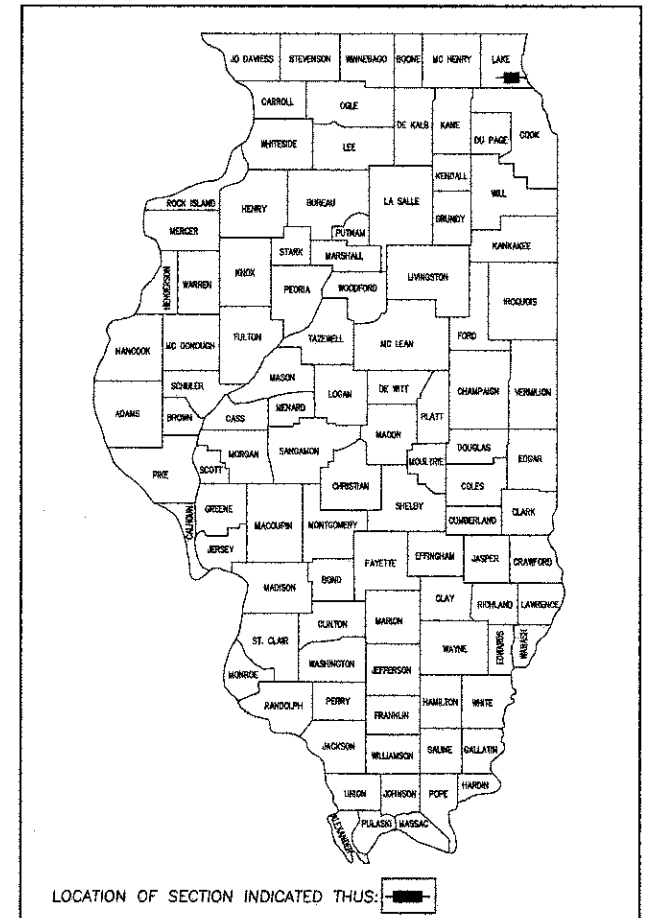


1-18-13 LETTING ITEM 089

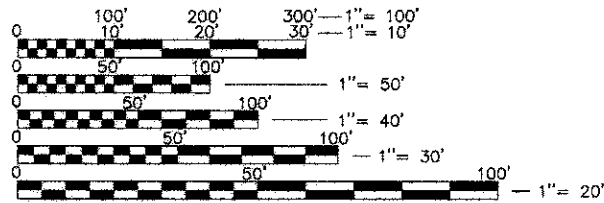
SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	GENERAL NOTES / HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	ALIGNMENT, TIES AND BENCHMARK
6-8	DEMOLITION PLANS
9-13	PLAN AND PROFILES / DRAINAGE AND UTILITIES
14	PAVEMENT MARKING PLAN
15-17	EROSION CONTROL PLANS
18-25	CROSS SECTIONS
26-32	DISTRICT ONE STANDARD DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU 1254 (DUFFY LANE)
WILMOT ROAD TO CORPORATE LIMITS
RESURFACING
SECTION NUMBER: 12-00013-00-RS
PROJECT NO.: M-4003(095)
VILLAGE OF BANNOCKBURN
LAKE COUNTY
JOB NO.: C-91-054-13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	1
CONTRACT NO. 63751				
ILLINOIS FED. AID PROJECT				



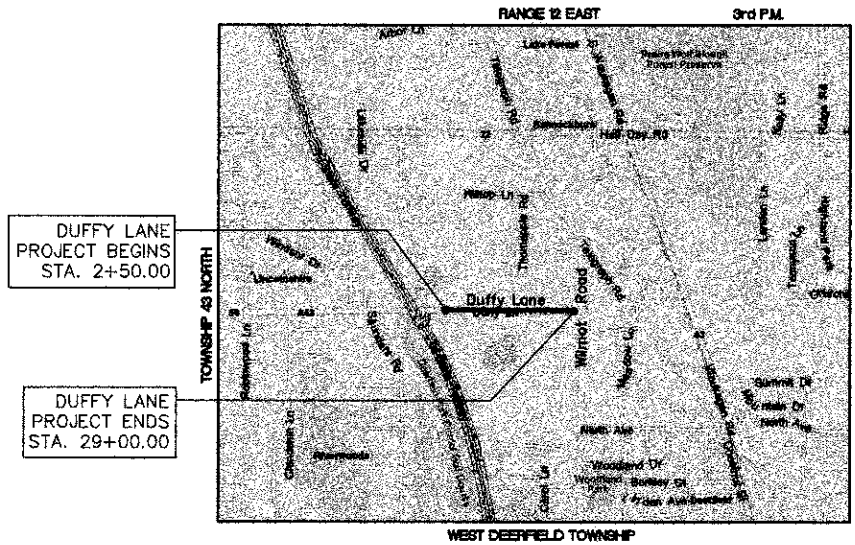
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE BELOW SCALES MAY BE USED.



JULIE
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811

 Know what's below.
 Call before you dig.

LOCATION MAP
(NOT TO SCALE)



DUFFY LANE PROJECT BEGINS STA. 2+50.00

DUFFY LANE PROJECT ENDS STA. 29+00.00

PROJECT INFORMATION
 GROSS & NET LENGTH OF PROJECT = 2650 FT 0.502 MI)
 ADT = 1250 VPD (2007)
 POSTED SPEED LIMIT = 25 MPH
 DESIGN SPEED LIMIT = 30 MPH
 FUNCTIONAL CLASSIFICATION = URBAN COLLECTOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: 10/9/2012 2012

 VILLAGE OF BANNOCKBURN

PASSED: NOVEMBER 9 2012

 DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW: November 9 2012

 DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL

DAVID J. GEWALT
 EXPIRES: _____
 SEAL

GHA GEWALT HAMILTON
ASSOCIATES, INC.
 850 Forest Edge Drive ■ Vernon Hills, IL 60061
 TEL 847.478.9700 ■ FAX 847.478.9701

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4408 SCHAUMBURG, ILL.

CONTRACT NO. 63751

FILE NAME=
8101-057 PR2.DWG

GENERAL NOTES

A-1 THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" LATEST EDITION, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION, PROJECT SPECIFICATIONS, ALL APPLICABLE REQUIREMENTS OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, MUNICIPALITY, ORDINANCES OF AUTHORITIES HAVING JURISDICTION AND ALL ADDENDA THERE SHALL GOVERN THIS WORK.

A-2 ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.

A-3 IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.

A-4 EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

A-5 SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.

A-6 THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

A-7 OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.

A-8 HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

A-9 QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL IDENTIFY FINAL PATCH LOCATIONS IN THE FIELD.

A-10 WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATION, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.

DEBRIS REMOVAL

MATERIALS RESULTING FROM THE REMOVAL OF ASPHALT SURFACES, UTILITY ADJUSTMENTS, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE, IN THE JUDGEMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS. THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.

WATER SUPPLY

THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE OTHER THAN HIS YARD. IF THE WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.

DRIVEWAY CLOSING

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO SIDEWALK REPLACEMENT, AND/OR DRIVEWAY REPLACEMENT. AT LOCATIONS WHERE THE DRIVEWAY IS SCHEDULED TO BE REMOVED, THE CONTRACTOR SHALL CONTACT THE BUSINESS/HOMEOWNER 24 HOURS PRIOR TO REMOVING THE CURB, SIDEWALK, OR DRIVE APPROACH. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES. THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE A DRIVEWAY FOR MORE THAN 8 HOURS UNDER ANY CIRCUMSTANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE BARRICADES TO PREVENT TRAFFIC FROM USING THE DRIVEWAYS DURING THIS PERIOD.

STREET SWEEPING AND PREPARATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.

DRAINAGE

CONTRACTOR SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE AWAY FROM THE PROPOSED AGGREGATE SUBGRADE DURING CONSTRUCTION. THIS WORK IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

HIGHWAY STANDARDS:

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 442201-03 CLASS C AND D PATCHES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542311-04 TRANSVERSIBLE PIPE GRATE
- 602011-02 CATCH BASIN TYPE C
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 604036-02 GRATE TYPE 8
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701901-02 TRAFFIC CONTROL DEVICES

UTILITY CONTACTS

- | | |
|--|---|
| COMMONWEALTH EDISON
TERRI BLECK
1500 FRANKLIN BLVD
LIBERTYVILLE, IL 60048
847-816-5239 | NORTH SHORE GAS, PEOPLES ENERGY
STEPHEN J. WARMINGTON
3001 GRAND AVENUE
WAUKEGAN, IL 60085
847-263-4680 |
| COMCAST
TED WYMAN
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
830-600-6349 | VILLAGE OF BANNOCKBURN
BLANCA VELA (SCHNEIDER)
2275 TELEGRAPH ROAD
BANNOCKBURN, IL 60015
847-945-6080 |
| AT&T
MR. HECTOR GARCIA
AT&T 100 COMMERCE DRIVE
FLOOR 2
OAK BROOK, IL 60523 | |

STORM SEWERS, WATER MAINS, AND UTILITIES

B-1 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THROUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.

B-2 ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.

B-3 THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

TRAFFIC CONTROL

C-1 SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION.

EXISTING UTILITIES:

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION IS BASED ON RECORD INFORMATION PROVIDED BY THE INDIVIDUAL UTILITY OWNERS AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES, DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES.

CONTRACTOR IS RESPONSIBLE FOR CONTACTING J.U.L.I.E. AT 1-800-892-0123 AND MUST ACQUIRE A DIG NUMBER A MINIMUM OF 72 HOURS PRIOR TO ANY WORK BEING DONE.

DISTRICT ONE STANDARD DETAILS

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- BD-32 BUTT JOINT AND HMA TAPER DETAILS
- BD-22 PAVEMENT PATCHING FOR HMA SURFACE PAVEMENT
- TC-22 ARTERIAL ROAD INFORMATION SIGN
- BD-8 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTE:
CONSTRUCTION MEANS, METHODS AND JOBSITE SAFETY IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE CONTRACTOR.

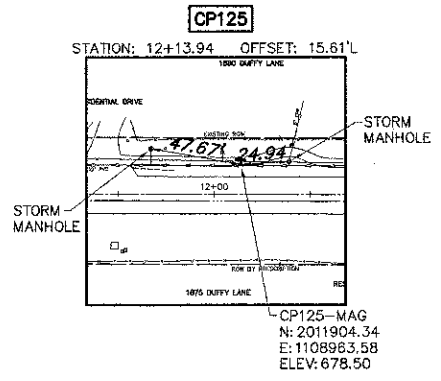
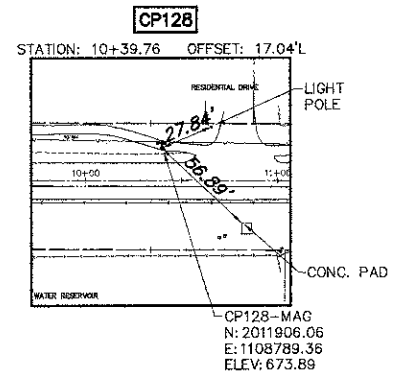
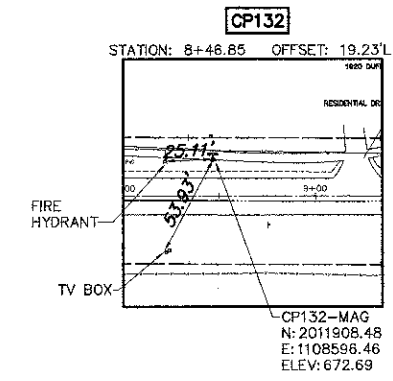
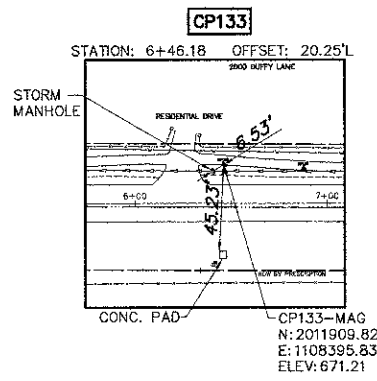
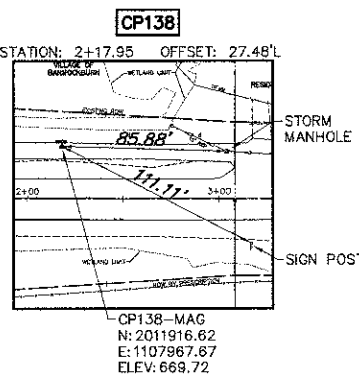
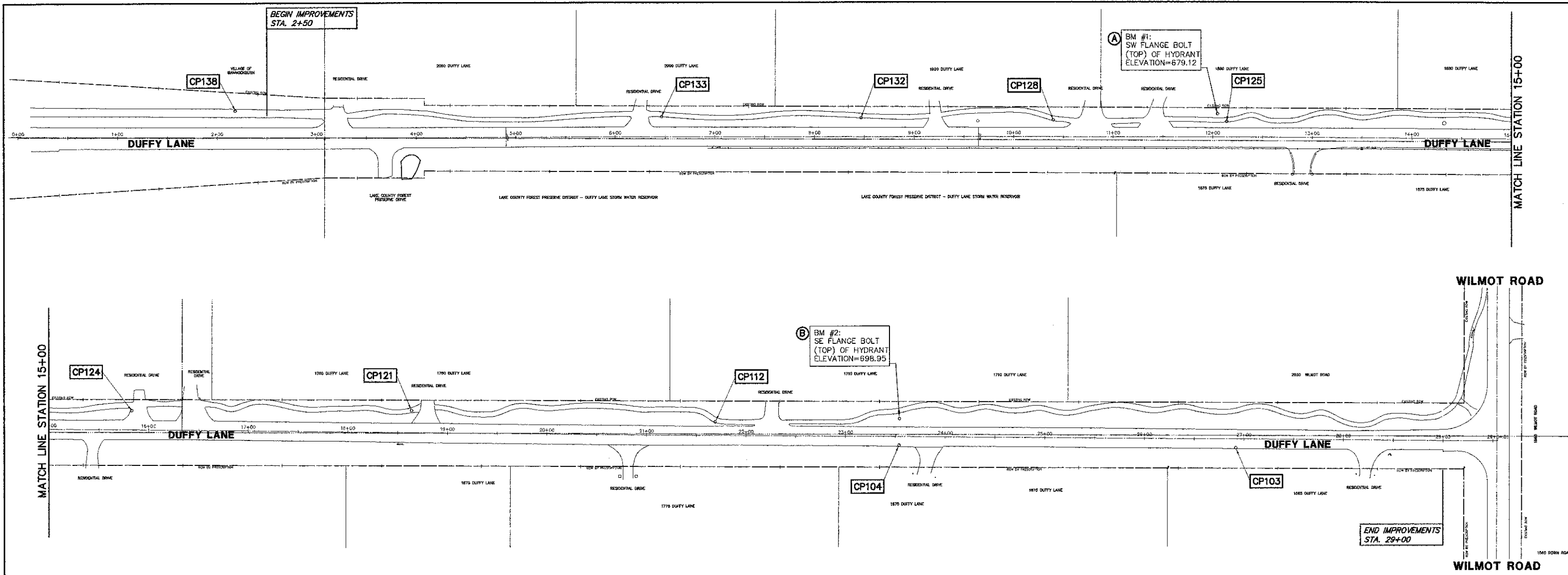
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	PLOT SCALE = 1:1	DRAWN - GW3	REVISED -		SCALE: NO SCALE	SHEET NO. 2 OF 32 SHEETS	STA.	TO STA.	CONTRACT #:		63751	
	PLOT DATE = 08.10.2012	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT M-4003(095)							
		DATE - 08.10.2012	REVISED -									

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE 0005 TOTAL QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	50
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	50
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	15
20200100	EARTH EXCAVATION	CU YD	300
20400800	FURNISHED EXCAVATION	CU YD	375
20800150	TRENCH BACKFILL	CU YD	10
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	3,500
25000110	SEEDING, CLASS 1A	ACRE	1.0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90
25100630	EROSION CONTROL BLANKET	SQ YD	3,500
28000400	PERIMETER EROSION BARRIER	FOOT	700
28000500	INLET AND PIPE PROTECTION	EACH	15
28100127	STONE RIPRAP, CLASS B4	SQ YD	50
28200200	FILTER FABRIC	SQ YD	50
30300104	AGGREGATE SUBGRADE IMPROVEMENT 4"	SQ YD	1,325
35600700	HOT-MIX ASPHALT BASE COURSE WIDENING, 6"	SQ YD	1,325
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	670
40600300	AGGREGATE (PRIME COAT)	TON	13
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	990
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	1,000
44000100	PAVEMENT REMOVAL	SQ YD	670
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	420
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	225
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	225
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	225
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	225

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE 0005 TOTAL QUANTITY
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	6,950
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	5,800
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	30
542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	30
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2
55100400	STORM SEWER REMOVAL 10"	FOOT	25
55100500	STORM SEWER REMOVAL 12"	FOOT	40
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1
60255500	MANHOLES TO BE ADJUSTED	EACH	4
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION 701501	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,000
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	200
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,000
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7
X2140100	GRADING AND SHAPING DITCHES, SPECIAL	FOOT	550
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	6,100
X4811900	AGGREGATE SHOULDERS (SPECIAL)	TON	120
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1
X7240505	RELOCATE SIGN PANEL AND POST	EACH	3
XX000610	RELOCATE EXISTING MAILBOX	EACH	7
XX004774	BRICK DRIVEWAY REMOVAL AND REPLACEMENT	SQ FT	900
Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	410
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52
XX008741	STORM SEWERS, CLASS B, TYPE 2 8"	FOOT	30
XX008742	INFILTRATION BASIN	SQ FT	1,000

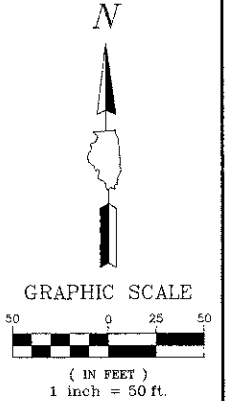
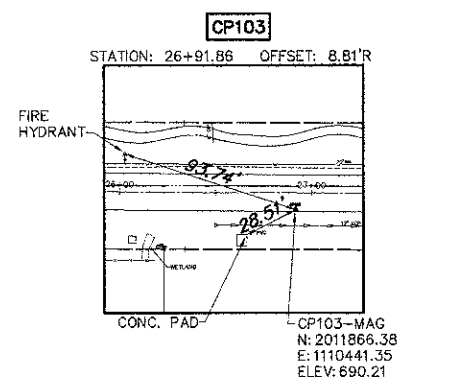
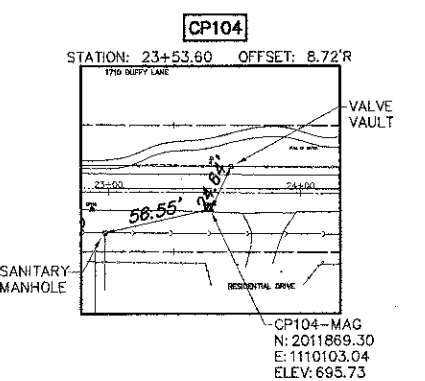
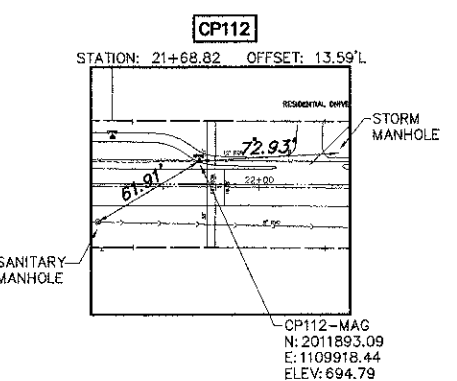
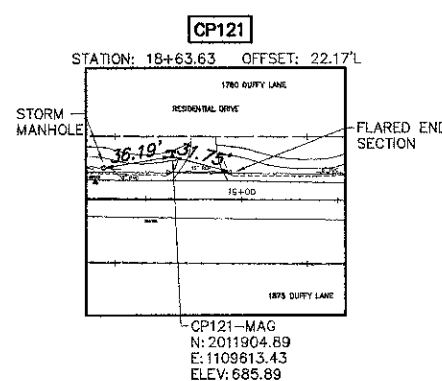
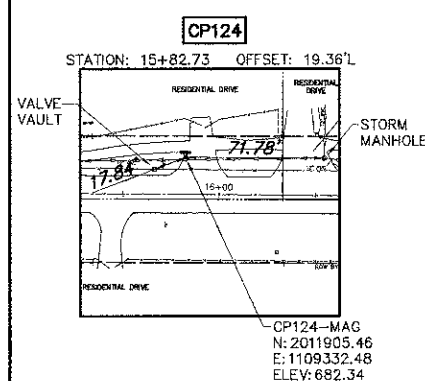
* SPECIALTY ITEM



BENCHMARKS:
ALL BENCHMARKS ARE ON USGS DATUM (NAVD88)

(A) BENCHMARK #1:
SOUTHWEST FLANGE BOLT (TOP) ON FIRE HYDRANT 50' EAST OF DRIVEWAY FOR 1880 DUFFY LANE ON NORTH SIDE OF DUFFY LANE.
ELEVATION=679.12 STATION: 12+04

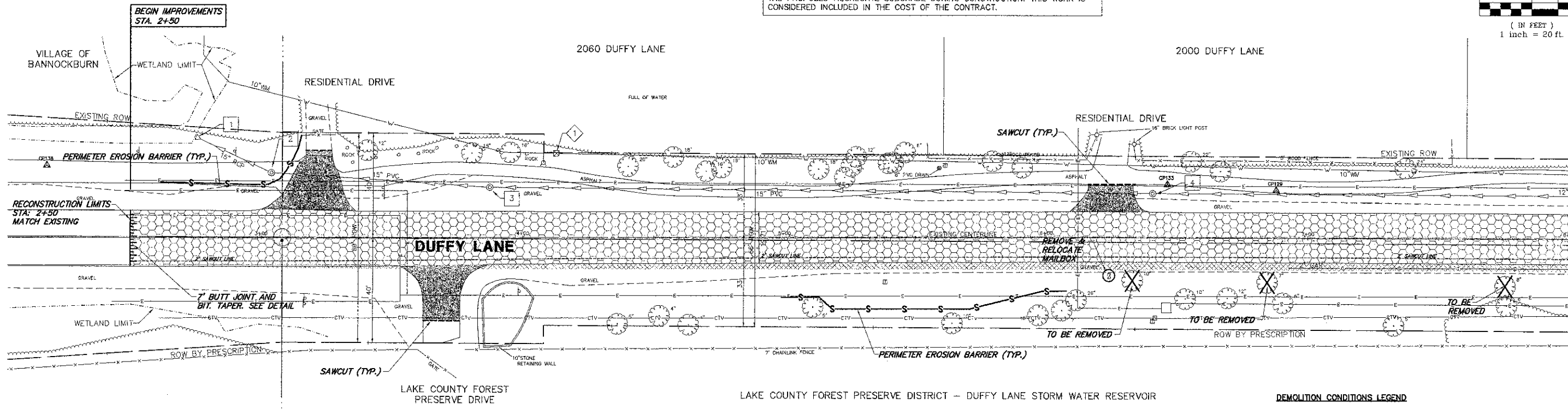
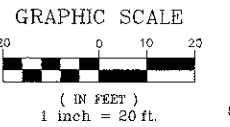
(B) BENCHMARK #2:
SOUTHEAST FLANGE BOLT (TOP) ON FIRE HYDRANT 120' EAST OF DRIVEWAY FOR 1710 DUFFY LANE ON NORTH SIDE OF DUFFY LANE.
ELEVATION=698.95 STATION: 23+54



FILE NAME = 8101-057 PR8.dwg	USER NAME = GW3	DESIGNED - DJG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARK				EAU RTE. 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 5
PLOT SCALE = 1:1	CHECKED - DJG	REVISED -	REVISED -		SCALE: 1"=50'	SHEET NO. 5 OF 32 SHEETS	STA. 2+50	TO STA. 29+00	CONTRACT #: 63751		ILLINOIS FED. AID PROJECT M-4003(095)		
PLOT DATE = 08.10.2012	DATE - 08.10.2012	REVISED -	REVISED -										

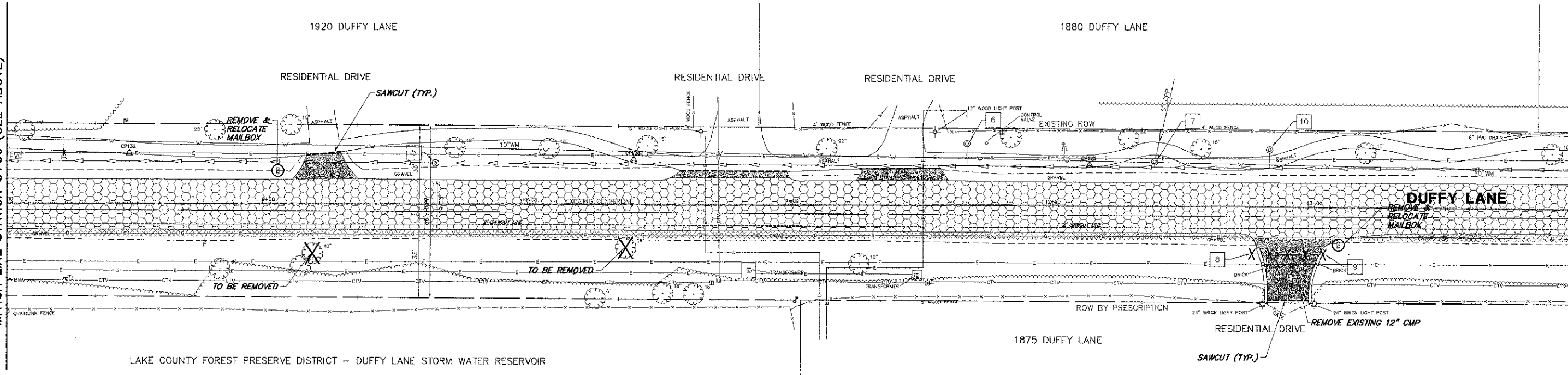
DEMOLITION PLAN NOTES

1. ALL FIRE HYDRANTS SHOWN SHALL BE PROTECTED DURING CONSTRUCTION.
2. CONTRACTOR SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE AWAY FROM THE PROPOSED AGGREGATE SUBGRADE DURING CONSTRUCTION. THIS WORK IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.



DEMOLITION CONDITIONS LEGEND

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	
DRIVEWAY PAVEMENT REMOVAL	
BRICK DRIVEWAY REMOVAL & REPLACEMENT (SPECIAL)	
EARTH EXCAVATION	
STORM STRUCTURE TO BE REMOVED	
TREE TO BE REMOVED	
STORM SEWER TO BE REMOVED	
PERIMETER EROSION BARRIER	



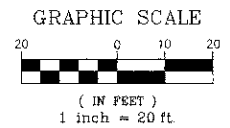
MATCH LINE STATION 8+00 (SEE ABOVE)

MATCH LINE STATION 14+00 (SEE SHEET 7)

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	PLOT SCALE = 1:1	CHECKED = DJG	REVISED =		SCALE = 1"=20'	SHEET NO. 6 OF 32 SHEETS	STA. 2+50 TO STA. 14+00	CONTRACT # = 63751		ILLINOIS FED. AID PROJECT M-4003(095)	
	PLOT DATE = 08.10.2012	DATE = 08.10.2012	REVISED =								

DEMOLITION PLAN NOTES

1. ALL FIRE HYDRANTS SHOWN SHALL BE PROTECTED DURING CONSTRUCTION.
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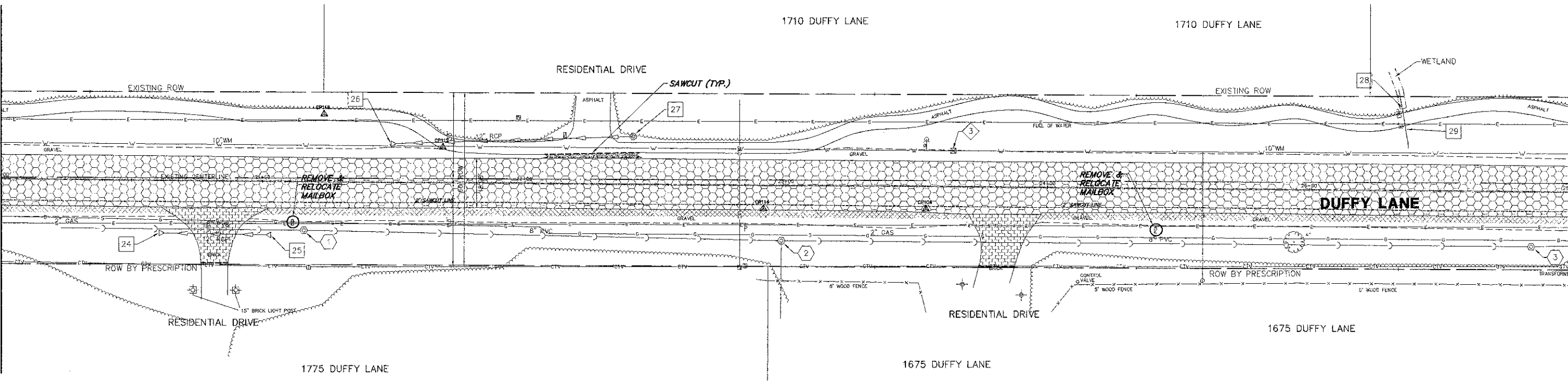
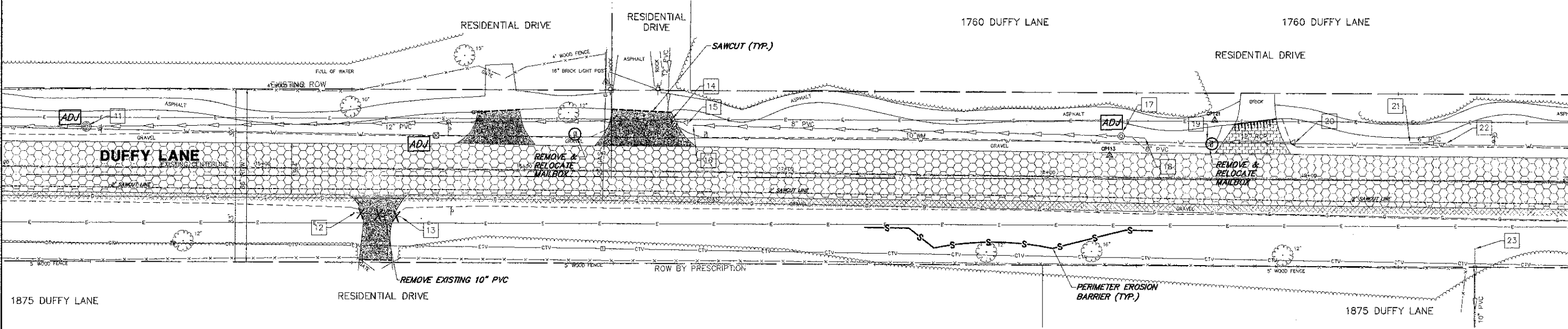


MATCH LINE STATION 14+00 (SEE SHEET 6)

MATCH LINE STATION 20+00 (SEE ABOVE)

MATCH LINE STATION 20+00 (SEE BELOW)

MATCH LINE STATION 26+00 (SEE SHEET 8)



DEMOLITION CONDITIONS LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- DRIVEWAY PAVEMENT REMOVAL
- BRICK DRIVEWAY REMOVAL & REPLACEMENT (SPECIAL)
- EARTH EXCAVATION
- STORM STRUCTURE TO BE REMOVED
- TREE TO BE REMOVED
- STORM SEWER TO BE REMOVED
- PERIMETER EROSION BARRIER

FILE NAME = 8101-057 PR8.dwg

USER NAME = GW3
 PLOT SCALE = 1:1
 PLOT DATE = 08.10.2012

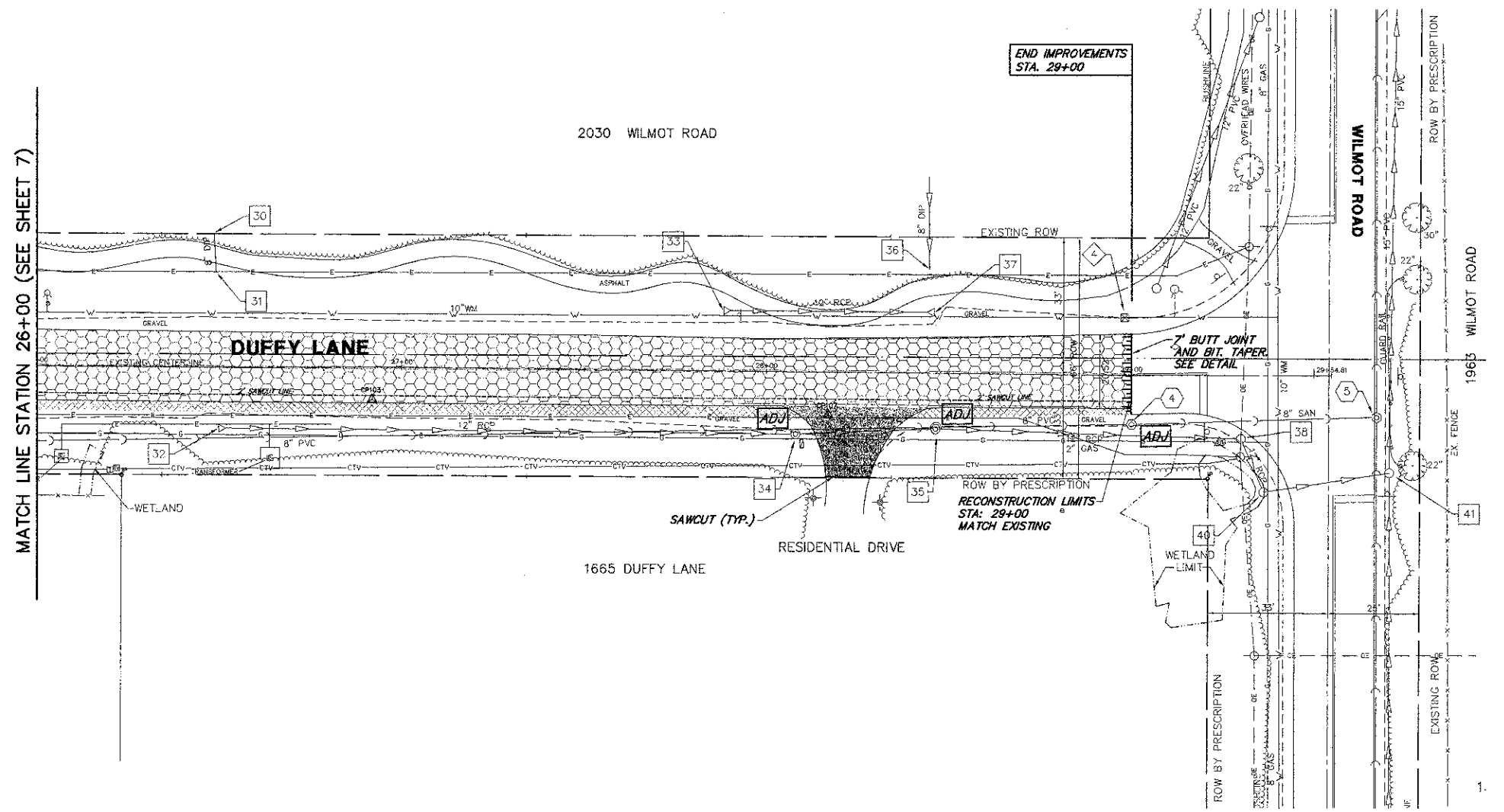
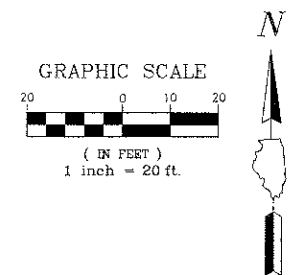
DESIGNED - DJG
 DRAWN - GW3
 CHECKED - DJG
 DATE - 08.10.2012

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DEMOLITION PLAN
 SCALE: 1"=20'
 SHEET NO. 7 OF 32 SHEETS
 STA. 14+00 TO STA. 26+00

FA R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	7
CONTRACT #			63751	
ILLINOIS FED. AID PROJECT M-4003(095)				



DEMOLITION CONDITIONS LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- DRIVEWAY PAVEMENT REMOVAL
- BRICK DRIVEWAY REMOVAL & REPLACEMENT (SPECIAL)
- EARTH EXCAVATION
- STORM STRUCTURE TO BE REMOVED
- TREE TO BE REMOVED
- STORM SEWER TO BE REMOVED
- PERIMETER EROSION BARRIER

DEMOLITION PLAN NOTES

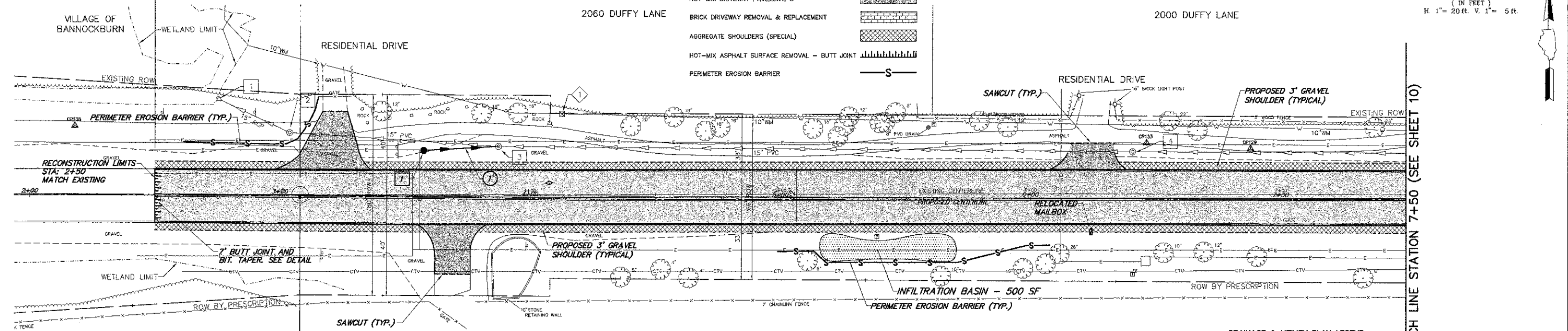
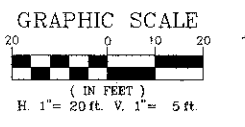
1. ALL FIRE HYDRANTS SHOWN SHALL BE PROTECTED DURING CONSTRUCTION.
2. CONTRACTOR SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE AWAY FROM THE PROPOSED AGGREGATE SUBGRADE DURING CONSTRUCTION. THIS WORK IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

FILE NAME = 8101-057 PR8.dwg	USER NAME = GW3	DESIGNED - DJG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DEMOLITION PLAN			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED -					1254	12-00013-00-RS	LAKE	32	8
	PLOT DATE = 08.10.2012	CHECKED - DJG	REVISED -					CONTRACT # 63751			ILLINOIS FED. AID PROJECT M-4003(095)	
				SCALE: 1"=20'		SHEET NO. 8 OF 32 SHEETS		STA. 26+00 TO STA. 29+00				

**BEGIN IMPROVEMENTS
STA. 2+50**

PLAN & PROFILE LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NSD
- HOT-MIX DRIVEWAY PAVEMENT, 3"
- BRICK DRIVEWAY REMOVAL & REPLACEMENT
- AGGREGATE SHOULDERS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PERIMETER EROSION BARRIER

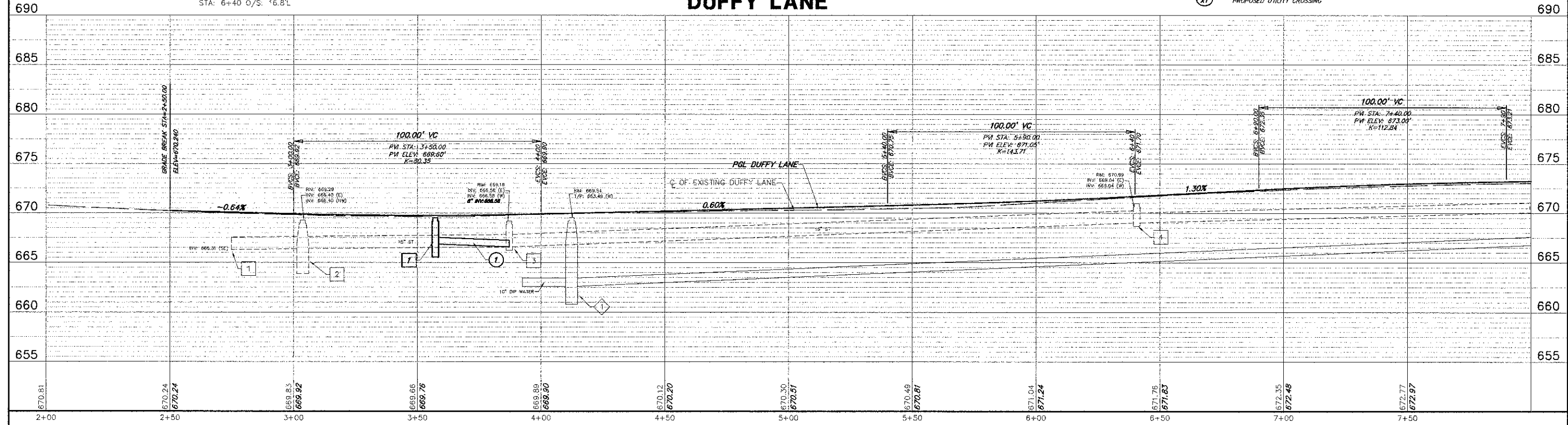


- 1 EX. 15" FLARED END SECTION
INV: 666.31
STA: 2+75 O/S: 38.3'L
- 2 EX. STORM MANHOLE
RIM: 669.29 INV: 666.40
STA: 3+04 O/S: 24.9'L
- 3 EX. STORM MANHOLE
RIM: 669.18 INV: 666.58
8" INV: 666.58
STA: 3+87 O/S: 19.4'L
- 4 EX. STORM MANHOLE
RIM: 670.99 INV: 669.04
E 12" INV: 669.14
STA: 6+40 O/S: 16.8'L
- EX. W/M VALVE VAULT
RIM: 669.54 I/P: 663.49
STA: 4+13 O/S: 32.3'L
- 1 STORM SEWER CATCHBASIN
TY 'C' 24" TY B GRATE
WITH 6" FLATOP
RIM: 669.00 INV: 666.88
STA: 3+57 O/S: 18.6'L
- 30 LF 8" SS, CL. B. TY 2, @ 1.00%

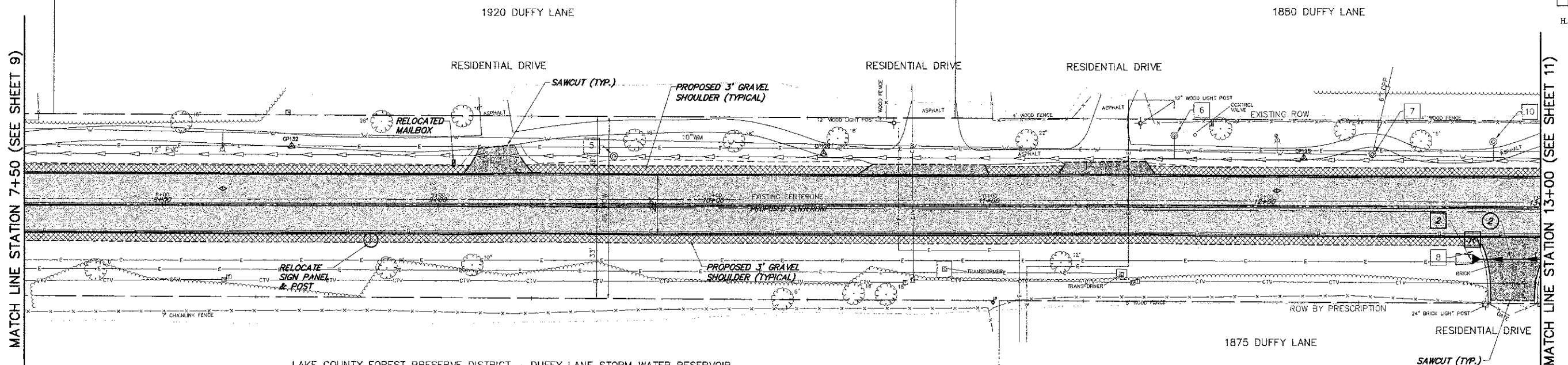
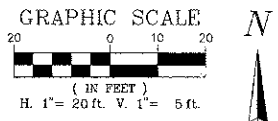
DRAINAGE & UTILITY PLAN LEGEND

- EXISTING SANITARY STRUCTURE
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN STRUCTURE
- EXISTING WATERMAIN
- EXISTING STORM SEWER STRUCTURE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER PIPE
- PROPOSED STORM SEWER FLARED END SECTION
- PROPOSED STORM SEWER CATCHBASIN
- PROPOSED STORM SEWER INLET
- PROPOSED UTILITY CROSSING

DUFFY LANE



FILE NAME = 8101-057 PR8.dwg	USER NAME = GW3	DESIGNED - DJG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN & PROFILE / DRAINAGE AND UTILITIES			FA R.T.E. 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 9
PLOT SCALE = 1:1		CHECKED - DJG	REVISED -					SCALE: AS NOTED	SHEET NO. 9 OF 32 SHEETS	STA. 2+50 TO STA. 7+50	CONTRACT # 63751	
PLOT DATE = 08.10.2012		DATE - 08.10.2012	REVISED -									



LAKE COUNTY FOREST PRESERVE DISTRICT - DUFFY LANE STORM WATER RESERVOIR

- 5 EX. STORM MANHOLE
RIM: 673.17 INV: 671.27
E 12" INV: 671.17
STA: 9+64 O/S: 15.7'L
- 6 EX. STORM MANHOLE
RIM: 676.58 INV: 675.28
STA: 11+67 O/S: 23.7'L
- 7 EX. STORM MANHOLE
RIM: 677.94 INV: 676.24
N 6" INV: 676.34
STA: 12+39 O/S: 17.1'L
- 8 EX. 12" FLARED END SECTION
INV: 677.32
STA: 12+76 O/S: 17.9'R
TO BE REMOVED
- 10 EX. STORM MANHOLE
RIM: 679.08 INV: 677.53
STA: 12+83 O/S: 21.9'L
- 2 FLARED END SECTION
18" RCP INV: 677.00
STA: 12+75 O/S: 18.7'R
- 30 LF 18" SS, CL. A. TY 2, @ 1.00%

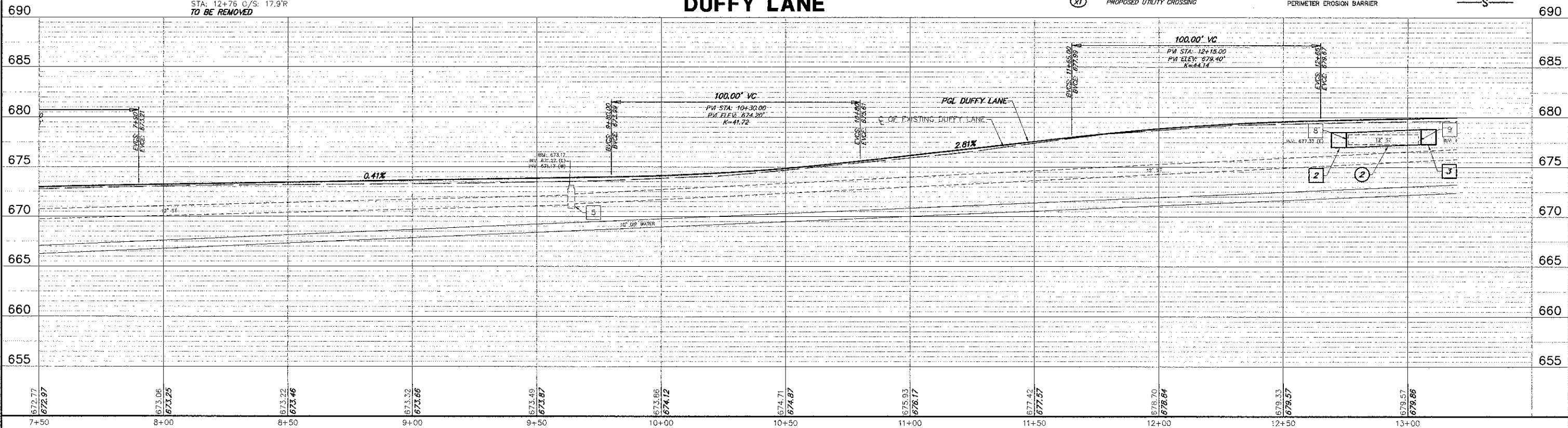
DRAINAGE & UTILITY PLAN LEGEND

- (10) EXISTING SANITARY STRUCTURE
- (10) EXISTING SANITARY SEWER
- (10) EXISTING WATERMAIN STRUCTURE
- (10) EXISTING WATERMAIN
- (10) EXISTING STORM SEWER STRUCTURE
- (10) EXISTING STORM SEWER
- (10) PROPOSED STORM SEWER STRUCTURE
- (10) PROPOSED STORM SEWER
- (10) PROPOSED STORM SEWER PIPE
- (10) PROPOSED STORM SEWER FLARED END SECTION
- (10) PROPOSED STORM SEWER CATCHBASIN
- (10) PROPOSED STORM SEWER INLET
- (X1) PROPOSED UTILITY CROSSING

PLAN & PROFILE LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- HOT-MIX DRIVEWAY PAVEMENT, 3"
- BRICK DRIVEWAY REMOVAL & REPLACEMENT
- AGGREGATE SHOULDERS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PERIMETER EROSION BARRIER

DUFFY LANE

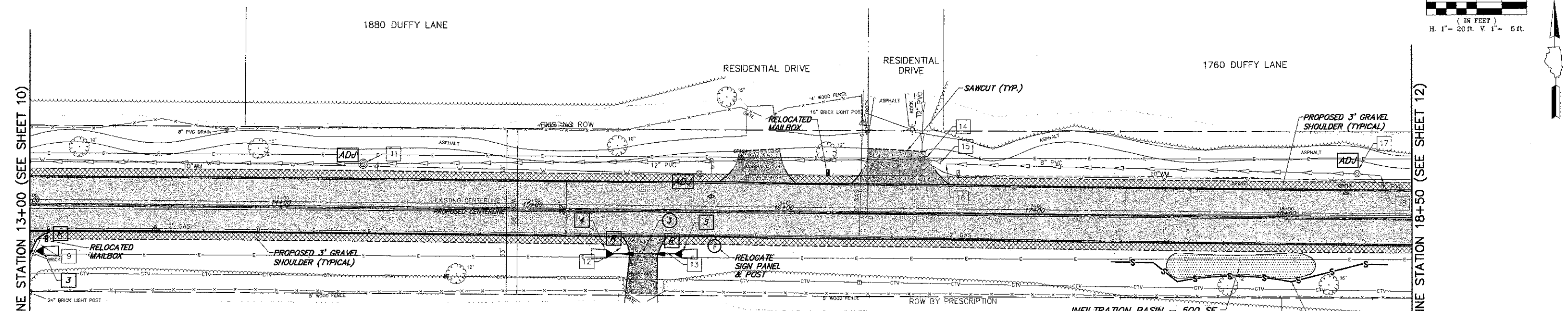


FILE NAME = 8101-057 PR8.dwg	USER NAME = GW3	DESIGNED = DJG	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN & PROFILE / DRAINAGE AND UTILITIES		FA. RTE. 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 10
PLOT SCALE = 1:1	CHECKED = DJG	REVISED =	SCALE: AS NOTED				SHEET NO. 10 OF 32 SHEETS	STA. 7+50 TO STA. 13+00	CONTRACT # 63751	ILLINOIS FED. AID PROJECT M-4003(085)	
PLOT DATE = 08.10.2012	DATE = 08.10.2012	REVISED =									



MATCH LINE STATION 13+00 (SEE SHEET 10)

MATCH LINE STATION 18+50 (SEE SHEET 12)



- | | | |
|---|--|--|
| <p>9 EX. 12" FLARED END SECTION
INV: 677.30
STA: 13+04 O/S: 18.0'R
TO BE REMOVED</p> <p>11 EX. STORM MANHOLE
RIM: 679.08 INV: 677.25
STA: 14+32 O/S: 15.4'L
TO BE ADJUSTED</p> <p>12 EX. 10" FLARED END SECTION
INV: 679.66
STA: 15+36 O/S: 16.8'R
TO BE REMOVED</p> <p>13 EX. 10" FLARED END SECTION
INV: 680.51
STA: 15+53 O/S: 18.3'R
TO BE REMOVED</p> <p>14 EX. STORM MANHOLE
RIM: 684.88 INV: 678.13
N 12" INV: 678.56
E 12" INV: 682.33
STA: 16+54 O/S: 19.6'L</p> | <p>15 EX. 12" FLARED END SECTION
INV: 682.84
STA: 16+62 O/S: 18.8'L</p> <p>16 EX. 8" FLARED END SECTION
INV: 682.88
STA: 16+64 O/S: 17.8'L</p> <p>17 EX. STORM MANHOLE
RIM: 685.00 INV: 683.97
STA: 18+28 O/S: 15.8'L
TO BE ADJUSTED</p> <p>18 EX. 8" FLARED END SECTION
INV: 684.41
STA: 18+37 O/S: 15.1'L</p> | <p>2 EX. W/M VALVE VAULT
RIM: 681.62 T/P: 675.97
STA: 15+66 O/S: 12.9'L
TO BE ADJUSTED</p> <p>3 FLARED END SECTION
18" RCP INV: 677.30
STA: 13+05 O/S: 18.5'R</p> <p>4 FLARED END SECTION
15" RCP INV: 679.70
STA: 15+29 O/S: 17.5'R</p> <p>5 FLARED END SECTION
15" RCP INV: 680.00
STA: 15+59 O/S: 17.2'R</p> |
|---|--|--|

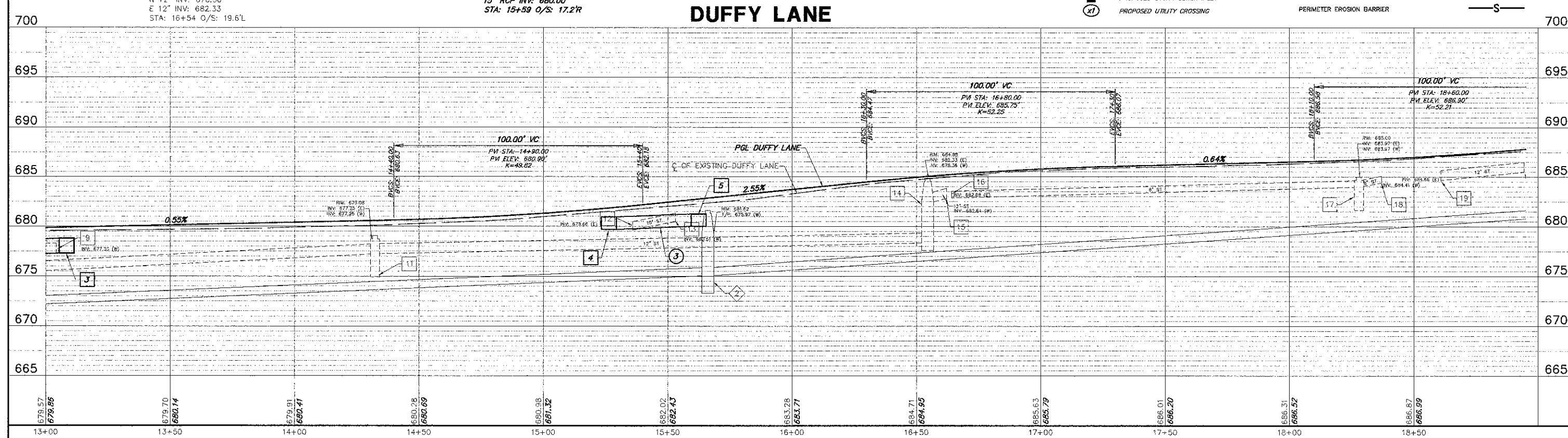
3 30 LF 15" SS, CL. A. TY 2, @ 1.00%

DRAINAGE & UTILITY PLAN LEGEND

- EXISTING SANITARY STRUCTURE
- EXISTING SANITARY SEWER
- EXISTING WATERMAIN STRUCTURE
- EXISTING WATERMAIN
- EXISTING STORM SEWER STRUCTURE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER STRUCTURE
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER PIPE
- PROPOSED STORM SEWER FLARED END SECTION
- PROPOSED STORM SEWER CATCHBASIN
- PROPOSED STORM SEWER INLET
- PROPOSED UTILITY CROSSING

PLAN & PROFILE LEGEND

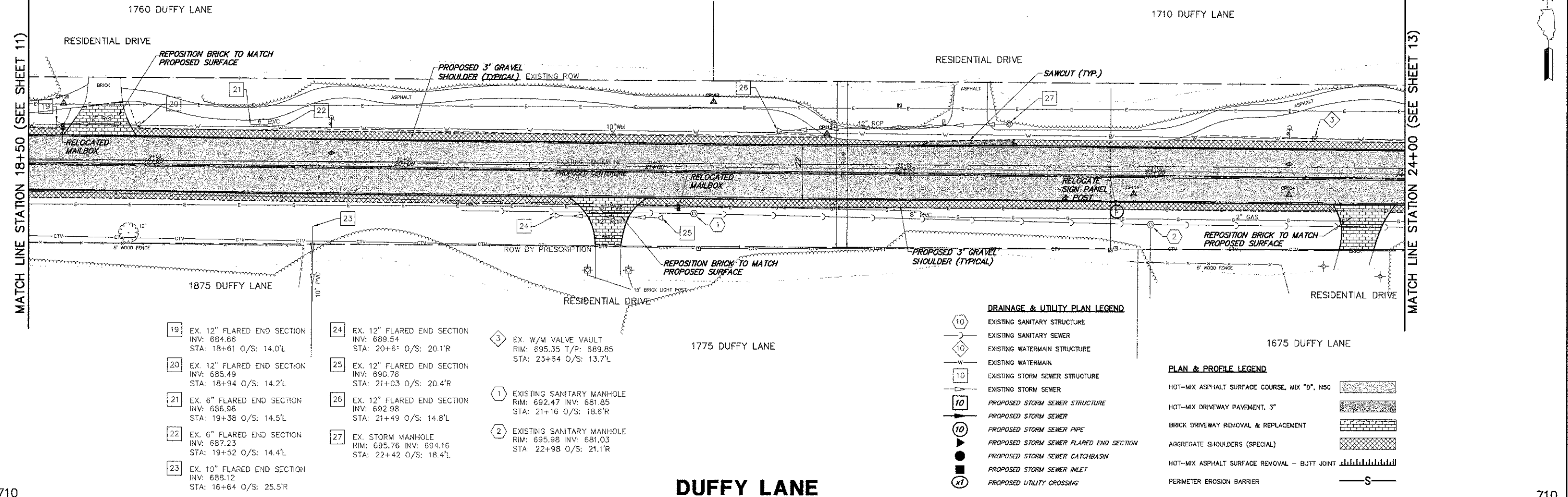
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- HOT-MIX DRIVEWAY PAVEMENT, 3"
- BRICK DRIVEWAY REMOVAL & REPLACEMENT
- AGGREGATE SHOULDERS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL -- BUTT JOINT
- PERIMETER EROSION BARRIER





MATCH LINE STATION 18+50 (SEE SHEET 11)

MATCH LINE STATION 24+00 (SEE SHEET 13)

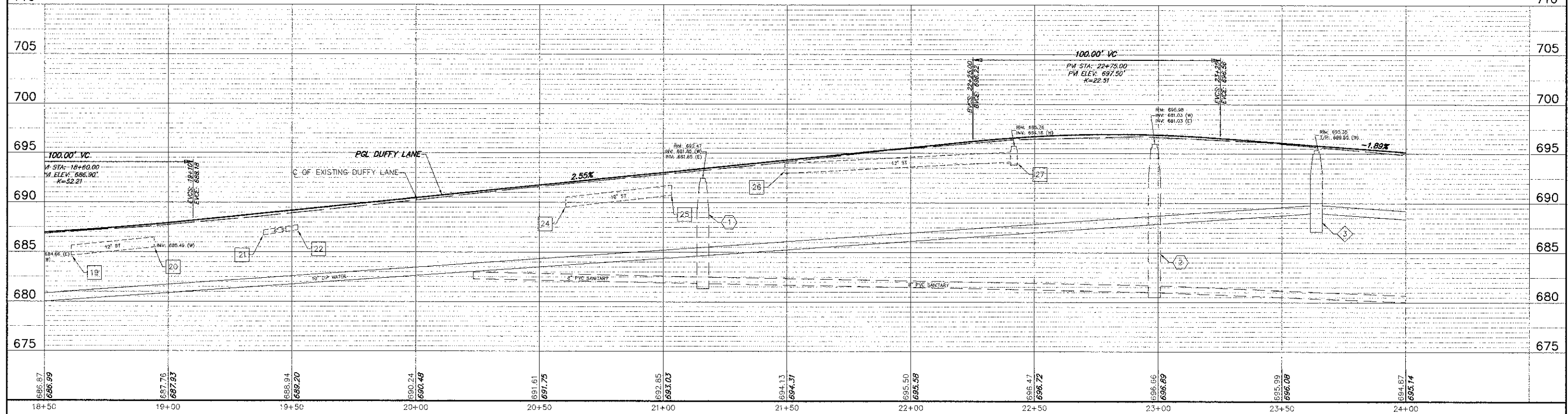


- | | | |
|---|--|---|
| 19. EX. 12" FLARED END SECTION
INV: 684.66
STA: 18+61 O/S: 14.0'L | 24. EX. 12" FLARED END SECTION
INV: 689.54
STA: 20+61 O/S: 20.1'R | 3. EX. W/M VALVE VAULT
RIM: 695.35 T/P: 689.85
STA: 23+64 O/S: 13.7'L |
| 20. EX. 12" FLARED END SECTION
INV: 685.49
STA: 18+94 O/S: 14.2'L | 25. EX. 12" FLARED END SECTION
INV: 690.78
STA: 21+03 O/S: 20.4'R | 1. EXISTING SANITARY MANHOLE
RIM: 692.47 INV: 681.85
STA: 21+16 O/S: 18.6'R |
| 21. EX. 6" FLARED END SECTION
INV: 686.96
STA: 19+38 O/S: 14.5'L | 26. EX. 12" FLARED END SECTION
INV: 692.98
STA: 21+49 O/S: 14.8'L | 2. EXISTING SANITARY MANHOLE
RIM: 695.98 INV: 681.03
STA: 22+98 O/S: 21.1'R |
| 22. EX. 6" FLARED END SECTION
INV: 687.23
STA: 19+52 O/S: 14.4'L | 27. EX. STORM MANHOLE
RIM: 695.76 INV: 694.16
STA: 22+42 O/S: 18.4'L | |
| 23. EX. 10" FLARED END SECTION
INV: 688.12
STA: 16+64 O/S: 25.5'R | | |

- DRAINAGE & UTILITY PLAN LEGEND**
- EXISTING SANITARY STRUCTURE
 - EXISTING SANITARY SEWER
 - EXISTING WATERMAIN STRUCTURE
 - EXISTING WATERMAIN
 - EXISTING STORM SEWER STRUCTURE
 - EXISTING STORM SEWER
 - PROPOSED STORM SEWER STRUCTURE
 - PROPOSED STORM SEWER PIPE
 - PROPOSED STORM SEWER FLARED END SECTION
 - PROPOSED STORM SEWER CATCHBASIN
 - PROPOSED STORM SEWER INLET
 - PROPOSED UTILITY CROSSING

- PLAN & PROFILE LEGEND**
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
 - HOT-MIX DRIVEWAY PAVEMENT, 3"
 - BRICK DRIVEWAY REMOVAL & REPLACEMENT
 - AGGREGATE SHOULDERS (SPECIAL)
 - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 - PERIMETER EROSION BARRIER

DUFFY LANE

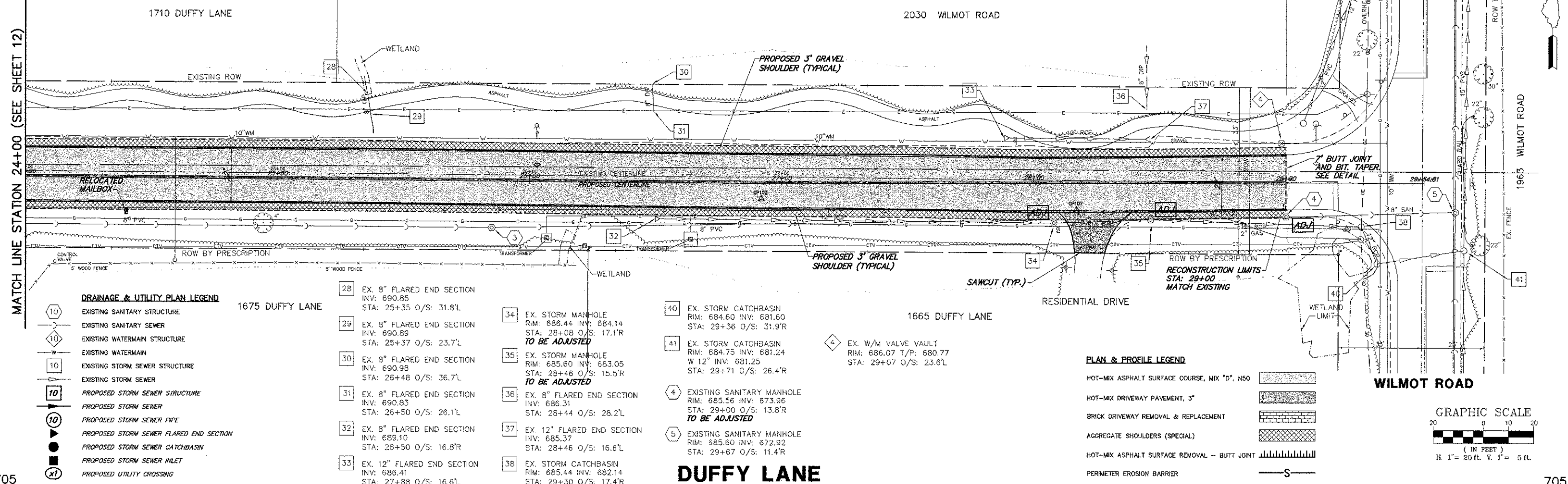


FILE NAME = 8101-057 PR6.dwg	USER NAME = GW3	DESIGNED - DJG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN & PROFILE / DRAINAGE AND UTILITIES	FA RTE. 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 12	
PLOT SCALE = 1:1		CHECKED - DJG	REVISED -			SCALE: AS NOTED		SHEET NO. 12 OF 32 SHEETS		STA 18+50 TO STA 24+00	
PLOT DATE = 08.10.2012		DATE - 08.10.2012	REVISED -			ILLINOIS FED. AID PROJECT M-4003(095)					

MATCH LINE STATION 24+00 (SEE SHEET 12)

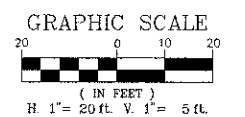
END IMPROVEMENTS
STA. 29+00

WILMOT ROAD

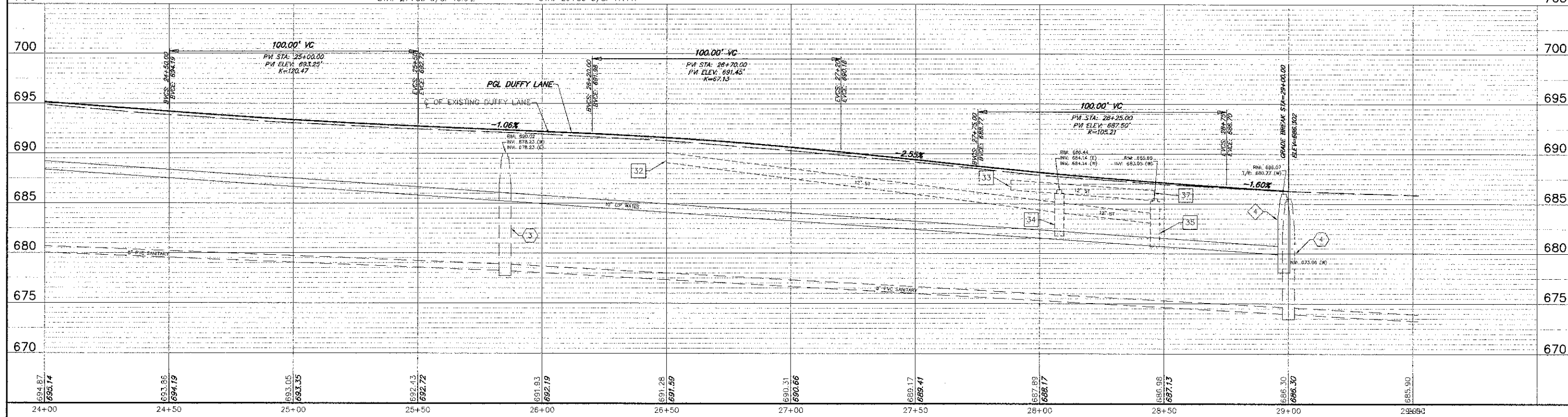


PLAN & PROFILE LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
- HOT-MIX DRIVEWAY PAVEMENT, 3"
- BRICK DRIVEWAY REMOVAL & REPLACEMENT
- AGGREGATE SHOULDERS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL -- BUTT JOINT
- PERIMETER EROSION BARRIER



DUFFY LANE



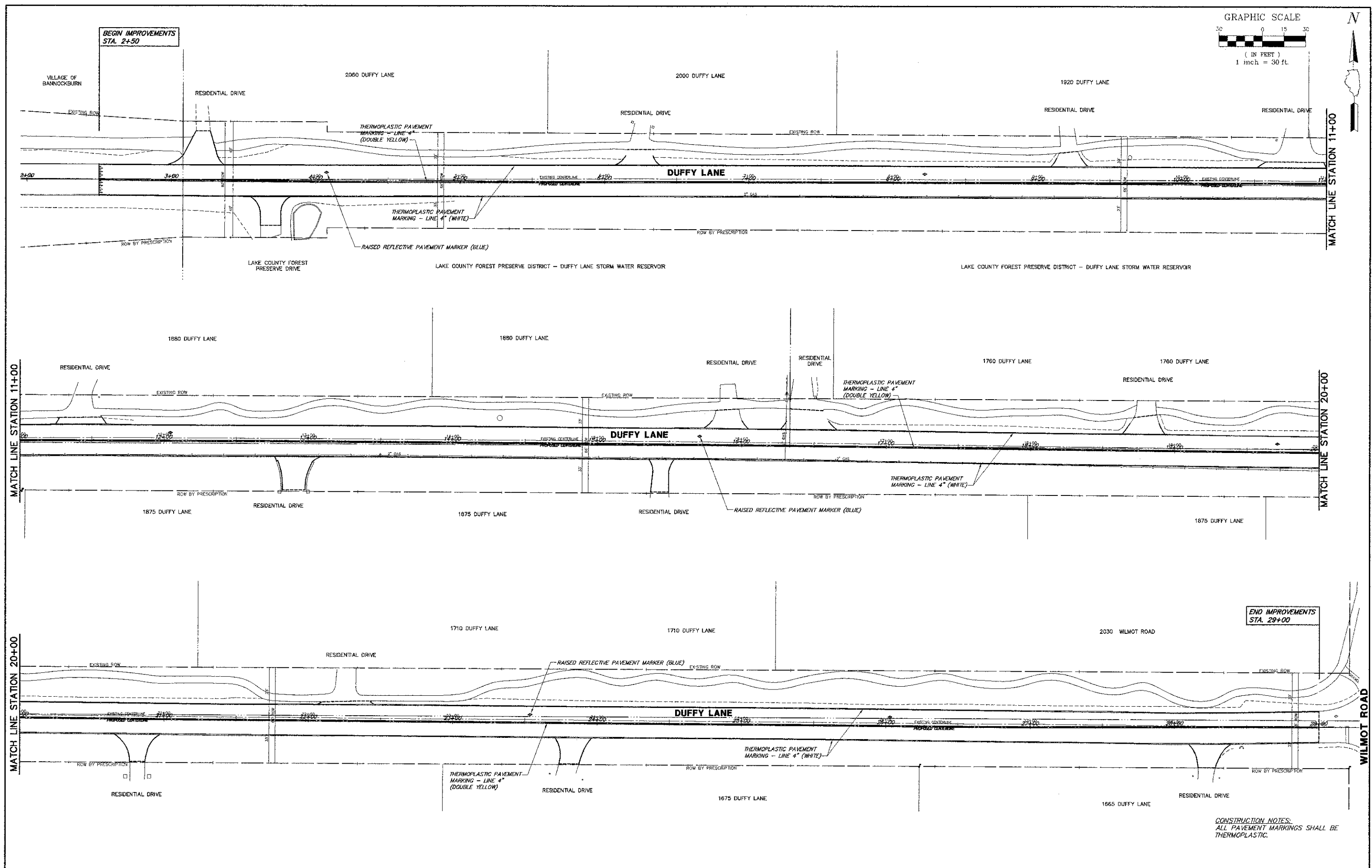
FILE NAME = B101-057 PR3.dwg	USER NAME = GW3	DESIGNED = DJG	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN & PROFILE / DRAINAGE AND UTILITIES	FA RTE = 1254	SECTION = 12-00013-00-RS	COUNTY = LAKE	TOTAL SHEETS = 32	SHEET NO. = 13
PLOT SCALE = 1:1	CHECKED = DJG	REVISED =	SCALE = AS NOTED			SHEET NO. = 13 OF 32 SHEETS	STA. 24+00 TO STA. 29+00	CONTRACT # = 63751	ILLINOIS FED. AID PROJECT = M-4003(095)	
PLOT DATE = 08.10.2012	DATE = 08.10.2012	REVISED =								

GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

N



BEGIN IMPROVEMENTS
STA. 2+50

MATCH LINE STATION 11+00

MATCH LINE STATION 11+00

MATCH LINE STATION 20+00

MATCH LINE STATION 20+00

END IMPROVEMENTS
STA. 29+00

WILMOT ROAD

CONSTRUCTION NOTES:
ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

FILE NAME =
8101-057 PR8.dwg

USER NAME = GW3
PLOT SCALE = 1:1
PLOT DATE = 08.10.2012

DESIGNED - DJG
DRAWN - GW3
CHECKED - DJG
DATE - 08.10.2012

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
SCALE: 1"=20'
SHEET NO. 14 OF 32 SHEETS
STA. 2+50 TO STA. 29+00

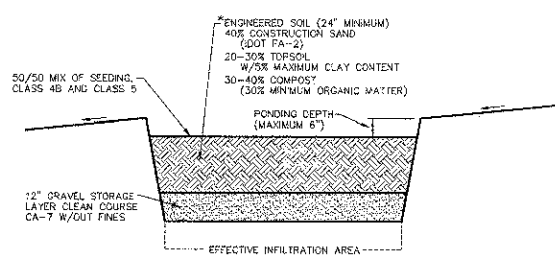
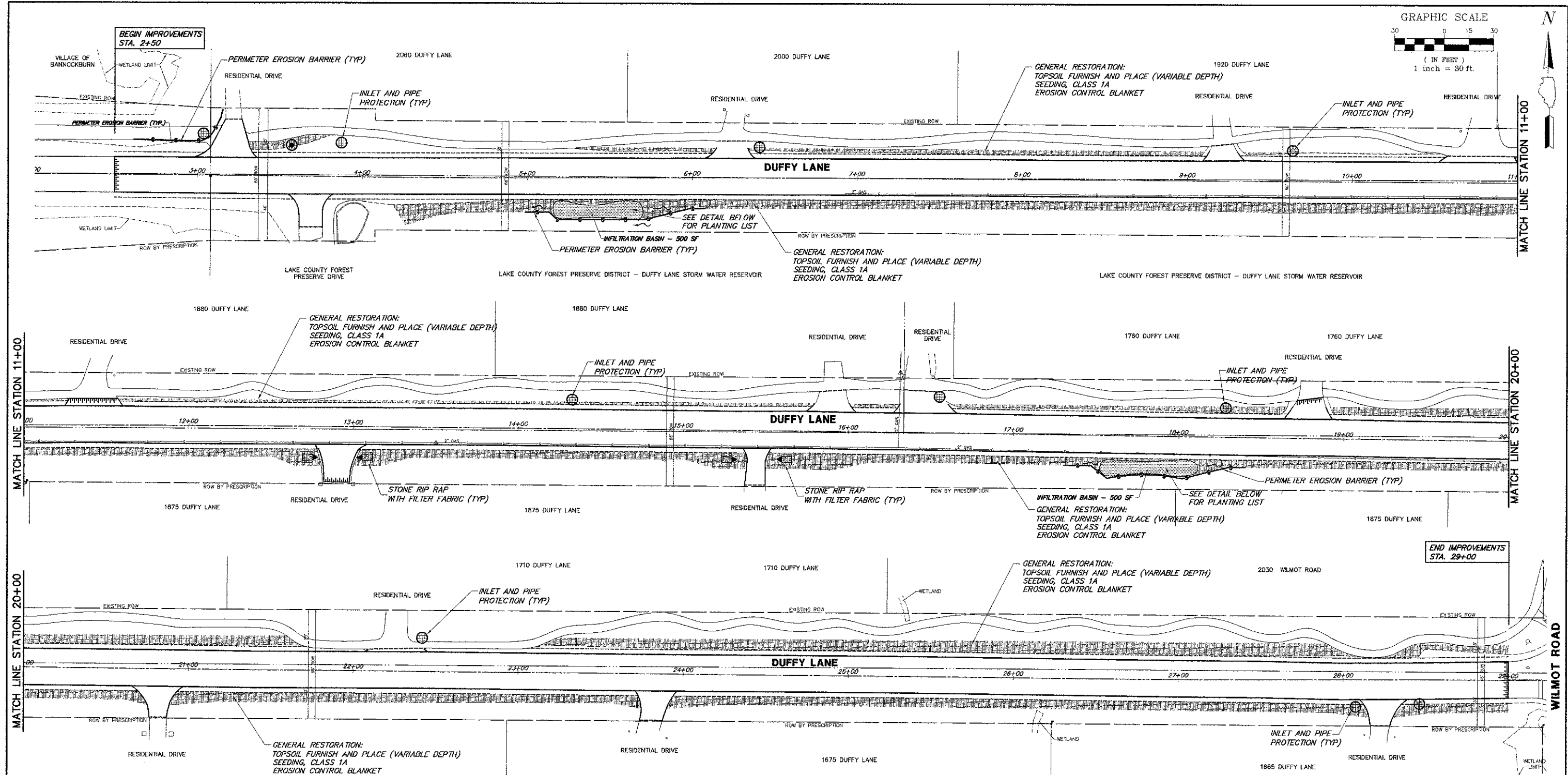
E.A. RTE. 1254
SECTION 12-00013-00-RS
COUNTY LAKE
TOTAL SHEETS 32
SHEET NO. 14
CONTRACT # 63751
ILLINOIS FED. AID PROJECT M-4003(095)

GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

N



CROSS SECTION
*ENGINEERED SOIL MUST BE TESTED FOR TEXTURE, PH AND ORGANIC MATTER PRIOR TO INSTALLATION.

INFILTRATION BASIN DETAIL

EROSION CONTROL PLAN LEGEND

- EROSION CONTROL BLANKET
- STONE RIP-RAP
- SILT FENCE INSTALLATION
- INLET AND PIPE PROTECTION

FILE NAME = 8101-057 FRB.dwg

USER NAME = GW3
PLOT SCALE = 1:1
PLOT DATE = 08.10.2012

DESIGNED - DJG
DRAWN - GW3
CHECKED - DJG
DATE - 08.10.2012

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: 1"=20' SHEET NO. 15 OF 32 SHEETS STA. 2+50 TO STA. 29+00

FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	15
CONTRACT #:			63751	
ILLINOIS FED. AID PROJECT M-4003(095)				

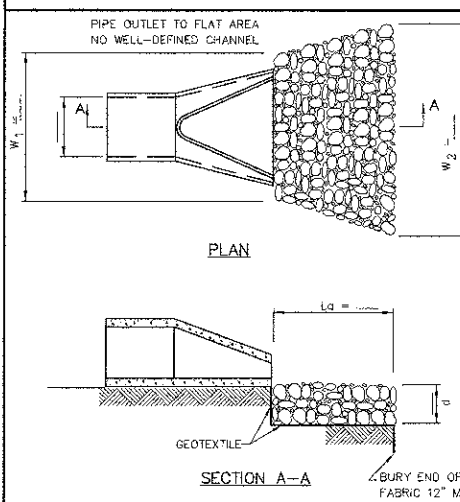
SEDIMENTATION AND EROSION CONTROL NOTES

- A. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRSED OF THE SOIL REVISION AND SEDIMENT CONTROL PLANS, THE STANDARD DETAILS, THE PLAN NARRATIVE, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- B. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE (SWPPP) AND THE ILLINOIS GENERAL CONSTRUCTION PERMIT (JLR10) AND BECOME FAMILIAR WITH THEIR CONTENTS AND SIGN THE CERTIFICATION FORMS.
- C. SEDIMENTATION AND EROSION CONTROL SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY, PROJECT ENGINEER OR OWNER.
- D. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- E. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- F. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- G. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLotation BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- H. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED. WATER USE MUST NOT CAUSE ADDITIONAL EROSION.
- I. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- J. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE (SWPPP), SHALL BE INITIATED AS SOON AS PRACTICABLE.
- K. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT, WASHING SHALL BE IMPLEMENTED AND PROVISIONS MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- L. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED BY THE END OF THE DAY.
- M. ON-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
- N. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- O. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- P. 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.
- Q. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- R. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- S. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL ULTIMATELY BE RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- T. 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).
- U. 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.

SEQUENCE OF MAJOR ACTIVITIES

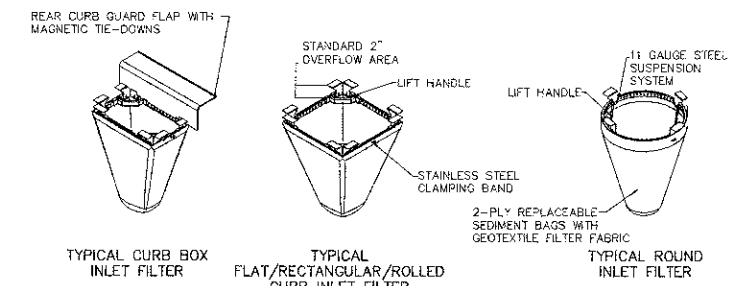
- 1. THE VILLAGE FILES NOTICE OF INTENT (NOI) AT LEAST 30 DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS.
- 2. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES.
 - ORANGE CONSTRUCTION FENCING AND/OR SILT FENCE AROUND WETLANDS AND OTHER AREAS NOT TO BE DISTURBED.
 - PERIMETER SILT FENCE.
 - STABILIZED CONSTRUCTION ENTRANCE WITH WASH RACK.
 - INLET PROTECTION ON EXISTING STRUCTURES CLOSE TO THE DISTURBED AREA.
- 3. CONTRACTOR PERFORMS WEEKLY AND "AFTER RAIN EVENT" INSPECTIONS STARTING UPON DISTURBANCE OF THE SITE (DEMOLITION OR INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES).
- 4. DEMOLITION
- 5. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
- 6. CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS AND SEDIMENT REMOVAL CHANNELS).
- 7. DEWATER INTO SEDIMENT REMOVAL CHANNEL, WHICH DISCHARGES TO AN UPLAND AREA. THE HOSE IN THE AREA BEING DEWATERED MUST BE ATTACHED TO A FLOATING DEWATER WITH A SCREEN.
- 8. CONSTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH RESTRICTOR AND TEMPORARY PERFORATED RISER. PERMANENTLY STABILIZE THE AREA WITH TOPSOIL, SEED AND EROSION CONTROL BLANKET.
- 9. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING PLANT GROWTH IN BOTTOM AND SIDE SLOPES OF BASIN. DEWATERING, AS NEEDED, SHALL BE INCIDENTAL TO THE CONTRACTOR'S SCOPE.
- 10. ABANDON THE EXISTING SITE STORM DRAINAGE; PROTECTION OF POINTS OF ENTRY INTO EXISTING STORM DRAINAGE SYSTEM.
- 11. STRIP TOPSOIL, STOCK TOPSOIL AND GRADE SITE.
- 12. TEMPORARY CONTAINMENT OF SOIL/AGGREGATE STOCKPILES (SEED AND SILT FENCE AROUND TOE OF SLOPE).
- 13. INSTALL UTILITIES AND ASSOCIATED INLET & OUTLET PROTECTION.
- 14. CONSTRUCT BUILDING AND PAVEMENT.
- 15. FINE GRADE.
- 16. INSTALL TOPSOIL, SEED, AND PERMANENT EROSION CONTROL.
- 17. REMOVE TEMPORARY EROSION CONTROL MEASURE - ONLY - WHEN SITE HAS ACHIEVED FULL STABILIZATION.
- 18. THE VILLAGE TO FILE NOTICE OF TERMINATION (NOT).

PIPE OUTLET TO FLAT AREA



NOTES:
 1. ALL GEOTEXTILE SHALL BE NON-WOVEN TABLE 1, CLASS 2 MATERIAL.
 2. THE RIPRAP SHALL BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 61 LOOSE ROCK RIPRAP. THE ROCK MAY BE EQUIPMENT PLACED.

DESIGNED BY: **NRCS**
 PROJECT: **IL-510**
 SHEET: **1 OF 1**
 DATE: **8-15-93**



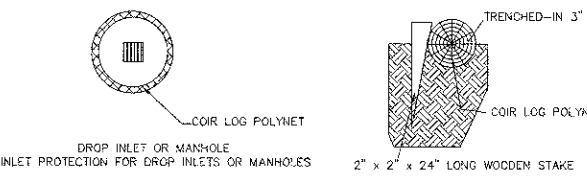
ACCEPTABLE MANUFACTURER'S AS LISTED BELOW 1. INLET & PIPE PROTECTION, INC. Naperville, IL 60564 847 722-0890
 2. MARATHON MATERIALS, INC. Plainfield, IL 60544 800-983-9493

MAINTENANCE
 1. CLEAN OUT AFTER EVERY RAIN EVENT

Material Property	Test Method	Value (Min. Ave.)
> Inner Filter Bag Specs (217-min vol)		Non-Woven
Grab Tensile	ASTM D 4832	100 lbs 250 lbs
Puncture Strength	ASTM D 4833	95 lbs 90 lbs
Trapezoidal Tear	ASTM D 4535	45 lbs 75 lbs
UV Resistance	ASTM D 4388	70% at 500 hrs 80%
Avg. Open Size (AOS)	ASTM D 4751	70 sieve (425 mm) 40 sieve (425 mm)
Permeability	ASTM D 4491	2.0/sec 2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft 145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3775	4.35 oz/sqyd +/- 12%
Tensile	ASTM D 1977	240 +/- 30%
> Frame Construction		
A36 Structural Steel		Tensile Strength > 58,000 psi
11 Gauge, Zinc Plated	ASTM A 576	Yield Strength > 35,000 psi

INLET FILTER BASKET DETAIL

PLAN VIEW SECTION VIEW

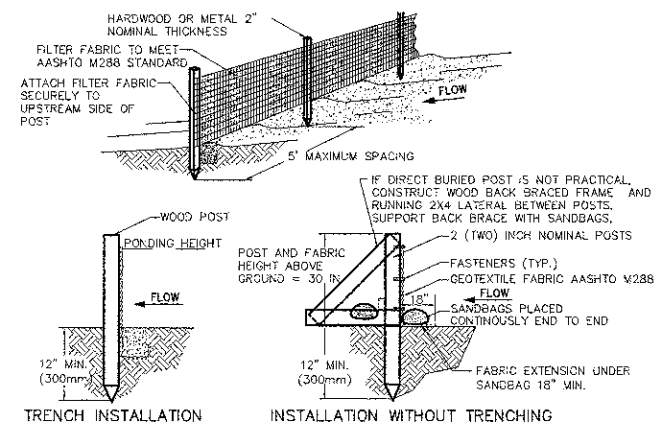


* USE 9LB DENSITY 12" DIAMETER, 20' LONG COIR LOG POLYNET FOR STANDARD CIRCULAR DRAINAGE STRUCTURES. PLACE THE COIR LOG AROUND THE STRUCTURE AND JOIN THE ENDS TOGETHER WITH COIR TWINE. USE 2"x2"x24" WOODEN STAKES SPACED 3' APART TO HOLD DOWN LOG POLYNET.

NOTES:
 1. DO NOT SCALE DRAWING.
 2. REFER TO MANUFACTURER'S PRODUCT SPECIFICATIONS TO ENSURE QUALITY OF THE PRODUCTS.

MAINTENANCE
 1. CLEAN OUT SEDIMENT BEHIND LOG WHEN 1/2 FULL
 2. RESECURE LOOSE LOGS
 3. REPLACE LOSS AS NEEDED
 4. REMOVE WHEN NOT NEEDED

COIR ROLL DETAIL INLET PROTECTION



1. SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST

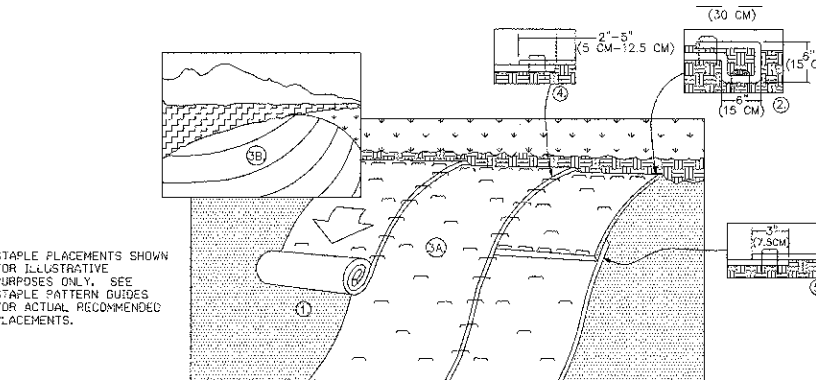
2. ATTACH AASHTO GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MAXIMUM OF 3 (THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP-TIES, OR WIRE TIES.

3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

PROPERTY	TEST PROCEDURE
Grab Elongation	
Machine Direction	ASTM D-4833 123 lbs
1-machine Direction	ASTM D-4833 101 lbs
Permittivity	ASTM D-4491 0.05 sec^-1
A.S.O.	ASTM D-4751 30 U.S. Sieve
UV Stability	ASTM D-4355 70%

- NOTES:**
- 1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
 - 2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.
 - 3. REMOVE SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
 - 4. FABRIC AND INSTALLATION SHALL MEET THE REQUIREMENTS OF AASHTO STANDARD SPECIFICATION M-288-00.
 - 5. SLONG METHOD IS PREFERRED.

SILT FENCE INSTALLATION DETAIL



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECPS), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.

2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECPS IN A 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECPS BACK OVER SEED AND COMPACTED SOIL. SECURE RECPS OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE RECPS.

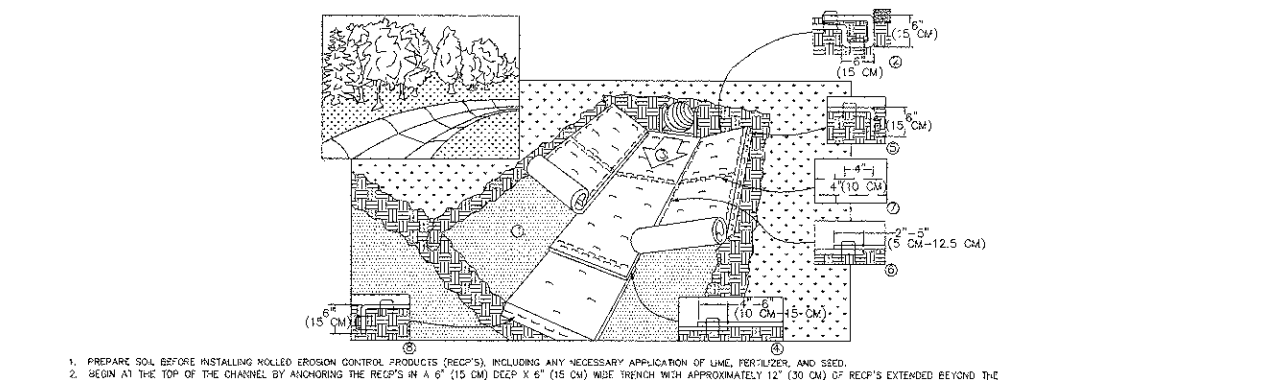
3. ROLL THE RECPS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. RECPS WILL UNROLL WITH APPROPRIATE SIDE AGAINST SOIL SURFACE. ALL RECPS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.

4. THE EDGES OF PARALLEL RECPS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON RECPS TYPE.

5. CONSECUTIVE RECPS SPUNCE DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE RECPS WIDTH.

NOTE:
 * IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECPS.

EROSION CONTROL BLANKET SLOPE INSTALLATION



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECPS), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.

2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE RECPS IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF RECPS EXTENDED BEYOND THE UPRIGHT PORTION OF THE TRENCH. ANCHOR THE RECPS WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECPS BACK OVER SEED AND COMPACTED SOIL. SECURE RECPS OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) ACROSS THE WIDTH OF THE RECPS.

3. ROLL CENTER RECPS IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. RECPS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECPS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.

4. PLACE CONSECUTIVE RECPS END OVER END (SHINGLE STYLE) WITH A 4"-6" (10 CM-15 CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) CENTER TO SECURE RECPS.

5. FULL LENGTH EDGE OF RECPS AT TOP OF SLOPE MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

6. ADJACENT RECPS MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5 CM-12.5 CM) (DEPENDING ON RECPS TYPE) AND STAPLED.

7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (9 M-12 M) INTERVALS USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) CENTER OVER ENTIRE WIDTH OF THE CHANNEL.

8. THE TERMINAL END OF THE RECPS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE:
 * IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (12 CM) MAY BE NECESSARY TO PROPERLY ANCHOR THE RECPS.

CRITICAL POINTS

A. OVERLAPS AND SEAMS
 B. PROJECTED WATER LINE
 C. CHANNEL BOTTOM/SIDE SLOPE VERTICES

NOTE:
 * HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
 ** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY ANCHOR THE RECPS.

EROSION CONTROL BLANKET CHANNEL INSTALLATION

FILE NAME = 8101-057 PR8.dwg	USER NAME = GWJ	DESIGNED = DJG	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN		FA. RTE 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 16
	PLOT SCALE = 1:1	CHECKED = DJG	REVISED =		SCALE: NO SCALE	SHEET NO. 16 OF 32 SHEETS					
PLOT DATE = 08.10.2012	DATE = 08.10.2012	DATE =	REVISED =				ILLINOIS FED. AID PROJECT M-4003(095)				

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

The management practices, controls and other provisions contained in this storm water pollution prevention plan are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual, 2002. Requirements specified in plans or permits for this project approved by local officials that are applicable to protecting surface water resources are, upon submittal of a NOI to be authorized to discharge under ILRI0 permit, incorporated by reference and are enforceable under the ILRI0 permit even if they are not specifically included in the storm water pollution prevention plan. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued for this project.

CONTROL IMPLEMENTATION SCHEDULE

Perimeter controls of the site and stabilized construction entrance shall be installed prior to demolition, clearing and grubbing. Perimeter controls shall be actively maintained until final stabilization of those portions of the site upward of the perimeter control. Existing storm sewer inlets that will function during the construction process should have the sediment control measures installed as indicated prior to land - disturbing activities, including demolition and site clearing. In addition, sediment control measures shall be installed in newly constructed inlets immediately after their installation is complete. Erosion control blanket may be used to stabilize the construction areas where the final grade has been reached but cannot be permanently stabilized due to planting season restrictions. Permanent controls, such as riprap, shall be installed at each storm sewer outfall structure prior to any storm water discharge. Temporary perimeter controls shall only be removed after final stabilization of those portions of the site upward of the perimeter control. Temporary drop in Catch-All sediment bags will be utilized on all inlets to prevent infiltration of sediment-laden ground water into existing and proposed structures. Catch-All bags shall remain in place until placement of base course in paved areas or until vegetation has taken hold. Care shall be taken when removing sediment bags to avoid entry of sediment into the storm sewer.

STORM WATER MANAGEMENT

Storm water management devices installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed may include storm water detention structures (including wet ponds); storm water retention structures; flow attenuation by use of open vegetated swales and natural depressions; infiltration of runoff onsite; and sequential systems (which combine several practices). Velocity dissipation devices shall be located (i.e. riprap) at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to the water course so that the natural physical and biological characteristics and functions are maintained and protected. Structural measures should be placed on upland soils to the degree attainable. The contractor is responsible for the installation and maintenance of storm water management measures until final stabilization of the site.

EROSION AND SEDIMENT CONTROLS

The appropriate soil erosion and sediment controls shall be implemented onsite and shall be modified to reflect the current phase of construction. All damaged or defective temporary sediment and erosion control measures must be repaired or replaced as soon as possible to maintain NPDES compliance.

Unless otherwise indicated, all vegetative and structural erosion and sediment control practices shall be installed according to the Standard Practice. The contractor shall be responsible for the installation of any additional erosion and sediment control measures necessary to prevent erosion and sedimentation as determined by the engineer, owner, or permitting authority.

1. Stabilization Practices

Areas that will not be paved or covered with non-erosive material shall be stabilized as indicated on the erosion control plan using procedures in substantial conformance with the Illinois Urban Manual. Except as provided in paragraphs (c) and (d) below, stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily or permanently ceased as follows:

- a. Where the initiation of stabilization measures by the 7th day after construction activity temporarily or permanently ceases on a portion of the site is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
- b. Where construction activity will resume on a portion of the site within 14 days from when activities ceased (i.e. the total time period that construction activity is temporarily ceased is less than 14 days) then stabilization measures do not have to be initiated on that portion of the site by the 7th day after construction activity temporarily ceased.

2. Structural Practices

Structural practices will be utilized to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include drainage swales, earth dikes, sediment traps, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions and temporary or permanent sediment basins, storm water detention basins, concrete washout areas, silt fence, riprap, coir logs and other measures. Structural practices should be placed on upland soils to the degree practicable. Installation of these structural practices should follow Standard Practice as outlined in the Illinois Urban Manual or per the manufacturer.

OFF-SITE VEHICLE TRACKING

A stabilized pad of aggregate underlain with filter fabric shall be located at any point where traffic will be entering or leaving the construction site to or from a public right-of-way, street, alley, sidewalk, or parking area to help reduce vehicle tracking of sediments. Roads shall be swept as needed to reduce excess sediment, dirt or stone tracked from the site. Accumulated sediment and stone shall be removed from the stabilized construction entrance as needed. Water runoff from such washing area shall be periodically inspected and repaired as necessary throughout the life of the project. Vehicles hauling erodible material to and from the construction site should be covered with a tarp. The stabilized construction entrance shall be installed prior to any soil disturbance (including demolition) and removed prior to any paving.

DUST CONTROL

As requested a water truck will be used to limit the amount of dust leaving the site. The following list of control measures may also be implemented on-site to limit the generation of dust as needed:

- Sprinkling/Irrigation
- Vegetative cover
- Mufon
- Spray-on soil treatments
- Mulch
- Stone

WASTE MANAGEMENT

No solid materials, including building materials, shall be discharged to protected natural areas, a storm sewer system or Waters of the State (except as authorized by a Section 404 permit). All waste materials shall be collected and stored in approved receptacles. No wastes shall be placed in any location other than in the approved containers appropriate for the materials being discarded. There shall be no liquid wastes deposited into dumpsters or other containers which may leak. Receptacles with deficiencies shall be replaced as soon as possible and the appropriate clean-up procedure shall take place, if necessary. Construction waste material is not to be buried on site. Waste disposal should comply with all local, State and Federal regulations. Hazardous material shall not be stored on site. Any hazardous waste should be disposed of in the manner specified by local or State regulation or by the manufacturer.

MATERIAL STORAGE

Materials and/or contaminants shall be stored in a manner that minimizes the potential to discharge into storm drains or watercourses. An on-site area shall be designated for material delivery and storage. All materials kept on-site shall be stored in their original containers with legible labels, and if possible, under a roof or other enclosure. Labels should be replaced if damaged or difficult to read. Bermed-off storage areas are an acceptable control measure to prevent contamination of storm water. MSD sheets shall be available for referencing cleanup procedures. Any release of chemicals/contaminants shall be immediately cleaned up and disposed of properly. Contractors shall immediately report all spills to the Primary Contact, who shall notify the appropriate agencies, if needed. To reduce the risks associated with hazardous materials on-site, hazardous products shall be kept in original containers unless they are not re-sealable. The original labels and MSD data shall be retained on-site at all times. Hazardous materials and all other materials on-site shall be stored in accordance with manufacturer's MSDS specifications. When disposing of hazardous materials, follow manufacturers' or local and State recommended methods on Local, State and Federal regulations.

DE-WATERING OPERATIONS

During de-watering/pumping operations, only uncontaminated water should be allowed to discharge to protected natural areas, Waters of the State or to a storm sewer system. Inlet hoses should be placed in a stabilized sump pit or floated at the surface of the water with a screen in order to limit the amount of sediment intake. Pumping operations may be discharged to a stabilized area that consists of an energy dissipating device (i.e. stone) on a stabilized surface, sediment filter bag on a stabilized surface or a sediment removal channel. Adequate erosion controls should be used during de-watering operations as necessary. Stabilized conveyance channels should be installed to direct water to the desired location as applicable. Additional erosion control and sediment control measures may be installed at the outlet area at the discretion of the Primary Contact or Engineer.

SANITARY FACILITIES

To the extent practicable, sanitary facilities shall be located at a minimum 8 feet behind the curb and gutter of the internal roads and be located in an area that does not drain to any protected natural area, Waters of the State or storm water structures. Sanitary facilities shall be anchored to the ground to prevent tipping over. Sanitary facilities located on impervious surfaces shall be placed on top of a secondary containment device, or be surrounded by a control device (i.e. gravel-bag berm).

CONCRETE WASTE MANAGEMENT

Concrete mixer trucks shall only perform washouts in designated areas. Concrete waste or washout is not allowed in the street or allowed to reach a storm water drainage system or watercourse. A sign shall be posted at each location to identify the washout. Concrete washout areas shall be located at least 50 feet from a storm water drainage inlet or watercourse. Concrete washout areas shall be located at least 10 feet behind the curb. If the washout area is adjacent to a paved road, a stabilized entrance as detailed on the erosion control plan shall be installed at each washout area. The washout areas shall be of sufficient volume to completely contain all liquid and concrete waste materials including enough capacity for anticipated levels of rainwater. The dried concrete waste material shall be picked up and disposed of properly when 75% of the capacity is reached. Hardened concrete can be properly recycled and reused on-site or hauled off-site to an appropriate facility.

SPILL PREVENTIONS

Discharges of hazardous substances or oil caused by a spill are not authorized by the ILRI0 permit. If a spill occurs, notify the Primary Contact immediately. The construction site shall have the capacity to contain, contain and remove spills if they occur. Spills shall be cleaned up immediately in accordance with MSD sheets and shall not be buried on-site or washed into storm sewer drainage inlets, drainageways or Waters of the State.

Spills in excess of Federal Reportable Quantities (as established under 40 CFR Parts 110, 117 or 302) shall be reported to the National Response Center by calling (800) 424-8802. MSDS often include information on federal Reportable Quantities for materials. Spills of toxic or hazardous materials shall be reported to the appropriate State or local government IEPA, regardless of size. When cleaning up a spill, the area shall be kept well ventilated and appropriate personal protective equipment shall be used to minimize injury from contact with a hazardous substance.

In addition to proper Waste Management, Concrete Waste Management, Concrete Cutting, Vehicle Storage and Maintenance, Material Storage and Sanitary Station protection, the following minimum practices shall be followed to reduce the risk of spills:

- Petroleum products shall be stored in tightly sealed and clearly labeled containers.
- All paint containers shall be tightly sealed and stored when not required for use. Excess paint shall be disposed of according to the manufacturer's instructions or State and local regulations, and shall not be discharged to the storm sewer.
- Contractors shall follow manufacturers' recommendations for proper use and disposal of materials.

CONCRETE CUTTING

Concrete waste management should be implemented to contain and dispose of saw-cutting slurries. Concrete cutting shall not take place during or immediately after a rainfall event. Waste generated from concrete cutting should be cleaned up and disposed into the concrete washout facility described above.

VEHICLE STORAGE AND MAINTENANCE

When not in use, vehicles utilized in the development operations of the site shall be stored in a designated upland area away from any natural or created watercourse, pond, drainage-way or storm drain. Whenever possible, vehicle maintenance, fueling, and washing will occur off-site. If allowed on-site, vehicle maintenance (including both routine maintenance as well as on-site repairs) shall be made within the designated area to prevent the migration of mechanical fluids (oil, antifreeze, etc.) into watercourses, wetlands or storm drains. Drip pans or absorbent pads shall be used for all vehicle and equipment maintenance activities that involve grease, oil, solvents or other vehicle fluids. Construction vehicles shall be inspected frequently to identify any leaks. Leaks shall be repaired immediately or the vehicle should be removed from the site. Dispose of all used oil, antifreeze, solvents and other automotive-related chemicals according to manufacturer MSDS instructions. Contractors shall immediately report spills to the Primary Contact.

Allowable Non-Storm Water Discharge Management

Except for flows from fire fighting activities, sources of non-storm water that may be combined with storm water discharges associated with the activity addressed in this SWPPP are as follows:

- Water main flushing
- Fire hydrant flushing
- Watering for Dust Control
- Irrigation drainage for vegetative growth for seeding, etc.
- Uncontaminated groundwater

The pollution prevention measures described below will be implemented for non-storm water components of the discharge:

- The fire hydrant and water main should not be flushed directly on the exposed area or subgrade of the pavement. Hoses should be used to direct the flow onto a stabilized area.
- Erosion due to irrigation of seeding shall be minimized.

INSPECTIONS

Qualified personnel (provided by the owner or contractor) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days, and within 24 hours of the end of a rainfall event that is 0.5 inches or greater, or equivalent snowfall.

- Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the SWPPP shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.
- Based on the results of the inspection, necessary pollution prevention measures identified in the SWPPP shall be undertaken as soon as practicable after such inspection. Such modifications shall provide for timely implementation of any changes to the plan within 7 calendar days following the inspection.
- The contractor shall notify the appropriate Agency Field Operations Section office by email at es.s.w.p.p.p@illinois.gov, telephone or fax within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit.
- The contractor shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the SWPPP observed during an inspection conducted, including those not required by the SWPPP. Submission shall be on forms provided by the IEPA and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact, which may have resulted from the noncompliance.
- All inspection reports shall be retained at the construction site.
- All reports of noncompliance shall be mailed to the IEPA at the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276

RECORDKEEPING

The owner shall retain copies of the SWPPP and all reports and notices required by the ILRI0 permit, and records of all data used to complete the Notice of Intent to be covered by the ILRI0 permit, for a period of at least three years from the date that the permit covers expires or is terminated unless extended by request of the IEPA. In addition, the contractor shall retain a copy of the SWPPP required by the ILRI0 permit at the construction site from the date of project initiation to the date of final stabilization.

LOG OF CHANGES TO THE SWPPP

The contractor or owner shall amend the SWPPP whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for discharge of pollutants to Waters of the State and which has not otherwise been addressed in the SWPPP or if the SWPPP proves to be ineffective in eliminating or significantly reducing pollutants, or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity. In addition, the SWPPP shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the SWPPP by signing the contractor's certification statement.

LOG OF MAJOR GRADING AND CONSTRUCTION ACTIVITIES

A record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated shall be included in this SWPPP.

FINAL STABILIZATION

Final Stabilization has occurred when all soil disturbing activities at the site have been completed, and either of the two following conditions have been met:

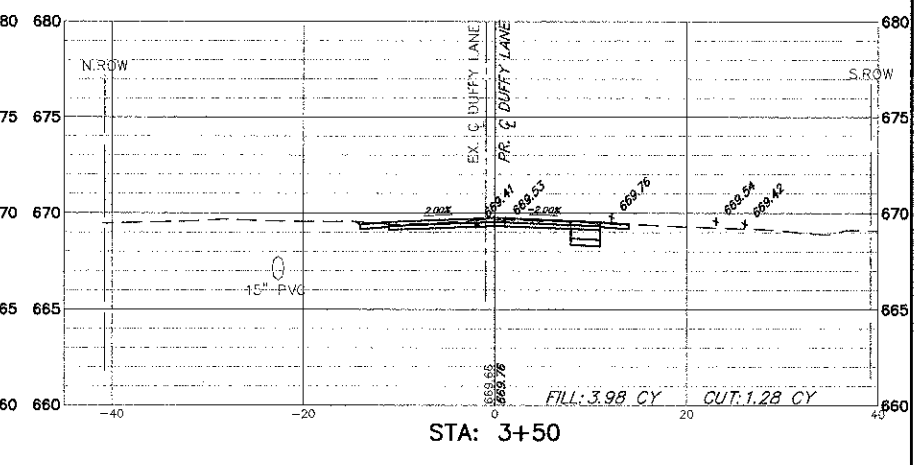
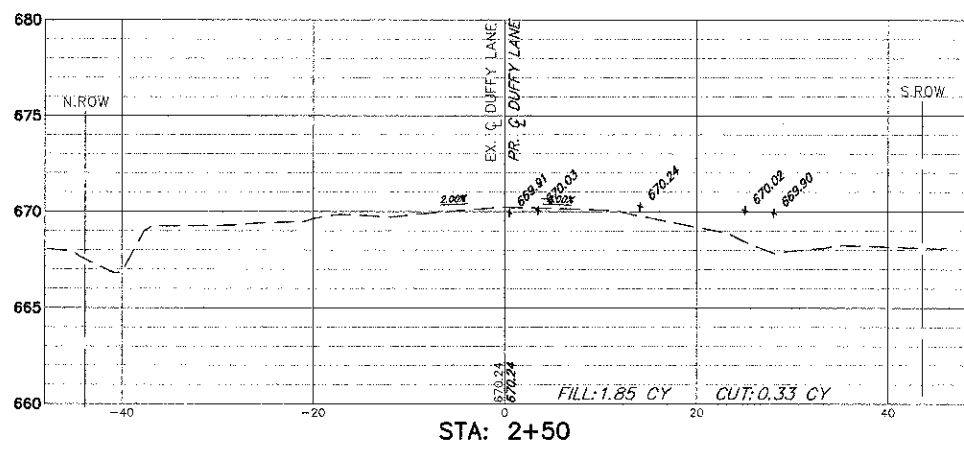
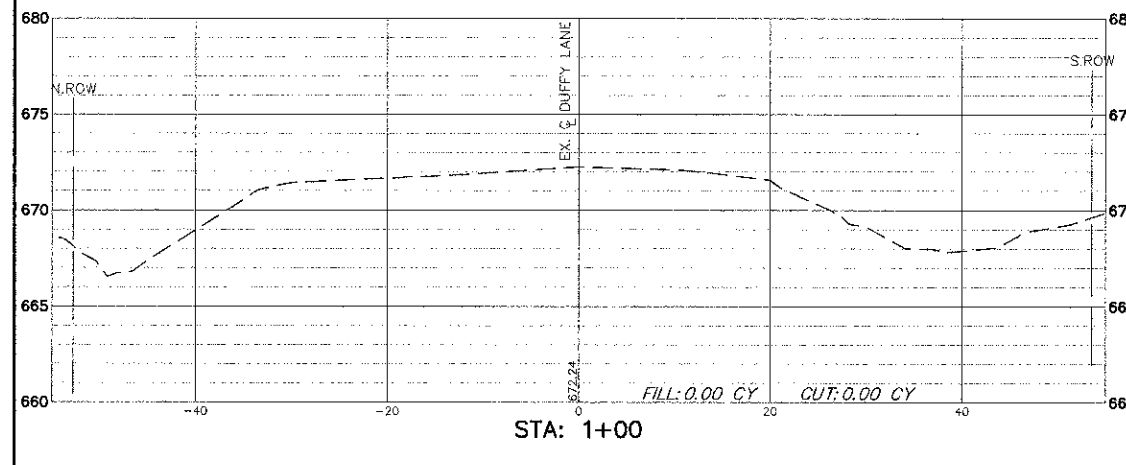
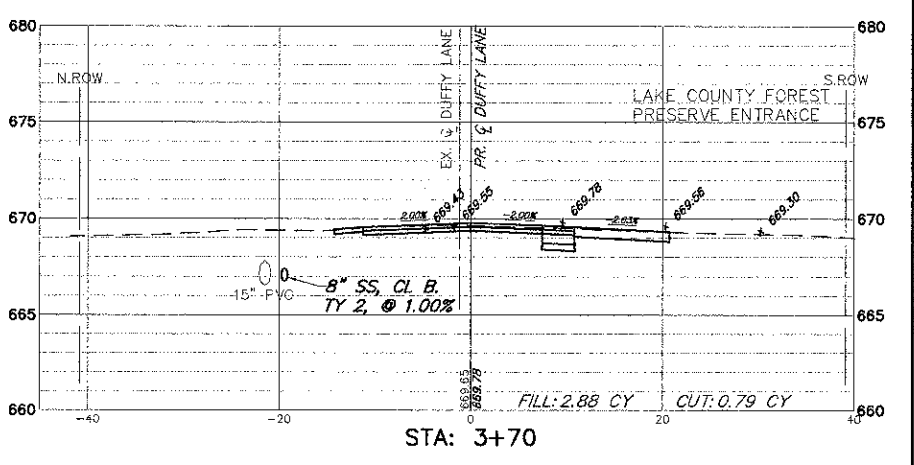
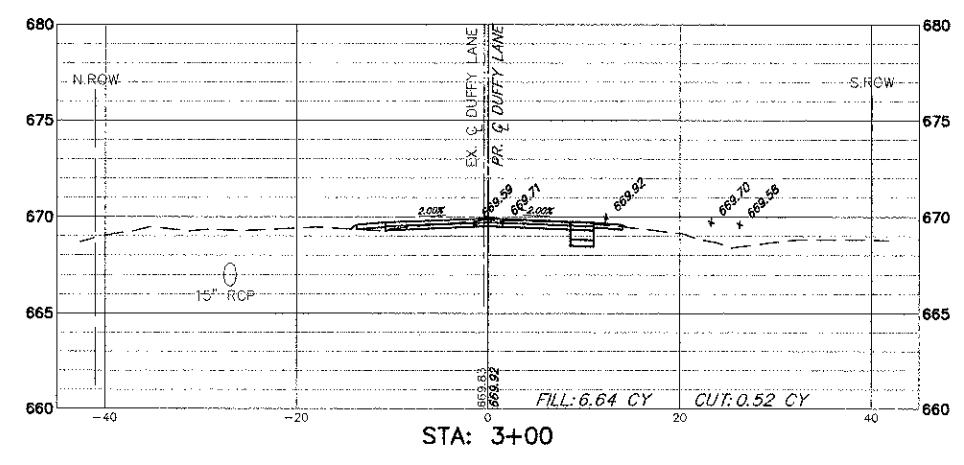
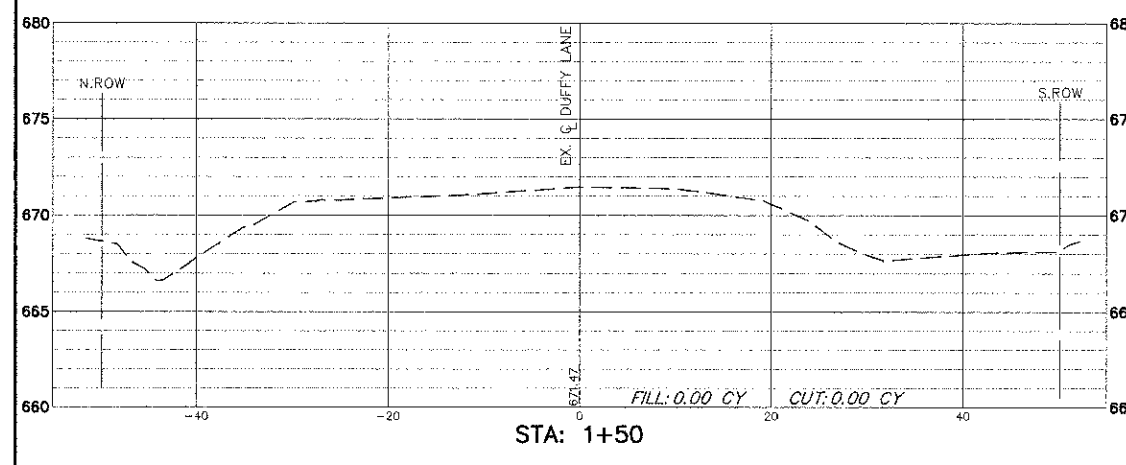
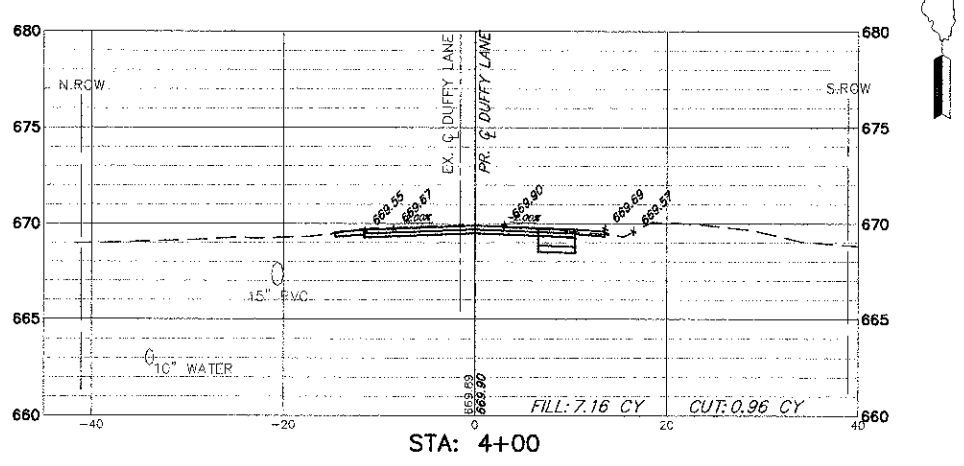
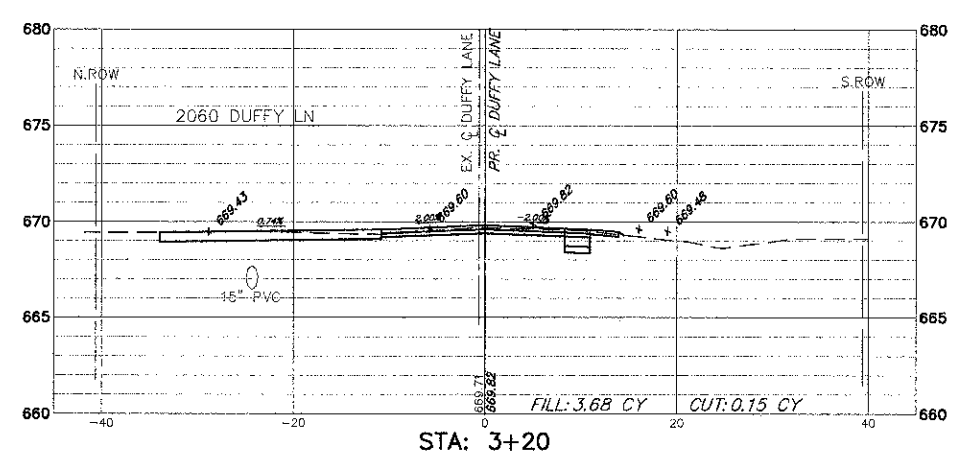
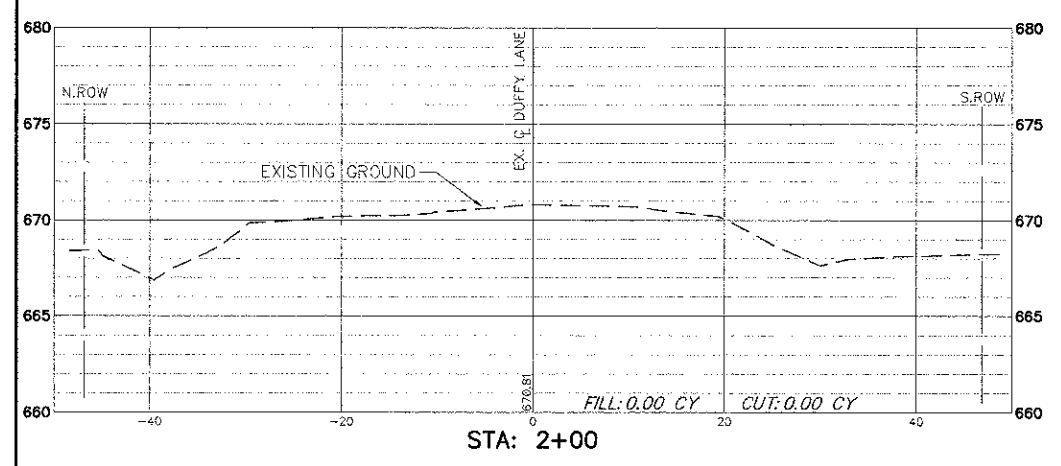
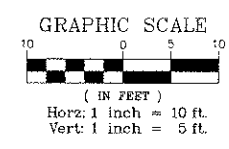
- (i) A uniform (e.g. evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or
- (ii) Equivalent permanent stabilization measures (such as the use of riprap, gabions or geotextiles) have been employed.

For individual lots in residential construction, final stabilization has occurred when either:

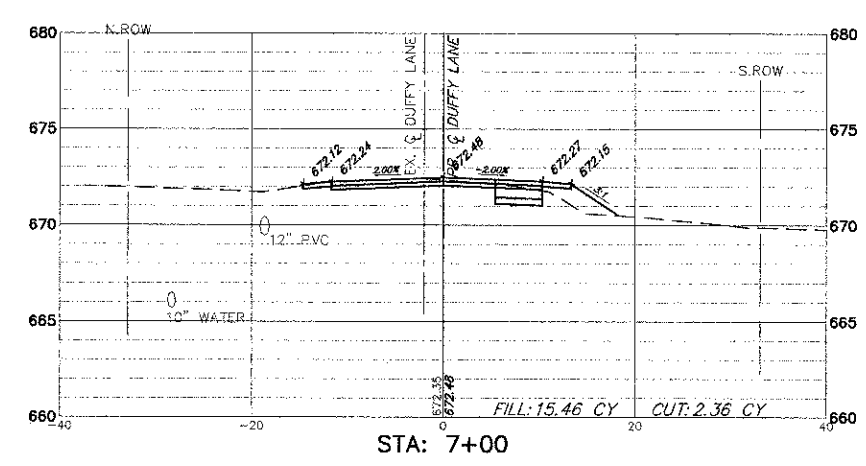
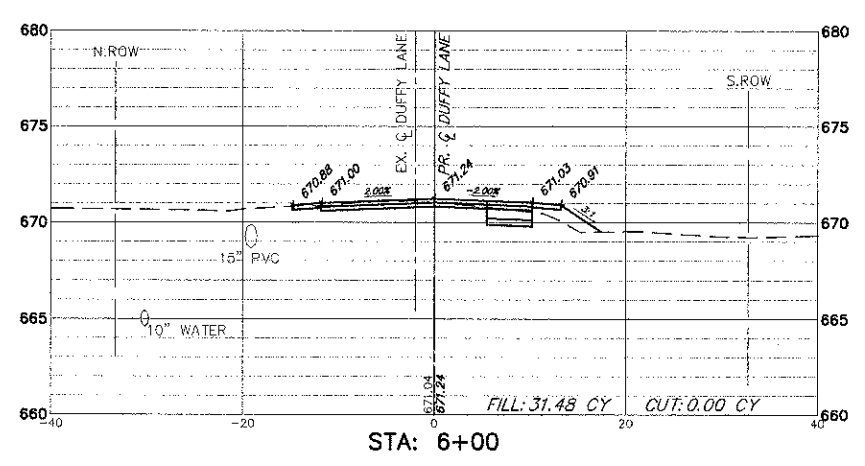
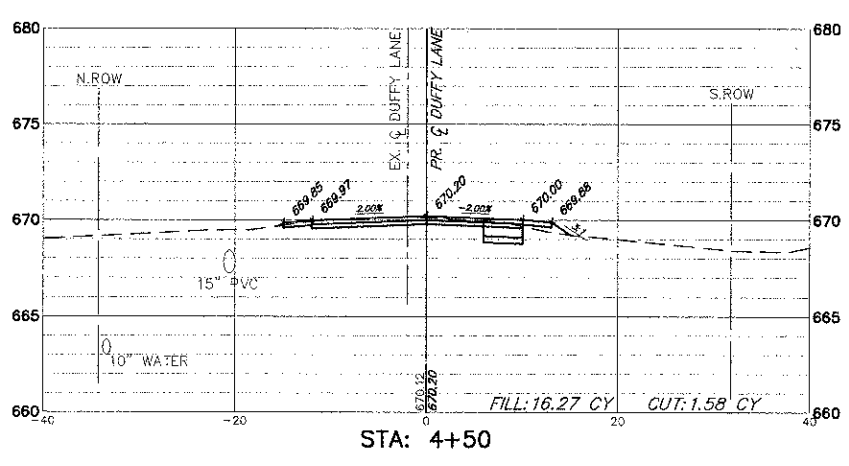
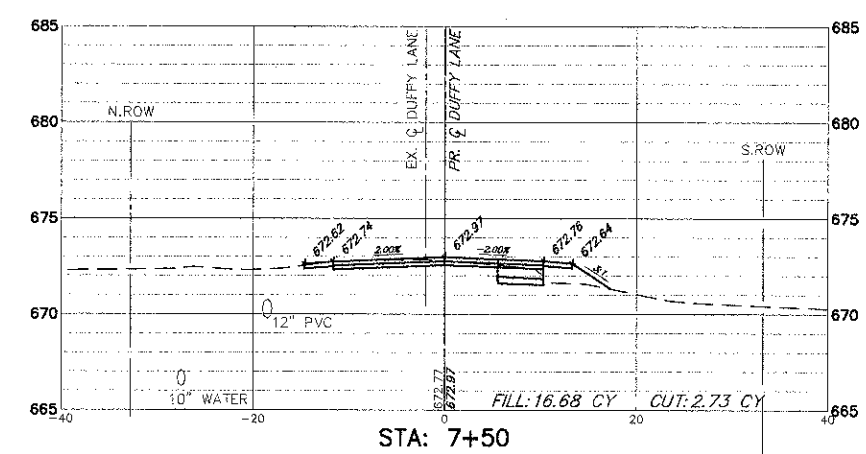
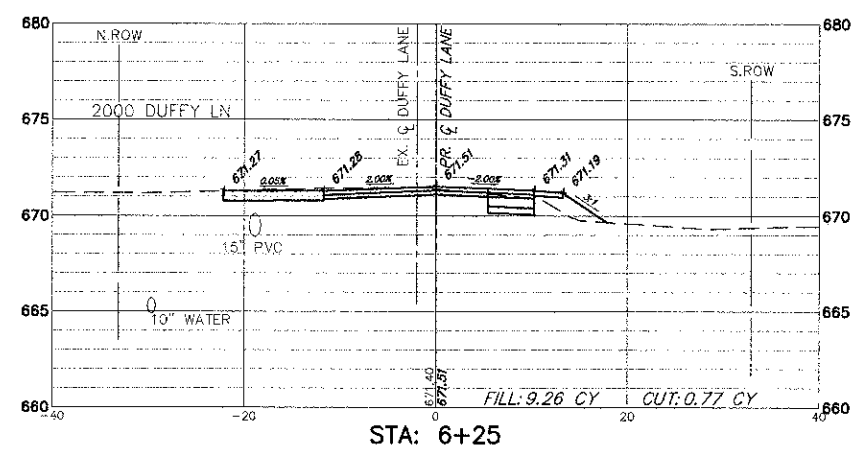
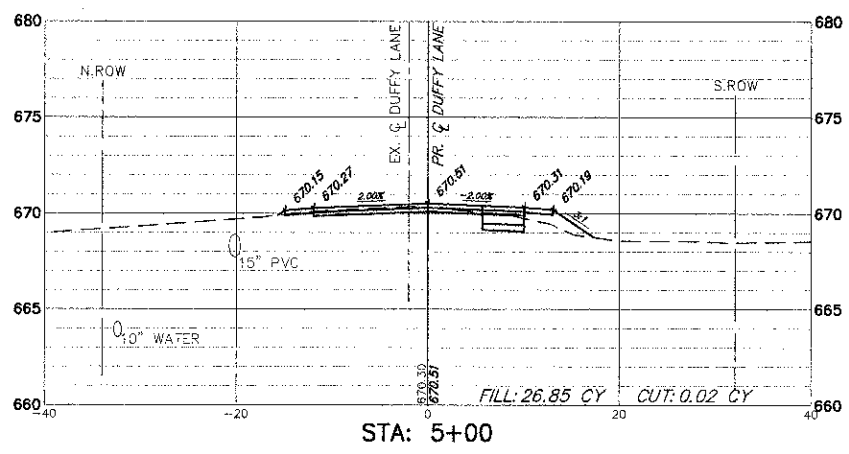
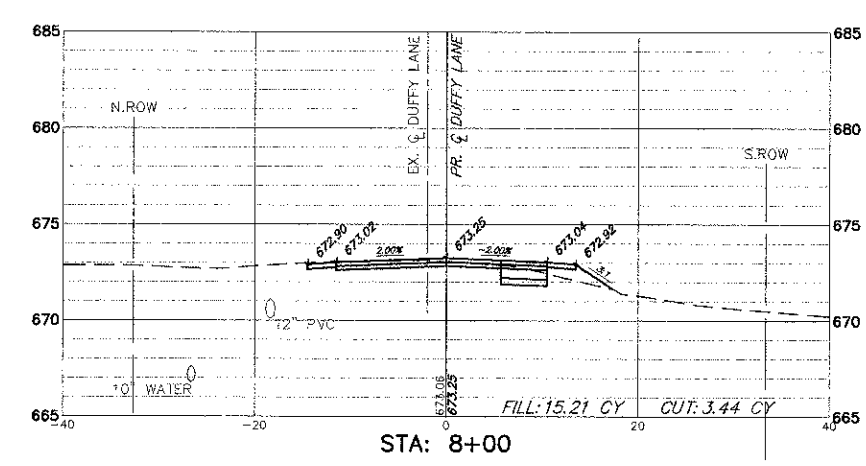
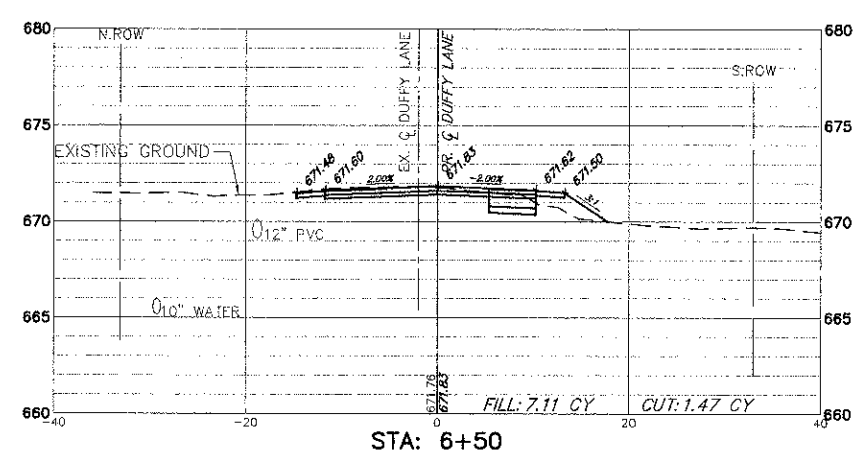
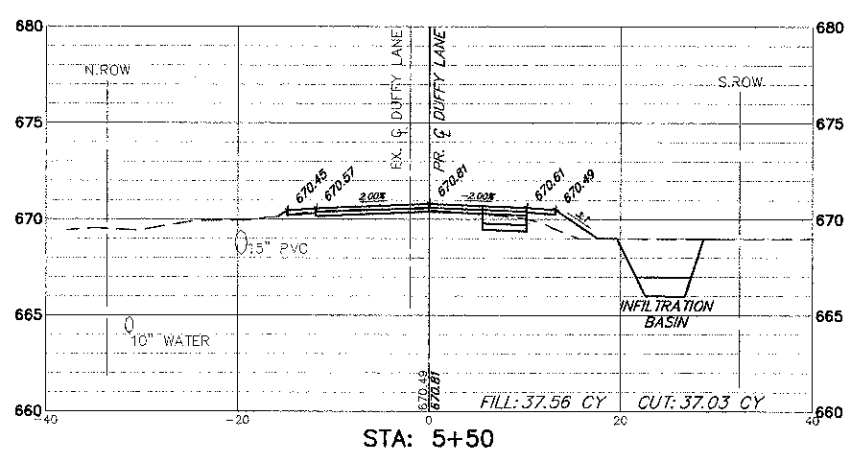
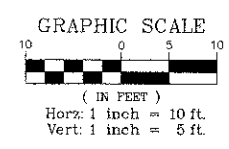
- (i) The homebuilder has completed final stabilization as specified above, or
- (ii) The homebuilder has established temporary stabilization including perimeter controls for individual lot prior to occupation of the home by the homeowner and informing the homeowner of the need to, and the benefits of, final stabilization.

When the site has been finally stabilized and all storm water discharges from construction sites that are authorized by the ILRI0 Permit are eliminated, the permittee of the facility must submit a completed Notice of Termination that is signed in accordance with Part VI.G (Signatory Requirements) of the ILRI0 permit. Elimination of storm water discharges associated with industrial activity means that all disturbed soils at the identified facility have been finally stabilized and temporary erosion and sediment control measures have been removed or will be removed at an appropriate time, or that all storm water discharges associated with construction activities from the identified site that are authorized by a NPDES general permit have otherwise been eliminated.

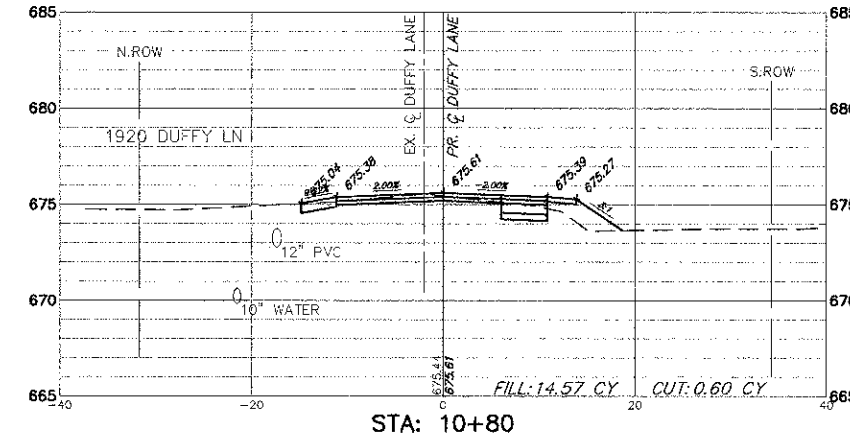
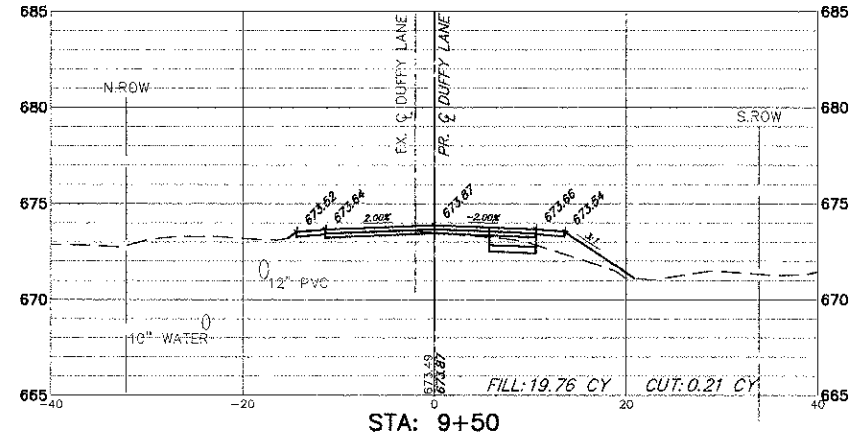
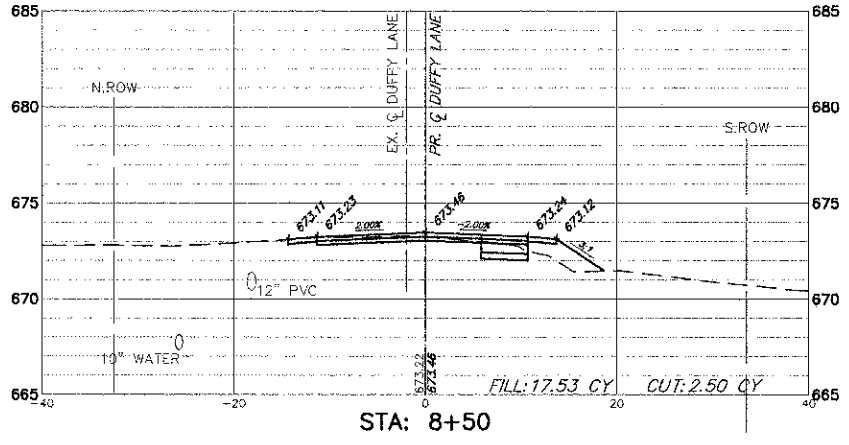
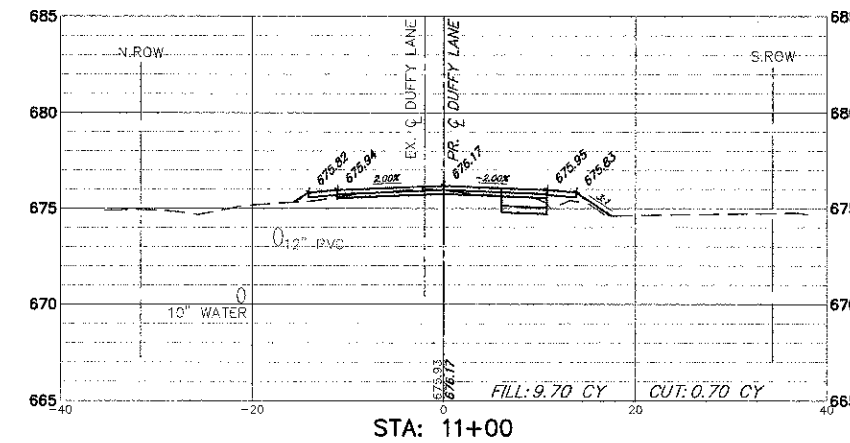
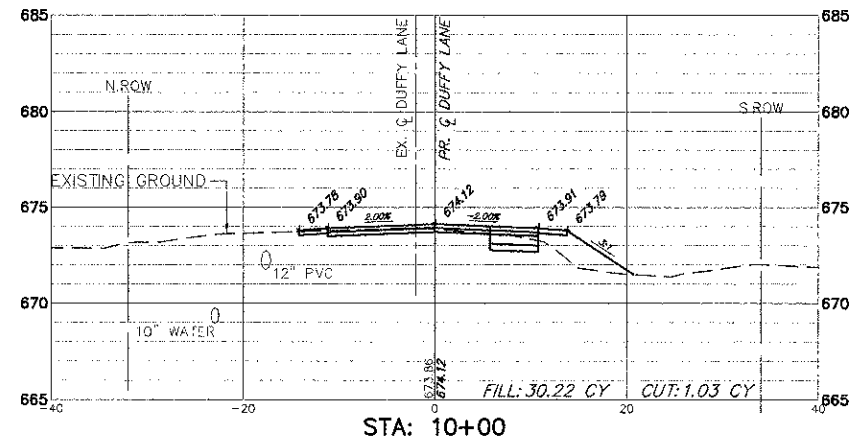
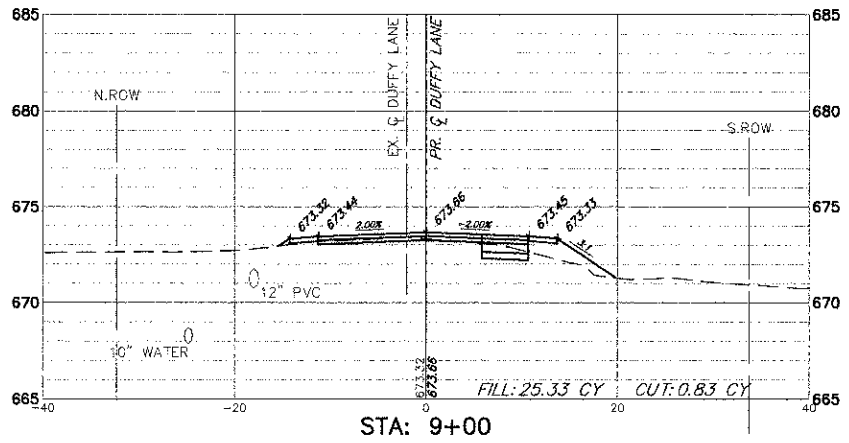
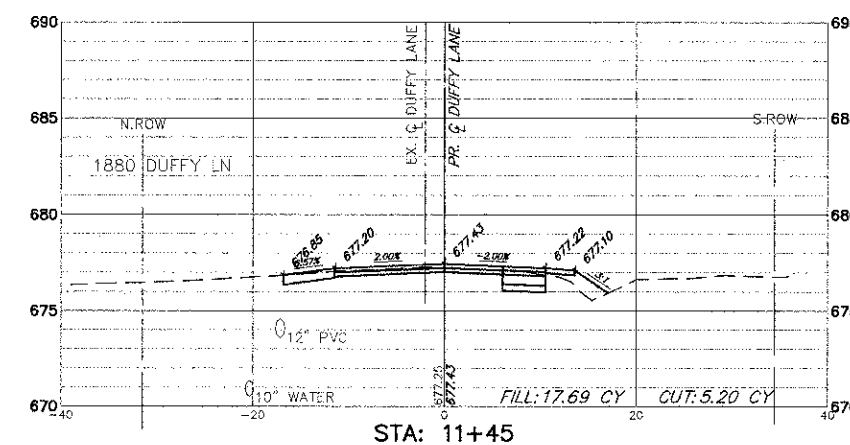
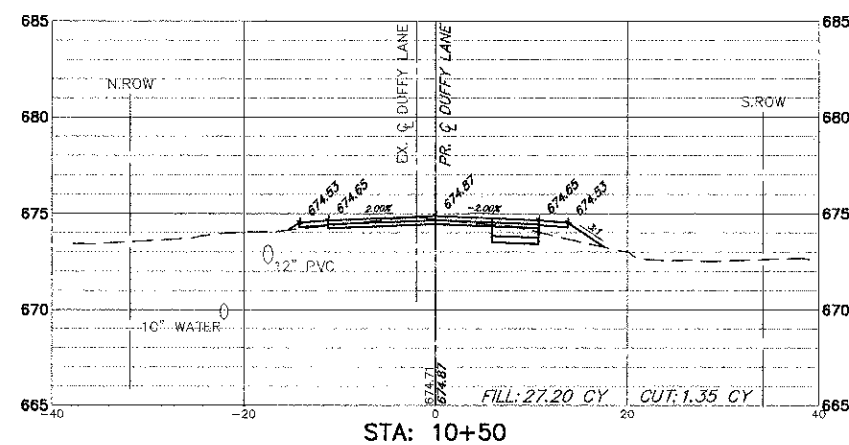
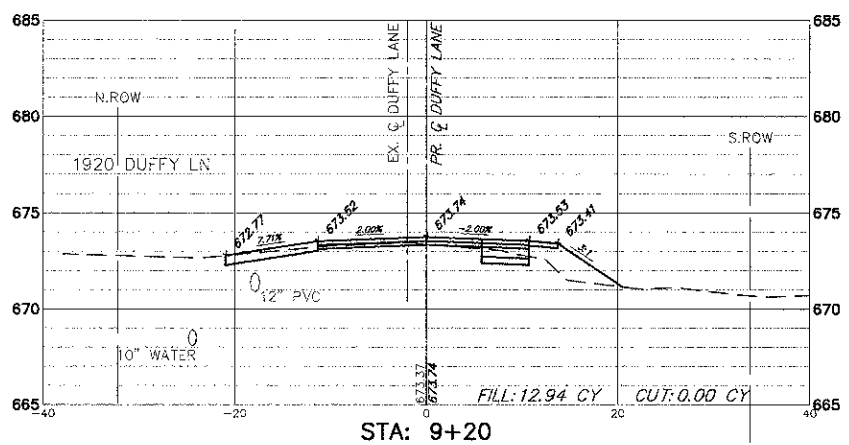
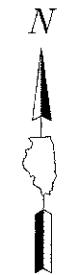
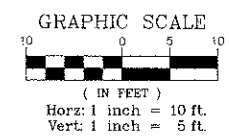
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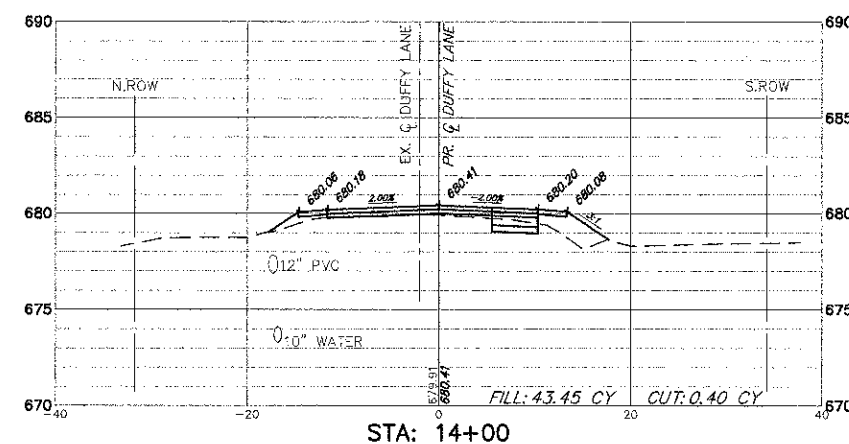
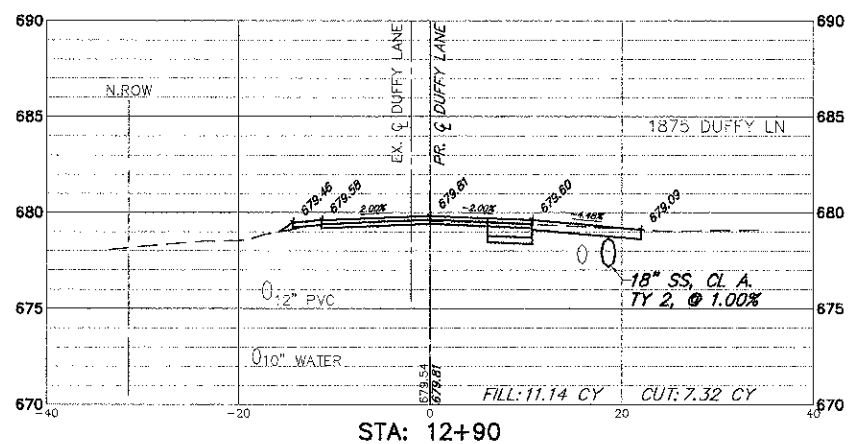
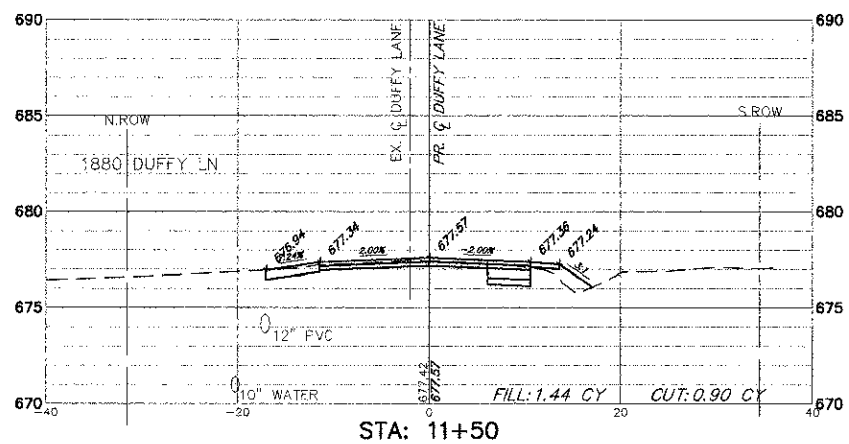
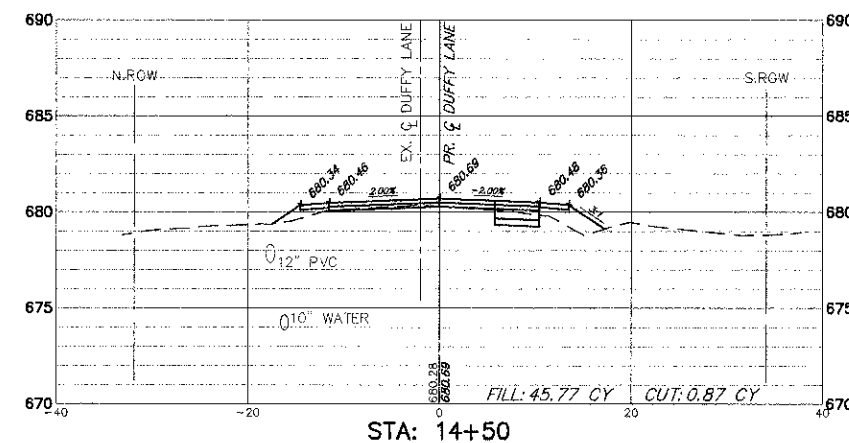
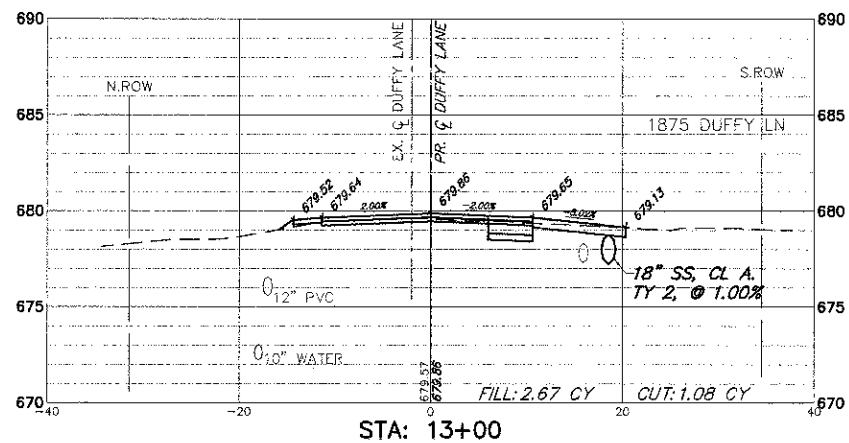
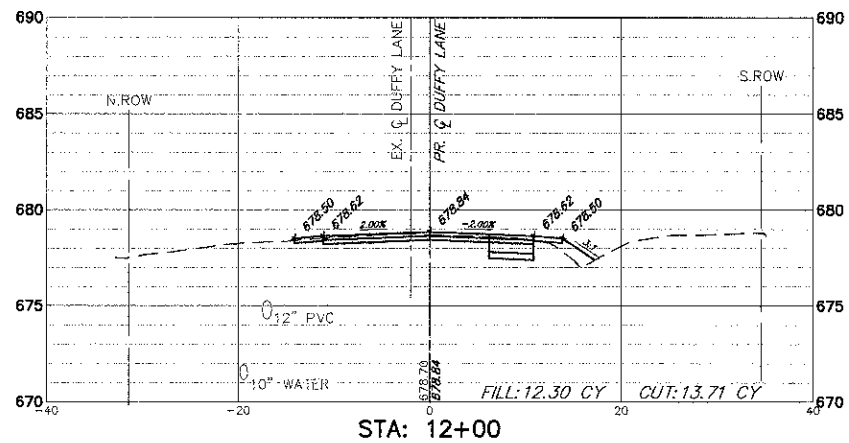
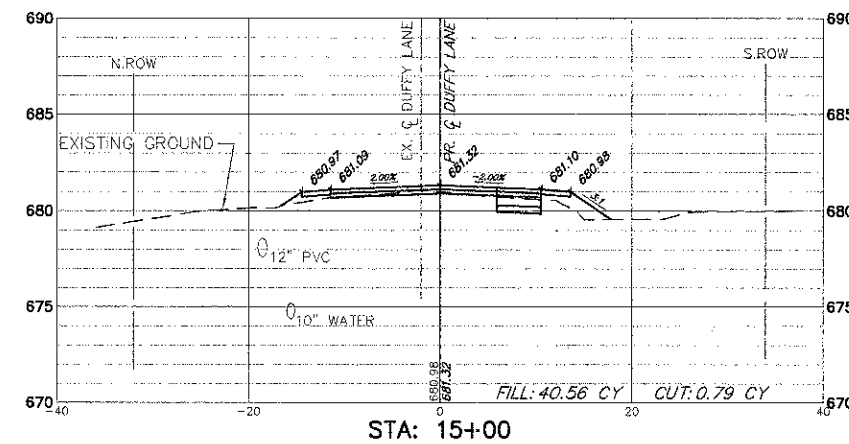
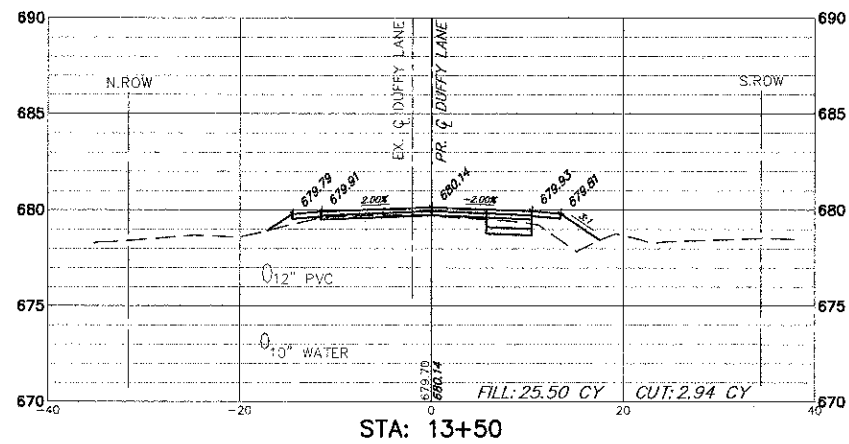
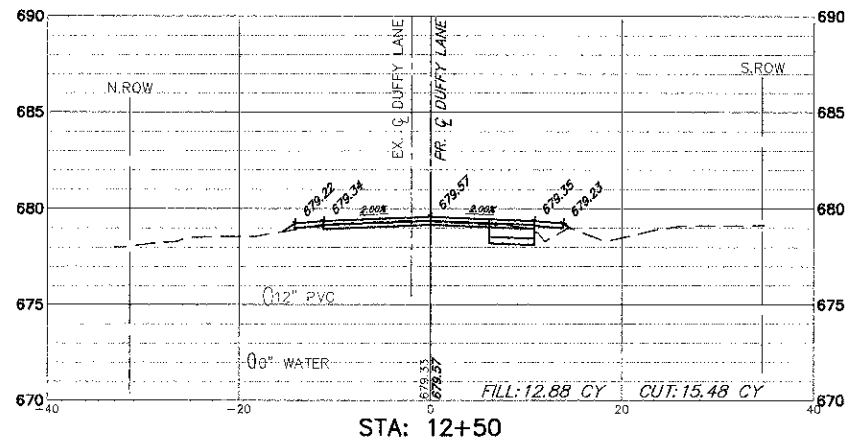
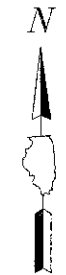
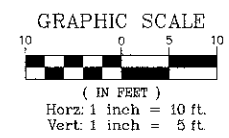
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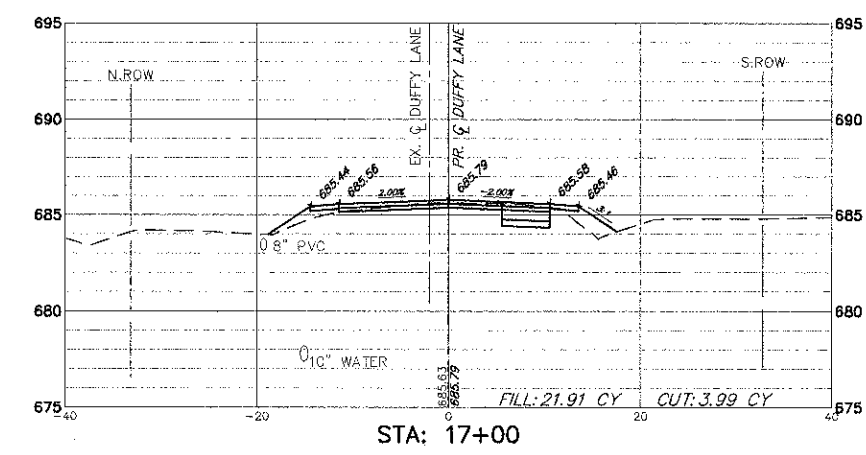
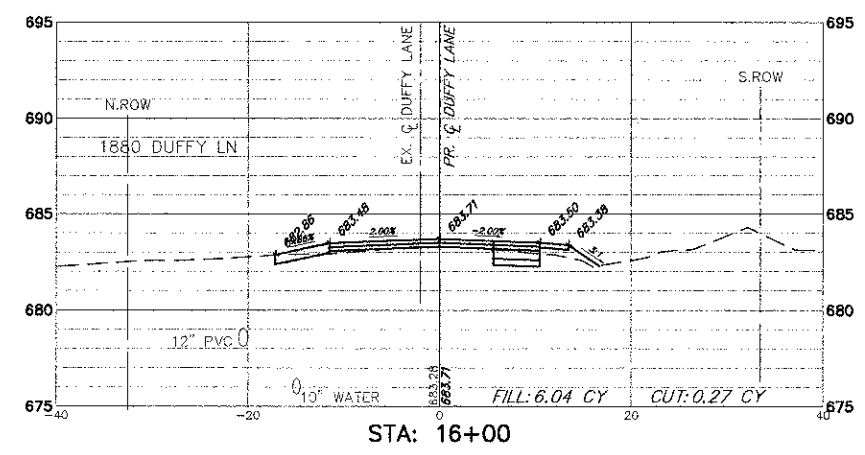
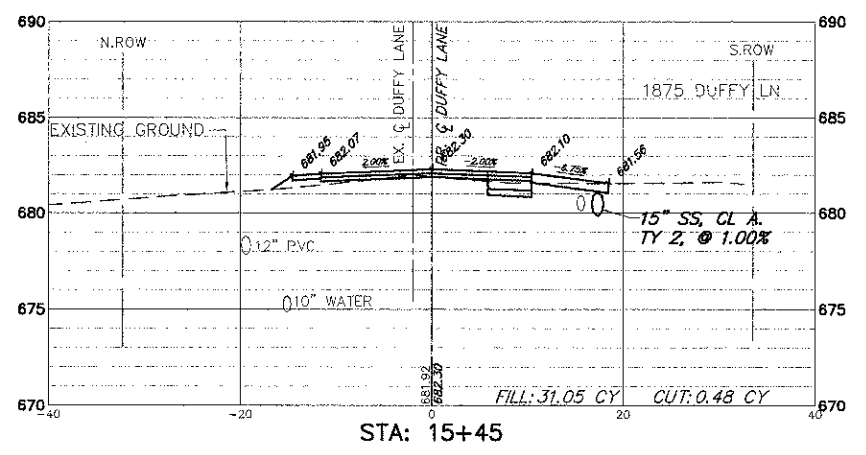
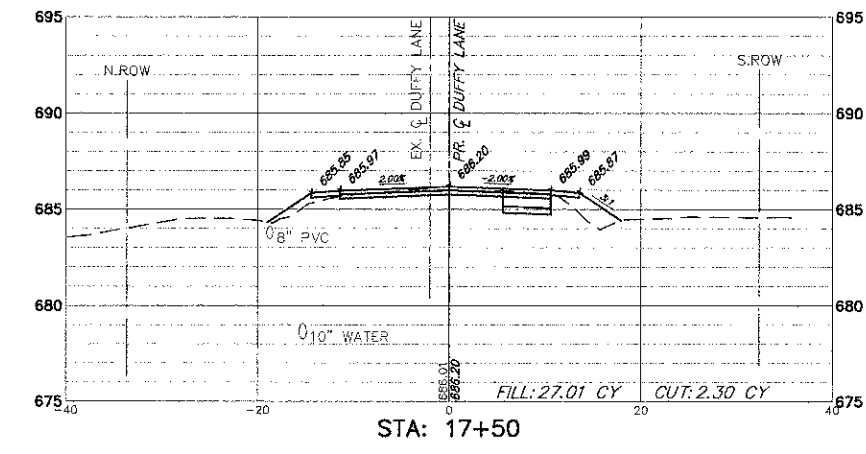
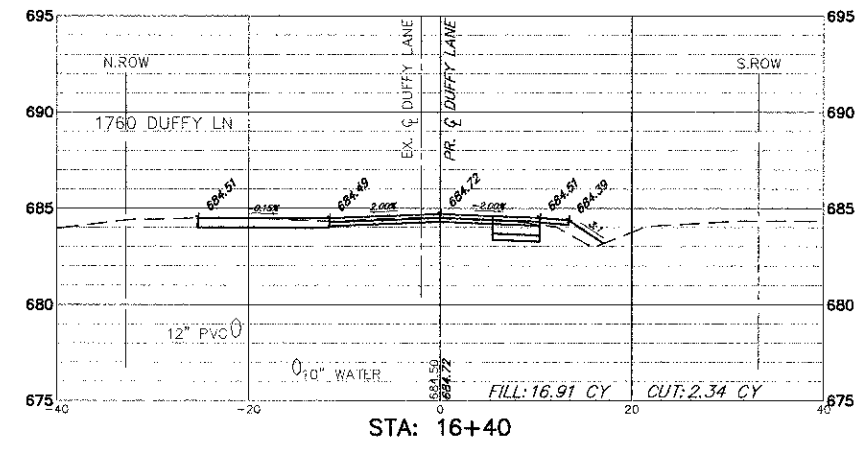
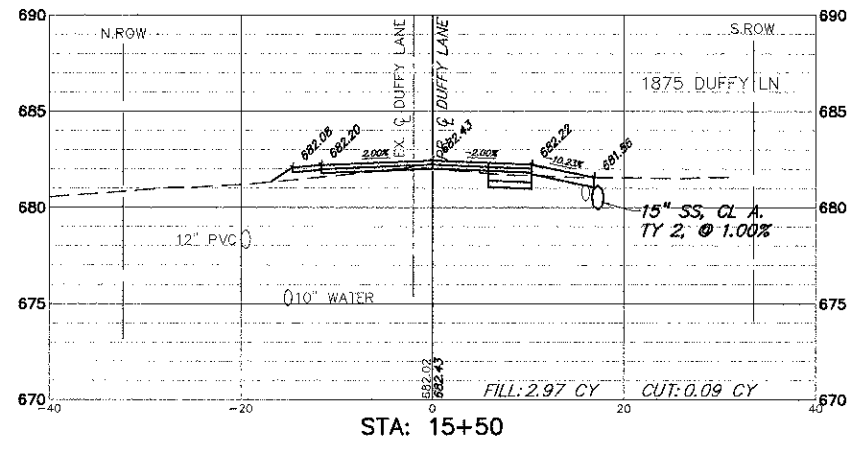
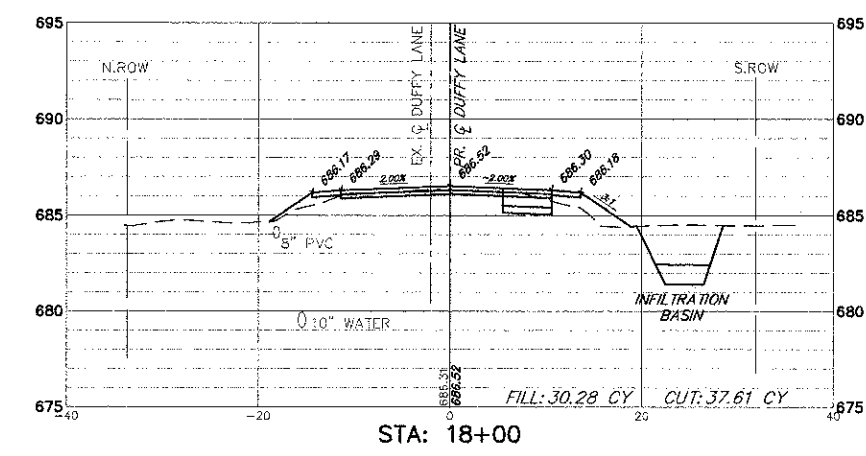
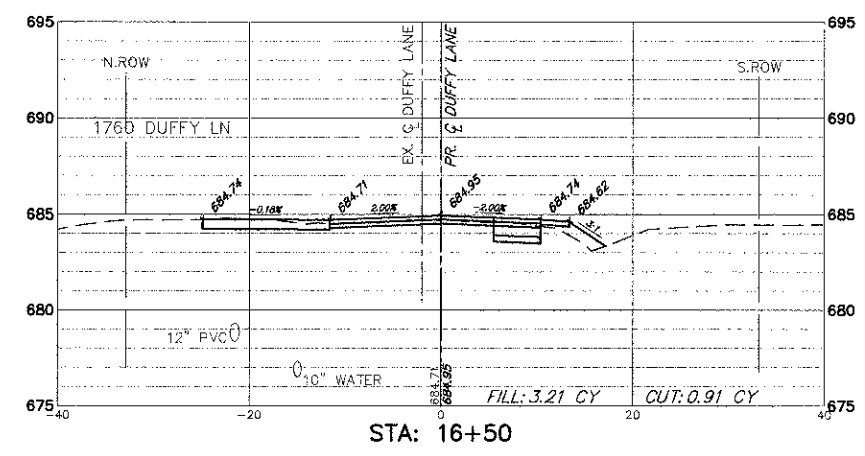
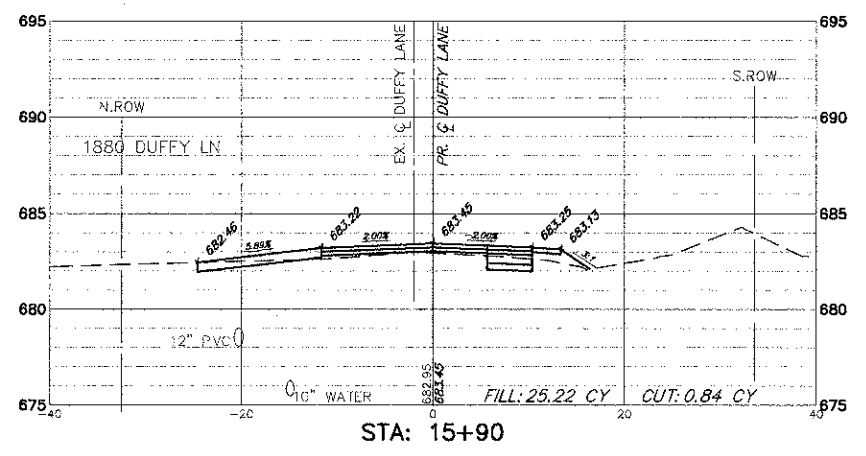
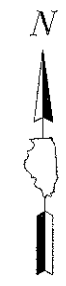
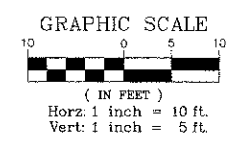
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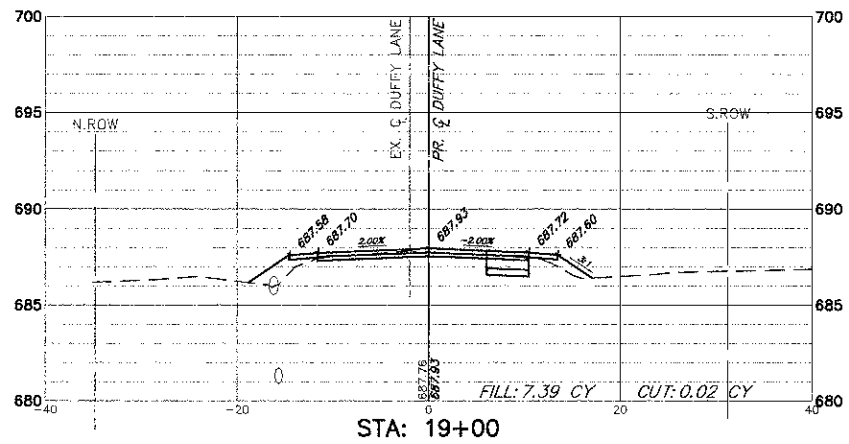
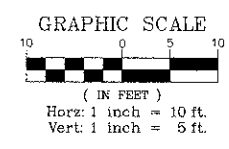
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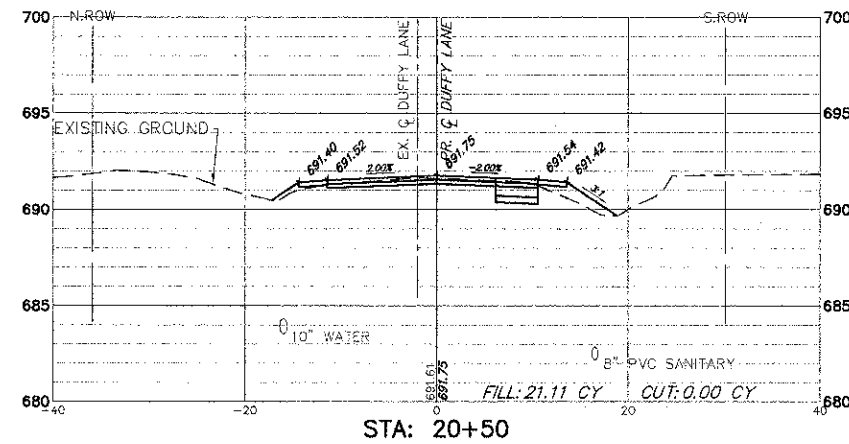
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DEPARTMENT OF TRANSPORTATION**

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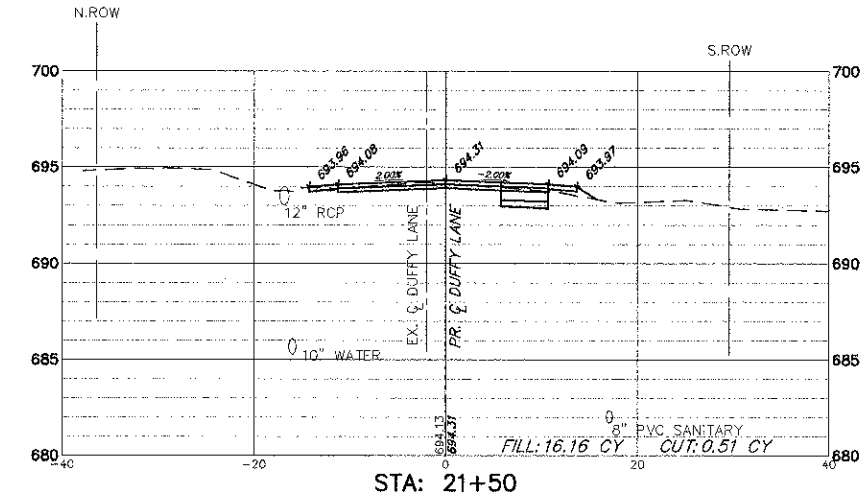
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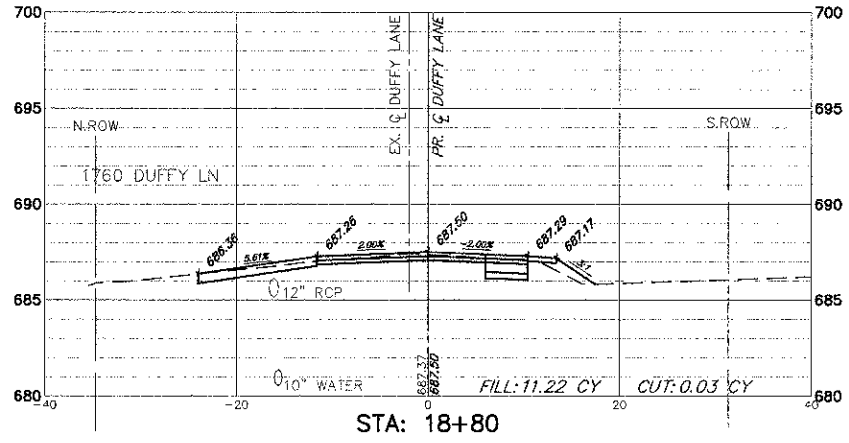
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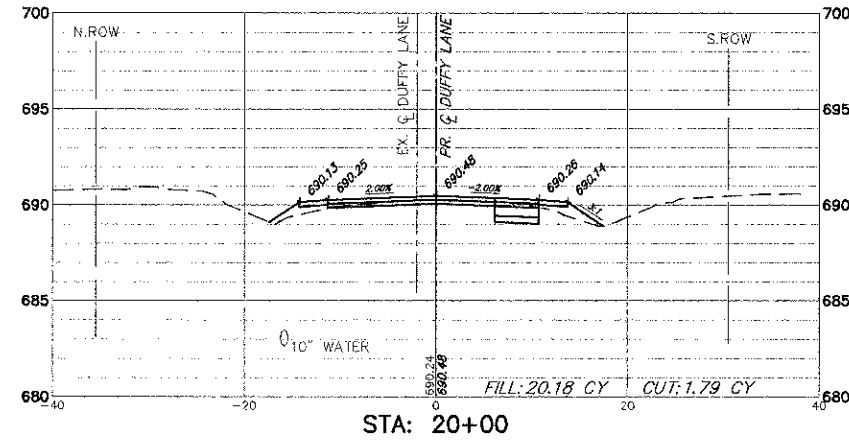
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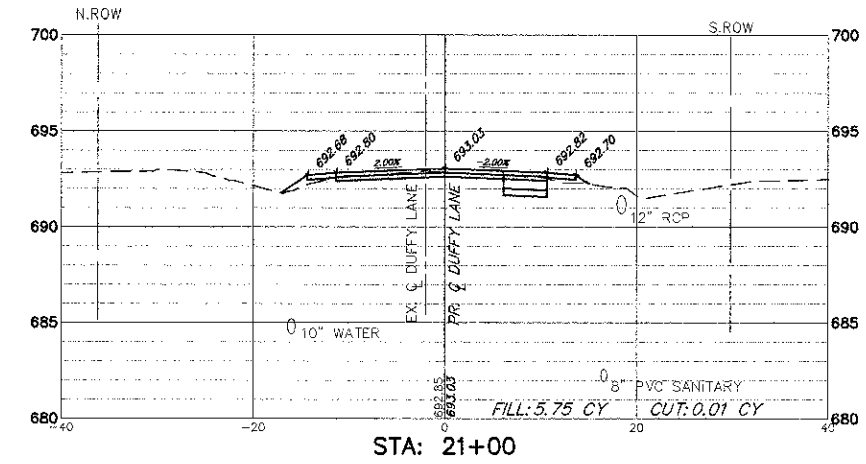
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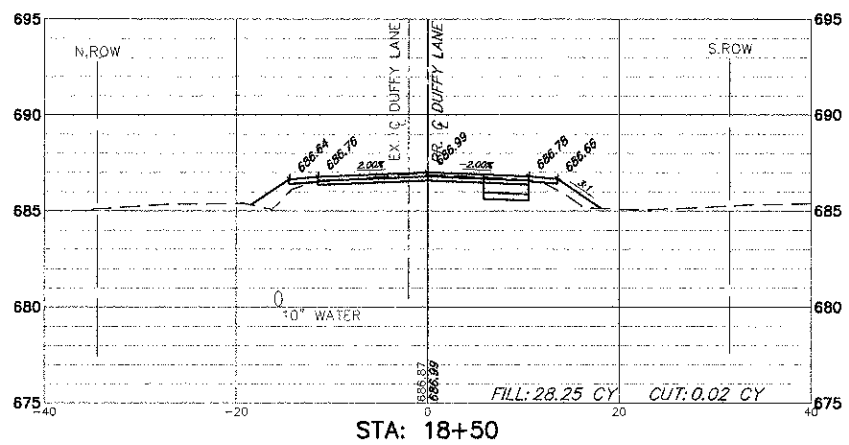
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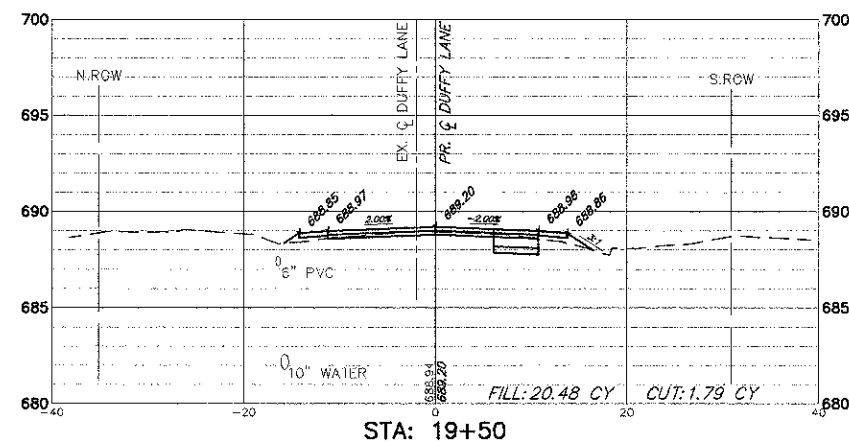
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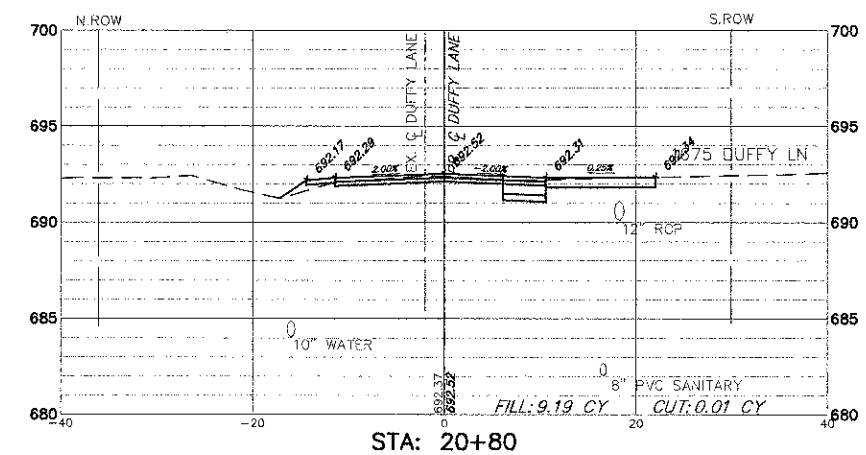
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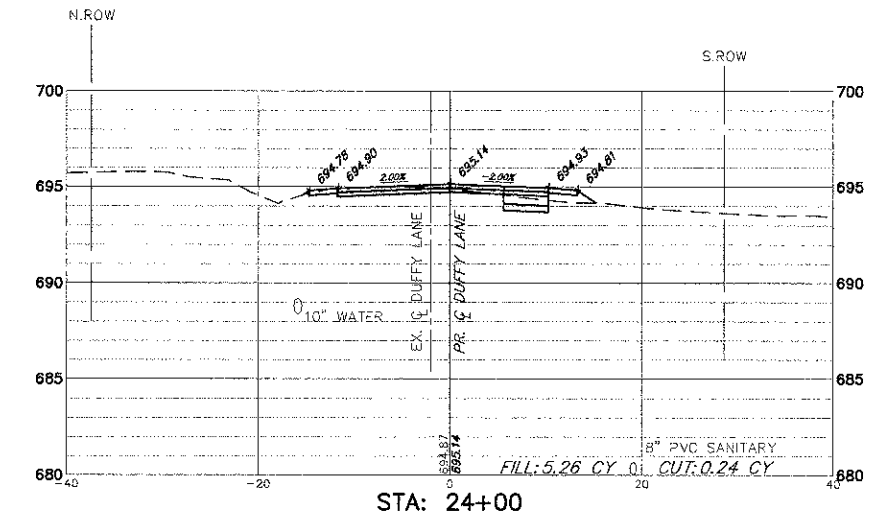
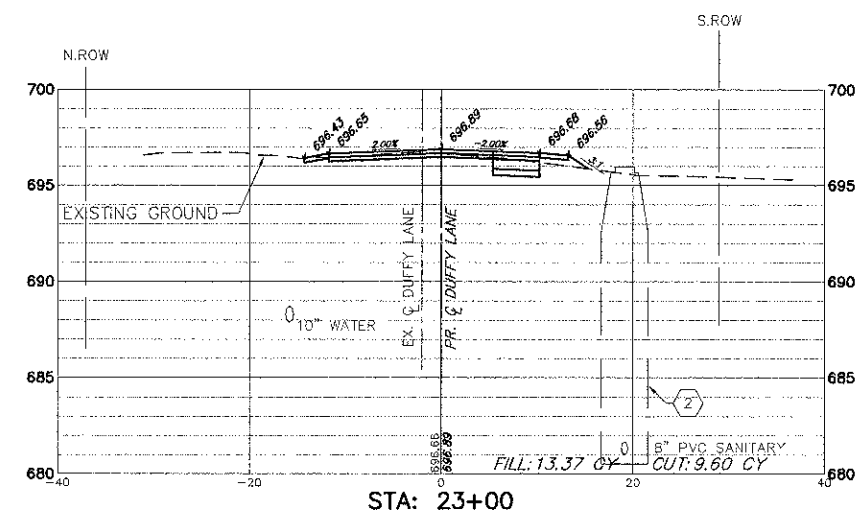
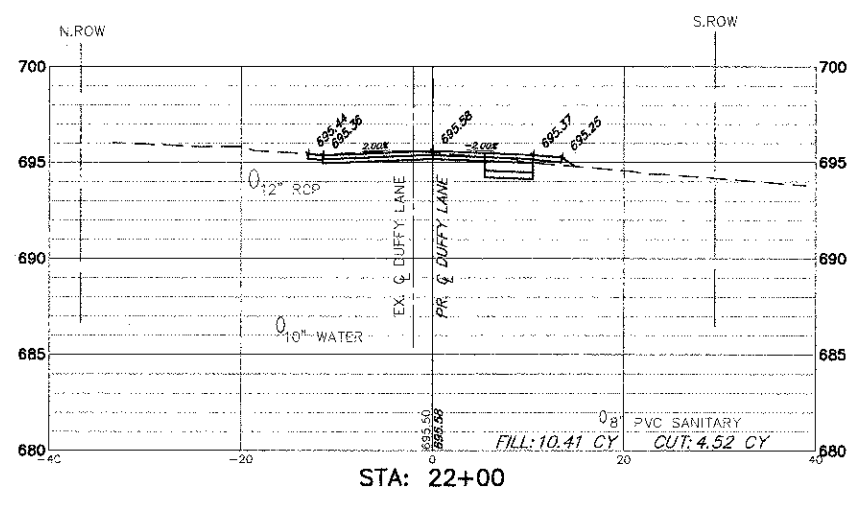
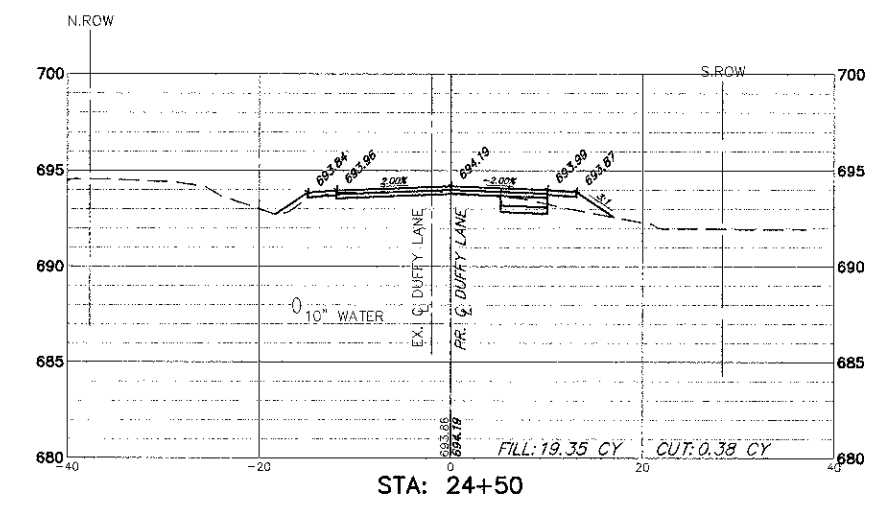
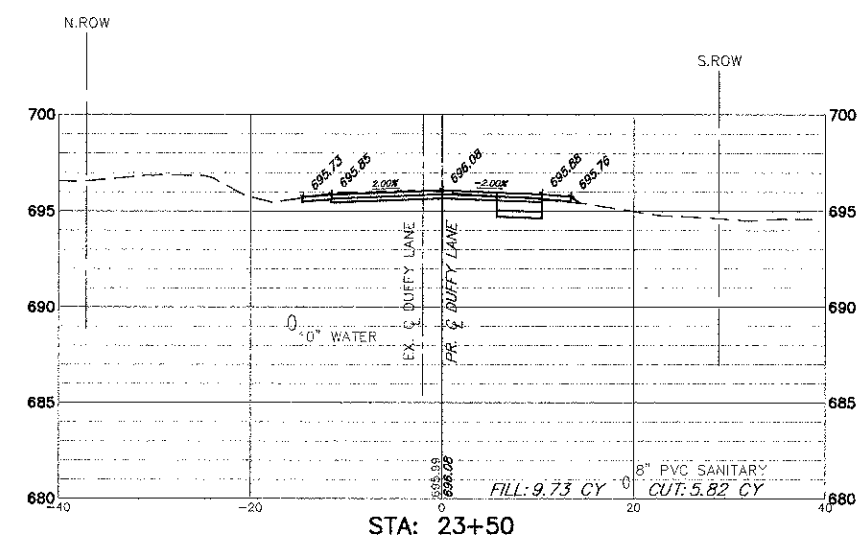
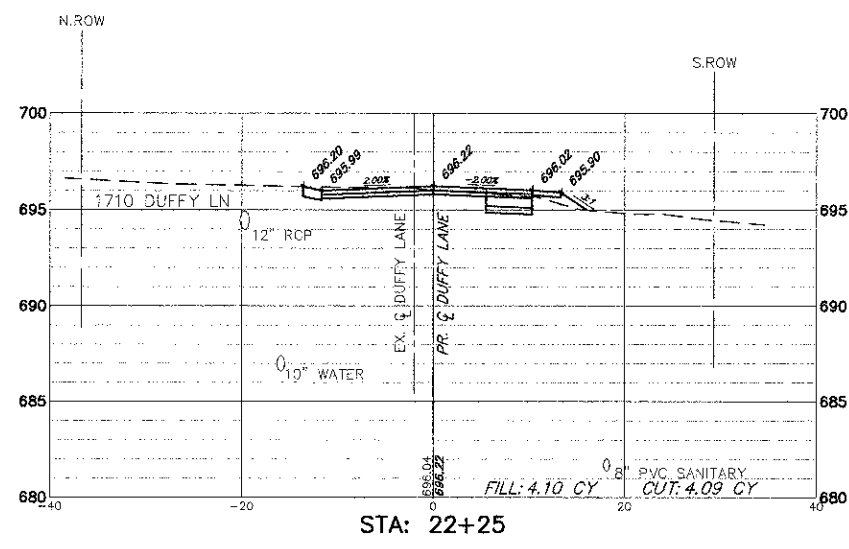
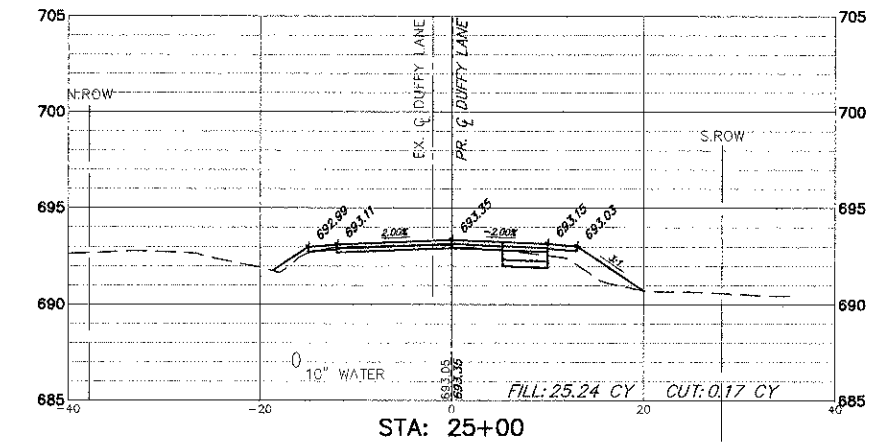
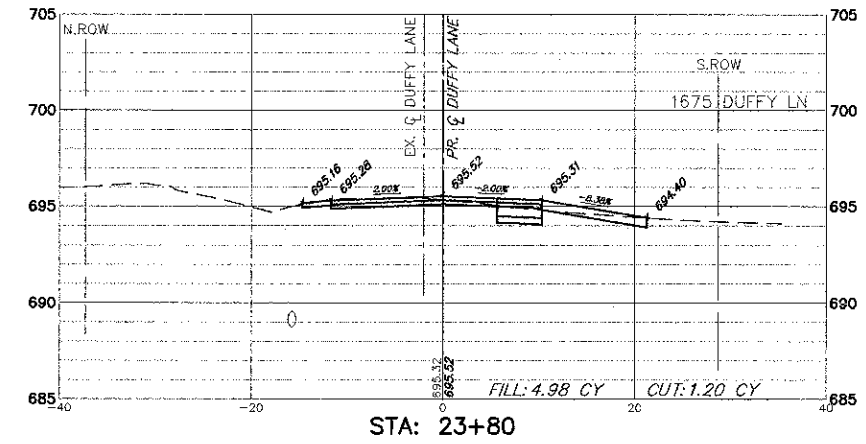
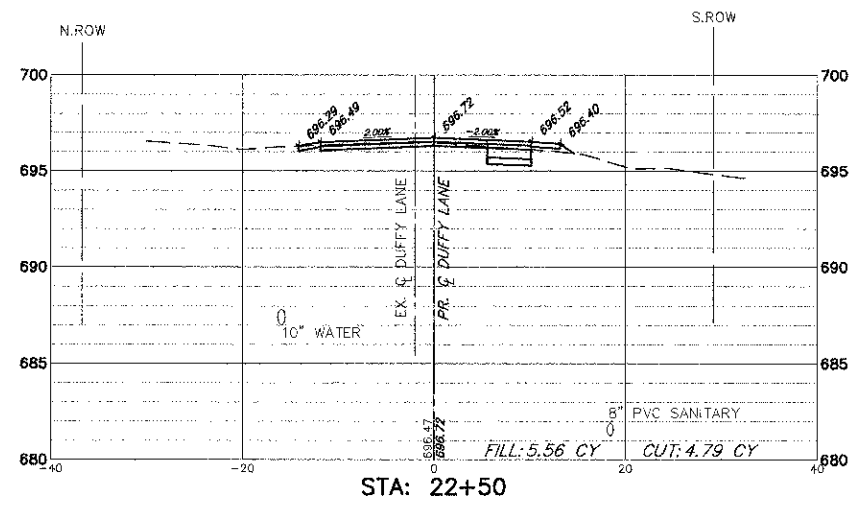
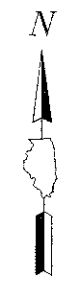
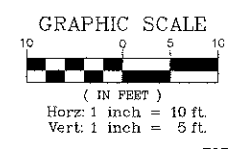
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

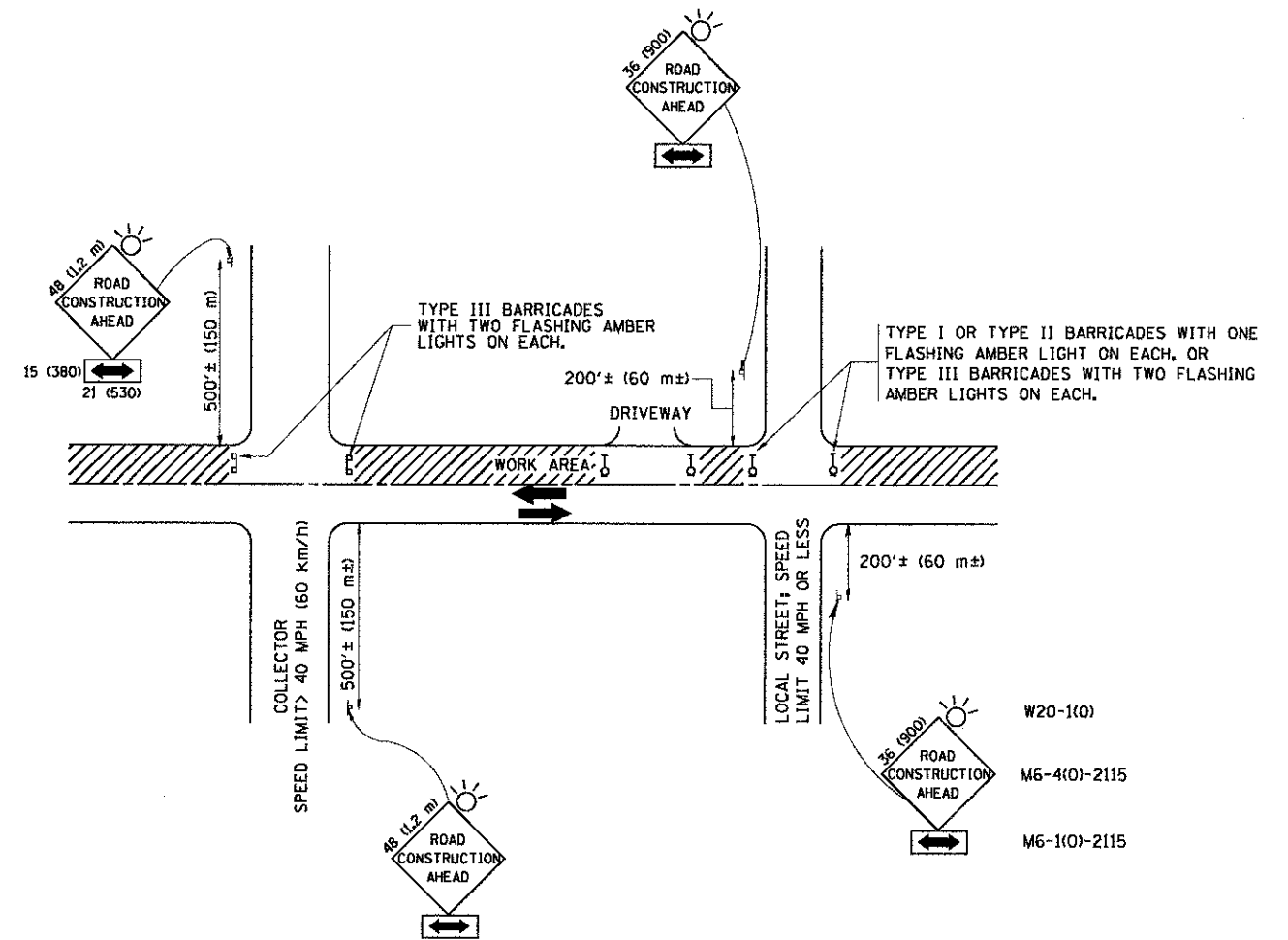
CROSS SECTIONS

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FA. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	23
CONTRACT #:			63751	
ILLINOIS FED. AID PROJECT			M-4003(095)	



FILE NAME = 8101-057 PR8.dwg	USER NAME = GW3	DESIGNED - DJG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			FA RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE - 08.10.2012	REVISED -		ILLINOIS FED. AID PROJECT M-4003(095)							



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

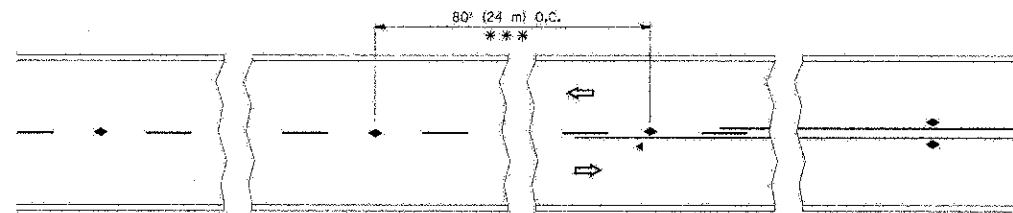
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

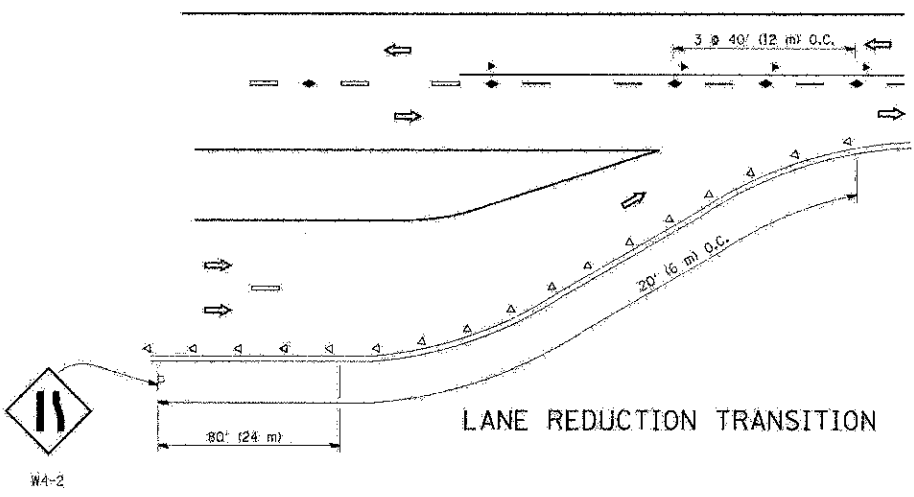
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63751	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(095)				

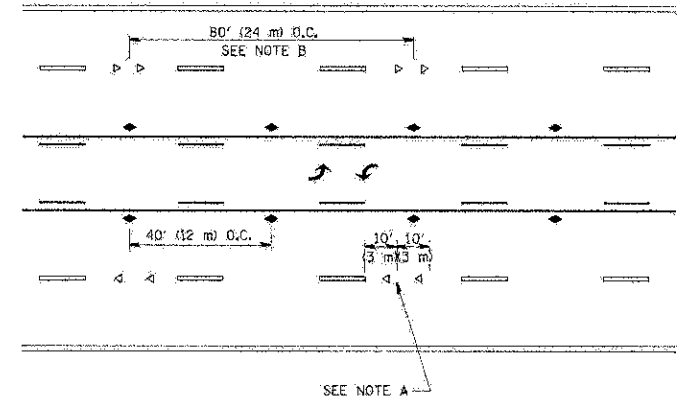


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

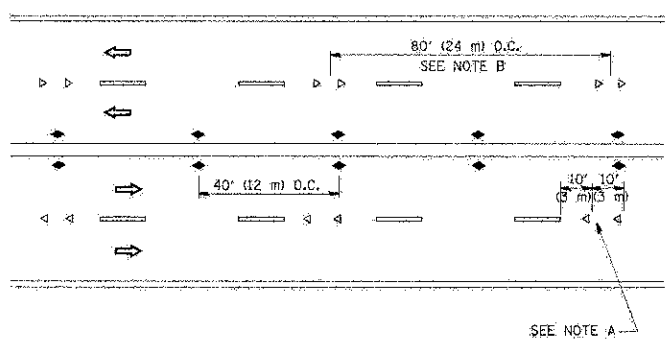
TWO-LANE/TWO-WAY



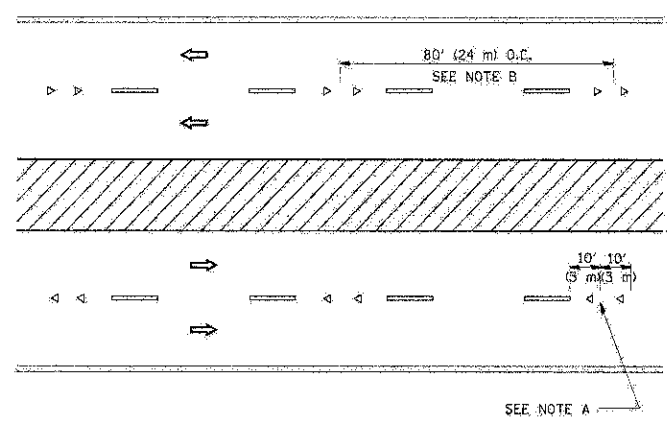
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

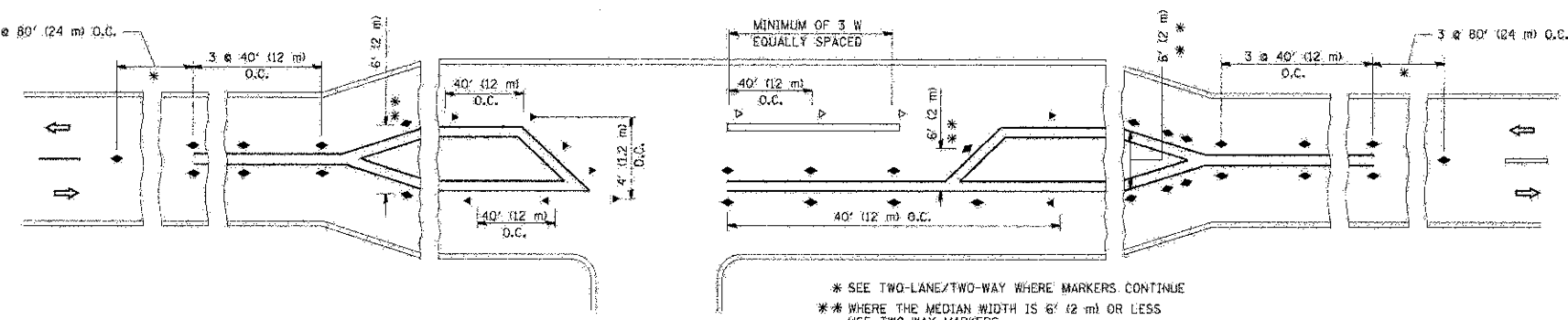
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

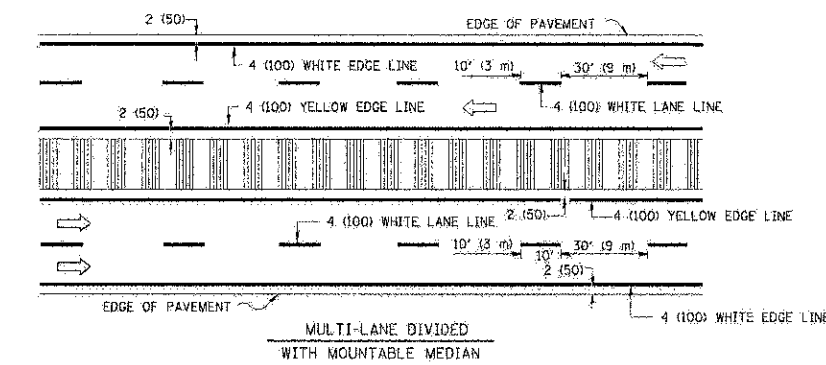
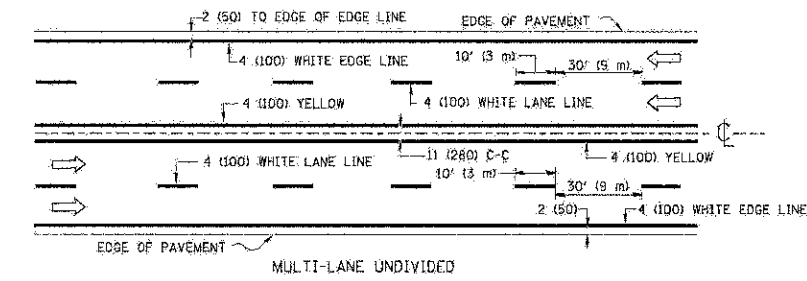
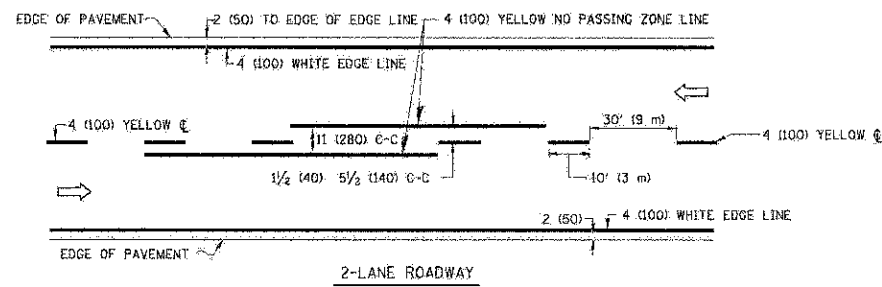


LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

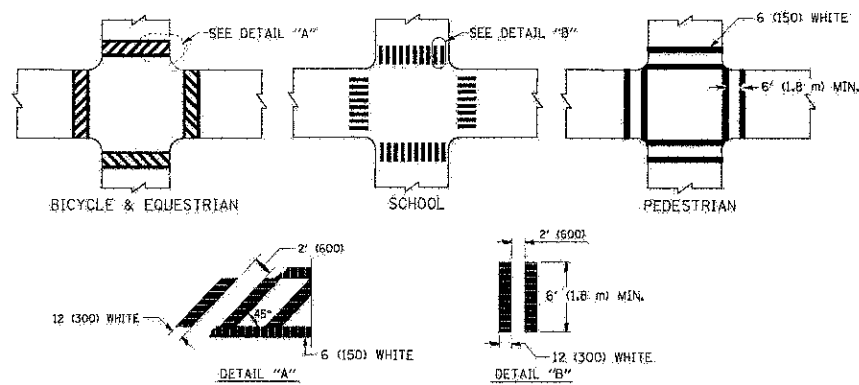
All dimensions are in inches (millimeters) unless otherwise shown.

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DRAWN =						REVISED - T. RAMMACHER 03-12-99	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		1254	12-00013-00-RS	LAKE	32	27
PLOT SCALE = 50,000 1" = 100'						REVISED - T. RAMMACHER 01-06-00	SCALE: NONE		TC-11		CONTRACT NO. 63751		
PLOT DATE = 3/27/2011				DATE =	REVISED - C. JUCIUS 09-09-09	SHEET NO. 1 OF 1 SHEETS		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		M-4003(095)	

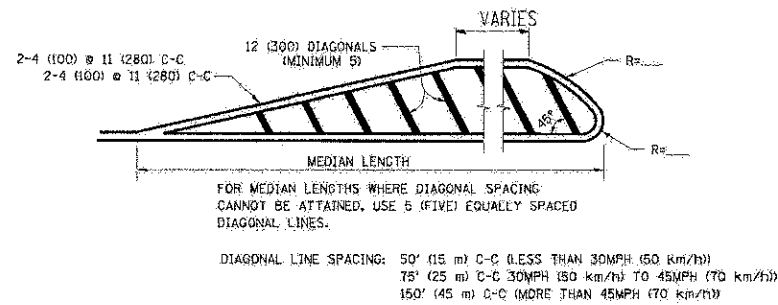
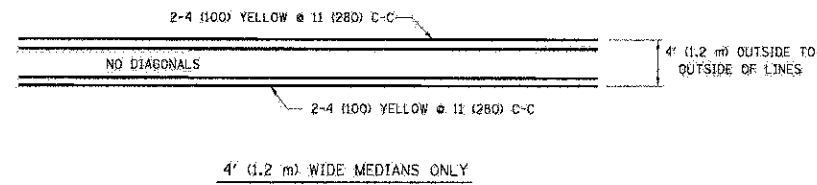


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

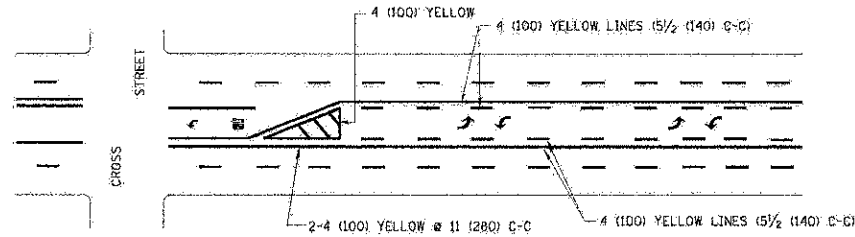


TYPICAL CROSSWALK MARKING



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

MEDIANS OVER 4' (1.2 m) WIDE

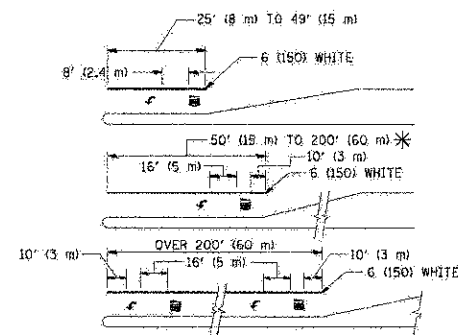


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

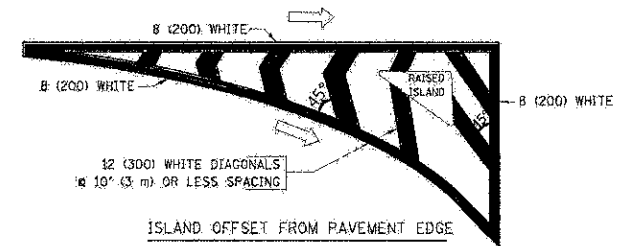


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

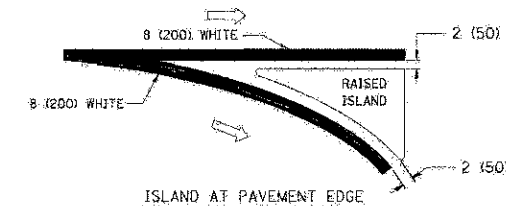
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18" (2.4 m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 2 (300) @ 45° 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GRADE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=36 SQ. FT. (3.3 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

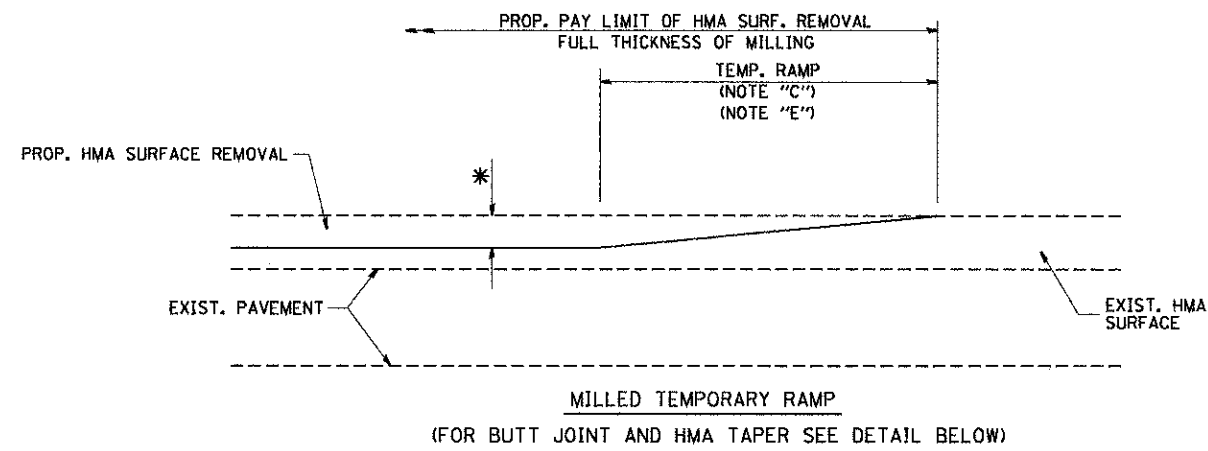
All dimensions are in inches (millimeters) unless otherwise shown.

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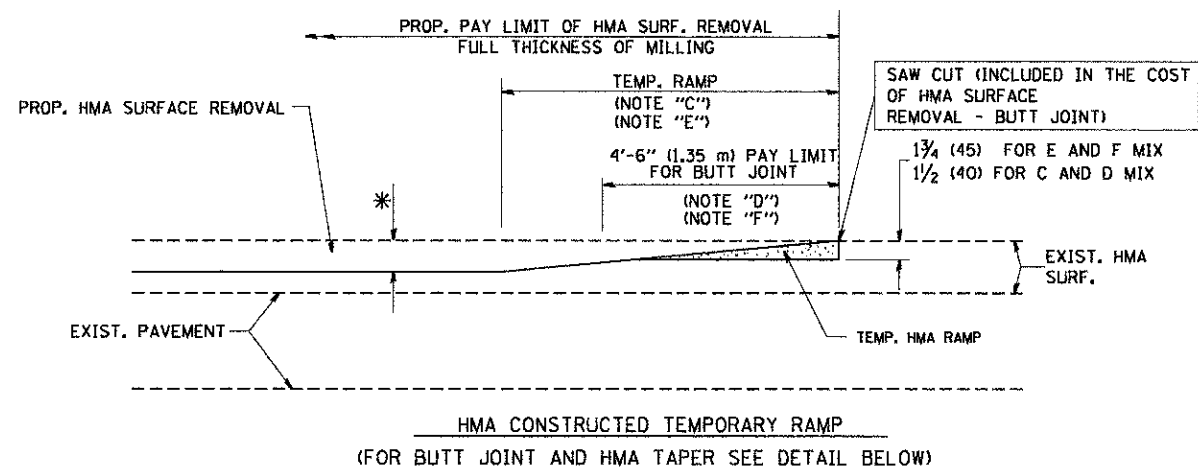
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

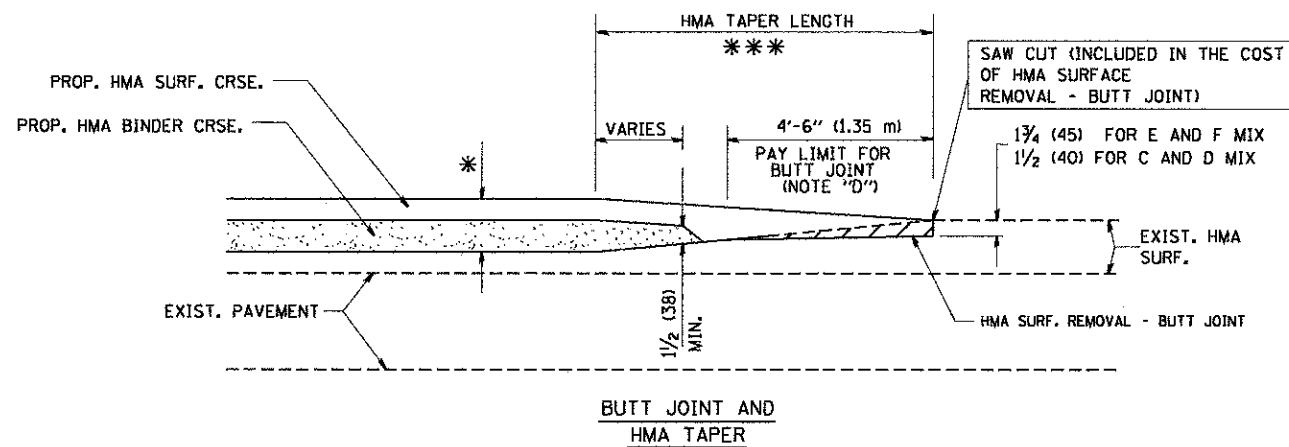
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			1254	12-00013-00-RS	LAKE	32	28
				TC-13	CONTRACT NO. 63751		
				FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	M-4003(085)	



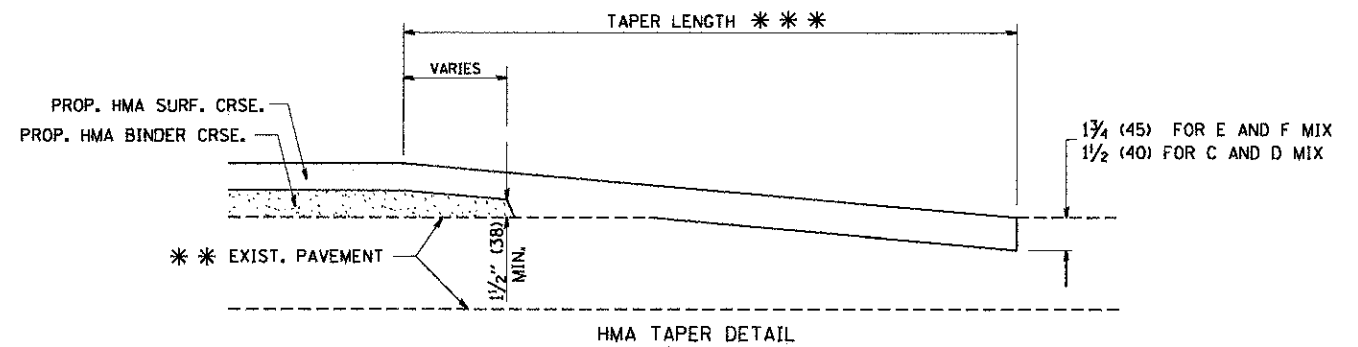
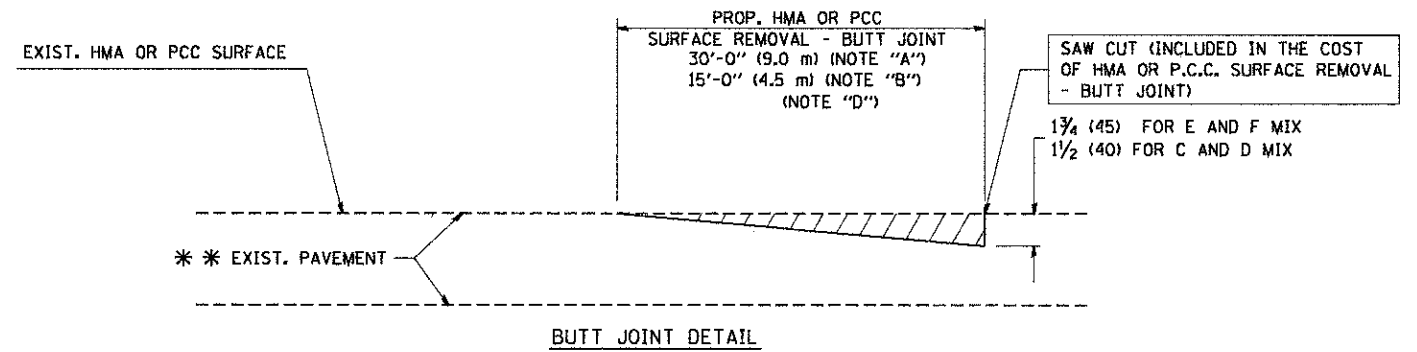
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

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

NOTES

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

BASIS OF PAYMENT:

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

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

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PLOT DATE = 1/4/2008

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DRAWN -
CHECKED -
DATE - 06-13-90

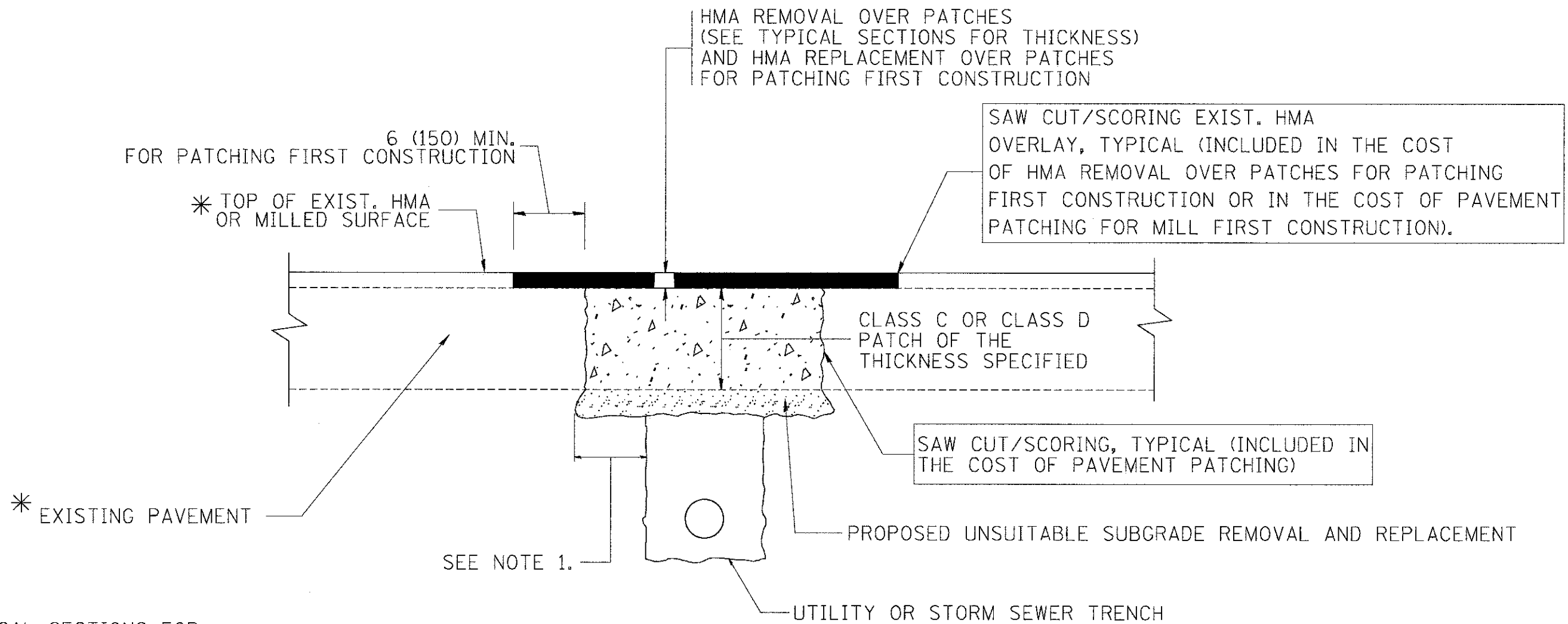
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	29
BD400-05 BD32		CONTRACT NO. 63751		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(095)				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

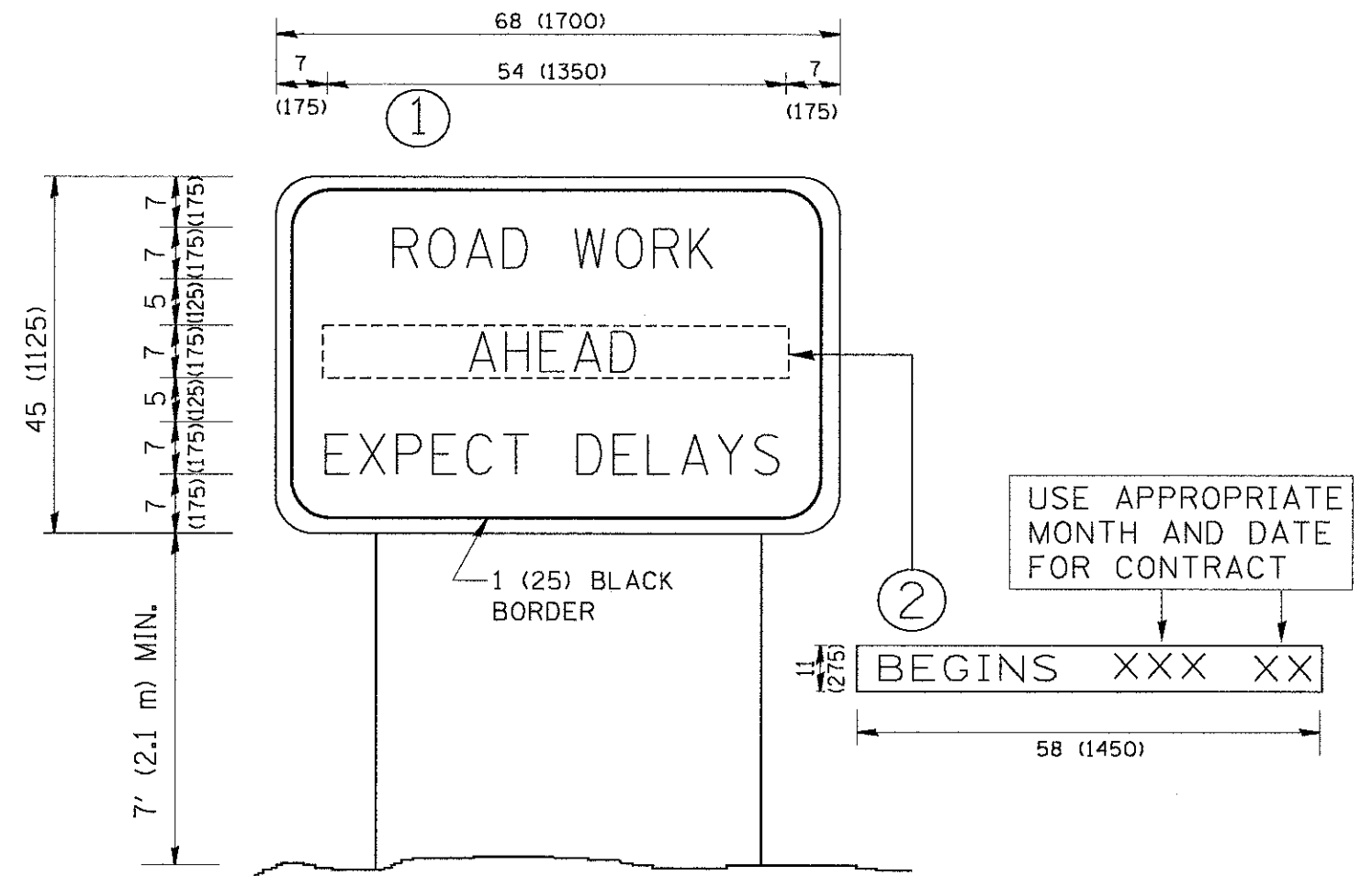
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\distatd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A. RTE. 1254	SECTION 12-00013-00-RS	COUNTY LAKE	TOTAL SHEETS 32	SHEET NO. 30
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07				BD400-04 (BD-22)		CONTRACT NO. 63751		
	PLOT DATE = 10/27/2000	DATE - 10-25-94	REVISED - K. ENG 10-27-08				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(095)				

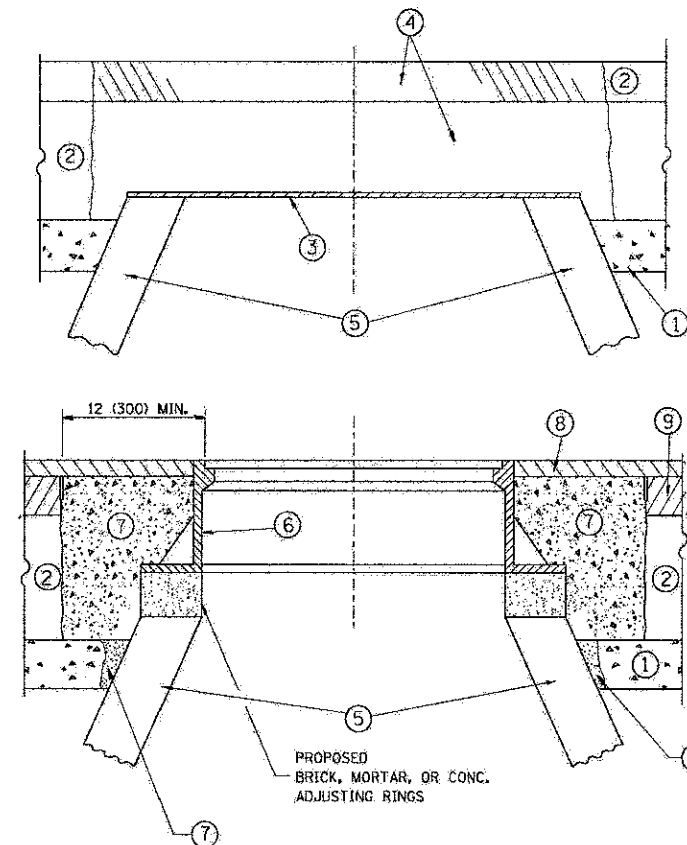


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\dstate\22x34\to22.dgn	USER NAME = geglrenobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.000 1/4 IN.	CHECKED -	REVISED - R. MIRS 12-11-97	1254			12-00013-00-RS	LAKE	32	31	
PLOT DATE = 1/4/2000	DATE -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 63751		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(095)		
			REVISED - C. JUCIUS 01-31-07	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bboard	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
cr:\p\work\psw\dot\board\vd\06315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-08-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1254	12-00013-00-RS	LAKE	32	32
BD600-03 (BD-8)		CONTRACT NO.	63751	
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT	M-4003(095)	