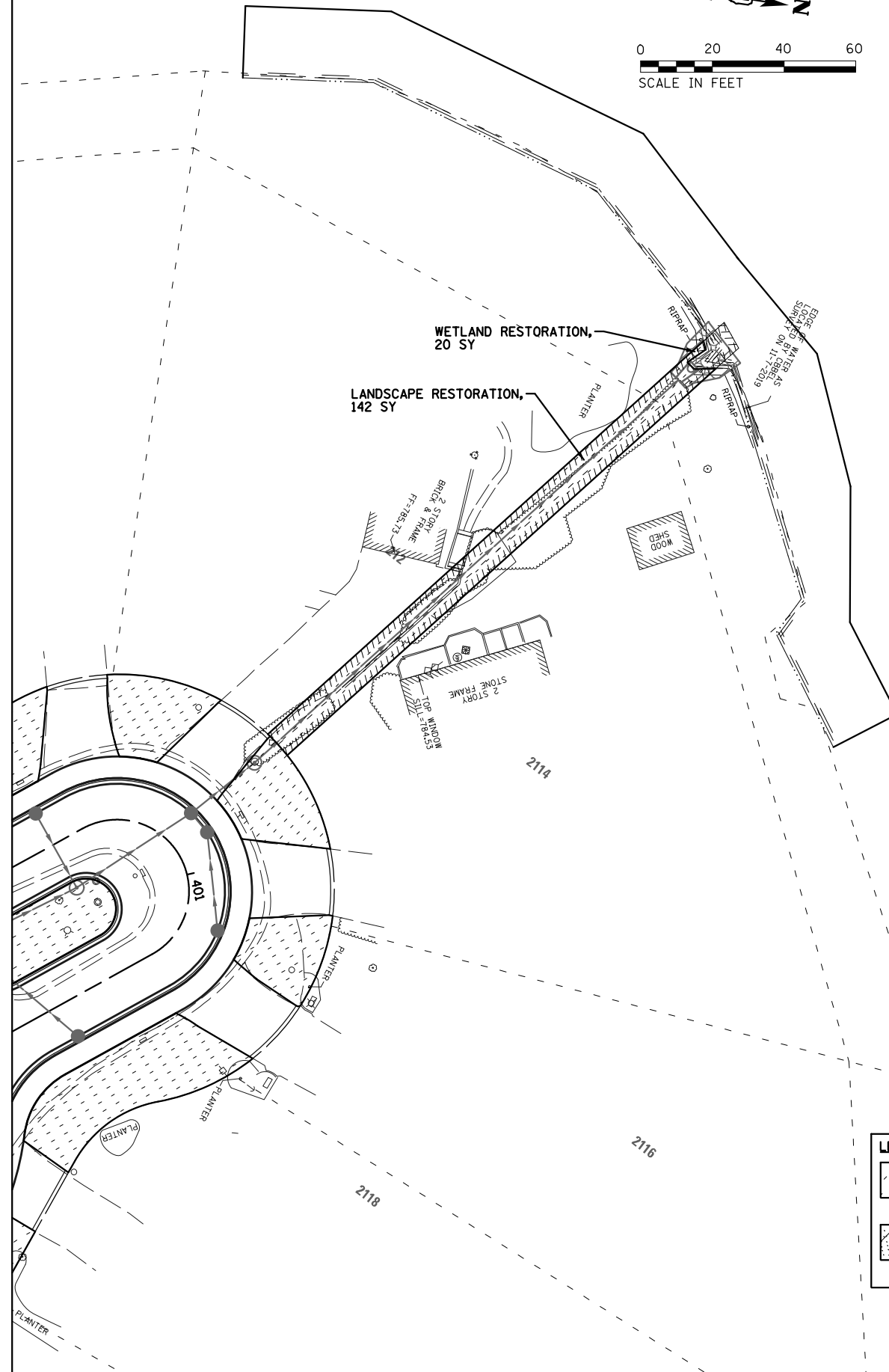
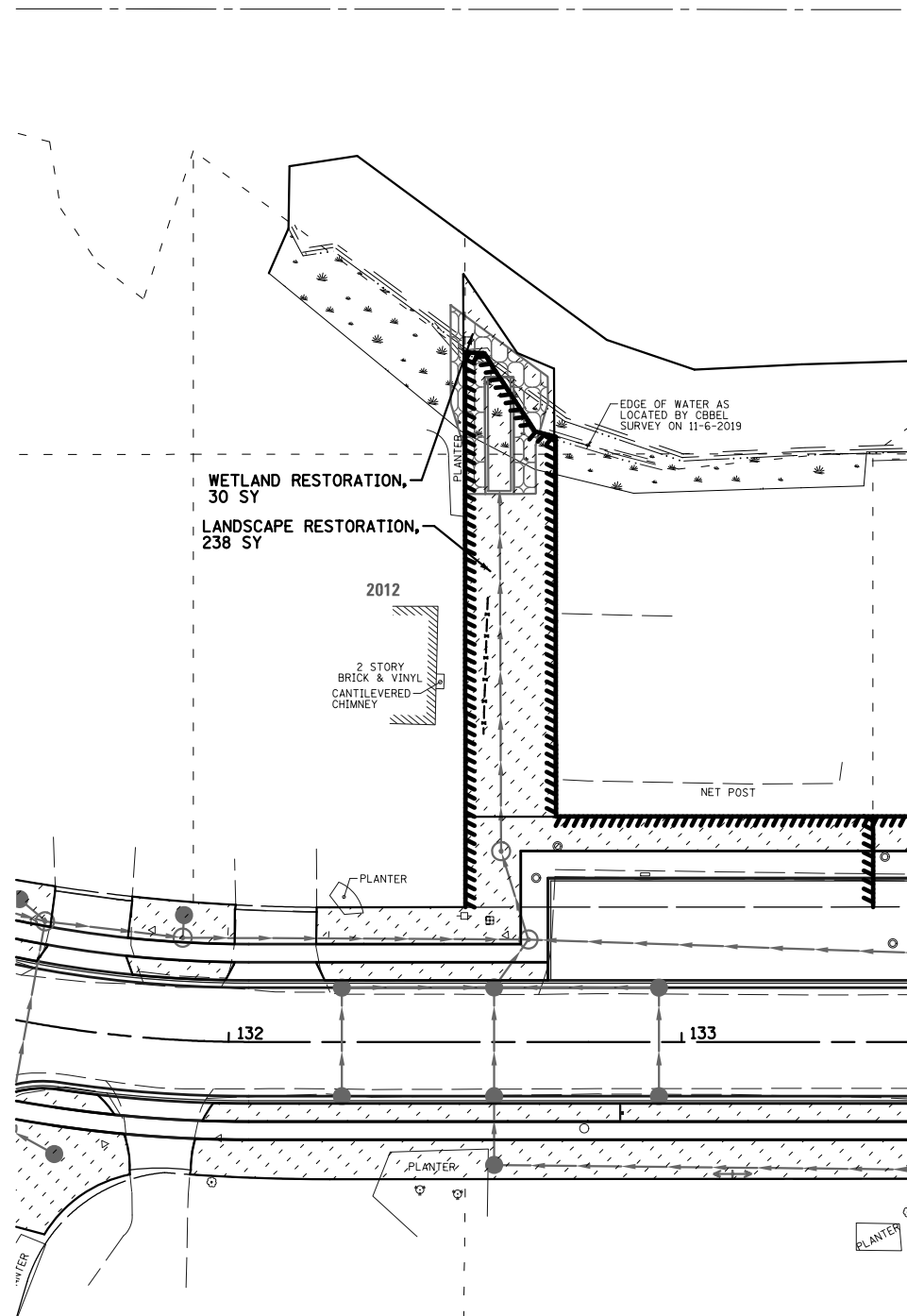
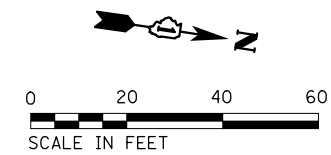
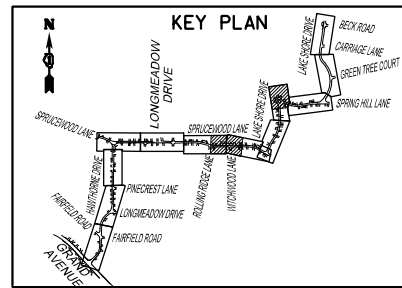
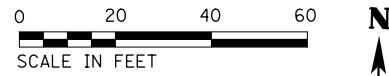
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		DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAKE SHORE DRIVE
LANDSCAPING PLANS**

SCALE: 40' SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 60
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



LEGEND	
	LANDSCAPE RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SODDING, SALT TOLERANT
	WETLAND RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SEEDING, CLASS 4B -EROSION CONTROL BLANKET (SPECIAL)

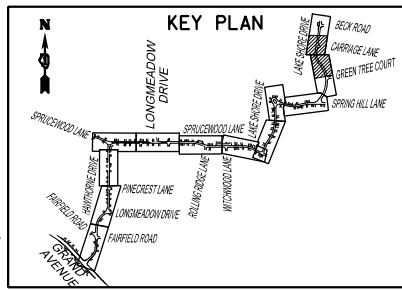
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM SEWER OUTFALL LOCATIONS
LANDSCAPING PLANS

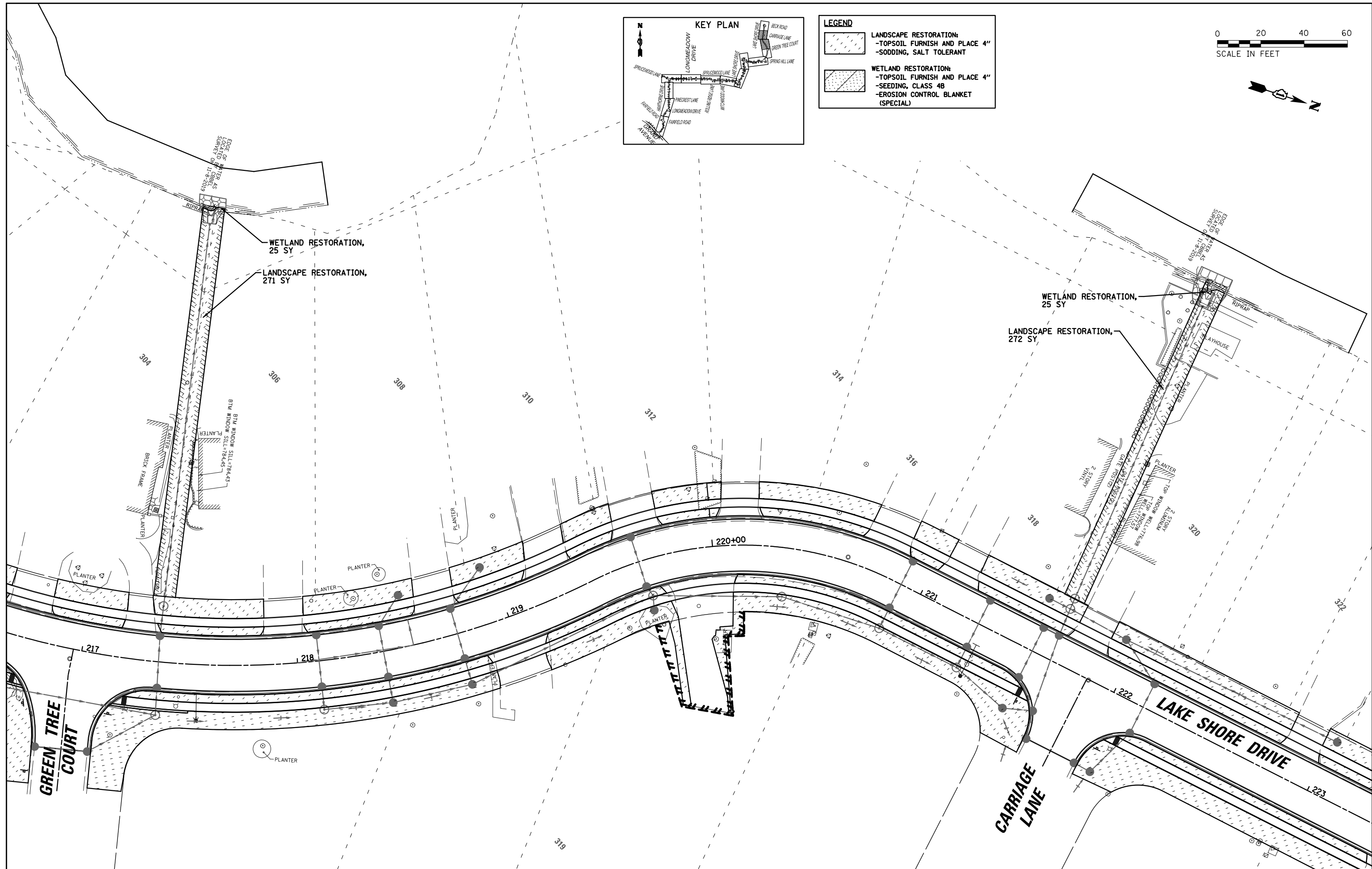
SCALE: 40' SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	62
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



LEGEND

	LANDSCAPE RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SODDING, SALT TOLERANT
	WETLAND RESTORATION: -TOPSOIL FURNISH AND PLACE 4" -SEEDING, CLASS 4B -EROSION CONTROL BLANKET (SPECIAL)



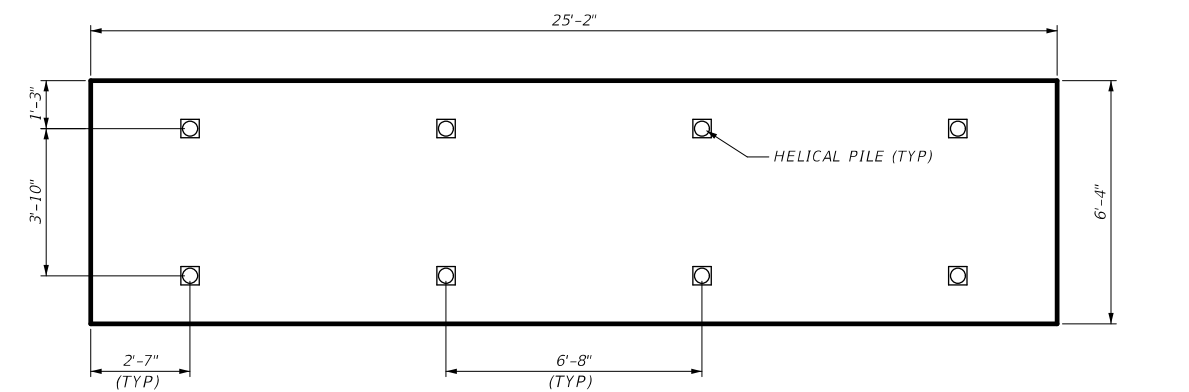
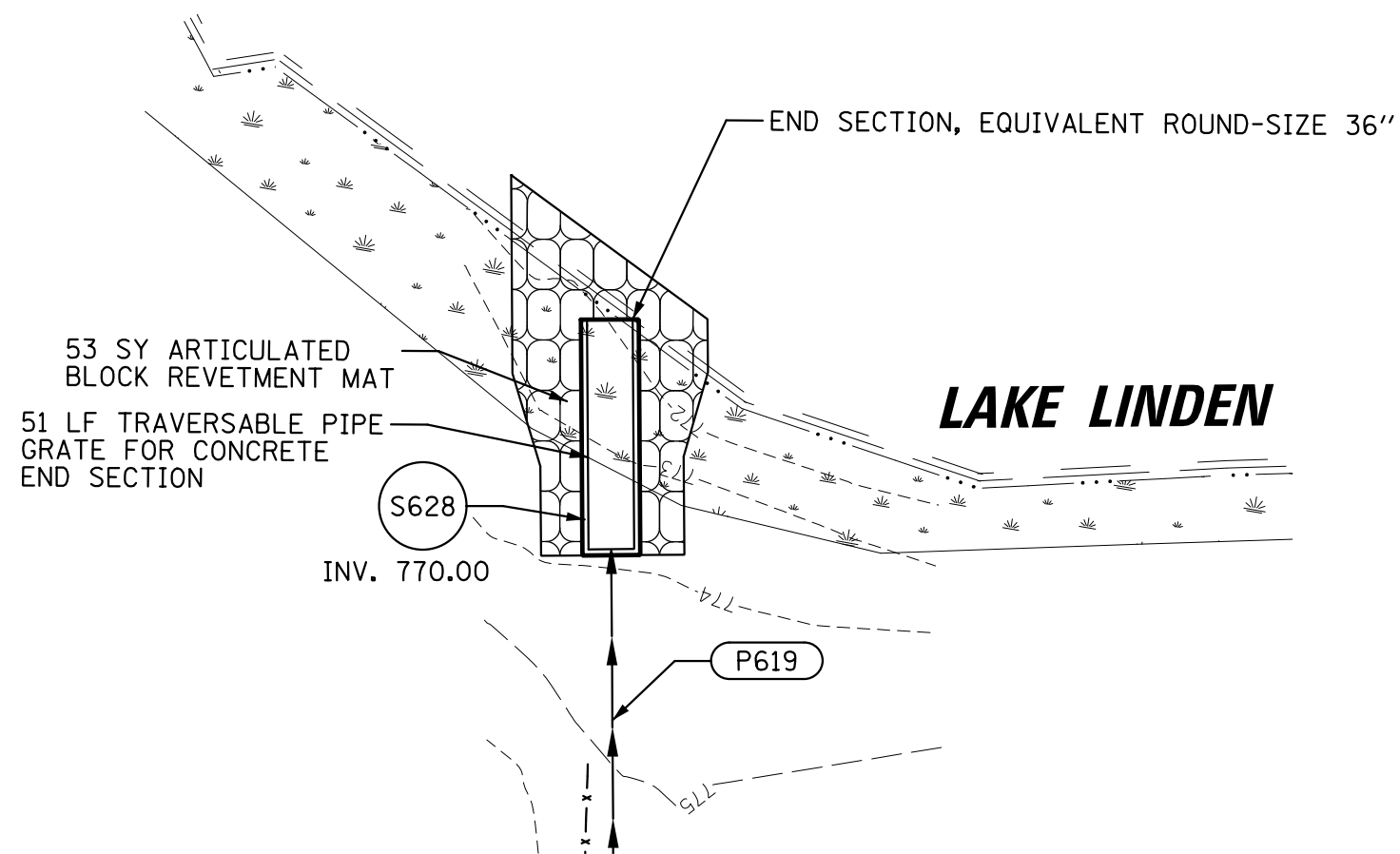
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

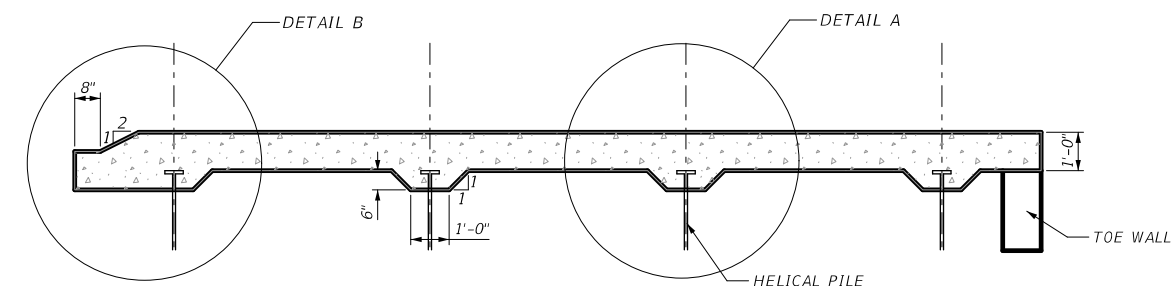
SCALE: 40'		SHEET 6 OF 6 SHEETS		STA. TO STA.	
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**STORM SEWER OUTFALL LOCATIONS
LANDSCAPING PLANS**

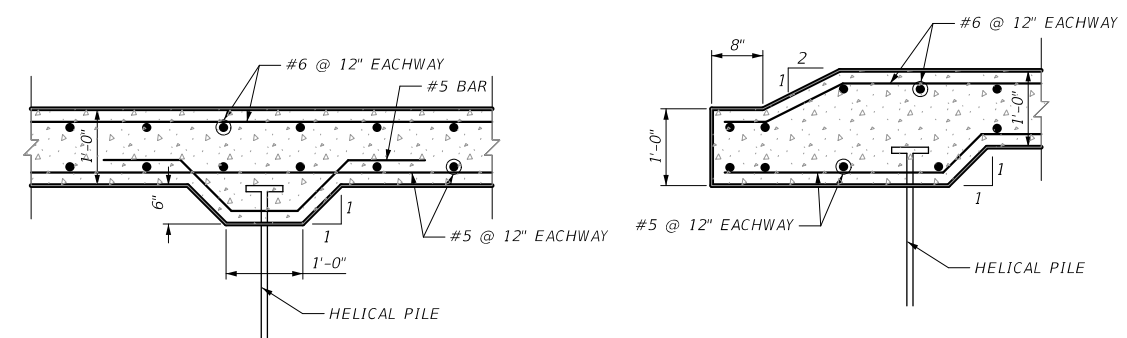
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CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



PLAN VIEW



ELEVATION VIEW



DETAIL A

DETAIL B

NOTES:

- 1) APPROXIMATE HELICAL PILE LOADS 8.3 K/PILE (UNFACTORED).
- 2) PILE LAYOUT AND SHOP DRAWINGS FOR PILES AND CONCRETE PAD INCLUDING REINFORCEMENT SHALL BE SUBMITTED FOR REVIEW PRIOR TO CONSTRUCTION.
- 3) NUMBER AND SIZING OF PILES SHALL BE DETERMINED BY THE CONTRACTOR. PILE NUMBER SPACING IS ESTIMATED AND SHOULD BE VERIFIED BY THE PILE SUPPLIER.
- 4) ALL REINFORCEMENT SHALL BE EPOXY COATED.
- 5) THE SUPPORT PAD, INCLUDING ALL CONCRETE, REINFORCEMENT BARS, AND HELICAL PILES SHALL BE INCLUDED IN THE COST OF END SECTIONS, EQUIVALENT ROUND-SIZE, 36".

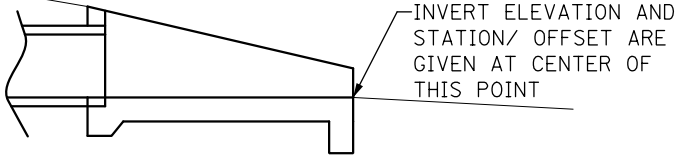
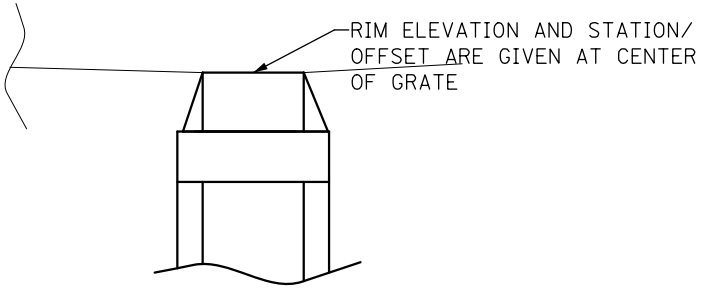
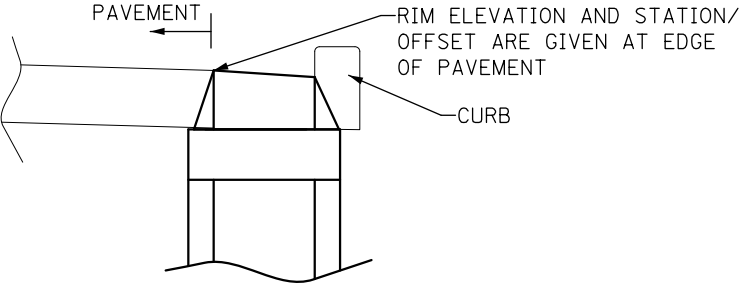
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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

END SECTION NOTES AND DETAILS

SCALE: 20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	64
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

DRAINAGE STRUCTURE DESCRIPTION	ELEVATION
HEADWALL, END SECTION, AND FLARED END SECTIONS	
TYPE 1 AND TYPE 8 FRAME AND GRATES	
STRUCTURES IN CURB AND GUTTER	

DRAINAGE GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY EXISTING DRAINAGE STRUCTURE DATA IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES, ELEVATIONS, SIZES, AND LENGTHS OF EXISTING STORM SEWER WERE DETERMINED FROM AVAILABLE RECORD DRAWINGS AND FIELD SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK IS TO BE INCLUDED IN THE UNIT PRICES OF THE ITEMS TO BE INSTALLED OR REPAIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
2. DRAINAGE STRUCTURE ELEVATIONS: RIM ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES, WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION AND INSTALLATION OF DRAINAGE ITEMS. EXISTING INFORMATION WAS DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED SEWERS CONNECTING TO EXISTING DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.
4. THE INFORMATION PROVIDED IS ESTIMATED BASED UPON EXISTING SURVEY AND WILL REQUIRE ADJUSTMENT BY THE CONTRACTOR AS NECESSARY TO FULFILL THE INTENT OF THE DRAINAGE PLANS.

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Restrictor	PLOT SCALE = 48'	CHECKED - JOC	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

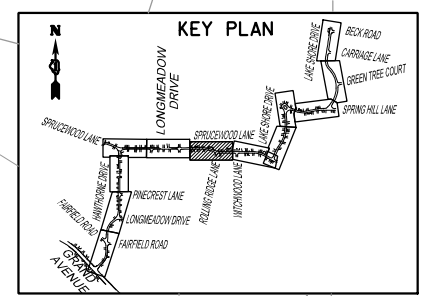
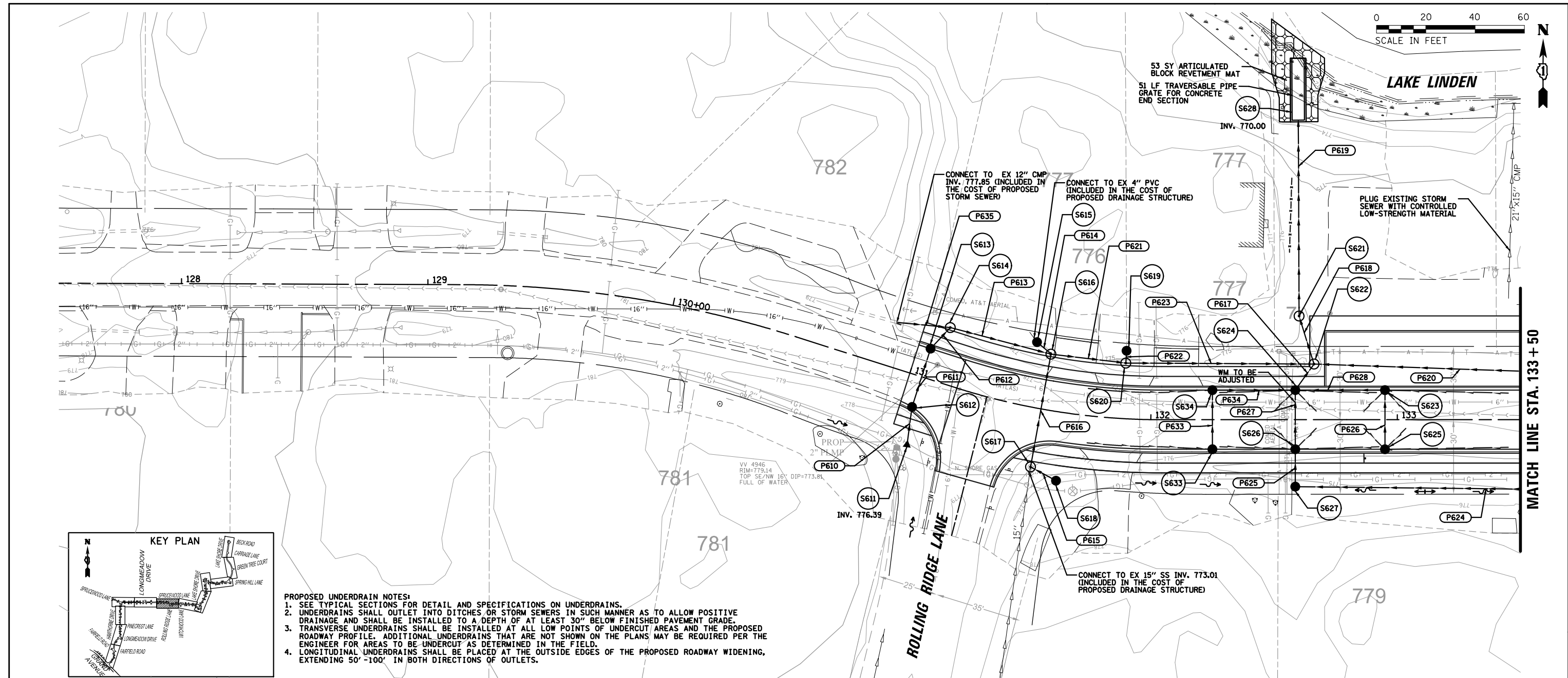
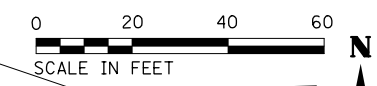
DRAINAGE GENERAL NOTES

SCALE: 50:1 SHEET 1 OF 15 SHEETS STA. TO STA.

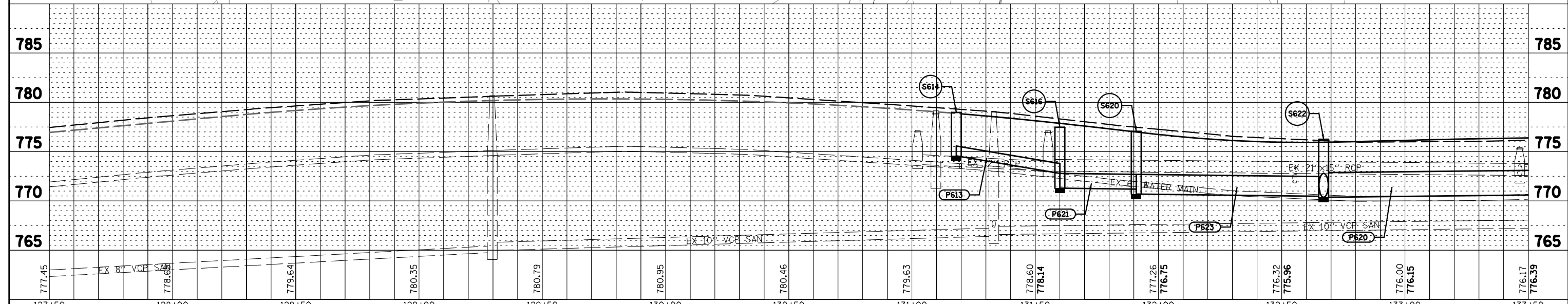
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	65
				CONTRACT NO. 61K34
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	ALIGNED	
	FILED	
	CARD	
	FILE	
	NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	GRADES	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



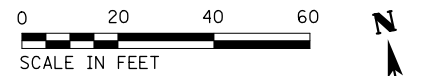
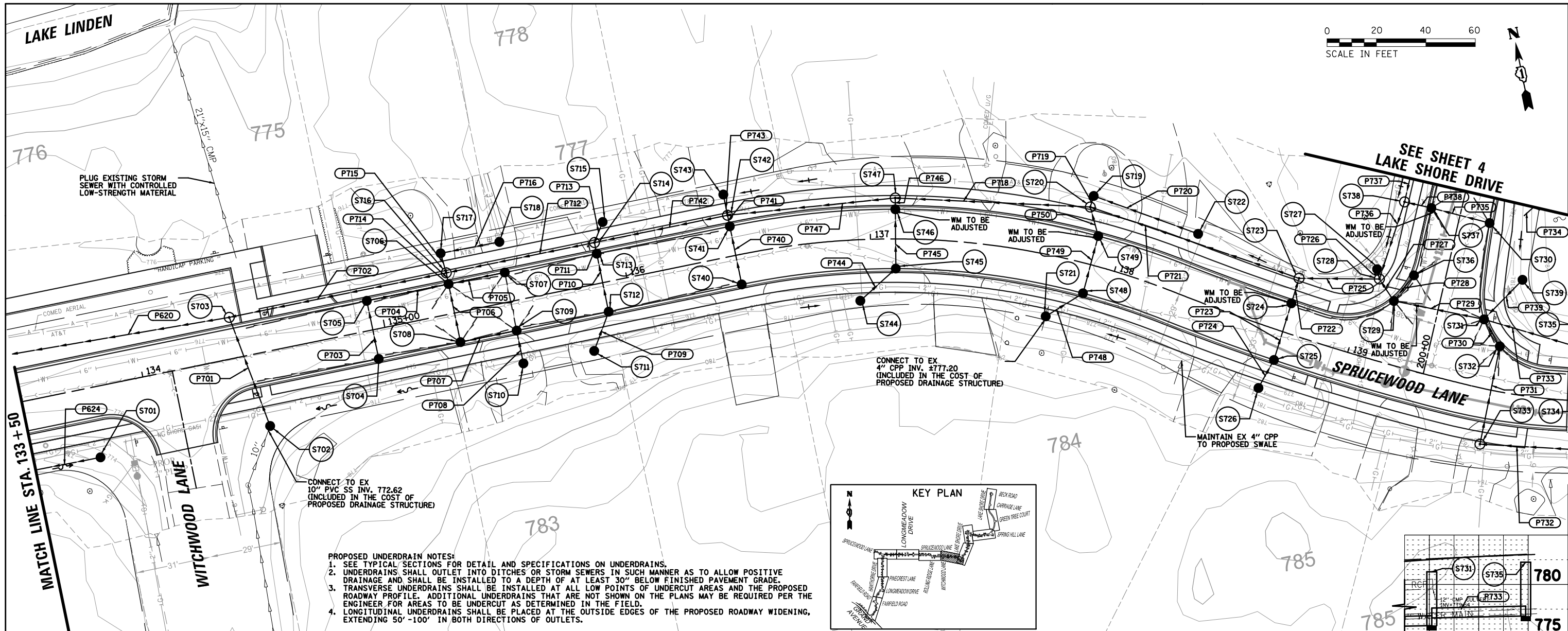
- PROPOSED UNDERDRAIN NOTES:**
1. SEE TYPICAL SECTIONS FOR DETAIL AND SPECIFICATIONS ON UNDERDRAINS.
 2. UNDERDRAINS SHALL OUTLET INTO DITCHES OR STORM SEWERS IN SUCH MANNER AS TO ALLOW POSITIVE DRAINAGE AND SHALL BE INSTALLED TO A DEPTH OF AT LEAST 30" BELOW FINISHED PAVEMENT GRADE.
 3. TRANSVERSE UNDERDRAINS SHALL BE INSTALLED AT ALL LOW POINTS OF UNDERCUT AREAS AND THE PROPOSED ROADWAY PROFILE. ADDITIONAL UNDERDRAINS THAT ARE NOT SHOWN ON THE PLANS MAY BE REQUIRED PER THE ENGINEER FOR AREAS TO BE UNDERCUT AS DETERMINED IN THE FIELD.
 4. LONGITUDINAL UNDERDRAINS SHALL BE PLACED AT THE OUTSIDE EDGES OF THE PROPOSED ROADWAY WIDENING, EXTENDING 50'-100' IN BOTH DIRECTIONS OF OUTLETS.



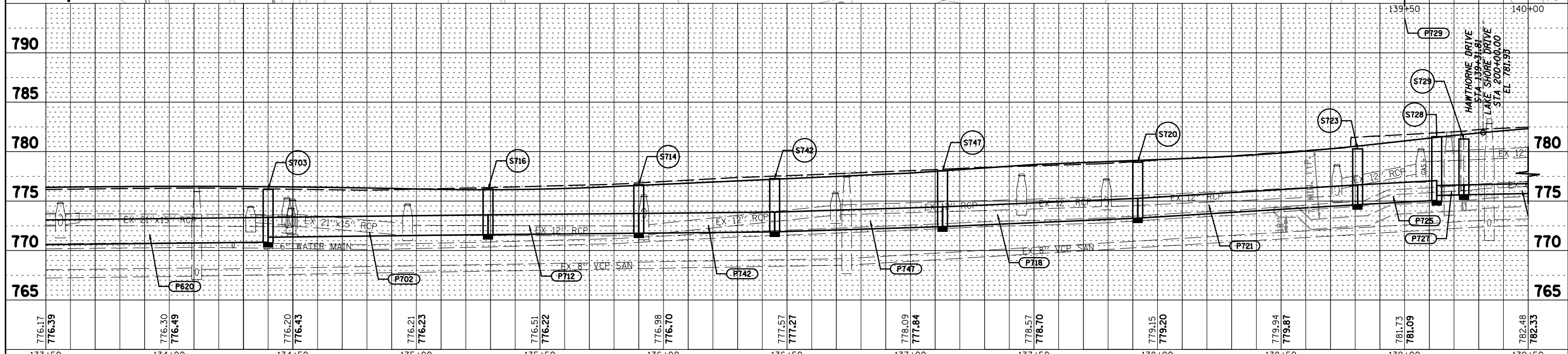
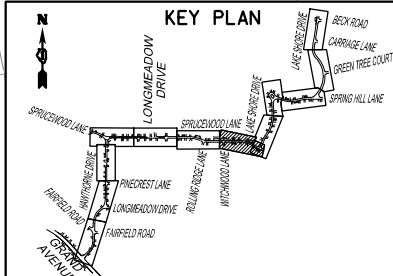
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PLOT DATE = 2/14/2024		DATE - 2/14/2024	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE	
	NOTATIONS CHKD	



- PROPOSED UNDERDRAIN NOTES:**
1. SEE TYPICAL SECTIONS FOR DETAIL AND SPECIFICATIONS ON UNDERDRAINS.
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 4. LONGITUDINAL UNDERDRAINS SHALL BE PLACED AT THE OUTSIDE EDGES OF THE PROPOSED ROADWAY WIDENING, EXTENDING 50' -100' IN BOTH DIRECTIONS OF OUTLETS.



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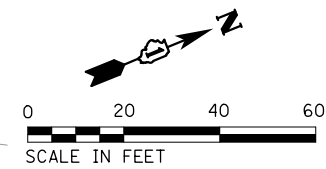
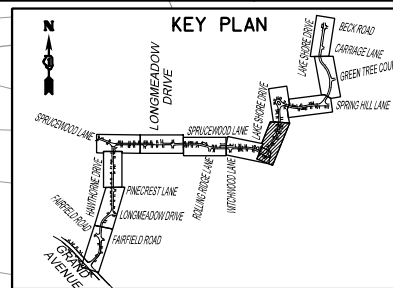
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SPRUCEWOOD LANE
DRAINAGE PLAN AND PROFILE

SCALE: 20:1 SHEET 3 OF 15 SHEETS STA. 133+50 TO STA. -

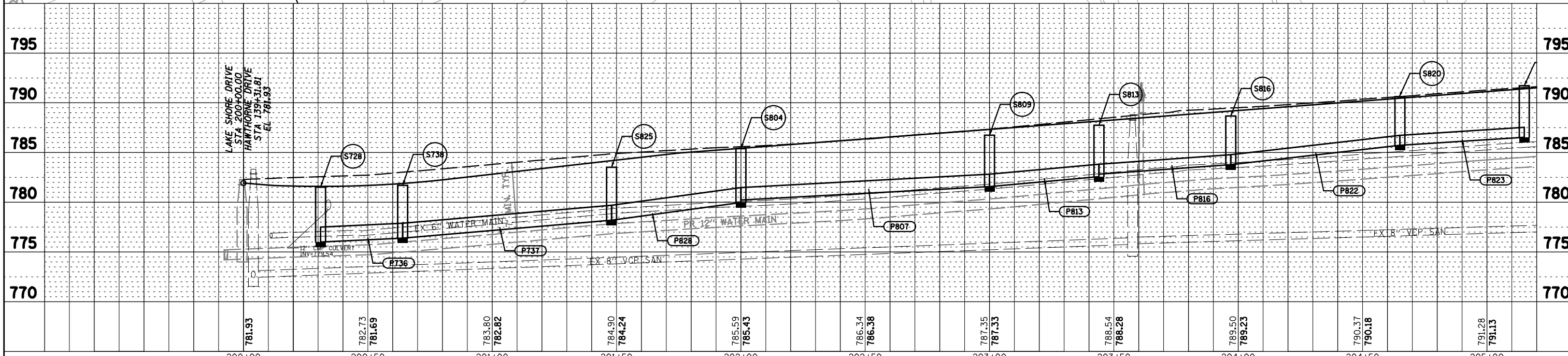
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0160	18-00032-01-PV	LAKE	131	67
CONTRACT NO. 61K34			ILLINOIS FED. AID PROJECT	

SEE SHEET 3
SPRUCEWOOD LANE



PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. OF SHEETS	
	NO. OF SHEETS	

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



- PROPOSED UNDERDRAIN NOTES:**
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CONNECT EX SUMP
INV. 783.96
(INCLUDED IN THE COST
OF PROPOSED STORM SEWER)

CONNECT AND EXTEND EX SUMPS TO
OUTLET IN PROPOSED SWALE
(INCLUDED IN THE COST OF
PROPOSED STORM SEWER)

CONNECT TO EX SUMP
INV. 786.70
(INCLUDED IN THE COST OF
PROPOSED STORM SEWER)

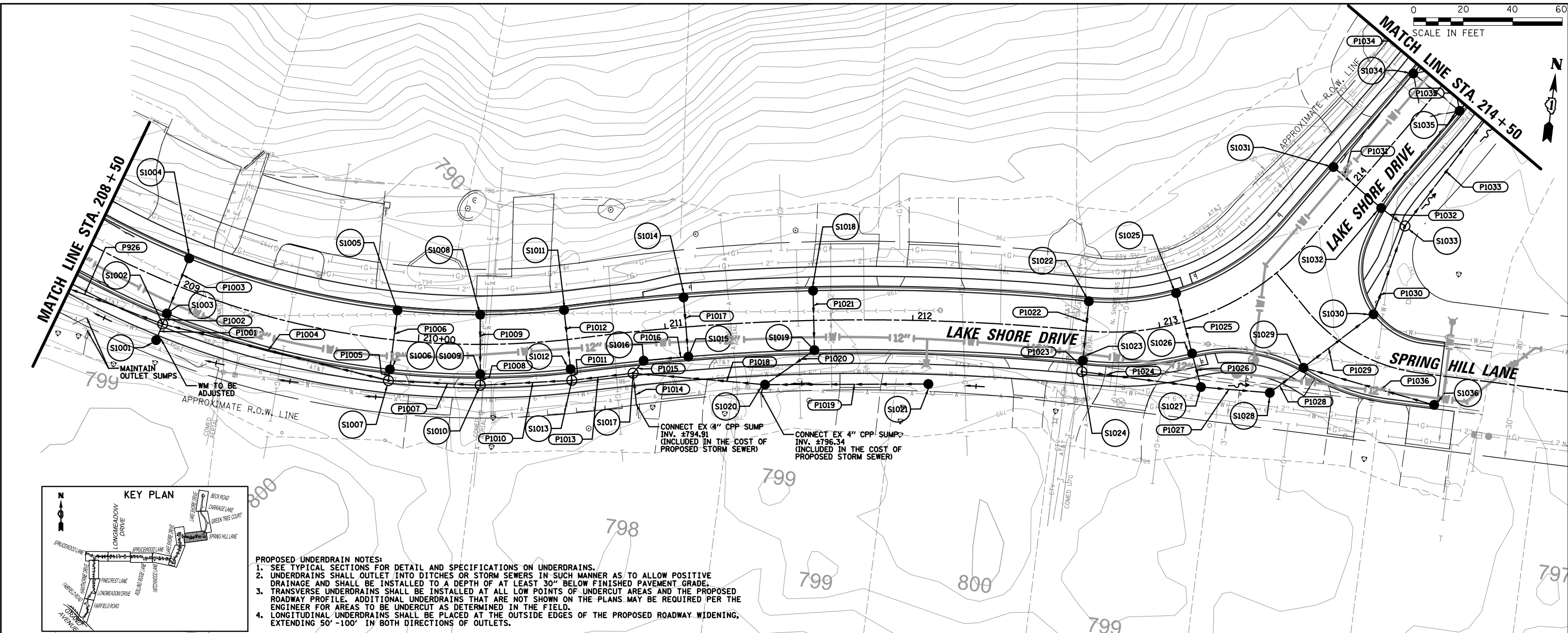
CONNECT TO EX SUMP
(INCLUDED IN THE COST
OF PROPOSED STORM SEWER)

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				LAKE SHORE DRIVE DRAINAGE PLAN AND PROFILE				F.A.U. RTE. 0160	SECTION 18-00032-01-PV	COUNTY LAKE	TOTAL SHEETS 131	SHEET NO. 68	
Default	PLT DATE = 2/14/2024	CHECKED - JOC	REVISED -	SCALE: 20:1				SHEET 4 OF 15 SHEETS				STA. 200+00 TO STA. 205+00				CONTRACT NO. 61K34	
		DATE - 2/14/2024	REVISED -									ILLINOIS FED. AID PROJECT					

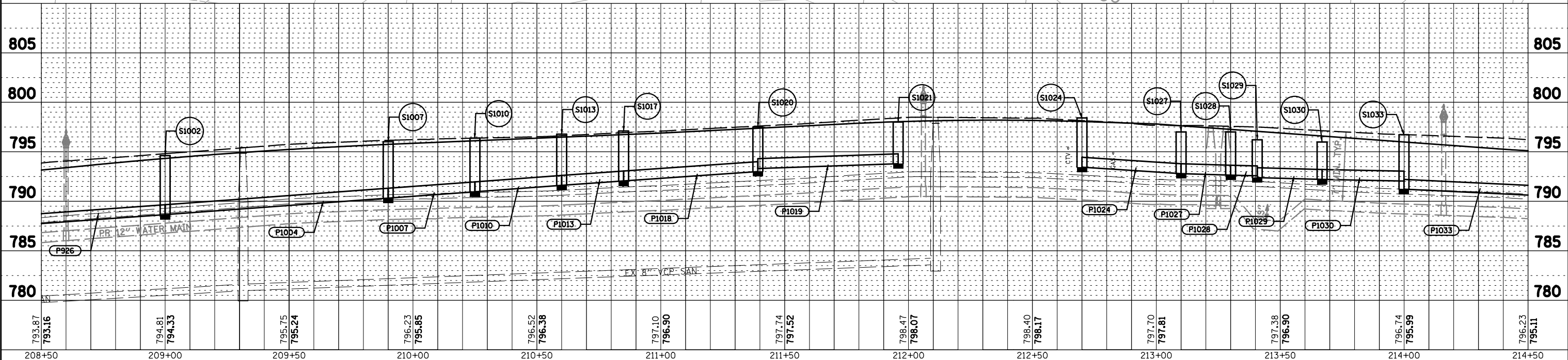


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	PLOTTED		
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	FILED		
	NO. _____		
	DATE _____		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO. _____		
	DATE _____		



- PROPOSED UNDERDRAIN NOTES:**
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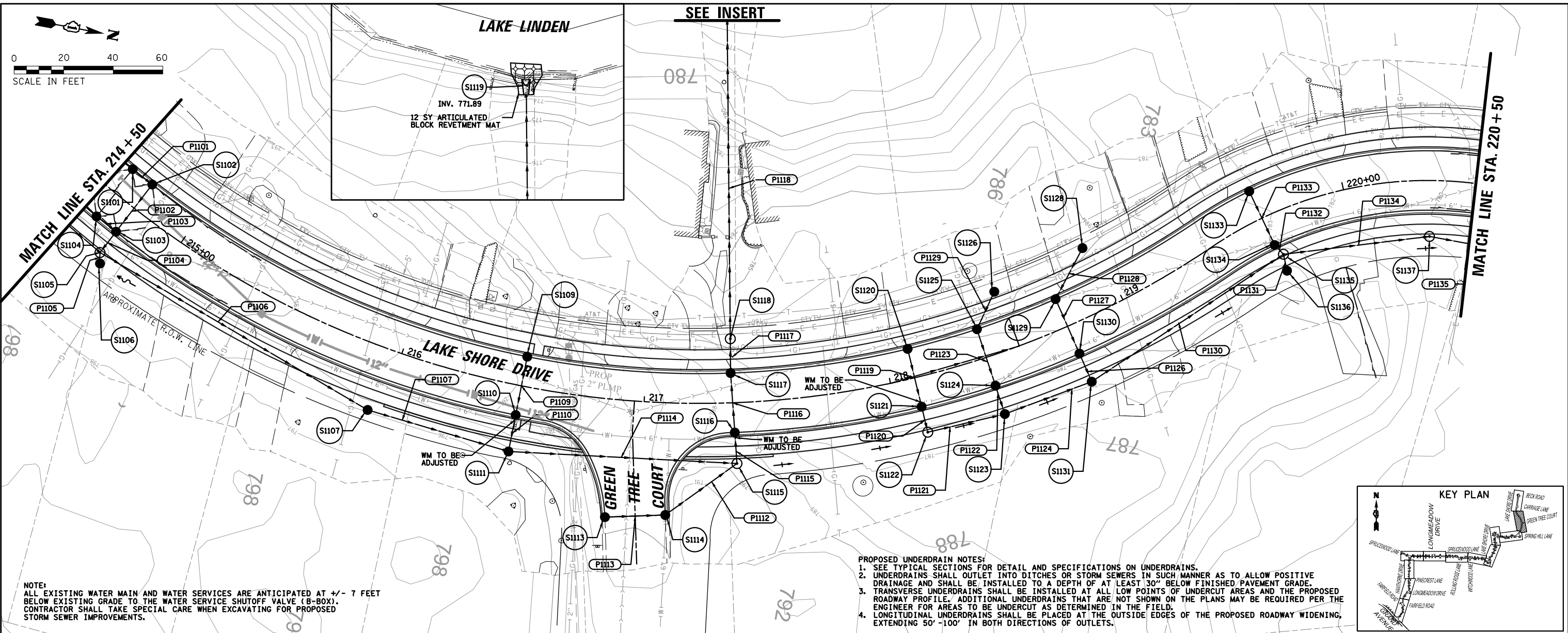
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAKE SHORE DRIVE
DRAINAGE PLAN AND PROFILE**

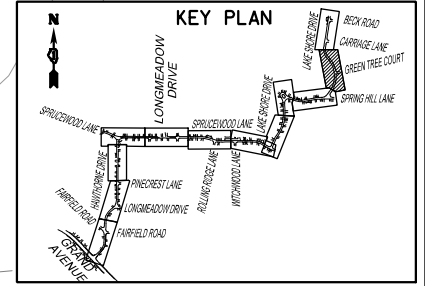
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F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	70
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



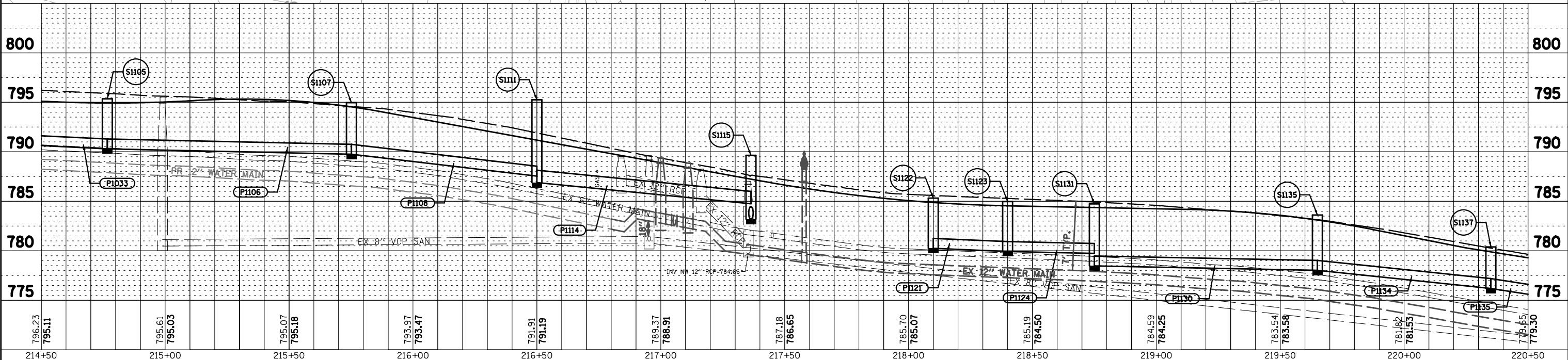
NOTE:
 ALL EXISTING WATER MAIN AND WATER SERVICES ARE ANTICIPATED AT +/- 7 FEET BELOW EXISTING GRADE TO THE WATER SERVICE SHUTOFF VALVE (B-BOX). CONTRACTOR SHALL TAKE SPECIAL CARE WHEN EXCAVATING FOR PROPOSED STORM SEWER IMPROVEMENTS.

- PROPOSED UNDERDRAIN NOTES:
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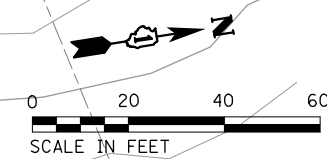
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	FILED	
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PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	NO.	



FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LAKE SHORE DRIVE DRAINAGE PLAN AND PROFILE	F.A.U. R.T.E. = 0160	SECTION = 18-00032-01-PV	COUNTY = LAKE	TOTAL SHEETS = 131	SHEET NO. = 71		
Default	PLOT SCALE = 48'	CHECKED - JOC	REVISED -			SCALE: 20:1	SHEET 7 OF 15 SHEETS	STA. 214+50	TO STA. 220+50	CONTRACT NO. 61K34		
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -			ILLINOIS FED. AID PROJECT						

LAKE LINDEN



PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	

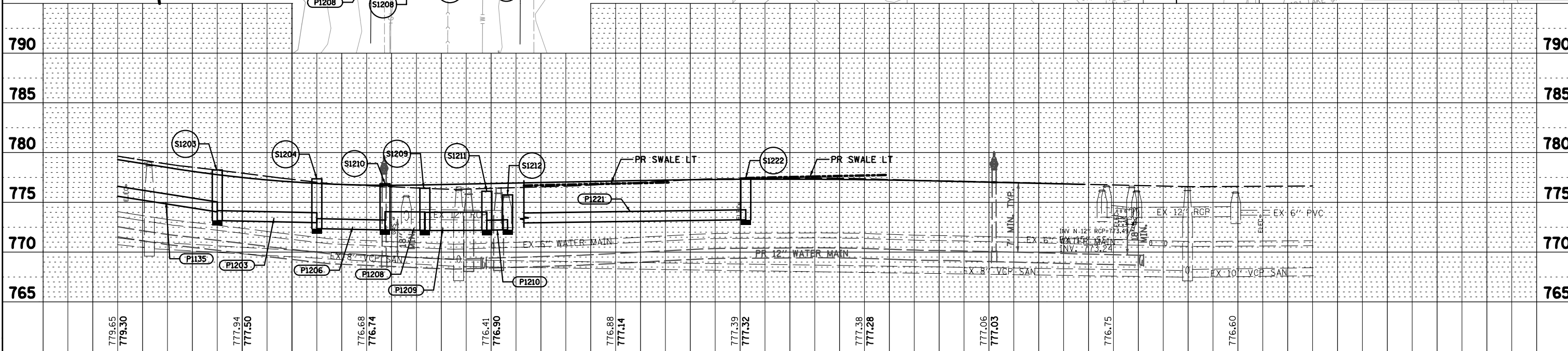
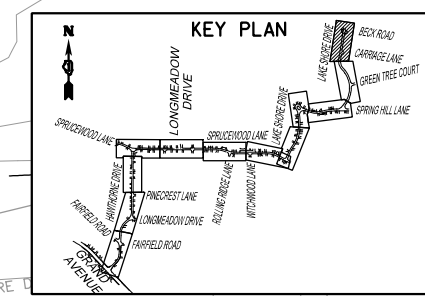
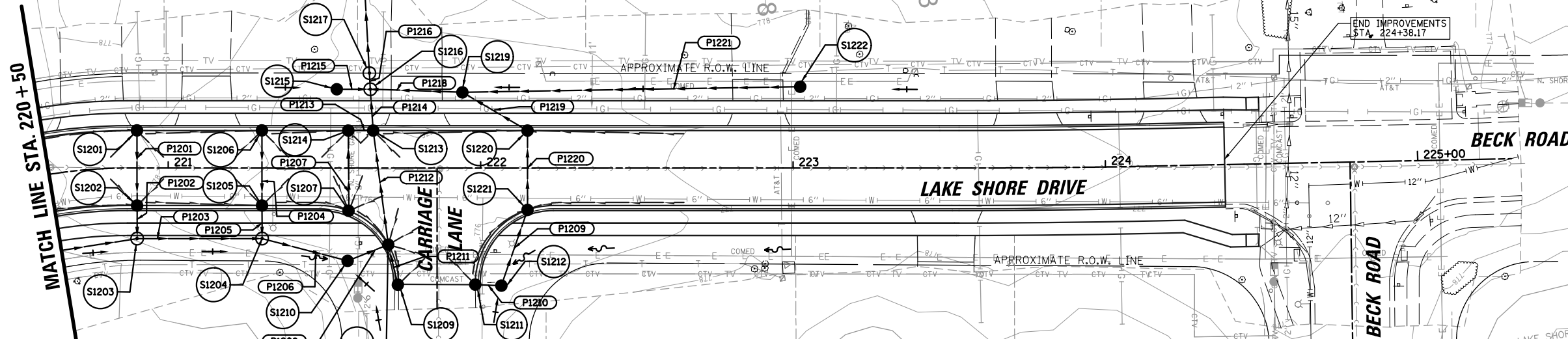
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	GRADES CHECKED	
	STRUCTURE	
	NOTATIS CHFD	
	NO.	

23 SY ARTICULATED BLOCK REVELTMENT MAT, 9 LF TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTION

- PROPOSED UNDERDRAIN NOTES:**
1. SEE TYPICAL SECTIONS FOR DETAIL AND SPECIFICATIONS ON UNDERDRAINS.
 2. UNDERDRAINS SHALL OUTLET INTO DITCHES OR STORM SEWERS IN SUCH MANNER AS TO ALLOW POSITIVE DRAINAGE AND SHALL BE INSTALLED TO A DEPTH OF AT LEAST 30" BELOW FINISHED PAVEMENT GRADE.
 3. TRANSVERSE UNDERDRAINS SHALL BE INSTALLED AT ALL LOW POINTS OF UNDERCUT AREAS AND THE PROPOSED ROADWAY PROFILE. ADDITIONAL UNDERDRAINS THAT ARE NOT SHOWN ON THE PLANS MAY BE REQUIRED PER THE ENGINEER FOR AREAS TO BE UNDERCUT AS DETERMINED IN THE FIELD.
 4. LONGITUDINAL UNDERDRAINS SHALL BE PLACED AT THE OUTSIDE EDGES OF THE PROPOSED ROADWAY WIDENING, EXTENDING 50' -100' IN BOTH DIRECTIONS OF OUTLETS.

NOTE: ALL EXISTING WATER MAIN AND WATER SERVICES ARE ANTICIPATED AT +/- 7 FEET BELOW EXISTING GRADE TO THE WATER SERVICE SHUTOFF VALVE (B-BOX). CONTRACTOR SHALL TAKE SPECIAL CARE WHEN EXCAVATING FOR PROPOSED STORM SEWER IMPROVEMENTS.

MATCH LINE STA. 220+50



779.65	779.30	777.94	777.50	776.68	776.74	776.41	776.90	776.88	777.14	777.39	777.32	777.38	777.28	777.06	777.03	776.75	776.60	225+50	226+00
220+50	221+00	221+50	222+00	222+50	223+00	223+50	224+00	224+50	225+00	225+50	226+00								

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				LAKE SHORE DRIVE DRAINAGE PLAN AND PROFILE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT DATE = 2/14/2024	CHECKED - JOC	REVISED -									0160	18-00032-01-PV	LAKE	131	72	
												CONTRACT NO. 61K34				ILLINOIS FED. AID PROJECT	

DRAINAGE STRUCTURE SCHEDULE											
STRUCTURE	STRUCTURE TYPE	STATION	OFFSET	RIM	INV (N)	INV (S)	INV (E)	INV (W)	STANDARD #	FRAME & GRATE	PAY ITEM #
S611	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	131+08.14	30.6 RT	776.39	776.39	-	-	-	542301-03	-	54213657
S612	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	131+05.00	12.8 RT	778.89	775.25	775.25	-	-	602001-02	SEE SP	X6022712
S613	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	131+05.00	12.0 LT	778.89	774.63	775.10	-	-	602001-02	604056-04	60201110
S614	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	131+10.00	22.6 LT	778.98	-	774.57	774.57	774.57	602402-01	604001-04	60221100
S615	CATCH BASINS, TYPE C, TYPE 8 GRATE	131+48.10	26.3 LT	776.25	-	772.90	-	-	602011-02	604036-03	60207605
S616	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	131+55.20	22.6 LT	777.48	772.79	772.85	771.29	772.79	602402-01	604001-04	60221100
S617	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	131+55.20	23.9 RT	777.56	773.01	773.01 (EX)	773.01	-	602401-05	604001-04	60218400
S618	CATCH BASINS, TYPE C, TYPE 8 GRATE	131+65.33	27.8 RT	775.91	-	-	-	773.06	602011-02	604036-03	60207605
S619	CATCH BASINS, TYPE C, TYPE 8 GRATE	131+88.59	27.6 LT	775.25	-	771.05	-	-	602011-02	604036-03	60207605
S620	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	131+88.59	22.6 LT	777.06	771.00	-	770.70	771.20	602402-01	604001-04	60221100
S621	STORM WATER TREATMENT SYSTEM LOCATION NO. 2	132+55.17	42.1 LT	775.47	770.31	770.31	-	-	-	SEE SP	N/A
S622	MANHOLES, TYPE A, 10'-DIAMETER, TYPE 1 FRAME, CLOSED LID	132+66.20	22.6 LT	775.94	770.38	770.38	770.38	770.47	602426-01	604001-04	X6022110
S623	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE	132+95.00	12.0 LT	775.86	-	771.54	-	771.54	602011-02	SEE SP	X6029510
S624	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	132+58.62	12.0 LT	775.69	770.43	770.43	771.35	771.47	602001-02	604056-04	60201110
S625	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE	132+95.00	12.0 RT	775.86	771.66	-	-	-	602011-02	SEE SP	X6029510
S626	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	132+58.62	12.0 RT	775.69	770.51	770.51	-	-	602001-02	604056-04	60201110
S627	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	132+58.62	27.2 RT	774.02	770.56	-	770.56	-	602001-02	604036-03	60200805
S628	CONCRETE END SECTION, STANDARD 542011, 36", 1:6	132+54.00	151.8 LT	770.00	-	770.00	-	-	542011-02	-	54263636
S629	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	127+55.00	16.6 LT	777.14	-	772.82	772.40	772.40	602401-05	604001-04	60218400
S630	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	127+55.00	12.0 LT	776.82	772.85	772.85	-	-	602001-02	604056-04	60201110
S631	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	127+55.00	12.0 RT	776.82	773.08	-	-	-	602011-02	604056-04	60207915
S632	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	128+55.00	16.6 LT	779.02	-	774.65	775.00	774.45	602401-05	604001-04	60218400
S633	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	132+25.00	12.0 RT	775.96	772	-	-	-	602011-02	604056-04	60207915
S634	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	132+25.00	12.0 LT	775.96	-	771.88	771.64	-	602011-02	604056-04	60207915
S701	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	133+77.00	28.4 RT	773.75	-	-	-	771.00	602001-02	604036-03	60200805
S702	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	134+47.00	29.8 RT	774.00	770.97	772.62 (EX)	-	-	602001-02	604036-03	60200805
S703	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	134+39.10	16.6 LT	776.19	-	770.85	771.35	770.85	602406-09	604001-04	60223800
S704	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	134+95.00	12.0 RT	776.00	771.94	-	-	-	602011-02	604056-04	60207915
S705	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	134+95.00	12.0 LT	776.00	-	771.82	771.82	-	602001-02	604056-04	60201110
S706	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	135+28.00	12.0 LT	775.91	771.64	772.00	772.00	771.64	602001-02	SEE SP	X6022712
S707	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	135+52.00	12.0 LT	775.99	-	-	-	772.12	602011-02	604056-04	60207915
S708	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	135+28.00	12.0 RT	775.91	772.12	-	772.12	-	602001-02	SEE SP	X6022712
S709	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	135+52.00	12.0 RT	775.99	-	772.24	-	772.24	602001-02	SEE SP	X6022712
S710	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	135+52.00	25.6 RT	775.80	772.31	-	-	-	602001-02	604036-03	60200805
S711	CATCH BASINS, TYPE C, TYPE 8 GRATE	135+81.10	26.4 RT	776.25	772.22	-	-	-	602011-02	604036-03	60207605
S712	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	135+90.00	12.0 RT	776.34	772.14	772.14	-	-	602001-02	604056-04	60201110
S713	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	135+90.00	12.0 LT	776.34	772.02	772.02	-	-	602001-02	604056-04	60201110
S714	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	135+90.00	16.6 LT	776.66	772.61	771.99	771.75	771.75	602402-01	604001-04	60221100
S715	CATCH BASINS, TYPE C, TYPE 8 GRATE	135+95.00	24.1 LT	775.75	-	772.66	-	-	602011-02	604036-03	60207605
S716	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	135+28.00	16.6 LT	776.23	771.63	771.61	771.61	771.61	602402-01	604001-04	60221100
S717	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	135+28.00	24.8 LT	775.34	-	771.68	771.68	-	602001-02	604036-03	60200805
S718	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	135+52.00	24.6 LT	775.50	-	-	-	771.80	602001-02	604036-03	60200805
S719	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	137+84.50	27.3 LT	777.25	-	773.05	773.05	-	602001-02	604036-03	60200805
S720	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	137+84.30	22.6 LT	778.93	773.00	774.44	773.28	773.28	602402-01	604001-04	60221100
S721	CATCH BASINS, TYPE C, TYPE 8 GRATE	137+76.77	24.6 RT	778.22	774.75	-	-	-	602011-02	604036-03	60207605
S722	CATCH BASINS, TYPE C, TYPE 8 GRATE	138+26.00	25.5 LT	778.50	-	-	-	774.30	602011-02	604036-03	60207605
S723	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	138+71.81	22.6 LT	780.29	-	775.74	774.65	774.65	602402-01	604001-04	60221100
S724	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	138+72.00	12.0 LT	780.10	775.80	775.90	-	-	602001-02	604056-04	60201110
S725	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	138+72.00	12.0 RT	780.12	776.02	776.02	-	-	602001-02	604056-04	60201110
S726	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	138+70.40	24.7 RT	779.55	776.08	-	-	-	602001-02	604036-03	60200805
S727	CATCH BASINS, TYPE C, TYPE 8 GRATE	139+01.73	35.7 LT	779.90	-	776.12	-	-	602011-02	604036-03	60207605
S728	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	139+03.82	32.1 LT	781.52	776.08	775.58	776.00	775.08	602402-01	604001-04	60221100
S729	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	139+12.22	25.2 LT	781.29	777.15	-	775.64	775.64	602001-02	604056-04	60201110
S730	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	200+65.50	12.3 RT	781.67	-	-	-	778.07	602001-02	604056-04	60201110
S731	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	139+50.50	27.4 LT	781.28	775.83	-	776.60	-	602001-02	604056-04	60201110
S732	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	139+60.00	18.1 LT	781.15	776.4	777.60	-	-	602001-02	604056-04	60201110
S733	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	139+60.00	22.3 RT	782.98	777.8	-	777.80	-	602401-05	604001-04	60218400
S734	CATCH BASINS, TYPE C, TYPE 8 GRATE	139+96.00	19.8 RT	781.00	-	-	-	778.00	602011-02	604036-03	60207605
S735	CATCH BASINS, TYPE C, TYPE 8 GRATE	139+96.00	22.2 LT	781.00	-	-	-	776.80	602011-02	604036-03	60207605
S736	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	139+17.40	37.4 LT	781.42	-	777.22	-	-	602011-02	604056-04	60207915
S737	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	200+66.11	12.0 LT	781.69	-	-	777.87	777.27	602001-02	604056-04	60201110
S738	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	200+66.00	23.1 LT	781.70	776.39	776.39	777.10	-	602401-05	604001-04	60218400
S739	CATCH BASINS, TYPE C, TYPE 8 GRATE	200+46.11	30.5 RT	780.16	-	775.96	-	-	602011-02	604036-03	60207605
S740	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	136+45.00	12.0 RT	776.97	773.17	-	-	-	602011-02	604056-04	60207915
S741	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	136+45.00	12.0 LT	776.97	772.65	773.05	-	-	602001-02	604056-04	60201110
S742	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	136+45.00	16.6 LT	777.29	772.90	772.60	771.90	771.90	602402-01	604001-04	60221100
S743	CATCH BASINS, TYPE C, TYPE 8 GRATE	136+45.00	25.2 LT	776.55	-	772.98	-	-	602011-02	604036-03	60207605
S744	CATCH BASINS, TYPE C, TYPE 8 GRATE	136+94.70	24.7 RT	777.00	773.68	-	-	-	602011-02	604036-03	60207605
S745	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	137+10.00	12.0 RT	777.77	773.57	773.57	-	-	602001-02	604056-04	60201110
S746	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	137+10.00	12.0 LT	777.77	773.45	773.45	-	-	602001-02	604056-04	60201110
S747	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	137+10.00	16.6 LT	778.08	-	773.40	772.42	772.42	602402-01	604001-04	60221100
S748	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	137+90.00	12.0 RT	778.86	774.66	774.66	-	-	602011-02	604056-04	60207915
S749	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	137+90.00	12.0 LT	778.86	774.54	774.54	-	-	602001-02	604056-04	60201110

DRAINAGE STRUCTURE SCHEDULE											
STRUCTURE	STRUCTURE TYPE	STATION	OFFSET	RIM	INV (N)	INV (S)	INV (E)	INV (W)	STANDARD #	FRAME & GRATE	PAY ITEM #
S801	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	201+50.00	12.0 LT	784.00	-	-	780.28	780.28	602001-02	604056-04	60201110
S802	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	201+50.00	12.0 RT	784.00	-	-	-	780.40	602011-02	604056-04	60207915
S803	CATCH BASINS, TYPE C, TYPE 8 GRATE	202+00.00	30.1 LT	782.85	-	-	779.60	-	602011-02	604036-03	60207605
S804	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	202+00.00	22.6 LT	785.40	780.23	778.98	780.82	779.48	602401-05	604001-04	60218400
S805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	202+00.00	12.0 LT	785.18	-	-	780.87	780.87	602001-02	604056-04	60201110
S806	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	202+00.00	12.0 RT	785.19	780.99	783.00	780.99	780.99	602001-02	604056-04	60201110
S807	CATCH BASINS, TYPE C, TYPE 8 GRATE	202+17.76	24.3 RT	784.50	-	-	-	781.10	602011-02	604036-03	60207605
S808	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	202+50.00	12.0 RT	786.14	-	781.94	-	-	602001-02	604056-04	60201110
S809	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	203+00.00	21.9 LT	786.74	781.58	781.58	782.60	-	602401-05	604001-04	60218400
S810	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	203+00.00	12.0 LT	787.08	-	-	782.77	782.77	602001-02	604056-04	60201110
S811	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	203+00.00	12.0 RT	787.09	-	-	782.89	782.89	602001-02	604056-04	60201110
S812	CATCH BASINS, TYPE C, TYPE 8 GRATE	203+00.00	24.6 RT	786.40	785	-	-	783.20	602011-02	604036-03	60207605
S813	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	203+50.00	21.6 LT	787.74	782.83	782.58	783.55	-	602401-05	604001-04	60218400
S814	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	203+50.00	12.0 LT	788.02	-	-	783.70	783.70	602001-02	604056-04	60201110
S815	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	203+50.00	12.0 RT	788.04	-	-	-	783.82	602011-02	604056-04	60207915
S816	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	204+04.00	21.7 LT	788.68	783.79	783.79	784.50	-	602401-05	604001-04	60218400
S817	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	204+00.00	12.0 LT	788.99	-	-	784.67	784.67	602001-02	SEE SP	X6022712
S818	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	204+00.00	12.0 RT	788.99	784.79	-	784.79	784.79	602001-02	604056-04	60201110
S819	CATCH BASINS, TYPE C, TYPE 8 GRATE	204+00.00	23.7 RT	789.25	-	786.50	-	784.85	602011-02	604036-03	60207605
S820	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	204+75.00	20.6 LT	790.62	785.73	785.73	786.10	-	602401-05	604001-04	60218400
S821	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	204+75.00	12.0 LT	790.40	-	-	-	785.70	602011-02	604056-04	60207915
S822	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	204+48.00	12.0 RT	789.90	785.70	785.70	-	-	602001-02	604056-04	60201110
S823	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	204+75.00	12.0 RT	790.41	-	785.95	785.95	-	602001-02	604056-04	60201110
S824	CATCH BASINS, TYPE C, TYPE 8 GRATE	204+78.59	25.0 RT	790.25	-	-	-	786.05	602011-02	604036-03	60207605
S825	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	201+50.00	23.7 LT	783.80	778.20	778.20	780.15	-	602401-05	604001-04	60218400
S901	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	205+25.00	20.5 LT	791.72	-	786.54	787.04	-	602401-05	604001-04	60218400
S902	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	205+25.00	12.0 LT	791.36	-	-	787.08	787.08	602001-02	604056-04	60201110
S903	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	205+25.00	12.0 RT	791.36	787.20	-	-	787.20	602011-02	604056-04	60207915
S904	CATCH BASINS, TYPE C, TYPE 8 GRATE	205+86.00	26.0 RT	792.10	-	789.00	-	-	602011-02	604036-03	60207605
S905	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+00.00	12.0 LT	791.23	-	-	-	787.10	602011-02	604056-04	60207915
S906	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	207+00.00	12.0 RT	791.23	786.97	-	787.25	786.97	602001-02	604056-04	60201110
S907	CATCH BASINS, TYPE C, TYPE 8 GRATE	207+00.00	24.0 RT	791.50	-	-	-	787.35	602011-02	604036-03	60207605
S908	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	207+41.27	16.9 LT	790.91	785.47	785.47	786.39	-	602001-02	604056-04	60201110
S909	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	207+43.70	50.6 LT	790.53	784.84	784.84	-	786.25	602401-05	604001-04	60218400
S910	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+31.31	54.4 LT	789.59	-	-	786.37	-	602011-02	604056-04	60207915
S911	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	207+43.53	88.6 LT	788.65	783.45	783.70	784.38	-	602001-02	604056-04	60201110
S912	STORM WATER TREATMENT SYSTEM LOCATION NO. 3	207+42.70	111.1 LT	787.37	782.27	782.27	-	-	-	SEE SP	N/A
S913	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	207+46.30	89.7 LT	788.62	-	-	784.42	784.42	602001-02	604056-04	60201110
S914	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+57.09	80.9 LT	788.74	-	-	-	784.54	602011-02	604056-04	60207915
S915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+66.39	35.5 LT	790.28	-	-	-	786.58	602011-02	604056-04	60207915
S916	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+58.45	12.0 RT	791.01	-	-	-	786.81	602011-02	604056-04	60207915
S917	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11V FRAME AND GRATE	207+45.23	12.0 RT	790.94	-	0.00	786.74	-	602406-09	604056-04	X6022055
S918	NOT USED										
S919	CATCH BASINS, TYPE C, TYPE 8 GRATE	207+44.91	23.4 RT	791.25	787.20	-	-	-	602011-02	604036-03	60207605
S920	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	207+90.00	25.0 RT	791.48	787.53	-	786.85	786.60	602001-02	604036-03	60200805
S921	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	207+90.00	12.0 RT	791.46	787.60	787.60	-	-	602001-02	604056-04	60201110
S922	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	207+83.65	12.1 LT	791.32	-	787.72	-	-	602011-02	604056-04	60207915
S923	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	208+25.00	12.0 LT	792.30	-	788.70	-	-	602011-02	604056-04	60207915
S924	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	208+25.00	12.0 RT	792.30	788.70	788.50	-	-	602001-02	604056-04	60201110
S925	NOT USED										
S926	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	208+25.00	24.8 RT	792.25	0.00	-	-	-	602001-02	604036-03	60200805
S927	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	207+38.19	274.0 LT	771.94	-	771.94	-	-	542301-03	-	54213663

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE STRUCTURE SCHEDULE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Drain\ST1-DPP-SCH02_190306_STRUC.sht		DRAWN - DJK	REVISED -		SCALE: 50:1	SHEET 10 OF 15 SHEETS	STA.	TO STA.	0160	18-00032-01-PV	LAKE	131	74
Default		CHECKED - JOC	REVISED -		CONTRACT NO. 61K34								
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT								

DRAINAGE STRUCTURE SCHEDULE											
STRUCTURE	STRUCTURE TYPE	STATION	OFFSET	RIM	INV (N)	INV (S)	INV (E)	INV (W)	STANDARD #	FRAME & GRATE	PAY ITEM #
S1001	CATCH BASINS, TYPE C, TYPE 8 GRATE	209+00.00	23.6 RT	794.35	790.05	-	-	-	602011-02	604036-03	60207605
S1002	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	209+00.00	16.6 RT	794.62	786.75	789.99	788.66	788.66	602401-05	604001-04	60218400
S1003	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	209+00.00	12.0 RT	794.10	786.78	786.78	-	-	602001-02	604056-04	60201110
S1004	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	209+00.00	12.0 LT	791.10	-	786.90	-	-	602011-02	604056-04	60207915
S1005	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	209+90.00	12.0 LT	795.51	-	791.31	-	-	602011-02	604056-04	60207915
S1006	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	209+90.00	12.0 RT	795.51	791.19	791.19	-	-	602001-02	604056-04	60201110
S1007	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	209+90.00	16.6 RT	796.02	791.14	-	790.32	790.32	602401-05	604001-04	60218400
S1008	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	210+25.00	12.0 LT	795.88	-	791.68	-	-	602011-02	604056-04	60207915
S1009	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	210+25.00	12.0 RT	795.88	791.56	791.56	-	-	602001-02	604056-04	60201110
S1010	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	210+25.00	16.6 RT	796.38	791.51	-	790.97	790.97	602401-05	604001-04	60218400
S1011	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	210+60.00	12.0 LT	796.24	-	792.04	-	-	602011-02	604056-04	60207915
S1012	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	210+60.00	12.0 RT	796.24	791.92	791.92	-	-	602001-02	604056-04	60201110
S1013	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	210+60.00	16.6 RT	796.78	791.87	-	791.62	791.62	602401-05	604001-04	60218400
S1014	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	211+08.00	12.0 LT	796.76	-	792.76	-	-	602011-02	604056-04	60207915
S1015	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	211+08.00	12.0 RT	796.76	792.64	-	-	792.64	602001-02	604056-04	60201110
S1016	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	210+90.00	12.0 RT	796.56	-	792.55	792.55	-	602001-02	604056-04	60201110
S1017	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	210+85.00	16.6 RT	797.11	792.48	794.75	792.06	792.06	602402-01	604001-04	60221100
S1018	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	211+60.00	12.0 LT	797.40	-	793.32	-	-	602011-02	604056-04	60207915
S1019	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	211+60.00	12.0 RT	797.40	793.20	793.20	-	-	602001-02	604056-04	60201110
S1020	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	211+39.20	25.2 RT	797.18	793.00	-	793.15	793.00	602001-02	604036-03	60204505
S1021	CATCH BASINS, TYPE C, TYPE 8 GRATE	202+07.00	25.5 RT	797.25	-	-	-	793.50	602011-02	604036-03	60207605
S1022	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	212+70.00	12.0 LT	797.82	-	793.62	-	-	602011-02	604056-04	60207915
S1023	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	212+70.00	12.0 RT	797.82	793.50	793.50	-	-	602001-02	604056-04	60201110
S1024	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	212+70.00	16.6 RT	798.43	793.45	-	793.45	-	602401-05	604001-04	60218400
S1025	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	213+10.00	12.0 LT	797.38	-	793.18	-	-	602011-02	604056-04	60207915
S1026	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	213+10.00	13.2 RT	797.38	793.06	793.06	-	-	602001-02	604056-04	60201110
S1027	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	213+10.00	27.2 RT	796.98	793.00	-	792.80	792.80	602001-02	604036-03	60204505
S1028	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	213+28.48	39.4 RT	796.50	792.66	-	-	792.66	602001-02	604036-03	60200805
S1029	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11V FRAME AND GRATE	213+40.70	37.3 RT	796.22	792.40	792.57	792.22	-	602001-02	604056-04	60204825
S1030	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	213+66.87	39.1 RT	795.99	792.22	792.22	-	-	602001-02	604056-04	60201110
S1031	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	214+00.00	12.0 LT	795.75	-	-	792.05	-	602011-02	604056-04	60207915
S1032	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	214+00.00	12.0 RT	795.72	-	-	791.93	791.93	602001-02	604056-04	60201110
S1033	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	214+00.00	25.4 RT	796.73	791.22	792.05	-	791.87	602401-05	604001-04	60218400
S1034	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	214+50.00	12.0 LT	794.88	791.28	-	-	-	602011-02	604056-04	60207915
S1035	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	214+50.00	12.0 RT	794.88	791.28	-	-	-	602011-02	604056-04	60207915
S1036	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	213.61.04	81.9 RT	796.09	-	-	-	792.46	602011-02	604056-04	60207915
S1101	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	214+65.93	12.0 LT	794.73	791.13	791.13	-	-	602001-02	604056-04	60201110
S1102	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	214+76.33	12.0 LT	794.70	-	791.08	791.08	-	602001-02	604056-04	60201110
S1103	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	214+76.57	12.0 RT	794.69	-	791.08	790.96	790.96	602001-02	604056-04	60201110
S1104	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	214+66.88	12.1 RT	794.72	791.13	791.13	-	-	602001-02	604056-04	60201110
S1105	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	214+76.66	22.6 RT	795.36	790.30	790.30	790.30	790.90	602402-01	604001-04	60221100
S1106	CATCH BASINS, TYPE C, TYPE 8 GRATE	214+79.21	26.1 RT	794.25	-	-	-	790.35	602011-02	604036-03	60207605
S1107	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	215+94.69	26.0 RT	794.00	789.62	789.62	-	-	602001-02	604036-03	60200805
S1108	NOT USED										
S1109	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	216+50.00	12.0 LT	790.95	-	-	787.35	-	602011-02	604056-04	60207915
S1110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	216+50.00	12.0 RT	790.95	-	-	787.23	787.23	602001-02	604056-04	60201110
S1111	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	216+50.00	27.0 RT	793.39	786.90	789.10	-	787.15	602001-02	604036-03	60200805
S1112	NOT USED										
S1113	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	216+87.80	47.8 RT	789.81	785.60	-	-	-	602011-02	604056-04	60207915
S1114	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	217+10.75	45.2 RT	789.53	785.47	785.47	-	-	602001-02	604056-04	60201110
S1115	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	217+36.39	24.6 RT	789.16	-	784.75	785.25	783.20	602402-01	604001-04	60221100
S1116	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	217+36.15	12.0 RT	787.02	-	-	783.00	782.50	602001-02	604056-04	60201110
S1117	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	217+35.32	12.0 LT	787.05	-	-	782.00	782.00	602001-02	604056-04	60201110
S1118	STORM WATER TREATMENT SYSTEM LOCATION NO. 4	217+35.70	25.8 LT	786.46	-	-	781.70	779.70	-	SEE SP	N/A
S1119	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	217+47.16	212.4 LT	771.89	-	-	-	771.89	542301-03	-	54213660
S1120	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	218+10.00	12.0 LT	784.64	-	-	780.94	-	602011-02	604056-04	60207915
S1121	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	218+10.00	12.0 RT	784.64	-	-	780.32	780.82	602001-02	604056-04	60201110
S1122	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	218+10.00	22.6 RT	785.23	780.26	-	-	780.26	602401-05	604001-04	60218400
S1123	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	218+40.00	24.0 RT	784.76	779.93	779.93	-	779.93	602001-02	604036-03	60200805
S1124	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	218+40.00	12.0 RT	784.31	-	-	779.98	779.98	602001-02	604056-04	60201110
S1125	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	218+40.00	12.0 LT	784.31	-	-	780.10	780.10	602001-02	604056-04	60201110
S1126	CATCH BASINS, TYPE C, TYPE 8 GRATE	218+52.50	24.0 LT	784.50	-	-	780.18	-	602011-02	604036-03	60207605
S1127	NOT USED										
S1128	CATCH BASINS, TYPE C, TYPE 8 GRATE	218+94.76	26.0 LT	784.10	-	-	779.79	-	602011-02	604036-03	60207605
S1129	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	218+75.00	12.0 LT	784.13	-	-	779.68	779.68	602001-02	604056-04	60201110
S1130	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	218+75.00	12.0 RT	784.13	-	-	779.56	779.56	602001-02	604056-04	60201110
S1131	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	218+75.00	24.4 RT	784.10	-	779.74	-	779.50	602001-02	604036-03	60200805
S1132	NOT USED										
S1133	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	219+65.00	12.0 LT	782.86	-	-	778.66	-	602011-02	604056-04	60207915
S1134	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	219+65.00	12.0 RT	782.87	-	-	778.54	778.54	602001-02	604056-04	60201110
S1135	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	219+66.60	16.9 RT	783.40	778.03	778.03	778.50	778.48	602402-01	604001-04	60221100
S1136	CATCH BASINS, TYPE C, TYPE 8 GRATE	219+65.00	23.5 RT	783.30	-	-	-	778.55	602011-02	604036-03	60207605
S1137	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	220+35.00	22.6 RT	780.29	776.20	776.20	-	-	602401-05	604001-04	60218400

* THE CONTRACTOR SHALL VERIFY ALL LOCATIONS, ELEVATIONS, AND QUANTITIES PRIOR TO CONSTRUCTION.

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE STRUCTURE SCHEDULE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Drain\ST1-DPP-SCH01	190306_STRUC.sht	DRAWN - DJK	REVISED -		0160	18-00032-01-PV	LAKE	131	75				
Default	PLOT SCALE = 48"	CHECKED - JOC	REVISED -		SCALE: 50:1 SHEET 11 OF 15 SHEETS STA. TO STA.				CONTRACT NO. 61K34				
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -		ILLINOIS FED. AID PROJECT								

DRAINAGE STRUCTURE SCHEDULE											
STRUCTURE	STRUCTURE TYPE	STATION	OFFSET	RIM	INV (N)	INV (S)	INV (E)	INV (W)	STANDARD #	FRAME & GRATE	PAY ITEM #
S1201	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	220+90.00	12.0 LT	777.55	-	-	773.65	-	602011-02	604056-04	60207915
S1202	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	220+90.00	12.0 RT	777.55	-	-	773.23	773.53	602001-02	604056-04	60201110
S1203	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	220+90.00	22.6 RT	778.17	773.17	774.05	-	773.17	602401-05	604001-04	60218400
S1204	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	221+30.00	22.6 RT	777.37	772.36	772.96	-	772.36	602402-01	604001-04	60221100
S1205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	221+30.00	12.0 RT	776.67	-	-	772.42	772.42	602001-02	604056-04	60201110
S1206	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	221+30.00	12.0 LT	776.67	-	-	772.54	-	602011-02	604056-04	60207915
S1207	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	221+57.84	13.7 RT	776.44	-	-	-	772.40	602011-02	604056-04	60207915
S1208	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11V FRAME AND GRATE	221+70.41	24.5 RT	776.32	-	772.15	772.15	772.15	602406-09	604056-04	X6022055
S1209	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	221+73.48	37.2 RT	776.23	-	-	-	772.17	602001-02	604056-04	60201110
S1210	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	221+57.41	29.7 RT	776.00	772.18	772.23	-	-	602001-02	604036-03	60204505
S1211	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	221+98.27	37.3 RT	776.11	772.25	-	-	-	602001-02	604056-04	60201110
S1212	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	222+06.63	37.7 RT	776.00	-	772.20	-	772.20	602001-02	604036-03	60200805
S1213	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11V FRAME AND GRATE	221+65.60	12.0 LT	776.49	-	772.20	772.10	772.10	602001-02	604056-04	60204825
S1214	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	221+57.64	12.0 LT	776.48	772.28	-	772.28	-	602001-02	604056-04	60201110
S1215	CATCH BASINS, TYPE C, TYPE 8 GRATE	221+53.94	25.3 LT	776.00	773.00	-	-	-	602011-02	604036-03	60207605
S1216	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	221+64.00	25.3 LT	776.51	772.05	772.90	772.08	772.08	602406-09	604001-04	60223800
S1217	STORM WATER TREATMENT SYSTEM LOCATION NO. 5	221+64.00	30.4 LT	776.72	-	-	772.07	772.07	-	SEE SP	N/A
S1218	CONCRETE END SECTION, STANDARD 542001, 30", 1:3	221+55.57	185.0 LT	771.87	-	-	771.87	-	542001-06	-	54261330
S1219	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	221+94.00	24.3 LT	776.25	772.50	772.20	772.20	-	602001-02	604036-03	60204505
S1220	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	222+15.00	12.0 LT	776.73	-	-	772.33	772.33	602001-02	604056-04	60201110
S1221	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	222+15.00	13.4 RT	776.66	-	-	772.17	772.46	602001-02	604056-04	60201110
S1222	CATCH BASINS, TYPE C, TYPE 8 GRATE	223+02.30	26.1 LT	777.45	-	773.25	-	-	602011-02	604036-03	60207605

* THE CONTRACTOR SHALL VERIFY ALL LOCATIONS, ELEVATIONS, AND QUANTITIES PRIOR TO CONSTRUCTION.

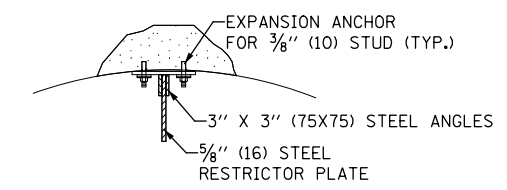
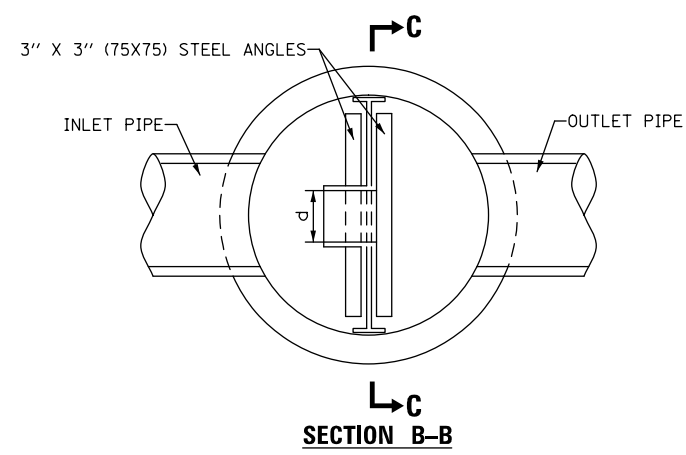
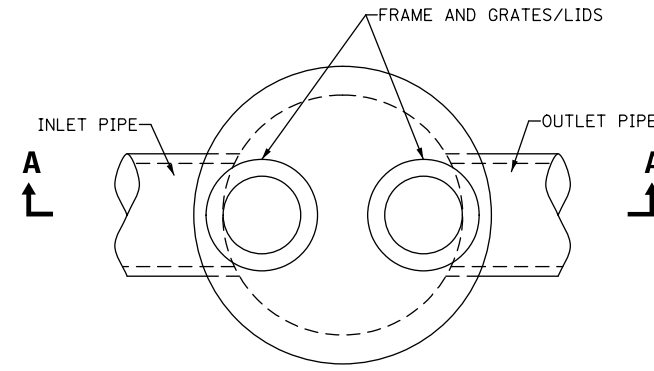
FILE NAME =	USER NAME = dkleinwachter	DESIGNED - DJK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE STRUCTURE SCHEDULE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lindenhurst\190306\Drain\ST1-DPP-SCH08.190306.STRUC.sht	DRAWN - DJK	REVISED -	0160			18-00032-01-PV	LAKE	131	76	
Default	PLOT SCALE = 48'	CHECKED - JOC	REVISED -			CONTRACT NO. 61K34			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -			SCALE: 50:1	SHEET 12 OF 15 SHEETS	STA. TO STA.		

STORM SEWER SCHEDULE

PIPE #	FROM STRUCTURE	TO STRUCTURE	LENGTH (FT)	DIA (IN)	MATERIAL	PIPE TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TBF* (CY)	Pay Item #
P610	S611	S612	16	12	RCP	1	7.12%	776.39	775.25	3	550A0050
P611	S612	S613	25	12	WMQ	1	0.60%	775.25	775.10	4	Z0056608
P612	S613	S614	12	12	WMQ	2	0.50%	774.63	774.57	3	Z0056608
P613	S614	S616	42	12	RCP	2	4.21%	774.57	772.79	10	550A0340
P614	S615	S616	7	12	RCP	1	1.49%	772.90	772.79	2	550A0050
P615	S618	S617	12	12	RCP	1	0.43%	773.06	773.01	2	550A0050
P616	S617	S616	47	15	WMQ	2	0.34%	773.01	772.85	10	Z0056610
P617	S624	S622	13	15	WMQ	2	0.38%	770.43	770.38	4	Z0056610
P618	S622	S621	22	29x45	RCEP	1	0.31%	770.38	770.31	10	550A5300
P619	S621	S628	96	29x45	RCEP	1	0.32%	770.31	770.00	0	550A5300
P620	S703	S622	173	30	WMQ	1	0.27%	770.85	770.38	51	Z0056620
P621	S616	S620	31	18	RCP	2	0.29%	771.29	771.20	12	550A0380
P622	S619	S620	5	12	RCP	2	1.00%	771.05	771.00	2	550A0340
P623	S620	S622	76	24	RCP	2	0.30%	770.70	770.47	30	550A0410
P624	S701	S627	118	15	RCP	1	0.37%	771.00	770.56	15	550A0070
P625	S627	S626	15	15	RCP	1	0.33%	770.56	770.51	3	550A0070
P626	S625	S623	24	12	WMQ	2	0.50%	771.66	771.54	5	Z0056608
P627	S626	S624	24	15	WMQ	2	0.33%	770.51	770.43	7	Z0056610
P628	S623	S624	36	12	WMQ	2	0.53%	771.54	771.35	7	Z0056608
P629	S602	S629	45	15	RCP	2	1.78%	773.20	772.40	12	550A0360
P630	S630	S629	5	12	RCP	2	0.60%	772.85	772.82	1	550A0340
P631	S631	S630	24	12	WMQ	1	0.96%	773.08	772.85	4	Z0056608
P632	S632	S602	55	12	RCP	2	1.82%	774.45	773.45	13	550A0340
P633	S633	S634	24	12	WMQ	1	0.50%	772.00	771.88	4	Z0056608
P634	S634	S624	34	12	WMQ	2	0.50%	771.64	771.47	7	Z0056608
P635	-	S614	22	12	RCP	1	14.91%	777.85	774.57	3	550A0050
P701	S702	S703	47	15	WMQ	1	0.26%	770.97	770.85	8	Z0056610
P702	S716	S703	89	24	WMQ	1	0.29%	771.61	771.35	19	Z0056616
P703	S704	S705	24	12	WMQ	2	0.50%	771.94	771.82	5	Z0056608
P704	S705	S706	34	12	WMQ	2	0.53%	771.82	771.64	6	Z0056608
P705	S707	S706	23	12	WMQ	1	0.52%	772.12	772.00	4	Z0056608
P706	S708	S706	24	12	WMQ	1	0.50%	772.12	772.00	4	Z0056608
P707	S709	S708	23	12	RCP	1	0.52%	772.24	772.12	4	550A0050
P708	S710	S709	14	12	RCP	1	0.50%	772.31	772.24	2	550A0050
P709	S711	S712	17	12	RCP	2	0.47%	772.22	772.14	3	550A0340
P710	S712	S713	24	12	WMQ	2	0.50%	772.14	772.02	5	Z0056608
P711	S713	S714	5	12	WMQ	2	0.60%	772.02	771.99	2	Z0056608
P712	S714	S716	61	24	WMQ	1	0.23%	771.75	771.61	13	Z0056616
P713	S715	S714	9	12	RCP	1	0.56%	772.66	772.61	2	550A0050
P714	S706	S716	5	12	WMQ	2	0.60%	771.64	771.61	2	Z0056608
P715	S717	S716	8	12	RCP	2	0.61%	771.68	771.63	2	550A0340
P716	S718	S717	24	12	RCP	1	0.50%	771.80	771.68	4	550A0050
P717	NOT USED										
P718	S720	S747	79	24	WMQ	2	1.09%	773.28	772.42	28	Z0056616
P719	S719	S720	5	12	RCP	2	1.07%	773.05	773.00	2	550A0340
P720	S722	S719	45	12	RCP	2	2.78%	774.30	773.05	8	550A0340
P721	S723	S720	89	24	WMQ	2	1.54%	774.65	773.28	32	Z0056616
P722	S724	S723	11	12	WMQ	2	0.55%	775.80	775.74	3	Z0056608
P723	S725	S724	24	12	WMQ	2	0.50%	776.02	775.90	5	Z0056608
P724	S726	S725	13	12	RCP	1	0.46%	776.08	776.02	2	550A0050
P725	S728	S723	32	24	RCP	2	1.34%	775.08	774.65	14	550A0410
P726	S727	S728	4	12	RCP	2	1.00%	776.12	776.08	1	550A0340
P727	S729	S728	11	12	RCP	2	1.13%	775.70	775.58	4	550A0340
P728	S736	S729	13	12	WMQ	2	0.53%	777.22	777.15	3	Z0056608
P729	S731	S729	37	12	WMQ	2	1.08%	776.10	775.70	12	Z0056608
P730	S732	S731	13	12	WMQ	2	0.55%	776.40	776.33	4	Z0056608
P731	S733	S732	40	12	WMQ	2	0.50%	777.80	777.60	8	Z0056608
P732	S734	S733	40	12	RCP	1	0.50%	778.00	777.80	7	550A0050
P733	S735	S731	38	12	WMQ	2	0.53%	776.80	776.60	9	Z0056608
P734	-	-	50	4	PVC	1	2.15%	783.07	782.00	0	X6011605
P735	S730	S737	39	12	WMQ	1	0.51%	778.07	777.87	6	Z0056608
P736	S738	S728	33	18	RCP	2	1.19%	776.39	776.00	11	550A0380
P737	S825	S738	84	18	WMQ	2	2.16%	778.20	776.39	28	Z0056612
P738	S737	S738	11	12	WMQ	2	1.61%	777.27	777.10	3	Z0056608
P739	S739	S731	25	12	RCP	2	0.53%	776.96	776.83	6	550A0340
P740	S740	S741	24	12	WMQ	1	0.50%	773.17	773.05	4	Z0056608
P741	S741	S742	5	12	WMQ	2	1.00%	772.65	772.60	2	Z0056608
P742	S742	S714	55	24	WMQ	1	0.27%	771.90	771.75	15	Z0056616
P743	S743	S742	9	12	RCP	1	0.89%	772.98	772.90	2	550A0050
P744	S744	S745	19	12	RCP	1	0.58%	773.68	773.57	3	550A0050
P745	S745	S746	24	12	WMQ	2	0.50%	773.57	773.45	5	Z0056608
P746	S746	S747	5	12	WMQ	2	1.00%	773.45	773.40	2	Z0056608
P747	S747	S742	68	24	WMQ	2	0.76%	772.42	771.90	22	Z0056616
P748	S721	S748	18	12	RCP	1	0.50%	774.75	774.66	3	550A0050
P749	S748	S749	24	12	WMQ	2	0.50%	774.66	774.54	5	Z0056608
P750	S749	S720	12	12	WMQ	2	0.83%	774.54	774.44	3	Z0056608

STORM SEWER SCHEDULE

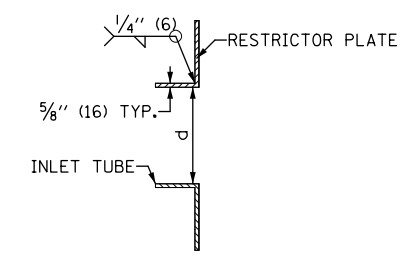
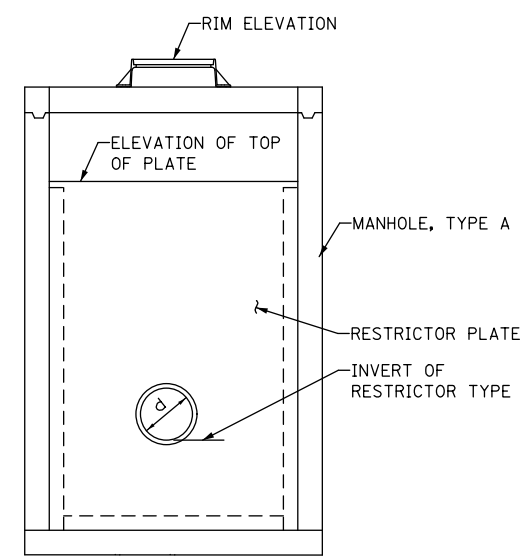
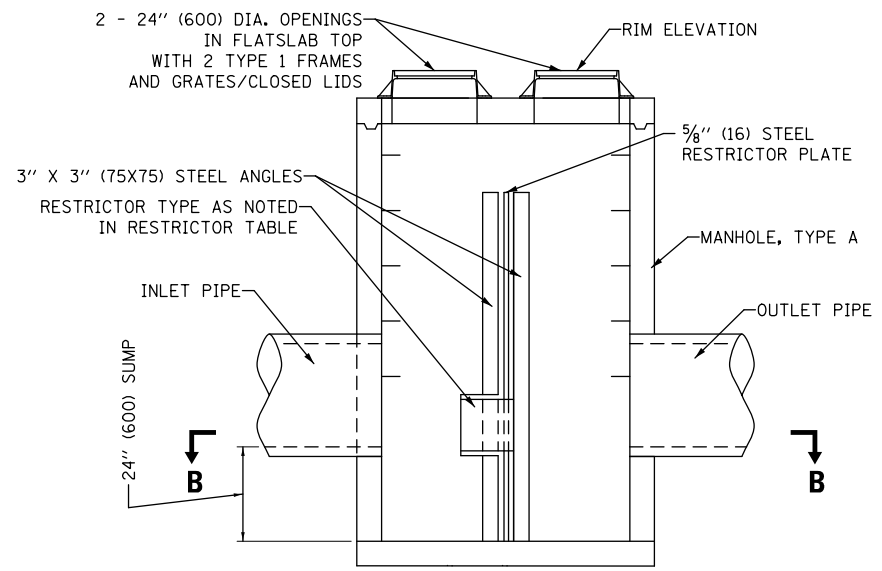
PIPE #	FROM STRUCTURE	TO STRUCTURE	LENGTH (FT)	DIA (IN)	MATERIAL	PIPE TYPE	SLOPE (%)	UPSTREAM INVERT	DOWNSTREAM INVERT	TBF* (CY)	Pay Item #
P801	S802	S801	24	12	WMQ	1	0.50%	780.40	780.28	4	Z0056608
P802	EX	S806	38	4	PVC	1	2.54%	783.96	783.00	7	X6011605
P803	S803	S804	8	12	WMQ	2	1.50%	779.60	779.48	2	Z0056608
P804	S806	S805	24	12	WMQ	2	0.50%	780.99	780.87	5	Z0056608
P805	S807	S806	21	12	RCP	1	0.53%	781.10	780.99	3	550A0050
P806	S808	S806	48	12	RCP	2	1.98%	781.94	780.99	9	550A0340
P807	S809	S804	100	15	WMQ	2	1.35%	781.58	780.23	29	Z0056610
P808	S810	S809	10	12	WMQ	2	1.69%	782.77	782.60	2	Z0056608
P809	S811	S810	24	12	WMQ	2	0.50%	782.89	782.77	5	Z0056608
P810	S812	S811	13	12	RCP	1	2.47%	783.20	782.89	2	550A0050
P811	EX	S812	23	4	PVC	1	7.49%	786.70	785.00	0	X6011605
P812	-	EX	17	4	PVC	1	0.81%	784.64	784.50	0	X6011605
P813	S813	S809	44	15	RCP	2	2.30%	782.58	781.58	13	550A0360
P814	S814	S813	10	12	WMQ	2	1.57%	783.70	783.55	2	Z0056608
P815	S815	S814	24	12	WMQ	2	0.50%	783.82	783.70	5	Z0056608
P816	S816	S813	53	12	WMQ	2	1.80%	783.79	782.83	14	Z0056608
P817	S817	S816	11	12	WMQ	2	1.62%	784.67	784.50	3	Z0056608
P818	S818	S817	24	12	WMQ	2	0.50%	784.79	784.67	5	Z0056608
P819	S819	S818	12	12	RCP	2	0.52%	784.85	784.79	3	550A0340
P820	EX	S819	18	4	PVC	1	8.90%	788.07	786.50	0	X6011605
P821	S822	S818	49	12	RCP	2	1.86%	785.70	784.79	9	550A0340
P822	S820	S816	68	12	WMQ	2	2.85%	785.73	783.79	18	Z0056608
P823	S901	S820	50	12	WMQ	2	1.64%	786.54	785.73	14	Z0056608
P824	S821	S820	9	12	WMQ	2	1.17%	786.20	786.10	2	Z0056608
P825	S823	S822	27	12	RCP	2	0.92%	785.95	785.70	6	550A0340
P826	S824	S823	13	12	RCP	2	0.74%	786.05	785.95	3	550A0340
P827	S801	S825	12	12	WMQ	1	1.11%	780.28	780.15	2	Z0056608
P828	S804	S825	52	18	WMQ	2	1.49%	778.98	778.20	21	Z0056612
P829	S805	S804	10	12	WMQ	2	0.52%	780.87	780.82	3	Z0056608
P901	S902	S901	9	12	WMQ	2	0.47%	787.08	787.04	2	Z0056608
P902	S903	S902	24	12	WMQ	2	0.50%	787.20	787.08	5	Z0056608
P903	S904	S903	64	12	RCP	1	2.79%	789.00	787.20	9	550A0050
P904	S907	S906	12	12	RCP	1	0.83%	787.35	787.25	3	550A0050
P905	S905	S906	24	12	WMQ	2	0.54%	787.10	786.97	5	Z0056608
P906	S906	S917	35	12	RCP	2	0.49%	786.97	786.80	7	550A0340
P907	NOT USED										
P908	S917	S908	29	15	WMQ	2	1.83%	786.00	785.47	9	Z0056610
P909	S908	S909	34	15	WMQ	2	1.85%	785.47	784.84	12	Z0056610
P910	S910	S909	24	12	RCP	1	0.51%	786.37	786.25		



ANGLE FASTENER DETAIL

NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, WITH RESTRICTOR PLATE" EACH

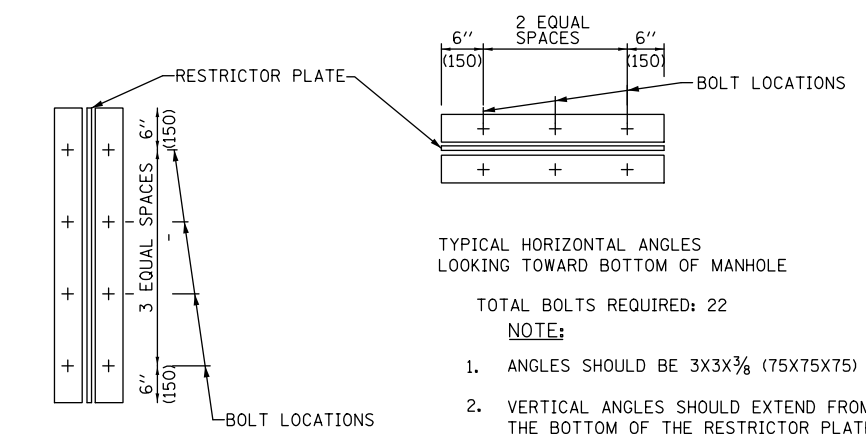


INLET TUBE DETAIL

RESTRICTOR TYPE	
1	2
SHARP EDGED	SQUARE EDGED
C=.61	C=.61

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

	OUTLET #	STATION/OFFSET	MANHOLE DIAMETER	FRAMES & GRATES	RESTRICTOR TYPE	RESTRICTOR DIAMETER d	INVERT OF RESTRICTOR	ELEVATION OF TOP OF PLATE OVERFLOW	RIM ELEVATION	INLET/OUTLET PIPE DIAMETER	INLET/OUTLET PIPE INVERTS
GRAND AVE	1	100+37.23 39.6 RT	6'	TIF CL	1	8.9"	777.16	779.00	782.50	18"/12"	777.16



TYPICAL HORIZONTAL ANGLES
LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

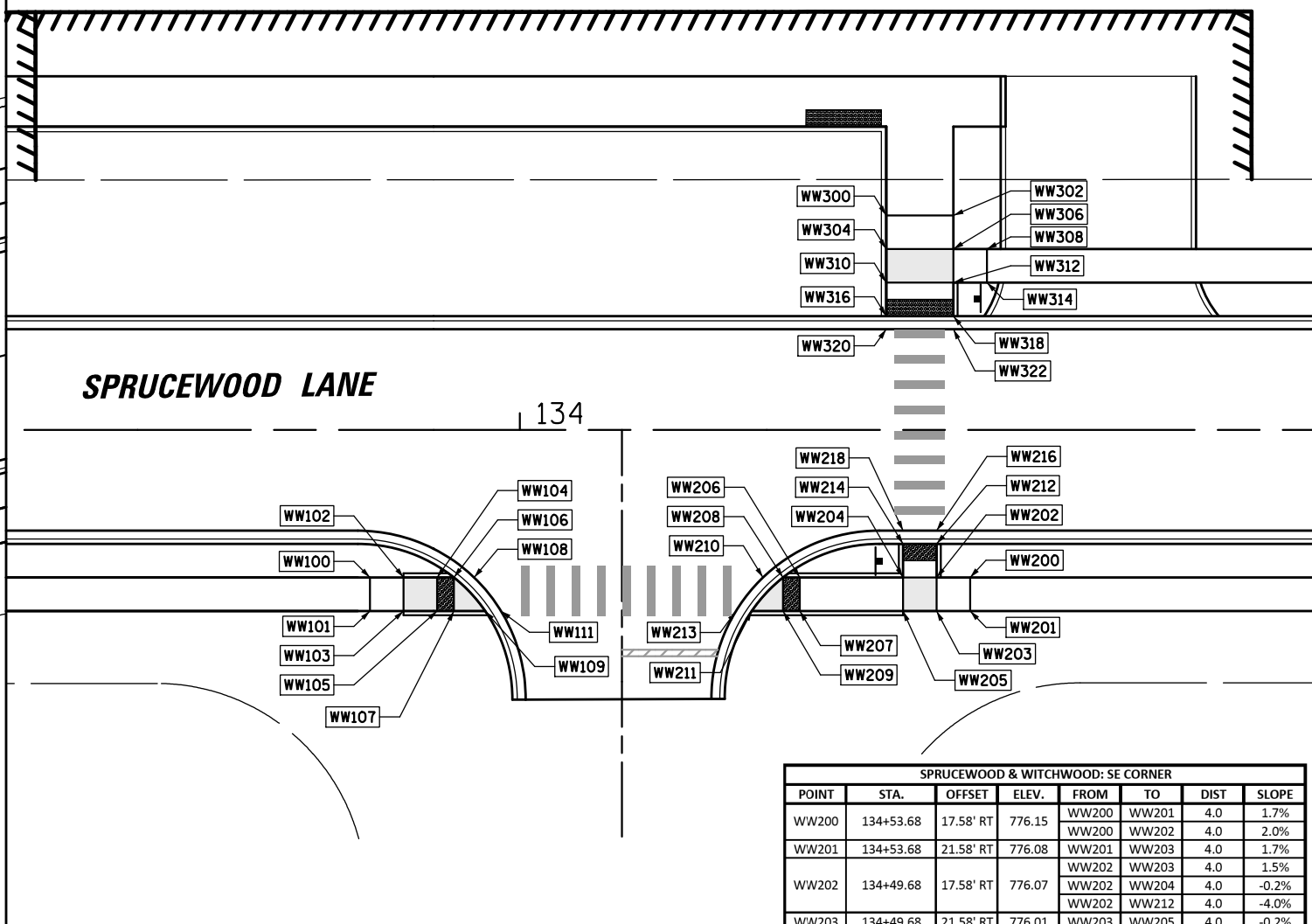
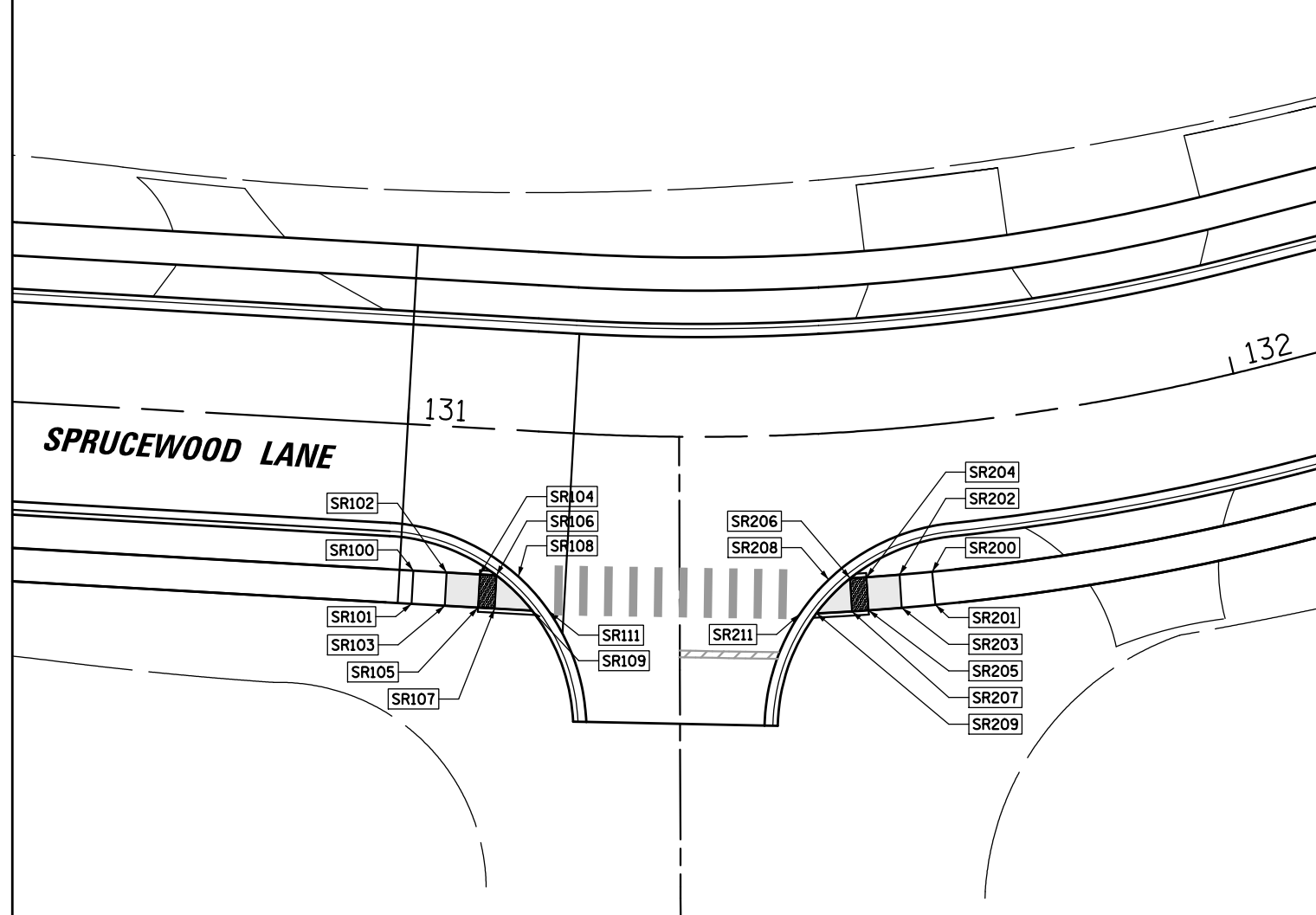
NOTE:

1. ANGLES SHOULD BE 3X3X3/8 (75X75X75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

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



SPRUCEWOOD & WITCHWOOD: NE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
WW300	134+43.68	25.58' LT	776.35	WW300	WW302	8.0	0.0%
WW301	134+51.68	25.58' LT	776.39	WW302	WW306	4.0	-4.0%
WW302	134+51.68	25.58' LT	776.35	WW302	WW306	8.0	-2.2%
WW304	134+43.68	21.58' LT	776.33	WW304	WW306	8.0	-2.2%
WW306	134+51.68	21.58' LT	776.51	WW306	WW310	4.0	1.5%
WW308	134+55.68	21.58' LT	776.42	WW308	WW314	4.0	1.0%
WW310	134+43.68	17.58' LT	776.27	WW310	WW312	8.0	-2.2%
WW312	134+51.68	17.58' LT	776.45	WW312	WW316	4.0	0.5%
WW314	134+55.68	17.58' LT	776.38	WW312	WW318	4.0	5.2%
WW316	134+43.68	13.58' LT	776.25	WW316	WW318	8.0	0.1%
WW318	134+51.68	13.58' LT	776.24	-	-	-	-
WW320	134+43.68	12.00' LT	776.21	WW320	WW322	-	-
WW322	134+51.68	12.00' LT	776.19	-	-	-	-



SPRUCEWOOD & ROLLING RIDGE: SW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
SR100	131+01.68	17.58' RT	779.25	SR100	SR101	4.0	1.2%
SR101	131+01.68	21.58' RT	779.20	SR101	SR103	4.0	1.0%
SR102	131+05.68	17.58' RT	779.19	SR102	SR103	4.0	0.8%
SR103	131+05.68	21.58' RT	779.16	SR103	SR105	4.0	1.0%
SR104	131+09.68	17.58' RT	779.13	SR104	SR105	4.0	0.2%
SR105	131+09.68	21.58' RT	779.12	SR105	SR107	2.0	1.0%
SR106	131+11.68	17.58' RT	779.10	SR106	SR107	4.0	0.0%
SR107	131+11.68	21.58' RT	779.10	SR106	SR109	6.0	0.8%
SR108	131+14.33	17.58' RT	778.95	SR107	SR109	4.5	1.1%
SR109	131+16.21	21.58' RT	779.05	SR108	SR111	5.6	0.4%
SR111	131+18.26	21.58' RT	778.93	-	-	-	-

SPRUCEWOOD & ROLLING RIDGE: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
SR200	131+61.50	17.58' RT	777.87	SR200	SR201	4.0	1.0%
SR201	131+61.50	21.58' RT	777.83	SR200	SR202	3.9	-2.3%
SR202	131+57.81	17.58' RT	777.96	SR201	SR203	4.1	-3.2%
SR203	131+57.81	21.58' RT	777.96	SR202	SR203	4.0	0.0%
SR204	131+57.73	21.58' RT	777.96	SR202	SR204	4.0	-2.3%
SR205	131+54.02	21.58' RT	778.09	SR203	SR205	4.0	-3.2%
SR206	131+54.05	17.58' RT	778.05	SR204	SR205	4.0	-1.0%
SR207	131+52.17	17.62' RT	778.09	SR204	SR206	2.0	-2.0%
SR208	131+49.77	17.61' RT	778.09	SR205	SR207	2.0	-3.5%
SR209	131+48.19	21.58' RT	778.22	SR206	SR207	4.0	-1.8%
SR211	131+46.32	21.61' RT	778.20	SR206	SR209	5.8	-2.2%
				SR207	SR209	4.3	-1.4%
				SR208	SR211	5.4	-2.0%

SPRUCEWOOD & WITCHWOOD: SW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
WW100	133+82.14	17.58' RT	776.46	WW100	WW101	4.0	-0.5%
WW101	133+82.14	21.58' RT	776.48	WW100	WW102	4.0	4.5%
WW102	133+86.14	17.58' RT	776.28	WW101	WW103	4.0	3.5%
WW103	133+86.14	21.58' RT	776.34	WW102	WW103	4.0	-1.5%
WW104	133+90.14	17.58' RT	776.22	WW102	WW104	4.0	1.5%
WW105	133+90.14	21.58' RT	776.28	WW103	WW105	4.0	1.5%
WW106	133+92.14	17.58' RT	776.12	WW104	WW105	4.0	-1.5%
WW107	133+92.14	21.58' RT	776.20	WW104	WW106	2.0	5.0%
WW108	133+94.54	17.58' RT	776.07	WW105	WW107	2.0	4.0%
WW109	133+95.87	21.58' RT	776.03	WW106	WW107	4.0	-2.0%
WW111	133+97.75	21.58' RT	776.01	WW106	WW109	5.5	1.6%
				WW107	WW109	3.7	4.6%
				WW108	WW109	4.2	0.9%
				WW109	WW109	4.2	0.9%

SPRUCEWOOD & WITCHWOOD: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
WW200	134+53.68	17.58' RT	776.15	WW200	WW201	4.0	1.7%
WW201	134+53.68	21.58' RT	776.08	WW200	WW202	4.0	2.0%
WW202	134+49.68	17.58' RT	776.07	WW201	WW203	4.0	1.7%
WW203	134+49.68	21.58' RT	776.01	WW202	WW203	4.0	1.5%
WW204	134+45.68	17.58' RT	776.08	WW202	WW204	4.0	-0.2%
WW205	134+45.68	21.58' RT	776.02	WW202	WW212	4.0	-4.0%
WW206	134+33.37	17.58' RT	776.14	WW203	WW205	4.0	1.5%
WW207	134+33.37	21.58' RT	776.07	WW204	WW205	12.3	-0.5%
WW208	134+31.37	17.58' RT	776.15	WW205	WW207	12.3	-0.4%
WW209	134+31.37	21.58' RT	776.07	WW206	WW207	4.0	1.7%
WW210	134+28.97	17.58' RT	776.07	WW206	WW208	2.0	-0.5%
WW211	134+27.64	21.58' RT	776.09	WW207	WW209	2.0	0.0%
WW212	134+49.68	13.58' RT	776.23	WW208	WW209	4.0	2.0%
WW213	134+25.76	21.58' RT	776.02	WW208	WW211	5.5	1.1%
WW214	134+45.68	13.58' RT	776.24	WW209	WW211	3.7	-0.5%
WW216	134+49.68	12.00' RT	776.19	WW210	WW213	5.1	1.0%
WW218	134+45.68	12.00' RT	776.20	WW211	WW212	4.0	-0.2%
				WW212	WW214	4.0	-0.2%
				WW213	WW214	4.0	-0.2%
				WW216	WW218	4.0	-0.2%

FILE NAME =	USER NAME = dkleinwachter	DESIGNED - JAL	REVISED -
N:\Lindenhurst\190306\Civil\ST1-ADA4-WIT	H-190306.sht	DRAWN - PMM	REVISED -
Default	PLOT SCALE = 28'	CHECKED - LMF	REVISED -
	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP GRADING PLANS

SCALE: 20' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	80
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

SPRUCEWOOD & LAKE SHORE: NW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LS100	138+82.94	21.58' LT	780.84	LS100	LS101	4.0	-1.5%
				LS100	LS102	4.0	1.0%
LS101	138+82.94	17.58' LT	780.90	LS101	LS103	4.0	-1.2%
				LS102	LS103	4.0	-3.7%
LS102	138+87.01	21.59' LT	780.80	LS102	LS104	4.0	-5.7%
				LS103	LS105	4.0	-1.8%
LS103	138+87.06	17.58' LT	780.95	LS103	LS121	4.0	7.2%
				LS104	LS105	4.6	0.2%
LS104	138+91.10	22.10' LT	781.03	LS104	LS106	3.2	-5.5%
				LS105	LS107	5.2	-4.8%
LS105	138+91.14	17.48' LT	781.02	LS105	LS123	3.5	8.2%
				LS106	LS107	4.2	-1.4%
LS106	138+94.28	23.05' LT	781.21	LS106	LS108	3.7	-4.6%
				LS107	LS109	4.3	-4.1%
LS107	138+96.12	19.23' LT	781.27	LS107	LS109	4.0	-1.7%
				LS108	LS110	3.9	-2.1%
LS108	138+97.65	24.71' LT	781.38	LS108	LS111	4.5	-1.5%
				LS109	LS111	3.9	-1.5%
LS109	138+99.98	21.37' LT	781.45	LS109	LS111	3.9	-1.5%
				LS110	LS112	3.8	-1.6%
LS110	139+00.82	27.03' LT	781.46	LS110	LS112	3.8	-1.6%
				LS111	LS113	7.5	-1.3%
LS111	139+03.60	24.22' LT	781.52	LS111	LS113	4.8	-2.1%
				LS112	LS114	6.5	0.0%
LS112	139+03.45	29.83' LT	781.52	LS112	LS114	6.5	0.0%
				LS113	LS115	4.6	-0.9%
LS113	139+08.41	30.11' LT	781.62	LS113	LS129	4.8	4.2%
				LS114	LS115	4.0	-3.5%
LS114	139+06.62	35.54' LT	781.52	LS114	LS116	3.7	-3.8%
				LS115	LS117	4.4	-1.4%
LS115	139+10.55	34.22' LT	781.66	LS115	LS131	2.5	6.3%
				LS116	LS117	4.0	-1.5%
LS116	139+07.54	39.09' LT	781.66	LS116	LS118	4.3	-1.2%
				LS117	LS119	5.1	-1.0%
LS117	139+11.67	38.46' LT	781.72	LS117	LS119	4.0	-1.5%
				LS118	LS119	4.0	-1.5%
LS118	139+07.76	43.39' LT	781.71	LS118	LS119	4.0	-1.5%
				LS119			
LS119	139+11.96	43.61' LT	781.77				
				LS121	LS123	4.0	-1.7%
LS121	138+87.11	13.59' LT	780.66	LS121	LS123	4.0	-1.7%
				LS123			
LS123	138+91.17	13.96' LT	780.73				
				LS125	LS127	4.0	-4.0%
LS125	138+87.13	12.01' LT	780.50	LS125	LS127	4.0	-4.0%
				LS127			
LS127	138+91.18	12.36' LT	780.66				
				LS129	LS131	4.0	-2.0%
LS129	139+13.39	30.36' LT	781.42	LS129	LS131	4.0	-2.0%
				LS129	LS135	4.4	-0.2%
LS131	139+13.18	34.36' LT	781.50				
				LS133	LS137	4.3	-0.9%
LS133	139+15.22	30.45' LT	781.35	LS133	LS137	4.3	-0.9%
				LS135			
LS135	139+14.99	34.44' LT	781.43				
				LS137			
LS137	139+16.72	34.52' LT	781.39				

SPRUCEWOOD & LAKE SHORE: SW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LS300	138+83.55	17.58' RT	780.94	LS300	LS301	4.0	-1.5%
				LS300	LS302	4.0	3.0%
LS301	138+83.62	21.58' RT	781.00	LS301	LS303	4.0	2.8%
				LS302	LS303	4.0	-1.7%
LS302	138+87.48	17.58' RT	780.82	LS302	LS304	4.0	-2.0%
				LS302	LS308	4.0	7.0%
LS303	138+87.52	21.58' RT	780.89	LS303	LS305	4.0	0.5%
				LS304	LS305	4.0	0.7%
LS304	138+91.40	17.58' RT	780.90	LS304	LS306	4.0	-5.0%
				LS304	LS310	4.0	7.5%
LS305	138+91.43	21.58' RT	780.87	LS305	LS307	4.0	-7.2%
LS306	138+95.32	17.58' RT	781.10	LS306	LS307	4.0	-1.5%
				LS307			
LS307	138+95.33	21.58' RT	781.16				
				LS308	LS310	4.0	-1.5%
LS308	138+87.43	13.58' RT	780.54	LS308	LS310	4.0	-1.5%
				LS310			
LS310	138+91.37	13.58' RT	780.60				
				LS312	LS314	4.0	-1.2%
LS312	138+87.41	12.00' RT	780.50	LS312	LS314	4.0	-1.2%
				LS314			
LS314	138+91.36	12.00' RT	780.55				

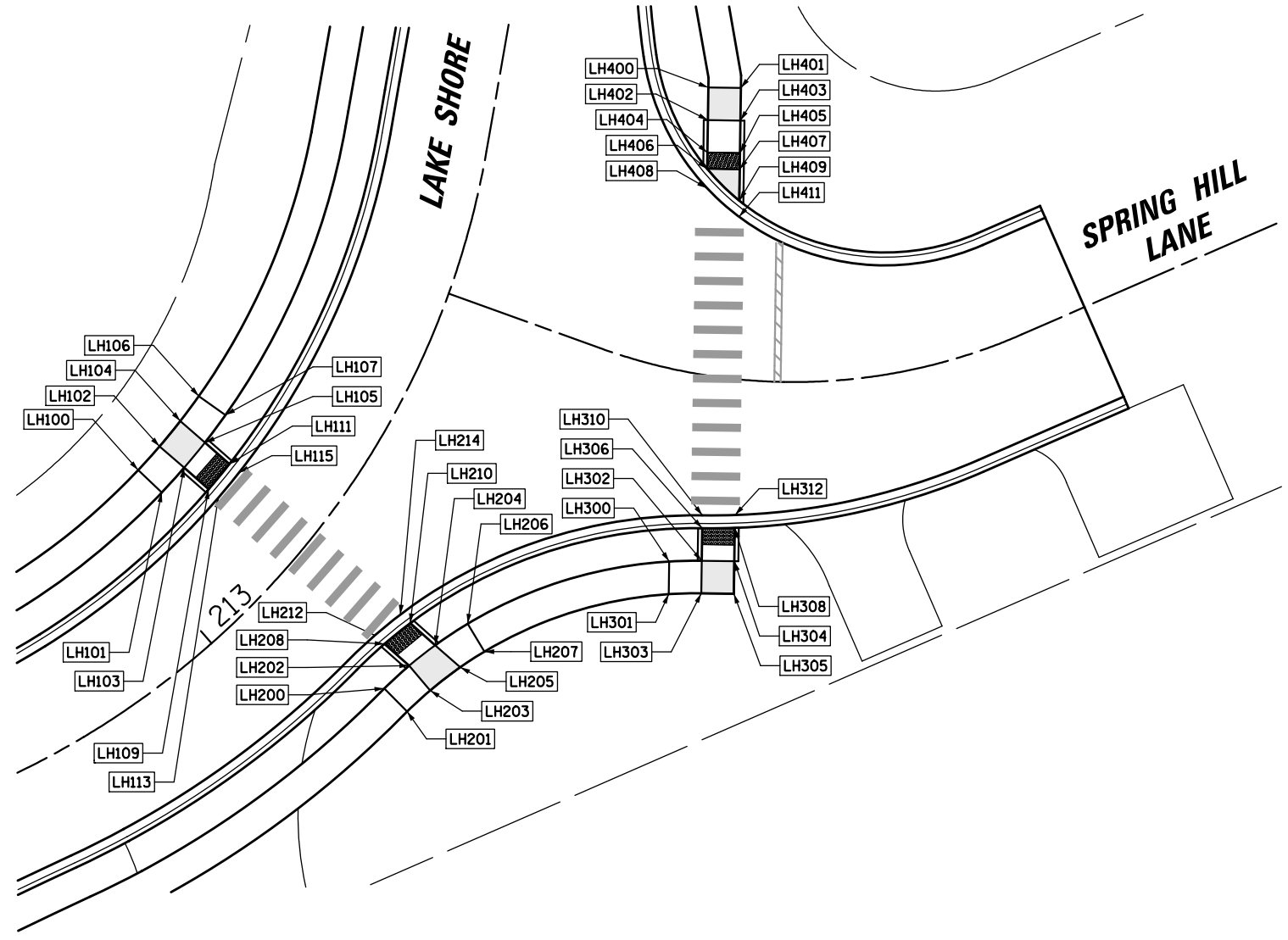
SPRUCEWOOD & LAKE SHORE: NE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LS200	139+56.09	44.20' LT	781.59	LS200	LS201	4.0	1.5%
				LS200	LS202	4.0	1.0%
LS201	139+51.32	43.65' LT	781.53	LS201	LS203	4.0	1.0%
				LS202	LS203	4.0	1.5%
LS202	139+56.68	40.23' LT	781.55	LS202	LS204	3.7	0.5%
				LS203	LS205	4.4	-0.01
LS203	139+51.90	39.69' LT	781.49	LS203	LS205	4.4	-0.01
				LS204	LS206	5.8	0.5%
LS204	139+57.59	36.64' LT	781.53	LS204	LS206	5.8	0.5%
				LS205	LS207	4.3	0.2%
LS205	139+53.05	35.44' LT	781.55	LS205	LS221	2.7	4.7%
				LS206	LS207	4.7	-0.9%
LS206	139+60.46	31.35' LT	781.50	LS206	LS207	4.7	-0.9%
				LS206	LS208	3.4	3.8%
LS207	139+55.04	31.43' LT	781.54	LS207	LS209	6.7	3.4%
				LS207	LS223	4.4	4.1%
LS208	139+62.86	28.61' LT	781.37	LS208	LS209	4.0	1.5%
				LS208	LS210	3.7	-1.4%
LS209	139+59.48	25.93' LT	781.31	LS209	LS211	4.4	-0.9%
				LS210	LS211	4.0	1.7%
LS210	139+65.87	26.08' LT	781.42	LS210	LS211	4.0	1.7%
				LS210	LS212	4.0	-14.5%
LS211	139+63.08	22.95' LT	781.35	LS211	LS213	4.8	-9.4%
				LS212	LS213	4.0	5.0%
LS212	139+69.62	23.86' LT	782.00	LS212	LS214	3.3	-6.6%
				LS213	LS215	5.4	-8.3%
LS213	139+67.52	20.34' LT	781.80	LS213	LS215	5.4	-8.3%
				LS214	LS215	4.2	-0.7%
LS214	139+73.01	22.49' LT	782.22	LS214	LS216	4.1	-1.2%
				LS215	LS217	4.1	-2.4%
LS215	139+72.99	18.28' LT	782.25	LS215	LS218	4.0	-1.8%
				LS216	LS218	3.2	-1.6%
LS216	139+77.43	21.43' LT	782.27	LS216	LS218	3.2	-1.6%
				LS217	LS220	4.0	-1.8%
LS217	139+72.97	14.13' LT	782.35	LS217	LS222	4.1	-0.5%
				LS217	LS222	4.1	-0.5%
LS218	139+77.34	18.22' LT	782.32	LS218	LS220	4.1	-2.4%
				LS219	LS224	4.1	-1.2%
LS219	139+72.96	12.51' LT	782.30	LS219	LS224	4.1	-1.2%
				LS220			
LS220	139+77.24	14.08' LT	782.42				
				LS221	LS223	4.0	1.5%
LS221	139+50.08	35.42' LT	781.42	LS221	LS223	4.0	1.5%
				LS221	LS225	1.4	1.4%
LS222	139+77.22	13.38' LT	782.37				
				LS223	LS225	4.2	-0.9%
LS223	139+50.12	31.42' LT	781.36	LS223	LS225	4.2	-0.9%
				LS224			
LS224	139+77.18	11.79' LT	782.35				
				LS225			
LS225	139+48.60	35.40' LT	781.40				
				LS227	LS229	4.2	0.9%
LS227	139+46.89	35.38' LT	781.36	LS227	LS229	4.2	0.9%
				LS229			
LS229	139+48.34	31.40' LT	781.32				

SPRUCEWOOD & LAKE SHORE: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LS400	139+69.13	17.04' RT	782.95	LS400	LS401	4.0	-0.8%
				LS400	LS402	4.0	3.7%
LS401	139+69.17	21.04' RT	782.98	LS401	LS403	4.0	1.5%
				LS402	LS403	4.0	-3.0%
LS402	139+72.85	16.94' RT	782.80	LS402	LS404	4.0	4.0%
				LS402	LS406	4.0	6.7%
LS403	139+72.83	20.94' RT	782.92	LS403	LS405	4.0	5.5%
				LS404	LS405	3.9	-1.6%
LS404	139+76.57	16.98' RT	782.64	LS404	LS408	4.2	1.4%
				LS404	LS408	4.2	1.4%
LS405	139+76.49	20.83' RT	782.70				
				LS406	LS408	4.0	-1.2%
LS406	139+72.86	12.93' RT	782.53	LS406	LS408	4.0	-1.2%
				LS408			
LS408	139+76.65	12.83' RT	782.58				
				LS410	LS412	4.0	-1.3%
LS410	139+72.81	11.36' RT	782.49	LS410	LS412	4.0	-1.3%
				LS412			
LS412	139+76.62	11.25' RT					

LAKE SHORE & SPRING HILL: NW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LH100	213+09.29	21.58' LT	797.63	LH100	LH101	4.0	-1.5%
LH101	213+09.29	17.58' LT	797.69	LH101	LH103	4.1	4.4%
LH102	213+14.21	21.58' LT	797.52	LH102	LH103	4.0	0.3%
LH103	213+14.21	17.58' LT	797.51	LH103	LH105	4.0	2.0%
LH104	213+19.31	21.58' LT	797.46	LH104	LH105	4.0	0.7%
LH105	213+19.02	17.58' LT	797.43	LH105	LH107	4.2	-0.2%
LH106	213+24.09	21.58' LT	797.38	LH106	LH107	4.0	-1.5%
LH107	213+24.09	17.58' LT	797.44	-	-	-	-
LH109	213+14.16	13.58' LT	797.35	LH109	LH111	4.0	2.0%
LH111	213+18.75	13.58' LT	797.27	-	-	-	-
LH113	213+14.14	12.00' LT	797.31	LH113	LH115	4.0	2.0%
LH115	213+18.66	12.00' LT	797.23	-	-	-	-



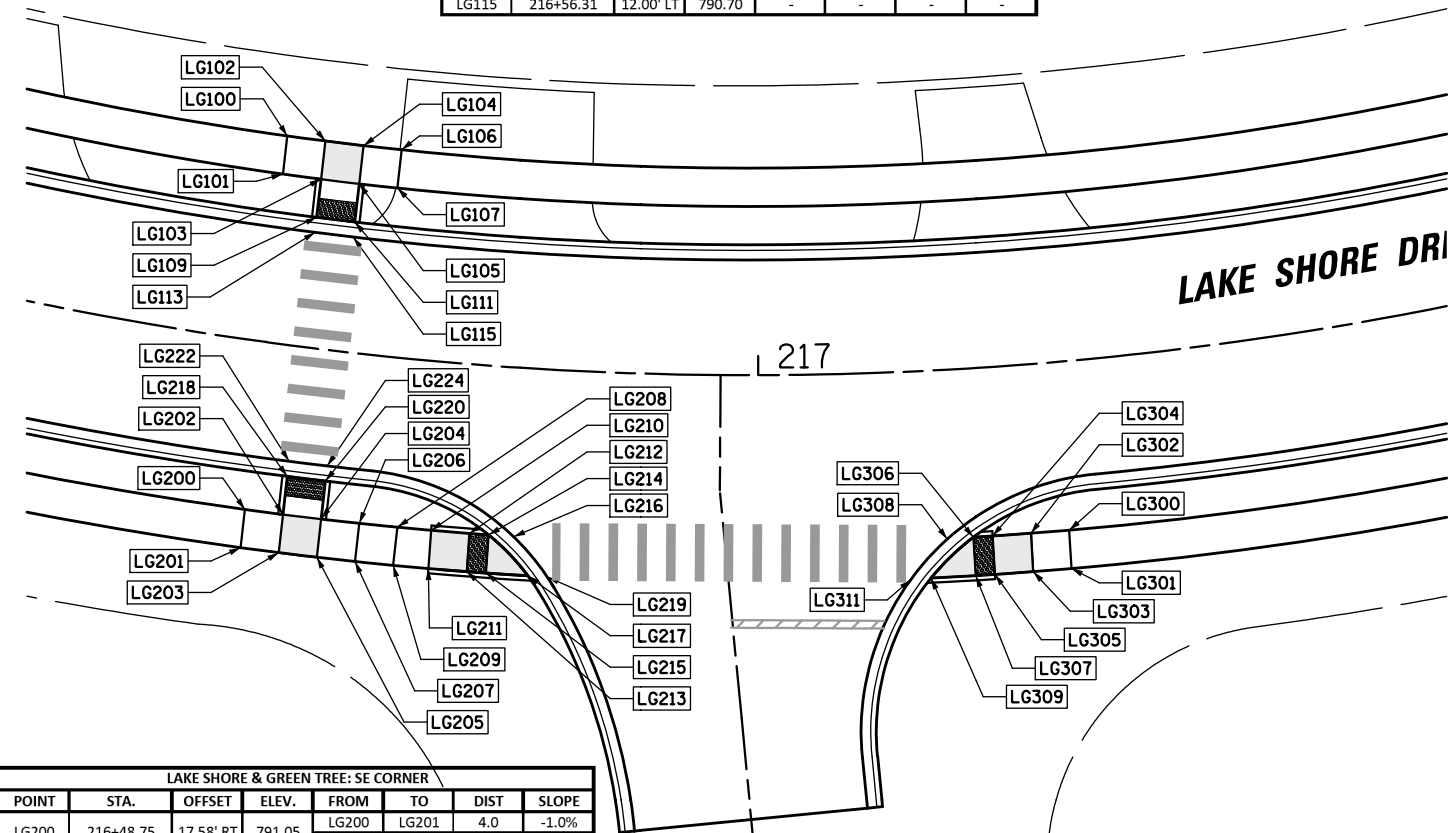
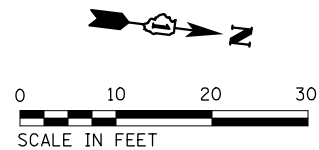
LAKE SHORE & SPRING HILL: NE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LH400	213+83.00	25.51' RT	796.40	LH400	LH401	4.0	-2.0%
LH401	213+83.63	29.46' RT	796.48	LH401	LH403	4.0	4.5%
LH402	213+79.05	26.14' RT	796.24	LH402	LH403	4.0	-1.5%
LH403	213+79.68	30.09' RT	796.30	LH403	LH405	4.0	3.7%
LH404	213+75.10	26.77' RT	796.11	LH404	LH405	4.0	-1.0%
LH405	213+75.73	30.72' RT	796.15	-	-	-	-
LH406	213+73.12	27.09' RT	796.00	LH406	LH407	4.0	-2.0%
LH407	213+73.75	31.04' RT	796.08	LH407	LH409	3.9	1.6%
LH408	213+70.80	27.46' RT	795.96	LH408	LH411	5.3	-0.4%
LH409	213+70.11	31.65' RT	796.02	-	-	-	-
LH411	213+68.61	31.99' RT	795.98	-	-	-	-



LAKE SHORE & SPRING HILL: SW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LH200	213+10.35	18.83' RT	797.55	LH200	LH201	4.0	1.0%
LH201	213+10.21	22.83' RT	797.51	LH201	LH203	3.8	1.0%
LH202	213+13.85	19.24' RT	797.43	LH202	LH204	4.1	2.0%
LH203	213+13.35	23.20' RT	797.47	LH203	LH205	4.7	1.1%
LH204	213+17.21	20.08' RT	797.35	LH204	LH206	4.8	-0.8%
LH205	213+17.07	24.19' RT	797.42	LH205	LH207	3.5	2.6%
LH206	213+20.99	21.60' RT	797.39	LH206	LH207	4.0	1.5%
LH207	213+19.78	25.32' RT	797.33	-	-	-	-
LH208	213+13.88	15.20' RT	797.27	LH208	LH210	4.1	1.7%
LH210	213+17.35	15.99' RT	797.20	-	-	-	-
LH212	213+13.89	13.61' RT	797.23	LH212	LH214	4.1	1.5%
LH214	213+17.41	14.38' RT	797.17	-	-	-	-

LAKE SHORE & SPRING HILL: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LH300	213+36.43	38.31' RT	796.42	LH300	LH301	4.0	-1.0%
LH301	213+33.86	40.23' RT	796.46	LH301	LH303	4.0	1.0%
LH302	213+37.86	41.80' RT	796.36	LH302	LH304	4.0	0.5%
LH303	213+35.34	43.66' RT	796.42	LH303	LH305	4.0	0.5%
LH304	213+39.12	45.37' RT	796.34	LH304	LH305	4.0	-1.5%
LH305	213+36.65	47.19' RT	796.40	-	-	-	-
LH306	213+40.44	40.03' RT	796.20	LH306	LH308	4.0	0.5%
LH308	213+41.72	43.61' RT	796.18	-	-	-	-
LH310	213+41.48	39.35' RT	796.18	LH310	LH312	4.0	0.5%
LH312	213+42.74	42.95' RT	796.16	-	-	-	-

LAKE SHORE & GREEN TREE: SW CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LG100	216+47.79	21.58' LT	791.10	LG100	LG102	4.0	1.0%
LG101	216+47.90	17.58' LT	791.06	LG101	LG103	4.0	4.7%
LG102	216+52.04	21.58' LT	790.91	LG102	LG103	4.0	1.0%
				LG102	LG104	4.0	1.0%
LG103	216+52.10	17.58' LT	790.87	LG103	LG105	4.0	1.0%
				LG103	LG109	4.0	1.7%
LG104	216+56.28	21.58' LT	790.87	LG104	LG105	4.0	1.0%
				LG104	LG106	4.0	5.2%
LG105	216+56.30	17.58' LT	790.83	LG105	LG107	4.0	5.0%
				LG105	LG111	4.0	2.7%
LG106	216+60.53	21.58' LT	790.66	LG106	LG107	4.0	0.7%
LG107	216+60.50	17.58' LT	790.63	-	-	-	-
LG109	216+52.16	13.58' LT	790.80	LG109	LG111	4.0	2.0%
LG111	216+56.31	13.58' LT	790.72	-	-	-	-
LG113	216+52.18	12.00' LT	790.78	LG113	LG115	4.0	2.0%
LG115	216+56.31	12.00' LT	790.70	-	-	-	-

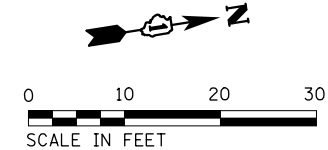
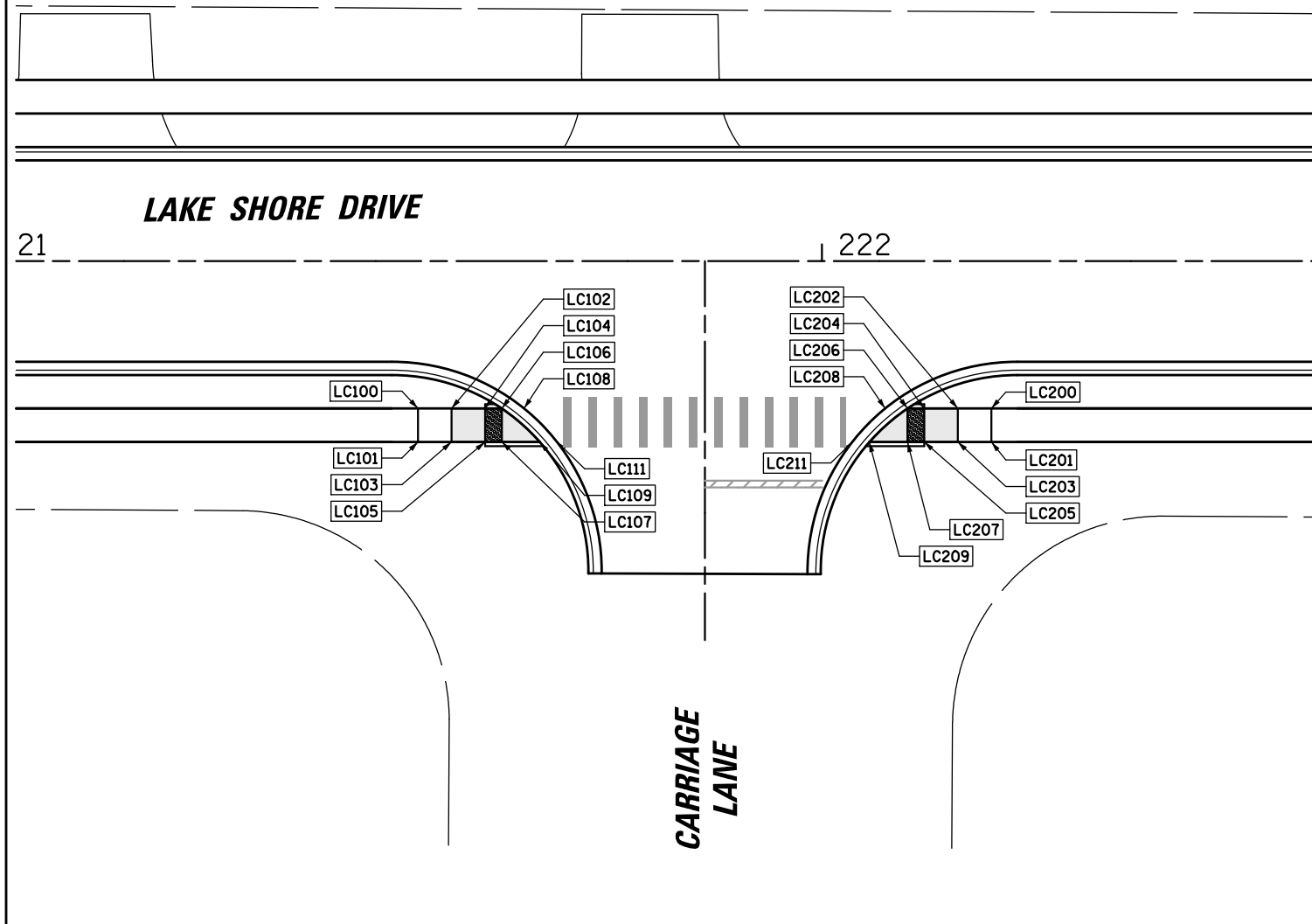


LAKE SHORE & GREEN TREE: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LG200	216+48.75	17.58' RT	791.05	LG200	LG201	4.0	-1.0%
				LG200	LG202	4.0	1.5%
LG201	216+48.84	21.58' RT	791.09	LG201	LG203	4.0	0.7%
				LG201	LG203	4.0	-1.7%
LG202	216+52.57	17.58' RT	790.99	LG202	LG204	4.0	1.2%
				LG202	LG218	4.0	3.0%
LG203	216+52.62	21.58' RT	791.06	LG203	LG205	4.0	1.0%
				LG203	LG205	4.0	-2.0%
LG204	216+56.39	17.58' RT	790.94	LG204	LG206	4.0	-3.0%
				LG204	LG220	4.0	6.0%
LG205	216+56.40	21.58' RT	791.02	LG205	LG207	4.0	-2.5%
				LG205	LG207	4.0	-1.5%
LG206	216+60.21	17.58' RT	791.06	LG206	LG208	4.0	4.5%
LG207	216+60.18	21.58' RT	791.12	LG207	LG209	4.0	5.5%
				LG207	LG209	4.0	-0.5%
LG208	216+64.03	17.58' RT	790.88	LG208	LG210	3.5	5.1%
				LG208	LG210	3.5	5.1%
LG209	216+63.96	21.58' RT	790.90	LG209	LG211	3.7	3.3%
				LG209	LG211	3.7	3.3%
LG210	216+67.39	17.58' RT	790.70	LG210	LG212	4.0	-2.0%
				LG210	LG212	4.0	7.5%
LG211	216+67.45	21.58' RT	790.78	LG211	LG213	4.0	6.5%
				LG211	LG213	4.0	6.5%
LG212	216+71.21	17.58' RT	790.40	LG212	LG214	2.0	-3.0%
				LG212	LG214	2.0	5.0%
LG213	216+71.23	21.58' RT	790.52	LG213	LG215	2.0	7.0%
				LG213	LG215	2.0	7.0%
LG214	216+73.12	17.58' RT	790.30	LG214	LG216	4.0	-2.0%
				LG214	LG217	5.9	1.7%
LG215	216+73.12	21.58' RT	790.38	LG215	LG217	4.4	4.1%
LG216	216+75.61	17.60' RT	790.13	LG216	LG219	5.5	2.0%
LG217	216+77.26	21.58' RT	790.20	-	-	-	-
LG218	216+52.52	13.58' RT	790.87	LG218	LG220	-	-
LG219	216+79.18	21.60' RT	790.02	-	-	-	-
LG220	216+56.38	13.58' RT	790.70	-	-	-	-
LG222	216+52.50	12.00' RT	790.79	LG222	LG224	4.0	1.7%
LG224	216+56.38	12.00' RT	790.72	-	-	-	-

LAKE SHORE & GREEN TREE: NE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LG300	217+30.92	17.58' RT	788.15	LG300	LG301	4.0	-1.3%
				LG300	LG302	4.0	-1.7%
LG301	217+30.83	21.58' RT	788.20	LG301	LG303	4.0	-2.5%
				LG301	LG303	4.0	-2.5%
LG302	217+27.11	17.58' RT	788.22	LG302	LG304	4.0	-2.0%
				LG302	LG304	4.0	5.0%
LG303	217+27.05	21.58' RT	788.30	LG303	LG305	4.0	5.0%
				LG303	LG305	4.0	-2.0%
LG304	217+23.29	17.58' RT	788.02	LG304	LG306	2.0	1.0%
				LG304	LG306	2.0	1.0%
LG305	217+23.27	21.58' RT	788.10	LG305	LG307	2.0	1.0%
				LG305	LG307	2.0	1.0%
LG306	217+21.38	17.58' RT	788.00	LG306	LG307	4.0	-2.0%
				LG306	LG309	6.1	-1.8%
LG307	217+21.38	21.58' RT	788.08	LG307	LG309	4.7	-0.6%
LG308	217+18.76	17.64' RT	788.01	LG308	LG311	5.6	-1.6%
LG309	217+16.98	21.58' RT	788.11	-	-	-	-
LG311	217+14.97	21.65' RT	788.10	-	-	-	-

LAKE SHORE & CARRIAGE LANE: SE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LC100	221+51.83	17.58' RT	776.95	LC100	LC101	4.0	-2.0%
				LC100	LC102	4.0	5.0%
LC101	221+51.83	21.58' RT	777.03	LC101	LC103	4.0	5.8%
				LC101	LC103	4.0	5.8%
LC102	221+55.83	17.58' RT	776.75	LC102	LC104	4.0	-1.2%
				LC102	LC104	4.0	5.0%
LC103	221+55.83	21.58' RT	776.80	LC103	LC105	4.0	4.5%
				LC103	LC105	4.0	4.5%
LC104	221+59.83	17.58' RT	776.55	LC104	LC105	4.0	-1.8%
				LC104	LC106	2.0	5.5%
LC105	221+59.83	21.58' RT	776.62	LC105	LC107	2.0	6.0%
				LC105	LC107	2.0	-1.5%
LC106	221+61.83	17.58' RT	776.44	LC106	LC109	6.0	0.7%
				LC106	LC109	6.0	0.7%
LC107	221+61.83	21.58' RT	776.50	LC107	LC109	4.5	2.2%
LC108	221+64.49	17.58' RT	776.39	LC108	LC111	5.6	0.7%
LC109	221+66.37	21.58' RT	776.40	-	-	-	-
LC111	221+68.42	21.58' RT	776.35	-	-	-	-

LAKE SHORE & CARRIAGE LANE: NE CORNER							
POINT	STA.	OFFSET	ELEV.	FROM	TO	DIST	SLOPE
LC200	222+20.18	17.58' RT	776.95	LC200	LC201	4.0	1.0%
				LC200	LC202	4.0	3.2%
LC201	222+20.18	21.58' RT	776.91	LC201	LC203	4.0	2.8%
				LC201	LC203	4.0	2.8%
LC202	222+16.18	17.58' RT	776.82	LC202	LC204	4.0	0.5%
				LC202	LC204	4.0	3.3%
LC203	222+16.18	21.58' RT	776.80	LC203	LC205	4.0	2.7%
				LC203	LC205	4.0	2.7%
LC204	222+12.18	17.58' RT	776.69	LC204	LC206	2.0	3.5%
				LC204	LC206	2.0	3.5%
LC205	222+12.18	21.58' RT	776.69	LC205	LC207	2.0	3.0%
				LC205	LC207	2.0	-0.3%
LC206	222+10.18	17.58' RT	776.62	LC206	LC209	6.0	1.8%
				LC206	LC209	6.0	1.8%
LC207	222+10.18	21.58' RT	776.63	LC207	LC209	4.5	2.6%
LC208	222+07.53	17.58' RT	776.54	LC208	LC211	5.6	1.8%
LC209	222+05.65	21.58' RT	776.51	-	-	-	-
LC211	222+03.65	21.58' RT	776.44	-	-	-	-



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP GRADING PLANS

SCALE: 20' SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	83
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

HAWTHORNE/SPRUCEWOOD/LAKE SHORE DRIVE ROADWAY IMPROVEMENTS

IDOT SECTION NO. 18-00032-00-PV

SIGN INVENTORY - RETROREFLECTIVE

SIGN PANEL, TYPE 1
REMOVE SIGN PANEL ASSEMBLY - TYPE A
TELESCOPING STEEL SIGN SUPPORT

SIGN TYPE	MUTCD #	DIMENSIONS	AREA (SF)	SIGN COLOR	EXISTING		PROPOSED		CONTRACT PAY ITEMS		
					STATION	OFFSET	STATION	OFFSET	X	X	X
SPRUCEWOOD LN.	D3-1	5" x 12"	0.42	White on Green	131+18.24	32.08	131+13.37	25.26	X	X	X
ROLLING RIDGE LN.	D3-1	5" x 12"	0.42	White on Green	131+18.24	32.08	131+13.37	25.26	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	131+43.91	43.41	131+47.56	26.70	X	X	X
SPRUCEWOOD LN.	D3-1	5" x 12"	0.42	White on Green	133+88.17	20.82	133+92.25	25.26	X	X	X
WITCHWOOD LN.	D3-1	5" x 12"	0.42	White on Green	133+88.17	20.82	133+92.25	25.26	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	134+28.89	26.72	134+27.71	26.58	X	X	X
RESERVED PARKING	R7-8	12" X 18"	1.50	Green on White w/ Blue HCAP Symbol	134+43.55	-39.90	134+38.46	-43.57	X	X	X
\$200 FINE	R2-6bP	4" X 12"	0.33	White on Green	134+43.55	-39.90	134+38.46	-43.57	X	X	X
NO PARKING ON BOAT RAMP AREA	SPECIAL	12" x 18"	1.50	White on Red (on the word "NO") and Red on White (on the words "PARKING ON BOAT RAMP AREA")	134+82.96	-33.59	134+83.04	-33.59	X	X	X
BOAT RAMP	RS-054	12" x 18"	1.50	White on Brown	134+82.96	-33.59	134+83.04	-33.59	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	-	-	138+82.42	16.19	X	-	X
STOP	R1-1	36" x 36"	9.00	White on Red	-	-	139+82.66	-15.76	X	-	X
SPRUCEWOOD LN.	D3-1	5" x 12"	0.42	White on Green	200+32.03	18.92	200+28.59	23.13	X	X	X
LAKE SHORE DR.	D3-1	5" x 12"	0.42	White on Green	200+32.03	18.92	200+28.59	23.13	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	200+34.96	-16.78	200+40.22	-16.44	X	X	X
SPEED LIMIT 20 MPH	R2-1	24" x 30"	5.00	Black on White	201+00.21	16.21	200+62.41	16.53	X	X	X
SPEED LIMIT 20 MPH	R2-1	24" x 30"	5.00	Black on White	203+46.20	-20.04	202+92.63	-16.00	X	X	X
RIGHT TURN ARROW	W1-1R	36" x 36"	9.00	Black on Yellow	204+43.36	12.02	204+46.84	16.00	X	X	X
10 MPH	W13-1	18" x 18"	2.25	Black on Yellow	204+43.36	12.02	204+46.84	16.00	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	-	-	207+22.28	-25.23	X	-	X
LEFT TURN ARROW	W1-1L	36" x 36"	9.00	Black on Yellow	211+11.36	-19.21	211+11.35	-16.02	X	X	X
10 MPH	W13-1	18" x 18"	2.25	Black on Yellow	211+11.36	-19.21	211+11.35	-16.02	X	X	X
PEDESTRIAN	W11-2	30" x 30"	6.25	Black on Yellow	-	-	213+12.15	17.53	X	-	X
DOWNWARD DIAGONAL ARROW	W16-7L	24" x 12"	2.00	Black on Yellow	-	-	213+12.15	17.53	X	-	X
PEDESTRIAN	W11-2	30" x 30"	6.25	Black on Yellow	-	-	213+21.30	-16.21	X	-	X
DOWNWARD DIAGONAL ARROW	W16-7L	24" x 12"	2.00	Black on Yellow	-	-	213+21.30	-16.21	X	-	X
LAKE SHORE DR.	D3-1	5" x 12"	0.42	White on Green	213+20.17	35.00	213+23.89	30.66	X	X	X
SPRING HILL LN.	D3-1	5" x 12"	0.42	White on Green	213+20.17	35.00	213+23.89	30.66	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	213+69.73	-16.73	213+71.05	-16.02	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	213+76.11	64.39	213+70.16	36.71	X	X	X
PEDESTRIAN	W11-2	30" x 30"	6.25	Black on Yellow	-	-	216+50.64	16.18	X	-	X
DOWNWARD DIAGONAL ARROW	W16-7L	24" x 12"	2.00	Black on Yellow	-	-	216+50.64	16.18	X	-	X
PEDESTRIAN	W11-2	30" x 30"	6.25	Black on Yellow	-	-	216+58.39	-16.19	X	-	X
DOWNWARD DIAGONAL ARROW	W16-7L	24" x 12"	2.00	Black on Yellow	-	-	216+58.39	-16.19	X	-	X
LAKE SHORE DR.	D3-1	5" x 12"	0.42	White on Green	216+78.80	29.66	216+79.32	29.32	X	X	X
GREEN TREE CT.	D3-1	5" x 12"	0.42	White on Green	216+78.80	29.66	216+79.32	29.32	X	X	X
DEAD END	W14-1	36" x 36"	9.00	Black on Yellow	216+87.11	59.72	216+86.57	59.77	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	217+13.09	32.44	217+16.10	26.43	X	X	X
LAKE SHORE DR.	D3-1	5" x 12"	0.42	White on Green	221+61.57	23.71	221+61.54	24.02	X	X	X
CARRIAGE LN.	D3-1	5" x 12"	0.42	White on Green	221+61.57	23.71	221+61.54	24.02	X	X	X
STOP	R1-1	36" x 36"	9.00	White on Red	222+02.82	36.26	222+04.70	26.58	X	X	X
SPEED LIMIT 20 MPH	R2-1	24" x 30"	5.00	Black on White	223+95.17	-14.78	223+95.22	-16.19	X	X	X
NO PARKING	R8-3a	24" x 30"	5.00	Red on White	-	-	224+37.78	-16.19	X	-	X
STOP	R1-1	36" x 36"	9.00	White on Red	224+41.57	16.44	224+41.58	16.61	X	X	X
ALL WAY (PLAQUE)	R1-3P	18" x 6"	0.75	White on Red	224+41.57	16.44	224+41.58	16.61	X	X	X

195 SF 32 EA 384 FT

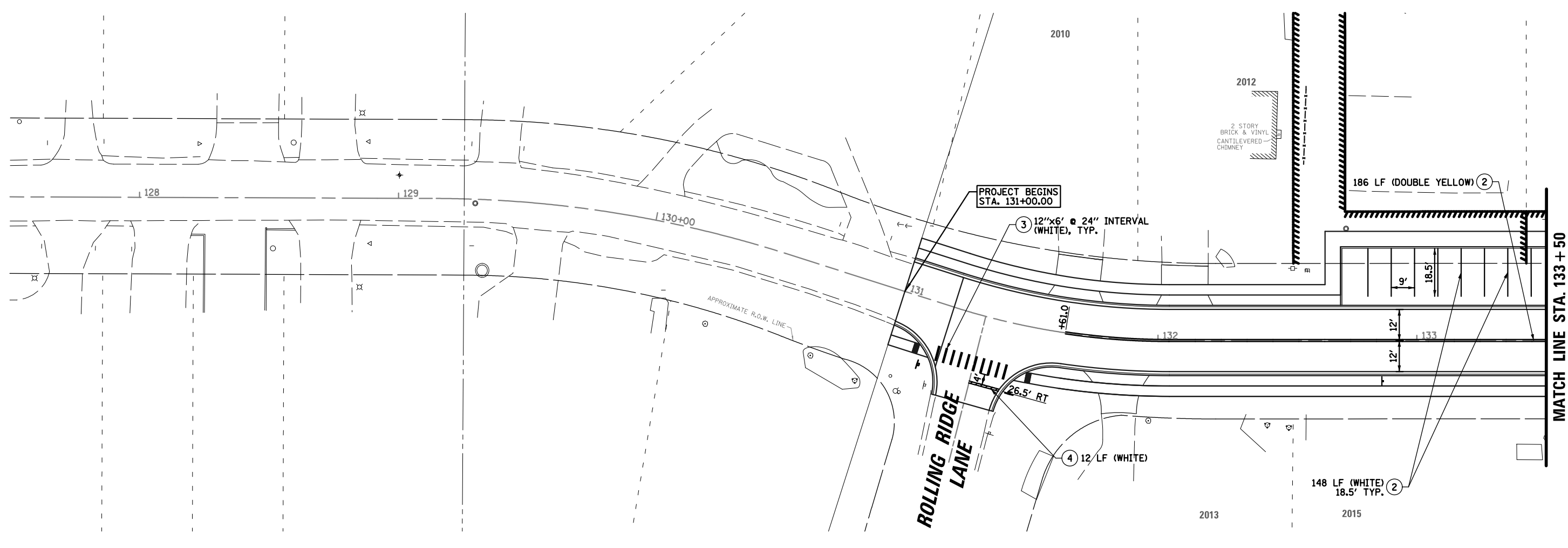
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

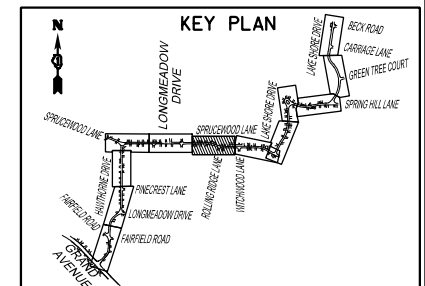
SIGN INVENTORY

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	84
CONTRACT NO. 61K34			ILLINOIS FED. AID PROJECT	



LEGEND	
①	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
②	THERMOPLASTIC PAVEMENT MARKING - LINE 4"
③	THERMOPLASTIC PAVEMENT MARKING - LINE 12"
④	THERMOPLASTIC PAVEMENT MARKING - LINE 24"



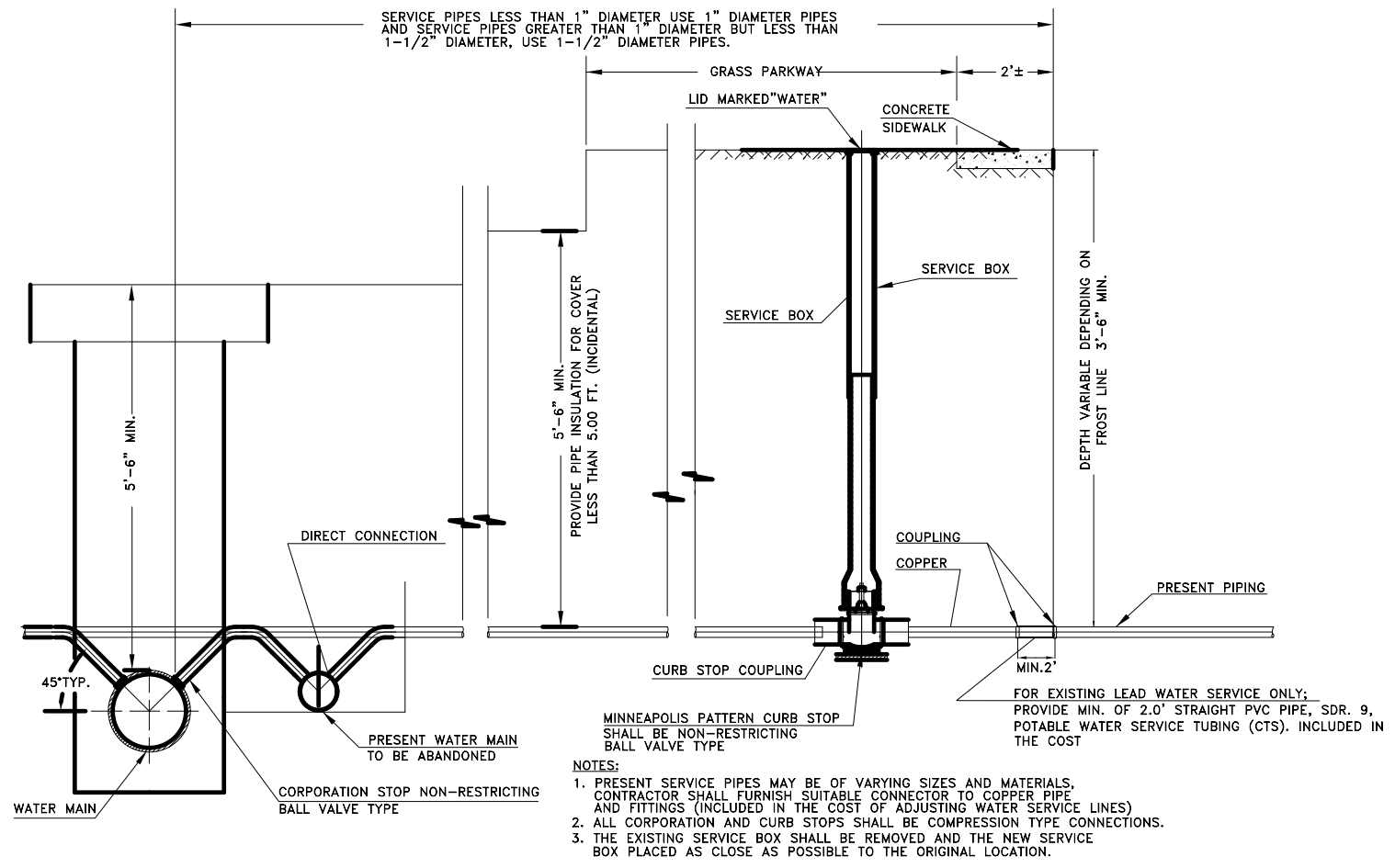
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SPRUCEWOOD LANE
PROPOSED STRIPING AND SIGNAGE PLANS**

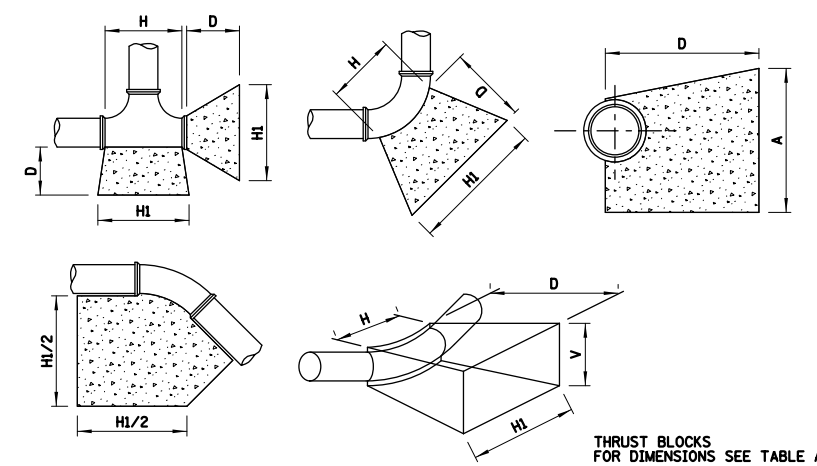
SCALE: 40' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	85
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



WATER SERVICE CONNECTION DETAIL

- NOTES:
- PRESENT SERVICE PIPES MAY BE OF VARYING SIZES AND MATERIALS. CONTRACTOR SHALL FURNISH SUITABLE CONNECTOR TO COPPER PIPE AND FITTINGS (INCLUDED IN THE COST OF ADJUSTING WATER SERVICE LINES)
 - ALL CORPORATION AND CURB STOPS SHALL BE COMPRESSION TYPE CONNECTIONS.
 - THE EXISTING SERVICE BOX SHALL BE REMOVED AND THE NEW SERVICE BOX PLACED AS CLOSE AS POSSIBLE TO THE ORIGINAL LOCATION.

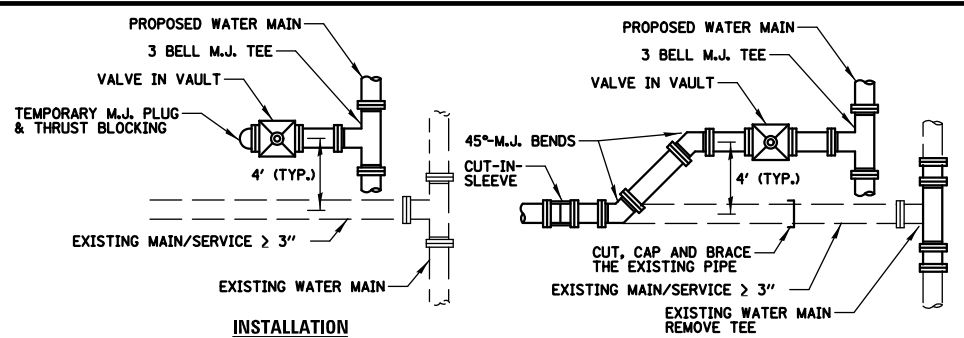


THRUST BLOCKS FOR DIMENSIONS SEE TABLE A

SIZE OF PIPE	TAPPING TEES, SLEEVES AND PLUGS					90° BENDS					45° BENDS OR LESS				
	HI	H	V	D	C. FT.	HI	H	V	D	C. FT.	HI	H	V	D	C. FT.
12"	54"	30"	24"	24"	13.40	54"	32"	36"	36"	18.15	42"	18"	24"	24"	9.60
8"	36"	18"	18"	18"	5.05	39"	18"	24"	18"	7.50	30"	11"	18"	18"	3.95
6"	24"	16"	18"	18"	3.50	30"	16"	18"	18"	4.05	24"	10"	16"	18"	3.20
4"	20"	13"	15"	15"	2.15	24"	12"	13"	13"	1.75	20"	8"	12"	12"	1.20

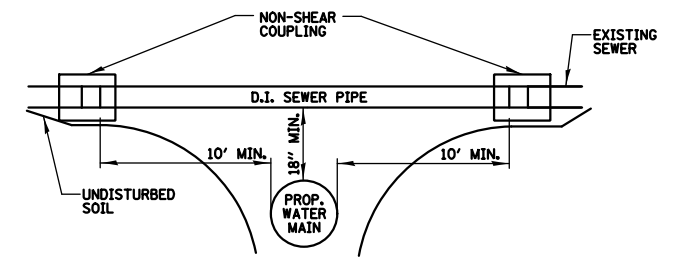
WATER MAIN THRUST BLOCKING - TABLE A

NOTE: THRUST BLOCKING TO BE INSTALLED AT ALL HORIZONTAL AND VERTICAL BENDS, CAPS, VALVES, HYDRANTS AND AT LOCATIONS DIRECTED BY ENGINEER. THRUST BLOCK TO BE READY MIXED PORTLAND CEMENT CONCRETE, PLACED BETWEEN SOLID GROUND AND FITTING OR PRECAST SOLID CONCRETE BLOCK, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIR. ALL ENDS O.D. 1 1/4" OR MORE, ALL TEES AND ALL PLUGS SHALL BE PROTECTED AS SHOWN. WHERE CONDITIONS PREVENT THE USE OF CONCRETE THRUST BLOCKS, RESTRAINED JOINTS OF A TYPE APPROVED BY THE ENGINEER MAY BE USED.



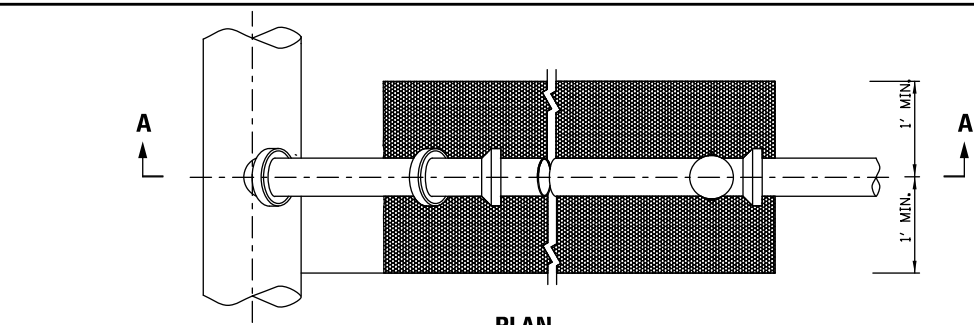
- NOTES:
- AFTER THE EXISTING WATER MAIN OR SERVICE IS CUT AT THE NOTED LOCATION, CONTRACTOR SHALL DETERMINE THE DISTANCE TO THE NEXT JOINT WITH A FEELER ROD. IF THE DISTANCE IS SIX (6) FEET OR MORE, COMPLETE THE CONNECTION. IF THAT DISTANCE IS LESS THAN SIX (6) FEET, EXTEND THE NEW PIPE AND CONNECT.
 - AFTER THE NEW WATER MAIN IS APPROVED, CUT, CAP AND BRACE THE EXISTING MAIN SERVICE. REMOVE TEMPORARY PLUG AND CONNECT MAIN SERVICE TO THE VALVE. SWAB THE NEW PIPE WITH 1% HTH CHLORINE SOLUTION DURING THE INSTALLATION.
 - FIELD-LOCK OR MEGALUGS TO BE USED WITH ALL M.J. FITTINGS.
 - ANY SERVICE LINES LESS THAN 5' IN DEPTH SHALL BE INSULATED WITH MIN. 2" WIDE x 4" THICK INSULATION BOARD. INSULATION BOARD SHALL BE OVERLAP AT ALL JOINTS, AND SHALL BE CLOSED CELL, EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578, TYPE VI, 40 PSI COMPRESSIVE STRENGTH PER ASTM D1621, 0.1% MAX. WATER ABSORPTION PER ASTM C272.

WATER MAIN / SERVICE INSTALLATION AND RECONNECTION



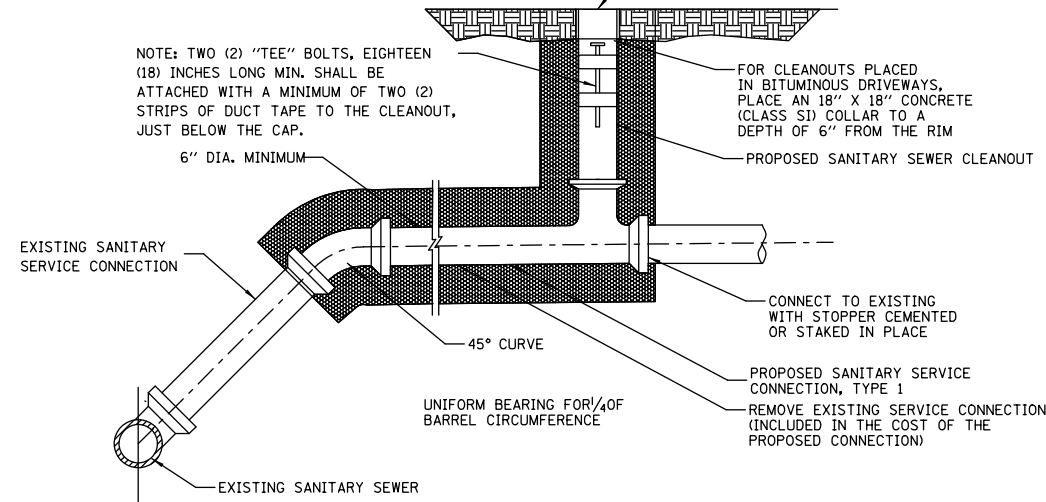
- NOTES:
- USE AT LOCATIONS INDICATED ON PLANS OR AS OTHERWISE DIRECTED BY ENGINEER.

SPECIAL SEWER CROSSING REPLACEMENT DETAIL (SERVICE AND MAINLINE)

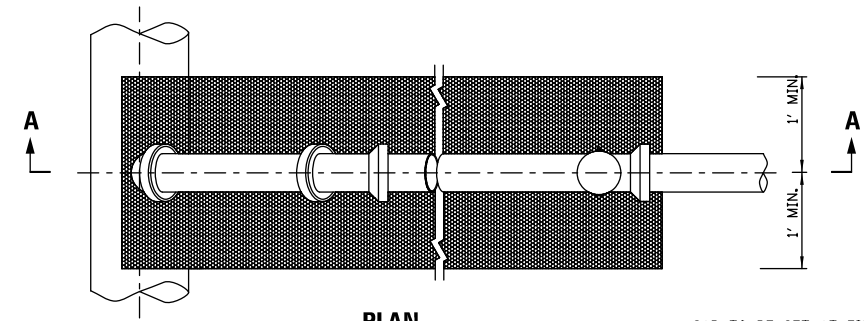


PLAN

CAP TO BE SET AT FINISHED GRADE.
CAP IS TO BE AN ASTM 3034 SDR 26
(6") PVC GASKETED END CAP.

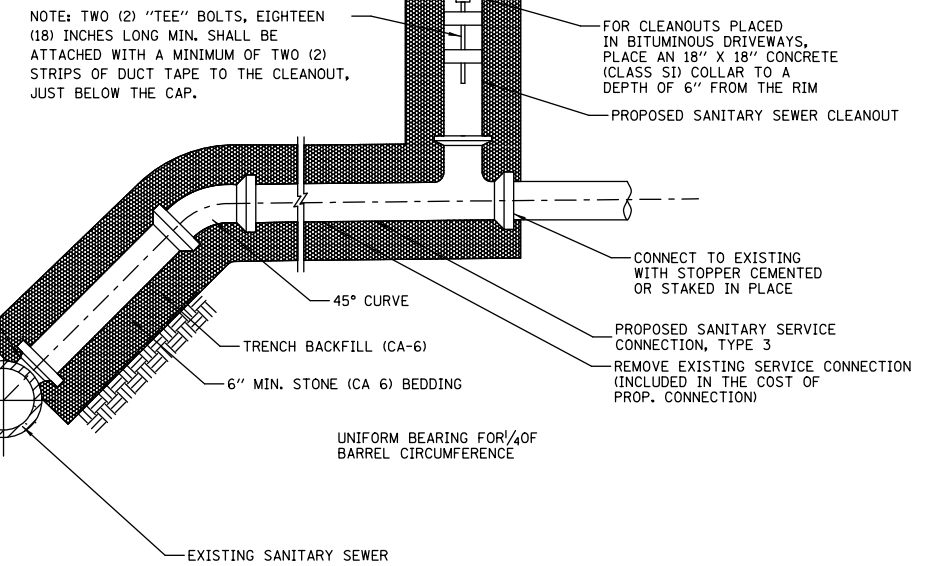


SECTION A - A
SANITARY SERVICE CONNECTION, TYPE 1
& SANITARY SEWER CLEANOUT

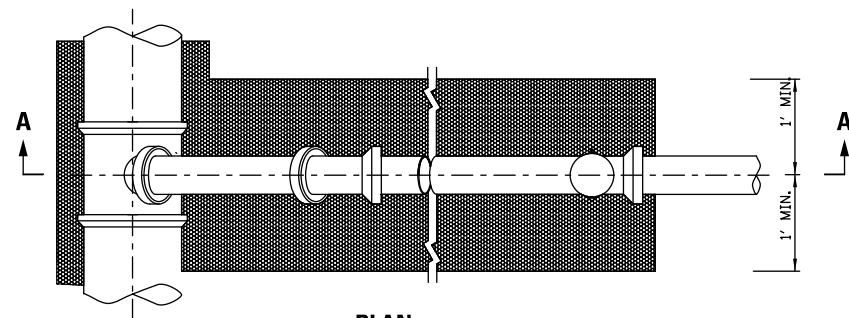


PLAN

CAP TO BE SET AT FINISHED GRADE.
CAP IS TO BE AN ASTM 3034 SDR 26
(6") PVC GASKETED END CAP.

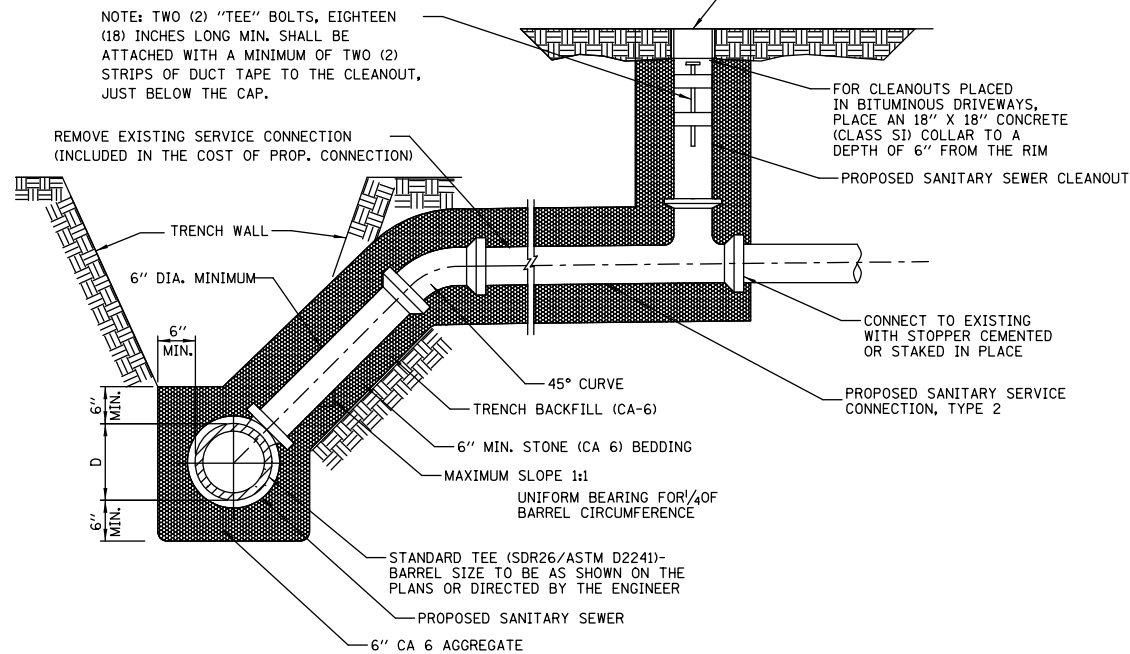


SECTION A - A
SANITARY SERVICE CONNECTION, TYPE 3
& SANITARY SEWER CLEANOUT



PLAN

CAP TO BE SET AT FINISHED GRADE.
CAP IS TO BE AN ASTM 3034 SDR 26
(6") PVC GASKETED END CAP.



SECTION A - A
SANITARY SERVICE CONNECTION, TYPE 2
& SANITARY SEWER CLEANOUT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS AND VILLAGE STANDARDS

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	90
CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				

GENERAL STRUCTURAL NOTES

- ILLINOIS DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, CONSTRUCTION PLANS AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.
- THE ENGINEER WILL NOT ASSUME ANY OF THE RESPONSIBILITIES OF THE CONTRACTORS. ADDITIONALLY, THE ENGINEER WILL NOT ADVISE, OR ISSUE DIRECTIONS CONCERNING ASPECTS OF CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OR SAFETY PRECAUTIONS AND/OR PROGRAMS IN CONNECTION WITH WORK.
- PLANS SHALL NOT BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS. IF THERE ARE DISCREPANCIES BETWEEN THE JOB SITE AND WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT TO ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. IN FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CONTRACTOR SHALL VERIFY ALL TOPOGRAPHIC INFORMATION AND GRADE ELEVATIONS ADJACENT TO THE WALLS PRIOR TO PROCEEDING AND INFORM ENGINEER OF ANY VARIATION.

FOUNDATION NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR DESIGN, INSTALLATION AND REMOVAL OF ALL EXCAVATION SUPPORT SYSTEMS.
- THE EXCAVATION AND WORK AREA SHALL BE PROPERLY DRAINED AT ALL TIMES DURING CONSTRUCTION. ALL WET, LOOSE, FROZEN OR OTHER UNSUITABLE MATERIAL SHALL BE REMOVED PRIOR TO PLACEMENT OF COMPACTED BACKFILL.
- ALL BEARING SURFACES MUST BE TRUE AND LEVEL.

CONSTRUCTION

- ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022, AND LATEST SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, UNLESS NOTED OTHERWISE.
- DO NOT SCALE DIMENSIONS FOR CONSTRUCTION. SCALE, IF SHOWN, APPLIES ONLY TO FULL SIZE DRAWINGS.
- ANY INFORMATION CONCERNING TYPE OR LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF THE UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. CONTRACTOR SHALL CALL J.U.L.E. PRIOR TO EXCAVATION.
- UPON COMPLETION, THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS AND EXCESS MATERIAL FROM THE SITE. DAMAGED TREES, SHRUBS, AND OTHER LANDSCAPE FEATURES RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE REPLACED OR REPAIRED.

DESIGN PARAMETERS

CODES AND STANDARDS: "DESIGN MANUAL FOR SEGMENTAL RETAINING WALLS", 2ND EDITION BY NATIONAL CONCRETE MASONRY ASSOCIATION.

***DESIGN DOES NOT CONSIDER GLOBAL STABILITY. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF A QUALIFIED GEOTECHNICAL ENGINEER TO REVIEW FINAL DESIGN DRAWINGS AND COMPLETE THE GLOBAL STABILITY ANALYSIS. RESULTS OF THE GLOBAL STABILITY ANALYSIS MAY INDICATE THAT GEOGRIDS NEED TO BE LENGTHENED.

1. DESIGN OF THE REINFORCED SOIL STRUCTURE IS BASED ON THE FOLLOWING PARAMETERS:

	FRICITION ANGLE	COHESION	UNIT WEIGHT
REINFORCED BACKFILL	30	0	125 PCF
RETAINED SOIL	30	0	125 PCF
FOUNDATION SOIL	30	0	125 PCF

2. GRADATION OF UNIT FILL / DRAINAGE AGGREGATE

US SIEVE NUMBER	PERCENT PASSING
1 INCH	100
3/4 INCH	75-100
NO. 4	0-10
NO. 5	0-5

3. INTERNAL STABILITY OF WALLS:

MINIMUM FACTOR OF SAFETY FOR GEOGRID PULLOUT	= 2.0
MINIMUM FACTOR OF SAFETY FOR UNCERTAINTIES	= 1.5

4. EXTERNAL STABILITY:

MINIMUM FACTOR OF SAFETY AGAINST BASE SLIDING	= 1.5
MINIMUM FACTOR OF SAFETY AGAINST OVERTURNING	= 2.0
MINIMUM FACTOR OF SAFETY AGAINST BEARING	= 2.5

5. NET ALLOWABLE BEARING PRESSURE = 2000 PSF

6. LIVE LOAD SURCHARGE = 30 PSF

7. DEAD LOAD SURCHARGE = VARIES

8. SLOPE BEHIND WALL = 3H : 1V OR FLATTER

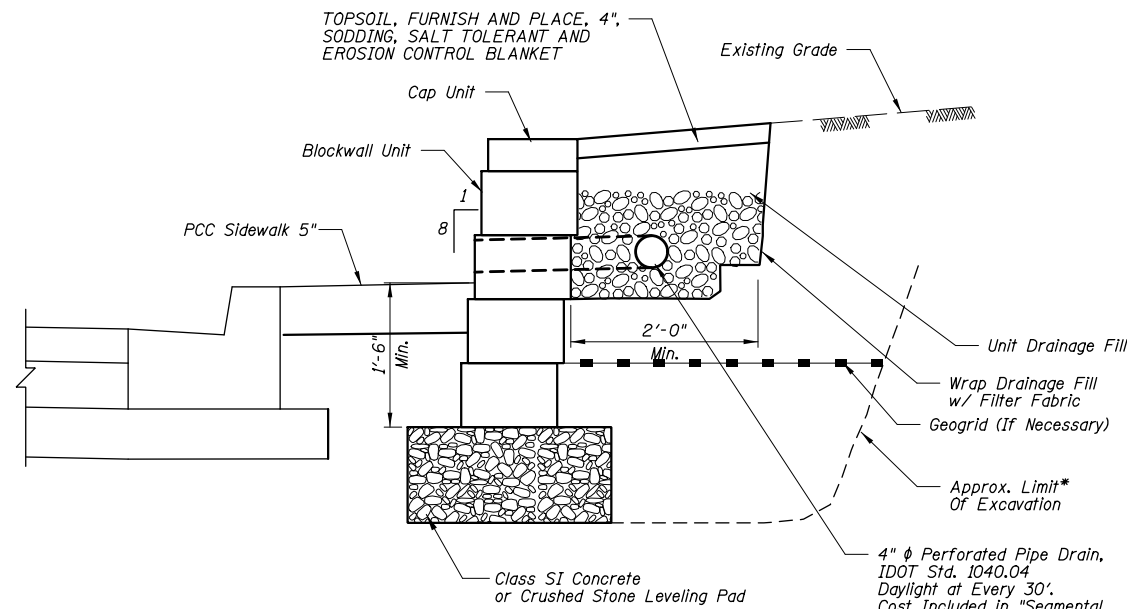
9. HYDROSTATIC LOADING = NONE

MODULAR CONCRETE BLOCK UNITS

THE PROPOSED BLOCKS SHALL BE FROM THE ALLAN BLOCK ASHLAR COLLECTION (12" DEEP). THE COLOR OF THE BLOCKS SHALL BE APPROVED BY THE OWNER. UNITS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS.

GEOGRID REINFORCEMENT

THE GEOGRID REINFORCEMENT SHALL BE MIRAFI 3XT GEOGRID. SUBSTITUTION OF THE GRID IS NOT ALLOWED. THE GRID SHALL BE INSTALLED WITH THE STONG AXIS PERPENDICULAR TO THE WALL IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

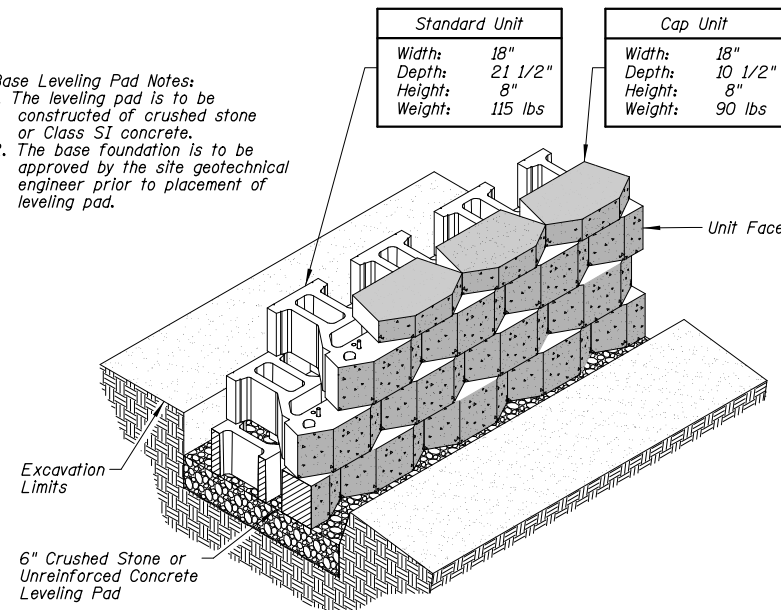


TYPICAL REINFORCED WALL SECTION (SEGMENTAL CONCRETE BLOCK WALL)

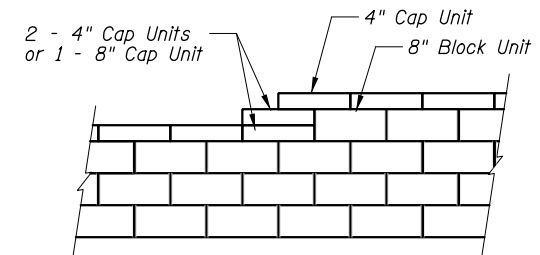
NOTE:
Segmental Concrete Block Wall Supplier Shall Provide Details Required for Construction of the Proposed Walls. All Segmental Concrete Block Wall Details Shown in these Plans are Conceptual and are to be Used for Estimating Purposes Only. Actual Details Will Depend on the Proposed Wall System Submitted by The Contractor. Details for Wall Curves, Pipe Penetrations, Drainage Structures or Trees Behind Walls, and other Miscellaneous Details Shall be Provided by the Wall Supplier.

* Any Structure Excavation Needed Shall Be Included in Cost of Segmental Concrete Block Wall.

Base Leveling Pad Notes:
1. The leveling pad is to be constructed of crushed stone or Class SI concrete.
2. The base foundation is to be approved by the site geotechnical engineer prior to placement of leveling pad.

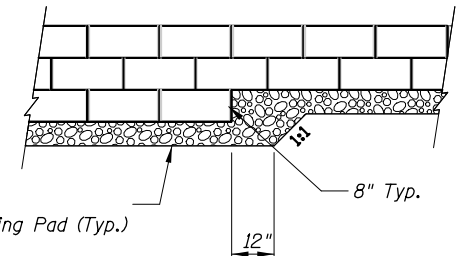


STANDARD UNIT / BASE PAD ISOMETRIC SECTION VIEW

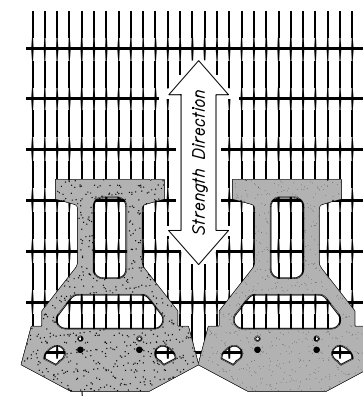


TOP OF WALL STEPS

2-4" Cap Units shall be used for steps at wall ends

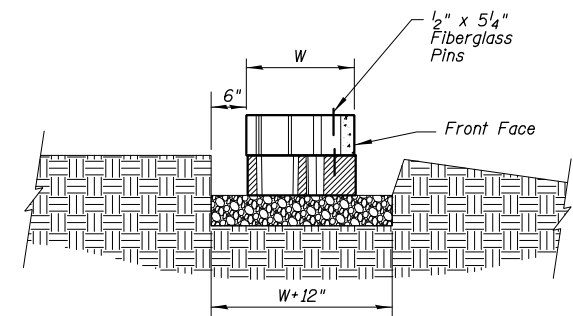


BOTTOM OF WALL STEPS

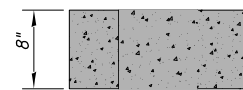


Geogrid is to be Placed on Level Backfill and Extended Over the Fiberglass Pins. Place Next Unit. Pull Grid Tight and Backfill. Stake as required.

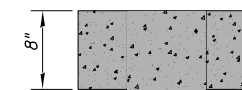
GRID AND PIN CONNECTION



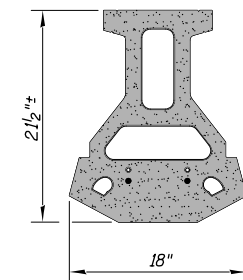
SECTION LEVELING PAD DETAIL



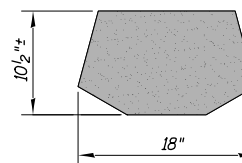
Standard Elevation



Cap Unit Elevation



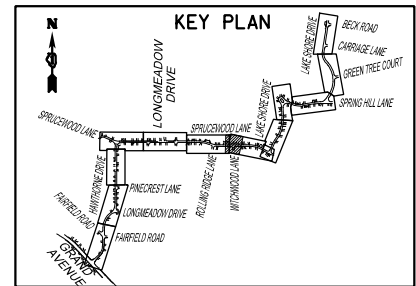
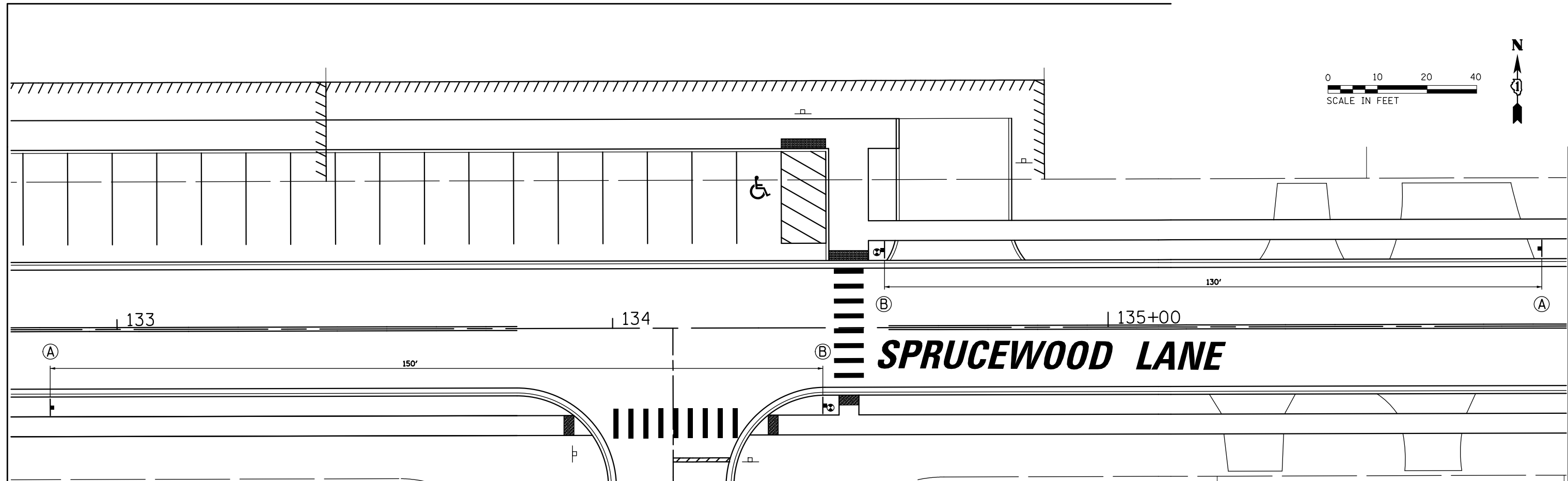
KEYSTONE STANDARD UNIT



CAP UNIT PLAN

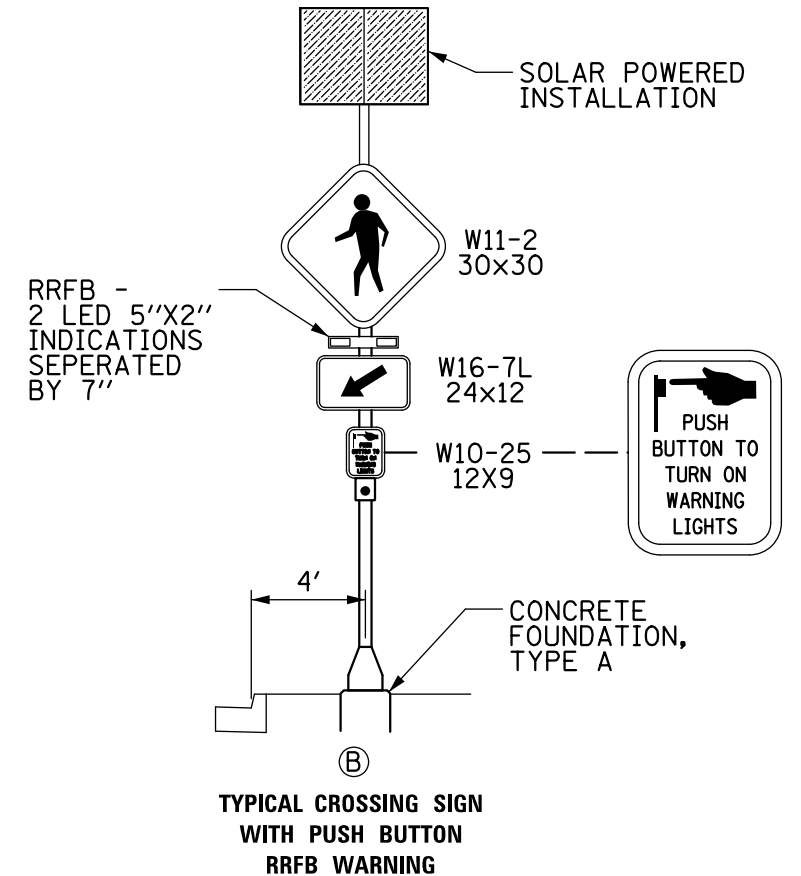
3-PLANE SPLIT CAP UNIT OPTION

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	PLOT DATE = 2/14/2024	DATE - 2/14/2024	REVISIED -	SCALE: N.T.S.	SHEET 3 OF 3 SHEETS	STA.	TO STA.			



WITCHWOOD LANE

SPRUCEWOOD LANE



RRFB - 2 LED 5''X2'' INDICATIONS SEPERATED BY 7''

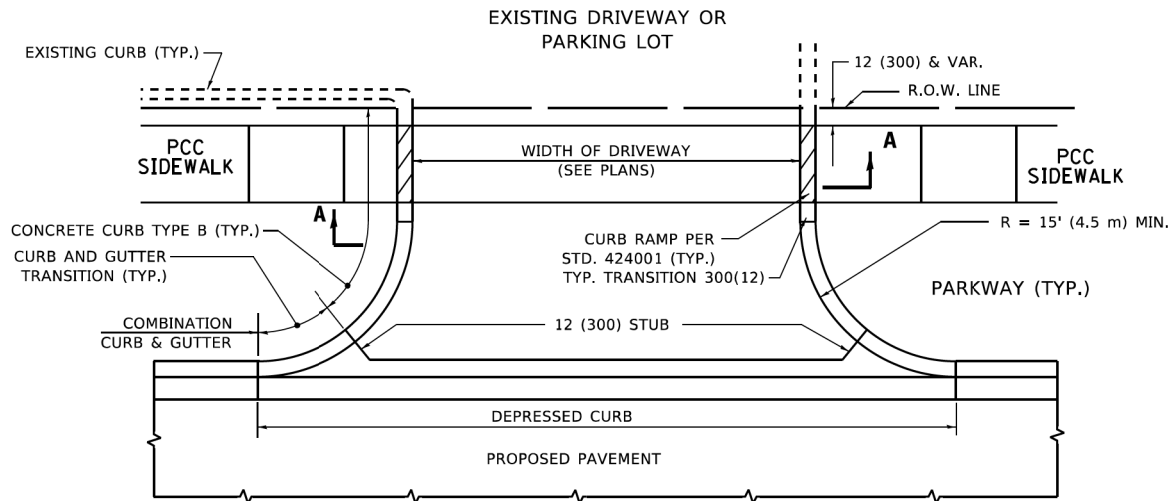
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

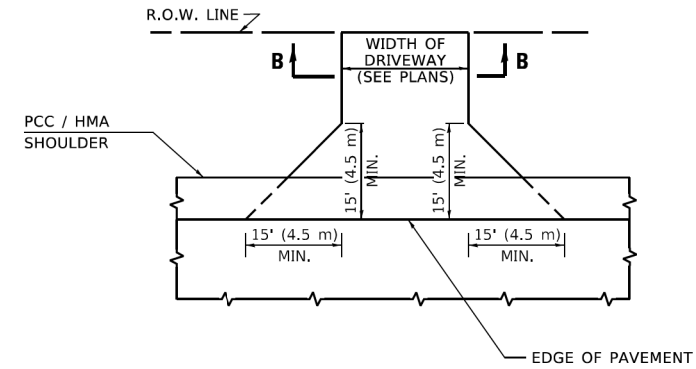
RECTANGULAR RAPID FLASHING BEACONS (RRFB)
PLANS, NOTES, AND DETAILS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

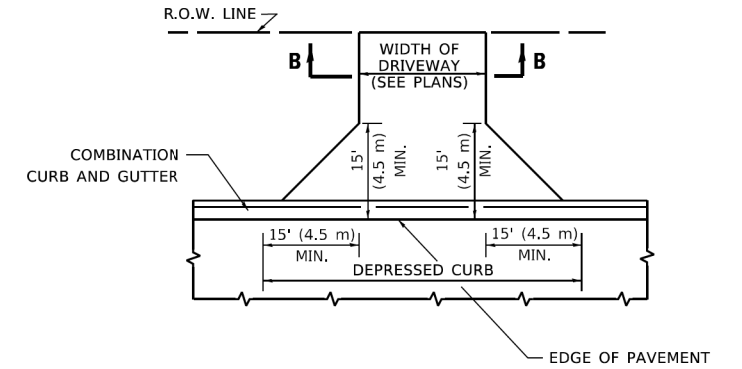
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CONTRACT NO. 61K34				
ILLINOIS FED. AID PROJECT				



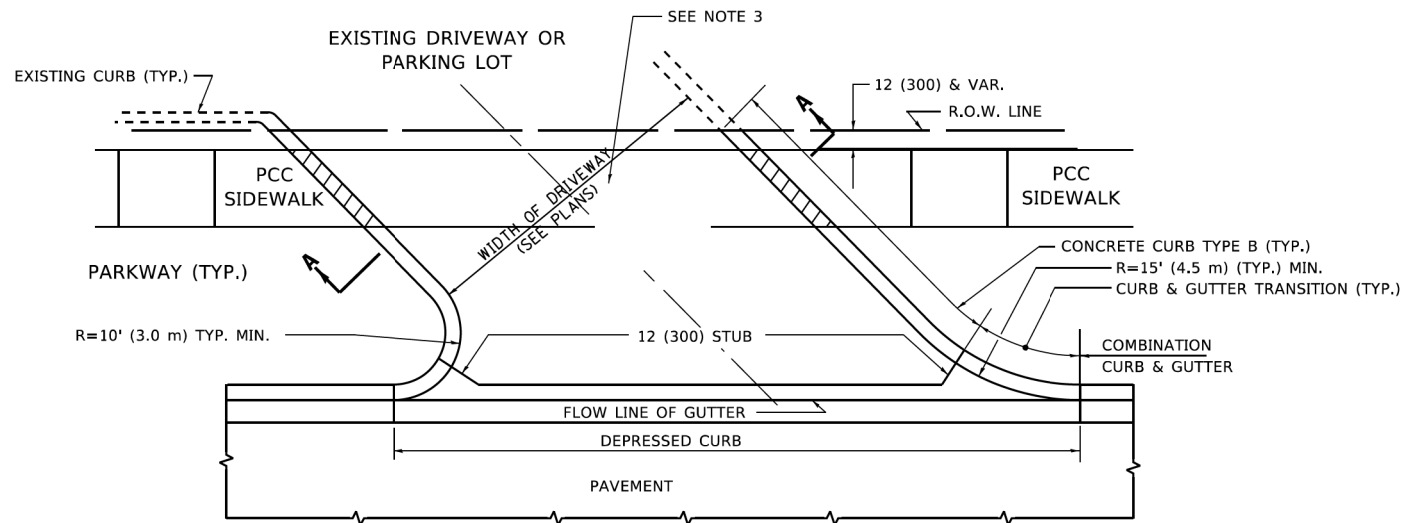
WITH CONCRETE CURB, TYPE B



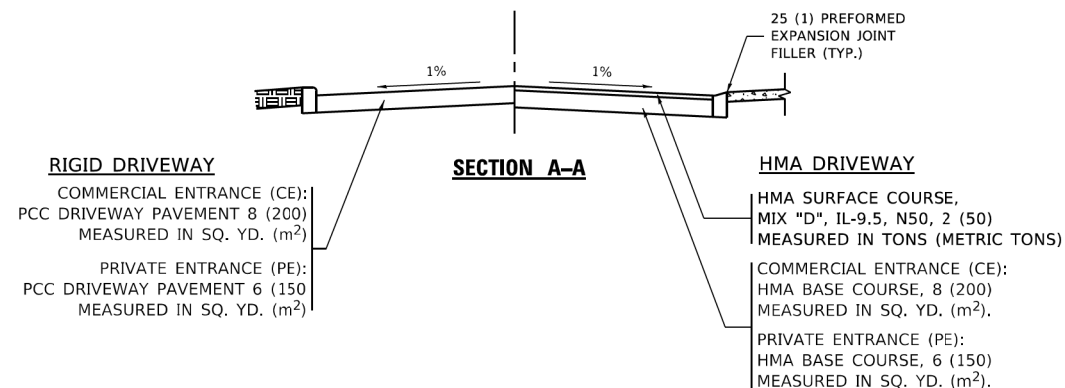
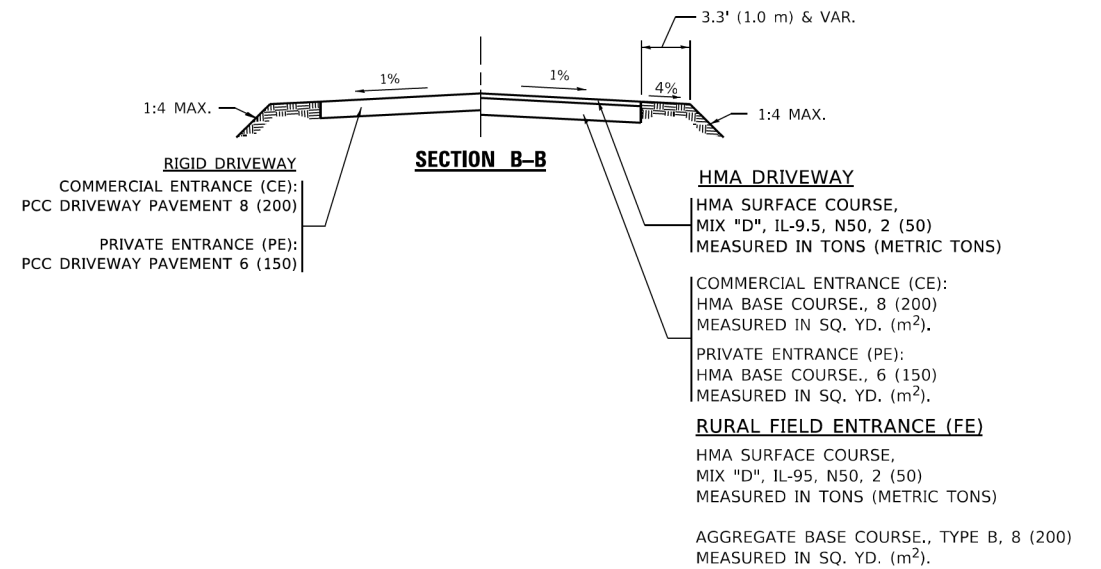
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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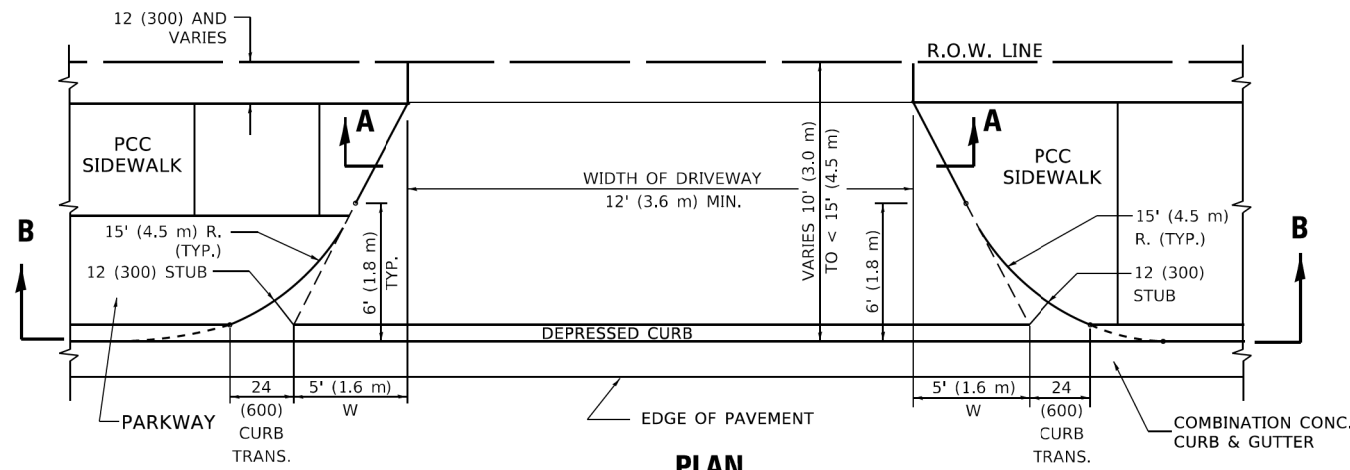
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	DRAWN -	REVISED - R. BORO 09-06-11
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PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

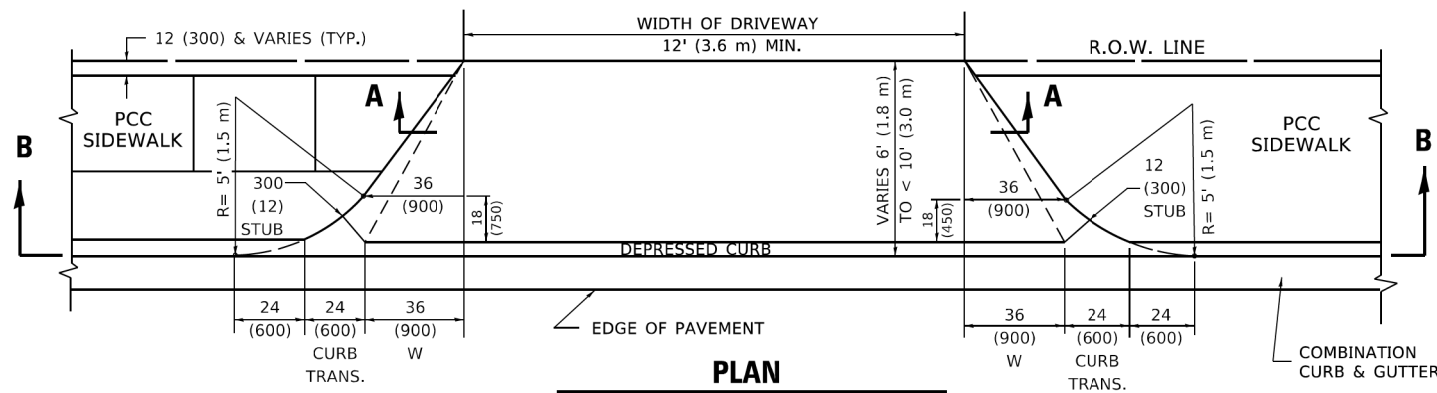
**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)**

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

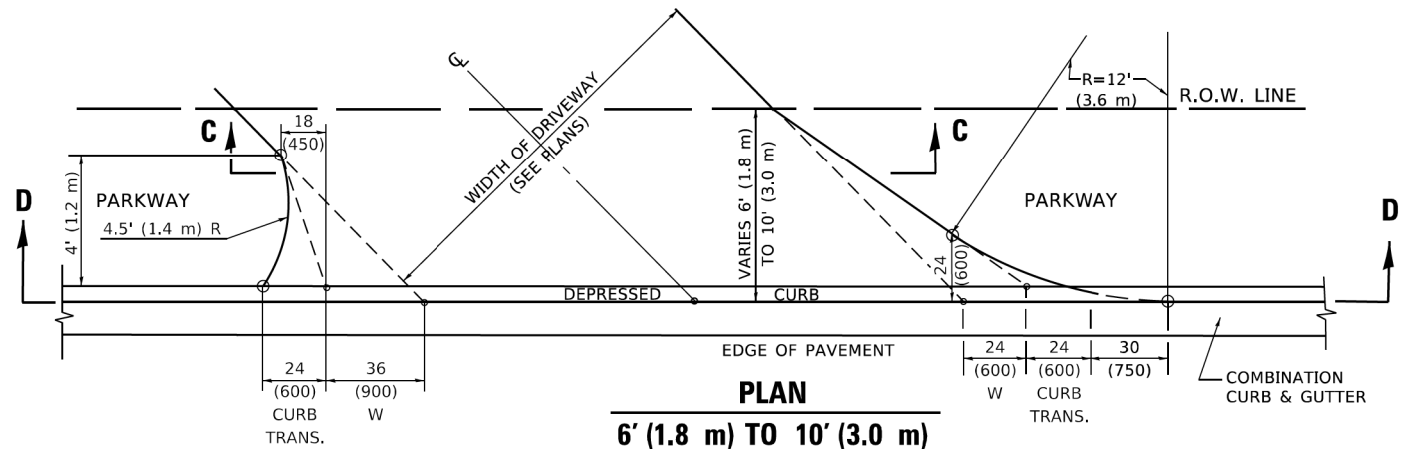
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BD400-01 (BD-01)		CONTRACT NO. 61K34		
ILLINOIS FED. AID PROJECT				



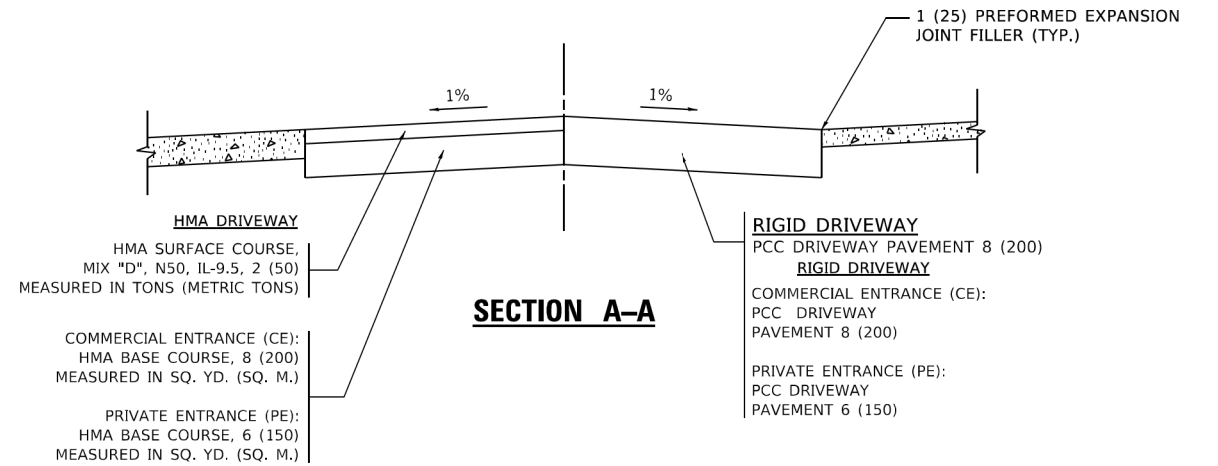
PLAN
10' (3.0 m) TO < 15' (4.5 m)



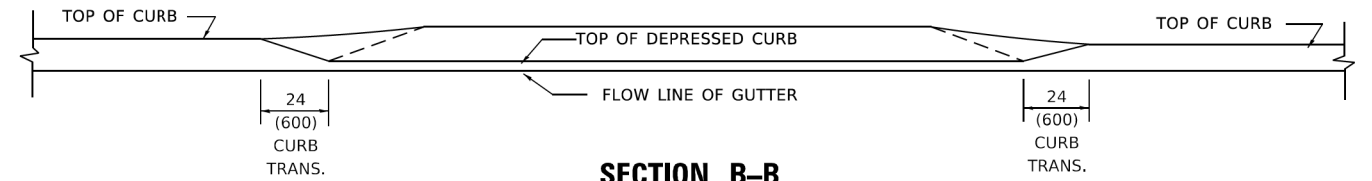
PLAN
6' (1.8 m) TO < 10' (3.0 m)



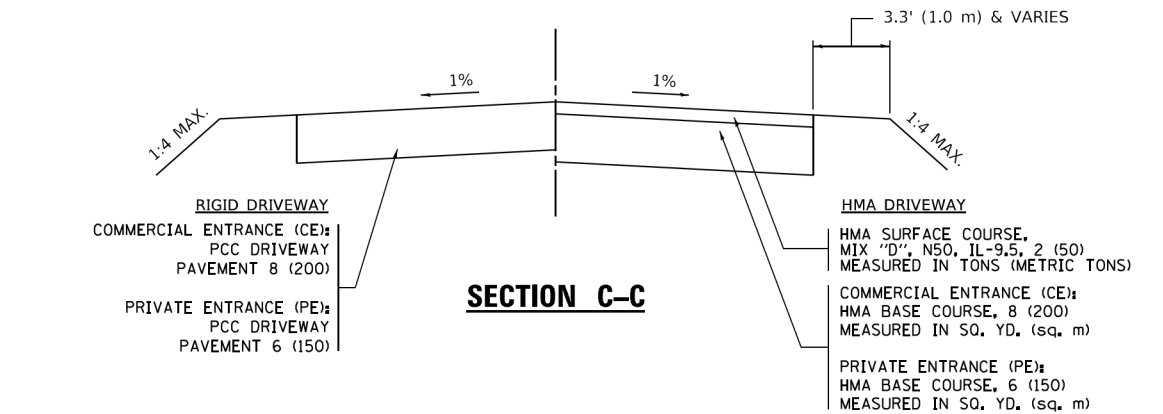
PLAN
6' (1.8 m) TO 10' (3.0 m)



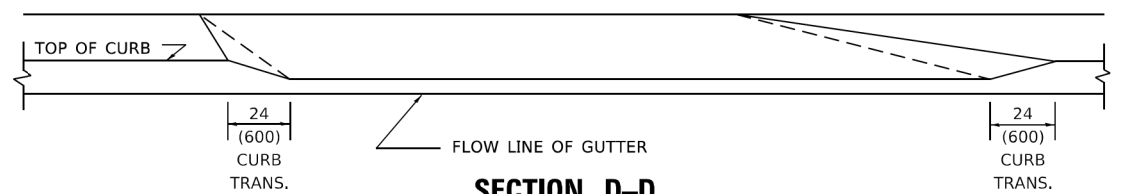
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
2. WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
3. "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

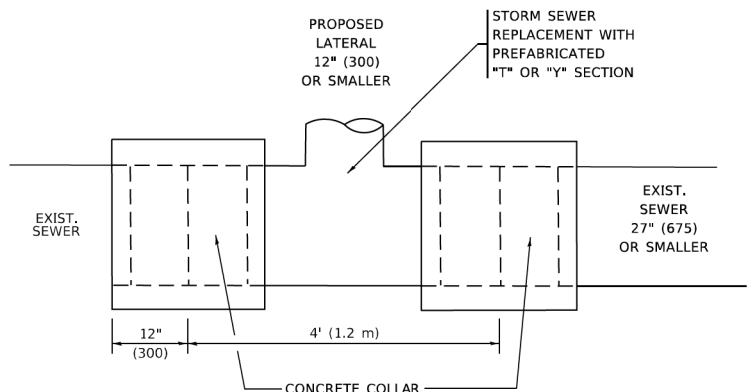
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD400-02 (BD-02)		CONTRACT NO.	61K34	
ILLINOIS FED. AID PROJECT				

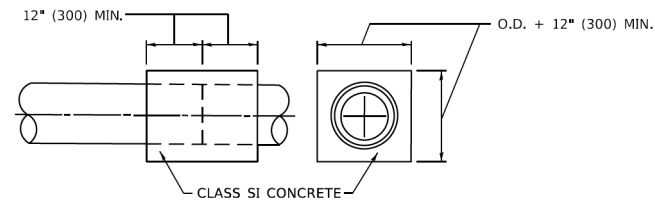
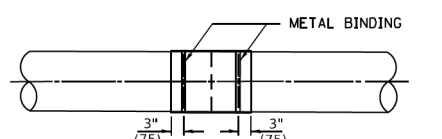
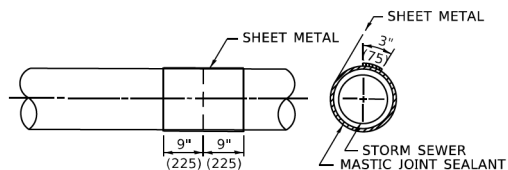
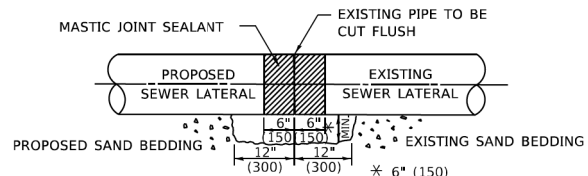
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	DRAWN -	REVISED - R. BORO 09-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 08-27-19
PLOT DATE = 11/18/2022	DATE - 11-06-95	REVISED - K. SMITH 11-18-22



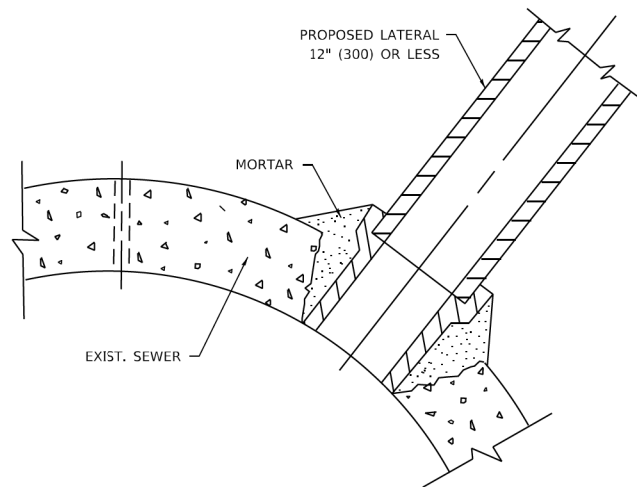
DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES:

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

- CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
- CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

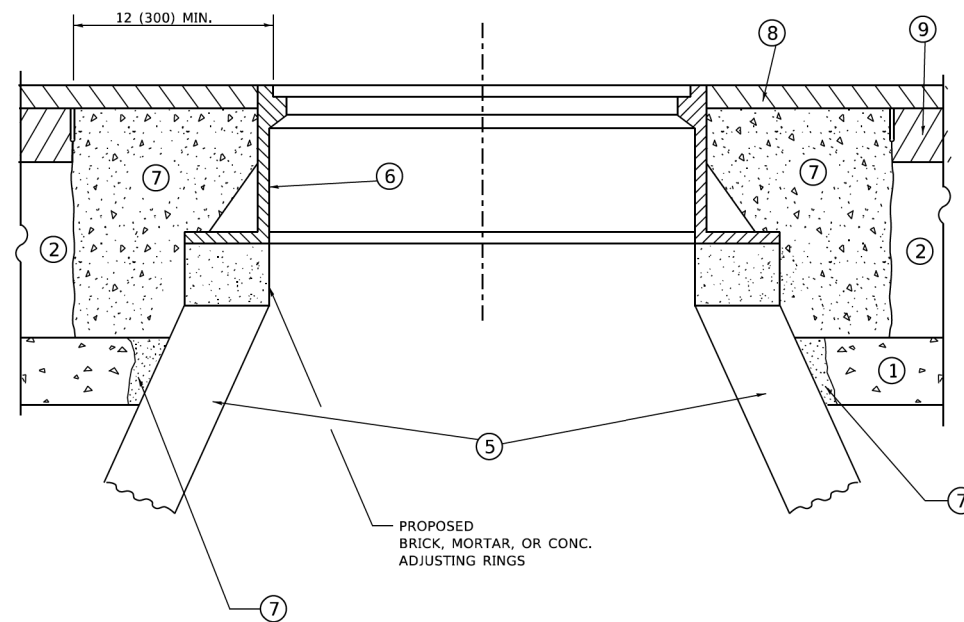
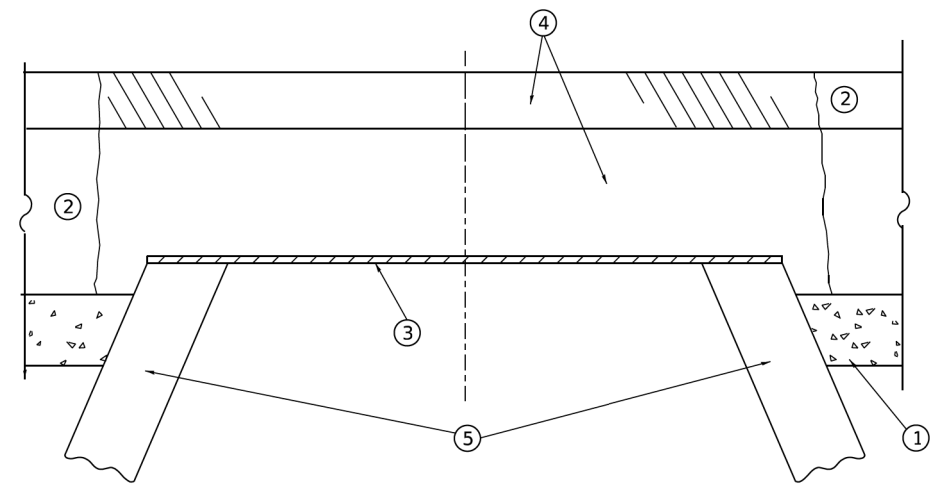
BASIS OF PAYMENT

- TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
- REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
- TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
- CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
DRAWN -	REVISIONS - R. SHAH 10-25-94	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	0160	18-00032-01-PV	LAKE	131	95
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22					BD500-01 (BD-07)			CONTRACT NO. 61K34			
PLOT DATE = 11/18/2022	DATE - 07-25-90						ILLINOIS FED. AID PROJECT						



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

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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

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

1. 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)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

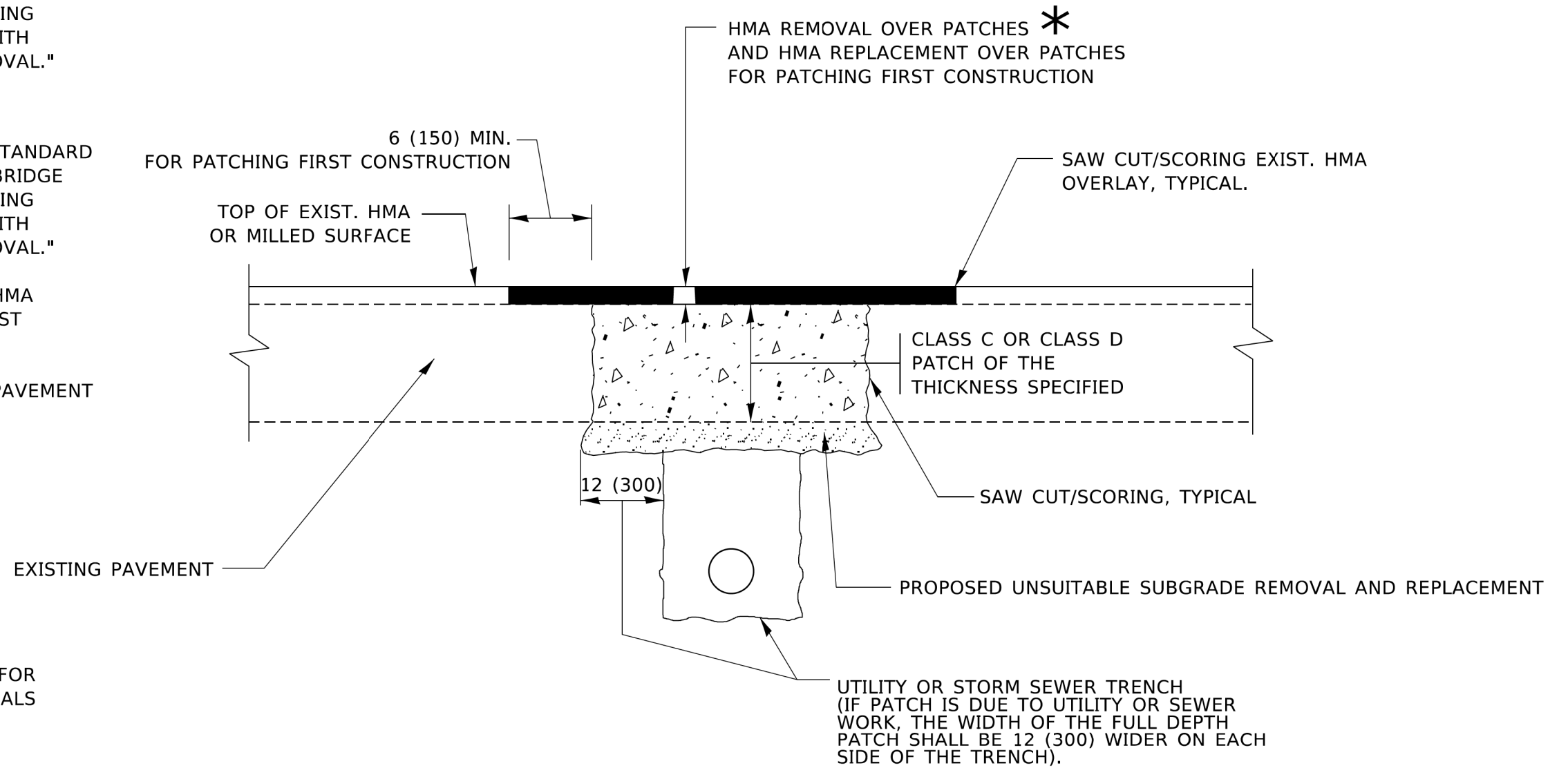
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	96
BD600-03 (BD-08)			CONTRACT NO. 61K34	
ILLINOIS FED. AID PROJECT				

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

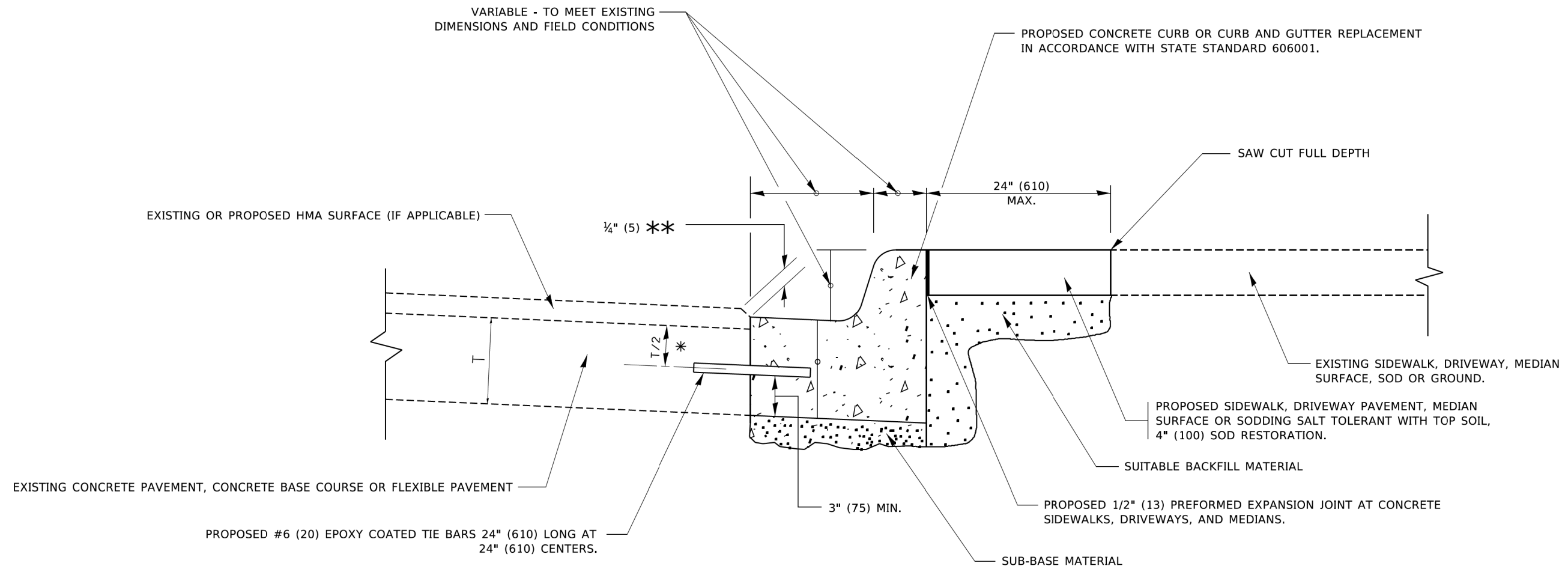
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED - R. BORO 09-04-07	0160				18-00032-01-PV	LAKE	131	97	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. ENG 10-27-08		SCALE: NONE		SHEET 1	OF 1	SHEETS	STA.	TO STA.
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		BD400-04 (BD-22)		CONTRACT NO. 61K34		ILLINOIS FED. AID PROJECT		



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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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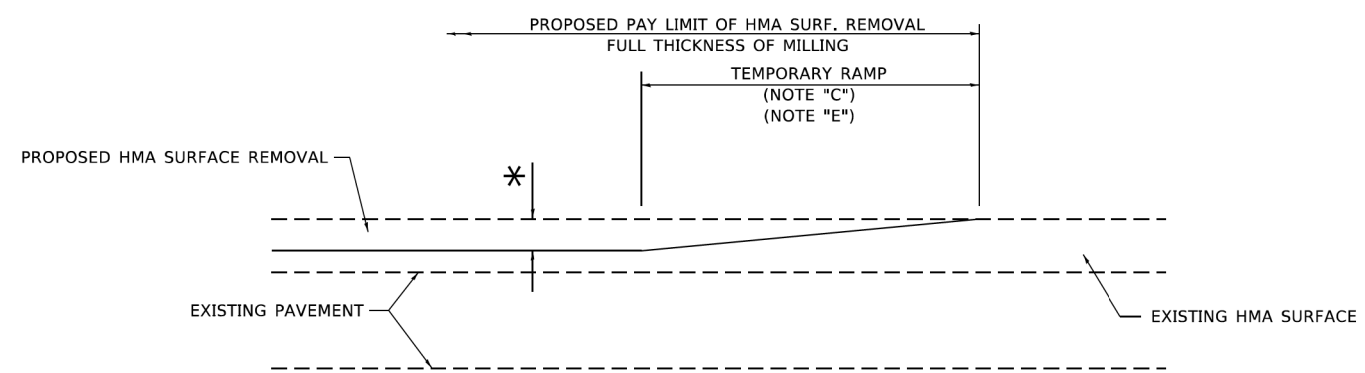
USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

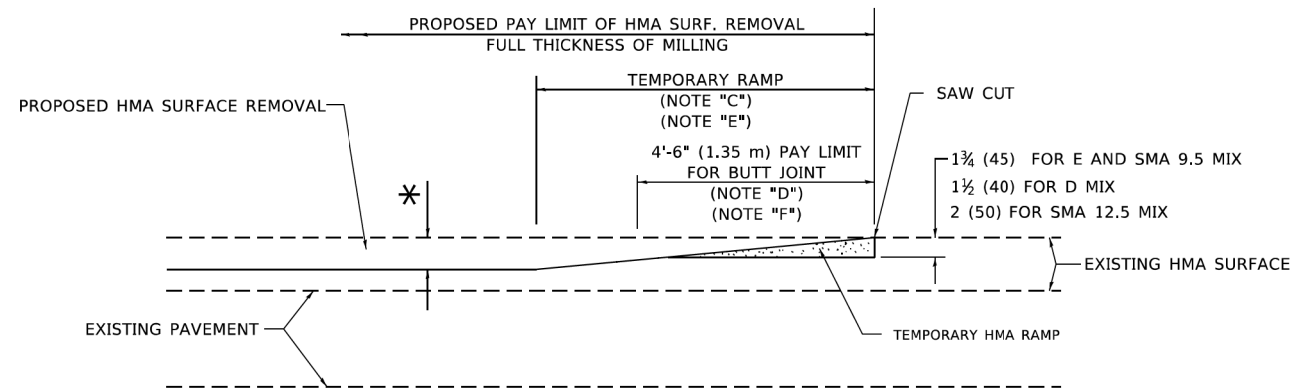
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	98
BD600-06 (BD-24)			CONTRACT NO. 61K34	
ILLINOIS FED. AID PROJECT				



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

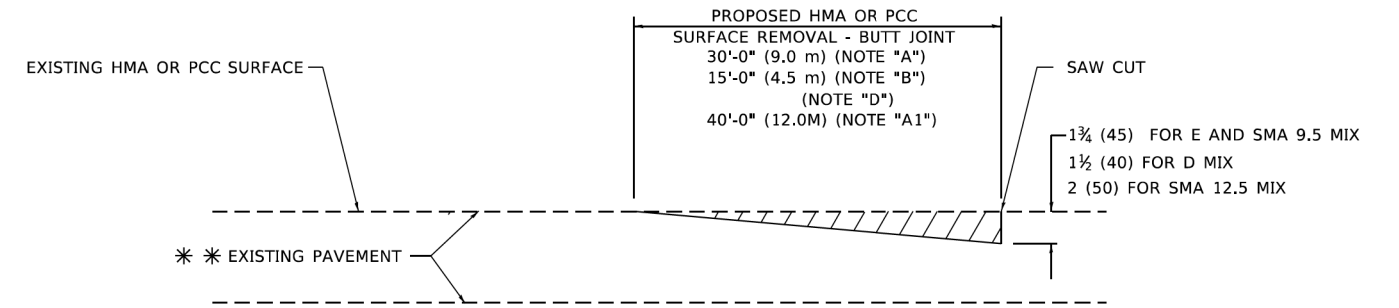
OPTION 1



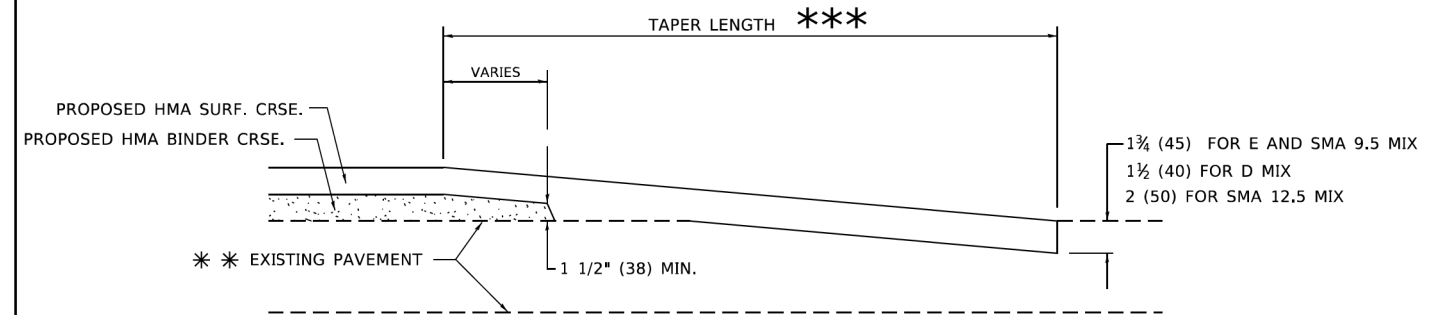
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

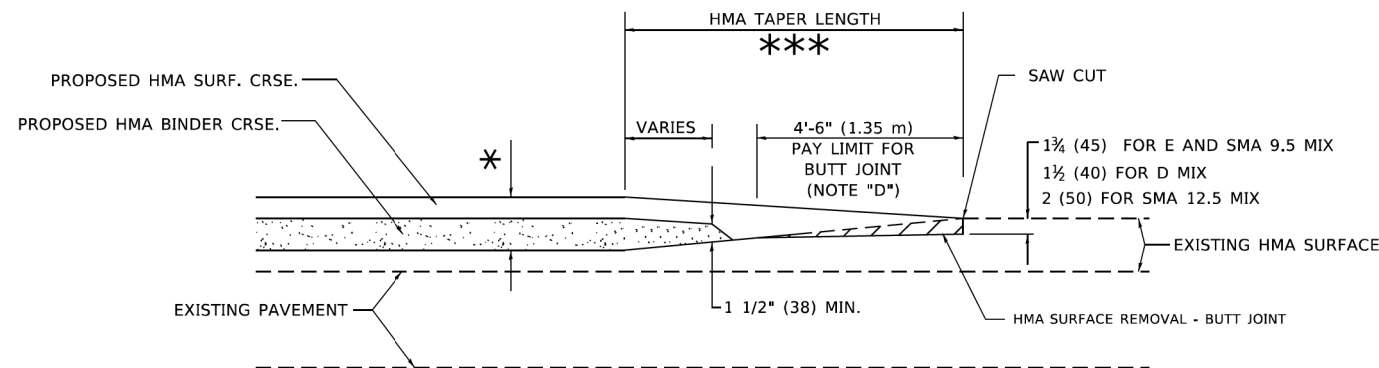
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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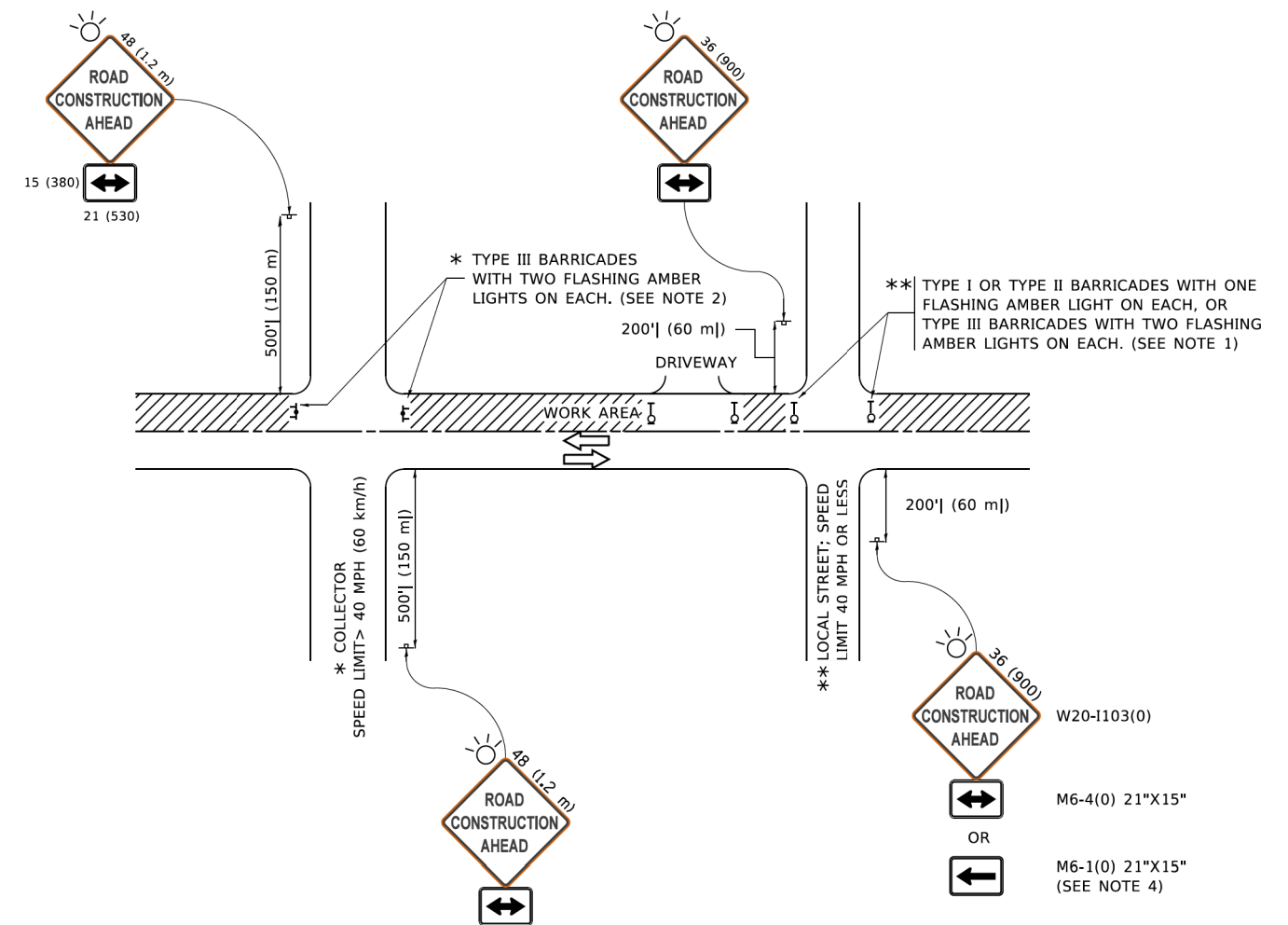
USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0160	18-00032-01-PV	LAKE	131	99
BD400-05 BD-32		CONTRACT NO. 61K34		
ILLINOIS FED. AID PROJECT				



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.

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USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	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.
0160	18-00032-01-PV	LAKE	131	100
TC-10			CONTRACT NO. 61K34	
ILLINOIS FED. AID PROJECT				