11-08-2024 LETTING ITEM 114

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION
COLLECTOR

TRAFFIC DATA
46TH STREET
ADT (2019) = 3,300
ADT (2050) = 4,000

POSTED SPEED LIMIT
46TH STREET = 25 MPH

DESIGN SPEED LIMIT
46TH STREET = 30 MPH

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FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS,P.E., SCHAUMBURG, IL

Drawing file: W:\Projects_by_Village\Forest View\20023077 - 46th Avenue Phase II\Cover.dwg Aug 29, 2024 - 3:34pm

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1488 (46TH STREET)
HARLEM AVE TO OAK PARK AVE
RESURFACING
SECTION NO.: 23-00020-00-RS
PROJECT NO.: C9RC (593)
VILLAGE OF FOREST VIEW
COOK COUNTY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488	23-00020-00-RS	COOK	23	1
CONTRACT NO.	61K69			
VILLAGE SECTION				

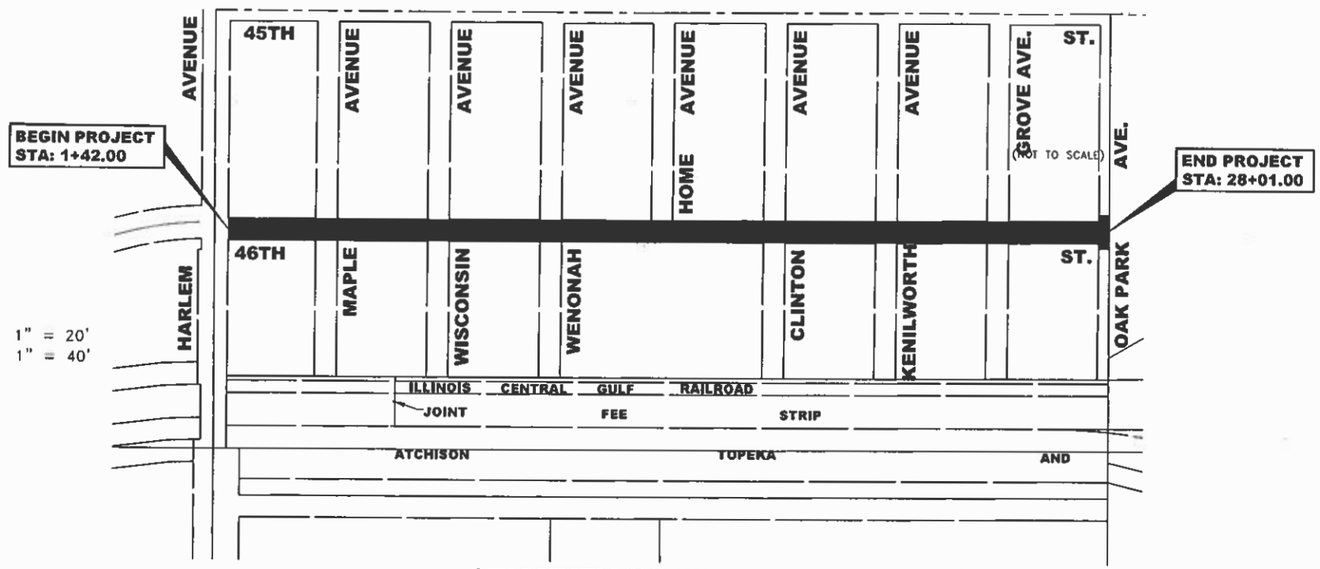
LOCATION OF SECTION INDICATED THUS:

C-91-266-24

TOWNSHIP 38 NORTH, RANGE 13 EAST, SECTION 6

N

(NOT TO SCALE)



STICKNEY TOWNSHIP MAP SCALE: (NOT TO SCALE)

■ – AREA OF IMPROVEMENT

GROSS AND NET LENGTH OF PROJECT = 2,659 FT. = 0.504 MI.

0 50' 100'

FULL SCALE: 1" = 20'
HALF SCALE: 1" = 40'

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

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

CONTRACT NO. 61K69

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED June 4 20 24
VILLAGE OF FOREST VIEW PRESIDENT

PASSED Sept. 9 20 24
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW September 9 20 24
REGIONAL ENGINEER

MARK W. VOLK
62-048046
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNED : Mark W Volk
DATE : 6-10-24 LICENSE EXPIRES :11-30-25

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

E.H.E. PROJECT NO. 320-23-07701

GENERAL NOTES

1. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022 AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2024, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" 8TH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. VILLAGE OF FOREST VIEW MUNICIPAL CODE. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL. IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

3. THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. THE VILLAGE OF FOREST VIEW, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR SHALLL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF FOREST VIEW.

5. ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE HAVING JURISDICTION AND BE SALVAGED. THE CONTRACTOR SHALL DELIVER FRAMES AND LIDS TO THE PUBLIC WORKS YARD OF THE VILLAGE HAVING JURISDICTION, EXACT LOCATION TO BE PROVIDED.

6. THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT

7. THE CONTRACTOR SHALL CONDUCT OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. THE CONTRACTOR SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES THAT ARE NOT TO BE INCORPORATED INTO THE PROJECT SHALL BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS – ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR.

8. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREE SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.

9. WHEN REMOVING PAVEMENT AND/OR OTHER STRUCTURES, THE CONTRACTOR SHALL NOT USE ANY TYPE OF CONCRETE BREAKERS SUCH AS DROP HAMMERS, THAT MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES.

10. THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

11. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

12. A BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

13. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

14. THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE THEIR OPERATIONS SO THAT NO SECTIONS OF PAVEMENT ALONG THE CENTERLINE WILL HAVE A COLD JOINT OVERNIGHT.

15. LOCATIONS OF PATCHES ON PLANS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY ENGINEER. PATCHES LOCATED WITHIN THE THROUGH LANES SHALL BE MADE ACCESSIBLE TO TRAFFIC AT THE END OF EACH WORK DAY.

16. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL PLACE ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY.

17. THE CONTRACTOR SHALL TAKE PRECAUTIONS SO AS NOT TO DAMAGE EXISTING SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE THE LIMITS OF RESTORATION. THE GENERAL LIMITS OF RESTORATION ARE SHOWN ON THE PLANS. THE ENGINEER WILL MARK OUT THE EXACT LIMITS OF REMOVAL FOR THESE ITEMS PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE OF THESE LIMITS TO THE SATISFACTION OF THE ENGINEER.

18. ANY DAMAGE TO EXISTING TRAFFIC LOOPS AT HARLEM AVE AND 46TH/47TH STREET SHALL BE PAID FOR IN KIND.

19. ALL NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS HAVE BEEN INTENTIONALLY OMITTED FROM THE CONTRACT FOR SEEDING OR SODDING APPLICAITONS.

NO COMMITTMENTS

INDEX OF SHEETS

BENCHMARKS

TBM-1	NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND HARLEM AVENUE	593.18
TBM-3	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND WISCONSIN AVENUE	591.57
TBM-5	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND HOME AVENUE	592.09
BM-A	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND CLINTON AVENUE	519.16
TBM-7	NORTH-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND KENILWORTH AVENUE	590.78
BM-B	NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND GROVE AVENUE	590.03
TBM-8	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND OAK PARK	591.14

IDOT HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (45M) TO 24" (600MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2-LANE, 2-WAY, SHORT-TIME OPERATIONS
701311-03	LANE CLOSURE, 2-LANE, 2-WAY, MOVING OPERATIONS, DAY ONLY
701501-06	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-04)

SYMBOL	DESCRIPTION
	EXISTING POWER POLE
	EXISTING GAS VALVE
	EXISTING TRAFFIC SIGNAL HEAD
	EXISTING TRAFFIC HAND HOLE
	EXISTING TRAFFIC SIGNAL MAST ARM
	EXISTING TRAFFIC SIGNAL POLE W/HEAD
	EXISTING TRAFFIC CONTROL BOX
	EXISTING TRAFFIC CONDIT
	EXISTING TRAFFIC LOOP DETECTOR
	EXISTING STREET LIGHT
	EXISTING WATER MAIN BUFFALO BOX
S	EXISTING SPRINKLER
	EXISTING WATER MAIN VALVE VAULT
	EXISTING BUSH
	EXISTING TREE
	EXISTING EVERGREEN TREE
B	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
S	EXISTING STONE OR GRAVEL AREA
	EXISTING STORM SEWER
	EXISTING COMBINATION SEWER
E	EXISTING ELECTRIC LINE
G	EXISTING GAS LINE
T	EXISTING TELEPHONE LINE
W	EXISTING WATER MAIN
	EXISTING CURB AND GUTTER
	EXISTING RIGHT OF WAY
ADJ	EXISTING STRUCTURE TO BE ADJUSTED
REC	EXISTING STRUCTURE TO BE RECONSTRUCTED
RM	EXISTING STRUCTURE TO BE REMOVED
F	EXISTING STRUCTURE TO BE FILLED
	EXISTING STORM SEWER TO BE ABANDONED
	EXISTING WATER MAIN TO BE ABANDONED
	EXISTING CURB AND GUTTER TO BE REMOVED
B	HOT-MIX ASPHALT SURFACE TO BE REMOVED
B	EXISTING HOT-MIX ASPHALT AREA TO BE REMOVED - BUTT JOINT
C	EXISTING CONCRETE AREA TO BE REMOVED
	EXISTING CONCRETE SIDEWALK TO BE REMOVED
	PROPOSED STORM SEWER
W	PROPOSED WATER MAIN
	PROPOSED DIRECTION OF FLOW
	PROPOSED SUMMIT
	PROPOSED HOT-MIX ASPHALT AREA
	PROPOSED CONCRETE AREA
G	PROPOSED GRASS AREA
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
	PROPOSED CATCH BASIN
	PROPOSED INLET
	PROPOSED TRAFFIC LOOP DETECTOR

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DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, SFB	REVISED -
CHECKED -	-	REVISED -
DATE -	8-29-24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	2
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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M.W.R.D.G.C. GENERAL NOTES

NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE MUNICIPAL ENGINEER AND THE PUBLIC WORKS DEPARTMENT OF EACH MUNICIPALITY MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OF EACH WORK PHASE.

GENERAL NOTES

1. ELEVATION DATUM IS C.C.D.

2. THE ENGINEER IN COORDINATION WITH THE MWRD, THE MUNICIPALITIES AND THE OWNER OR OWNER'S REPRESENTATIVE; SHALL HAVE TO THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITIES, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION OR TESTING OF THIS WORK ON THE PROJECT.

4. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENT TO NOTIFY ALL INSPECTION AGENCIES.

5. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

6. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

SANITARY SEWER

1. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE ENGINEER IN COORDINATION WITH THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

2. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL BY THE ENGINEER IN COORDINATION WITH THE MUNICIPALITY AND/OR MWRD.

3. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

4. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

5. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE) FUSION)	ASTM D-3350	ASTM D-3261, F-2620 (HEAT
(GASKETED)	ASTM D-3035	ASTM D-3212, F-477
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D-3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS, SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.

b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.

c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATERMAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVISE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGED TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.W.R.D.G.C. GENERAL NOTES

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	3
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	**Code No.**	**Description**	**Unit**	**Total Quantity**	Resurfacing 0005 Urban
*	20101200	TREE ROOT PRUNING	EACH	13	13
	20200100	EARTH EXCAVATION	CUYD	5	5
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQYD	1250	1250
	25200110	SODDING, SALT TOLERANT	SQYD	1250	1250
	25200200	SUPPLEMENTAL WATERING	UNIT	68	68
	28000510	INLET FILTERS	EACH	44	44
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6075	6075
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2	2
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	200	200
	40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	800	800
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	920	920
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5	5
	42001300	PROTECTIVE COAT	SQYD	4250	4250
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 7 INCH	SQYD	125	125
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQFT	5250	5250
	42400800	DETECTABLE WARNINGS	SQFT	410	410

* SPECIALTY ITEM

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DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	4
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	125	125
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2115	2115
	44000600	SIDEWALK REMOVAL	SQFT	5500	5500
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQYD	300	300
	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQYD	300	300
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQYD	700	700
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQYD	500	500
	56500600	DOMESTIC WTER SERVICE BOXES TO BE ADJUSTED	EACH	1	1
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	28	28
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	6	6
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	2115	2115
	67100100	MOBILIZATION	LUMP	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LUMP	1	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LUMP	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LUMP	1	1

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SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	5
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	**Code No.**	**Description**	**Unit**	**Total Quantity**	Resurfacing 0005 Urban
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	3000	3000
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQFT	2000	2000
	70300211	TEMPORARY PAVEMENT MARKING LETTER & SYMBOLS - PAINT	SQFT	100	100
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	2700	2700
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE IV TAPE	FOOT	320	320
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	125	125
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	825	825
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1710	1710
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	320	320
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	270	270
	LR443200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2600	2600
	Z0019600	DUST CONTROL WATERING	UNIT	10	10
	Z0030850	TEMPORARY INFORMATION SIGNING	SQFT	52	52
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH	SQYD	9000	9000
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	13	13
	XX005972	STAMPED ASPHALT CROSS WALK	SQFT	275	275

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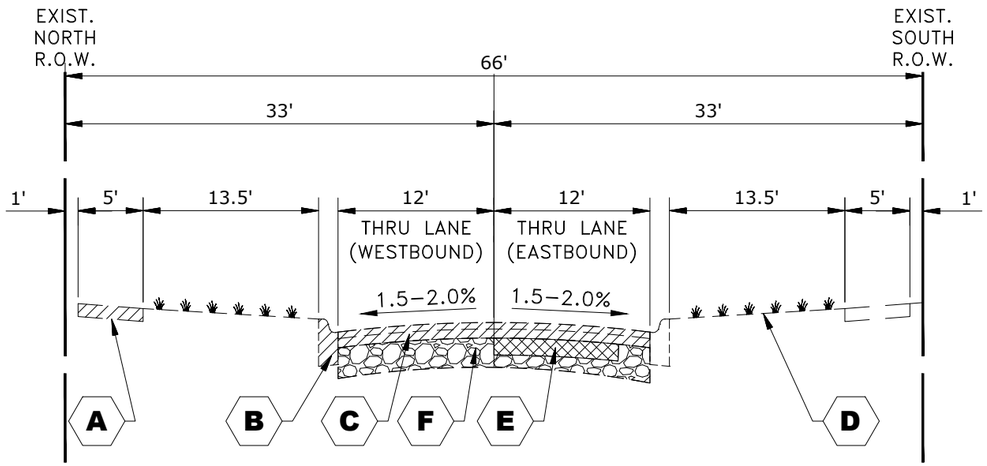
SUMMARY OF QUANTITIES

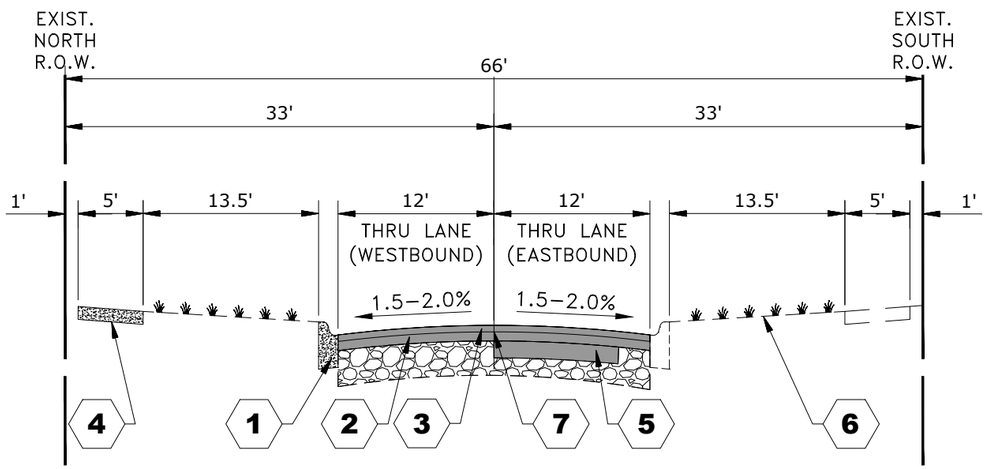
SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	6
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701



46TH STREET
(STATION 1+42 TO STATION 28+01)



46TH STREET
(STATION 1+42 TO STATION 28+01)

EXISTING

- **A** EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" AND INTERMITTENT REMOVAL (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- **B** EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12 AND INTERMITTENT REMOVAL (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- **C** HOT–MIX ASPHALT BINDER AND SURFACE COURSE REMOVAL, VARIABLE DEPTH
- **D** GRASS PARKWAY
- **E** REMOVAL FOR PAVEMENT PATCHING
- **F** AGGREGATE BASE COURSE, 12"

LEGEND

- REMOVAL ITEMS
- PROPOSED CONCRETE
- PROPOSED HOT–MIX ASPHALT
- REMOVAL FOR PAVEMENT PATCHING

PROPOSED

- **1** PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12 (MODIFIED) (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- **2** HOT–MIX ASPHALT BINDER COURSE, IL–9.5, N50, 1–1/2"
- **3** HOT–MIX ASPHALT SURFACE COURSE, IL–9.5, MIX D, N50, 1–3/4"
- **4** PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5" (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- **5** PAVEMENT PATCHING, 6"
- **6** PROPOSED SODDING
- **7** PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
HOT-MIX ASPHALT SURFACING - BUTT JOINT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.75"	4% @ 50 Gyr.	LR 1030-2
INCIDENTAL HOT-MIX ASPHALT SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 3" (2 LIFTS)	4% @ 50 Gyr.	LR 1030-2
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.75"	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1.5"	4% @ 50 Gyr.	LR 1030-2
CLASS D PATCHES		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6"	4% @ 50 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECYCLED MATERIALS SPECIFICATIONS.

THE PAVEMENT SHOULD BE MILLED BEFORE PATCHING.

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TYPICAL SECTIONS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	7
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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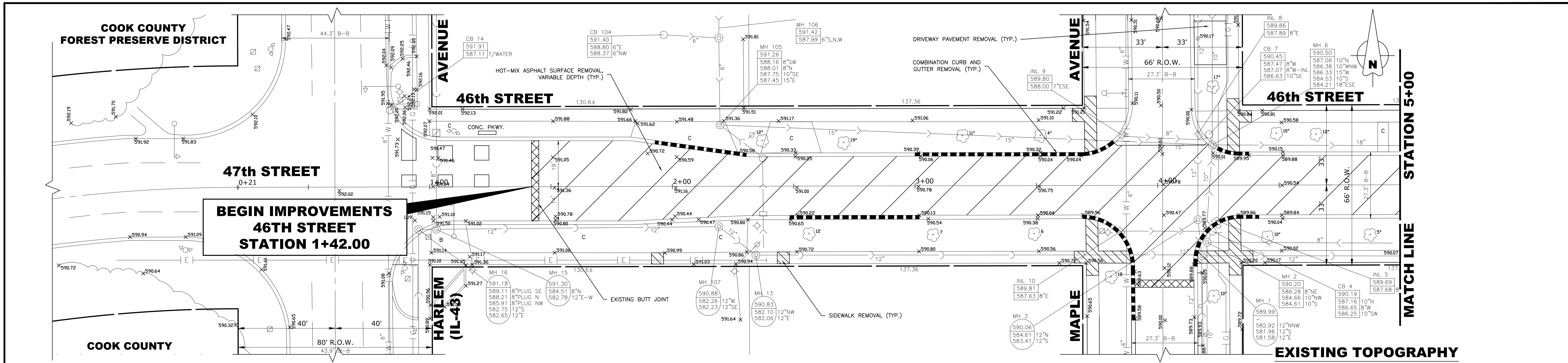

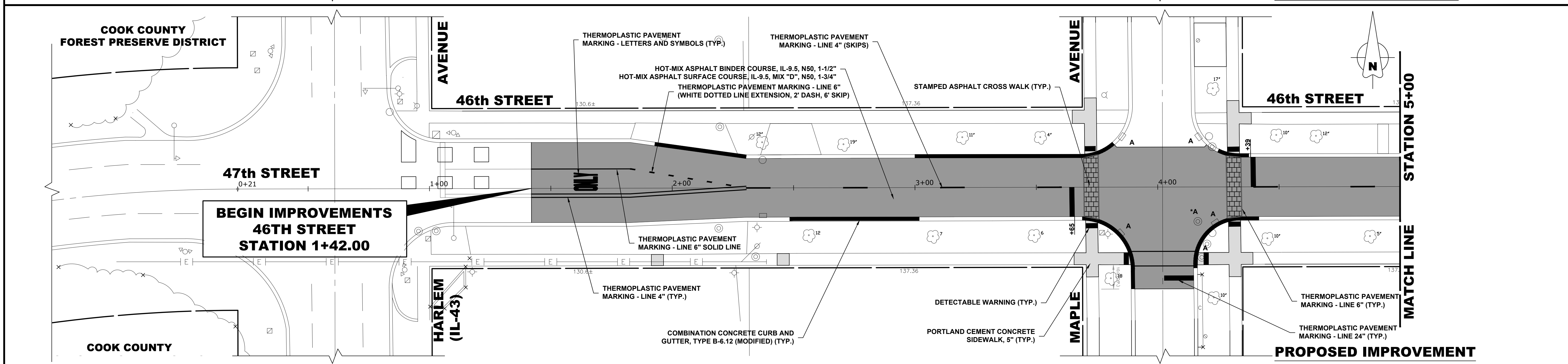

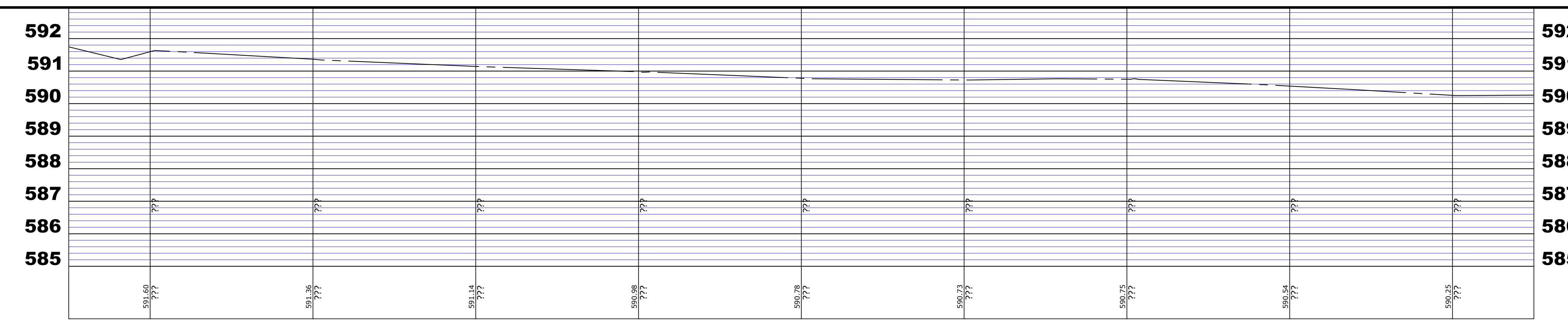

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46TH STREET
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 1 OF 6 SHEETS | STA. 1+00 TO STA. 5+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	8
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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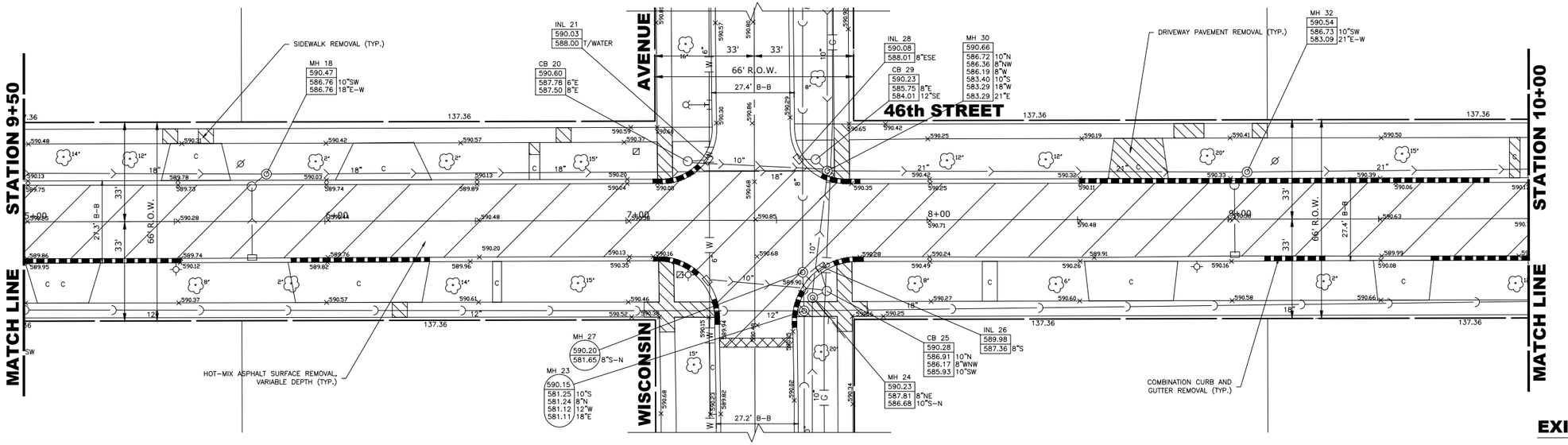
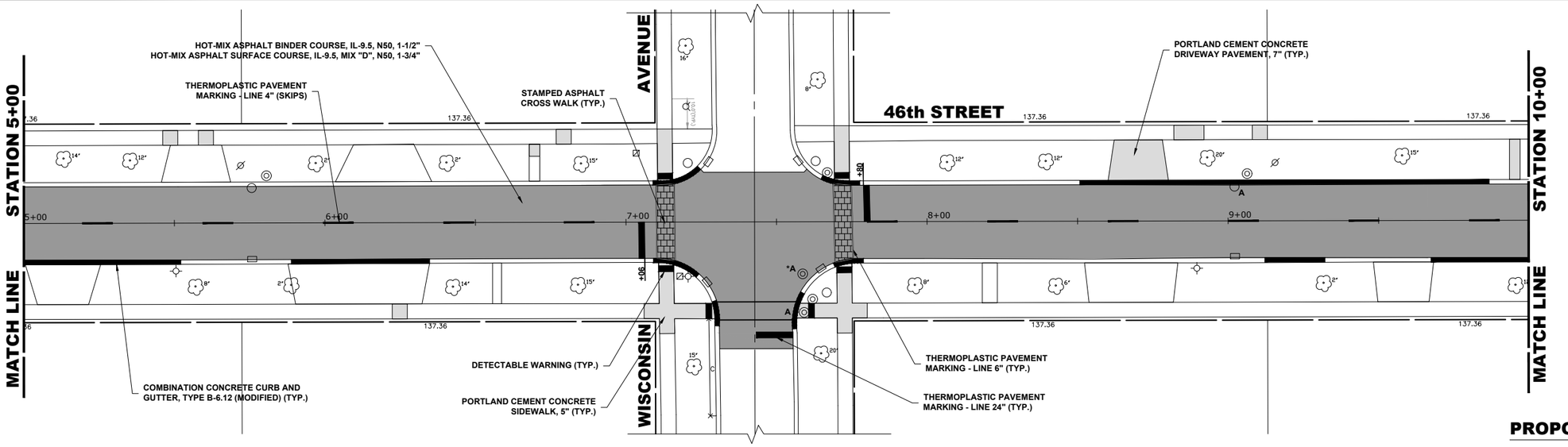
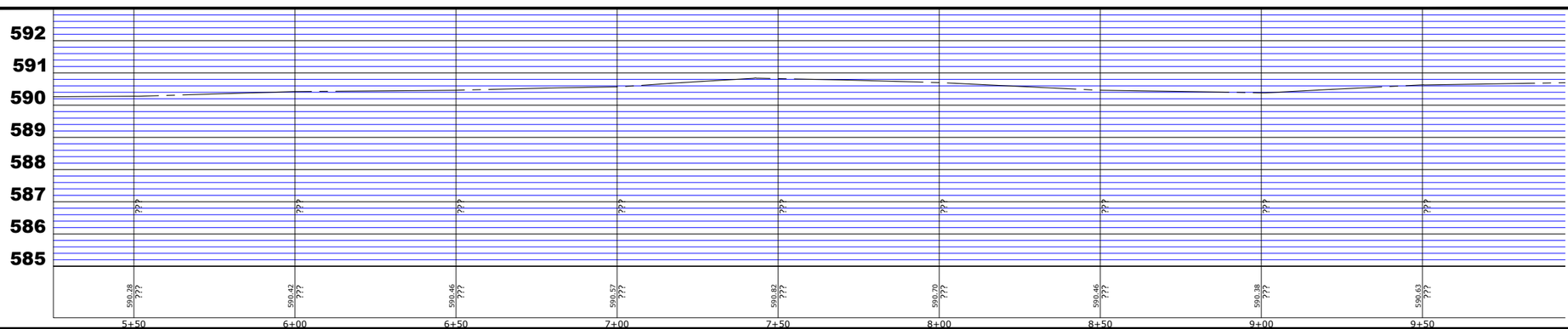


EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT



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DEPARTMENT OF TRANSPORTATION

46TH STREET
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 2 OF 6 SHEETS | STA. 5+00 | TO STA. 10+00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	9
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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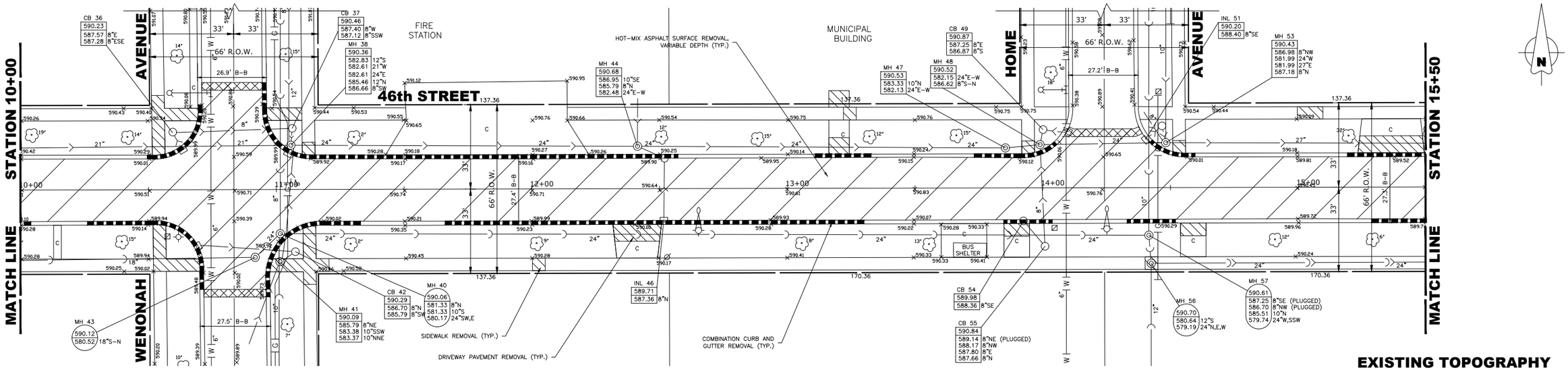

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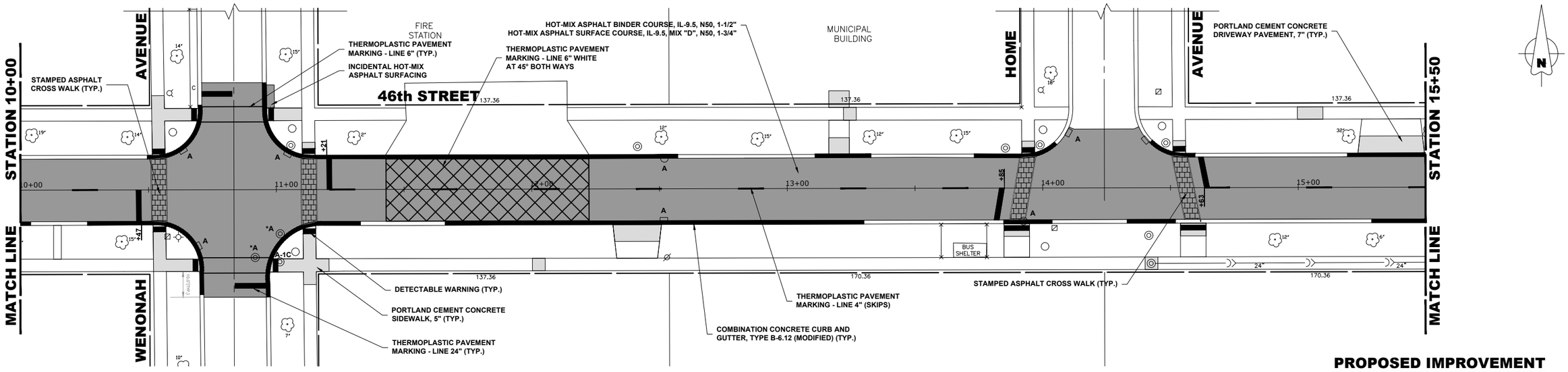
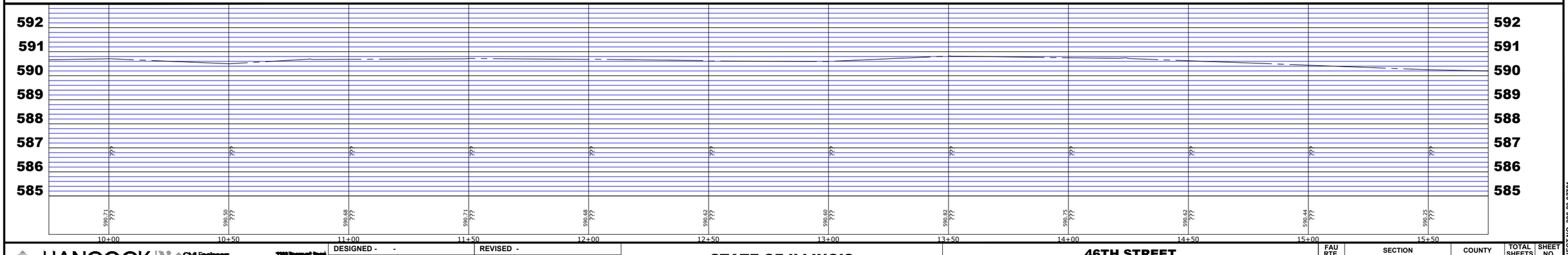


PROPOSED IMPROVEMENT



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DEPARTMENT OF TRANSPORTATION

46TH STREET
PLAN AND PROFILE

SCALE: 1" = 20' | SHEET NO. 3 OF 6 SHEETS | STA. 10+00 | TO STA. 15+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	10
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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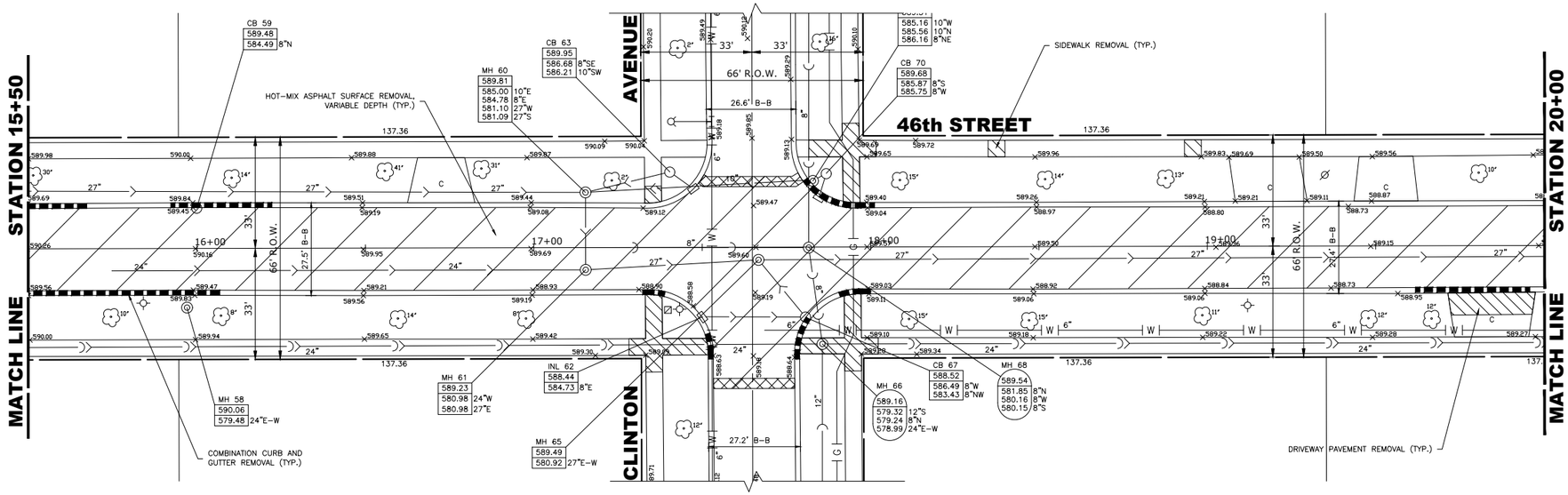

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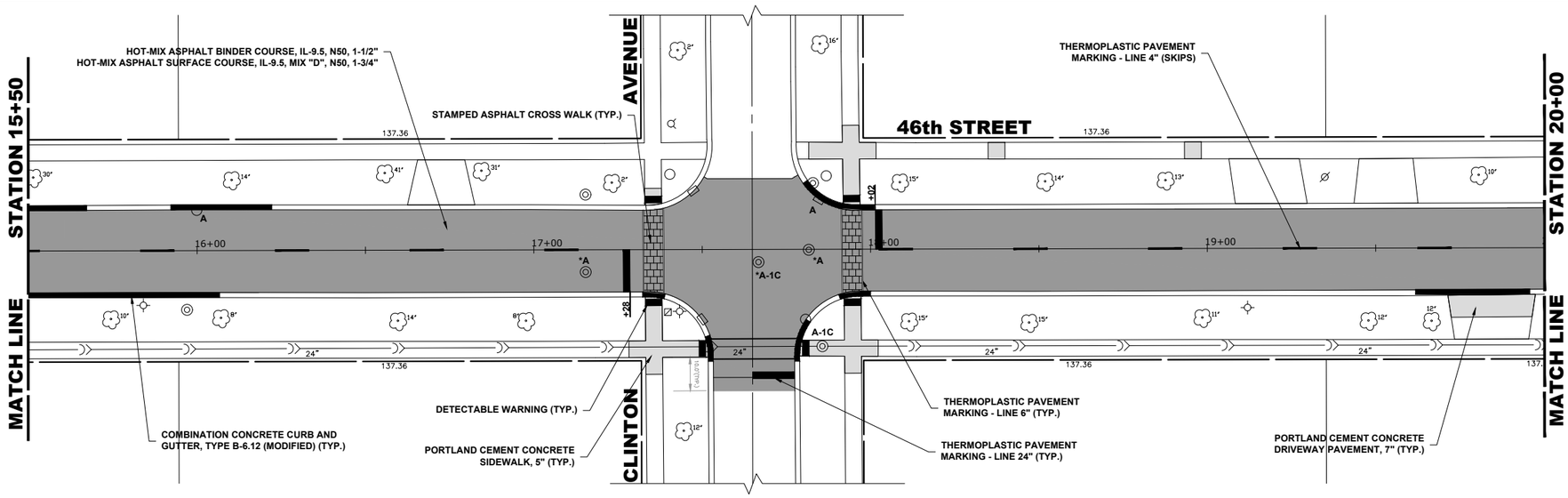
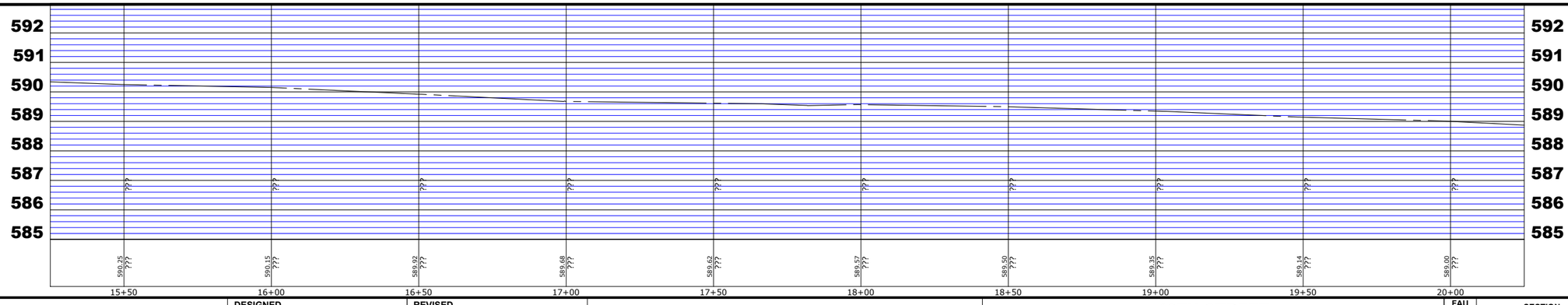


PROPOSED IMPROVEMENT



HANCOCK ENGINEERING
CVL Engineers
Municipal Consultants
Established 1911
7108 Roosevelt Road
Westchester, IL 60154-2782
Phone: 708-345-0302
www.wehancock.com

DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, SFB	REVISED -
CHECKED -	-	REVISED -
DATE -	8-29-24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

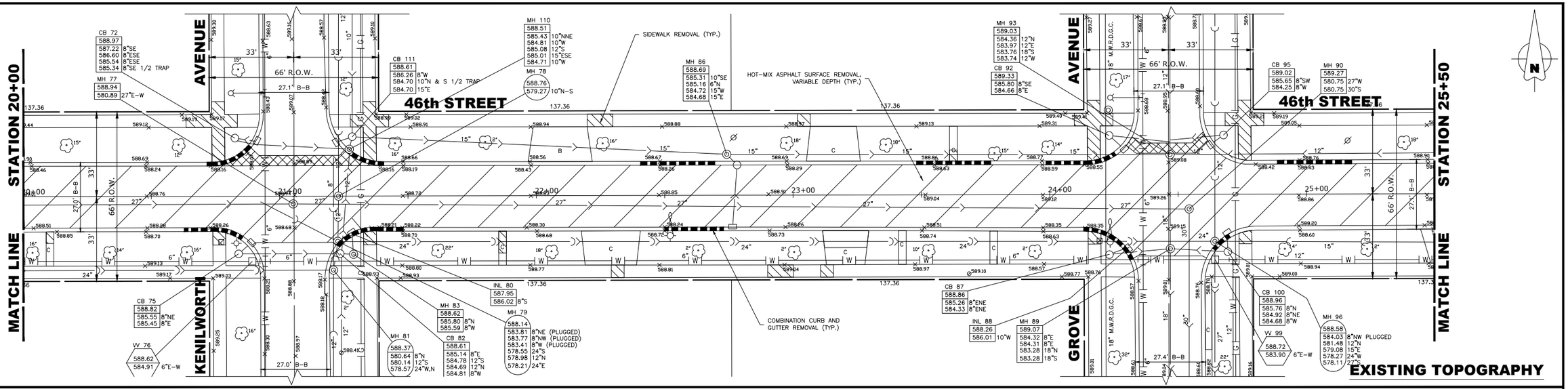
46TH STREET
PLAN AND PROFILE

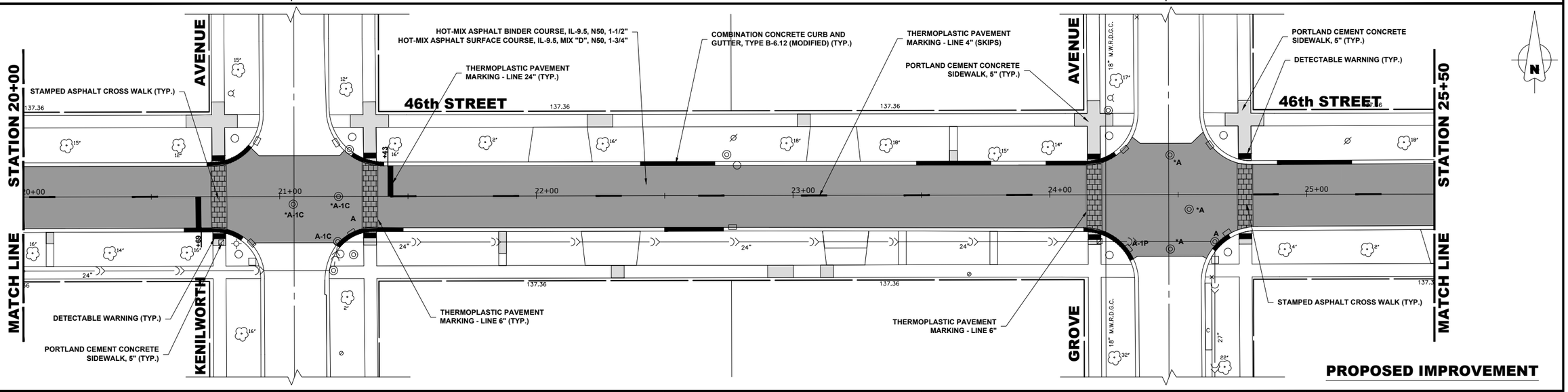
SCALE: 1" = 20' | SHEET NO. 4 OF 6 SHEETS | STA. 15+50 | TO STA. 20+00

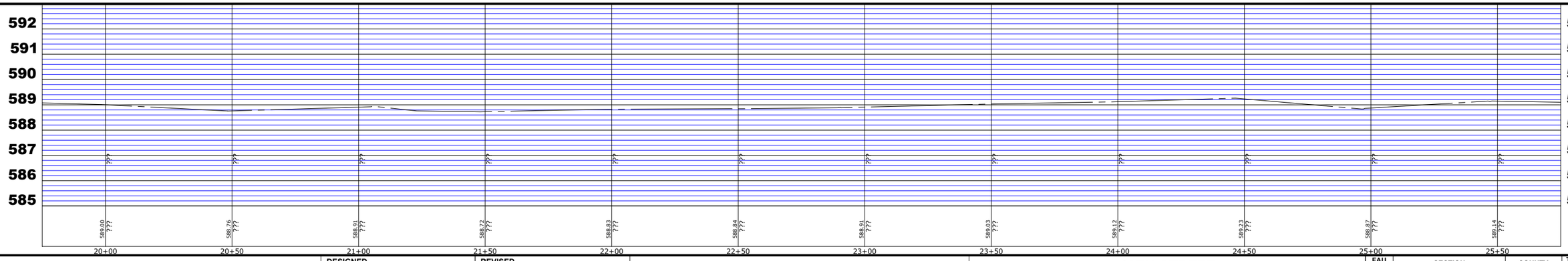
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	11
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

Drawing file: W:\Projects_by_Village\Forest View\32023077 – 46th Avenue Phase II\46th St Resurf\46th St Resurf Ph 2.dwg Aug 29, 2024 – 2:59pm







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CHECKED -	-	REVISED -	
DATE -	8-29-24	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

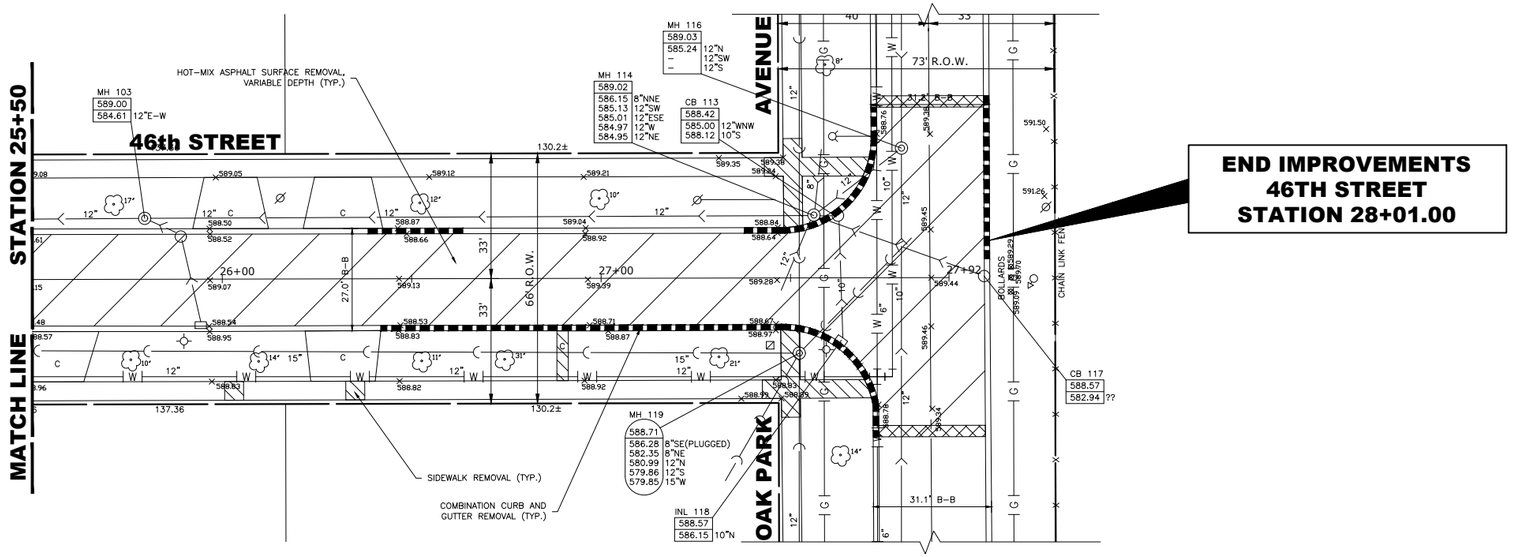
46TH STREET
PLAN AND PROFILE

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. 20+00 | TO STA. 25+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	12
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

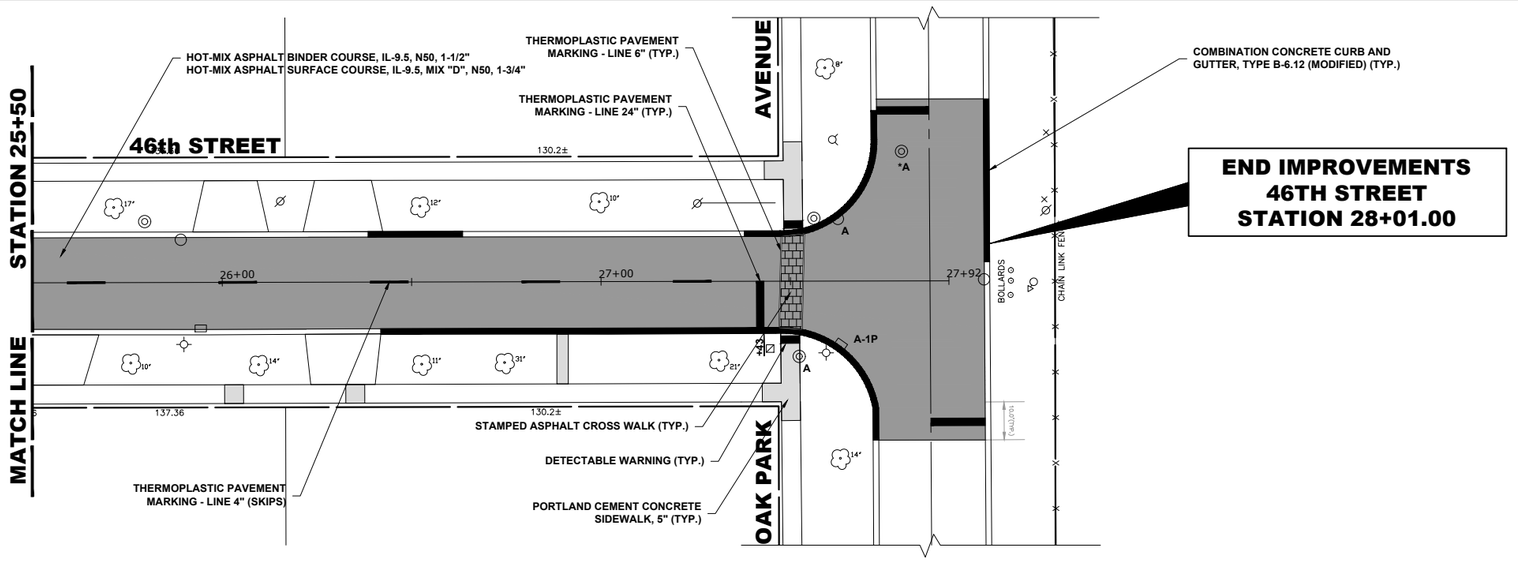
E.H.E. PROJECT NO. 320-23-07701

Drawing file: W:\Projects_by_Village\Forest View\32023077 – 46th Avenue Phase II\46th St Resurf\46th St Resurf Ph 2.dwg Aug 29, 2024 – 2:59pm



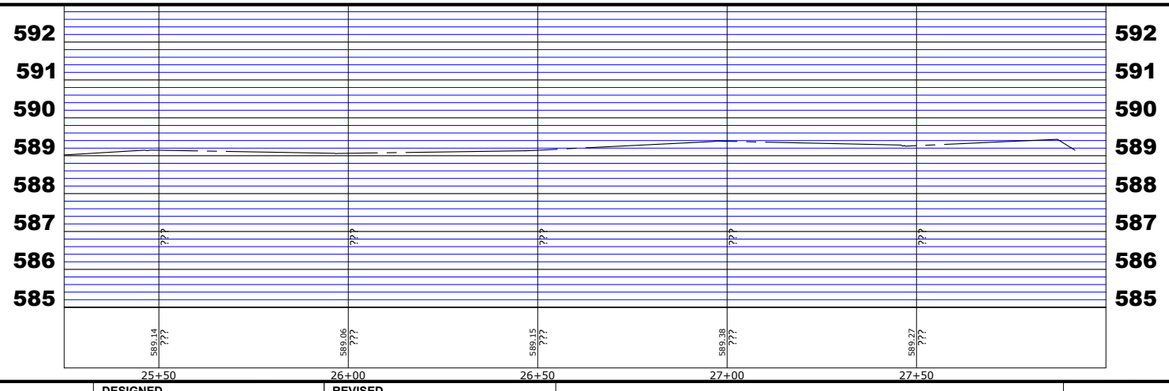
END IMPROVEMENTS
46TH STREET
STATION 28+01.00

EXISTING TOPOGRAPHY



END IMPROVEMENTS
46TH STREET
STATION 28+01.00

PROPOSED IMPROVEMENT



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DRAWN -	ECW, DMM, SFB	REVISED -
CHECKED -	-	REVISED -
DATE -	8-29-24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

46TH STREET
PLAN AND PROFILE

SCALE: | SHEET NO. 6 OF 6 SHEETS | STA. 25+50 | TO STA. 30+00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	13
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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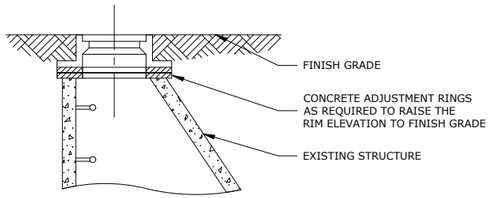
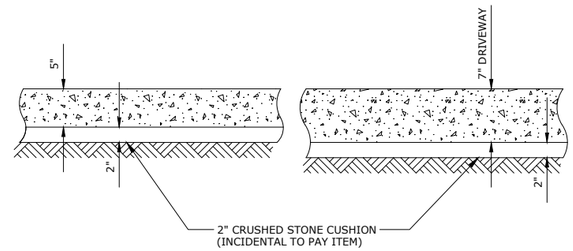
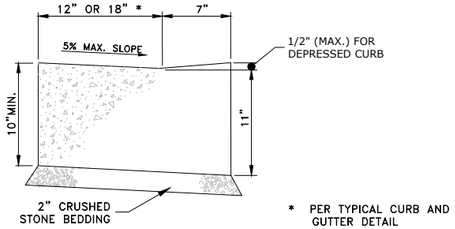


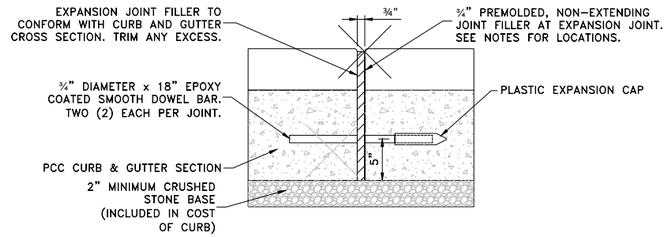
RIM ADJUSTMENT DETAIL



P.C.C. SIDEWALK & DRIVEWAY PAVEMENT DETAIL

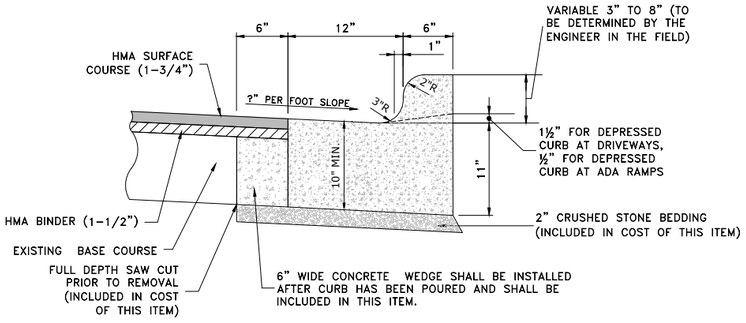


CURB AND GUTTER AT A.D.A. RAMPS



NOTE:
1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 60' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.

TYPICAL CURB AND GUTTER EXPANSION JOINT



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (MODIFIED)

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DATE -	8-29-24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOB SPECIFIC VILLAGE DETAILS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	14
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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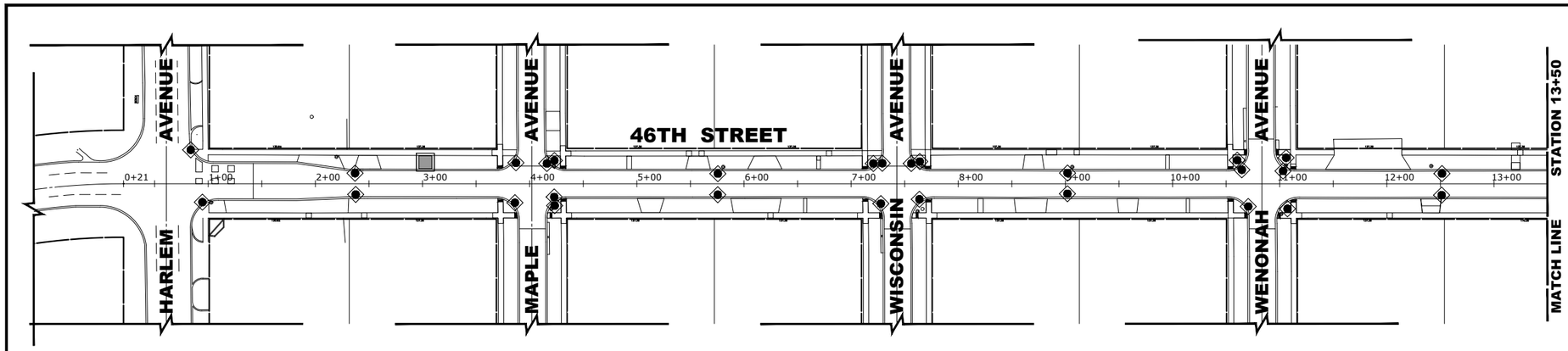
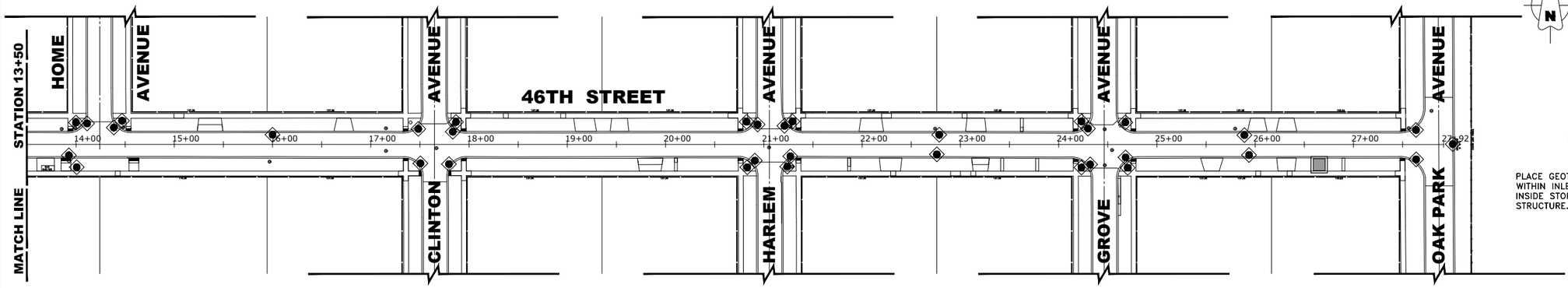


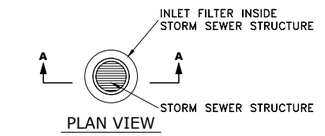


LEGEND

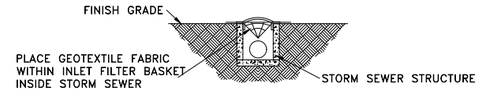
SYMBOL	DESCRIPTION
◆	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
▣	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES



PLAN VIEW



SECTION A-A

INLET FILTER

EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS, REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

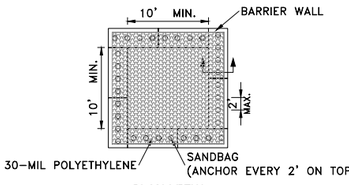
THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

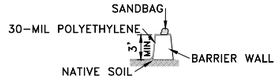
ALL DISPOSAL OF CONSTRUCTION MATERIAL, AND SOLIDIFIED CONCRETE SHALL BE AT A CCDD (CLEAN CONSTRUCTION AND DEMOLITION DEBRIS) FACILITY

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. INLET FILTERS SHALL BE PAID FOR UNDER THE PAY ITEM FOR MAINTENANCE OF ROADWAYS. THE COST OF THE CONCRETE WASHOUTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.



PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

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DATE -	8-29-24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

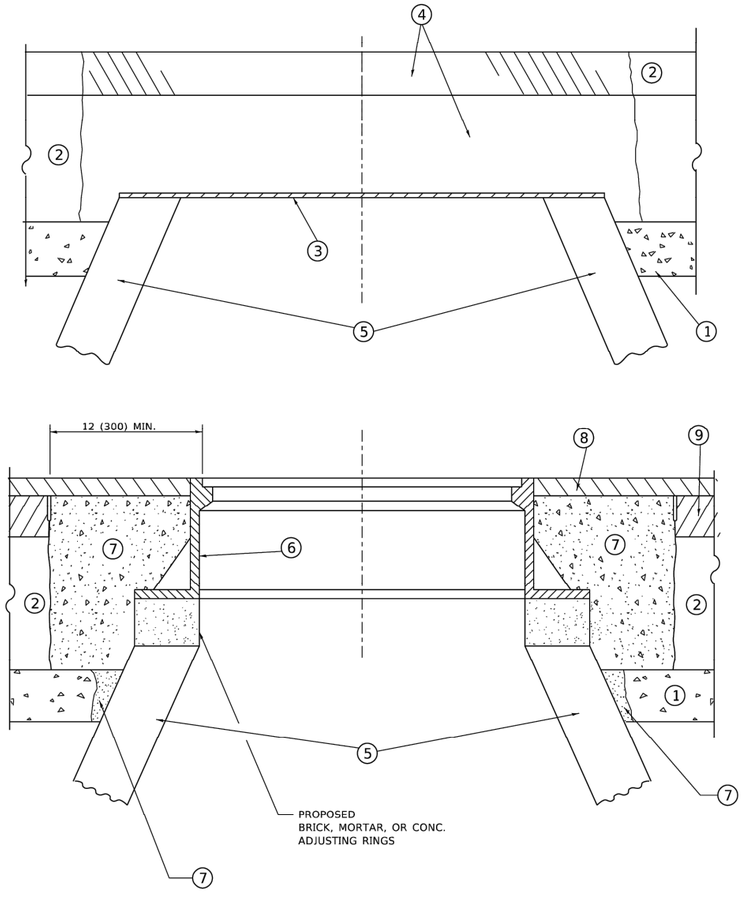
EROSION CONTROL PLAN

SCALE: 1" = 60' | SHEET NO. 1 OF 1 SHEETS | STA. 0+00 | TO STA. 28+00

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	23-00020-00-RS	COOK	23	15
FIELD BOOK NO. : -		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

Drawing file: W:\Projects_by_Village\Forest View\32023077 - 46th Avenue Phase II\46th St Resurf\46th St Resurf Ph 2.dwg Aug 29, 2024 - 3:22pm



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

1. SUB-BASE GRANULAR MATERIAL
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-2* 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

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	16
FIELD BOOK NO. : - BD600-03 (BD-8)		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

METHOD OF MEASUREMENT

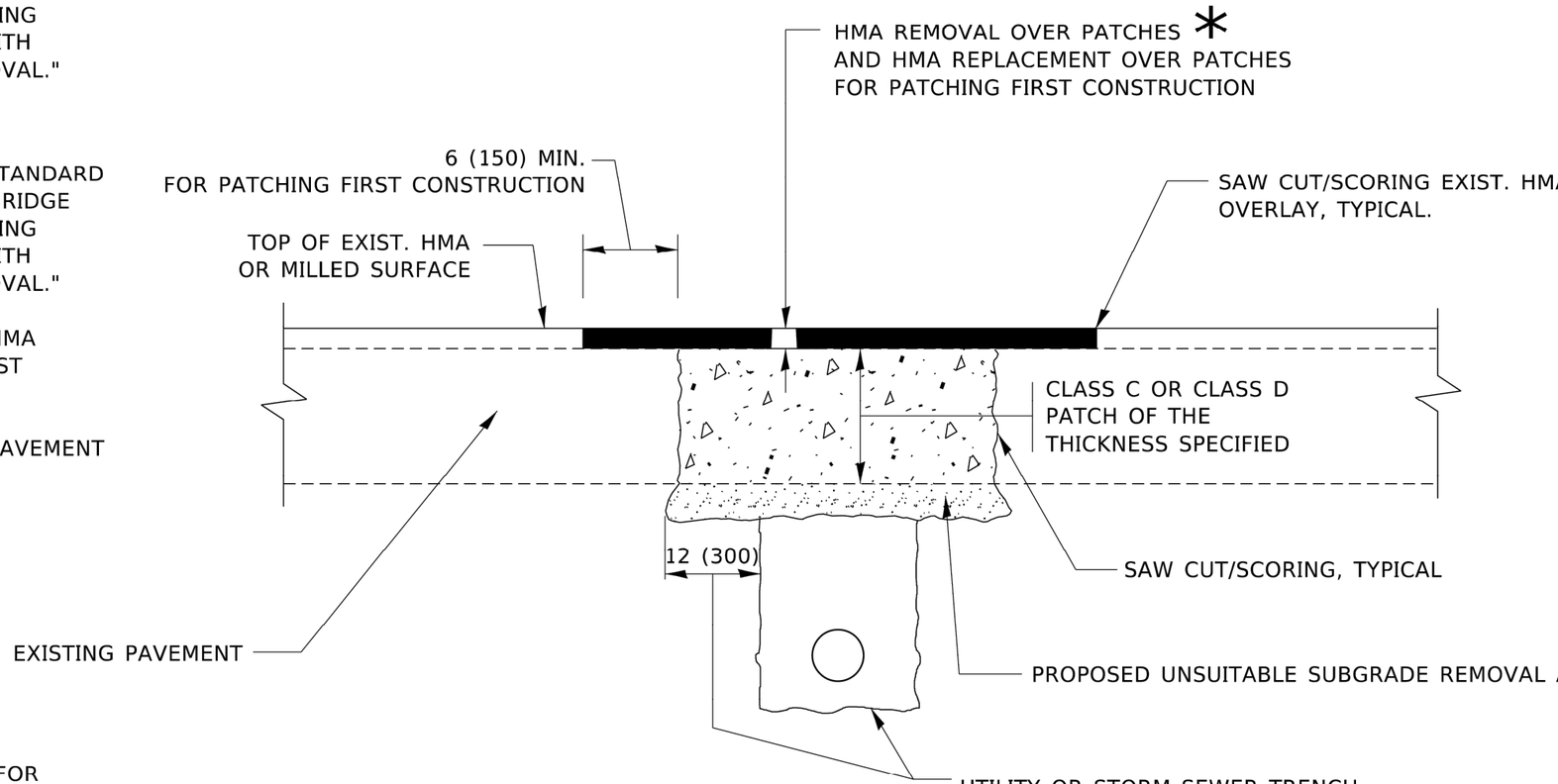
REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

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

SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.

SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

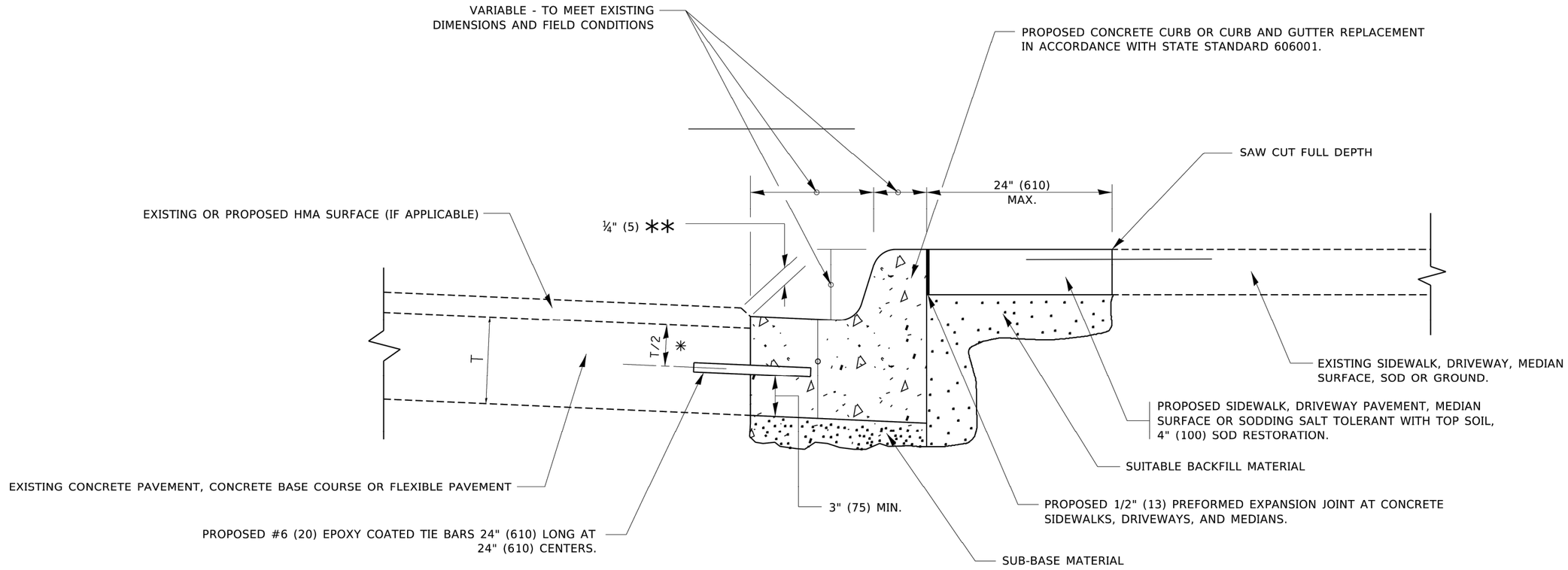
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	17
FIELD BOOK NO. : -	BD-22	CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

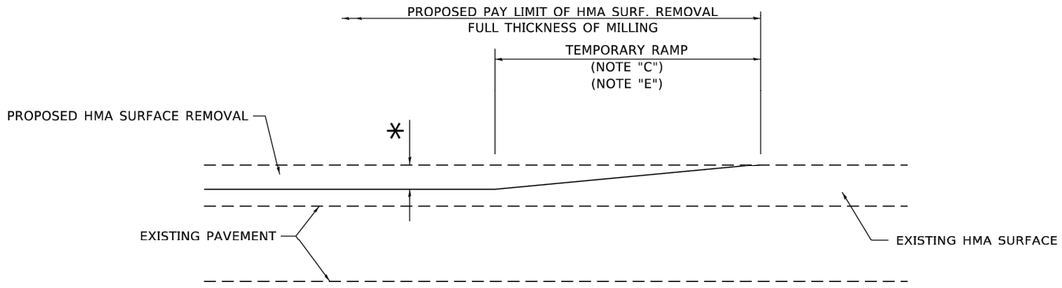
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	18
FIELD BOOK NO. : -	BD-24	CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

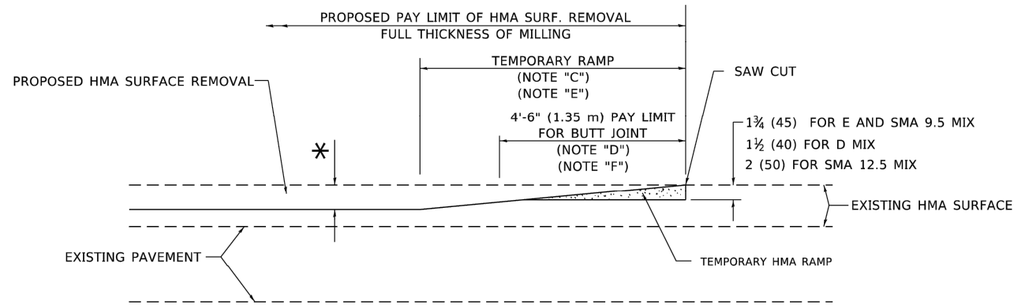
Drawing file: W:\Projects_by_Village\Forest View\32023077 - 46th Avenue Phase II\IDOT Standard.dwg Sep 16, 2024 - 1:06pm



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

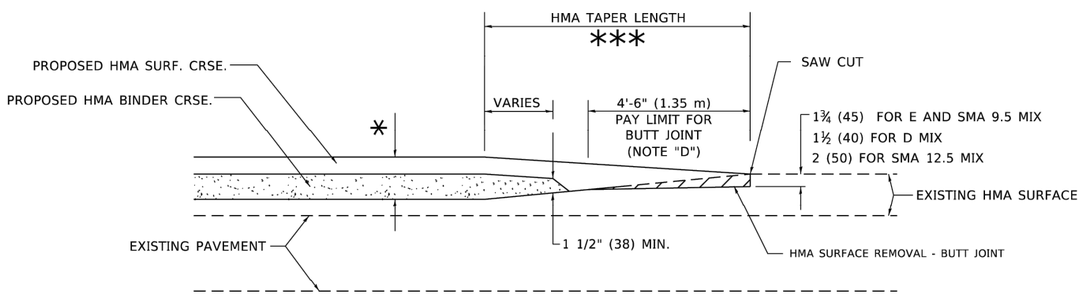


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

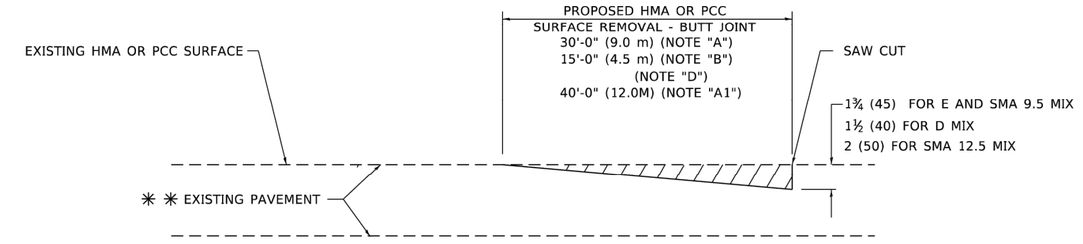
OPTION 2

TYPICAL TEMPORARY RAMP

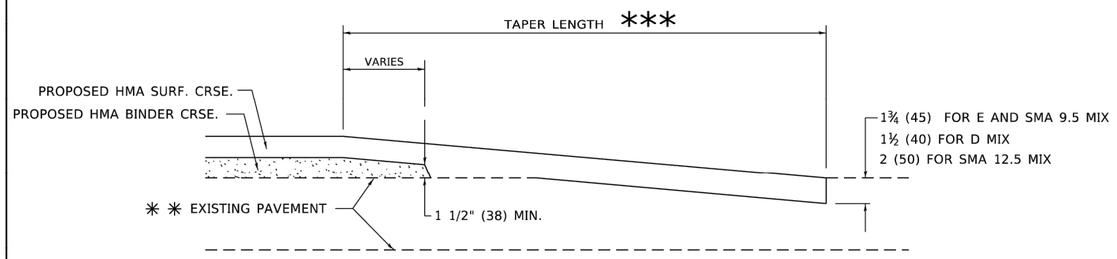


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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

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

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

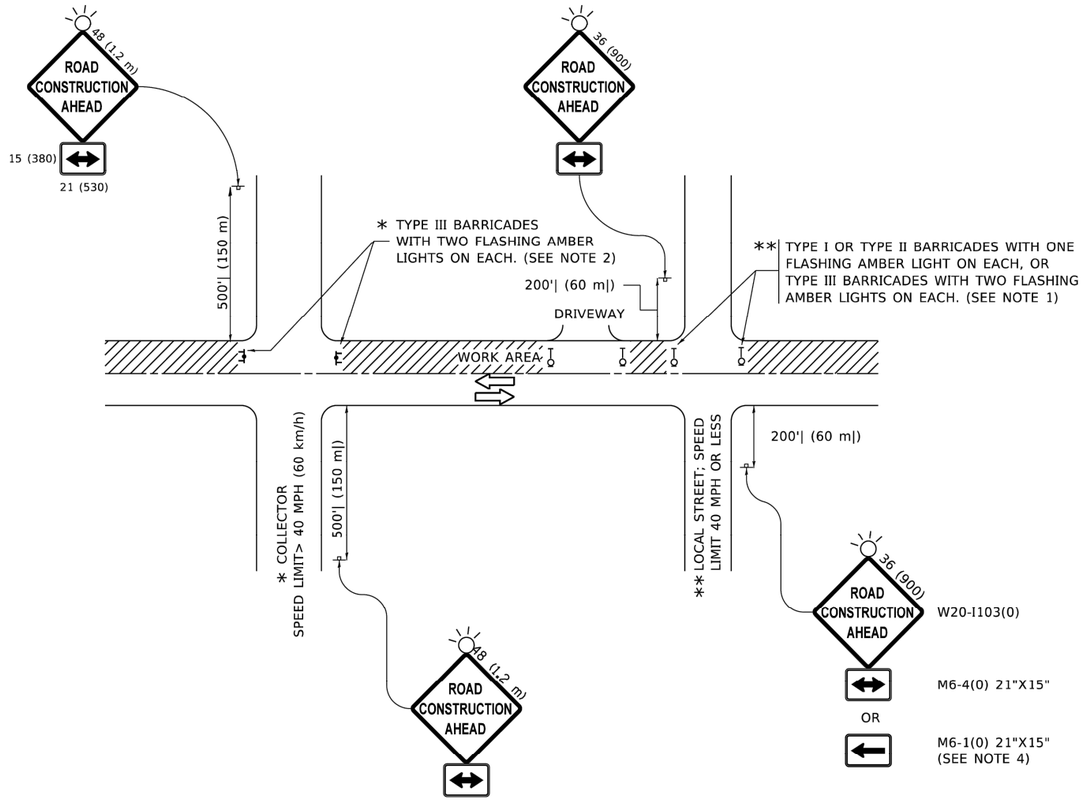
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	19
FIELD BOOK NO. : - BD400-05 BD32		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701



NOTES:

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 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	20
FIELD BOOK NO. : - TC-10		CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

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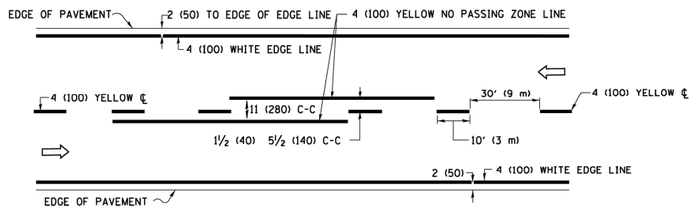
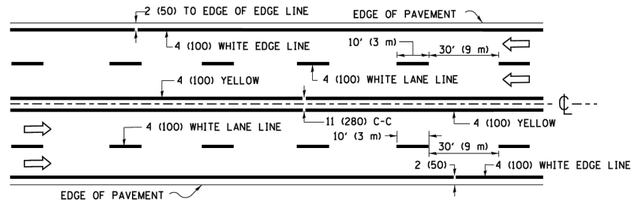
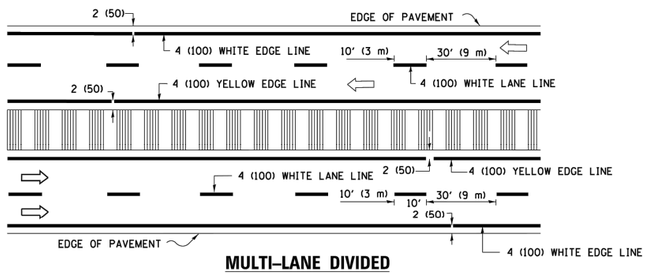


2–LANE ROADWAY

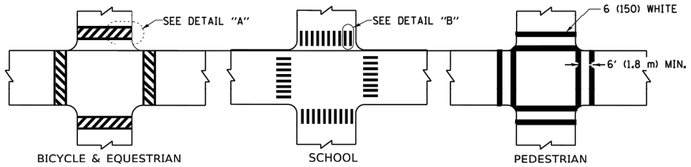


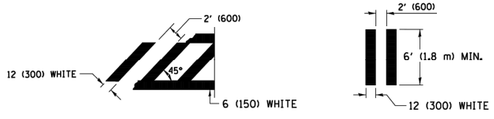
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

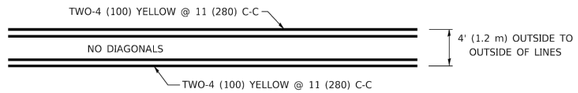




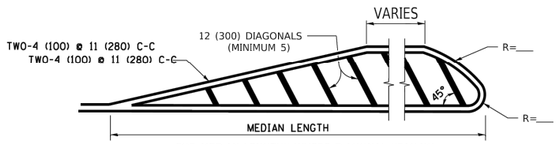
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✱ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



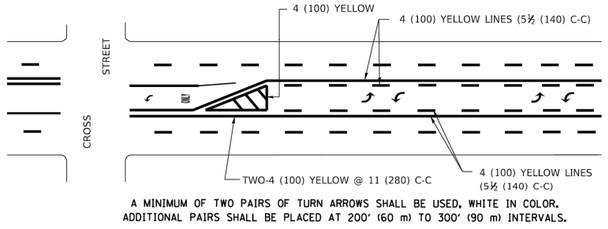
4' (1.2 m) WIDE MEDIANS ONLY



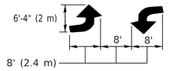
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

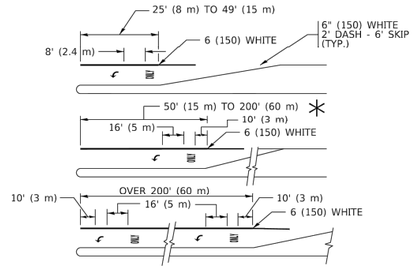


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

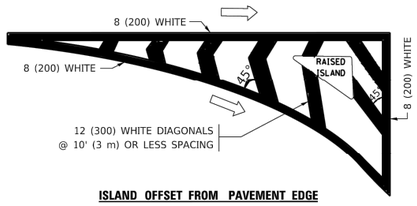


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

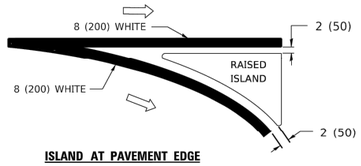
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

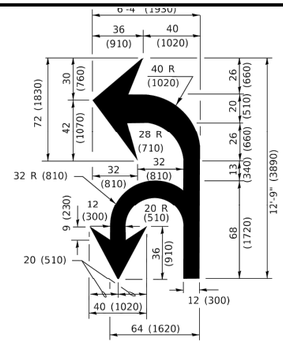


ISLAND OFFSET FROM PAVEMENT EDGE

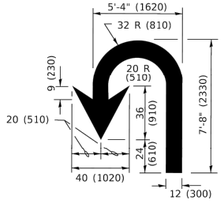


ISLAND AT PAVEMENT EDGE

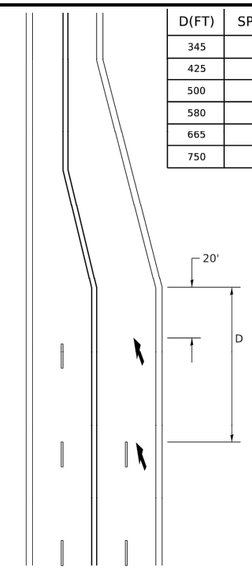
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✱ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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	5½ (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 MEDIANS IN YELLOW
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; 5½ (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 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) LETTERS; 16 (400) LINE FOR "X"	**SOLID**	**WHITE**	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	**SOLID**	**WHITE**	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

Drawing file: W:\Projects_by_Village\Forest View\320230077 – 46th Avenue Phase II\IDOT Standard.dwg Aug 29, 2024 – 3:22pm

USER NAME = footemj	DESIGNED - EVERS	REVISED -	C. JUCIUS 09-09-09
	DRAWN -	REVISED -	C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED -	C. JUCIUS 04-12-16

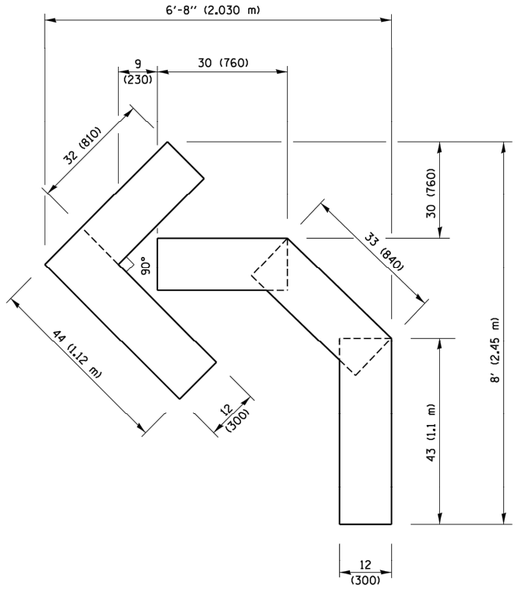
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

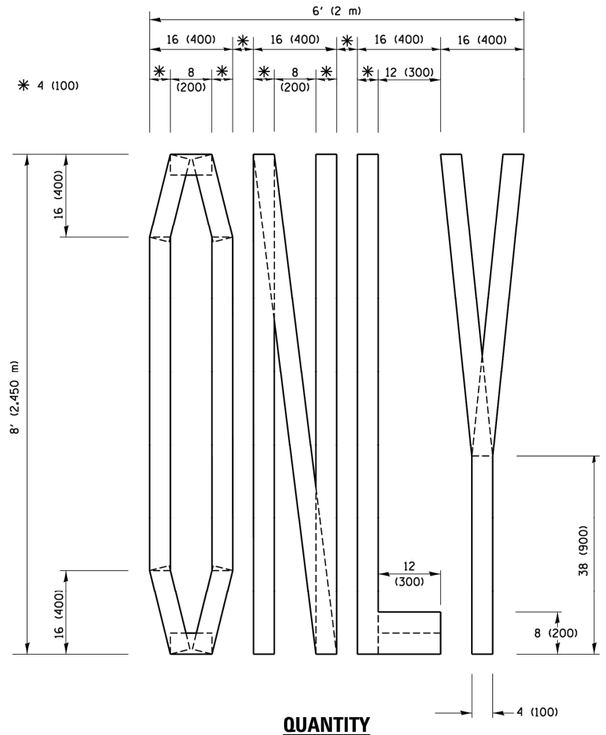
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	21
FIELD BOOK NO. : -	TC-13	CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701



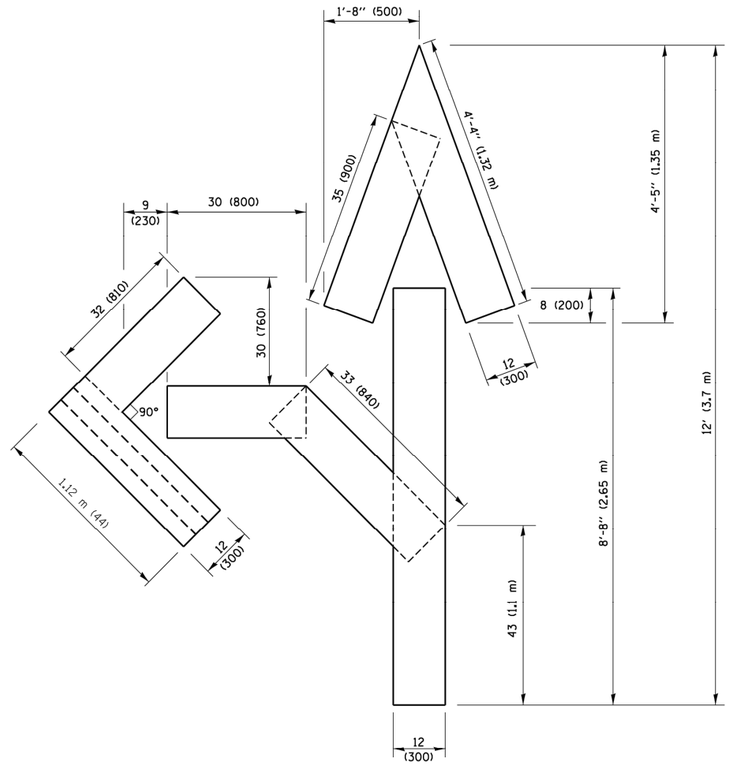
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

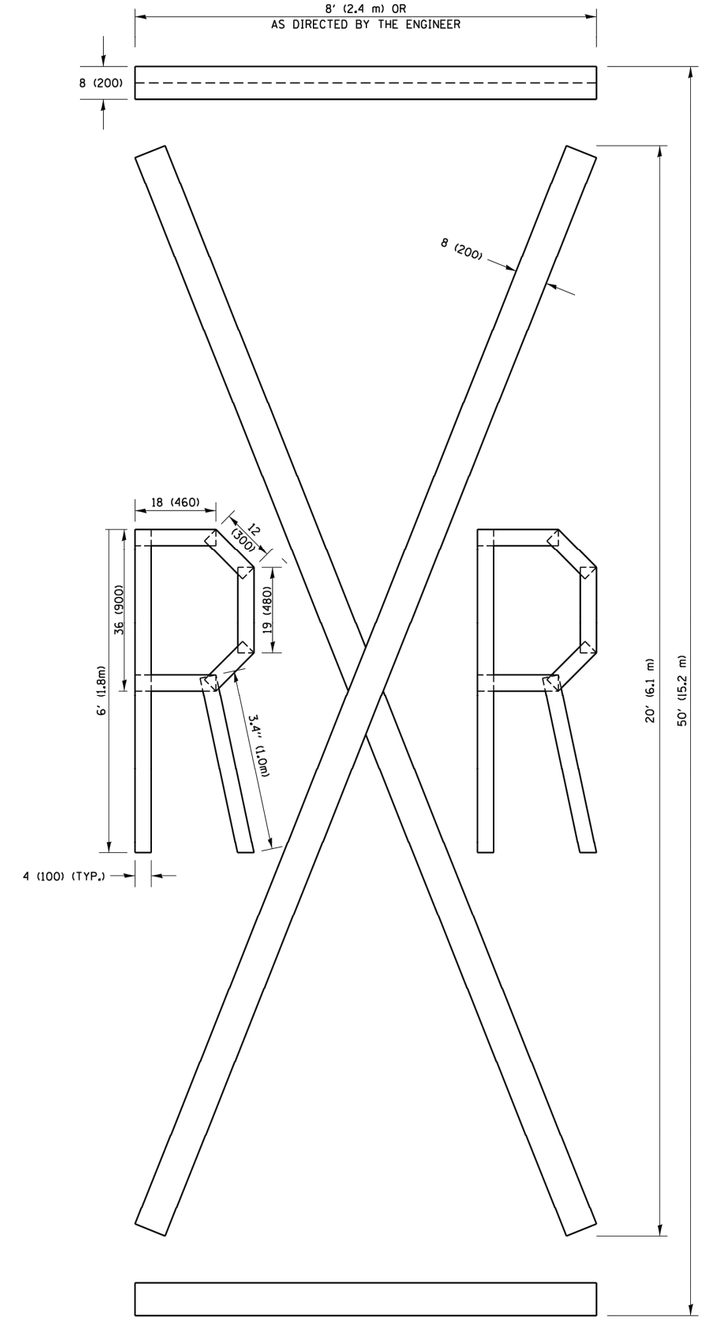


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\DRAWN\CADData\CADsheets\tcl6.dgn	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
		DRAWN	REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

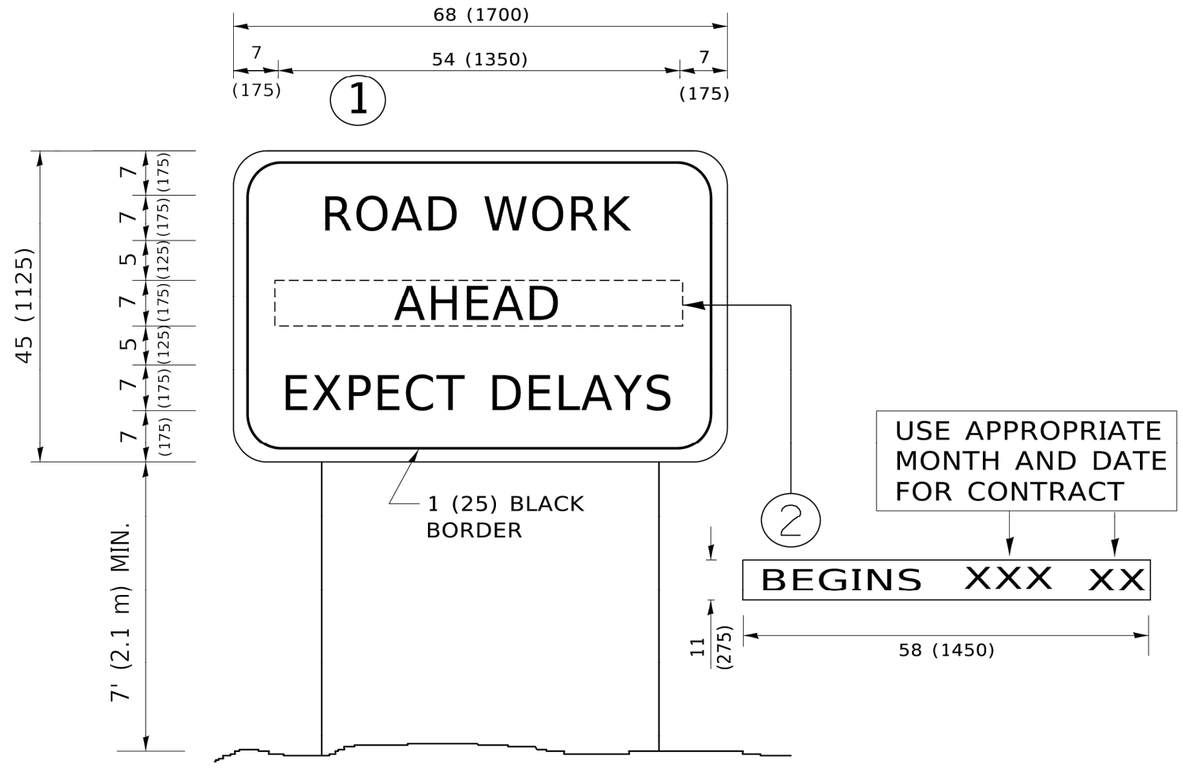
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	22
FIELD BOOK NO. : -	TC-16	CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701

Drawing file: W:\Projects_by_Village\Forest View\32023077 - 46th Avenue Phase II\IDOT Standard.dwg Aug 29, 2024 - 3:23pm



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.

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1411	23-00020-00-RS	COOK	23	23
FIELD BOOK NO. : -	TC-22	CONTRACT NO. 61K69		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 320-23-07701