FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

FAU 4006 (MAPLE AVENUE)
FAU 4005 (WASHINGTON STREET) TO
FAU 4006 (L.W. BESINGER DRIVE)
SECTION 95-00049-00-PV PROJECT: TE-M-8003 (095) **ROADWAY RECONSTRUCTION**

VILLAGE OF CARPENTERSVILLE KANE COUNTY

JOB NO.: C-91-399-01

IMPROVEMENTS END STA 180 + 41

TRAFFIC DATA

MAPLE AVENUE - URBAN COLLECTOR 2040 ADT = 9.000POSTED SPEED LIMIT = 25 MPH (BETWEEN WASHINGTON STREET AND LORD AVENUE) POSTED SPEED LIMIT = 20 MPH (BETWEEN LORD AVENUE AND CARPENTER BOULEVARD) POSTED SPEED LIMIT = 30 MPH (BETWEEN CARPENTER BOULEVARD AND L.W. BESINGER DRIVE) DESIGN SPEED = 30 MPH

BAXTER & WOODMAN, INC STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM LICENSE NO. - 184-001121 - EXPIRES 4/30/2013



IMPROVEMENTS BEGIN STA 111+65

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. DESIGN STAGE REQUEST DIG. No. A0751042



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:

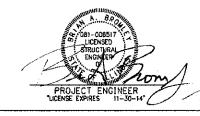
COUNTY = KANE CITY-TWNSHP. = E DUNDEE RETENOIS SEC. & 1/4 SEC. NO. -14 & 10 1725. NO. 48 HOURS (2 working days) BEFORE YOU DIG DUNDEE TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 6,876 LF OR 1.30 MILES
NET LENGTH OF IMPROVEMENT = 6,876 LF OR 1.30 MILES

SECTION 14 & 15, T42N, R8E, OF THE THIRD PRINCIPAL MERIDIAN











4006 95-00049-00-PV KANE TO STA. 180+41 +3 1411A STA, 111+65 FED. ROAD DIST. NO | ILLINOIS | FED AID PROJECT | C-91-399-01 | TE-M-8003 (095) CONTRACT NO. 63745

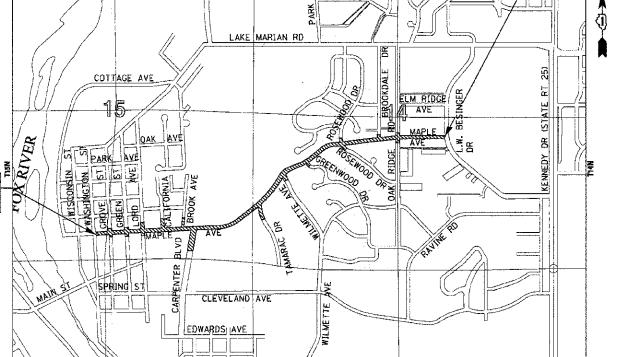
1 Revised 4/18/13



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APPROVED_	DECEMBER 11	,20 12
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N.	ILLAGE OF CARPENTERSVILLE	
PASSED -	DECOMBER 31	.2017_
_	CHUL CHOU	·
L	OCAL ROADS' ENGINEER	
RELEASING FOR BID BASED ON LIMITED		
REVIEW	JANUARY Z,	,20 /3
	al Fatorer	
	DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER	

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 110994.40



CONTRACT NO. 63745

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY OR SPRINKLER SYSTEM THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
- THE CONTRACTOR SHALL NOTIFY THE DIRECTOR OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED WITH A VILLAGE OF CARPENTERSVILLE METER. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE 48 HOURS IN ADVANCE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT, THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN THE PROVIDED BY THE CLOSES OF THE PROPERTIES OF THE PRO
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ACCESS TO COMMERCIAL DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES, ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL. THIS WORK WILL BE PAID FOR AS TEMPORARY ACCESS OF THE TYPE SPECIFIED.
- ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE PAY ITEM FOR PAVEMENT REMOVAL. MAIL SERVICE SHALL BE MAINTAINED AT
- EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE
- IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
- 13. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
- 14. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- 15. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
- 16. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
- . PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
- A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK, THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT,
- DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE "ARMOR-TILE" 24" NOMINAL PANEL WIDTH AS MANUFACTURED BY "ENGINEERED PLASTICS, INC." (800) 682-2525 OF WILLIAMSVILLE, NY OR AN APPROVED EQUAL. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
- ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION, EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

- PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
- 22. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM
- 23. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE.
- IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION. 24.
- 25. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
- 26. ALL CLOSED LIDS SHALL BE STAMPED WITH THE WORDS "CARPENTERSVILLE" AND EITHER "STORM", "SANITARY", OR "WATER".
- 27. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
- 28. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
- 29. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.5 GAL/SY.
- 30. THE DAYS SURFACE COURSE PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT, ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
- 31. HMA RECREATIONAL PATHS AND PCC SIDEWALKS TO BE REMOVED SHALL BE PAID FOR AS SIDEWALK REMOVAL.
- 32. FRAMES AND GRATES OR LIDS, FIRE HYDRANTS, AND WATER VALVES THAT ARE REMOVED AS PART OF ADJUSTMENTS OR REMOVALS SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS FACILITY. THE CONTRACTOR SHALL SCHEDULE A DELIVERY DATE AND TIME WITH THE VILLAGE PRIOR TO DELIVERY. THIS WORK SHALL BE INCLUDED IN THE STRUCTURE
- 33. ALL AGGREGATE USED ON THE PROJECT SHALL BE CRUSHED MATERIAL.
- 34. ANY DAMAGE DONE TO WATER MAIN, WATER SERVICES, SANITARY SEWER, OR SANITARY SEWER SERVICES NOT CONSIDERED IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE.
- 35. MATERIALS, STRUCTURES, OR MACHINES SHALL NOT BE STORED WHERE THEY WILL OBSTRUCT STREET CROSSINGS OR DRIVEWAY SIGHTLINES.
- 36. REMOVAL AND REPLACEMENT OF CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS FOR COMMERCIAL OR MULTIFAMILY DWELLINGS SHALL BE STAGED TO MAINTAIN CONTINUOUS
- 37. EXISTING ARMOR TILE DETECTABLE WARNINGS SHALL BE CAREFULLY REMOVED FROM EXISTING SIDEWALK, CLEANED OF ALL CONCRETE, AND DELIVERED TO THE VILLAGE PUBLIC WORKS FACILITY. THE CONTRACTOR SHALL SCHEDULE DELIVERY DATE AND TIME WITH THE VILLAGE PRIOR TO DELIVERY. THIS WORK SHALL BE INCLUDED IN THE SIDEWALK REMOVAL.
- 38. REMOVAL OF THE EXISTING BOX CULVERT SHALL INCLUDE ALL HEADWALLS AND WINGWALLS AND SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING STRUCTURES.
- 39. PIPE UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ON THE PLANS AND SHALL INCLUDE EXCAVATION; CONNECTIONS TO EXISTING OR PROPOSED STORM PIPES, DRAINAGE STRUCTURES OR PIPE DRAINS; GEOTECHNICAL FABRIC SOCK; AND CA-11 TRENCH BACKFILL TO THE BOTTOM OF THE HOT-MIX ASPHALT BASE COURSE.
- 40. FOR PATCHES ON STREETS NOT BEING RESURFACED UNDER THIS CONTRACT, THE TOP 1 1/2"
 OF MIX SHALL BE HOT-MIX ASPHALT SURFACE COURSE. EXISTING PAVEMENT SHALL BE SAW
 CUT FULL DEPTH PRIOR TO REMOVAL. THIS WORK WILL NOT BE PAID FOR SEPARATELY,
 BUT SHALL BE INCLUDED IN THE COST OF CLASS D PATCHES.
- 41. A QUANTITY OF TREES AND SHRUBS HAVE BEEN INCLUDED IN THE PLANS. THE LOCATION OF THESE ITEMS SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTUCTION BY THE
- 42. THE LAYOUT AND COLOR OF ALL NON-STANDARD SIGN PANELS SHALL MATCH THE EXISTING SIGN PANEL LAYOUT AND COLOR AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO FABRICATION.
- 43. TRENCH BACKFILL MATERIAL SHALL BE CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
- 44. AN UNCONTAMINATED SOIL CERTIFICATION FORM (LPC-663) HAS BEEN OBTAINED FOR THIS PROJECT.
- THE CONCRETE PAVEMENT SHALL HAVE A TYPE A FINAL FINISH EXCEPT THAT THE TINING SHALL BE PLACED LONGITUDINALLY AND INCLUDED IN THE COST OF THE CONCRETE PAVEMENT. THE LONGITUDINAL TINING METHOD SHALL BE APPROVED BY THE LINGINEER PRIOR TO CONCRETE PLACEMENT.
- 46. ONLY SUITABLE TREES SHALL BE PLANTED NEAR/UNDER OVERHEAD WIRES. THIS WORK SHALL BE AS DETERMINED BY THE ENGINEER.
- 47. THE CONTRACTOR SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

INDEX OF SHEETS

1 2	COVER SHEET INDEX TO SHEETS, HIGHWAY STANDARDS, DISTRICT ONE DETAILS BENCHMARKS AND GENERAL NOTES
3 - 10 11 - 13 15 - 16 17 - 22 23 - 36 3 37 41 - 54 56 57 58 - 71 78 - 77 78 - 86 88 - 92 93 - 95 99 - 98 99 - 98 99 - 98 100 - 107 108 - 133 136 - 138	SUMMARY OF QUANTITIES TYPICAL SECTIONS MAINTENANCE OF TRAFFIC DETOUR PLAN MAINTENANCE OF TRAFFIC STAGING NOTES MAINTENANCE OF TRAFFIC CONSTRUCTION STAGING PLANS PLAN AND PROFILE: GEOMETRICS MAPLE AVENUE PLAN AND PROFILE: GEOMETRICS TAMARAC DRIVE EROSION CONTROL PLAN AND PROFILE: DRAINAGE AND UTILITY MAPLE AVENUE PLAN AND PROFILE: DRAINAGE AND UTILITY TAMARAC DRIVE PLAN AND PROFILE: DRAINAGE AND UTILITY TAMARAC DRIVE PLAN AND PROFILE: DRAINAGE AND UTILITY CAPPENTERS CREEK WATER MAIN AND SANITARY SEWER GENERAL NOTES PLAN AND PROFILE: WATER MAIN AND SANITARY SEWER MAPLE AVENUE WATER MAIN AND SANITARY SEWER DETAILS PAVEMENT MARKING, AND SIGNING PLAN STREET LIGHTING MAPLE AVENUE STREET LIGHTING MAPLE AVENUE STREET LIGHTING GENERAL NOTES AND SCHEDULE OF QUANTITIES STREET LIGHTING GENERAL NOTES AND SCHEDULE OF QUANTITIES STREET LIGHTING DETAILS THREE SIDED PRECAST CONCRETE STRUCTURE PRECAST CONCRETE DRAINAGE STRUCTURE MISCELLANEOUS DETAILS DISTRICTO ONE DETAILS CROSS SECTIONS: MAPLE AVENUE CROSS SECTIONS: CARPENTER CREEK

DISTRICT ONE DETAILS

DIDITION ONL DETAILS			
DETAIL NO.	DESCRIPTION		
BD-07 BD-22	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS AND DRIVEWAYS		
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING		
TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS		
TC-22	ARTERIAL ROAD INFORMATION SIGN		
TC-26	DRIVEWAY ENTRANCE SIGNING		

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION		
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS		
001001-02	AREAS OF REINFORCEMENT BARS		
280001-07	TEMPORARY EROSION CONTROL SYSTEMS		
420001-07	PAVEMENT JOINTS		
420101-04	PCC PAVEMENT ROUNDOUTS		
420111-03	24' (7.2 M) JOINTED PCC PAVEMENT		
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS		
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS		
442201-03	CLASS C AND D PATCHES		
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION		
542311-04	TRANSVERSABLE PIPE GRATE		
602001-02	CATCH BASIN TYPE A		
602011-02	CATCH BASIN TYPE C		
602301-03	INLET - TYPE A		
602306-03	INLET - TYPE B	1	
602401-03	MANHOLE TYPE A		
602406-05	MANHOLE TYPE A 6' (2.8 m) DIAMETER		
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP		
602701-02	MANHOLE STEPS		
604001-03	FRAME AND LIDS TYPE I		
604036-02	GRATE TYPE 8		
604051-03	FRAME AND GRATE TYPE 11		
604091-02	FRAME AND GRATE TYPE 24		
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTI		
701006-04	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVE	MENT E	DGE
701011-03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY		
701301-04 701311-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS	."	
701511-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY		
701701-08	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED		
701801-05	URBAN LANE CLOSURE, MULTILANE INTERSECTION SIDEWALK, CORNER OR CROSSWALK CLOSURE		
701901-02	TRAFFIC CONTROL DEVICES		
720001-01	SIGN PANEL MOUNTING DETAILS		
720006-03	SIGN PANEL ERECTION DETAILS		
728001-01	TELESCOPING STEEL SIGN SUPPORT		
780001-03	TYPICAL PAVEMENT MARKINGS		
100001 05	THE TONE I MYEMETAL MANUTINGS		

BENCHMARKS

ВМ#1	ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED AT THE SOUTHEAST CORNER OF MAPLE AVENUE AND WASHINGTON STREET. ELEVATION = 760.22 (NAVD88)	BM#4 ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED AT THE NORTHEAST CORNER OF MAPLE AVENUE AND BROOKDALE DRIVE. ELEVATION = 870.97 (NAVD88)
BM#2	ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED AT THE NORTHEAST CORNER OF MAPLE AVENUE AND CALIFORNIA AVENUE. ELEVATION = 748.75 (NAVD88)	BM*5 ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED ON THE EAST SIDE OF BESINGER DRIVE ACROSS FROM THE EAST END OF MAPLE AVENUE.

BM*5 ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED ON THE EAST SIDE OF BESINGER DRIVE ACROSS FROM THE EAST END OF MAPLE AVENUE. ELEVATION = 869.91 (NAVD88)

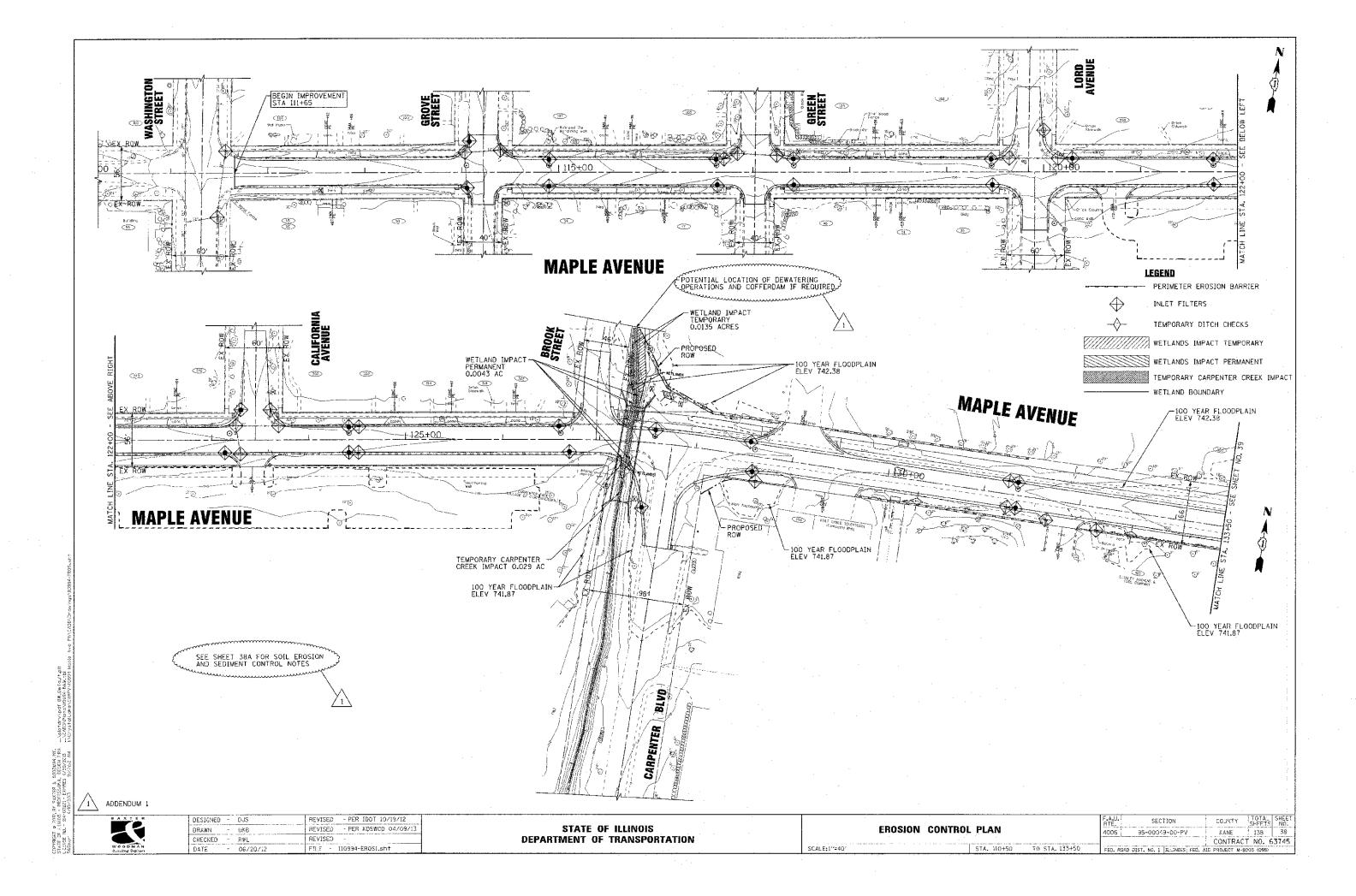
ARROW BOLT ON TOP FLANGE OF HYDRANT LOCATED AT THE SOUTHWEST CORNER OF MAPLE AVENUE AND TAMARAC DRIVE, ELEVATION = 754.81 (NAVD88)

50 A

DESIGNED - DJS REVISED - PER 100T 10/19/12 DRAWN - UKB REVISED - A 4/18/13 REVISED CHECKED - RWI. 06/20/12 FILE - 110994-CNTES.sht

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** INDEX OF SHEETS, HIGHWAY STANDARDS, DISTRICT ONE DETAILS, BENCHMARKS AND GENERAL NOTES

SECTION COUNTY TOTAL SHEE NO. 4006 95-00049-00-PV KANE 138 2 CONTRACT NO. 63745 KANE



SOIL EROSION AND SEDIMENT CONTROL NOTES

 $\frac{1}{1}$

- ALL AREAS LOCATED DOWNSTREAM FROM DISTURBED AREAS OF CONSTRUCTION SHALL BE PROTECTED FROM POTENTIAL INCREASE OF EROSION AND SEDIMENT RESULTING FROM UPSTREAM ACTIVITIES.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREA OF CONSTRUCTION SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SEEDING IS PERFORMED.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO THE START OF DISTURBANCE.
- STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED; BUT IN NO CASE SHALL THESE MEASURES BE INSTALLED MORE THAN 7 DAYS AFTER THE CONSTRUCTION IN THIS AREA
- ALL STORM SEWER STRUCTURES THAT RECEIVE RUNOFF DURING CONSTRUCTION SHALL INCLUDE INLET PROTECTION FILTERS TO PREVENT DEBRIS AND EXCESSIVE SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. THESE PROTECTIVE MEASURES SHALL BE PROPERLY INSTALLED, MAINTAINED, AND REMOVED IN THEIR ENTIRETY AFTER THE AREA TRIBUTARY TO THE STORM STRUCTURE IS STABILIZED.
- 6. DISCHARGES FROM DEWATERING OPERATIONS SHALL ENTER OR BE ROUTED THROUGH A SEDIMENT BAG OR OTHER EROSION CONTROL DEVICE APPROVED BY THE ENGINEER PRIOR TO DISCHARGE.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED.
- 8. INSPECT, REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES AFTER A RAINFALL EVENT OF 1/2 INCH OR MORE OVER A 24-HOUR PERIOD AND EVERY 7 CALENDAR DAYS.
- MAKE ADJUSTMENTS TO THE SEDIMENTATION AND EROSION CONTROL PLAN AND METHODS, AS NEEDED, TO ACCOMPLISH THE INTENDED PURPOSE.
- . ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY OR AS DETERMINED BY THE VILLAGE OF CARPENTERSVILLE OR THE ENGINEER.
- 11. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL AND/OR DEBRIS UPON LOCATIONS MEANT TO CONVEY SITE DRAINAGE.
- 12. IF THE CONTRACTOR IS NOTIFIED BY THE ENGINEER OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY, THE DEFICIENCY MUST BE CORRECTED WITHIN 24-HOURS OF BEING NOTIFIED.
- 13. NO STOCKPILING OF MATERIAL ALLOWED IN THE FLOODPLAIN.
- 14. THE CONTRACTOR SHALL CONTACT THE U.S. ARMY CORPS OF ENGINEERS (ACOE), CHICAGO DISTRICT AT 312-846-5532 PRIOR BEGINNING WORK WITHIN A WATERWAY. THE MEANS AND METHODS FOR COMPLETING WORK WITHIN A WATERWAY MUST BE APPROVED BY ACOE PRIOR TO COMMENCEMENT OF WORK. ACOE WILL APPROVE PLANS TO ENSURE EROSION CONTROL STANDARDS ONLY. ALL WORK NEEDED TO SATISFY ACOE REQUIREMENTS SHALL BE INCLUDED IN THE COST FOR REMOVING EXISTING STRUCTURES.
- 15. WORK WITHIN A WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. NO EQUIPMENT SHALL ENTER THE WATER AT ANY TIME.
- IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON- ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF
- 17. SIDE SLOPES SHALL BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE SUBSTRAIE SHALL BE RESTORED TO PRE- CONSTRUCTION CONDITIONS AND STABLE ENOUGH
- 18. WHERE STREAM DISTURBANCE IS NECESSARY, THE STREAM BED AND BANKS, SHALL BE RESTABILIZED WITHIN FORTY-EIGHT (48) HOURS AFTER DISTURBANCE IS COMPLETE OR INTERRUPTED.
- 19. THE CONTRACT AND ENGINEER SHALL MEET WITH THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL AND WATER CONSERVATION DISTRICT FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK.
- 20. COMPLETED SLOPES SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESTRABLE AND PRACTICAL. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
- THE SITE SHALL BE PHASED IN A WAY THAT REDUCES THE AMOUNT OF STRIPPED, UNSTABILIZED AREAS WITHIN THE SITE AT ANY ONE TIME. MASS GRADING THE ENTIRE SITE SHALL BE AVOIDED AS TO PREVENT EROSION ONSITE AND SEDIMENTATION DOWNSTREAM.
- THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
- 23. NO STORMWATER MAY BE CONVEYED THROUGH THE CREEK DURING THE INSTALLATION OF THE 3 SIDED STRUCTURE, REMOVAL OF THE CULVERT, OR RESTORATION OF THE CREEK UNTIL THE SIDE SLOPES HAVE BEEN RESTORED AND
- STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (i.e. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVITY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING

- 25. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
- 26. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) SHALL BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- 27. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- 28. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR
- 29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
- 30. DURING DEWATERING OPERATIONS, WATER SHALL BE FILTERED AND/OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES. OR STORMWATER STRUCTURES IS PROHIBITED.
- 31. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- 32. TEMPORARY CONCRETE WASHOUT FACILITIES, SUMP PITS, AND CONSTRUCTION ENTRANCES IF REQUIRED SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- 33. STOCKPILES SHALL BE LOCATED IN AREAS THAT DO NOT HAVE HIGH POTENTIAL FOR CONTRIBUTING SEDIMENTS TO STORM WATER FACILITIES.
- 34. SEDIMENT TRAPS SHALL BE CONSTRUCTED BY OVER EXCAVATING 1 FOOT BELOW PROPOSED GRADE JUST UPSTREAM OF A TEMPORARY DITCH CHECK. OVER EXCAVATION SHALL BE PAID FOR AS EARTH EXCAVATION.
- 35. THE CONTRACTOR SHALL HAVE MATERIALS AVAILABLE ON SITE FOR A COFFERDAM DURING STREAM GRADING AND CULVERT REPLACEMENT.

CREEK STRUCTURE REPLACEMENT NOTES

- 1. ALL DISTURBED AREAS AND WORK AREAS SHALL BE ISOLATED FROM CREEK FLOWS AT ALL TIMES.
 THE DIVERSION/ISOLATION OF THE CREEK FLOWS SHALL BE CONSTRUCTED FROM NON-ERODIBLE
 MATERIALS. THE KDSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION
 PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW, ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL
- 3. DURING WORK ON AND WITHIN THE CREEK, WORK SHALL BE TIMED TO TAKE PLACE DURING LOW
- 4. CONCENTRATED FLOW SHALL BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM (STEEL SHEETS, ACUA BARRIERS, ETC.). EXACT MEANS AND METHODS SHALL BE DISCUSSED DURING THE PRE-CONSTRUCTION MEETING.
- 5. IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAMFLOW.
- 6. ALL DEWATERING SHALL BE FILTERED PRIOR TO ENTERING THE CREEK USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE ENGINEER.
- THE SIDE SLOPES SHALL BE RESEEDED AND STABILIZED WITH EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE SHALL BE STABLE ENOUGH TO ACCEPT FLOWS.

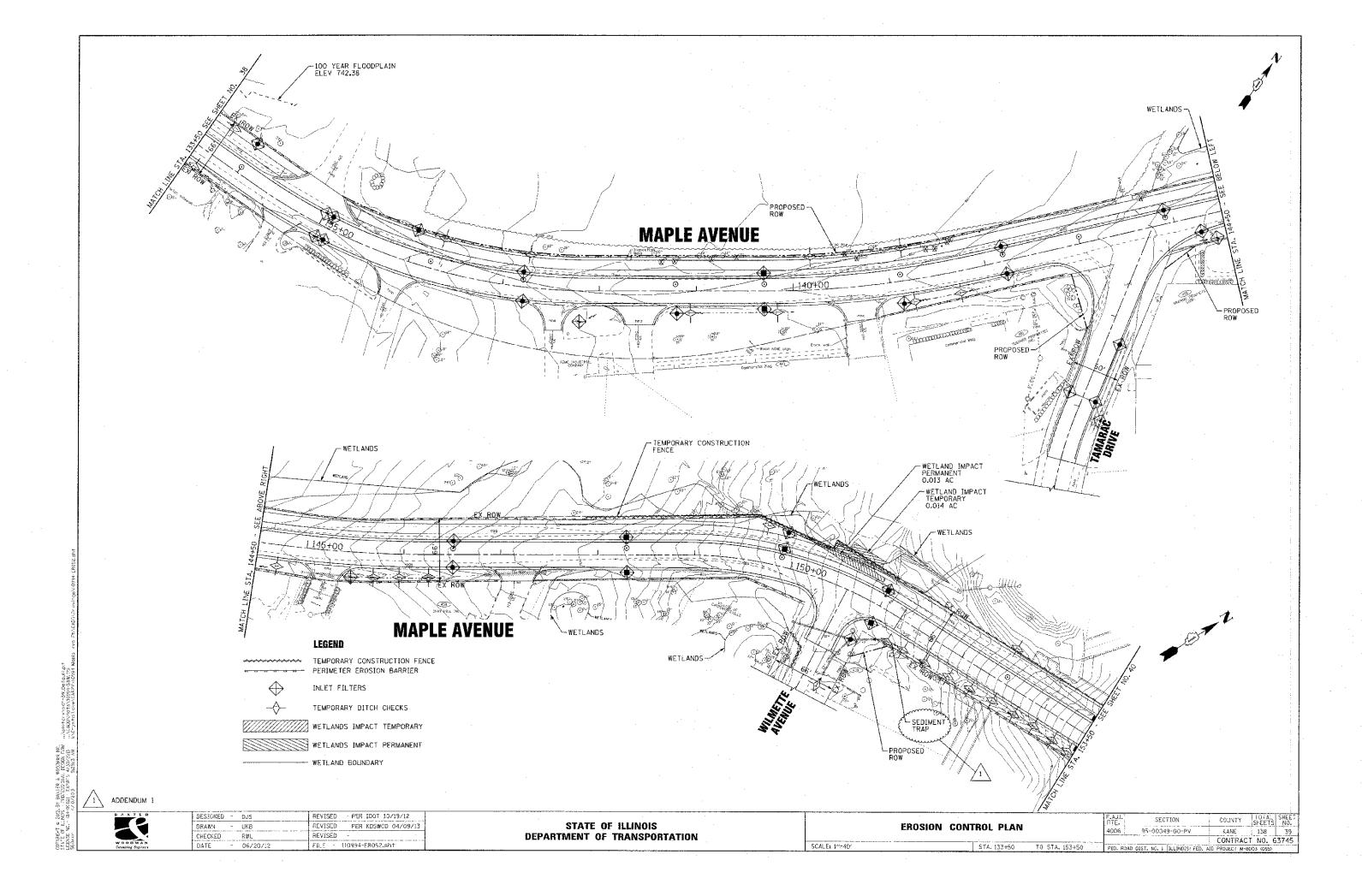
1 ADDENDUM 1

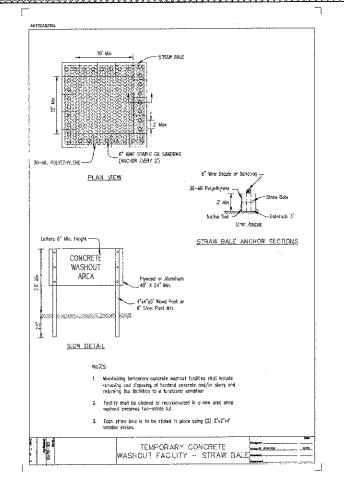


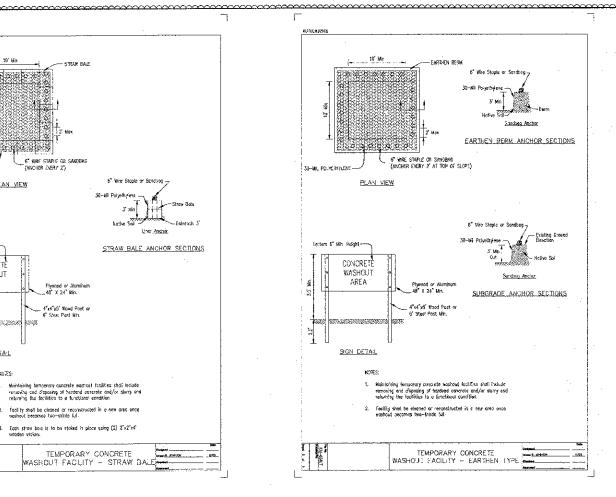
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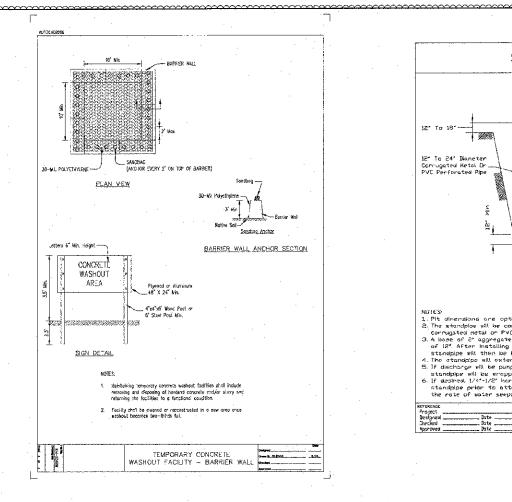
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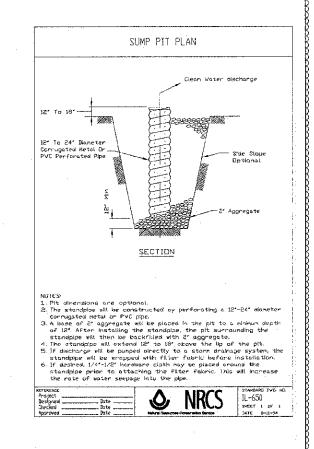
COUNTY TOTAL SHEET SECTION 4006 95-00049-0Q-PV KANE 138 . 384 CONTRACT NO. 63745

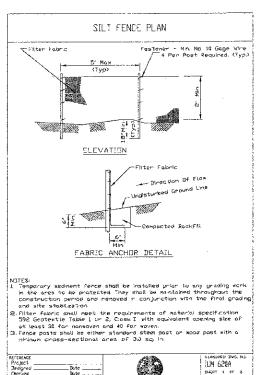


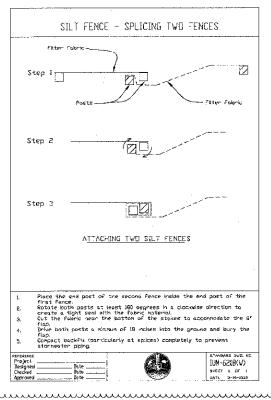


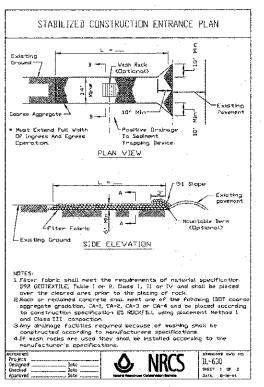


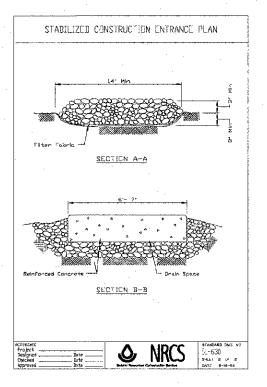


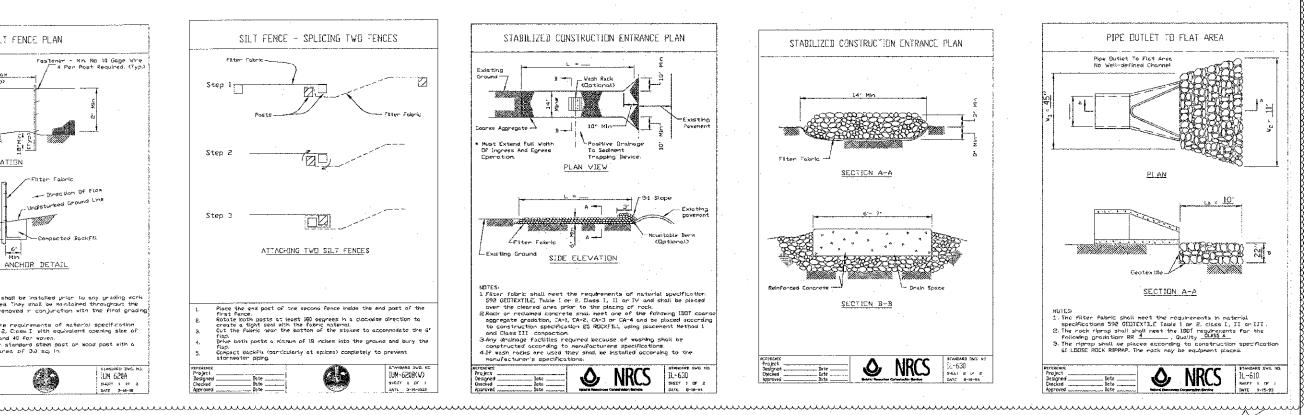












1 ADDENDUM 1

- PER IDOT 10/19/12 REVISED - DUS DESIGNED REVISED - PER KDSWCD 04/09/13 DRAWN UK8 CHECKED RWL REVISED 06/20/12 FILE - 110994-EROS4-Detalis.sht

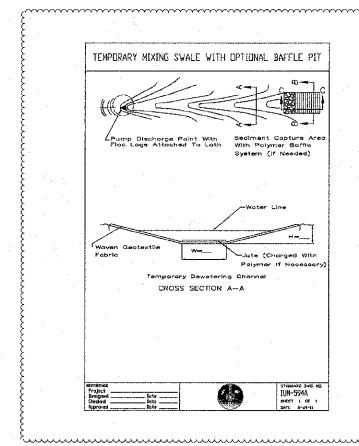
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **EROSION CONTROL DETAILS**

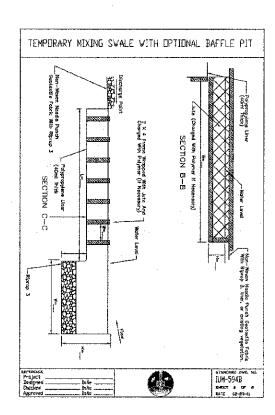
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SECTION COUNTY 4006 95-00049-00-PV KANE CONTRACT NO. 63745

SCALE: NONE





1 ADDENDUM 1



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

SCALE: NONE

F.A.U. RTE. 4006 SECTION