

DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

**FAU 2718 (WILMOT ROAD)  
NORTH AVENUE TO TELEGRAPH ROAD  
RESURFACING**

SECTION NUMBER: 11-00012-00-RS

JOB NO.: C91-018-12

PROJECT NO.: M-9003 (859)

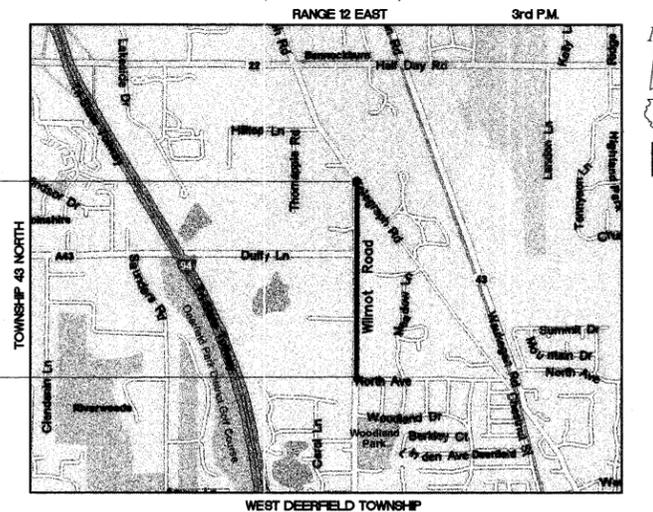
**VILLAGE OF BANNOCKBURN, ILLINOIS  
LAKE COUNTY**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2718	11-00012-00-RS	LAKE	40	1
				CONTRACT NO. 63646
ILLINOIS FED. AID PROJECT				

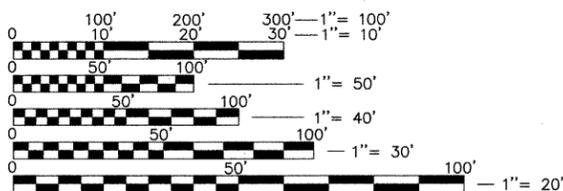
SHEET NO.	INDEX OF SHEETS
1	TITLE SHEET
2	GENERAL NOTES / HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	SCHEDULE OF QUANTITIES
5	TYPICAL SECTIONS
6	ALIGNMENT, TIES AND BENCHMARK
7-10	DEMOLITION PLANS
11-18	PLAN AND PROFILES / DRAINAGE AND UTILITIES
19	PAVEMENT MARKING PLAN
20-22	EROSION CONTROL PLANS
23-33	CROSS SECTIONS
34-40	CONSTRUCTION DETAILS



LOCATION MAP  
(NOT TO SCALE)



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.



J.U.L.I.E.  
JOINT  
UTILITY  
LOCATION  
INFORMATION FOR  
EXCAVATION  
CALL 811



Know what's below.  
Call before you dig.

**PROJECT INFORMATION**  
GROSS & NET LENGTH OF PROJECT = 4101 FT 0.776 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: 10-24-2011 2011  
*James Baber*  
VILLAGE OF BANNOCKBURN

PASSED: NOVEMBER 8 2011  
*Clifford Christman*  
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED REVIEW: NOVEMBER 8, 2011  
*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL

*David J. Gewalt*

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

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**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.

**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.

**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 VILLAGE, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE VILLAGE 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
- 442201-06 CLASS C AND D PATCHES
- 542101-02 REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 36"
- 542311-03 GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE)
- 602011-02 CATCH BASIN TYPE C
- 602301-03 INLET - TYPE A
- 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  
630-600-6349

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

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

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES AND HIGHWAY STANDARDS</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 2
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE: NONE	SHEET NO. 2 OF 40 SHEETS	STA.	TO STA.	CONTRACT #:		63646	
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									

## SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	0005 QUANTITY
20200100	Earth Excavation	CU YD	550
20400800	Furnished Excavation	CU YD	90
20800150	Trench Backfill	CU YD	175
21101615	Topsoil Furnish and Place, 4"	SQ YD	9,000
25000110	Seeding, Class 1A	ACRE	1.86
25000400	Nitrogen Fertilizer Nutrient	POUND	40
25000500	Phosphorus Fertilizer Nutrient	POUND	40
25000600	Potassium Fertilizer Nutrient	POUND	40
25100630	Erosion Control Blanket	SQ YD	9,000
28000400	Perimeter Erosion Barrier	FOOT	1,300
28000500	Inlet and Pipe Protection	EACH	45
28100127	Stone Riprap, Class B4	SQ YD	100
28200200	Filter Fabric	SQ YD	100
31101200	Sub-Base Granular Material, Type B 4"	SQ YD	3,000
35600700	Hot-Mix Asphalt Base Course Widening, 6"	SQ YD	3,000
40600100	Bituminous Materials (Prime Coat)	GAL	700
40600300	Aggregate (Prime Coat)	TON	100
40600982	Hot-Mix Asphalt Surface Removal - Butt Joint	SQ YD	1,000
40603080	Hot-Mix Asphalt Binder Course, IL-19.0, N50	TON	1,500
40603335	Hot-Mix Asphalt Surface Course, Mix 'D', N50	TON	1,800
42400200	Portland Cement Concrete Sidewalk 5 Inch	SQ FT	60
44000100	Pavement Removal	SQ YD	2,800
44000159	Hot-Mix Asphalt Surface Removal, 2 1/2"	SQ YD	10,500
44000200	Driveway Pavement Removal	SQ YD	370
44000600	Sidewalk Removal	SQ FT	60
44201713	Class D Patches, Type I, 6 Inch	SQ YD	200
44201717	Class D Patches, Type II, 6 Inch	SQ YD	200
44201721	Class D Patches, Type III, 6 Inch	SQ YD	200
44201723	Class D Patches, Type IV, 6 Inch	SQ YD	200
44300100	Area Reflective Crack Control Treatment	SQ YD	10,500
44300200	Strip Reflective Crack Control Treatment	FOOT	8,400

ITEM NO.	ITEM DESCRIPTION	UNIT	0005 QUANTITY
54213660	Precast Reinforced Concrete Flared End Section 15"	EACH	1
54213663	Precast Reinforced Concrete Flared End Section 18"	EACH	1
54213669	Precast Reinforced Concrete Flared End Section 24"	EACH	4
54247130	Grating for Concrete Flared End Section 24"	EACH	2
550A0360	Storm Sewers, Class A, Type 2 15"	FOOT	100
550A0380	Storm Sewers, Class A, Type 2 18"	FOOT	100
550A0410	Storm Sewers, Class A, Type 2 24"	FOOT	200
550B0340	Storm Sewers, Class B, Type 2 12"	FOOT	100
550B0360	Storm Sewers, Class B, Type 2 15"	FOOT	350
55100400	Storm Sewer Removal 10"	FOOT	100
55100500	Storm Sewer Removal 12"	FOOT	500
60207605	Catch Basins, Type C, Type 8 Grate	EACH	7
60236200	Inlets, Type A, Type 8 Grate	EACH	1
60250200	Catch Basins to be Adjusted	EACH	2
60265700	Valve Vaults to be Adjusted	EACH	1
67100100	Mobilization	L SUM	1
70102620	Traffic Control and Protection, Standard 701501	L SUM	1
* 78000200	Thermoplastic Pavement Marking - Line 4"	FOOT	16,500
* 78000650	Thermoplastic Pavement Marking - Line 24"	FOOT	100
* 78100100	Raised Reflective Pavement Marker	EACH	12
78300200	Raised Reflective Pavement Marker Removal	EACH	12
X4811900	Aggregate Shoulders (Special)	TON	150
X6026050	Sanitary Manholes to be Adjusted	EACH	3
XX004774	Brick Driveway Removal and Replacement	SQ FT	500
XX007729	Detectable Warnings, Special	SQ FT	16
Z0004510	Hot-Mix Asphalt Driveway Pavement, 3"	SQ YD	420
Z0018700	Drainage Structures to be Removed	EACH	7
Z0030850	Temporary Information Signing	SQ FT	52
Δ Z0076600	Trainees	HOUR	500

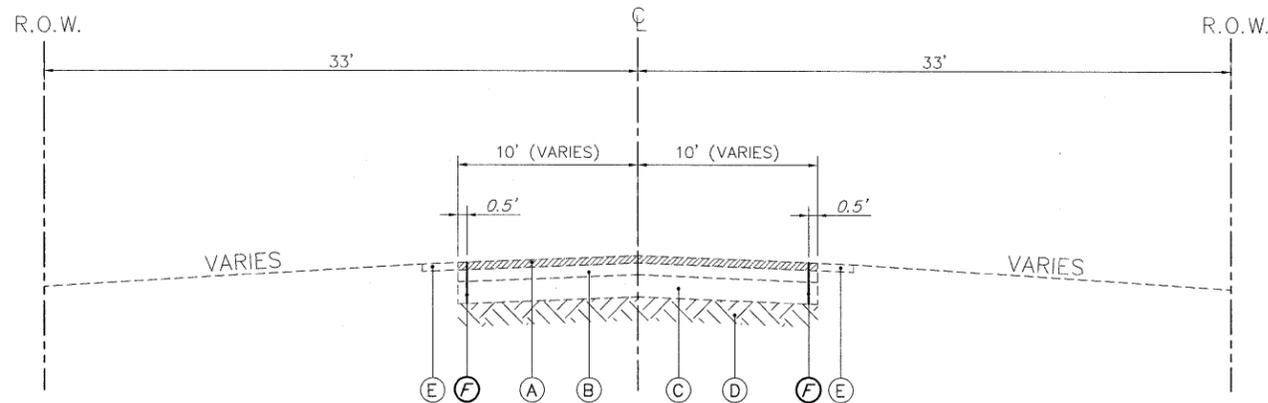
Δ 0042

\* SPECIALTY ITEM

## SCHEDULE OF QUANTITIES

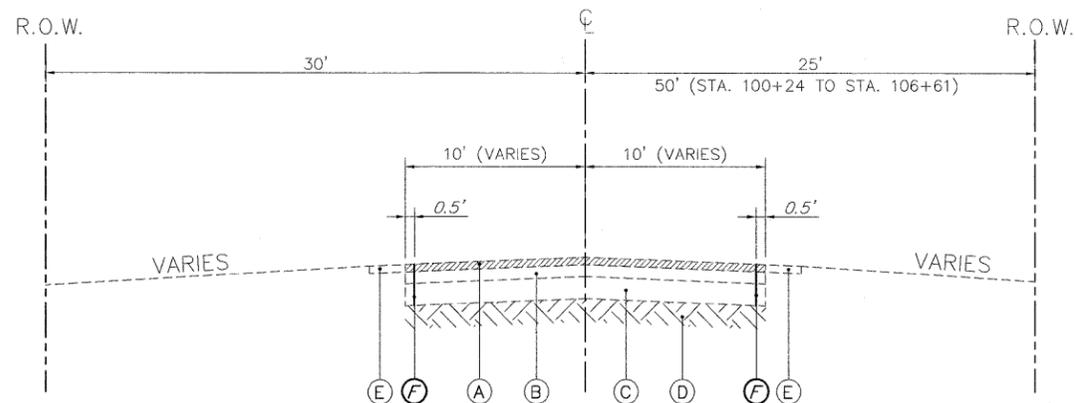
Total Volume Table (Cubic Yards)						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol (CY)	Cut Vol (CY)	Cumulative Fill Vol (CY)	Cumulative Cut Vol (CY)
100+00.00	0.00	0.00	0.00	0.00	0.00	0.00
100+50.00	8.44	2.56	7.75	2.39	7.75	2.39
101+00.00	9.31	0.29	16.44	2.64	24.19	5.03
101+50.00	10.75	0.22	18.58	0.47	42.77	5.49
102+00.00	7.47	0.03	16.88	0.23	59.64	5.72
102+50.00	7.98	0.32	14.30	0.33	73.95	6.05
103+00.00	10.30	0.07	16.92	0.36	90.87	6.41
103+32.00	8.65	0.00	11.23	0.04	102.09	6.45
103+50.00	6.61	0.78	5.09	0.26	107.18	6.71
104+00.00	10.72	2.45	16.05	2.99	123.23	9.70
104+10.00	10.09	3.16	3.85	1.04	127.08	10.74
104+50.00	8.17	6.13	13.52	6.88	140.60	17.62
105+00.00	7.75	4.12	14.74	9.49	155.34	27.11
105+50.00	13.54	0.09	19.71	3.90	175.05	31.01
106+00.00	15.49	0.00	26.88	0.09	201.92	31.10
106+50.00	11.19	1.02	24.71	0.94	226.63	32.04
107+00.00	10.04	2.81	19.66	3.55	246.29	35.59
107+50.00	8.72	6.15	17.37	8.30	263.66	43.89
108+00.00	12.35	2.76	19.51	8.26	283.17	52.14
108+50.00	16.51	0.00	26.72	2.56	309.89	54.70
109+00.00	13.84	0.09	28.10	0.08	337.99	54.79
109+50.00	7.97	0.23	20.19	0.29	358.18	55.08
109+70.00	6.98	0.00	5.54	0.09	363.72	55.17
110+00.00	12.21	0.02	10.66	0.01	374.38	55.18
110+50.00	11.44	1.75	21.90	1.64	396.28	56.82
111+00.00	18.00	0.21	27.26	1.81	423.55	58.63
111+50.00	20.81	0.71	35.94	0.85	459.49	59.48
112+00.00	20.83	0.00	38.56	0.66	498.04	60.14
112+50.00	20.41	0.03	38.18	0.03	536.23	60.16
112+85.00	15.40	0.00	23.21	0.02	559.44	60.18
113+00.00	6.80	0.30	6.17	0.08	565.61	60.26
113+10.00	6.59	0.71	2.48	0.19	568.09	60.45
113+50.00	10.78	0.35	12.87	0.79	580.95	61.24
113+65.00	13.60	0.03	6.77	0.11	587.73	61.34
114+00.00	20.29	0.01	21.97	0.03	609.70	61.37
114+50.00	24.95	0.16	41.89	0.15	651.59	61.52
115+00.00	19.49	1.14	41.15	1.20	692.73	62.72
115+50.00	9.78	8.95	27.10	9.34	719.83	72.07
116+00.00	8.64	31.11	17.06	37.10	736.89	109.16
116+50.00	6.82	41.51	14.32	67.24	751.20	176.41
117+00.00	10.70	27.24	16.22	63.65	767.43	240.06
117+50.00	16.27	12.08	24.97	36.40	792.40	276.46
118+00.00	12.16	3.82	26.32	14.72	818.72	291.18
118+20.00	12.69	5.25	9.20	3.36	827.92	294.54
118+50.00	19.67	0.47	17.98	3.18	845.90	297.72
119+00.00	14.63	0.55	31.76	0.94	877.66	298.66
119+20.00	14.23	1.17	10.69	0.64	888.35	299.29
119+50.00	14.25	1.90	15.82	1.70	904.17	301.00

Total Volume Table (Cubic Yards)						
Station	Fill Area (SF)	Cut Area (SF)	Fill Vol (CY)	Cut Vol (CY)	Cumulative Fill Vol (CY)	Cumulative Cut Vol (CY)
120+00.00	9.84	4.26	22.30	5.70	926.48	306.70
120+50.00	7.71	0.76	16.24	4.65	942.72	311.34
121+00.00	11.22	0.58	17.53	1.24	960.25	312.58
121+50.00	7.97	0.79	17.79	1.28	978.03	313.86
122+00.00	7.50	1.41	14.31	2.03	992.35	315.89
122+50.00	11.62	0.14	17.71	1.44	1010.05	317.32
123+00.00	8.97	0.46	19.06	0.56	1029.12	317.88
123+50.00	9.57	0.34	17.16	0.74	1046.28	318.62
124+00.00	12.39	0.00	20.33	0.32	1066.61	318.94
124+50.00	10.64	0.00	21.33	0.00	1087.94	318.94
125+00.00	10.16	1.81	19.26	1.68	1107.20	320.62
125+50.00	20.56	2.18	28.44	3.70	1135.64	324.32
126+00.00	22.08	1.37	39.26	3.30	1174.90	327.62
126+40.00	9.73	10.01	23.67	8.65	1198.58	336.28
126+50.00	8.90	2.76	3.45	2.37	1202.03	338.64
127+00.00	11.83	2.27	19.20	4.65	1221.23	343.29
127+50.00	17.73	1.69	27.37	3.67	1248.60	346.96
128+00.00	11.24	0.35	26.82	1.89	1275.42	348.85
128+15.00	10.63	0.54	6.08	0.25	1281.50	349.10
128+50.00	30.57	0.00	26.71	0.35	1308.20	349.44
129+00.00	19.90	0.00	46.73	0.00	1354.93	349.44
129+50.00	17.98	0.00	35.07	0.00	1390.01	349.44
130+00.00	11.24	0.11	27.06	0.11	1417.07	349.55
130+50.00	6.97	5.42	16.86	5.12	1433.92	354.67
131+00.00	8.73	9.10	14.54	13.44	1448.46	368.11
131+50.00	6.90	9.32	14.47	17.05	1462.93	385.16
132+00.00	6.67	1.45	12.57	9.97	1475.50	395.13
132+50.00	10.04	1.41	15.47	2.65	1490.97	397.78
133+00.00	12.48	0.54	20.85	1.81	1511.83	399.60
133+50.00	10.48	3.87	21.26	4.09	1533.08	403.68
134+00.00	10.41	3.11	19.34	6.47	1552.43	410.15
134+50.00	14.19	2.22	22.78	4.93	1575.21	415.08
135+00.00	9.18	1.57	21.64	3.50	1596.84	418.58
135+50.00	9.55	0.00	17.34	1.45	1614.19	420.03
136+00.00	9.93	0.00	18.04	0.00	1632.23	420.03
136+50.00	7.52	0.01	16.15	0.01	1648.38	420.04
137+00.00	9.40	0.00	15.66	0.01	1664.04	420.05
137+50.00	10.02	0.10	17.98	0.09	1682.03	420.14
138+00.00	7.73	1.46	16.43	1.44	1698.46	421.58
138+20.00	9.47	0.90	6.37	0.87	1704.83	422.45
138+50.00	9.27	1.27	10.41	1.20	1715.24	423.66
139+00.00	9.10	0.11	17.01	1.27	1732.25	424.93
139+50.00	11.02	0.00	18.63	0.10	1750.88	425.03
140+00.00	14.26	0.00	23.41	0.00	1774.29	425.03
140+35.00	7.12	0.20	13.86	0.13	1788.15	425.16
140+50.00	10.10	0.00	4.78	0.06	1792.93	425.21
141+00.00	6.21	0.00	15.10	0.00	1808.04	425.21
141+28.43	0.00	0.00	3.26	0.00	1811.30	425.21



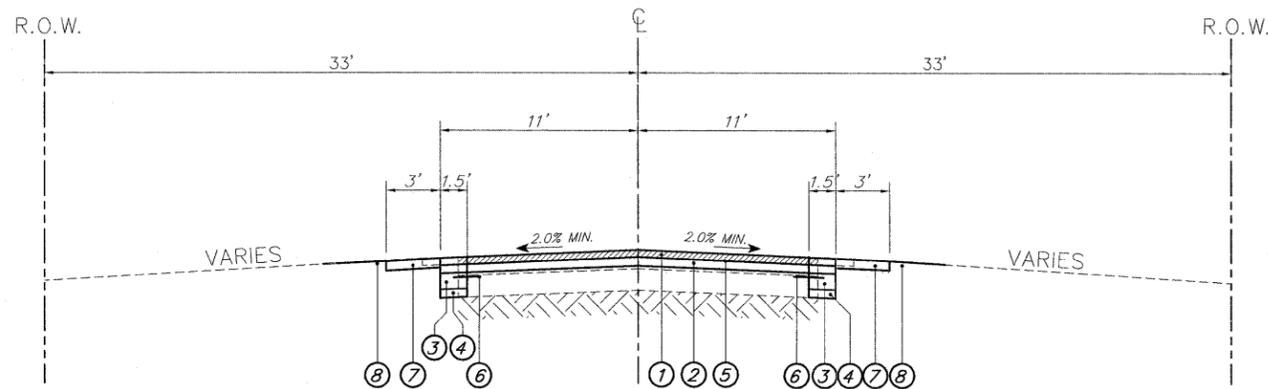
**EXISTING TYPICAL CROSS SECTION**

DUFFY LANE  
C.L. OF WILMOT ROAD TO 400' WEST



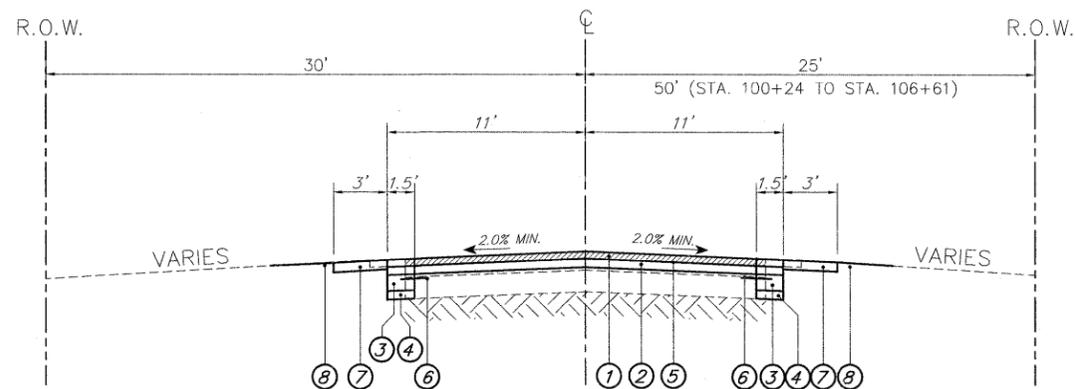
**EXISTING TYPICAL CROSS SECTION**

WILMOT ROAD (FAU ROUTE 2718)  
STA. 100+24.39 (NORTH AVENUE) TO STA. 141+25.55 (TELEGRAPH ROAD)



**PROPOSED TYPICAL CROSS SECTION**

DUFFY LANE  
C.L. OF WILMOT ROAD TO 400' WEST



**PROPOSED TYPICAL CROSS SECTION**

WILMOT ROAD (FAU ROUTE 2718)  
STA. 100+24.39 (NORTH AVENUE) TO STA. 141+25.55 (TELEGRAPH ROAD)

**NOTE:**  
R.O.W. LIMITS ESTABLISHED BY PRESCRIPTIVE EASEMENTS IN MOST LOCATIONS

**NOTE:**  
R.O.W. LIMITS ESTABLISHED BY PRESCRIPTIVE EASEMENTS IN MOST LOCATIONS

**EXISTING LEGEND**

- (A) HMA SURFACE REMOVAL, 2 1/2"
- (B) EXISTING HMA PAVEMENT, VARIES
- (C) EXISTING AGGREGATE BASE, VARIES
- (D) EXISTING SUBGRADE
- (E) EXISTING AGGREGATE SHOULDER
- (F) PROPOSED FULL DEPTH SAWCUT

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, 2 1/2"
- (2) HOT-MIX ASPHALT BINDER COURSE, 2 1/2"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 6"
- (4) SUB-BASE GRANULAR MATERIAL TYPE "B", 4"
- (5) AREA REFLECTIVE CRACK CONTROL TREATMENT
- (6) 2' STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (7) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE "B"
- (8) RESTORATION, 4" TOPSOIL AND SEEDING, CLASS 1A

**NOTES:**

- HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINTS AND ROADWAY BUTT JOINTS SHALL CONSIST OF COLD MILLING BUTT JOINTS AS MARKED BY THE ENGINEER.
- DRIVEWAY HMA PAVEMENT TO BE REMOVED AND REPLACED AS MARKED IN THE FIELD BY THE ENGINEER.
- THE INTENTION OF DRIVEWAY REMOVAL AND REPLACEMENT IS TO TRANSITION FROM PROPOSED PAVEMENT ELEVATION TO EXISTING DRIVEWAY PAVEMENT ELEVATION.
- LIMITS OF REMOVAL SHALL NOT EXTEND PAST THE PUBLIC RIGHT-OF-WAY.
- COLD MILL EXISTING HMA SURFACE COURSE AND/OR BINDER COURSE TO A TOTAL DEPTH OF 2 1/2" AS MARKED BY THE ENGINEER.
- CLASS D PATCHES, INCLUDES REMOVAL OF SURFACE COURSE AND BINDER OR SUBBASE TO A TOTAL DEPTH OF 6" AS MARKED BY THE ENGINEER AND REPLACED WITH HMA AND PROPERLY PREPARED TO ACCEPT THE FINAL LIFT OF HMA SURFACE COURSE.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS
<b>PAVEMENT RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50 (IL 9.5 mm); 2.5"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50	4% @ 50 GYR
<b>PAVEMENT WIDENING</b>	
HMA BASE COURSE (HMA BINDER IL-19 mm); 6" (2 LIFTS)	4% @ 50 GYR
<b>DRIVEWAYS</b>	
HMA SURFACE COURSE, MIX 'D', N50 (IL 9.5 mm); 3"	4% @ 50 GYR
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN. HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			FAU RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 5
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE: NONE	SHEET NO. 5 OF 40 SHEETS	STA.	TO STA.	CONTRACT #: 63646		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -									
		DATE - 08.24.2011	REVISED -									

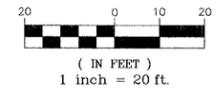


**DEMOLITION PLAN NOTES**

1. ALL MAILBOXES WITHIN PROJECT SHALL BE PROTECTED DURING CONSTRUCTION.
2. ALL FIRE HYDRANTS SHOWN SHALL BE PROTECTED DURING CONSTRUCTION.
3. CONTRACTOR SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE AWAY FROM THE PROPOSED AGGREGATE SUBGRADE DURING CONSTRUCTION. THIS WORK IS CONSIDERED INCIDENTAL TO THE CONTRACT.

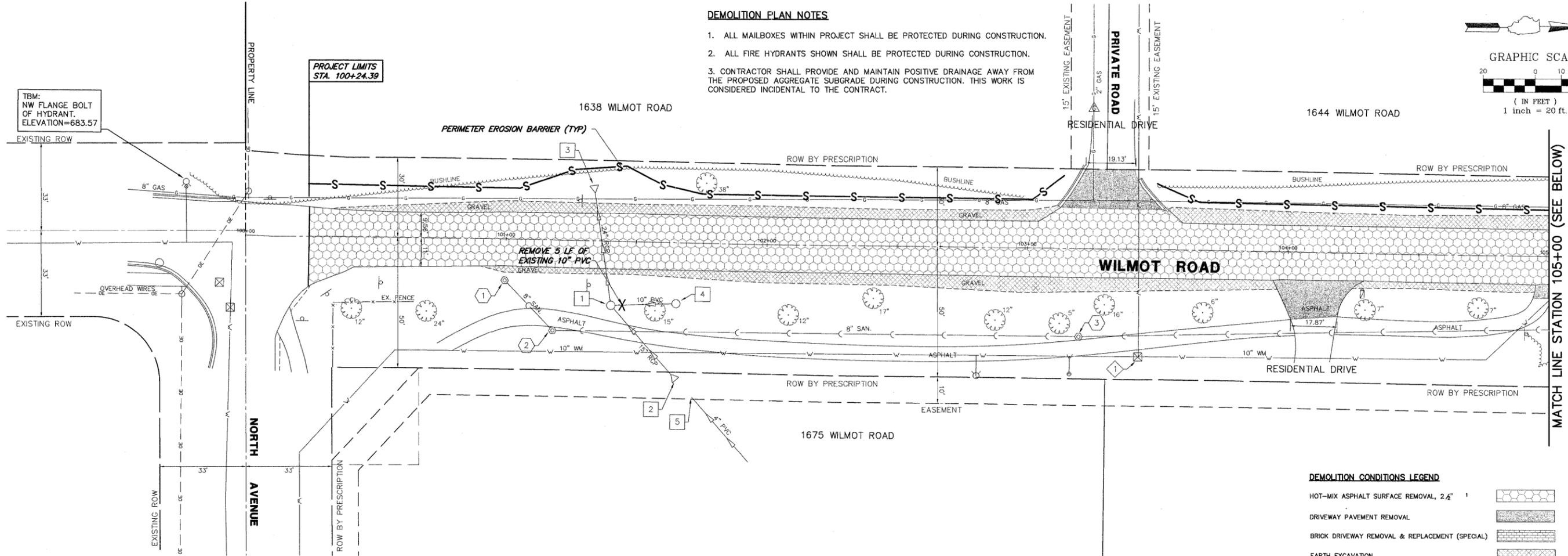


GRAPHIC SCALE



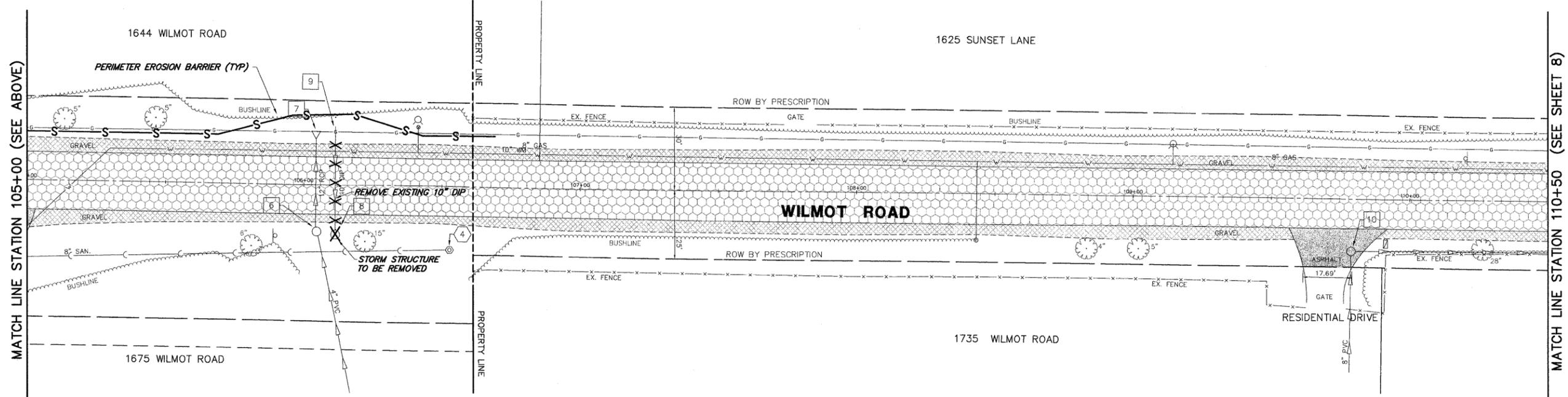
TBM:  
NW FLANGE BOLT  
OF HYDRANT.  
ELEVATION=683.57

PROJECT LIMITS  
STA. 100+24.39



**DEMOLITION CONDITIONS LEGEND**

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



FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DEMOLITION PLAN</b>			FAU RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 7
PLOT SCALE = 1:1	DATE = 08.24.2011	DRAWN - GW3	REVISED - 10.23.2011		SCALE: 1"=20'	SHEET NO. 7 OF 40 SHEETS	STA. 100+00 TO STA. 110+50	CONTRACT #:	ILLINOIS FED. AID PROJECT	63646		
		CHECKED - DJG	REVISED -									
		DATE = 08.24.2011	REVISED -									



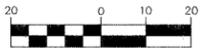


**DEMOLITION PLAN NOTES**

1. ALL MAILBOXES WITHIN PROJECT SHALL BE PROTECTED DURING CONSTRUCTION.
2. ALL FIRE HYDRANTS SHOWN SHALL BE PROTECTED DURING CONSTRUCTION.
3. CONTRACTOR SHALL PROVIDE AND MAINTAIN POSITIVE DRAINAGE AWAY FROM THE PROPOSED AGGREGATE SUBGRADE DURING CONSTRUCTION. THIS WORK IS CONSIDERED INCIDENTAL TO THE CONTRACT.



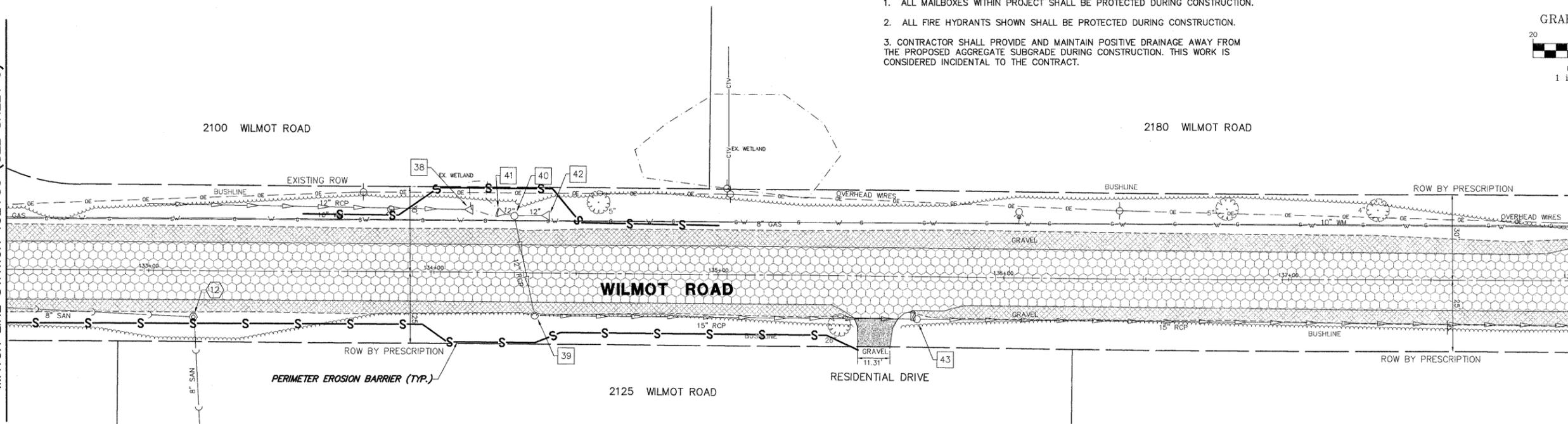
GRAPHIC SCALE



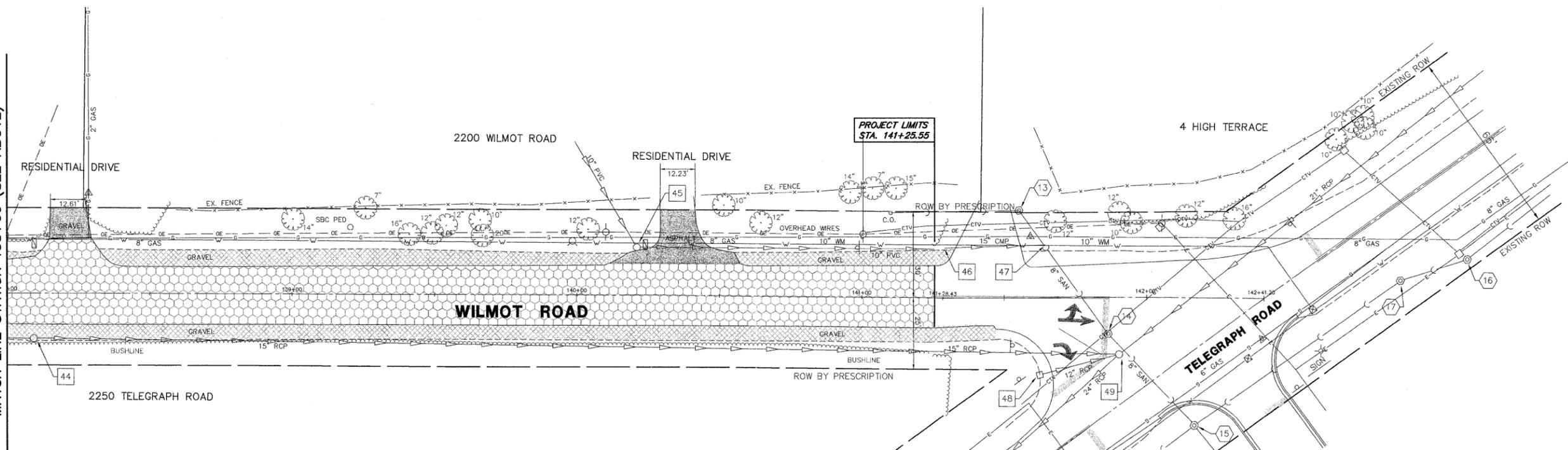
( IN FEET )  
1 inch = 20 ft.

MATCH LINE STATION 132+50 (SEE SHEET 9)

MATCH LINE STATION 138+00 (SEE BELOW)



MATCH LINE STATION 138+00 (SEE ABOVE)



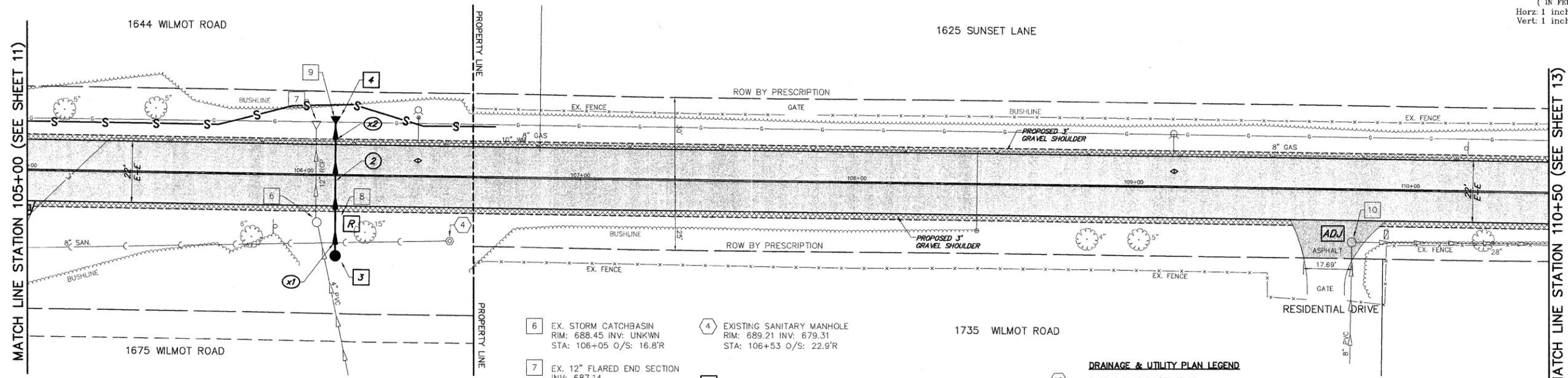
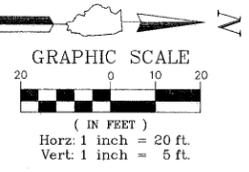
**DEMOLITION CONDITIONS LEGEND**

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

VILLAGE BENCHMARK:  
BRASS DISC ON 4"x4" POST  
LOCATED AT VILLAGE HALL,  
2275 TELEGRAPH ROAD.  
ELEVATION=682.23

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DEMOLITION PLAN</b>			FAJ RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 10	
PLOT SCALE = 1:1		DRAWN - GW3	REVISED - 10.28.2011		SCALE 1"=20'	SHEET NO. 10 OF 40 SHEETS	STA. 132+50 TO STA. 141+25.55	CONTRACT #:		63646			
PLOT DATE = 8/24/2011		CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE - 08.24.2011	REVISED -										





- 6 EX. STORM CATCHBASIN  
RIM: 688.45 INV: UNKNWN  
STA: 106+05 O/S: 16.8'R
- 7 EX. 12" FLARED END SECTION  
INV: 687.14  
STA: 106+04 O/S: 19.4'L
- 8 EX. STORM CATCHBASIN  
RIM: 688.57 INV: 686.82  
STA: 106+11 O/S: 17.8'R  
**TO BE REMOVED**
- 9 EX. 10" END SECTION  
INV: 687.72  
STA: 106+11 O/S: 21.2'L
- 10 EX. STORM CATCHBASIN  
RIM: 692.46 INV: 688.26  
STA: 109+79 O/S: 18.8'R  
**TO BE ADJUSTED**
- 4 EXISTING SANITARY MANHOLE  
RIM: 689.21 INV: 679.31  
STA: 106+53 O/S: 22.9'R
- 3 STORM SEWER CATCHBASIN  
TY 'C' 48" TY 'B' GRATE  
WITH 6" FLAT TOP  
RIM: 688.10 INV: 686.00  
STA: 106+12 O/S: 28.8'R
- 4 FLARED END SECTION  
15" RCP INV: 685.50  
STA: 106+11 O/S: 21.2'L
- 2 50 LF 15" SS, CL. A. TY 2, @ 1.00%, TBF 7.38 CY
- x1 STORM OVER SANITARY  
B/STORM = 686.05  
T/SANITARY = 679.75
- x2 STORM OVER WATER  
B/STORM = 685.40  
T/WATER = 683.90

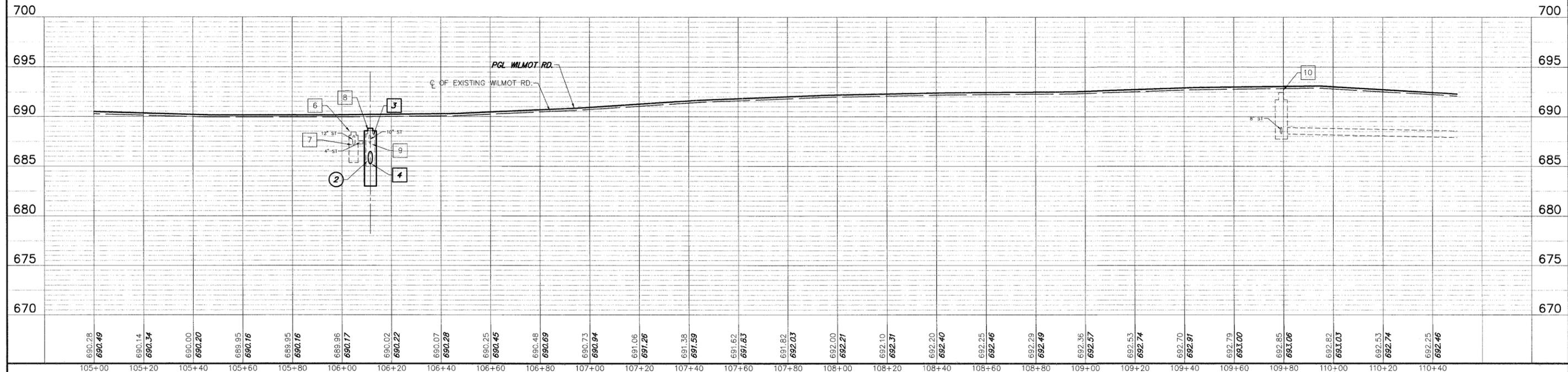
**DRAINAGE & UTILITY PLAN LEGEND**

- 10 EXISTING SANITARY STRUCTURE
- 10 EXISTING SANITARY SEWER
- 10 EXISTING WATERMAIN STRUCTURE
- W 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

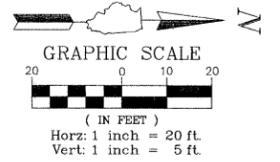
**PLAN & PROFILE LEGEND**

- 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

**WILMOT ROAD**

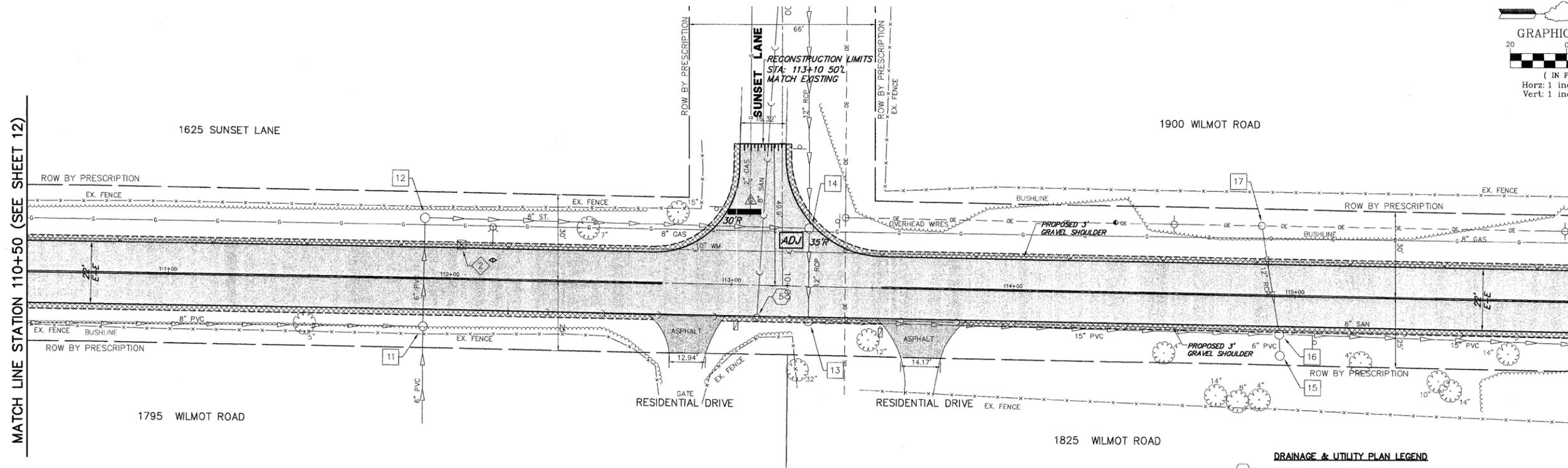


FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 12
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE 1"=20'	SHEET NO. 12 OF 40 SHEETS	STA. 105+00 TO STA. 110+50	CONTRACT #:		63646		
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									



MATCH LINE STATION 110+50 (SEE SHEET 12)

MATCH LINE STATION 116+00 (SEE SHEET 14)

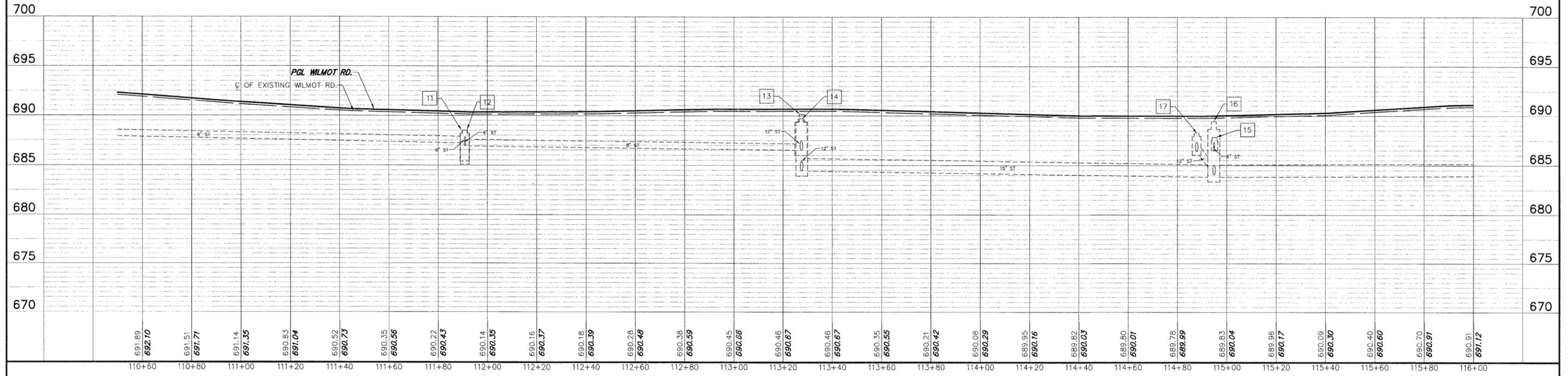


- |  |   |  |
|--|---|--|
| <p>11 EX. STORM CATCHBASIN<br/>RIM: 688.52 INV: 687.22<br/>STA: 111+91 O/S: 17.1'R</p> <p>12 EX. STORM CATCHBASIN<br/>RIM: 688.53 INV: 686.93<br/>STA: 111+91 O/S: 21.2'L</p> <p>13 EX. STORM CATCHBASIN<br/>RIM: 690.16 INV: 684.46<br/>W 12" INV: 684.96<br/>STA: 113+28 O/S: 12.5'R</p> <p>14 EX. STORM CATCHBASIN<br/>RIM: 689.71 BTM: 686.51<br/>STA: 113+27 O/S: 20.4'L<br/><b>ADJUST RIM TO: 690.10</b></p> | <p>15 EX. STORM CATCHBASIN<br/>RIM: 687.86 INV: 686.86<br/>STA: 114+95 O/S: 21.2'R</p> <p>16 EX. STORM CATCHBASIN<br/>RIM: 689.45 INV: 683.85<br/>W 12" INV: 684.10<br/>E 6" INV: 686.45<br/>STA: 114+95 O/S: 13.8'R</p> <p>17 EX. STORM CATCHBASIN<br/>RIM: 688.29 INV: 686.39<br/>STA: 114+88 O/S: 24.7'L</p> | <p>5 EXISTING SANITARY MANHOLE<br/>RIM: 690.21 INV: 678.26<br/>STA: 113+09 O/S: 11.6'R</p> <p>2 EX. W/M VALVE VAULT<br/>RIM: 689.78 T/P: UNKWN<br/>STA: 112+04 O/S: 12.2'L</p> |
|--|---|--|

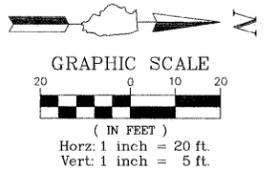
- PLAN & PROFILE LEGEND**
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
  - HOT-MIX DRIVEWAY PAVEMENT, 3"
  - BRICK DRIVEWAY REMOVAL & REPLACEMENT
  - AGGREGATE SHOULDERS (SPECIAL)
  - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
  - PERIMETER EROSION BARRIER

- 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

**WILMOT ROAD**

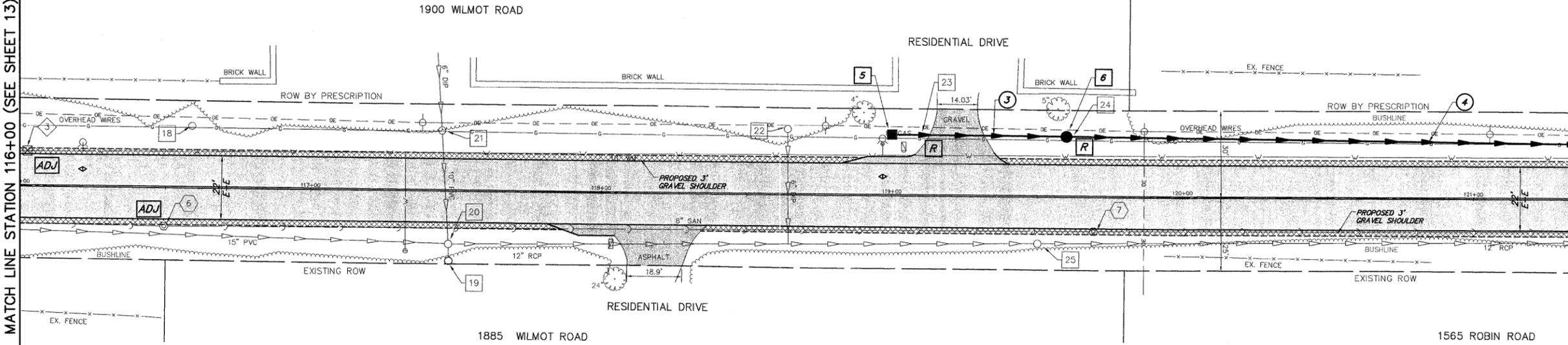


FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 13	
PLOT SCALE = 1:1		CHECKED - DJG	REVISED - 10.28.2011		SCALE: 1"=20'	SHEET NO. 13 OF 40 SHEETS	STA. 110+50 TO STA. 116+00	CONTRACT #: 63646		ILLINOIS FED. AID PROJECT			
PLOT DATE = 8/24/2011		DATE - 08.24.2011	REVISED -										



MATCH LINE STATION 116+00 (SEE SHEET 13)

MATCH LINE STATION 121+50 (SEE SHEET 15)



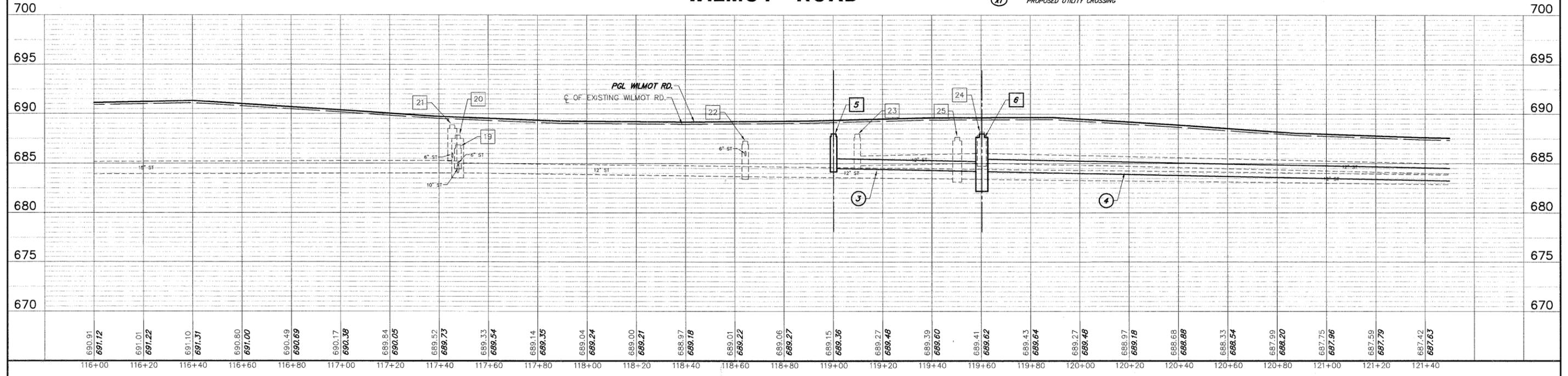
- 18 EX. STORM CATCHBASIN  
RIM: 690.68 BTM: 685.33  
STA: 116+59 O/S: 21.6'L
- 19 EX. STORM INLET  
RIM: 686.87 INV: 684.77  
STA: 117+47 O/S: 23.9'R
- 20 EX. STORM CATCHBASIN  
RIM: 687.85 INV: 684.05  
STA: 117+47 O/S: 18.1'R
- 21 EX. STORM CATCHBASIN  
RIM: 688.87 INV: 685.57  
STA: 117+45 O/S: 20.9'L
- 22 EX. STORM CATCHBASIN  
RIM: 687.29 INV: 685.79  
STA: 118+64 O/S: 22.8'L
- 23 EX. STORM CATCHBASIN  
RIM: 687.99 INV: 684.79  
STA: 119+10 O/S: 21.2'L  
**TO BE REMOVED**
- 24 EX. STORM CATCHBASIN  
RIM: 688.21 INV: 685.06  
STA: 119+60 O/S: 20.9'L  
**TO BE REMOVED**
- 25 EX. STORM CATCHBASIN  
RIM: 687.67 INV: 683.46  
STA: 119+50 O/S: 15.9'R
- 6 EXISTING SANITARY MANHOLE  
RIM: 690.52 INV: 676.97  
STA: 116.50 O/S: 13.2'R  
**TO BE ADJUSTED**
- 7 EXISTING SANITARY MANHOLE  
RIM: 689.11 INV: 675.71  
STA: 119+69 O/S: 11.8'R
- 3 EX. W/M VALVE VAULT  
RIM: 690.77 T/P: 685.62  
STA: 116+02 O/S: 12.1'L  
**TO BE ADJUSTED**

- 5 **STORM SEWER INLET**  
TY 'A' 24" TY 'B' GRATE  
RIM: 688.00 INV: 684.51  
STA: 119+00 O/S: 21.2'L
- 6 **STORM SEWER CATCHBASIN**  
TY 'C' 48" TY 'B' GRATE  
WITH 9" FLAT TOP  
RIM: 688.00 INV: 684.21  
STA: 119+60 O/S: 20.9'L
- 3 **60 LF 12" SS, CL. B. TY 2, @ 0.50%, TBF 5.79 CY**
- 4 **289 LF 15" SS, CL. B. TY 2, @ 0.50%, TBF 0 CY**

- 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

**WILMOT ROAD**



FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 14
PLOT SCALE = 1:1		DRAWN - GW3	REVISED - 10.28.2011		SCALE: 1"=20'			SHEET NO. 14 OF 40 SHEETS		CONTRACT #: 63646		
PLOT DATE = 8/24/2011		CHECKED - DJG	REVISED -		STA. 116+00 TO STA. 121+50			ILLINOIS FED. AID PROJECT				
		DATE - 08.24.2011	REVISED -									

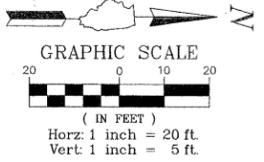
- ④ 299 LF 15" SS, CL. B. TY 2, @ 0.50%, TBF 0 CY
- ⑤ 32 LF 18" SS, CL. A. TY 2, @ 0.46%, TBF 2.33 CY
- ⑥ 35 LF 24" SS, CL. A. TY 2, @ 1.00%, TBF 2.22 CY
- ⑦ 8 LF 18" SS, CL. A. TY 2, @ 5.00%, TBF 0 CY

- 7 STORM SEWER CATCHBASIN  
TY 'C' 48" TY 8 GRATE  
WITH 9" FLAT TOP  
RIM: 685.85 INV: 682.72  
STA: 122+59 O/S: 17.8'L
- 8 STORM SEWER CATCHBASIN  
TY 'C' 60" TY 8 GRATE  
WITH 9" FLAT TOP  
RIM: 684.75 INV: 681.25  
15" N-S INV: 681.24  
STA: 126+13 O/S: 15.4'R
- 9 STORM SEWER CATCHBASIN  
TY 'C' 60" TY 8 GRATE  
WITH 6" FLAT TOP  
RIM: 684.60 INV: 681.60  
STA: 126+09 O/S: 19.2'L
- 10 FLARED END SECTION  
18" RCP INV: 682.00  
STA: 126+09 O/S: 27.2'L

- x3 STORM OVER SANITARY  
B/STORM = 682.40  
T/SANITARY = 675.30
- x4 STORM OVER WATER  
B/STORM = 682.50  
T/WATER = 681.00
- x5 STORM OVER SANITARY  
B/STORM = 681.10  
T/SANITARY = 673.75
- x6 STORM OVER WATER  
B/STORM = 681.40  
T/WATER = 679.50
- x7 STORM UNDER GASMAIN

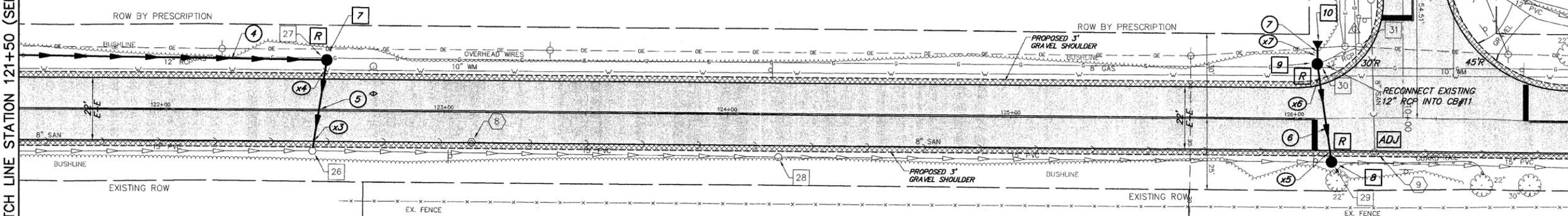
**DRAINAGE & UTILITY PLAN LEGEND**

- 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



MATCH LINE STATION 121+50 (SEE SHEET 14)

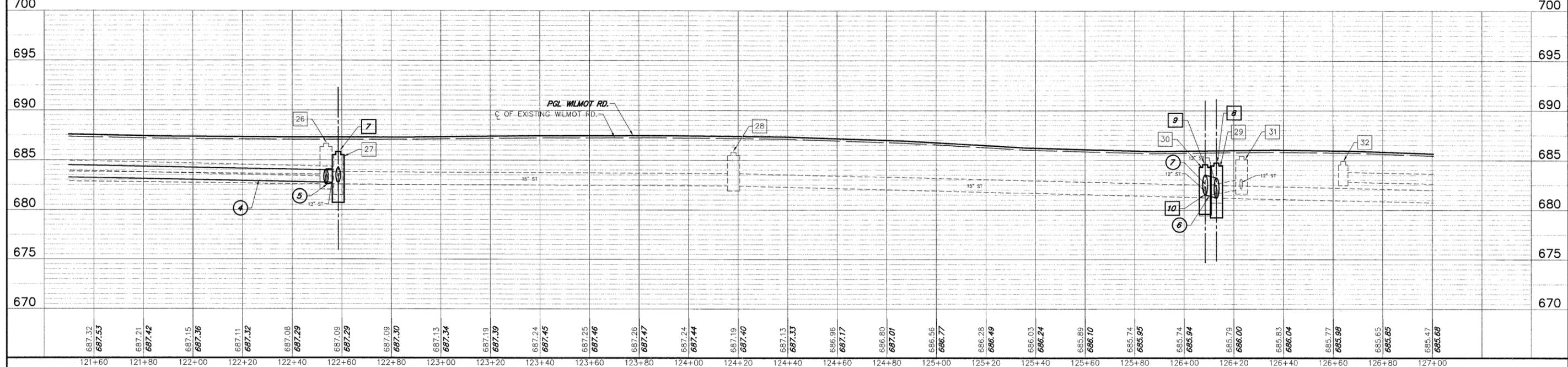
MATCH LINE STATION 127+00 (SEE SHEET 16)



**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

**WILMOT ROAD**



FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 15	
PLOT SCALE = 1:1		DRAWN - GW3	REVISED - 10.28.2011		SCALE: 1"=20'	SHEET NO. 15 OF 40 SHEETS	STA. 121+50 TO STA. 127+00	CONTRACT #: 63646		ILLINOIS FED. AID PROJECT			
PLOT DATE = 8/24/2011		CHECKED - DJG	REVISED -										
		DATE - 08.24.2011	REVISED -										

- 33 EX. STORM CATCHBASIN  
RIM: 684.56 INV: 682.46  
STA: 127+38 O/S: 21.1'L
- 34 EX. 12" FLARED END SECTION  
INV: 679.76  
STA: 128+49 O/S: 25.8'R
- 35 EX. STORM CATCHBASIN  
RIM: 682.56 INV: 679.96  
STA: 128+48 O/S: 18.5'R  
**TO BE REMOVED**
- 36 EX. STORM CATCHBASIN  
RIM: 684.85 INV: 680.96  
STA: 128+50 O/S: 17.4'L  
**E 15" INV: 680.96**
- 37 EX. 12" FLARED END SECTION  
INV: 683.37  
STA: 128+51 O/S: 31.1'L

- 11 EXISTING SANITARY MANHOLE  
RIM: 688.03 INV: 670.73  
8" W INV: 678.63  
STA: 132+05 O/S: 11.6'R  
**RIM TO BE ADJUSTED**
- 5 EX. W/M VALVE VAULT  
RIM: 686.58 T/P: 680.08  
STA: 132+46 O/S: 18.3'L

- 11 STORM SEWER CATCHBASIN  
TY 'C' 48" TY B GRATE  
WITH 9" FLAT TOP  
RIM: 682.50 INV: 677.96  
15" W INV: 679.88  
15" S INV: 679.96  
STA: 128+48 O/S: 18.5'R

- 8 36 LF 15" SS. CL. A. TY 2, @ 3.01% TBF 3.51 CY
- x8 STORM OVER SANITARY  
B/STORM = 680.15  
T/SANITARY = 672.85
- x9 STORM OVER WATER  
B/STORM = 680.90  
T/WATER = 679.50

**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

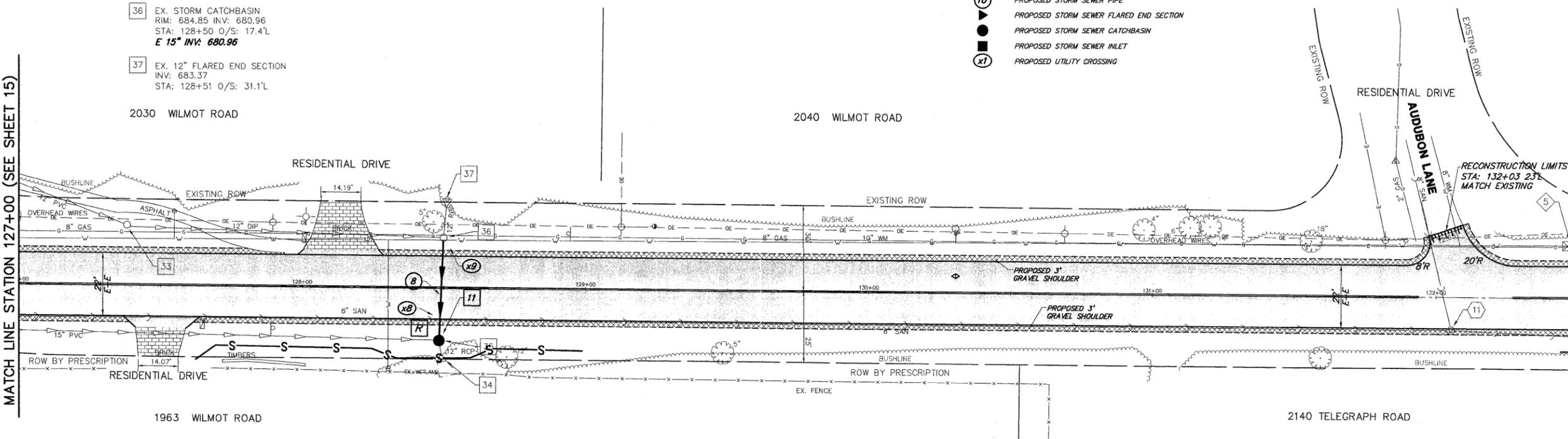
**PLAN & PROFILE LEGEND**

- 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

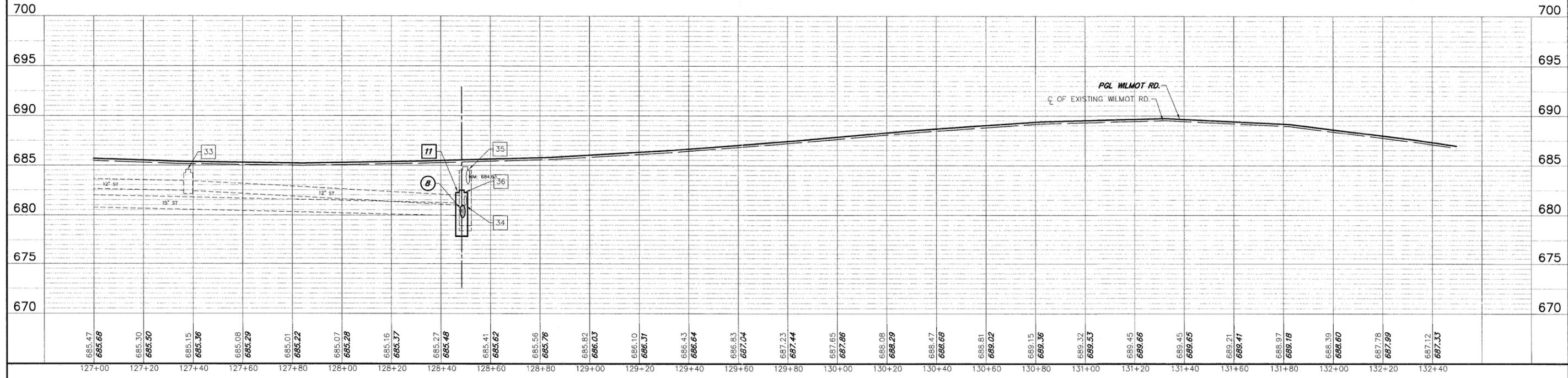
GRAPHIC SCALE  
( IN FEET )  
Horz: 1 inch = 20 ft.  
Vert: 1 inch = 5 ft.

MATCH LINE STATION 127+00 (SEE SHEET 15)

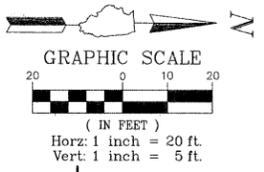
MATCH LINE STATION 132+50 (SEE SHEET 17)



**WILMOT ROAD**

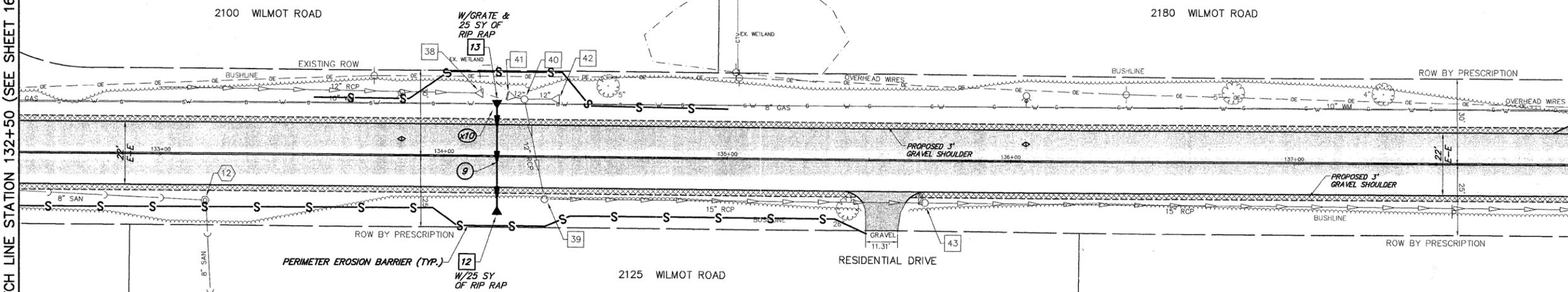


FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 16
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE 1"=20'	SHEET NO. 16 OF 40 SHEETS	STA. 127+00 TO STA. 132+50	CONTRACT # 63646		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -									
		DATE - 08.24.2011	REVISED -									



MATCH LINE STATION 132+50 (SEE SHEET 16)

MATCH LINE STATION 138+00 (SEE SHEET 18)



- 38 EX. 12" FLARED END SECTION  
INV: 679.85  
STA: 134+14 O/S: 22.1'L
- 39 EX. STORM CATCHBASIN  
RIM: 681.31 INV: 678.11  
STA: 134+36 O/S: 15.0'R
- 40 EX. STORM CATCHBASIN  
RIM: 680.39 INV: 678.59  
STA: 134+28 O/S: 20.0'L
- 41 EX. 12" FLARED END SECTION  
INV: 679.46  
STA: 134+22 O/S: 21.2'L
- 42 EX. 12" FLARED END SECTION  
INV: 679.60  
STA: 134+40 O/S: 20.2'L
- 43 EX. STORM CATCHBASIN  
RIM: 682.65 INV: 677.65  
STA: 135+70 O/S: 14.9'R
- 12 EXISTING SANITARY MANHOLE  
RIM: 684.03 INV: 670.33  
STA: 133+16 O/S: 16.2'R
- 12 FLARED END SECTION  
24" RCP INV: 678.60  
STA: 134+19 O/S: 20.5'R
- 13 FLARED END SECTION  
24" RCP INV: 679.00  
STA: 134+19 O/S: 19.5'R
- 9 40 LF 24" SS, CL. A, TY 2, @ 1.00%, TBF 13.24 CY
- x10 STORM OVER WATER  
B/STORM = 679.00  
T/WATER = 675.80

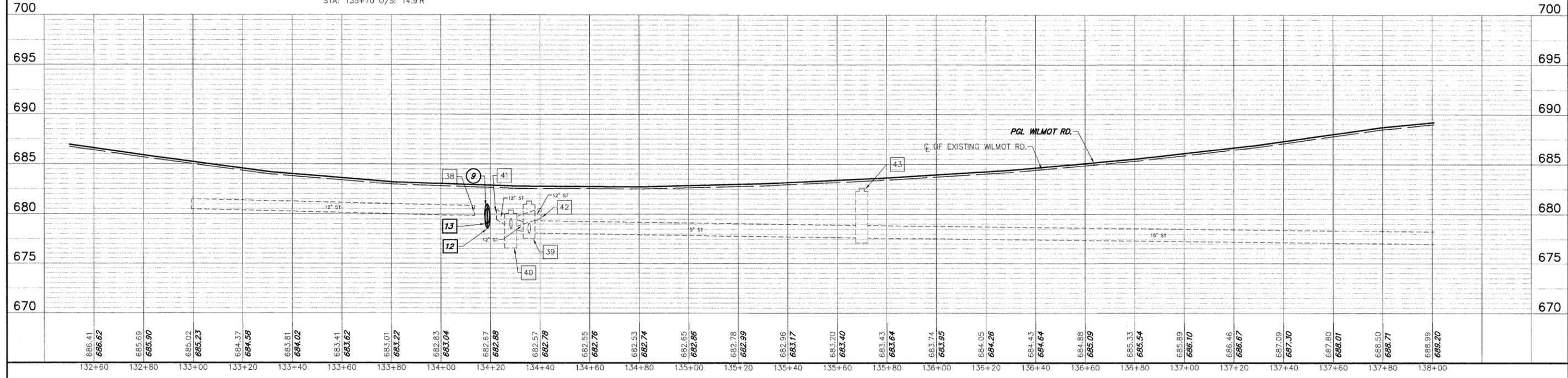
### WILMOT ROAD

- DRAINAGE & UTILITY PLAN LEGEND**

  - (10) EXISTING SANITARY STRUCTURE
  - (10) EXISTING SANITARY SEWER
  - (10) EXISTING WATERMAIN STRUCTURE
  - W 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**

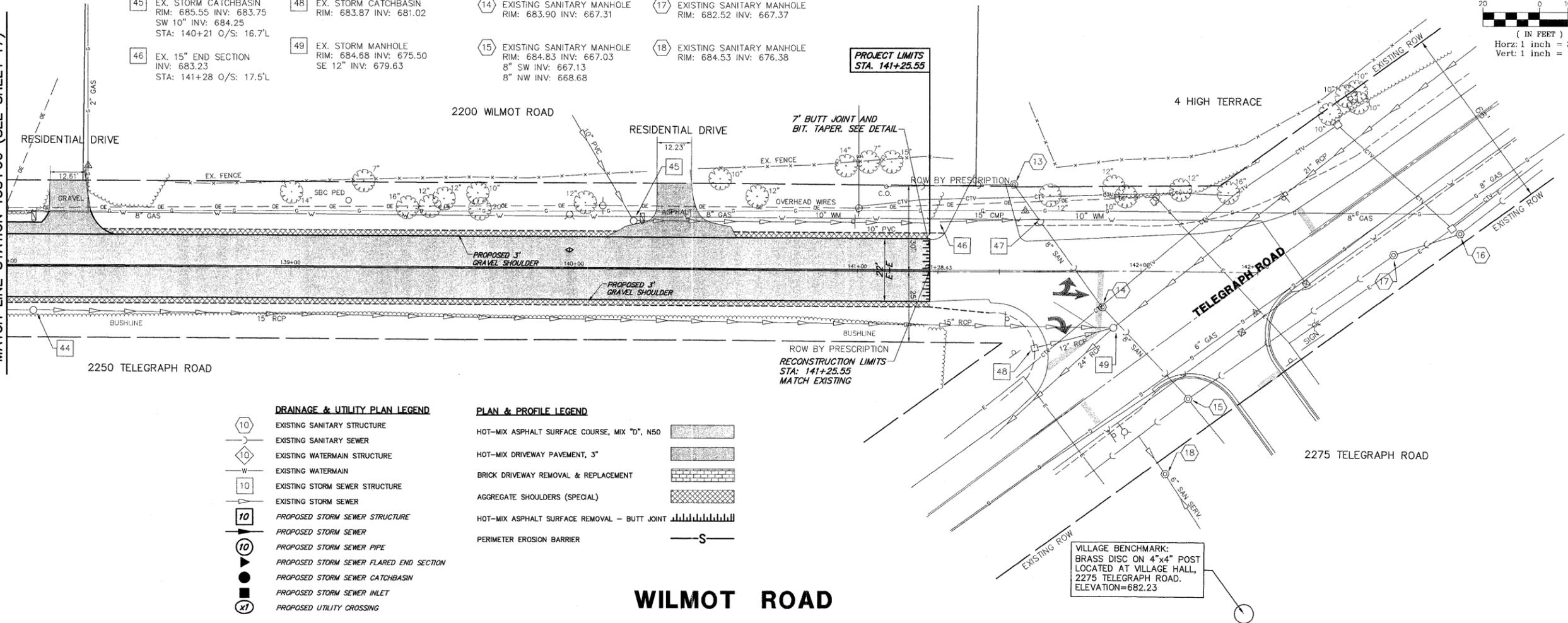
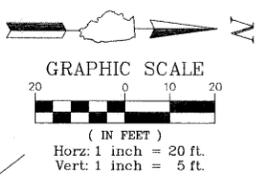
  - [Pattern] HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
  - [Pattern] HOT-MIX DRIVEWAY PAVEMENT, 3"
  - [Pattern] BRICK DRIVEWAY REMOVAL & REPLACEMENT
  - [Pattern] AGGREGATE SHOULDERS (SPECIAL)
  - [Pattern] HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
  - [Pattern] PERIMETER EROSION BARRIER



FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 17
PLOT SCALE = 1:1		DRAWN - GW3	REVISED - 10.28.2011		SCALE 1"=20'			SHEET NO. 17 OF 40 SHEETS			CONTRACT # 63646	
PLOT DATE = 8/24/2011		CHECKED - DJG	REVISED -		STA. 132+50 TO STA. 138+00			ILLINOIS FED. AID PROJECT				
		DATE - 08.24.2011	REVISED -									

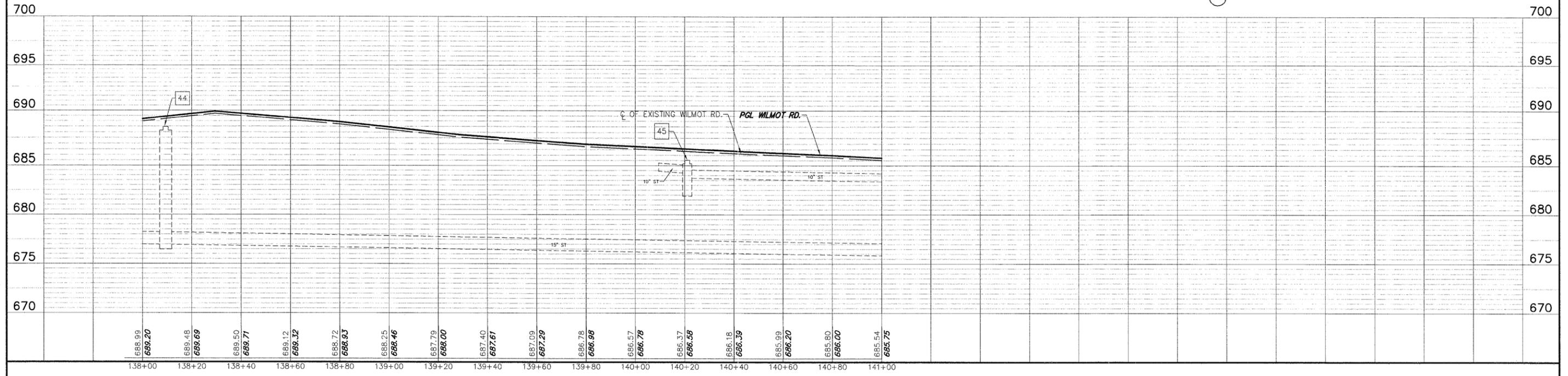
MATCH LINE STATION 138+00 (SEE SHEET 17)

- 44 EX. STORM CATCHBASIN  
RIM: 688.48 INV: 676.98  
STA: 138+09 O/S: 15.7'R
- 45 EX. STORM CATCHBASIN  
RIM: 685.55 INV: 683.75  
SW 10" INV: 684.25  
STA: 140+21 O/S: 16.7'L
- 46 EX. 15" END SECTION  
INV: 683.23  
STA: 141+28 O/S: 17.5'L
- 47 EX. 15" END SECTION  
INV: 682.99
- 48 EX. STORM CATCHBASIN  
RIM: 683.87 INV: 681.02
- 49 EX. STORM MANHOLE  
RIM: 684.68 INV: 675.50  
SE 12" INV: 679.63
- 13 EXISTING SANITARY MANHOLE  
RIM: 684.50 INV: 672.90
- 14 EXISTING SANITARY MANHOLE  
RIM: 683.90 INV: 667.31
- 15 EXISTING SANITARY MANHOLE  
RIM: 684.83 INV: 667.03  
8" SW INV: 667.13  
8" NW INV: 668.68
- 16 EXISTING SANITARY MANHOLE  
RIM: 681.64 INV: 667.54
- 17 EXISTING SANITARY MANHOLE  
RIM: 682.52 INV: 667.37
- 18 EXISTING SANITARY MANHOLE  
RIM: 684.53 INV: 676.38

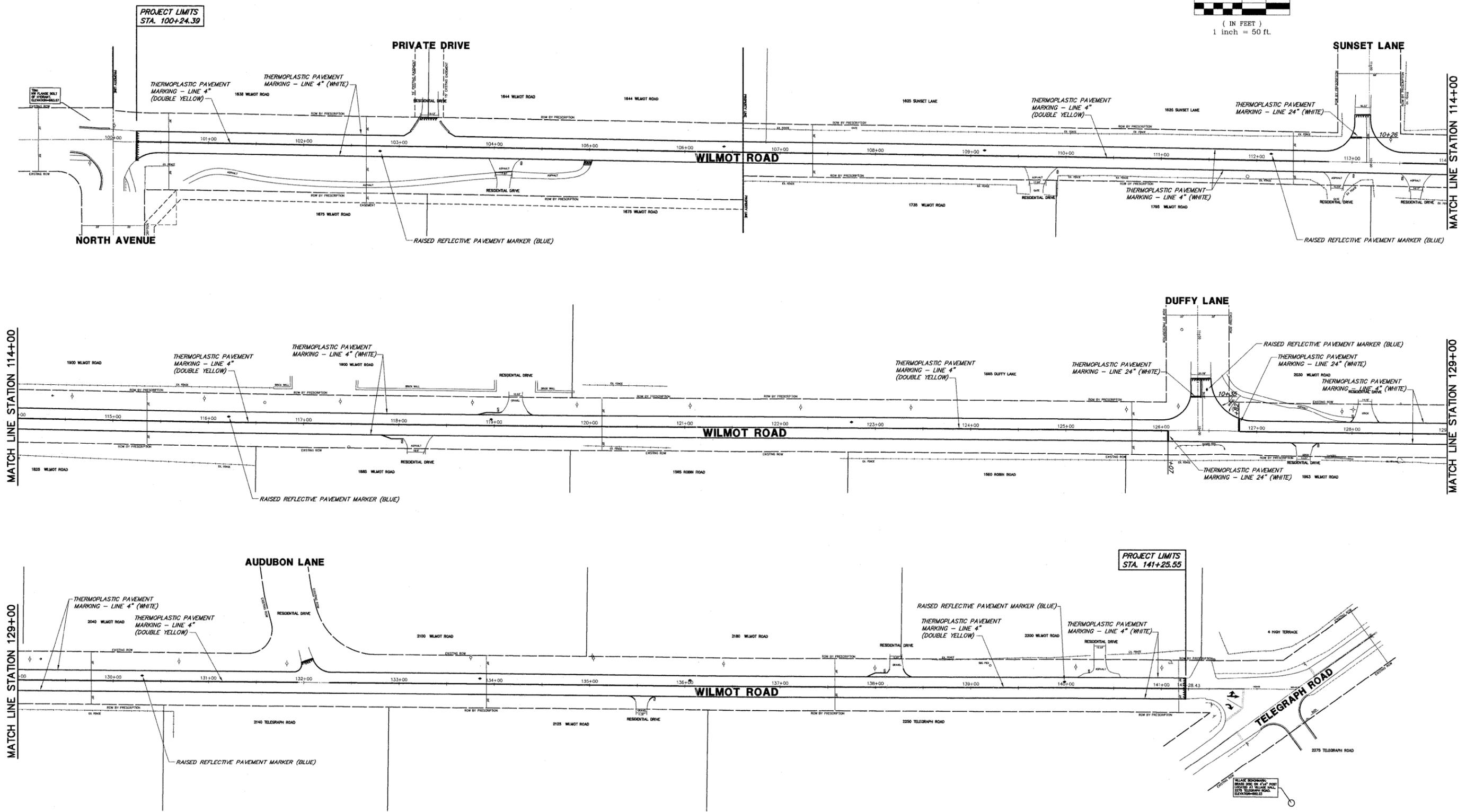
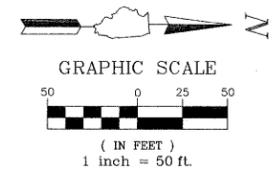


- | DRAINAGE & UTILITY PLAN LEGEND |   | PLAN & PROFILE LEGEND |  |
|--------------------------------|---|-----------------------|--|
|                                | EXISTING SANITARY STRUCTURE             |                       | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 |
|                                | EXISTING SANITARY SEWER                 |                       | HOT-MIX DRIVEWAY PAVEMENT, 3"                |
|                                | EXISTING WATERMAIN STRUCTURE            |                       | BRICK DRIVEWAY REMOVAL & REPLACEMENT         |
|                                | EXISTING WATERMAIN                      |                       | AGGREGATE SHOULDERS (SPECIAL)                |
|                                | EXISTING STORM SEWER STRUCTURE          |                       | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT |
|                                | EXISTING STORM SEWER                    |                       | PERIMETER EROSION BARRIER                    |
|                                | 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               |                       |  |

**WILMOT ROAD**



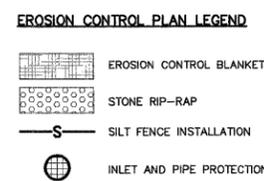
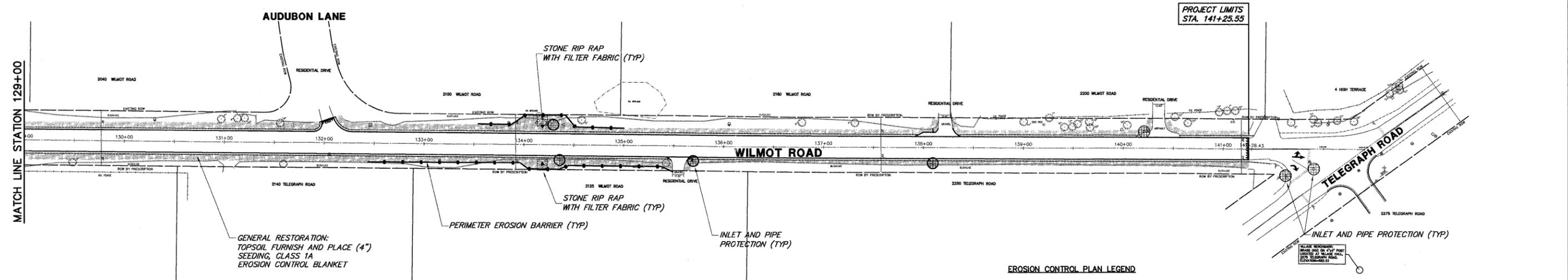
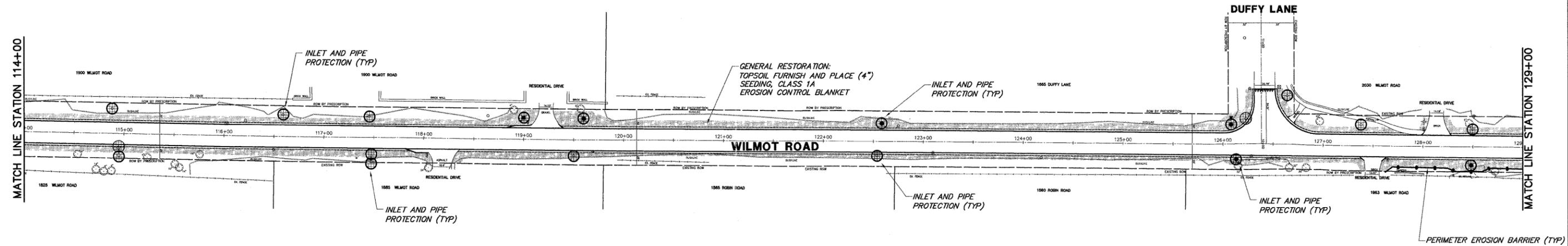
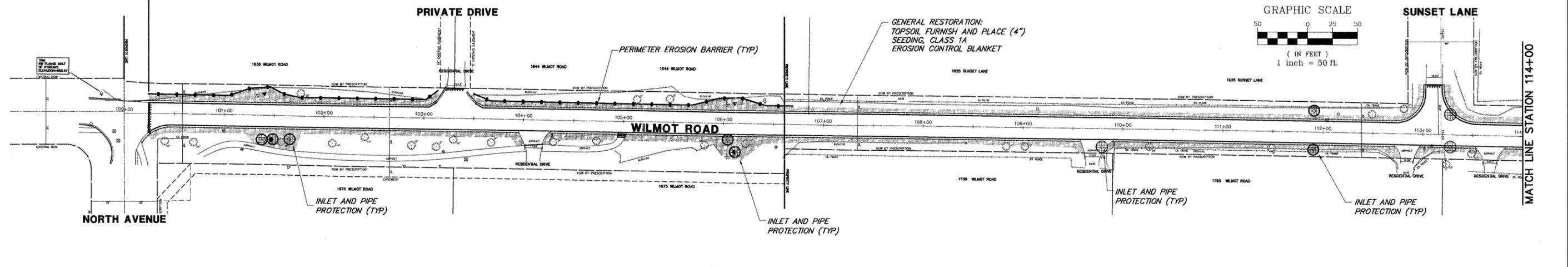
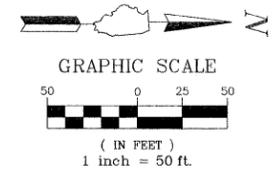
FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PLAN &amp; PROFILE</b>			FAU. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE: 1"=20'	SHEET NO. 18 OF 40 SHEETS	STA. 138+00 TO STA. 141+25.55	2718	11-00012-00-RS	LAKE	40	18
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -					CONTRACT #: 63646				
		DATE - 08.24.2011	REVISED -		ILLINOIS FED. AID PROJECT							



CONSTRUCTION NOTES:  
ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING PLAN</b>			FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE 1"=50'	SHEET NO. 19 OF 40 SHEETS	STA. 100+00 TO STA. 141+25.55	2718	11-00012-00-RS	LAKE	40	19	
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -										
		DATE - 08.24.2011	REVISED -										CONTRACT #: 63646
ILLINOIS FED. AID PROJECT													

PROJECT LIMITS  
STA. 100+24.39



FILE NAME = B101-055 PR4.DWG

USER NAME = GW3  
PLOT SCALE = 1:1  
PLOT DATE = 8/24/2011

DESIGNED - DJG  
DRAWN - GW3  
CHECKED - DJG  
DATE - 08.24.2011

REVISED - 10.14.2011  
REVISED - 10.28.2011  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN**  
SCALE 1"=50' SHEET NO. 20 OF 40 SHEETS STA. 100+00 TO STA. 141+25.55

FAU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2718	11-00012-00-RS	LAKE	40	20
CONTRACT #:			63646	

ILLINOIS FED. AID PROJECT

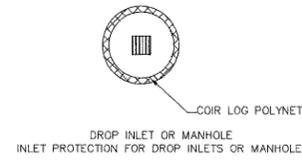
**SEDIMENTATION AND EROSION CONTROL NOTES**

- THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THE SOIL EROSION AND SEDIMENT CONTROL PLANS, THE STANDARD DETAILS, THE PLAN NARRATIVE, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE (SWPPP) AND THE ILLINOIS GENERAL CONSTRUCTION PERMIT (LR10) AND BECOME FAMILIAR WITH THEIR CONTENTS AND SIGN THE CERTIFICATION FORMS.
- 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.
- PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- 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.
- ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- 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.
- 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.
- 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.
- ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE (SWPPP), SHALL BE INITIATED AS SOON AS PRACTICABLE.
- 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 MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED BY THE END OF THE DAY.
- 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.
- SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- 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.
- 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.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- 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.
- 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).
- 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.

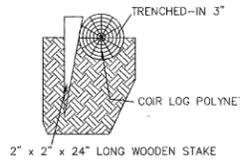
**SEQUENCE OF MAJOR ACTIVITIES**

- THE VILLAGE FILES NOTICE OF INTENT (NOI) AT LEAST 30 DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS.
- 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.
- CONTRACTOR PERFORMS WEEKLY AND "AFTER RAIN EVENT" INSPECTIONS STARTING UPON DISTURBANCE OF THE SITE (DEMOLITION OR INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES).
- DEMOLITION
- TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
- CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS AND SEDIMENT REMOVAL CHANNELS).
- DEWATER INTO SEDIMENT REMOVAL CHANNEL, WHICH DISCHARGES TO AN UPLAND AREA. THE HOSE IN THE AREA BEING DEWATERED MUST BE ATTACHED TO A FLOATING DEVICE WITH A SCREEN.
- CONSTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH RESTRICTOR AND TEMPORARY PERFORATED RISER. PERMANENTLY STABILIZE THE AREA WITH TOPSOIL, SEED AND EROSION CONTROL BLANKET.
- 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.
- ABANDON THE EXISTING SITE STORM DRAINAGE; PROTECTION OF POINTS OF ENTRY INTO EXISTING STORM DRAINAGE SYSTEM.
- STRIP TOPSOIL, STOCK TOPSOIL AND GRADE SITE.
- TEMPORARY CONTAINMENT OF SOIL/AGGREGATE STOCKPILES (SEED AND SILT FENCE AROUND TOE OF SLOPE).
- INSTALL UTILITIES AND ASSOCIATED INLET & OUTLET PROTECTION.
- CONSTRUCT BUILDING AND PAVEMENT.
- FINE GRADE.
- INSTALL TOPSOIL, SEED, AND PERMANENT EROSION CONTROL.
- REMOVE TEMPORARY EROSION CONTROL MEASURE - ONLY - WHEN SITE HAS ACHIEVED FULL STABILIZATION.
- THE VILLAGE TO FILE NOTICE OF TERMINATION (NOT).

**PLAN VIEW**



**SECTION VIEW**



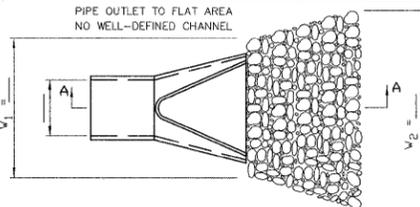
\* USE 9LB DENSITY 12" DIAMETER, 20' LONG COIR LOG POLYNET FOR STANDARD CIRCULAR DRAINAGE STRUCTURES. PLACE THE COIR LOG AROUND THE STRUCTURE AND JOIN THE ENDS TOGETHER WITH COIR TWINE. USE 2"x2"x24" WOODEN STAKES SPACED 3' APART TO HOLD DOWN LOG POLYNET.

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. RESEALURE LOOSE LOGS  
3. REPLACE LOGS AS NEEDED  
4. REMOVE WHEN NOT NEEDED

**COIR ROLL DETAIL INLET PROTECTION**

**PIPE OUTLET TO FLAT AREA**



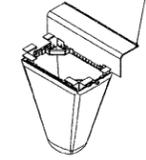
- NOTES:  
1. ALL GEOTEXTILE SHALL BE NON-WOVEN TABLE 1, CLASS 2 MATERIAL.  
2. THE RIPRAP SHALL BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 61 LOOSE ROCK RIPRAP. THE ROCK MAY BE EQUIPMENT PLACED.

REFERENCE	Project	Design	Decide	Approved
	Date	Date	Date	Date

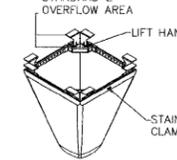


STANDARD DWG. NO. IL-610 SHEET 1 OF 1 DATE 9-15-93

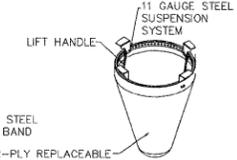
**REAR CURB GUARD FLAP WITH MAGNETIC TIE-DOWNS**



**TYPICAL CURB BOX INLET FILTER**



**TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER**



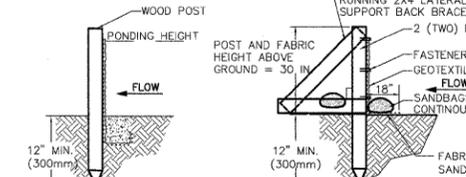
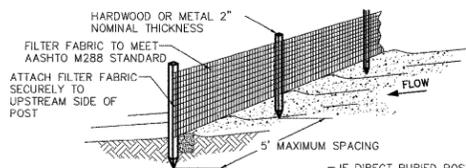
**TYPICAL ROUND INLET FILTER**

ACCEPTABLE MANUFACTURER'S AS LISTED BELOW 1. INLET & PIPE PROTECTION, INC. Naperville, IL 60564 847-722-0690  
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 (214 min. vol)		Non-Woven Woven Mono
Grab Tensile	ASTM D 4632	100 lbs 200 lbs
Puncture Strength	ASTM D 4833	65 lbs 90 lbs
Trapezoidal Tear	ASTM D 4255	45 lbs 75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs 90%
App. Open Size (AOS)	ASTM D 4751	70 sieve (.425 mm) 40 sieve (.149 mm)
Permeability	ASTM D 4491	2.0/sec. 2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft. 145gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3778	4.55 oz/sqyd +/-15%
Thickness	ASTM D 1777	.040 +/- .005
> Frame Construction		
A36 Structural Steel	ASTM A 576	Tensile Strength > 58,000 psi
11 Gauge, Zinc Plated		Yield Strength > 36,000 psi

**INLET FILTER BASKET DETAIL**



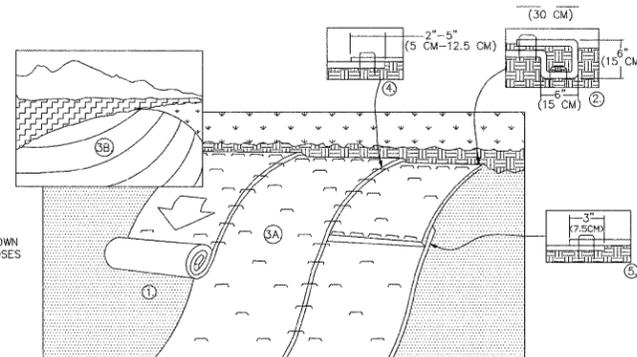
- SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST
- ATTACH AASHTO GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP-TIES, OR WIRE TIES.
- BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

PROPERTY	TEST PROCEDURE
Grab Elongation	
Machine Direction	ASTM D-4533 123 lbs
X-Machine Direction	ASTM D-4833 101 lbs
Permeability	ASTM D-4491 0.05 sec <sup>-1</sup>
A.S.G.	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. REMOVED 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 ASSHTO STANDARD SPECIFICATION M-288-00.  
5. SLICING METHOD IS PREFERRED.

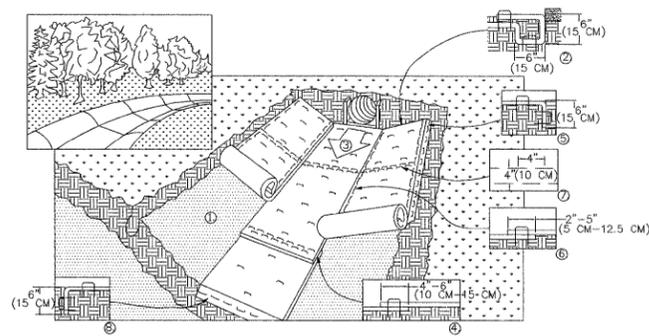
**SILT FENCE INSTALLATION DETAIL**

STAPLE PLACEMENTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE STAPLE PATTERN GUIDES FOR ACTUAL RECOMMENDED PLACEMENTS.



- PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
  - BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP'S 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 RECP'S BACK OVER SEED AND COMPACTED SOIL. SECURE RECP'S OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE RECP'S.
  - ROLL THE RECP'S (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. RECP'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST SOIL SURFACE. ALL RECP'S 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.
  - THE EDGES OF PARALLEL RECP'S MUST BE STAPLED WITH APPROXIMATELY 2'-5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON RECP'S TYPE.
  - CONSECUTIVE RECP'S SPICED 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 RECP'S 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 RECP'S.

**EROSION CONTROL BLANKET SLOPE INSTALLATION**



- PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
  - BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE RECP'S IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF RECP'S EXTENDED BEYOND THE UP SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP'S 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 RECP'S BACK OVER SEED AND COMPACTED SOIL. SECURE RECP'S OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) ACROSS THE WIDTH OF THE RECP'S.
  - ROLL CENTER RECP'S IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. RECP'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP'S 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.
  - PLACE CONSECUTIVE RECP'S 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) ON CENTER TO SECURE RECP'S.
  - FULL LENGTH EDGE OF RECP'S AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
  - ADJACENT RECP'S MUST BE OVERLAPPED APPROXIMATELY 2"-5" (5 CM-12.5 CM) (DEPENDING ON RECP'S TYPE) AND STAPLED.
  - 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) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
  - THE TERMINAL END OF THE RECP'S 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 RECP'S.

**CRITICAL POINTS**



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

**EROSION CONTROL BLANKET CHANNEL INSTALLATION**

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>EROSION CONTROL PLAN</b>		FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 21
PLOT SCALE = 1:1	DATE = 8/24/2011	CHECKED - DJG	REVISED - 10.28.2011					SCALE 1"=50'	SHEET NO. 21 OF 40 SHEETS	STA. TO STA.	CONTRACT # 63646	ILLINOIS FED. AID PROJECT

**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 IEPA'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 ILR10 permit, incorporated by reference and are enforceable under the ILR10 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 procedures in substantial conformance with the Illinois Urban Manual. Except as provided in paragraphs (a) and (b) 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
- Mulch
- Spray-on soil treatments
- Tillage
- 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-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 should be located at least 50 feet from a storm water drainage inlets 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 ILR10 permit. If a spill occurs, notify the Primary Contact immediately. The construction site shall have the capacity to control, 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 [epa.swnoncomp@illinois.gov](mailto:epa.swnoncomp@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" (IGN) 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 ILR10 permit, and records of all data used to complete the Notice of Intent to be covered by the ILR10 permit, for a period of at least three years from the date that the permit coverage 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 ILR10 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 minimizing 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:

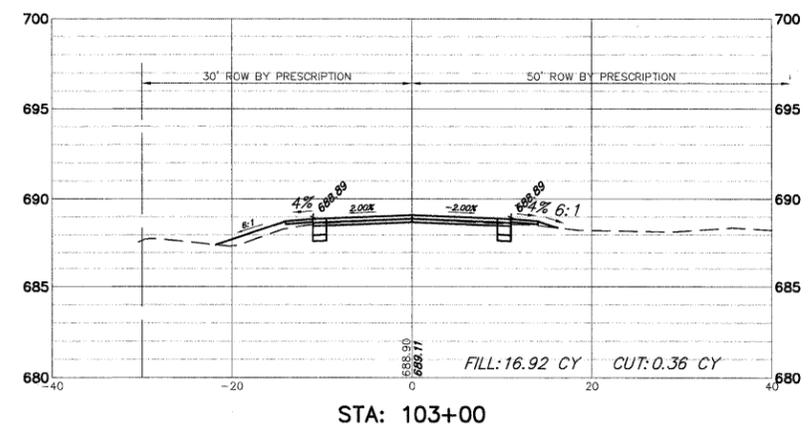
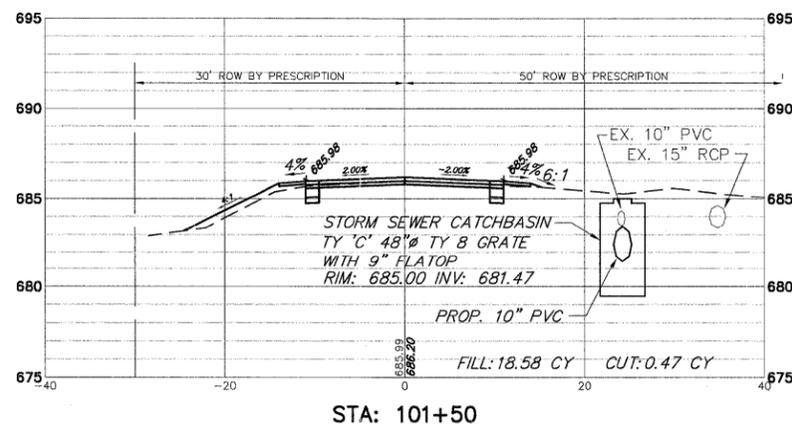
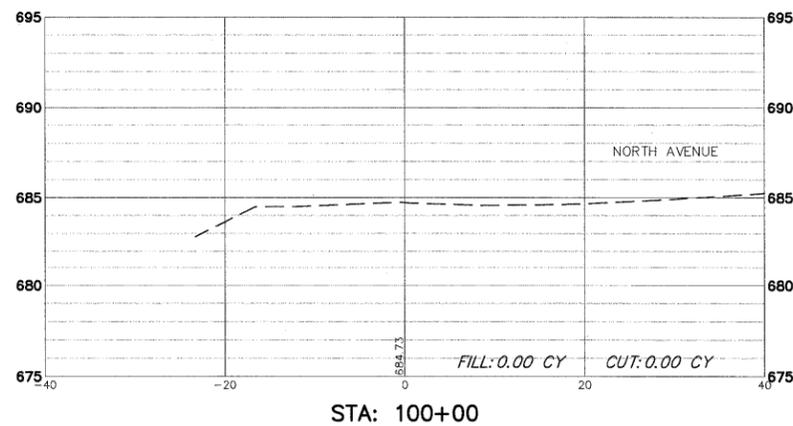
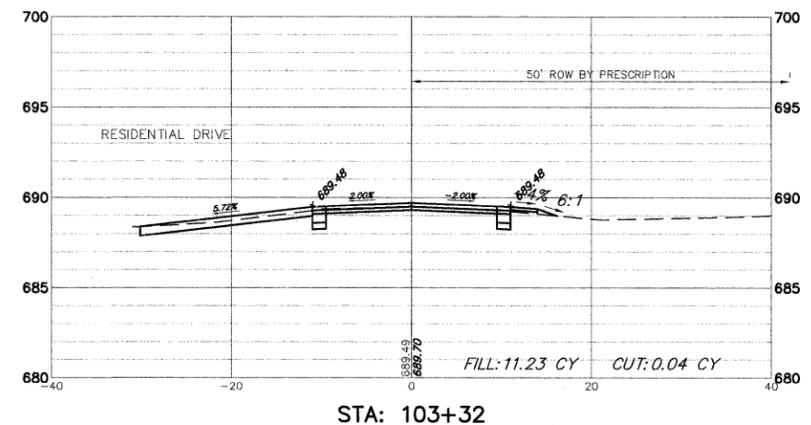
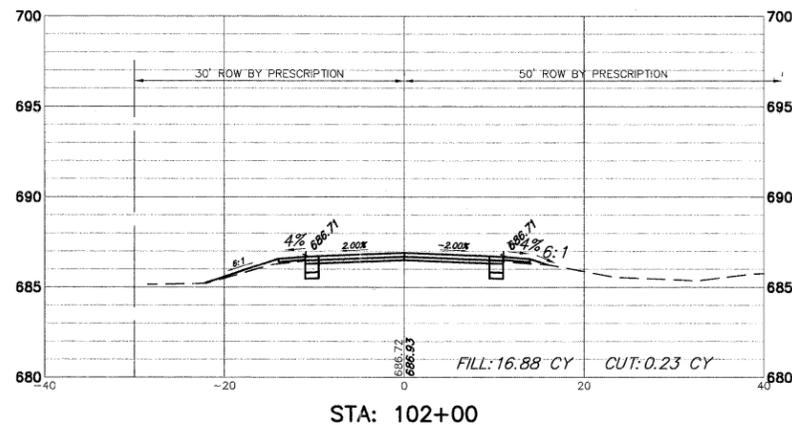
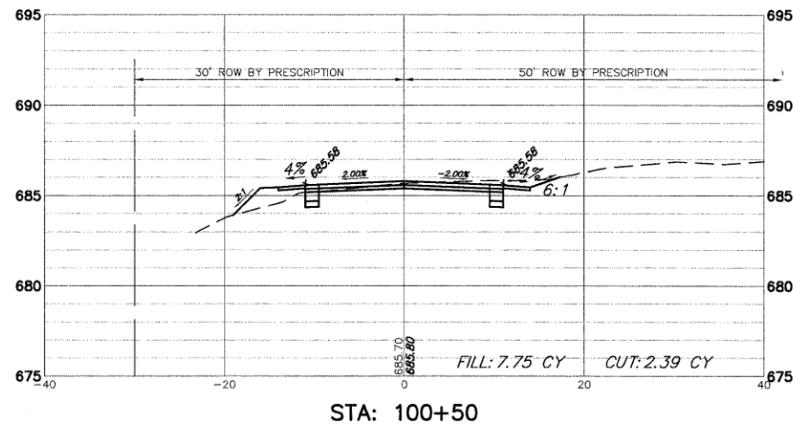
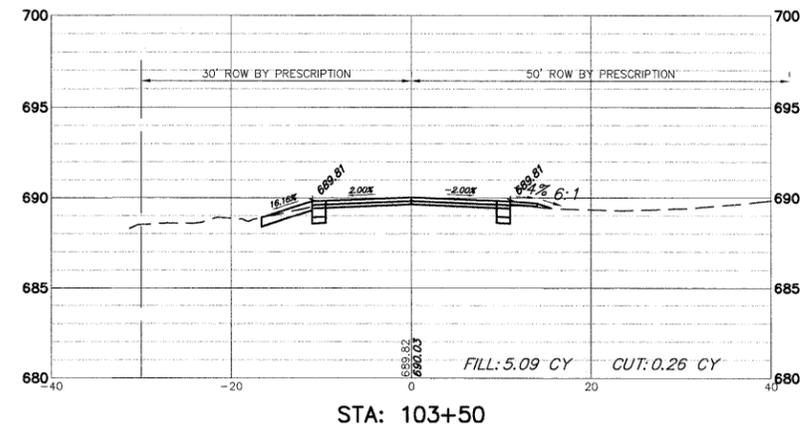
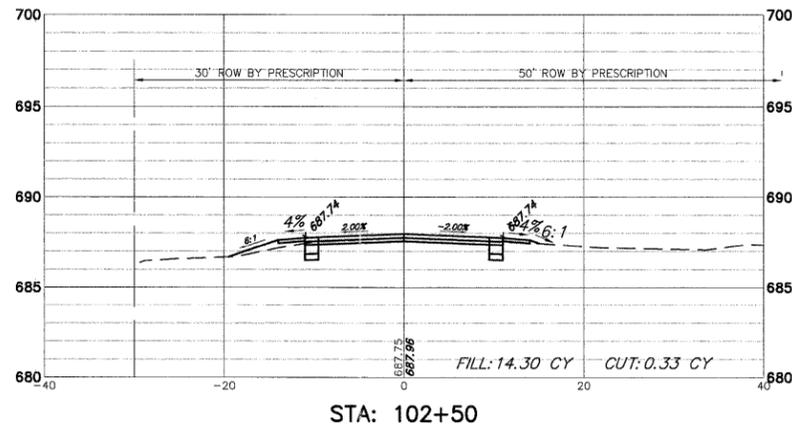
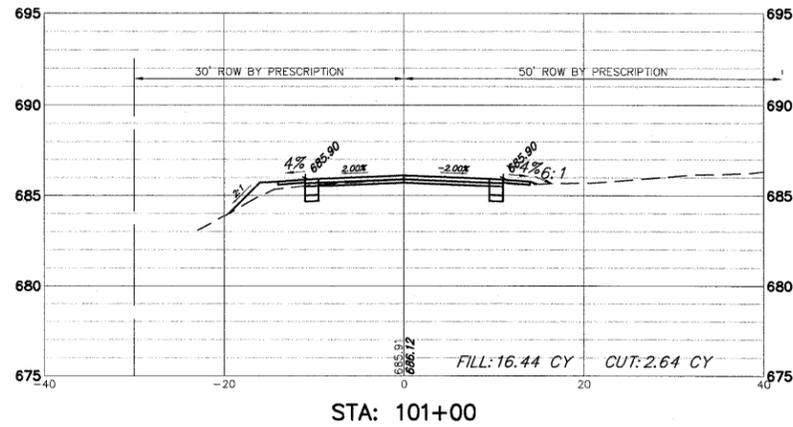
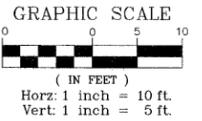
- (i) A uniform (e.g. evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or
- (ii) Equivalent permanent stabilization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

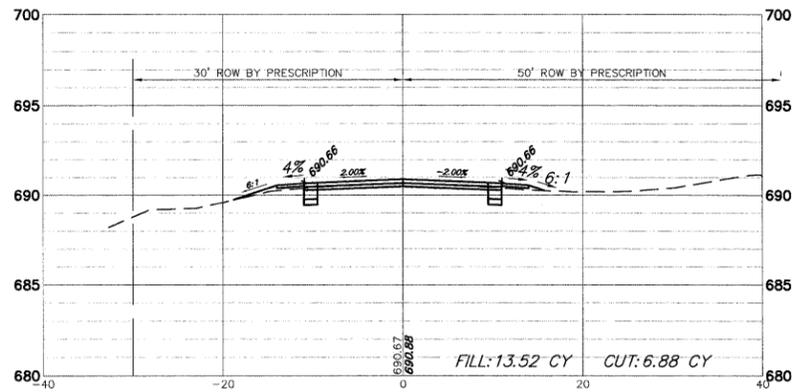
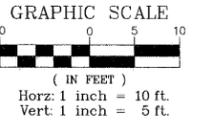
- (i) The homeowner has completed final stabilization as specified above, or
- (ii) The homeowner has established temporary stabilization including perimeter controls for individual lot prior to occupation of the home by the homeowner and informing the homeowner of the need to, and the benefits of, final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

When the site has been finally stabilized and all storm water discharges from construction sites that are authorized by the ILR10 Permit are eliminated, the permittee of the facility must submit a completed Notice of Termination that is signed in accordance with Part V.6 (Signatory Requirements) of the ILR10 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.

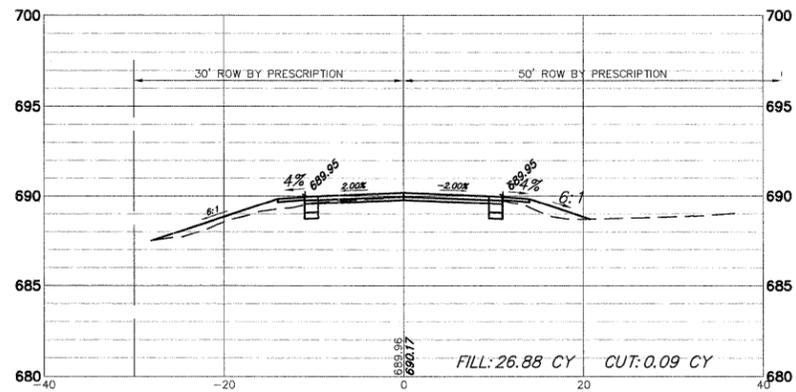
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	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -			CONTRACT #:		63646			
		DATE - 08.24.2011	REVISED -			SCALE:	SHEET NO. 22 OF 40 SHEETS	STA.	TO STA.		
ILLINOIS FED. AID PROJECT											



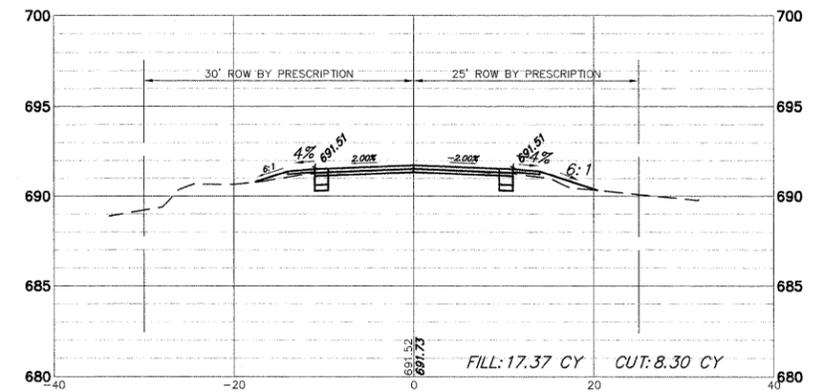
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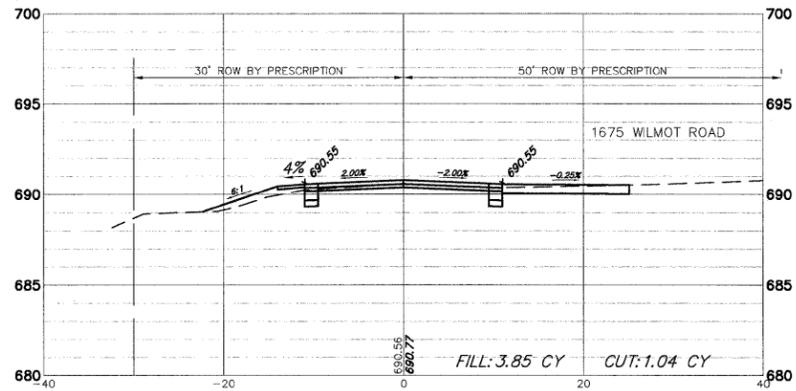
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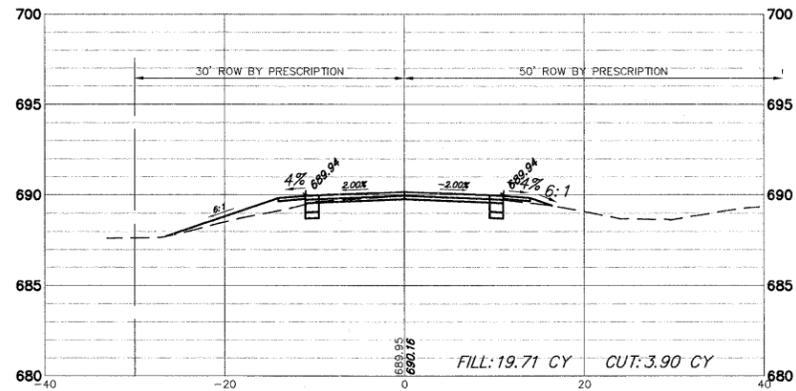
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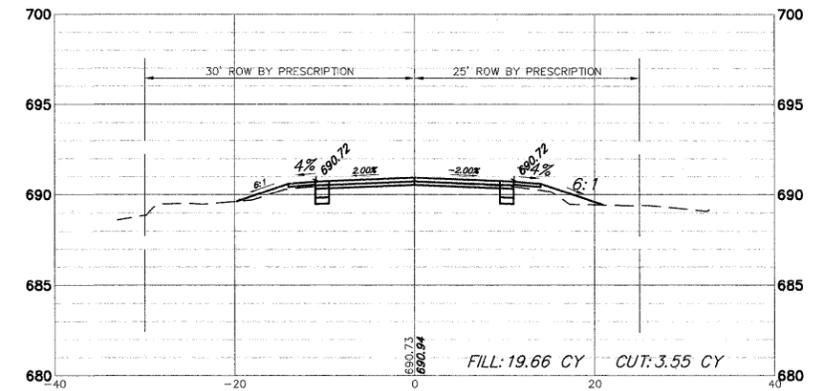
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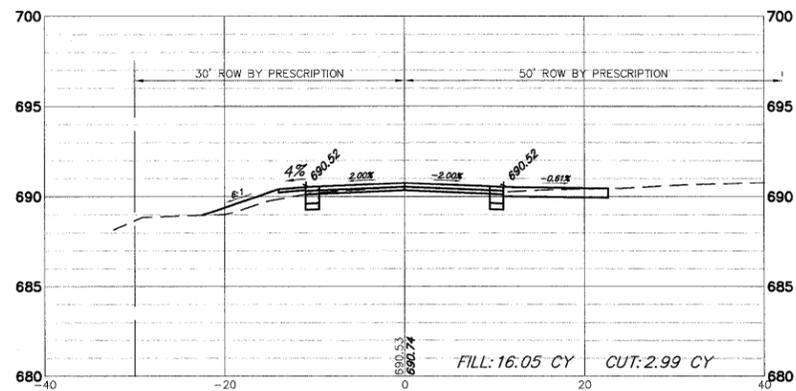
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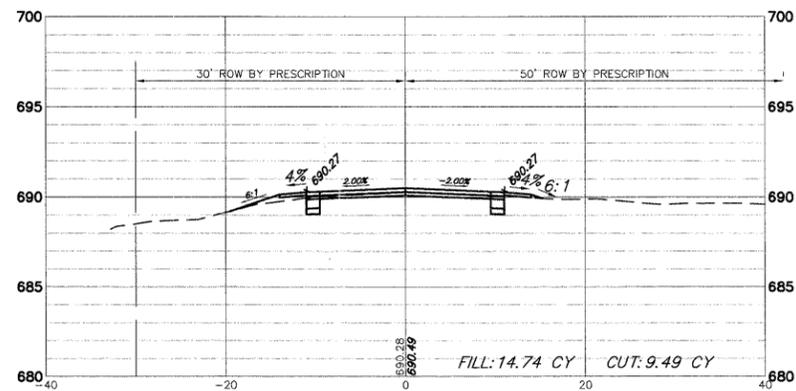
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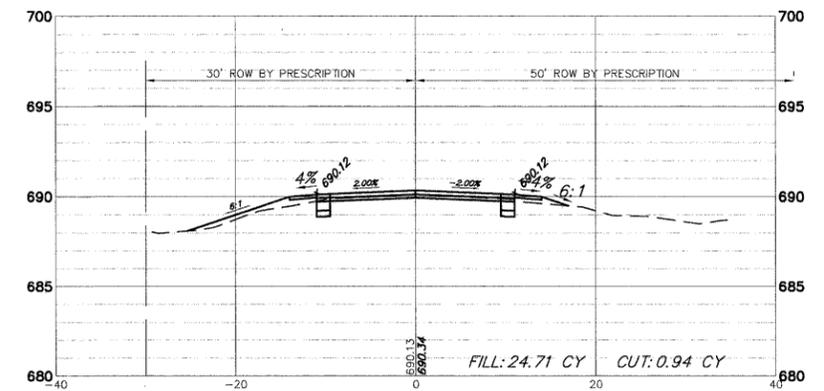
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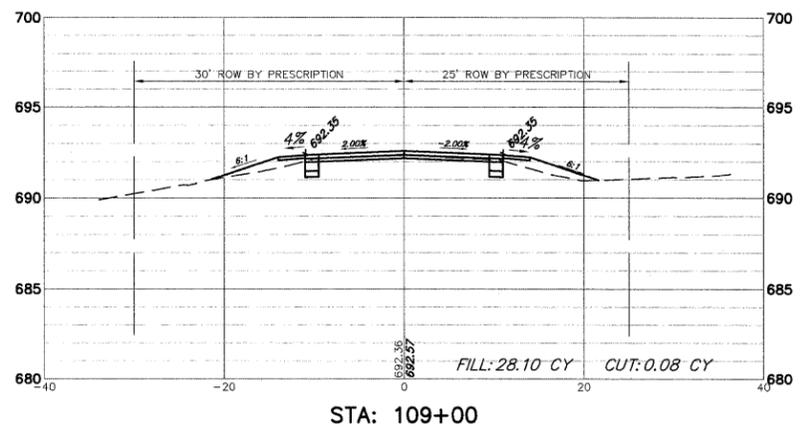
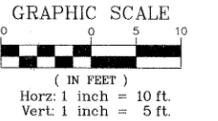


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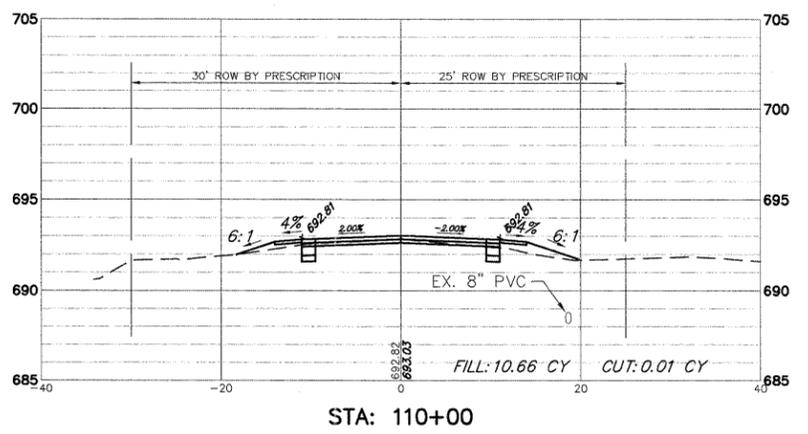


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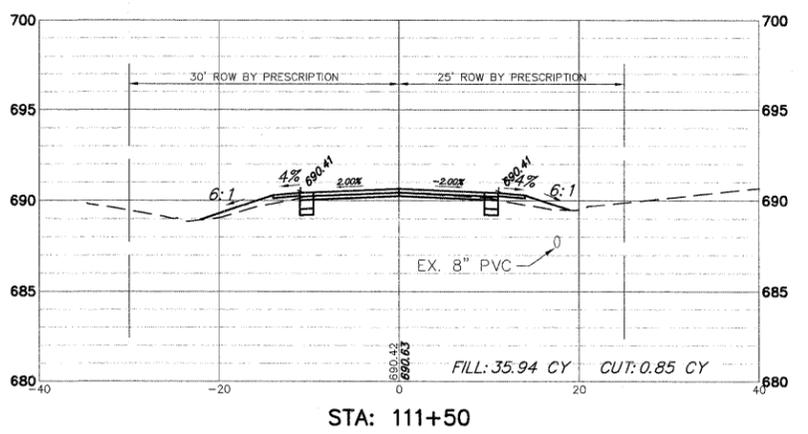
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		DATE - 08.24.2011	REVISED -									



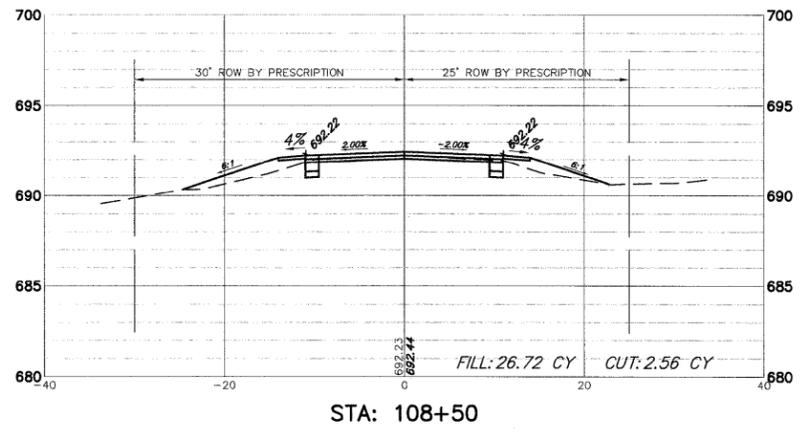
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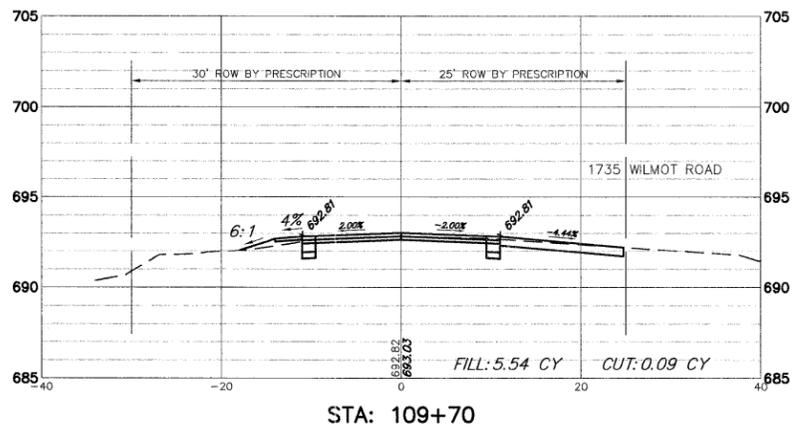
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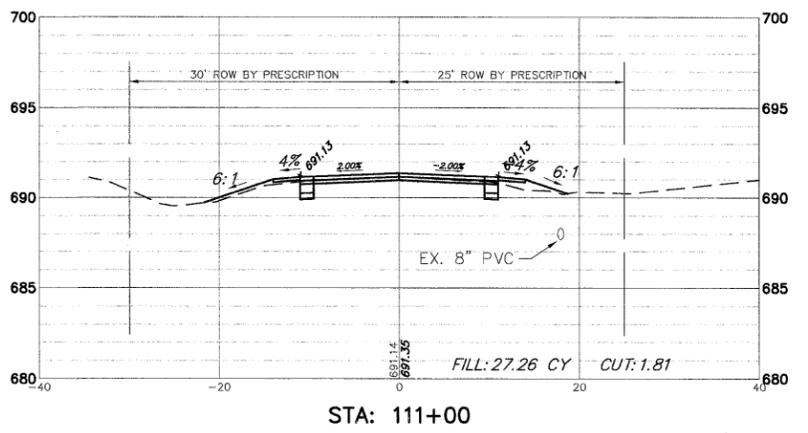
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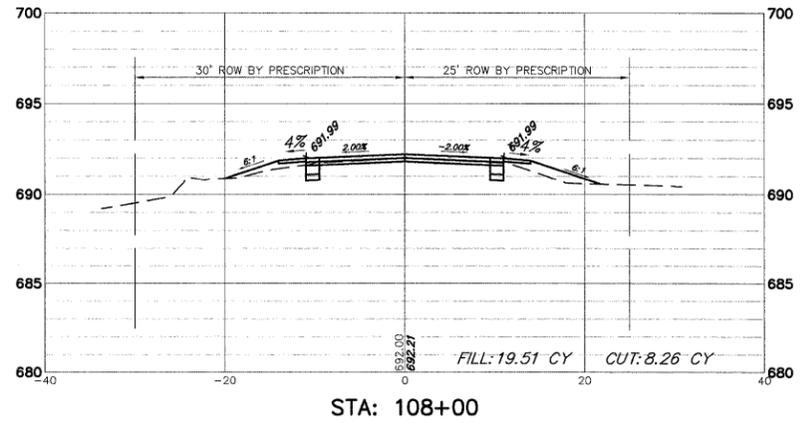
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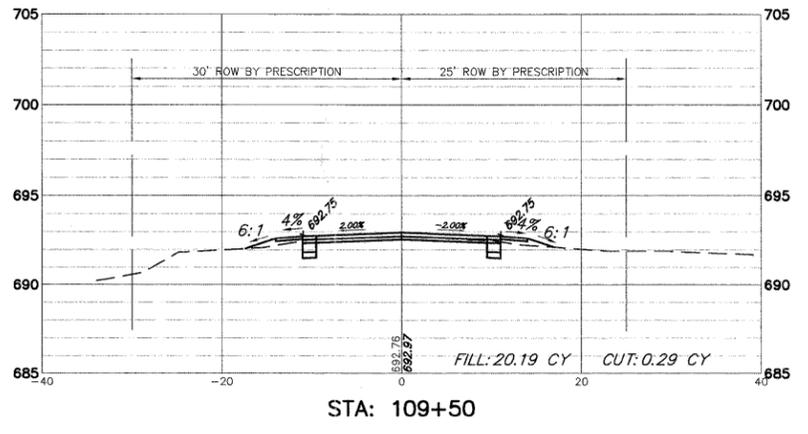
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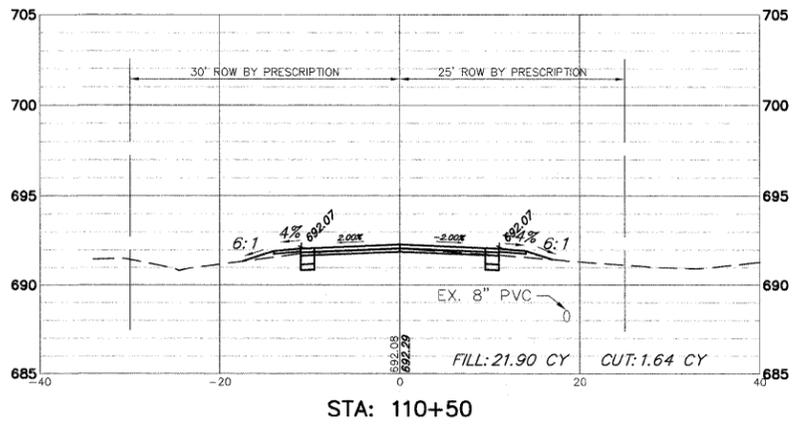
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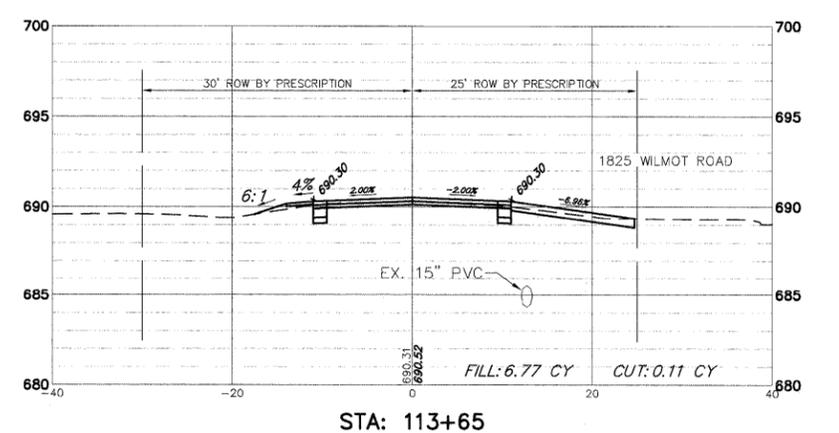
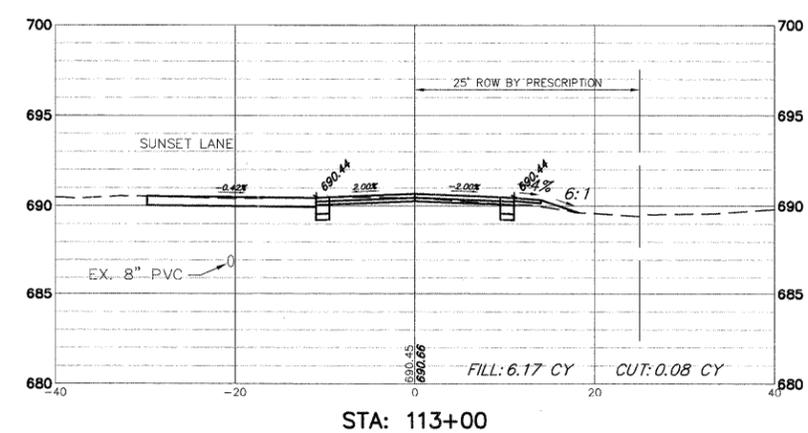
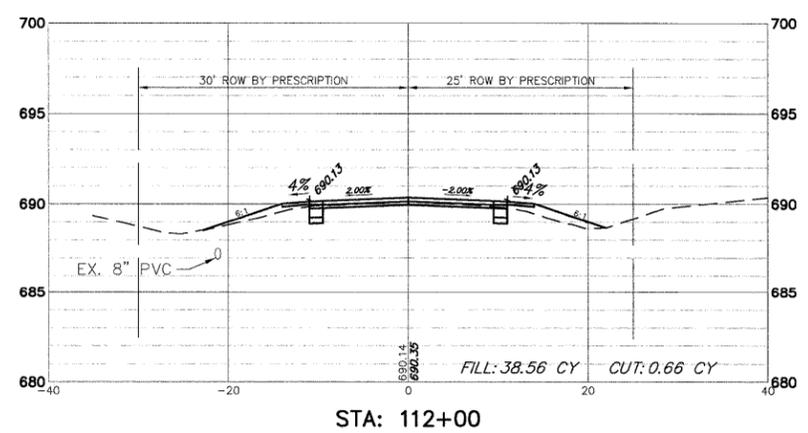
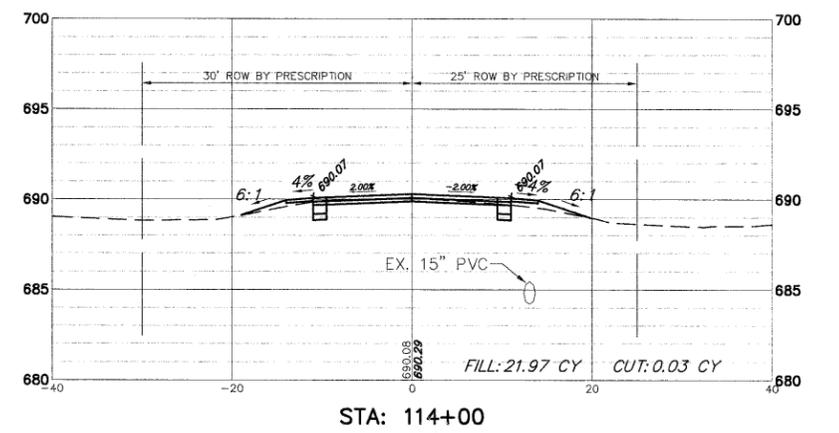
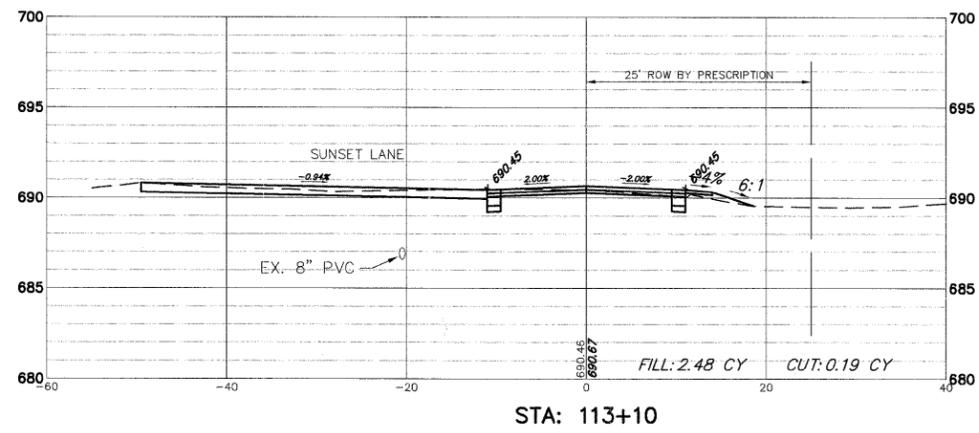
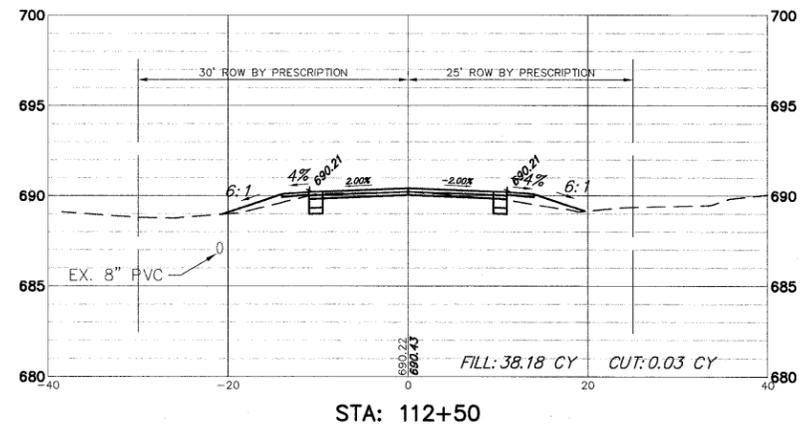
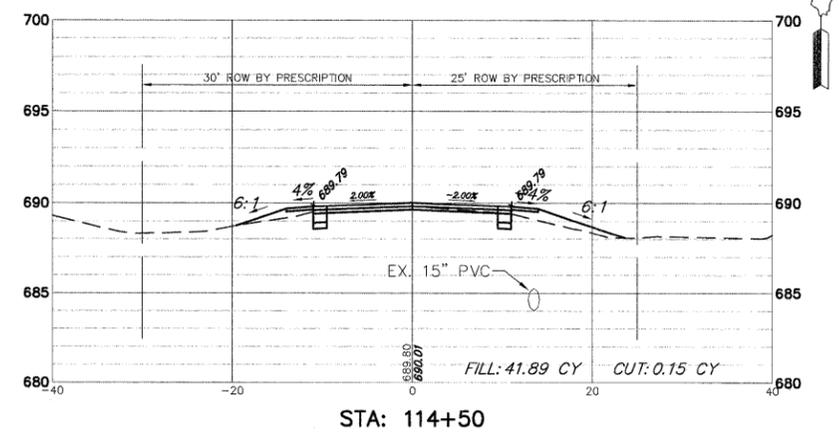
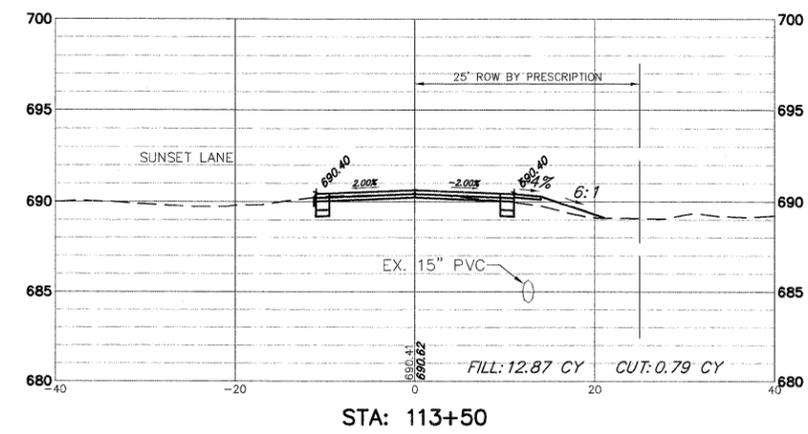
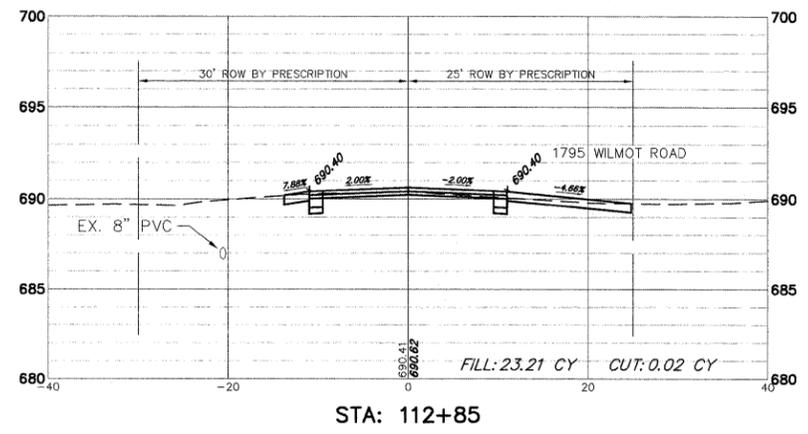
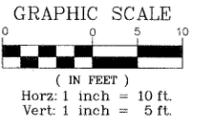


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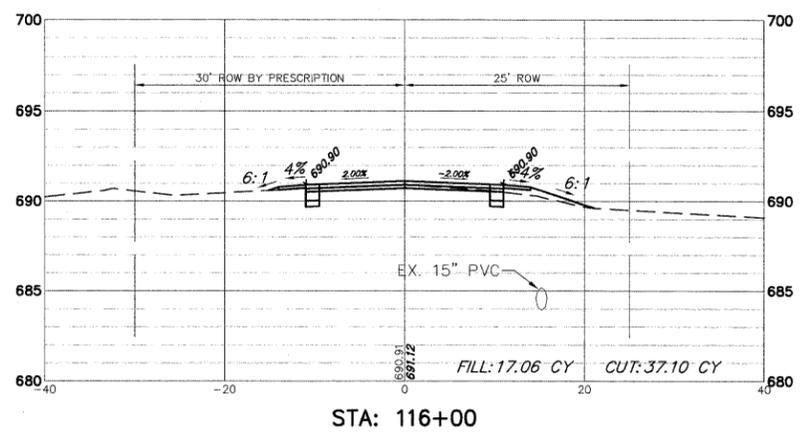
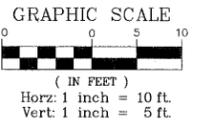


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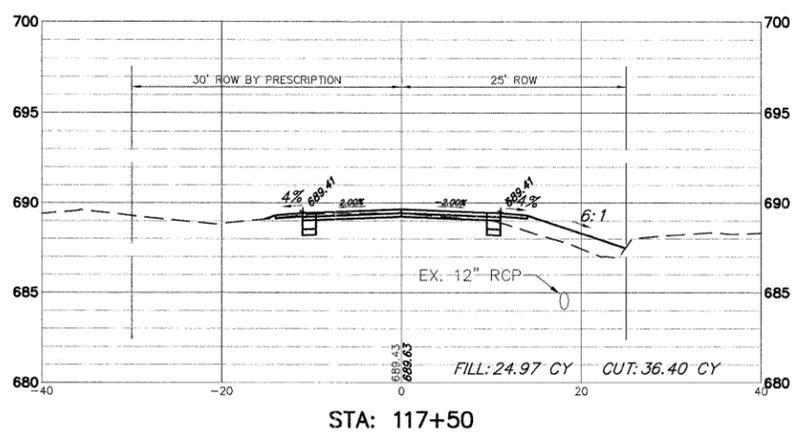
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	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									



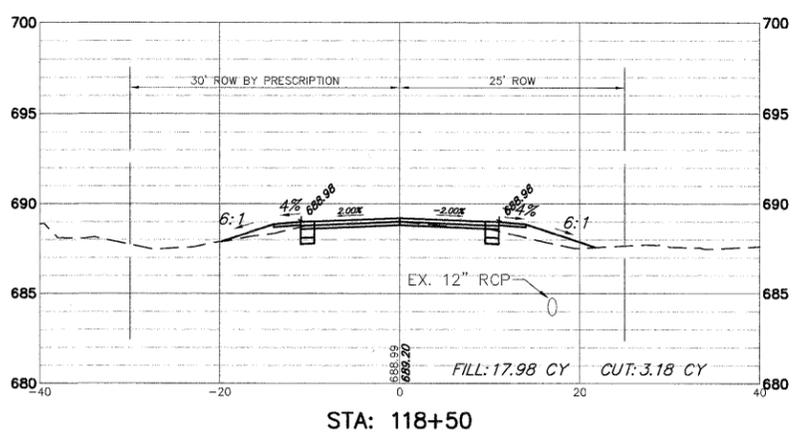
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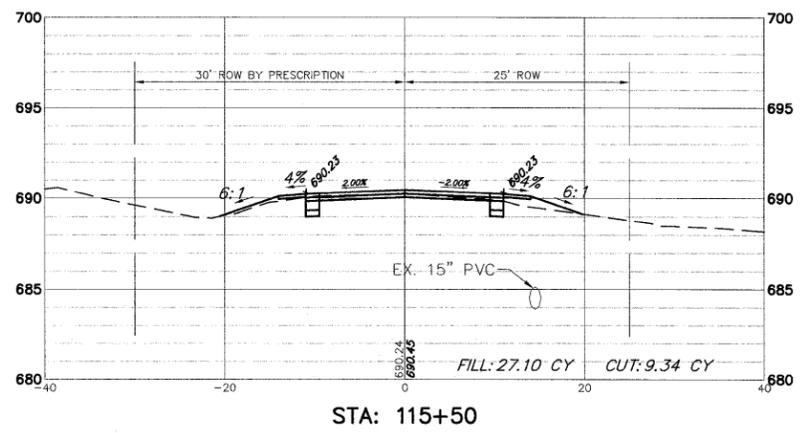
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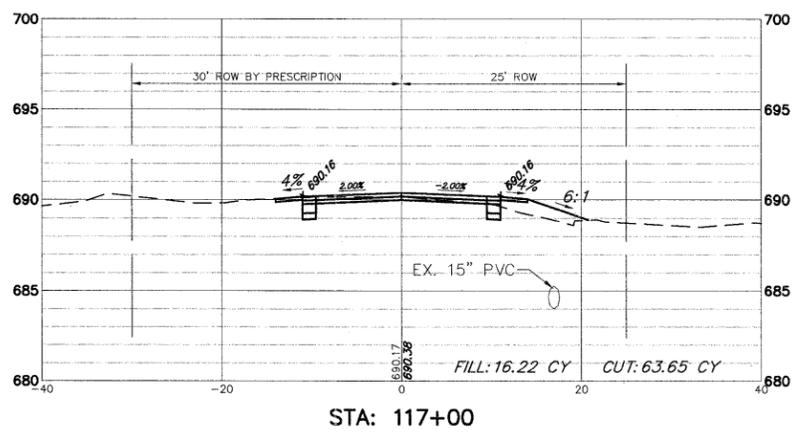
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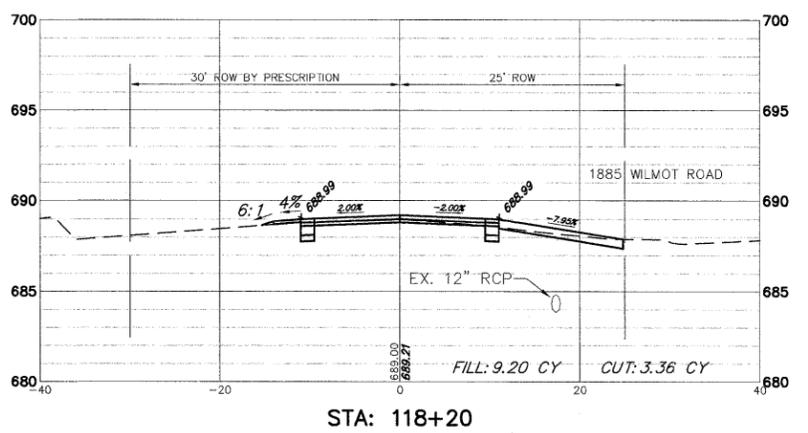
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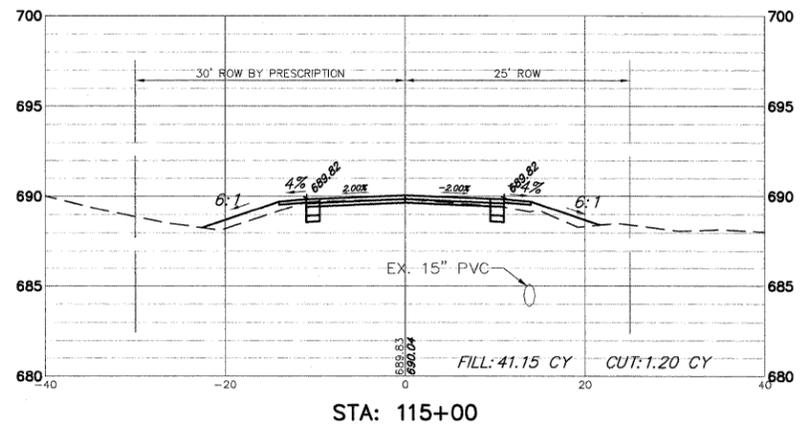
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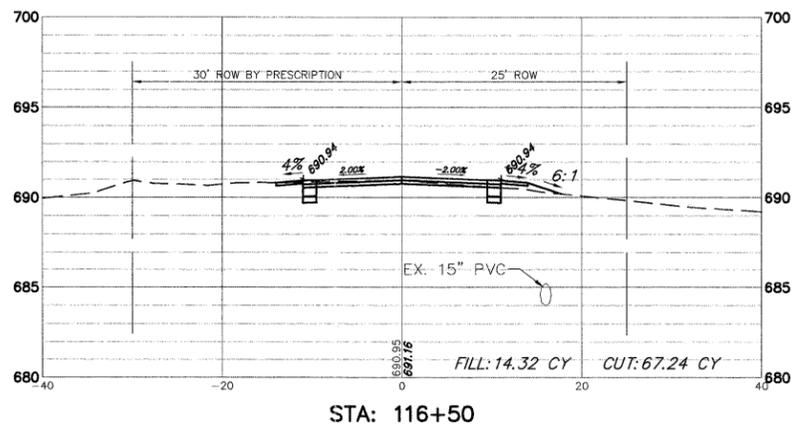
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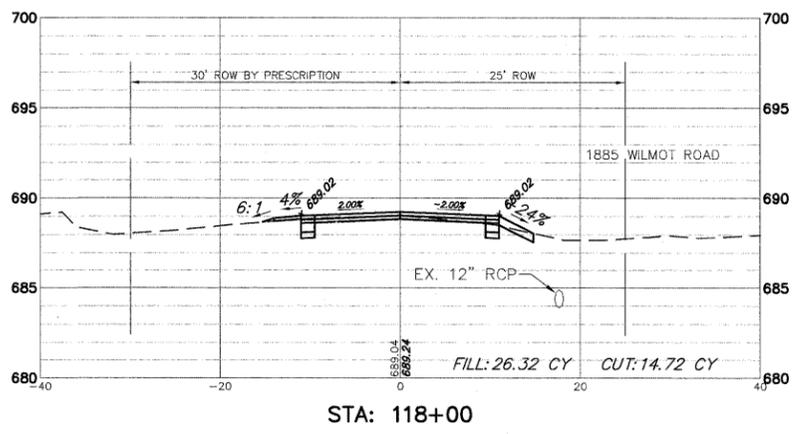
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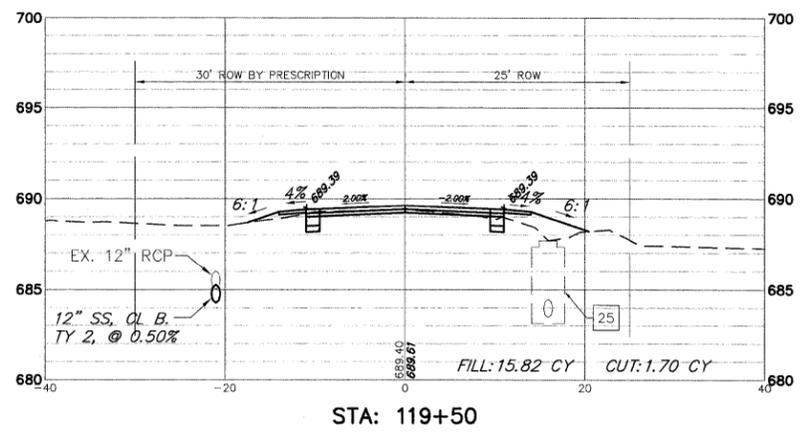
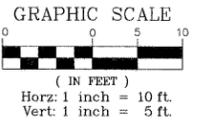


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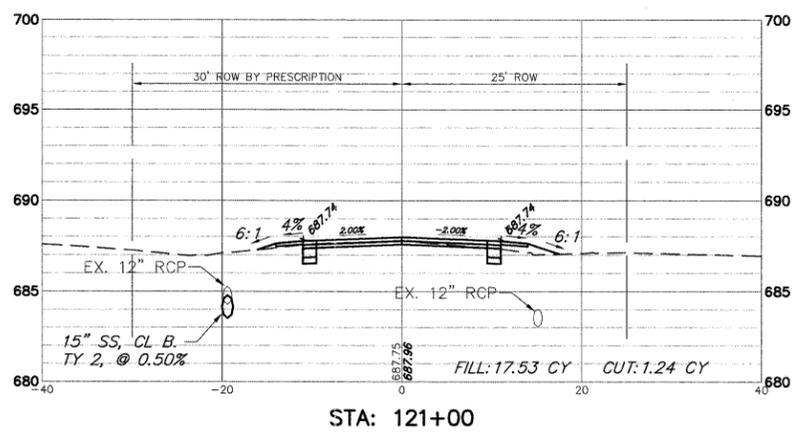


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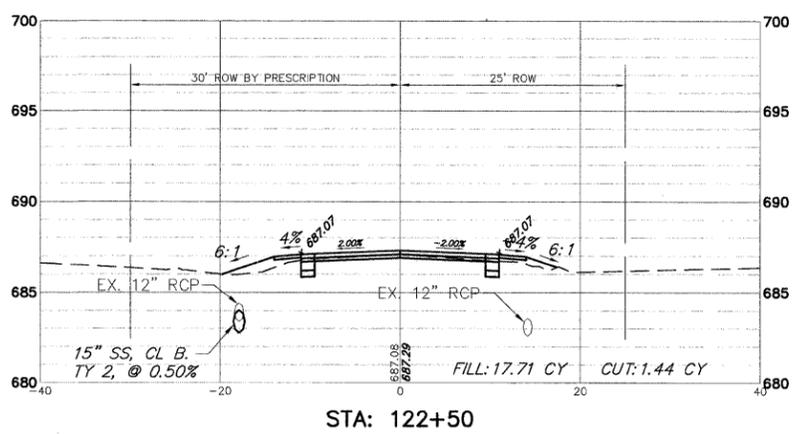
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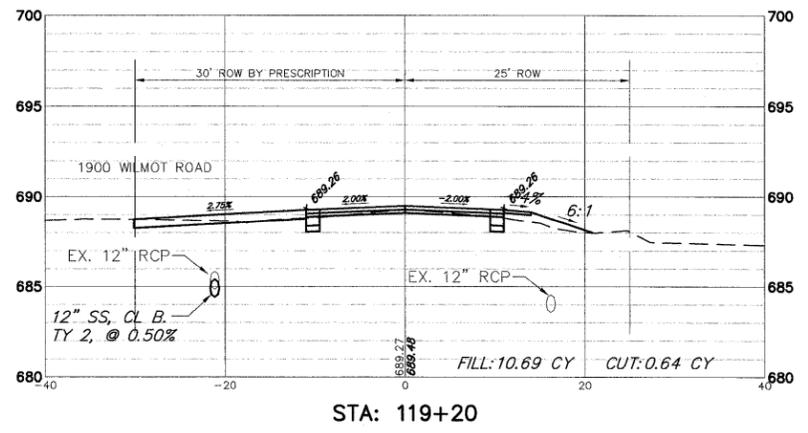
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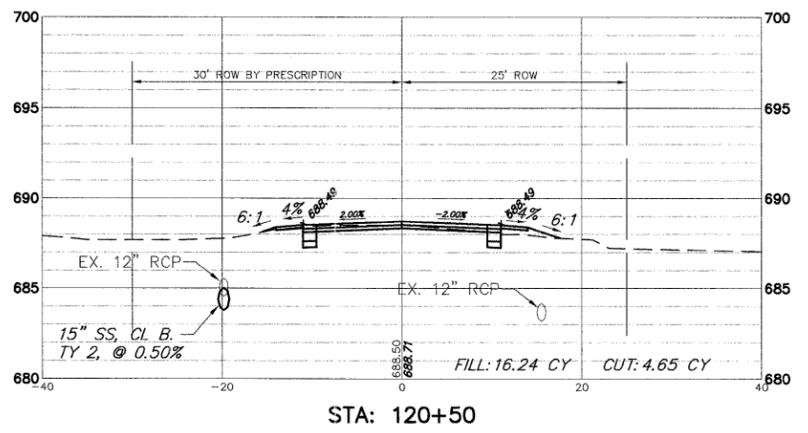
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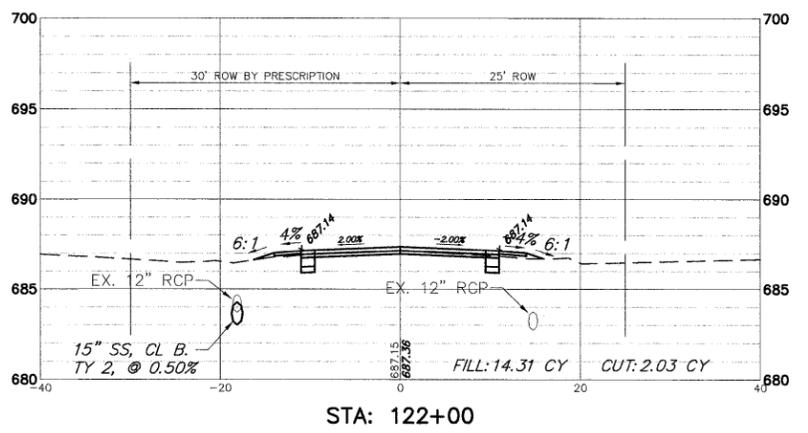
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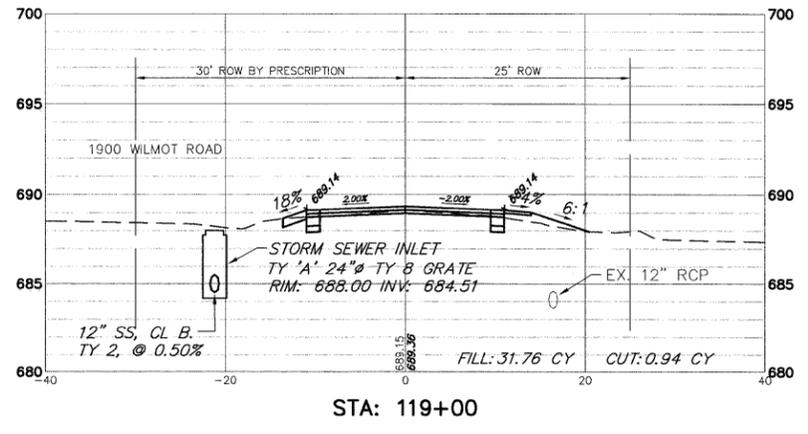
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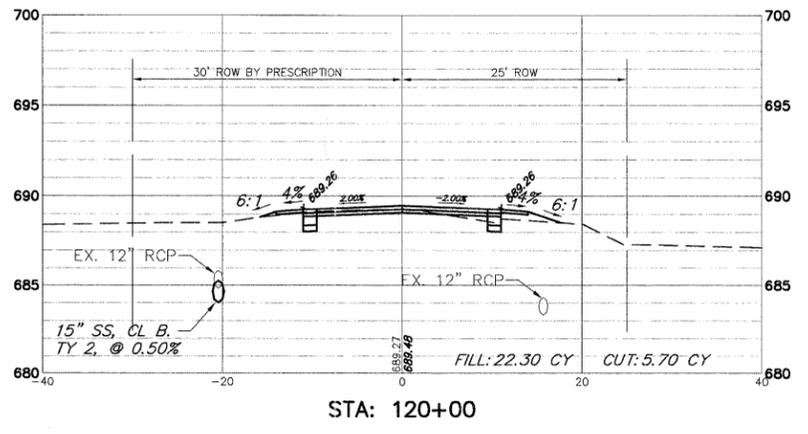
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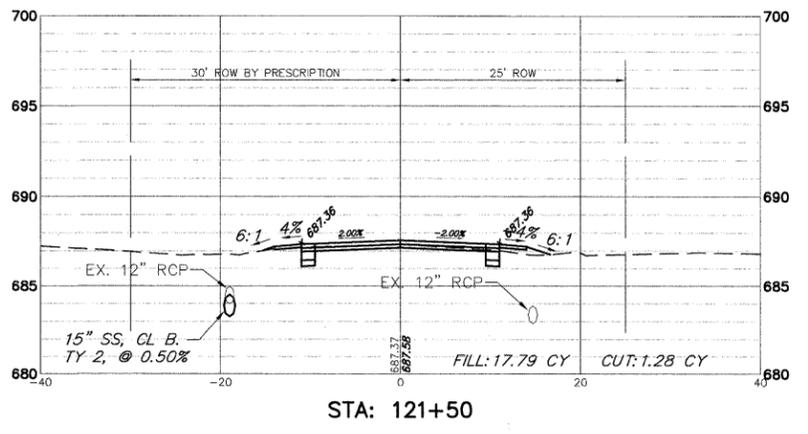
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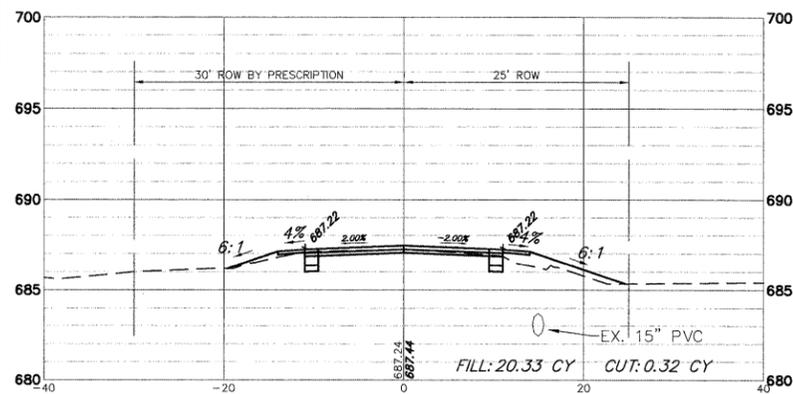
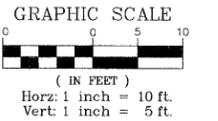


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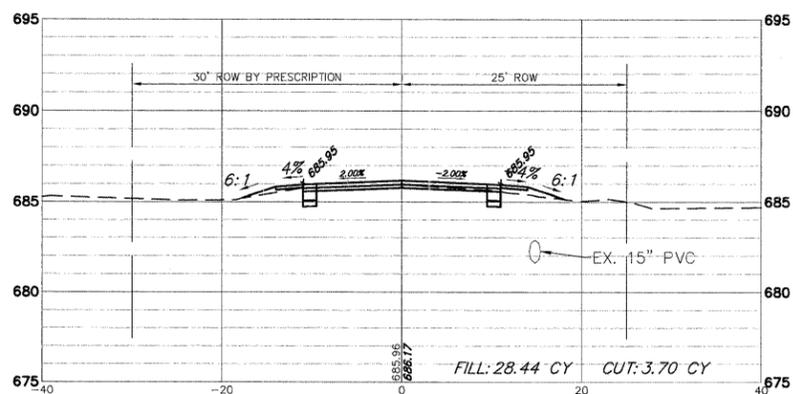


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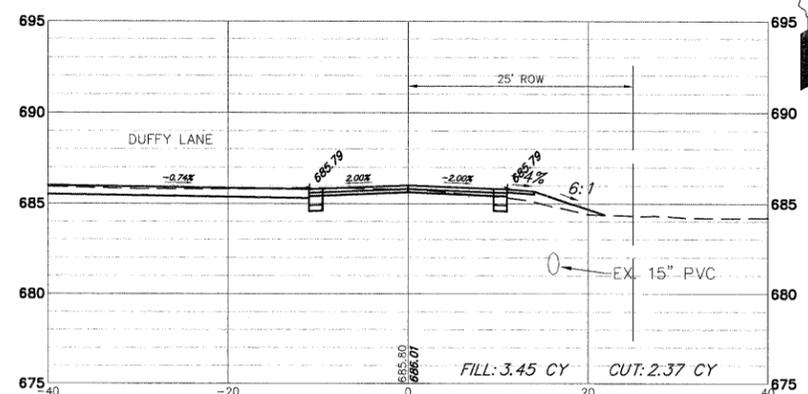
FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>			FAU. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 28
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE: AS NOTED	SHEET NO. 28 OF 40 SHEETS	STA. 119+00 TO STA. 122+50	CONTRACT #:		63646	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -									
		DATE - 08.24.2011	REVISED -									



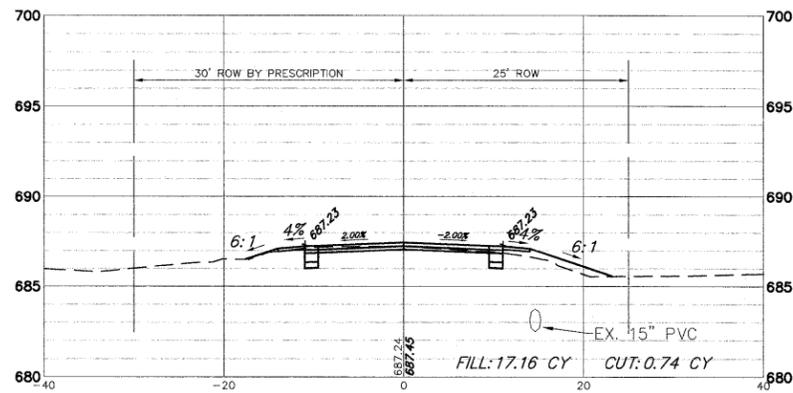
STA: 124+00



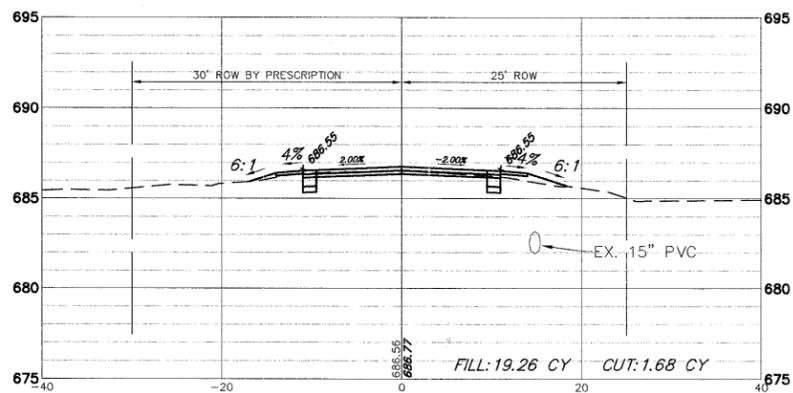
STA: 125+50



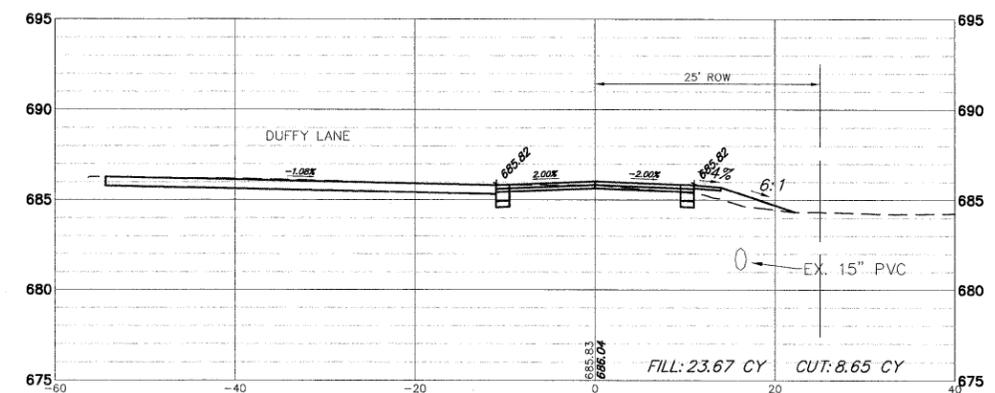
STA: 126+50



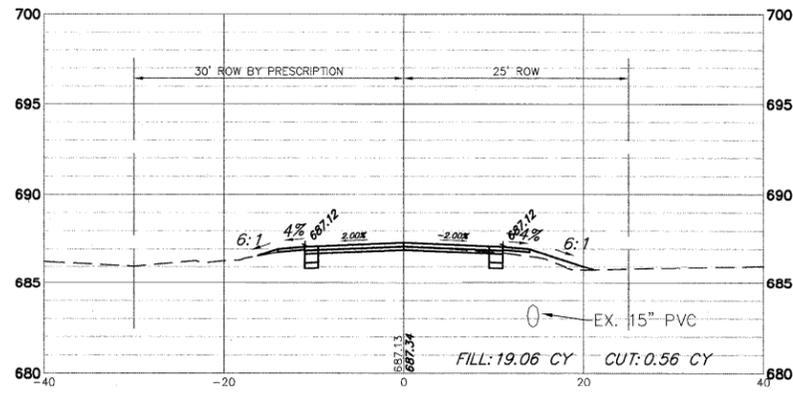
STA: 123+50



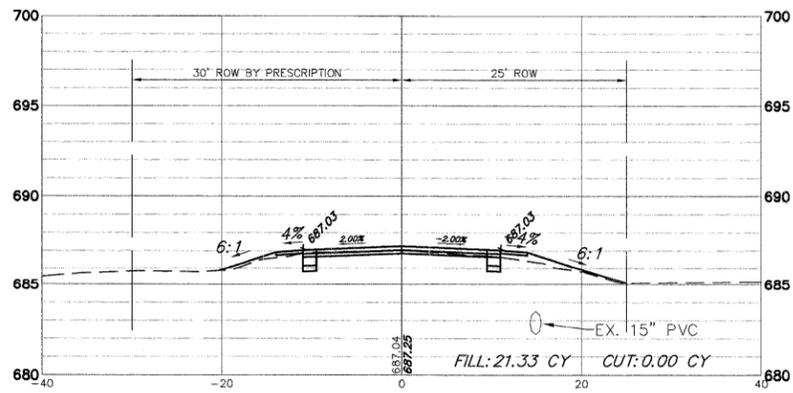
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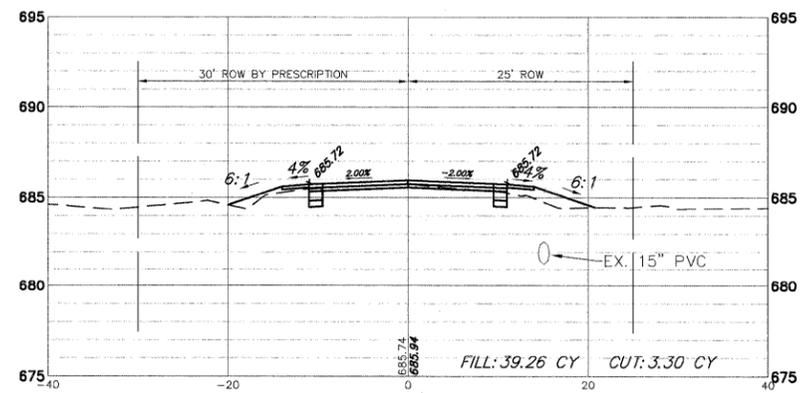
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STA: 123+00

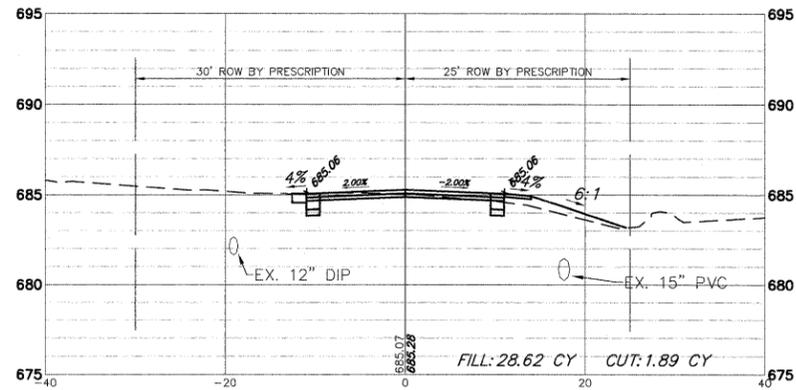
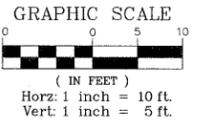


STA: 124+50

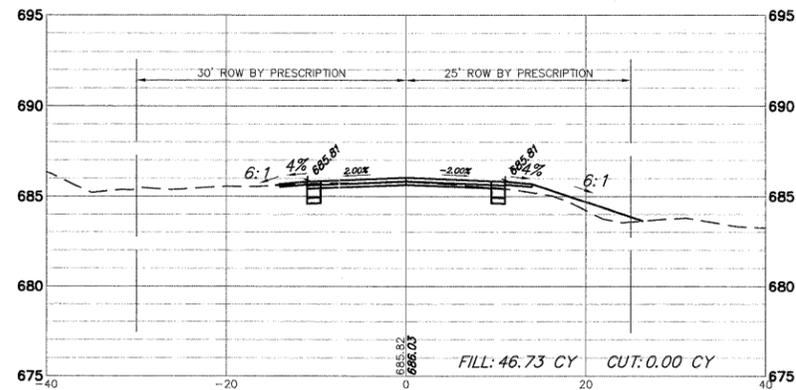


STA: 126+00

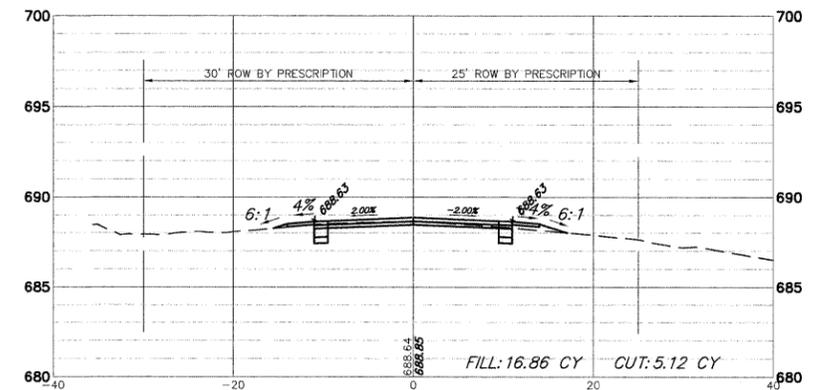
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	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE AS NOTED	SHEET NO. 29 OF 40 SHEETS	STA. 123+00 TO STA. 126+50	CONTRACT #:		63646		
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									



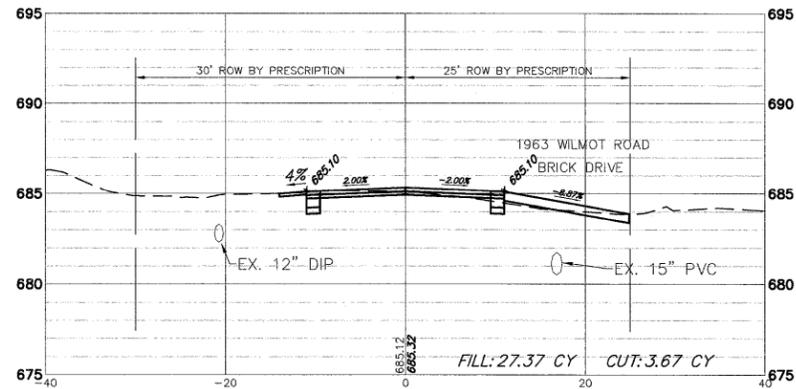
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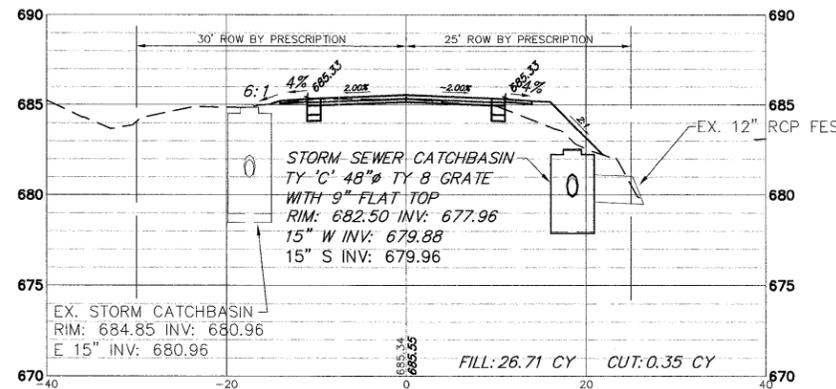
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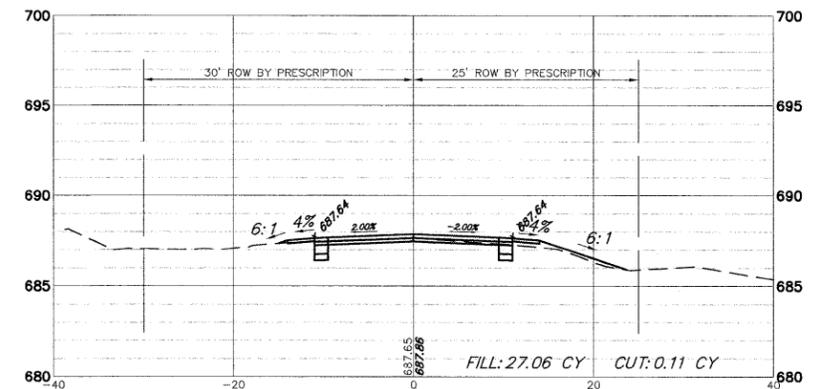
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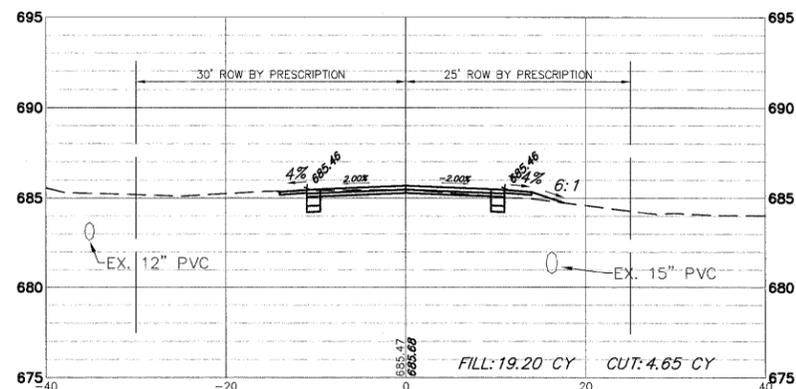
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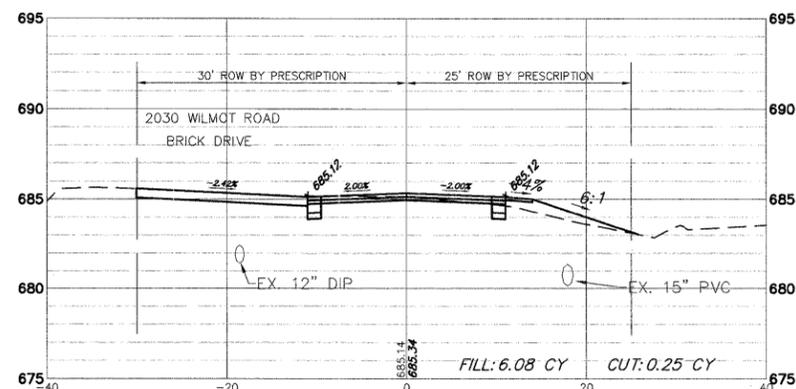
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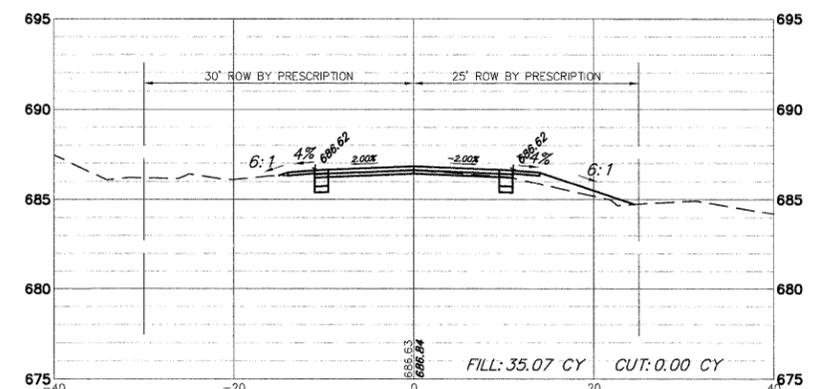
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STA: 127+00

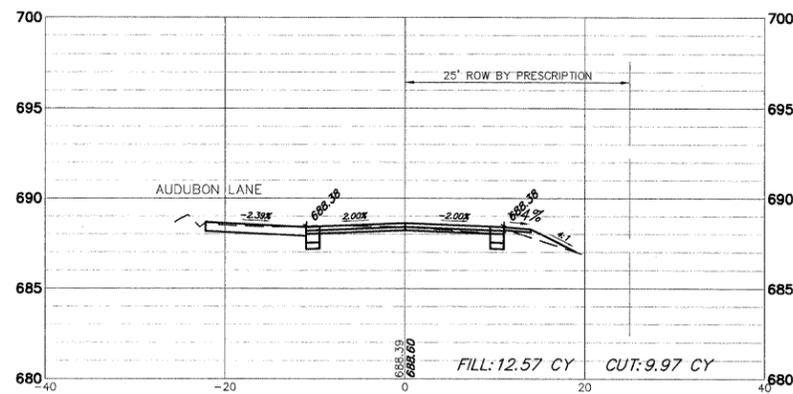
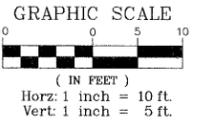


STA: 128+15

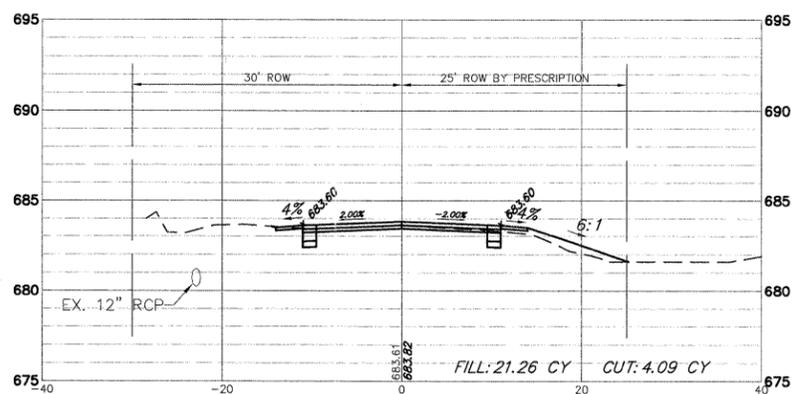


STA: 129+50

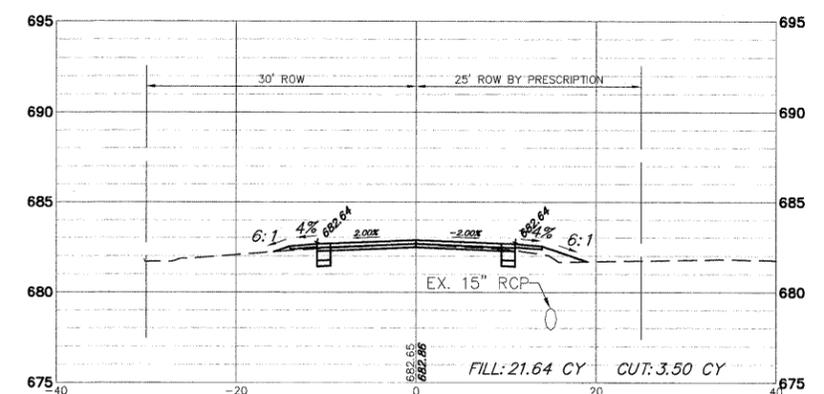
FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>			FAU. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 30
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE AS NOTED	SHEET NO. 30 OF 40 SHEETS	STA. 127+00 TO STA. 130+50	CONTRACT #:		63646	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -									
		DATE - 08.24.2011	REVISED -									



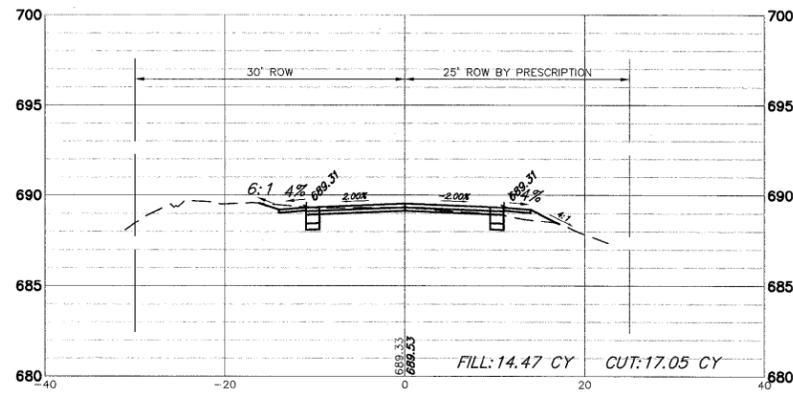
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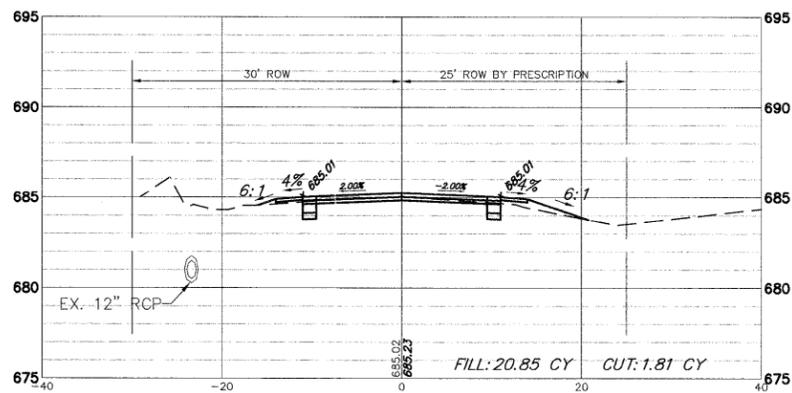
STA: 133+50



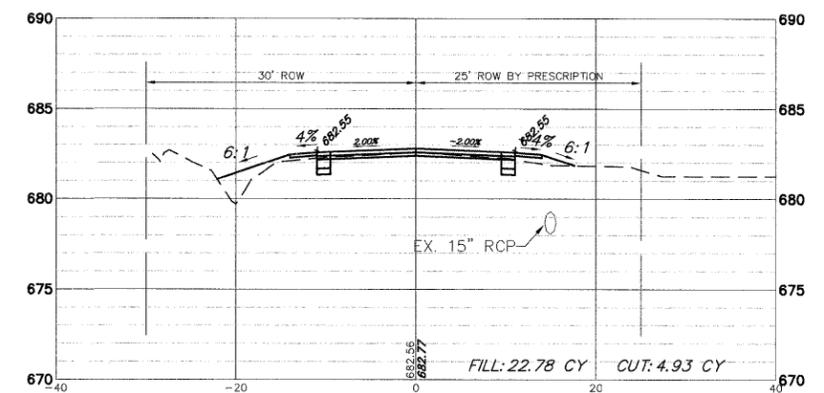
STA: 135+00



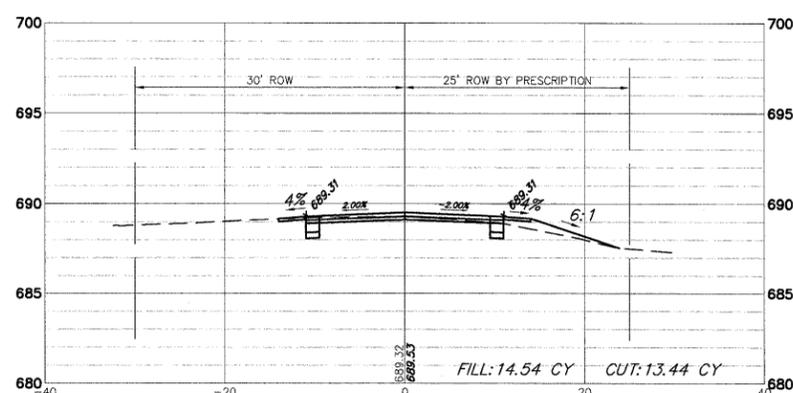
STA: 131+50



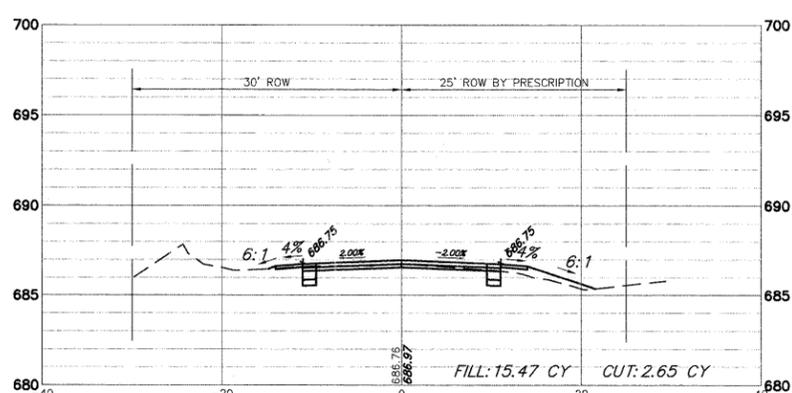
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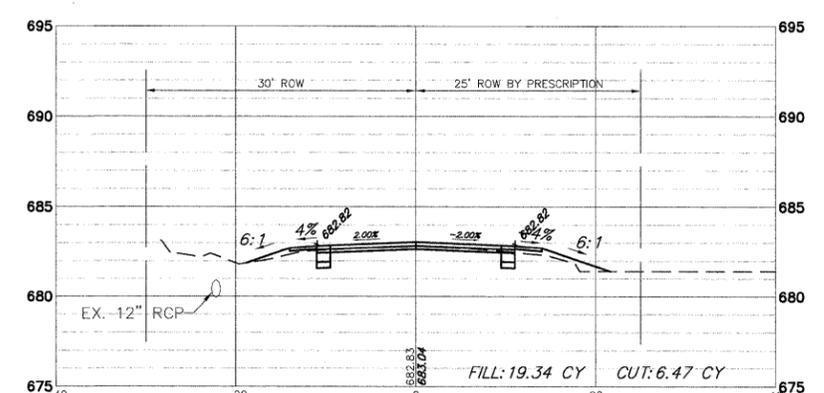
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STA: 131+00

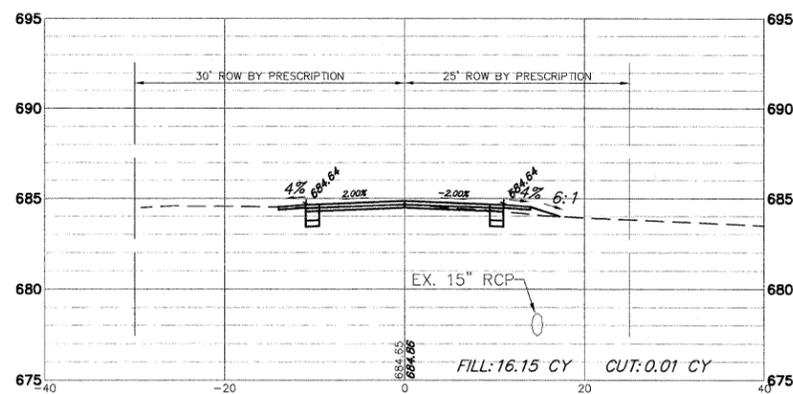
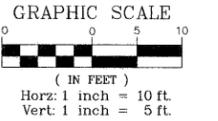


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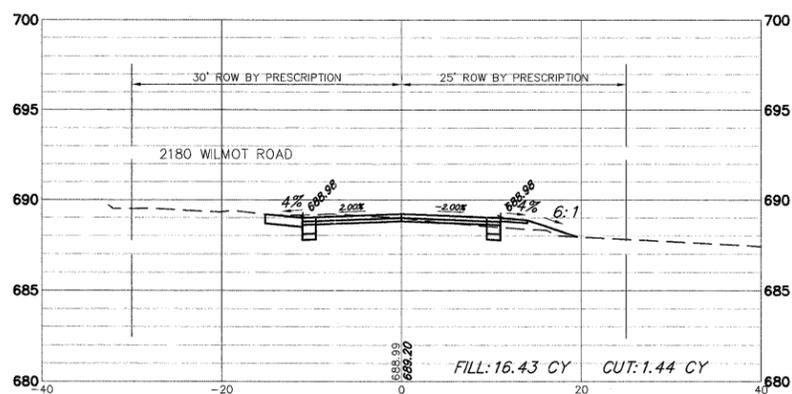


STA: 134+00

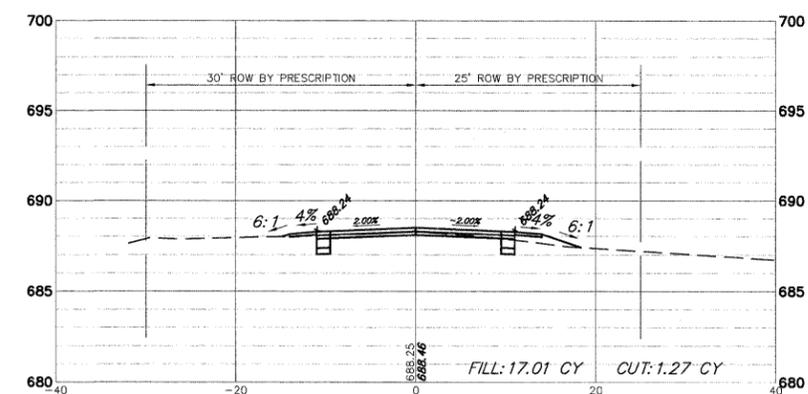
FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 31
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE AS NOTED	SHEET NO. 31 OF 40 SHEETS	STA. 131+00 TO STA. 135+00	CONTRACT # 63646				
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									



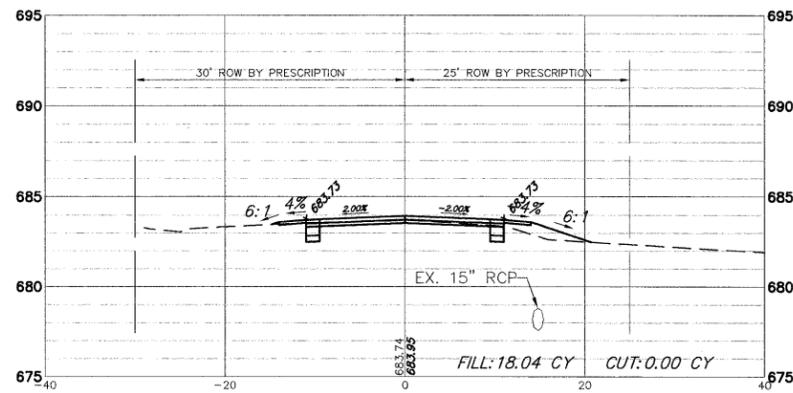
STA: 136+50



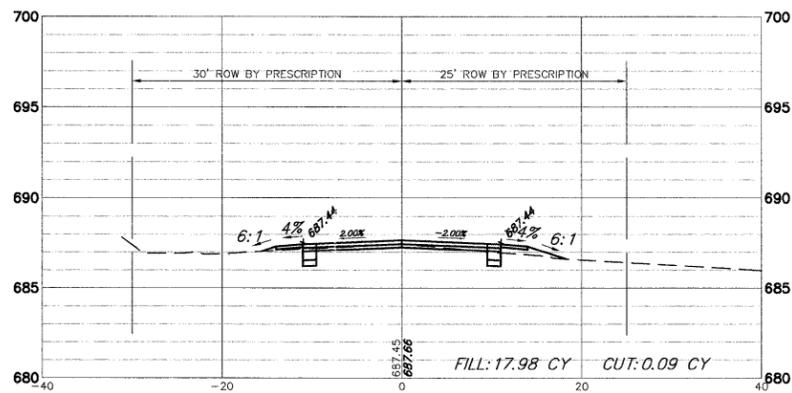
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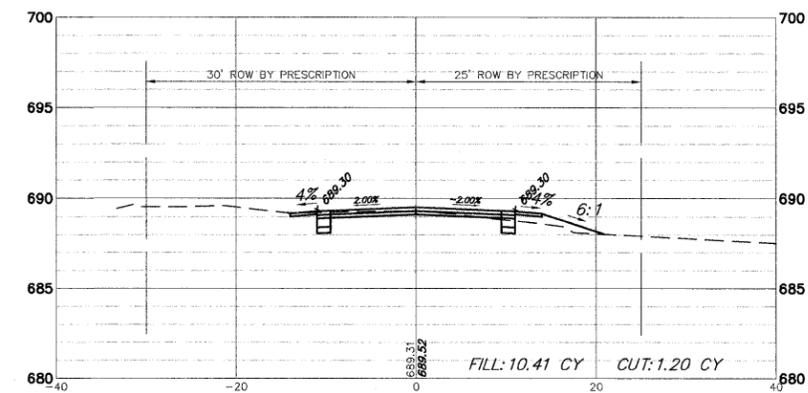
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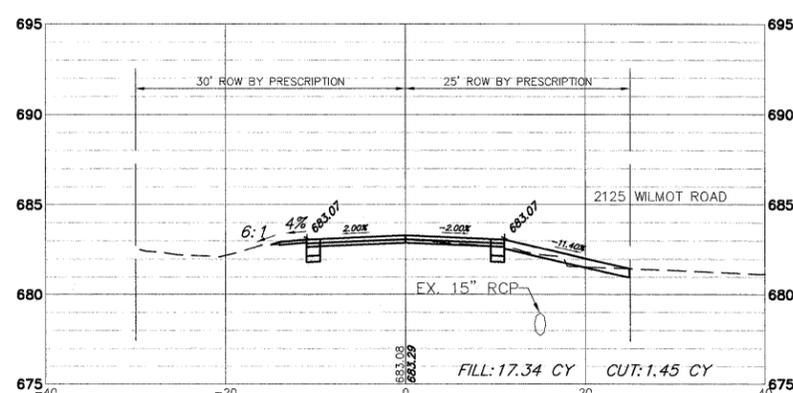
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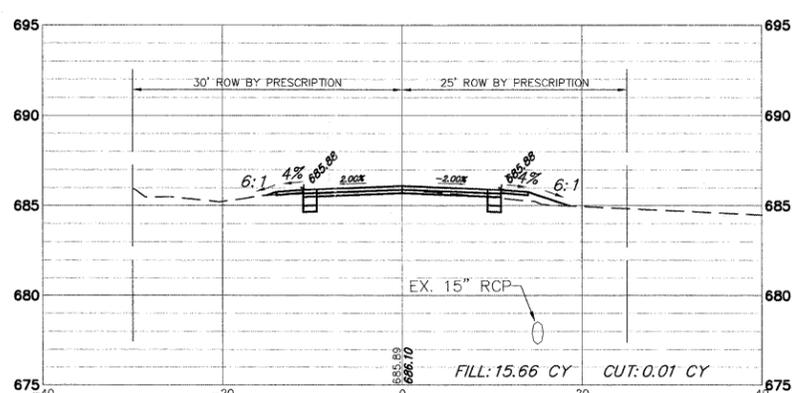
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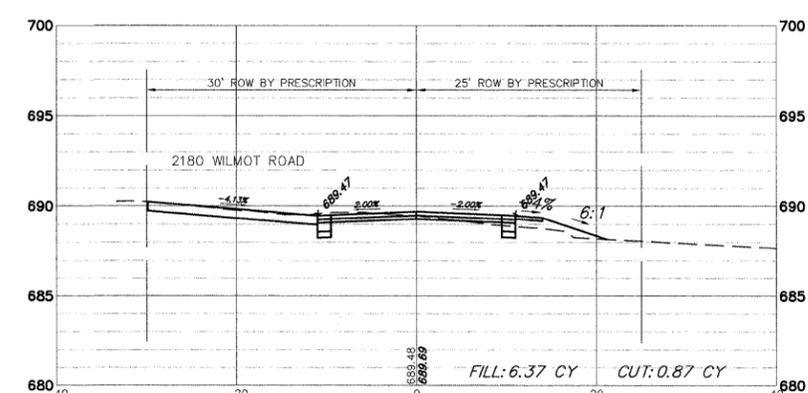
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STA: 135+50

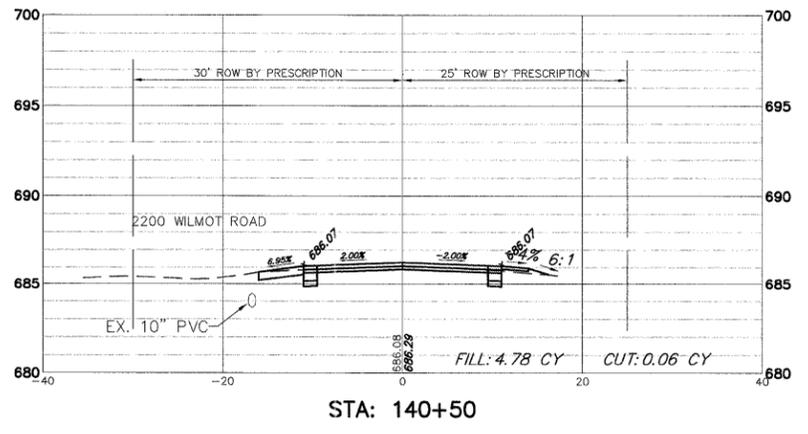
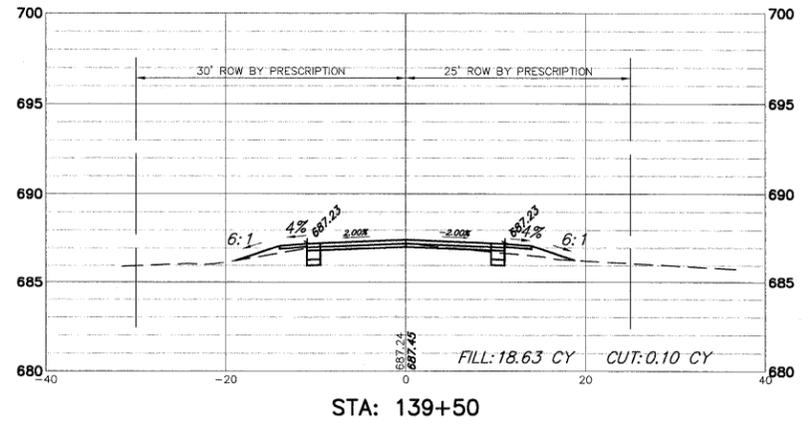
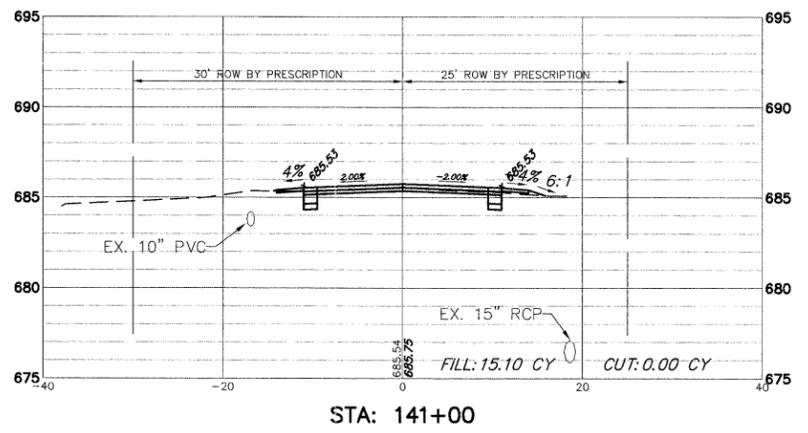
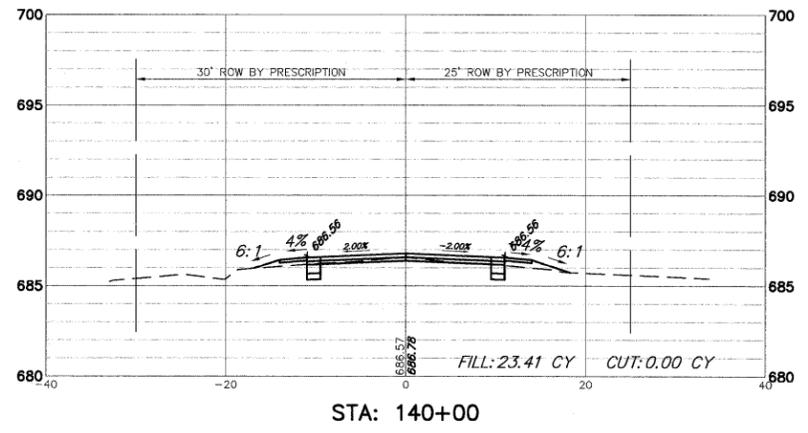
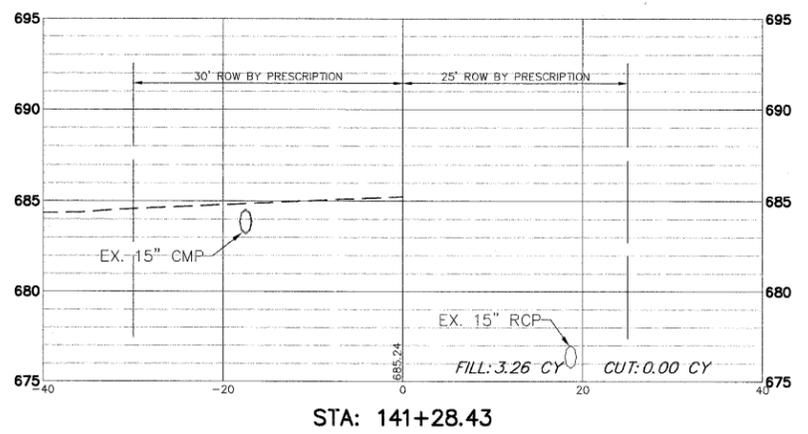
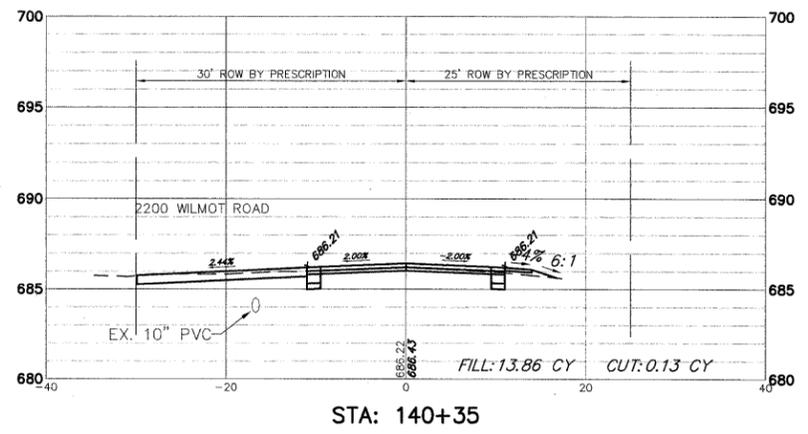
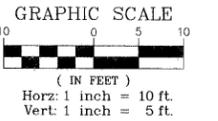


STA: 137+00

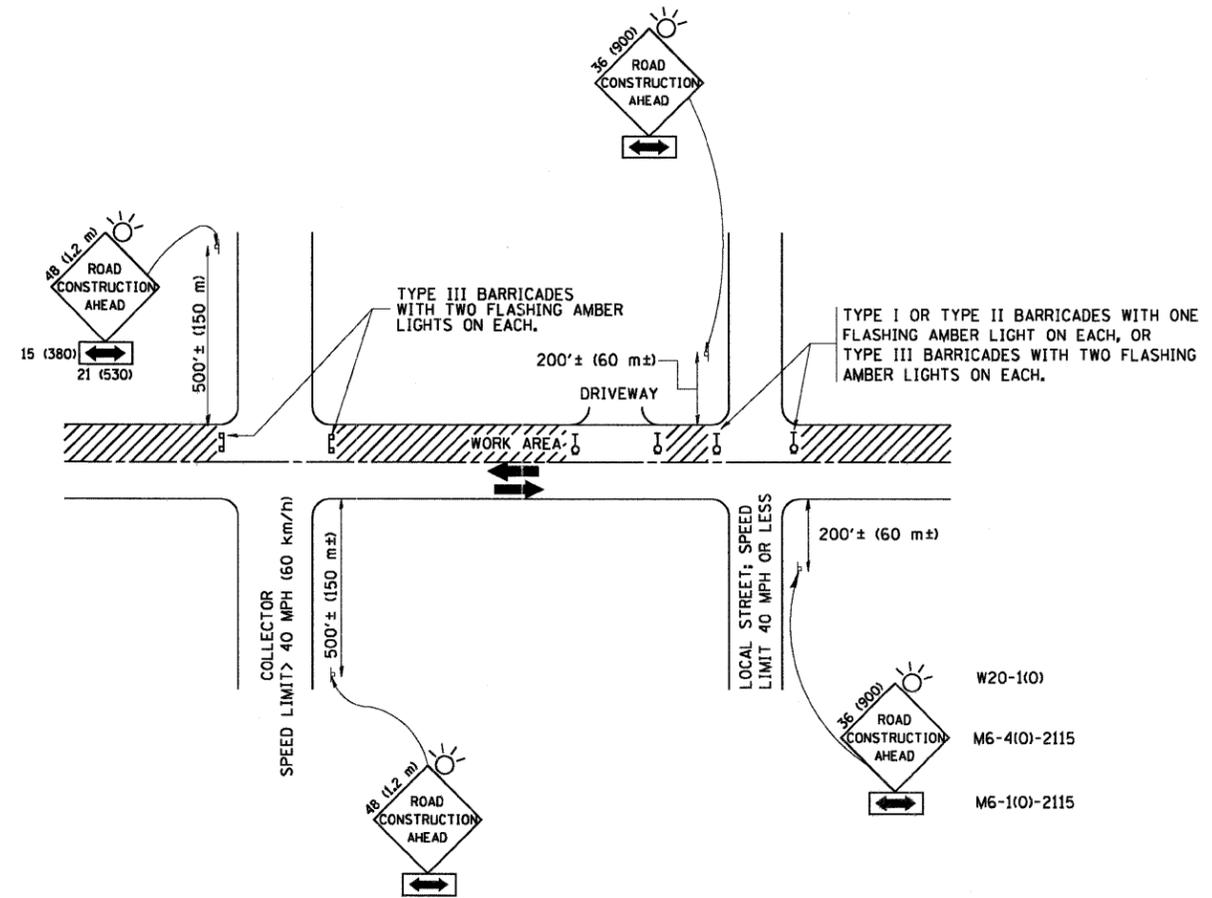


STA: 138+20

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 32
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE AS NOTED	SHEET NO. 32 OF 40 SHEETS	STA. 135+50 TO STA. 139+00	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -									
		DATE - 08.24.2011	REVISED -									



FILE NAME = B101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 33
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011		SCALE AS NOTED	SHEET NO. 33 OF 40 SHEETS	STA. 139+50 TO STA. 141+28.43	CONTRACT #:		63646		
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 08.24.2011	REVISED -									



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

**NOTES:**

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

1. 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:
  - a) 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.
  - b) 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.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) 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.
  - b) 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.

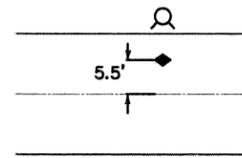
**C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**

**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.

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			FAU. RTE. 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 34
PLOT SCALE = 1:1	CHECKED - DJG	REVISED -	REVISED - 10.28.2011		SCALE NONE	SHEET NO. 34 OF 40 SHEETS	STA.	TO STA.	CONTRACT #:		63646	
PLOT DATE = 8/24/2011	DATE - 08.24.2011	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

TYPICAL APPLICATIONS  
RAISED REFLECTIVE MARKERS (SNOW-PLOW RESISTANT)



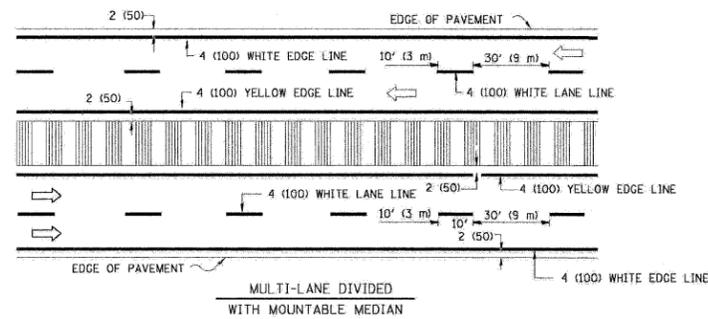
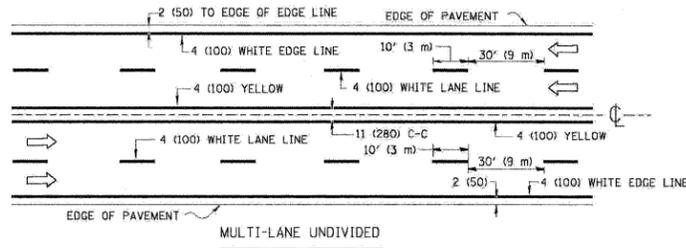
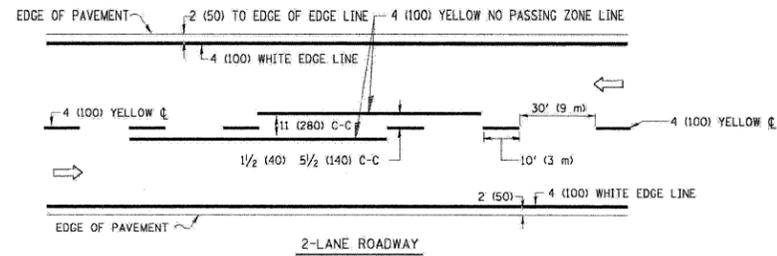
TWO-LANE/TWO-WAY  
FIRE HYDRANT LOCATION

SYMBOLS

- CENTER LINE
- ◆ TWO-WAY BLUE MARKER
- ⊗ FIRE HYDRANT

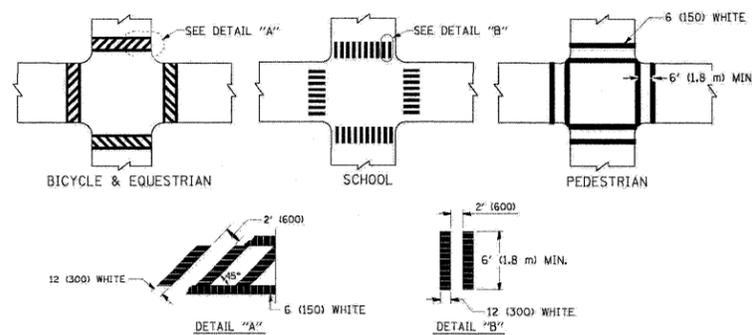
RAISED REFLECTIVE PAVEMENT MARKER DETAIL

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RAISED REFLECTIVE PAVEMENT MARKER DETAIL</b>	FAJ. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 35
	PLOT SCALE = 1:1	DRAWN - GW3	REVISED - 10.28.2011							
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED -		SCALE NONE	SHEET NO. 35 OF 40 SHEETS	STA. TO STA.			CONTRACT #: 63646
		DATE - 08.24.2011	REVISED -							ILLINOIS FED. AID PROJECT

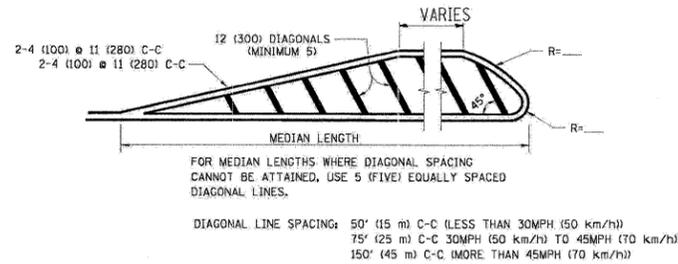
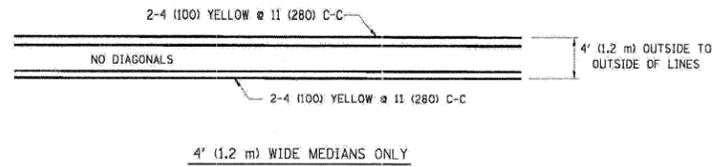


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

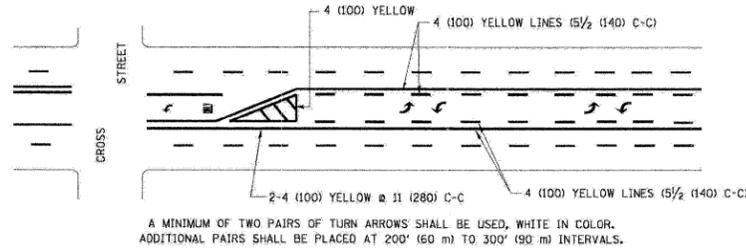
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

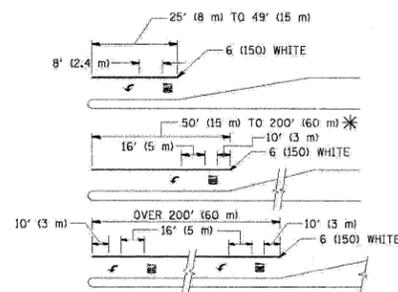


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

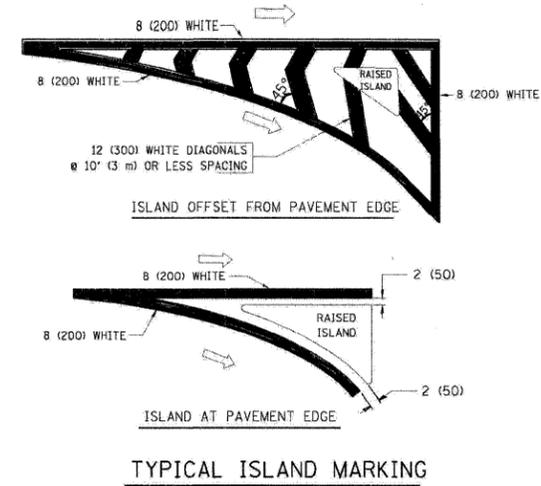


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

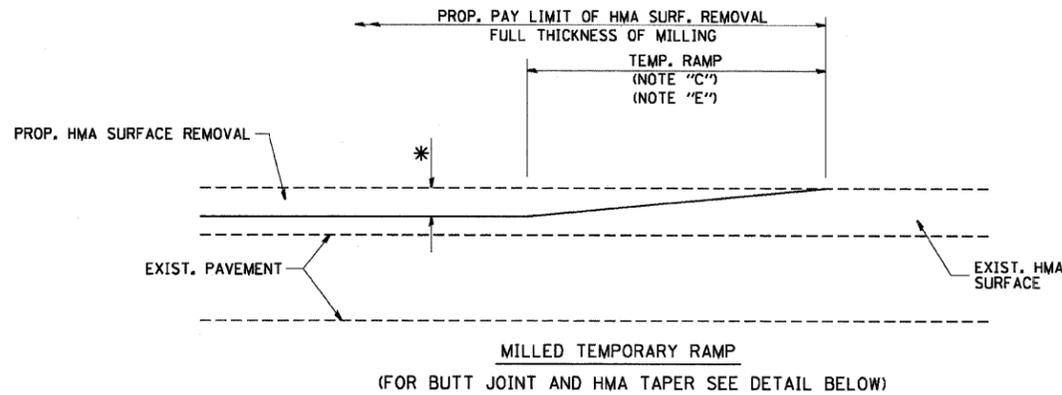
TYPICAL TURN LANE MARKING



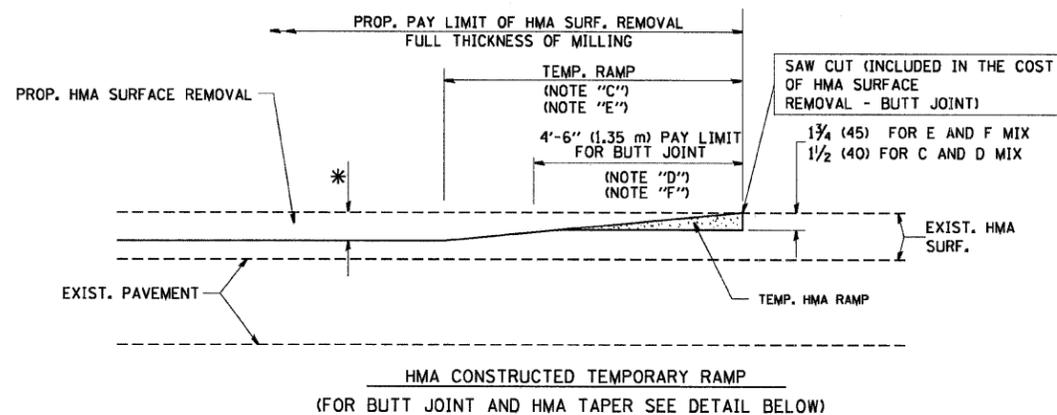
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

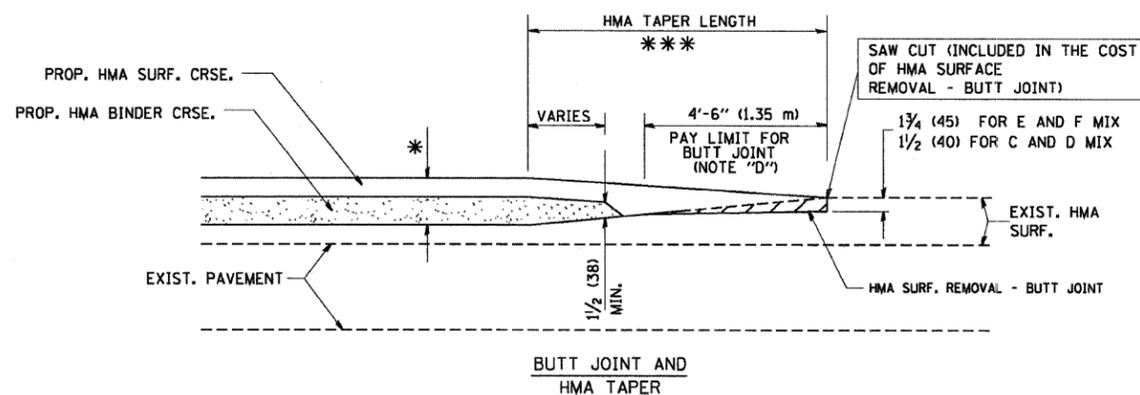
All dimensions are in inches (millimeters) unless otherwise shown.



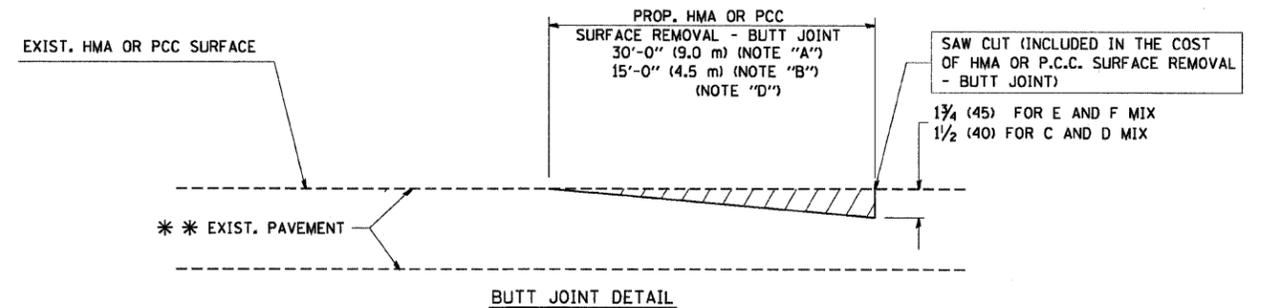
**OPTION 1**



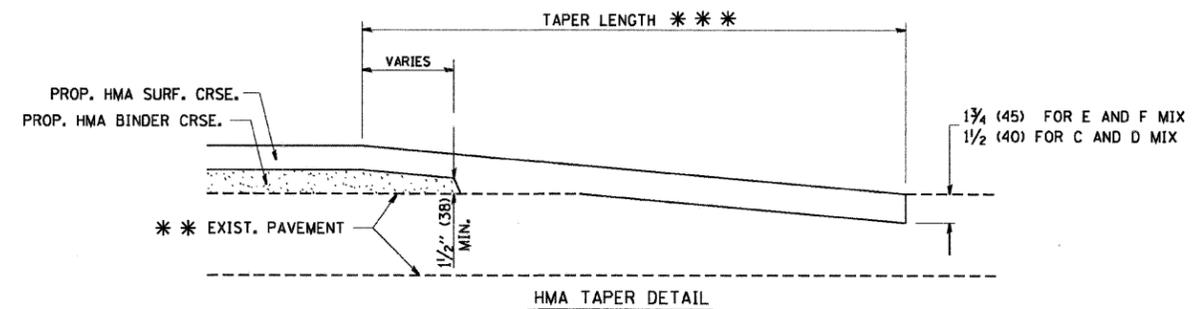
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

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

**NOTES**

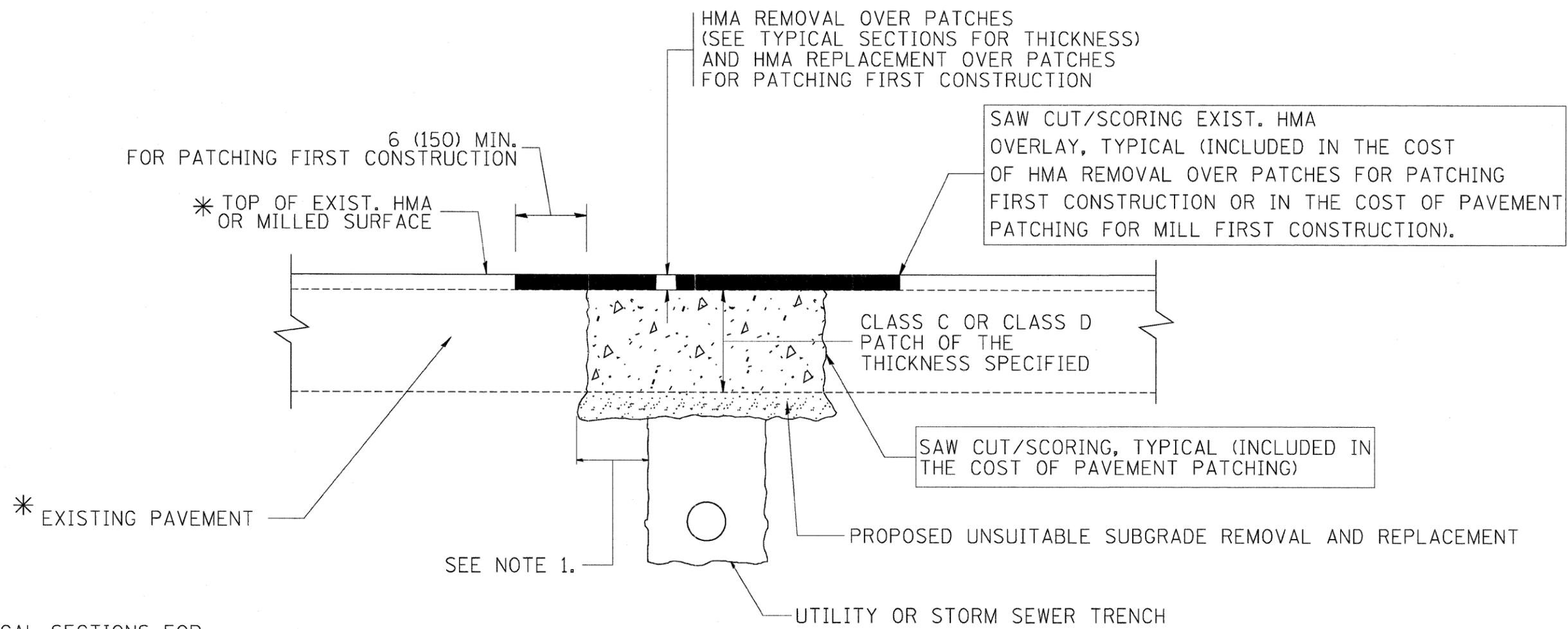
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE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

**BASIS OF PAYMENT:**

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

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

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND</b> <b>HMA TAPER DETAILS</b>		FAJ RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 37
PLOT SCALE = 1:1	PLOT DATE = 8/24/2011	DRAWN - GW3	REVISED - 10.28.2011		SCALE: NONE	SHEET NO. 37 OF 40 SHEETS	STA. TO STA.	CONTRACT #:		63646	ILLINOIS FED. AID PROJECT
		CHECKED - DJG	REVISED -								
		DATE - 08.24.2011	REVISED -								



\* 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)

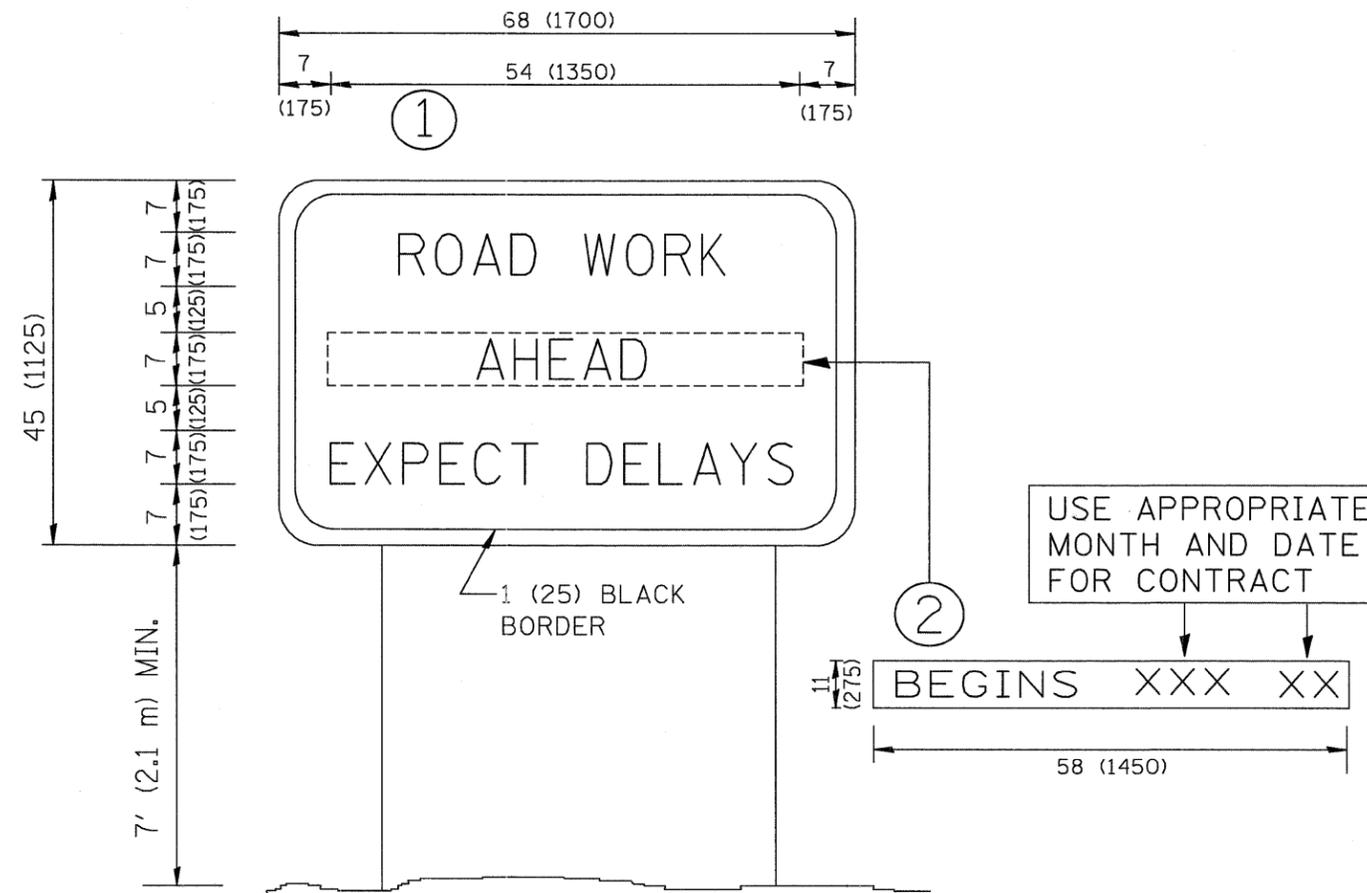
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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 = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - 10.14.2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			FAU. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GW3	REVISED - 10.28.2011		SCALE: NONE	SHEET NO. 38 OF 40 SHEETS	STA.	TO STA.	2718	11-00012-00-RS	LAKE	40	38
		CHECKED - DJG	REVISED -							CONTRACT #: 63646			
		DATE - 08.24.2011	REVISED -		ILLINOIS FED. AID PROJECT								

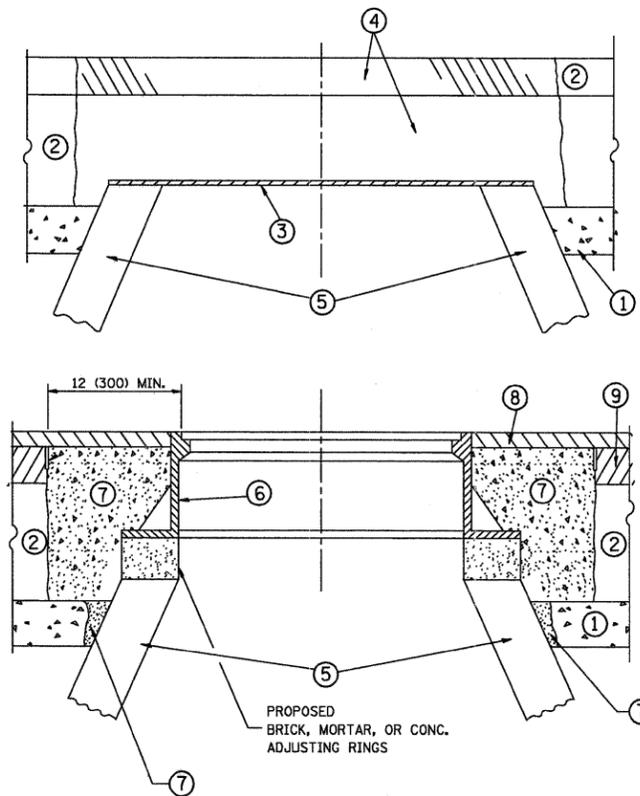


**NOTES:**

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 = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - DJG	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>		FAU. RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 39
PLOT SCALE = 1:1		DRAWN - GW3	REVISED - R. MIRS 12-11-97		SCALE NONE	SHEET NO. 39 OF 40 SHEETS	STA.	TO STA.	CONTRACT #: 63646		ILLINOIS FED. AID PROJECT
PLOT DATE = 8/24/2011		CHECKED - DJG	REVISED - T. RAMMACHER 02-02-99								
		DATE - 08.24.2011	REVISED - C. JUCIUS 03-31-07								



**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.

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**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:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = 8101-055 PR4.DWG	USER NAME = GW3	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			FALL RTE 2718	SECTION 11-00012-00-RS	COUNTY LAKE	TOTAL SHEETS 40	SHEET NO. 40
	PLOT SCALE = 1:1	DRAWN -	REVISED - R. WEDEMAN 05-14-04		SCALE NONE	SHEET NO. 40 OF 40 SHEETS	STA.	TO STA.	CONTRACT #:		63646	ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/24/2011	CHECKED - DJG	REVISED - R. BORO 01-01-07									
		DATE - 10-25-94	REVISED - R.BORO 03-09-11									