

FOR INDEX OF SHEETS, SEE SHEET NO. 2 04-26-2019 LETTING ITEM 104

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION  
**PLANS FOR PROPOSED  
 FEDERAL AID HIGHWAY**

FAU 366 (FARRELL ROAD) - DIVISION ST TO 7th STREET  
 MULTI-USE PATH AND SIDEWALK CONSTRUCTION

SECTION NO. 10-00072-00-BT

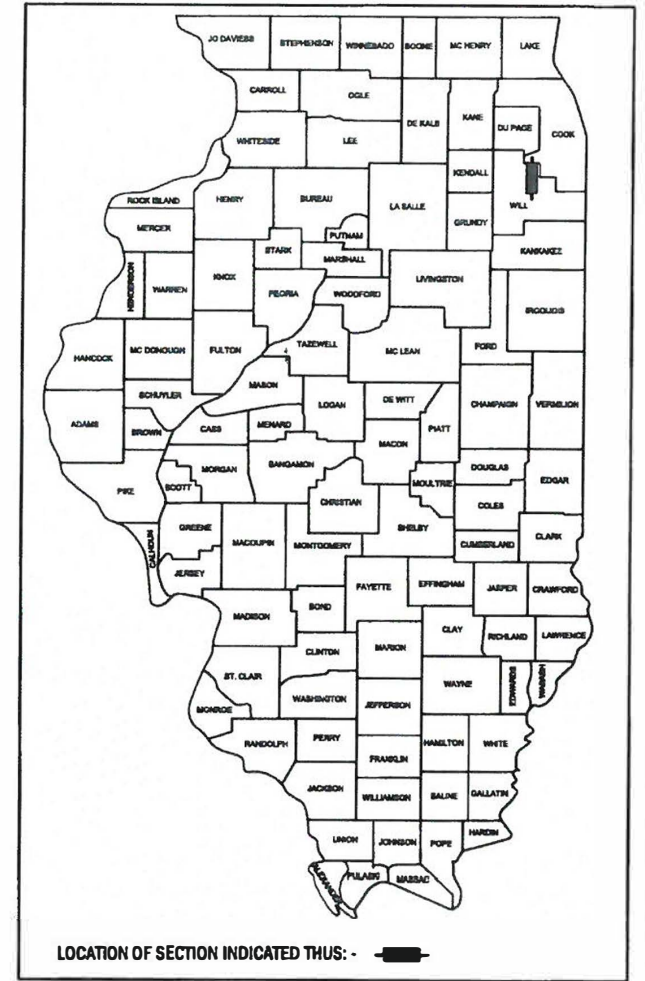
PROJECT NO. 00D1 (867)

CITY OF LOCKPORT

WILL COUNTY

JOB NO. C-91-488-11

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	1
		ILLINOIS	CONTRACT NO. 61D48	



FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

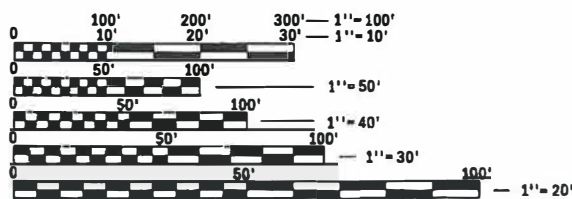
**TRAFFIC DATA:**

DESIGN DESIGNATION:  
 FARRELL ROAD = COLLECTOR

ADT:  
 FARRELL ROAD = 13,300 (2012)

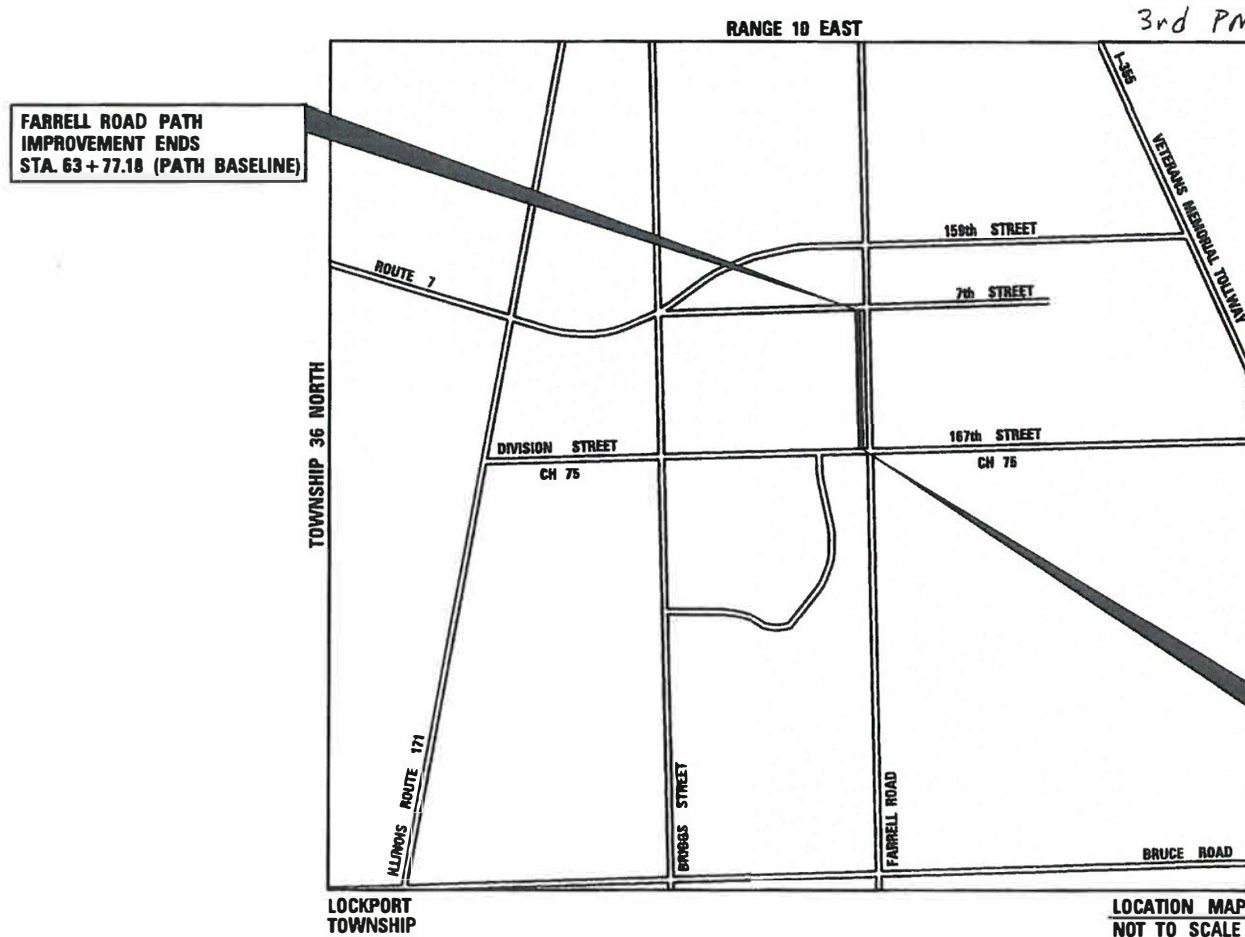
POSTED SPEED:  
 FARRELL ROAD = 35 MPH

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



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



FARRELL ROAD PATH IMPROVEMENT ENDS STA. 63 + 77.18 (PATH BASELINE)

FARRELL ROAD PATH IMPROVEMENT BEGINS STA. 38 + 51.13 (PATH BASELINE)

PROJECT GROSS AND NET LENGTH:  
 FARRELL ROAD ..... 2,638 FEET (0.50 MILES)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

Approved: *[Signature]* 1-14-19  
 Lockport, Director of Public Works / Engineer

Passed: *[Signature]*  
 District 1 Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: *[Signature]* FEBRUARY 1, 2019  
 Regional Engineer

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V3  
 KURT R. CORRIGAN  
 # 062-051814

*[Signature]*

ILLINOIS PROFESSIONAL ENGINEER

EXPIRATION DATE: 11-30-2019

CONTRACT NO. 61D48

**GENERAL NOTES**

- ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AND CITY OF LOCKPORT FOR FIELD LOCATIONS OF BURIED UTILITIES 48 HOURS IN ADVANCE OF WORK.
 

<b>ELECTRIC</b> COMMONWEALTH EDISON MR. KYLE ISEK 1 LINCOLN CENTRE OAKBROOK TERRACE, IL 60181 (630) 684-2753	<b>CABLE TV</b> COMCAST CABLE COMMUNICATIONS MR. TED WYMAN 688 INDUSTRIAL DRIVE ELMHURST, IL 60126 (224) 229-5850	<b>GAS</b> NICOR GAS MR. BRUCE KOPPANG 1844 FERRY RD. NAPERVILLE, IL. 60563 (630) 388-3046
<b>TELEPHONE</b> AT&T COMMUNICATIONS MR. STEVEN PESOLA 1000 COMMERCE DRIVE OAKBROOK, IL 60523 (815) 412-5255	<b>WATER AND SEWER</b> CITY OF LOCKPORT BRENT CANN 17112 PRIME BOULEVARD LOCKPORT, IL 60441 (815) 838-0549	<b>LEVEL 3</b> NETWORK RELOCATIONS LEVEL 3 COMMUNICATIONS RELO@LEVEL3.COM
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS OF EXISTING UTILITY LINES AND STRUCTURES THAT MAY BE IMPACTED BY THE PROPOSED WORK PRIOR TO ORDERING MATERIAL OR BEGINNING CONSTRUCTION. ANY DISCREPANCIES FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED BY THE UTILITY COMPANY.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN AND PROTECT EXISTING UTILITIES, SEWERS, MAINS AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR SHALL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES, SEWERS AND MAINS WHICH WILL REMAIN IN SERVICE. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY TO DETERMINE IF TEMPORARY BRACING OR SUPPORT OF THE UTILITIES IS REQUIRED. IF REQUIRED IT SHALL BE CONSIDERED INCLUDED.
- THE CONTRACTOR WILL NOT BE PERMITTED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION OF THE DEPARTMENT.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE DISTURBED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED EACH LOCATION.
- ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
- EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:
  - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
  - "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," AS PREPARED BY IDOT, LATEST EDITION.
  - THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE CITY OF LOCKPORT.
  - THE ILLINOIS ACCESSIBILITY CODE.
  - "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION.
  - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AS PUBLISHED BY THE IEPA," LATEST EDITION.
  - ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA, LATEST EDITION.
  - "MANUAL OF TEST PROCEDURES FOR MATERIALS," LATEST EDITION
  - "ILLINOIS URBAN MANUAL," LATEST EDITION
  - THE NATIONAL ELECTRIC CODE, LATEST EDITION.

- ALL AREAS OF PLANNED SUBGRADE TREATMENT SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE/ UNSUITABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL (SSM). ANY AGGREGATE SUBGRADE IMPROVEMENTS (CY) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION QUANTITIES NOT USED DURING CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT.
- THE ENGINEER AND CITY OF LOCKPORT ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION AND AT ALL TIMES DURING CONSTRUCTION.
- AREAS OUTSIDE THE R.O.W. LINE OR CONSTRUCTION LIMIT LINE IMPACTED BY OPERATIONS OF THE CONTRACTOR SHALL BE RETURNED TO THE STATE IT WAS FOUND PRIOR TO NEW CONSTRUCTION, EXCEPT WHERE NEW WORK IS SHOWN.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS DURING CONSTRUCTION OPERATIONS.
- CONTRACTOR TO COORDINATE WITH "LOCKPORT TOWNSHIP HIGH SCHOOL" FOR WORK TO BE PERFORMED ON SCHOOLS SUCH AS DRIVEWAYS TO INSTALL MULTI-USE PATH.
- PORTABLE/CHANGEABLE ELECTRONIC MESSAGE BOARDS SHALL BE USED IN ADVANCE OF THE PROJECT ACCORDING TO IDOT STANDARDS AND SHALL BE IN PLACE A MINIMUM OF 72 HOURS PRIOR TO COMMENCING THE WORK AND REMAIN THROUGHOUT THE ROADWAY CONSTRUCTION WORK.
- RECORD DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH WCDOT REQUIREMENTS AND SHALL BE SUBMITTED IN ELECTRONIC FORMAT.
- THE RESIDENT ENGINEER SHALL RPOVIDE WCDOT A LIST OF MATERIALS USED AND IDENTIFY THEIR ASSOCIATED IDOT CERTIFICATION, SHALL PROVIDE WCDOT WITH A COPY OF ALL MATERIAL TESTING COMPANY RESULTS, SHALL SIGN AND PROVIDE WCDOT ON A WEEKLY BASIS WEEKLY FIELD REPORTS UTILIZING THE APPROPRIATE IDOT FORM, SHALL SUBMIT TO WCDOT A CERIFICATION LETTER THAT CERTIFIES COMPLIANCE WITH THE PLANS AND SPECIFICATIONS.
- A WILL COUNTY UTILITY PERMIT IS REQUIRED FOR ALL PROPOSED UTILITY INSTALLATIONS WITHIN THE COUNTY RIGHT-OF-WAY. THE LOCATION AND DIMENSIONS OF ALL BORING & RECEIVING PITS FOR ALL PROPOSED UTILITY CROSSING UNDER THE COUNTY HIGHWAY ARE REQUIRED ON THE UTILITY PLANS.
- THE WILL COUNTY DIVISION OF TRANSPORTATION MUST BE NOTIFIED A MINIMUM OF TWO (2) WORKING DAYS IN ADVANCE OF ANY CONSTRUCTION WITHIN THE COUNTY RIGHT-OF-WAY.
- THE WILL COUNTY DIVISION OF TRANSPORTATION SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND SPECIFICATIONS OR FOR ANY ADDITIONAL WORK THAT MAY BE NEEDED DUE TO ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS.
- THE PERMITTEE SHALL BE RESPONSIBLE FOR ANY ADDITIONAL WORK, AND ALL COST THEREOF, REQUIRED BECAUSE OF ERRORS OR OMISSIONS IN THESE ENGINEERING PLANS AND SPECIFICATIONS AND FOR THE CORRECTION OF ANY CONSTRUCTION, MAINTENANCE, OR SAFETY PROBLEMS WHICH BECOME APPARENT DURING CONSTRUCTION OR THROUGH INSPECTIONS MADE BY THE DEVELOPER'S ENGINEER OR THE WILL COUNTY DIVISION OF TRANSPORTATION
- VERTICAL HEADWALLS, DECORATIVE SIGNING, PLANTINGS, SHRUBBERY, AND TREES ARE PROHIBITED INSIDE THE COUNTY RIGHT-OF-WAY.

**REMOVALS AND PAVING NOTES**

- ALL EXISTING PAVEMENT OR CONCRETE CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL. THE COST OF THE SAW CUT SHALL BE INCLUDED IN THE COST OF ITEM BEING REMOVED.
- REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFF-SITE DUMP SITE.
- NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.
- STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE. IF DAMAGED, IT SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP AND BY CONTRACTOR.
- ALL CURB RADII REFER TO EDGE OF PAVMENT UNLESS OTHERWISE NOTED.
- PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

**DRAINAGE NOTES**

- ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS MUST MEET THE ILLINOIS URBAN MANUAL SPEC 945. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.
- WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO THE SEWER INSTALLATION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- UNLESS OTHERWISE INDICATED ON THE PLANS, STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-443.
- PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH IDOT SPECIFICATIONS.
- WHENEVER, DURING CONSTRUCTION OPERATIONS, LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES ETC., SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATION, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THEREOF.

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**IDOT DISTRICT ONE STANDARDS**

BD-01	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB > 15'
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**HIGHWAY STANDARDS**

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
604001-04	FRAME AND LIDS TYPE 1
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

**COMMITMENTS**

LOCKPORT TOWNSHIP HIGH SCHOOL SCHEDULE

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USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 2'	CHECKED - KRC	REVISED -
PLOT DATE = 2/12/2019	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>INDEX OF DRAWINGS AND GENERAL NOTES</b>			
SCALE: NTS	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	2
CONTRACT NO. 61D48				
		ILLINOIS	FED. AID PROJECT	

**EROSION CONTROL NOTES**

1. A STAMPED AND SIGNED COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES AND BE PRESENTED WHEN REQUESTED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS SHOWN ON THESE DRAWINGS.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
4. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN SEVEN (7) DAYS SHALL BE FURNISHED WITH EROSION CONTROL AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. TEMPORARY SEEDING WILL NOT BE PAID FOR SEPARATELY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 95-60.
6. SEEDING MIXTURE SHALL BE CLASS TYPE 2A AS DETAILED IN SECTION 250 OF THE STANDARD SPECIFICATIONS. PLANTING TIMES ARE LIMITED TO APRIL 1ST TO JUNE 15TH AND AUGUST 1ST TO NOVEMBER 1ST.
7. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL WHEN NECESSARY OR AS DIRECTED BY THE ENGINEER.

**MAINTENANCE OF TRAFFIC NOTES**

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC NOTES AND PROTECTION SECTION 701 OF THE STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH IDOT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
3. ALL EXISTING SIGNS TO REMAIN SHALL BE MAINTAINED DURING CONSTRUCTION OF MULTI-USE PATH. DAMAGE TO EXISTING SIGNAGE TO REMAIN SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES DURING CONSTRUCTION OPERATIONS, UNLESS OTHERWISE NOTED ON PLANS.
5. ALL TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED THROUGH THE COMPLETION OF THE CONTRACT.
6. LANE CLOSURES ON FARRELL ROAD, DIVISION ST, AND 7TH STREET CAN ONLY OCCUR BETWEEN THE HOURS OF 9:30AM TO 3:00PM NO EXCEPTIONS.
7. CONSTRUCTION OF THE MULTI-USE PATH SHALL BE CONSTRUCTED USING HIGHWAY STANDARDS 701006, 701502, 701707 TO CLOSE A LANE OF TRAFFIC.
8. WORK TO UPDATE TRAFFIC SIGNALS AT DIVISION AND FARRELL SHALL USE HIGHWAY STANDARD 701502, 701707.
9. IF LANE CLOSURE IS NOT NEEDED, CONTRACTOR CAN WORK IN PARKWAY USING HIGHWAY STANDARD 701006.

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES (CONTINUED)**

SCALE: NTS      SHEET 2 OF 2 SHEETS      STA.      TO STA.

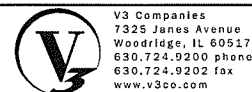
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366	10-00072-00-BT	WILL	50	3
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	104
20101100	TREE TRUNK PROTECTION	EACH	6
* 20101200	TREE ROOT PRUNING	EACH	6
* 20101700	SUPPLEMENTAL WATERING	UNIT	10
# 20200100	EARTH EXCAVATION	CU YD	450
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	600
20700220	POROUS GRANULAR EMBANKMENT	CU YD	60
20800150	TRENCH BACKFILL	CU YD	12
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	180
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,595
* 25000210	SEEDING, CLASS 2A	ACRE	0.54
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	48
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	48
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	48
* 25100630	EROSION CONTROL BLANKET	SQ YD	2,595
28000400	PERIMETER EROSION BARRIER	FOOT	1,662
28000510	INLET FILTERS	EACH	12
28100105	STONE RIPRAP, CLASS A3	SQ YD	20
31101500	SUBBASE GRANULAR MATERIAL, TYPE B 7"	SQ YD	2,365
35101598	AGGREGATE BASE COURSE, TYPE B 3"	SQ YD	2,365
35101700	AGGREGATE BASE COURSE, TYPE B 5"	SQ YD	61
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4731
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	356
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	58
# 42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	809
# 42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	552
42400800	DETECTABLE WARNINGS	SQ FT	127
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	31
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	119

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	207
44000600	SIDEWALK REMOVAL	SQ FT	373
# 52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	194
55101200	STORM SEWER REMOVAL 24"	FOOT	5
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	7
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	69
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	139
* # 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
* # 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	65
* # 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
67100100	MOBILIZATION	LSUM	1
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	123
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	29
* # 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	122
* # 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
* # 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	236
* # 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	254
* # 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	132
* 87900200	DRILL EXISTING HANDHOLE	EACH	2
* # 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
* # 88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
* # 88800100	PEDESTRIAN PUSH-BUTTON	EACH	4
* # 89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	1
* # 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	13
* B2000122	TREE, ACER TATARICUM (TATARIAN MAPLE), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	5
* D2002248	EVERGREEN, PICEA PUNGENS GLAUCA (COLORADO BLUE SPRUCE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	5

# SPECIAL PROVISION \* SPECIALTY ITEMS

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V3 Companies  
 7325 James Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jholy	DESIGNED - EIH	REVISED -
PLOT SCALE = 2"	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

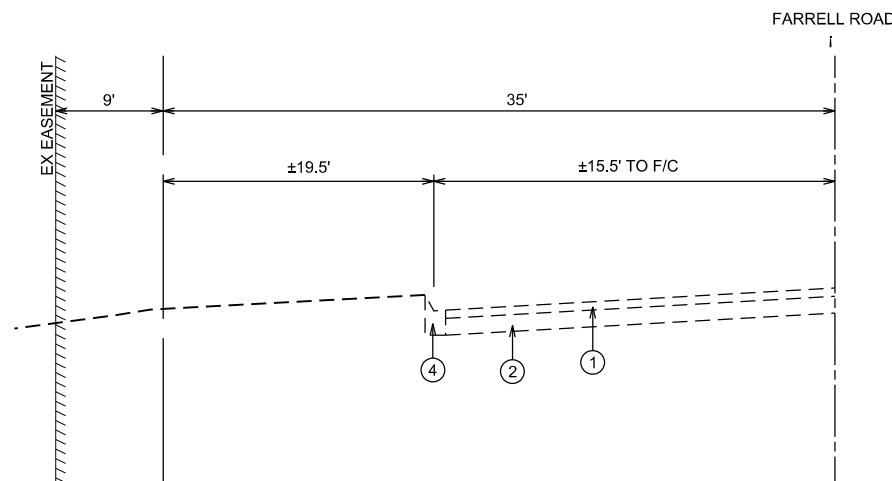
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

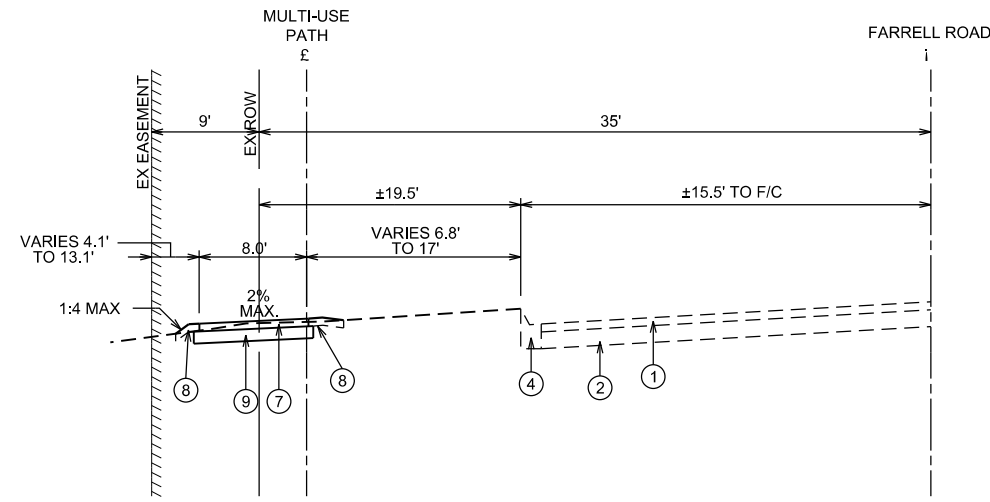
SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 4
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				





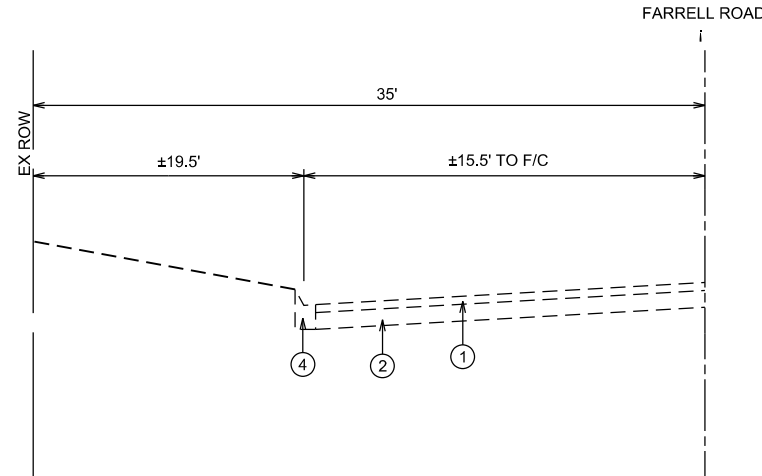
**EXISTING TYPICAL SECTION  
FARRELL ROAD**  
STA 38+51.13 TO STA 55+00.00  
STA 62+00.00 TO STA 63+77.00



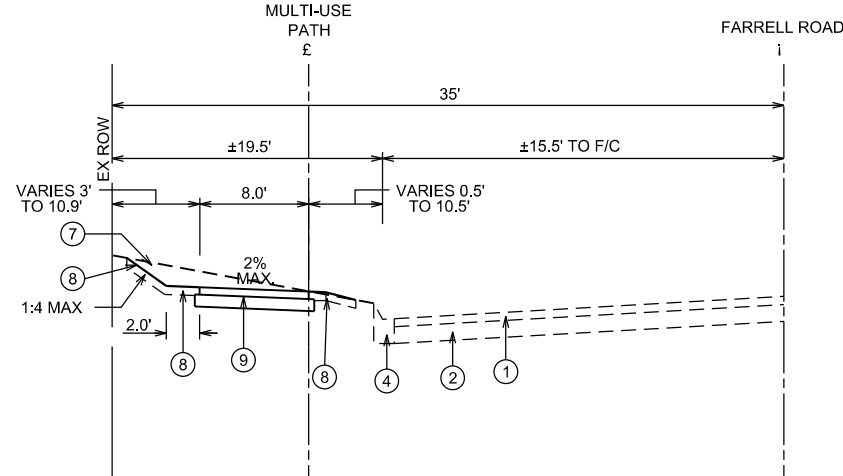
**PROPOSED TYPICAL SECTION  
FARRELL ROAD**  
STA 38+51.13 TO STA 55+00.00  
STA 62+00.00 TO STA 63+77.00  
NOTE: STA 55+00 TO STA 56+00  
COMMERCIAL ENTRANCE

- LEGEND**
- ① EXISTING HOT-MIX ASPHALT COURSE, THICKNESS VARIES
  - ② EXISTING BITUMINOUS AGGREGATE MIX, THICKNESS VARIES
  - ③ EXISTING AGGREGATE SHOULDER, THICKNESS VARIES
  - ④ EXISTING CONCRETE CURB AND GUTTER
  - ⑤ EXISTING CONCRETE SIDEWALK
  - ⑥ EXISTING BITUMINOUS TRAIL, THICKNESS VARIES
  - ⑦ EARTH EXCAVATION
  - ⑧ SEEDING CLASS 2A TOPSOIL FURNISH AND PLACE, 4" FERTILIZER NUTRIENT (NITROGEN, PHOSPHORUS, POTASSIUM) EROSION CONTROL BLANKET
  - ⑨ 3" HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 AGGREGATE BASE COURSE, TYPE B 3" (CA-6) SUBBASE GRANULAR MATERIAL, TYPE B 7" (CA-1)

- NOTES**
1. SEE CITY OF LOCKPORT DETAILS FOR MULTI-USE PATH SECTIONS.
  2. REFERENCE CROSS SECTIONS FOR MULTI-USE PATH CROSS SLOPES AND VARYING PARKWAY SLOPES.
  3. REFERENCE STRUCTURAL DETAILS FOR SECTION AND LOCATION OF SEGMENTAL BLOCK RETAINING WALL.
  4. STATIONING SHOWN IS PATH BASELINE.



**EXISTING TYPICAL SECTION  
FARRELL ROAD**  
STA 56+00.00 TO STA 62+00.00

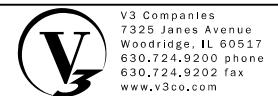


**PROPOSED TYPICAL SECTION  
FARRELL ROAD**  
STA 56+00.00 TO STA 62+00.00

**HOT-MIX ASPHALT REQUIREMENTS**

MIXTURE TYPE		VOIDS
MULTI-USE PATH		
HOT-MIX ASPHALT SURFACE COURSE. MIX "D", N50 (IL 9.5mm) - 3"	PAVE 2 (1.5") LIFTS	4% @ 50 GYR
HMA RESURFACING (2' WIDE)		
HOT-MIX ASPHALT SURFACE COURSE. MIX "D", N50 (IL 9.5mm) - 1.5"		4% @ 50 GYR
NOTES:		
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IN 112 LBS/SQ. YD./IN.		
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "PG 76-22" AND FOR NON -POLYMERIZED HMA THE "AC-TYPE" SHALL BE "PG 64-22". UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.		
* FOR USE WITH RECYCLED MATERIAL, SEE SPECIAL PROVISIONS		

MODEL: Default  
FILE NAME: N:\2018\18114\18114\_2\Drawings\Main\CADD\_Sheets\18114\_2\18114\_2.dwg  
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

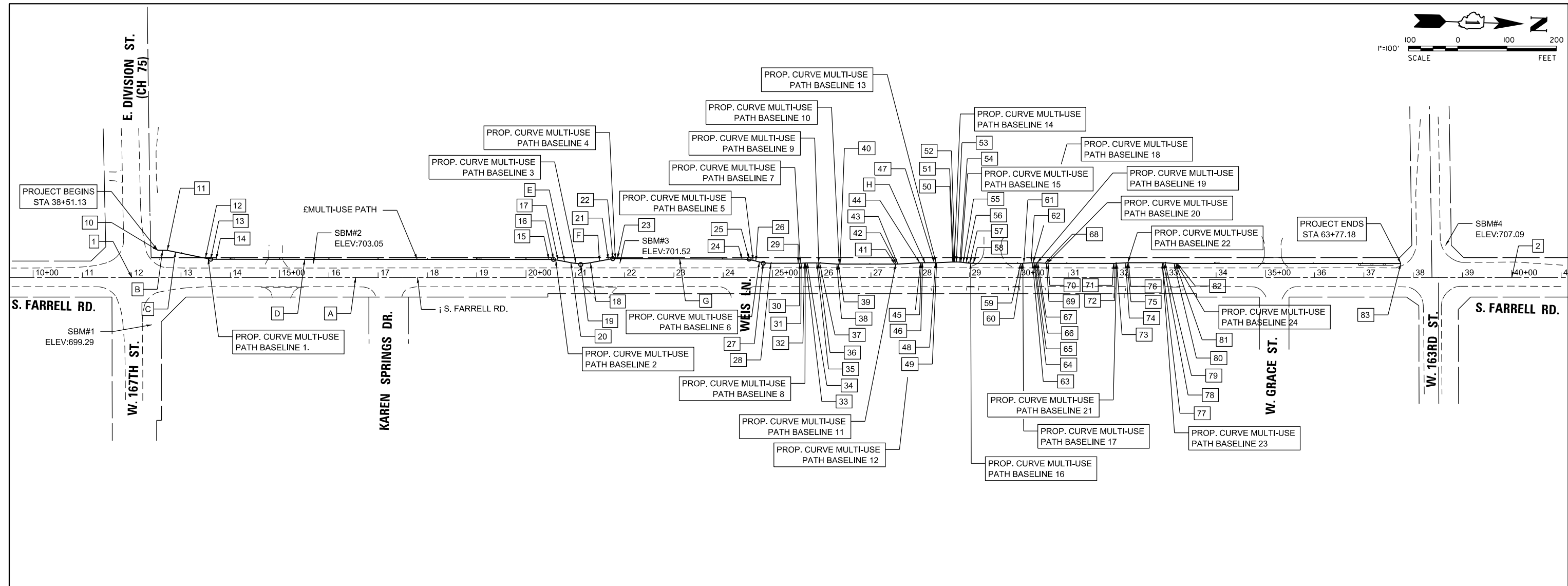
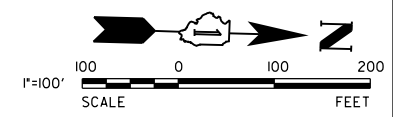


USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 20'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

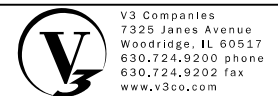
SCALE: NTS	SHEET 1 OF 1 SHEETS	STA. 38+51.15 TO STA. 63+77.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	6
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



<p>PROP. CURVE MULTI-USE PATH 1          PI STA. = 39+60.28  <math>\Delta = 11^\circ 32' 41''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 10.92'          L = 21.76'          E = 0.55'          P.C. STA. = 39+49.36          P.T. STA. = 39+71.12</p>	<p>PROP. CURVE MULTI-USE PATH 2          PI STA. = 46+55.74  <math>\Delta = 10^\circ 41' 32''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 9.36'          L = 18.86'          E = 0.44'          P.C. STA. = 46+46.38          P.T. STA. = 46+65.04</p>	<p>PROP. CURVE MULTI-USE PATH 3          PI STA. = 47+11.90  <math>\Delta = 21^\circ 08' 32''</math> (LT)          D = 57' 17' 45"          R = 108.00'          T = 20.16'          L = 39.85'          E = 1.86'          P.C. STA. = 46+91.74          P.T. STA. = 47+31.59</p>	<p>PROP. CURVE MULTI-USE PATH 4          PI STA. = 47+77.55  <math>\Delta = 10^\circ 37' 05''</math> (RT)          D = 53' 03' 06"          R = 100.00'          T = 9.29'          L = 18.53'          E = 0.43'          P.C. STA. = 47+68.25          P.T. STA. = 47+86.79</p>	<p>PROP. CURVE MULTI-USE PATH 5          PI STA. = 50+54.14  <math>\Delta = 16^\circ 15' 00''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 14.27'          L = 28.36'          E = 1.01'          P.C. STA. = 50+39.87          P.T. STA. = 50+68.23</p>	<p>PROP. CURVE MULTI-USE PATH 6          PI STA. = 50+83.81  <math>\Delta = 16^\circ 25' 11''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 15.58'          L = 30.95'          E = 1.12'          P.C. STA. = 50+68.23          P.T. STA. = 50+99.18</p>	<p>PROP. CURVE MULTI-USE PATH 7          PI STA. = 51+57.50  <math>\Delta = 03^\circ 16' 32''</math> (LT)          D = 57' 17' 45"          R = 108.00'          T = 3.09'          L = 6.17'          E = 0.45'          P.C. STA. = 51+54.41          P.T. STA. = 51+60.59</p>	<p>PROP. CURVE MULTI-USE PATH 8          PI STA. = 51+70.02  <math>\Delta = 03^\circ 14' 54''</math> (RT)          D = 53' 03' 06"          R = 100.00'          T = 2.84'          L = 5.67'          E = 0.40'          P.C. STA. = 51+67.18          P.T. STA. = 51+72.85</p>
<p>PROP. CURVE MULTI-USE PATH 9          PI STA. = 51+95.02  <math>\Delta = 03^\circ 21' 25''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 2.93'          L = 5.86'          E = 0.04'          P.C. STA. = 51+92.09          P.T. STA. = 51+97.95</p>	<p>PROP. CURVE MULTI-USE PATH 10          PI STA. = 52+36.23  <math>\Delta = 03^\circ 19' 47''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 3.14'          L = 6.28'          E = 0.05'          P.C. STA. = 52+33.09          P.T. STA. = 52+39.37</p>	<p>PROP. CURVE MULTI-USE PATH 11          PI STA. = 53+53.75  <math>\Delta = 03^\circ 16' 32''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 3.09'          L = 6.17'          E = 0.05'          P.C. STA. = 53+50.66          P.T. STA. = 53+56.84</p>	<p>PROP. CURVE MULTI-USE PATH 12          PI STA. = 54+04.26  <math>\Delta = 03^\circ 14' 54''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 2.84'          L = 5.67'          E = 0.04'          P.C. STA. = 54+01.43          P.T. STA. = 54.07.10</p>	<p>PROP. CURVE MULTI-USE PATH 13          PI STA. = 54+33.12  <math>\Delta = 02^\circ 24' 35''</math> (LT)          D = 53' 03' 06"          R = 100.00'          T = 2.27'          L = 4.54'          E = 0.02'          P.C. STA. = 54+30.85          P.T. STA. = 54+35.39</p>	<p>PROP. CURVE MULTI-USE PATH 14          PI STA. = 54+70.33  <math>\Delta = 02^\circ 24' 35''</math> (RT)          D = 57' 17' 45"          R = 108.00'          T = 2.10'          L = 4.21'          E = 0.02'          P.C. STA. = 54+68.23          P.T. STA. = 54+72.44</p>	<p>PROP. CURVE MULTI-USE PATH 15          PI STA. = 54+82.63  <math>\Delta = 08^\circ 00' 40''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 7.00'          L = 13.98'          E = 0.25'          P.C. STA. = 54+75.63          P.T. STA. = 54+89.61</p>	<p>PROP. CURVE MULTI-USE PATH 16          PI STA. = 55+02.92  <math>\Delta = 07^\circ 59' 07''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 7.54'          L = 15.05'          E = 0.26'          P.C. STA. = 54.95.39          P.T. STA. = 55+10.44</p>
<p>PROP. CURVE MULTI-USE PATH 17          PI STA. = 56+09.46  <math>\Delta = 03^\circ 16' 27''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 3.09'          L = 6.17'          E = 0.04'          P.C. STA. = 56+06.38          P.T. STA. = 56+12.55</p>	<p>PROP. CURVE MULTI-USE PATH 18          PI STA. = 56+30.38  <math>\Delta = 03^\circ 21' 54''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 2.84'          L = 5.67'          E = 0.04'          P.C. STA. = 56+27.54          P.T. STA. = 56+33.21</p>	<p>PROP. CURVE MULTI-USE PATH 19          PI STA. = 56+38.04  <math>\Delta = 03^\circ 21' 25''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 2.93'          L = 5.86'          E = 0.04'          P.C. STA. = 56+35.11          P.T. STA. = 56+40.97</p>	<p>PROP. CURVE MULTI-USE PATH 20          PI STA. = 56+58.72  <math>\Delta = 03^\circ 19' 47''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 3.14'          L = 6.28'          E = 0.05'          P.C. STA. = 56+55.58          P.T. STA. = 56+61.85</p>	<p>PROP. CURVE MULTI-USE PATH 21          PI STA. = 57+97.90  <math>\Delta = 03^\circ 19' 47''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 3.09'          L = 6.17'          E = 0.04'          P.C. STA. = 57+94.81          P.T. STA. = 58+00.99</p>	<p>PROP. CURVE MULTI-USE PATH 22          PI STA. = 58+22.30  <math>\Delta = 03^\circ 16' 32''</math> (LT)          D = 57' 17' 45"          R = 100.00'          T = 2.84'          L = 5.67'          E = 0.04'          P.C. STA. = 58+19.46          P.T. STA. = 58+25.13</p>	<p>PROP. CURVE MULTI-USE PATH 23          PI STA. = 58+96.22  <math>\Delta = 03^\circ 21' 25''</math> (RT)          D = 57' 17' 45"          R = 100.00'          T = 2.93'          L = 5.86'          E = 0.04'          P.C. STA. = 58+93.29          P.T. STA. = 58+99.15</p>	<p>PROP. CURVE MULTI-USE PATH 24          PI STA. = 59+20.83  <math>\Delta = 03^\circ 19' 47''</math> (LT)          D = 53' 03' 06"          R = 108.00'          T = 2.93'          L = 6.28'          E = 0.05'          P.C. STA. = 59+17.69          P.T. STA. = 59+23.96</p>

MODEL: Default  
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V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 200'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=100'		SHEET 1 OF 1 SHEETS	STA. 9+50.00 TO STA. 41+00.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	7
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

**BENCHMARK**

DATUM: NAVD88  
 DESCRIPTION: ESTABLISHED VIA TRIMBLE VRS NETWORK

SITE:

STATION DESIGNATION: SBM#1  
 ESTABLISHED BY: V3 COMPANIES  
 DATE: 05/31/2018

ELEVATION:699.29 (MEASURED)  
 DATUM:NAVD88  
 DESCRIPTION:NORTHWEST BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF W. 167TH ST. AND S. FARRELL RD., LOCATED 19.1 SOUTH OF NORTH LINE AND 56.1 EAST OF THE EAST LINE.

STATION DESIGNATION: SBM#2  
 ESTABLISHED BY: V3 COMPANIES  
 DATE: 05/31/2018

ELEVATION:703.05 (MEASURED)  
 DATUM:NAVD88  
 DESCRIPTION:ARROW BOLT ON FIRE HYDRANT ALONG THE WEST SIDE OF FARRELL ROAD, LOCATED 11.8 EAST OF THE WEST LINE OF S. FARRELL RD. AND 112.5 SOUTH OF THE SOUTH LINE OF KAREN SPRING RD EXTENDED.

STATION DESIGNATION: SBM#3  
 ESTABLISHED BY: V3 COMPANIES  
 DATE: 05/31/2018

ELEVATION:701.52 (MEASURED)  
 DATUM:NAVD88  
 DESCRIPTION:ARROW BOLT ON FIRE HYDRANT ALONG THE WEST SIDE OF FARRELL RD. AND 241.4 SOUTH OF THE SOUTH LINE OF WEIS LANE EXTENDED.

STATION DESIGNATION: SBM#4  
 ESTABLISHED BY: V3 COMPANIES  
 DATE: 05/31/2018

ELEVATION:707.09 (MEASURED)  
 DATUM:NAVD88  
 DESCRIPTION:NORTHEAST BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF W 163RD ST AND S. FARRELL RD., LOCATED 11.7 SOUTH OF THE NORTH LINE AND 24.6 EAST OF THE EAST LINE.

**MULTI-USE PATH BASELINE**

KEY	DESCRIPTION	STATION	COORDINATES	
			NORTHING	EASTING
10	P.O.T.	38+51.13	1790956.41	1068317.81
11	P.I.	38+70.53	1790975.81	1068317.44
12	P.C.	39+49.36	1791053.47	1068330.98
13	P.I.	39+60.28	1791064.22	1068332.86
14	P.T.	39+71.12	1791075.14	1068332.54
15	P.C.	46+46.38	1791750.12	1068313.08
16	P.I.	46+55.74	1791759.47	1068312.81
17	P.T.	46+65.04	1791768.71	1068314.28
18	P.C.	46+91.74	1791795.08	1068318.47
19	P.I.	47+11.90	1791814.98	1068321.64
20	P.T.	47+31.59	1791834.69	1068317.41
21	P.C.	47+68.26	1791870.54	1068309.73
22	P.I.	47+77.55	1791879.62	1068307.78
23	P.T.	47+86.79	1791888.91	1068307.54
24	P.C.	50+39.87	1792141.91	1068300.98
25	P.I.	50+54.14	1792156.18	1068300.62
26	P.R.C.	50+68.23	1792169.98	1068304.25
27	P.I.	50+83.81	1792185.05	1068308.22
28	P.T.	50+99.18	1792200.63	1068307.78
29	P.C.	51+54.41	1792255.84	1068306.18
30	P.I.	51+57.50	1792258.92	1068306.09
31	P.T.	51+60.59	1792262.00	1068305.83
32	P.C.	51+67.18	1792268.57	1068305.26
33	P.I.	51+70.02	1792271.40	1068305.02
34	P.T.	51+72.85	1792274.23	1068304.93
35	P.C.	51+92.09	1792293.46	1068304.37
36	P.I.	51+95.02	1792296.39	1068304.28
37	P.T.	51+97.95	1792299.32	1068304.37
38	P.C.	52+33.09	1792334.45	1068305.40
39	P.I.	52+36.23	1792337.59	1068305.49
40	P.T.	52+39.37	1792340.72	1068305.40
41	P.C.	53+50.66	1792451.97	1068302.19
42	P.I.	53+53.75	1792455.06	1068302.10
43	P.T.	53+56.84	1792458.13	1068301.83
44	P.C.	54+01.43	1792502.56	1068298.00
45	P.I.	54+04.26	1792505.38	1068297.76
46	P.T.	54+07.10	1792508.22	1068297.67
47	P.C.	54+30.85	1792531.96	1068296.98
48	P.I.	54+33.12	1792534.23	1068296.91
49	P.T.	54+35.39	1792536.50	1068296.75
50	P.C.	54+68.23	1792569.25	1068294.41
51	P.I.	54+70.33	1792571.35	1068294.26
52	P.T.	54+72.44	1792573.45	1068294.19
53	P.C.	54+75.63	1792576.64	1068294.10
54	P.I.	54+82.63	1792583.64	1068293.90
55	P.T.	54+89.61	1792590.60	1068294.67
56	P.C.	54+95.39	1792596.34	1068295.30
57	P.I.	55+02.92	1792603.83	1068296.14
58	P.T.	55+10.44	1792611.37	1068295.92
59	P.C.	56+06.38	1792707.27	1068293.15
60	P.I.	56+09.46	1792710.35	1068293.06
61	P.T.	56+12.55	1792713.43	1068292.79
62	P.C.	56+27.54	1792728.36	1068291.50
63	P.I.	56+30.38	1792731.19	1068291.26
64	P.T.	56+33.21	1792734.02	1068291.18
65	P.C.	56+35.11	1792735.92	1068291.12
66	P.I.	56+38.04	1792738.85	1068291.04
67	P.T.	56+40.97	1792741.78	1068291.12
68	P.C.	56+55.58	1792756.38	1068291.55
69	P.I.	56+58.72	1792759.52	1068291.64
70	P.T.	56+61.85	1792762.66	1068291.55

**MULTI-USE PATH BASELINE (CONTINUED)**

KEY	DESCRIPTION	STATION	COORDINATES	
			NORTHING	EASTING
71	P.C.	57+94.81	1792895.56	1068287.71
72	P.I.	57+97.90	1792898.65	1068287.62
73	P.T.	58+00.99	1792901.73	1068287.36
74	P.C.	58+19.46	1792920.13	1068285.77
75	P.I.	58+22.30	1792922.96	1068285.53
76	P.T.	58+25.13	1792925.79	1068285.44
77	P.C.	58+93.29	1792993.92	1068283.45
78	P.I.	58+96.22	1792996.85	1068283.36
79	P.T.	58+99.15	1792999.78	1068283.45
80	P.C.	59+17.69	1793018.31	1068283.99
81	P.I.	59+20.83	1793021.45	1068284.08
82	P.T.	59+23.96	1793024.59	1068283.99
83	P.O.T.	63+77.66	1793478.10	1068270.90

**S. FARRELL ROAD**

KEY	DESCRIPTION	STATION	COORDINATES	
			NORTHING	EASTING
1	P.I.	12+00.00	1790905.15	1068374.42
2	P.I.	40+00.00	1793703.94	1068292.29

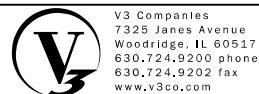
**BEARINGS**

KEY	DESCRIPTION	START STATION	END STATION	BEARING
A	S. FARRELL RD	12+00.00	40+00.00	N 89° 59' 44.71" E
B	MULTI-USE PATH	38+51.13	38+70.53	S 89° 24' 47.88" E
C	MULTI-USE PATH	38+70.53	39+49.36	S 78° 25' 50.10" E
D	MULTI-USE PATH	39+71.12	46+46.38	S 89° 58' 31.06" E
E	MULTI-USE PATH	46+65.04	46+91.74	S 79° 16' 59.09" E
F	MULTI-USE PATH	47+31.59	47+68.26	N 79° 34' 28.79" E
G	MULTI-USE PATH	47+86.79	50+39.87	S 89° 48' 26.41" E
H	MULTI-USE PATH	50+99.18	63+77.18	S 89° 58' 37.27" E

**SITE BENCHMARKS**

SITE B.M. #	NORTHING	EASTING	STATION	OFFSET	ELEVATION
1	1790948.97	1068469.25	12+41.02	96.07' RT	699.29
2	1791272.82	1068335.40	15+68.66	28.22' LT	703.05
3	1791894.28	1068316.96	21+90.39	28.42' LT	701.52
4	1793567.57	1068231.64	38+65.47	64.62' LT	707.09

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V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 200'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

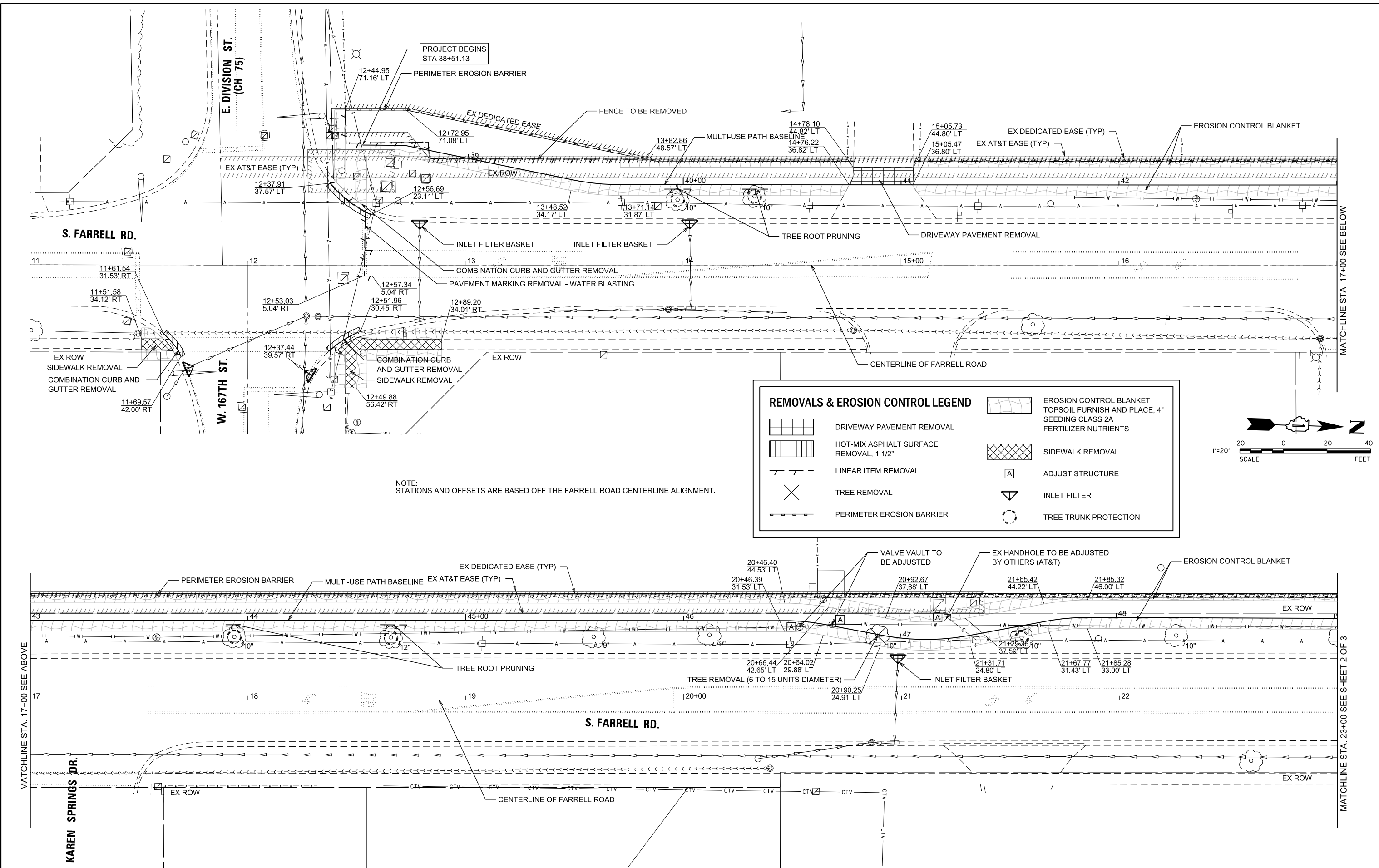
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT TIES AND BENCHMARKS**

SCALE: 1"=100' SHEET 2 OF 2 SHEETS STA. 9+50.00 TO STA. 41+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	8
CONTRACT NO. 61D48				
ILLINOIS		FED. AID PROJECT		

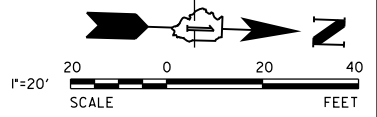




NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

### REMOVALS & EROSION CONTROL LEGEND

	DRIVEWAY PAVEMENT REMOVAL		EROSION CONTROL BLANKET
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 2A FERTILIZER NUTRIENTS
	LINEAR ITEM REMOVAL		SIDEWALK REMOVAL
	TREE REMOVAL		ADJUST STRUCTURE
	PERIMETER EROSION BARRIER		INLET FILTER
			TREE TRUNK PROTECTION



MATCHLINE STA. 17+00 SEE ABOVE

MATCHLINE STA. 23+00 SEE SHEET 2 OF 3

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USER NAME = jpoly  
PLOT SCALE = 40'  
PLOT DATE = 2/12/2019

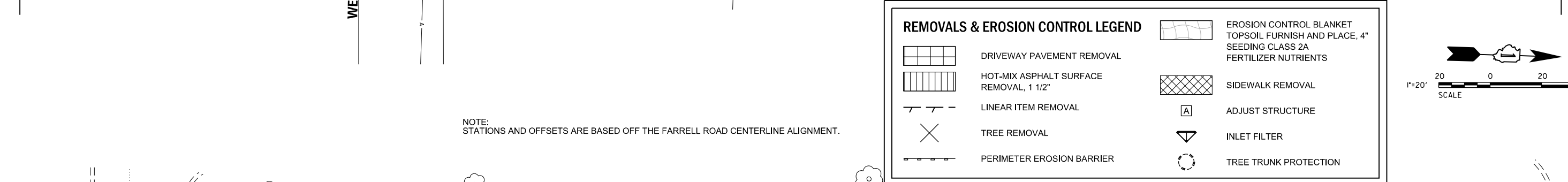
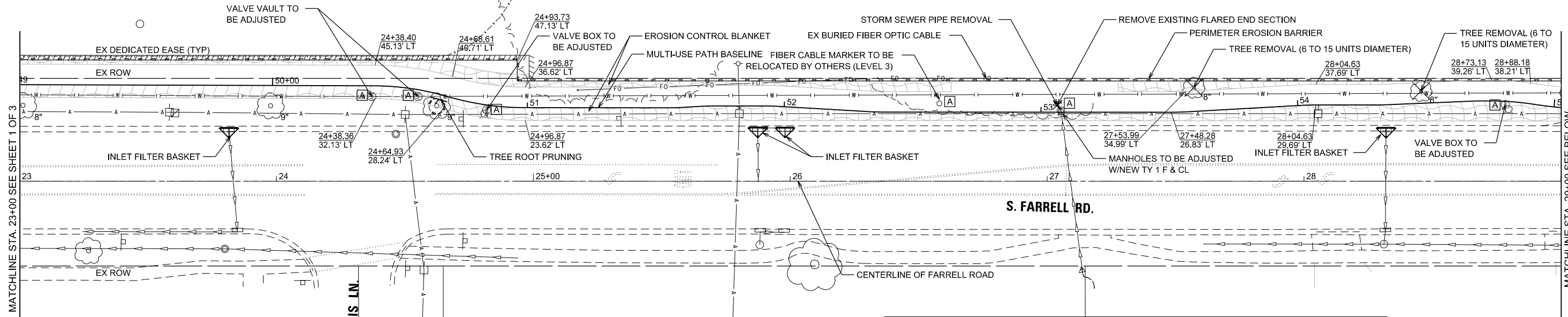
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL AND EROSION CONTROL PLAN**

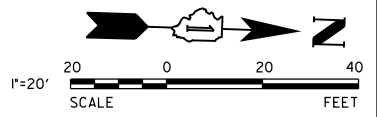
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	9
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



**REMOVALS & EROSION CONTROL LEGEND**

	DRIVEWAY PAVEMENT REMOVAL		EROSION CONTROL BLANKET
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 2A FERTILIZER NUTRIENTS
	LINEAR ITEM REMOVAL		SIDEWALK REMOVAL
	TREE REMOVAL		ADJUST STRUCTURE
	PERIMETER EROSION BARRIER		INLET FILTER
			TREE TRUNK PROTECTION



NOTE: STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

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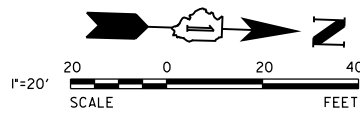
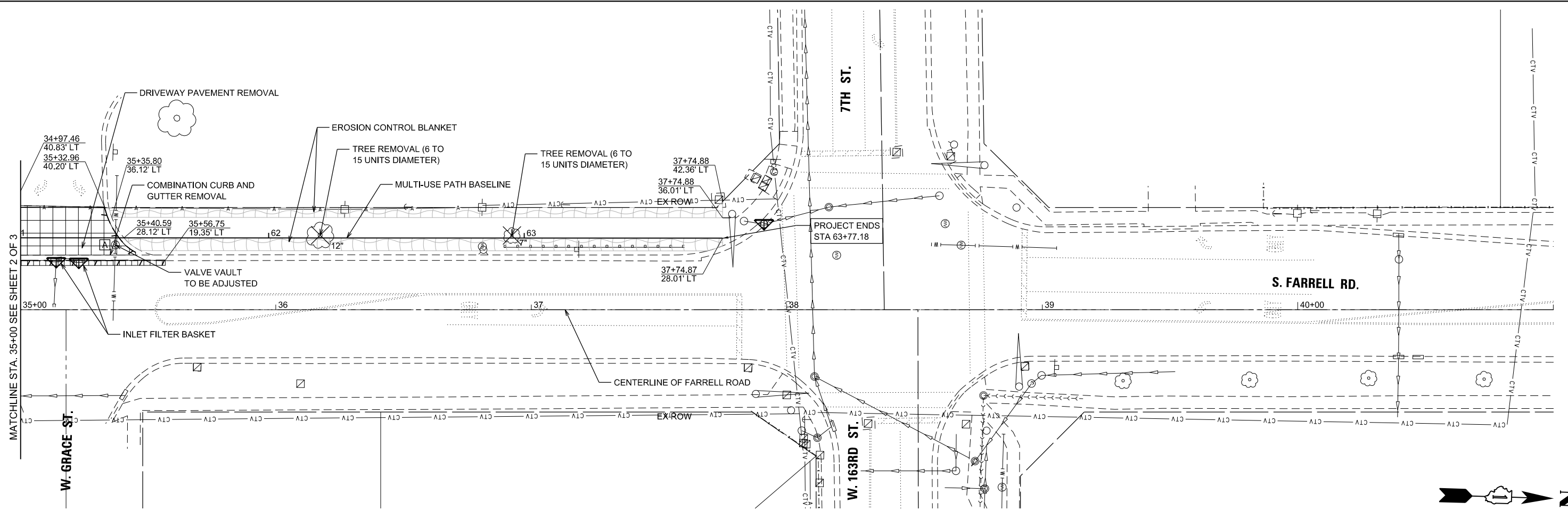
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL AND EROSION CONTROL PLAN**

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. 23+00.00 TO STA. 35+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	10
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



### REMOVALS & EROSION CONTROL LEGEND

	DRIVEWAY PAVEMENT REMOVAL		EROSION CONTROL BLANKET
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		TOPSOIL FURNISH AND PLACE, 4" SEEDING CLASS 2A FERTILIZER NUTRIENTS
	LINEAR ITEM REMOVAL		SIDEWALK REMOVAL
	TREE REMOVAL		ADJUST STRUCTURE
	PERIMETER EROSION BARRIER		INLET FILTER
			TREE TRUNK PROTECTION

NOTE: STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

### TREE TRUNK PROTECTION

Notes

- The contractor shall provide 2" x 8" boards banded continuously around each trunk with a protective cloth (such as burlap or better) placed between the boards and the tree to prevent scarring of the tree being protected. The height of the boards is variable due to height of tree being protected. Trees to be protected shall be shown in the plans or designated by the Professional Forester or Certified Arborist.
- The protective cloth shall extend past both the top and bottom of the boards as shown in the detail. Width of wrap material varies. For fabric that does not meet the required height, fabric shall overlap a minimum of 6" and shall be spliced to avoid slippage.

REFERENCE:

Project	Date	
Designed	Date	
Checked	Date	
Approved	Date	

STANDARD DWG. NO. IUM-690-C  
SHEET 1 OF 1  
DATE 09-14-2017

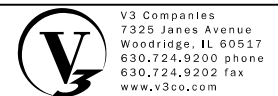
### IDOT Inlet Filter Specifications

Material Property	Test Method	Value (min ave)
<b>&gt; NonWoven Geotextile Inner Filter Bag Specs (2 ft<sup>2</sup> min ave)</b>		
Grab Tensile	ASTM D 4632	100 lbs
Puncture Strength	ASTM D 4833	65 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)
Permittivity	ASTM D 4491	2.0/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft
<b>&gt; Polyester Outer Reinforcement Bag Specifications</b>		
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%
Thickness	ASTM D 1777	0.040 +/- .005
<b>&gt; Frame Construction</b>		
A36 Structural Steel; 11 Gauge; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi

INSTALLATION:

- REMOVE GRATE
- DROP INLET FILTER ONTO CONCRETE STRUCTURE
- REPLACE GRATE

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL AND EROSION CONTROL PLAN**

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 35+00.00 TO STA. 41+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	11
CONTRACT NO. 61D48				

ILLINOIS FED. AID PROJECT

**STORM WATER POLLUTION PREVENTION NOTES**

**1. SITE DESCRIPTION:**

- A. THE CONSTRUCTION ACTIVITY WILL CONSIST OF INSTALLATION OF A NEW 8' WIDE ASPHALT MULTI-USE PATH, DRIVEWAY PAVEMENT REMOVAL, SEEDING, AND A SEGMENTAL CONCRETE BLOCK WALL.
- B. THE INTENDED SEQUENCE OF CONSTRUCTION ACTIVITIES IS AS FOLLOWS: 1) INSTALL SILT FENCE 2) CLEARING AND GRUBBING, 3) STRIPPING OF TOPSOIL, 4) UTILITY ADJUSTMENTS 5) MULTI-USE PATH CONSTRUCTION 6) FINE GRADING AND TOPSOIL PLACEMENT, 7) SEEDING AND MULCH, AND 8) SILT FENCE REMOVAL WHEN TURF IS ESTABLISHED.
- C. THE PROJECT AREA THAT IS EXPECTED TO BE DISTURBED BY GRADING, OR OTHER ACTIVITIES IS APPROXIMATELY 1.0 ACRES.
- D. THE RUNOFF COEFFICIENT OF THE SITE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED IS ESTIMATED TO BE 0.57. THE SOIL TYPES THAT ARE PREVALENT ON THE SITE ARE ELLIOTT, ASHKUM & MARKHAM (ALL HYDROLOGIC SOIL GROUP C), ACCORDING TO THE SOIL SURVEY OF WILL COUNTY.
- E. THIS PLAN INDICATES DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE AND CONTROLS TO PREVENT OFFSITE SEDIMENT TRACKING, AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED IN HE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, AND LOCATIONS WHERE STORM WATER IS DISCHARGED.
- F. THE RECEIVING WATER AN UNNAMED TRIBUTARY TO MILNE CREEK.

**2. CONTROLS:**

**A. EROSION AND SEDIMENT CONTROLS.**

**(I) STABILIZATION PRACTICES**

- THE CONSTRUCTION ENTRANCE AND THE SILT FENCE WILL BE INSTALLED BEFORE GRADING ACTIVITIES BEGIN.
  - STRAW BALES AND INLET FILTERS WILL BE INSTALLED FOR THE EXISTING GREGORY STREET STORM SEWER SYSTEM AS SHOWN ON THE EROSION CONTROL / SWPPP PLAN OR AS NEEDED AS CONSTRUCTION PROGRESSES.
  - ALL DISTURBED AREAS OF THE SITE SHALL BE BROUGHT TO FINAL GRADE, RESPREAD WITH TOPSOIL AND ESTABLISHED WITH PERMANENT VEGETATION AS SOON AS PRACTICABLE
  - THESE CONTROLS SHALL BE ACTIVELY MAINTAINED UNTIL FINAL STABILIZATION OF THOSE PORTIONS OF THE SITE UPWARD OF THE PERIMETER CONTROL EXCEPT AS PROVIDED IN PARAGRAPHS (A) AND (B) BELOW, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
- (A) WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARY OR PERMANENTLY CEASE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
- (B) WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 7 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 7 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

THE CONTRACTOR SHALL PROVIDE TEMPORARY STABILIZATION ON STOCKPILES WHERE CONSTRUCTION ACTIVITY WILL NOT RESUME FOR 3 DAYS.

**(II) STRUCTURAL PRACTICES**

- DISTURBED AREAS OF THE SITE SHALL BE GRADED TO MAINTAIN THE EXISTING DRAINAGE PATTERN.
- SILT FENCE SHALL BE INSTALLED DOWNSTREAM OF ANY AREAS THAT DO NOT DRAIN THROUGH THE STORM WATER FACILITIES. SILT FENCE SHALL BE ACTIVELY MAINTAINED UNTIL FINAL STABILIZATION OF THOSE PORTIONS OF THE SITE UPWARD OF THE PERIMETER CONTROL.

**B. STORM WATER MANAGEMENT**

- (I) THE SITE CURRENTLY DRAINS EITHER TO THE FARRELL ROAD STORM SEWER SYSTEM OR OVERLAND FLOWS TO THE WEST. DUE TO THE FACT THAT ONLY A VERY SMALL AMOUNT OF IMPERVIOUS AREA IS BEING ADDED, NO STORMWATER DETENTION IS PROPOSED.
- (II) EXISTING DRAINAGE PATTERNS SHOULD BE MAINTAINED.

**C. OTHER CONTROLS.**

- (I) WASTE DISPOSAL. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
  - (II) THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL AND SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
- D. ENVIRONMENTAL PROTECTION AGENCY'S ILLINOIS URBAN MANUAL, LATEST EDITION IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITEWORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

**E. EROSION CONTROL SCHEDULE**

- THE SILT FENCE WILL BE INSTALLED BEFORE GRADING ACTIVITIES BEGIN AND REPLACED AS NEEDED THROUGHOUT THE CONSTRUCTION PROCESS.
- INLET FILTERS WILL BE INSTALLED FOR THE EXISTING STORM SEWER SYSTEM AND SEDIMENT LOGS WILL BE INSTALLED WITHIN THE ROADSIDE DITCHES AND AT THE UPSTREAM ENDS OF EACH CULVERT. THESE INLET FILTERS MUST BE CLEANED OUT AFTER EVERY SIGNIFICATN RAINFALL EVENT OR MORE FREQUENTLY IF REQUIRED BY THE RESIDENT ENGINEER OR CITY/COUNTY INSPECTOR.
- EROSION CONTROL BLANKET WILL BE INSTALLED FOR ALL EXPOSED EARTH AND SEEDING AREAS.

**3. MAINTENANCE:**

THE CONTRACTOR SHALL MAINTAIN THE SEDIMENT AND EROSION CONTROL MEASURES IDENTIFIED ON THIS PLAN UNTIL THE SITE IS STABILIZED. ITEMS IN NEED OF REPAIR SHALL BE ADDRESSED AS SOON AS PRACTICABLE. MAINTENANCE ITEMS INCLUDE STRAW BALES, INLET FILTERS, SILT FENCE, CONSTRUCTION ENTRANCES, AND VEGETATION THROUGHOUT THE SITE. FURTHERMORE, ANY SOIL THAT IS TRANSPORTED OFFSITE SHALL BE CLEANED DAILY, OR AS REQUESTED BY THE LOCAL AGENCY.

**4. INSPECTIONS:**

- A. QUALIFIED PERSONNEL (PROVIDED BY THE PERMITTEE) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL. QUALIFIED PERSONNEL MEANS A PERSON KNOWLEDGEABLE IN THE PRINCIPLES AND PRACTICE OF EROSION AND SEDIMENT CONTROLS, SUCH AS A LICENSED PROFESSIONAL ENGINEER OR OTHER KNOWLEDGEABLE PERSON WHO POSSESSES THE SKILLS TO ASSESS CONDITIONS AT THE CONSTRUCTION SITE THAT COULD IMPACT STORM WATER QUALITY AND TO ASSESS THE EFFECTIVENESS OF ANY SEDIMENT AND EROSION CONTROL MEASURES SELECTED TO CONTROL THE QUALITY OF STORM WATER DISCHARGES FROM THE CONSTRUCTION ACTIVITIES.
- B. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. FARRELL ROAD AND DIVISION STREET SHOULD BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES.
- C. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 1 (SITE DESCRIPTION) OF THESE NOTES AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN IN ACCORDANCE WITH PARAGRAPH 2 (CONTROLS) OF THESE NOTES SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.
- D. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH C ABOVE SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED THE REPORT SHALL BE SIGNED BY THE PERMITEE.
- E. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 5 DAYS AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR ANY VIOLATION OF THE STORM WATER POLLUTION PREVENTION PLAN OBSERVED DURING AN INSPECTION CONDUCTED, INCLUDING THOSE NOT REQUIRED BY THE PLAN SUBMISSION. REPORTS SHALL BE ON FORMS PROVIDED BY THE AGENCY AND INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT THAT MAY HAVE RESULTED FROM THE NONCOMPLIANCE.

**F. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY THE PERMITTEE.**

**G. ALL REPORTS OF NONCOMPLIANCE SHALL BE MAILED TO THE AGENCY AT THE FOLLOWING ADDRESS:**

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY  
DIVISION OF WATER POLLUTION CONTROL  
COMPLIANCE ASSURANCE SECTION  
1021 NORTH GRAND AVENUE EAST  
POST OFFICE BOX 19276  
SPRINGFIELD, ILLINOIS 62794-9276

**5. NON-STORM WATER DISCHARGES:**

THE FOLLOWING SOURCES OF NON-STORMWATER MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN.

- FIRE FIGHTING ACTIVITIES
- WATER MAIN HYDRANT FLUSHING
- WATERING FOR DUST CONTROL
- IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH
- WASH WATER WHERE DETERGENTS ARE NOT USED
- UNCONTAMINATED GROUND WATER

NON-FIRE FIGHTING DISCHARGES FROM WATER MAINS AND PUMPS SHALL NOT BE PERMITTED TO FLOW DIRECTLY ONTO THE SOIL WITHOUT ENERGY DISSIPATORS SUFFICIENT TO REDUCE VELOCITIES TO A NON-EROSIVE RATE. ALL WATER PUMPED OF WHICH IS OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED AND A MEANS PROVIDED TO REDUCE EROSION.

**6. RETENTION OF RECORDS:**

- A. THE PERMITTEE SHALL RETAIN COPIES OF STORM WATER POLLUTION PREVENTION PLANS AND ALL REPORTS AND NOTICES REQUIRED BY THIS PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIODS OF AT LEAST THREE YEARS FROM THE DATE THAT THE PERMIT COVERAGE EXPIRES OR IS TERMINATED. THIS PERIOD MAY BE EXTENDED BY REQUEST OF THE AGENCY AT ANY TIME.
- B. THE PERMITTEE SHALL RETAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN.

**7. NOTICE OF TERMINATION**

UPON FINAL STABILIZATION OF THE SITE THE PERMITTEE SHALL SUBMIT A COMPLETED NOTICE OF TERMINATION IN ACCORDANCE WITH NPDES PERMIT NO. ILR10.

**8. CERTIFICATION STATEMENT**

THE FOLLOWING STATEMENT SHALL BE SIGNED PRIOR TO ANY WORK AUTHORIZED BY THE NPDES PERMIT NO. ILR10 IS PERFORMED AT THE SITE. THE UNDERSIGNED IS RESPONSIBLE FOR IMPLEMENTATION OF ALL MEASURES IDENTIFIED ON THIS PLAN.

**CONTRACTOR CERTIFICATION STATEMENT**

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT (ILR10) THAT AUTHORIZES THE STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

BY: \_\_\_\_\_ TITLE: \_\_\_\_\_

COMPANY: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

**ADDITIONAL REQUIRED SIGNATURES:**

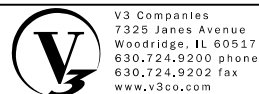
OWNER \_\_\_\_\_ DATE \_\_\_\_\_

SUBCONTRACTOR \_\_\_\_\_ DATE \_\_\_\_\_

SUBCONTRACTOR \_\_\_\_\_ DATE \_\_\_\_\_

SUBCONTRACTOR \_\_\_\_\_ DATE \_\_\_\_\_

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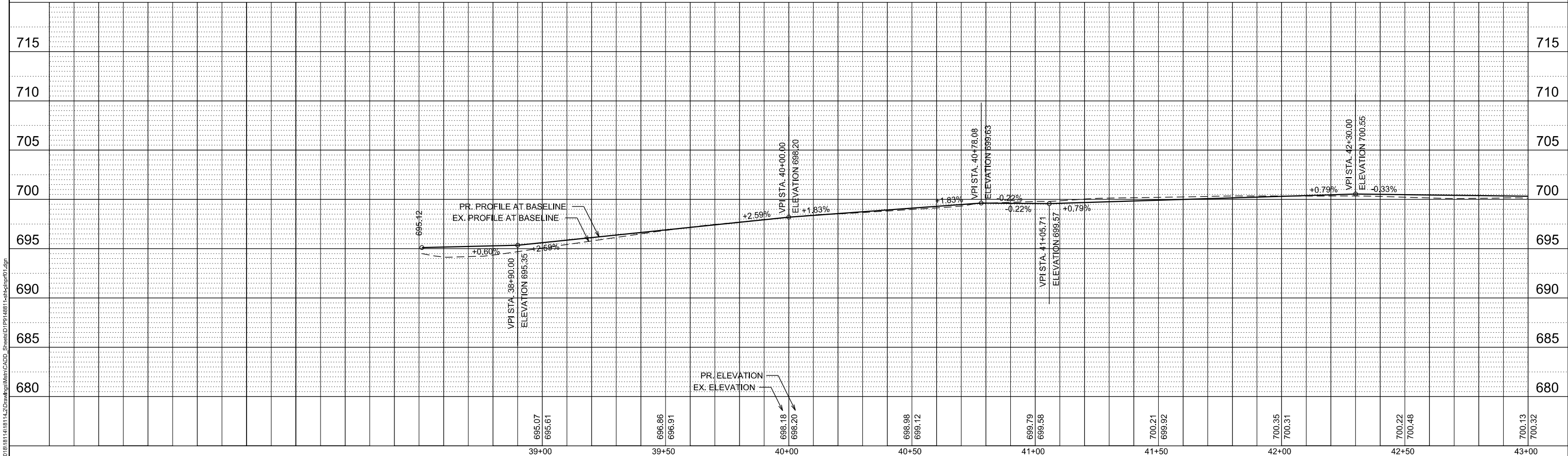
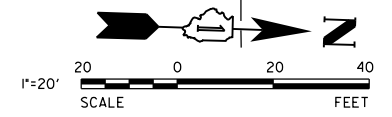
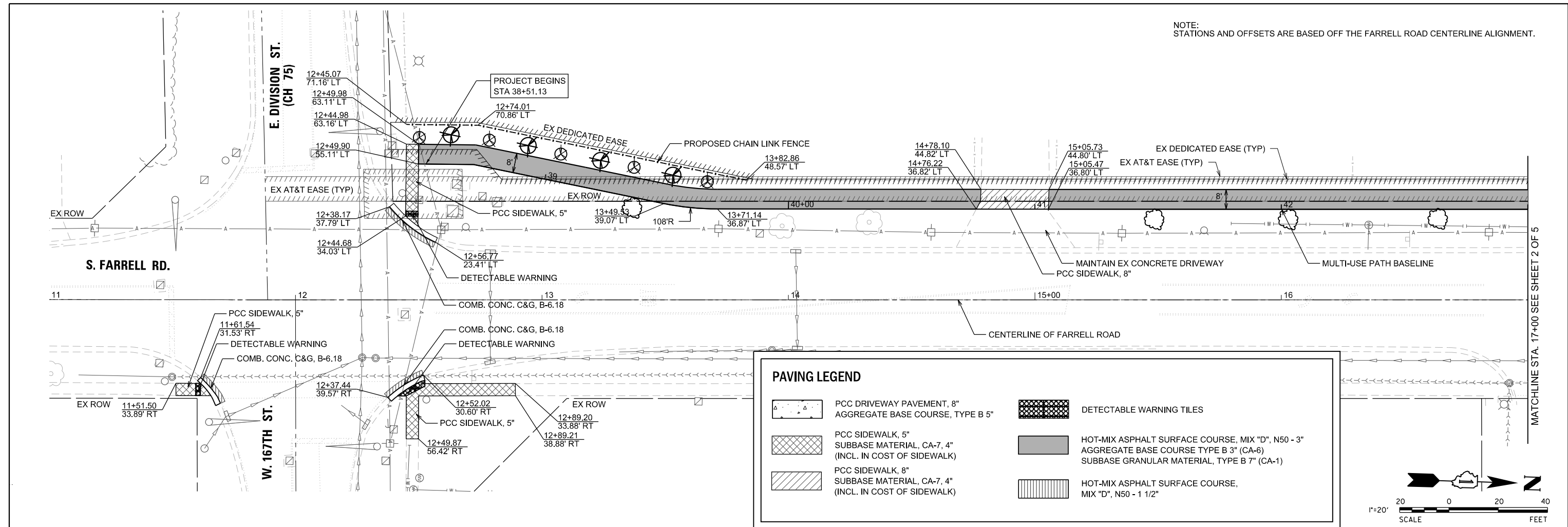
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL & STORM WATER PREVENTION POLLUTION NOTES**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	12
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		ILLINOIS	FED. AID PROJECT	

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www.v3co.com

USER NAME = jpoly  
PLOT SCALE = 40'  
PLOT DATE = 2/12/2019

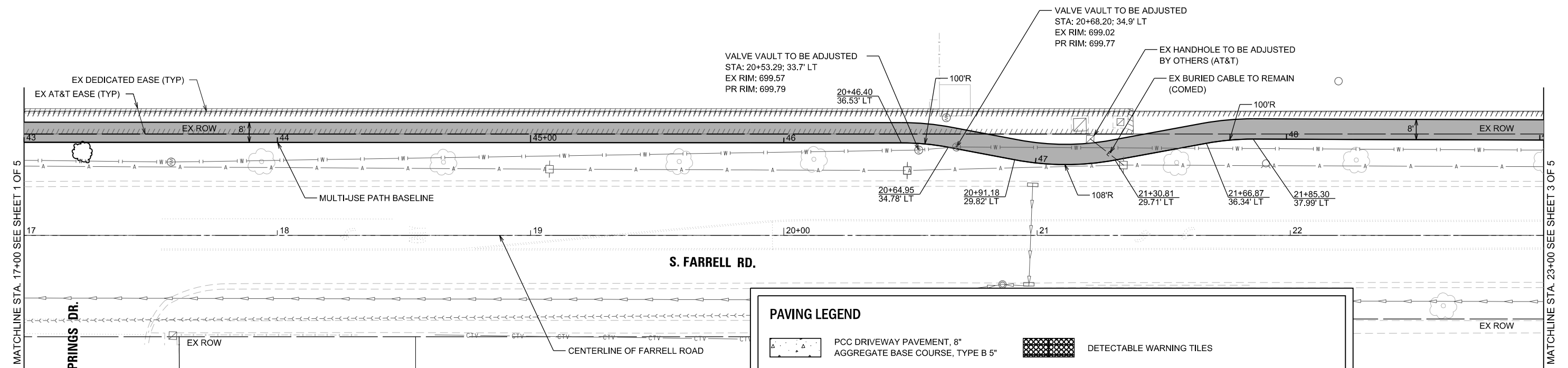
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MULTI-USE PATH PLAN AND PROFILE  
SCALE: 1"=20'  
SHEET 1 OF 5 SHEETS  
STA. 11+00.00 TO STA. 17+00.00

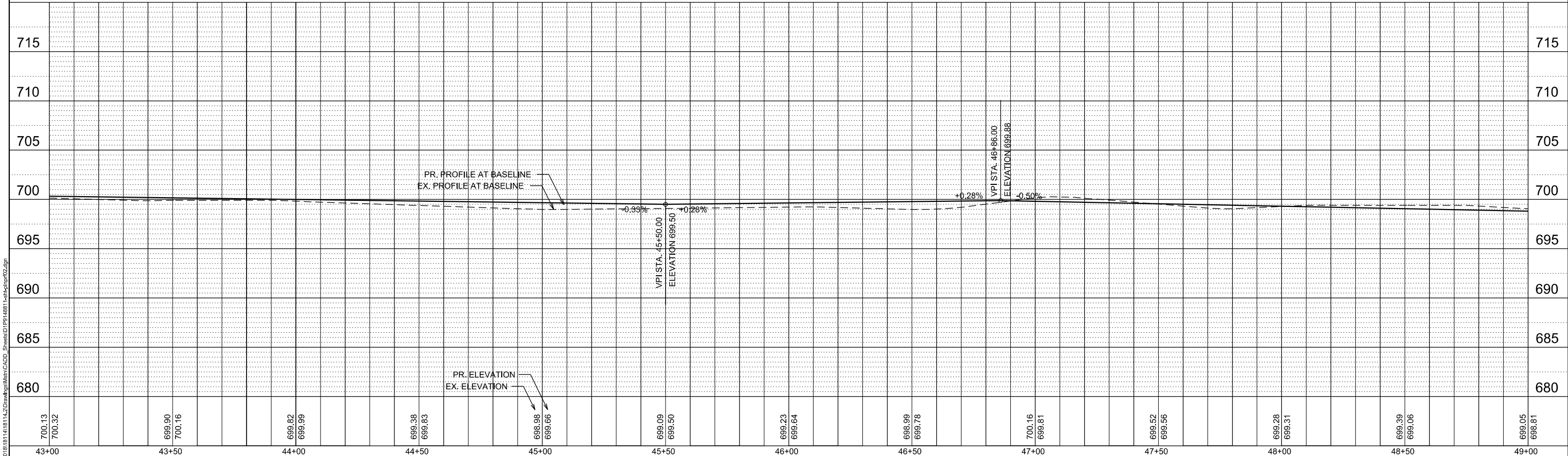
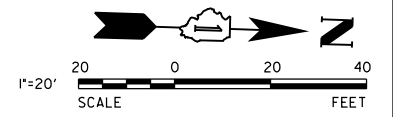
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	13
CONTRACT NO. 61D48				
ILLINOIS		FED. AID PROJECT		

NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.



**PAVING LEGEND**

	PCC DRIVEWAY PAVEMENT, 8" AGGREGATE BASE COURSE, TYPE B 5"		DETECTABLE WARNING TILES
	PCC SIDEWALK, 5" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3" AGGREGATE BASE COURSE TYPE B 3" (CA-6) SUBBASE GRANULAR MATERIAL, TYPE B 7" (CA-1)
	PCC SIDEWALK, 8" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"



715	715	710	710	705	705	700	700	695	695	690	690	685	685	680	680
43+00	43+50	44+00	44+50	45+00	45+50	46+00	46+50	47+00	47+50	48+00	48+50	49+00	49+00	49+00	49+00
700.13	700.32	699.90	700.16	699.82	699.99	699.38	699.83	698.98	699.66	699.09	699.50	699.23	699.64	698.99	699.78
699.16	699.52	699.56	699.28	699.31	699.39	699.06	699.05	698.81	698.81	699.52	699.56	699.28	699.31	699.39	699.06

V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 40'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MULTI-USE PATH PLAN AND PROFILE  
SCALE: 1"=20'  
SHEET 2 OF 5 SHEETS  
STA. 17+00.00 TO STA. 23+00.00

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 14
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

NOTE: STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

ST-1 (EXIST STORM MH)  
 STA: 27+05.42; 27.4' LT  
 EX RIM: 699.72  
 PR RIM: 699.26  
 IE: 695.52 E (EXIST 24" RCP)  
 IE: 695.52 SW (PROP 24" RCP)

P-1: 24" RCP (GASKETED)  
 13 LF @ 0.50%

VALVE BOX TO BE ADJUSTED  
 STA: 28+78.34; 29.8' LT  
 EX RIM: 701.01  
 PR RIM: 701.35

VALVE VAULT TO BE ADJUSTED  
 STA: 24+55.12; 32.9' LT  
 EX RIM: 698.33  
 PR RIM: 698.34

VALVE VAULT TO BE ADJUSTED  
 STA: 24+37.17; 32.9' LT  
 EX RIM: 698.52  
 PR RIM: 698.53

VALVE BOX TO BE ADJUSTED  
 STA: 24+81.83; 27.8' LT  
 EX RIM: 698.65  
 PR RIM: 698.36

EX FIBER OPTIC MARKER  
 TO BE RELOCATED BY  
 OTHERS (LEVEL 3)

SEGMENTAL CONCRETE BLOCK WALL WITH METAL HANDRAIL  
 SEE STRUCTURAL DETAILS

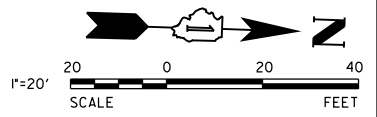
PROPOSED 24" RCP PIPE TO BE INSTALLED THROUGH RETAINING WALL  
 SEE STRUCTURAL DETAILS

CONNECT PIPE UNDERDRAINS TO 24" RCP  
 SEE STRUCTURAL DETAILS

S. FARRELL RD.

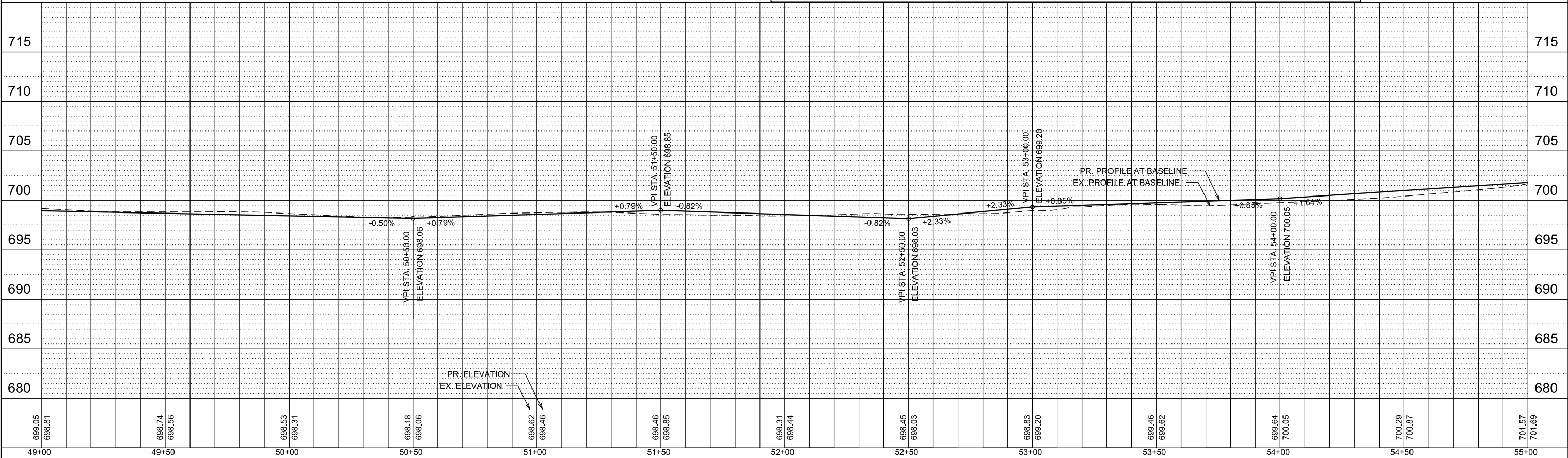
**PAVING LEGEND**

	PCC DRIVEWAY PAVEMENT, 8" AGGREGATE BASE COURSE, TYPE B 5"		DETECTABLE WARNING TILES
	PCC SIDEWALK, 5" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3" AGGREGATE BASE COURSE TYPE B 3" (CA-6) SUBBASE GRANULAR MATERIAL, TYPE B 7" (CA-1)
	PCC SIDEWALK, 8" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"



MATCHLINE STA. 23+00 SEE SHEET 2 OF 5

MATCHLINE STA. 29+00 SEE SHEET 4 OF 5



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49+00	49+50	50+00	50+50	51+00	51+50	52+00	52+50	53+00	53+50	54+00	54+50	55+00

V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
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USER NAME = jpoly  
 PLOT SCALE = 40'  
 PLOT DATE = 2/12/2019

DESIGNED - EIH  
 DRAWN - EIH  
 CHECKED - KRC  
 DATE - 11/16/18

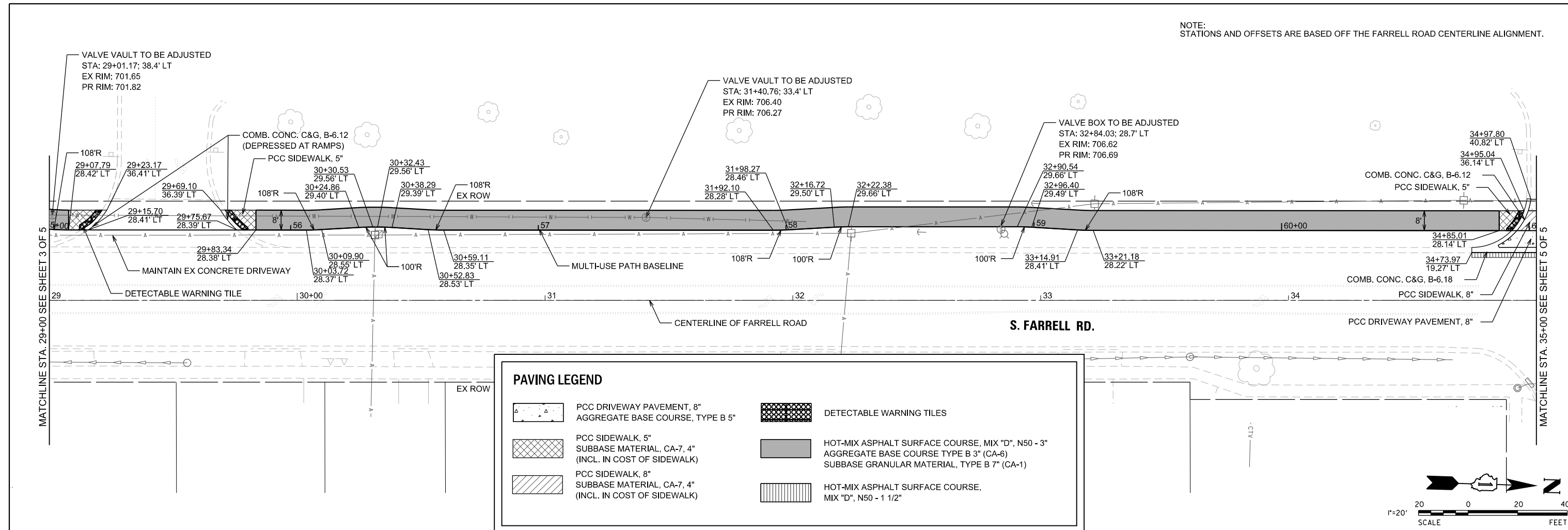
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 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=20'  
 SHEET 3 OF 5 SHEETS  
 STA. 23+00.00 TO STA. 29+00.00

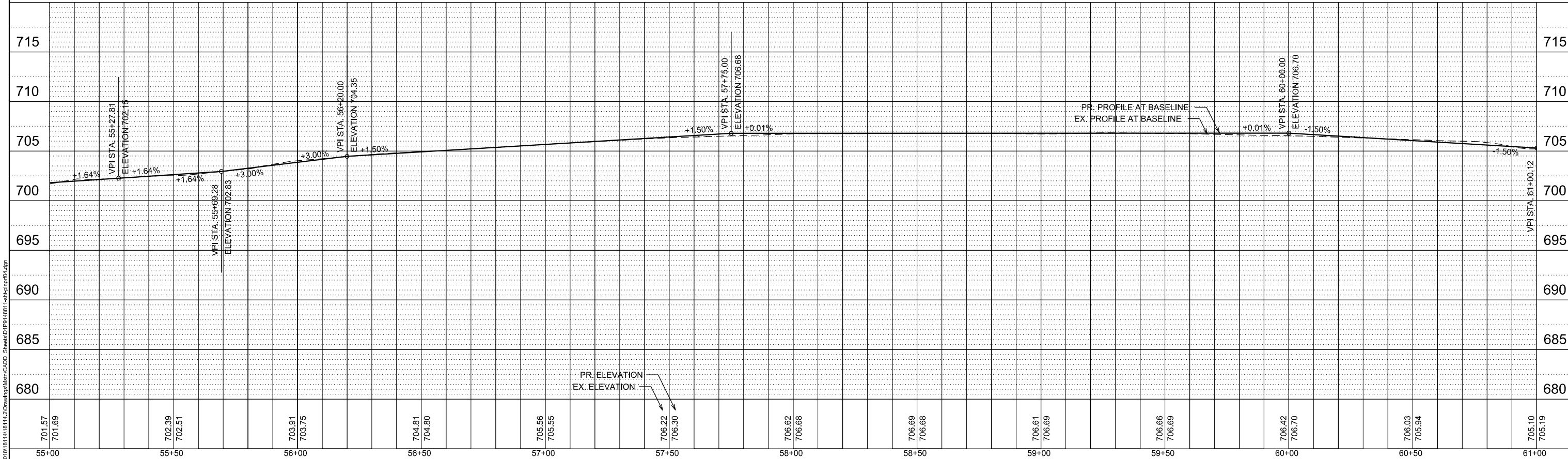
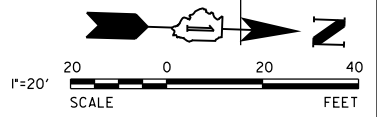
F.A.U. RTE. 366  
 SECTION 10-00072-00-BT  
 COUNTY WILL  
 TOTAL SHEETS 50  
 SHEET NO. 15  
 CONTRACT NO. 61D48  
 ILLINOIS FED. AID PROJECT

NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.



### PAVING LEGEND

	PCC DRIVEWAY PAVEMENT, 8"		DETECTABLE WARNING TILES
	AGGREGATE BASE COURSE, TYPE B 5"		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3"
	PCC SIDEWALK, 5" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
	PCC SIDEWALK, 8" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)		



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630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly  
PLOT SCALE = 40'  
PLOT DATE = 2/12/2019

DESIGNED - EIH  
DRAWN - EIH  
CHECKED - KRC  
DATE - 11/16/18

REVISED -  
REVISED -  
REVISED -  
REVISED -

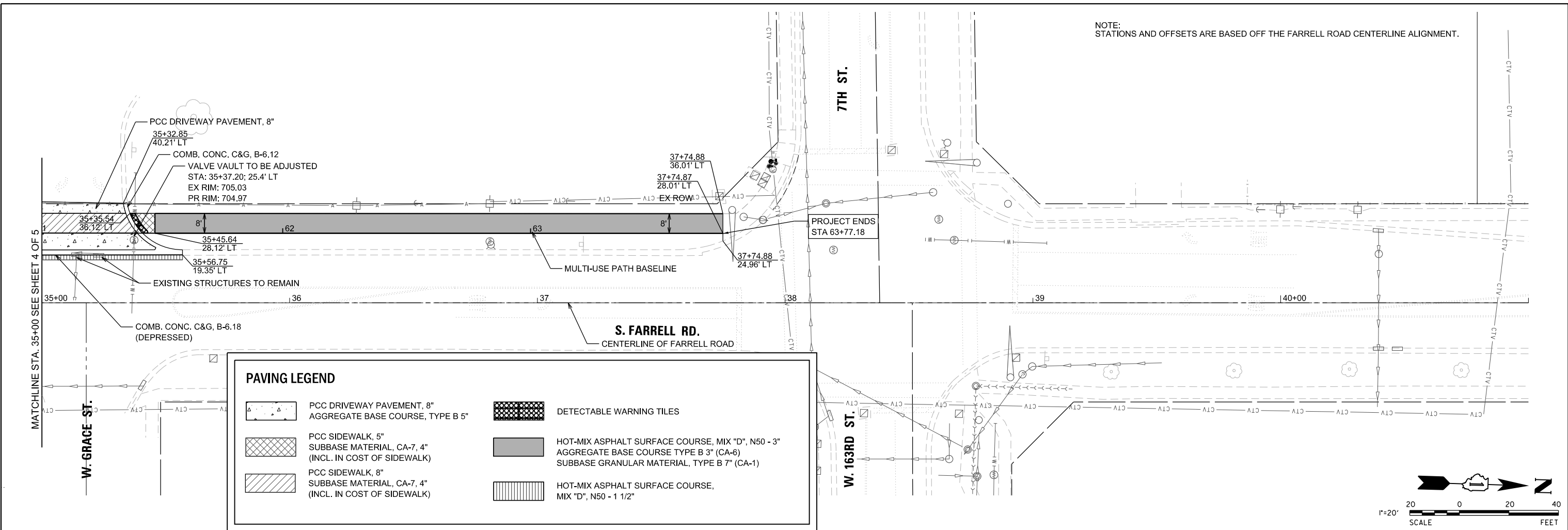
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MULTI-USE PATH PLAN AND PROFILE**  
SCALE: 1"=20'  
SHEET 4 OF 5 SHEETS  
STA. 29+00.00 TO STA. 35+00.00

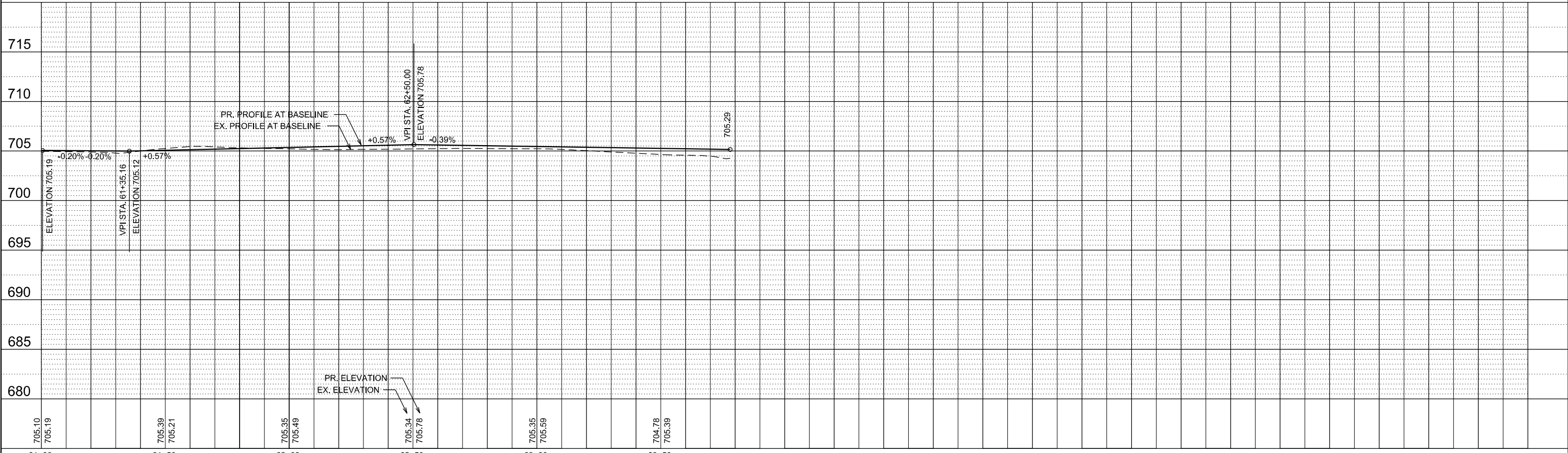
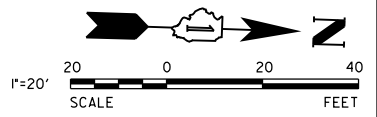
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	16
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.



PAVING LEGEND	
	PCC DRIVEWAY PAVEMENT, 8" AGGREGATE BASE COURSE, TYPE B 5"
	PCC SIDEWALK, 5" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)
	PCC SIDEWALK, 8" SUBBASE MATERIAL, CA-7, 4" (INCL. IN COST OF SIDEWALK)
	DETECTABLE WARNING TILES
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3" AGGREGATE BASE COURSE TYPE B 3" (CA-6) SUBBASE GRANULAR MATERIAL, TYPE B 7" (CA-1)
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"



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V3 Companies  
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USER NAME = jpoly  
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PLOT DATE = 2/12/2019

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DRAWN - EIH  
CHECKED - KRC  
DATE - 11/16/18


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
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MULTI-USE PATH PLAN AND PROFILE**  
SCALE: 1"=20'  
SHEET 5 OF 5 SHEETS  
STA. 35+00.00 TO STA. 41+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	17
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

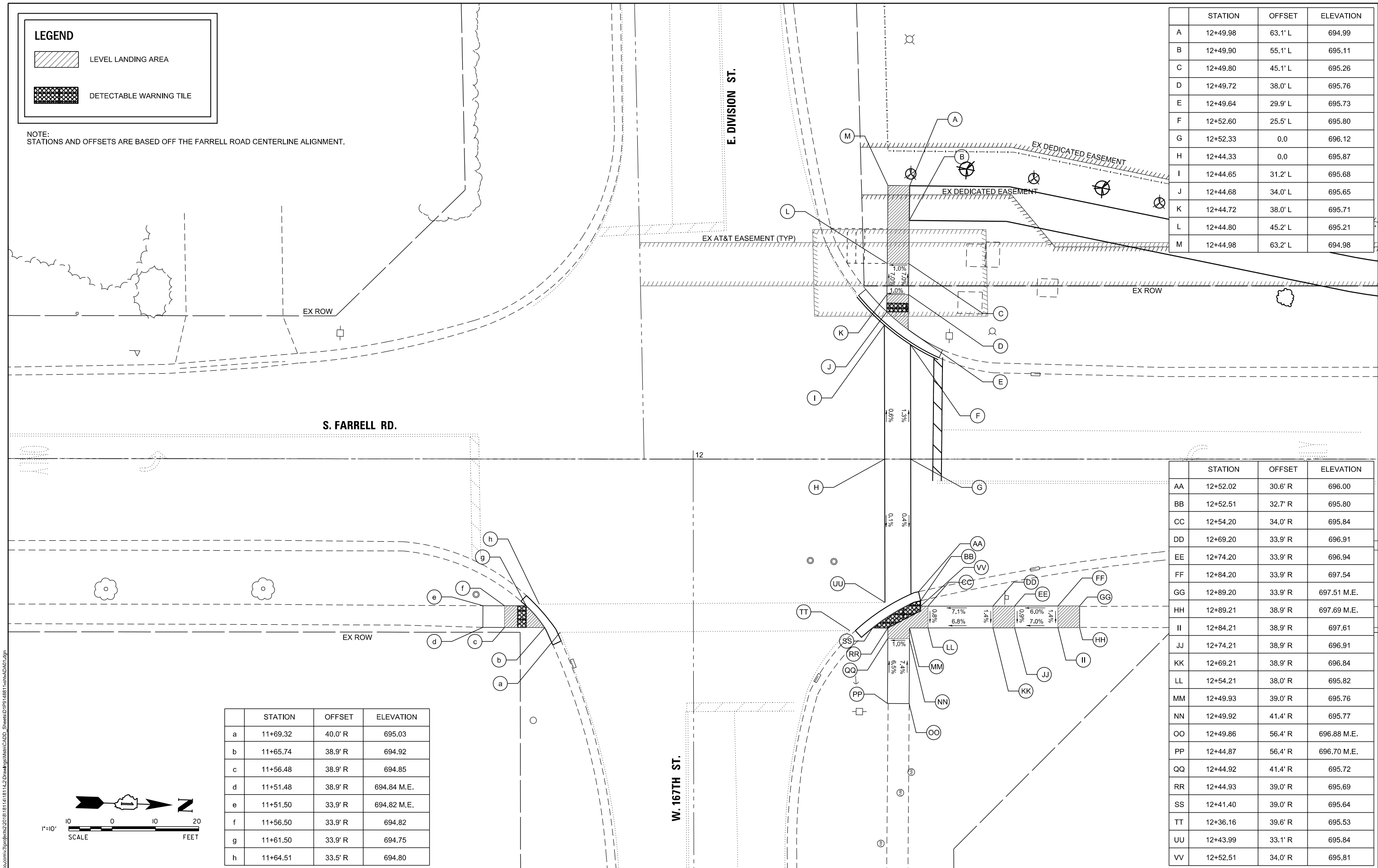
**LEGEND**

 LEVEL LANDING AREA

 DETECTABLE WARNING TILE

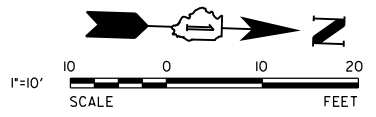
NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

	STATION	OFFSET	ELEVATION
A	12+49.98	63.1' L	694.99
B	12+49.90	55.1' L	695.11
C	12+49.80	45.1' L	695.26
D	12+49.72	38.0' L	695.76
E	12+49.64	29.9' L	695.73
F	12+52.60	25.5' L	695.80
G	12+52.33	0.0	696.12
H	12+44.33	0.0	695.87
I	12+44.65	31.2' L	695.68
J	12+44.68	34.0' L	695.65
K	12+44.72	38.0' L	695.71
L	12+44.80	45.2' L	695.21
M	12+44.98	63.2' L	694.98



	STATION	OFFSET	ELEVATION
AA	12+52.02	30.6' R	696.00
BB	12+52.51	32.7' R	695.80
CC	12+54.20	34.0' R	695.84
DD	12+69.20	33.9' R	696.91
EE	12+74.20	33.9' R	696.94
FF	12+84.20	33.9' R	697.54
GG	12+89.20	33.9' R	697.51 M.E.
HH	12+89.21	38.9' R	697.69 M.E.
II	12+84.21	38.9' R	697.61
JJ	12+74.21	38.9' R	696.91
KK	12+69.21	38.9' R	696.84
LL	12+54.21	38.0' R	695.82
MM	12+49.93	39.0' R	695.76
NN	12+49.92	41.4' R	695.77
OO	12+49.86	56.4' R	696.88 M.E.
PP	12+44.87	56.4' R	696.70 M.E.
QQ	12+44.92	41.4' R	695.72
RR	12+44.93	39.0' R	695.69
SS	12+41.40	39.0' R	695.64
TT	12+36.16	39.6' R	695.53
UU	12+43.99	33.1' R	695.84
VV	12+52.51	34.0' R	695.81

	STATION	OFFSET	ELEVATION
a	11+69.32	40.0' R	695.03
b	11+65.74	38.9' R	694.92
c	11+56.48	38.9' R	694.85
d	11+51.48	38.9' R	694.84 M.E.
e	11+51.50	33.9' R	694.82 M.E.
f	11+56.50	33.9' R	694.82
g	11+61.50	33.9' R	694.75
h	11+64.51	33.5' R	694.80



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V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

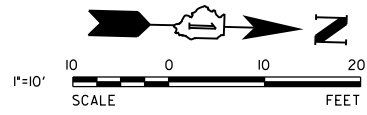
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PLOT SCALE = 20'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

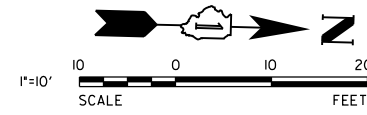
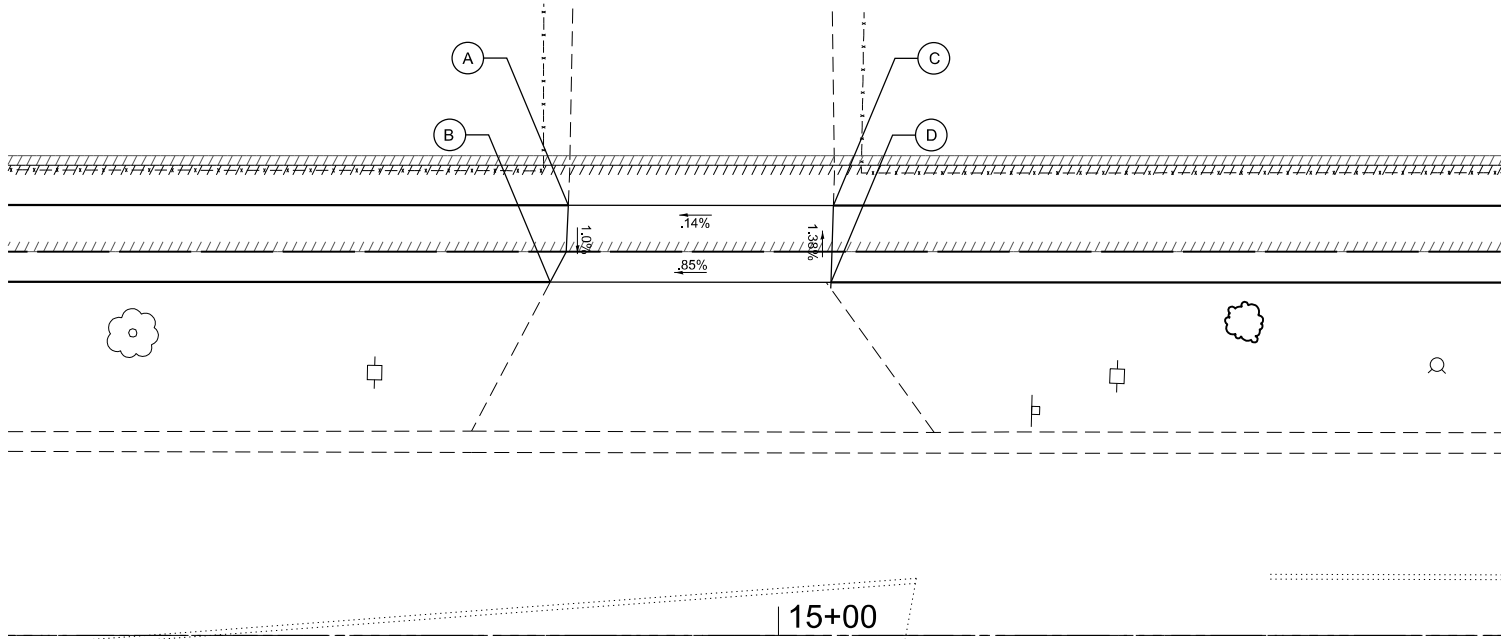
**ADA DETAIL PLAN**

SCALE: 1"=10' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	18
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

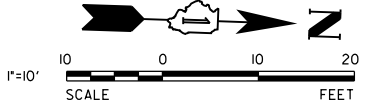
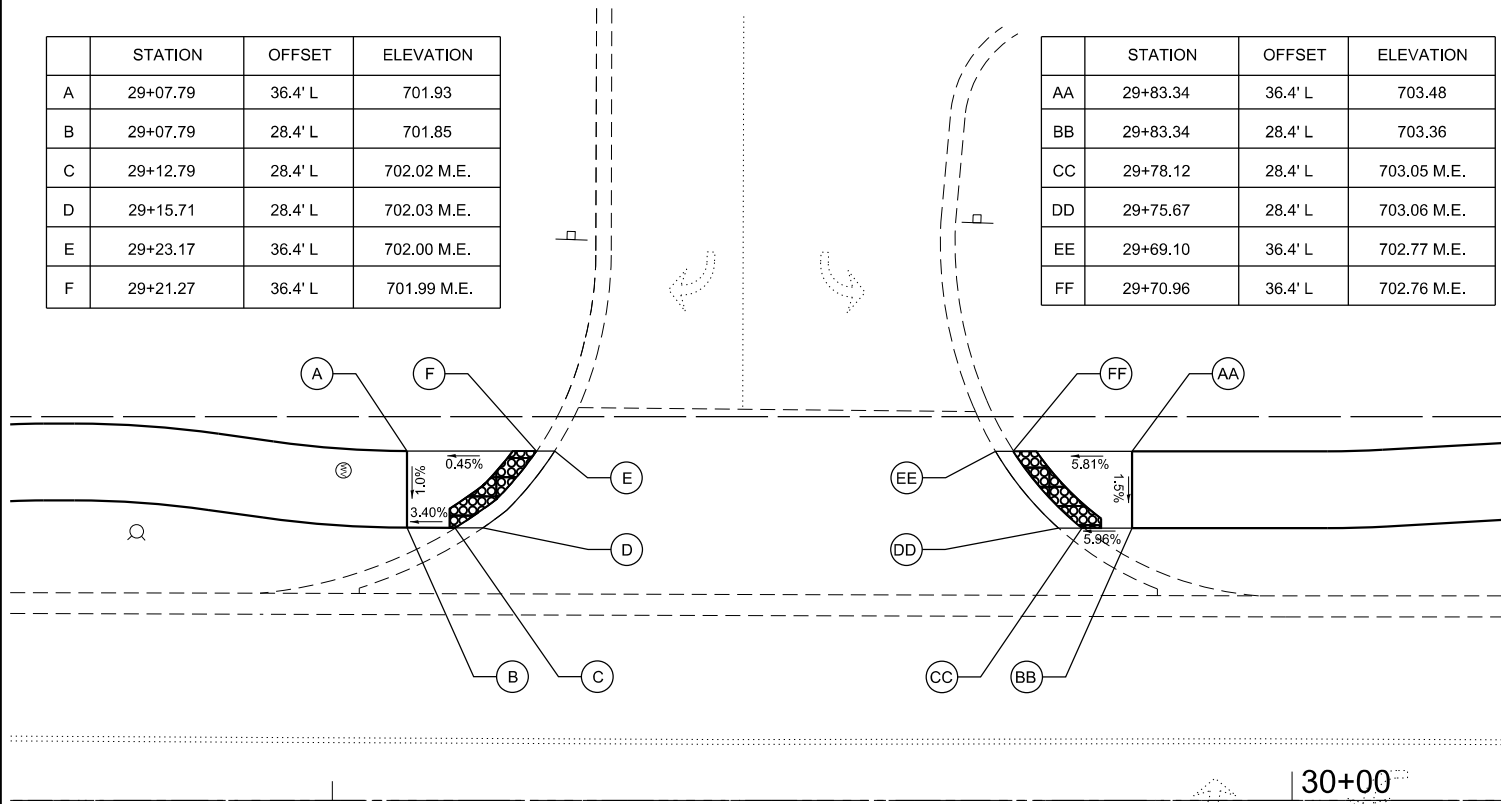


	STATION	OFFSET	ELEVATION
A	14+78.10	44.8' L	699.65 M.E.
B	14+76.22	36.8' L	699.58 M.E.
C	15+05.73	44.8' L	699.69 M.E.
D	15+05.47	36.8' L	699.80 M.E.



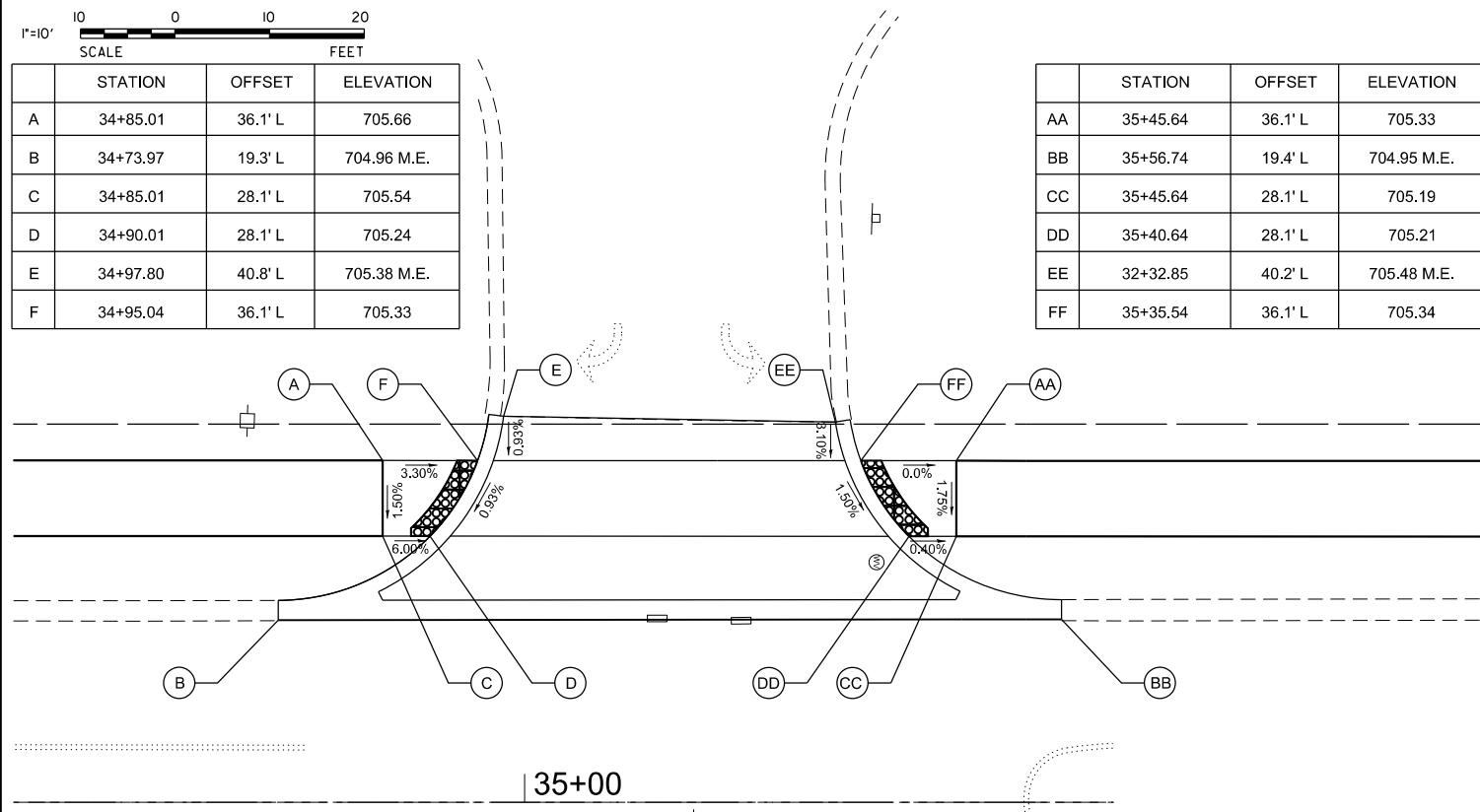
	STATION	OFFSET	ELEVATION
A	29+07.79	36.4' L	701.93
B	29+07.79	28.4' L	701.85
C	29+12.79	28.4' L	702.02 M.E.
D	29+15.71	28.4' L	702.03 M.E.
E	29+23.17	36.4' L	702.00 M.E.
F	29+21.27	36.4' L	701.99 M.E.

	STATION	OFFSET	ELEVATION
AA	29+83.34	36.4' L	703.48
BB	29+83.34	28.4' L	703.36
CC	29+78.12	28.4' L	703.05 M.E.
DD	29+75.67	28.4' L	703.06 M.E.
EE	29+69.10	36.4' L	702.77 M.E.
FF	29+70.96	36.4' L	702.76 M.E.



	STATION	OFFSET	ELEVATION
A	34+85.01	36.1' L	705.66
B	34+73.97	19.3' L	704.96 M.E.
C	34+85.01	28.1' L	705.54
D	34+90.01	28.1' L	705.24
E	34+97.80	40.8' L	705.38 M.E.
F	34+95.04	36.1' L	705.33

	STATION	OFFSET	ELEVATION
AA	35+45.64	36.1' L	705.33
BB	35+56.74	19.4' L	704.95 M.E.
CC	35+45.64	28.1' L	705.19
DD	35+40.64	28.1' L	705.21
EE	32+32.85	40.2' L	705.48 M.E.
FF	35+35.54	36.1' L	705.34



NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

**LEGEND**

LEVEL LANDING AREA

DETECTABLE WARNING TILE

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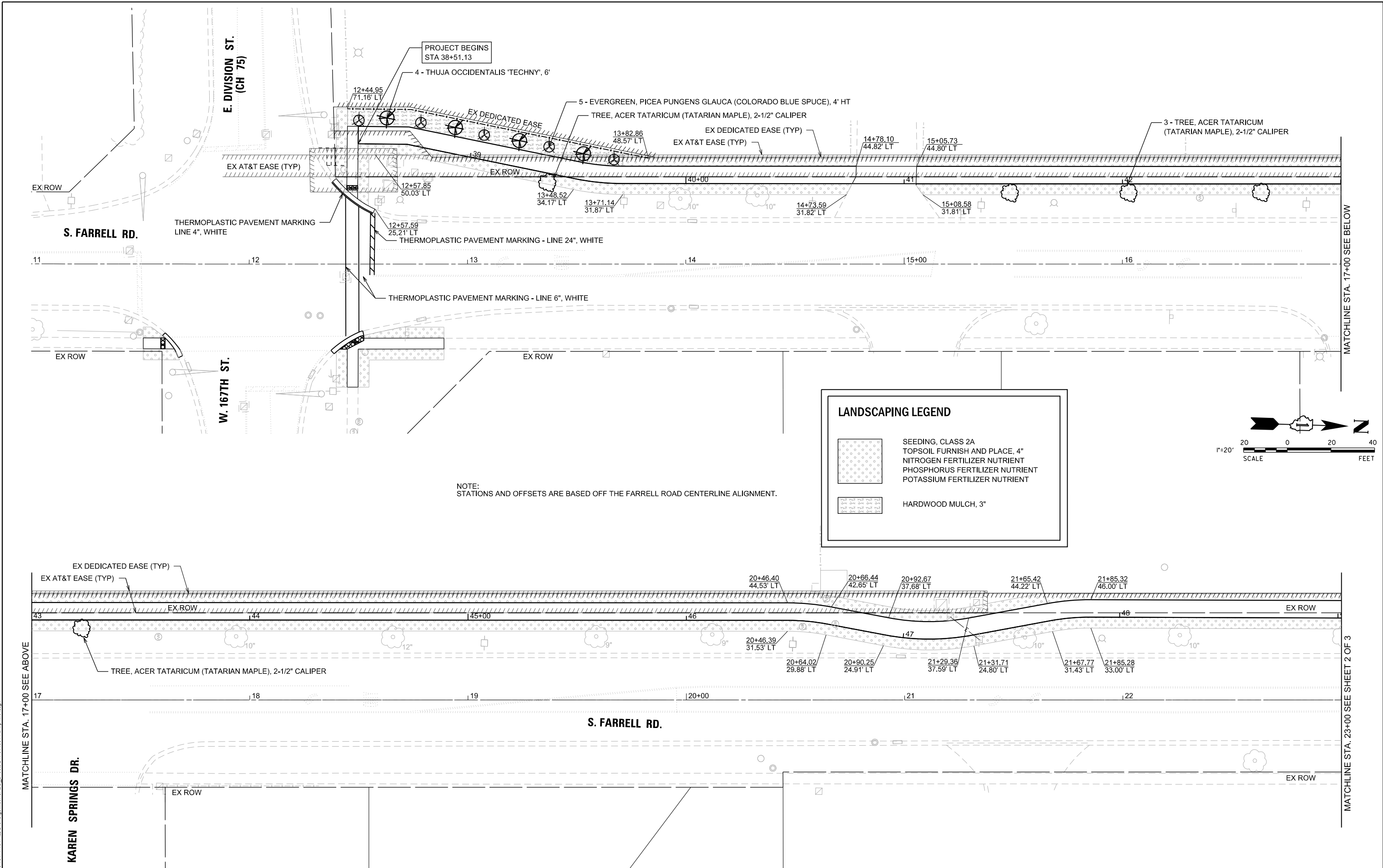
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 20'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADA DETAIL PLAN**  
SCALE: 1"=10' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 19
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



PROJECT BEGINS  
STA 38+51.13

4 - THUJA OCCIDENTALIS 'TECHNY', 6'

5 - EVERGREEN, PICEA PUNGENS GLAUCA (COLORADO BLUE SPUCE), 4' HT

TREE, ACER TATARICUM (TATARIAN MAPLE), 2-1/2" CALIPER

3 - TREE, ACER TATARICUM  
(TATARIAN MAPLE), 2-1/2" CALIPER

S. FARRELL RD.

THERMOPLASTIC PAVEMENT MARKING  
LINE 4", WHITE

THERMOPLASTIC PAVEMENT MARKING - LINE 24", WHITE

THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE

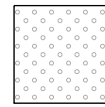
W. 167TH ST.

EX ROW

EX ROW

MATCHLINE STA. 17+00 SEE BELOW

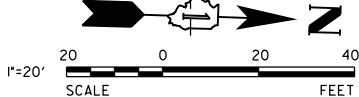
**LANDSCAPING LEGEND**



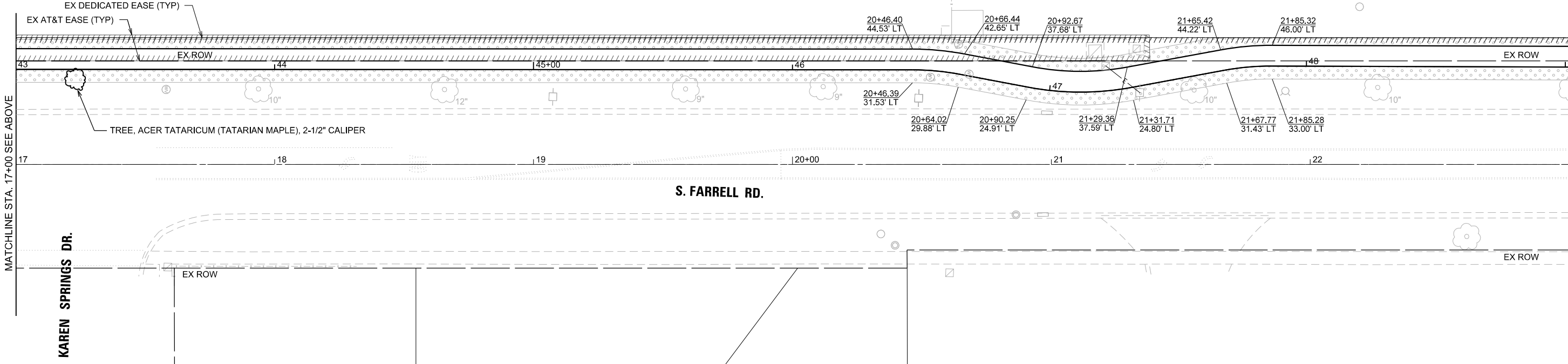
SEEDING, CLASS 2A  
TOPSOIL FURNISH AND PLACE, 4"  
NITROGEN FERTILIZER NUTRIENT  
PHOSPHORUS FERTILIZER NUTRIENT  
POTASSIUM FERTILIZER NUTRIENT



HARDWOOD MULCH, 3"



NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.



MATCHLINE STA. 17+00 SEE ABOVE

MATCHLINE STA. 23+00 SEE SHEET 2 OF 3

MODEL: Default  
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www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 40'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND LANDSCAPING PLAN

SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. 11+00.00 TO STA. 23+00.00

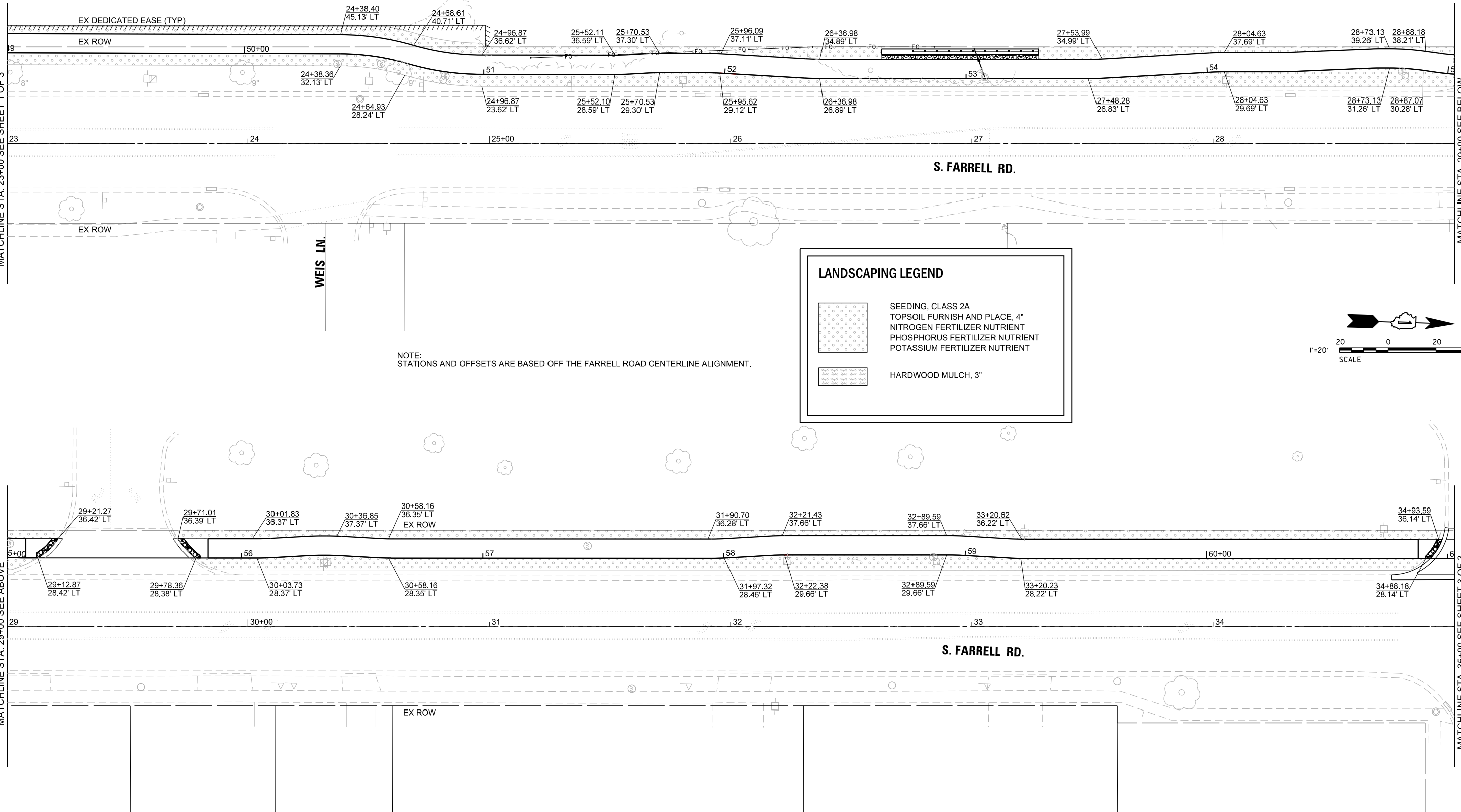
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	20
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 23+00 SEE SHEET 1 OF 3

MATCHLINE STA. 29+00 SEE BELOW

MATCHLINE STA. 29+00 SEE ABOVE

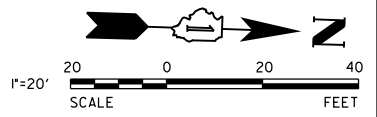
MATCHLINE STA. 35+00 SEE SHEET 3 OF 3



NOTE:  
STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.

**LANDSCAPING LEGEND**

- SEEDING, CLASS 2A  
TOPSOIL FURNISH AND PLACE, 4"  
NITROGEN FERTILIZER NUTRIENT  
PHOSPHORUS FERTILIZER NUTRIENT  
POTASSIUM FERTILIZER NUTRIENT
- HARDWOOD MULCH, 3"



MODEL: Default  
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**V3**  
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly
PLOT SCALE = 40'
PLOT DATE = 2/12/2019

DESIGNED - EIH
DRAWN - EIH
CHECKED - KRC
DATE - 11/16/18

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

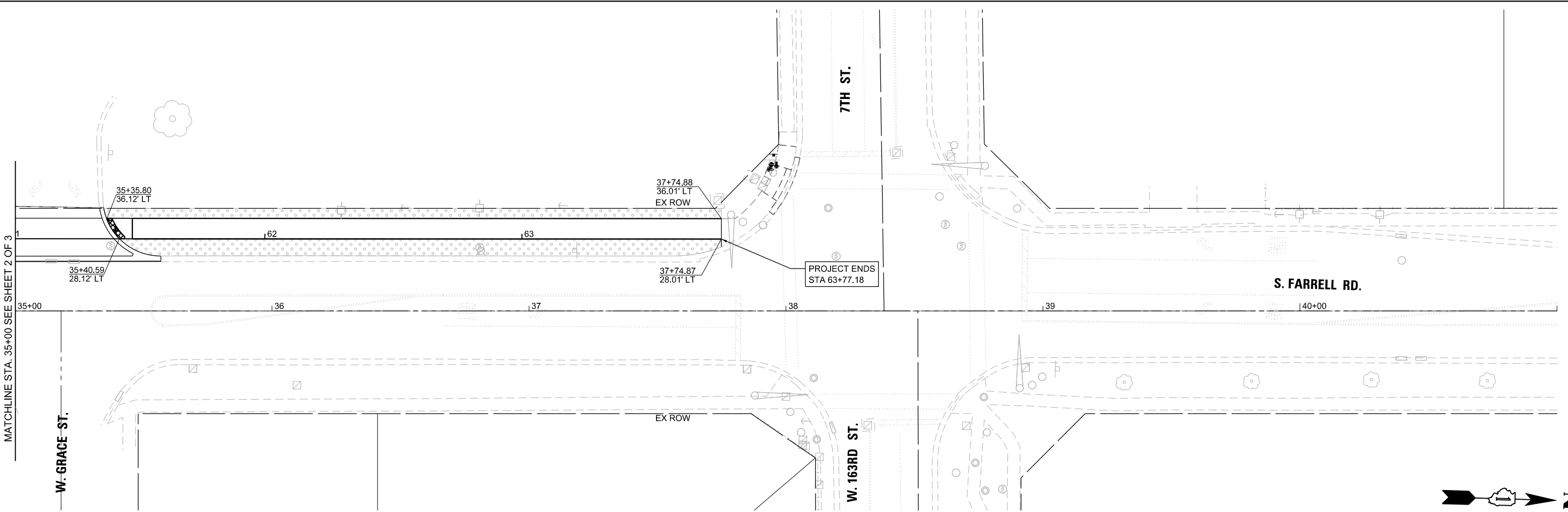
**PAVEMENT MARKING AND LANDSCAPING PLAN**

SCALE: 1"=20'    SHEET 2 OF 3 SHEETS    STA. 23+00.00    TO STA. 35+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	21
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

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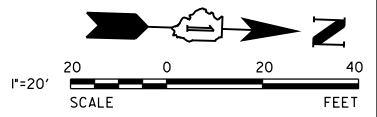
MATCHLINE STA. 35+00 SEE SHEET 2 OF 3



**LANDSCAPING LEGEND**

	SEEDING, CLASS 2A TOPSOIL FURNISH AND PLACE, 4" NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT
	HARDWOOD MULCH, 3"

NOTE:  
 STATIONS AND OFFSETS ARE BASED OFF THE FARRELL ROAD CENTERLINE ALIGNMENT.



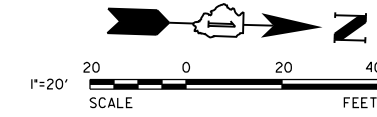
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USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 40'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT MARKING AND LANDSCAPING PLAN</b>	
SCALE: 1"=20'	SHEET 3 OF 3 SHEETS
STA. 35+00.00	TO STA. 41+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	22
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



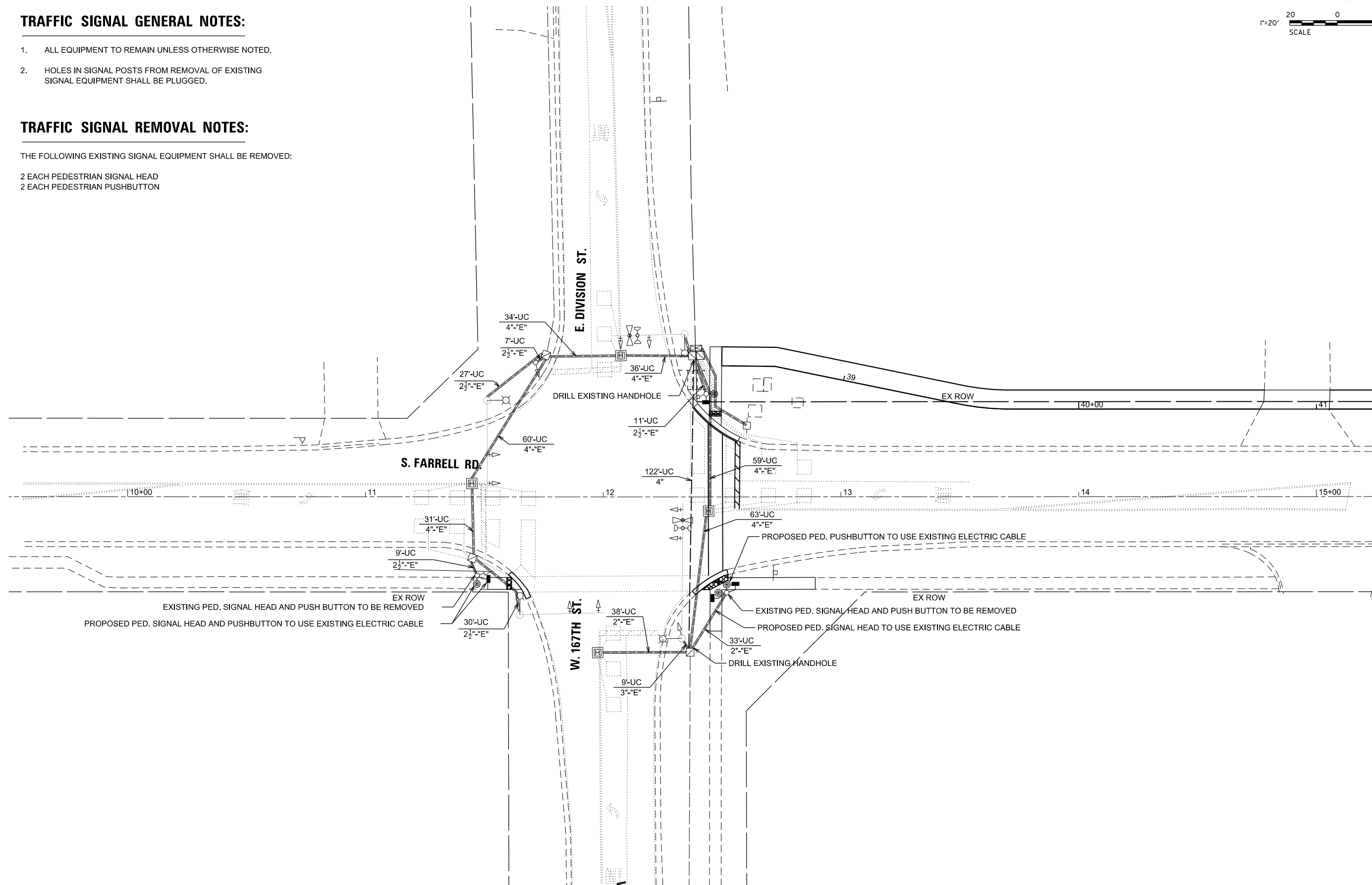
**TRAFFIC SIGNAL GENERAL NOTES:**

1. ALL EQUIPMENT TO REMAIN UNLESS OTHERWISE NOTED.
2. HOLES IN SIGNAL POSTS FROM REMOVAL OF EXISTING SIGNAL EQUIPMENT SHALL BE PLUGGED.

**TRAFFIC SIGNAL REMOVAL NOTES:**

THE FOLLOWING EXISTING SIGNAL EQUIPMENT SHALL BE REMOVED:

- 2 EACH PEDESTRIAN SIGNAL HEAD
- 2 EACH PEDESTRIAN PUSHBUTTON



MODEL: Default  
 FILE NAME: N:\2018\18114\18114\_2\Drawings\Main\CADD\_Sheets\18114\18114\_18114\_1.dgn



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USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 40'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN  
 FARRELL ROAD AND DIVISION STREET

SCALE: SHEET 1 OF 1 SHEETS STA. 09+50.00 TO STA. 15+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	23
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				





# TRAFFIC SIGNAL LEGEND

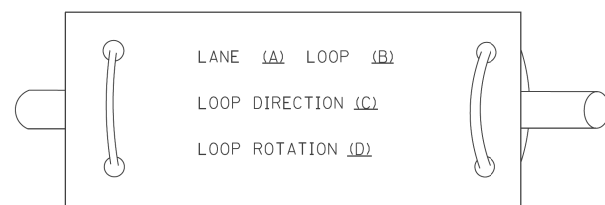
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

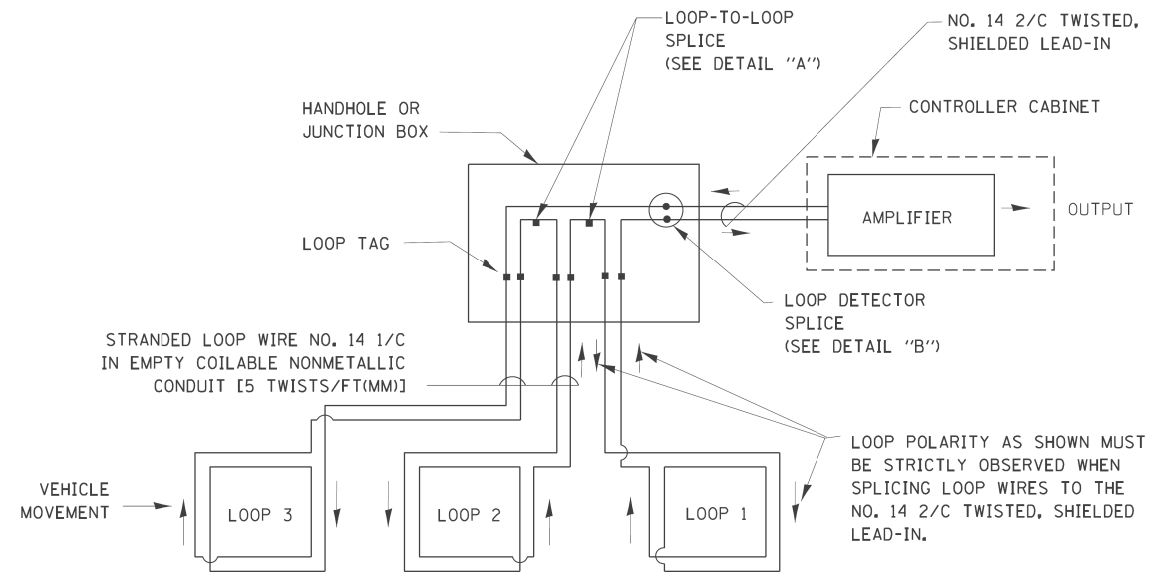
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

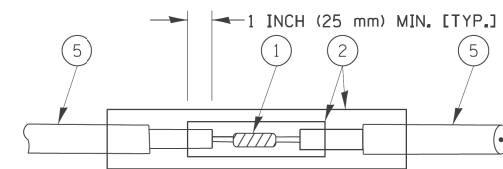


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

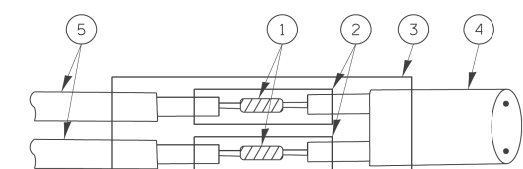


**DETECTOR LOOP WIRING SCHEMATIC**

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

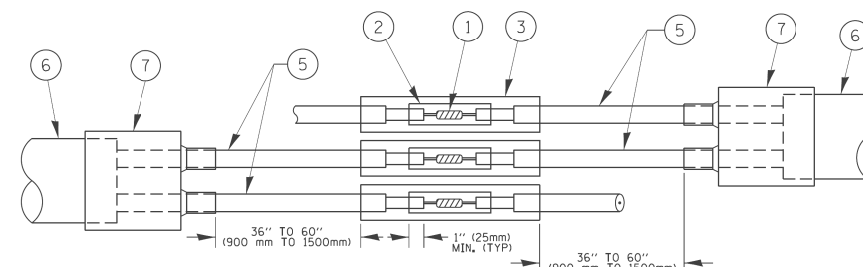


DETAIL "A"  
LOOP-TO-LOOP SPLICE

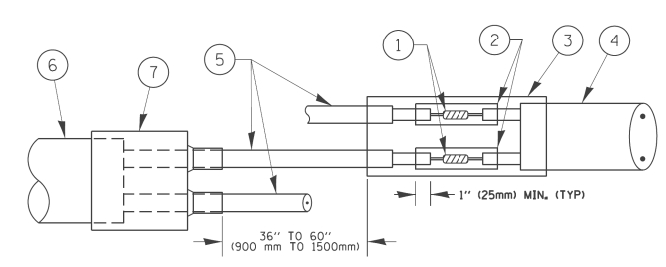


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

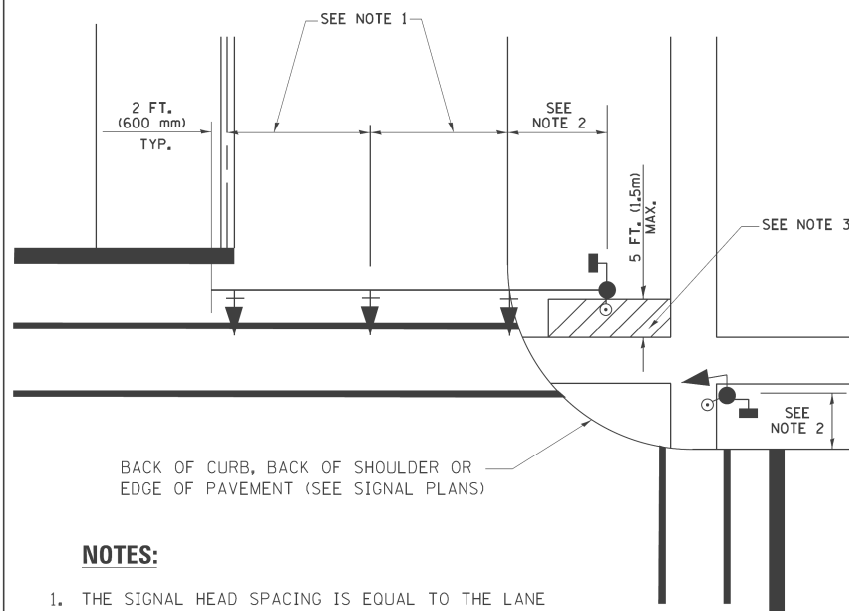
**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVIS	REVIS			<b>TS-05</b>		CONTRACT NO. 61D48		
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVIS	REVIS			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.			

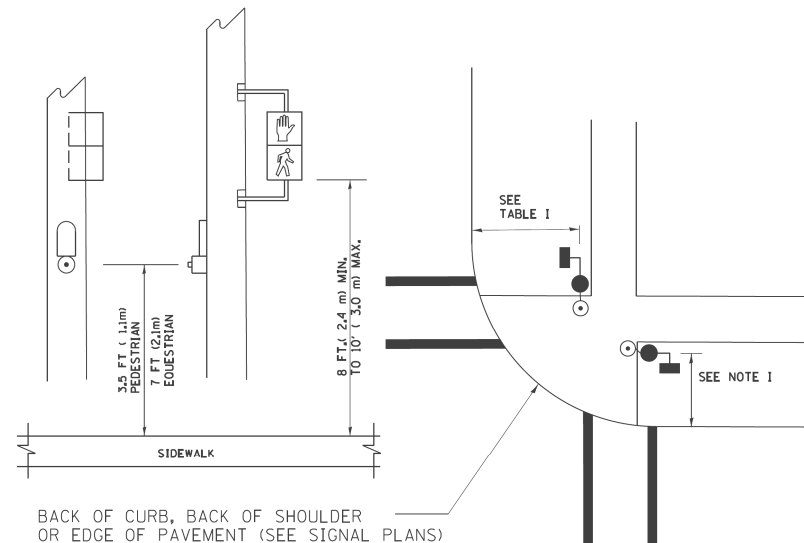
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

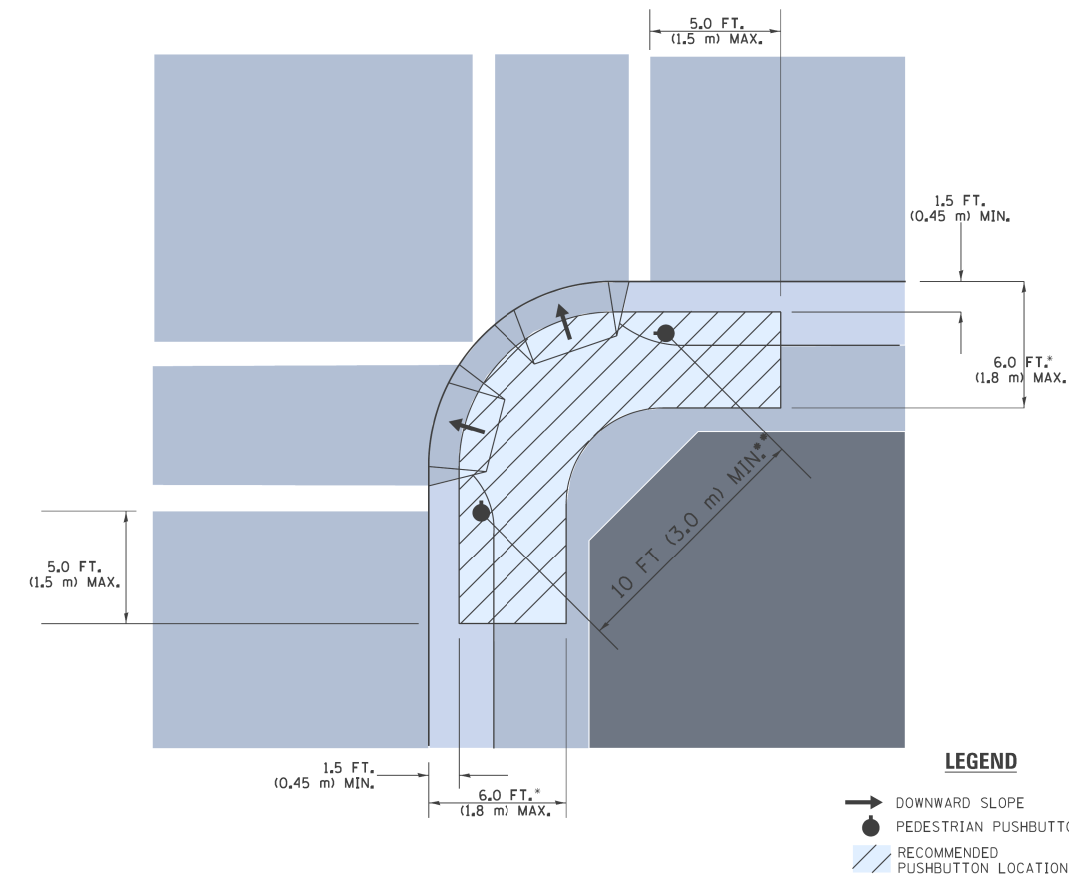
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

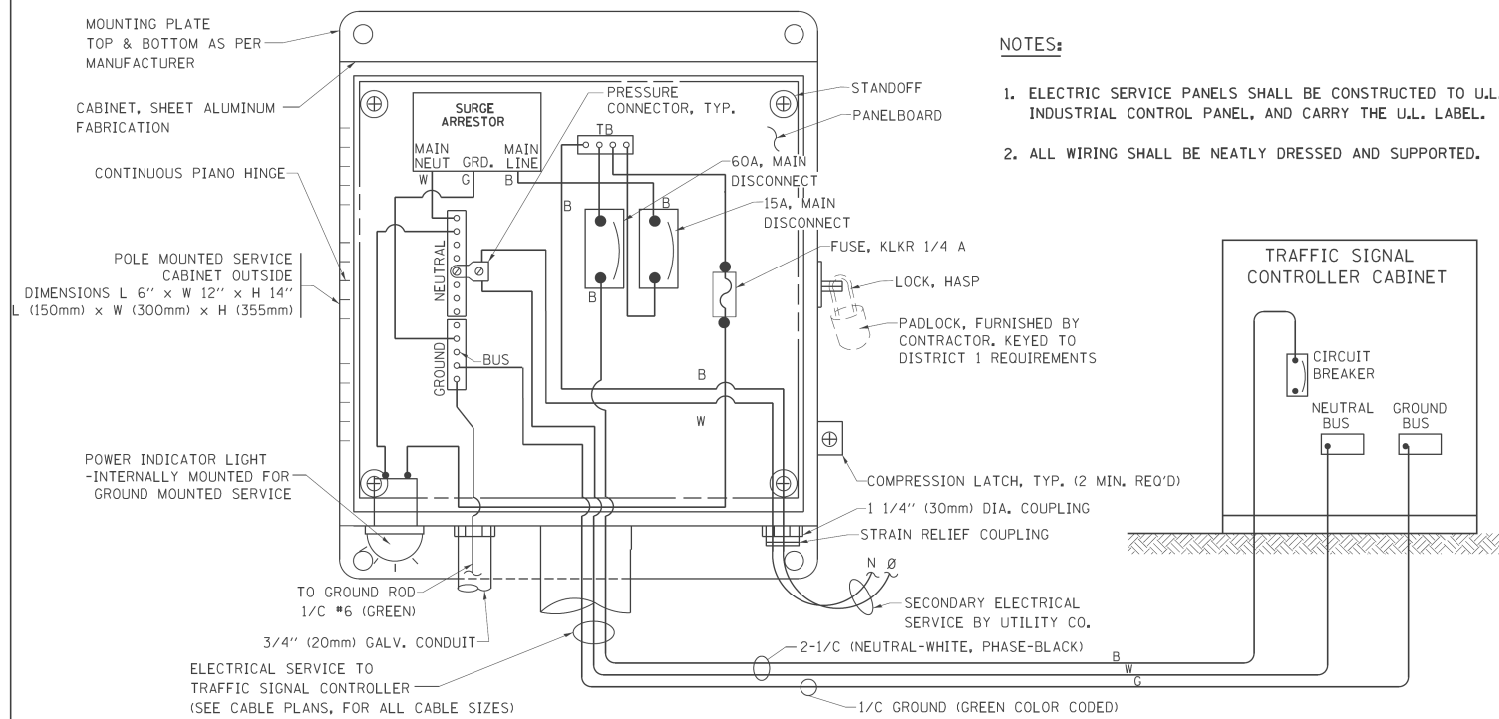
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

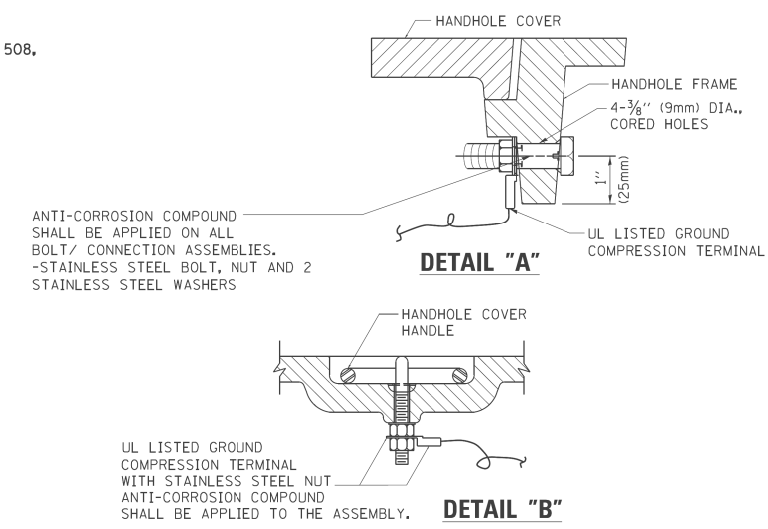
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

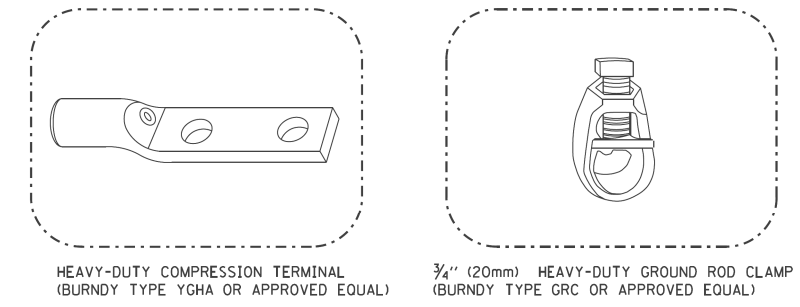
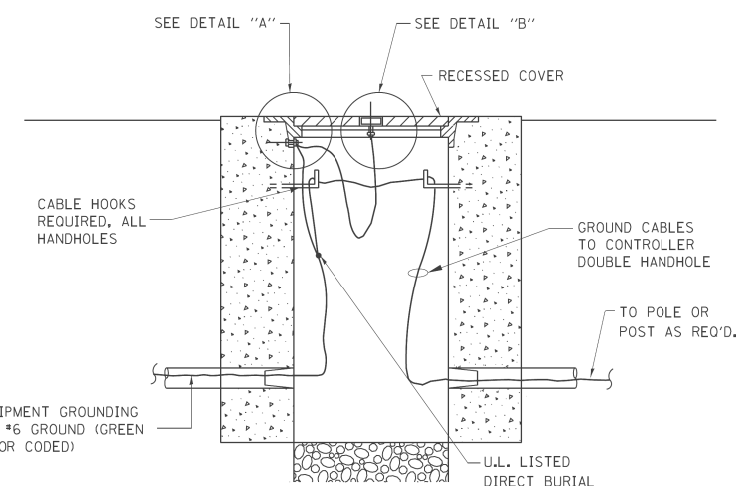


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**

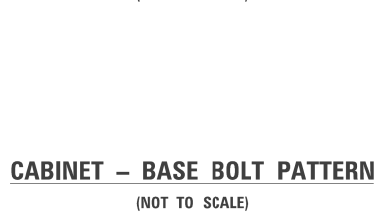
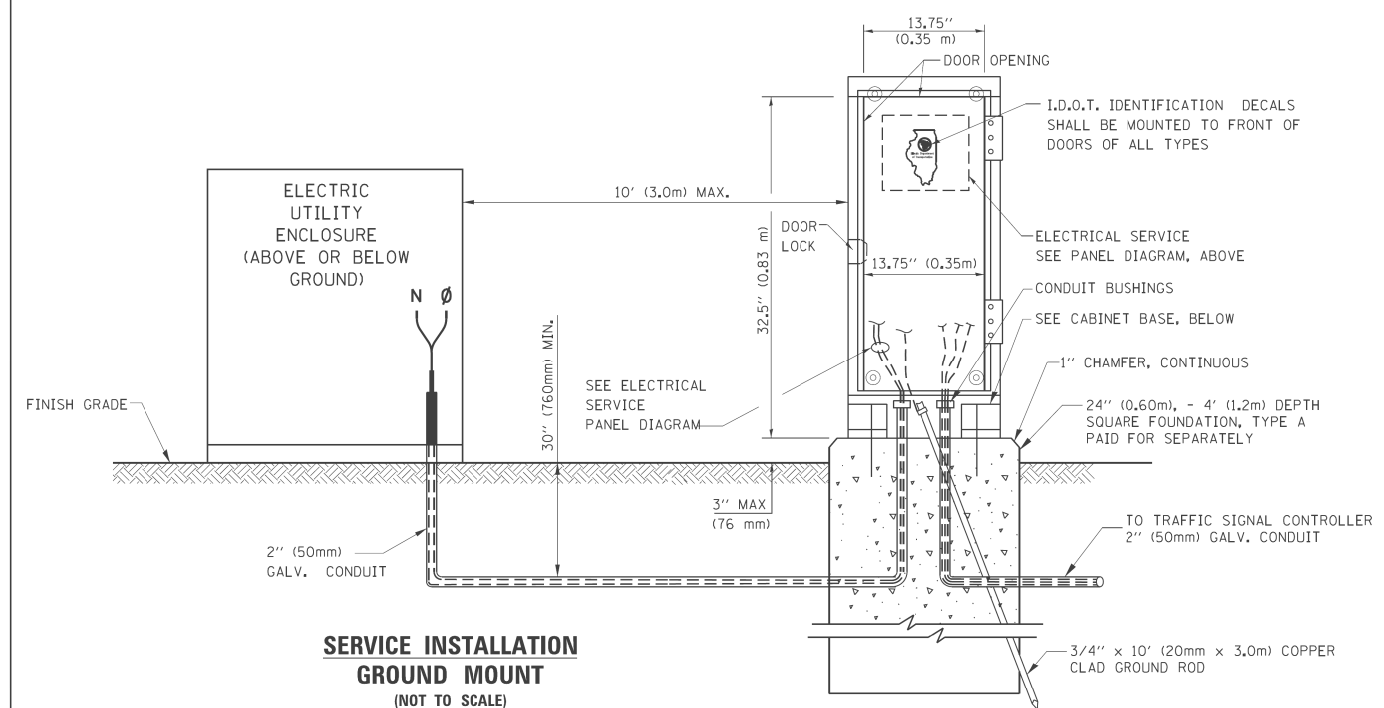
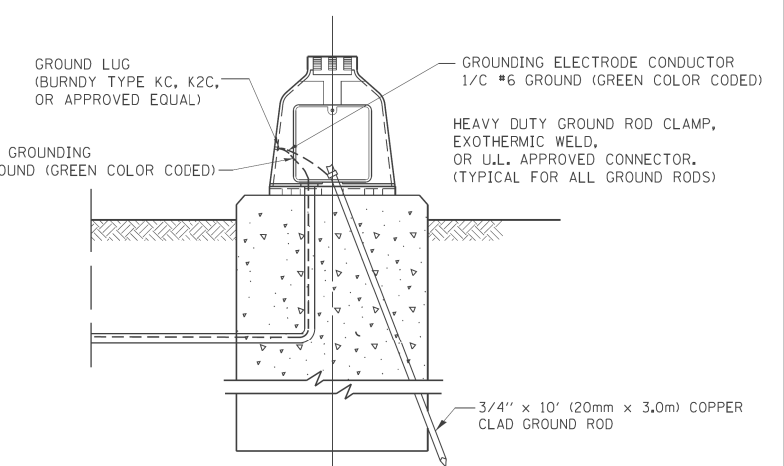
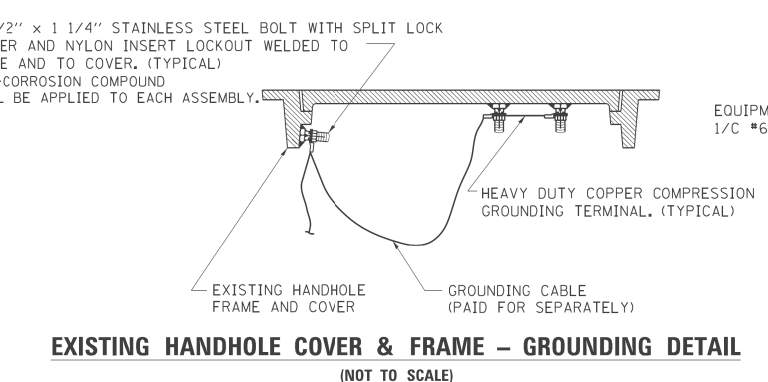


**NOTES:**  
**GROUNDING SYSTEM**

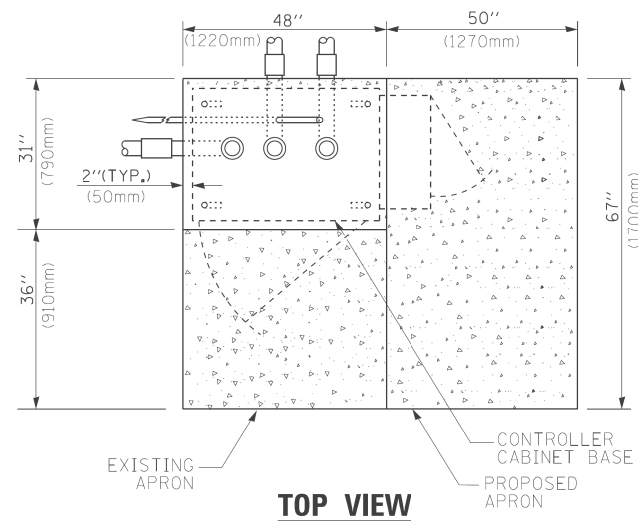
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



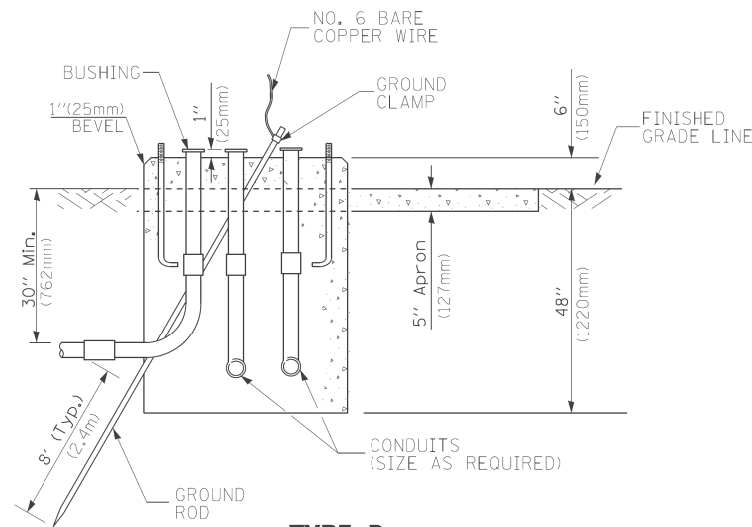
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



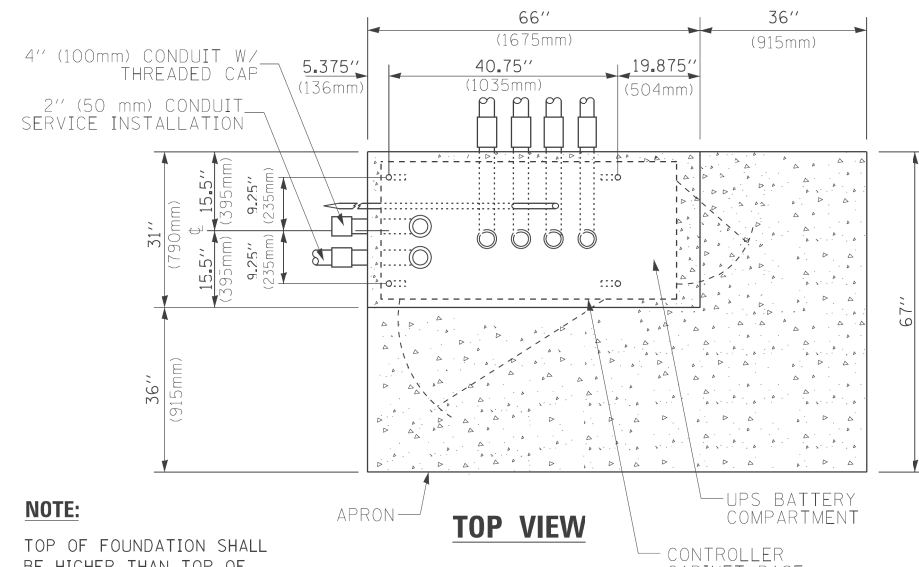
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ca:\pwork\pwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.	366	10-00072-00-BT	WILL	50	28
		CHECKED - DAD	REVISED -							<b>TS-05</b>	CONTRACT NO. 61D48		
		DATE - 10-28-09	REVISED -							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



**TOP VIEW**



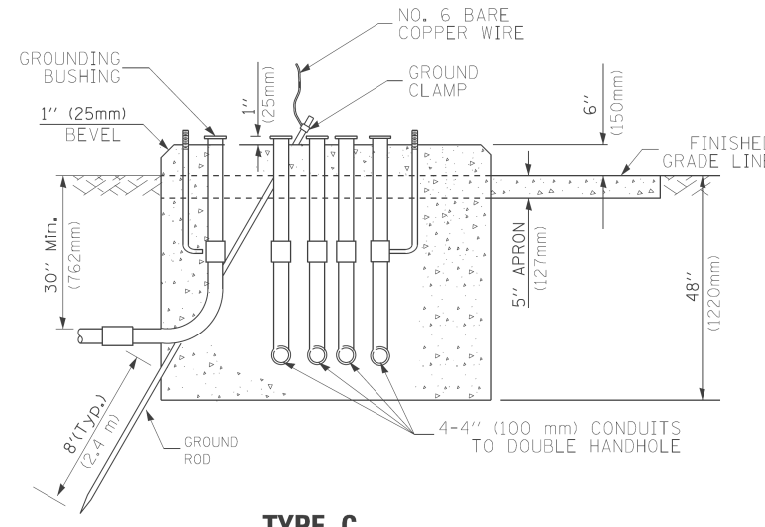
**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



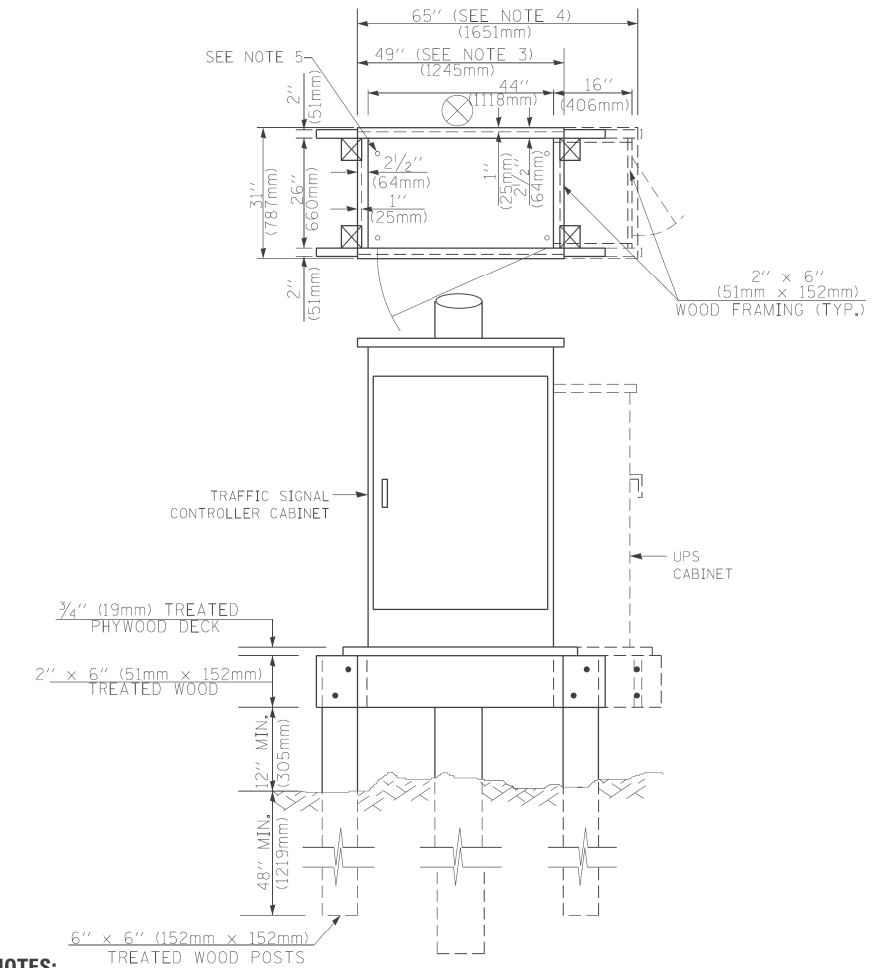
**TOP VIEW**

**NOTE:**

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C  
FOR GROUND MOUNTED  
SUPER P (TYPE IV) AND SUPER R (TYPE V)  
CONTROLLER CABINETS**



**NOTES:**

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

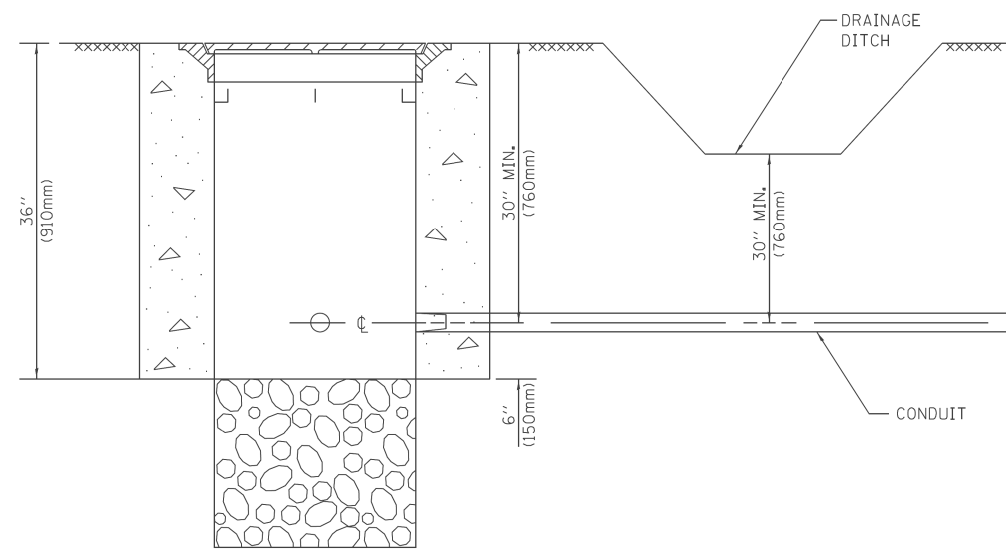
**DEPTH OF FOUNDATION**

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (qu) > 1.0 tsf (100 Kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001..

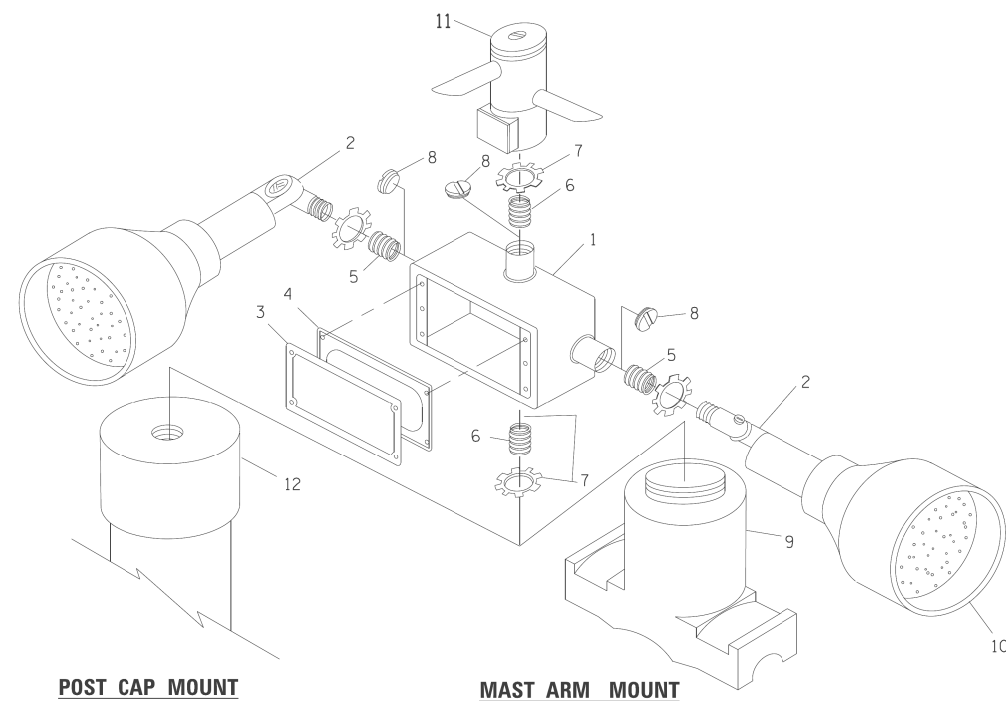
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**



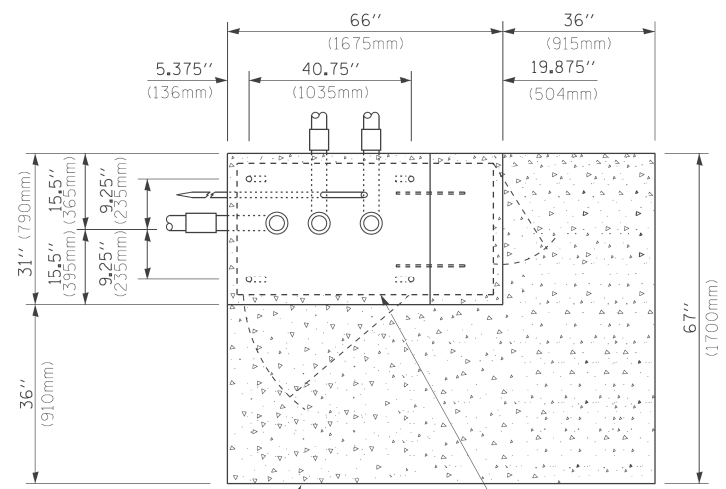
**NOTES:**

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

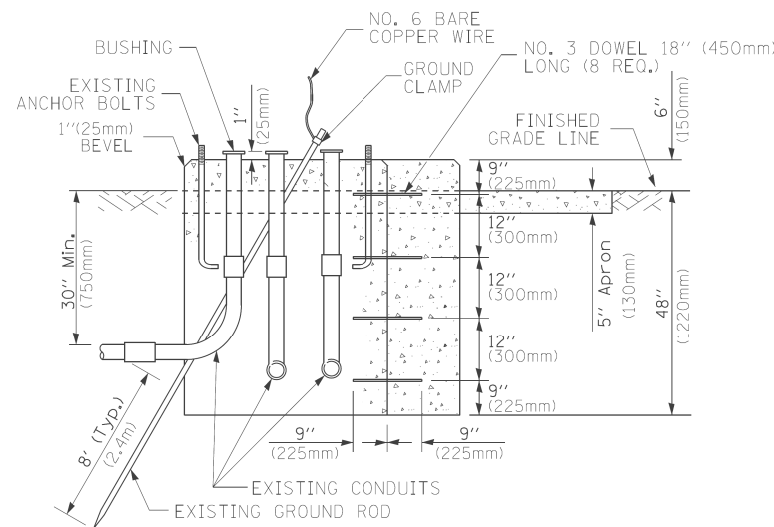
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



**TOP VIEW**  
(NOT TO SCALE)

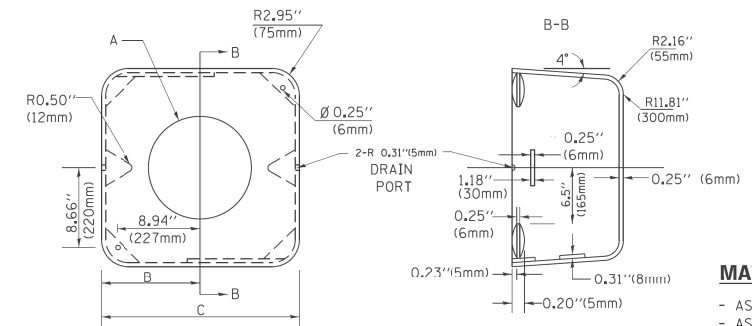


**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

**NOTES:**

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



**MATERIAL:**  
- ASTM A36 STEEL  
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

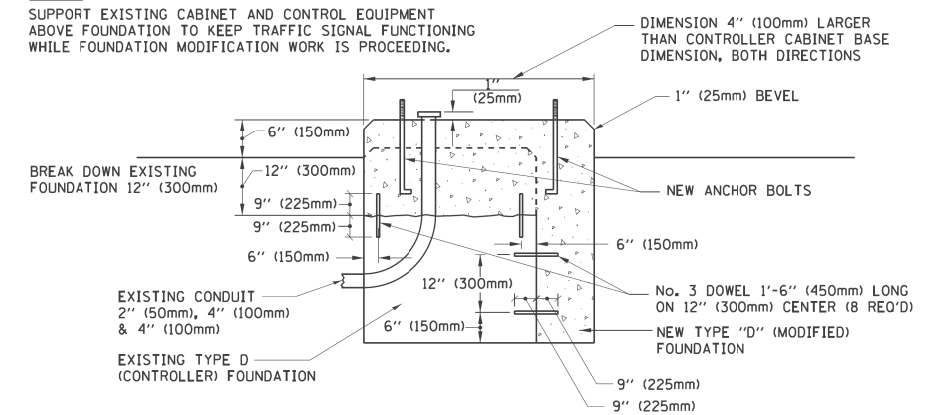
**SHROUD**

**NOTES:**

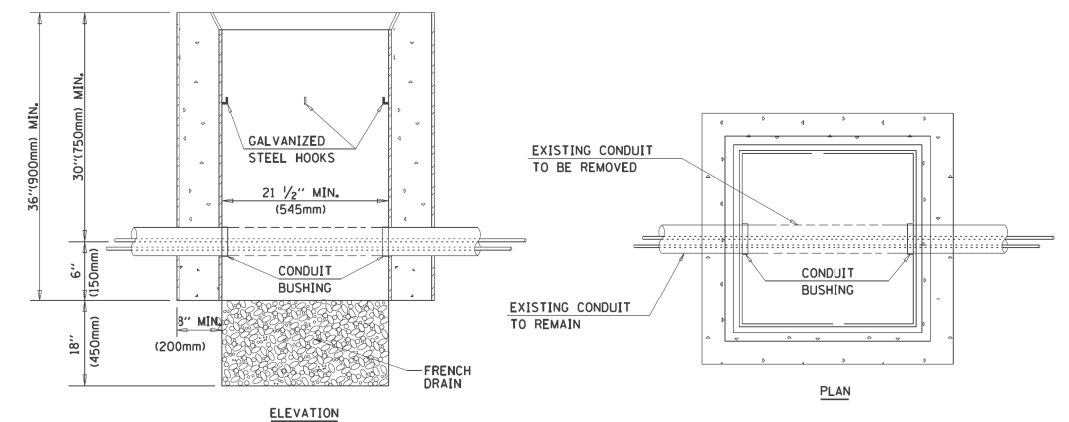
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

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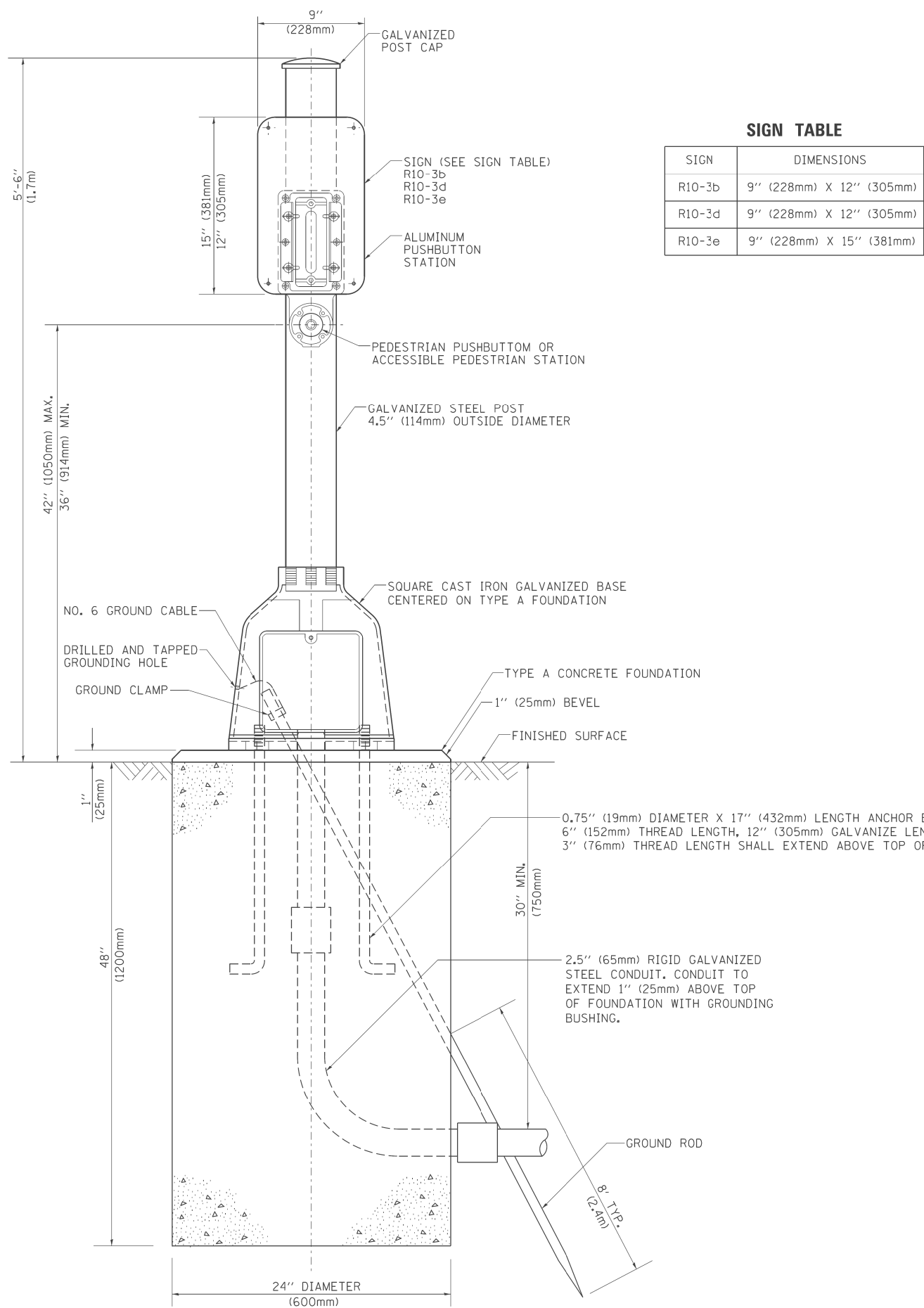
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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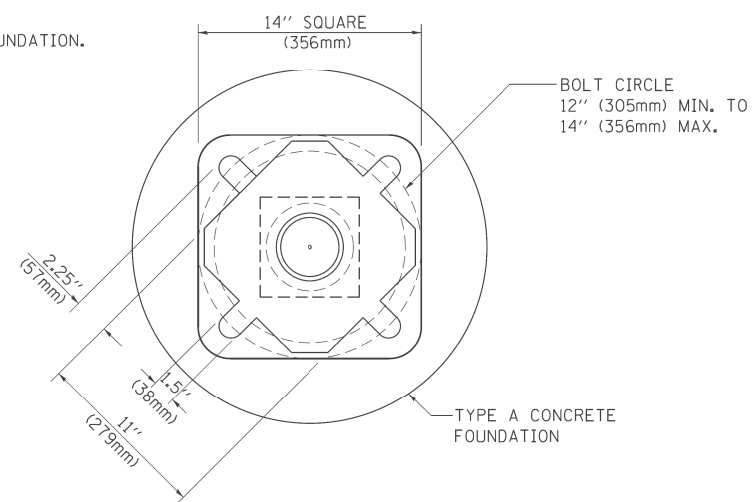
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	30
	<b>TS-05</b>			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D48	



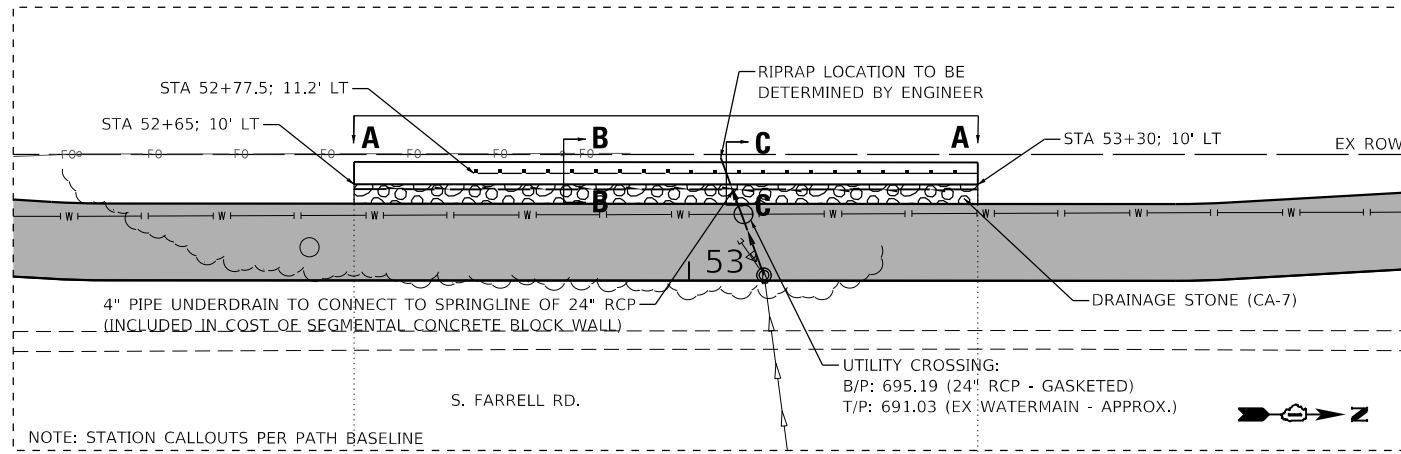
**SIGN TABLE**

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)

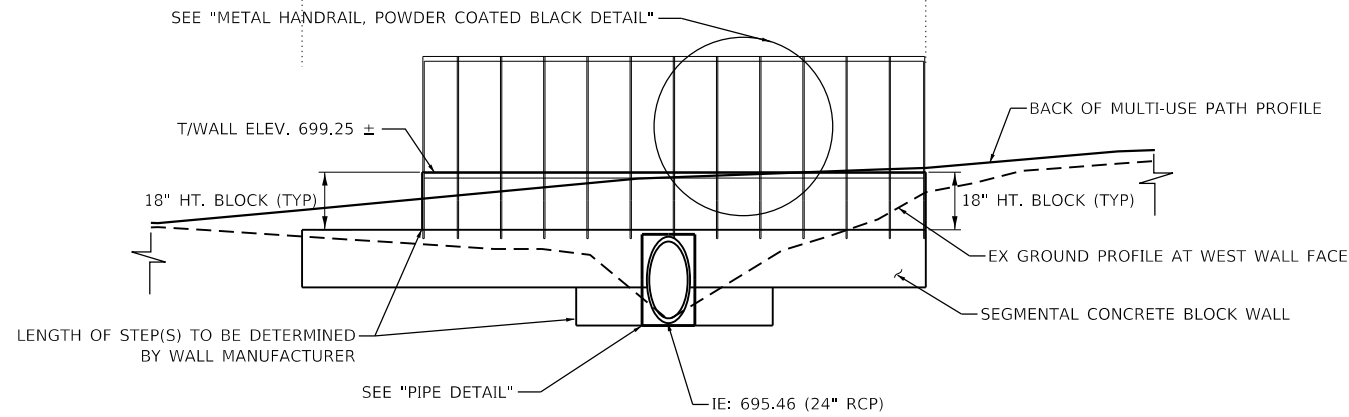


**BOLT PATTERN**

**PEDESTRIAN PUSH BUTTON POST, TYPE A**

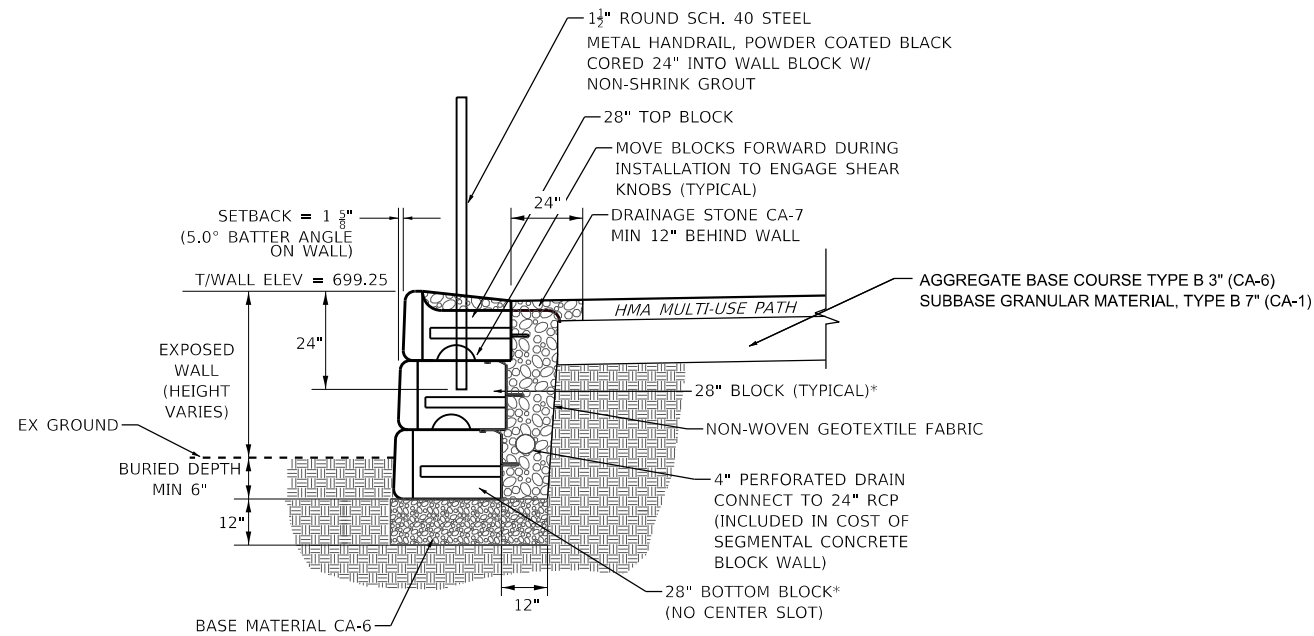


**PLAN VIEW**



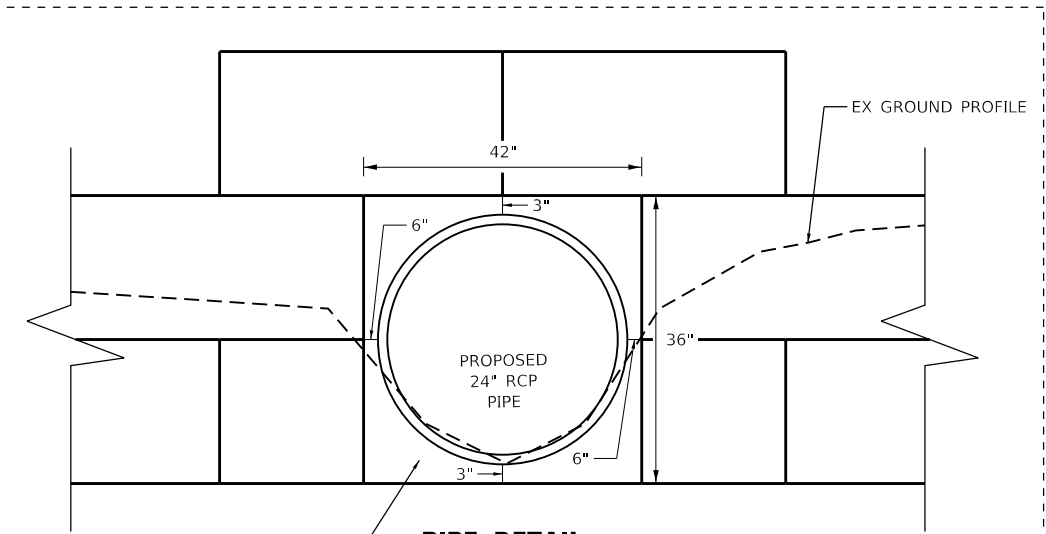
**ELEVATION VIEW (A-A)**

STA 52+65 TO STA 53+30 (MULTI-USE PATH BASELINE)  
WALL LENGTH = 65'



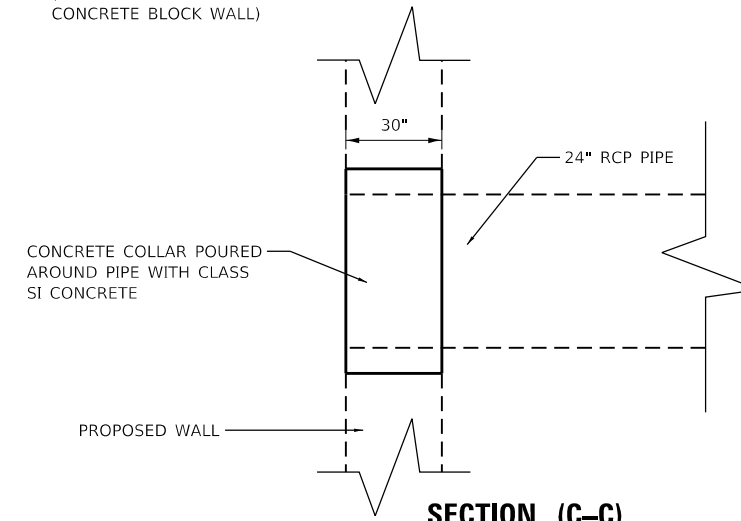
**SEGMENTAL CONCRETE BLOCK WALL SECTION (B-B)**

\*REDI-ROCK, RIB ROCK LANDSCAPE BLOCK, OR RECON RETAINING WALLS

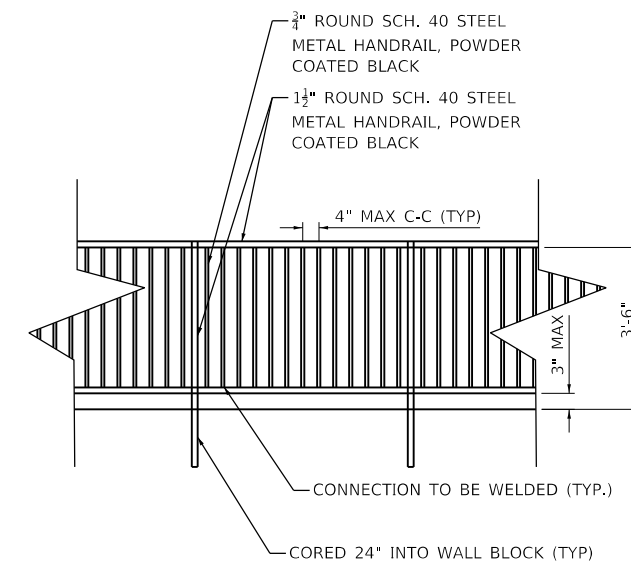


**PIPE DETAIL**

CONCRETE COLLAR (SI CONCRETE )  
(INCLUDED IN COST OF SEGMENTAL  
CONCRETE BLOCK WALL)



**SECTION (C-C)**



**FURNISH AND INSTALL HANDRAIL DETAIL**

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V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jholy	DESIGNED - EIH	REVISED -
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	DATE - 11/16/18	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

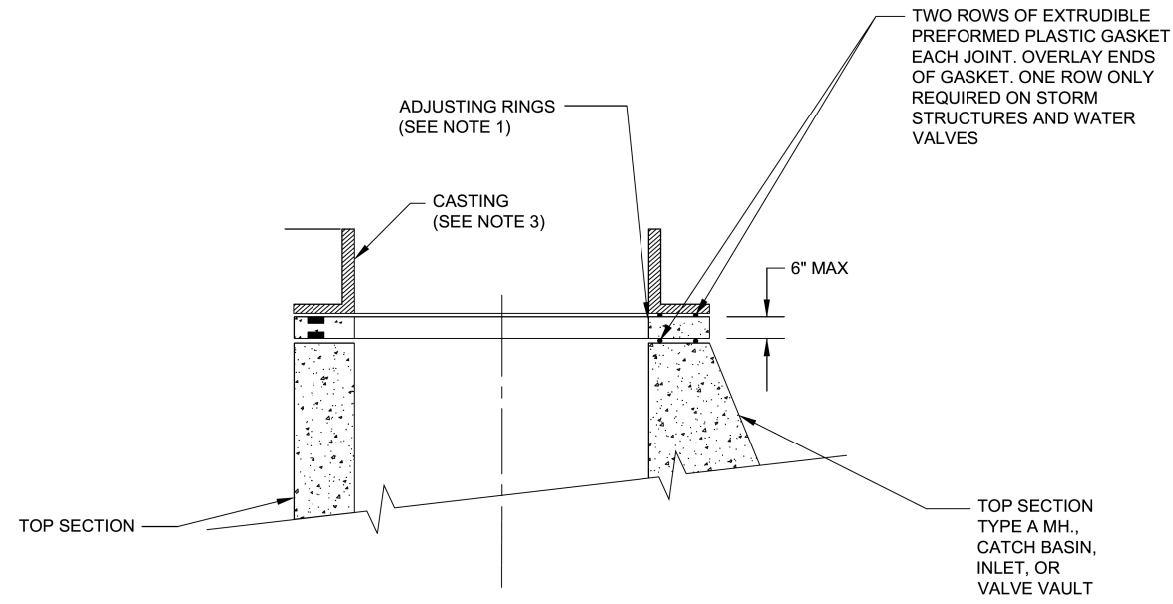
STRUCTURAL DETAILS

SCALE: 1"=NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	32
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



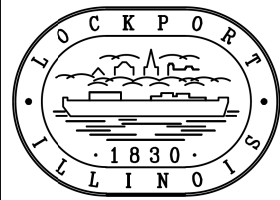
# CITY OF LOCKPORT



- NOTES:
- THERE SHALL BE A MAXIMUM OF 2 ADJUSTING RINGS WITH A MAXIMUM TOTAL HEIGHT OF 6".
  - ANY ADJUSTMENT IN PAVED AREAS SHALL USE PREFORMED RUBBER ADJUSTING RINGS, WHICH ARE 3" OR LESS IN THICKNESS.
  - THE FOLLOWING CASTINGS SHALL BE PROVIDED:

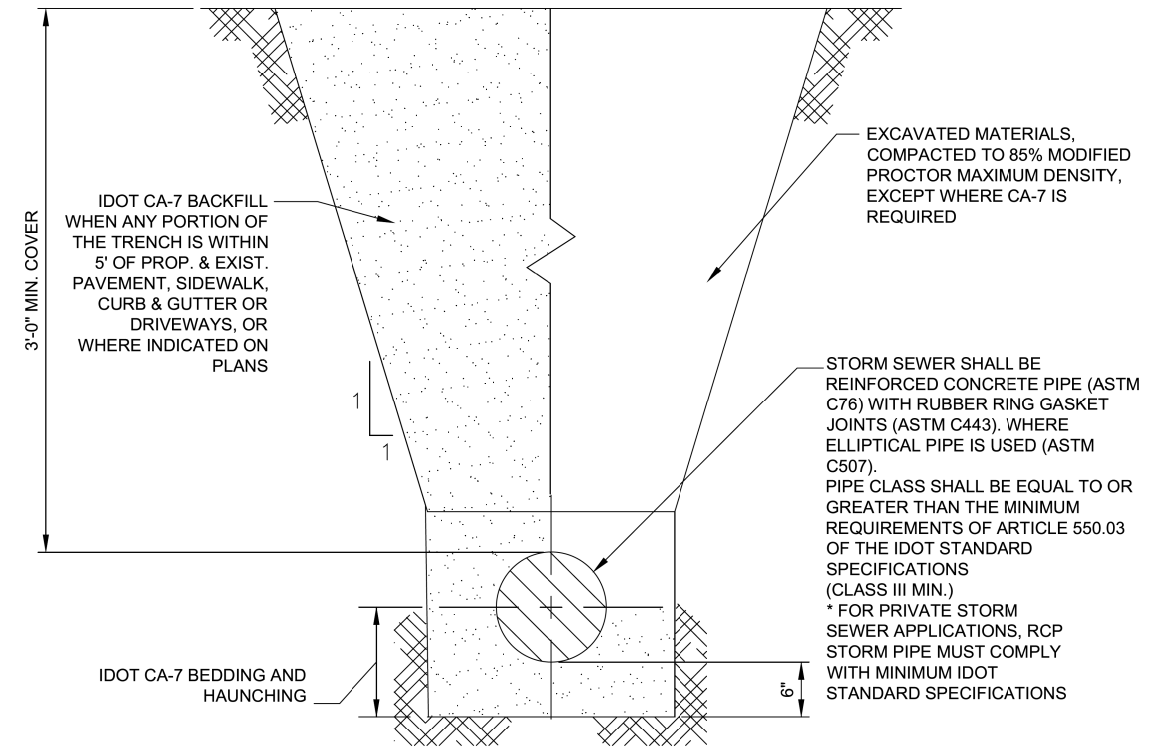
STRUCTURE TYPE	EAST JORDAN IRON WORKS	NEENAH
SANITARY	1020AGS	R-1710 / WATERTIGHT LID
WATER	1020AHD	R-1710 / WATERTIGHT LID
STORM - OPEN PAVED	1050Z1 / TYPE M1	R-1710 / TYPE D LID
STORM - OPEN TURFED	1050Z1 / TYPE N LID	R-1710 / TYPE B LID
	6527	R-4340-B
STORM - CLOSED	1020AHD	R-1710 / SOLID LID

- ALL CLOSED LIDS SHALL BE PROVIDED WITH THE "CITY OF LOCKPORT" AND UTILITY TYPE CAST (WATER, SANITARY, STORM) INTO THE LID. ALL CLOSED LIDS SHALL HAVE A CONCEALED PICK HOLE. WATER AND SANITARY LIDS SHALL BE SELF SEALING WATER TIGHT LIDS. STORM CASTING SHALL HAVE "DRAINS TO CREEK" CAST INTO THE LID OR BACK.
- NO FILTER FABRIC ALLOWED UNDER FRAMES OR GRATES. ALL STRUCTURES SHALL HAVE INLET BASKETS INSTALLED. INLET BASKETS SHALL BE CLEANED AS REQUIRED PER MANUFACTURERS STANDARD RECOMMENDATIONS OR AT THE REQUEST OF THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING. ALL INLET PROTECTION SHOULD BE IN ACCORDANCE WITH THE APPROVED STORM WATER POLLUTION PREVENTION PLAN.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 30-6 <b>CASTING INSTALLATION AND ADJUSTING</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

# CITY OF LOCKPORT



- PUBLIC STORM SEWER NOTES:
- THE STORM SEWER SHALL BE TELEVISED FOLLOWING THE INSTALLATION OF THE COMMONWEALTH EDISON AND NICOR UNDERGROUND UTILITIES AND PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF FINAL OCCUPANCY. THE TELEVISED RESULTS SHALL BE PROVIDED TO THE DIRECTOR OF PUBLIC WORKS AND ENGINEER ON A DVD AND FLASH DRIVE.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 30-4 <b>STORM SEWER INSTALLATION</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARBJM	
			SCALE: N.T.S.	

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 User: jpoly  
 Plot Date: 2/12/2019



V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
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630.724.9202 fax  
www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
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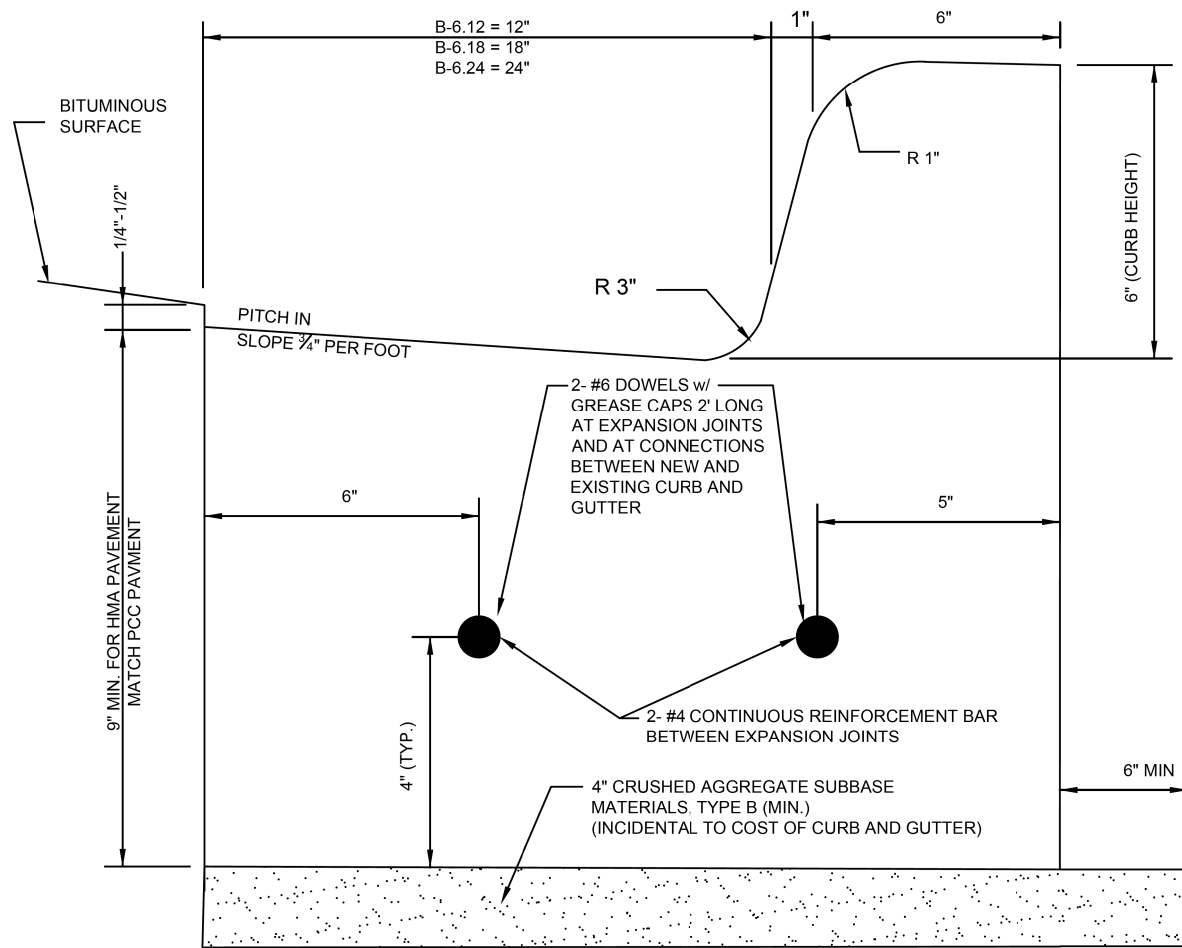
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF LOCKPORT  
DEVELOPEMENT DETAILS

SCALE: NTS SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	33
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

# CITY OF LOCKPORT



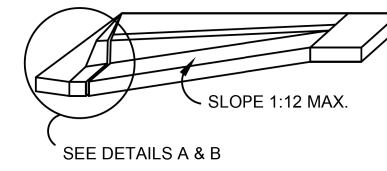
**NOTES:**

- ALL CURB AND GUTTER SHALL BE CONSTRUCTED WITH IDOT CLASS SI CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 3500 PSI AT 14 DAYS. TESTING SHALL BE PROVIDED IN ACCORDANCE WITH IDOT'S PROJECT PROCEDURES GUIDE.
- CONTRACTION JOINTS SHALL BE SAW-CUT AT MAXIMUM 15' INTERVALS AND CAULKED. THE DEPTH OF THE SAW-CUT SHALL BE A MIN. OF 2".
- PREFORMED EXPANSION JOINTS 3/4" THICK, SHALL BE PLACED 5 FEET EITHER SIDE OF STORM STRUCTURES IN CURB AND GUTTER, AT CURB RETURNS AND AT POINTS OF CURVATURE, AT ALL CONNECTIONS BETWEEN NEW AND EXISTING CURB AND GUTTER, AND AT 100' INTERVALS ON TANGENTS.
- THE FOLLOWING SHALL BE STAMPED IN THE CURB AT THE INDICATED LOCATIONS:  
 "W" FOR WATER SERVICES  
 "S" FOR SANITARY SEWER SERVICES  
 "CO" FOR STORM SEWER SERVICE LINE CLEAN-OUTS  
 "WV" FOR WATER VALVE VAULTS  
 "SM" FOR SANITARY MANHOLES  
 "SP" FOR SUMP CONNECTION
- DOWELS AT EXPANSION JOINTS SHALL BE CENTERED ON THE JOINT (DRILLED INTO EXISTING CURB AND GUTTER), AND SHALL BE INSTALLED WITH GREASE CAPS ON ONE SIDE.

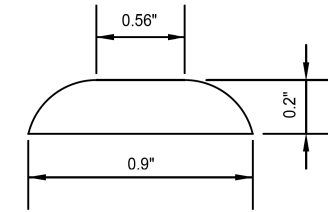


REVISIONS			JANUARY 1, 2018	DETAIL NO. 70-3 <b>BARRIER                  CONCRETE CURB                  &amp; GUTTER</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

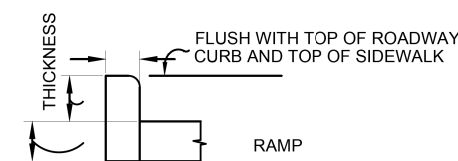
# CITY OF LOCKPORT



RAMP PROFILE

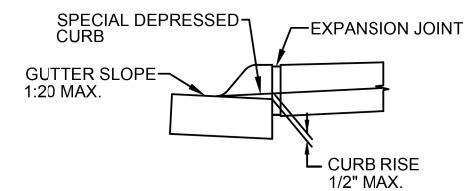
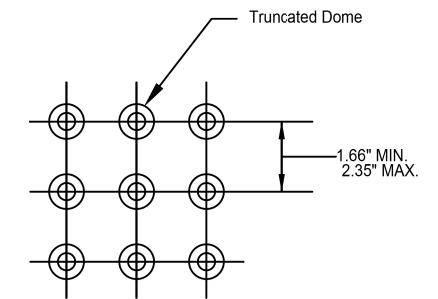


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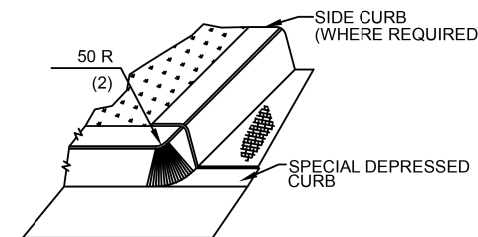


DETAIL OF SIDE CURB

(SIDE CURB MAY BE CONSTRUCTED MONOLITHICALLY WITH RAMP)



DETAIL A



DETAIL B

**GENERAL NOTES:**

- THE MAXIMUM SLOPE OF THE SIDE FLARE FOR RAMPS SHALL BE 1:10; HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 4'-0" THEN THE MAXIMUM SLOPE SHALL BE 1:12.
- ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V/H).
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
- ADA RAMPS SHALL BE CONSTRUCTED WITH DETECTABLE WARNING PLATES THAT COMPLY WITH THE REQUIREMENTS OF ALL APPLICABLE REGULATIONS AND APPROVED BY THE CITY PUBLIC WORKS DIRECTOR. DETECTABLE WARNING PLATE MATERIAL SHALL BE FIBERGLASS UNLESS ALTERNATE MATERIALS ARE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
- ALL RAMPS SHALL BE PERPENDICULAR CROSSINGS, AS DEFINED BY IDOT, UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 70-5 <b>CURB RAMPS                  ACCESSIBLE TO                  THE DISABLED</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF LOCKPORT  
DEVELOPMENT DETAILS

SCALE: NTS SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	34
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

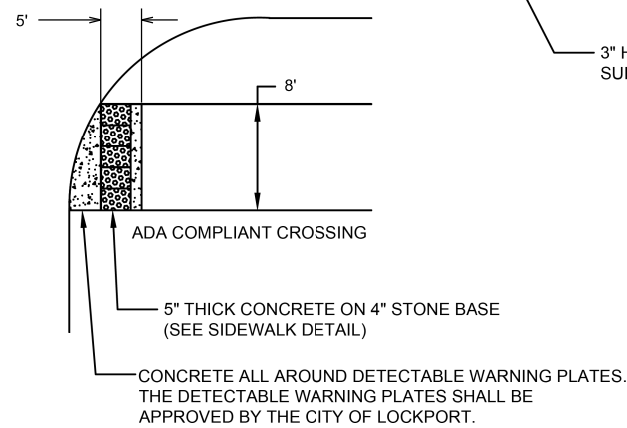
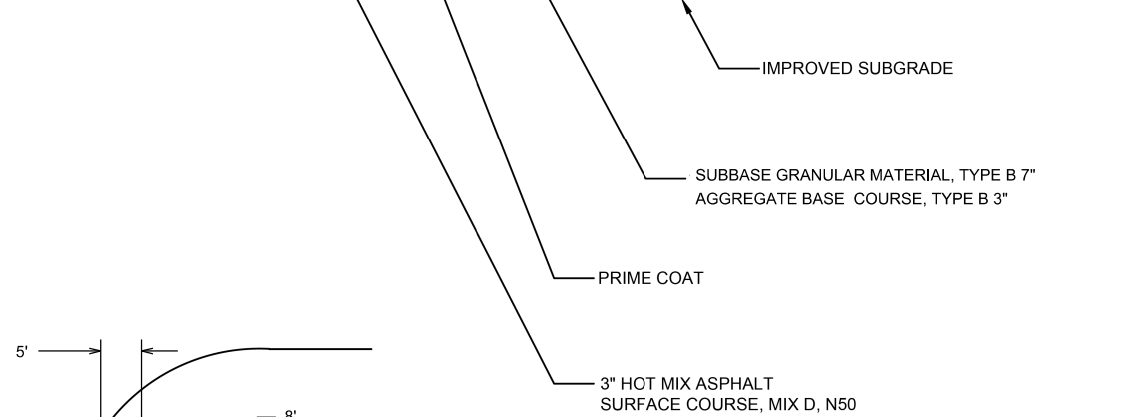
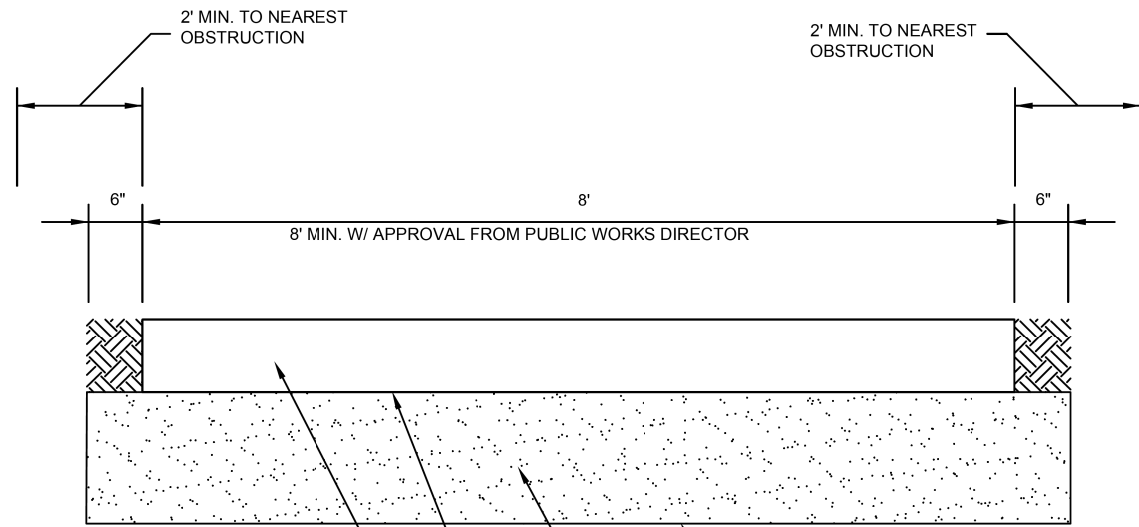
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

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PLOT SCALE = 2'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

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# CITY OF LOCKPORT



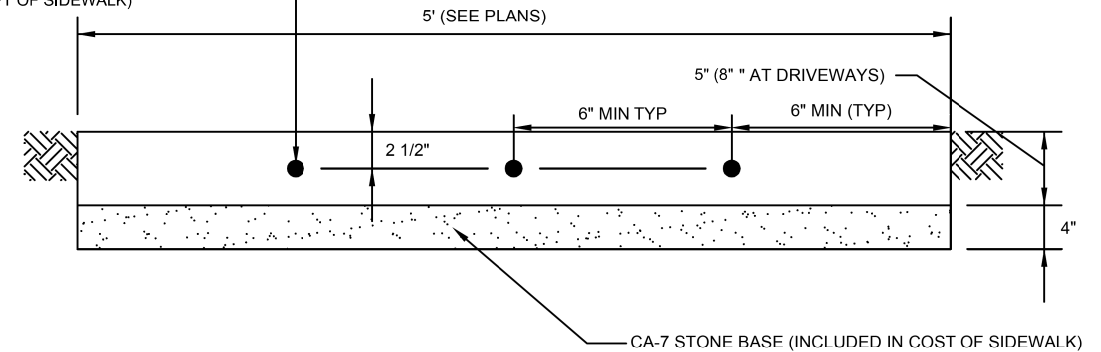
- NOTE:**
1. PROOF ROLL OF SUBGRADE AND AGGREGATE BASE COURSE SHALL BE WITNESSED BY CITY REPRESENTATIVE & TESTING AGENCY PRIOR TO INSTALLATION OF SUBBASE AND PAVEMENT RESPECTIVELY. ANY SUBGRADE FAILURE SHALL BE CORRECTED ACCORDING TO IDOT'S SUBGRADE STABILITY MANUAL.
  2. IN THE EVENT OF PRECIPITATION FOLLOWING THE APPROVAL OF A PROOF ROLL AND PRIOR TO PLACEMENT OF AGGREGATE SUBGRADE OR PAVEMENT, THE CONTRACTOR SHALL REPROOF ROLL.
  3. THE CONTRACTOR SHALL BE RESPONSIBLE OF THE PROTECTION OF THE SUBGRADE AND AGGREGATE BASE COURSE
  4. RECYCLED STONE WILL NOT BE ALLOWED.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 70-6 <b>MULTI-USER PATH</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

# CITY OF LOCKPORT

INSTALL #4 REINFORCING BARS, 12" LONG, EMBEDDED 6", AT ALL CONNECTIONS BETWEEN NEW AND EXISTING SIDEWALKS. (TYP. FOR 3) BARS SHALL BE SPACED A MINIMUM OF 6 INCHES FROM EACH OTHER AND FROM EDGES OF WALK. (BARS INCLUDED IN UNIT PRICE PER SQ FT OF SIDEWALK)



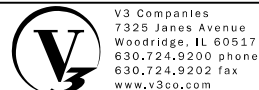
- NOTES:**
1. SIDEWALKS ADJACENT TO THE BACK OF CURB SHALL BE A MINIMUM OF 7' IN WIDTH.
  2. ALL SIDEWALK SHALL BE CONSTRUCTED WITH IDOT CLASS "SI" CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS
  3. PREFORMED EXPANSION JOINTS (1/2" THICK) SHALL BE CONSTRUCTED IN SIDEWALK EVERY 100 FEET AND AT ALL ABUTTING DRIVEWAYS AND CURB AND GUTTER.
  4. TOOLED CONTRACTION JOINTS SHALL BE CONSTRUCTED IN SIDEWALK EVERY FIVE FEET.
  5. SIDEWALK SHALL HAVE 1/4" PER FOOT CROSS-SLOPE (MAXIMUM).
  6. SIDEWALKS SHALL BE TESTED PER THE CITY DEVELOPMENT GUIDELINES AND IDOT'S PROJECT PROCEDURE GUIDELINES.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 70-7 <b>SIDEWALK</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

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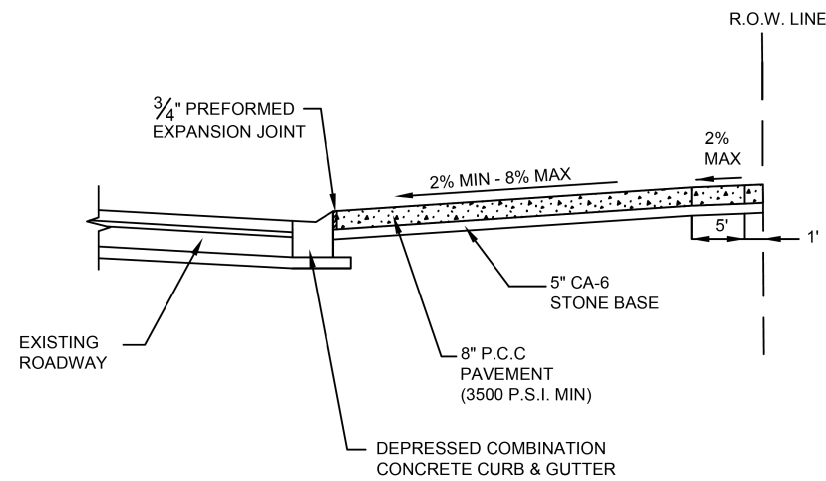
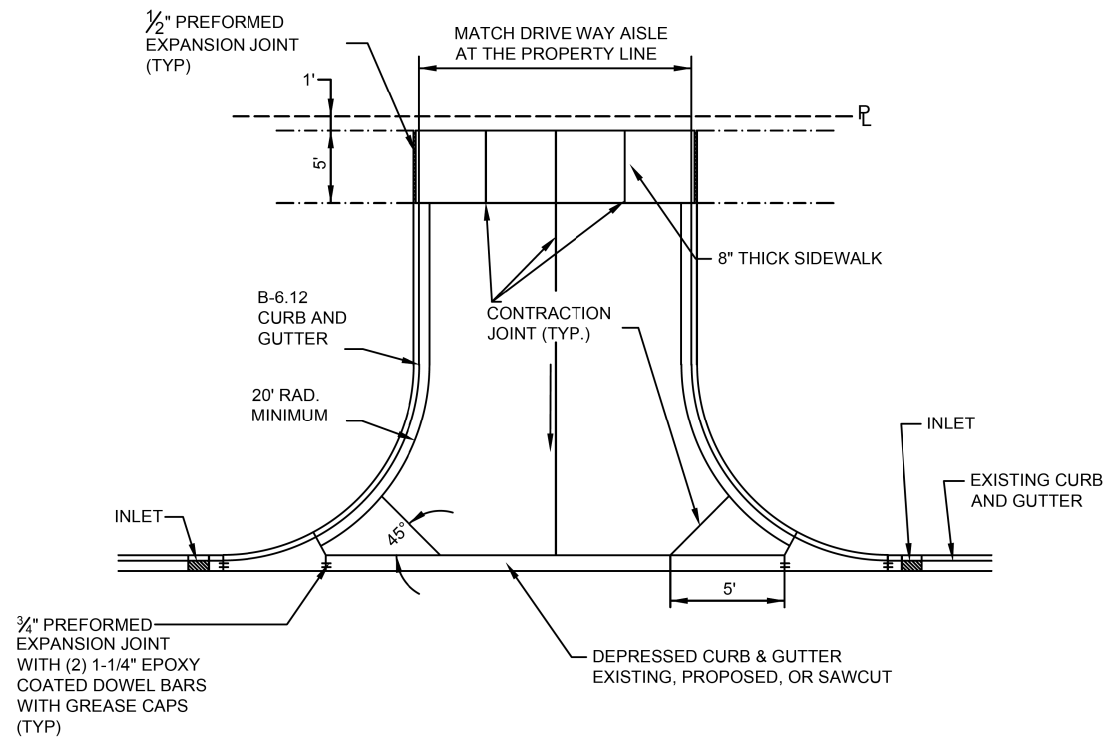
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF LOCKPORT  
DEVELOPEMENT DETAILS

SCALE: NTS SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	35
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

# CITY OF LOCKPORT



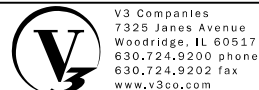
- NOTES:
1. ALL CONCRETE SHALL BE IDOT CLASS "SI" CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS.
  2. THE SUBGRADE SHALL BE STABLE AND MECHANICALLY COMPACTED TO A MINIMUM 95% OF THE LABORATORY DENSITY.
  3. ALL AGGREGATE SUBBASE SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF THE LABORATORY DENSITY.



REVISIONS			JANUARY 1, 2018	DETAIL NO. 70-14  <b>COMMERCIAL ENTRANCE</b>
BY	DATE	DESCRIPTION	DRAWN BY: ARR	
			SCALE: N.T.S.	

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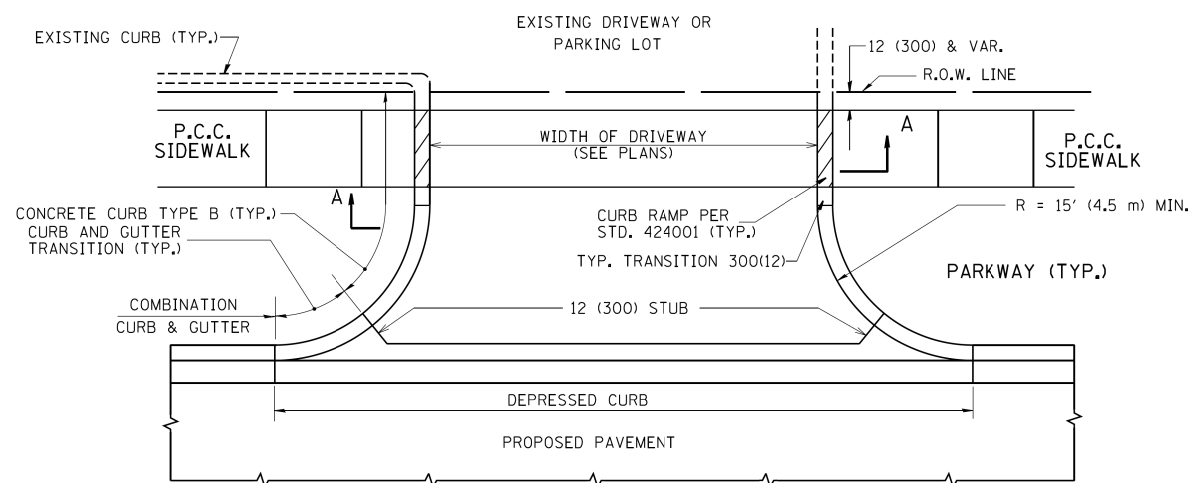
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

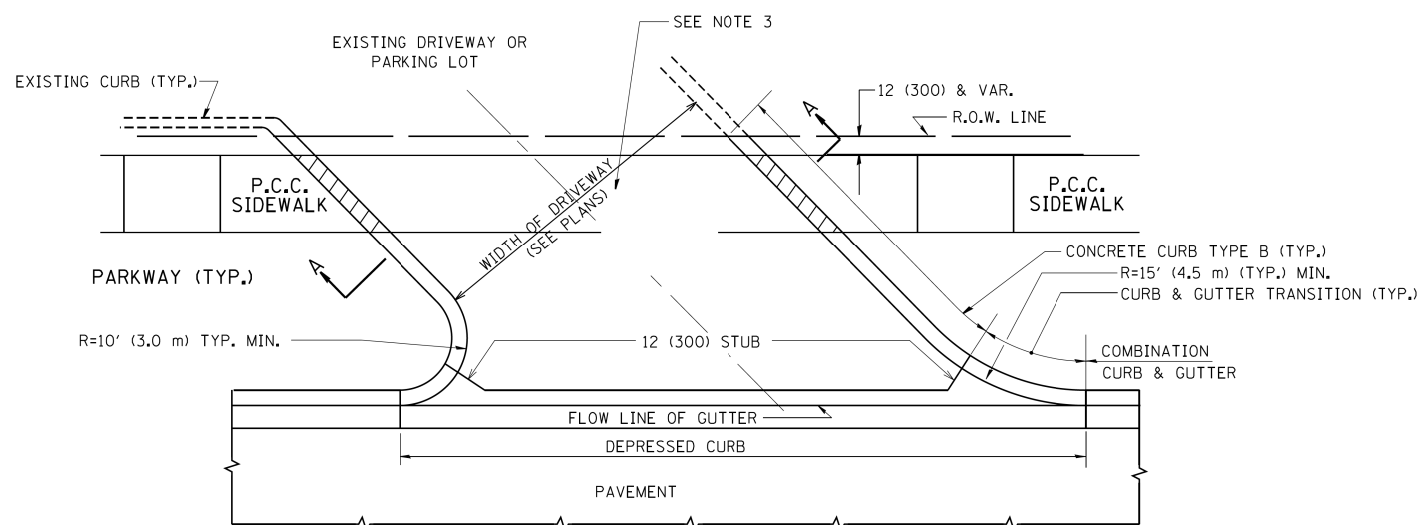
CITY OF LOCKPORT  
DEVELOPMENT DETAILS

SCALE: NTS SHEET 4 OF 4 SHEETS STA. TO STA.

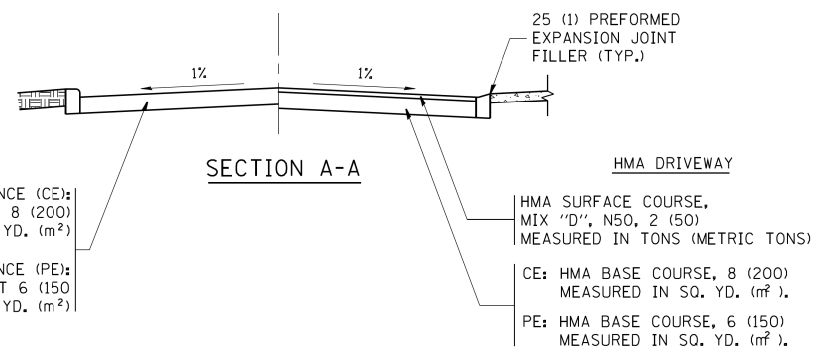
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	36
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B

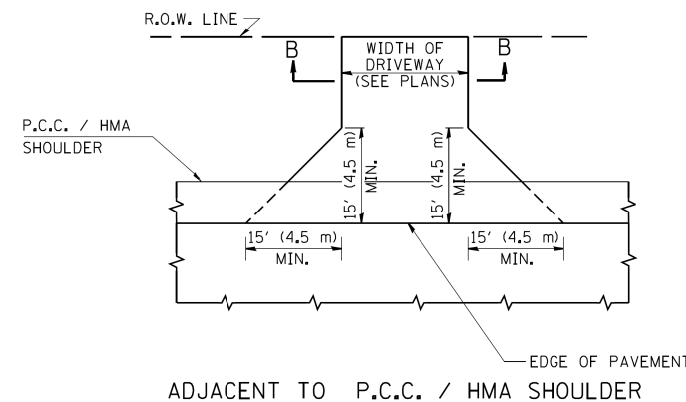


WITH CONCRETE CURB, TYPE B

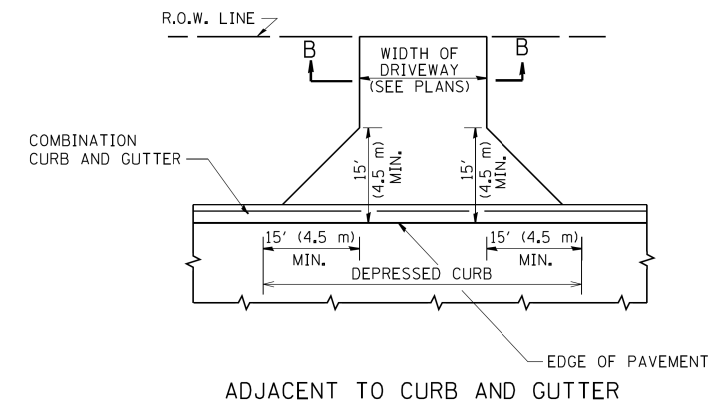


**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

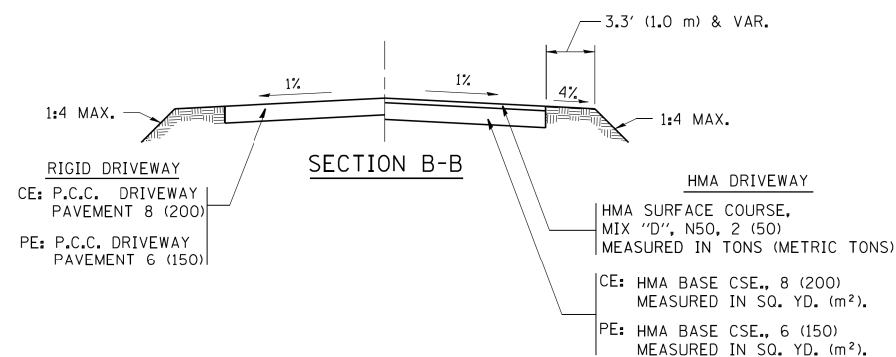
**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



**RIGID DRIVEWAY**  
 CE: P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 PE: P.C.C. DRIVEWAY PAVEMENT 6 (150)

**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE CSE., 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),  
 PE: HMA BASE CSE., 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

**GENERAL NOTES:**

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS, SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

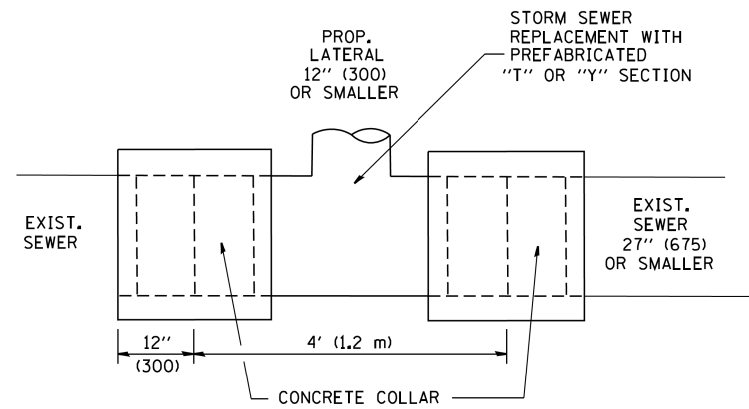
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
 AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

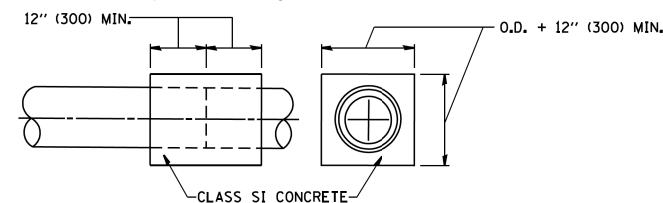
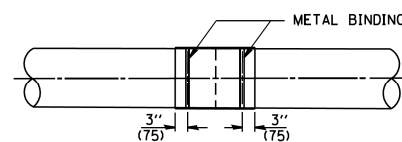
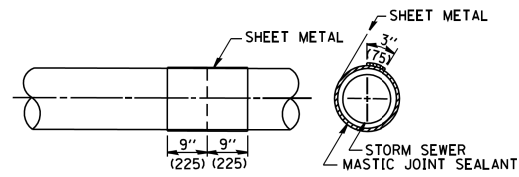
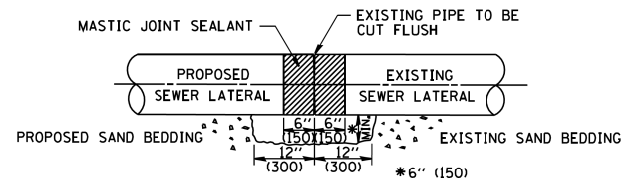
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>BD0156-07 (BD-01)</b>		CONTRACT NO. 61D48		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

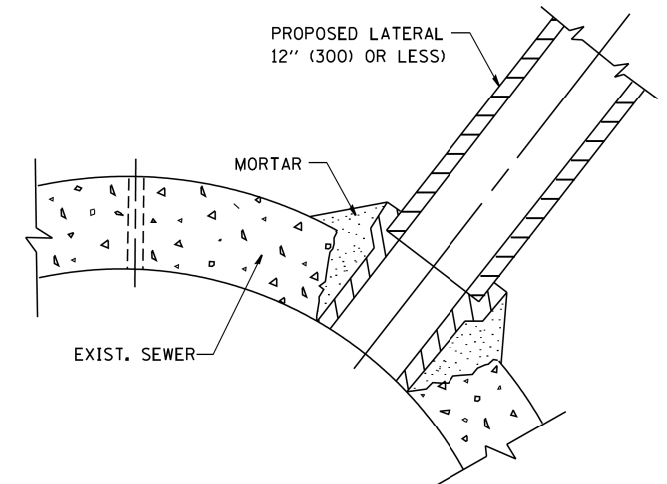


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER  
CONNECTION TO EXISTING SEWER

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	38
BD500-01 (BD-7)			CONTRACT NO. 61D48	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \* \*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 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.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

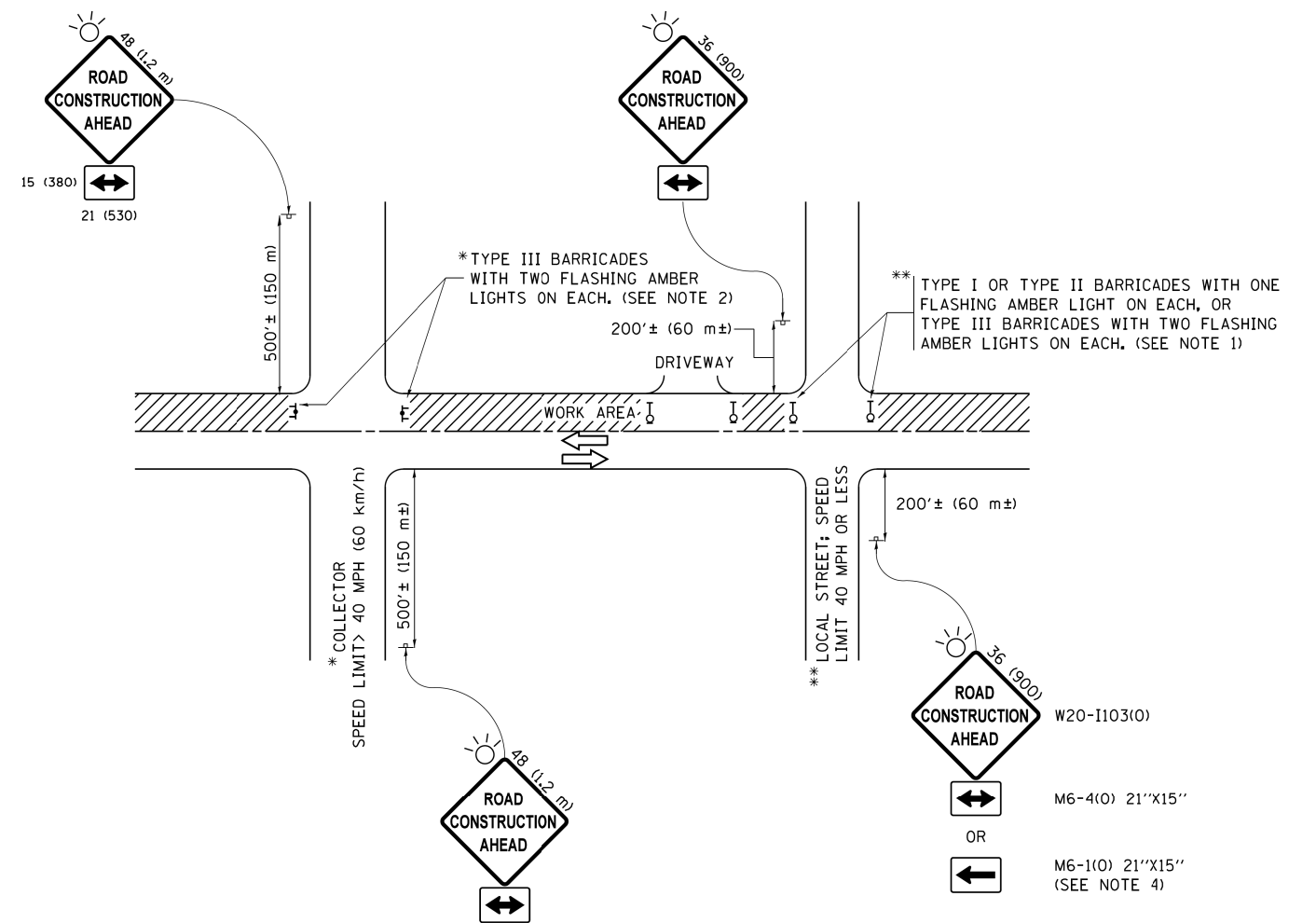
**BASIS OF PAYMENT:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ei:\pwork\pwork\drivakosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			366	10-00072-00-BT	WILL	50	39	
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 12-15-09			<b>BD600-06 (BD-24)</b>		CONTRACT NO. 61D48			
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



**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.

FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
p:\j\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist		DRAWN	REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

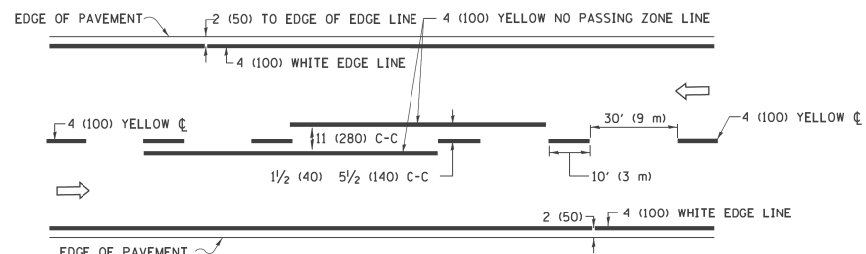
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

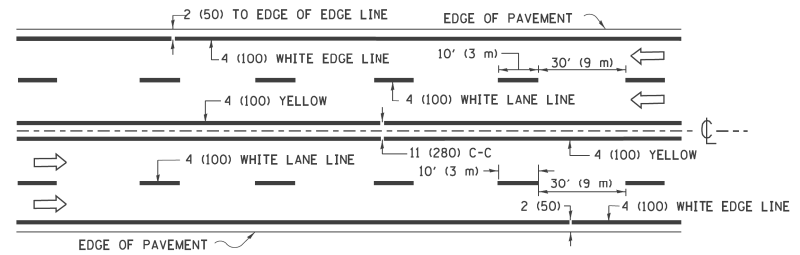
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			<b>CONTRACT NO. 61D48</b>	
ILLINOIS FED. AID PROJECT				

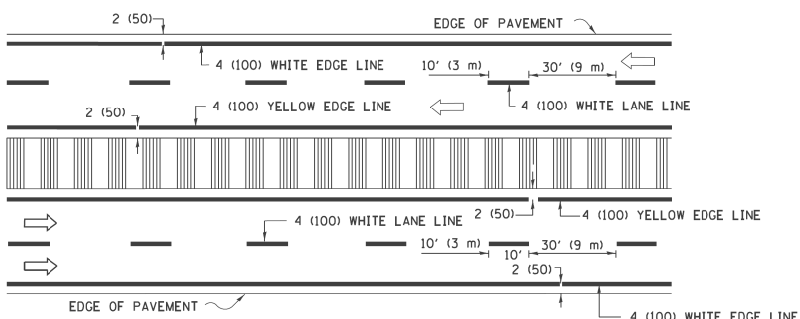




**2-LANE ROADWAY**

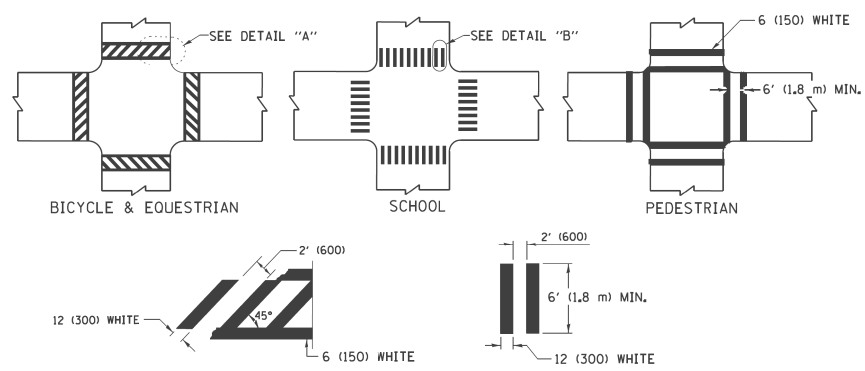


**MULTI-LANE UNDIVIDED**



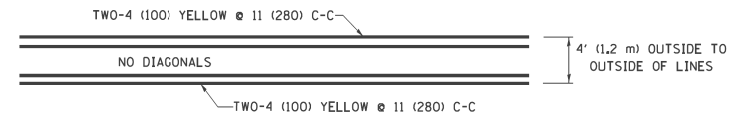
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

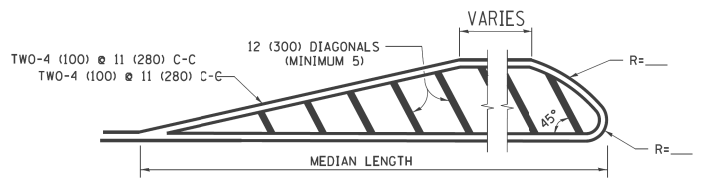


**TYPICAL CROSSWALK MARKING**

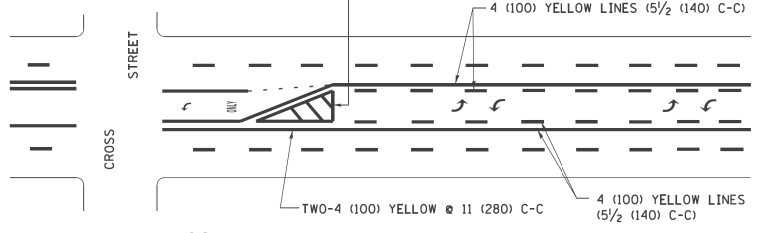
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



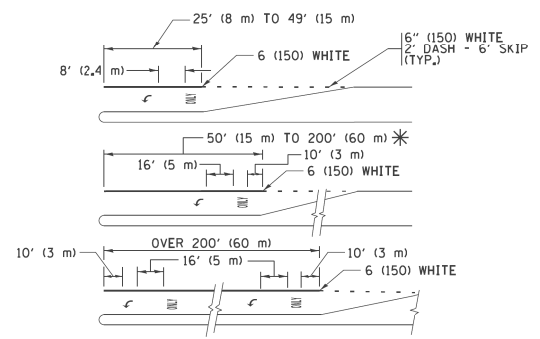
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**

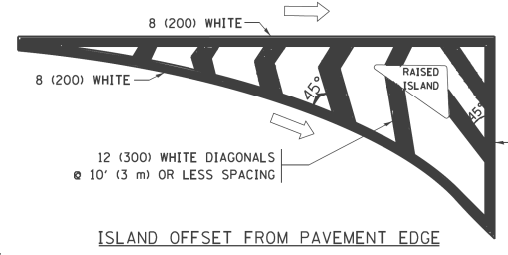


**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

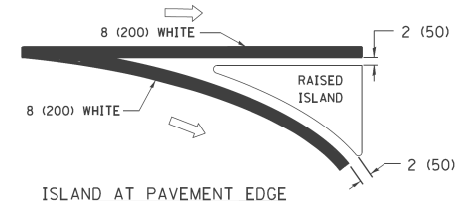


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

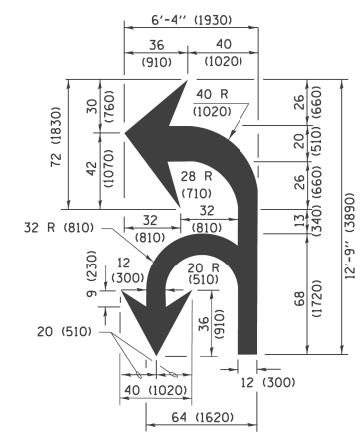
**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**



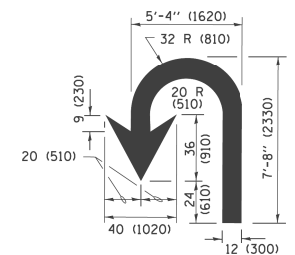
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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.

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	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		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 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	41
<b>TC-13</b>		CONTRACT NO. 61D48		
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

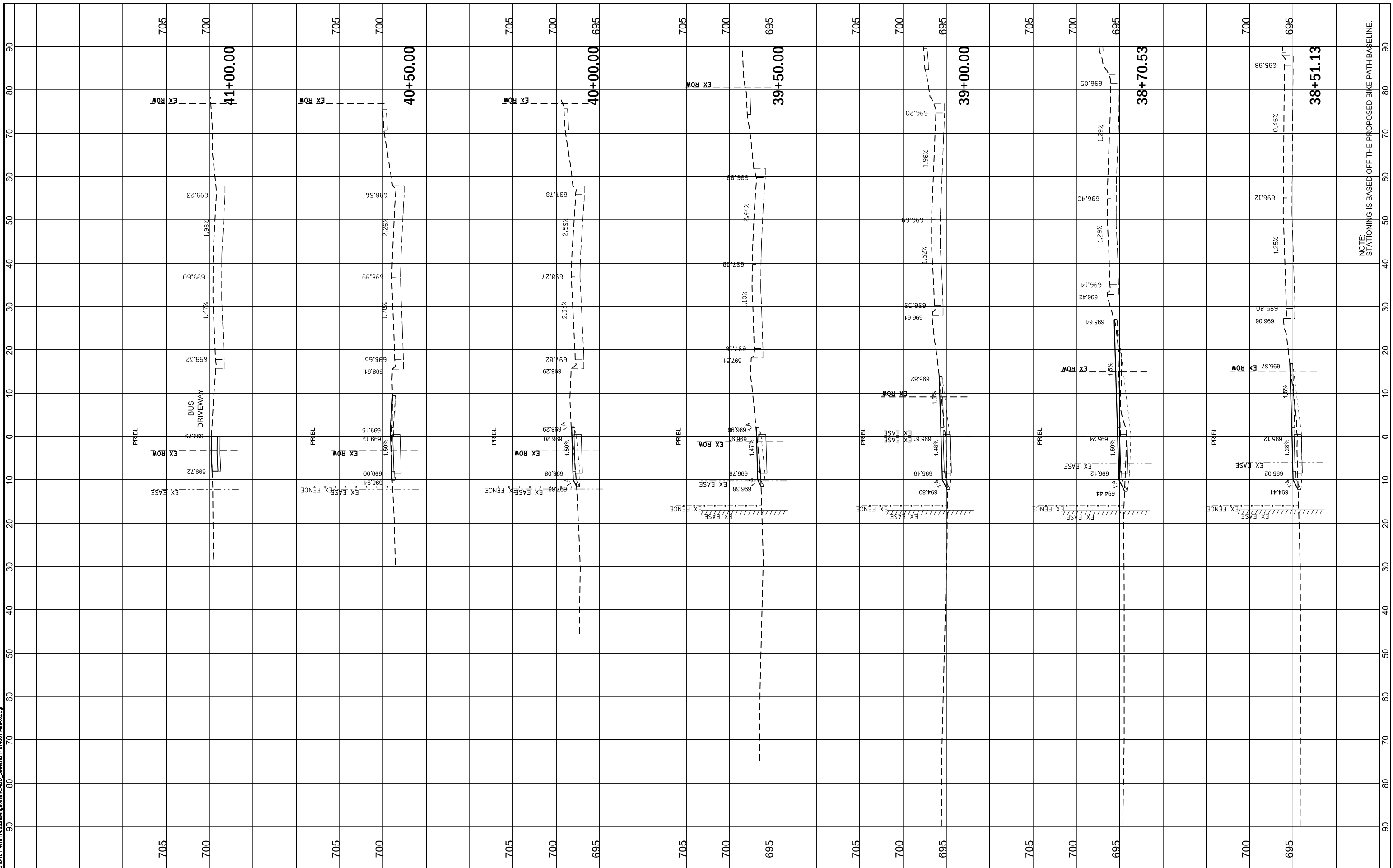
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
 CROSS SECTIONS**

SCALE: SHEET 1 OF 9 SHEETS STA. 38+51.13 TO STA. 41+00.00

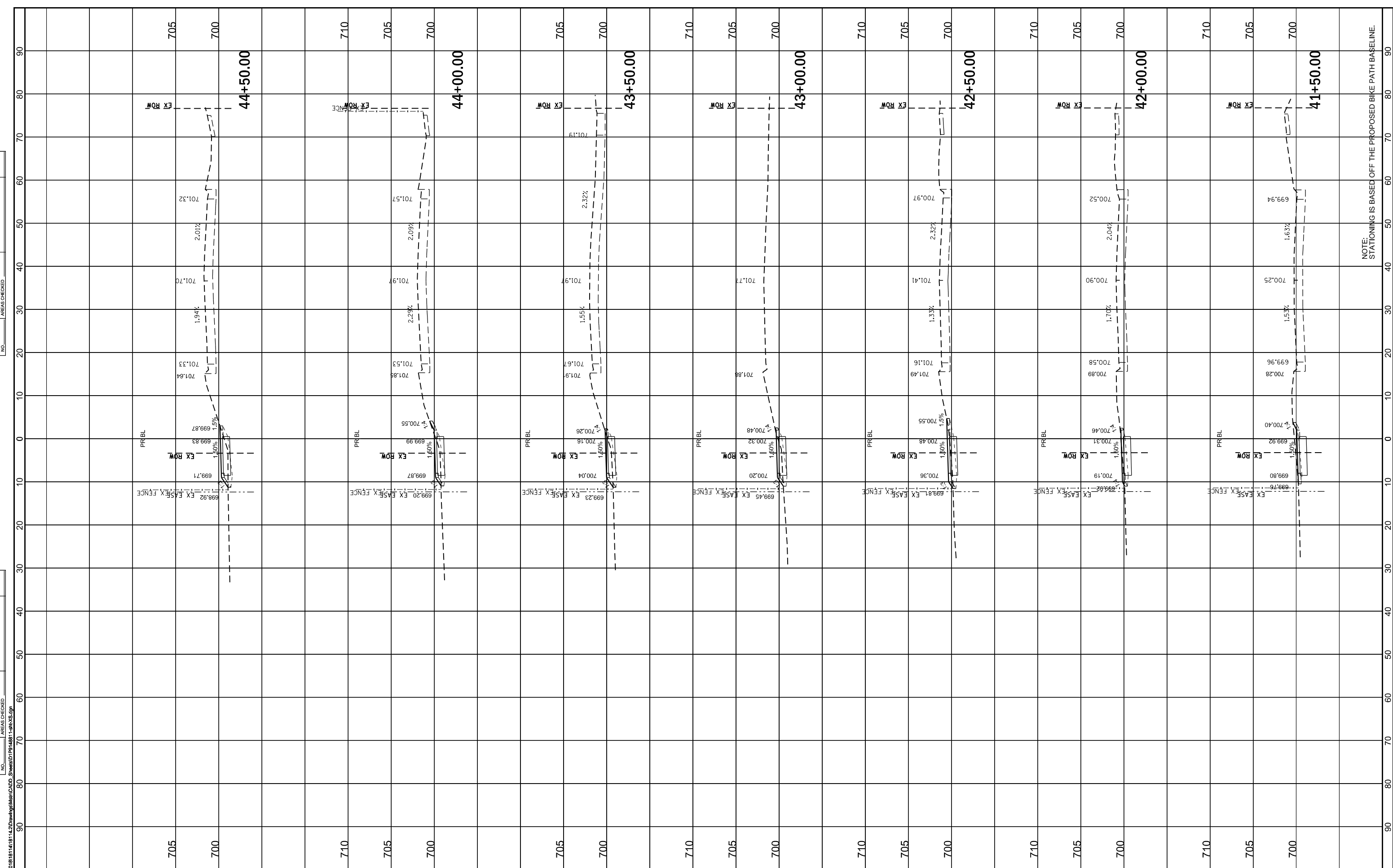
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CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

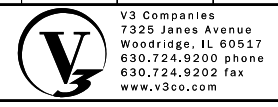
FINAL SURVEY NO.	SURVEYED AREAS CHECKED	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	DATE



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

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USER NAME = jpoly  
 DESIGNED - EIH  
 DRAWN - EIH  
 CHECKED - KRC  
 DATE - 11/16/18

REVISIONS  
 REVISED -  
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
 CROSS SECTIONS**

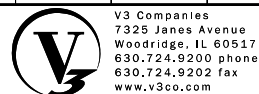
SCALE: SHEET 2 OF 9 SHEETS STA. 41+50.00 TO STA. 44+50.00

FAU-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	43
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
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USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

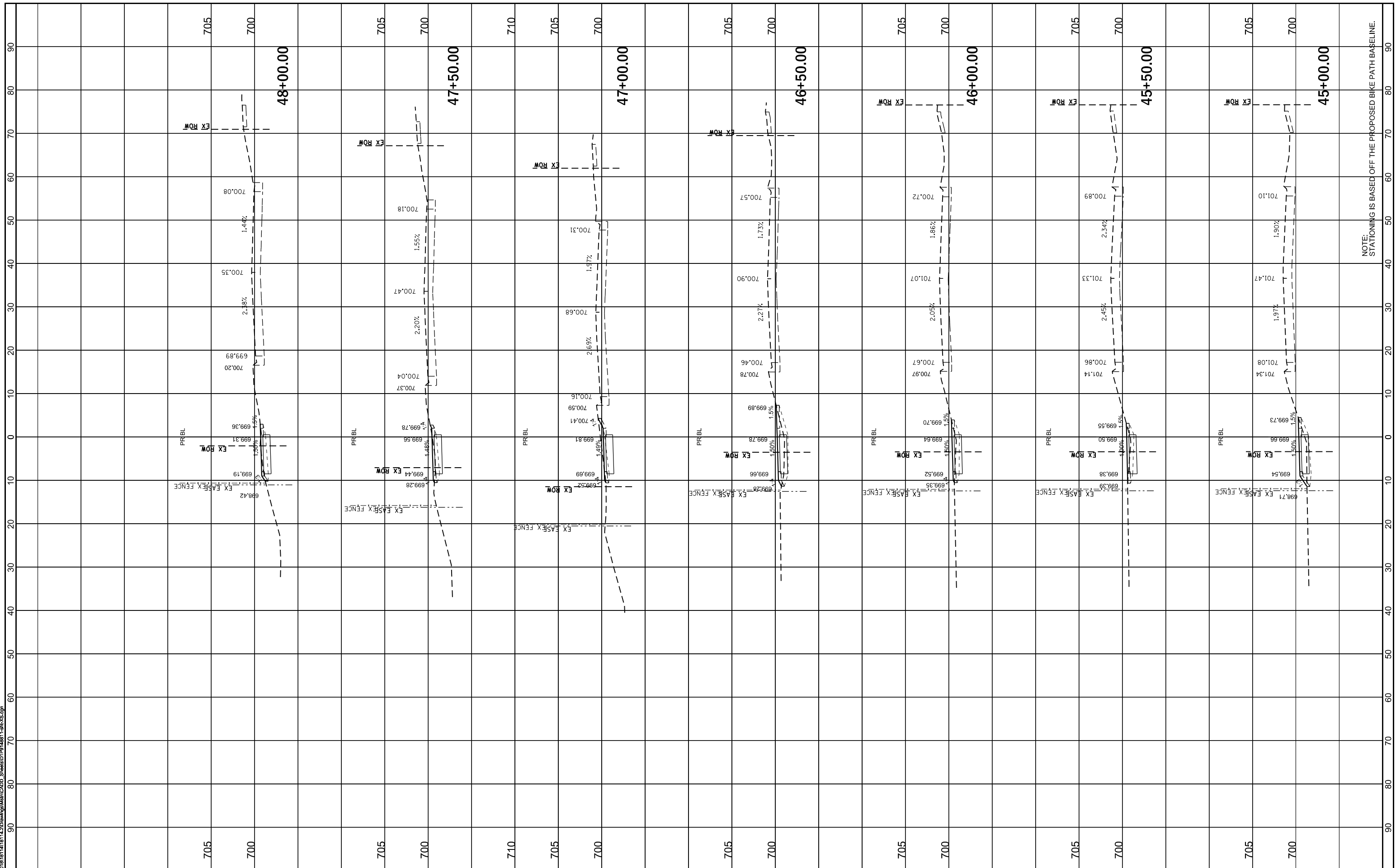
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
CROSS SECTIONS**

SCALE: SHEET 3 OF 9 SHEETS STA. 45+00.00 TO STA. 48+00.00

FAU RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 44
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

DESIGNED - EIH
DRAWN - EIH
CHECKED - KRC
DATE - 11/16/18

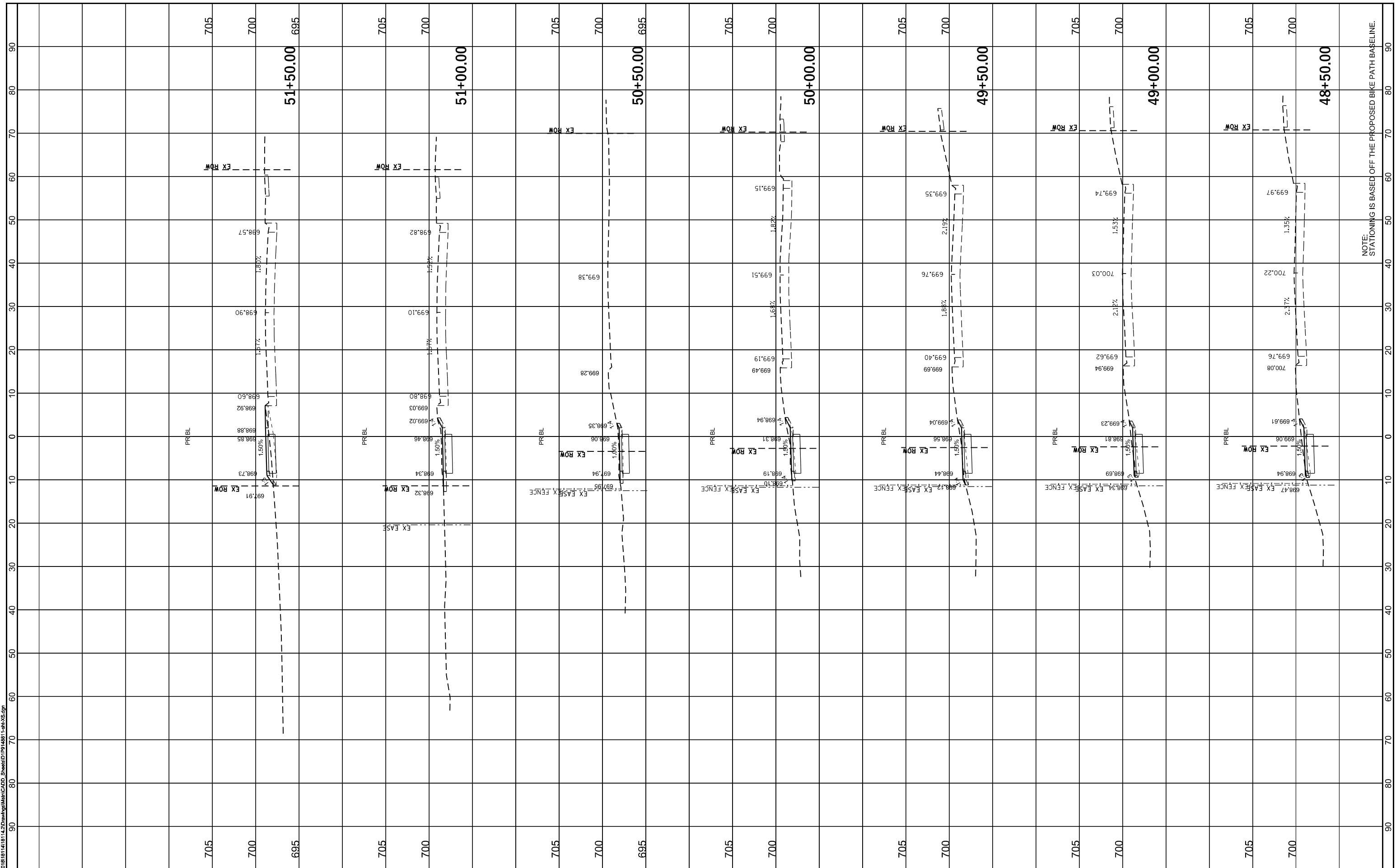
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REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
 CROSS SECTIONS**

SCALE: SHEET 4 OF 9 SHEETS STA. 48+50.00 TO STA. 51+50.00

FAU-RT# 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 45
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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630.724.9200 phone  
630.724.9202 fax  
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USER NAME	= jpoly
PLOT SCALE	= 20'
PLOT DATE	= 2/12/2019

DESIGNED	- EIH
DRAWN	- EIH
CHECKED	- KRC
DATE	- 11/16/18

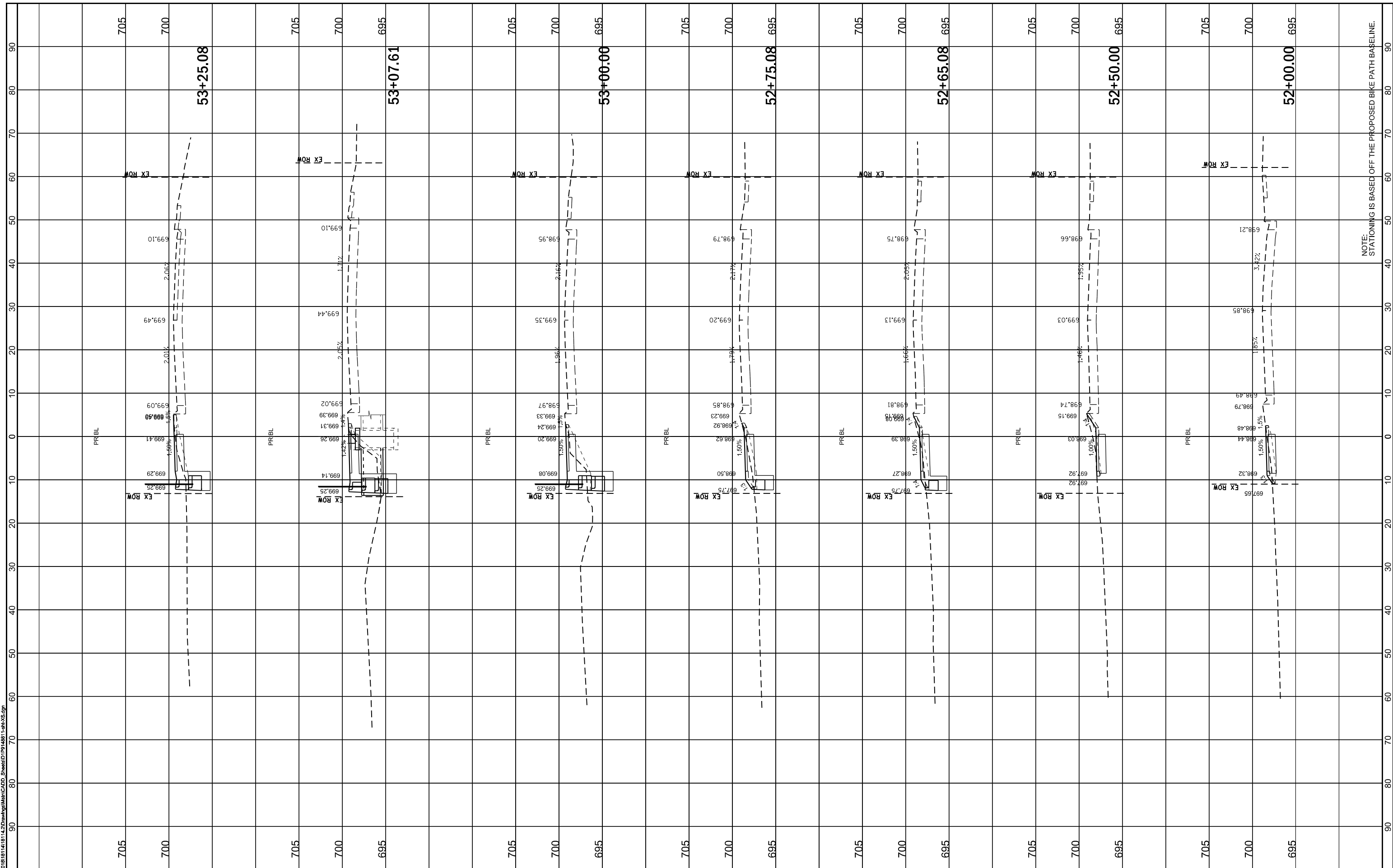
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REVISED	-
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
CROSS SECTIONS**

SCALE: SHEET 5 OF 9 SHEETS STA. 52+00.00 TO STA. 53+25.08

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
366	10-00072-00-BT	WILL	50	46
CONTRACT NO. 61D48				
ILLINOIS FED. AID PROJECT				



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

FINAL SURVEY NO.	SURVEYED AREAS CHECKED	DATE
NOTE BOOK	PLOTTED TEMPLATE	BY
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	DATE
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	AREAS CHECKED	

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630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

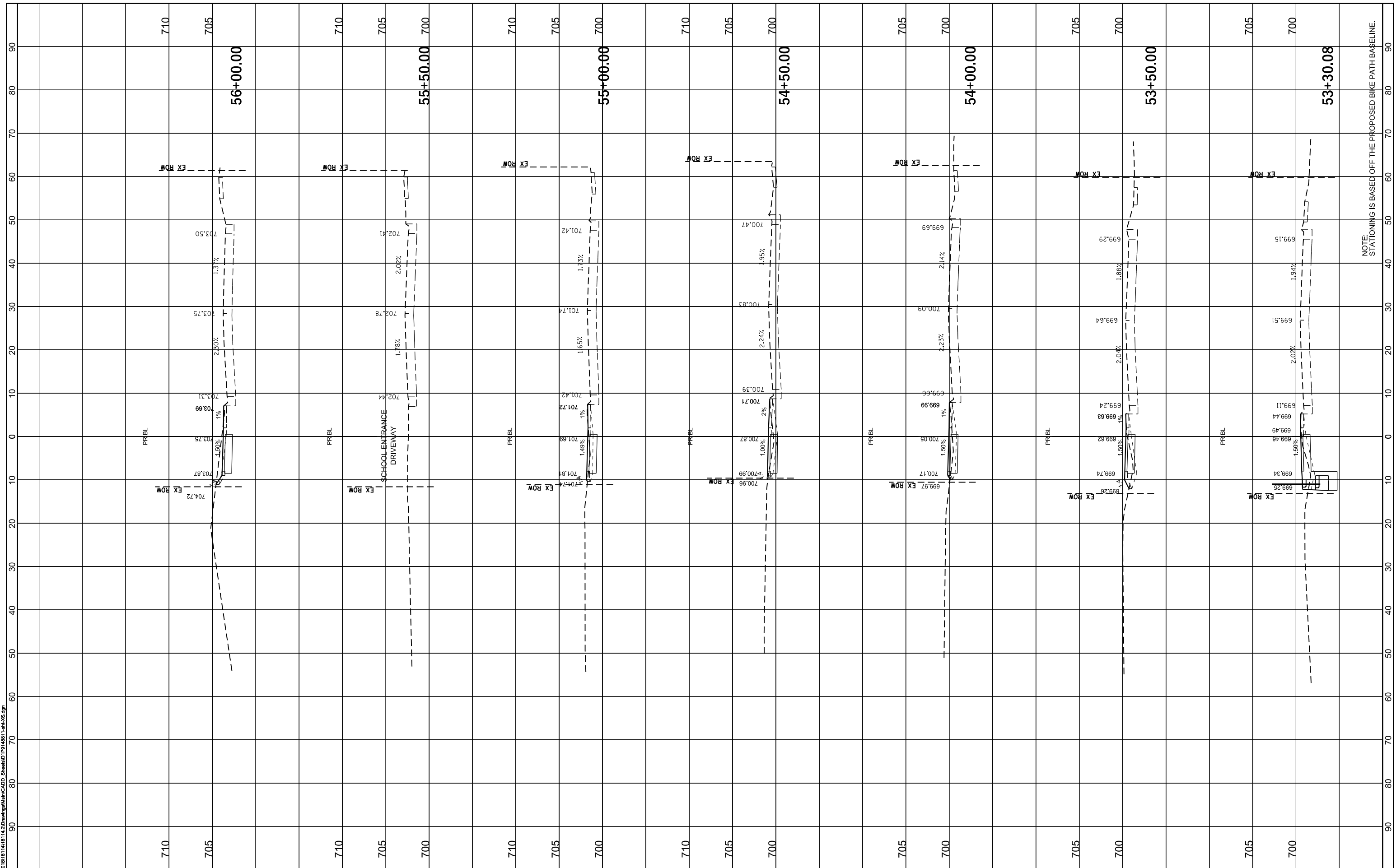
DESIGNED - EIH	REvised -
DRAWN - EIH	REvised -
CHECKED - KRC	REvised -
DATE - 11/16/18	REvised -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
CROSS SECTIONS**

SCALE: SHEET 6 OF 9 SHEETS STA. 53+30.08 TO STA. 56+00.00

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 47
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	DATE
NOTE BOOK	TEMPLATE	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	DATE
	TEMPLATE	
	AREAS CHECKED	

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V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

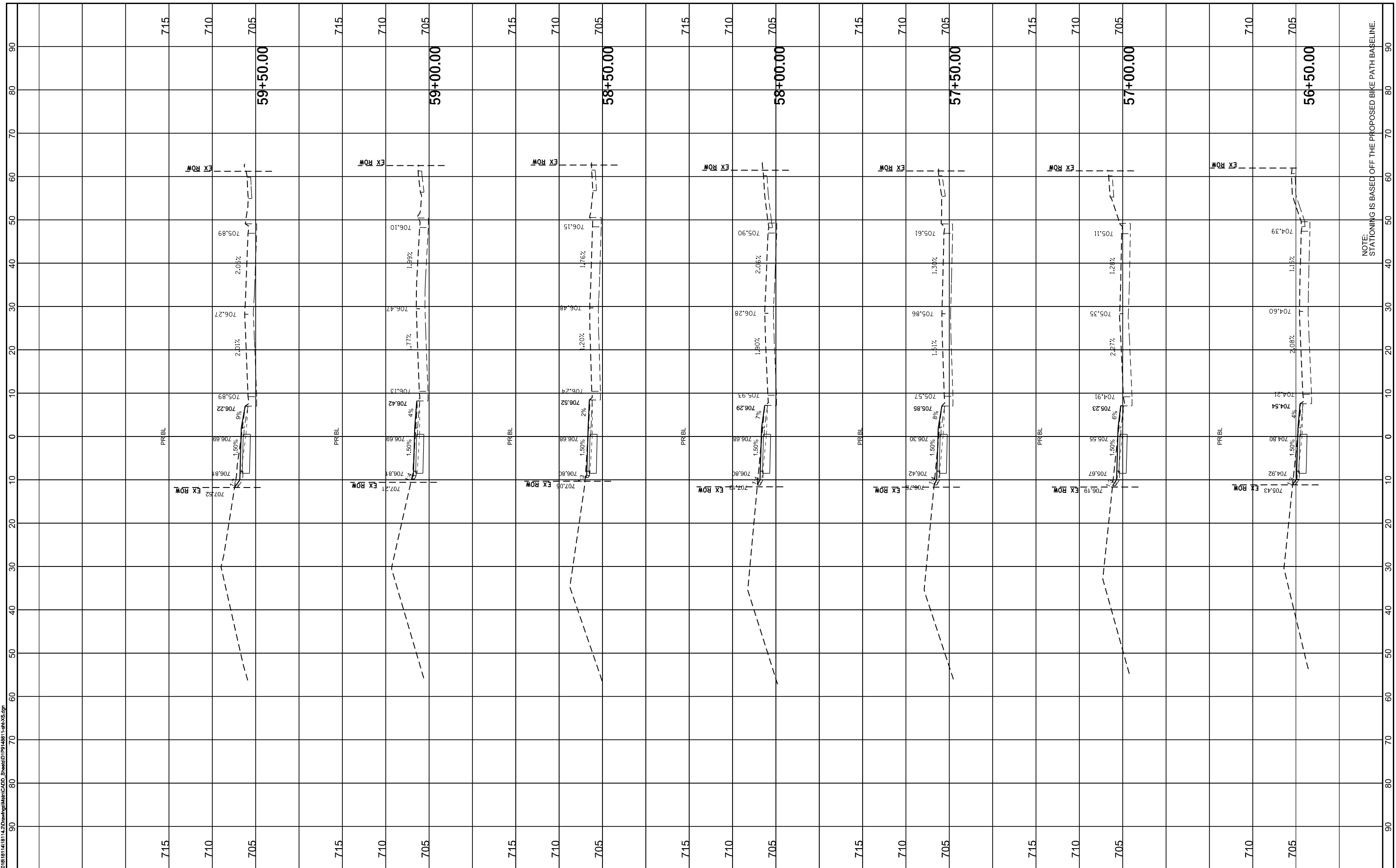
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DRAWN - EIH	REVISED -
CHECKED - KRC	REVISED -
DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
CROSS SECTIONS**

SCALE: SHEET 7 OF 9 SHEETS STA. 56+50.00 TO STA. 59+50.00

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 48
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	



NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.



FINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED AREAS CHECKED	BY	DATE

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V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
 630.724.9200 phone  
 630.724.9202 fax  
 www.v3co.com

USER NAME = jpoly
PLOT SCALE = 20'
PLOT DATE = 2/12/2019

DESIGNED - EIH
DRAWN - EIH
CHECKED - KRC
DATE - 11/16/18

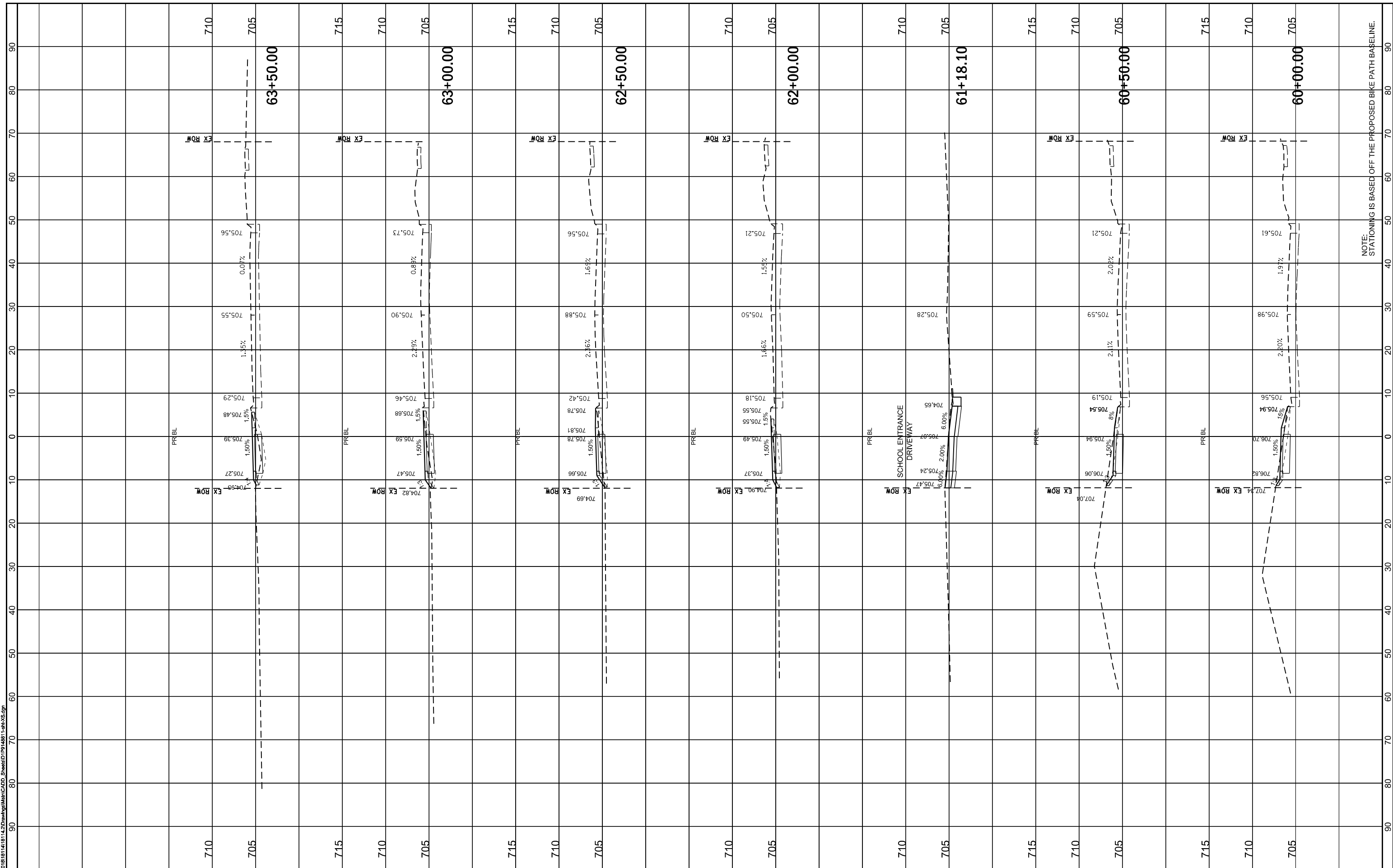
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
 CROSS SECTIONS**

SCALE: SHEET 8 OF 9 SHEETS STA. 60+00.00 TO STA. 63+50.00

FAU RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 49
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	

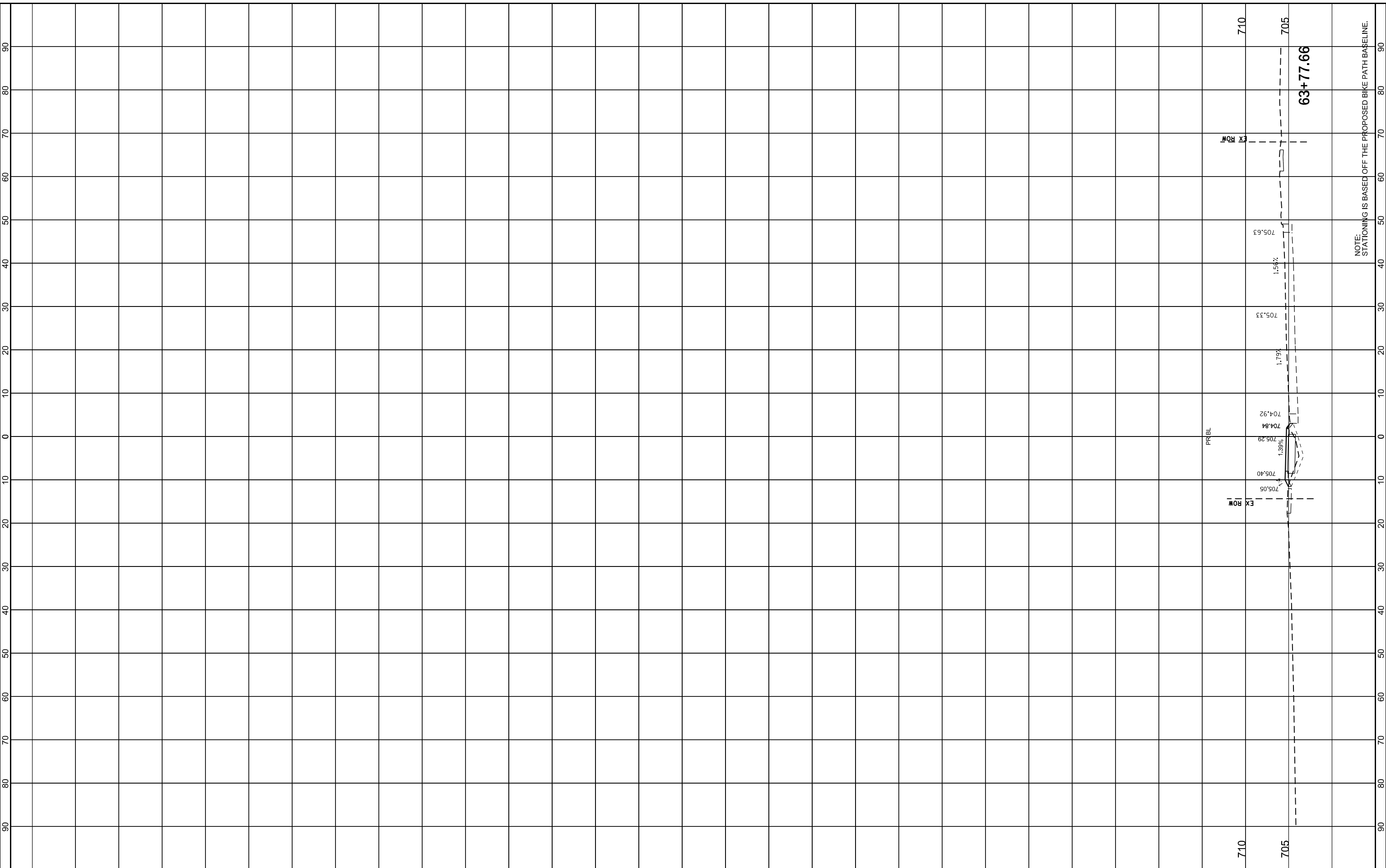


NOTE: STATIONING IS BASED OFF THE PROPOSED BIKE PATH BASELINE.

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

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**V3**  
 V3 Companies  
 7325 Janes Avenue  
 Woodridge, IL 60517  
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 www.v3co.com

USER NAME = jpoly	DESIGNED - EIH	REVISED -
PLOT SCALE = 20'	DRAWN - EIH	REVISED -
PLOT DATE = 2/12/2019	CHECKED - KRC	REVISED -
	DATE - 11/16/18	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FARRELL ROAD MULTI-USE PATH  
 CROSS SECTIONS**

SCALE: SHEET 9 OF 9 SHEETS STA. 63+77.66 TO STA. 63+77.66

F.A.U. RTE. 366	SECTION 10-00072-00-BT	COUNTY WILL	TOTAL SHEETS 50	SHEET NO. 50
CONTRACT NO. 61D48			ILLINOIS FED. AID PROJECT	