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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. I. D. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL. | 33 | 1 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ALINKS | FED. AID PROJECT | | |

CONTRACT #63157

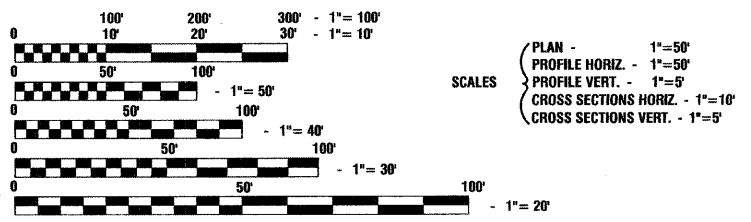
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HIGHWAY STANDARDS

| | |
|-----------|---|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 280001-04 | TEMPORARY EROSION CONTROL SYSTEMS |
| 424001-05 | CURB RAMPS FOR SIDEWALKS |
| 602001-01 | CATCH BASIN - TYPE A |
| 602011-01 | CATCH BASIN - TYPE C |
| 602301-02 | INLET - TYPE A |
| 602401-02 | MANHOLE - TYPE A |
| 602406-03 | MANHOLE - TYPE A, 6' DIAMETER |
| 602601-02 | PRECAST REINFORCED CONCRETE FLAT TOP SLAB |
| 602701-02 | CAST IRON STEPS |
| 604001-03 | FRAME AND LIDS - TYPE 1 |
| 604036-02 | GRATE - TYPE 8 |
| 604051-03 | FRAME AND GRATE - TYPE 11 |
| 604091-02 | FRAME AND GRATE - TYPE 24 |
| 606001-04 | CONC. CURB TYPE B AND COMBINATION CONC. CURB AND GUTTER |
| 701006-03 | OFF-RD OPERATIONS, 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE |
| 701301-03 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY |
| 701501-05 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-03 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701801-04 | LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 720001-01 | SIGN PANEL MOUNTING DETAILS |
| 720006-02 | SIGN PANEL ERECTION DETAILS |
| 720011-01 | METAL POSTS FOR SIGNS, MARKERS & DELINEATORS |
| 780001-02 | TYPICAL PAVEMENT MARKINGS |

| | | |
|-----------------------|--|--------------------|
| DESIGN DESIGNATION | - NORMANTOWN ROAD ADT 21,000 (2030) - COLLECTOR (TF=1.08) PV=20,370 SU=505 MU=125 | |
| | - ROGERS ROAD ADT 3,000 (2030) - LOCAL (TF=0.42) PV=2,750 SU=210 MU=40 | |
| | NORMANTOWN ROAD | ROGERS ROAD |
| 2007 ADT | 14,000 | 2,800 |
| 2030 ADT | 21,000 | 3,000 |
| EXISTING SPEED LIMIT | 25 MPH | 25 MPH |
| PROPOSED SPEED LIMIT | 25 MPH | 25 MPH |
| DESIGN PERIOD | 20 YEARS | 20 YEARS |
| DESIGN SPEED LIMIT | 30 MPH | 30 MPH |
| STREET CLASSIFICATION | CLASS II ROAD | CLASS IV ROAD |



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

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

CONTRACT NO. 63157

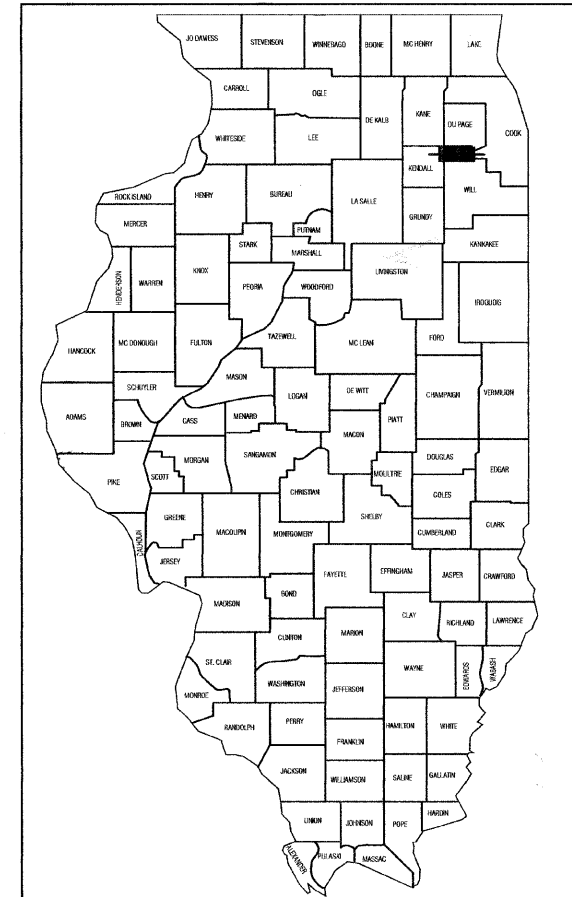
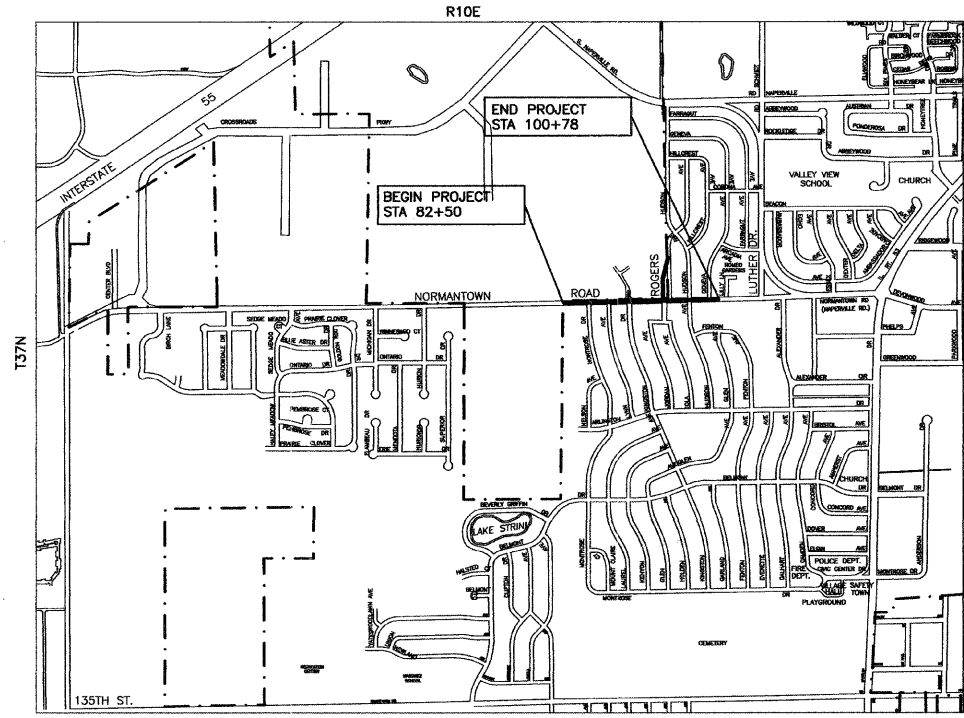
REVISIONS:

Rev. #1, 2-24-2009, (IDOT Review)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**NORMANTOWN ROAD (FAU 0281)
MONTROSE DRIVE (FAU 0348) TO LUTHER DRIVE (FAU 0351)
ROAD RECONSTRUCTION
PROJECT: M-8003 (764)
SECTION NO.: 07-00050-00-FP
JOB NO.: C-91-162-07
VILLAGE OF ROMEOVILLE
WILL COUNTY**



LOCATION OF SECTION INDICATED THIS: - [Symbol]

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved: John M. O'Keefe 3/20/09
Village of Romeoville - Mayor

Passed: CHRISTOPHER HOLT 4-1-09
District 1 Engineer of Local Roads & Streets

Released for Bid
Based on Limited Review: APRIL 1, 2009
Diana M. O'Keefe 198
Deputy Director of Highways, Region 1 Engineer

DESCRIPTION OF IMPROVEMENT
THIS IMPROVEMENT CONSISTS OF EARTH EXCAVATION, PAVEMENT REMOVAL, HOT-MIX ASPHALT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, PAVEMENT MARKINGS, STORM SEWER, LANDSCAPING, AND ALL INCIDENTAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:
[Signature]
DATED THIS 19th DAY OF JANUARY, 2009

062-046137 REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
LICENSE EXPIRES: 11/30/09

PRINTED BY THE AUTHORITY OF
THE STATE OF ILLINOIS

PROJECT LOCATION

GROSS LENGTH= 2,335 FEET = 0.44 MILES
NET LENGTH= 2,335 FEET = 0.44 MILES

FIELD ENGINEER: MELCHOR MANGABA 847-705-4408
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157

| SUMMARY OF QUANTITIES | | | | | PAVEMENT | |
|-----------------------|----------|---|--------|-------|------------------|--|
| S.I. | CODE NO. | PAY ITEM | UNIT | QUAN | CONST. TYPE CODE | |
| | | | | | 1000 | |
| | 20200100 | EARTH EXCAVATION | CU YD | 5179 | 5179 | |
| | 20700420 | POROUS GRANULAR EMBANKMENT, SUBGRADE | CU YD | 100 | 100 | |
| | 20800150 | TRENCH BACKFILL | CU YD | 1798 | 1798 | |
| | 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 5299 | 5299 | |
| | 21300010 | EXPLORATION TRENCH, SPECIAL | FOOT | 80 | 80 | |
| | 25200650 | SODDING, SALT TOLERANT (SPECIAL) | SQ YD | 5299 | 5299 | |
| | 28000400 | PERIMETER EROSION BARRIER | FOOT | 4115 | 4115 | |
| | 28000510 | INLET FILTERS | EACH | 23 | 23 | |
| | 35101600 | AGGREGATE BASE COURSE, TYPE B 4" | SQ YD | 1468 | 1468 | |
| | 40201000 | AGGREGATE FOR TEMPORARY ACCESS | TON | 100 | 100 | |
| | 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 3296 | 3296 | |
| | 40600300 | AGGREGATE (PRIME COAT) | TON | 24 | 24 | |
| | 40603340 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 75 | 75 | |
| | 40701811 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6 1/2" | SQ YD | 2014 | 2014 | |
| | 40701881 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10" | SQ YD | 9422 | 9422 | |
| | 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 348 | 348 | |
| | 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 13215 | 13215 | |
| | 42400800 | DETECTABLE WARNINGS | SQ FT | 272 | 272 | |
| | 44000100 | PAVEMENT REMOVAL | SQ YD | 10258 | 10258 | |
| | 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SQ YD | 663 | 663 | |
| | 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 238 | 238 | |
| | 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 4356 | 4356 | |
| | 44000600 | SIDEWALK REMOVAL | SQ FT | 12420 | 12420 | |
| | 55019500 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12" | FOOT | 490 | 490 | |
| | 55019600 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 15" | FOOT | 40 | 40 | |
| | 55021600 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12" | FOOT | 55 | 55 | |
| | 55021700 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 15" | FOOT | 738 | 738 | |
| | 55021800 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 18" | FOOT | 170 | 170 | |
| | 55022200 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 30" | FOOT | 278 | 278 | |
| | 55022400 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 36" | FOOT | 246 | 246 | |
| | 55022500 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 42" | FOOT | 130 | 130 | |
| | 55100400 | STORM SEWER REMOVAL 10" | FOOT | 86 | 86 | |
| | 55100500 | STORM SEWER REMOVAL 12" | FOOT | 333 | 333 | |
| | 55100700 | STORM SEWER REMOVAL 15" | FOOT | 247 | 247 | |
| | 55101600 | STORM SEWER REMOVAL 36" | FOOT | 459 | 459 | |
| | 55101800 | STORM SEWER REMOVAL 42" | FOOT | 220 | 220 | |
| * | 56106300 | ADJUSTING WATER MAIN 6" | FOOT | 30 | 30 | |
| * | 56106400 | ADJUSTING WATER MAIN 8" | FOOT | 30 | 30 | |
| * | 56106600 | ADJUSTING WATER MAIN 12" | FOOT | 30 | 30 | |
| * | 56400100 | FIRE HYDRANTS TO BE MOVED | EACH | 3 | 3 | |
| | 59300100 | CONTROLLED LOW-STRENGTH MATERIAL | CU YD | 31 | 31 | |
| | 60107600 | PIPE UNDERDRAINS 4" | FOOT | 300 | 300 | |
| | 60201105 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE | EACH | 5 | 5 | |
| | 60201340 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 2 | 2 | |
| | 60207605 | CATCH BASINS, TYPE C, TYPE 8 GRATE | EACH | 1 | 1 | |
| | 60207905 | CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE | EACH | 1 | 1 | |
| | 60208240 | CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE | EACH | 2 | 2 | |
| | 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 6 | 6 | |
| | 60219300 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE | EACH | 4 | 4 | |

* - INDICATES SPECIALTY ITEMS

| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
| | |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEOWILLE
SUMMARY OF QUANTITIES**

SCALE: VERT. N/A
HORIZ. N/A
DATE 01/19/2009

DRAWN BY JJB/JRA
CHECKED BY BDB

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. ILL. DIST. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157

| S.I. | CODE NO. | PAY ITEM | UNIT | QUAN | PAVEMENT | |
|------|----------|---|-------|-------|------------------|--|
| | | | | | CONST. TYPE CODE | |
| | | | | | 1000 | |
| | 60219540 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 1 | 1 | |
| | 60221100 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 3 | 3 | |
| | 60223800 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 2 | 2 | |
| | 60236800 | INLETS, TYPE A, TYPE 11 FRAME AND GRATE | EACH | 2 | 2 | |
| | 60237470 | INLETS, TYPE A, TYPE 24 FRAME AND GRATE | EACH | 4 | 4 | |
| | 60255500 | MANHOLES TO BE ADJUSTED | EACH | 4 | 4 | |
| | 60265700 | VALVE VAULTS TO BE ADJUSTED | EACH | 2 | 2 | |
| | 60266600 | VALVE BOXES TO BE ADJUSTED | EACH | 4 | 4 | |
| | 60500040 | REMOVING MANHOLES | EACH | 7 | 7 | |
| | 60500060 | REMOVING INLETS | EACH | 9 | 9 | |
| | 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 1045 | 1045 | |
| | 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 3906 | 3906 | |
| | 63200310 | GUARDRAIL REMOVAL | FOOT | 28 | 28 | |
| | 67100100 | MOBILIZATION | L SUM | 1 | 1 | |
| | 70101800 | TRAFFIC CONTROL AND PROTECTION (SPECIAL) | L SUM | 1 | 1 | |
| | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 4400 | 4400 | |
| | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 124 | 124 | |
| | 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 2340 | 2340 | |
| | 72400710 | RELOCATE SIGN PANEL - TYPE 1 | SQ FT | 232 | 232 | |
| | 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 491 | 491 | |
| * | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 250 | 250 | |
| * | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 3220 | 3220 | |
| * | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 570 | 570 | |
| * | 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 600 | 600 | |
| * | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 185 | 185 | |
| * | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 130 | 130 | |
| | X0321906 | STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 15" | FOOT | 56 | 56 | |
| | X0321907 | STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12" | FOOT | 75 | 75 | |
| | X0321908 | STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 15" | FOOT | 78 | 78 | |
| | X0321909 | STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 24" | FOOT | 262 | 262 | |
| | X0323954 | STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 18" | FOOT | 33 | 33 | |
| | X7200400 | WORK ZONE PUBLIC INFORMATION SIGNS | EACH | 3 | 3 | |
| | XX005369 | TRAFFIC CONTROL & PROTECTION FOR TEMPORARY DETOUR | L SUM | 1 | 1 | |
| | XX005770 | STRUCTURE TO BE ABANDONED | EACH | 5 | 5 | |
| | Z0001050 | AGGREGATE SUBGRADE, 12" | SQ YD | 13018 | 13018 | |
| △ | Z0076600 | TRAINEES | HOUR | 500 | 500 | |

* - INDICATES SPECIALTY ITEMS △ Y080

| REVISIONS | |
|-------------|------------|
| NAME | DATE |
| IDOT REVIEW | 02-24-2009 |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
SUMMARY OF QUANTITIES**

SCALE: VERT. N/A
HORIZ. N/A
DATE 01/19/2009

DRAWN BY JJB/JRA
CHECKED BY BDB

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 4 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157

GENERAL NOTES

- ALL ROADWAY CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERETO, AND IN ACCORDANCE WITH THE LATEST EDITION OF THE SPECIFICATIONS FOR CONSTRUCTION IN THE VILLAGE OF ROMEOVILLE AND IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.
- ALL STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", PUBLISHED MAY 1996, AND IN ACCORDANCE WITH THE SPECIFICATIONS FOR CONSTRUCTION IN THE VILLAGE OF ROMEOVILLE UNLESS OTHERWISE NOTED ON THE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 AND THE VILLAGE OF ROMEOVILLE FOR UTILITY LOCATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING, WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE (S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRED COOPERATION WITH OTHERS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, WILL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. ALL KNOWN DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS. IT IS HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, WHETHER CONTAINED IN THE DATA SUBMITTED BY THESE AGENCIES OR NOT, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS.
- ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC AS DIRECTED BY THE OWNER AND THE OWNER'S REPRESENTATIVE.
- COMMENCING CONSTRUCTION
 - CONTRACTOR SHALL TAKE PHOTOS AND VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
- THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL. THE REMOVAL SHALL BE ACCOMPLISHED BY MEANS OF A SAW CUT JOINT, AT THE DIRECTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS.
- ANY FIELD TILES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE CONTRACTOR OF THE LOCATIONS AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT.
- THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB PER OSHA REGULATIONS.
- IT SHALL BE THE CONTRACTORS SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE "ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS", LATEST EDITION, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND IN ACCORDANCE WITH THE VILLAGE OF ROMEOVILLE ORDINANCES.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
- NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE ENGINEER AND THE VILLAGE OF ROMEOVILLE. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE VILLAGE OF ROMEOVILLE PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET.
- AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FORM DIRT AND DEBRIS.
- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. ALL CUTS OVER ONE (1) INCH DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER ONE (1) INCH DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.
- IF SOFT, SPONGY OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL COMPACTED CRUSHED LIMESTONE BEDDING MATERIAL. IF ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING ANY UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTHS GREATER THAN TWO (2) FEET SHALL BE PAID FOR ON A UNIT PRICE.

20. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

| | | |
|---|--------|----------------------------|
| GRANULAR MATERIALS | 2.05 | TONS / CU YD |
| BITUMINOUS MAT PRIME COAT (ON HMA) | 0.08 | GAL / SQ YD |
| BITUMINOUS MAT PRIME COAT (ON AGG BASE) | 0.375 | GAL / SQ YD |
| AGGREGATE PRIME COAT | 0.002 | TONS / SQ YD |
| BITUMINOUS RESURFACING | 112.5 | LBS / SQ YD / IN |
| SHORT TERM PAVEMENT MARKING | 10 | FT / 100 FT OF APPLICATION |
| MIX FOR CRACKS, JTS & FLGWYS | 0.0003 | TONS / SQ YD |
| LEVEL BINDER (HAND METHOD) | 0.05 | TONS / SQ YD |
| SUPPLEMENTAL WATERING | 3 | GAL / SQ YD / APPLICATION |
| TEMPORARY DITCH CHECKS | 9 5 | BALES OR TONS AGGREGATE |

- THE TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY THE CONTRACTOR AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID AND APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE OWNER.
- TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATER MAIN WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENT.
- THE PAVEMENT SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO KEEP A SWEEPER ONSITE AT ALL TIMES.
- CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY WITHOUT THE APPROVAL OF THE VILLAGE OF ROMEOVILLE.
- ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM 4" TOPSOIL, SEEDING AND BLANKET.

EARTHWORK NOTES

- GENERAL
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.
 - ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTORS USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND APPRAISE HIMSELF OF ALL SITE CONDITIONS.
 - THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE AND SUBGRADE ELEVATIONS (AS NOTED) AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC. MUST BE ACCOUNTED FOR.
 - THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION, AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.
 - PLANS FOR THE SITE DEWATERING, IF EMPLOYED, SHALL BE SUBMITTED AND APPROVED PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES". THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC. SHALL OCCUR BEFORE GRADING BEGINS.
 - ALL STORM INLETS AND FLARED END SECTIONS SHALL BE PROTECTED BY SILT BARRIER (FENCE OR BALES). PLACEMENTS AND MAINTENANCE OR SILT BARRIER SHALL BE AS DIRECTED BY THE ENGINEER, BASED ON ACTUAL GRADING. GRADE THE AREA WITHIN FOUR (4) FEET AROUND STRUCTURES ONE (1) FOOT BELOW RIM TO SERVE AS A SEDIMENTATION BASIN DURING CONSTRUCTION.
 - HINAL LOCATION OF DITCH CHECKS AND SILT FENCE SHALL BE ADJUSTED BASED ON ACTUAL SITE GRADING CONDITIONS. ADDITIONAL MEASURES SHALL BE ADDED AS DIRECTED BY THE ENGINEER.
 - ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESEEDED AND MULCHED AS SOON AS PRACTICAL. SLOPES GREATER THAN 8% SHALL BE TREATED WITH EXCELSIOR BLANKET.

STORM SEWER NOTES

- STORM SEWER PIPE: ALL STORM SEWER PIPE SHALL BE RCP, UNLESS OTHERWISE NOTED ON THE PLANS, IN ACCORDANCE WITH THE FOLLOWING:

RCP: REINFORCED CONCRETE PIPE (ASTM C-76) W/ GASKETED JOINTS TYPE 1, CLASS III PER SSRBC SECTION 505. USE CLASS IV PIPE FOR 12" TO 21". FOR ALL OTHER SIZES USE THE CHART CONTAINED IN SECTION 550 FOR TYPE 1 OR TYPE 2 CONSTRUCTION.
- "BAND SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.
- BEDDING: ALL STORM SEWERS SHALL BE INSTALLED ON A TYPE A GRANULAR BEDDING, 1/4" TO 1" IN SIZE (CA-7) WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE BUT NOT LESS THAN 4". BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. THE BEDDING MATERIALS SHALL BE COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. BEDDING SHALL EXTEND TO THE SPRINGLINE OF THE PIPE.
- CONSTRUCTION: ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
- COVER: THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE (1') FOOT OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MOUND OVER ANY PIPES WHICH HAVE LESS THAN ONE (1') FOOT OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.
- ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF TWO (2') FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL, CA-7, AND THOROUGHLY MECHANICALLY COMPACTED IN 9" THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED. TRENCH BACKFILL SHALL BE USED ON THE ENTIRE LENGTH OF THE MAIN DRAIN. TRENCH BACKFILL SHALL BE MEASURED ACCORDING TO SECTION 208.03 OF THE STANDARD SPECIFICATIONS.
- ON ALL IMPROVEMENTS THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF ROMEOVILLE AND BE SALVAGED. THE OWNER SHALL BE NOTIFIED AS TO AVAILABILITY FOR PICK-UP.
- THE VERTICAL AND HORIZONTAL CLEARANCES BETWEEN RELOCATED WATER MAINS AND PROPOSED OR EXISTING STORM SEWERS SHALL CONFORM TO THE REQUIREMENTS OF THE I.E.P.A. AS STATED IN THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, SECTION 31-1.02A THROUGH 31-1.02D. WHEN NORMAL CONDITIONS CANNOT BE MET, ONLY THE FOLLOWING METHODS RECOMMENDED BY THE I.E.P.A. WILL BE ACCEPTABLE TO THE ENGINEER:
 - BOTH THE WATERMAIN AND THE SEWER SHALL BE CONSTRUCTED OF SLIP ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, ASBESTOS-CEMENT PRESSURE PIPE OR PRESTRESS CONCRETE PIPE MEETING WATER MAIN STANDARDS, OR;
 - THE WATER MAIN SHALL BE INSTALLED INSIDE OF A STEEL OR PVC (SDR-26 OR LESS) CASING PIPE; OR
 - THE STORM SEWER CROSSING THE WATER MAIN SHALL BE REINFORCED CONCRETE PIPE MEETING ASTM C76 WITH ASTM C361 JOINTS AND PREFORMED FLEXIBLE GASKET MATERIAL CONFORMING TO ASTM C443 PROVIDED THE GASKET IS PROPERLY SEATED TO INSURE WATER TIGHTNESS.

THIS TREATMENT IS REQUIRED FOR A DISTANCE OF AT LEAST 10 FEET HORIZONTALLY ON EACH SIDE OF THE CROSSING. ANY ADDITIONAL COST INCURRED IN COMPLYING WITH THE STANDARD SPECIFICATIONS AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE TOP OF ALL STRUCTURES SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS.
- FRAME ELEVATIONS ARE GIVEN ONLY TO ASSIST IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.
- CARE SHOULD BE TAKEN DURING CONSTRUCTION TO INSURE THAT ALL DRAIN SYSTEMS ARE RE-ESTABLISHED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY WHEN DRAIN TILE SYSTEMS ARE ENCOUNTERED OTHER THAN THOSE SHOWN IN THE PLANS FOR PROPER INSTRUCTION AND DISPOSITION.
- CHERT AGGREGATE SHALL NOT BE ALLOWED IN THE MANUFACTURING OF STORM SEWERS, END SECTIONS OR PRECAST DRAINAGE STRUCTURES.
- THE CONTRACTOR WILL BE REQUIRED TO FILL ALL ABANDONED STORM SEWERS AS INDICATED ON THE PLANS WITH CONTROLLED LOW-STRENGTH MATERIAL (CLSM).

| REVISIONS | |
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| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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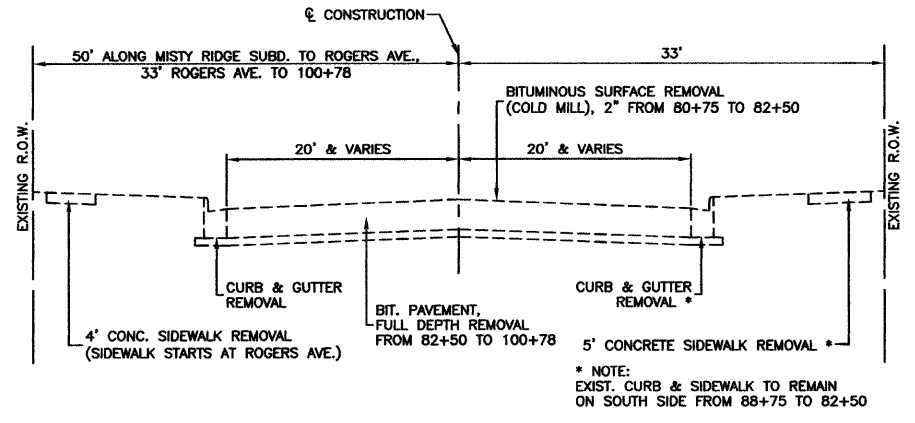
ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEOVILLE
GENERAL NOTES**

SCALE: VERT. N/A
HORIZ. N/A
DATE 01/19/2009
DRAWN BY JJB
CHECKED BY BDB

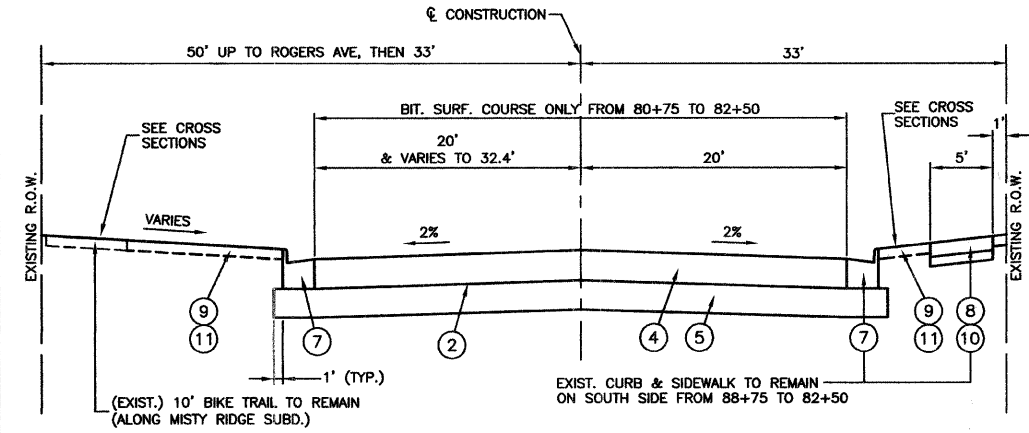
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| F. A. U. RE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 02B1 | 07-00050-00-FP | WILL | 33 | 5 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157



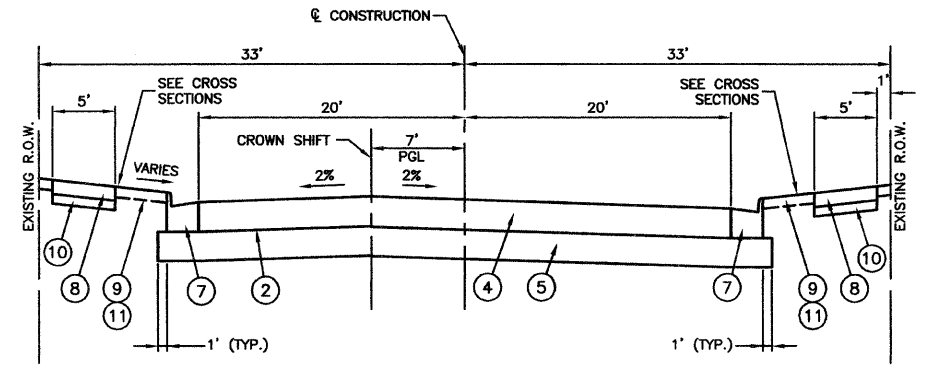
EXISTING TYPICAL CROSS SECTION

NORMANTOWN ROAD
STA 80+75 TO STA 88+53 &
STA 91+18 TO STA 100+78



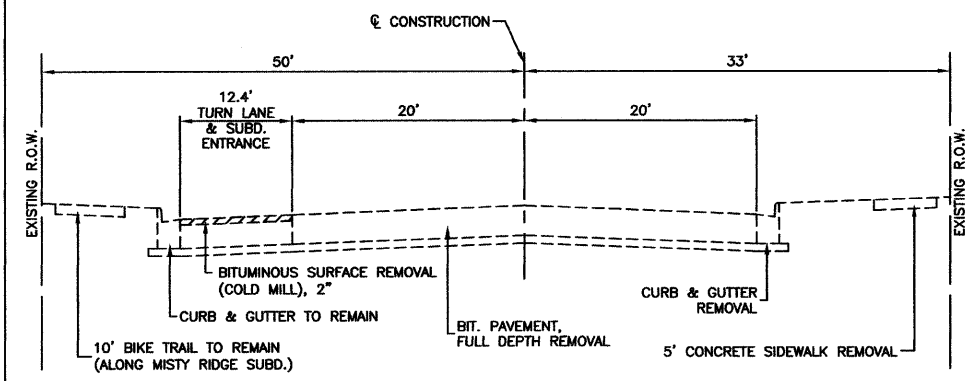
PROPOSED TYPICAL CROSS SECTION

NORMANTOWN ROAD
STA 80+75 TO STA 88+53 &
STA 91+18 TO STA 93+88 &
STA 100+50 TO STA 100+78



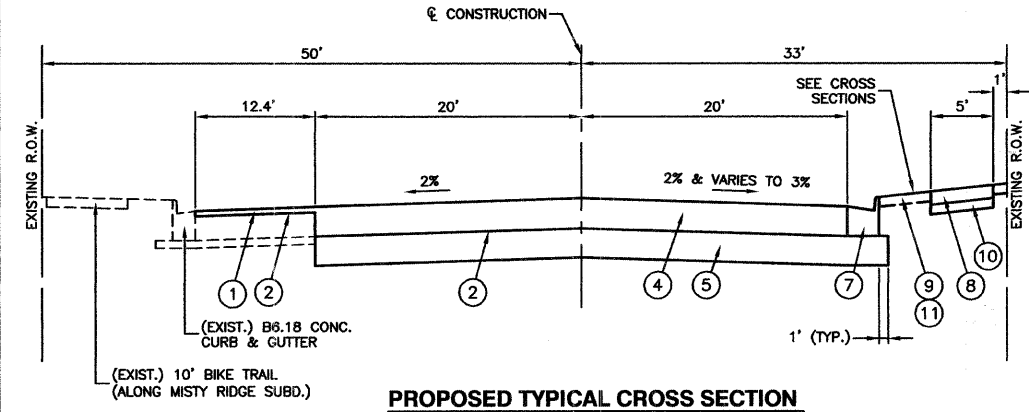
PROPOSED TYPICAL CROSS SECTION

NORMANTOWN ROAD
STA 93+88 TO STA 100+50
NOTE: PGL VARIES FROM 7' LT. @ STA 93+88 TO 7' LT. @ STA 94+50
PGL VARIES FROM 7' LT. @ 99+50 TO 7' LT. @ STA. 100+50



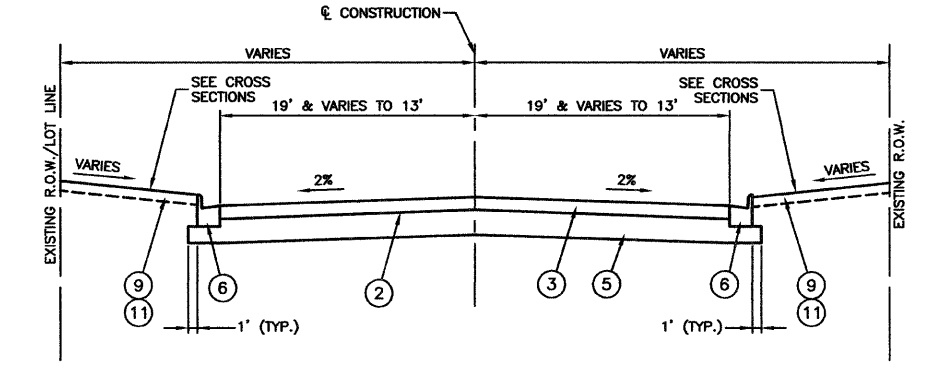
EXISTING TYPICAL CROSS SECTION (MISTY RIDGE SUBD. ENTRANCE)

NORMANTOWN ROAD
STA 88+53 TO STA 91+18



PROPOSED TYPICAL CROSS SECTION

NORMANTOWN ROAD
STA 88+53 TO STA 91+18



PROPOSED TYPICAL CROSS SECTION

ROGERS AVENUE
STA 1+21 TO STA 5+40

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 - 2"
- ② BITUMINOUS MATERIALS (PRIME COAT)
- ③ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6-1/2"
- ④ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10"
- ⑤ AGGREGATE SUBGRADE, 12" (EXTEND 1' BEYOND END OF CURB)
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑦ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑧ P.C.C. SIDEWALK - 5" (6" THRU DRIVEWAYS)
- ⑨ TOPSOIL FURNISH AND PLACE, 4"
- ⑩ AGGREGATE BASE COURSE, TYPE B - 4"
- ⑪ SODDING, SALT TOLERANT, SPECIAL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE | AC TYPE | AIR VOIDS |
|---|------------|---------------|
| FULL DEPTH PAVEMENT, 6-1/2" | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2" (IL-9.5mm) | PG 64-22 | 4% AT 70 Gyr |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 4-1/2" | PG 64-22 * | 4% AT 70 Gyr. |
| FULL DEPTH PAVEMENT, 10" | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 2" (IL-9.5mm) | PG 64-22 | 4% AT 70 Gyr |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8" | PG 64-22 * | 4% AT 70 Gyr. |

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 lbs/sq yd/ in.
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

| REVISIONS | |
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| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
| IDOT REVIEW | 3-26-2009 |
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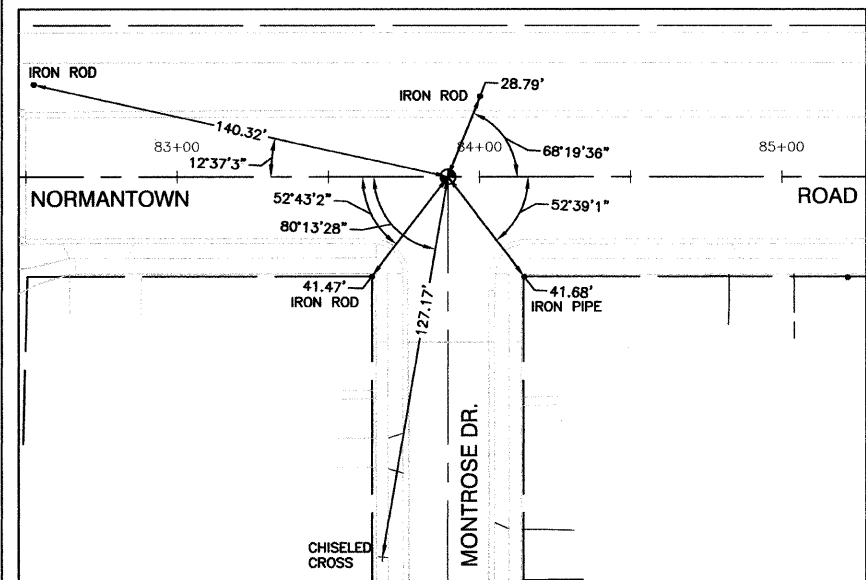
ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
TYPICAL CROSS SECTIONS**

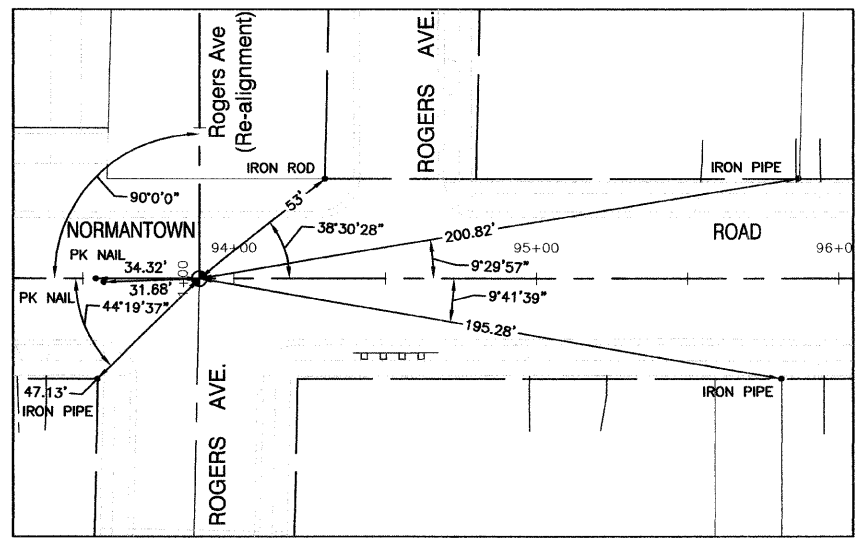
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HORIZ. N/A
DATE 01/19/2009
DRAWN BY JJB
CHECKED BY BDB

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| F. A. U. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 6 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

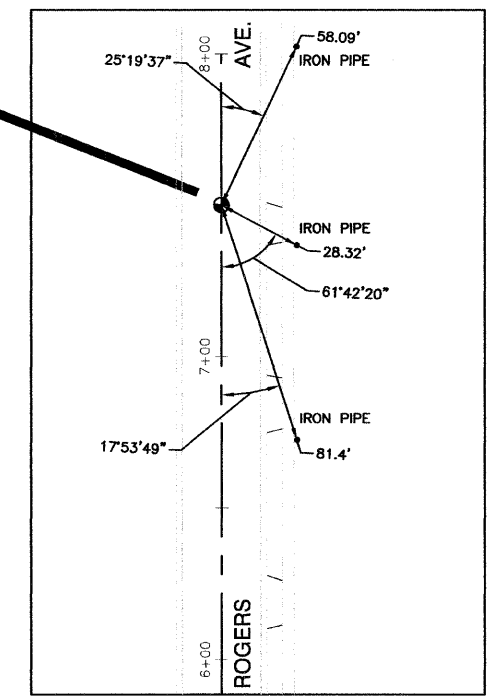
CONTRACT #63157



STATION 83+89.52 - NORMANTOWN ROAD CENTERLINE @
MONTROSE DR. INTERSECTION
SCALE: 1" = 30'



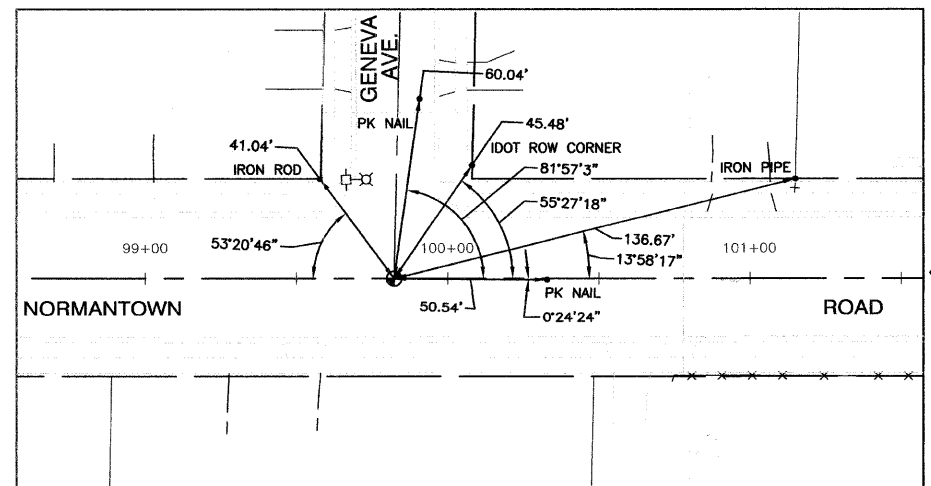
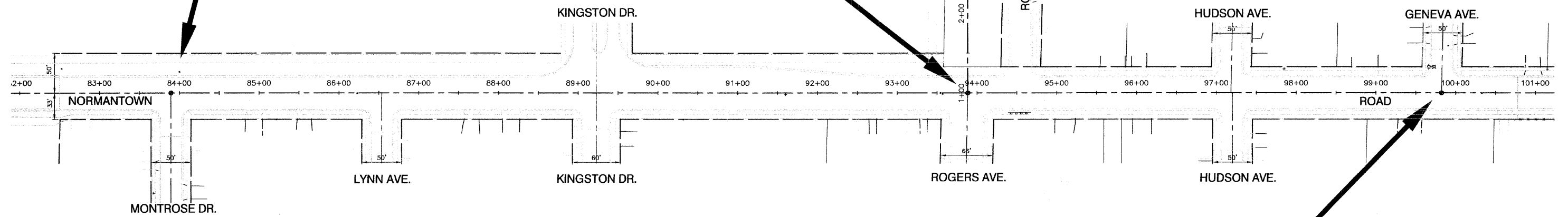
STATION 93+88.52 - NORMANTOWN ROAD CENTERLINE =
1+00 @ ROGERS AVE. CENTERLINE (RE-ALIGNMENT)
SCALE: 1" = 30'



STATION 7+50 - ROGERS AVE. CENTERLINE
SCALE: 1" = 30'

CURVE "R-1"
PI = 2+81.76
Included angle = 20°-18'-04"
Radius = 295.00'
Tangent length = 52.82'
Arc length = 104.53'
Chord length = 103.98'
External secant = 4.69'
Mid ordinate = 4.62'
Degree of curve = 19°-25'-20"

CURVE "R-2"
PI = 4+70.33
Included angle = 20°-21'-45"
Radius = 295.00'
Tangent length = 52.98'
Arc length = 104.84'
Chord length = 104.29'
External secant = 4.72'
Mid ordinate = 4.65'
Degree of curve = 19°-25'-20"



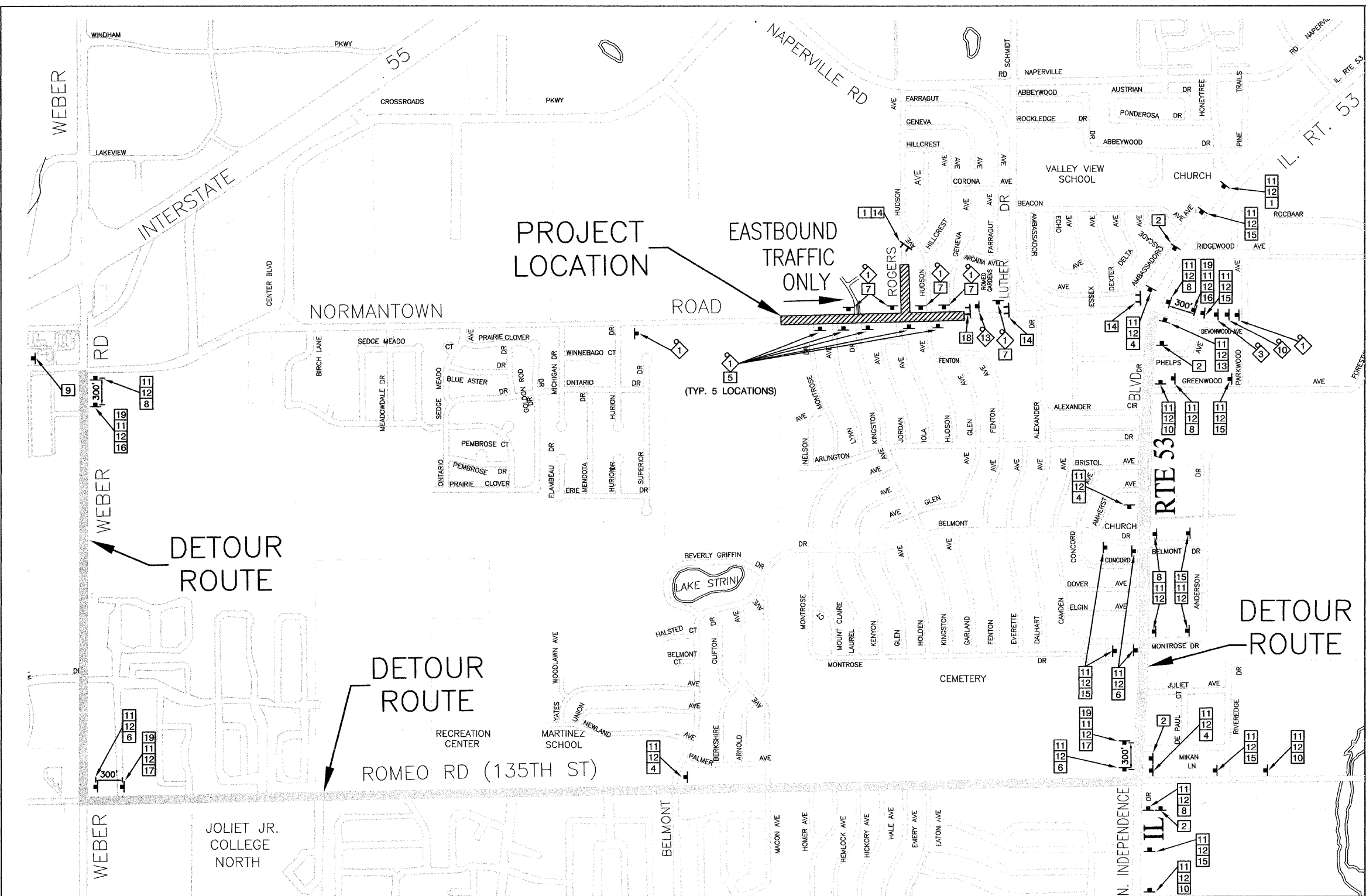
STATION 99+82.28 - NORMANTOWN ROAD CENTERLINE @ GENEVA AVE. INTERSECTION
SCALE: 1" = 30'

| REVISIONS | |
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| NAME | DATE |
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

ILLINOIS DEPARTMENT OF TRANSPORTATION
**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
ALIGNMENT AND TIES**
SCALE: VERT. N/A
HORIZ. 1" = 60'
DATE 01/19/2009
DRAWN BY JJB
CHECKED BY BDB

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| F. A. U. R. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 7 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

CONTRACT #63157






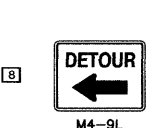



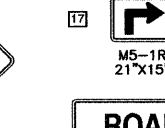




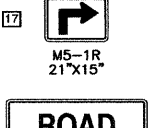
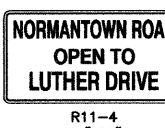
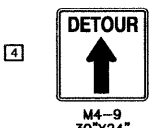
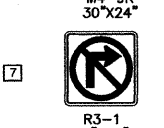
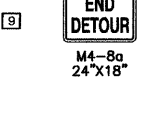
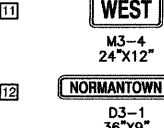
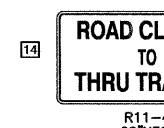
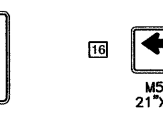
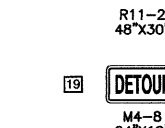

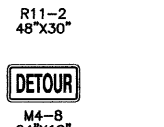
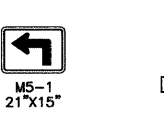

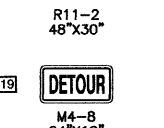
PLAN LEGEND

-  CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT
-  SUGGESTED DETOUR ROUTE
-  CONSTRUCTION AREA DURING DETOUR
-  TYPE III BARRICADE WITH STEADY BURNING LIGHT
-  SIGN

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION, INCLUDING DETOUR PLAN/ROUTING, SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THIS PROJECT, SECTION 701 OF THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". APPLICABLE GUIDELINES IN THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.
2. ANY DROP-OFF GREATER THAN THREE INCHES WITHIN EIGHT FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR II BARRICADES (OR DRUMS) EQUIPPED WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS SPACES AT 50-FOOT CENTERS. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF THE IDOT HIGHWAY STANDARDS.
3. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
4. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
5. IDOT TRAFFIC CONTROL STANDARDS LISTED BY REFERENCE ON THE TITLE SHEET SHALL BE USED AS GUIDES IN IMPLEMENTING THE TRAFFIC CONTROL, INCLUDING SIGN LOCATIONS, FOR THIS PROJECT.
6. MONO-DIRECTIONAL FLASHING LIGHTS AND ORANGE WARNING FLAGS SHALL BE MOUNTED ON ALL "ROAD CONSTRUCTION AHEAD" SIGNS.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS.
8. DEPICTED TRAFFIC CONTROL IS A MINIMUM REQUIREMENT, AND OTHER WORK OR SIGNING MAY BE REQUIRED AS PER THE INSTRUCTION OF THE ENGINEER IN CHARGE. THE COST INCURRED TO COMPLY WILL BE INCLUDED IN THE PAY ITEMS "TRAFFIC CONTROL AND PROTECTION, SPECIAL" AND "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".
9. THE VILLAGE OF ROMEVILLE, THE WILL COUNTY HIGHWAY DEPARTMENT, AND THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
10. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
12. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED, OR REMOVED, BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
13. NORMANTOWN ROAD WILL BE ONE-WAY EASTBOUND FOR THROUGH TRAFFIC DURING CONSTRUCTION AND WESTBOUND TRAFFIC WILL BE DETOURED AS DEPICTED IN THE DETOUR PLAN.
14. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

SIGN LEGEND

| | | | | | | | | | | | | |
|---|---|--|---|---|---|---|---|---|---|---|--|--|
|  W20-1 48"x48" |  W20-3 48"x48" |  R3-2 24"x24" |  M4-9L 30"x24" |  M4-9R 30"x24" |  M4-8a 24"x18" |  W20-3 48"x48" |  W20-2 48"x48" |  W20-2 48"x48" |  M5-1R 21"x15" |  R11-2 48"x30" |  M5-1 21"x15" |  M4-8 24"x12" |
|  R11-4 60"x30" |  M4-9 30"x24" |  R3-1 24"x24" |  M4-9R 30"x24" |  M4-9L 30"x24" |  M4-8a 24"x18" |  W20-3 48"x48" |  W20-2 48"x48" |  W20-2 48"x48" |  M5-1R 21"x15" |  R11-2 48"x30" |  M5-1 21"x15" |  M4-8 24"x12" |

| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEVILLE
DETOUR PLAN**

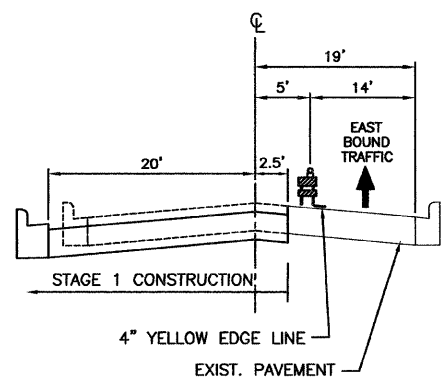
SCALE: VERT. N/A
HORIZ. 1" = 600'

DATE: 01/19/2009

DRAWN BY: JJB
CHECKED BY: BDB

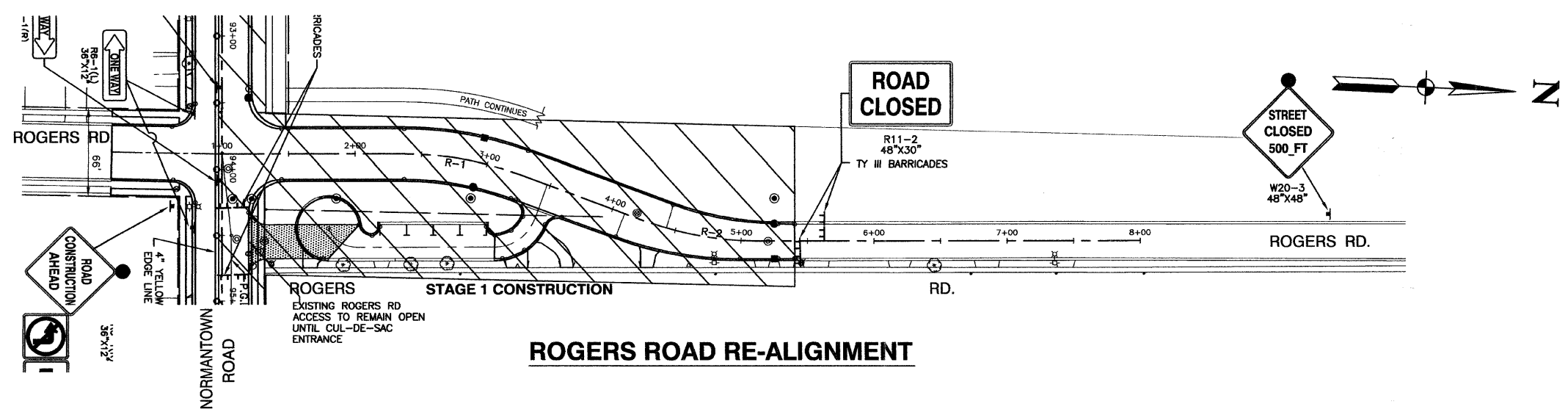
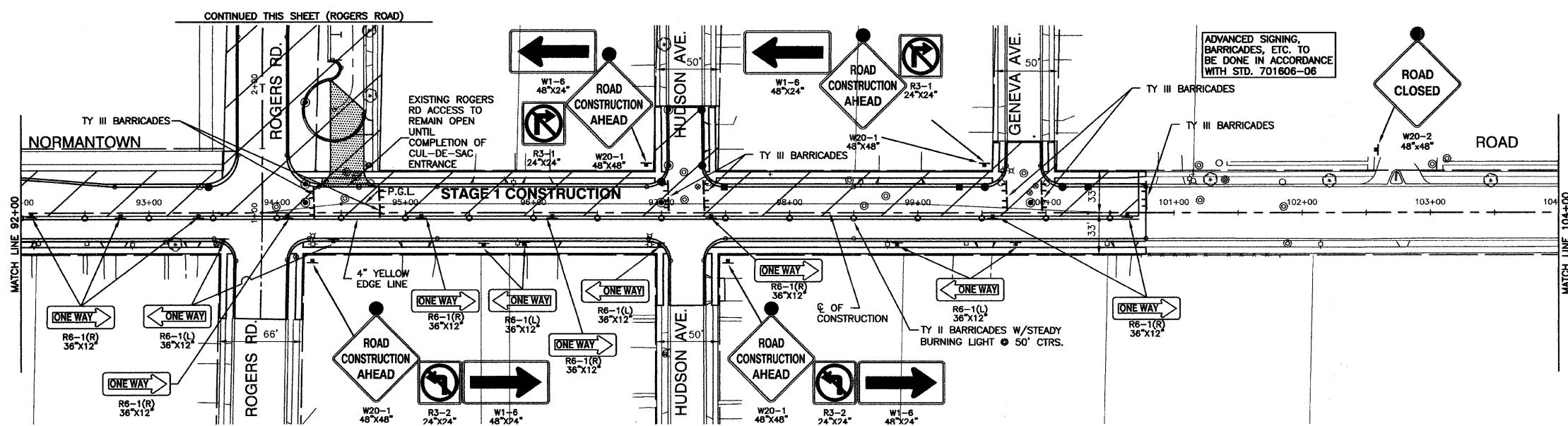
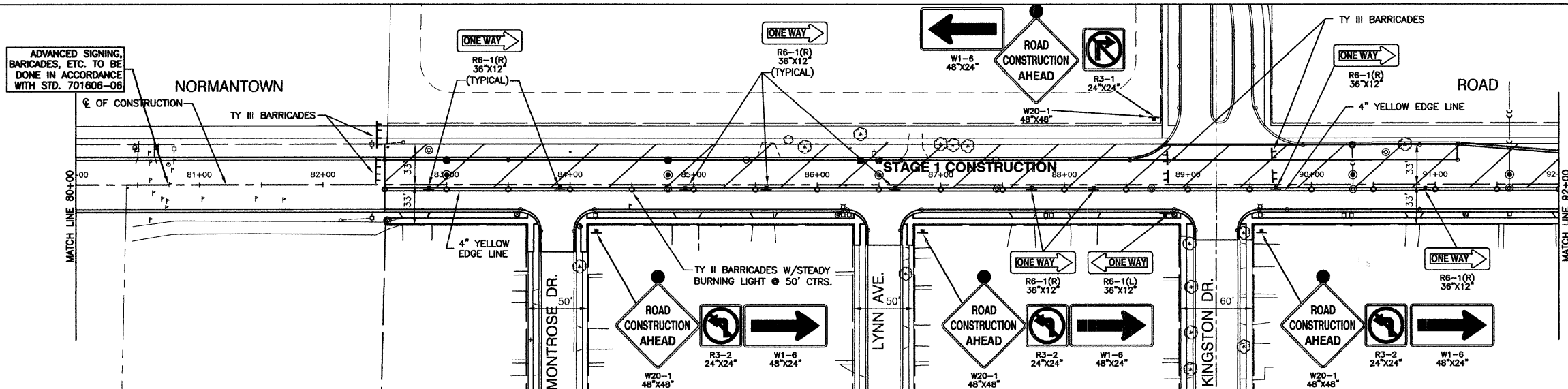
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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. L. REC. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 8 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | FED. AID PROJECT | | |

CONTRACT #63157



SEQUENCE OF OPERATIONS

- PRE-STAGE
ESTABLISH DETOUR ROUTE FOR WESTBOUND NORMANTOWN ROAD;
RELOCATE UTILITIES.
- STAGE 1
SIGN AND STRIPE ACCORDING TO PLANS;
CONSTRUCT NORTH HALF OF IMPROVEMENT FROM
STA 82+50 TO STA 100+72; ROGERS ROAD FROM
NORMANTOWN ROAD TO STA 4+25.60, LESS SURFACE
COURSE; CONSTRUCT STORM SEWER.
- STAGE 2
SIGN AND STRIPE ACCORDING TO PLANS; TRANSITION
EASTBOUND TRAFFIC TO PAVEMENT CONSTRUCTED IN STAGE 1;
CONSTRUCT SOUTH HALF OF IMPROVEMENT FROM STA 82+50
TO STA 100+72; LESS SURFACE COURSE.
- STAGE 3
PLACE SURFACE COURSE;
COMPLETE STRIPING, SIGNING, AND LANDSCAPING



ROGERS ROAD RE-ALIGNMENT

| REVISIONS | | |
|-------------|-----------|--|
| NAME | DATE | |
| IDOT REVIEW | 2-24-2009 | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

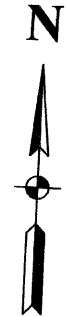
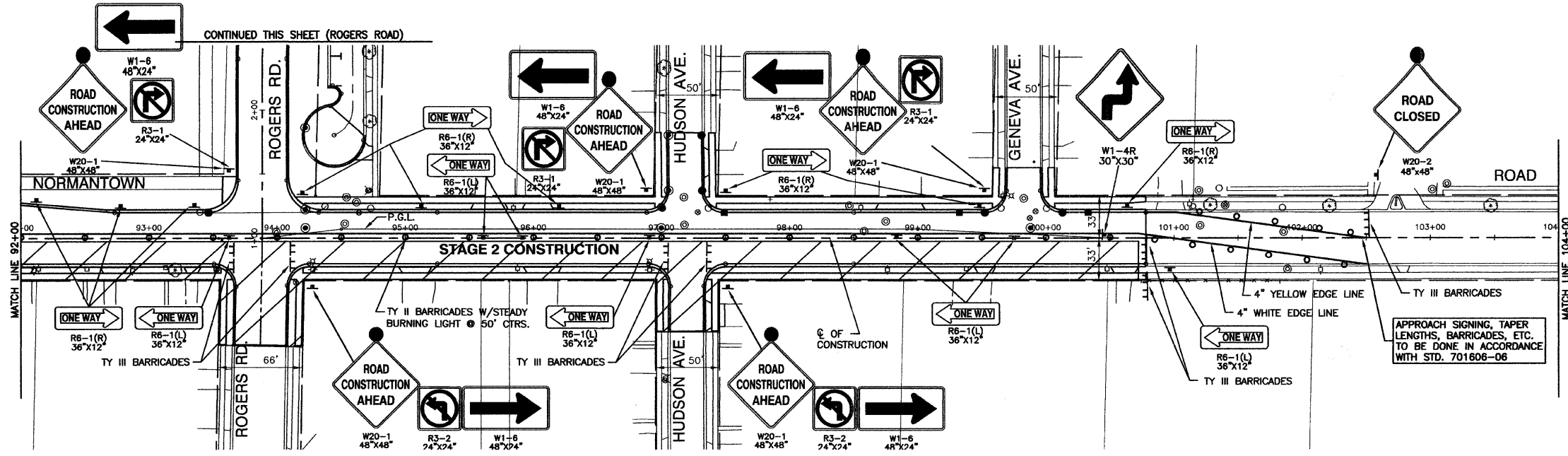
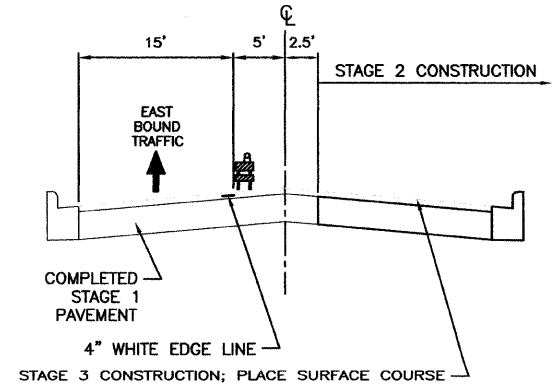
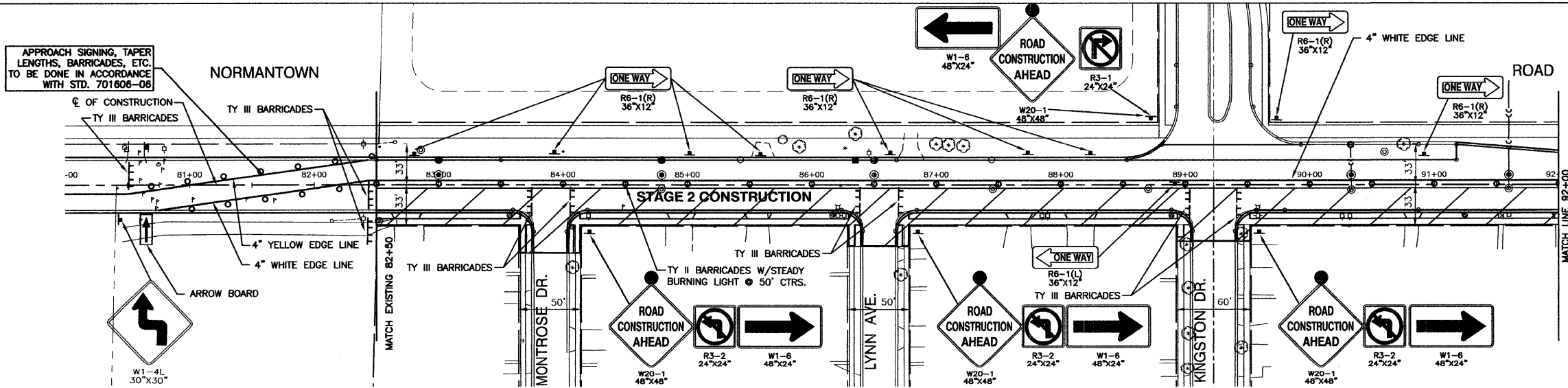
**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
MAINTENANCE OF TRAFFIC
STAGE 1**

SCALE: VERT. N/A
HORIZ. 1" = 50'
DATE 01/19/2009

DRAWN BY JJB
CHECKED BY BDB

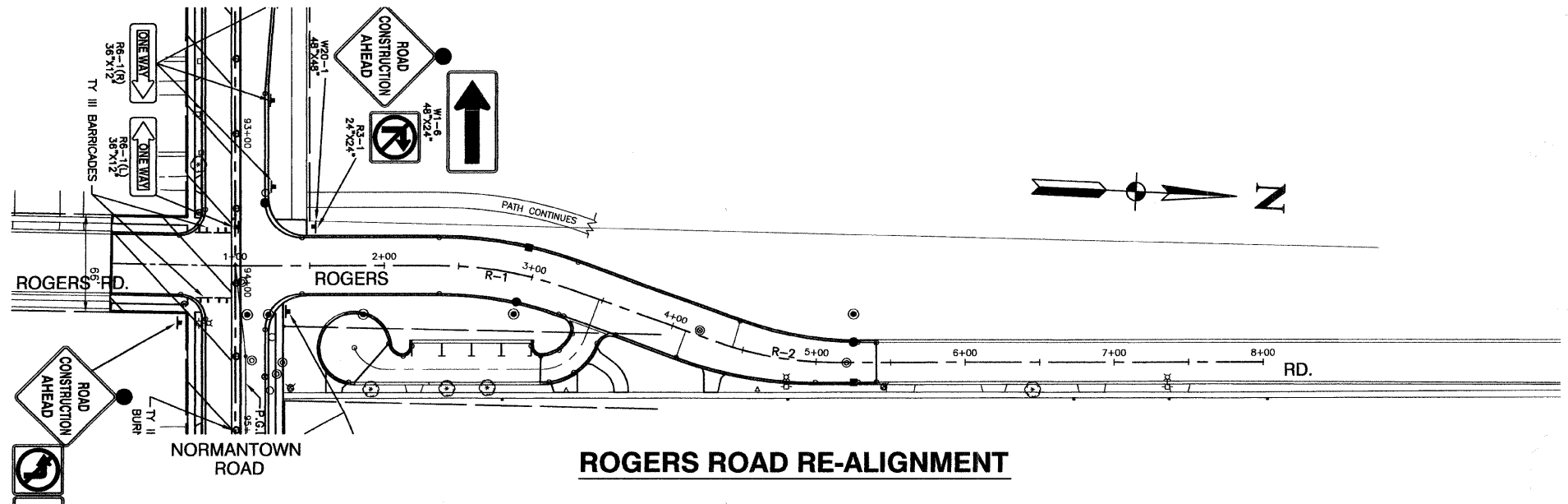
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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 9 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157



SEQUENCE OF OPERATIONS

- PRE-STAGE**
ESTABLISH DETOUR ROUTE FOR WESTBOUND NORMANTOWN ROAD;
RELOCATE UTILITIES.
- STAGE 1**
SIGN AND STRIPE ACCORDING TO PLANS;
CONSTRUCT NORTH HALF OF IMPROVEMENT FROM
STA 82+50 TO STA 100+72; ROGERS ROAD FROM
NORMANTOWN ROAD TO STA 4+25.60, LESS SURFACE
COURSE; CONSTRUCT STORM SEWER.
- STAGE 2**
SIGN AND STRIPE ACCORDING TO PLANS; TRANSITION
EASTBOUND TRAFFIC TO PAVEMENT CONSTRUCTED IN STAGE 1;
CONSTRUCT SOUTH HALF OF IMPROVEMENT FROM STA 82+50
TO STA 100+72; LESS SURFACE COURSE.
- STAGE 3**
PLACE SURFACE COURSE;
COMPLETE STRIPING, SIGNING, AND LANDSCAPING



ROGERS ROAD RE-ALIGNMENT

| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
MAINTENANCE OF TRAFFIC
STAGE 2**

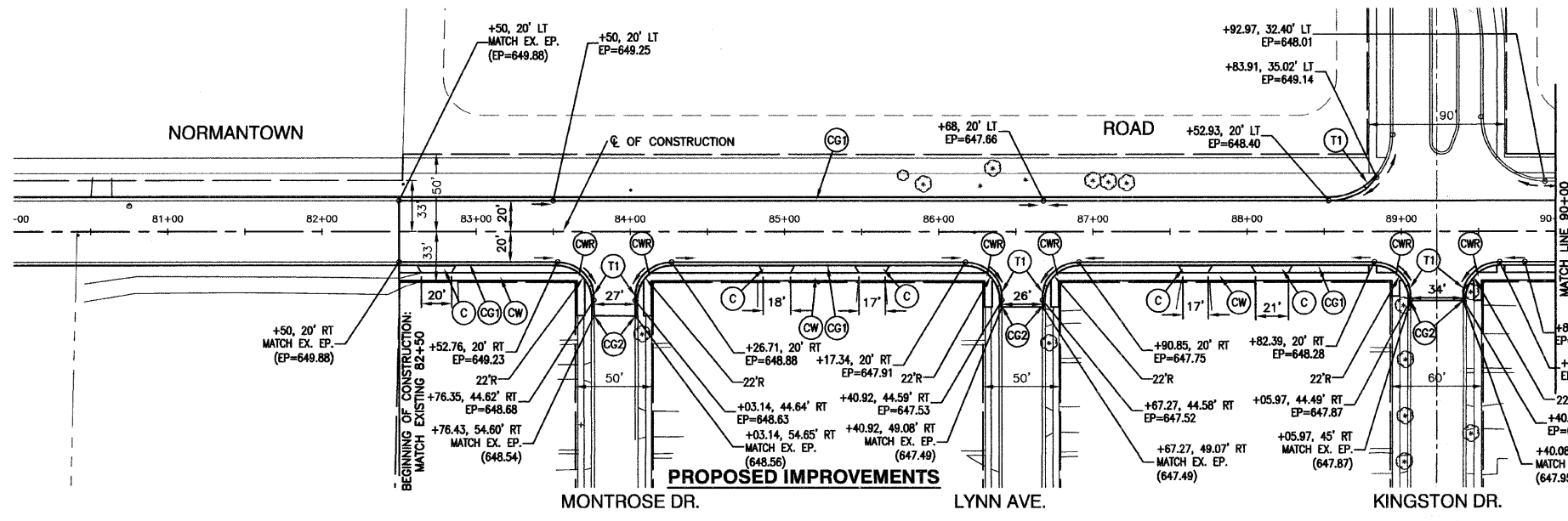
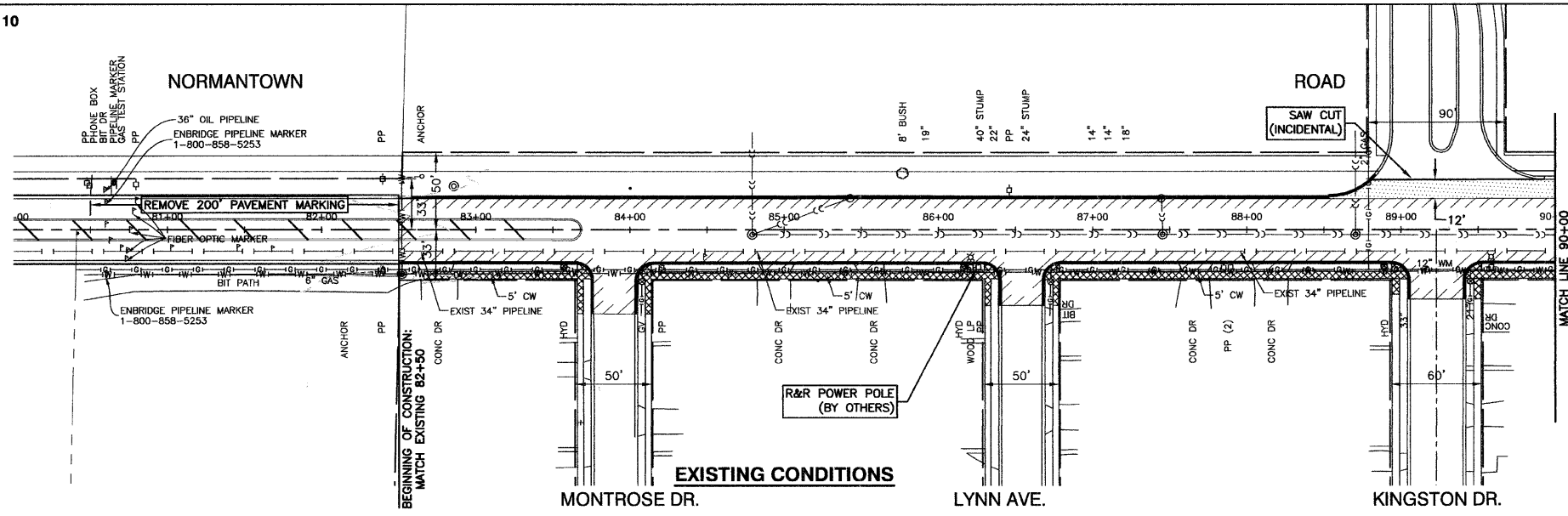
SCALE: VERT. N/A
HORIZ. 1" = 50'

DATE: 01/19/2009

DRAWN BY: JJB
CHECKED BY: BDB

| F. A. L. REC. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|----------|------------------|-----------|
| 0281 | 07-00050-00-FP | WILL | 33 | 10 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

CONTRACT #63157



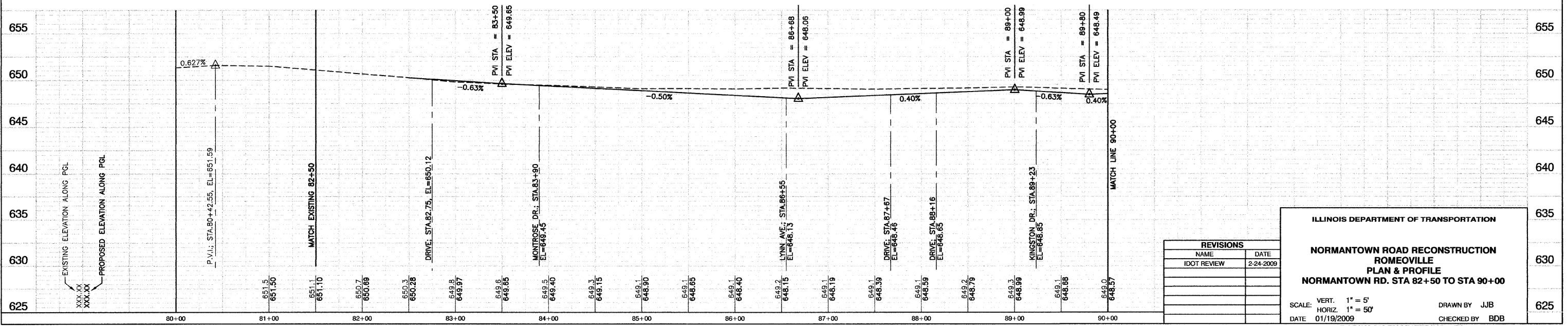
LEGEND

- TREE TO BE REMOVED
- CONC CURB AND GUTTER REMOVAL
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2"
- CONC SIDEWALK REMOVAL
- REMOVE
- REMOVE & RELOCATE
- P.C.C. DRIVEWAY, 6"
- P.C.C. SIDEWALK, 5"
- P.C.C. SIDEWALK RAMP W/ DETECTABLE WARNING
- C & G TYPE B-6.24
- C & G TYPE B-6.12
- C & G TYPE B-6.18
- TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.12
- TRANSITION FROM C & G TYPE B-6.24 TO EXISTING CURB AND GUTTER
- TRANSITION FROM C & G TYPE B-6.12 TO EXISTING CURB AND GUTTER
- TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.18

BENCHMARKS:

BENCHMARK #1
SOUTH SOUTHWEST FLANGE BOLT ON THE FIRST HYDRANT WEST OF MICHIGAN DRIVE ON THE SOUTH SIDE OF NORMANTOWN ROAD ELEVATION= 641.51

BENCHMARK #2
SOUTH SOUTHWEST FLANGE BOLT ON THE SECOND HYDRANT WEST OF MICHIGAN DRIVE ON THE SOUTH SIDE OF NORMANTOWN ROAD ELEVATION= 639.73



| REVISIONS | |
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| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEOWILLE
PLAN & PROFILE
NORMANTOWN RD. STA 82+50 TO STA 90+00**

SCALE: VERT. 1" = 5'
HORIZ. 1" = 50'

DATE: 01/19/2009

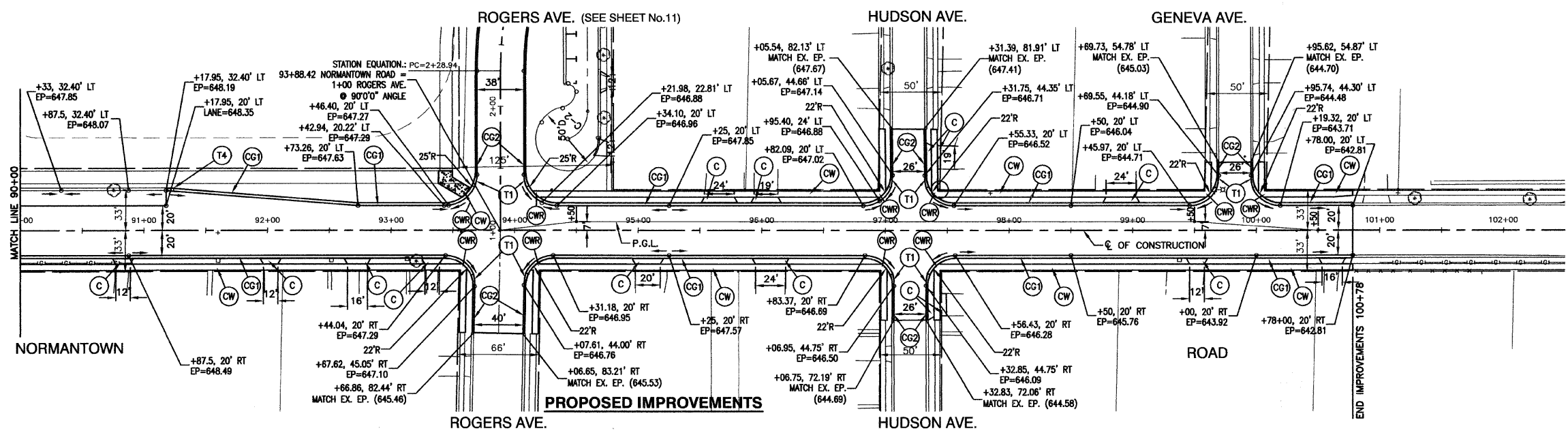
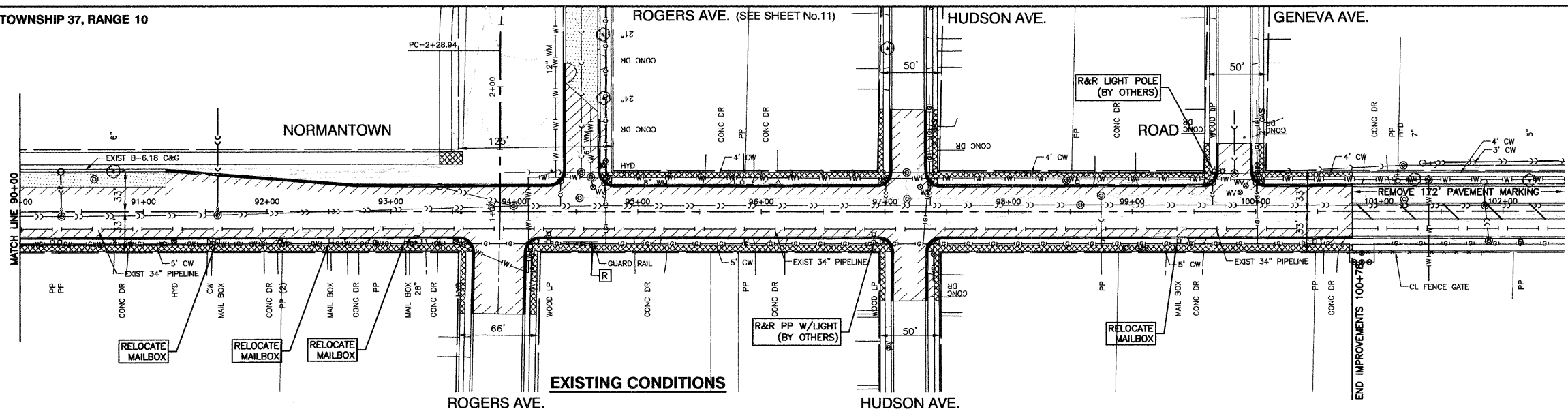
DRAWN BY: JJB
CHECKED BY: BDB

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|-----------------------|----------------|----------|------------------|-----------|
| F. A. U. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-PP | WILL | 33 | 11 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

CONTRACT #63157

LEGEND

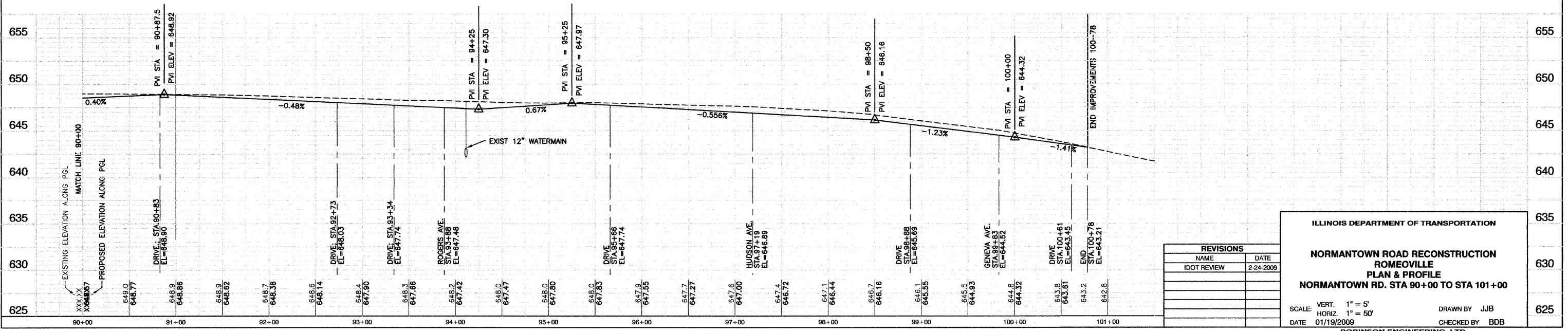
- TREE TO BE REMOVED
- CONC CURB AND GUTTER REMOVAL
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2"
- CONC SIDEWALK REMOVAL
- REMOVE
- REMOVE & RELOCATE
- P.C.C. DRIVEWAY, 6"
- P.C.C. SIDEWALK, 5"
- P.C.C. SIDEWALK RAMP W/ DETECTABLE WARNING
- C & G TYPE B-6.24
- C & G TYPE B-6.12
- C & G TYPE B-6.18
- TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.12
- TRANSITION FROM C & G TYPE B-6.24 TO EXISTING CURB AND GUTTER
- TRANSITION FROM C & G TYPE B-6.12 TO EXISTING CURB AND GUTTER
- TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.18



BENCHMARKS:

BENCHMARK #5
ARROW ON HYDRANT FLANGE AT N.E. CORNER ROGERS ROAD AND NORMANTOWN ROAD
ELEVATION= 649.91

BENCHMARK #7
ARROW ON HYDRANT FLANGE OF 1ST HYDRANT EAST OF GENEVA AVENUE, NORTH SIDE OF NORMANTOWN ROAD
ELEVATION= 649.60



| REVISIONS | | |
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| NAME | DATE | |
| IDOT REVIEW | 2-24-2009 | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEOVILLE
PLAN & PROFILE
NORMANTOWN RD. STA 90+00 TO STA 101+00**

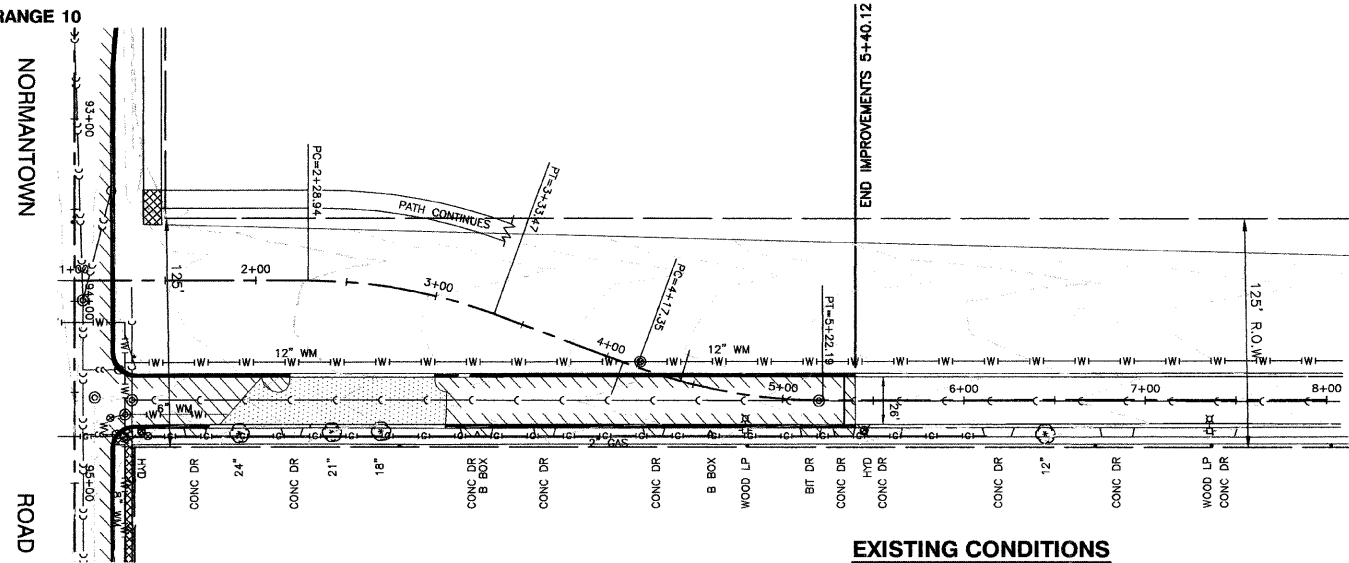
SCALE: VERT. 1" = 5'
HORIZ. 1" = 50'

DATE: 01/19/2009

DRAWN BY: JJB
CHECKED BY: BDB

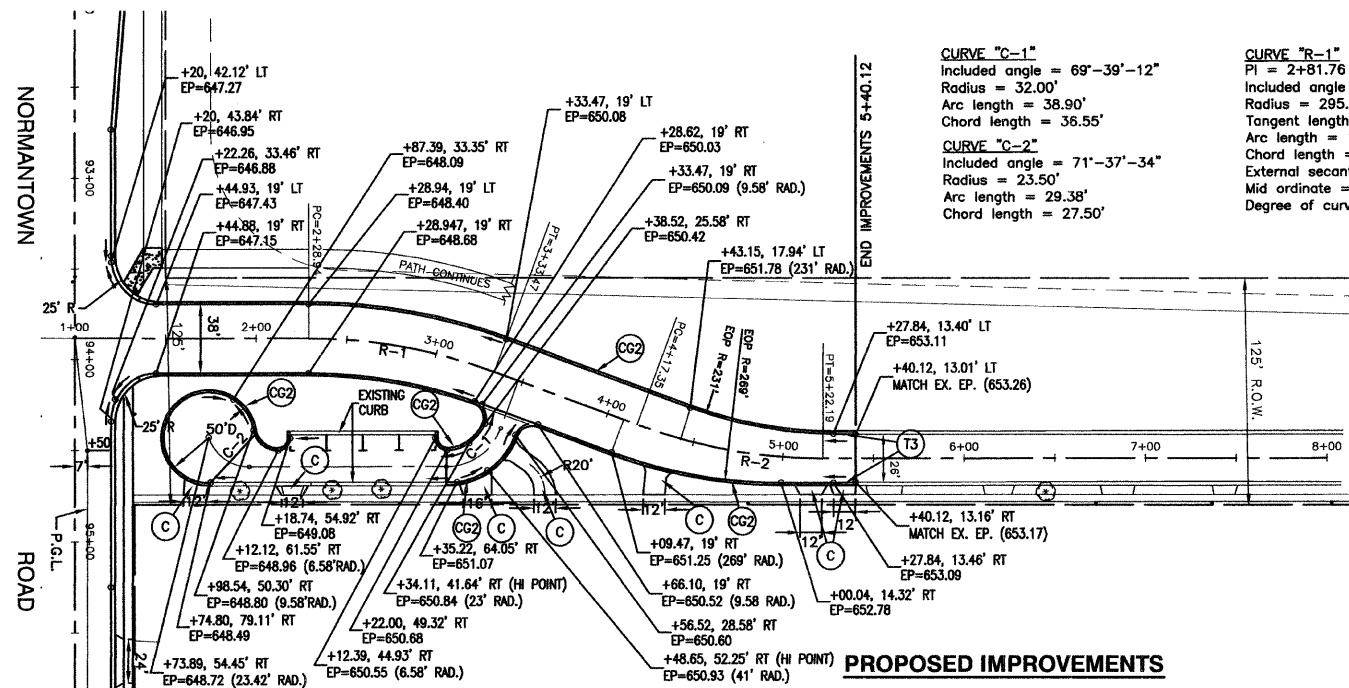
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|-----------------------|----------------|----------|------------------|-----------|
| F.A.U. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 12 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ALLIANCE | FED. AID PROJECT | |

CONTRACT #63157



ROGERS AVE.

EXISTING CONDITIONS



ROGERS AVE.

PROPOSED IMPROVEMENTS

CURVE "C-1"
 Included angle = 69°-39'-12"
 Radius = 32.00'
 Arc length = 38.90'
 Chord length = 36.55'

CURVE "C-2"
 Included angle = 71°-37'-34"
 Radius = 23.50'
 Arc length = 29.38'
 Chord length = 27.50'

CURVE "R-1"
 PI = 2+81.76
 Included angle = 20°-18'-04"
 Radius = 295.00'
 Tangent length = 52.82'
 Arc length = 104.53'
 Chord length = 103.98'
 External secant = 4.69'
 Mid ordinate = 4.62'
 Degree of curve = 19°-25'-20"

CURVE "R-2"
 PI = 4+70.33
 Included angle = 20°-21'-45"
 Radius = 295.00'
 Tangent length = 52.98'
 Arc length = 104.84'
 Chord length = 104.29'
 External secant = 4.72'
 Mid ordinate = 4.65'
 Degree of curve = 19°-25'-20"



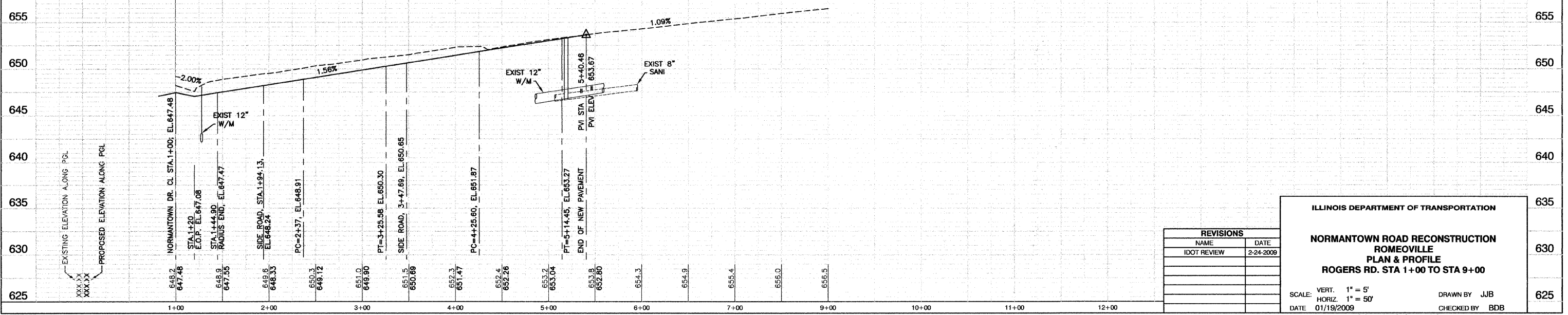
LEGEND

- ⊗ TREE TO BE REMOVED
- CONC CURB AND GUTTER REMOVAL
- ▨ PAVEMENT REMOVAL
- ▤ HMA SURFACE REMOVAL, 2"
- ⊠ CONC SIDEWALK REMOVAL
- ⊞ REMOVE
- ⊞R&R REMOVE & RELOCATE
- ⊙ P.C.C. DRIVEWAY, 6"
- ⊙ CW P.C.C. SIDEWALK, 5"
- ⊙ CW P.C.C. SIDEWALK RAMP W/ DETECTABLE WARNING
- ⊙ CG1 C & G TYPE B-6.24
- ⊙ CG2 C & G TYPE B-6.12
- ⊙ CG3 C & G TYPE B-6.18
- ⊙ T1 TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.12
- ⊙ T2 TRANSITION FROM C & G TYPE B-6.24 TO EXISTING CURB AND GUTTER
- ⊙ T3 TRANSITION FROM C & G TYPE B-6.12 TO EXISTING CURB AND GUTTER
- ⊙ T4 TRANSITION FROM C & G TYPE B-6.24 TO C & G TYPE B-6.18

BENCHMARKS:

BENCHMARK #5
 ARROW ON HYDRANT FLANGE AT N.E. CORNER ROGERS ROAD AND NORMANTOWN ROAD
 ELEVATION= 649.91

BENCHMARK #7
 ARROW ON HYDRANT FLANGE OF 1ST HYDRANT EAST OF GENEVA AVENUE, NORTH SIDE OF NORMANTOWN ROAD
 ELEVATION= 649.60



| REVISIONS | |
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| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
 ROMEVILLE
 PLAN & PROFILE
 ROGERS RD. STA 1+00 TO STA 9+00**

SCALE: VERT. 1" = 5'
 HORIZ. 1" = 50'

DATE: 01/19/2009

DRAWN BY: JJB
 CHECKED BY: BDB

SECTION 33, TOWNSHIP 37, RANGE 10

| F.A.L. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------------|----------|------------------|-----------|
| 0281 | 07-00050-00-FP | WILL | 33 | 13 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

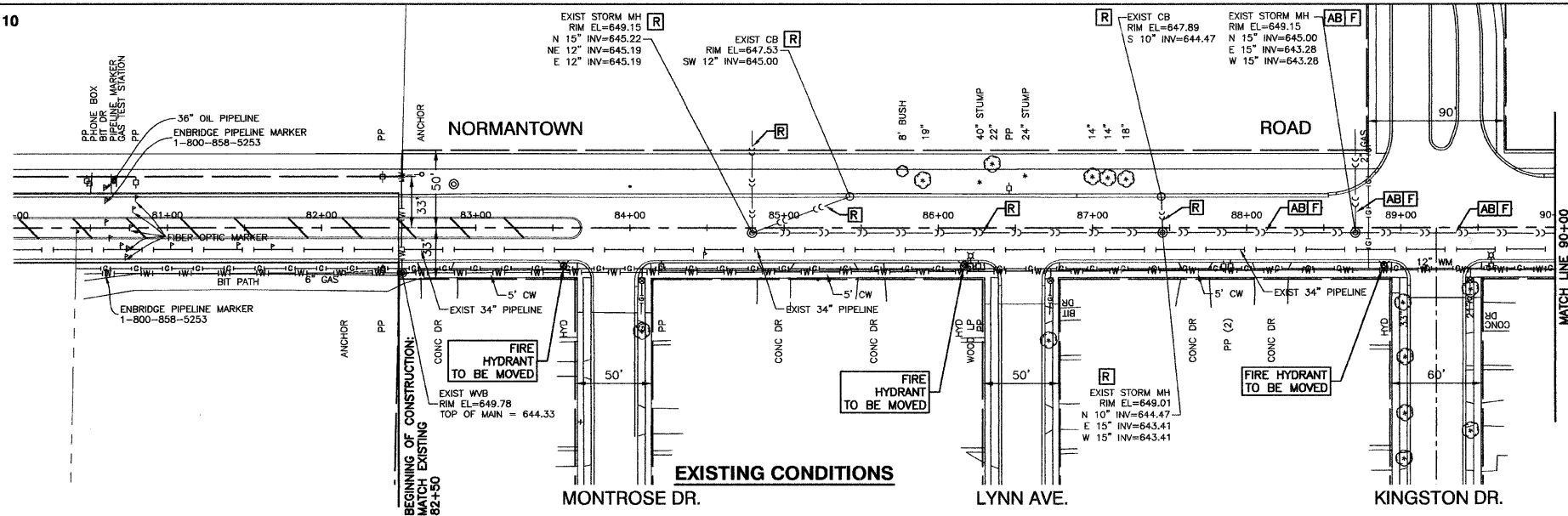
CONTRACT #63157

REMOVAL LEGEND

- [AB] ABANDON STRUCTURE OR PIPE
- [F] FILL STRUCTURE OR PIPE
- [R] REMOVE
- [ADJ] ADJUST FRAME & LID

PROPOSED STORM PIPE

- 01 12'-12" SST1 @ 1% (1.8)
- 02 179'-12" SST1 @ 0.6% (32.9)
- 03 12'-12" SST1 @ 1% (1.7)
- 03A 7'-12" SST1 @ 1% (0)
- 04 189'-12" SST1 @ 0.5% (39.7)
- 05 15'-12" SST1 @ 1% (2.1)
- 06 12'-12" SST1 @ 1% (2.1)
- 07 365'-15" SST2 @ 0.46% (124.1)

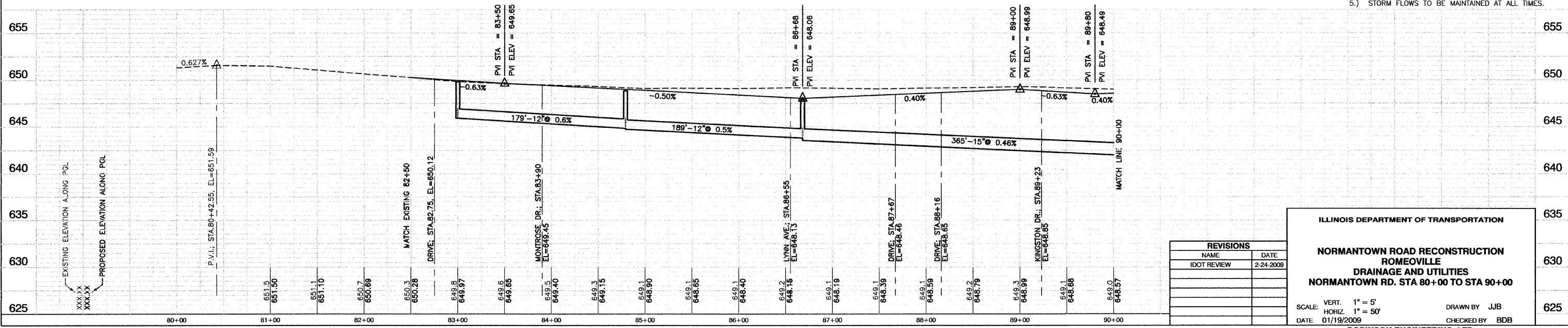
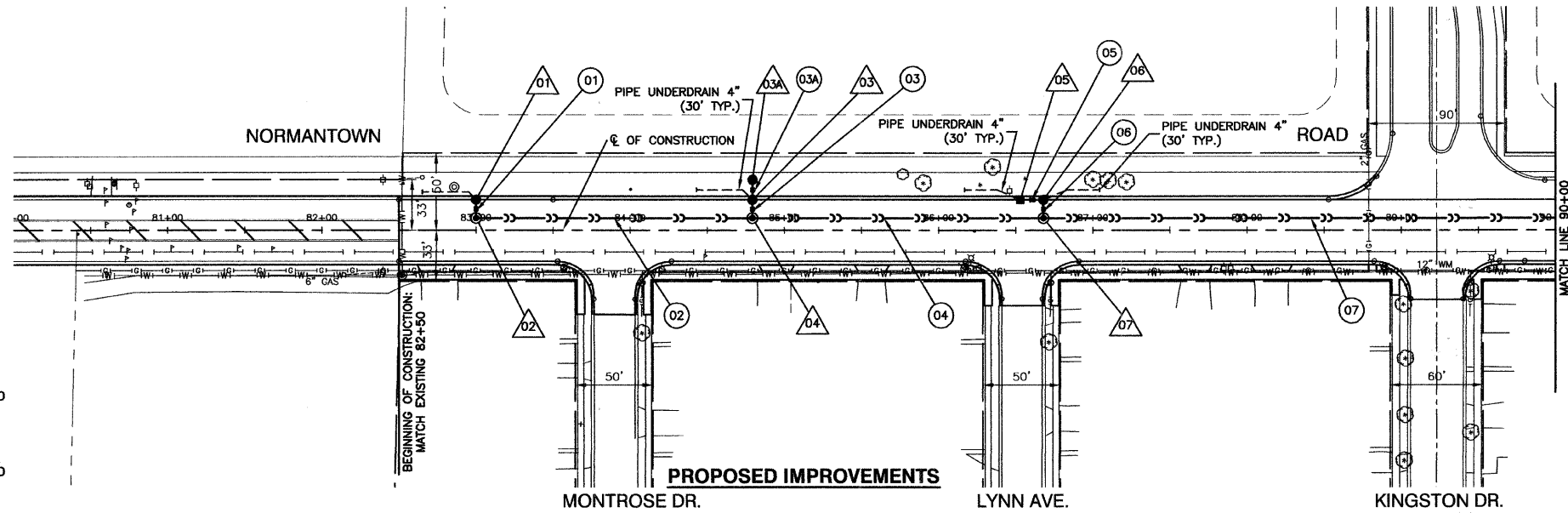


BENCHMARKS:
 BENCHMARK #1
 SOUTH SOUTHWEST FLANGE BOLT ON THE FIRST HYDRANT WEST OF MICHIGAN DRIVE ON THE SOUTH SIDE OF NORMANTOWN ROAD ELEVATION= 641.51
 BENCHMARK #2
 SOUTH SOUTHWEST FLANGE BOLT ON THE SECOND HYDRANT WEST OF MICHIGAN DRIVE ON THE SOUTH SIDE OF NORMANTOWN ROAD ELEVATION= 639.73

PROPOSED STRUCTURES

- 01 STA. 83+00 (20' LT.)
CB TA 2'DIA. T8 F&G
RIM EL=649.57
12" FL=646.15
- 02 STA. 83+00 (8' LT.)
MH TA 4'DIA. T1F CL
RIM EL=649.81
N. 12" FL=646.03
E. 12" FL=645.93
- 03 STA. 84+79 (20' LT.)
INL TA T24 F&G
RIM EL=647.74
12" FL=644.28
- 03A STA. 84+79 (8' LT.)
MH TA 4'DIA. T1F CL
RIM EL=648.84
N. 12" FL=644.96
W. 12" FL=644.86
E. 12" FL=644.76
- 04 STA. 84+79 (33' LT.)
CB TA 2'DIA. T8 GRATE
RIM EL=647.64
S. 12" FL=645.25
- 05 STA. 86+53 (20' LT.)
INL TA T24 F&G
RIM EL=647.74
12" FL=644.28
- 06 STA. 86+68 (20' LT.)
CB TA 4'DIA. T24 F&G
RIM EL=647.66
W. 12" FL=644.13
S. 12" FL=644.03
- 07 STA. 86+68 (8' LT.)
MH TA 4'DIA. T1F CL
RIM EL=647.90
N. 12" FL=643.91
W. 12" FL=643.81
E. 15" FL=643.71

- NOTE:
- 1.) OFFSETS ARE FROM ϕ R.O.W.
 - 2.) QUANTITIES IN () ARE TRENCH BACKFILL
 - 3.) ALL RIM ELEVATIONS OF STRUCTURES IN THE PROPOSED CURB LINE ARE GIVEN TO THE EDGE OF PAVEMENT. ALL OTHER RIM ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURES
 - 4.) W.M.Q.P. = WATER MAIN QUALITY PIPE
 - 5.) STORM FLOWS TO BE MAINTAINED AT ALL TIMES.



| REVISIONS | | |
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| NAME | DATE | |
| IDOT REVIEW | 2-24-2009 | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

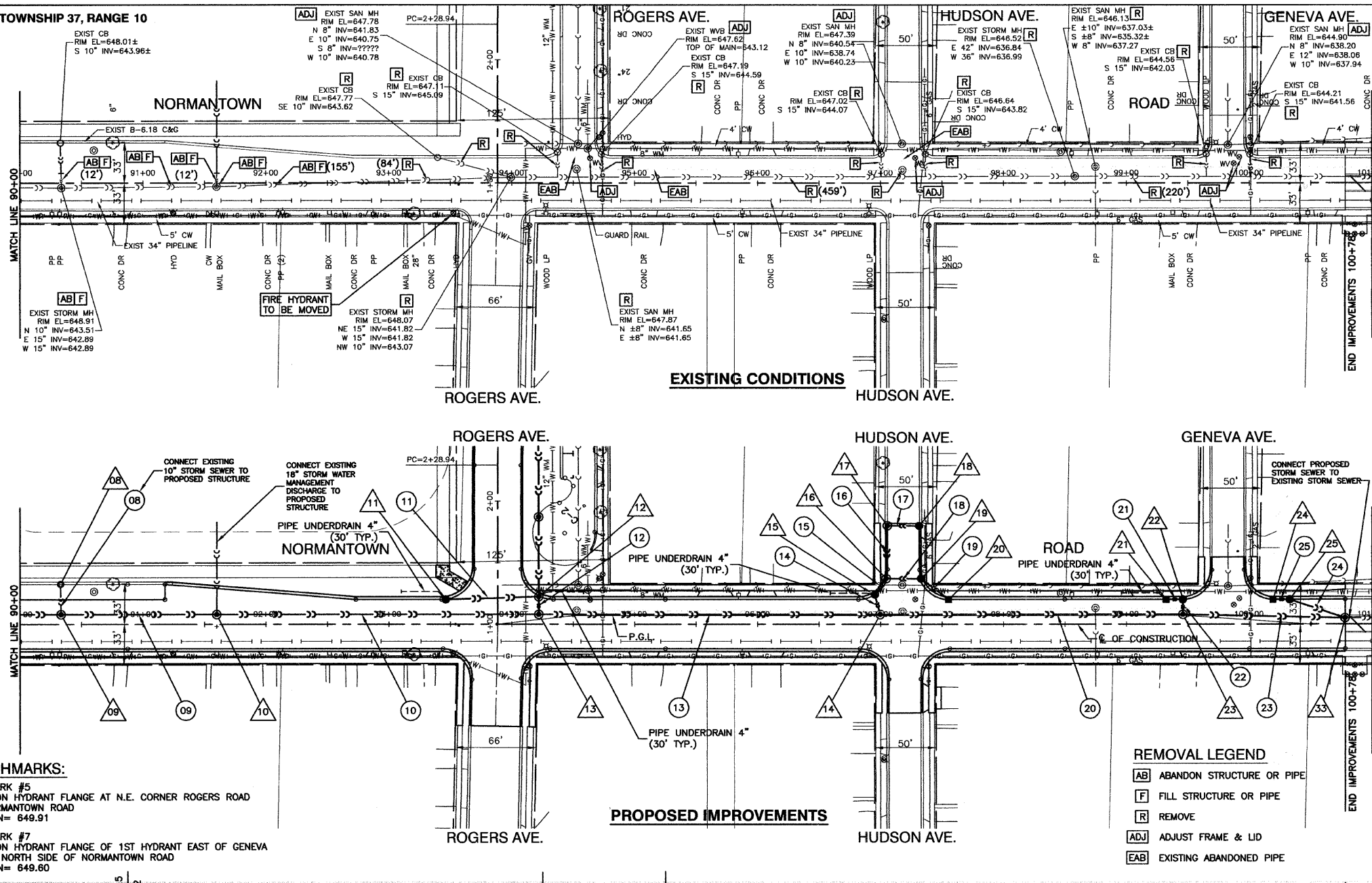
**NORMANTOWN ROAD RECONSTRUCTION
 ROMEVILLE
 DRAINAGE AND UTILITIES
 NORMANTOWN RD. STA 80+00 TO STA 90+00**

SCALE: VERT. 1" = 5'
 HORIZ. 1" = 50'

DATE: 01/19/2009

DRAWN BY: JJB
 CHECKED BY: RDB

SECTION 33, TOWNSHIP 37, RANGE 10



PROPOSED STORM PIPE

- 08 EXISTING 10" STORM SEWER
- 09 127'-18" SST2 @ 0.5% (37.0)
- 10 262'-24" SST2-WMQP @ 0.5% (246.8)
- 11 75'-12" SST2-WMQP @ 2% (55.6)
- 12 14'-15" SST2-WMQP @ 1.5% (12.1)
- 13 278'-30" SST2 @ 0.5% (346.7)
- 14 17'-18" SST2-WMQP @ 2% (19.1)
- 15 16'-18" SST2-WMQP @ 2% (11.3)
- 16 43'-18" SST2 @ 1.5% (10.8)
- 17 26'-12" SST1 @ 2% (3.4)
- 18 28'-15" SST1 @ 2% (5.9)
- 19 28'-15" SST1-WMQP @ 1% (3.4)
- 20 246'-36" SST2 @ 0.8% (340.2)
- 21 14'-15" SST1-WMQP @ 2% (2.7)
- 22 12'-15" SST1 @ 2% (2.8)
- 23 130'-42" SST2 @ 0.77% (172.5)
- 24 45'-15" SST2 @ 2% (9.0)
- 25 14'-15" SST1-WMQP @ 2% (2.0)

PROPOSED STRUCTURES

- 08 STA. 90+33 (32' LT.)
EX. CB
EX. RIM EL.=648.01±
EX. 10" FL.=643.96±
- 09 STA. 90+33 (8' LT.)
MH TA 4'DIA. T1F CL
RIM EL.=648.25
EX. N. 10" FL.=643.48±
W. 15" FL.=641.88
E. 18" FL.=641.78
- 10 STA. 91+60 (8' LT.)
MH TA 5'DIA. T1F CL
RIM EL.=648.41
EX. N. 18" FL.=642.43±
W. 18" FL.=641.14
E. 24" FL.=641.04
- 11 STA. 93+46 (20' LT.) E/W
STA. 1+20 (33' RT) N/S
MH TA 4'DIA. T24 F&G
RIM EL.=646.88
N. 15" FL.=640.14
S. 15" FL.=639.77
W. 12" FL.=639.87
- 12 STA. 94+22 (22' LT.) E/W
STA. 1+22 (33' RT) N/S
MH TA 4'DIA. T24 F&G
RIM EL.=646.88
N. 15" FL.=640.14
S. 15" FL.=639.77
W. 12" FL.=639.87
- 13 STA. 94+22 (8' LT.)
MH TA 5'DIA. T1F CL
RIM EL.=647.35
N. 15" FL.=639.56
W. 24" FL.=639.73
E. 30" FL.=639.09
- 14 STA. 97+00 (8' LT.)
MH TA 5'DIA. T1F CL
RIM EL.=647.12
N. 18" FL.=637.74
W. 30" FL.=637.70
E. 36" FL.=637.60
- 15 STA. 96+94.40 (24' LT.)
CB TA 4'DIA. T24 F&G
RIM EL.=646.88
NE. 18" FL.=638.18
S. 18" FL.=638.08
- 16 STA. 97+04.66 (37' LT.)
MH TA 4'DIA. T11 F&G
RIM EL.=647.06
N. 18" FL.=642.52
E. 15" FL.=642.41
SW. 18" FL.=638.50
- 17 STA. 97+06 (80' LT.)
MH TA 4'DIA. T11 F&G
RIM EL.=647.67
E. 12" FL.=643.89
N. 18" STUB FL.=643.27
S. 18" FL.=643.17
- 18 STA. 87+31 (80' LT.)
CB TA 2'DIA. T11 F&G
RIM EL.=647.41
12" FL.=644.41
- 19 STA. 97+32.84 (37' LT.)
CB TA 4'DIA. T11 F&G
RIM EL.=646.76
SE. 12" FL.=643.07
W. 15" FL.=642.97
- 20 STA. 97+55.33 (20' LT.)
INL TA T24 F&G
RIM EL.=646.52
12" FL.=643.35
- 21 STA. 99+32 (20' LT.)
INL TA T24 F&G
RIM EL.=645.02
12" FL.=641.06
- 22 STA. 99+45.97 (20' LT.)
CB TA 4'DIA. T24 F&G
RIM EL.=644.76
W. 36" FL.=640.78
S. 12" FL.=640.68
- 23 STA. 99+46 (8' LT.)
MH TA 6'DIA. T1F CL
RIM EL.=644.89
N. 15" FL.=640.44
W. 36" FL.=635.62
E. 42" FL.=635.52
- 24 STA. 100+19.32 (20' LT.)
INL TA T24 F&G
RIM EL.=643.71
E. 12" FL.=640.16
- 25 STA. 100+33 (20' LT.)
CB TA 4'DIA. T24 F&G
RIM EL.=643.41
W. 12" FL.=639.88
SE. 15" FL.=639.77
- 33 STA. 100+76 (5' LT.)
MH TA 6'DIA. T1F CL
RIM EL.=643.15
NW. 15" FL.=638.88
W. 42" FL.=634.52
EXIST 42" FL.=634.42±

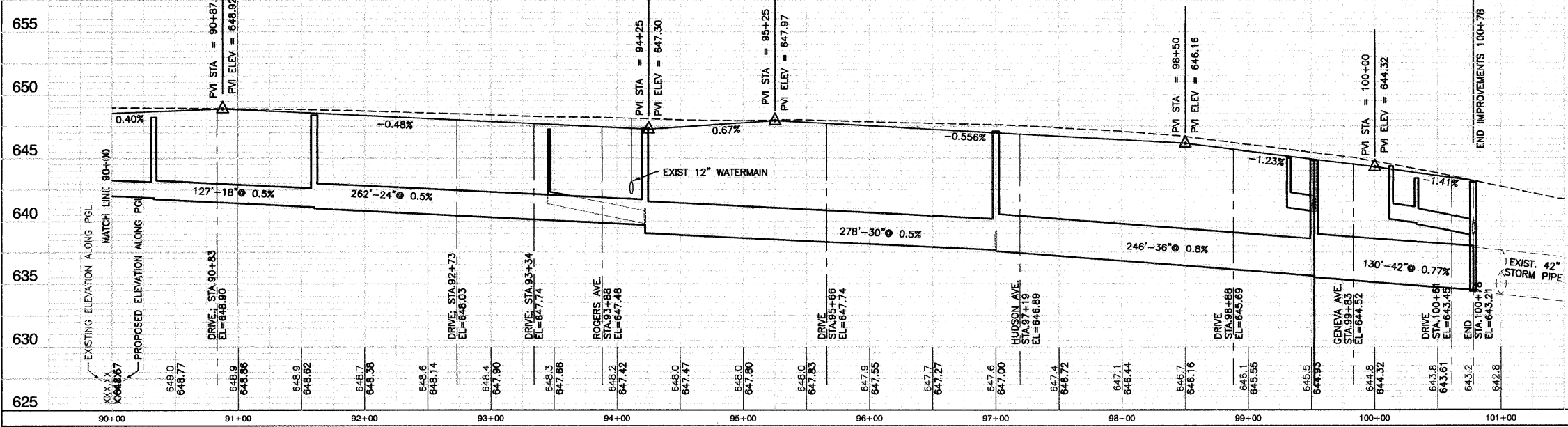
BENCHMARKS:

BENCHMARK #5
ARROW ON HYDRANT FLANGE AT N.E. CORNER ROGERS ROAD AND NORMANTOWN ROAD
ELEVATION= 649.91

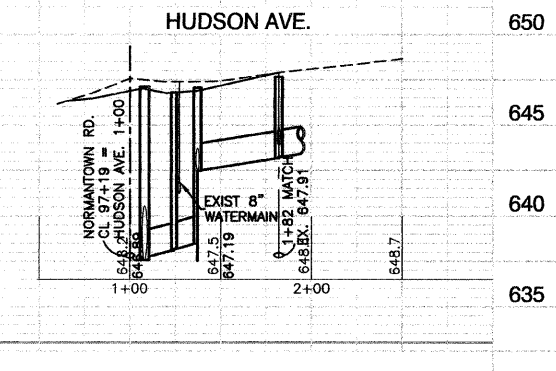
BENCHMARK #7
ARROW ON HYDRANT FLANGE OF 1ST HYDRANT EAST OF GENEVA AVENUE, NORTH SIDE OF NORMANTOWN ROAD
ELEVATION= 649.60

REMOVAL LEGEND

- AB ABANDON STRUCTURE OR PIPE
- F FILL STRUCTURE OR PIPE
- R REMOVE
- ADJ ADJUST FRAME & LID
- EAB EXISTING ABANDONED PIPE



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
| | |
| | |
| | |



ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
DRAINAGE AND UTILITIES
NORMANTOWN RD. STA 90+00 TO STA 101+00**

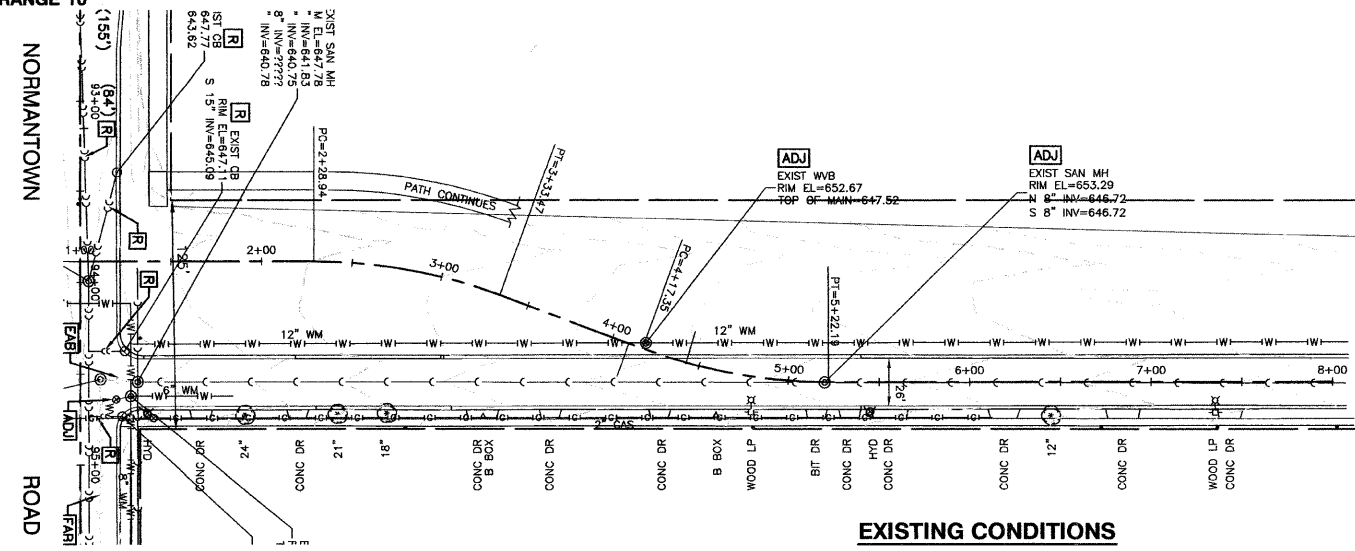
SCALE: VERT. 1" = 5'
HORIZ. 1" = 50'

DATE 01/19/2009 DRAWN BY JJB
CHECKED BY BDB

ROBINSON ENGINEERING, LTD.
1000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 381-6700 FAX (708) 381-2888
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128 05412-PLPR-01

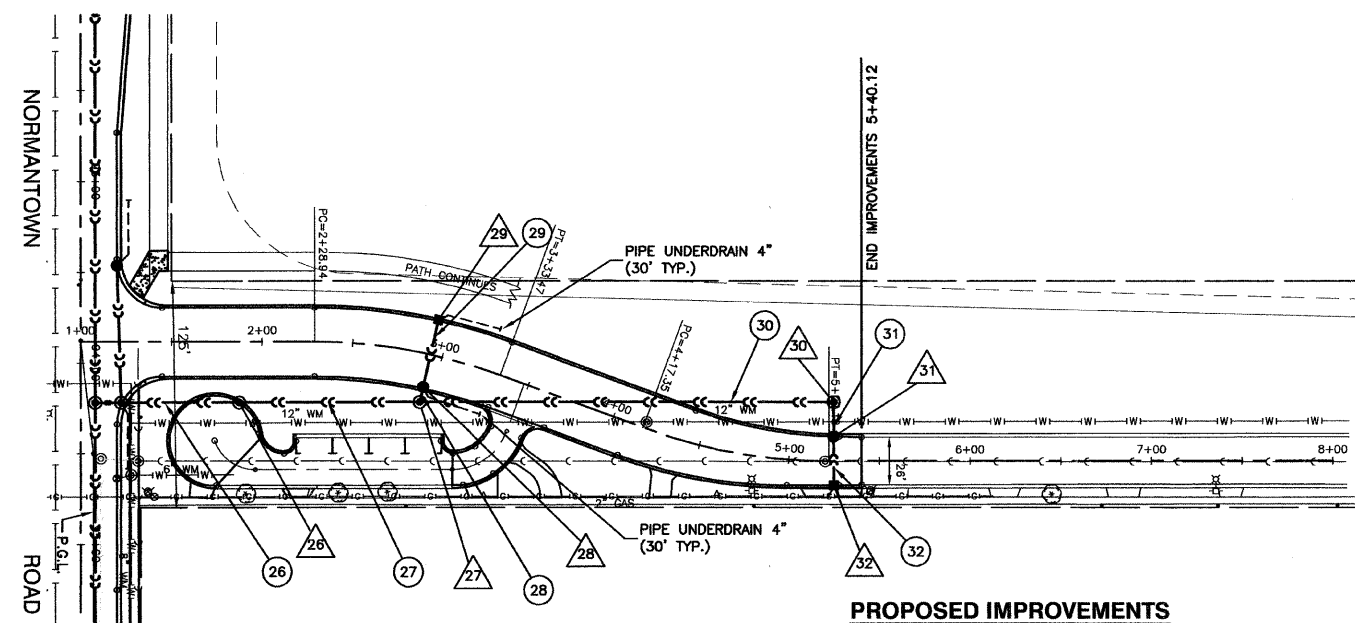
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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. REL. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 15 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | FED. AID PROJECT | | |

CONTRACT #63157



ROGERS AVE.

EXISTING CONDITIONS

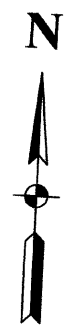


ROGERS AVE.

PROPOSED IMPROVEMENTS

PROPOSED STRUCTURES

| | | |
|---|---|---|
| <p>26 STA. 1+87 (33' RT.) MH TA 4'DIA. T11 F&G RIM EL.=648.09 N. 15" FL=641.54 S. 15" FL=641.44</p> | <p>29 STA. 2+94 (19' LT.) INL TA T11 F&G RIM EL.=649.43 12" FL=645.78</p> | |
| <p>27 STA. 2+94 (28' RT.) MH TA 4'DIA. T1F CL RIM EL.=650.10 W. 12" FL=644.74 N. 15" FL=642.59 S. 15" FL=642.49</p> | <p>30 STA. 5+25 (33' LT.) MH TA 4'DIA. T1F CL RIM EL.=654.00 E. 12" FL=644.87 S. 15" FL=644.76</p> | |
| <p>28 STA. 2+94 (19' RT.) CB TA 4'DIA. T11 F&G RIM EL.=649.43 W. 12" FL=645.02 E. 12" FL=644.92</p> | <p>31 STA. 5+25 (13' LT.) MH TA 4'DIA. T11 F&G RIM EL.=653.07 S. 12" FL=648.86 N. 12" FL=645.25</p> | <p>32 STA. 5+25 (13' RT.) INL TA T11 F&G RIM EL.=653.07 12" FL=649.40</p> |



PROPOSED STORM PIPE

- 26 64'-15" SST2-WMQP @ 2% (50.5)
- 27 100'-15" SST2 @ 0.95% (0)
- 28 9'-12" SST2 @ 2% (2.6)
- 29 38'-12" SST1 @ 2% (7.4)
- 30 228'-15" SST2 @ 0.95% (168.5)
- 31 19'-12" SST2 @ 2% (6.1)
- 32 27'-12" SST2 @ 2% (4.9)

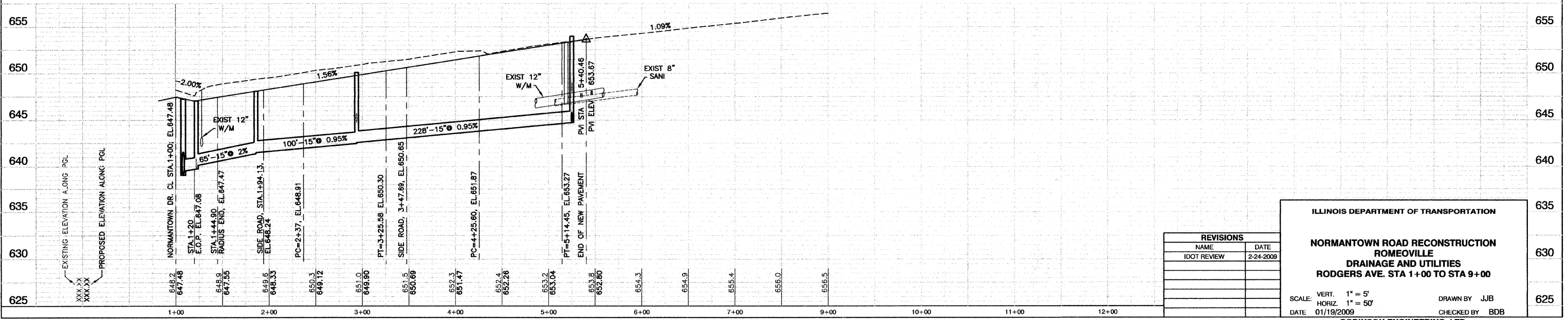
REMOVAL LEGEND

- AB ABANDON STRUCTURE OR PIPE
- F FILL STRUCTURE OR PIPE
- R REMOVE
- ADJ ADJUST FRAME & LID

- NOTE:
- 1.) OFFSETS ARE FROM C. R.O.W.
 - 2.) QUANTITIES IN () ARE TRENCH BACKFILL
 - 3.) ALL RIM ELEVATIONS OF STRUCTURES IN THE PROPOSED CURB LINE ARE GIVEN TO THE EDGE OF PAVEMENT. ALL OTHER RIM ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURES.
 - 4.) W.M.Q.P. = WATER MAIN QUALITY PIPE
 - 5.) STORM FLOWS TO BE MAINTAINED AT ALL TIMES.

BENCHMARKS:

- BENCHMARK #5
ARROW ON HYDRANT FLANGE AT N.E. CORNER ROGERS ROAD AND NORMANTOWN ROAD
ELEVATION= 649.91
- BENCHMARK #7
ARROW ON HYDRANT FLANGE OF 1ST HYDRANT EAST OF GENEVA AVENUE, NORTH SIDE OF NORMANTOWN ROAD
ELEVATION= 649.60



| REVISIONS | | |
|-------------|-----------|--|
| NAME | DATE | |
| IDOT REVIEW | 2-24-2009 | |
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| | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
DRAINAGE AND UTILITIES
RODGERS AVE. STA 1+00 TO STA 9+00**

SCALE: VERT. 1" = 5'
HORIZ. 1" = 50'

DATE: 01/19/2009

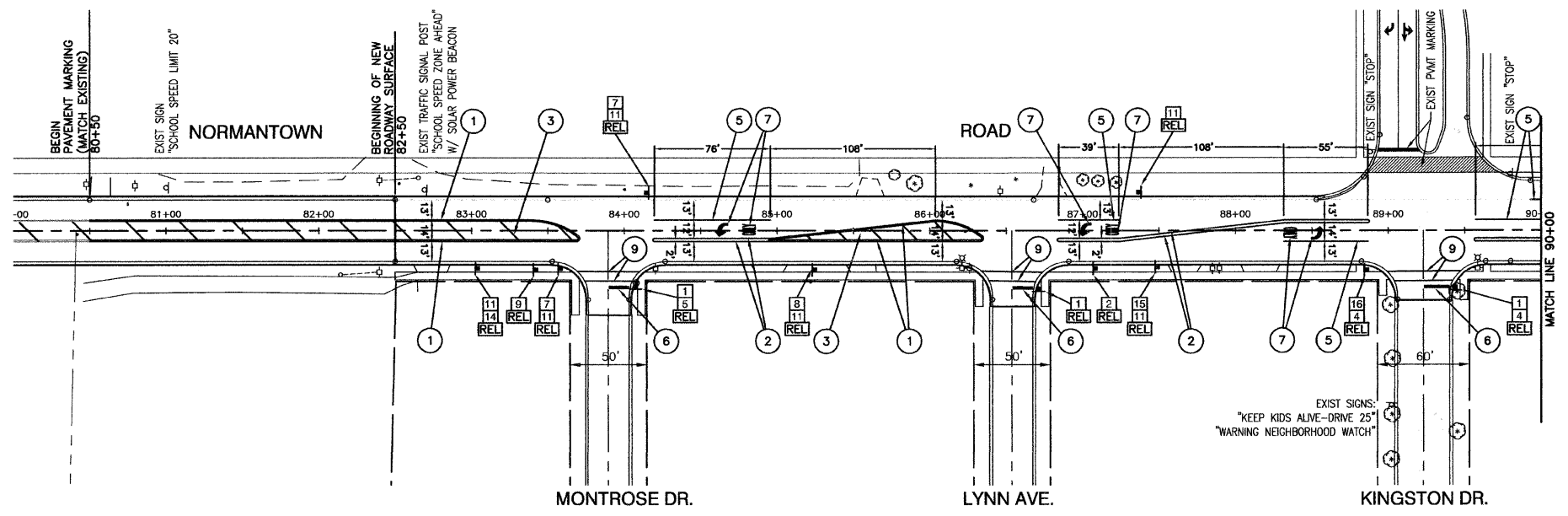
DRAWN BY: JJB
CHECKED BY: BDB

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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. REL. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 16 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | FED. AID PROJECT | | |

CONTRACT #63157

SIGN LEGEND

- REL = RELOCATE SIGN PANEL
ASSEMBLY - TYPE 1
- TRAFFIC SIGN
- 1 STOP R1-1 30"x30"
- 11 NO PARKING ANY TIME R7-1 12"x18"
- 2 STOP AHEAD W3-1 36"x36"
- 12 NO PARKING FIRE DEPT. ONLY R7-203 12"x18"
- 3 CROSSWALK S1-1 36"x36"
- 13 NO MOTORIZED VEHICLES SPECIAL 12"x18"
- 4 4-WAY R1-3 12"x6"
- 14 SPECIAL 12"x18"
- 5 CROSS TRAFFIC DOES NOT STOP W4-4P 24"x18"
- 15 ST. ANDREW THE APOSTLE CHURCH SPECIAL 18"x24" (WHITE ON BLUE)
- 6 CROSS TRAFFIC DOES NOT STOP W4-4P 24"x12"
- 16 STOP R1-1 30"x30" W/ FLASHING LIGHT
- 7 SPEED LIMIT 25 R2-1 24"x30"
- 8 CROSSWALK DRIVE R2-1 SPECIAL 24"x32"
- 9 END SCHOOL ZONE S5-2 24"x30"
- 10 WEIGHT LIMIT 5 TONS R12-1 24"x30"



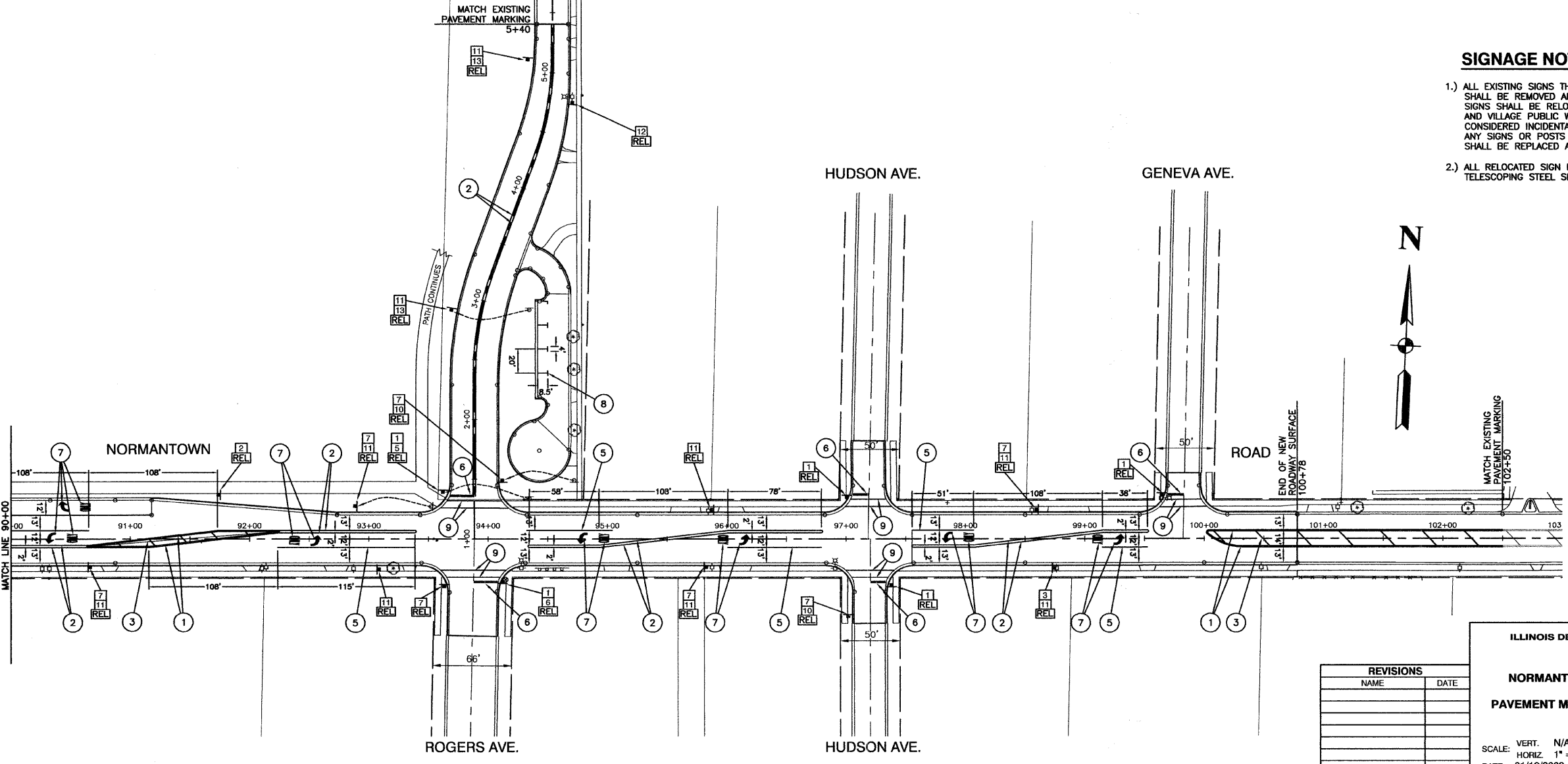
PAVEMENT MARKING LEGEND

- 1 DOUBLE MEDIAN OUTLINE - 4" YELLOW (11" O-C)
- 2 MEDIAN OUTLINE - 4" YELLOW
- 3 MEDIAN DIAGONAL - 12" YELLOW (35' CTRS OR MIN. 5 PER, TYP.)
- 4 LANE LINE - 4" WHITE (10' ON, 30' OFF)
- 5 LANE LINE - 6" WHITE
- 6 STOP BAR - 24" WHITE
- 7 LETTERS & SYMBOLS - WHITE
- 8 PARKING SPACE LINE - 4" WHITE
- 9 CROSSWALK LINE - 6" WHITE

PAVEMENT MARKING NOTES:

- 1.) ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- 2.) SEE IDOT STANDARD TC-13 FOR PAVEMENT MARKING DETAILS.

ROGERS AVE.



SIGNAGE NOTES:

- 1.) ALL EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND STORED OFFSITE. ALL EXISTING SIGNS SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER AND VILLAGE PUBLIC WORKS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONTRACT. ANY SIGNS OR POSTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE COST OF THE CONTRACTOR.
- 2.) ALL RELOCATED SIGN PANELS WILL BE INSTALLED WITH NEW TELESCOPING STEEL SIGN SUPPORTS.

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**NORMANTOWN ROAD RECONSTRUCTION
 ROMEVILLE
 PAVEMENT MARKING PLAN AND SIGNING PLAN**

SCALE: VERT. N/A
 HORIZ. 1" = 50'
 DATE: 01/19/2009
 DRAWN BY: JJB
 CHECKED BY: BDB

| | | | | |
|-----------------------|----------------|----------|--------------|------------------|
| F. A. U. SHEET | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 17 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | | FED. AID PROJECT |

CONTRACT #63157

EROSION CONTROL NOTES:

- BEFORE STARTING SITE GRADING WORK, SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE MUNICIPAL ENGINEER, THE CONTRACTOR SHALL INSTALL ADDITIONAL SILT FENCES WHERE NEEDED.
- WITHIN 24 HOURS FROM THE TIME SEEDING HAS BEEN PERFORMED, THE SEED AREA SHALL BE GIVEN A COVERING OF MULCH. THE MULCH SHALL CONSIST OF HAND OR MACHINE APPLICATION OF STRAW, MULCH AT RATE OF 2 TON PER ACRE. MULCH SHALL EITHER BE ANCHORED WITH A MECHANICAL STABILIZER OR PARTIALLY COATED WITH EMULSIFIED ASPHALT. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL EROSION CONTROL PRACTICES SHALL BE INSTALLED PRIOR TO STARTING EACH PHASE OF CONSTRUCTION.
- ANY OBSERVED DISRUPTION TO THE EROSION CONTROL PRACTICES SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR.
- ANY EXISTING SUBSURFACE DRAINAGE SYSTEM OR FIELD TILES THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED.
- ANY DUST OR MUD TRACKED ONTO STREETS SHALL BE CLEANED AT THE END OF EACH WORKING DAY.
- ALL SOIL EROSION, AND SEDIMENTATION CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- ALL SOIL SHALL BE STABILIZED WITHIN 7 DAYS OF SOIL DISTURBANCE.
- STOCK PILES SHALL BE STABILIZED WITHIN 7 DAYS OF SOIL DISTURBANCE BY MEANS OF TEMPORARY SEEDING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION AND MAINTENANCE OF EROSION CONTROL PRACTICES. REQUIRED INSPECTION REPORTS SHALL BE SUBMITTED TO THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT AT 1201 GOUGAR ROAD, NEW LENOX 60451.
- ALL EROSION CONTROL PRACTICES SHALL BE INSPECTED WEEKLY AND AFTER ANY RAINFALL GREATER THAN 0.5".
- THE SEEDING DATES FOR CLASS 2A SEEDING SHALL BE EARLY SPRING TO JUNE 1, AUGUST 1 TO SEPTEMBER 1, OR NOVEMBER 15 TO MARCH 1. THE SEEDING DATES FOR TEMPORARY SEEDING SHALL BE EARLY SPRING TO SEPTEMBER 30. THE SEEDING DATES FOR BARE EARTH SEEDING AND INTER SEEDING CLASS 4 AND CLASS 4B SHALL BE FROM MAY 15 TO JUNE 30 AND FROM OCTOBER 15 TO DECEMBER 1.
- PERMANENT SEEDING SHALL BE FERTILIZED WITH 1000 LBS/ACRE OF 12-12-12 FERTILIZER OR EQUIVALENT.
- TEMPORARY SEEDING SHALL BE FERTILIZED WITH 500 LBS/ACRE OF 10-10-10 FERTILIZER OR EQUIVALENT. (TO BE USED AT THE DISCRETION OF VILLAGE OF ROMEOVILLE AND/OR VILLAGE ENGINEER).
- AT THE COMPLETION OF THE PROJECT, ALL STORM SEWER PIPES AND STRUCTURES SHALL BE CLEANED AND FREE OF DIRT AND DEBRIS. THE SEDIMENTATION SHALL BE REMOVED FROM THE STORM SEWER SYSTEM AND SHALL NOT BE WASHED OUT IN THE STORM SEWER SYSTEM.

STORM WATER POLLUTION PREVENTION NOTES:

- THE CONTRACTOR IS RESPONSIBLE FOR HAVING THE SWPPP ON SITE AT ALL TIMES.
- THE CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO CONTROL WASTE SUCH AS DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, LITTER AND SANITARY WASTE AT THE CONSTRUCTION SITE THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY.

SEEDING MIXTURES SHALL BE AS FOLLOWS

| Class | Seeds | lbs/acre | Pure Live Seed |
|-------|----------------------|----------|----------------|
| 2A | Alta Fescue or Ky 31 | 70 | |
| | Perennial Ryegrass | 20 | |
| | Dawson's Red Fescue | 20 | |
| | Scaldis Hard Fescue | 20 | |
| | Fults Salt Grass 1/ | 70 | |

TEMPORARY SEEDING

| Seeds | lbs/acre | Pure Live Seed |
|-----------------------|----------|----------------|
| Oats | 90 | |
| or Cereal Rye | 90 | |
| or Wheat | 90 | |
| or Perennial Ryegrass | 25 | |

PLAN NOTES:

- EXISTING AND FUTURE DRAINAGE PATTERNS ARE THE SAME.
- TOTAL AREA OF SOIL DISTURBANCE IS APPROXIMATELY 4.0 ACRES.

SOIL PROTECTION CHART

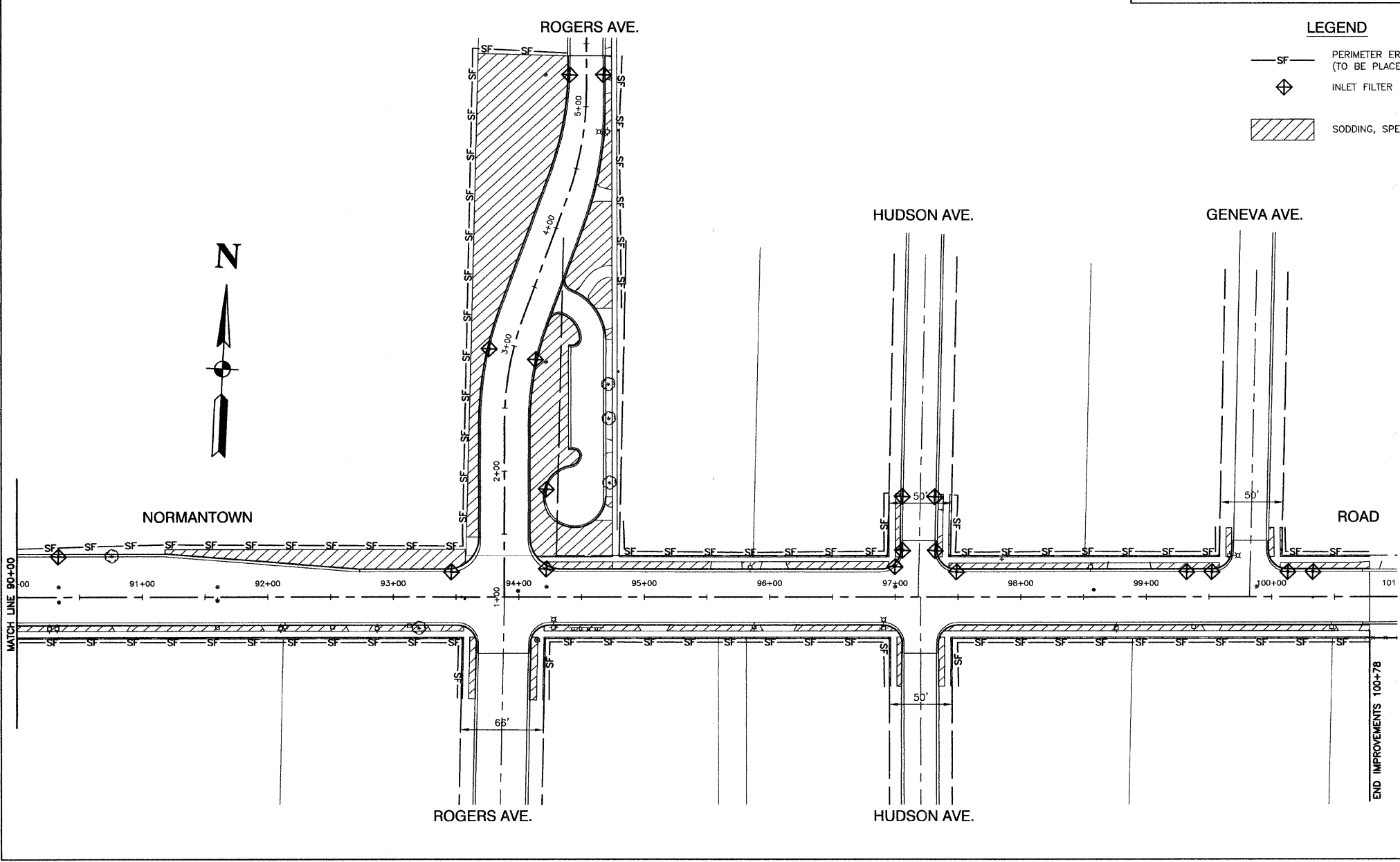
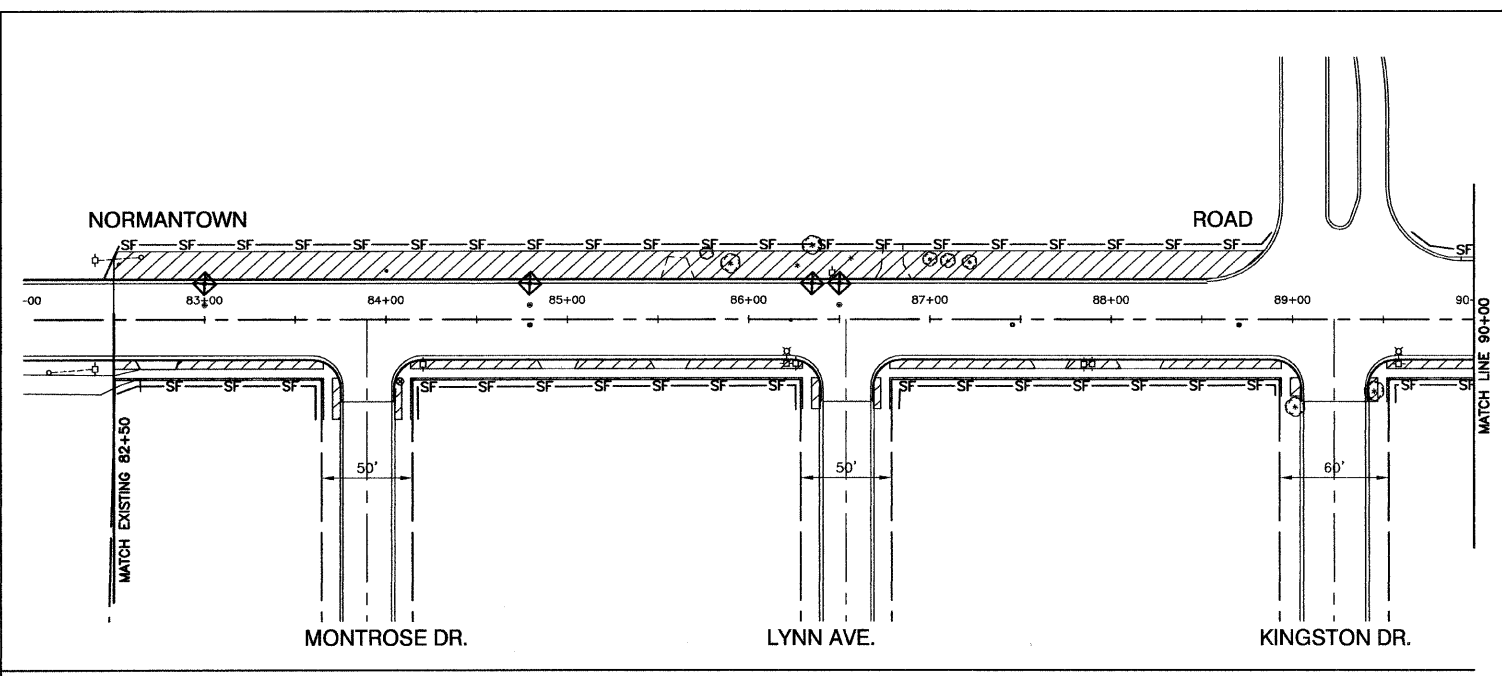
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|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| PERMANENT SEEDING | | | A | | | * | * | | | | | |
| DORMANT SEEDING | B | | | | | | | | | | B | |
| TEMPORARY SEEDING | | | C | | | * | D* | | | | | |
| SODDING | | | E** | | | | | | | | | |
| MULCHING | F | | | | | | | | | | | |

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

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

LEGEND

- SF- PERIMETER EROSION BARRIER* (TO BE PLACED 6" INSIDE ROW)
- ◆ INLET FILTER
- ▨ SODDING, SPECIAL



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**NORMANTOWN ROAD RECONSTRUCTION
 ROMEOVILLE
 LANDSCAPING AND EROSION CONTROL PLAN**

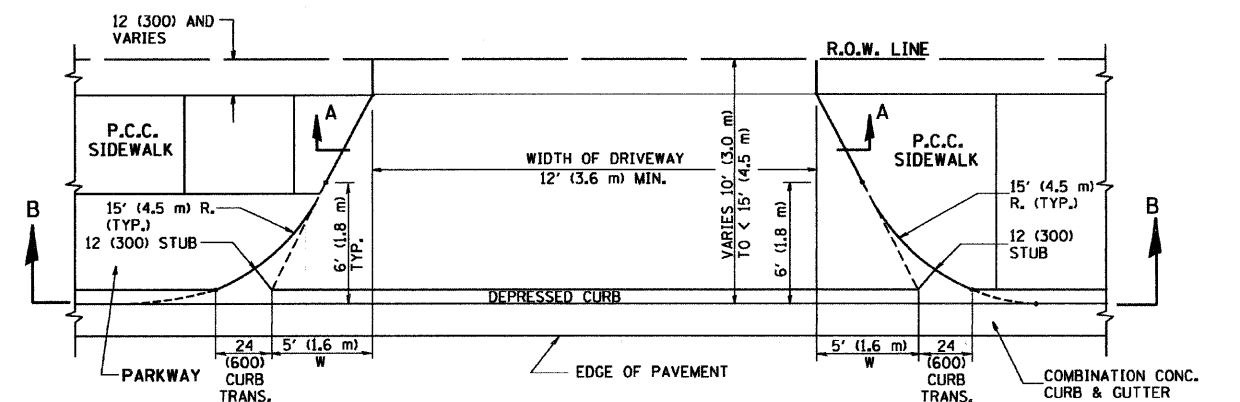
SCALE: VERT. N/A
 HORIZ. 1" = 50'
 DATE 01/19/2009
 DRAWN BY JJB
 CHECKED BY BDB

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|-----------------|----------------|--------|--------------|-----------|
| F. A. I. I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 18 |

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| STA. | TO STA. |
| | |

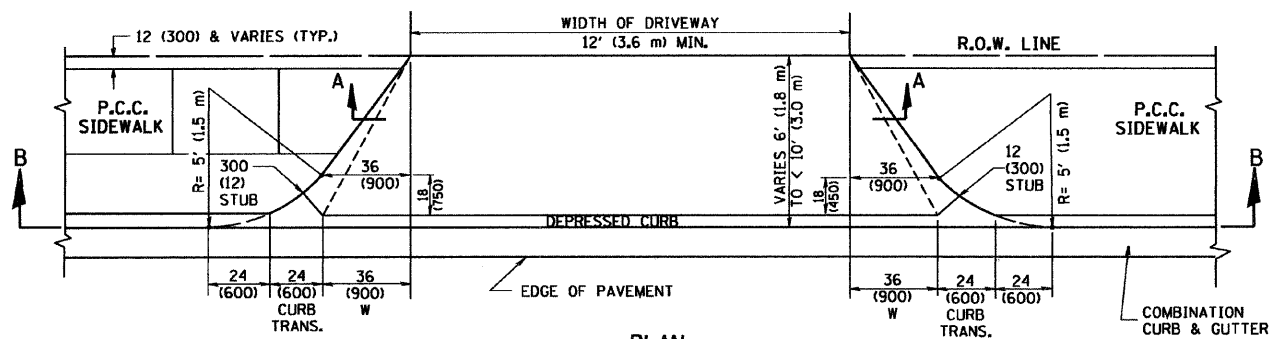
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

CONTRACT #63157



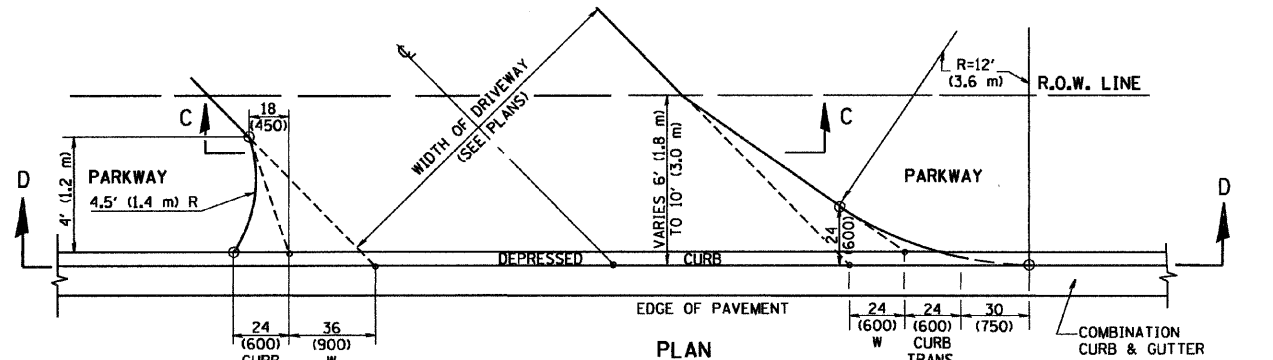
PLAN

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)

GENERAL NOTES

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

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

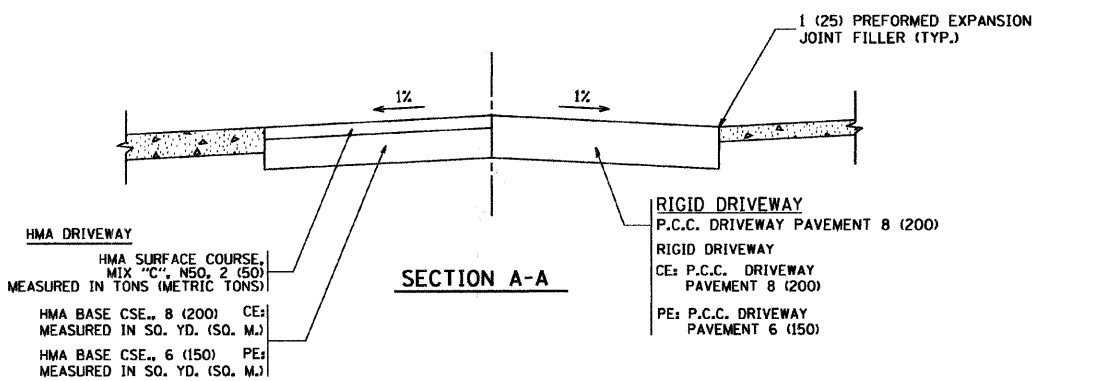
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

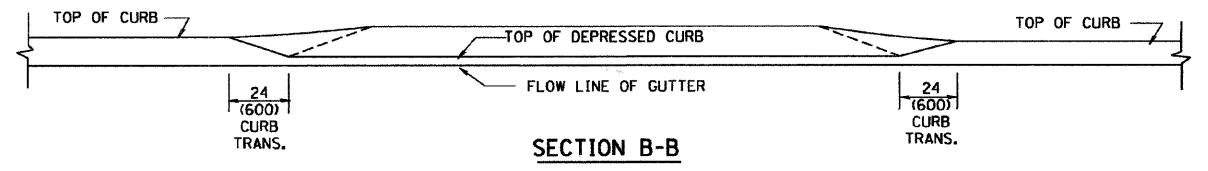
THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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

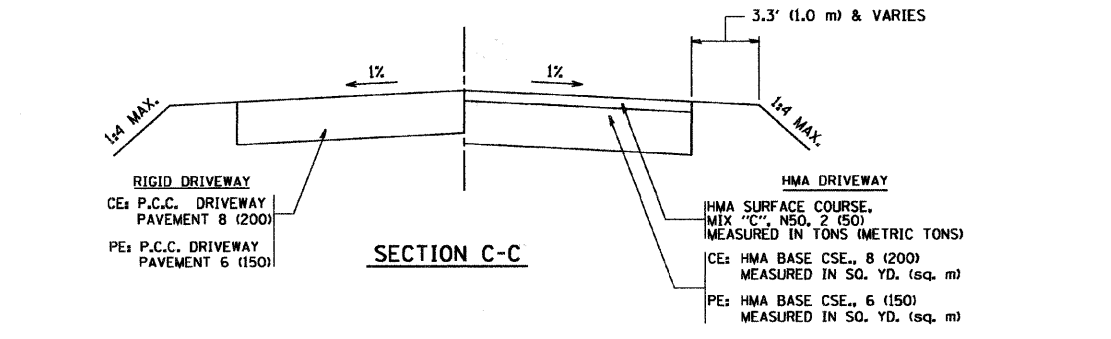
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.



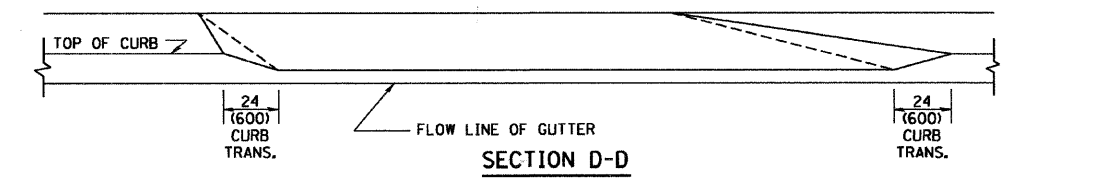
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

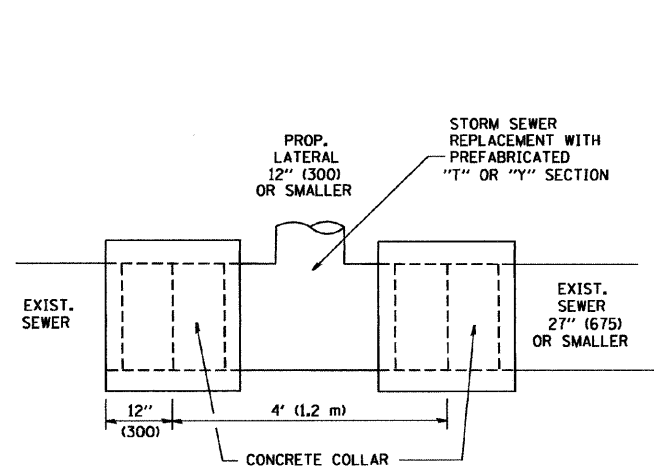
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| FILE NAME = W:\data\22x34\bd82.dgn | USER NAME = gegl@robt | DESIGNED - R. SHAH | REVISED - T. HOLTZ 04-08-97 |
| | | DRAWN - | REVISED - M. GOMEZ 04-06-01 |
| | | CHECKED - | REVISED - P. LOFLEUR 04-15-03 |
| | | DATE - 11-06-95 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DRIVEWAY DETAILS | | | |
|---|-------------------------|------|---------|
| DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

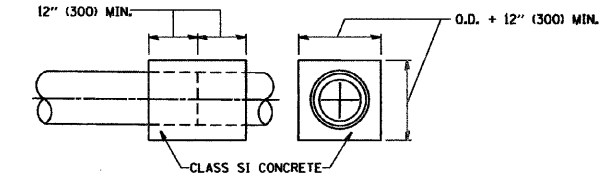
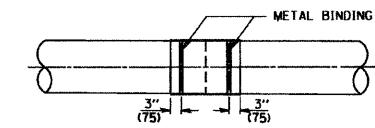
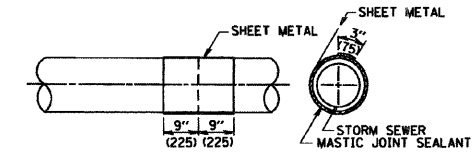
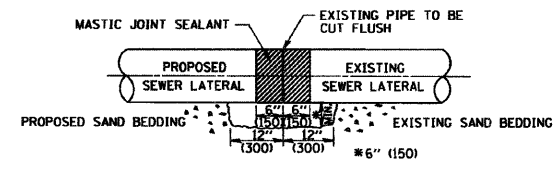
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|---|------------------|--------|--------------|-----------|
| F.A. I. I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | BD400-02 (BD-02) | | | |
| CONTRACT NO. | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

CONTRACT #63157



DETAIL "A"

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

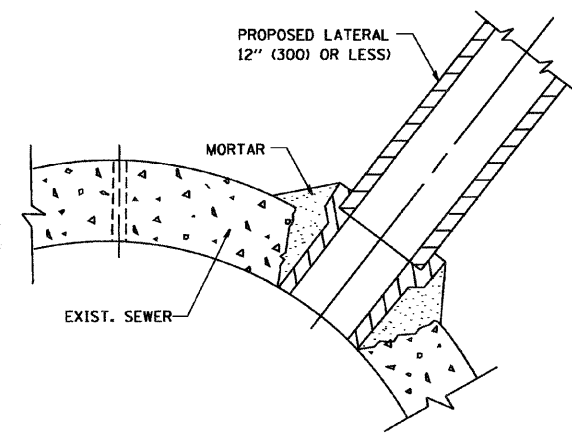


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

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.

| | | | |
|---------------------------|-----------------------------|-----------------------|-------------------------------|
| FILE NAME = | USER NAME = gajlionobt | DESIGNED - M. DE YONG | REVISED - M. DE YONG 05-08-92 |
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| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - R. SHAH 10-25-94 |
| | PLOT DATE = 1/4/2000 | DATE - 07-25-90 | REVISED - R. SHAH 06-12-96 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

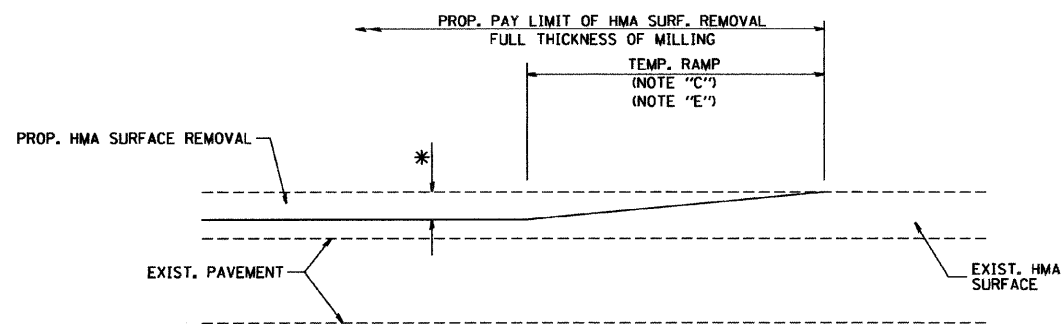
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| DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|-----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | BD500-01 (BD-J) | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. | |

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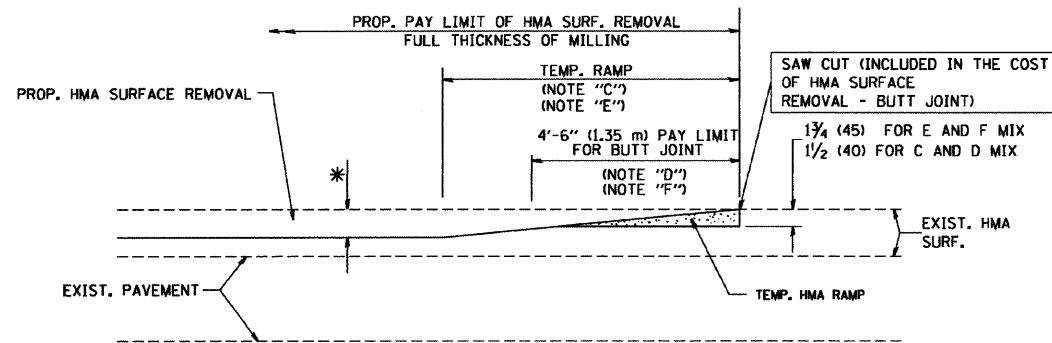
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|-----------------------|---------------------------|
| STA. | TO STA. |
| FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT |

CONTRACT #63157



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

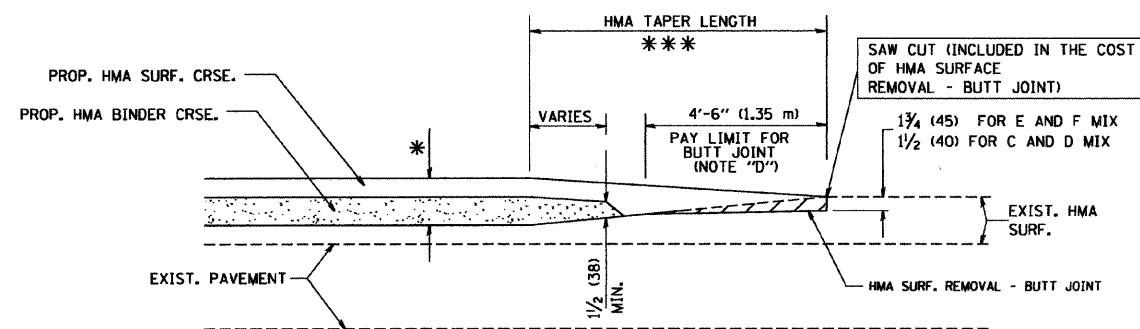
OPTION 1



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

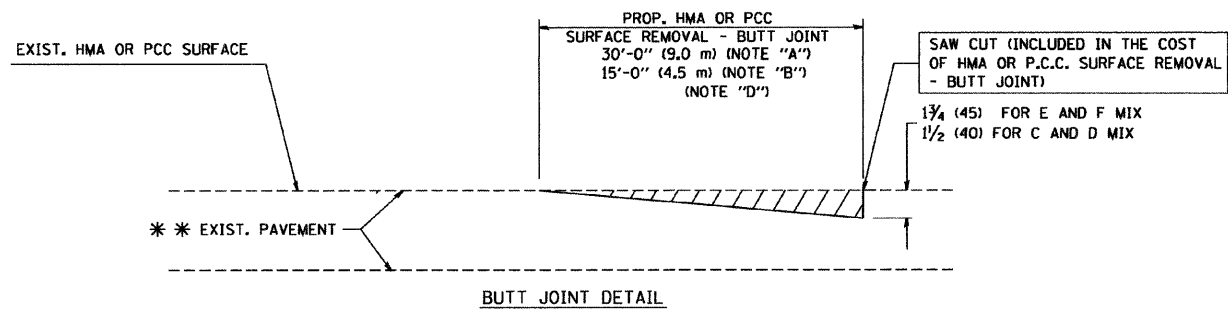
OPTION 2

TYPICAL TEMPORARY RAMP

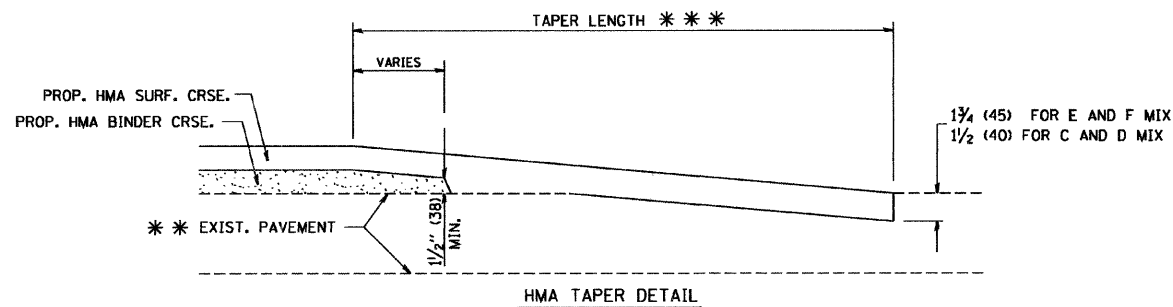


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

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|---------------------------------------|-----------------------------|-----------------------|-----------------------------|
| FILE NAME = W:\distatd\22x34\bd32.dgn | USER NAME = geglarnot | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 |
| | | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| | PLOT DATE = 1/4/2000 | DATE - 06-13-90 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

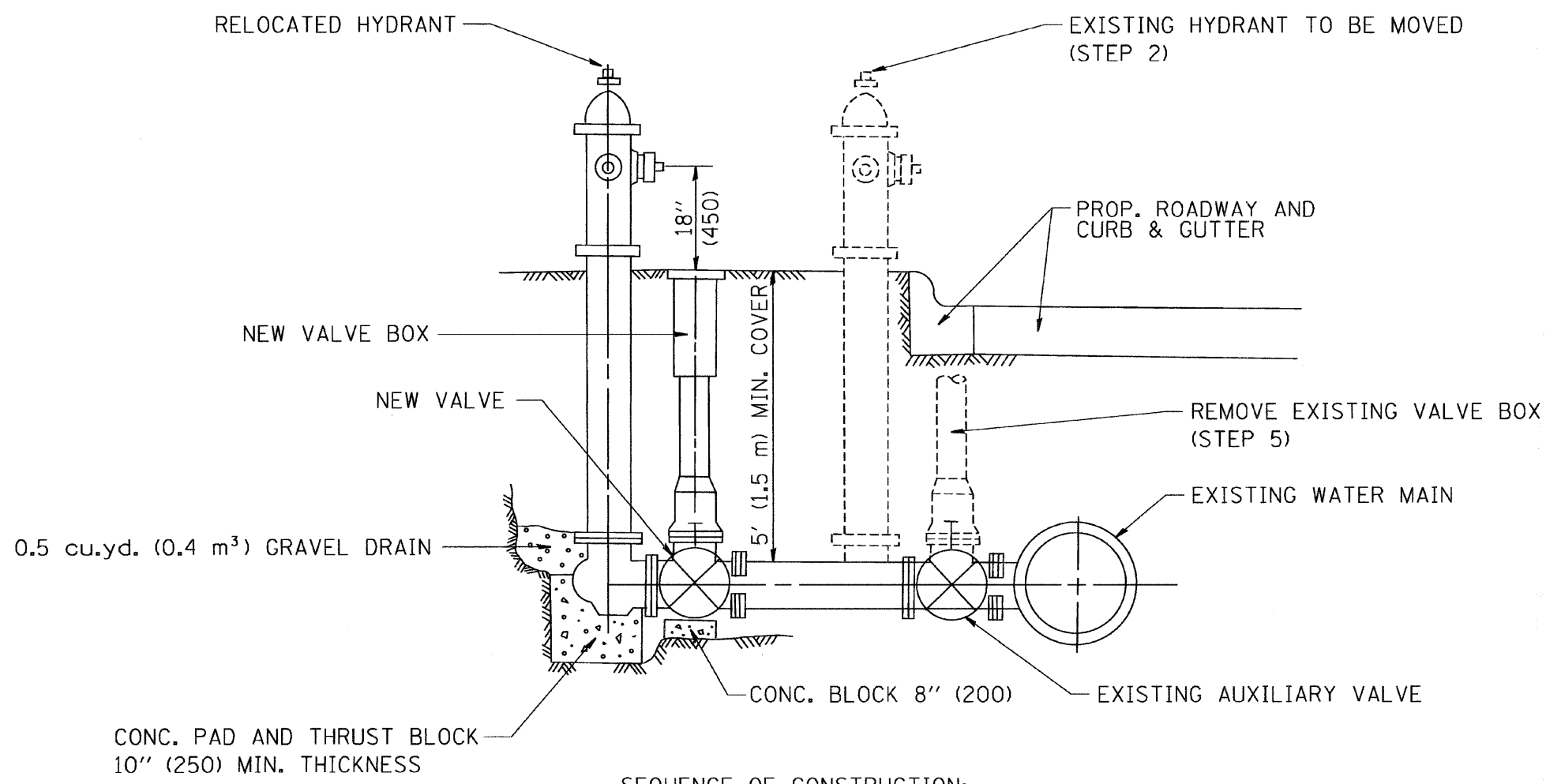
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| | BD400-05 | BD32 | | CONTRACT NO. |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |

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|---------------|----------------|--------|--------------|-----------|
| F. A. U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 21 |

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| STA. | TO STA. |
| | |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

CONTRACT #63157



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

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| FILE NAME = | USER NAME = gegl10n0bt | DESIGNED - | REVISED - R. SHAH 09-09-94 |
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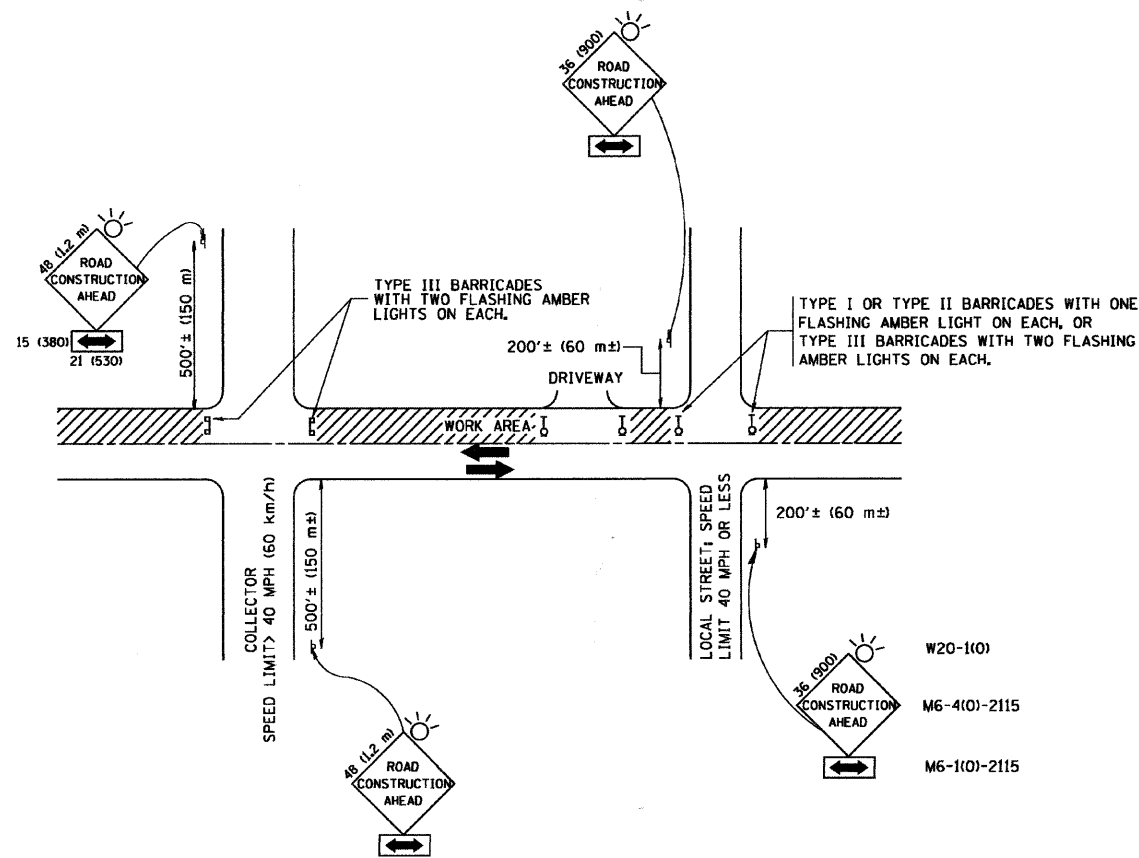
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
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| FIRE HYDRANT TO BE MOVED | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

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|--------------------------------|---------|--------|------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | BD-36 | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS | | | FED. AID PROJECT | |

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|-----------------------|----------------|------------------|--------------|-----------|
| F. A. IL RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 22 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT #63157



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

- 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 AND FLAG 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.
- 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).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

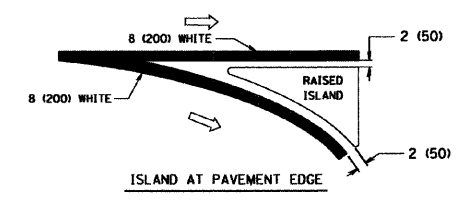
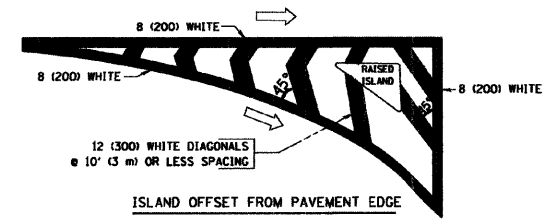
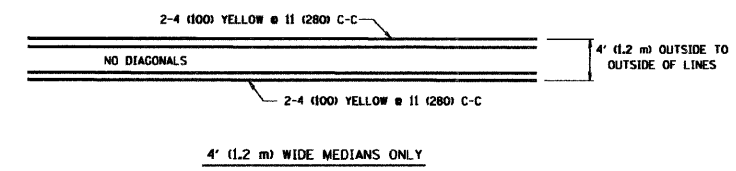
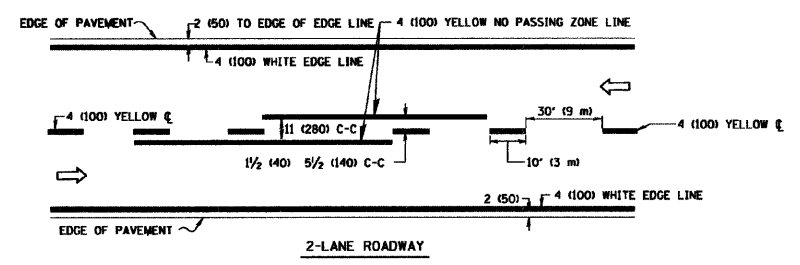
All dimensions are in millimeters (inches) unless otherwise shown.

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| | PLOT SCALE = 50.000' / 1" IN. | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | PLOT DATE = 1/4/2008 | DATE - 06-89 | REVISED - T. RAMMACHER 01-06-00 |

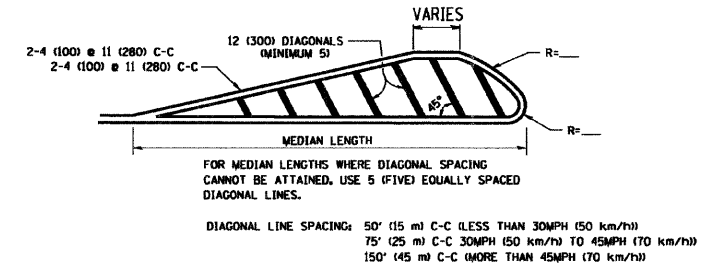
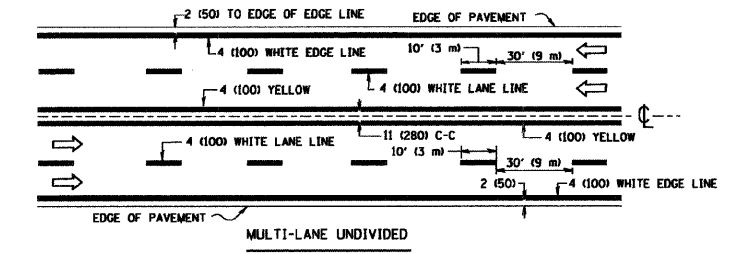
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

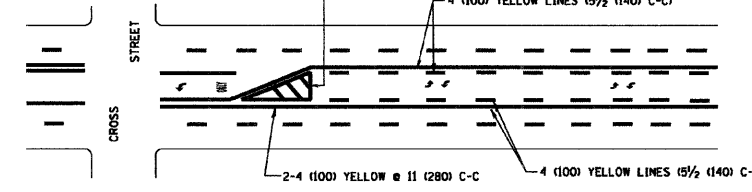
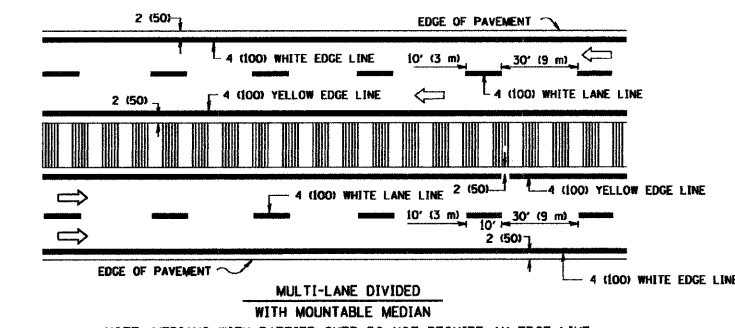
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| F.A. - RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | TC-10 | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |



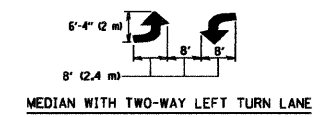
TYPICAL ISLAND MARKING



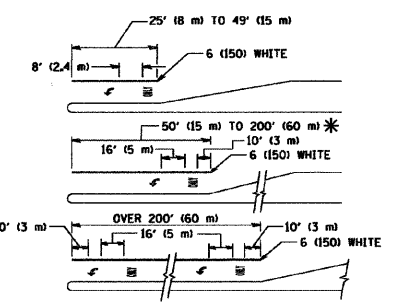
| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8 m) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE. |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS @ 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |



TYPICAL PAINTED MEDIAN MARKING



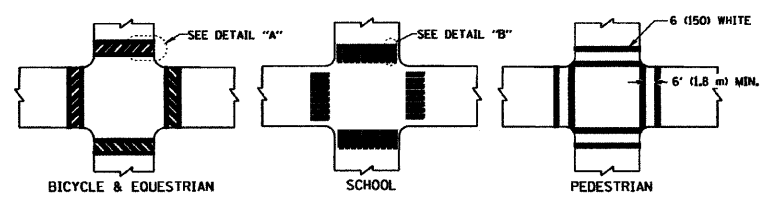
TYPICAL TURN LANE MARKING



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

TYPICAL TURN LANE MARKING

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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

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

| | | | |
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| FILE NAME = | USER NAME = gajlonabt | DESIGNED - EVERS | REVISED - T. RAMMACHER 10-27-94 |
| W:\dstat\22x34\to13.dgn | | DRAWN - | REVISED - A. HOUSEH 10-09-96 |
| | PLOT SCALE = 508.808' / IN. | CHECKED - | REVISED - A. HOUSEH 10-17-96 |
| | PLOT DATE = 1/4/2008 | DATE - 03-19-90 | REVISED - T. RAMMACHER 01-06-00 |

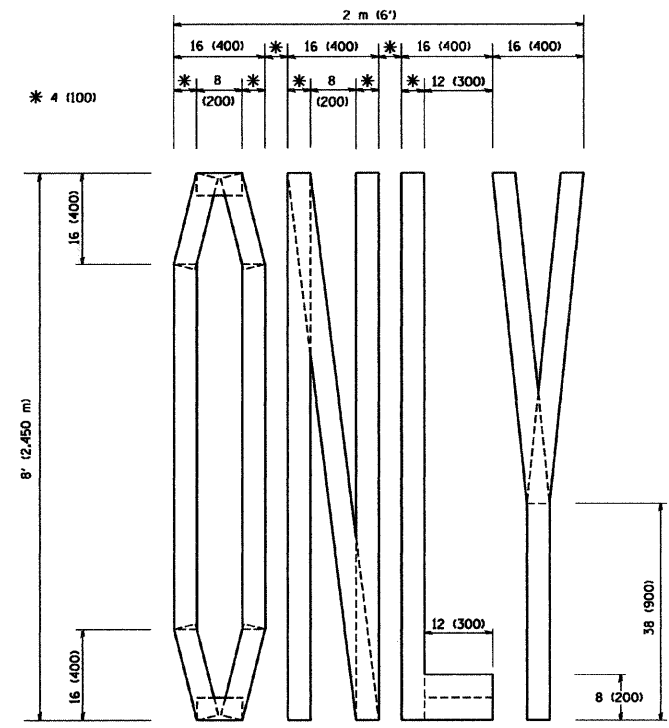
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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|---------------------------|-------------------------|------------------|---------|---|--------------|-----------|
| DISTRICT ONE | | F.A. I. I. I. I. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| TYPICAL PAVEMENT MARKINGS | | | | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | CONTRACT NO. | | |
| | | | | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | |

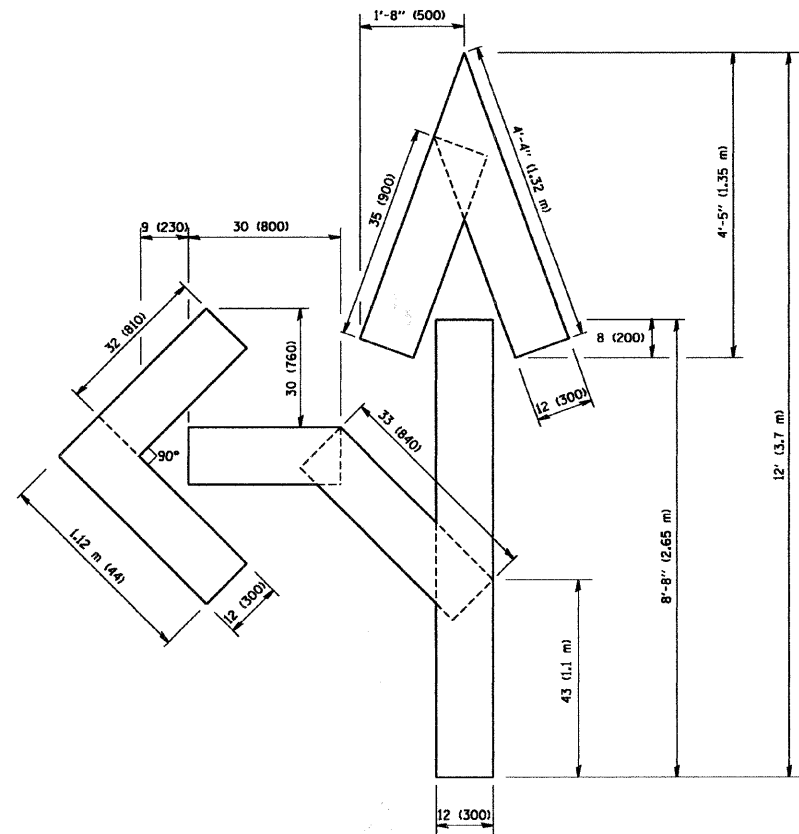
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| F. A. U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 24 |

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| STA. | TO STA. |
| FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT |

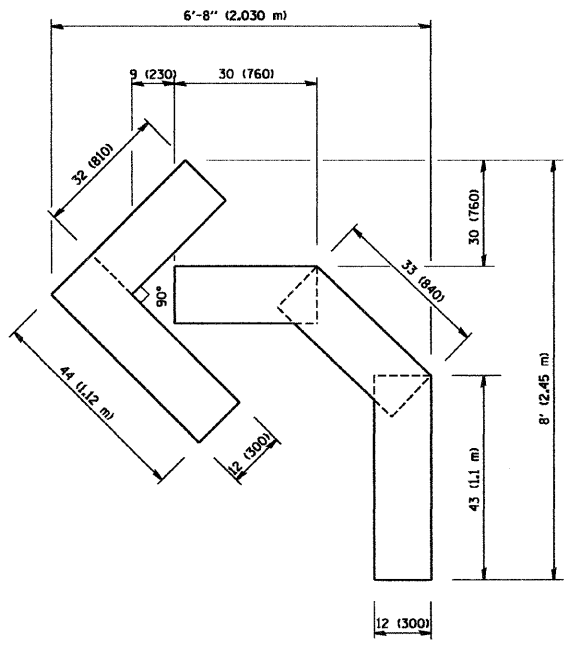
CONTRACT #63157



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

| | | | |
|---|---------------------------|--------------------------------|--|
| FILE NAME = W:\distat\22x34\to16.dgn | USER NAME = gaglionebt | DESIGNED - DRAWN - | REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97 |
| PLOT SCALE = 50.0000 / IN. | CHECKED - | REVISED -T. RAMMACHER 03-02-98 | |
| PLOT DATE = 1/4/2000 | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 | |

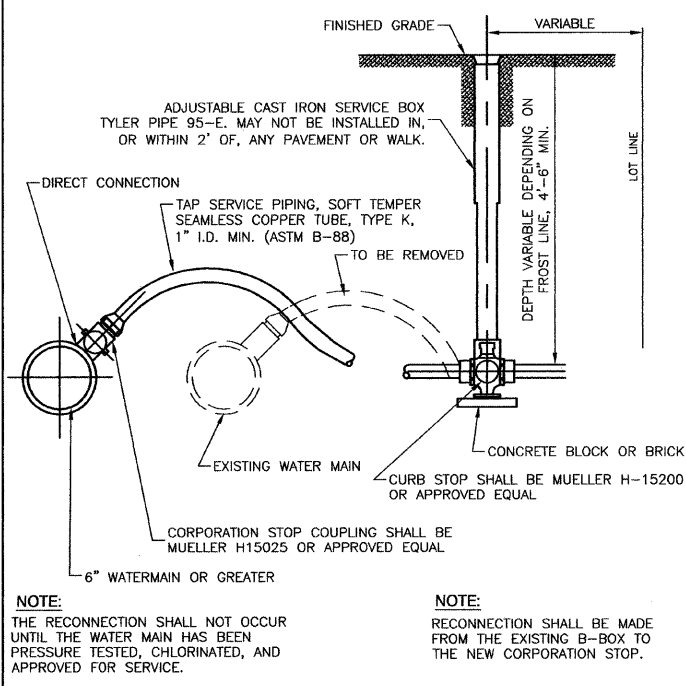
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-------------------------|------|---------|
| PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

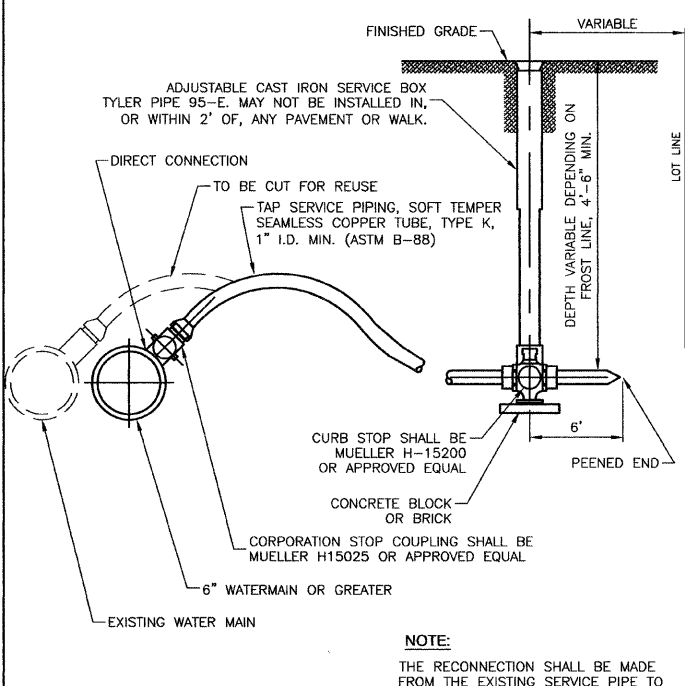
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|---|---------|--------|--------------|-----------|
| F. A. U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | TC-16 | | | |
| FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | CONTRACT NO. | |

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. REL. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 02B1 | 07-00050-00-FP | WILL | 33 | 28 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

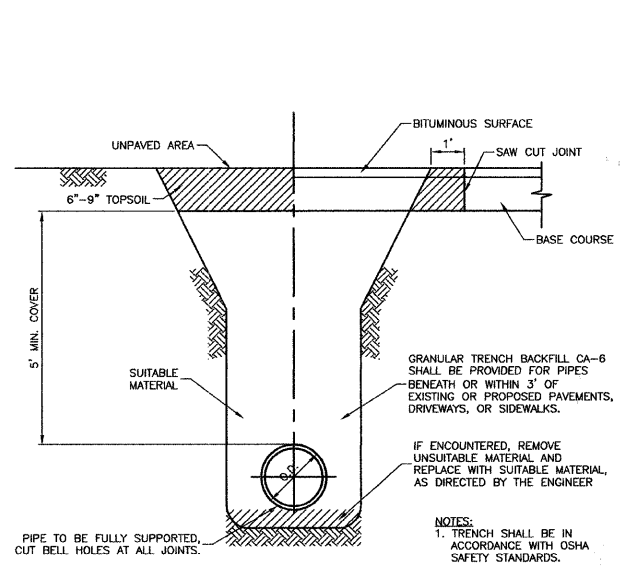
CONTRACT #63157



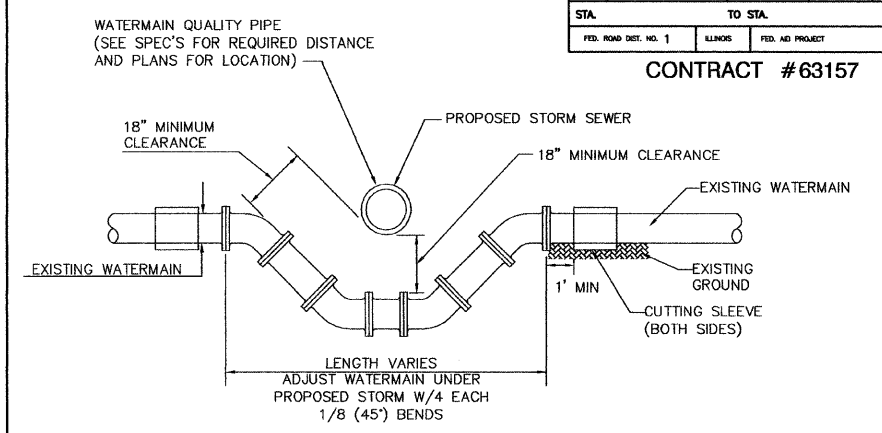
SHORT SIDE
TYPICAL WATER SERVICE RECONNECTION



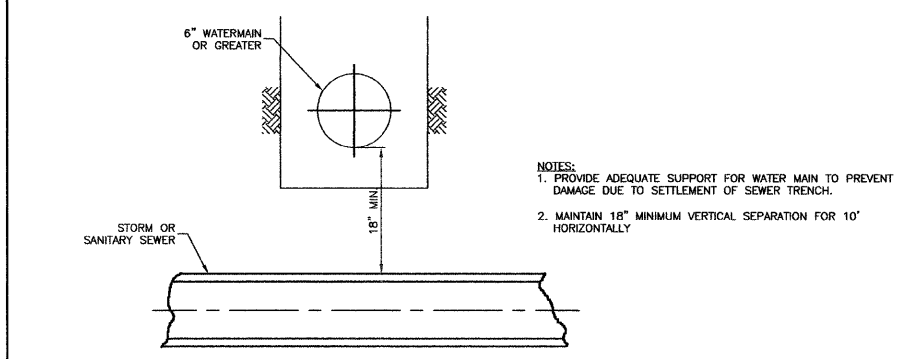
LONG SIDE
TYPICAL WATER SERVICE RECONNECTION



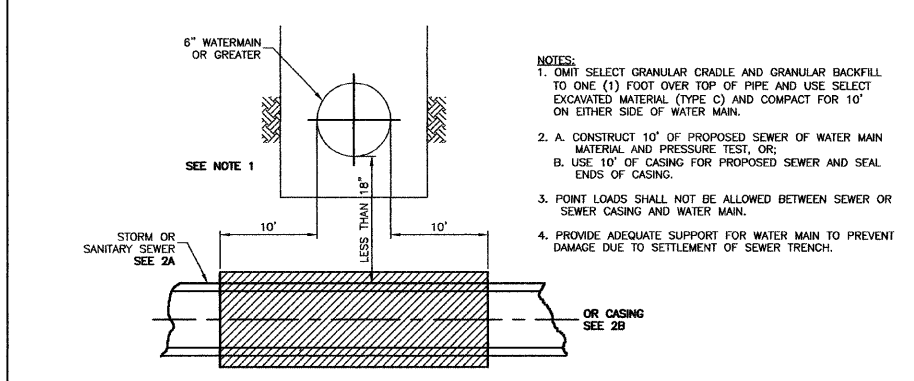
TRENCH BACKFILL DETAIL FOR WATERMAIN



WATERMAIN ADJUSTMENT UNDER PROPOSED STORM SEWER



PROPOSED SEWER LINE BELOW EXISTING WATER MAIN WITH 18" MINIMUM SEPARATION



PROPOSED SEWER LINE BELOW EXISTING WATER MAIN WITH LESS THAN 18" MINIMUM SEPARATION

NOTE: TYPE C MATERIAL TO BE COMPACTED TO 90% OF MODIFIED PROCTOR MAXIMUM DENSITY

WATER AND SEWER SEPARATION REQUIREMENTS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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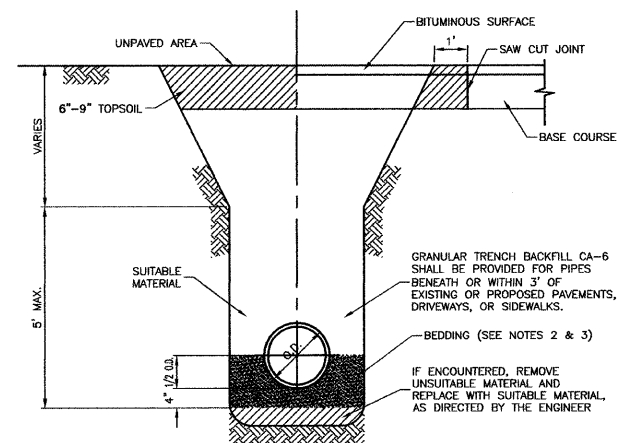
ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEOWILLE
CONSTRUCTION DETAILS**

SCALE: VERT. N/A
HORIZ. N/A
DATE: 01/19/2009

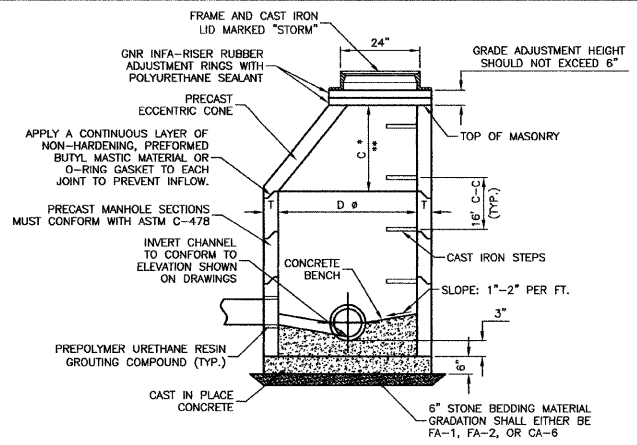
DRAWN BY: JJB
CHECKED BY: BDB

CONTRACT #63157



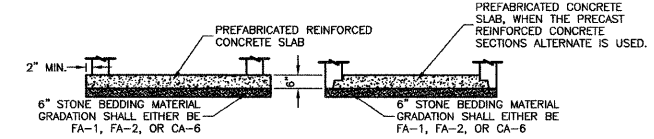
- NOTES:**
- TRENCH SHALL BE IN ACCORDANCE WITH OSHA SAFETY STANDARDS.
 - BEDDING SHALL BE REQUIRED TO BE A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE PIPE BUT SHALL NOT BE LESS THAN 4". AS A MINIMUM, BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." THE GRADATIONS SHALL EITHER BE FA-1 OR FA-2.
 - WHEN STORM SEWER CONSTRUCTION OCCURS IN COMBINED SEWER AREAS, BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO." THE GRADATIONS SHALL EITHER BE CA-11 OR CA-13.

TRENCH BACKFILL DETAIL FOR STORM SEWER



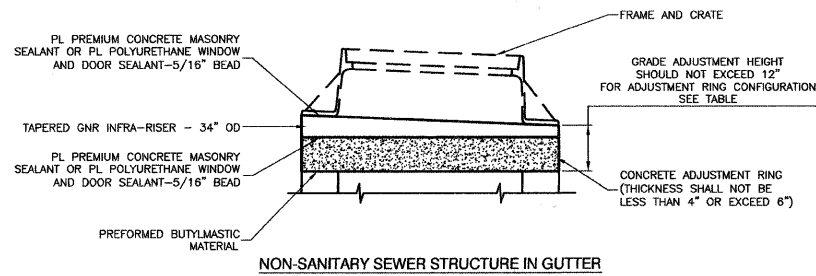
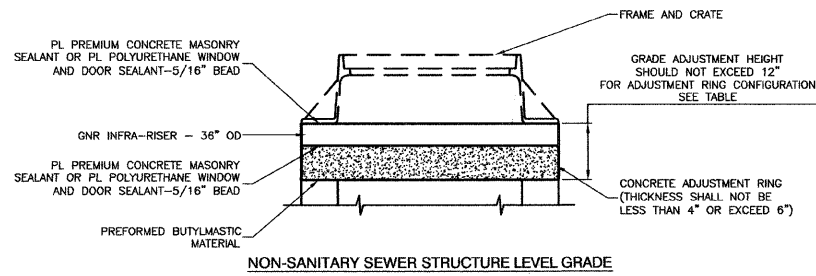
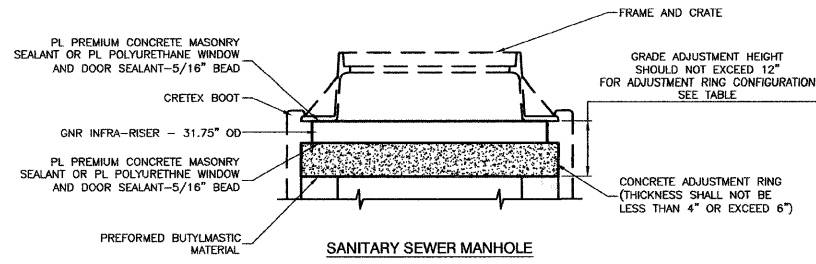
| ALTERNATE MATERIALS FOR WALLS | D | C | T |
|-------------------------------------|-------|-------|----|
| PRECAST REINFORCED CONCRETE SECTION | 4'-0" | 2'-6" | 4' |
| CAST-IN-PLACE CONCRETE | 5'-0" | 3'-9" | 5' |
| | 4'-0" | 2'-6" | 6' |
| | 5'-0" | 3'-9" | 6' |

- * DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTION MAY VARY FROM THE DIMENSION GIVEN ±6"
 ** SEE DETAIL FOR PRECAST REINFORCED CONCRETE FLAT SLAB TOP.



- NOTES:**
- ECCENTRIC CONES REQUIRED, UNLESS OTHERWISE INDICATED ON DRAWINGS. FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
 - USE 4'-0" FOR SEWER SIZES 8" THRU 21", 5'-0" FOR SEWER SIZES 24" THRU 33" UNLESS OTHERWISE NOTED.

STORM MANHOLE

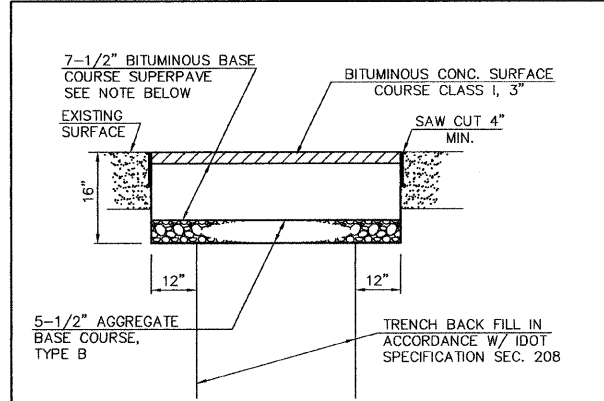


ADJUSTMENT RING DETAIL

ADJUSTMENT RING TABLE

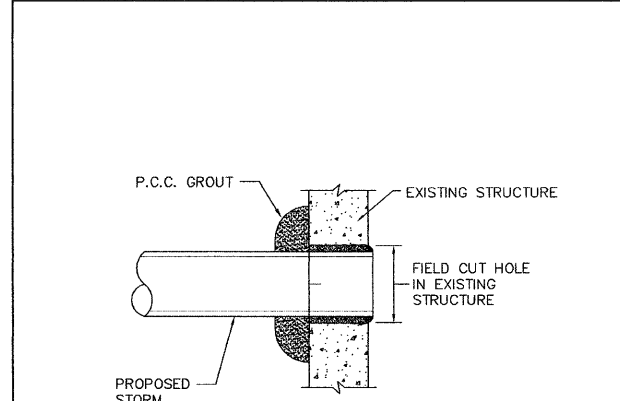
| ADJUSTMENT HEIGHT | CONCRETE | RUBBER |
|-------------------|----------|--------|
| 0" | - | - |
| 1" | - | 1" |
| 2" | - | 2" |
| 3" | - | 3" |
| 4" | 4" | - |
| 5" | 4" | 1" |
| 6" | 4" | 2" |
| 7" | 4" | 3" |
| 8" | 4", 4" | - |
| 9" | 6" | 3" |
| 10" | 4", 4" | 2" |
| 11" | 4", 4" | 3" |
| 12" | 6", 4" | 2" |

NOTE: GRADE ADJUSTMENT HEIGHT SHOULD NOT EXCEED 12"



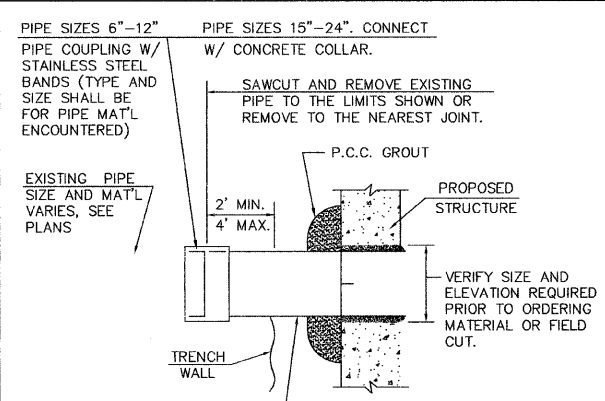
NOTE:
 CONTRACTOR TO PLACE BASE COURSE, 16" THICK TO TOP SURFACE OF EXISTING PAVEMENT TO BE REMOVED AT LOCATIONS SHOWN ON PLANS TO PROVIDE TEMPORARY SURFACING UNTIL PLACEMENT OF PAVEMENT SURFACE. CONTRACTOR TO REMOVE TOP 10-1/2" OF AGGREGATE PRIOR TO PLACEMENT OF BITUMINOUS SURFACE. PAYMENT TO BE AT THE CONTRACT PRICE PER SQUARE YARD AND WORK SHALL INCLUDE ALL LABOR AND MATERIALS REQUIRED TO RESTORE PAVEMENT AS DETAILED, INCLUDING PLACING AND REMOVING THE ADDITIONAL AGGREGATE REQUIRED FOR TEMPORARY SURFACE. BITUMINOUS CONCRETE SURFACE COURSE SHALL BE PLACED IN 2 LIFTS, AND BITUMINOUS BASE COURSE SHALL BE PLACED IN 3 LIFTS.

BITUMINOUS PAVEMENT REPLACEMENT DETAIL
 NOT TO SCALE



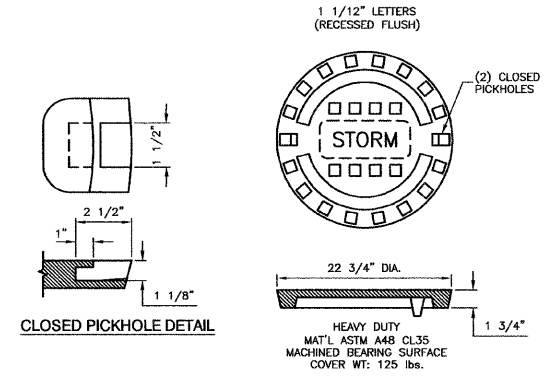
NOTE:
 THE COST OF ALL LABOR, MATERIALS, TOOLS AND EQUIPMENT NECESSARY TO PLACE PIPE INTO EXISTING STRUCTURE AS SHOWN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER BEING INSTALLED.

NEW PIPE CONNECTION TO EXISTING STRUCTURE
 NOT TO SCALE



NOTE:
 THE COST OF ALL LABOR, MATERIALS, TOOLS AND EQUIPMENT NECESSARY TO INCORPORATE EXISTING PIPE INTO PROPOSED STRUCTURE, INCLUDING THE PIPE EXTENSION, PIPE REMOVAL, GROUT AND COUPLING OR COLLAR AS DETAILED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH OF THE SIZE ENCOUNTERED.

EXISTING PIPE CONNECTION TO PROPOSED STRUCTURE
 NOT TO SCALE



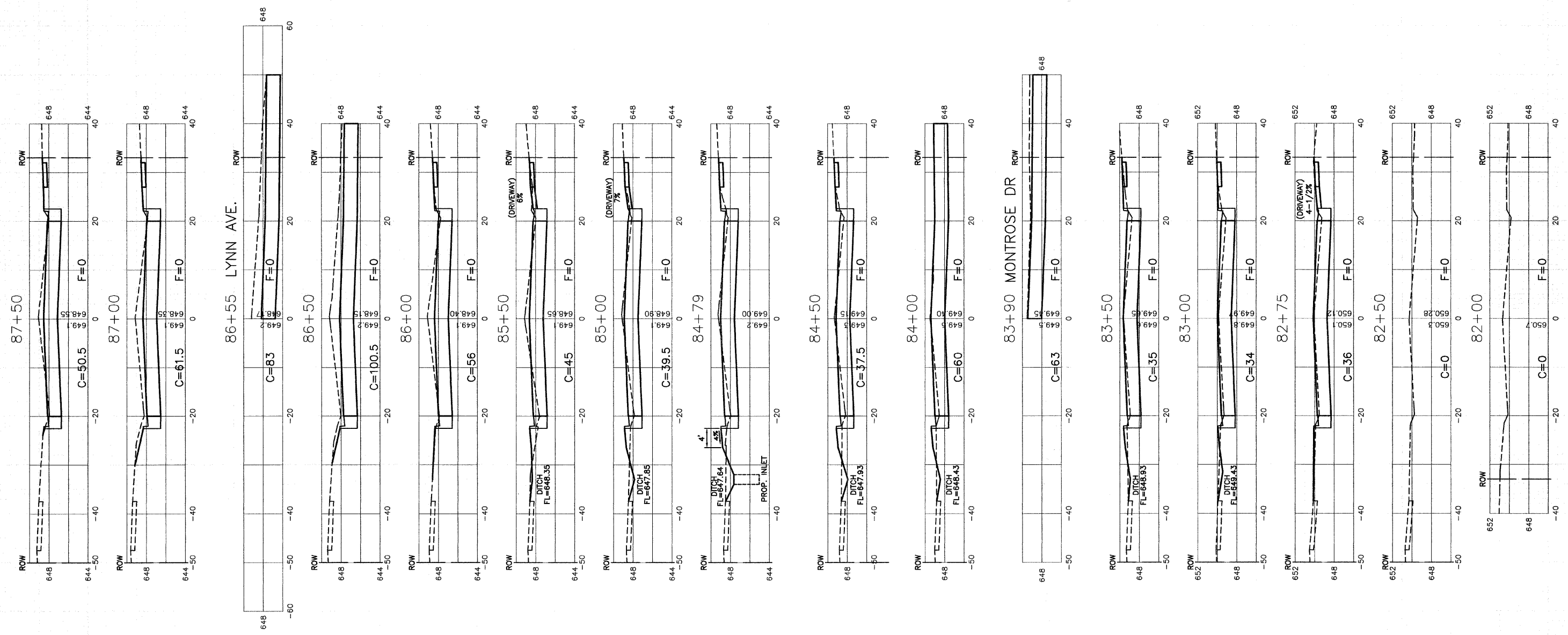
SPECIAL LETTERED STORM MANHOLE LID*

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 NORMANTOWN ROAD RECONSTRUCTION
 ROMEVILLE
 CONSTRUCTION DETAILS

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: 01/19/2009
 DRAWN BY: JJB
 CHECKED BY: BDB

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 28 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT #63157 | | | | |



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

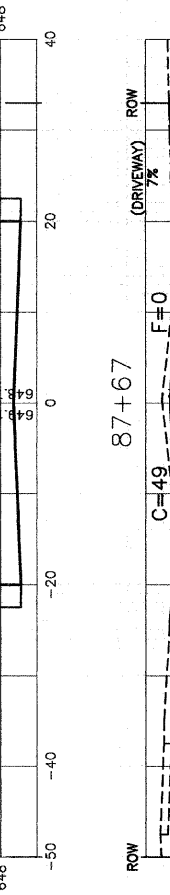
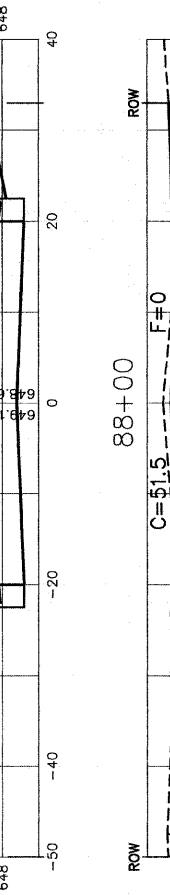
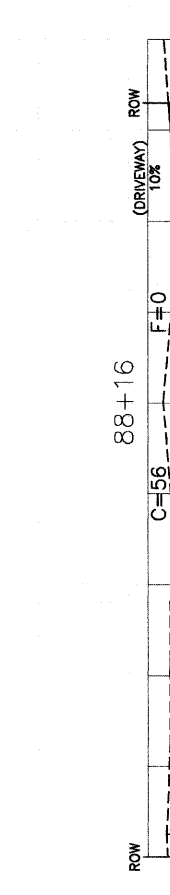
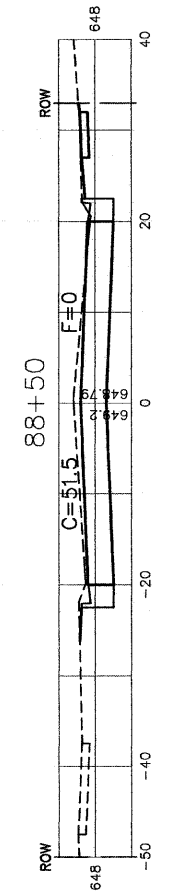
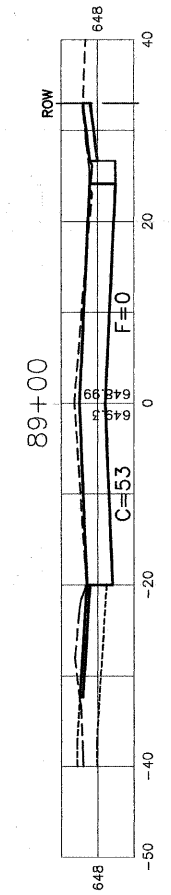
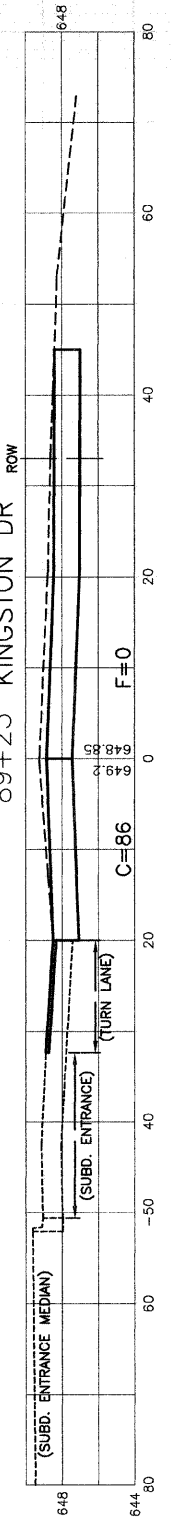
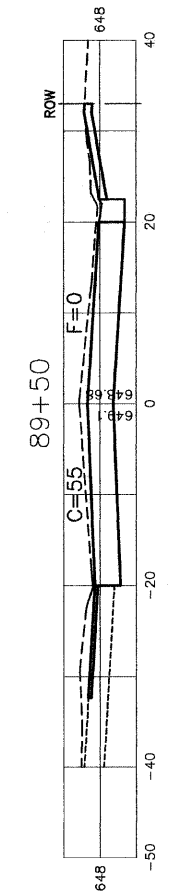
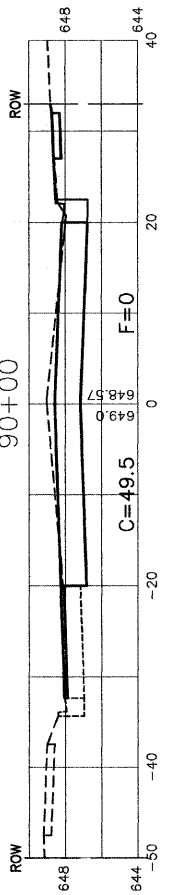
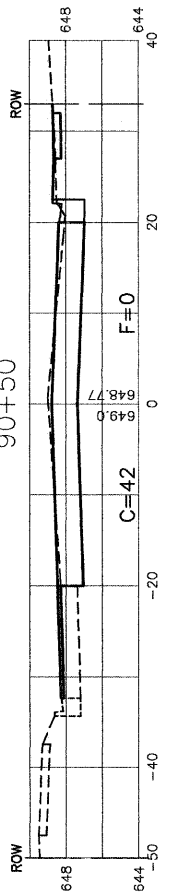
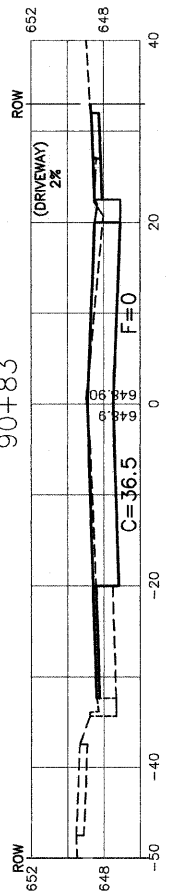
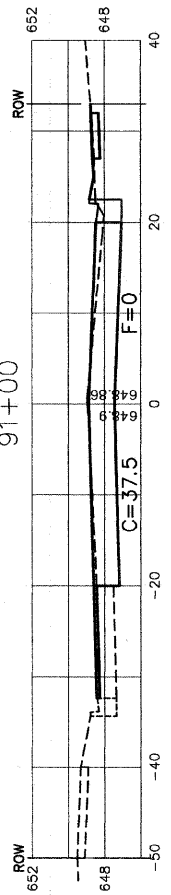
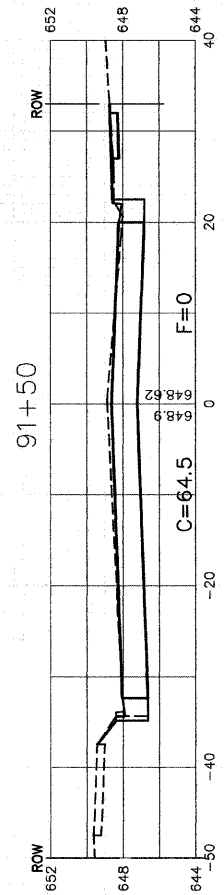
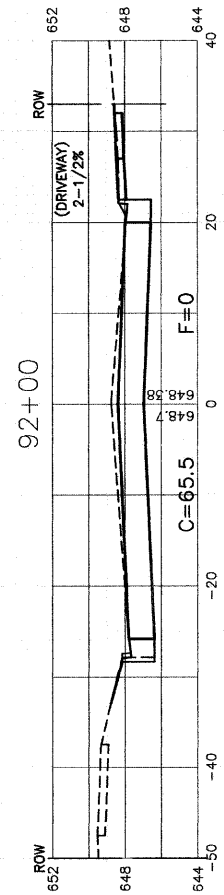
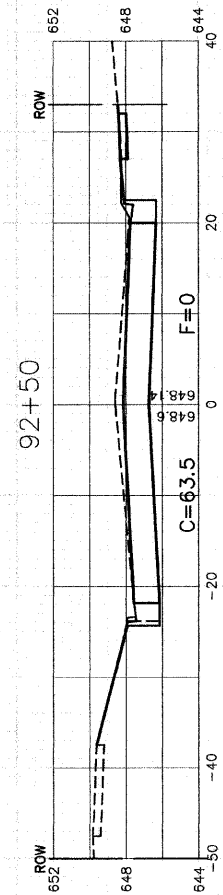
**NORMANTOWN ROAD RECONSTRUCTION
ROMEOWILLE
CROSS SECTIONS
NORMANTOWN RD. STA. 82+00 TO STA. 87+50**

SCALE: VERT. 1"=5'
HORIZ. 1"=10'

DATE 01/19/2009

DRAWN BY JUB
CHECKED BY BDB

ROBINSON ENGINEERING, LTD.
1700 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 381-6700 FAX (708) 381-3898
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001288 05412-XSCT-01



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

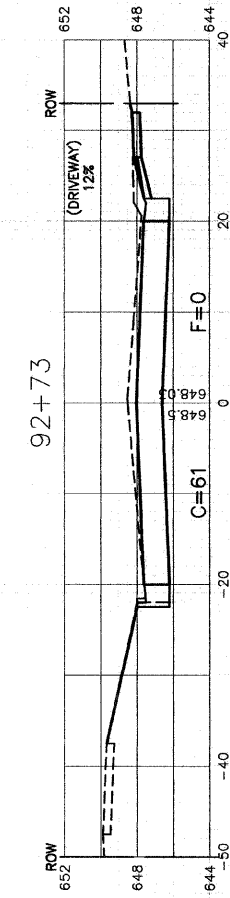
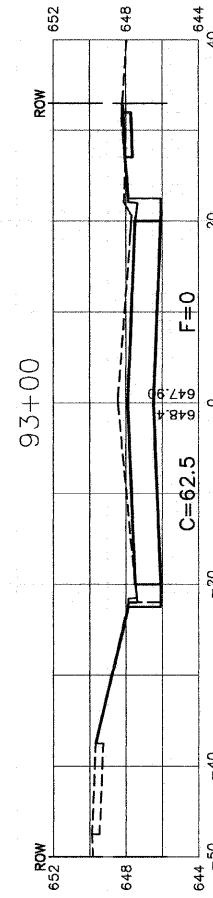
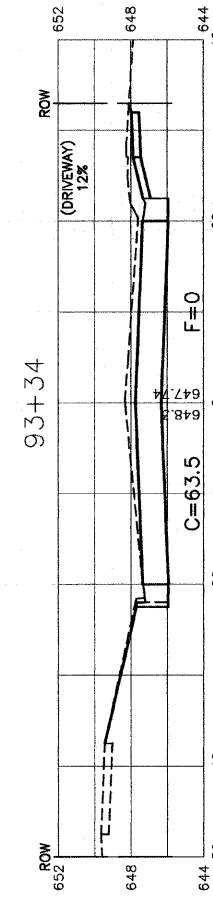
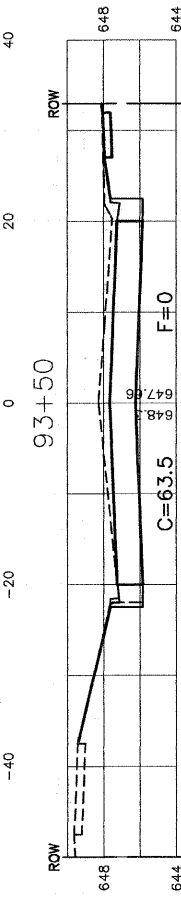
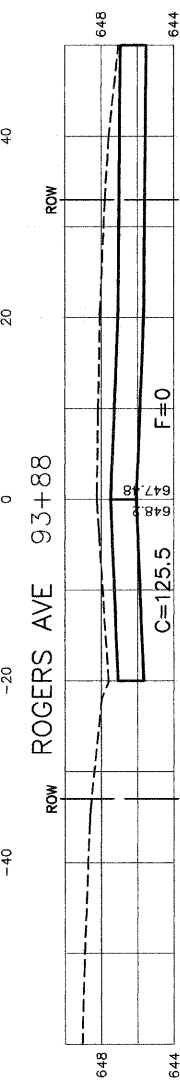
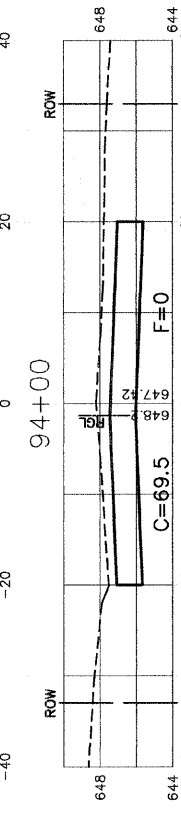
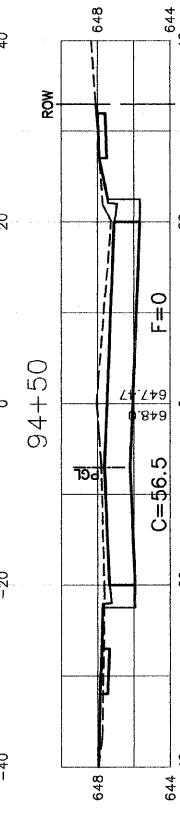
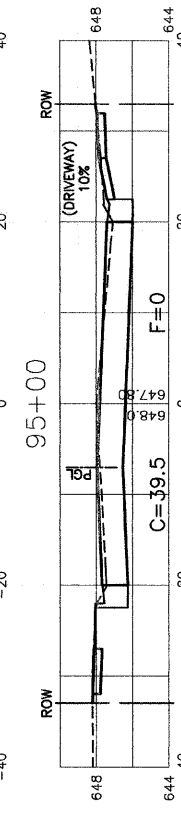
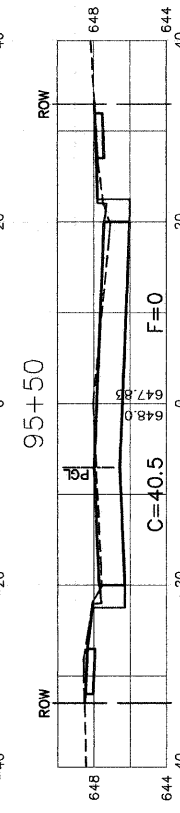
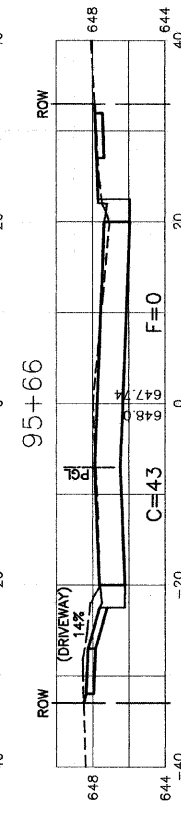
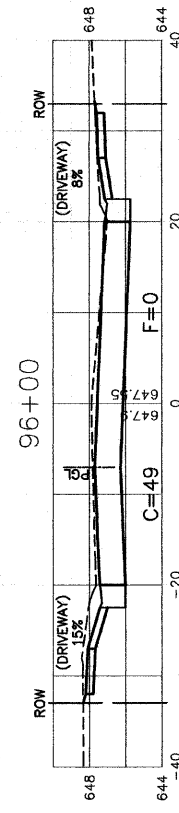
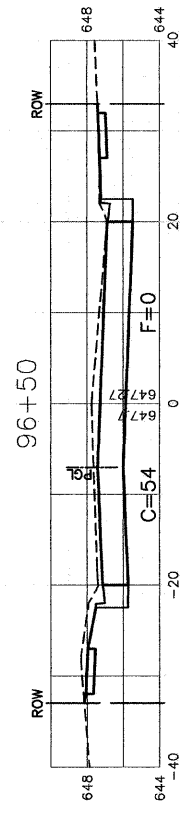
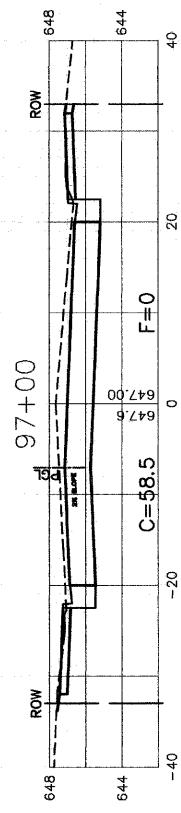
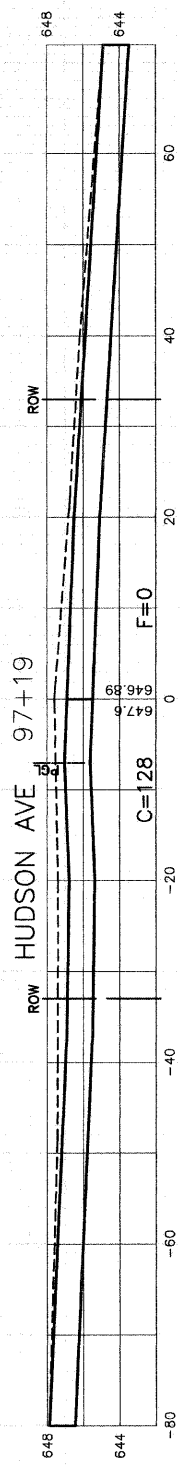
**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
CROSS SECTIONS
NORMANTOWN RD. STA. 87+67 TO STA. 92+50**

SCALE: VERT. 1"=5'
HORIZ. 1"=10'

DATE: 01/19/2009

DRAWN BY: JJB
CHECKED BY: BDB

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 30 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | FED. AID PROJECT | | |
| CONTRACT #63157 | | | | |



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
CROSS SECTIONS
NORMANTOWN RD. STA. 92+73 TO STA. 97+19**

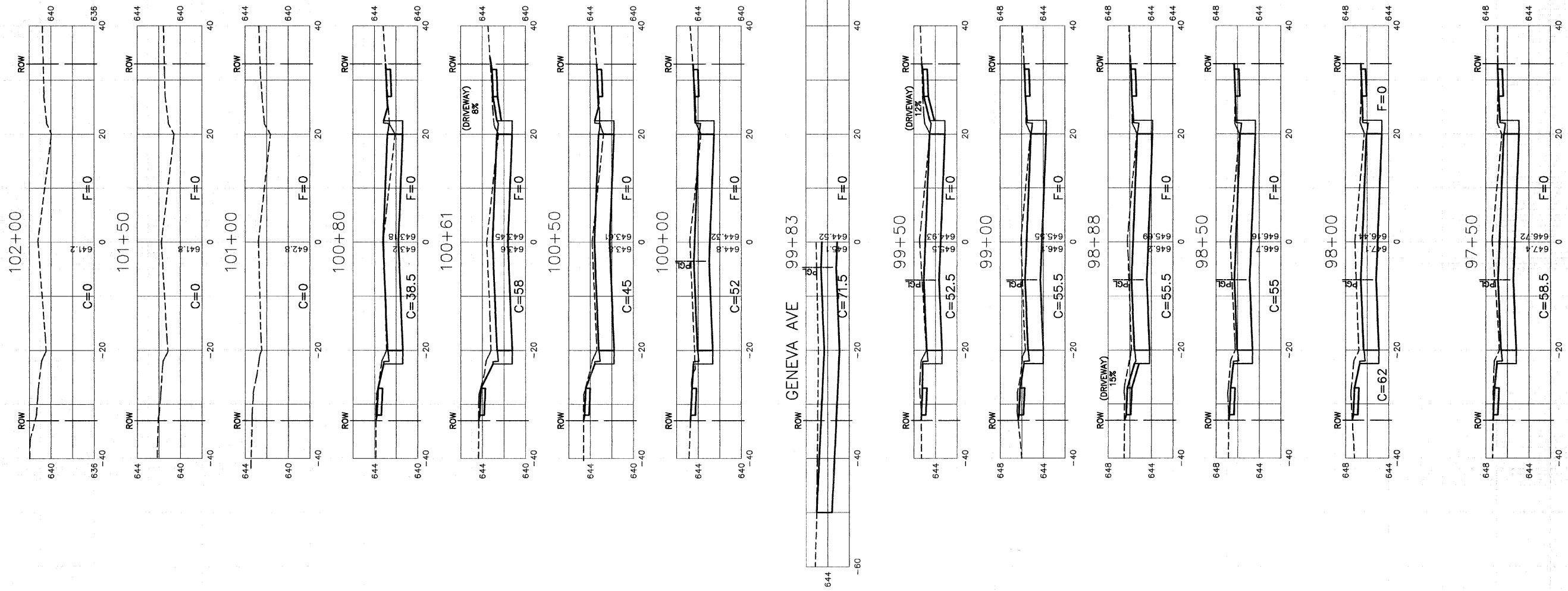
SCALE: VERT. 1"=5'
HORIZ. 1"=10'

DATE 01/19/2009

DRAWN BY JJB
CHECKED BY BDB

ROBINSON ENGINEERING, LTD.
1000 SOUTH PARK AVENUE, SOUTH HOLLAND, ILLINOIS 60473
(708) 381-6200 FAX (708) 381-3650
ILLINOIS DESIGN FIRM REGISTRATION NO. 134001198 05412-XSCT-01

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F. A. U. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 31 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT #63157 | | | | |



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEVILLE
CROSS SECTIONS
NORMANTOWN RD. STA. 97+50 TO STA. 102+00**

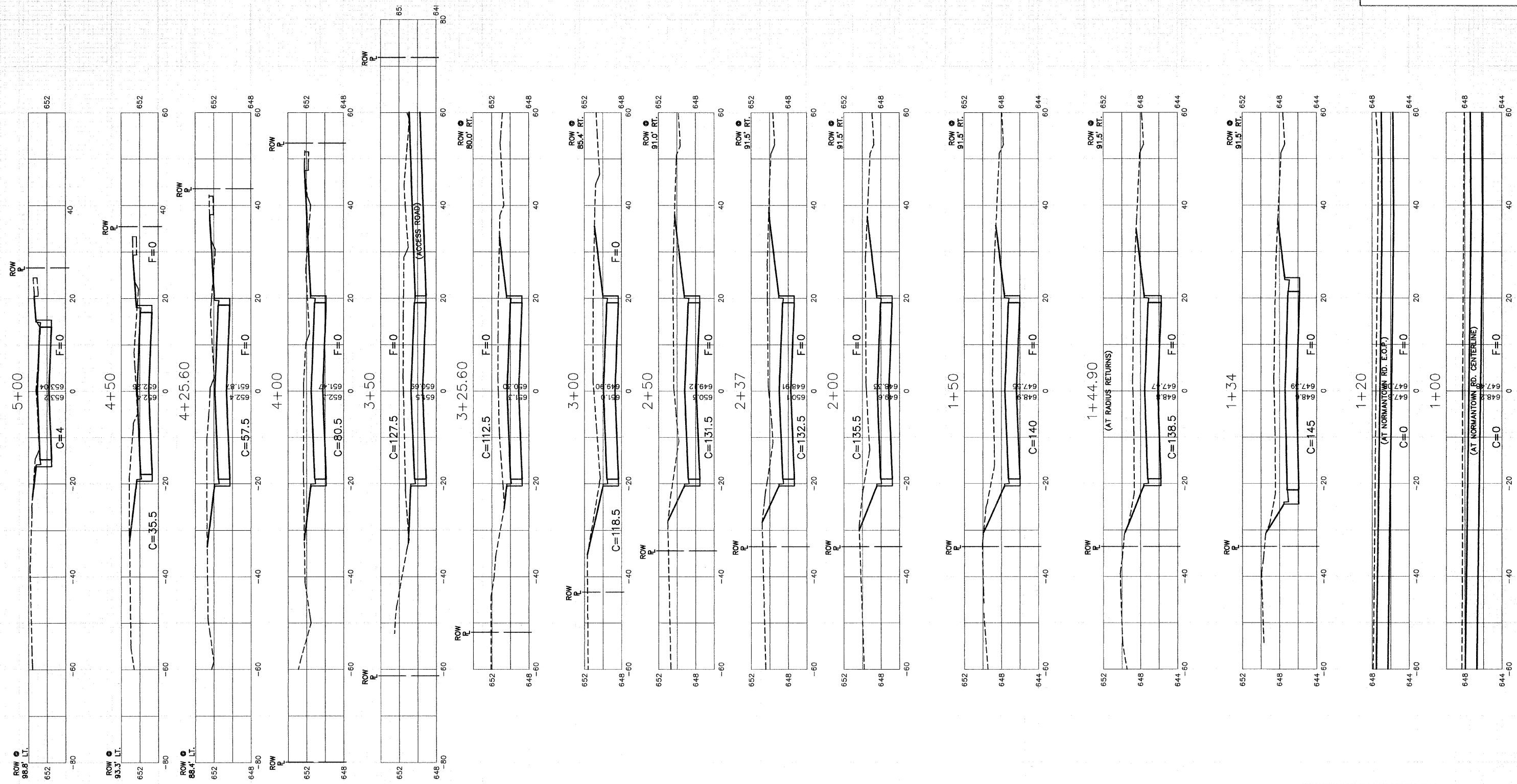
SCALE: VERT. 1"=5'
HORIZ. 1"=10'

DATE 01/19/2009

DRAWN BY JJB
CHECKED BY BDB

ROBINSON ENGINEERING, LTD.
1700 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 381-8700 FAX (708) 381-3858
ILLINOIS DESIGN FIRM REGISTRATION NO. 13400128

05412-XSCT-01



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEIOVILLE
CROSS SECTIONS
ROGERS AVE. STA. 1+00 TO STA. 5+00**

SCALE: VERT. 1"=5'
HORIZ. 1"=10'

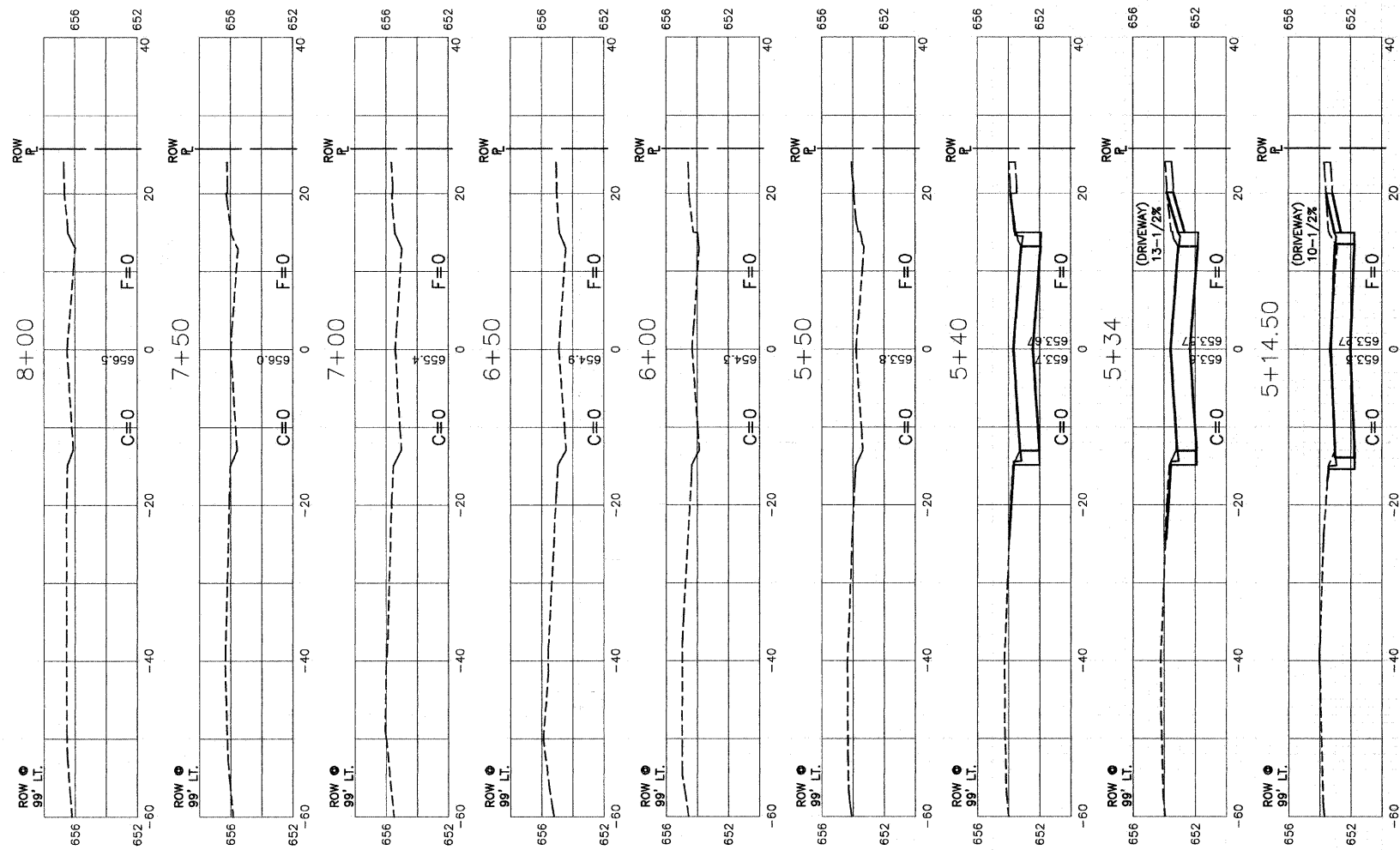
DATE 01/19/2009

DRAWN BY JJB
CHECKED BY BDB

ROBINSON ENGINEERING, LTD.
1700 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 381-8700 FAX (708) 381-3859
ILLINOIS DESIGN FIRM REGISTRATION NO. 124001128

05412XSCT-01

| | | | | |
|------------------------|----------------|------------------|--------------|-----------|
| F. A. N. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0281 | 07-00050-00-FP | WILL | 33 | 33 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT #63157 | | | | |



| REVISIONS | |
|-------------|-----------|
| NAME | DATE |
| IDOT REVIEW | 2-24-2009 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**NORMANTOWN ROAD RECONSTRUCTION
ROMEDEVILLE
CROSS SECTIONS
ROGERS AVE. STA. 5+14.5 TO STA. 8+00**

SCALE: VERT. 1"=5'
HORIZ. 1"=10'
DATE 01/19/2009 DRAWN BY JJB
CHECKED BY BDB