

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS 09-20-13 LETTING ITEM 016

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	12-00107-00-BR	COOK	33	1
FED. ROAD DIST NO. 1	ILLINOIS	CONTRACT NO. 63792		

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

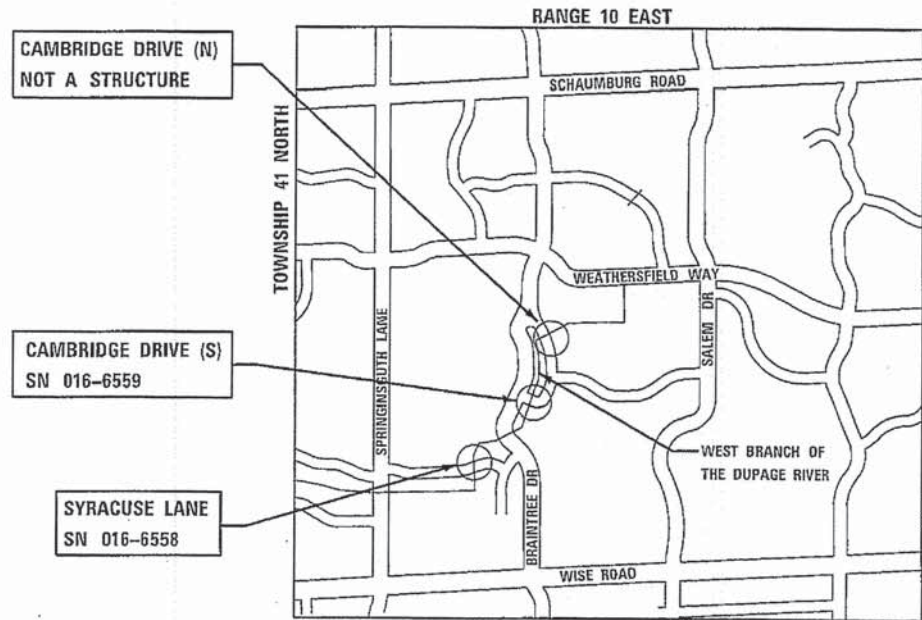
SYRACUSE LANE AND CAMBRIDGE DRIVE
OVER W. BRANCH OF DUPAGE RIVER
CULVERT REPLACEMENTS

SECTION 12-00107-00-BR
PROJECT NO. BROS-9003(968)

COOK COUNTY
VILLAGE OF SCHAUMBURG
JOB #: C-91-262-12



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -



LOCATION MAP 3rd PM

SCALE: 1" = 500'
SCHAUMBURG TOWNSHIP

GROSS LENGTH = 122 FT. = 0.023 MILES
NET LENGTH = 122 FT. = 0.023 MILES

ADT = 400 (2010)
421 (2032) 2% TRUCKS
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED = 30 MPH
DESIGN DESIGNATION = LOCAL 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. 63792

SIGNED [Signature of Scott R. Kasper] EXPIRES 11-30-2013

DATE 1/31/2013 FOR DRAWINGS 1-20, 31-33

SIGNED [Signature of Deputy Director] 1/30/2013 EXPIRES 11-30-2014

DATE 1/30/2013 FOR DRAWINGS 21-30

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 1/31/2013
[Signature of Scott R. Kasper] SCOTT R. KASPER, PE
ENGINEERING DIVISION MANAGER, VILLAGE OF SCHAUMBURG

PASSED July 9, 2013
[Signature of C. J. Holt] C. J. HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW July 9, 2013
[Signature of Deputy Director] DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

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POINTS OF CONTACTS

VILLAGE OF SCHAUMBURG ENGINEERING AND PUBLIC WORKS DEPARTMENT 714 SOUTH PLUM GROVE ROAD SCHAUMBURG, IL 60193-4329 MARGO KILLIAN (847) 923-6652	SCHAUMBURG FIRE DEPARTMENT 950 W. SCHAUMBURG RD SCHAUMBURG, IL 60194 WILLIAM SPENCER 847-923-6710	COMMONWEALTH EDISON 2 LINCOLN CENTER, 8TH FLOOR OAKBROOK TERRACE, IL 181 DAVE SCHACHT (630) 437-2129
SCHOOL DISTRICT 54 524 W. SCHAUMBURG RD SCHAUMBURG, IL 60194 KATHY GUILD 847-357-5152	WIDE OPEN WEST 1030 NATIONAL PARKWAY SCHAUMBURG, IL 60173 BRIAN HURD (630) 669-5227	COMCAST 688 INDUSTRIAL DR. ELMHURST, IL 60126 TOM MUNAR (630) 600-6316
SCHAUMBURG POLICE DEPARTMENT 1000 W. SCHAUMBURG RD SCHAUMBURG, IL 60194 KRISTINE PROVENZANO 847-882-3586	AT&T DISTRIBUTION 1000 COMMERCE DRIVE OAK BROOK, IL 60523 TOMAS FOLIN (630) 573-6477	NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60593-9600 CONNIE LANE (630) 388-3830

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2013; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (MUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", JULY 2009 SIXTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF THE TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
- ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTION TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
- THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE PROJECT LIMITS. ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE PROJECT SITE BY THE CONTRACTOR AND DEPOSITED AT LOCATIONS PROVIDED BY HIM, OR DISPOSED OF WITHIN THE RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO THE APPROVAL OF THE ENGINEER. NO EXTRA COMPENSATION WILL BE ALLOWED THE CONTRACTOR FOR AN EXPENSE INCURRED BY COMPLYING WITH THE REQUIREMENTS OF THIS NOTE.

UTILITIES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PRIVATE AND PUBLIC UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY.
- COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES. 48 HOURS NOTICE IS REQUIRED.
- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE COST OF ALL MATERIALS REQUIRED AND ALL LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.
- ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE CONTRACT OR THE VILLAGE.
- THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. THE COST TO COMPLY WITH THE ABOVE SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
- PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
- ESTIMATED LOCATIONS OF SIDEWALK REMOVAL AND REPLACEMENT HAVE BEEN SHOWN ON THE PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.
- THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

SEWERS AND WATERMANS

- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.
 - THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SCHAUMBURG PUBLIC WORKS DEPARTMENT ONE WEEK BEFORE ALL WATERMAIN SHUTDOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.
 - THE COST OF MAKING CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED.
 - UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS.
- DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.
- ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
 - ONLY METHOD 1 UNDER SECTION 550.07 OF THE STANDARD SPECIFICATIONS SHALL BE ALLOWED FOR THE PLACEMENT OF TRENCH BACKFILL.
 - ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER AND WATERMAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE. ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED ABOVE, INCLUDING BEDDING MATERIAL SHALL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT.

FILE NAME =	USER NAME = mlsten	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
K:\EPW\Engineering\WDS Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert\Drawings\ME\Plan Sheets\REVISED\01 Notes.dgn	PLOT SCALE = 2.0000' / in.	CHECKED - KLM	REVISED -			NA	12-00107-00-BR	COOK	33	2	
PLOT DATE = 1/30/2013	DATE = 12/6/2012	REVISED -				SCALE: N.T.S.	SHEET 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 63792		
									ILLINOIS FED. AID PROJECT BR05-9003(968)		

SIGNS

- PRIOR TO THE START OF CONSTRUCTION, THE ENGINEER AND VILLAGE MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
 - SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
 - ALL UNUSED SIGNS WILL BE RETURNED TO THE VILLAGE, COUNTY OR STATE AS APPLICABLE.
 - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

INCIDENTAL HOT-MIX ASPHALT SURFACING

- THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS INSOFAR AS ACCPLIABLE AND THE FOLLOWING PROVISIONS.

THIS ITEM IS TO BE USED AS TEMPORARY ASPHALT RAMPS DURING STAGE CONSTRUCTION, TEMPORARY PATCHES ON ALL SEWER OR WATERMAIN TRENCHES, TEMPORARY ASPHALT RAMPS PLACED AROUND PROTRUDING FRAMES AND LIDS PRIOR TO THE PLACEMENT OF THE FINAL HOT-MIX ASPHALT SURFACE COURSES, OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THIS WORK WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. IF NECESSARY, ALL TEMPORARY FENCE TREE PROTECTION, TREE REMOVAL, TREE PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- TEMPORARY FENCE TREE PROTECTION SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WHEN DIRECTED BY THE ENGINEER. AFTER TREES ARE SAFELY PROTECED WITH TEMPORARY FENCE NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

PAVING, CURB & GUTTER AND SIDEWALK

- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.
- THIS WORK SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER. THE CONTRACTOR SHALL CUT THE JOINT BETWEEN THE PORTION OF THE ITEM TO BE REMOVED AND THAT TO BE LEFT IN PLACE WITH A SAWING MACHINE TO PREVENT SPALLING WHEN THE TIEM IS BROKEN OUT. THIS WORK SHALL BE DONE IN A MANNER THAT A STRAIGHT AND PERPENDICULAR JOINT WILL BE SECURED. ALL SAW CUTTING SHALL BE TO THE FULL DEPTH OF THE PAVEMENT, DRIVEWAY, SIDEWALK OR CURB TO BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE TICKNESS OF THE EXISTING ITEM BEING REMOVED AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.
- AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE WILL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE HALF (1 1/2) INCHES. THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.
- EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION.
- THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. THIS SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLADS, FACE AND TOP OF CURB, OR CURB AND GUTTER, PCC SIDEWALK, PCC DRIVEWAY PAVEMENT AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

DRIVEWAY ACCESS

- THE CONTRACTOR SHALL WHERE REQUIRED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, PROVIDE IMMEDIATE ACCESS TO DRIVEWAYS AND INTERSECTING STREETS. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE ACCESS FOR EMERGENCY VEHICLES DURING THE TIME OF CONSTRUCTION.
- ANY DRIVEWAY APRON ADJACENT TO THE CURB AND GUTTER THAT IS REMOVED OR DISTURBED SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AFTER THE NEW CURB AND GUTTER HAS BEEN CONSTRUCTED. THE CONTRACTOR MUST SCHEDULE THIS WORK SO THAT ONLY ONE SIDE OF ANY STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURB AND GUTTER, DRIVEWAY, OR SIDEWALK, WHETHER FORMED OR NOT FORMED, REMAIN OPEN MORE THAN 3 WORKING DAYS.
- PRIOR TO REMOVING ANY DRIVEWAY, THE CONTRACTOR SHALL PROVIDE THE VILLAGE SUFFICIENT TIME TO PROVIDE 24 HOURS ADVANCE WRITTEN NOTICE TO THE RESIDENT/OWNER OF THE DRIVEWAY, ALLOWING THE RESIDENT/OWNER TIME TO REMOVE ANY VEHICLES. ACCESS SHALL BE RESTORED NO MORE THAN FOUR DAYS AFTER THE CURB AND GUTTER HAS BEEN PLACED. IF NECESSARY, THE CONTRACTOR SHALL PLACE TEMPORARY AGGREGATE BEHIND THE NEW CURB AND GUTTER UNTIL THE DRIVEWAY IS RESTORED. THIS TEMPORARY AGGREGATE SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT.

LANDSCAPING

- WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER.
- THE CONTRACTOR SHALL ADHERE TO THE LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MISCELLANEOUS

- AGGREGATE SUGRADE IMPROVEMENT HAS BEEN INCLUDED IN THE CONTRACT TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUGRADE IMPROVEMENTS WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUGRADE IMPROVEMENT. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS."
- SITE OBJECTS: THE REMOVAL OF MISCELLANEOUS PARKWAY IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BLOCK RETAINING WALLS, CONCRETE RETAINING WALLS, LANDSCAPE TIMBERS, LANSCAPE ROCKS, FENCES, FENCE POSTS, PLANTERS, VEGETATION, BRICK OR BRICK PAVER WALKWAYS WITHIN R.O.W. LIMITS SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION." THE CONTRACTOR SHALL CONTACT THE OWNER OF THE ITEMS TO DETERMINE IF SUCH ITEMS SHALL BE RETURNED TO THE PROPERTY OWNER, STOCKPILED FOR RE-USE, OR DISPOSED OF PROPERLY.

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC AS-BUILT OR OTHER RECORD PLANS AND DOCUMENTS MUST CONTACT THE OWNER OF RECORD TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.

GEOTECHNICAL SOILS REPORTS AND OTHER ADVANCED PLANNING DOCUMENTS WERE PREPARED FOR THIS PROJECT AND ARE AVAILABLE FOR BIDDERS' REVIEW BY CONTACTING THE LEAD LOCAL AGENCY AT TELEPHONE NUMBER 847-923-6612.

FILE NAME =	USER NAME = mitwin	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\EPW\Engineering\WOS Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert\DRAWING\locanon\Plans\CADD\Plan Sheets\REVISED\Notes.dgn	PLOT SCALE = 2.0000' / 1"	CHECKED - KLM	REVISED -			NA	12-00107-00-BR	COOK	33	3		
PLOT DATE = 2/13/2013	DATE - 12/6/2012	REVISED -	SCALE: N.T.S.			SHEET 2 OF 2 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT BROS-9003(968)				

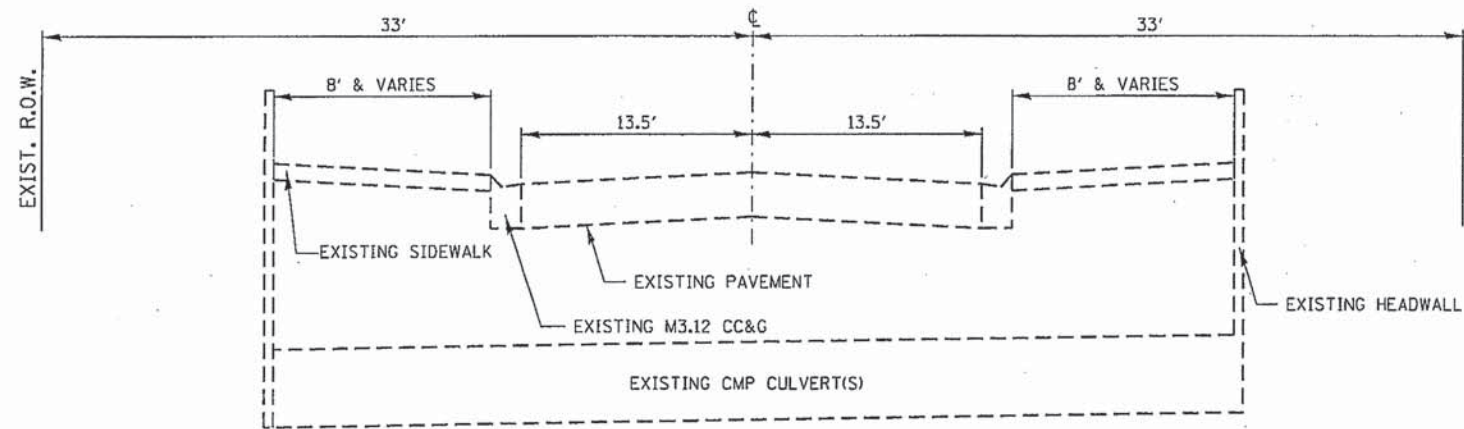
SUMMARY OF QUANTITIES

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0011		NON-PARTICIPATING 0040
				SYRACUSE LANE	CAMBRIDGE DRIVE (S)	CAMBRIDGE DRIVE (N)
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	160	71	75	14
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	206	132	74	0
20101000	TEMPORARY FENCE	FOOT	180	40	60	80
20101200	TREE ROOT PRUNING	EACH	11	3	5	3
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	11	3	5	3
20200100	EARTH EXCAVATION	CU YD	60	20	20	20
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	150	0	0	150
20800150	TRENCH BACKFILL	CU YD	1550	625	520	405
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	208	0	0	208
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1385	530	435	420
25000310	SEEDING, CLASS 4	ACRE	0.3	0.1	0.1	0.1
25000314	SEEDING, CLASS 4B	ACRE	0.3	0.1	0.1	0.1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	65	22	21	22
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	65	22	21	22
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	65	22	21	22
25100630	EROSION CONTROL BLANKET	SQ YD	685	310	225	150
25200110	SODDING, SALT TOLERANT	SQ YD	700	220	210	270
28000510	INLET FILTERS	EACH	2	0	0	2
28100109	STONE RIPRAP, CLASS A5	SQ YD	966	336	330	300
28200200	FILTER FABRIC	SQ YD	966	336	330	300
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	254	0	0	254
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	385	135	140	110
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2670	880	880	910
44000100	PAVEMENT REMOVAL	SQ YD	385	135	140	110
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	315	90	115	110
44000600	SIDEWALK REMOVAL	SQ FT	3940	1080	1380	1480
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	385	135	140	110
50104400	CONCRETE HEADWALL REMOVAL	EACH	6	2	2	2
50105220	PIPE CULVERT REMOVAL	FOOT	242	90	100	52
50200100	STRUCTURE EXCAVATION	CU YD	1395	540	440	415
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	268	0	0	268
50300225	CONCRETE STRUCTURES	CU YD	266	103	91	72
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	27,160	10,760	8060	8340
51100300	SLOPE WALL 6 INCH	SQ YD	103	35	36	32
51500100	NAME PLATES	EACH	3	1	1	1
54011006	PRECAST CONCRETE BOX CULVERTS 10' X 6'	FOOT	171	0	114	57
54011007	PRECAST CONCRETE BOX CULVERTS 10' X 7'	FOOT	114	114	0	0
550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	50	0	10	40
550A0360	STORM SEWERS, CLASS A, TYPE 2, 15"	FOOT	10	0	10	0
55100500	STORM SEWER REMOVAL 12"	FOOT	30	0	10	20
55100700	STORM SEWER REMOVAL 15"	FOOT	10	0	10	0

* SPECIALTY ITEM

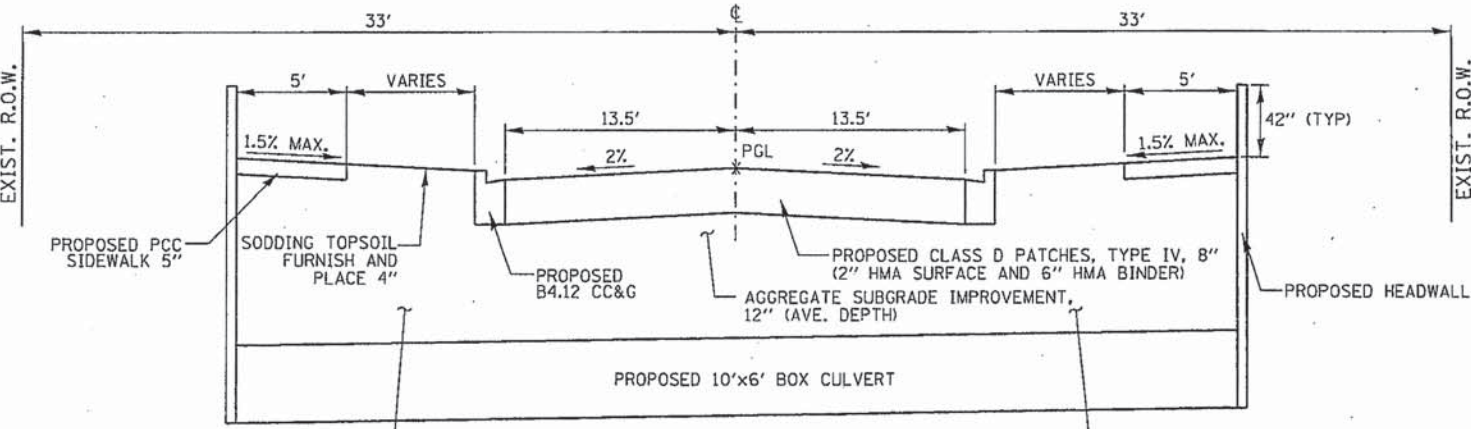
CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	0011		NON-PARTICIPATING 0040
				SYRACUSE LANE	CAMBRIDGE DRIVE (S)	CAMBRIDGE DRIVE (N)
* 56103200	DUCTILE IRON WATERMAIN, 10"	FOOT	195	80	65	50
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	175	59	59	57
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE II FRAME AND GRATE	EACH	2	0	0	2
60500040	REMOVING MANHOLES	EACH	2	0	0	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	3	3	2
67100100	MOBILIZATION	L SUM	1	0.34	0.33	0.33
X0426200	DEWATERING	L SUM	1	0.34	0.33	0.33
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	75	25	25	25
X5021510	COFFERDAMS (SPECIAL)	EACH	3	1	1	1
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	120	40	40	40
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.34	0.33	0.33
* XX005224	GATE VALVE AND VAULT, COMPLETE	EACH	5	2	1	2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.34	0.33	0.33
Z0043750	PRECAST MODULAR BLOCK WALL	SQ FT	820	330	490	0
* Z0067500	STEEL CASINGS 16"	FOOT	105	40	40	25
△ Z0076600	TRAINEES	HOURL	1000	500	500	0
△ Z0076604	TRAINNESS TRAINING PROGRAM GRADUATE	HOURL	1000	500	500	0
X0061700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B (SPECIAL)	FOOT	315	90	115	110
XX008895	REMOVE AND RESET MODULAR BLOCK WALL	SQ FT	200	0	0	200

* SPECIALTY ITEM
 △ CONSTRUCTION TYPE CODE 0042



EXISTING TYPICAL SECTION

CAMBRIDGE DRIVE (N) STA 100+63 TO 100+97
 CAMBRIDGE DRIVE (S) STA 100+80 TO 101+24
 SYRACUSE LANE STA 100+58 TO 101+02

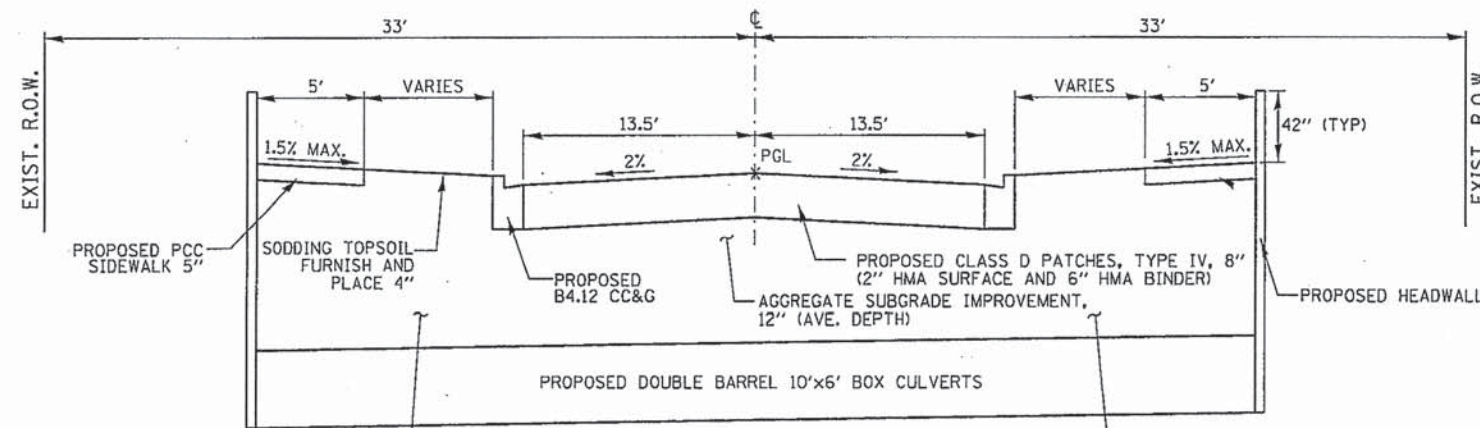


PROPOSED TYPICAL SECTION

CAMBRIDGE DRIVE - SINGLE BARREL
 STATION 100+63 TO 100+97

ON-SITE BENCHMARKS CAMBRIDGE DRIVE (N) - SINGLE BARREL
 DATUM - NAVD 88

X-CUT SET IN SIDEWALK ON THE EAST SIDE OF CAMBRIDGE DRIVE
 2.3' EAST OF THE BACK CURB AND 2.1' SOUTH OF THE CENTERLINE OF THE CREEK.
 ELEV=802.73



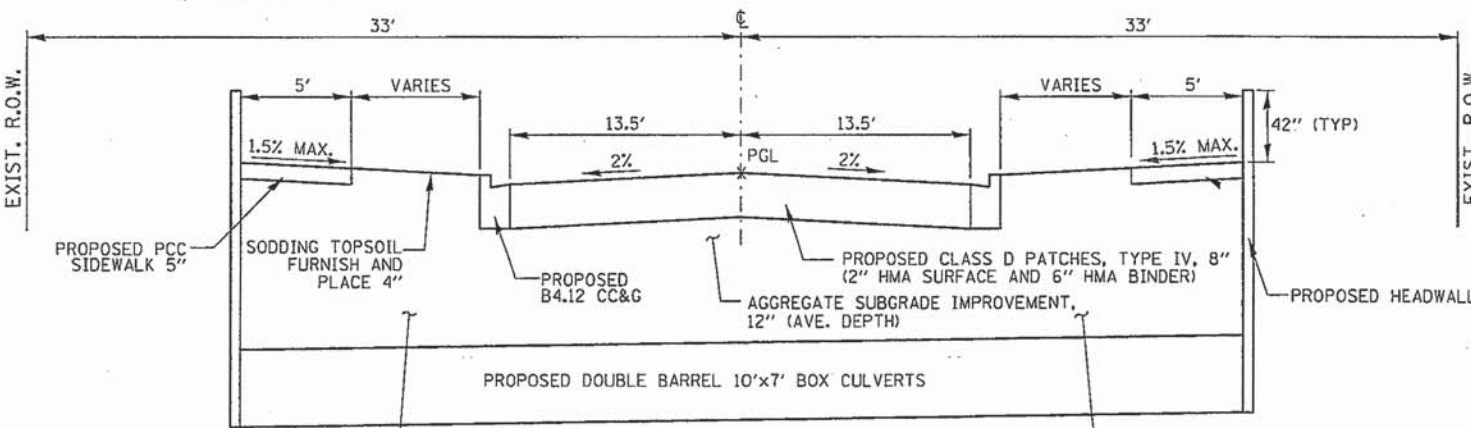
PROPOSED TYPICAL SECTION

CAMBRIDGE DRIVE - DOUBLE BARREL
 STATION 100+80 TO 101+24

ON-SITE BENCHMARKS - CAMBRIDGE DRIVE (S) - DOUBLE BARREL
 DATUM - NAVD 88

X-CUT SET IN SIDEWALK ON THE NORTH SIDE OF CAMBRIDGE DRIVE
 2.0' NORTH OF THE BACK CURB AT THE CENTERLINE OF CREEK.
 ELEV=801.84

X-CUT SET IN SIDEWALK ON THE SOUTH SIDE OF CAMBRIDGE DRIVE
 3.5' SOUTH OF THE BACK CURB AT THE CENTERLINE OF CREEK.
 ELEV=802.00



PROPOSED TYPICAL SECTION

SYRACUSE LANE - DOUBLE BARREL
 STATION 100+58 TO 100+97

ON-SITE BENCHMARKS - SYRACUSE LANE - DOUBLE BARREL
 DATUM - NAVD 88

X-CUT SET IN SIDEWALK ON THE NORTH SIDE OF SYRACUSE LANE
 3.2' NORTH OF THE BACK CURB AND 3.5' WEST OF THE CENTERLINE OF CREEK.
 ELEV=800.87

X-CUT SET IN SIDEWALK ON THE SOUTH SIDE OF SYRACUSE LANE
 4.0' SOUTH OF THE BACK CURB AND 19.3' EAST OF THE CENTERLINE OF CREEK.
 ELEV=801.19

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PATCHING	
CLASS D PATCHES (HMA SURFACE COURSE, MIX D, N70; 2" IL9.5MM)	4% @ 70 GYR
CLASS D PATCHES (HMA BINDER IL-19MM) - 6" (IN 2 LIFTS)	4% @ 70 GYR

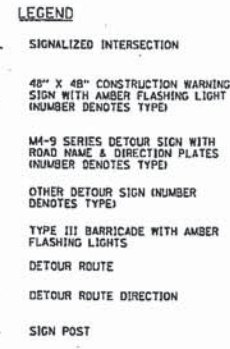
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR PERCENT OF "RAP" SEE SPECIAL PROVISIONS.



SCHEDULE OF SIGNS

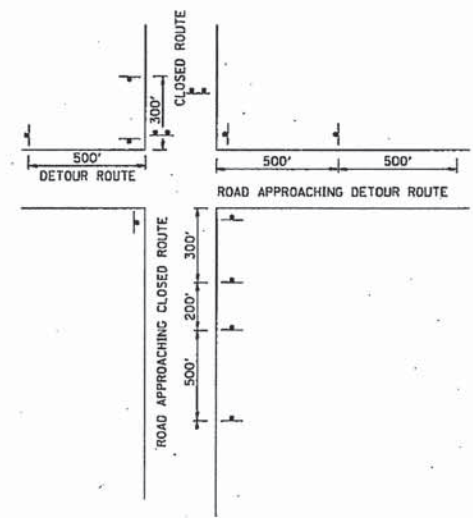
SIGN NO.	SIGN TYPE	SIGN NO.	SIGN TYPE
1	W20-1-4848	18	WEST M3-2101-2412
2	W20-2101-48	19	SOUTH M3-2101-2412
3	W20-2101-48	20	NORTH M3-2101-2412
4	EAST M3-2101-2412	21	ROAD CLOSED R11-2-4830
5	SYRACUSE LANE W17-1100-2412	22	ROAD CLOSED THRU TRAFFIC R11-4-6030
6	M4-9R101-3030		
7	M4-9R101-3024		
8	M4-9I01-3030		
9	M4-9I01-3030		
10	M4-9I01-3024		
11	SPECIAL I01-3642		
12	TEMPORARY INFORMATION SIGN		
13	M6-1101-2115		
14	M6-1101-2115		
15	M6-1101-2115		
16	M4-80101-2418		
17	SPECIAL I01-3642		



NOTE:
SIGN SPACING = 500 FEET (TYP), UNLESS NOTED OTHERWISE OR AS DIRECTED BY THE ENGINEER.
SEE "TYPICAL SIGN SPACING"
SIGN SPACING MAY BE ADJUSTED UP TO 100 FEET TO AVOID CONFLICTS WITH EXISTING SIGNS OR DRIVEWAYS.

DETOUR GENERAL NOTES

1. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
3. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
5. 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.
6. 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.
7. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
12. AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
14. THE "ROAD CLOSED" (R11-2 & R11-4) SIGNS SHALL BE MOUNTED ON THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
15. THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
16. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
17. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
19. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTRACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
20. THE COST OF THIS WORK FOR THE DETOUR DURING STAGE 1 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION DETOUR 1". THE COST OF THIS WORK FOR THE DETOUR DURING STAGES 2 AND 3 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION DETOUR 2".





SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE	SIGN NO.	SIGN TYPE
1	W20-1-4848	18	WEST M3-2101-2412
2	W20-2101-48	19	SOUTH M3-2101-2412
3	W20-2101-48	20	NORTH M3-2101-2412
4	EAST M3-2101-2412	21	ROAD CLOSED R11-2-4830
5	Cambridge Drive W17-1100-2412	22	ROAD CLOSED TO THRU TRAFFIC R11-4-6030
6	DETOUR M4-9101-3030		
7	DETOUR M4-9101-3024		
8	DETOUR M4-9101-3030		
9	DETOUR M4-9101-3030		
10	DETOUR M4-9101-3024		
11	SPECIAL101-3642		
12	TEMPORARY INFORMATION SIGN		
13	M6-1101-2115		
14	M6-1101-2115		
15	M6-1101-2115		
16	M4-80101-2418		
17	SPECIAL101-3642		

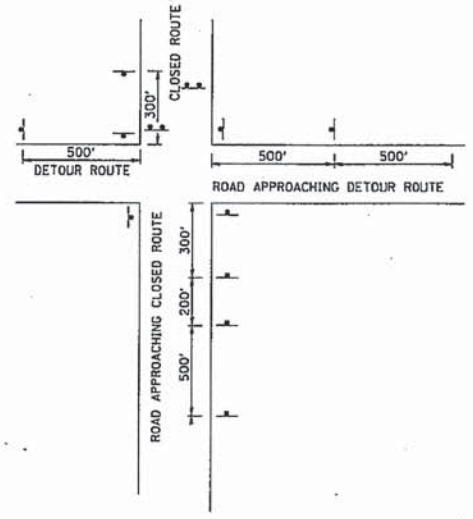
LEGEND

- SIGNALIZED INTERSECTION
- 48" X 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- DETOUR ROUTE
- DETOUR ROUTE DIRECTION
- SIGN POST

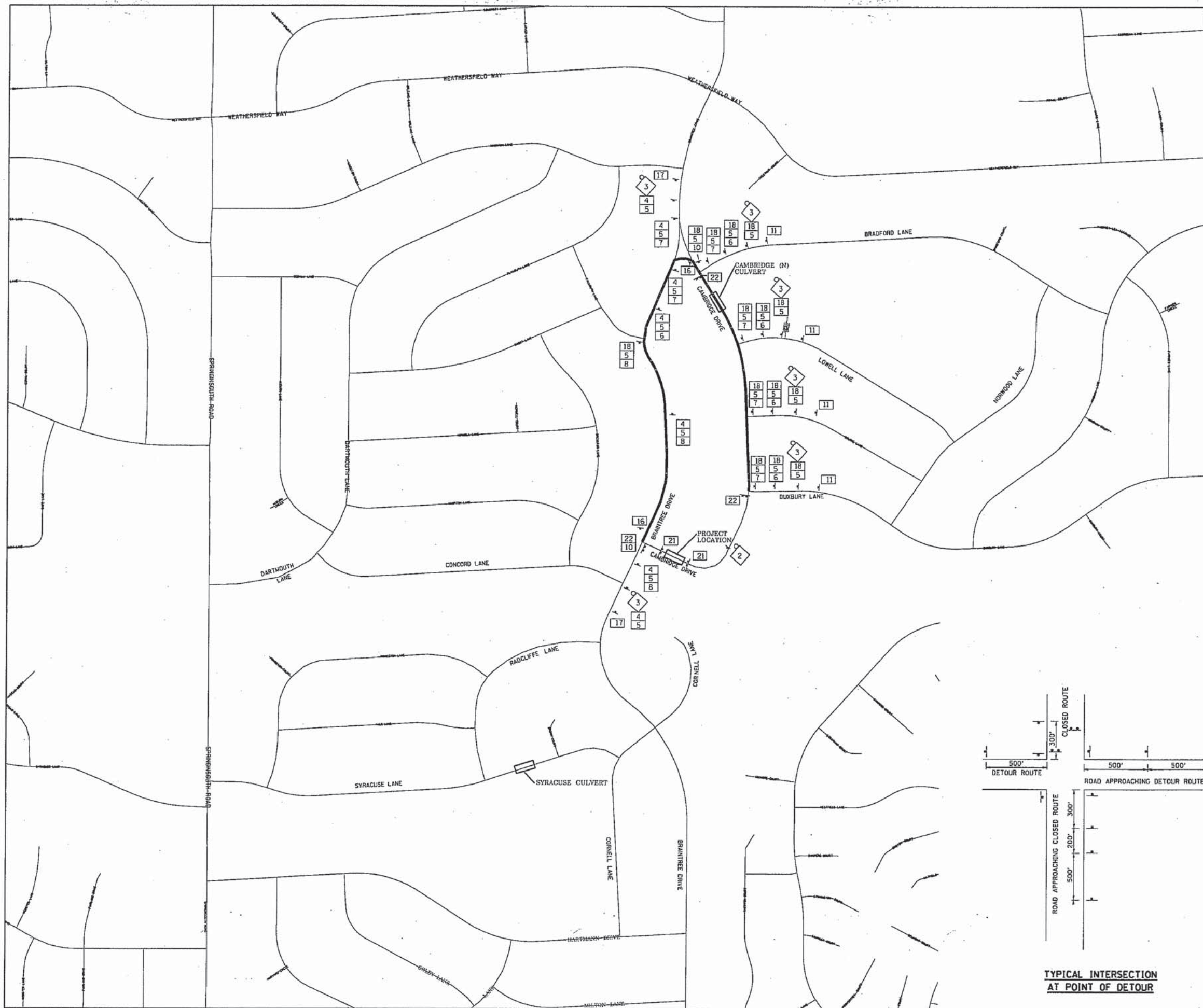
NOTE: SIGN SPACING = 500 FEET (TYP), UNLESS NOTED OTHERWISE OR AS DIRECTED BY THE ENGINEER. SEE "TYPICAL SIGN SPACING". SIGN SPACING MAY BE ADJUSTED UP TO 100 FEET TO AVOID CONFLICTS WITH EXISTING SIGNS OR DRIVEWAYS.

DETOUR GENERAL NOTES

- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
- 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.
- 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.
- ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
- AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- THE "ROAD CLOSED" (R11-2 & R11-4) SIGNS SHALL BE MOUNTED ON THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
- THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 101.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTRACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- THE COST OF THIS WORK FOR THE DETOUR DURING STAGE 1 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (DETOUR 1)". THE COST OF THIS WORK FOR THE DETOUR DURING STAGES 2 AND 3 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (DETOUR 2)".



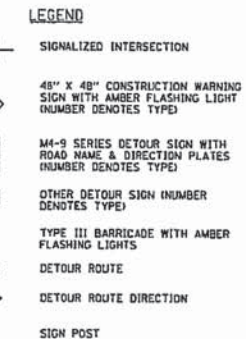
TYPICAL INTERSECTION AT POINT OF DETOUR





SCHEDULE OF SIGNS

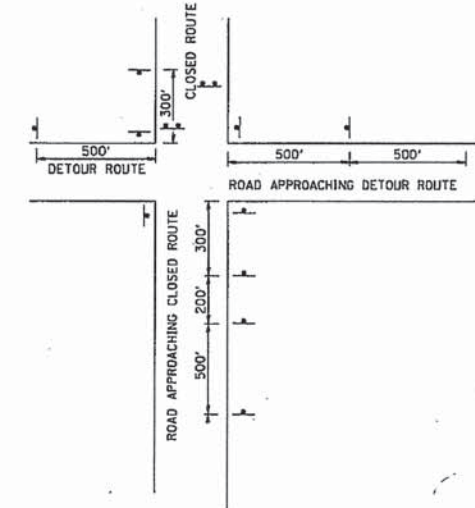
SIGN NO.	SIGN TYPE	SIGN NO.	SIGN TYPE
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2	W20-2101-48	19	SOUTH M3-2101-2412
3	W20-2101-48	20	NORTH M3-2101-2412
4	EAST M3-2101-2412	21	ROAD CLOSED R11-2-4830
5	W17-1100-2412	22	ROAD CLOSED TO THRU TRAFFIC R11-4-6030
6	M4-9R101-3030		
7	M4-9R101-3024		
8	M4-9I01-3030		
9	M4-9L101-3030		
10	M4-9L101-3024		
11	SPECIAL101-3642		
12	TEMPORARY INFORMATION SIGN		
13	M6-1101-2115		
14	M6-1101-2115		
15	M6-1101-2115		
16	M4-80101-2418		
17	SPECIAL101-3642		



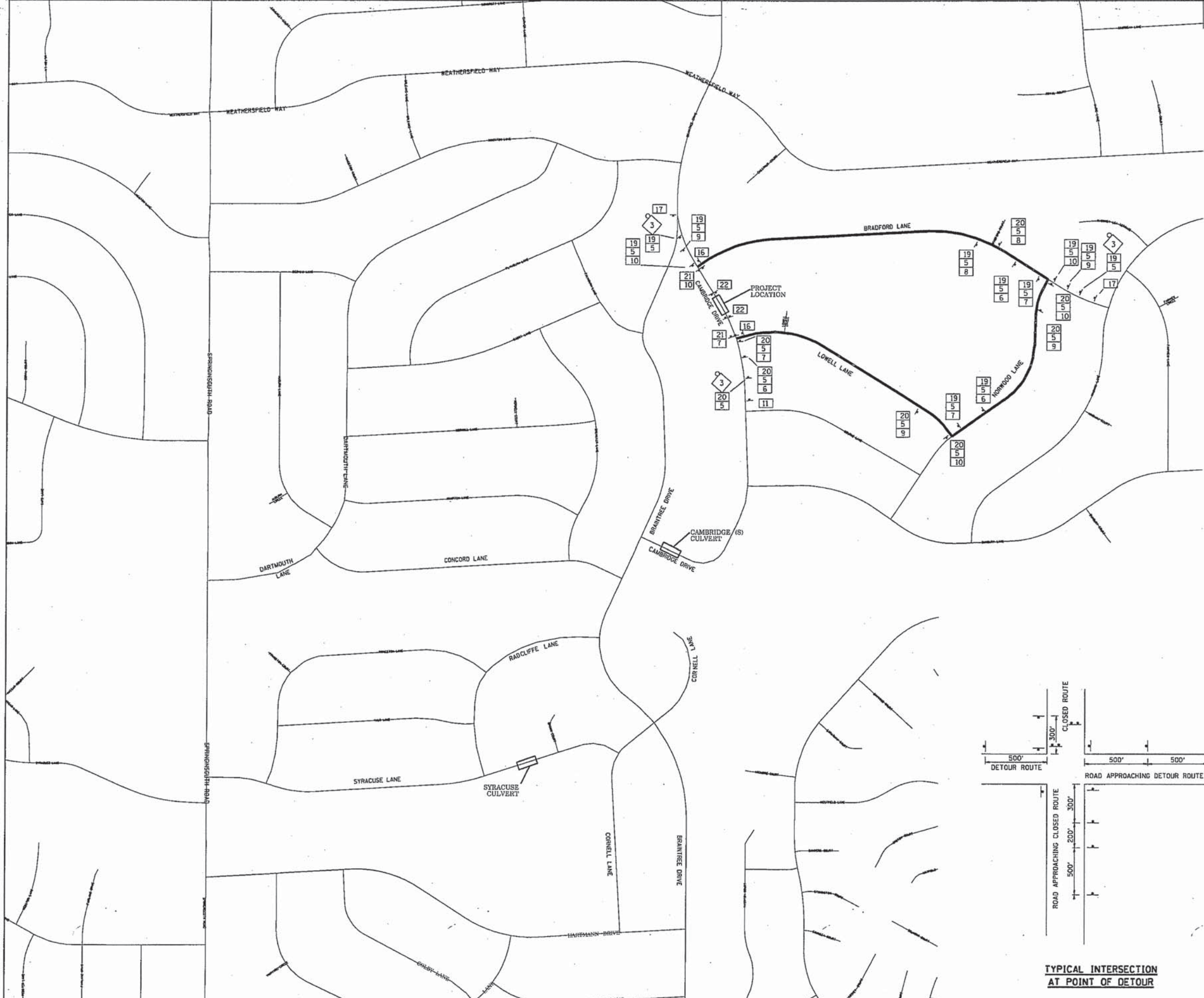
NOTE:
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SEE "TYPICAL SIGN SPACING"
SIGN SPACING MAY BE ADJUSTED UP TO 100 FEET TO AVOID CONFLICTS WITH EXISTING SIGNS OR DRIVEWAYS.

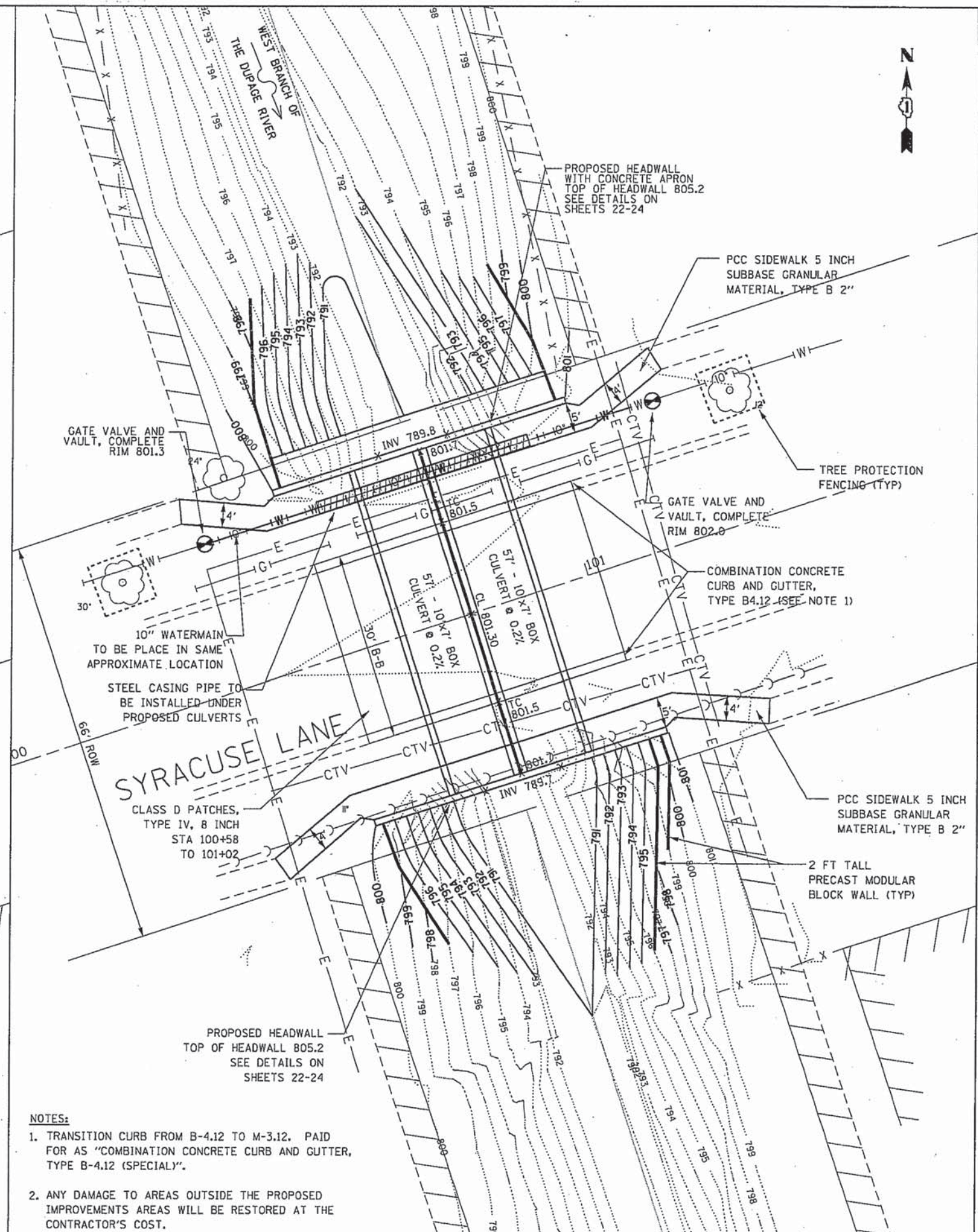
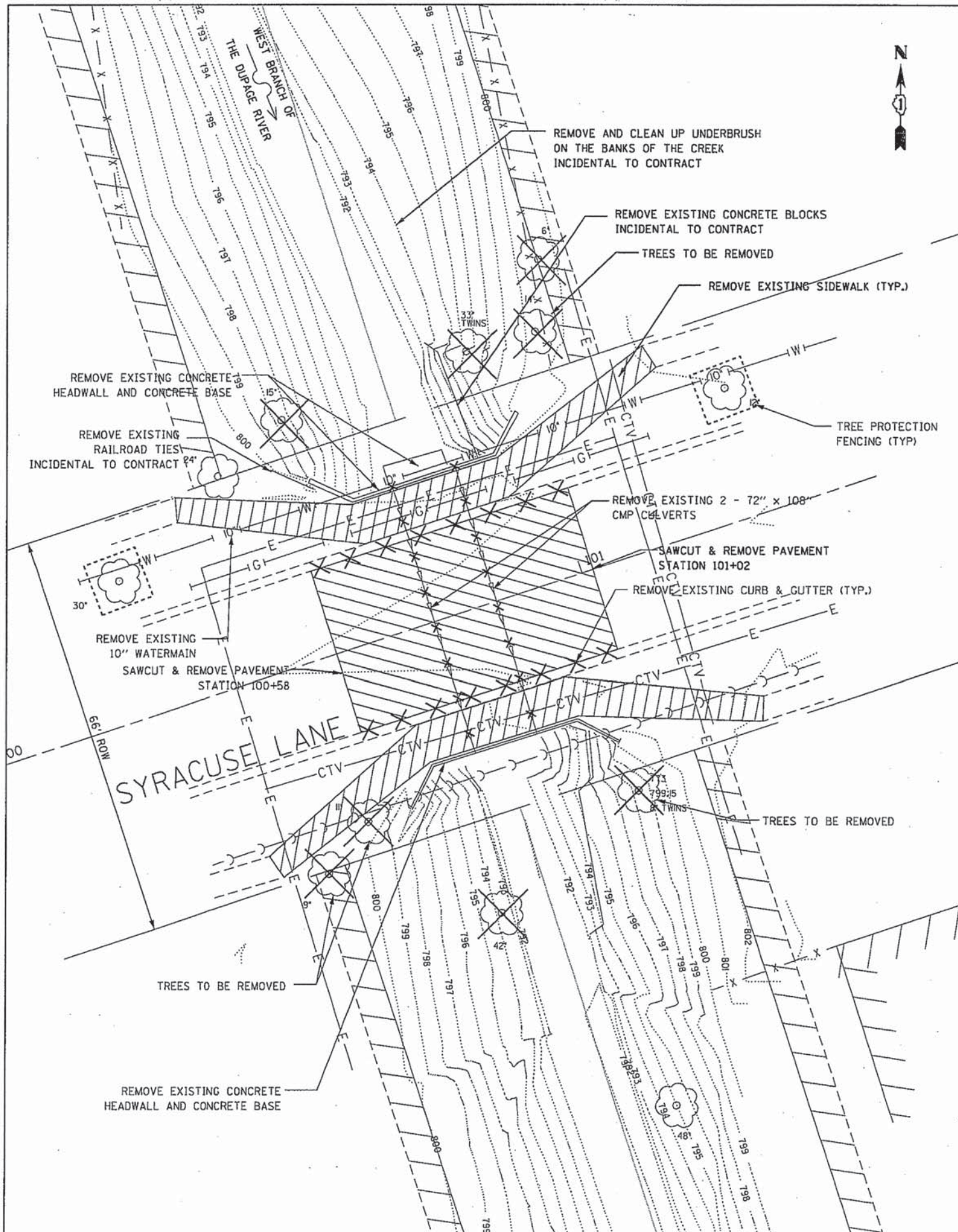
DETOUR GENERAL NOTES

- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND AS DIRECTED BY THE ENGINEER.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
- ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
- 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.
- 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.
- ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
- AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- THE "ROAD CLOSED" (R11-2 & R11-4) SIGNS SHALL BE MOUNTED ON THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
- THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 1011.1 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTRACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- THE COST OF THIS WORK FOR THE DETOUR DURING STAGE 1 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (DETOUR 1)". THE COST OF THIS WORK FOR THE DETOUR DURING STAGES 2 AND 3 SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (DETOUR 2)".



TYPICAL INTERSECTION AT POINT OF DETOUR





- NOTES:**
1. TRANSITION CURB FROM B-4.12 TO M-3.12. PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (SPECIAL)".
 2. ANY DAMAGE TO AREAS OUTSIDE THE PROPOSED IMPROVEMENTS AREAS WILL BE RESTORED AT THE CONTRACTOR'S COST.

FILE NAME =	USER NAME = mlrtwin	DESIGNED - MLL	REVISED -
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PLOT SCALE = 20.0000' / in.	CHECKED - KLM	REVISIONS	
PLOT DATE = 1/30/2013	DATE - 12/6/2012		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

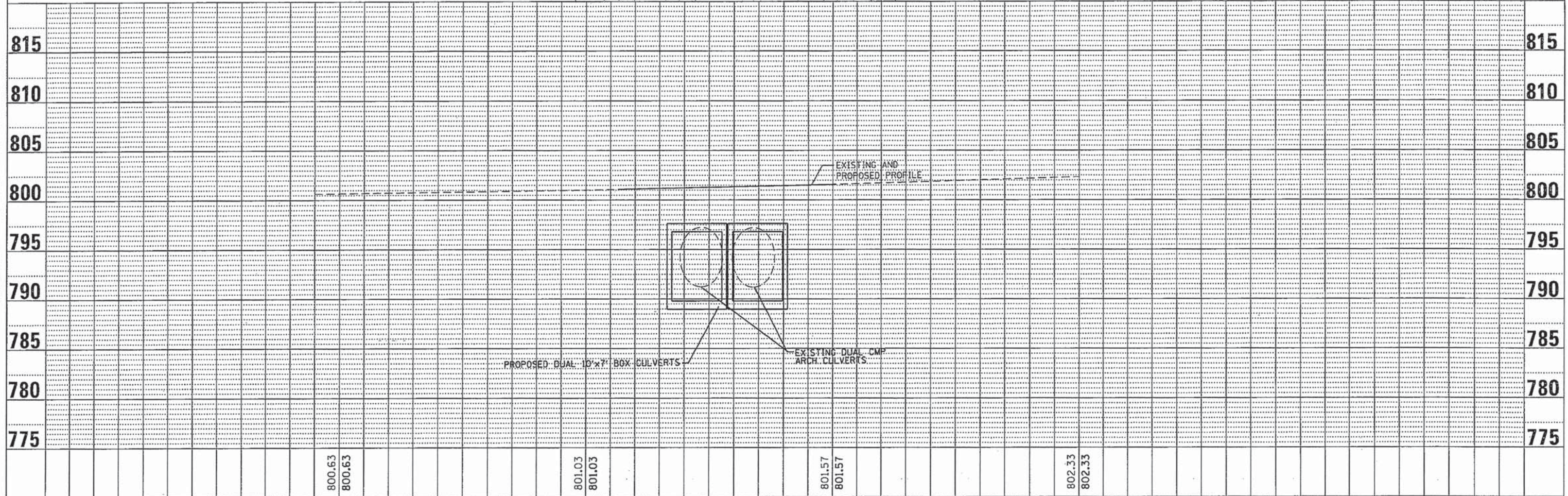
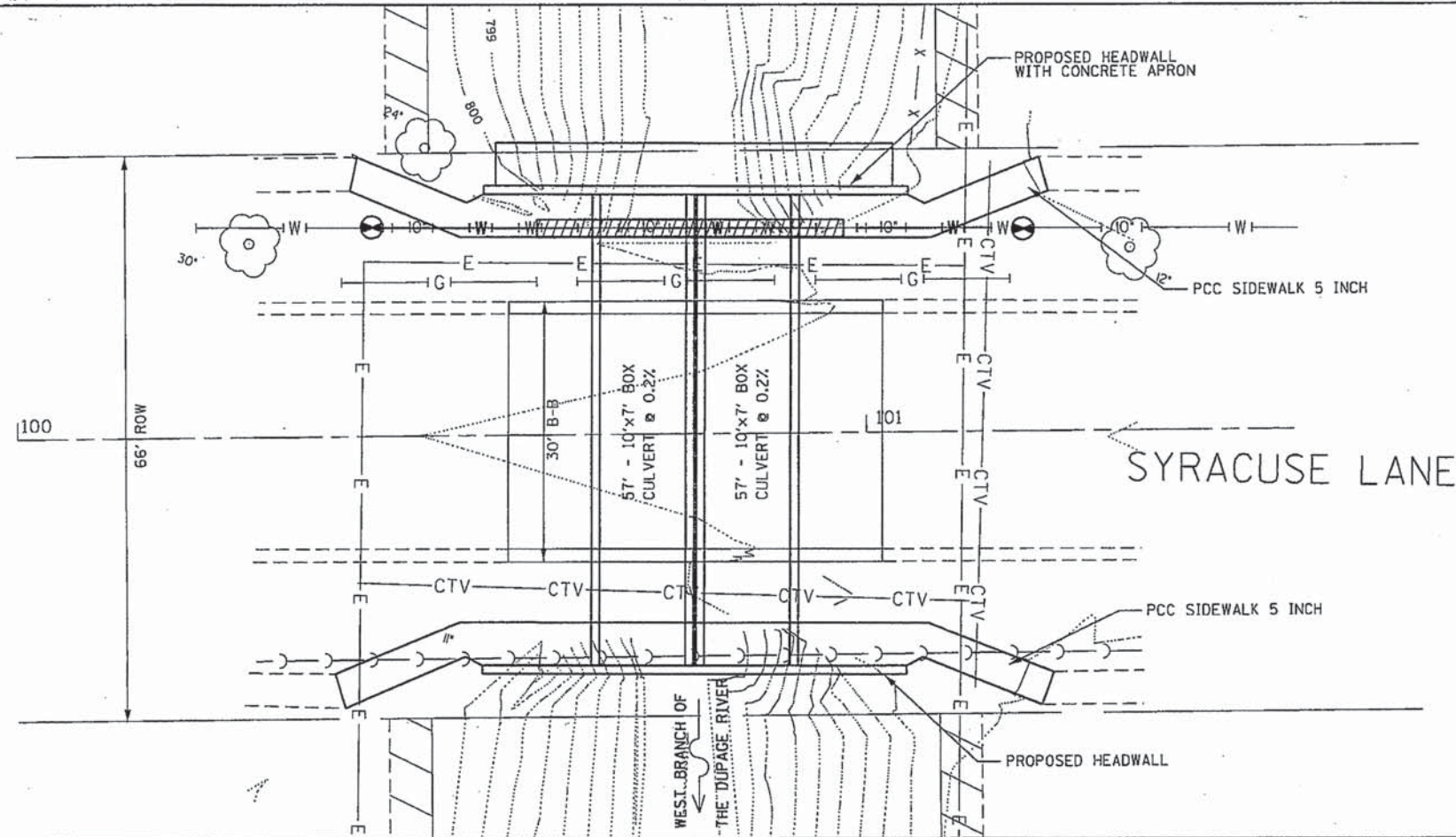
**SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS
SYRACUSE LANE PLAN**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. 100+58 TO STA. 101+02

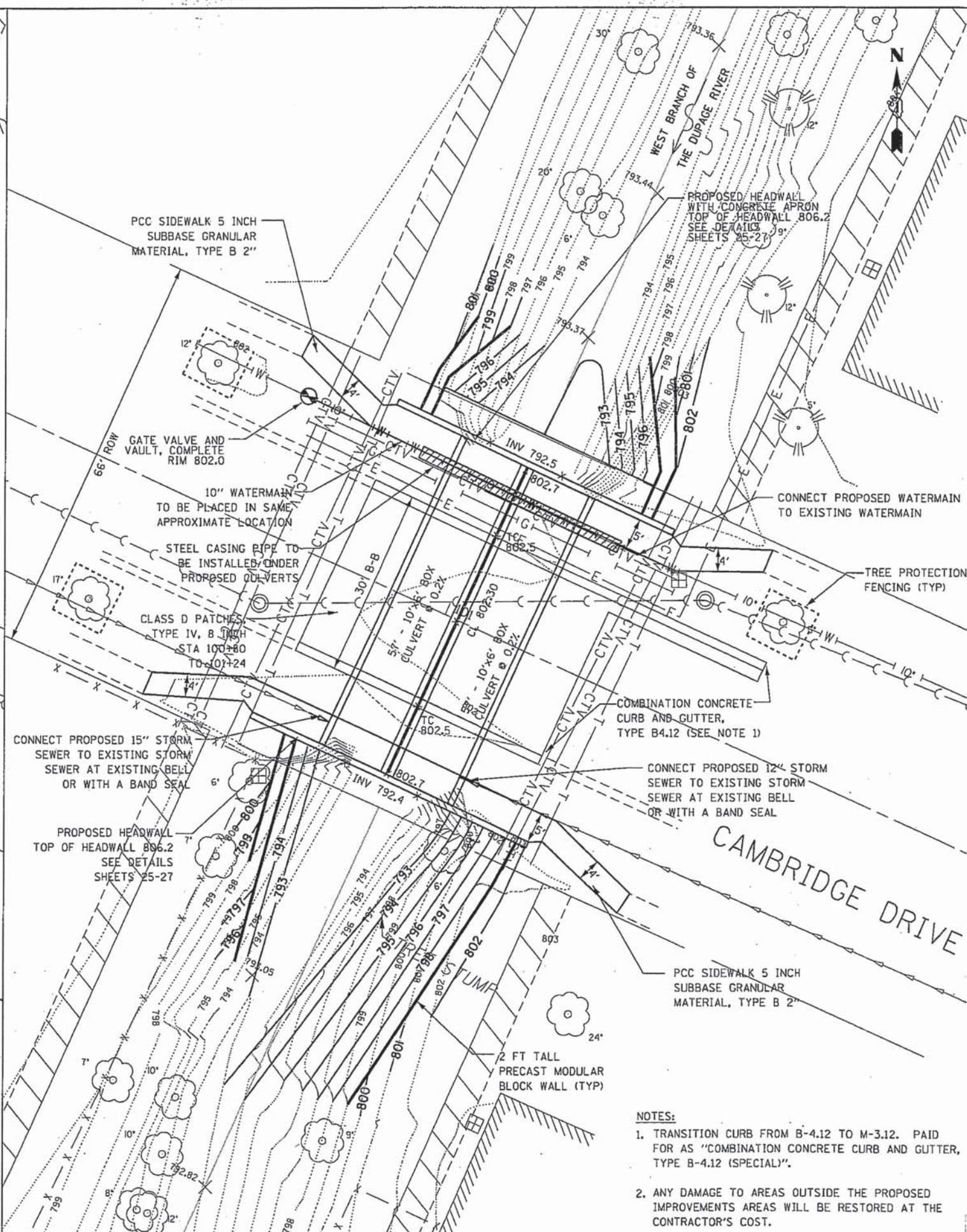
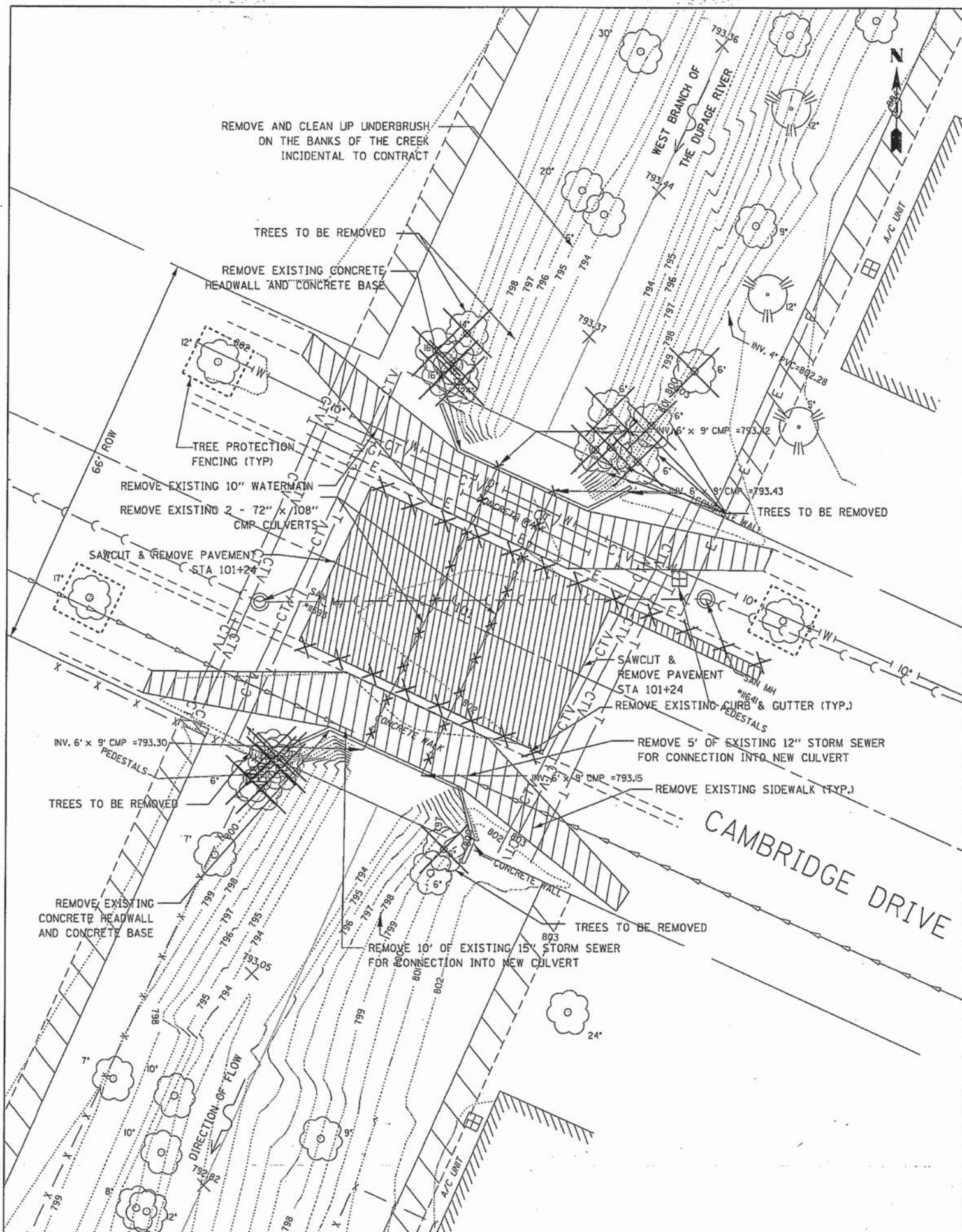
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NA	12-00107-00-BR	COOK	33	9
CONTRACT NO. 63792			ILLINOIS FED. AID PROJECT BROS-9003968	

PLAN	SURVEYED	DATE
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	NOTE BOOK	
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PROFILE	SURVEYED	DATE
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	CHECKED	
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	NOTE BOOK	
	NO.	



FILE NAME =	USER NAME = mltrvn	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS SYRACUSE LANE PLAN & PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 1/30/2013	CHECKED - KLM	REVISED -			CONTRACT NO. 63792					
		DATE - 1/3/2012	REVISED -			ILLINOIS FED. AID PROJECT BROS-9003968					



- NOTES:**
1. TRANSITION CURB FROM B-4.12 TO M-3.12. PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-4.12 (SPECIAL)".
 2. ANY DAMAGE TO AREAS OUTSIDE THE PROPOSED IMPROVEMENTS AREAS WILL BE RESTORED AT THE CONTRACTOR'S COST.

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PLAT DATE = 2/13/2013	DATE - 12/6/2012	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS
CAMBRIDGE DRIVE (S) PLAN**

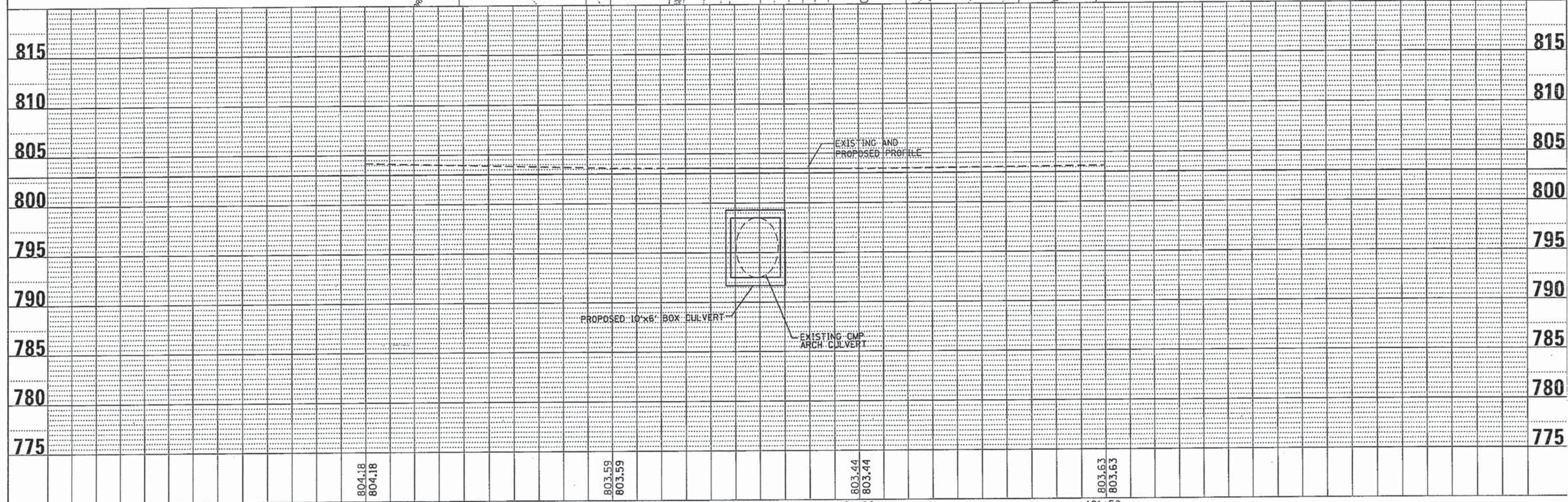
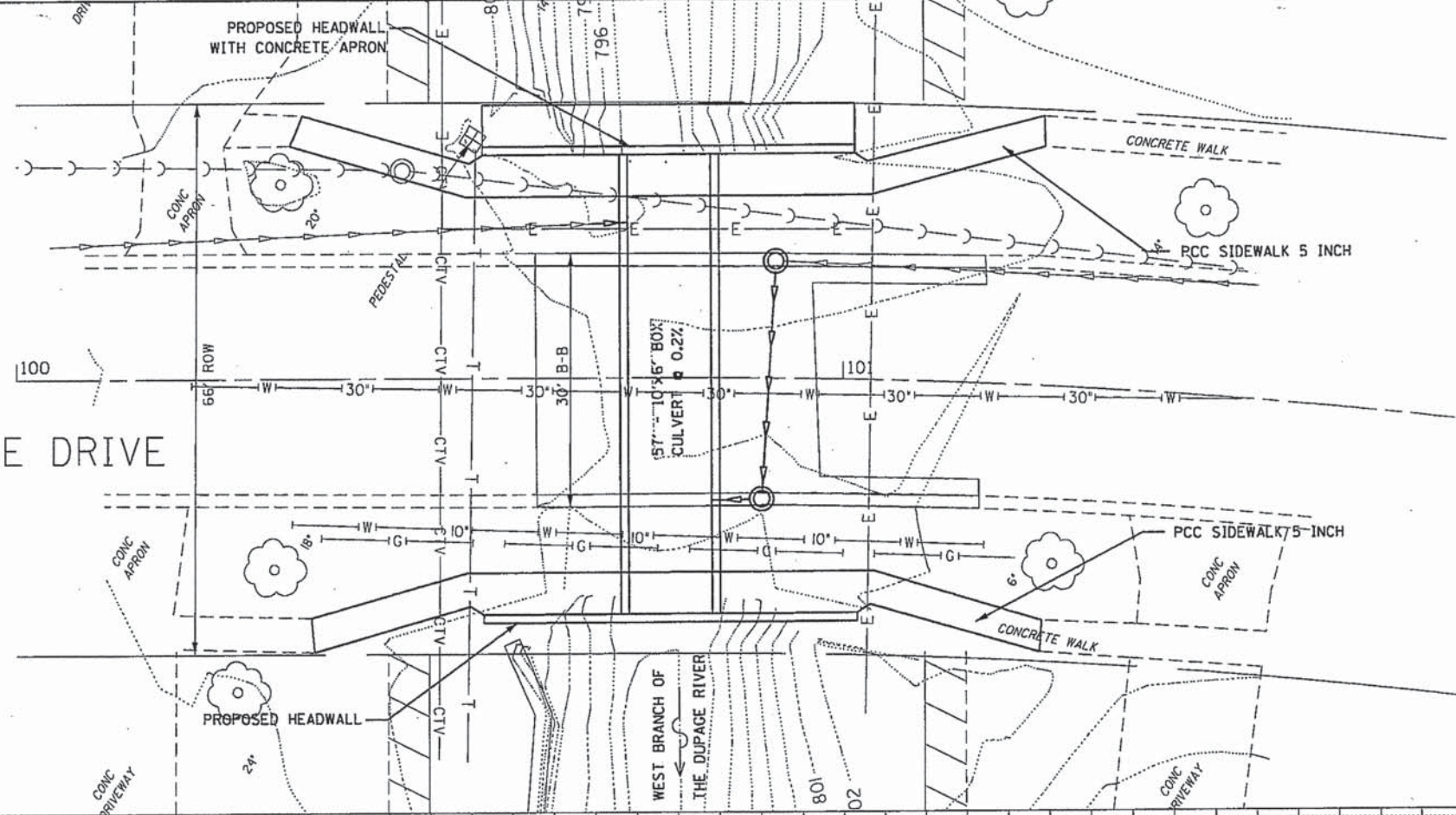
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CONTRACT NO. 63792	
[ILLINOIS] FED. AID PROJECT BROS-900319681				

PLAN	SURVEYED	DATE
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	NOTE BOOK NO.	
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PROFILE	SURVEYED	DATE
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	NOTE BOOK NO.	
	STRUCTURE NOTATION/CHKD	

CAMBRIDGE DRIVE



FILE NAME =	USER NAME = mltran	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS CAMBRIDGE DRIVE (N) PLAN & PROFILE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED - KLM	REVISED -			CONTRACT NO. 63792					
		DATE - 1/3/2012	REVISED -			ILLINOIS FED. AID PROJECT BROS-9003(968)					
PLOT SCALE = 20,000 / 1 in.				SCALE: 1" = 10'		SHEET 1 OF 1 SHEETS		STA. 100+63 TO STA. 100+97			

SEDIMENT AND EROSION CONTROL NOTES

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR RE-DISTURBANCE.
- D. AREAS OF EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 4H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- F. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- G. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- H. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA. ALL PRECAUTIONS SHALL BE TAKEN TO AVOID TRACKING DURING CONSTRUCTION.
- I. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF COOK COUNTY.
- J. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE). ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING.
- K. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- L. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
- M. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL.

EROSION CONTROL NOTES

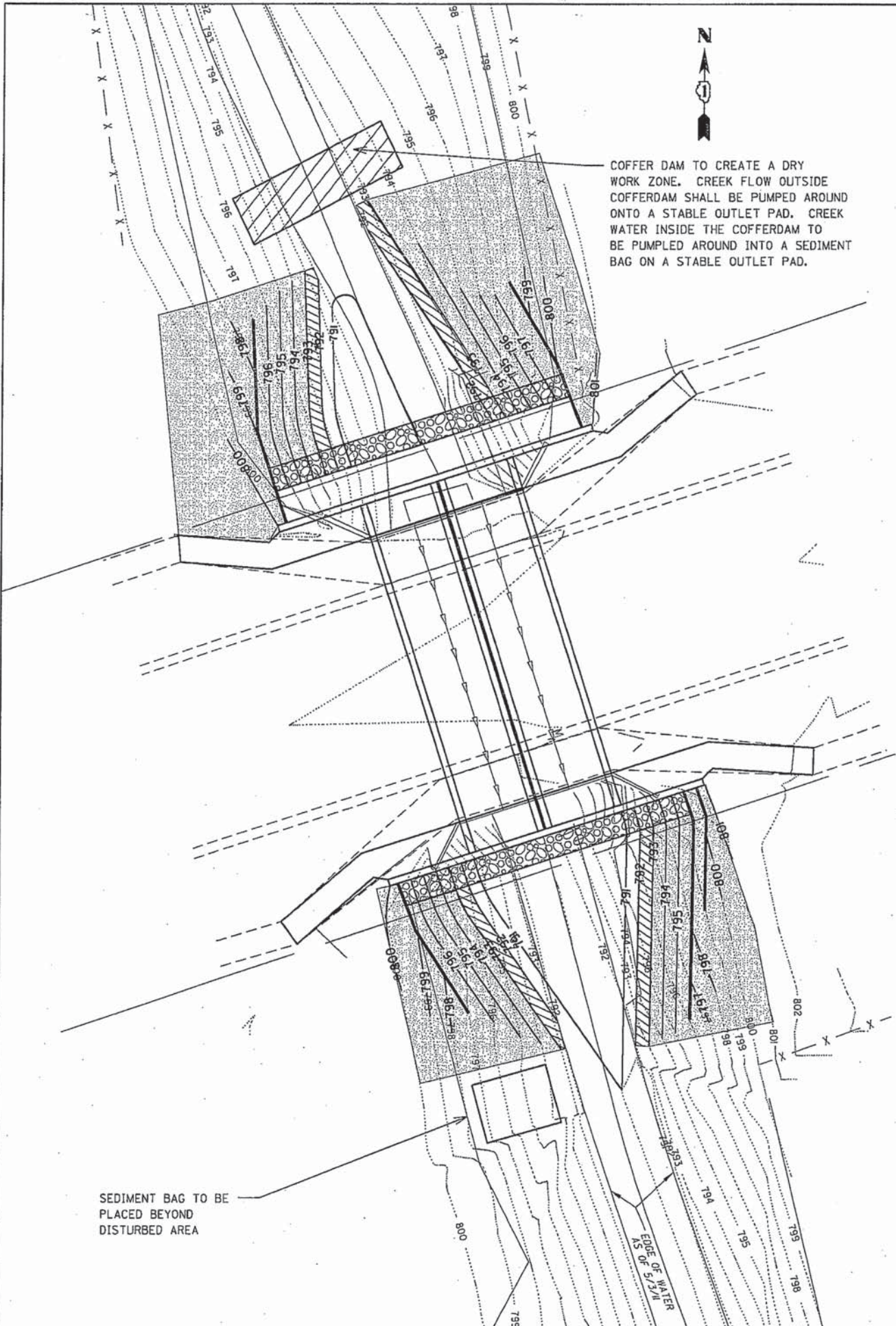
- 1. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
- 2. SEEDING SHALL BE PLACED IN ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.
- 3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE PLAN.
- 4. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES, OR THE WEST BRANCH OF THE DUPAGE RIVER IS PROHIBITED. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING.
- 5. EROSION CONTROL ITEMS MAY BE UTILIZED IN MULTIPLE STAGES BUT ONLY SHOWN IN THE STAGE INITIALLY INSTALLED. REMOVAL OF EROSION CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.
- 6. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING IS NOT INCLUDED FOR AREAS THAT ARE DISTURBED. FINAL RESTORATION AND SEEDING SHALL BE COMPLETED BEFORE WORK BEGINS ON THE NEXT CULVERT. FINAL RESTORATION SHALL BE INCLUDED IN THE UNIT PRICES FOR TOPSOIL, SEEDING AND FERTILIZER.
- 7. ALL DISTURBED AREAS SHALL BE RESTORED WITH 4 INCHES OF TOPSOIL AND SOD OR SEED AS PREVIOUSLY INDICATED.
- 8. THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A ONE-HALF INCH RAINFALL AND REPLACE, REPAIR OR CLEAN THEM ON A TIMELY BASIS.
- 9. ANY SOIL EROSION CONTROL MEASURES IN ADDITION TO THOSE OUTLINED IN THE PLANS, WHICH ARE DEEMED NECESSARY BY THE ENGINEER, SHALL BE IMPLEMENTED IMMEDIATELY BY THE CONTRACTOR.
- 10. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
- 11. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.
- 12. THE NORTH COOK SOIL AND WATER CONSERVATION DISTRICT (NCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- 13. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE NCSWCD.
- 14. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE NCSWCD.
- 15. OVERALL AND EXACT MEANS/METHODS FOR COFFERDAM DEWATERING OPERATIONS AND ACCESS PADS THAT ARE DETERMINED BY THE CONTRACTOR SHOULD BE CONVEYED AND APPROVED BY THE NCSWCD PRIOR TO STARTING WORK. THIS CAN BE A PHONE CALL OR AT THE PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING OR THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).
- 16. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

PLANTING PLAN MATERIALS

- 1. ALL SEED SHALL BE HEALTHY, VIGOROUS AND TRUE TO SPECIES AND VARIETY. ALL MATERIALS SHALL BE FREE OF PESTS AND DISEASE. THE OWNER RESERVES THE RIGHT TO REJECT ANY UNSUITABLE OR OBJECTIONAL PLANT MATERIAL.
 - 2. SEED SHALL BE OBTAINED THAT ORIGINATES AS CLOSE AS POSSIBLE TO THE PROJECT SITE. WRITTEN APPROVAL SHALL BE REVIEWED FROM THE OWNER FOR SUBSTITUTION OF PLANT MATERIAL PURCHASED FROM OUTSIDE 150 MILES FROM THE SITE.
 - 3. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN SC-150 EQUIVALENT INSTALLED ALONG THE STREAMBANKS AND NORTH AMERICAN GREEN S-75 EQUIVALENT FOR DISTURBED AREAS AT THE TOP OF THE SLOPE.
 - 4. ALL DISTURBED AREAS SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.
- INSTALLATION
- 1. ALL DISTURBED AREAS WILL BE SEEDED WITHIN 7 DAYS OF WORK COMPLETION.
 - 2. SEED SHOULD BE HAND BROADCAST AND CROSS RAKED INTO THE SOIL.
 - 3. EROSION CONTROL BLANKET SHALL BE INSTALLED IMMEDIATELY AFTER SEED INSTALLATION.

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILRI0) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

NAME OF PRIME CONTRACTOR	AUTHORIZED REPRESENTATIVE SIGNATURE	DATE
NAME OF SUBCONTRACTOR	AUTHORIZED REPRESENTATIVE SIGNATURE	DATE
NAME OF SUBCONTRACTOR	AUTHORIZED REPRESENTATIVE SIGNATURE	DATE
NAME OF SUBCONTRACTOR	AUTHORIZED REPRESENTATIVE SIGNATURE	DATE
NAME OF SUBCONTRACTOR	AUTHORIZED REPRESENTATIVE SIGNATURE	DATE






SYRACUSE LANE BOX CULVERT EROSION CONTROL CONSTRUCTION

1. INSTALL COFFERDAM ACROSS THE UPSTREAM SECTION OF THE CREEK.
2. INSTALL BYPASS PUMP, TO STABLE OUTLET PAD, TO BYPASS CREEK FLOW. ANY CREEK WATER INSIDE THE COFFERDAM TO BE PUMPED SHALL BE PUMPED INTO A SEDIMENT BAG ON A STABLE OUTLET PAD.
- MINIMUM BYPASS FLOW OF 110 CFS (2 YEAR STORM)

SYRACUSE LANE BOX CULVERT CONSTRUCTION NOTES

1. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
2. TEMPORARY STABILIZATION IS REQUIRED WITHIN 7 DAYS FOR AREAS WHICH WILL NOT BE DISTURBED FOR 14 DAYS OR MORE. AREAS THAT ARE FINAL GRADED SHOULD BE STABILIZED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER COMPLETION. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.
3. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND SWEEPED OR SCRAPED WHEN NECESSARY.
4. WORK SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
5. CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).
6. IF BYPASS PUMPING IS NECESSARY, THE INLET OF THE HOSE WILL BE PLACED IN A SLUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.
7. IF DEWATERING IS NECESSARY, ALL WATER MUST BE FILTERED USING A SEDIMENT BAG OR ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED PRIOR TO RETURNING TO THE STREAM. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.
8. DISTURBED AREAS AND SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH THE LISTED EROSION CONTROL BLANKET PRIOR TO RELEASING FLOWS. THE BOTTOM OF THE POPLAR CREEK TRIBUTARY MUST BE STABLE ENOUGH TO ACCEPT FLOWS.
9. ANY CHANGES TO THE BOX CULVERT STAGE CONSTRUCTION SHALL BE ACCEPTED BY THE RESIDENT ENGINEER AND THE NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT.

EROSION CONTROL LEGEND

	SEEDING CLASS 4B / EROSION CONTROL BLANKET
	SEEDING CLASS 4 / EROSION CONTROL BLANKET
	STONE RIPRAP, CLASS A5

SANDBAG COFFERDAM

A SANDBAG COFFERDAM SHOULD BE INSTALLED BY HAND DURING LOW-FLOW CONDITIONS IN ORDER TO ISOLATE THE CULVERT REPLACEMENT WORK FROM THE FLOWS OF WEST BRANCH OF THE DUPAGE RIVER. IF AT THE TIME OF CONSTRUCTION THE CONTRACTOR BELIEVES THAT A COFFERDAM IS NOT NECESSARY TO PERFORM THE WORK, THE CONTRACTOR SHALL GAIN APPROVAL FROM THE CORPS TO PROCEED WITHOUT INSTALLING A COFFERDAM. AN IMPERMEABLE LINER SUCH AS VISQUEEN, MINIMUM 30 MIL THICK, SHALL BE PLACED IN THE CREEK SHALL BE STACKED IN AN ALTERNATING PATTERN UPON THE LINER. THE LINER SHALL BE PLACED SUCH THAT IT MAY BE WRAPPED OVER THE SANDBAGS TO CREATE A SEAL. SANDBAGS ARE TO BE STACKED IN ALTERNATING PATTERN AND WRAPPED WITH A PLASTIC LINER (SUCH AS VISQUEEN) AT LEAST 30 MIL THICK (OR EQUIVALENT). FOLLOWING COFFERDAM INSTALLATION, A PUMP EQUIPPED WITH A SEDIMENT BAG WILL BE USED TO DEWATER THE STREAM. THE DEWATERING BAG SHALL BE PLACED AS FAR FROM THE CREEK AS POSSIBLE TO MAXIMIZE THE TIME FOR SEDIMENT REMOVAL. THE PUMP MUST BE FLOATED ON TOP OF THE WATER TO MINIMIZE THE INTAKE OF SEDIMENT. THE COFFERDAM AND PUMP MUST BE MAINTAINED AS NECESSARY TO ALLOW THE CONTRACTOR TO WORK (IN THE DRY) AND TO CONTROL SEDIMENT. FOLLOWING COMPLETION OF THE CULVERT WORK THE SANDBAG COFFERDAM WILL BE REMOVED BY HAND. STABILIZATION OF UPLAND AREAS MAY BE REQUIRED FOLLOWING REMOVAL OF THE SEDIMENT BAG FILTER PAD AND SHOULD BE COMPLETED WITH THE SPECIFIED SEEDING MIX. IN NOT CASE SHALL THE SANDBAG COFFERDAM BE INSTALLED FOR GREATER THAN 30 DAYS.

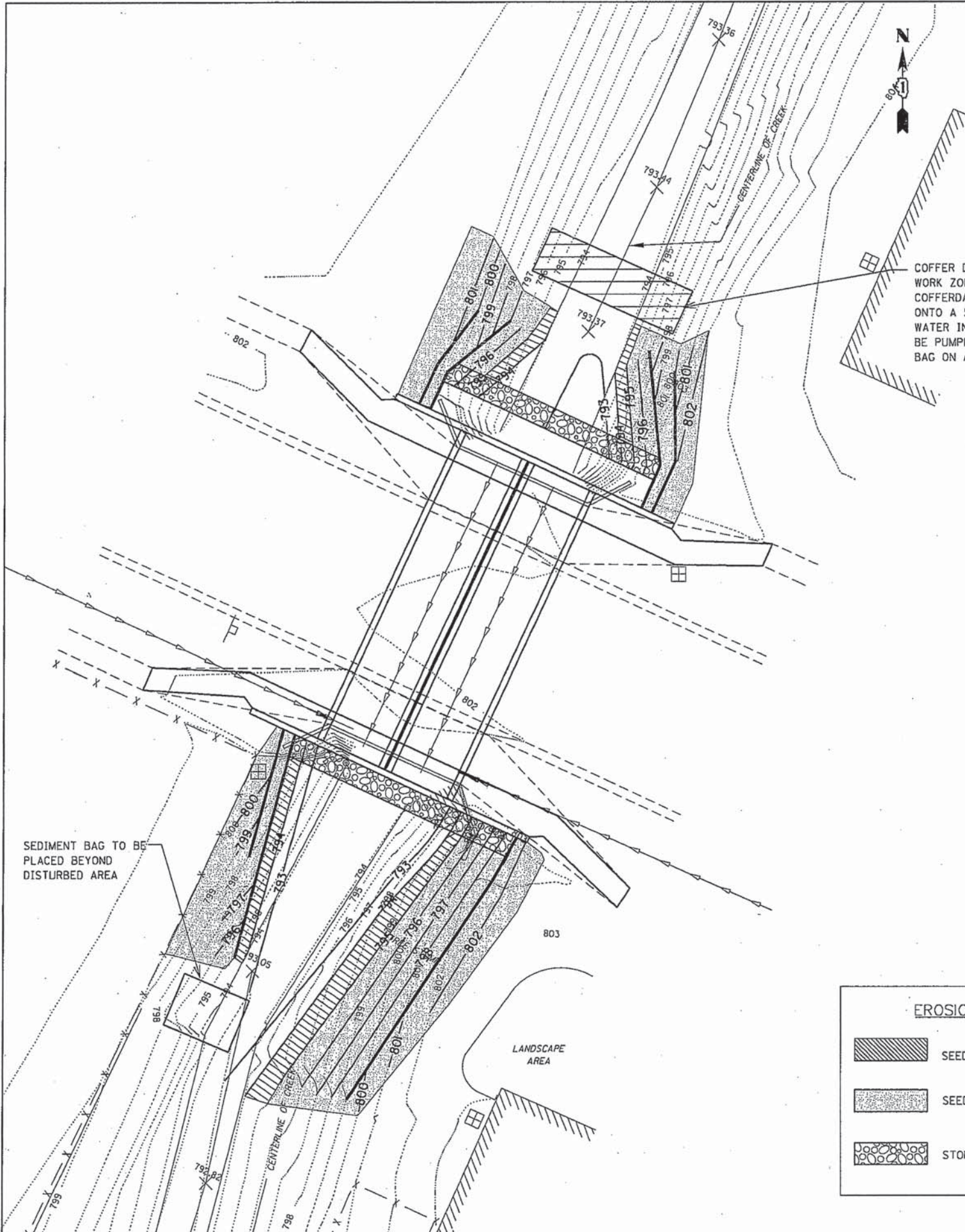
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PLOT SCALE = 20.0000' / in.		DATE - 12/6/2012	REVISED -
PLOT DATE = 2/8/2013			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS
SYRACUSE LANE EROSION CONTROL PLAN**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	12-00107-00-BR	COOK	33	16
			CONTRACT NO. 63792	
ILLINOIS FED. AID PROJECT BROS-90039681				



COFFER DAM TO CREATE A DRY WORK ZONE. CREEK FLOW OUTSIDE COFFERDAM SHALL BE PUMPED AROUND ONTO A STABLE OUTLET PAD. CREEK WATER INSIDE THE COFFERDAM TO BE PUMPED AROUND INTO A SEDIMENT BAG ON A STABLE OUTLET PAD.

CAMBRIDGE DRIVE (S) BOX CULVERT EROSION CONTROL CONSTRUCTION

1. INSTALL COFFERDAM ACROSS THE UPSTREAM SECTION OF THE CREEK.
 2. INSTALL BYPASS PUMP, TO STABLE OUTLET PAD, TO BYPASS CREEK FLOW. ANY CREEK WATER INSIDE THE COFFERDAM TO BE PUMPED SHALL BE PUMPED INTO A SEDIMENT BAG ON A STABLE OUTLET PAD.
- MINIMUM BYPASS FLOW OF 80 CFS (2 YEAR STORM)




CAMBRIDGE DRIVE (S) BOX CULVERT CONSTRUCTION NOTES

1. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
2. TEMPORARY STABILIZATION IS REQUIRED WITHIN 7 DAYS FOR AREAS WHICH WILL NOT BE DISTURBED FOR 14 DAYS OR MORE. AREAS THAT ARE FINAL GRADED SHOULD BE STABILIZED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER COMPLETION. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.
3. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND SWEEPED OR SCRAPED WHEN NECESSARY.
4. WORK SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
5. CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).
6. IF BYPASS PUMPING IS NECESSARY, THE INLET OF THE HOSE WILL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.
7. IF DEWATERING IS NECESSARY, ALL WATER MUST BE FILTERED USING A SEDIMENT BAG OR ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED PRIOR TO RETURNING TO THE STREAM. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.
8. DISTURBED AREAS AND SIDE SLOPES MUST BE RESEDED AND STABILIZED WITH THE LISTED EROSION CONTROL BLANKET PRIOR TO RELEASING FLOWS. THE BOTTOM OF THE POPLAR CREEK TRIBUTARY MUST BE STABLE ENOUGH TO ACCEPT FLOWS.
9. ANY CHANGES TO THE BOX CULVERT STAGE CONSTRUCTION SHALL BE ACCEPTED BY THE RESIDENT ENGINEER AND THE NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT.

SANDBAG COFFERDAM

A SANDBAG COFFERDAM SHOULD BE INSTALLED BY HAND DURING LOW-FLOW CONDITIONS IN ORDER TO ISOLATE THE CULVERT REPLACEMENT WORK FROM THE FLOWS OF WEST BRANCH OF THE DUPAGE RIVER. IF AT THE TIME OF CONSTRUCTION THE CONTRACTOR BELIEVES THAT A COFFERDAM IS NOT NECESSARY TO PERFORM THE WORK, THE CONTRACTOR SHALL GAIN APPROVAL FROM THE CORPS TO PROCEED WITHOUT INSTALLING A COFFERDAM. AN IMPERMEABLE LINER SUCH AS VISQUEEN, MINIMUM 30 MIL THICK, SHALL BE PLACED IN THE CREEK SHALL BE STACKED IN AN ALTERNATING PATTERN UPON THE LINER. THE LINER SHALL BE PLACED SUCH THAT IT MAY BE WRAPPED OVER THE SANDBAGS TO CREATE A SEAL. SANDBAGS ARE TO BE STACKED IN ALTERNATING PATTERN AND WRAPPED WITH A PLASTIC LINER (SUCH AS VISQUEEN) AT LEAST 30 MIL THICK (OR EQUIVALENT). FOLLOWING COFFERDAM INSTALLATION, A PUMP EQUIPPED WITH A SEDIMENT BAG WILL BE USED TO DEWATER THE STREAM. THE DEWATERING BAG SHALL BE PLACED AS FAR FROM THE CREEK AS POSSIBLE TO MAXIMIZE THE TIME FOR SEDIMENT REMOVAL. THE PUMP MUST BE FLOATED ON TOP OF THE WATER TO MINIMIZE THE INTAKE OF SEDIMENT. THE COFFERDAM AND PUMP MUST BE MAINTAINED AS NECESSARY TO ALLOW THE CONTRACTOR TO WORK (IN THE DRY) AND TO CONTROL SEDIMENT. FOLLOWING COMPLETION OF THE CULVERT WORK THE SANDBAG COFFERMAN WILL BE REMOVED BY HAND. STABILIZATION OF UPLAND AREAS MAY BE REQUIRED FOLLOWING REMOVAL OF THE SEDIMENT BAG FILTER PAD AND SHOULD BE COMPLETED WITH THE SPECIFIED SEEDING MIX. IN NOT CASE SHALL THE SANDBAG COFFERDAM BE INSTALLED FOR GREATER THAN 30 DAYS.

EROSION CONTROL LEGEND

	SEEDING CLASS 4B / EROSION CONTROL BLANKET
	SEEDING CLASS 4 / EROSION CONTROL BLANKET
	STONE RIPRAP, CLASS A5

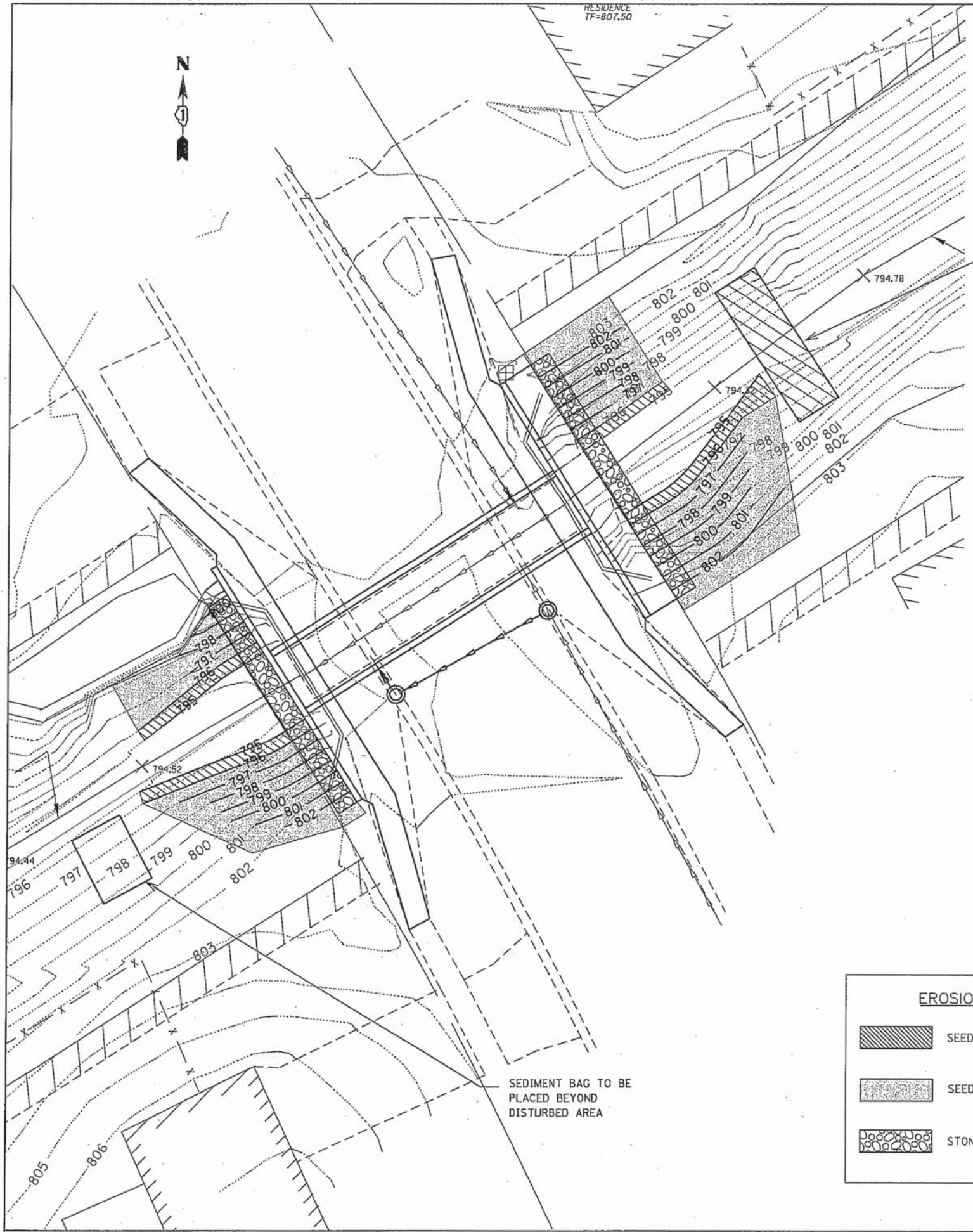
SEDIMENT BAG TO BE PLACED BEYOND DISTURBED AREA

FILE NAME =	USER NAME = mlitwin	DESIGNED - MLL	REVISED -
K:\EPW\Engineering\WOS Utilities\Stormwater Projects\1425 - Cambridge - Syracuse Culvert\Drawings\Plan Sheets\7REVISED\Control - S Cambridge.dgn			
PLOT SCALE = 20.0000' / 1"	CHECKED - KLM	DATE - 12/6/2012	REVISED -
PLOT DATE = 2/8/2013			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS	
CAMBRIDGE DRIVE (S) EROSION CONTROL PLAN	
SCALE: 1" = 10'	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	12-00107-00-BR	COOK	33	17
CONTRACT NO. 63792				
[ILLINOIS] FED. AID PROJECT BROS-90039681				



CAMBRIDGE DRIVE (N) BOX CULVERT EROSION CONTROL CONSTRUCTION

1. INSTALL COFFERDAM ACROSS THE UPSTREAM SECTION OF THE CREEK.
 2. INSTALL BYPASS PUMP, TO STABLE OUTLET PAD. TO BYPASS CREEK FLOW. ANY CREEK WATER INSIDE THE COFFERDAM TO BE PUMPED SHALL BE PUMPED INTO A SEDIMENT BAG ON A STABLE OUTLET PAD.
- MINIMUM BYPASS FLOW OF 80 CFS (2 YEAR STORM)

CAMBRIDGE DRIVE (N) BOX CULVERT CONSTRUCTION NOTES

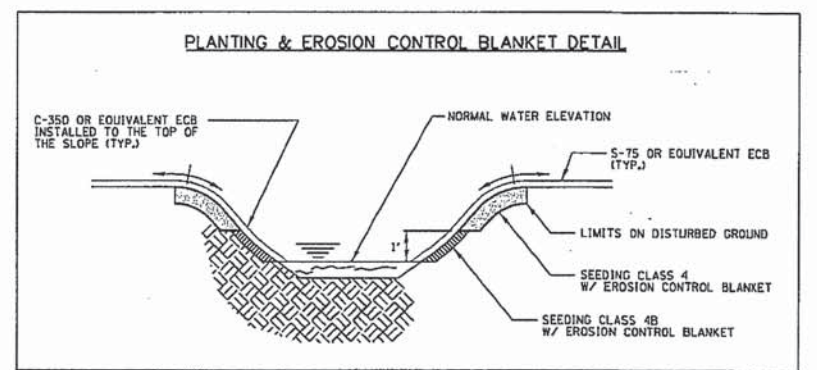
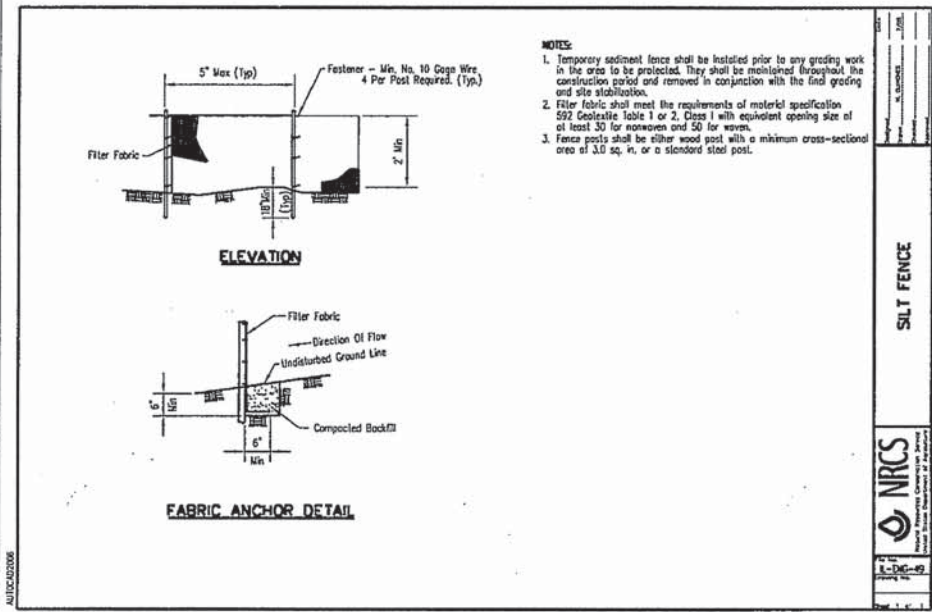
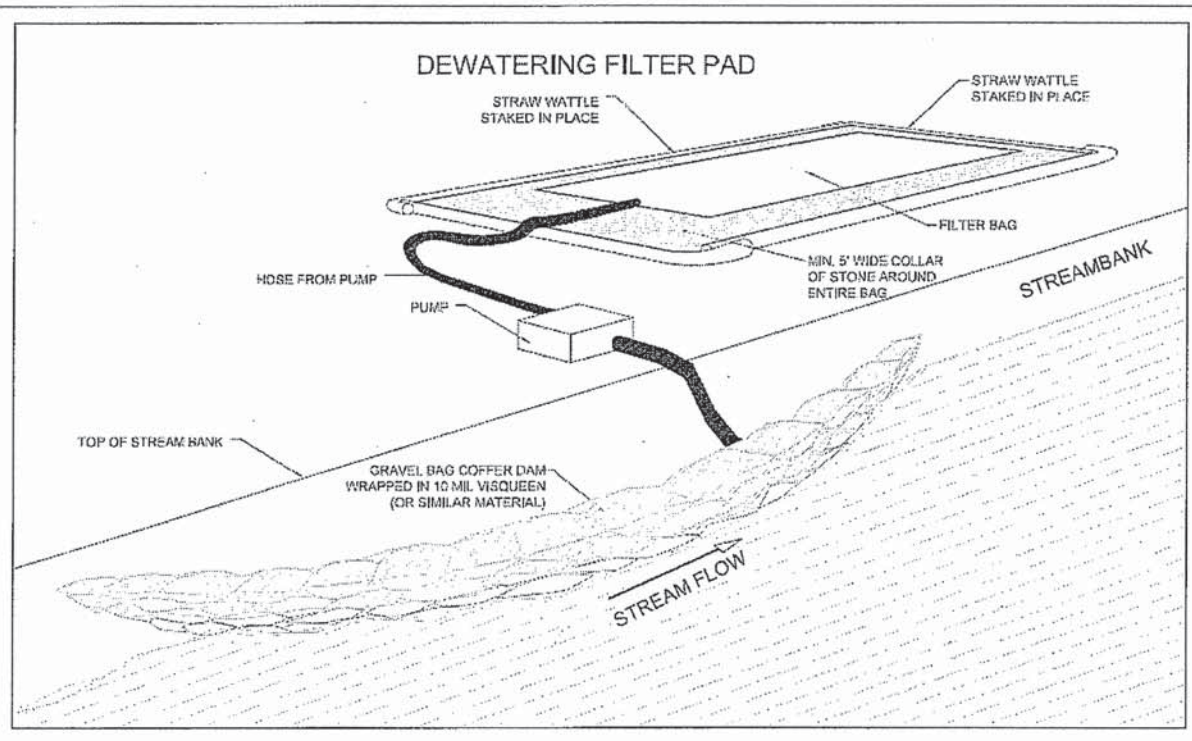
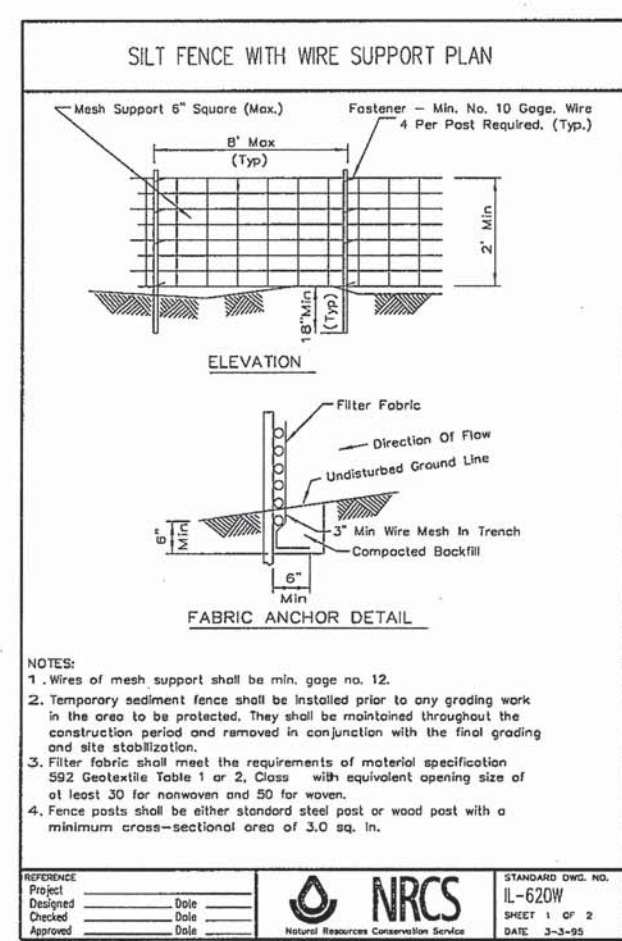
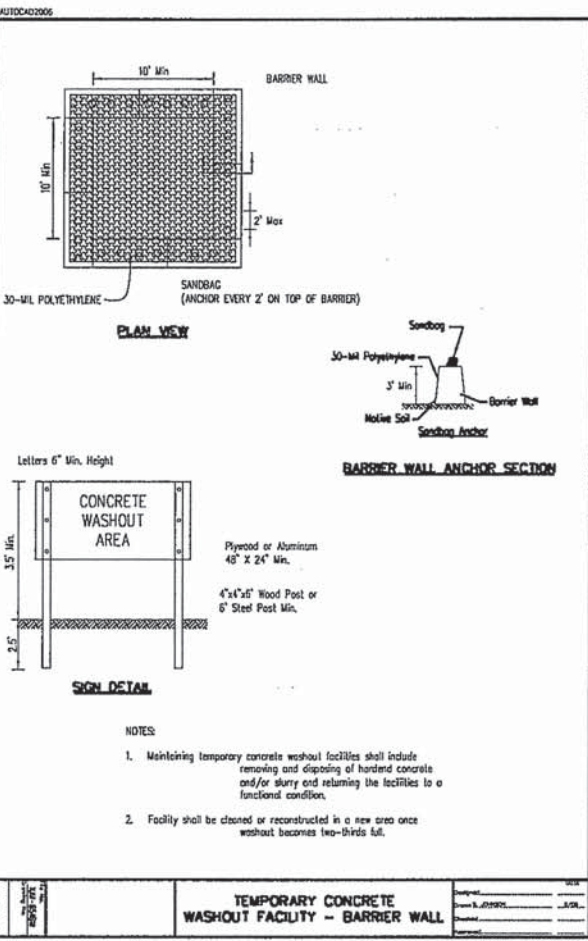
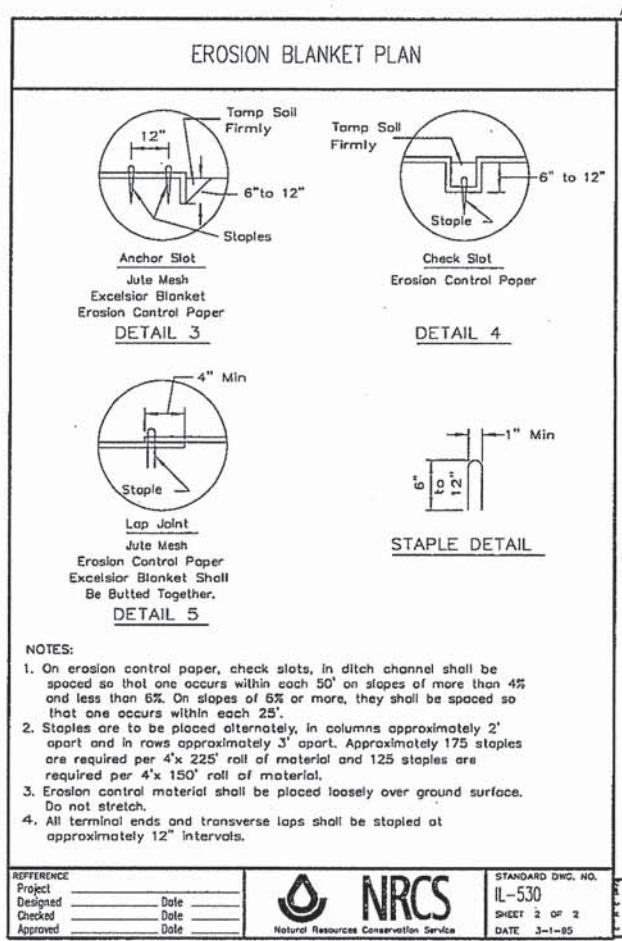
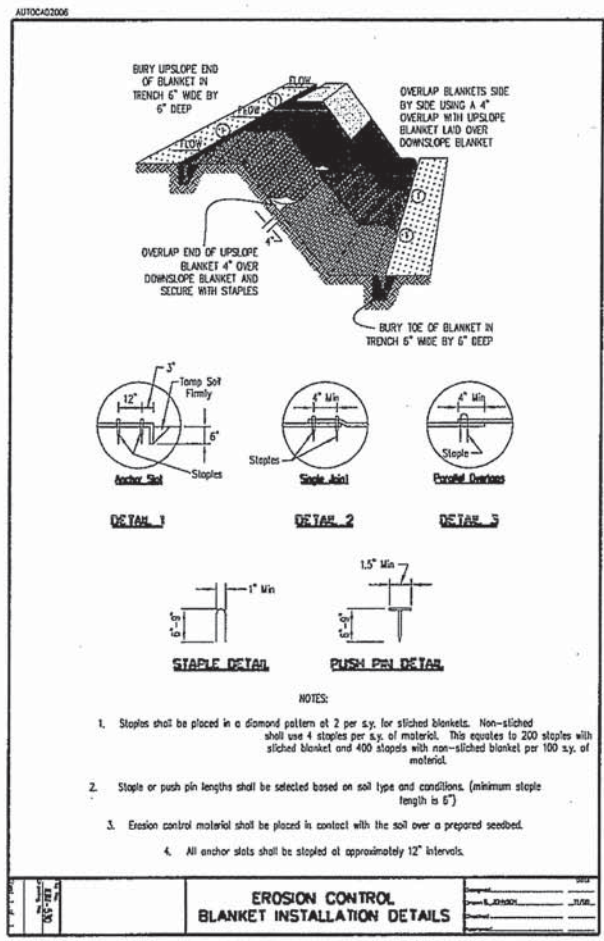
1. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
2. TEMPORARY STABILIZATION IS REQUIRED WITHIN 7 DAYS FOR AREAS WHICH WILL NOT BE DISTURBED FOR 14 DAYS OR MORE. AREAS THAT ARE FINAL GRADED SHOULD BE STABILIZED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER COMPLETION. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.
3. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND SWEEPED OR SCRAPED WHEN NECESSARY.
4. WORK SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
5. CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).
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SANDBAG COFFERDAM

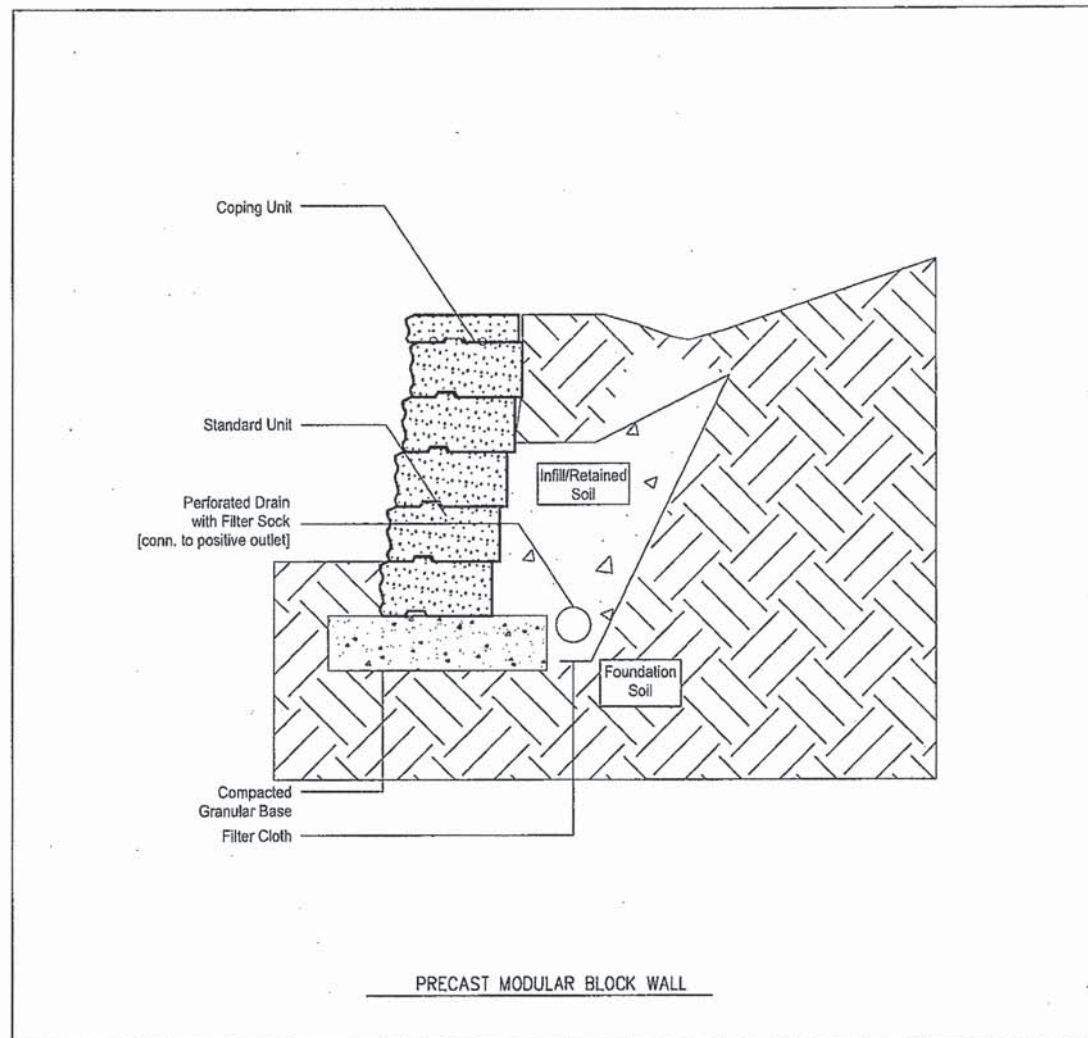
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EROSION CONTROL LEGEND

	SEEDING CLASS 4B / EROSION CONTROL BLANKET
	SEEDING CLASS 4 / EROSION CONTROL BLANKET
	STONE RIPRAP, CLASS A5

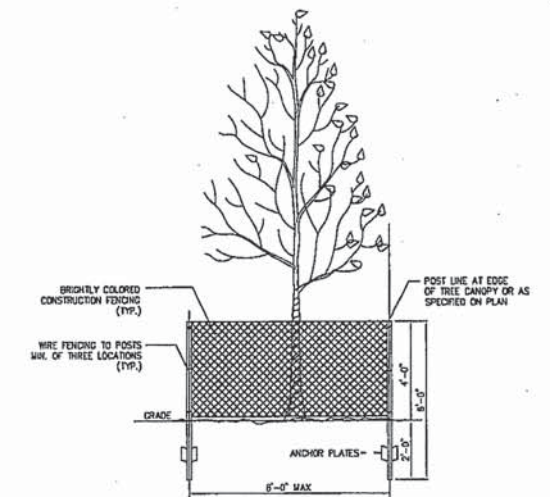


FILE NAME = K:\EPW\Engineering\VOS Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert Replacement\Drawings\EROSION CONTROL DETAILS.dgn	USER NAME = mltran	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS EROSION CONTROL DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 2.0000' / in.	CHECKED - KLM	REVISED -	NA			12-00107-00-BR	COOK	33	19	
PLOT DATE = 1/30/2013	DATE - 12/6/2012	REVISED -	CONTRACT NO. 63792			ILLINOIS FED. AID PROJECT BROS-9003(96B)				



TREE PRESERVATION NOTES:

1. PRIOR TO ANY CONSTRUCTION OR ANY TREE REMOVALS, THE CONTRACTOR SHALL FLECT A TREE PROTECTION FENCE AROUND ALL TREES TO BE PRESERVED. THE LOCATION AND DESIGN OF THE FENCE SHALL BE AS SHOWN ON THE DRAWING AND DETAILS. ALL TREE PROTECTION FENCING SHALL BE INSTALLED AND APPROVED BY THE VILLAGE PRIOR TO CONSTRUCTION.
2. WITHIN THE TREE PROTECTION FENCING, THERE SHALL BE NO EQUIPMENT OR MATERIAL STORAGE, VEHICLE ACCESS OR CONSTRUCTION EQUIPMENT ACCESS.
3. WITHIN THE TREE PROTECTION FENCING, THERE SHALL ALSO BE NO EXCAVATION, TRENCHING, CHEMICAL OR WATER DUMPING. ALL UTILITY LINES OR IRRIGATION LINES SHALL BE ROUTED AROUND THE TREE PROTECTION FENCING.
4. OUTDOOR TOILET FACILITIES SHALL NOT BE LOCATED WITHIN TWENTY FEET (20') OF ANY TREE PROTECTION FENCING.
5. THE TREE PROTECTION FENCING IS TO REMAIN IN PLACE UNTIL THE SURROUNDING AREAS ARE FINISH GRADED AND READY FOR SOD, SEED OR PLANTING.



TP 1 TREE PROTECTION FENCING DETAIL
NOT TO SCALE

FILE NAME =	USER NAME = mlitun	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS CONSTRUCTION DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
K:\EPW\Engineering\WOS Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert\DRAWN\ecomen\MLL\05\CADD\Plan Sheets\2012\Construction Details.dgn		CHECKED - KLM	REVISED -		SCALE: N.T.S.	SHEET 1 OF 1 SHEETS	STA.	TO STA.	NA	12-00107-00-BR	COOK	33 20
PLOT SCALE = 2.0000' / in.		DATE - 12/6/2012	REVISED -		CONTRACT NO. 63792							
PLOT DATE = 1/30/2013					ILLINOIS FED. AID PROJECT BR05-9003968							

GENERAL NOTES

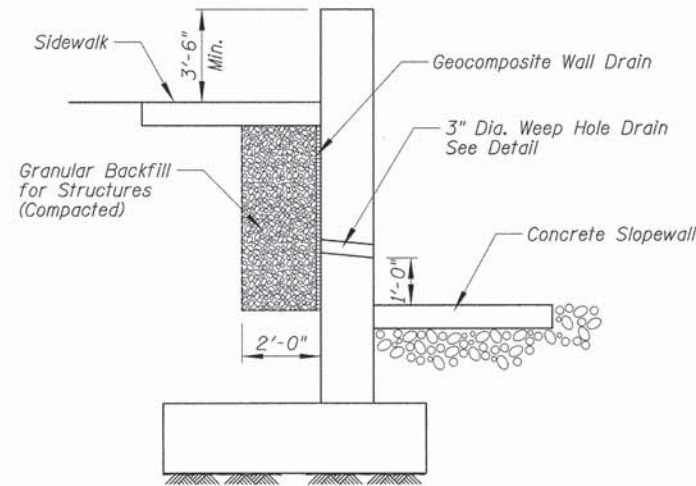
- All work and materials shall be in accordance with the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2012 and latest supplemental specifications and recurring special provisions, unless noted otherwise.
- The Contractor shall verify all dimensions in the field prior to commencing work. The engineer shall be notified of any discrepancies which may exist, prior to proceeding with the work.
- Any information concerning type or location of underground and other utilities is not guaranteed to be accurate or all inclusive. The Contractor is responsible for making his own determinations as to the type and location of the utilities as may be necessary to avoid damage thereto. Contractor shall call J.U.L.I.E. prior to excavation.
- The contractor is responsible for design, installation and removal of all excavation support systems.
- The excavation and work area shall be properly drained at all times during construction. All wet, loose, frozen or other unsuitable material shall be removed prior to placement of concrete or compacted backfill. The cost of any pumping required shall be included in the cost of Precast Concrete Box Culverts.
- Foundation design is based on soil information provided in Applied GeoScience, Inc. Report 12-141. Contractor shall have a geotechnical engineer to field verify the allowable bearing capacity under the box culvert and wingwall exceeds 3000 psf. Cost included in "Precast Concrete Box Culverts".
- It shall be the responsibility of the Contractor to divert the stream flow during construction in order to keep the construction areas free of water. The method of water diversion shall be subject to the approval of the Engineer and cost shall be included with "Precast Concrete Box Culvert".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- For backfilling and embankment, see Standard Specifications.
- Use of CCDD fill operations: per Public Act 97-0137, if the Contractor chooses to dispose of uncontaminated soil or uncontaminated soil mixed with clean construction and demolition debris (CCDD) at a CCDD fill operation, it shall be the Contractor's responsibility to perform all necessary field and laboratory analysis and to obtain the Licensed Professional Engineer's certification required as per Public Act 96-1416 to use the site. This work shall be considered incidental to Earth Excavation or related excavation or removal item, and no additional compensation will be provided.
- The Illinois Department of Transportation is not the owner of record for this bridge. Those seeking historic as-built or other record plans and documents must contact the owner of record to make arrangements for access to this information.

CAST-IN-PLACE CONCRETE NOTES

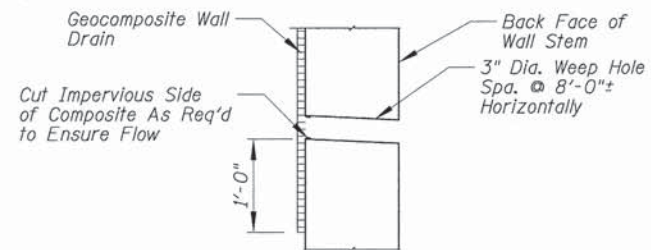
- All cast-in-place concrete work shall be in accordance with section 503 of the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction adopted January 1, 2012, supplemental specifications and recurring special provisions and as noted below.
- Reinforcement bars shall conform to the requirements of ASTM A 706 GR60.
- Exposed edges of cast-in-place concrete shall be beveled $\frac{3}{4}$ ".
- All construction joints shall be bonded.
- Concrete mix designs shall be submitted to the Engineer for review and approval a minimum of 7 days prior to ordering or placing concrete.
- Cover from the face of concrete to face of reinforcement bars shall be 3" for surfaces cast against earth and 2" for all other surfaces unless otherwise noted.
- Contractor shall coordinate with Precast Box Culvert Manufacturer to account for possible creep between box segments. Creep shall be determined prior to constructing second cast-in-place end section.

PRECAST CONCRETE BOX CULVERT

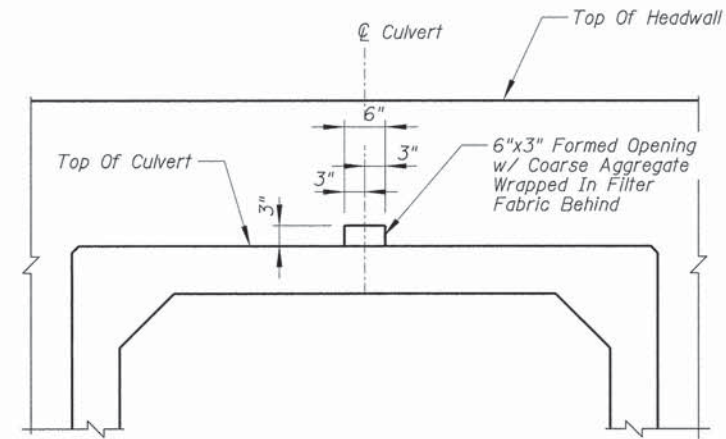
- All precast concrete box culvert work shall be in accordance with sections 504 and 540 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted January 1, 2012, supplemental specifications and recurring special provisions and as noted below.
- The precast concrete box culvert is a performance based system. The contractor shall be responsible for providing the design, engineering, fabrication and installation of the precast concrete box culvert. The contractor shall submit to the engineer calculations and shop drawings sealed by a Structural Engineer licensed in the state of Illinois for review prior to fabricating the precast concrete box culvert. Precast concrete box culverts shall conform to the requirements of ASTM C1577. The shop drawings shall include the ferrule loop locations and details.
- Ferrule loop inserts shall be installed at the locations shown on the drawings by the precast concrete box culvert manufacturer. Install the ferrule loop inserts per the ferrule loop manufacturer's requirements. The ferrule loop insert shall be f-64, $\frac{1}{2}$ " x $4\frac{1}{8}$ ", NC threaded inserts with an allowable tension load of 3000 lbs and allowable shear load of 1800 lbs by Dayton/Richmond concrete accessories, phone number - (800) 745-3700, website - www.daytonrichmond.com or approved equal. Cost of ferrule loop inserts are included in Precast Box Culverts.



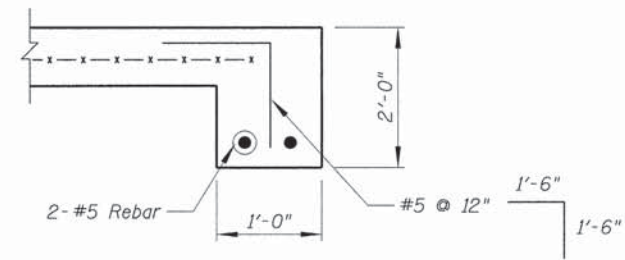
TYPICAL SECTION THRU WALL



WEEP HOLE DRAIN DETAIL

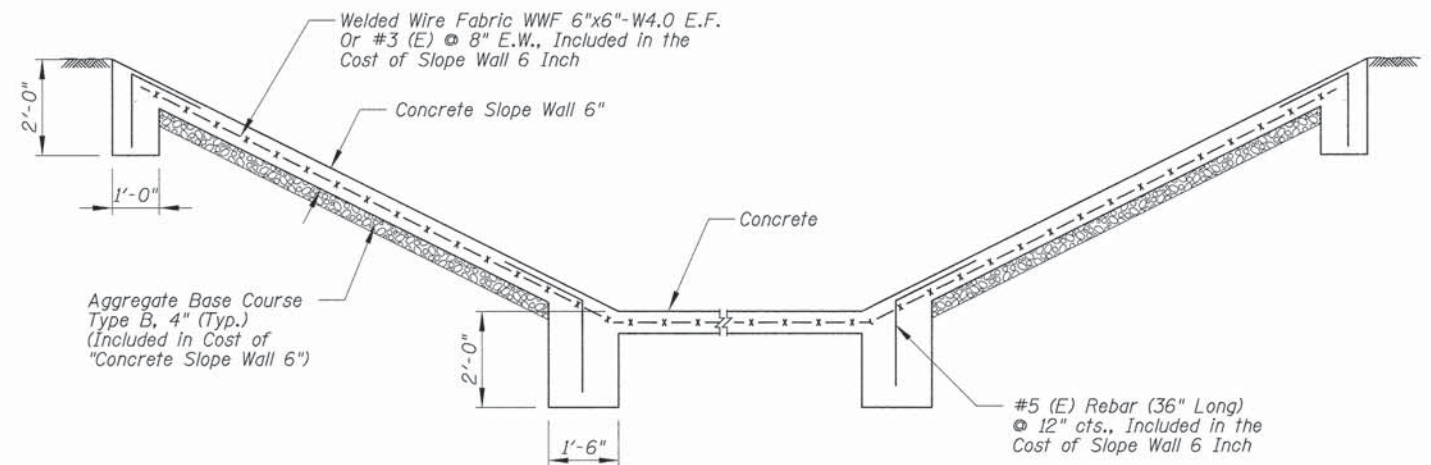


TYPICAL FORMED DRAIN DETAIL



DETAIL A

Reinforcement Are Included With Cost of Slope Wall 6 inch.



CONCRETE SLOPEWALL SECTION

Reinforcement Are Included With Cost of Slope Wall 6 inch.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION

INDEX OF SHEETS

- S-1 General Notes
- S-2 Plan and Elevation Syracuse Lane Box Culvert
- S-3 Sections And Details Syracuse Lane Box Culvert
- S-4 Sections And Details Syracuse Lane Box Culvert
- S-5 Plan and Elevation Cambridge South Box Culvert
- S-6 Sections And Details Cambridge South Box Culvert
- S-7 Sections And Details Cambridge South Box Culvert
- S-8 Plan and Elevation Cambridge North Box Culvert
- S-9 Sections And Details Cambridge North Box Culvert
- S-10 Sections And Details Cambridge North Box Culvert

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PLOT SCALE =	CHECKED - MM	REVIS			NA	12-00107-00-BR	COOK	33	21	
PLOT DATE =	DRAWN - PDR	REVIS			CONTRACT NO. 63792					
	CHECKED -	REVIS			(ILLINOIS) FED. AID PROJECT					

Bench Mark: X-Cut set in sidewalk on the north side of Syracuse Lane 3.2' north of the back of curb and 3.5' west of the C. of creek. Elev. 800.87
 Existing Structure: SN-016-6558. The existing structure consist of a dual 72"x108" CMP culverts with concrete headwalls and wingwalls. Originally constructed in 1962 and original plans are not available. Road will be closed during construction and traffic detoured. Complete removal of structure.
 Invert and size of existing utilities are unknown.
 No salvage

Any Information Concerning Type or Location of Underground and Other Utilities is not Guaranteed to be Accurate or All Inclusive. The Contractor is Responsible for Making His Own Determinations as to The Type And Location of the Utilities as May Be Necessary to Avoid Damage Thereof. Contractor Shall Call J.U.L.I.E. Prior to Excavation.

CULVERT BILL OF MATERIAL

ITEM	UNIT	TOTAL
28100107 Stone Riprap, Class A5	Sq Yd	336
28200200 Filter Fabric	Sq Yd	336
50104400 Concrete Headwall Removal	Each	2
50105220 Pipe Culvert Removal	Foot	90
50200100 Structure Excavation	Cu Yd	540
50300225 Concrete Structures	Cu Yd	103
50800205 Reinforcement Bars, Epoxy Coated	Pound	10760
51100300 Slope Wall 6 inch	Sq Yd	35
51500100 Name Plates	Each	1
54011007 Precast Concrete Box Culverts 10' x 7'	Foot	114
59100100 Geocomposite Wall Drain	Sq Yd	59
X5860110 Granular Backfill for Structures	Cu Yd	40

* Removal of existing wingwall are included in Concrete Headwall Removal

WEST BRANCH DUPAGE RIVER
 BUILT BY
 VILLAGE OF SCHAUMBURG
 SEC. 12-00107-00-BR
 STR. NO. 016-6597 LOADING HL-93

NAME PLATE
 See Std. 515001

WATERWAY INFORMATION

Drainage Area = ±2.2 Sq. Mi. Low Grade Elev. 803.63 Sta. 100+00

Flood	Freq. Yr.	0 C.F.S.	Opening	Sq. Ft. Nat.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	10	180	66.0	78.4	795.18	0.09 0.02 795.27 795.20
Base	30	226	76.0	92.8	795.87	0.14 0.02 796.01 795.89
Overtop Existing	100	280	85.8	111.0	797.20	0.25 0.07 797.45 797.27
Overtop Proposed	>500					
Max. Calc.	500	340	85.8	111.0	799.21	0.41 0.20 799.62 799.41

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	D/S Invert	U/S Invert
	787.2	787.3

HIGHWAY CLASSIFICATION

Functional Class: Local Street, Urban
 ADT: 400 (2010); 421 (2032)
 ADTT: 2%
 Design Speed: 30 m.p.h.
 Posted Speed: 25 m.p.h.
 2-Way Traffic

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

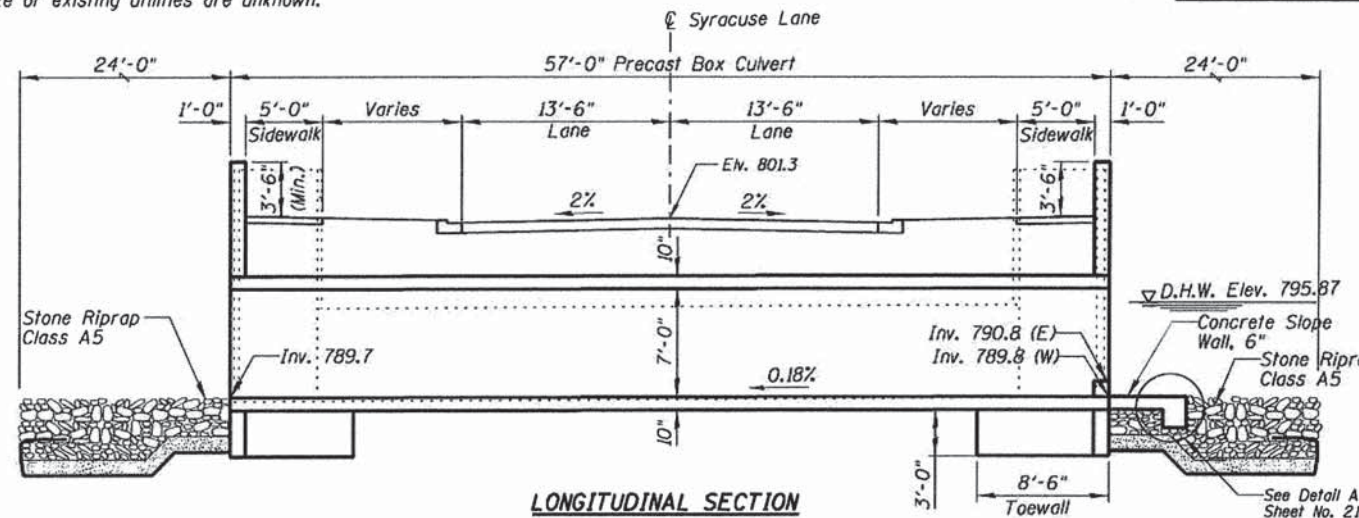
DESIGN STRESSES

FIELD UNITS

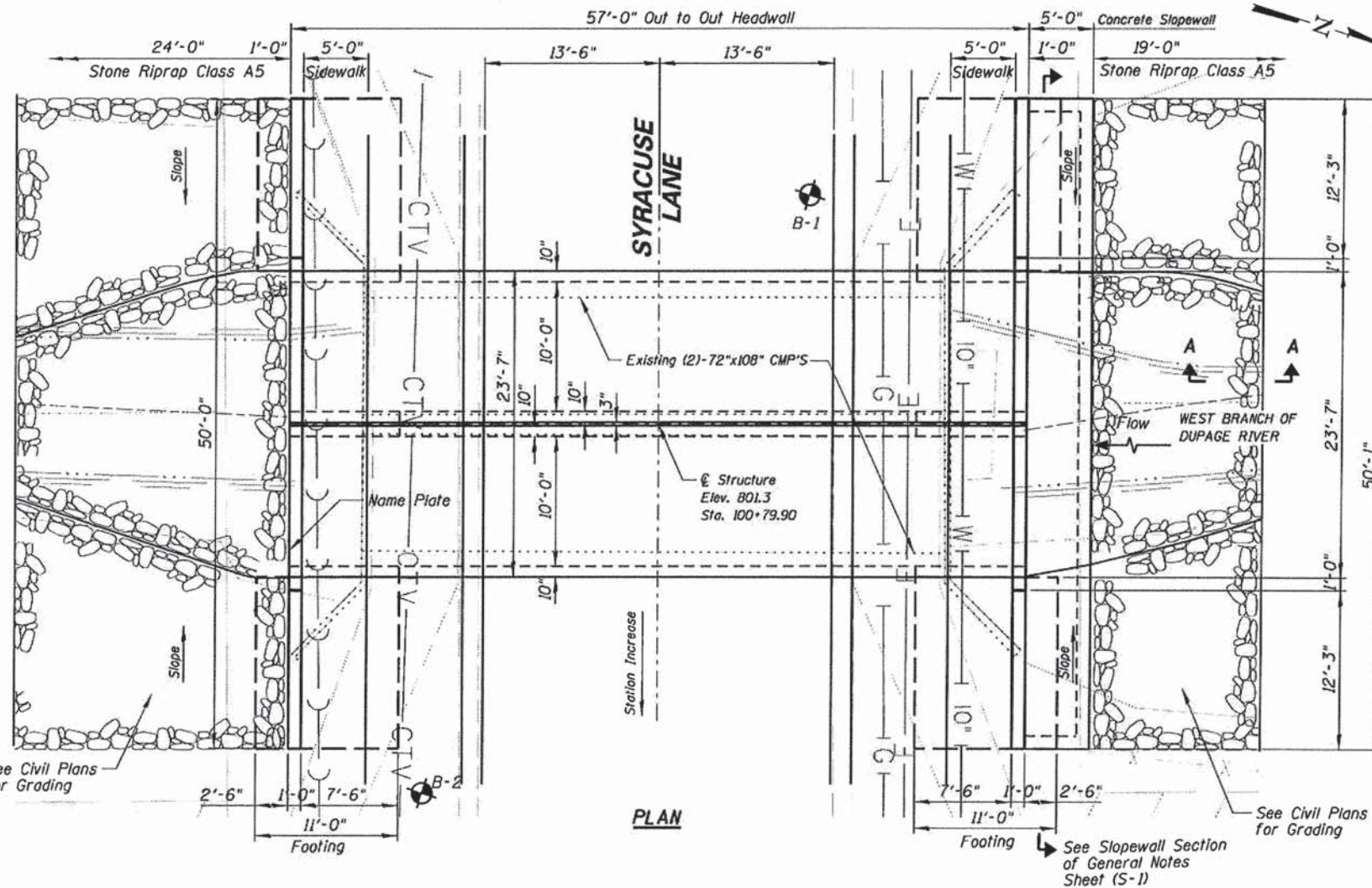
f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS

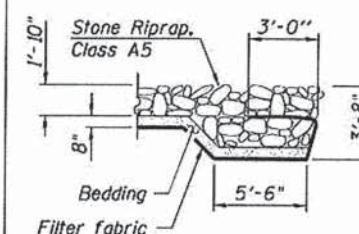
f'c = 5,000 psi
 fy = 60,000 psi (Reinforcement)



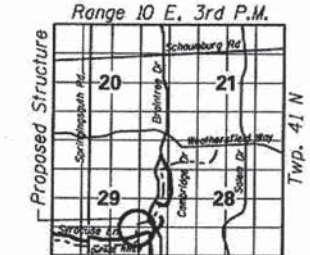
LONGITUDINAL SECTION



PLAN



SECTION A-A



LOCATION SKETCH

The existing structures were investigated for the presence of asbestos during the preliminary design phase and were found to NOT contain asbestos. Documentation confirming this finding was provided to the Illinois Department of Transportation at that time to clear this project for approval.

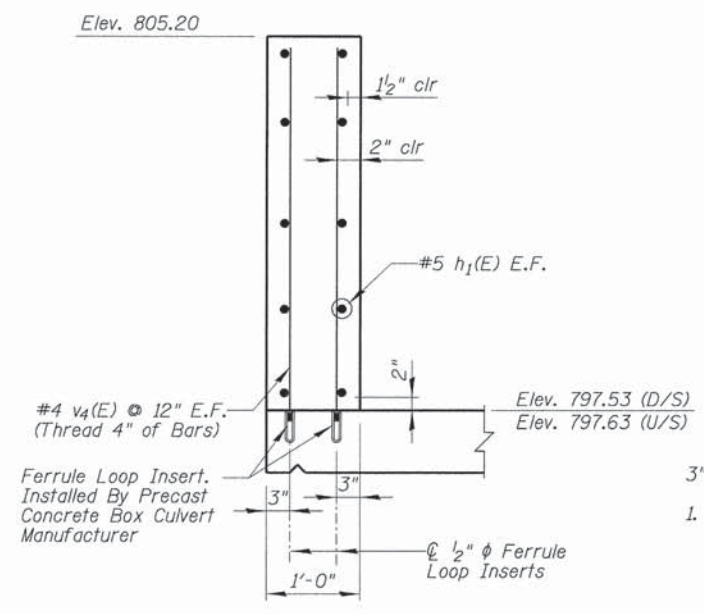
I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".



Majid Mobasser 6/28/13
MAJID MOBASSERI
 ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER
 EXPIRATION DATE: 11/30/14

GENERAL PLAN & ELEVATION
SYRACUSE LANE OVER
WEST BRANCH OF DUPAGE RIVER
COOK COUNTY
STRUCTURE NO. 016-6597

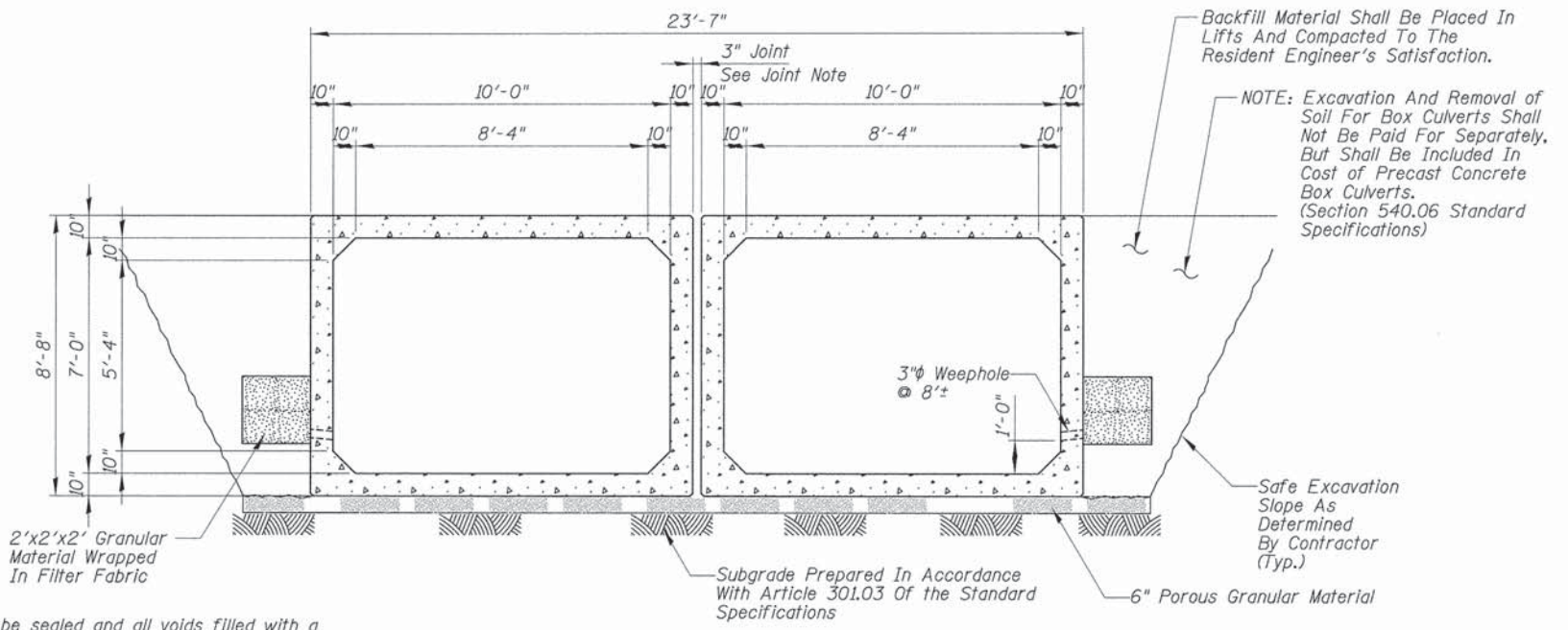
FILE NAME = N:\SCHAUMBURG\110102\Struct\110102-SYRACUSE-01.sht	DESIGNED - MM	REVISOR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION SYRACUSE LANE BOX CULVERT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	CHECKED - MM	REVISOR			NA	12-00107-00-BR	COOK	33	22
PLOT DATE =	DRAWN - PDR	REVISOR			CONTRACT NO. 63792		ILLINOIS FED. AID PROJECT		



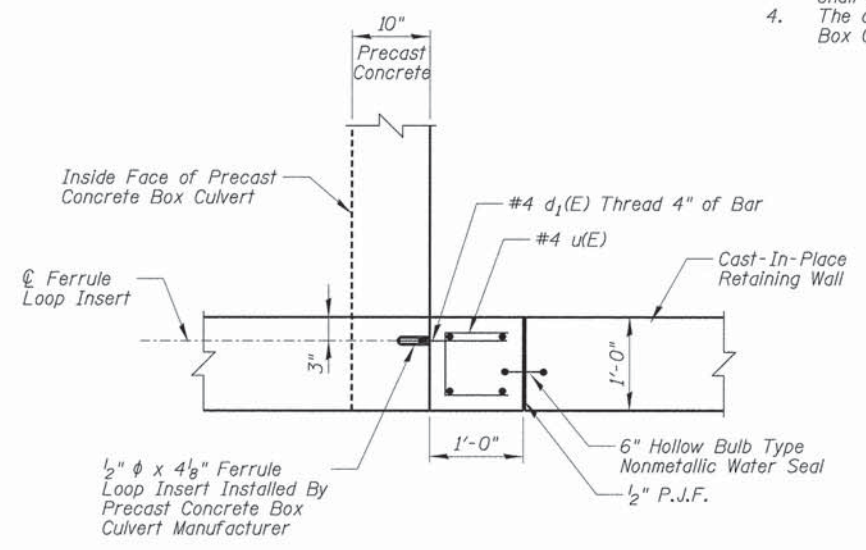
**SECTION A-A
HEADWALL DETAIL**

3" JOINT NOTES:

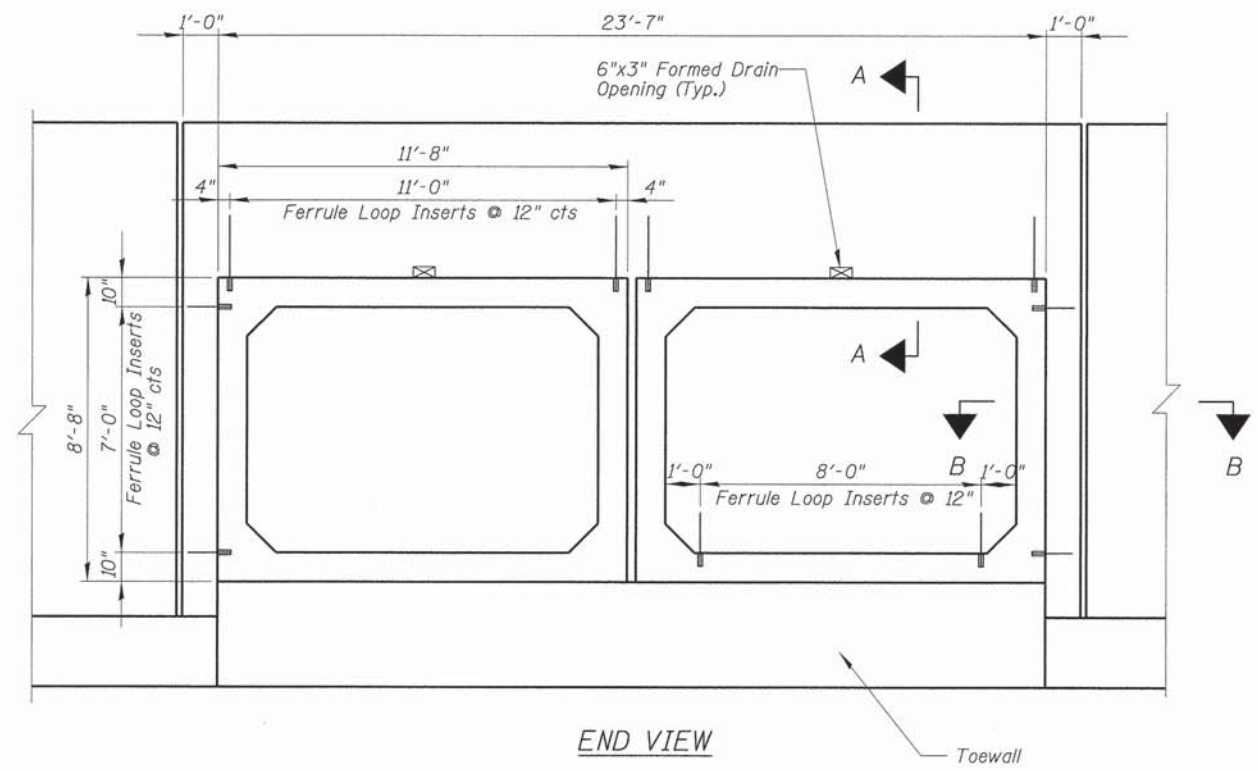
1. The joints between precast box sections shall be sealed and all voids filled with a mastic joint sealer. In addition, the joints shall be externally sealed on the sides and top using 13 in. wide external sealing bands. Prior to applying the sealing band, the concrete surface shall be cleaned to remove dirt or laitance and allowed to dry. The sealing band shall be centered over the joint, secured in place, and protected from damage during the backfilling operation.
2. When multi-cells are used, a 3 in. nominal space shall be left between adjacent sections. After the precast cells are in place and backfill has been placed to midheight of the precast concrete box sections on each side, the space between the cells shall be filled with Class SI concrete. The Class SI concrete shall be according to Section 1020, except the maximum size coarse aggregate shall be 3/8 in.
3. Handling holes shall be filled with a precast concrete plug and sealed with mastic or mortar, or filled with a polyethylene plug. The plug shall not project beyond the inside surface after installation. When metal lifting inserts are used, their sockets shall be filled with mastic or mortar.
4. The cost of mastic, sealing bands and SI concrete is incidental to Precast Concrete Box Culverts.



TYPICAL SECTION THRU PRECAST CULVERT

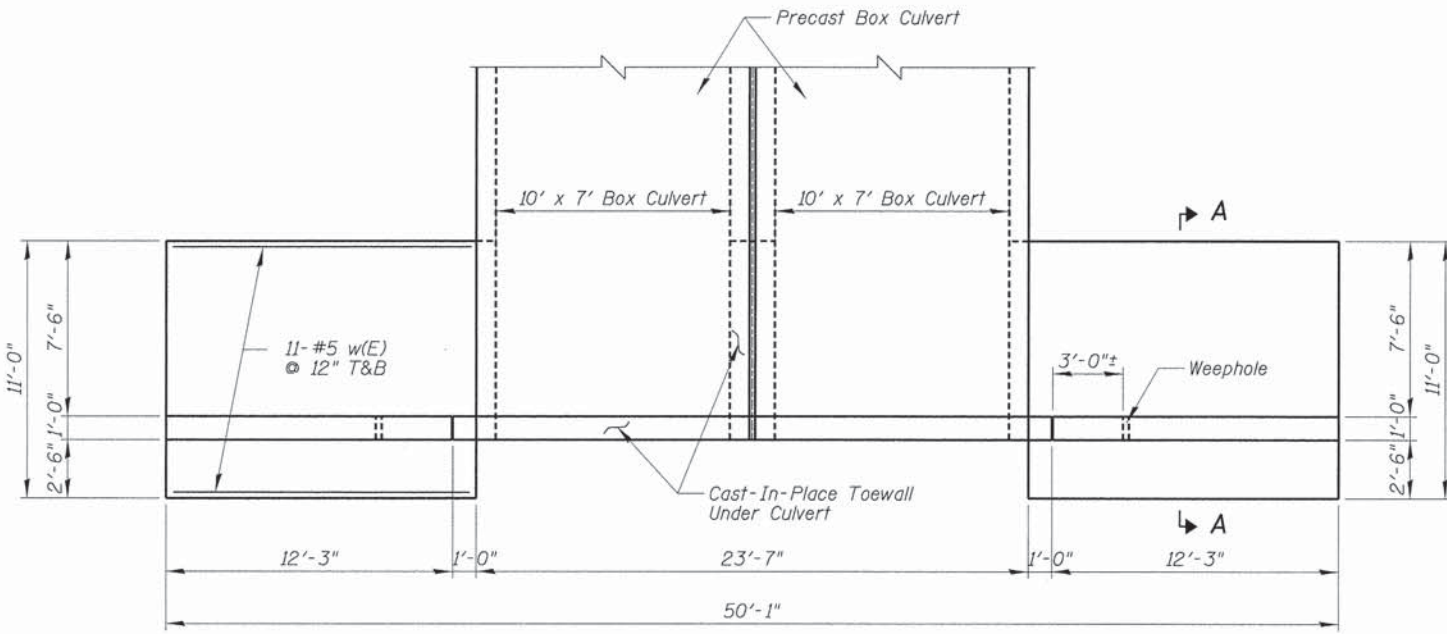


**SECTION B-B
CORNER DETAIL**

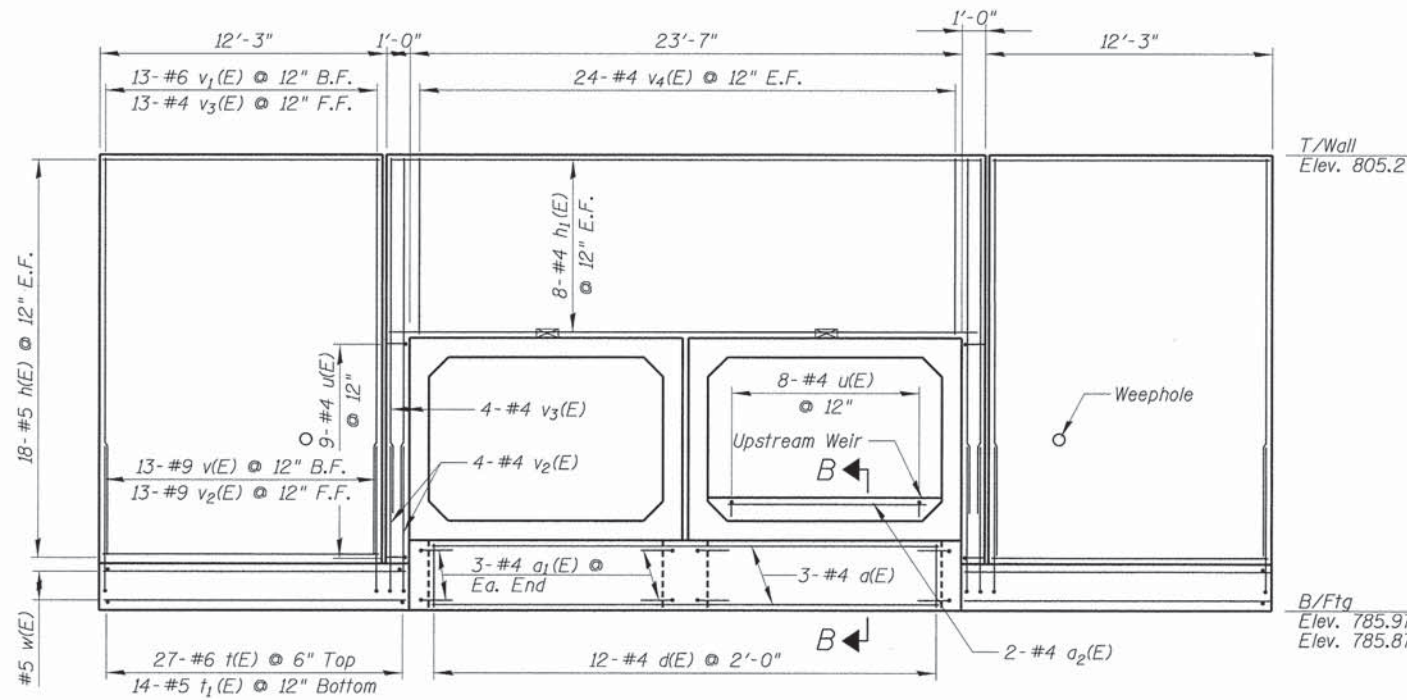


END VIEW

FILE NAME = N:\SCHAUMBURG\110182\Struct\120508-59\MCUSE-02.sht	DESIGNED - MM	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE SECTIONS AND DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE =	CHECKED - MM	REVISED		NA	12-00107-00-BR	COOK	33	23		
PLOT DATE =	DRAWN - PDR	REVISED		CONTRACT NO. 63792						
	CHECKED -	REVISED		ILLINOIS FED. AID PROJECT						
			SHEET NO. 53 OF 510 SHEETS							

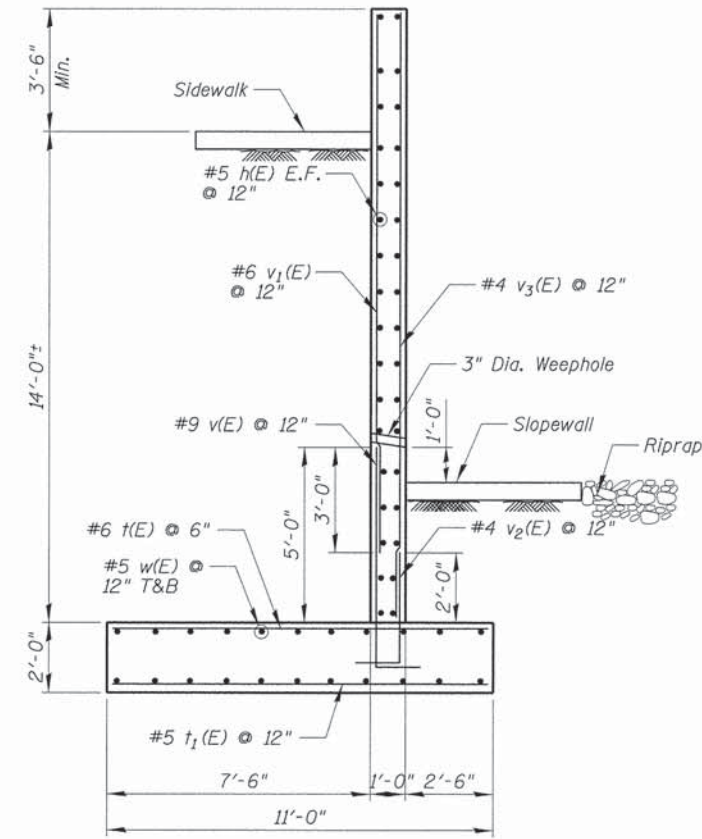


PLAN - HEADWALL

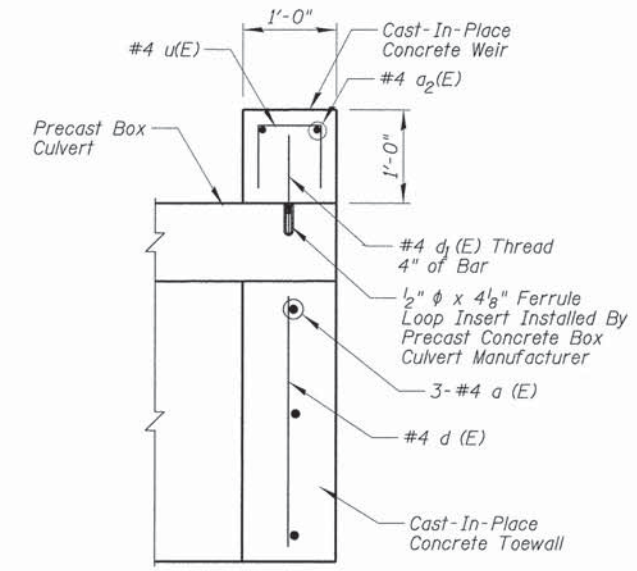


ELEVATION - HEADWALL

Notations: T = Top
 B = Bottom
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face
 U/S = Upstream
 D/S = Downstream



SECTION A-A

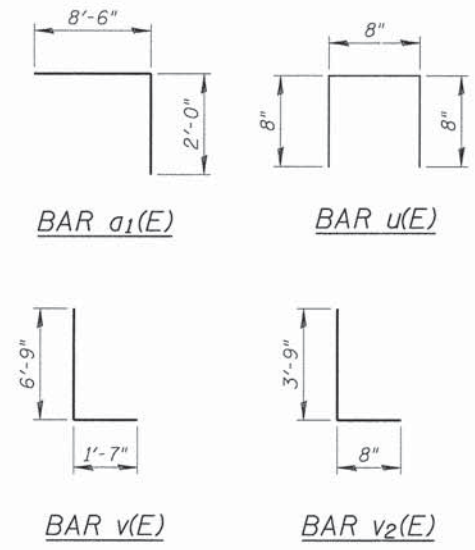


SECTION B-B

BILL OF MATERIAL FOR EACH END SECTIONS

Bar	No.	Size	Length	Shape
d(E)	3	#4	23'-3"	—
a1(E)	12	#4	10'-6"	└
a2(E)	2	#4	9'-0"	—
d(E)	20	#4	2'-8"	—
d1(E)	25	#4	1'-2"	—
h(E)	72	#5	11'-11"	—
h1(E)	16	#5	25'-3"	—
t(E)	54	#6	10'-6"	—
t1(E)	28	#5	10'-6"	—
u(E)	28	#4	2'-0"	└
v(E)	26	#9	8'-4"	L
v1(E)	26	#6	15'-6"	—
v2(E)	34	#4	4'-5"	L
v3(E)	34	#4	17'-2"	—
v4(E)	48	#4	7'-10"	—
w(E)	44	#5	12'-9"	—
Reinforcement Bars, Epoxy Coated		Pound	5,380	
Concrete Structures		Cu Yd	51.5	

* Weir reinforcing - one end only
 Reinforcement bars designated (E) shall be epoxy coated.



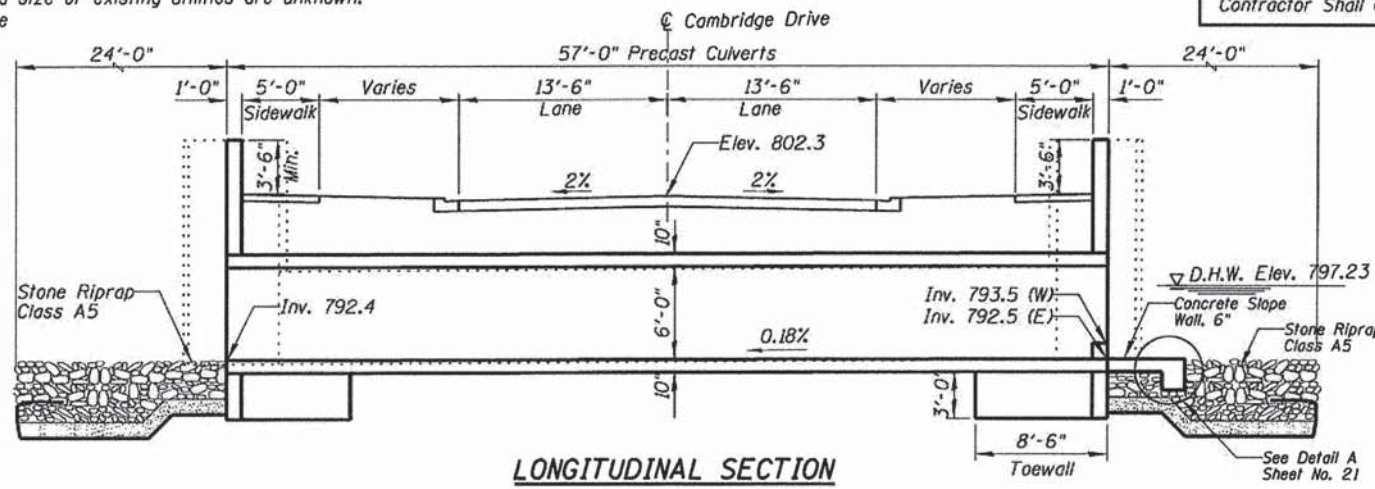
Bench Mark: X-Cut set in sidewalk on the north side of Cambridge Drive 2.0' north of the back of curb at the center of creek. Elev. 801.84
 Existing Structure: SN-016-6559. The existing structure consist of a dual 72"x108" CMP Culverts with concrete headwalls and wingwalls. Original design plans are not available. Road will be closed during construction and traffic detoured. Complete removal of structure.
 Invert and size of existing utilities are unknown.
 No salvage

Any Information Concerning Type or Location of Underground and Other Utilities is not Guaranteed to be Accurate or All Inclusive. The Contractor is Responsible for Making His Own Determinations as to The Type And Location of the Utilities as May Be Necessary to Avoid Damage Thereto. Contractor Shall Call J.U.L.I.E. Prior to Excavation.

CULVERT BILL OF MATERIAL

ITEM	UNIT	TOTAL
28100107	Stone Riprap, Class A5	Sq Yd 330
28200200	Filter Fabric	Sq Yd 330
50104400	Concrete Headwall Removal	Each 2
50105220	Pipe Culvert Removal	Foot 100
50200100	Structure Excavation	Cu Yd 440
50300225	Concrete Structures	Cu Yd 91
50800205	Reinforcement Bars, Epoxy Coated	Pound 8060
51100300	Slope Wall 6 inch	Sq Yd 36
51500100	Name Plates	Each 1
54011006	Precast Concrete Box Culverts 10' x 6'	Foot 114
59100100	Geocomposite Wall Drain	Sq Yd 59
X5860110	Granular Backfill for Structures	Cu Yd 40

* Removal of existing wingwall are included in Concrete Headwall Removal



WEST BRANCH DUPAGE RIVER
 BUILT BY
 VILLAGE OF SCHAUMBURG
 SEC. 12-00107-00-BR
 STR. NO. 016-6596 LOADING HL-93

NAME PLATE
 See Std. 515001

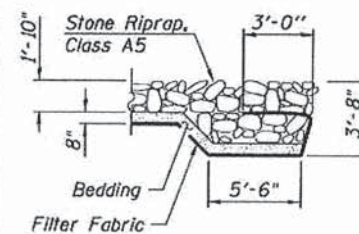
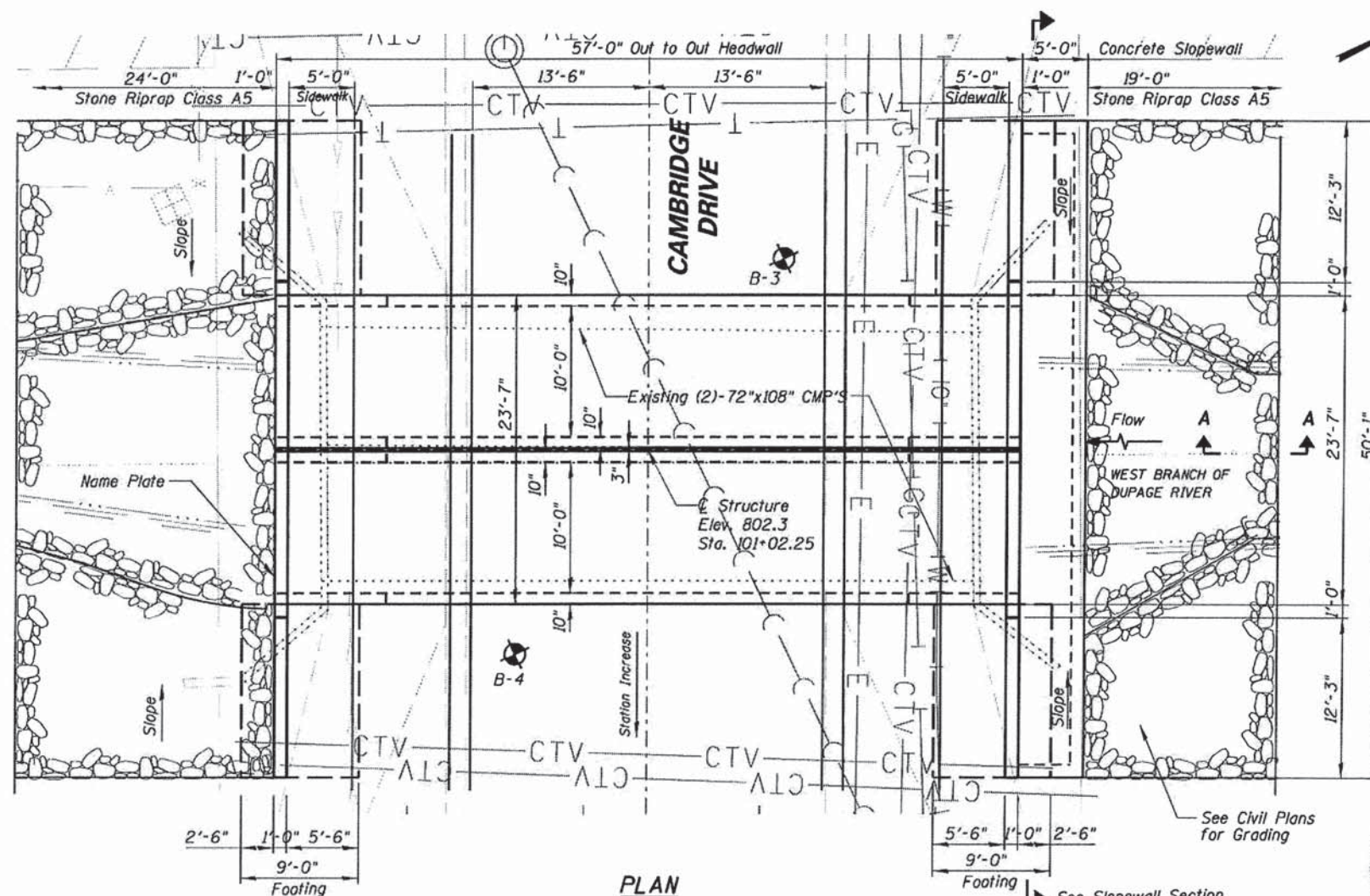
WATERWAY INFORMATION

Drainage Area = ±1.3 Sq. Mi. Low Grade Elev. 801.63 @ Sta. 100+00

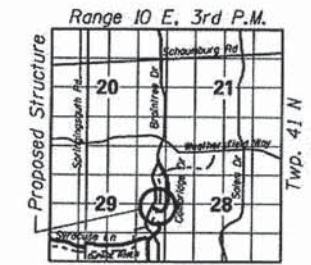
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
10	125	56.8	79.1	796.78	0.07	0.09	796.85	796.87	
Design	30	160	64.8	87.5	797.23	0.13	0.12	797.36	797.35
Base	100	200	74.8	99.3	798.01	0.25	0.09	798.27	798.10
Overtop Existing	>500								
Overtop Proposed	>500								
Max. Calc.	500	240	83.2	104.9	799.68	0.56	0.28	800.24	799.96

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	D/S Invert	U/S Invert
	789.9	790.0



SECTION A-A



LOCATION SKETCH

HIGHWAY CLASSIFICATION

Functional Class: Local Street, Urban
 ADT: 400 (2010); 421 (2032)
 ADTT: 2%
 Design Speed: 30 m.p.h.
 Posted Speed: 25 m.p.h.
 2-Way Traffic

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

PRECAST UNITS

f'c = 5,000 psi
 fy = 60,000 psi (Reinforcement)

The existing structures were investigated for the presence of asbestos during the preliminary design phase and were found to NOT contain asbestos. Documentation confirming this finding was provided to the Illinois Department of Transportation at that time to clear this project for approval.

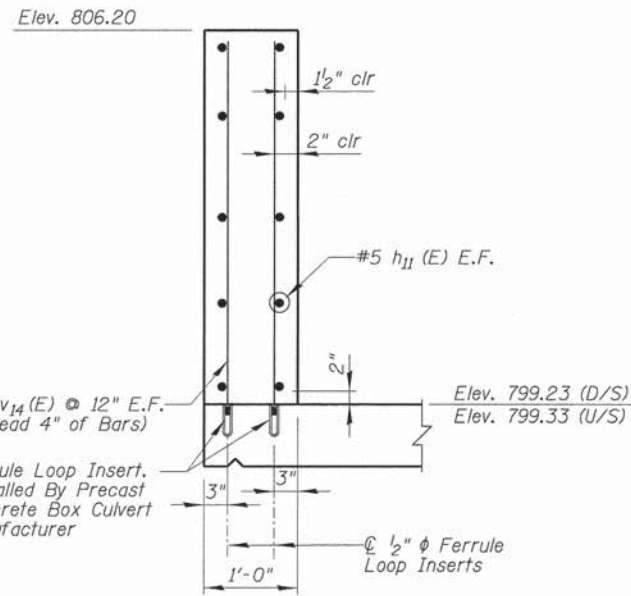
I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".



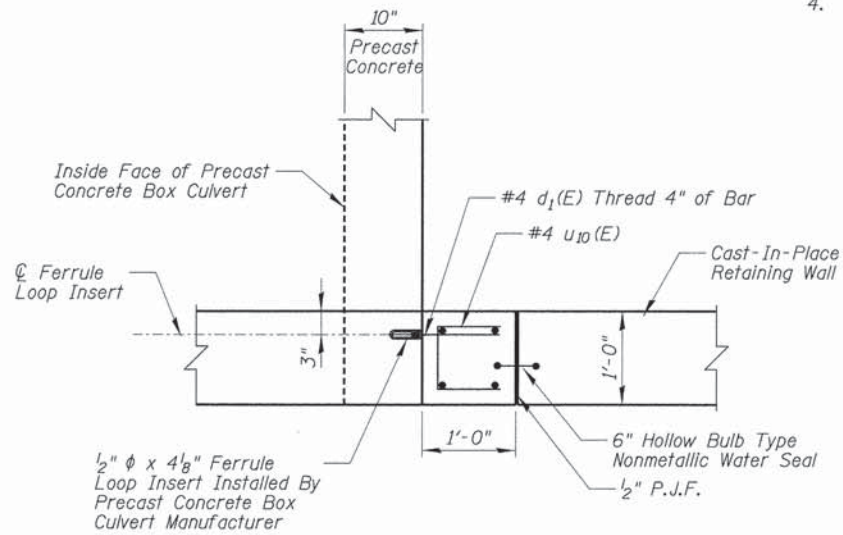
Majid Mobasseri 6/28/13
 MAJID MOBASSERI
 ILLINOIS REGISTRATION No. 081-005058 STRUCTURAL ENGINEER
 EXPIRATION DATE: 11/30/14

GENERAL PLAN & ELEVATION
 CAMBRIDGE DRIVE (SOUTH) OVER
 WEST BRANCH OF DUPAGE RIVER
 COOK COUNTY
 STRUCTURE NO. 016-6596

FILE NAME = N:\SCHAUMBURG\110182\Struct\INSB8-CAMBRIDGE SOUTH-01.sht	DESIGNED - MM	REVISOR	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN AND ELEVATION CAMBRIDGE DRIVE SOUTH BOX CULVERT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - MM	REVISOR			NA	12-00107-00-BR	COOK	33	25
	DRAWN - PDR	REVISOR							
	CHECKED -	REVISOR							
									CONTRACT NO. 63792
									ILLINOIS FED. AID PROJECT



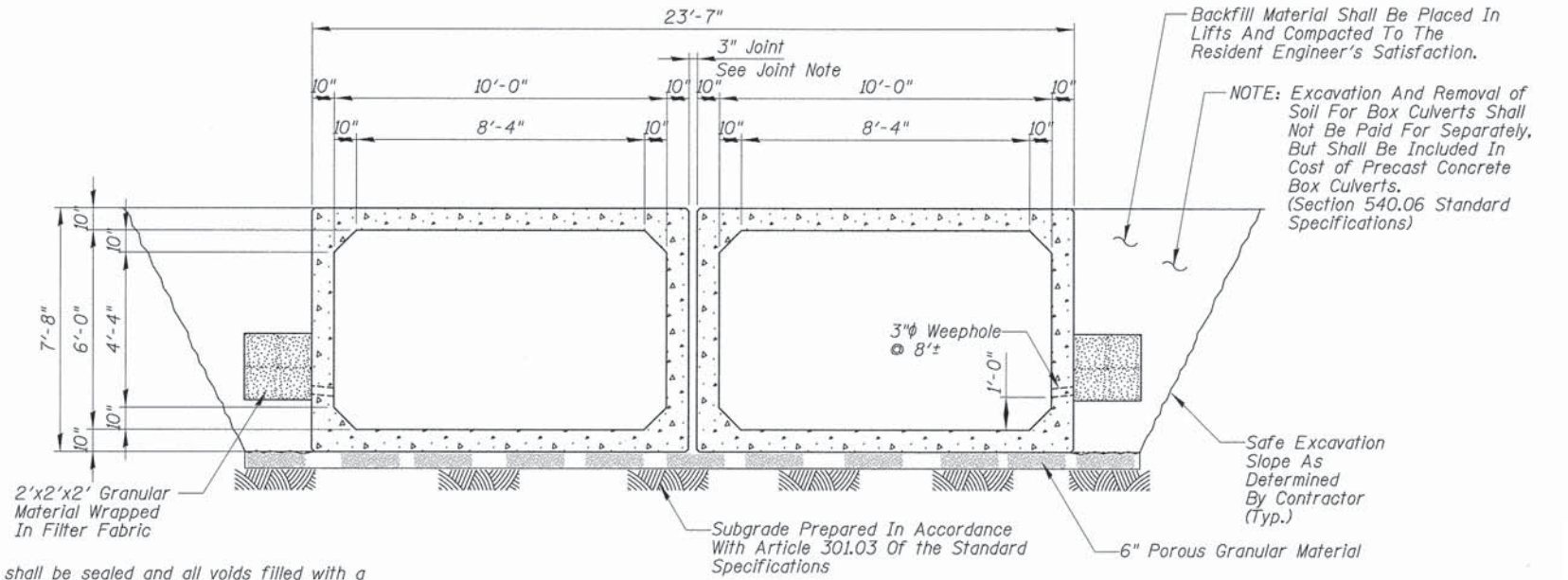
**SECTION A-A
HEADWALL DETAIL**



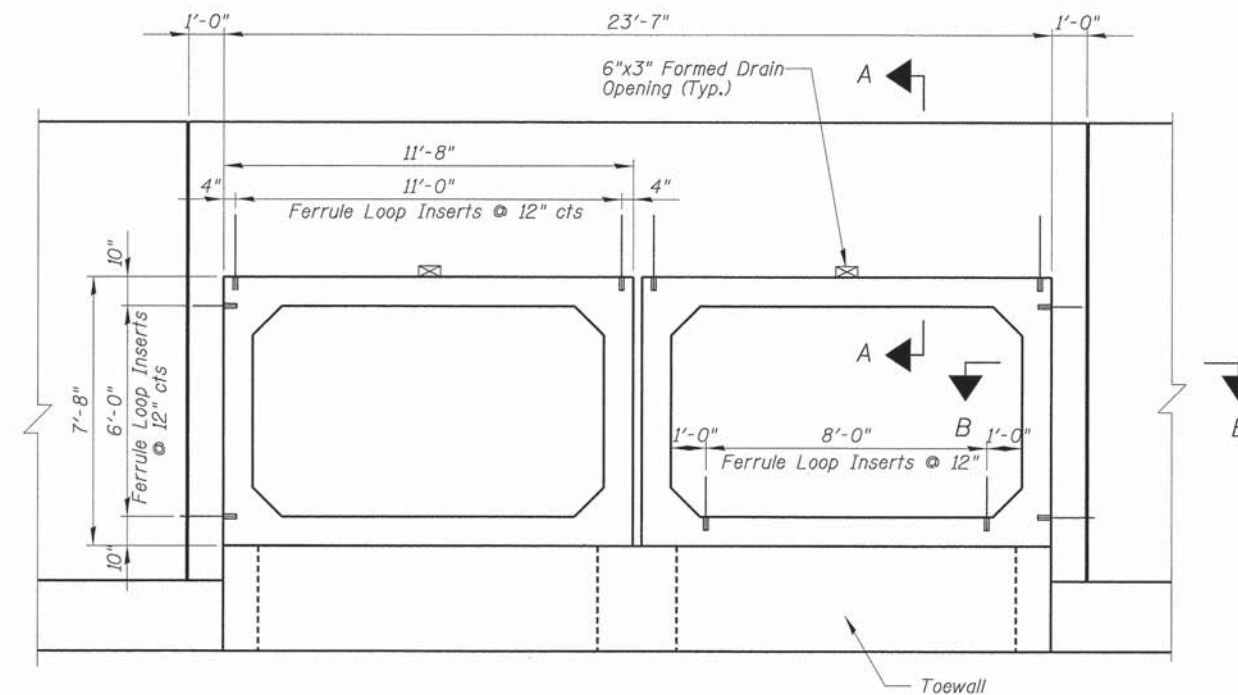
**SECTION B-B
CORNER DETAIL**

3" JOINT NOTES:

1. The joints between precast box sections shall be sealed and all voids filled with a mastic joint sealer. In addition, the joints shall be externally sealed on the sides and top using 13 in. wide external sealing bands. Prior to applying the sealing band, the concrete surface shall be cleaned to remove dirt or laitance and allowed to dry. The sealing band shall be centered over the joint, secured in place, and protected from damage during the backfilling operation.
2. When multi-cells are used, a 3 in. nominal space shall be left between adjacent sections. After the precast cells are in place and backfill has been placed to midheight of the precast concrete box sections on each side, the space between the cells shall be filled with Class SI concrete. The Class SI concrete shall be according to Section 1020, except the maximum size coarse aggregate shall be 3/8 in.
3. Handling holes shall be filled with a precast concrete plug and sealed with mastic or mortar, or filled with a polyethylene plug. The plug shall not project beyond the inside surface after installation. When metal lifting inserts are used, their sockets shall be filled with mastic or mortar.
4. The cost of mastic, sealing bands and SI concrete is incidental to Precast Concrete Box Culverts.

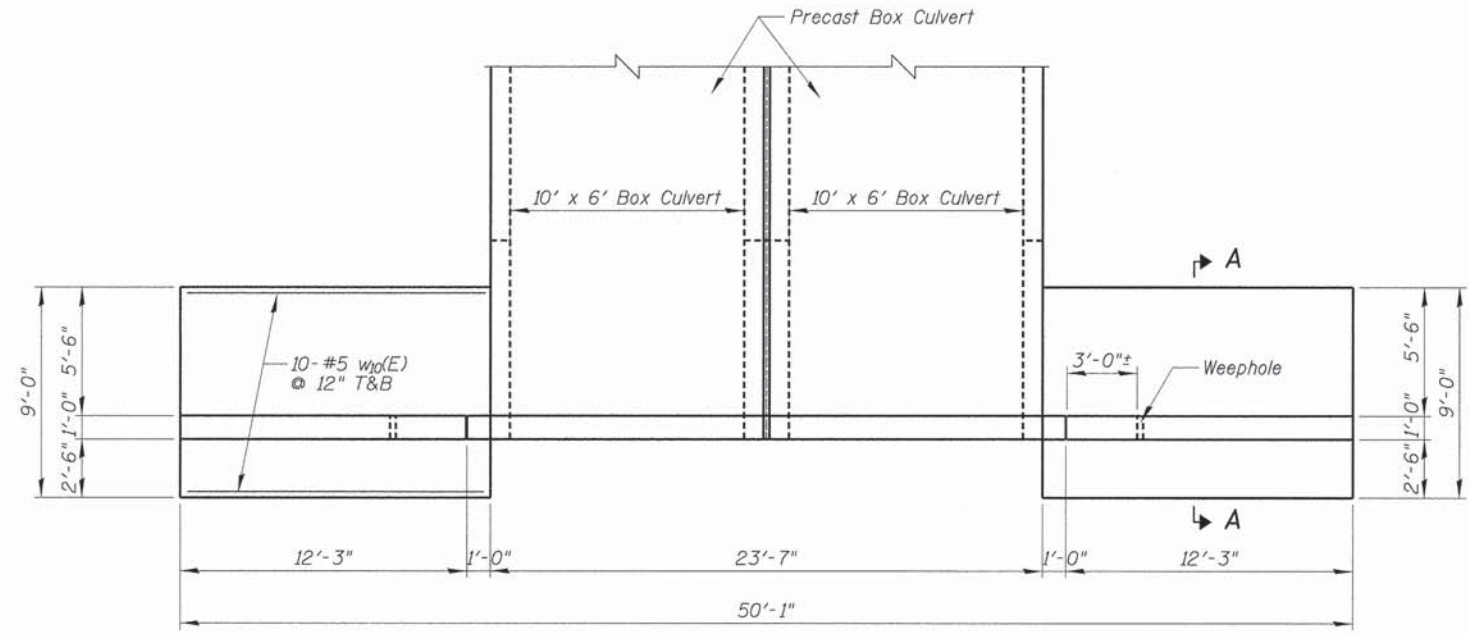


TYPICAL SECTION THRU PRECAST CULVERT

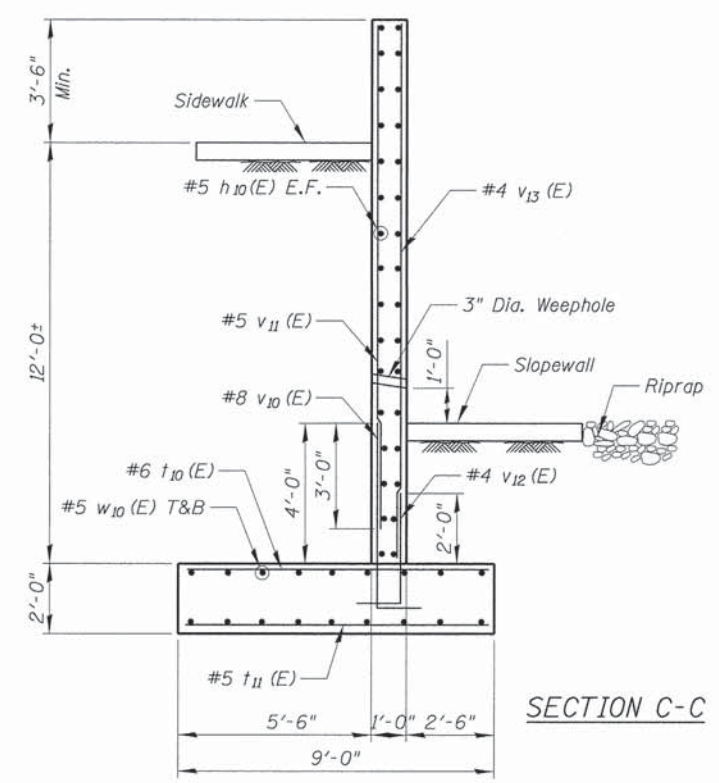


END VIEW

FILE NAME = N:\SCHAMBURG\110182\Struct\10550-NAME-SBUTH-02.sht	DESIGNED - MM	REVISD	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAMBRIDGE DRIVE (SOUTH) SECTIONS AND DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE =	CHECKED - MM	REVISD			NA	12-00107-00-BR	COOK	33	26	
PLOT DATE =	DRAWN - PDR	REVISD			CONTRACT NO. 63792					
	CHECKED -	REVISD			ILLINOIS FED. AID PROJECT					
				SHEET NO. 56 OF 510 SHEETS						



PLAN - HEADWALL

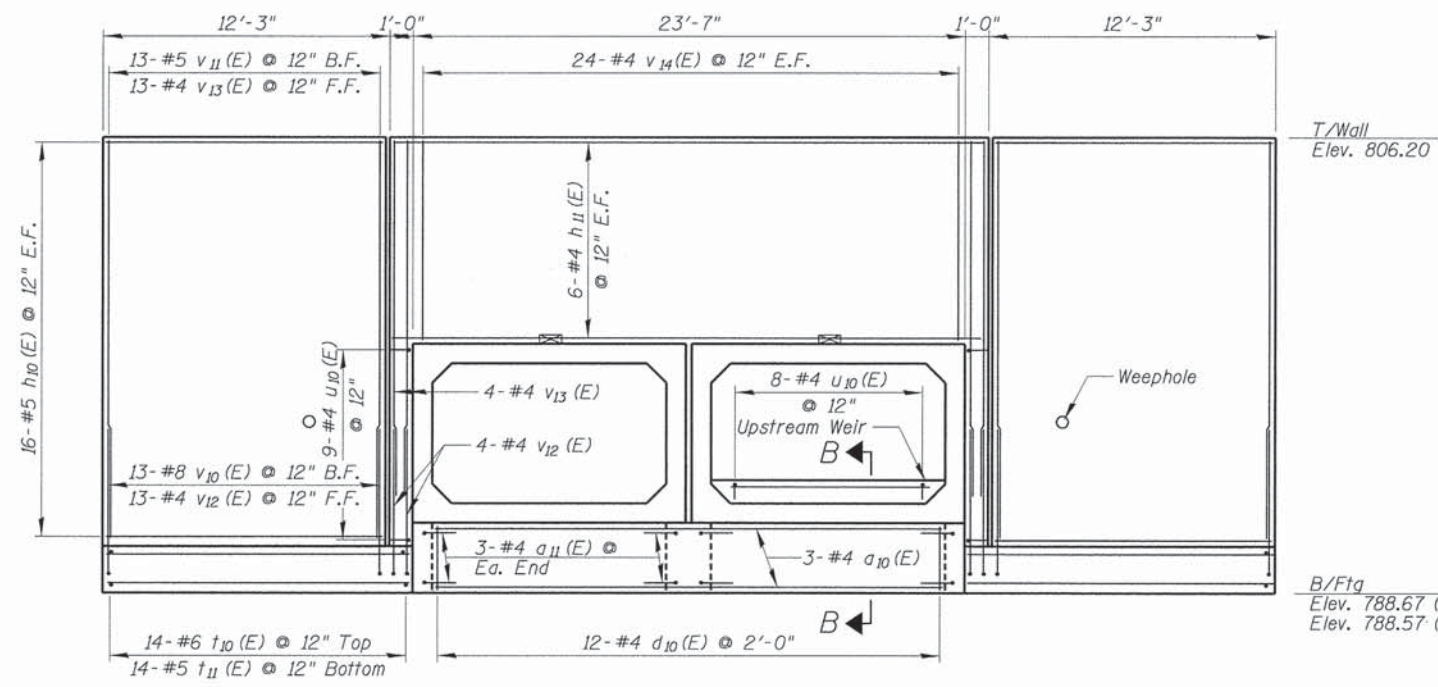


SECTION C-C

BILL OF MATERIAL FOR EACH END SECTIONS

Bar	No.	Size	Length	Shape
a ₁₀ (E)	3	#4	23'-3"	—
a ₁₁ (E)	12	#4	10'-0"	└
a ₁₂ (E)	2	#4	9'-0"	└
d ₁₀ (E)	20	#4	2'-8"	—
d ₁₁ (E)	22	#4	1'-2"	—
h ₁₀ (E)	64	#5	11'-11"	—
h ₁₁ (E)	12	#5	25'-3"	—
t ₁₀ (E)	28	#6	8'-6"	—
t ₁₁ (E)	28	#5	8'-6"	—
u ₁₀ (E)	26	#4	2'-0"	└
v ₁₀ (E)	26	#8	7'-1"	L
v ₁₁ (E)	26	#5	14'-6"	—
v ₁₂ (E)	34	#4	4'-3"	L
v ₁₃ (E)	34	#4	15'-2"	—
v ₁₄ (E)	48	#4	7'-2"	—
w ₁₀ (E)	40	#5	12'-9"	—
Reinforcement Bars, Epoxy Coated		Pound	4,030	
Concrete Structures		Cu Yd	45.5	

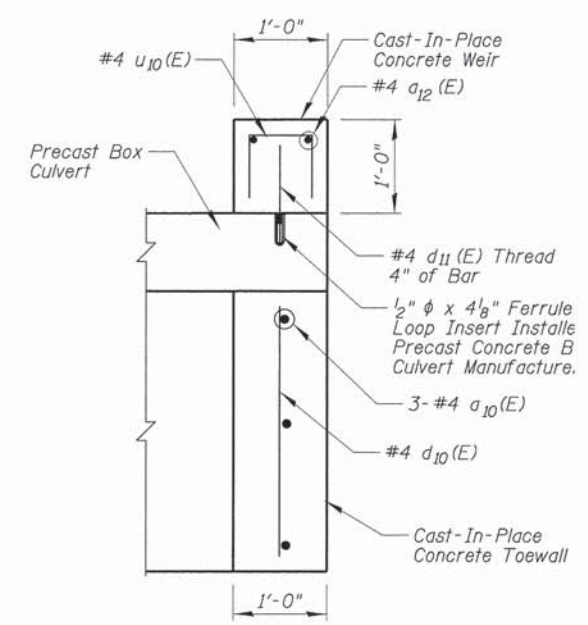
Reinforcement bars designated (E) shall be epoxy coated.



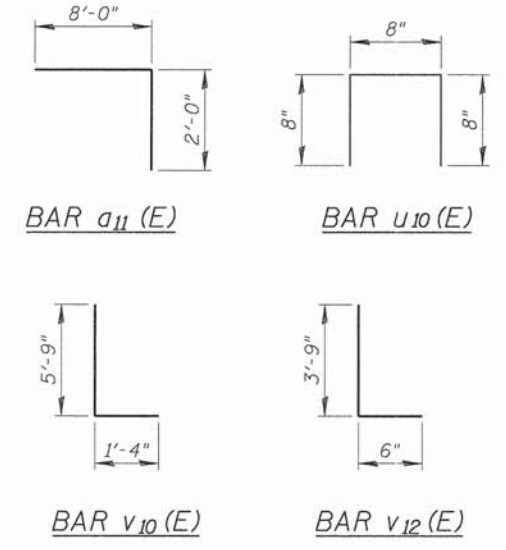
ELEVATION - HEADWALL

Notations: T = Top
B = Bottom
B.F. = Back Face
F.F. = Front Face
E.F. = Each Face
U/S = Upstream
D/S = Downstream

SECTION A-A



SECTION B-B



Bench Mark: X-Cut set in sidewalk on the east side of Cambridge Drive 2.3' east of the back of curb and 2.1' south of the C of creek. Elev. 802.73
 Existing Structure: No structure number. The existing structure consist of a single 108" dia. CMP culverts with concrete headwalls and wingwalls. Original design plans are not available.
 Road will be closed during construction and traffic detoured. Complete removal of structure. Invert and size of existing utilities are unknown.
 No salvage

Any Information Concerning Type or Location of Underground and Other Utilities is not Guaranteed to be Accurate or All Inclusive. The Contractor is Responsible for Making His Own Determinations as to The Type And Location of the Utilities as May Be Necessary to Avoid Damage Thereto. Contractor Shall Call J.U.L.I.E. Prior to Excavation.

CULVERT BILL OF MATERIAL

ITEM	UNIT	TOTAL
21001000	Geotechnical Fabric for Ground Stabilization	Sq Yd 208
28100109	Stone Riprap, Class A5	Sq Yd 300
28200200	Filter Fabric	Sq Yd 300
30300001	Aggregate Subgrade Improvement	Cu Yd 254
50104400	Concrete Headwall Removal	Each 2
50105220	Pipe Culvert Removal	Foot 52
50200100	Structure Excavation	Cu Yd 415
50200450	Removal and Disposal of Unsuitable Material for Structures	Cu Yd 268
50300225	Concrete Structures	Cu Yd 72
50800205	Reinforcement Bars, Epoxy Coated	Pound 8340
51100300	Slope Wall 6 inch	Sq Yd 32
51500100	Name Plates	Each 1
54011006	Precast Concrete Box Culverts 10' x 6'	Foot 57
59100100	Geocomposite Wall Drain	Sq Yd 75
X5860110	Granular Backfill for Structures	Cu Yd 40

* Removal of existing wingwall are included in Concrete Headwall Removal

WATERWAY INFORMATION

Drainage Area = ±1.2 Sq. Mi. Low Grade Elev. 803.44 @ Sta. 101+00

Flood	Freq. Yr.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.		
		Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
Design	10	110	27.6	40.4	798.19	0.16	0.10	798.35	798.29
Base	30	140	28.9	41.7	798.58	0.30	0.17	798.88	798.75
Overlap Existing	100	175	35.9	47.4	799.07	0.41	0.23	799.48	799.30
Overlap Proposed	>500								
Max. Calc.	500	210	45.2	61.0	800.11	0.72	0.62	800.83	800.73

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	D/S Invert	U/S Invert
	791.8	791.9

HIGHWAY CLASSIFICATION

Functional Class: Local Street, Urban
 ADT: 400 (2010); 421 (2032)
 ADTT: 2%
 Design Speed: 30 m.p.h.
 Posted Speed: 25 m.p.h.
 2-Way Traffic

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

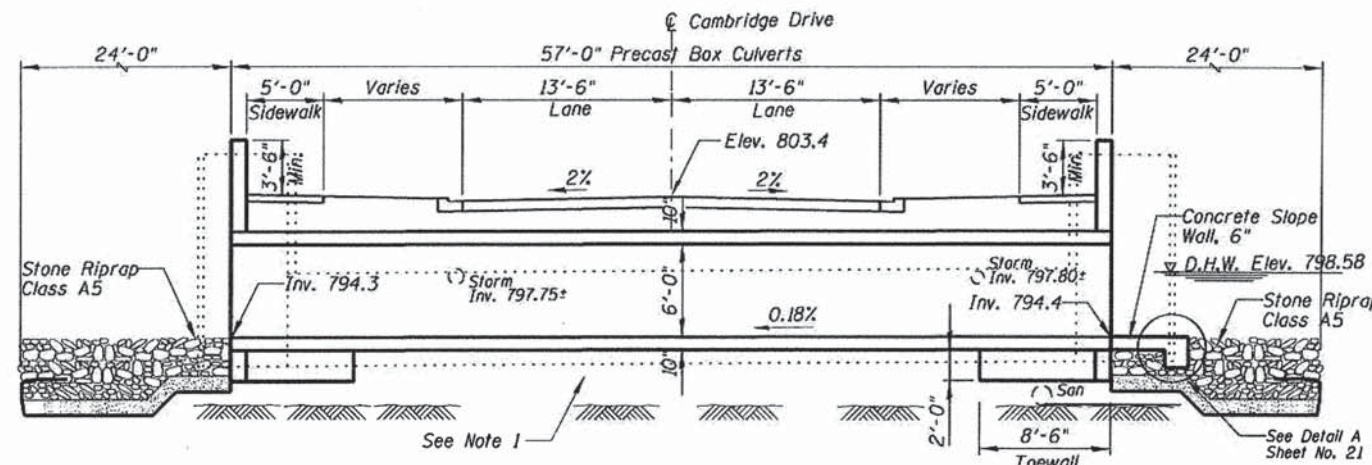
PRECAST UNITS

f'c = 5,000 psi
 fy = 60,000 psi (Reinforcement)

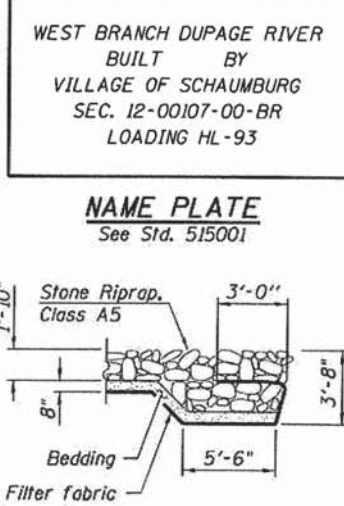
The existing structures were investigated for the presence of asbestos during the preliminary design phase and were found to NOT contain asbestos. Documentation confirming this finding was provided to the Illinois Department of Transportation at that time to clear this project for approval.

I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

Majid Mobasseri 6/28/13
MAJID MOBASSERI
 ILLINOIS REGISTRATION NO. 081-005058 STRUCTURAL ENGINEER
 EXPIRATION DATE: 11/30/14

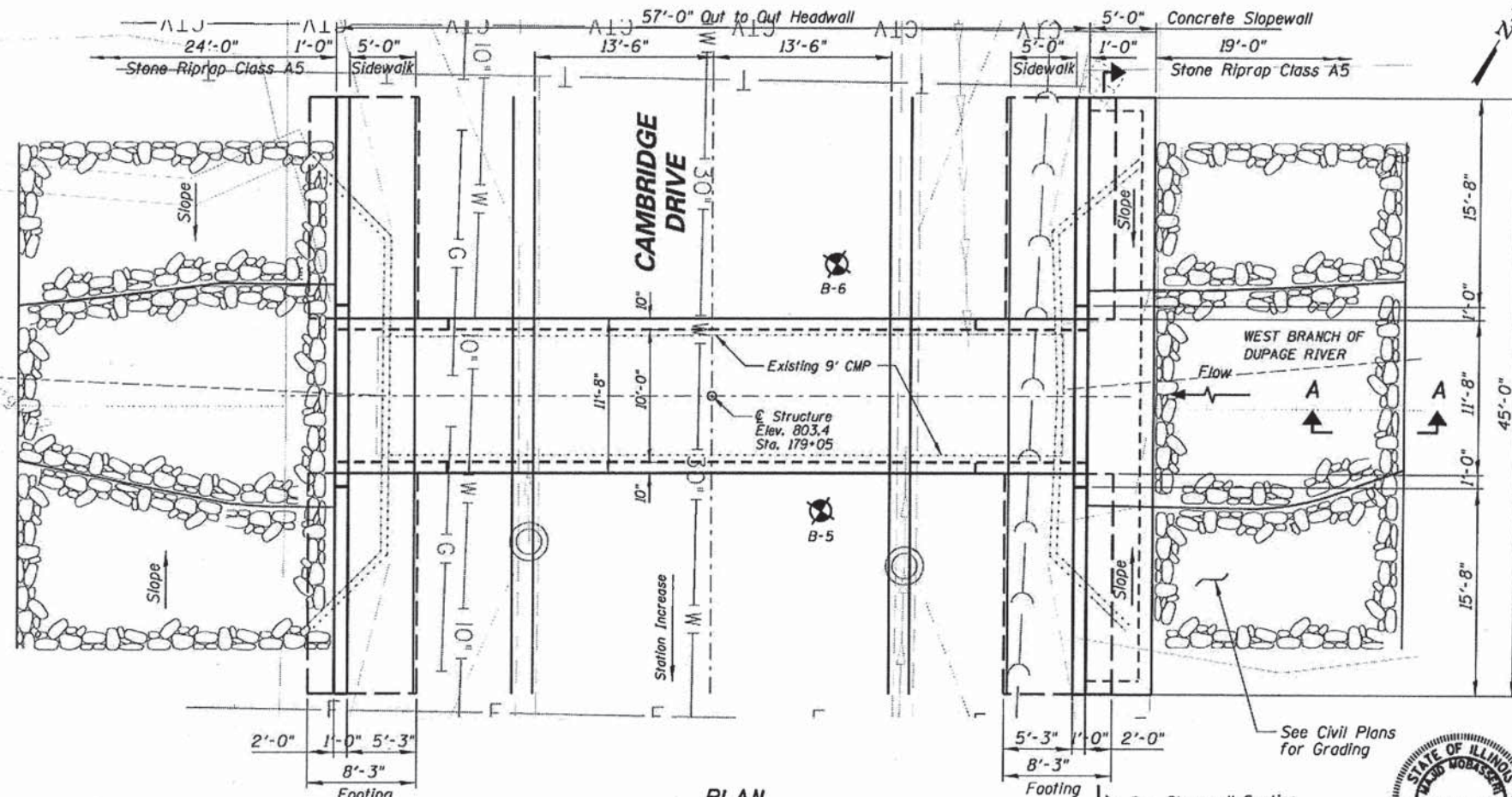


LONGITUDINAL SECTION



SECTION A-A

NOTE:
 1. Unsuitable material is below proposed box culvert to approximate elev. of 790. Per the recommendation of the Geotechnical Report prepared by Applied Geoscience Inc. (Report No. 12-141) overexcavation and backfill will be required to achieve a soil bearing pressure of 3000 psf. See report for details. Paid for as "Removal and Disposal of Unsuitable Material for Structures" and "Aggregate Subgrade Improvements".

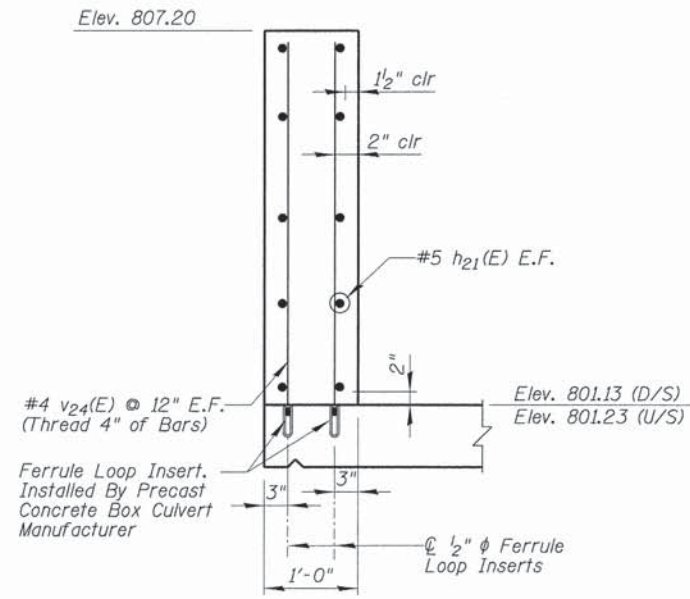


PLAN

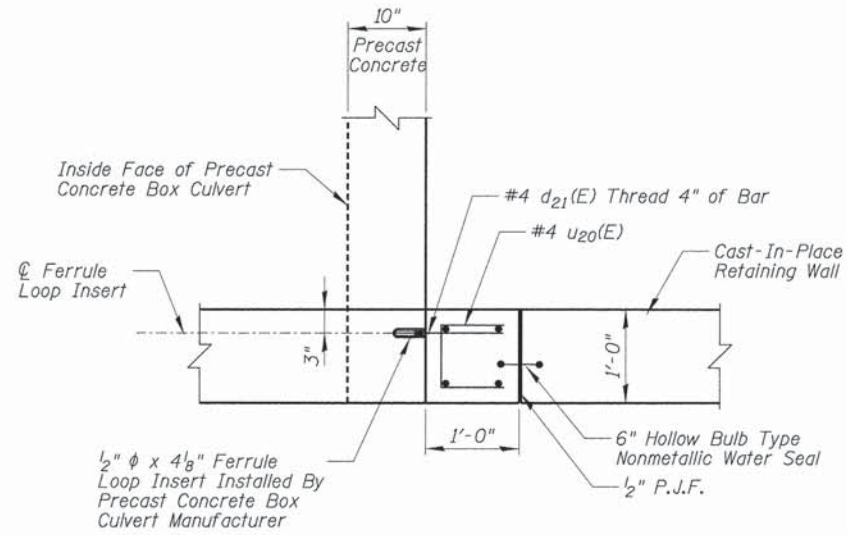


LOCATION SKETCH

**GENERAL PLAN & ELEVATION
 CAMBRIDGE DRIVE (NORTH) OVER
 WEST BRANCH OF DUPAGE RIVER
 COOK COUNTY**



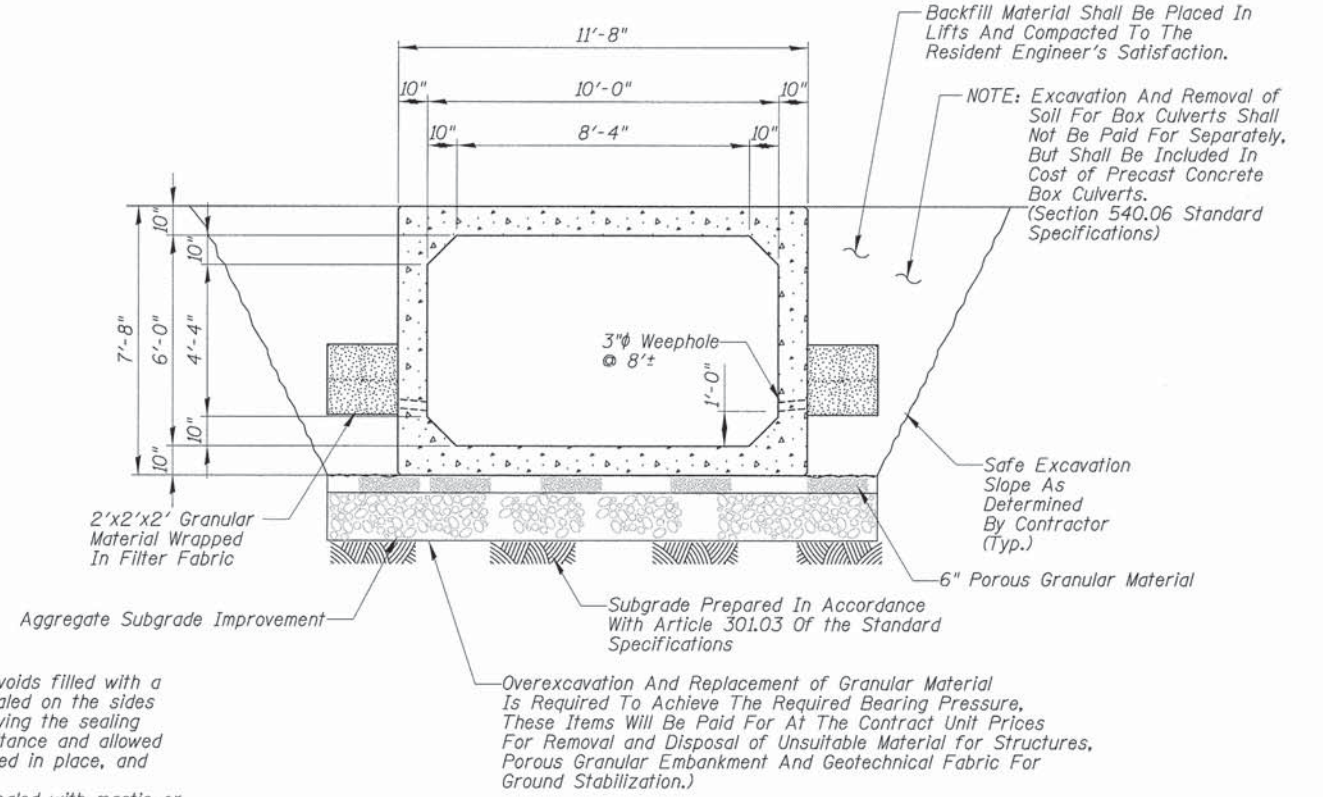
**SECTION A-A
HEADWALL DETAIL**



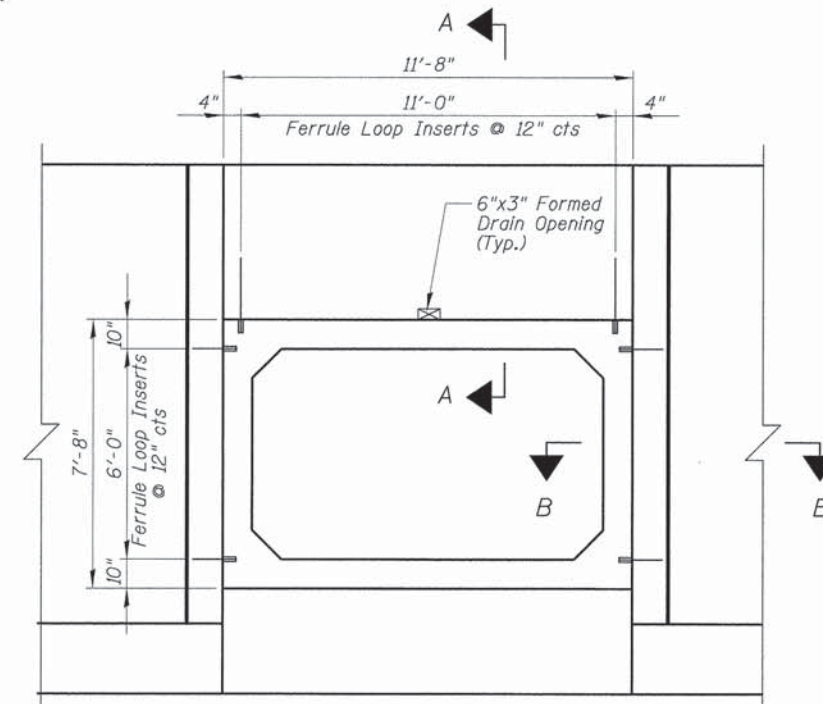
**SECTION B-B
CORNER DETAIL**

3" JOINT NOTES:

1. The joints between precast box sections shall be sealed and all voids filled with a mastic joint sealer. In addition, the joints shall be externally sealed on the sides and top using 13 in. wide external sealing bands. Prior to applying the sealing band, the concrete surface shall be cleaned to remove dirt or laitance and allowed to dry. The sealing band shall be centered over the joint, secured in place, and protected from damage during the backfilling operation.
2. Handling holes shall be filled with a precast concrete plug and sealed with mastic or mortar, or filled with a polyethylene plug. The plug shall not project beyond the inside surface after installation. When metal lifting inserts are used, their sockets shall be filled with mastic or mortar.
3. The cost of mastic, sealing bands and SI concrete is incidental to Precast Concrete Box Culverts.

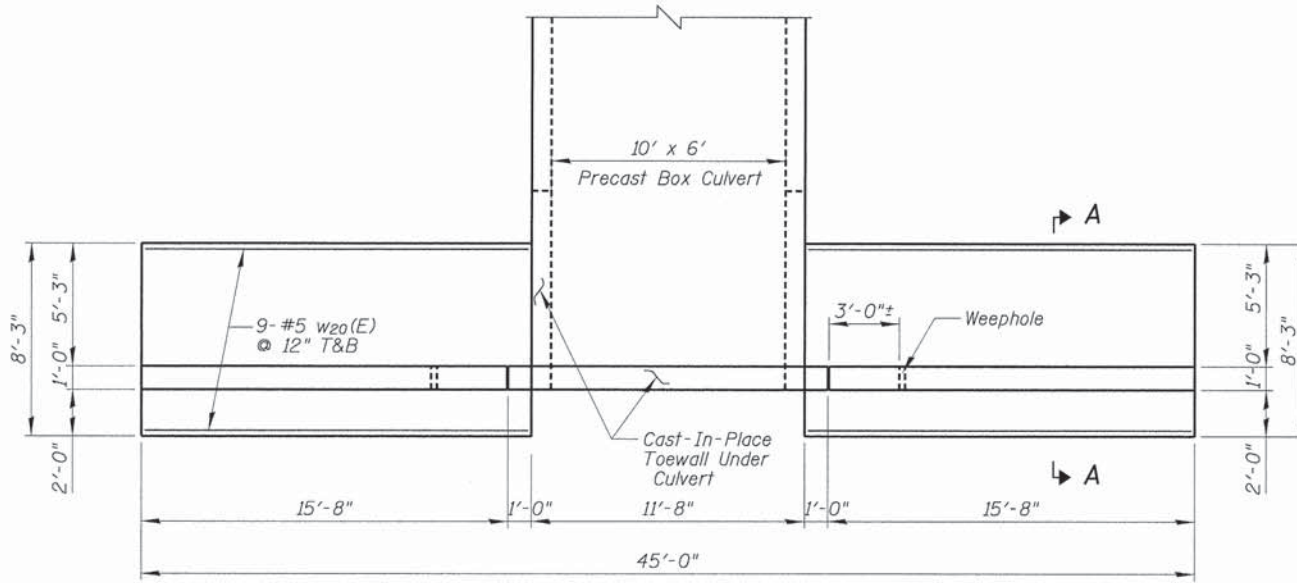


TYPICAL SECTION THRU PRECAST CULVERT

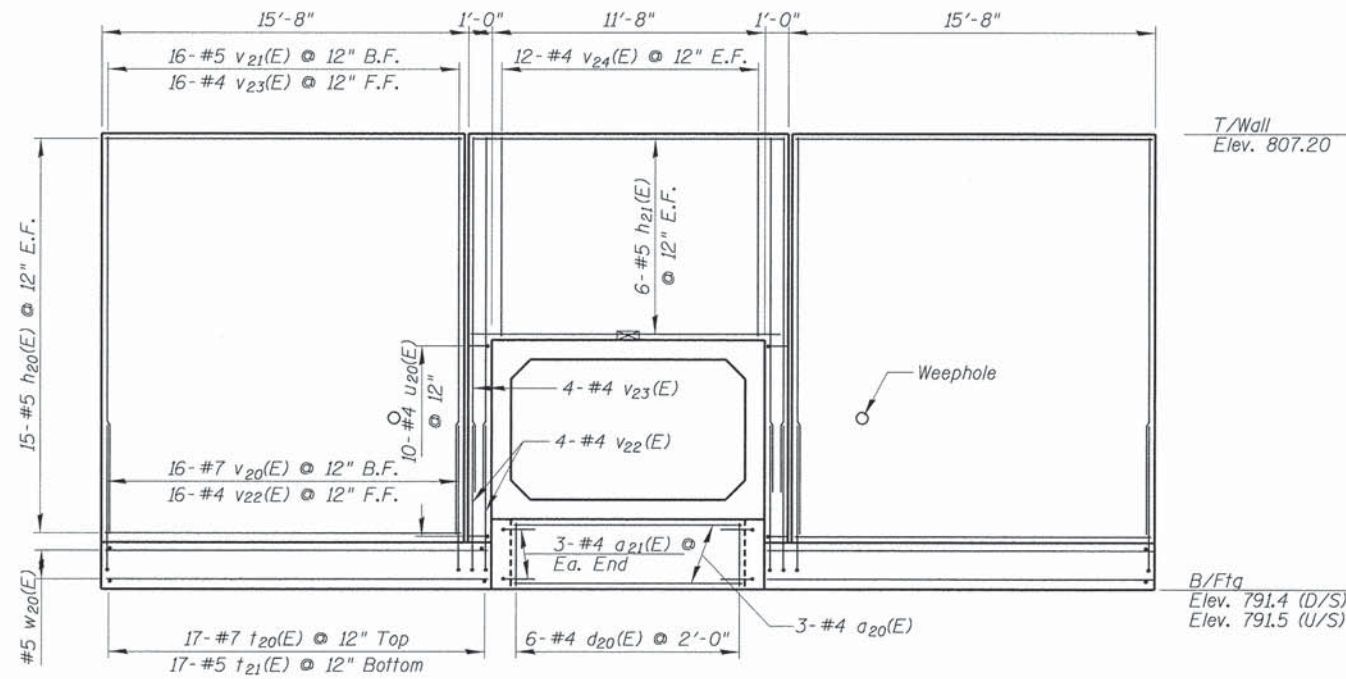


END VIEW

FILE NAME = N:\SCHAU\BURG\110182\Struct\120518-00\01-NORTH-02.dwg	DESIGNED - MM	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CAMBRIDGE DRIVE (NORTH) SECTIONS AND DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE =	CHECKED - MM	REVISED			NA	12-00107-00-BR	COOK	33	29	
PLOT DATE =	DRAWN - PDR	REVISED			CONTRACT NO. 63792					
	CHECKED -	REVISED			[ILLINOIS] FED. AID PROJECT					
				SHEET NO. S9 OF S10 SHEETS						

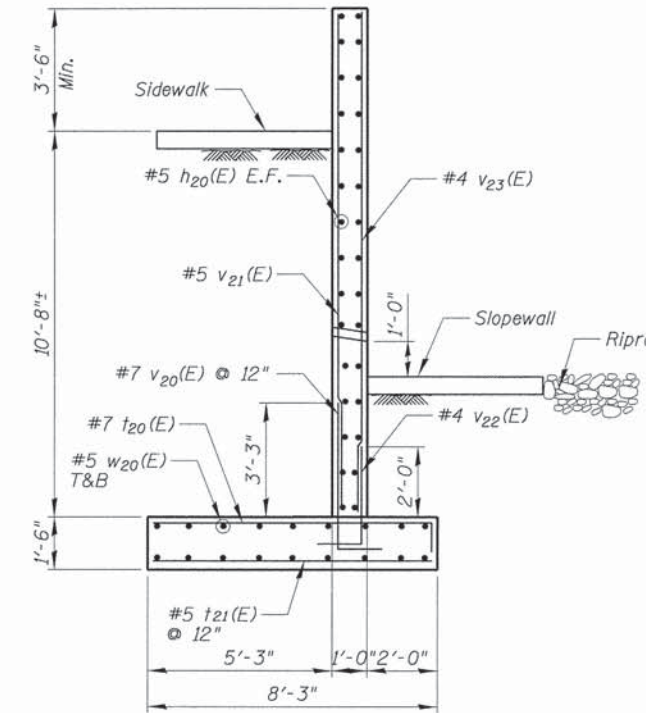


ELEVATION - HEADWALL

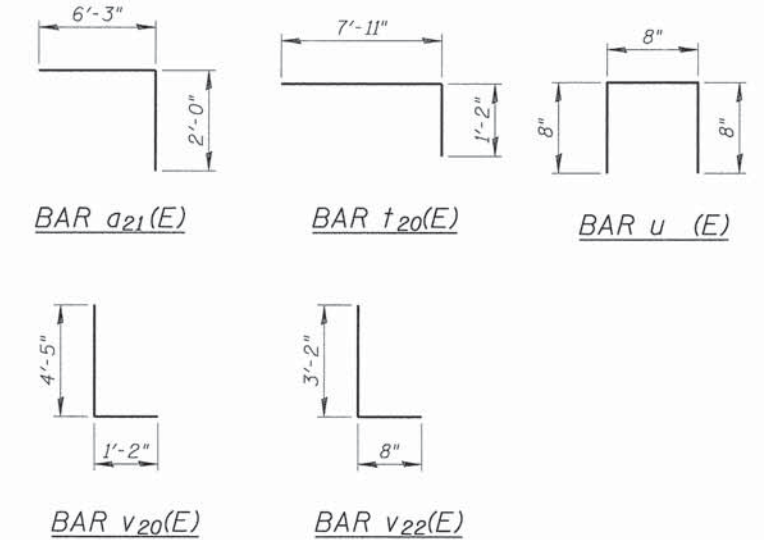


ELEVATION - HEADWALL

Notations: T = Top
 B = Bottom
 B.F. = Back Face
 F.F. = Front Face
 E.F. = Each Face
 U/S = Upstream
 D/S = Downstream



SECTION A-A



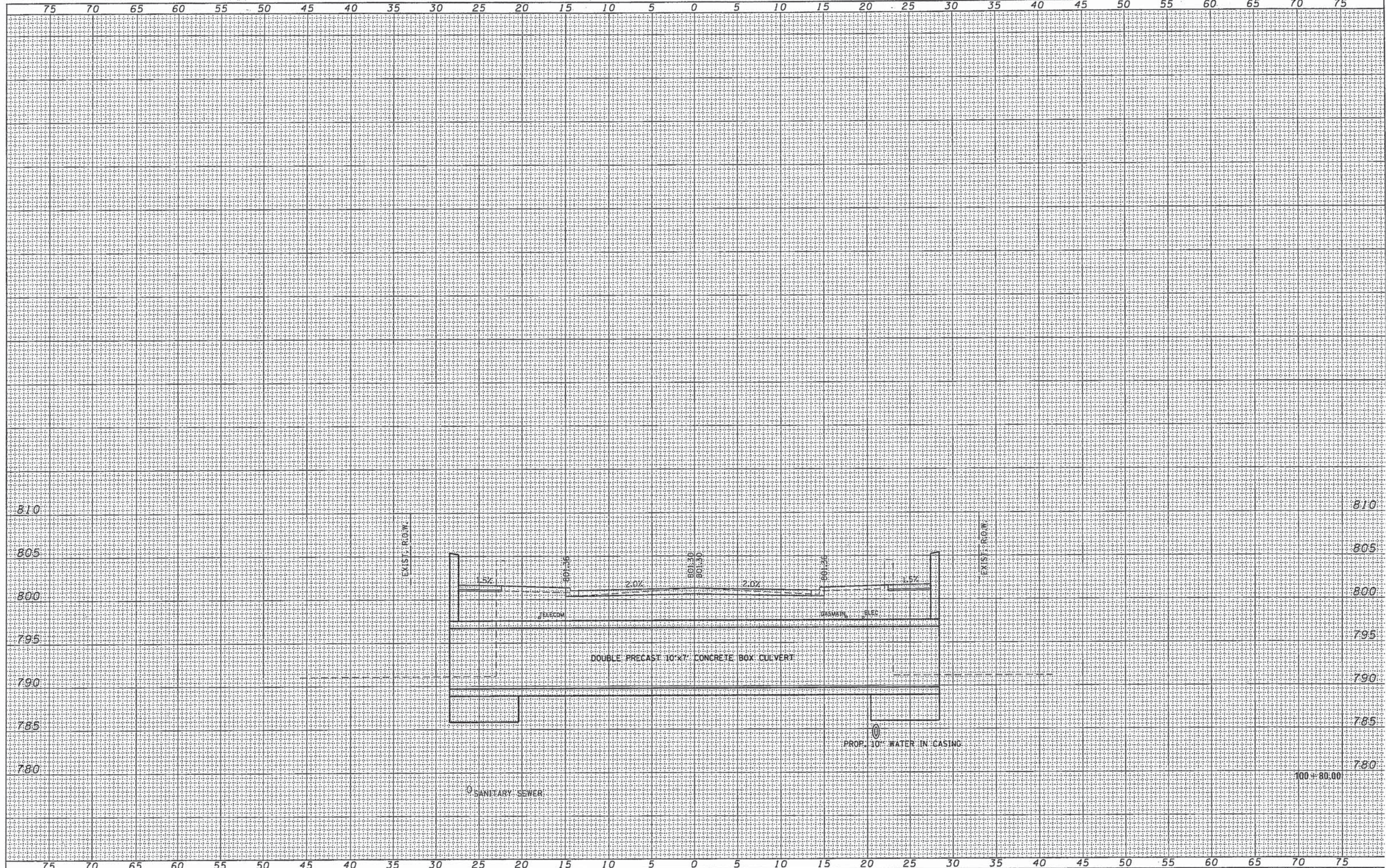
BILL OF MATERIAL FOR EACH END SECTIONS

Bar	No.	Size	Length	Shape
a20(E)	3	#4	11'-4"	—
a21(E)	6	#4	10'-6"	└
d20(E)	10	#4	1'-8"	—
d21(E)	10	#4	1'-2"	—
h20(E)	60	#5	15'-4"	—
h21(E)	12	#5	13'-4"	—
t20(E)	34	#7	9'-1"	└
t21(E)	34	#5	7'-11"	└
u20(E)	20	#4	2'-0"	└
v20(E)	32	#7	5'-7"	└
v21(E)	32	#5	14'-0"	—
v22(E)	40	#4	3'-10"	└
v23(E)	40	#4	14'-0"	—
v24(E)	24	#4	6'-1"	—
w20(E)	36	#5	16'-2"	—
Reinforcement Bars, Epoxy Coated		Pound	4,170	
Concrete Structures		Cu Yd	36	

Reinforcement bars designated (E) shall be epoxy coated.

UNRECORDED SURVEY
 SURVEY NO. _____
 DATE _____
 CHECKED _____
 DESIGNED _____

UNRECORDED SURVEY
 SURVEY NO. _____
 DATE _____
 CHECKED _____
 DESIGNED _____

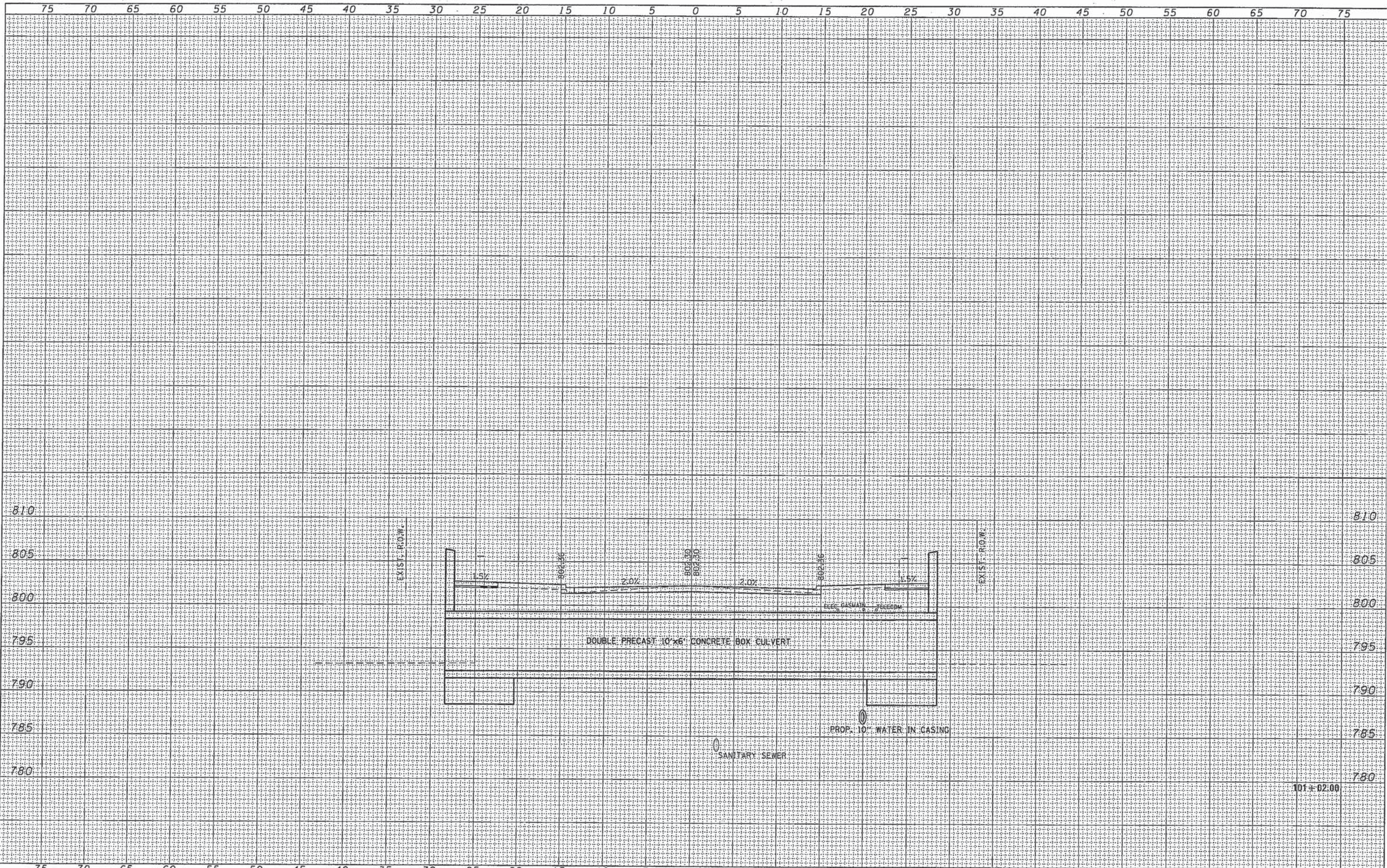


FILE NAME =	USER NAME = mlstwin	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS CROSS SECTIONS - SYRACUSE LANE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
X:\EPW\Engineering\W05 Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert Replacement\Drawings\Plans\MLL\Plan Sheets\31 - XS - REVISED.dgn			REVISED -		SCALE: 1" = 5'	SHEET 1 OF 1 SHEETS	STA. 100+80 TO STA. 100+80	NA	12-00107-00-BR	COOK	33	31
PLOT SCALE = 2.0000' / 1"		CHECKED - KLM	REVISED -									
PLOT DATE = 1/30/2013		DATE - 12/6/2012	REVISED -									

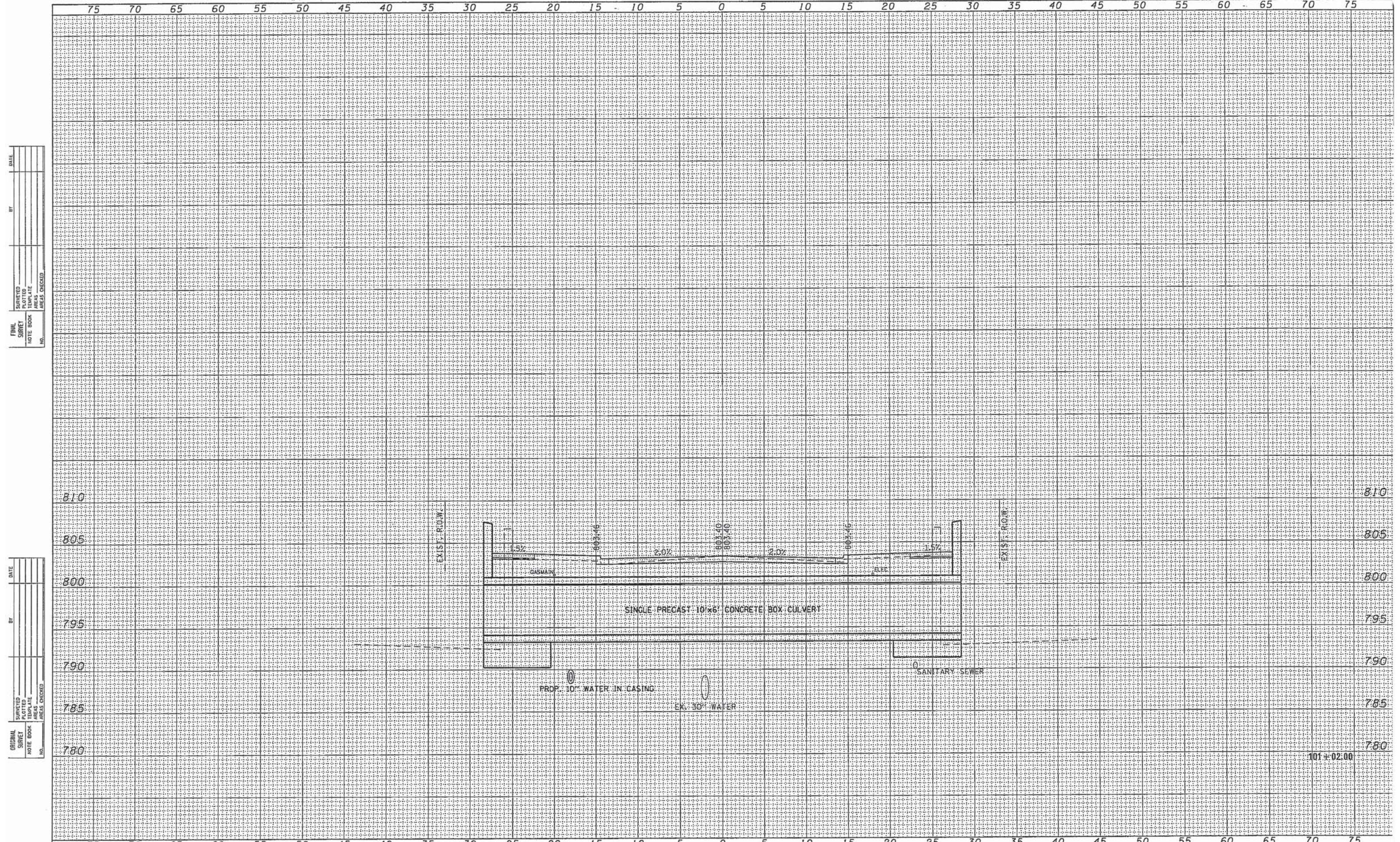
ILLINOIS FED. AID PROJECT BROS-90031968

DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME =	USER NAME = mlstwin	DESIGNED - MLL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SYRACUSE LANE AND CAMBRIDGE DRIVE CULVERT REPLACEMENTS CROSS SECTIONS - CAMBRIDGE DRIVE (S)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
K:\EPN\Engineering\W05 Utilities\Stormwater Projects\4425 - Cambridge - Syracuse Culvert Replacement\Drawings\Plans\MADDP\Plan Sheets\32 - XS	REVIEWED idge.dgn	CHECKED - KLM	REVISED -			NA	12-00107-00-BR	COOK	33	32
PLOT SCALE = 2.0000' / in.	DATE - 12/6/2012	REVIS	REVISED -			CONTRACT NO. 63792		[ILLINOIS] FEB. AID PROJECT BR05-9003(968)		



DATE	
BY	
SUPERVISED	
PLOTTED	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SUPERVISED	
PLOTTED	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	