

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	1
ILLINOIS				

CONTRACT NO. 87267

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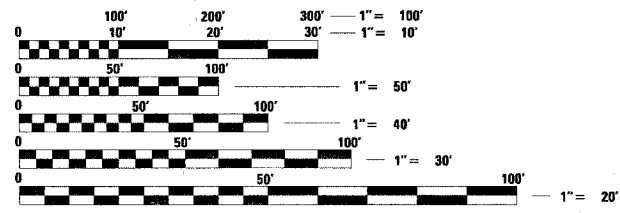
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
STREET IMPROVEMENTS
SURFACE TRANSPORTATION URBAN PROGRAM
CITY OF BLOOMINGTON, ILLINOIS
MCLEAN COUNTY
CITY SECTION 93-00295-02-PV PROJECT: ACM-5227(042)
C-93-074-04
HAMILTON ROAD-F.A.U. RTE. 6371
MORRIS AVENUE-F.A.U. RTE. 6391

SCALES

PLAN	1 INCH = 20 FEET
PROFILE HORIZ.	1 INCH = 20 FEET
PROFILE VERT.	1 INCH = 5 FEET
CROSS SECTIONS HORIZ.	1 INCH = 10 FEET
CROSS SECTIONS VERT.	1 INCH = 5 FEET

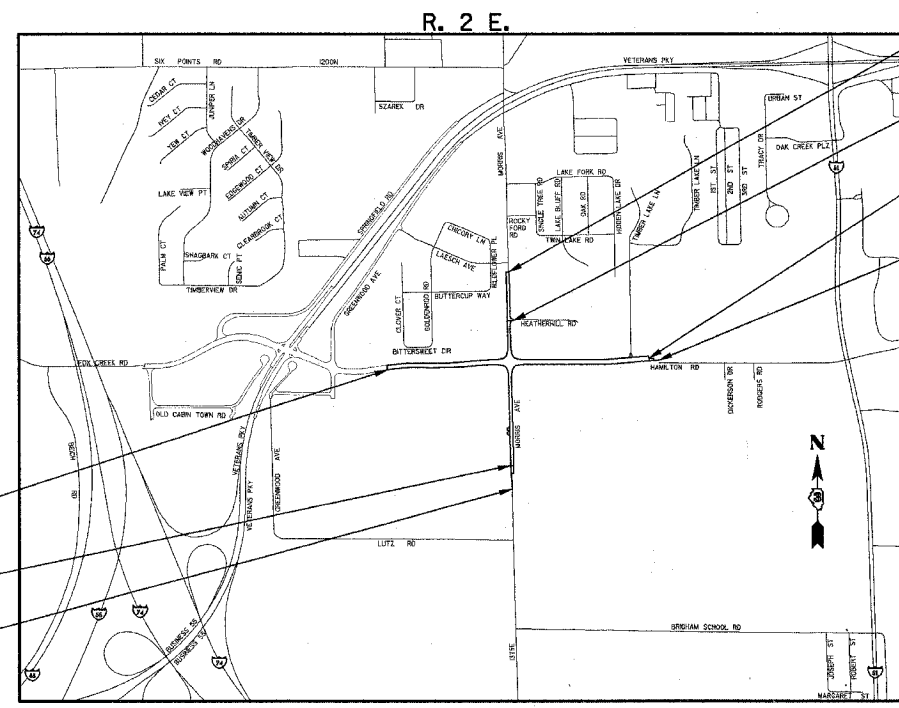
ILLINOIS HIGHWAY STANDARD DRAWINGS
(SEE SHEET NO. 3)



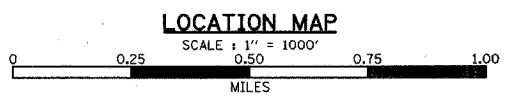
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

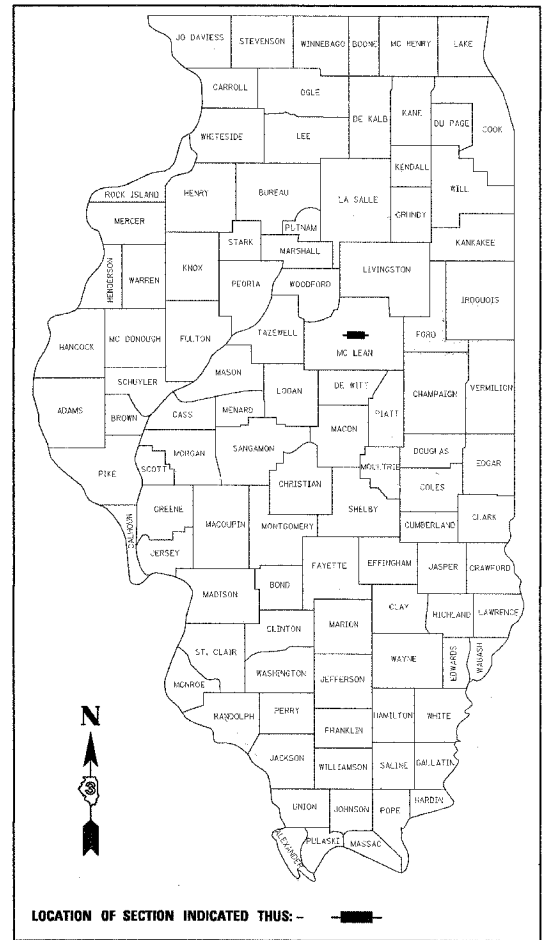
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END PROJECT MORRIS AVE. STA. 910+15.00
 END IMPROVEMENTS MORRIS AVENUE STA. 904+63.50
 END IMPROVEMENTS HAMILTON ROAD STA. 240+90.00
 END PROJECT HAMILTON RD. STA. 242+00.00



TOTAL LENGTH OF HAMILTON ROAD IMPROVEMENT = 2925.00 FEET = 0.55 MILES
 TOTAL LENGTH OF MORRIS AVENUE IMPROVEMENT = 1568.48 FEET = 0.30 MILES
 TOTAL LENGTH OF IMPROVEMENTS = 4493.48 FEET = 0.85 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED APRIL 6 20 05
Greg Manton
REGION 2 ENGINEER

PASSED APRIL 6 20 05
[Signature]
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

CITY OF BLOOMINGTON

APPROVED BY: *[Signature]* 3/17/2005
DIRECTOR OF ENGINEERING DATE

DESIGN DESIGNATION
HAMILTON ROAD
1830 (25) MINOR ARTERIAL 1.10 (PCC 20)
MORRIS AVENUE
1217 (25) COLLECTOR 0.50 (PCC 20)
FOR STREET CLASSIFICATIONS AND TRAFFIC VOLUMES SEE TYPICAL SECTION SHEETS.

DATE: 3-16-05
LICENSE EXPIRES 11-30-05

[Signature]
PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
ILLINOIS

Clark Dietz
CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
DESIGN FIRM REGISTRATION NO. IB4-00450

GENERAL NOTES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 87267

- ALL ELEVATIONS SHOWN ARE REFERRED TO THE N.A.V.D. 88 DATUM (N.G.S. MONUMENT "SUNNY RESET 2004" ELEVATION 855.34 NEAR THE INTERSECTION OF HAMILTON ROAD AND VETERANS PARKWAY WAS USED TO ESTABLISH BENCHMARK ELEVATIONS).
- WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED ON JANUARY 1, 2002.
- WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS FOR WATER MAIN CONSTRUCTION" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PREPARED BY I.S.P.E., A.G.C.I., I.M.L., AND U.C.A., ADOPTED MAY 1996.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON SHEET 3.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
- THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
- THE CONTRACTOR SHALL TAKE CARE NOT TO STORE OR DISPOSE OF DEBRIS OR UNSUITABLE MATERIALS WITHIN LIMITS OF THE IMPROVEMENT AND TAKE CARE TO LIMIT CONSTRUCTION TO WITHIN THE RIGHT-OF-WAY AND EASEMENT AREAS.
- WHERE SECTION OR SUBSECTION MONUMENTS, BENCHMARKS, OR IRON PIPE MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN ILLINOIS REGISTERED LAND SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN ILLINOIS REGISTERED LAND SURVEYOR RE-ESTABLISH ANY MONUMENTS UNNECESSARILY DESTROYED BY HIS OPERATIONS.
- ALL STREET RETURNS HAVE RADII DESIGNATED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL EXISTING SIGNS LOCATED ON PUBLIC RIGHT-OF-WAY WHICH INTERFERE WITH THE WORK SHALL BE REMOVED BY THE CITY OF BLOOMINGTON UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THE CITY WILL REMOVE AND REPLACE ANY SIGN INSTALLATION AT NO CHARGE TO THE CONTRACTOR PROVIDING THE CONTRACTOR PROVIDES THE ENGINEER WITH NOT LESS THAN TWO (2) WORKING DAYS NOTICE FOR SIGN REMOVAL. THE ENGINEER WILL NOTIFY THE CITY OF BLOOMINGTON FOR SIGN REMOVAL. ANY CONTRACTOR OR PRIVATE PARTY REMOVING ANY SIGN WILL BE BILLED FOR THE REPLACEMENT COSTS ASSOCIATED WITH THE REINSTALLATION OF THE SIGN AND MAY BE CHARGED WITH A VIOLATION OF ILLINOIS VEHICLE CODE 11-311.
- EXISTING MAILBOXES SHALL BE REMOVED AND RESET AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. REMOVAL AND RE-INSTALLATION OF ALL EXISTING MAILBOXES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- THE EXCAVATION FOR THIS PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS. THE EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS, AND THE TRANSPORTATION AND PLACEMENT OF SUITABLE EXCAVATED MATERIALS IN EMBANKMENTS. THE REMAINING EXCAVATION IS CLASSIFIED AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, TOPSOIL EXCAVATION AND PLACEMENT, CURB AND GUTTER REMOVAL, DRIVEWAY PAVEMENT REMOVAL, SIDEWALK REMOVAL, AND PAVED DITCH REMOVAL.
- IT WILL BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATERIAL AT LOCATIONS SHOWN ON THE PLANS. ALL UNSTABLE, UNSUITABLE, OR ORGANIC MATERIAL SHALL BE DISPOSED OF OFF THE SITE AS APPROVED BY THE ENGINEER. THIS WORK SHALL BE MEASURED AND PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4 INCHES IN AREAS TO BE SODDED OR SEEDED. THE TOPSOIL REQUIRED WILL BE PAID FOR PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT.
- ONLY EXISTING PAVEMENT, BASE COURSES AND DRIVEWAY PAVEMENTS COMPOSED OF PORTLAND CEMENT CONCRETE OR BITUMINOUS CONCRETE SHALL BE MEASURED AND PAID FOR AS "PAVEMENT REMOVAL" AND "DRIVEWAY PAVEMENT REMOVAL" IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS. REMOVAL OF OTHER TYPES OF PAVEMENT COMPOSITION SUCH AS AGGREGATE OR OIL AND CHIP SHALL BE MEASURED AND PAID FOR AS "EARTH EXCAVATION" IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.
- ALL EXISTING STUMPS WHICH LIE WITHIN RIGHT-OF-WAY LIMITS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ALL STUMPS REMOVED SHALL BE CLASSIFIED AND PAID FOR AS TREE REMOVAL.
- TREES TO BE REMOVED: THE INDICATED TREES (INCLUDING STUMPS) TO BE REMOVED SHALL BE SUITABLY MARKED BY THE ENGINEER BEFORE TREE REMOVAL OPERATIONS BEGIN. ALL TREES, STUMPS, AND ROOTS SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- TREES TO BE SAVED: PARTICULAR EFFORT SHALL BE MADE TO SAVE ALL DESIRABLE EXISTING TREES OR SHRUBS. ONLY A MINIMUM OF GRADING WILL BE PERMITTED AROUND TREES AS DETERMINED BY THE ENGINEER AND AS DESCRIBED IN THE SPECIAL PROVISIONS. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR UNNECESSARY DAMAGE TO TREES, SHRUBS, OR LANDSCAPING INTENDED TO BE SAVED.
- ALL DISTURBED AREAS SHALL BE SODDED OR SEEDED AS SHOWN ON THE PLANS. SEEDING OF PUBLIC RIGHT OF WAY, PERMANENT EASEMENTS, OR TEMPORARY CONSTRUCTION EASEMENTS SHALL BE CLASS 1A AND MULCH, METHOD 3. SEEDING AND MULCHING SHALL BE DONE AS SOON AS EACH STAGE IS COMPLETED AS DIRECTED BY THE ENGINEER. EXISTING TURF WHICH IS DAMAGED OUTSIDE THE LIMITS OF THE RIGHT OF WAY OR EASEMENTS SHALL BE REESTABLISHED WITH SOG AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS PRIME COAT - PAVED SURFACE	0.05 TO 0.10 GAL/SQ YD
- AGGREGATE BASE	0.25 TO 0.50 GAL/SQ YD
AGGREGATE PRIME COAT - PAVED SURFACE	4 LBS/SQ YD
BITUMINOUS CONCRETE (ALL TYPES)	112 LBS/SQ YD/INCH THICK
AGGREGATE MATERIALS	2.05 TON/CU YD
- UTILITY LOCATIONS WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES AND THEIR ACCURACY SHOULD BE CONSIDERED APPROXIMATE. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS AS SHOWN OR THAT ALL UTILITY FACILITIES ARE SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATION AND TO PROTECT SAME. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN OVERHEAD UTILITY LINES AND THE EQUIPMENT USED FOR EXCAVATING.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
- UTILITY OWNERS:
 - *INDICATES J.U.L.I.E. MEMBER
 - *CITY OF BLOOMINGTON
401 S. EAST ST.
BLOOMINGTON, ILLINOIS 61701
(309) 434-2225
 - *CORNBELT ENERGY CORP.
1502 MORRISSEY DRIVE
BLOOMINGTON, ILLINOIS 61701
(309) 662-5330
 - *AT&T
866 ROCK CREEK ROAD
PLANO, ILLINOIS 60545
 - *BLOOMINGTON-NORMAL WATER RECLAMATION DIST.
P.O. BOX 3307
BLOOMINGTON, ILLINOIS 61702-3307
(309) 827-4396
 - *AMEREN IP
501 E. LAFAYETTE ST.
BLOOMINGTON, ILLINOIS 61701
(309) 823-9271
 - *WORLDCOM
730 W. HENRY ST.
INDIANAPOLIS, INDIANA 46225
(317) 685-8050
 - *BLOOMINGTON TOWNSHIP WATER DIST.
P.O. BOX 702
BLOOMINGTON, ILLINOIS 61702
(309) 823-0211
 - *INSIGHT COMMUNICATIONS-MIDWEST, LLC
1202 W. DIVISION ST.
NORMAL, ILLINOIS 61761
(309) 454-3350
 - *SPRINT
5600 N. RIVER ROAD
ROSEMONT, ILLINOIS 60018
(847) 318-3446
 - *C&S CONTRACT SERVICES, INC.
9318 GULFSTREAM ROAD, SUITE B
FRANKFORD, ILLINOIS 60423
(800) 646-0035
 - *VERIZON
1312 E. EMPIRE ST.
BLOOMINGTON, ILLINOIS 61701
(309) 663-3144
 - *LEVEL 3 COMMUNICATIONS
1025 ELDORADO BLVD.
BROOMFIELD, COLORADO 80020
(877) 366-8344
 - *NICOR GAS
3000 E. CASS ST.
JOLIET, ILLINOIS 60432
(815) 740-4100
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF THE CITY OF BLOOMINGTON. THE FRAMES AND GRATES SHALL BE STORED ON THE SITE FOR PICKUP BY THE CITY.
- BEFORE INSTALLATION OF ANY PROPOSED PIPE ABOVE THE EXISTING GROUND SURFACE, COMPACTED FILL SHALL BE PLACED TO A MINIMUM OF THREE FEET ABOVE THE PROPOSED TOP OF PIPE ELEVATION. TRENCHES SHALL THEN BE EXCAVATED IN THE COMPACTED FILL FOR THE PIPE INSTALLATION.
- ALL TRENCHES AND EXCAVATIONS FOR DRAINAGE PIPES, SANITARY SEWERS, WATER MAINS AND STRUCTURES OR STRUCTURE REMOVALS BELOW OR WITHIN TWO FEET LATERALLY OF THE PROPOSED PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK, OR CURB AND GUTTER, SHALL BE BACKFILLED WITH TRENCH BACKFILL AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 208 OF THE STANDARD SPECIFICATIONS. THE BACKFILLING AROUND DRAINAGE STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AS DESCRIBED IN ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS.
- STORM SEWER, WATER MAIN QUALITY IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET OR WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER. THE MATERIAL SHALL BE CONCRETE PRESSURE PIPE OR DUCTILE IRON PIPE MEETING THE REQUIREMENTS OF SECTION 40-2.01 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS. PVC PIPE WILL NOT BE ALLOWED.
- THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE 1 FRAME AND LID ARE TAKEN ADJACENT TO THE PAVEMENT OR GROUND SURFACE.
- THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE 3 FRAME AND GRATE OR THE SPECIAL FRAME AND GRATES PROVIDED WITH TYPE H INLETS PLACED WITHIN TYPE B-6.18 CURB AND GUTTER ARE TAKEN ALONG THE EDGE OF FRAME WHICH IS ADJACENT TO THE EDGE OF PAVEMENT. THIS FRAME ELEVATION IS THUS EQUAL TO THE ADJACENT EDGE OF PAVEMENT ELEVATION FOR TYPE B-6.18 CURB AND GUTTER. BOTH TYPES OF FRAME AND GRATES SHALL ALSO BE PROVIDED WITH OPEN FACE CURB BOXES AS DESCRIBED IN THE SPECIAL PROVISIONS. SEE THE DRAINAGE STRUCTURE FRAME AND GRATE DETAIL ON THE MISCELLANEOUS DETAIL SHEETS.
- THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE 37M GRATE ARE TAKEN TO THE ADJACENT GROUND SURFACE.
- WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED AND NOTIFICATION GIVEN TO THE ENGINEER IF THE EXISTING PIPING IS FOUND TO BE DIFFERENT THAN THAT SHOWN ON THE DRAWINGS. WHERE SUCH DISCREPANCY IS FOUND, WORK SHALL NOT PROCEED UNTIL DIRECTED ACCORDINGLY BY THE ENGINEER.
- WHERE PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES OR EXISTING STORM SEWERS, THE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR THE NEW SEWER.
- THE EXISTING PIPE CULVERTS OR STORM SEWERS SHOWN TO BE REMOVED ON THE PLANS SHALL BE DONE IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS EXCEPT THAT SALVAGING OF THE PIPE WILL NOT BE REQUIRED.
- EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES. 3/4" EXPANSION JOINT MATERIAL SHALL BE PLACED AT THESE JUNCTURES AS DIRECTED BY THE ENGINEER.
- WHERE THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER JOINS THE EXISTING CURB AND GUTTER, A TRANSITION MAY BE REQUIRED IN THE SHAPE OF THE PROPOSED CURB AND GUTTER. THIS WORK WILL BE CONSIDERED INCIDENTAL.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED. (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL)
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- THE CITY OF BLOOMINGTON HAS ACQUIRED A N.P.D.E.S. M54 PERMIT FOR THIS PROJECT FOR EROSION AND SEDIMENT CONTROL. TO SATISFY THE REQUIREMENTS OF THIS PERMIT, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY EROSION CONTROL SEEDING, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND PERIMETER EROSION BARRIER AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND STD. 280001. THE LOCATIONS FOR THE INLET AND PIPE PROTECTION SHALL BE AT ALL DRAINAGE STRUCTURES LOCATED IN SAGS AND AT END SECTIONS ON THE UPSTREAM ENDS OF ALL CULVERTS AND AS DIRECTED BY THE ENGINEER. A PERIMETER EROSION CONTROL BARRIER SHALL BE PLACED ADJACENT TO CONSTRUCTION AREAS TO PREVENT SILT AND SEDIMENT FROM LEAVING THE SITE AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR THE EROSION CONTROL ITEMS HAS BEEN INCLUDED IN THE PROJECT AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR'S COST OF ABIDING BY THE PROVISIONS OF PERMITS ISSUED BY VARIOUS AGENCIES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ALL ASSOCIATED BONDING REQUIREMENTS AND COSTS ARE INCIDENTAL TO THE CONTRACT. THE FOLLOWING IS A LIST OF PERMITS THAT WILL BE REQUIRED FOR THIS PROJECT AND THE AGENCY RESPONSIBLE FOR ACQUIRING THE PERMIT. COPIES OF THE PERMITS MAY BE INCLUDED IN THE SPECIAL PROVISIONS OR ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE DIRECTOR OF ENGINEERING FOR THE CITY OF BLOOMINGTON.

TYPE OF PERMIT	ACQUIRING AGENCY
N.P.D.E.S.	CITY OF BLOOMINGTON
I.E.P.A. WATER POLLUTION CONTROL (SANITARY SEWERS)	CITY OF BLOOMINGTON
I.E.P.A. DIVISION OF PUBLIC WATER SUPPLIES (WATER MAINS)	CITY OF BLOOMINGTON
I.E.P.A. NOTIFICATION OF DEMOLITION AND RENOVATION (BUILDING REMOVALS)	CITY OF BLOOMINGTON
MCLEAN COUNTY HEALTH DEPARTMENT (NOTIFICATION OF REMOVING SEPTIC TANKS OR FILLING WELLS)	CONTRACTOR
- HORIZONTAL CONTROL TIES ARE SHOWN FOR THE CONTRACTOR TO PHYSICALLY LOCATE MONUMENTATION IN THE FIELD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL POINTS OR TO USE ADDITIONAL TIES AS NECESSARY TO INSURE THAT CONTROL POINTS CAN BE ACCURATELY REPLICATED DURING CONSTRUCTION.
- A PORTION OF THE PROJECT IS FUNDED WITH FUNDS OTHER THAN FEDERAL AID AND IS CONSIDERED AS NON-PARTICIPATING WORK. THE QUANTITIES FOR THE NON-PARTICIPATING PAY ITEMS HAVE BEEN SEGREGATED ON THE SUMMARY OF QUANTITY SHEETS. THE FOLLOWING ARE THE LOCATIONS FOR THE NON-PARTICIPATING WORK:

WATER MAINS (EXCEPT FOR MODIFICATIONS TO EXISTING FACILITIES)
SANITARY SEWERS (EXCEPT FOR MODIFICATIONS TO EXISTING FACILITIES)
- THE CITY OF BLOOMINGTON SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC MAINTENANCE PLANS. THE CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON OF ALL ROAD CLOSURES AND DETOURS A MINIMUM OF 48 HOURS IN ADVANCE SO THAT NOTIFICATION CAN BE GIVEN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF THE SITE PRIOR TO FINAL ACCEPTANCE IN ACCORDANCE WITH ARTICLE 104.06 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL ALSO INCLUDE CLEANING ALL DRAINAGE FACILITIES OF FOREIGN MATERIALS. THIS WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL CONSTRUCTION RELATED TO THE INSTALLATION OF THE SANITARY SEWER EXTENSION SHALL BE IN ACCORDANCE WITH THE FOLLOWING SECTIONS FROM THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
 - SANITARY SEWER INSTALLATION SHALL BE IN ACCORDANCE WITH DIVISION II, SECTION 20 AND DIVISION III, SECTION 31.
 - SANITARY SEWER PIPE MATERIALS SHALL BE IN ACCORDANCE WITH DIVISION III, SECTION 30. THE PIPE MATERIALS FOR THE 8" SEWER SHALL BE EXTRA STRENGTH VITRIFIED CLAY ASTM C700 OR DUCTILE IRON PIPE AWWA C151. THE JOINT MATERIALS SHALL CONFORM TO ASTM C-425 FOR CLAY AND AWWA C-111 FOR DUCTILE IRON. THE 6" SERVICE PIPE AND CLEANOUT SHALL BE OF THE SAME TYPE LISTED ABOVE.
 - SANITARY SEWER PIPE TESTING SHALL BE IN ACCORDANCE WITH DIVISION III, SECTION 31.
 - MANHOLES FOR SANITARY SEWER EXTENSION SHALL BE IN ACCORDANCE WITH DIVISION III, SECTION 32.
 - SANITARY SEWER SERVICE CONNECTIONS SHALL BE IN ACCORDANCE WITH DIVISION III, SECTION 34.
 - HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER MAIN AND SANITARY SEWERS SHALL BE IN ACCORDANCE WITH DIVISION IV, SECTION 41, PARAGRAPH 2.01.

BITUMINOUS CONCRETE MIXTURE REQUIREMENTS TABLE

LOCATION	ALL	ALL	ALL
MIXTURE USE:	PATCHES CLASS D	INCIDENTAL	PEDESTRIAN TRAIL
AC/PG	PG 64-22	PG 64-22	PG 58-22
RAP % (MAX)	15	15	30
DESIGN AIR VOIDS	4.0% @ NDES = 70	4.0% @ NDES = 50	3.0% @ NDES = 30
MIXTURE COMPOSITION (GRADATION)	IL 19.0	IL 9.5 OR IL 12.5	IL 9.5L (LOW ESAL)
FRICTION AGGREGATE	N/A	MIXTURE C	MIXTURE C

NOTE: IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY BITUMINOUS MIXTURE, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.24 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

ILLINOIS HIGHWAY STANDARD DRAWINGS

STANDARD NO.	DESCRIPTION
000001-04	STANDARDS SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-03	PAVEMENT JOINTS
420101-03	24' JOINTED PCC PAVEMENT
420106-03	36' JOINTED PCC PAVEMENT
420111-01	PCC PAVEMENT ROUNDOUTS
424001-04	CURB RAMPS FOR SIDEWALKS
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
602301	INLET, TYPE A
602306	INLET, TYPE B
602401	MANHOLE, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701	CAST IRON STEPS
604001-02	FRAME AND LIDS, TYPE 1
604006-02	FRAME AND GRATE, TYPE 3
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
664001-01	CHAIN LINK FENCE
701301-02	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-02	URBAN LANE CLOSURE 2L, 2W UNDIVIDED
701606-04	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-05	TRAFFIC CONTROL DEVICES
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
780001-01	TYPICAL PAVEMENT MARKINGS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877011-02	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-03	CONCRETE FOUNDATION DETAILS
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886006	TYPICAL LAYOUTS FOR DETECTOR LOOPS
BLR 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO LANE, TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

EXISTING		PROPOSED	EXISTING	PROPOSED
	WATER LINE			MONUMENT
	GAS LINE			IRON PIN/PIPE FOUND
	OVERHEAD ELECTRIC			RIGHT-OF-WAY MARKER
	UNDERGROUND ELECTRIC			SOIL BORING
	OVERHEAD TELEPHONE			TRAFFIC SIGNAL CONTROL BOX
	UNDERGROUND TELEPHONE			TRAFFIC SIGNAL POST
	CABLE TELEVISION			TRAFFIC SIGNAL MAST ARM
	COMMUNICATION LINE			PEDESTRIAN PUSH BUTTON POST
	STEAM LINE			HANDHOLE
	FORCE MAIN			JUNCTION BOX
	SANITARY SEWER			RR CROSSING GATE
	STORM SEWER			RR FLASHING SIGNAL
	STORM SEWER WATER MAIN QUALITY			RR CROSSBUCK
	INLET OR CATCH BASIN			STREET SIGN
	MANHOLE			TRAFFIC SIGN
	UTILITY WARNING SIGN			DELINEATOR
	SERVICE BOX SHUTOFF			PARKING LOT LIGHT
	VALVE			YARD LIGHT
	WATER MANHOLE			MAILBOX
	WATER METER			PARKING METER
	FIRE HYDRANT			SPRINKLER CONTROL BOX
	GAS METER			SPRINKLER HEAD
	GAS REGULATOR			TANK FILLER CAP
	GAS VENT PIPE			INSPECTION WELL
	ELECTRIC MANHOLE			CLEANOUT
	ELECTRIC METER			DOWNSPOUT
	ELECTRIC PEDESTAL			BOLLARD
	ELECTRIC HANDHOLE			FENCE POST
	POWER POLE			GATE POST
	POWER POLE W/LIGHT			FLAG POLE
	POWER POLE W/TRANSFORMER			FLOOD LIGHT
	STREET LIGHT			TREE STUMP
	ORNAMENTAL STREET LIGHT			BUSH
	GUY POLE			CONIFEROUS TREE
	GUY WIRE			DECIDUOUS TREE
	TELEPHONE POLE			PROPERTY PARCEL NUMBER
	TELEPHONE MANHOLE			HOUSE ADDRESS NUMBER
	TELEPHONE PEDESTAL			
	PEDESTAL PAY PHONE			
	PHONE BOOTH			

ILLINOIS DEPARTMENT OF TRANSPORTATION
**HIGHWAY STANDARDS
AND
LEGEND**
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	4
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F	Y060	Y060
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY	MORRIS AVENUE 80% FEDERAL 20% CITY	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN ** 100% CITY	SANITARY SEWER ** 100% CITY
				(1)	(2)		(1)	(2)
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	836	554	220			62
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1052	728	306			18
20200100	EARTH EXCAVATION	CU YD	28696	23041	5655			
* 20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1325	1043	282			
20800150	TRENCH BACKFILL	CU YD	8591	1224	340		2715	4312
* 20900330	GRANULAR BACKFILL	TON	2717	2138	579			
* 21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	3458	2123	1335			
* 25000110	SEEDING, CLASS 1A	ACRE	6.5	4.0	2.5			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	585	360	225			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	585	360	225			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	585	360	225			
* 25100125	MULCH, METHOD 3	ACRE	6.5	4.0	2.5			
25200100	SODDING	SQ YD	305	53	252			
25200200	SUPPLEMENTAL WATERING	UNIT	5	1	4			
* 25300910	SALVAGING AND TRANSPLANTING TREES, SPECIAL	EACH	61	44	17			
* 28000255	TEMPORARY EROSION CONTROL SEEDING	ACRE	6.5	4.0	2.5			
28000300	TEMPORARY DITCH CHECKS	EACH	10		10			
28000400	PERIMETER EROSION BARRIER	FOOT	4603	2563	2040			
28000500	INLET AND PIPE PROTECTION	EACH	4	3	1			
* 28000510	INLET FILTERS	EACH	68	44	24			
28100229	STONE RIPRAP, CLASS B5	TON	10	10				
28200200	FILTER FABRIC	SQ YD	11	11				
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	27699	19184	8515			
35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	4983	4766	217			
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	17	14	3			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	776	451	325			
40600300	AGGREGATE (PRIME COAT)	TON	4		4			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1		1			
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	75	19	56			
* 40600990	TEMPORARY RAMP	SQ YD	42	10	32			
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	616	287	329			
42000200	PORTLAND CEMENT CONCRETE PAVEMENT 7"	SQ YD	7290		7290			
42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	17364	17364				
42001300	PROTECTIVE COAT	SQ YD	27128	18844	8284			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1952	1421	531			

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : NONE

SUMMARY OF QUANTITIES

F.A.U. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	5
STA.	TO STA.			
ILLINOIS				

CONTRACT NO. 87267

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F		
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN** 100% CITY (1)	SANITARY SEWER** 100% CITY (2)
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	607	442	165			
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	18196	6515	11681			
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	15242	14838	404			
44000006	BITUMINOUS SURFACE REMOVAL 1/2"	SQ YD	2103		2103			
44000100	PAVEMENT REMOVAL	SQ YD	7643	5469	2174			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2806	1910	896			
44000300	CURB REMOVAL	FOOT	78	78				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	457	215	242			
44000600	SIDEWALK REMOVAL	SQ FT	716		716			
44004000	PAVED DITCH REMOVAL	FOOT	20	20				
* 44004300	PAVEMENT BREAKING	SQ YD	1206		1206			
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	29	29				
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	36					36
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	35				35	
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	76					76
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1103		1103			
* 50105210	REMOVE EXISTING CULVERTS	FOOT	663	341	322			
* 54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2		2			
* 54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1				
* 54248515	CONCRETE COLLAR	EACH	10	4	6			
* 550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	207	61	146			
* 550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	84		84			
* 550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	173	173				
* 550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	2050	1076	974			
* 550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	1430	1163	267			
* 550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	1009	1009				
* 550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	345	345				
* 55100500	STORM SEWER REMOVAL 12"	FOOT	145	142	3			
* 55100700	STORM SEWER REMOVAL 15"	FOOT	12		12			
* 55101200	STORM SEWER REMOVAL 24"	FOOT	6	6				
+ * 56103300	DUCTILE IRON WATER MAIN 12"	FOOT	291				291	
+ * 56103400	DUCTILE IRON WATER MAIN 16"	FOOT	3188				3188	
+ * 56104400	WATER VALVES 1"	EACH	16				16	
+ * 56104500	WATER VALVES 1/2"	EACH	4				4	
+ * 56104900	WATER VALVES 6"	EACH	2				2	

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE : NONE
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	6
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F		
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN** 100% CITY	SANITARY SEWER** 100% CITY
+*	56105000	WATER VALVES 8"	EACH	2			2	
+*	56105200	WATER VALVES 12"	EACH	1			1	
+*	56105760	BUTTERFLY VALVES 16"	EACH	12			12	
+*	56105780	BUTTERFLY VALVES 20"	EACH	2			2	
+*	56200300	WATER SERVICE LINE 1"	FOOT	379			379	
+*	56200500	WATER SERVICE LINE 1/2"	FOOT	52			52	
+	56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1			
+*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	6	5	1		
+*	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	12			12	
*	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1		1		
*	60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3			
*	60221200	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1			
*	60224500	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	18	12	6		
*	60225300	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4			
*	60225500	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1			
+*	60228000	MANHOLES, SANITARY	EACH	12				12
*	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	1		1		
*	60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	1	1			
*	60242400	INLETS, SPECIAL	EACH	1		1		
*	60242850	INLETS, SPECIAL, TYPE H	EACH	60	43	17		
	60255500	MANHOLES TO BE ADJUSTED	EACH	1		1		
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3		3		
	60500060	REMOVING INLETS	EACH	2	1	1		
*	60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	40		40		
*	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	8921	5326	3595		
*	66400555	CHAIN LINK FENCE, 5' (SPECIAL)	FOOT	3154	2371	783		
*	66410700	CHAIN LINK GATES (SPECIAL)	EACH	4	4			
*	70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1			
*	70101855	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 (SPECIAL)	L SUM	1	1			
*	70101860	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22 (SPECIAL)	L SUM	1	1			
*	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1			
*	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1			
*	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1			
*	70102665	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL	L SUM	1	1			
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1830	1830			

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : NONE

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	7
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F	Y060	Y060
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN ** 100% CITY	SANITARY SEWER ** 100% CITY (2)
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4040	4040				
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	63	63				
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	36	36				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1021	1021				
+ 72000100	SIGN PANEL - TYPE 1	SQ FT	20			20		
+ 72000200	SIGN PANEL - TYPE 2	SQ FT	50			50		
+ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	47		47			
+ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2909	502	2407			
+ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	71		71			
+ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	201	2	199			
+ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	12		12			
+* 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	437	250	187			
+* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	5058		5058			
+* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	9507	9134	373			
+* 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	745	745				
+* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1309	602	707			
+* 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	243	111	132			
+* 80400105	ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH	1	1				
+* 80500100	SERVICE INSTALLATION, TYPE A	EACH	1			1		
+* 80500200	SERVICE INSTALLATION, TYPE B	EACH	1			1		
+ 80803560	TRAFFIC SIGNAL WOOD POLE, 30 FT., CLASS 4	EACH	1			1		
+* 81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	787	597		190		
+* 81016400	CONDUIT IN TRENCH, 1/4" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	164			164		
+* 81016600	CONDUIT IN TRENCH, 2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	2720			2720		
+* 81016700	CONDUIT IN TRENCH, 2 1/2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	120			120		
+* 81017000	CONDUIT IN TRENCH, 4" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	113			113		
+* 81017100	CONDUIT IN TRENCH, 5" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	111			111		
+* 81306100	JUNCTION BOX (SPECIAL)	EACH	10			10		
+* 81400400	CONCRETE HANDHOLE	EACH	6			6		
+* 81400600	CONCRETE DOUBLE HANDHOLE	EACH	1			1		
+ 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	4015	597		3418		
+ 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1485			1485		
+ 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	4			4		
+* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	4		1			3
+* 85704804	FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE IV, 8 PHASES, IN TYPE IV CABINET	EACH	1			1		

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE : NONE
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	8
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F	Y060	Y060
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN ** 100% CITY	SANITARY SEWER ** 100% CITY (2)
+ 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1			1		
+ 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	880			880		
+ 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	900			900		
+ 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1310			1310		
+ 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1630			1630		
+ 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8005			8005		
+ 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	95			95		
+ * 87601200	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	1			1		
+ * 87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	4			4		
+ 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4			4		
+ * 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	72			72		
+ 87900200	DRILL EXISTING HANDHOLE	EACH	1			1		
+ 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14			14		
+ * 88600100	DETECTOR LOOP, TYPE 1	FOOT	2520			2520		
+ * 88700200	LIGHT DETECTOR	EACH	4			4		
+ 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1		
+ 88800100	PEDESTRIAN PUSH-BUTTON	EACH	4			4		
+ A2000116	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	8	4	4			
+ A2003216	TREE, CORYLUS COLURNA (TURKISH FILBERT), 2" CALIPER, BALLED AND BURLAPPED	EACH	8	8				
+ A2004416	TREE, GINKGO BILOBA (GINKGO), 2" CALIPER, BALLED AND BURLAPPED	EACH	9	6	3			
+ A2004616	TREE, GLEDITSIA TRIACANTHOS INERMIS (THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED	EACH	4		4			
+ A2005016	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2				
+ A2005516	TREE, NYSSA SYLVATICA (BLACK TUPELO), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3				
+ A2005716	TREE, PHELLODENDRON AMURENSE (AMUR CORKTREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1				
+ A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	3	2			
+ A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	1	2			
+ A2008416	TREE, TILIA TOMENTOSA STERLING (STERLING SILVER LINDEN), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	3	2			
+ A2013816	TREE, FRAXINUS PENNSYLVANICA LEPRECHAUN (LEPRECHAUN GREEN ASH), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2				
+ B2000116	TREE, ACER CAMPESTRE (HEDGE MAPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	1	1				
+ B2000416	TREE, ACER GRISEUM (PAPERBARK MAPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2		2			
+ B2000766	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	9	9				
+ B2001262	TREE, CORNUS ALTERNIFOLIA (PAGODA DOG WOOD), 4' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	4		4			
+ B2001616	TREE, CRATAEGUS CRUSGALLI INERMIS (THORNLESS COCKSPUR HAWTHORN), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3				
+ B2002716	TREE, MALUS ADIRONDACK (ADIRONDACK CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3				
+ B2003516	TREE, MALUS HARVEST GOLD (HARVEST GOLD CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	19	8	11			

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : NONE

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	9
STA.		TO STA.		
ILLINOIS				

CONTRACT NO. 87267

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F		
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN** 100% CITY	SANITARY SEWER** 100% CITY (2)
+ B2004116	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	2	1			
+ B2005216	TREE, MALUS SUTYZAM (SUGAR TYME CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2				
+ B2006316	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	2	4			
+ D2000148	EVERGREEN, ABIES CONCOLOR (WHITE FIR), 4' HEIGHT, BALLED AND BURLAPPED	EACH	6	2	4			
+ D2001748	EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	5	4	1			
+ D2002048	EVERGREEN, PICEA OMORIKA (SERBIAN SPRUCE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	6	4	2			
* X0321905	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	250	61	189			
* X0321906	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 15"	FOOT	47		47			
* X0321907	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12"	FOOT	123	98	25			
* X0321908	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 15"	FOOT	20	20				
* X0321909	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 24"	FOOT	26	26				
* X0322630	CONCRETE ENCASEMENTS	EACH	1					1
* X0488100	REMOVING EXISTING SEPTIC TANK	EACH	4					4
* X4066490	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, IL 9.5L (LOW ESAL)	TON	183	183				
* X6020125	RESTRICTED DEPTH INLET TYPE B, TYPE 3 FRAME AND GRATE	EACH	3		3			
+ X8801310	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6			6		
+ X8801345	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4			4		
+ X8801350	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4			4		
+ X8810400	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED, SPECIAL	EACH	4			4		
+ X8850106	INDUCTIVE LOOP DETECTOR, RACK MOUNTED	EACH	18			18		
+ X8850107	INDUCTIVE LOOP DETECTOR, RACK MOUNT WITH SYSTEM OUTPUT	EACH	10			10		
* XX000613	MODULAR BLOCK RETAINING WALL	SQ FT	2328	2328				
+ XX002161	ABANDON EXISTING WATER MAIN	EACH	1				1	
+ XX003327	CONDUIT AUGERED 4", HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	130			130		
* XX003503	FLARED END SECTION REMOVAL	EACH	1	1				
+ XX004205	OUTSIDE DROP CONNECTION	EACH	4					4
+ XX005470	RESTRICTED DEPTH MANHOLES, 4' DIAMETER, TYPE 37M GRATE	EACH	1	1				
+ XX005476	DUCTILE IRON WATER MAIN 12" RESTRAINED JOINT TYPE	FOOT	188				188	
+ XX005478	DUCTILE IRON WATER MAIN 6" RESTRAINED JOINT TYPE	FOOT	154				154	
+ XX005479	DUCTILE IRON WATER MAIN 8" RESTRAINED JOINT TYPE	FOOT	63				63	
+ XX005480	DUCTILE IRON WATER MAIN 16" RESTRAINED JOINT TYPE	FOOT	962				962	
* XX005483	RESTRICTED DEPTH INLET TYPE B TYPE 1 FRAME OPEN LID	EACH	3		3			
* Z0000990	AGGREGATE FOR TEMPORARY ACCESS	TON	529	85	420			24
+ Z0007601	BUILDING REMOVAL NO. 1	L SUM	1		1			
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.45	0.30	0.05	0.10	0.10

* SEE SPECIAL PROVISIONS
 ** NON-PARTICIPATING WORK
 + SPECIALTY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : NONE

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	10
STA.		TO STA.		
ILLINOIS				

CONTRACT NO. 87267

CODE NO.	ITEM	SAFETY CODE		2A	2A	1F		
		CONSTRUCTION CODE		J000	J000	Y031	Y060	Y060
		UNIT	TOTAL QUANTITY	HAMILTON ROAD 80% FEDERAL 20% CITY (1)	MORRIS AVENUE 80% FEDERAL 20% CITY (2)	TRAFFIC SIGNALS 80% FEDERAL 20% CITY	WATER MAIN** 100% CITY (1)	SANITARY SEWER** 100% CITY (2)
* Z0022800	FENCE REMOVAL	FOOT	3488	1664	1752			72
+* Z0049801	REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. 1	L SUM	1		1			
* Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	2	2				
+* Z0059500	SANITARY SEWER, TYPE 2 6"	FOOT	105					105
+* Z0059600	SANITARY SEWER, TYPE 2 8"	FOOT	182					182
+* Z0060800	SANITARY SEWER, TYPE 3 6"	FOOT	400					400
+* Z0060900	SANITARY SEWER, TYPE 3 8"	FOOT	718					718
* Z0064225	SEALING ABANDONED WATER WELLS	EACH	1		1			
+* Z0068200	STEEL CASINGS 30"	FOOT	98				98	
Δ* Z0076600	TRAINEES	HOUR	1000	1000				
* XX006372	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 4"	FOOT	45		45			
* XX006373	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 8"	FOOT	42		42			
+* XX006374	DUCTILE IRON WATER MAIN 20" RESTRAINED JOINT TYPE	FOOT	74				74	
* XX006375	CHAIN LINK GATES, 5' X 24' DOUBLE (SPECIAL)	EACH	2	1	1			
* XX006376	CEMENT AGGREGATE MIXTURE (CAM II) 4"	SQ YD	19184	19184				
+* XX006377	SEPTIC TANK TO BE PUMPED	EACH	2					2
+* XX006378	SANITARY SEWER, TYPE 4 8"	FOOT	1481					1481
+* XX006379	CONDUIT AUGERED 3", HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	118			118		
+* XX006380	PHOTOCELL CONTROLLER	EACH	1			1		
47100100	Mobilization	L Sum	1	1				

*SEE SPECIAL PROVISIONS
 **NON-PARTICIPATING WORK Δ = 1080
 + SPECIALITY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.
 SCALE : NONE

SCHEDULE OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	11
STA.	TO STA.			
	ILLINOIS			

CONTRACT NO. 87267

EARTHWORK SUMMARY								
STAGE	LOCATION	TOPSOIL EXCAVATION (CU YD)	TOPSOIL PLACEMENT (CU YD)	*ESTIMATED TOPSOIL WASTE (CU YD)	EARTH EXCAVATION (CU YD)	**TOTAL EARTH EXCAVATION (CU YD)	EMBANKMENT (CU YD)	***ESTIMATED EARTH WASTE (CU YD)
1	HAMILTON ROAD	4175	1299	2876	12663	15539	4244	10234
2	HAMILTON ROAD		237	-237	1548	1311	481	710
3	HAMILTON ROAD	28	411	-383	6398	6015	1268	4430
4	HAMILTON ROAD	110	176	-66	242	176	444	-379
SUBTOTAL		4313	2123	2190	20851	23041	6437	14995
1	MORRIS AVENUE	35	272	-237	4849	4612	8	4602
3	MORRIS AVENUE	885	589	296	506	802	3095	-3067
4	MORRIS AVENUE	441	474	-33	274	241	4518	-5407
SUBTOTAL		1361	1335	26	5629	5655	7621	-3871
TOTALS		5674	3458	2216	26480	28696	14058	11124

*TOPSOIL WASTE = TOPSOIL EXCAVATION - TOPSOIL PLACEMENT (ASSUMES NO SHRINKAGE FACTOR)

**TOTAL EARTH EXCAVATION = EARTH EXCAVATION + TOPSOIL WASTE

***EARTH WASTE = EARTH EXCAVATION + TOPSOIL WASTE - (EMBANKMENT x 1.25 SHRINKAGE FACTOR)

NOTES

- THE INDICATED EARTHWORK VOLUMES ARE ESTIMATES BASED ON THE "AVERAGE END AREA" METHOD OF CALCULATION. EARTHWORK VOLUMES WILL VARY WITH ACTUAL SOIL CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THESE ESTIMATES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR ONLY AND SHOULD BE CONSIDERED APPROXIMATE. ACTUAL VOLUMES OF EARTH EXCAVATION AND EMBANKMENT WILL BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- THE EMBANKMENT QUANTITIES DO NOT ACCOUNT FOR SHRINKAGE FACTORS. A 25% SHRINKAGE FACTOR HAS BEEN APPLIED TO THE EMBANKMENT TO DETERMINE THE ESTIMATED VOLUME OF EARTH WASTE.
- EXCESS EARTH MATERIALS FROM WATER MAIN AND SEWER TRENCHES AND EXCAVATIONS FOR STRUCTURES AND TRAFFIC SIGNAL EQUIPMENT ARE NOT INCLUDED IN THE EARTHWORK CALCULATIONS. EXCESS EARTH MATERIAL SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE COST OF DISPOSING OF EXCESS EARTH MATERIAL WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- AN ESTIMATED QUANTITY FOR THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS HAS BEEN INCLUDED IN THE CONTRACT. THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS WILL BE AS DIRECTED BY THE ENGINEER AND WILL BE MEASURED AND PAID FOR AS DESCRIBED IN THE SPECIAL PROVISIONS.
- THE EXCAVATED TOPSOIL MATERIAL REQUIRED FOR THE TOTAL TOPSOIL PLACEMENT SHALL BE STORED ON THE PROPERTY AT THE SOUTHEAST CORNER OF THE HAMILTON ROAD AND MORRIS AVENUE INTERSECTION UNTIL SUCH TIME THAT IT CAN BE PLACED IN ITS FINAL LOCATION.
- EXCESS EARTH MATERIALS FROM THE STAGE I OPERATIONS SHALL BE USED TO CONSTRUCT PORTIONS OF THE EMBANKMENT ON SOUTH MORRIS AVENUE AS DESCRIBED IN THE STAGE I CONSTRUCTION SEQUENCE NOTES ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN.

SEEDING, CLASS 1A

LOCATION	ACRE
HAMILTON ROAD	
STAGE I	2.4
STAGE II	0.5
STAGE III	0.8
STAGE IV	0.3
MORRIS AVENUE	
STAGE I	0.5
STAGE III	1.1
STAGE IV	0.9
TOTAL	6.5

FERTILIZER NUTRIENTS (NITROGEN, PHOSPHORUS, POTASSIUM)

LOCATION	ACRE
HAMILTON ROAD	
STAGE I	216
STAGE II	45
STAGE III	72
STAGE IV	27
MORRIS AVENUE	
STAGE I	45
STAGE III	99
STAGE IV	81
TOTAL	585

MULCH, METHOD 3

LOCATION	ACRE
HAMILTON ROAD	
STAGE I	2.4
STAGE II	0.5
STAGE III	0.8
STAGE IV	0.3
MORRIS AVENUE	
STAGE I	0.5
STAGE III	1.1
STAGE IV	0.9
TOTAL	6.5

SODDING

STATION	TO STATION	SQ YD
HAMILTON ROAD		
240+90.0 RT.	241+51.9 RT.	53
MORRIS AVENUE		
886+50.0 LT.	888+00.0 LT.	111
887+50.0 RT.	889+50.0 RT.	141
TOTAL		305

SUPPLEMENTAL WATERING

STATION	TO STATION	UNIT
HAMILTON ROAD		
240+90.0 RT.	241+51.9 RT.	0.8
MORRIS AVENUE		
886+50.0 LT.	888+00.0 LT.	1.7
887+50.0 RT.	889+50.0 RT.	2.1
TOTAL		4.6

SUB-BASE GRANULAR MATERIAL, TYPE A 12"

STATION	TO STATION	SQ YD
HAMILTON ROAD		
211+65.00 LT. & RT.	240+90.00 LT. & RT.	19184
MORRIS AVENUE		
888+40.00 LT. & RT.	899+72.49 LT. & RT.	5823
900+27.51 LT. & RT.	904+63.50 LT. & RT.	2619
904+63.50 LT.	906+10.00 LT.	73
TOTAL		27699

AGGREGATE BASE COURSE, TYPE A 6"

STATION	TO STATION	SQ YD
HAMILTON ROAD		
211+65.0 LT.	224+63.0 LT.	1597
225+84.6 LT.	238+77.2 LT.	1582
239+05.3 LT.	240+90.0 LT.	224
240+90.0 RT.	242+00.0 RT.	175
HAMILTON ROAD STAGE CONSTRUCTION		
236+89.8 LT.	244+04.6 RT.	1188
MORRIS AVENUE		
885+73.0 LT.	888+40.0 LT.	178
887+50.0 RT.	888+40.0 RT.	39
TOTAL		4983

AGGREGATE SURFACE COURSE, TYPE B (8" THICK)

STATION	TO STATION	TON
HAMILTON ROAD		
232+49.2 LT.		1.5
232+83.6 LT.		1.3
232+89.6 LT.	233+04.6 LT. - P.E.	9.1
237+44.0 LT.		2.0
MORRIS AVENUE		
891+82.2 RT.		1.3
903+09.0 RT.		1.7
TOTAL		16.9

BITUMINOUS MATERIALS (PRIME COAT) (0.10 GAL/SQ YD)

STATION	TO STATION	GALLON
MORRIS AVENUE		
887+50.0 LT. & RT.	888+40.0 LT. & RT.	20
904+63.5 LT. & RT.	910+15.0 LT. & RT.	210
TIMBERLAKE LANE		
1000+50.74 LT. & RT.	1000+70.0 LT. & RT.	4
TOTAL		234

BITUMINOUS MATERIALS (PRIME COAT) (0.25 GAL/SQ YD)

STATION	TO STATION	GALLON
HAMILTON ROAD		
211+65.0 LT.	224+63.0 LT.	363
TOTAL		363

BITUMINOUS MATERIALS (PRIME COAT) (0.50 GAL/SQ YD)

STATION	TO STATION	GALLON
HAMILTON ROAD		
240+90.0 RT.	242+00.0 RT.	84
MORRIS AVENUE		
885+73.0 LT.	888+40.0 LT.	79
887+50.0 RT.	888+40.0 RT.	16
TOTAL		179

AGGREGATE (PRIME COAT)

STATION	TO STATION	TON
MORRIS AVENUE		
904+63.5 LT. & RT.	910+15.0 LT. & RT.	4
TOTAL		4

MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS

STATION	TO STATION	TON
MORRIS AVENUE		
904+63.5 LT. & RT.	910+15.0 LT. & RT.	1
TOTAL		1

INCIDENTAL BITUMINOUS SURFACING (1/2" THICK)

STATION	TO STATION	TON
MORRIS AVENUE		
904+63.5 LT. & RT.	910+15.0 LT. & RT.	206
TOTAL		206

INCIDENTAL BITUMINOUS SURFACING (3" THICK)

STATION	TO STATION	TON
HAMILTON ROAD STAGE CONSTRUCTION		
236+89.8 LT.	244+04.6 RT.	200
MORRIS AVENUE STAGE CONSTRUCTION		
896+00.0 LT. & RT.	896+15.0 LT. & RT.	6
TOTAL		206

INCIDENTAL BITUMINOUS SURFACING (8" THICK)

STATION	TO STATION	TON
HAMILTON ROAD		
240+90.0 RT.	242+00.0 RT.	80
MORRIS AVENUE		
885+73.0 LT.	888+40.0 LT.	75
887+50.0 RT.	888+40.0 RT.	15
TOTAL		170

INCIDENTAL BITUMINOUS SURFACING (VARIABLE THICKNESS)

STATION	TO STATION	TON
MORRIS AVENUE		
887+50.0 LT. & RT.	888+40.0 LT. & RT.	27
TIMBERLAKE LANE		
1000+50.74 LT. & RT.	1000+70.0 LT. & RT.	7
TOTAL		34

PORTLAND CEMENT CONCRETE PAVEMENT 7"

STATION	TO STATION	SQ YD
HAMILTON ROAD		
211+65.00 RT.	224+72.07 RT.	6515.1
MORRIS AVENUE		
888+40.00 LT. & RT.	899+72.49 LT. & RT.	5000
(INCLUDES WITTEN WOODS DRIVE)		
900+27.51 LT. & RT.	904+63.50 LT. & RT.	2267
904+63.50 LT.	906+10.00 LT.	23
TOTAL		7290

PORTLAND CEMENT CONCRETE PAVEMENT 8"

STATION	TO STATION	SQ YD
HAMILTON ROAD		
211+65.00 LT. & RT.	240+90.00 LT. & RT.	17364
(INCLUDES TIMBERLAKE LANE)		
TOTAL		17364

PROTECTIVE COAT

LOCATION	SQ YD
HAMILTON ROAD	
PCC PVT 8"	17364
COMB CC&G TB6.18	1480
MORRIS AVENUE	
PCC PVT 7"	7290
COMB CC&G TB6.18	994
TOTAL	27128

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH

STATION	TO STATION	SQ YD
HAMILTON ROAD		
223+41.0 RT. - P.E.		103.8
224+04.8 RT. - P.E.		145.9
227+40.4 LT. - P.E.		161.4
227+92.8 LT.	228+47.3 LT. - P.E.	139.8
229+34.2 LT. - P.E.		114.8
229+83.7 LT.	230+35.7 LT. - P.E.	146.0
230+87.3 LT. - P.E.		48.8
232+49.2 LT. - P.E.		33.3
232+83.6 LT. - P.E.		42.4
233+72.0 LT. - P.E.		39.7
234+76.3 LT.	235+55.6 LT. - P.E.	199.4
236+05.4 LT. - P.E.		83.9
237+44.0 LT. - P.E.		36.3
238+48.7 LT. - P.E.		79.2
241+32.5 RT.	241+47.6 RT. - P.E.	22.3
241+60.4 RT. - P.E.		23.5

STATION	TO STATION	SQ YD
MORRIS AVENUE		
891+82.2 RT. - P.E.		85.3
895+12.0 LT. - P.E.		113.8
896+68.5 LT. - P.E.		39.6
896+91.4 LT. - P.E.		23.2
901+59.4 RT. - P.E.		79.9
903+09.0 RT. - P.E.		135.4
903+40.0 LT. - P.E.		19.7
906+70.2 RT. - P.E.		34.6
TOTAL		1952.0

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 8 INCH

STATION	TO STATION	SQ YD
HAMILTON ROAD		
229+30.0 RT. - C.E.		30.0
236+35.0 RT. - C.E.		334.6
240+63.5 RT. - C.E.		77.7
MORRIS AVENUE		
898+32.0 RT. - C.E.		164.2
TOTAL		606.5

PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH

STATION	TO STATION	SQ FT
HAMILTON ROAD		
211+65.00 RT.	224+72.07 RT.	6515.1
MORRIS AVENUE		
888+45.00 LT.	891+68.93 LT.	1619.6
892+77.78 LT.	899+46.84 LT.	3389.2
900+59.12 LT.	907+30.00 LT.	3460.5
900+64.82 RT.	904+42.27 RT.	1921.6
903+25.50 RT.	903+30.50 RT.	15.4
905+01.21 RT.	907+55.00 RT.	1274.6
TOTAL		18196.0

FOR ADDITIONAL SCHEDULES OF QUANTITIES AND BILL OF MATERIALS SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS, REMOVALS/RELOCATIONS PLANS, PLAN AND PROFILE SHEETS, PAVEMENT MARKING PLANS, WATER MAIN PLANS, AND TRAFFIC SIGNAL PLANS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE: 3-05
DRAWN BY: J.L.B.
CHECKED BY: R.L.H.

SCALE: NONE

SCHEDULE OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	12
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				

PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH		
STATION	TO STATION	SQ FT
HAMILTON ROAD		
225+84.60 LT.	238+77.22 LT.	12983.3
239+05.26 LT.	240+90.00 LT.	1854.7
MORRIS AVENUE		
891+68.93 LT.	891+78.89 LT.	75.4
892+67.81 LT.	892+77.78 LT.	75.4
899+46.84 LT.	899+53.71 LT.	49.2
900+52.39 LT.	900+59.12 LT.	89.4
904+42.27 RT.	904+52.23 RT.	60.3
904+92.27 RT.	905+01.21 RT.	54.2
TOTAL		15241.9

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, IL 9.5L (LOW ESAL) (2")		
STATION	TO STATION	TON
HAMILTON ROAD		
211+65.0 LT.	224+63.0 LT.	183
TOTAL		183

CEMENT AGGREGATE MIXTURE (CAM II) 4"		
STATION	TO STATION	SQ YD
HAMILTON ROAD		
211+65.00 LT. & RT.	240+90.00 LT. & RT.	19184
TOTAL		19184

STRIP REFLECTIVE CRACK CONTROL TREATMENT		
STATION	TO STATION	FOOT
MORRIS AVENUE		
904+63.5 LT. & RT.	910+15.0 LT. & RT.	1103
TOTAL		1103

MANHOLES, SANITARY		
LOCATION		EACH
HAMILTON ROAD		
225+96.0 LT.		1
229+00.0 LT.		1
232+00.0 LT.		1
235+00.0 LT.		1
236+85.0 LT.		1
238+63.0 LT.		1
238+63.0 RT.		1
240+90.0 RT.		1
MORRIS AVENUE		
900+95.0 LT.		1
903+00.0 LT.		1
905+05.0 LT.		1
905+05.0 RT.		1
TOTAL		12

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06		
STATION	TO STATION	FOOT
MORRIS AVENUE		
892+42.77 LT.	892+36.85 LT.	40
TOTAL		40

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18		
STATION	TO STATION	FOOT
HAMILTON ROAD		
211+65.00 LT.	223+95.00 LT.	1234
211+65.00 RT.	223+95.00 RT.	1226
226+65.00 LT.	1000+49.16 LT.	1225
1000+50.74 RT.	240+90.00 LT.	201
226+65.00 RT.	240+90.00 RT.	1428
240+45.19 RT.	240+45.81 RT.	6
240+67.02 RT.	240+67.64 RT.	6
MORRIS AVENUE		
888+40.00 LT.	891+92.35 LT.	366
892+56.85 LT.	223+95.00 RT.	806
888+40.00 RT.	226+65.00 RT.	1195
223+95.00 LT.	906+10.00 LT.	653
226+65.00 LT.	904+62.88 RT.	520
904+88.10 RT.	905+15.00 RT.	31
906+58.20 RT.	906+82.20 RT.	24
TOTAL		8921

FOR ADDITIONAL SCHEDULES OF QUANTITIES AND BILL OF MATERIALS SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS, REMOVALS/RELOCATIONS PLANS, PLAN AND PROFILE SHEETS, PAVEMENT MARKING PLANS, WATER MAIN PLANS, AND TRAFFIC SIGNAL PLANS.

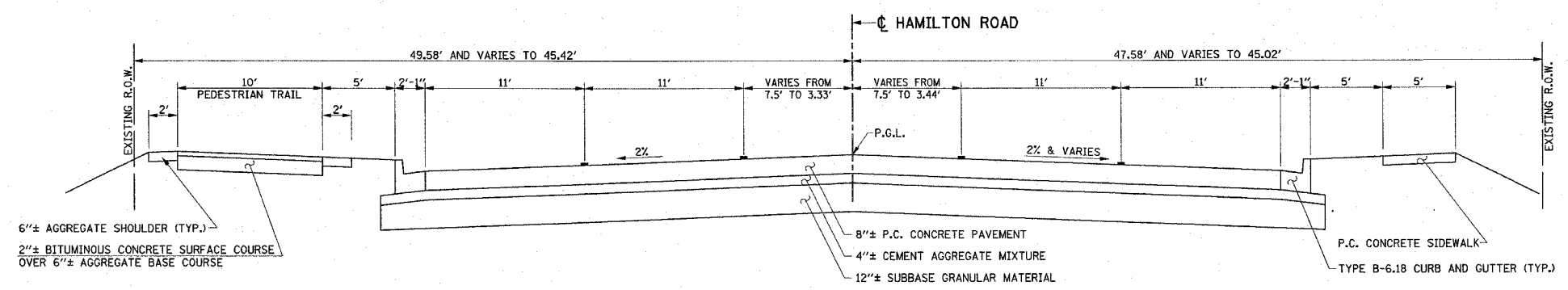
ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

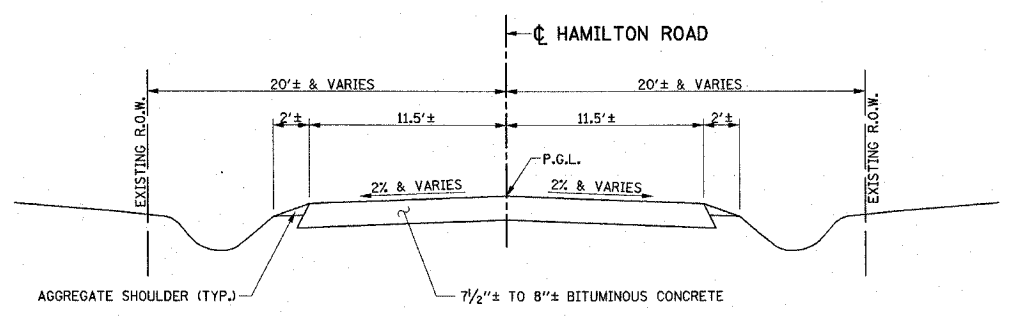
SCALE : NONE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	13
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				



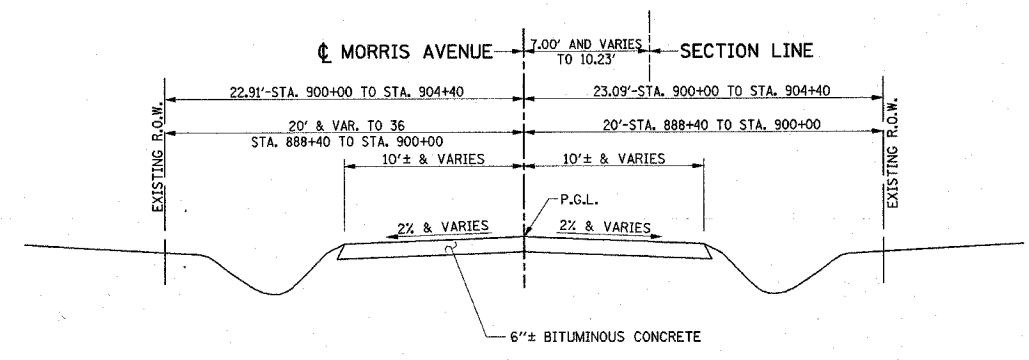
EXISTING TYPICAL CROSS SECTION
HAMILTON ROAD

STA. 209+80.00 TO STA. 211+65.00
(TYPICAL SECTION SHOWN IS ALONG THE PROPOSED CENTERLINE OF HAMILTON RD. AS CONSTRUCTED IN SECTION NO. 93-00295-00-PV)



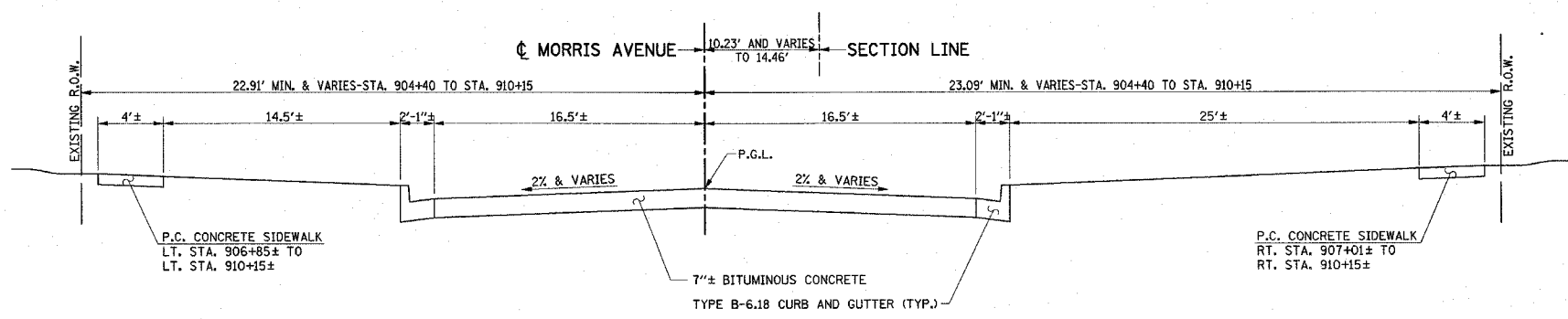
EXISTING TYPICAL CROSS SECTION
HAMILTON ROAD

STA. 225+34.22 TO STA. 240+90.00
(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING HAMILTON RD.)



EXISTING TYPICAL CROSS SECTION
MORRIS AVENUE

STA. 888+40.00 TO STA. 904+40.00
(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING MORRIS AVE.)



EXISTING TYPICAL CROSS SECTION
MORRIS AVENUE

STA. 904+40.00 TO STA. 910+15.00
(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING MORRIS AVE.)

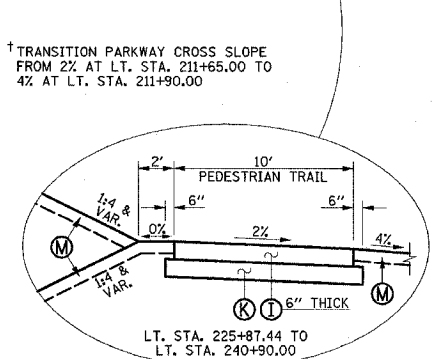
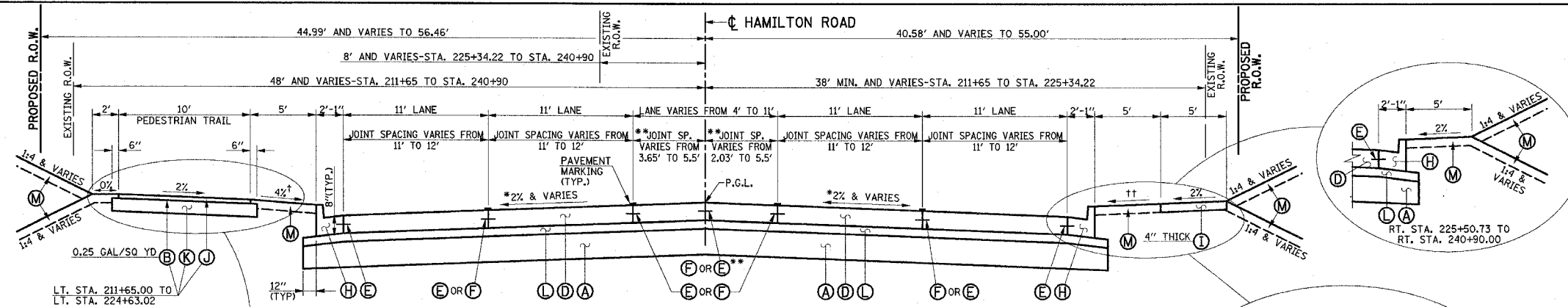
NOTE
THE EXISTING PAVEMENT TYPES AND THICKNESSES WERE TAKEN FROM EXISTING PLANS AND FROM PAVEMENT CORES AND REPRESENT THE BEST AVAILABLE INFORMATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN PAVEMENT TYPES OR THICKNESSES AS SPECIFIED IN ARTICLE 440.02 OF THE STANDARD SPECIFICATIONS.

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEET FOR LOCATIONS OF EXISTING R.O.W. AND EXISTING PERMANENT EASEMENTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

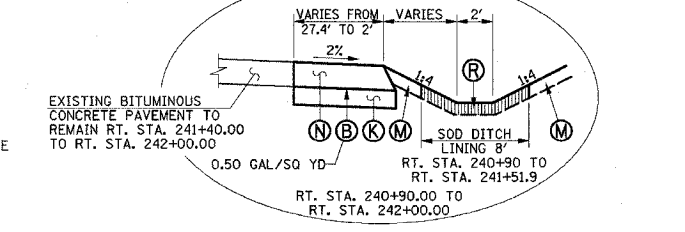


PROPOSED TYPICAL CROSS SECTION HAMILTON ROAD
STA. 211+65.00 TO STA. 240+90.00

*SUPER ELEVATION TRANSITIONS - STA. 223+09.71 TO STA. 225+17.71 STA. 225+09.73 TO STA. 227+58.73 FULL SUPER ELEVATION TO MATCH INTERSECTING MORRIS AVENUE CENTERLINE PROFILE GRADE LINE- STA. 225+17.71 TO STA. 225+50.73 (SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS)

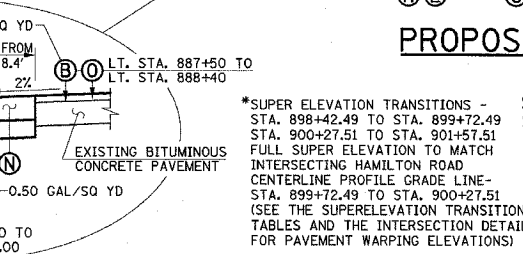
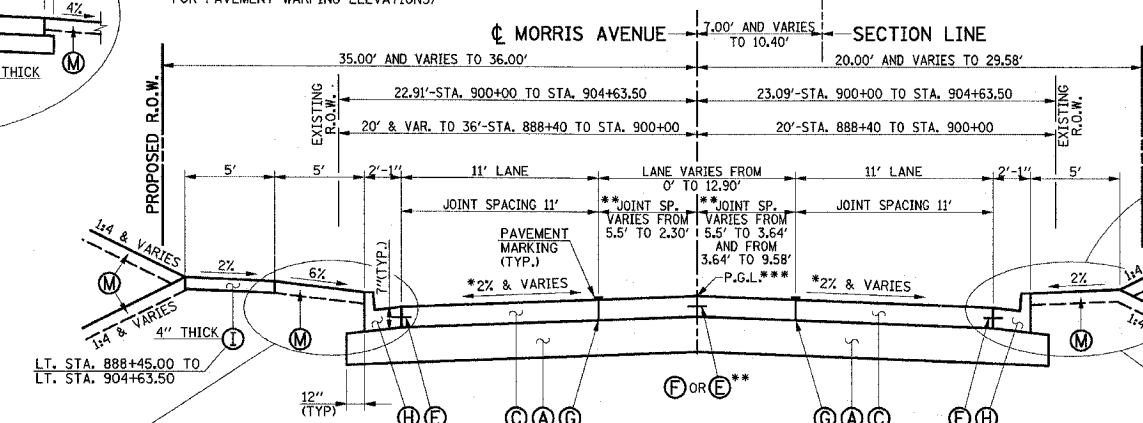
**THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 11'.

†† 2% PARKWAY CROSS SLOPE FROM RT. STA. 211+65.00 TO RT. STA. 223+00.00. TRANSITION PARKWAY CROSS SLOPE FROM 2% AT RT. STA. 223+00.00 TO 6% AT RT. STA. 223+25.00. 6% PARKWAY CROSS SLOPE FROM RT. STA. 223+25.00 TO RT. STA. 225+17.71



- PROPOSED TYPICAL SECTION KEY**
- (A) SUBBASE GRANULAR MATERIAL, TYPE A 12"
 - (B) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICAL FOR APP. RATE
 - (C) PORTLAND CEMENT CONCRETE PAVEMENT 7"
 - (D) PORTLAND CEMENT CONCRETE PAVEMENT 8"
 - (E) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - (F) SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - (G) SAWED LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (STD. 606001)
 - (I) PORTLAND CEMENT CONCRETE SIDEWALK (SEE TYPICAL FOR THICKNESS)
 - (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, IL 9.5L (LOW ESAL) 2"
 - (K) AGGREGATE BASE COURSE, TYPE A 6"
 - (L) CEMENT AGGREGATE MIXTURE (CAM II) 4"
 - (M) TOPSOIL 4"
 - (N) INCIDENTAL BITUMINOUS SURFACING 8" (4" MAXIMUM LIFT THICKNESS)
 - (O) INCIDENTAL BITUMINOUS SURFACING (VARIABLE THICKNESS)
 - (P) INCIDENTAL BITUMINOUS SURFACING 1 1/2"
 - (Q) BITUMINOUS SURFACE REMOVAL 1 1/2"
 - (R) SODDING

- NOTES**
- ON HAMILTON ROAD AND MORRIS AVENUE THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT. THE TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
 - SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15' CENTERS IN THE PAVEMENT ON HAMILTON ROAD AND AT 12.5' CENTERS ON MORRIS AVENUE AND AS DIRECTED BY THE ENGINEER (STD. 420001). DOWEL BARS ARE NOT REQUIRED IN THE TRANSVERSE CONTRACTION JOINTS. ALL TRANSVERSE CONTRACTION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
 - ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
 - EXPANSION JOINTS SHALL BE PLACED AT LOCATIONS SHOWN ON THE PAVEMENT JOINTING PLANS.
 - WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STD. 420001.
 - SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
 - SEE PAVEMENT JOINTING PLANS FOR LOCATIONS OF LONGITUDINAL AND TRANSVERSE JOINTS.
 - THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4" OF AREAS TO BE SEEDED. THE CONTRACTOR SHALL STOCKPILE TOPSOIL FROM THE EXCAVATION OPERATIONS. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE VEGETATIVE SUSTAINING SOIL REQUIRED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT.
 - THE TOPSOIL SHALL BE REMOVED TO A DEPTH OF 12" WITHIN THE SUBGRADE LIMITS OF ALL PROPOSED PAVED AREAS AS SHOWN ON THE CROSS SECTIONS AND STOCKPILED. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE EXCESS VOLUME OF TOPSOIL EXCAVATED AND NOT USED FOR TOPSOIL PLACEMENT SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEHIND THE PROPOSED BACK OF THE CURBS. TOPSOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER THE SUB-BASE GRANULAR MATERIAL. THE EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT AND WHICH IS PLACED IN THE EMBANKMENT AREAS OR IS WASTE AND IS REMOVED AND DISPOSED OFF THE SITE WILL BE PAID FOR AS EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.
 - ALL EXPOSED EARTH AREAS SHALL BE SEEDED, FERTILIZED, AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS. SEEDING, CLASS 1A AND MULCH, METHOD 3 SHALL BE USED.
 - SEE PLAN AND PROFILE SHEETS AND HORIZONTAL ALIGNMENT AND CONTROL SHEET FOR EXACT LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS AND RIGHT-OF-WAY LINES. SEE CROSS SECTIONS FOR EXACT SIDE SLOPE RATIOS.

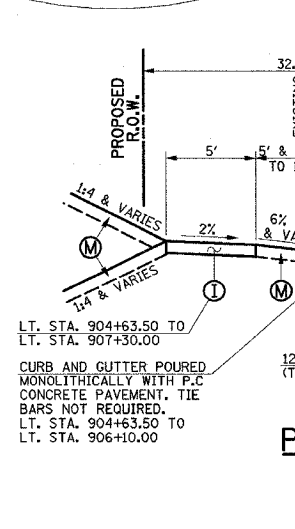
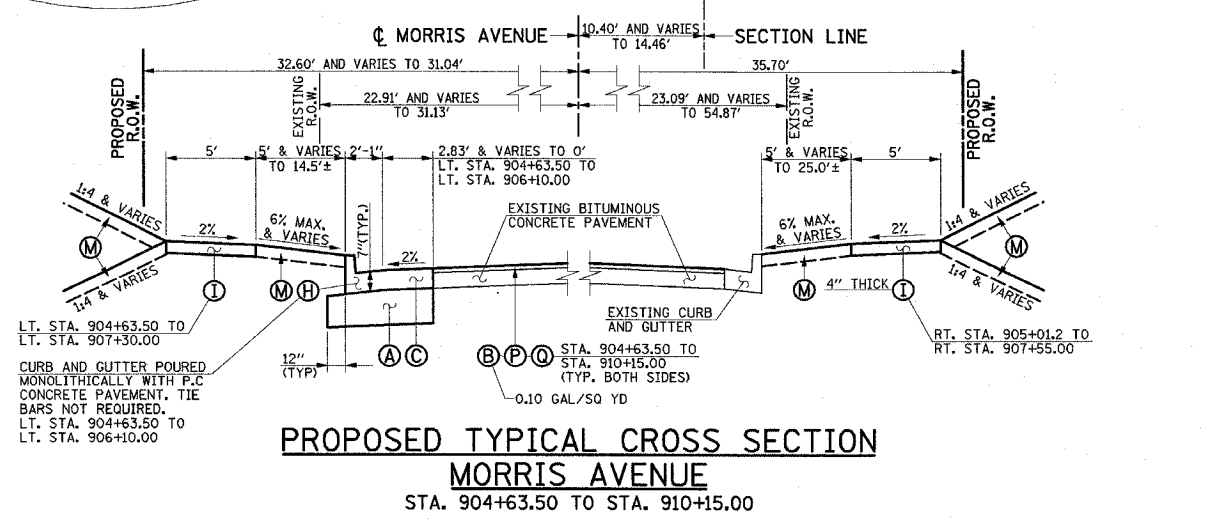
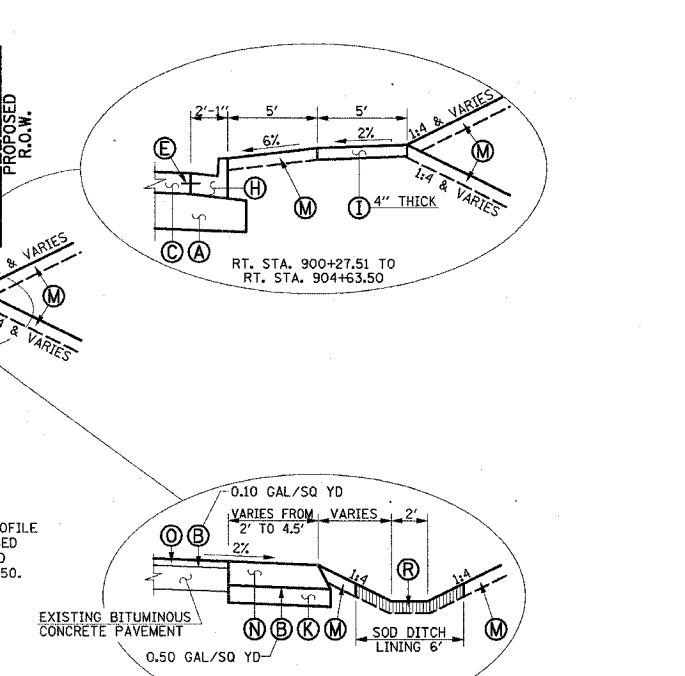


PROPOSED TYPICAL CROSS SECTION MORRIS AVENUE
STA. 888+40.00 TO STA. 899+72.49
STA. 900+27.51 TO STA. 904+63.50

*SUPER ELEVATION TRANSITIONS - STA. 898+42.49 TO STA. 899+72.49 STA. 899+72.49 TO STA. 901+57.51 FULL SUPER ELEVATION TO MATCH INTERSECTING HAMILTON ROAD CENTERLINE PROFILE GRADE LINE- STA. 899+72.49 TO STA. 900+27.51 (SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS)

**THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 12.9'.

***TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 901+85.90 TO 3.64' RT. AT STA. 904+63.50. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION.



PROPOSED TYPICAL CROSS SECTION MORRIS AVENUE
STA. 904+63.50 TO STA. 910+15.00

*SUPER ELEVATION TRANSITIONS - STA. 898+42.49 TO STA. 899+72.49 STA. 899+72.49 TO STA. 901+57.51 FULL SUPER ELEVATION TO MATCH INTERSECTING HAMILTON ROAD CENTERLINE PROFILE GRADE LINE- STA. 899+72.49 TO STA. 900+27.51 (SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS)

**THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 12.9'.

***TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 901+85.90 TO 3.64' RT. AT STA. 904+63.50. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

STRUCTURAL PAVEMENT DESIGN INFORMATION	
HAMILTON ROAD	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2015
PV = 14868	SU = 462 MU = 77
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 50% S = 50% M = 50%
TRAFFIC FACTOR:	TF = 1.10
SUBGRADE SUPPORT RATING:	SSR = "POOR"
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	P.C. CONCRETE PAVEMENT = 8"
	CEMENT AGGREGATE MIXTURE = 4"
	GRANULAR SUBBASE = 12"

STRUCTURAL PAVEMENT DESIGN INFORMATION	
MORRIS AVENUE	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2015
PV = 5004	SU = 77 MU = 26
ROAD/STREET CLASSIFICATION:	CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 50% S = 50% M = 50%
TRAFFIC FACTOR:	TF = 0.50
SUBGRADE SUPPORT RATING:	SSR = "POOR"
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	P.C. CONCRETE PAVEMENT = 7"
	CEMENT AGGREGATE MIXTURE = 4"
	GRANULAR SUBBASE = 12"

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEET FOR EXACT LOCATIONS OF EXISTING R.O.W., PROPOSED R.O.W., PROPOSED PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

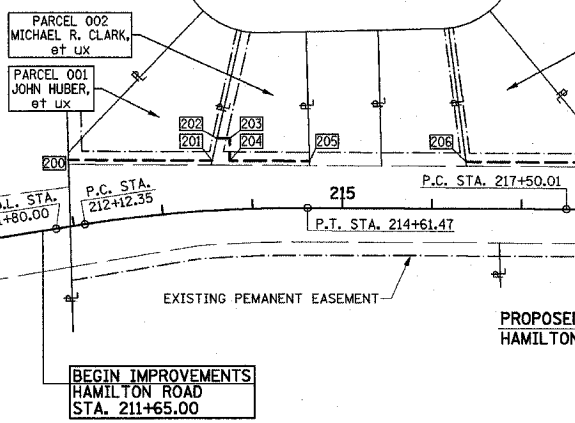
PROPOSED TYPICAL SECTIONS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

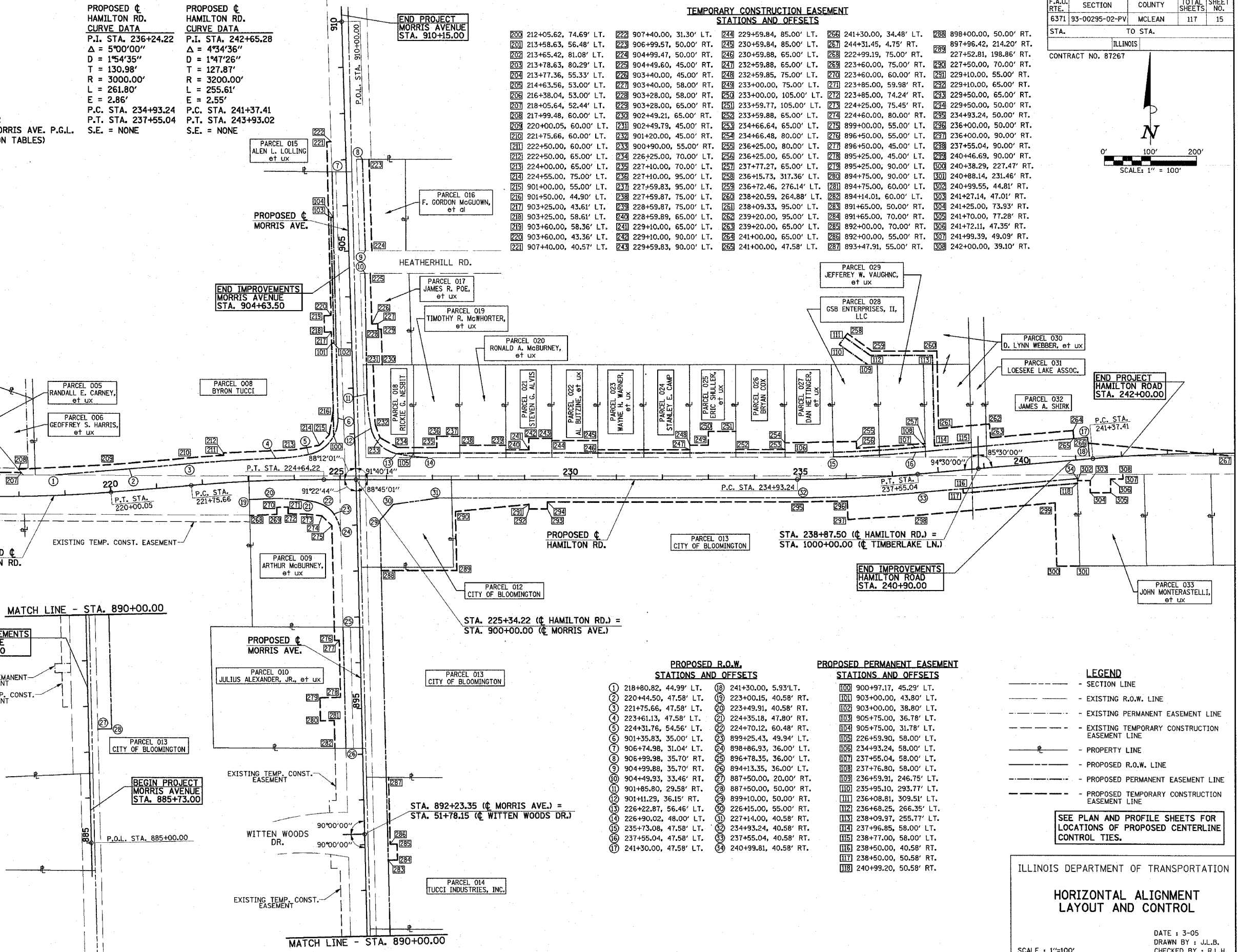
PROPOSED ϕ HAMILTON RD. CURVE DATA	PROPOSED ϕ HAMILTON RD. CURVE DATA	PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 213+37.17	P.I. STA. 218+75.12	P.I. STA. 223+20.04
$\Delta = 9^{\circ}04'32''$	$\Delta = 5^{\circ}18'22''$	$\Delta = 5^{\circ}10'00''$
D = 3'38'35"	D = 2'07'19"	D = 1'47'26"
T = 124.82'	T = 125.11'	T = 144.38'
R = 1572.74'	R = 2700.00'	R = 3200.00'
L = 249.12'	L = 288.56'	L = 288.56'
E = 4.95'	E = 2.90'	E = 3.26'
P.C. STA. 212+12.35	P.C. STA. 217+50.01	P.C. STA. 221+75.66
P.T. STA. 214+61.47	P.T. STA. 220+00.05	P.T. STA. 224+64.22
S.E. = NONE	S.E. = NONE	S.E. = TO MATCH MORRIS AVE. P.G.L. (SEE S.E. TRANSITION TABLES)

PROPOSED ϕ HAMILTON RD. CURVE DATA	PROPOSED ϕ HAMILTON RD. CURVE DATA	PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22	P.I. STA. 242+65.28	P.I. STA. 242+65.28
$\Delta = 5^{\circ}00'00''$	$\Delta = 4^{\circ}34'36''$	$\Delta = 4^{\circ}34'36''$
D = 1'54'35"	D = 1'47'26"	D = 1'47'26"
T = 130.98'	T = 127.87'	T = 127.87'
R = 3000.00'	R = 3200.00'	R = 3200.00'
L = 261.80'	L = 255.61'	L = 255.61'
E = 2.86'	E = 2.55'	E = 2.55'
P.C. STA. 234+93.24	P.C. STA. 241+37.41	P.C. STA. 241+37.41
P.T. STA. 237+55.04	P.T. STA. 243+93.02	P.T. STA. 243+93.02
S.E. = NONE	S.E. = NONE	S.E. = NONE

PROPOSED CENTERLINE CONTROL COORDINATE TABLE			
LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM	
		NORTHING	
		EASTING	
ϕ HAMILTON RD.	P.O.L. 211+80.00	78,430.058	95,775.735
	P.C. 212+12.35	78,435.008	95,807.702
	P.I. 213+37.17	78,454.109	95,931.055
	P.T. 214+61.47	78,453.513	96,055.876
	P.C. 217+50.01	78,452.135	96,344.406
	P.I. 218+75.12	78,451.537	96,469.516
	P.T. 220+00.05	78,462.512	96,594.146
	P.C. 221+75.66	78,477.917	96,769.077
	P.I. 223+20.04	78,490.582	96,912.899
	P.T. 224+64.22	78,490.244	97,057.277
	ϕ - ϕ INT. 225+34.22	78,490.080	97,127.276
	P.C. 234+93.24	78,489.996	98,086.293
ϕ MORRIS AVE.	P.I. 236+24.22	78,489.985	98,217.276
	P.T. 237+55.04	78,501.389	98,347.761
	ϕ - ϕ INT. 238+87.50	78,512.922	98,479.721
	P.C. 241+37.41	78,534.682	98,728.683
	P.I. 242+65.28	78,545.816	98,856.070
	P.T. 243+93.02	78,546.749	98,983.938
	P.O.L. 885+00.00	76,990.434	97,159.860
	ϕ - ϕ INT. 892+23.35	77,713.613	97,144.147
	ϕ - ϕ INT. 900+00.00	78,490.080	97,127.276
	P.O.L. 910+00.00	79,489.657	97,098.210



VERTICAL BENCHMARK TABLE		
BENCHMARK NO.	DESCRIPTION	ELEVATION
202	HIGH POINT ON CONCRETE FOUNDATION OF EAST GUY ANCHOR FOR RADIO TOWER	864.58
90	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 225+12, 16' LT. CHISELED 'Y' ON SOUTH SIDE OF CONCRETE PAD SURROUNDING WELL HYDRANT. STA. 224+30, 70' RT.	886.19
90A	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 885+47, 20' LT.	889.60
400	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 890+02, 20' LT.	855.75
401	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 890+02, 20' LT.	855.83
402	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 895+32, 22' LT.	878.83
403	RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 903+00, 20' LT.	874.72
404	TOP CAP BOLT ON FIRE HYDRANT ON EAST SIDE OF MORRIS AVE. STA. 906+03, 34' RT.	868.65
405	TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 230+60, 42' LT.	882.99
406	TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 235+74, 43' LT.	877.64
407	TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 241+28, 3' LT.	890.25
408	TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 246+53, 8' RT.	894.11



PROPOSED R.O.W. STATIONS AND OFFSETS		PROPOSED PERMANENT EASEMENT STATIONS AND OFFSETS	
1	218+80.82, 44.99' LT.	100	900+97.17, 45.29' LT.
2	220+44.50, 47.58' LT.	101	903+00.00, 43.80' LT.
3	221+75.66, 47.58' LT.	102	903+00.00, 38.80' LT.
4	223+61.13, 47.58' LT.	103	905+75.00, 36.78' LT.
5	224+31.76, 54.56' LT.	104	905+75.00, 31.78' LT.
6	901+35.83, 35.00' LT.	105	226+59.90, 58.00' LT.
7	906+74.98, 31.04' LT.	106	234+93.24, 58.00' LT.
8	906+99.98, 35.70' RT.	107	237+55.04, 58.00' LT.
9	904+99.88, 35.70' RT.	108	237+76.80, 58.00' LT.
10	904+49.93, 33.46' RT.	109	236+59.91, 246.75' LT.
11	901+85.80, 29.58' RT.	110	235+95.10, 293.77' LT.
12	901+11.29, 36.15' RT.	111	236+08.81, 309.51' LT.
13	226+22.87, 56.46' LT.	112	236+68.25, 266.35' LT.
14	226+90.02, 48.00' LT.	113	238+09.97, 255.77' LT.
15	235+73.08, 47.58' LT.	114	237+96.85, 58.00' LT.
16	237+55.04, 47.58' LT.	115	238+77.00, 58.00' LT.
17	241+30.00, 47.58' LT.	116	238+50.00, 40.58' RT.
		117	238+50.00, 50.58' RT.
		118	240+99.20, 50.58' RT.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	15

ILLINOIS

CONTRACT NO. 87267

SCALE 1" = 100'

LEGEND

- - - SECTION LINE
- - - EXISTING R.O.W. LINE
- - - EXISTING PERMANENT EASEMENT LINE
- - - EXISTING TEMPORARY CONSTRUCTION EASEMENT LINE
- - - PROPERTY LINE
- - - PROPOSED R.O.W. LINE
- - - PROPOSED PERMANENT EASEMENT LINE
- - - PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

SEE PLAN AND PROFILE SHEETS FOR LOCATIONS OF PROPOSED CENTERLINE CONTROL TIES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

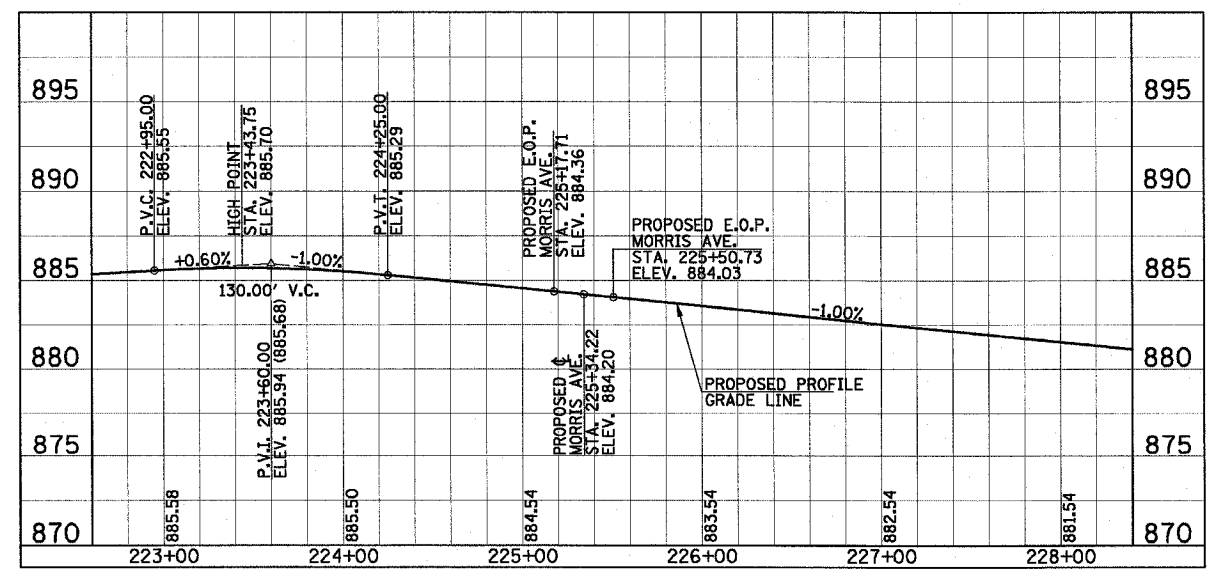
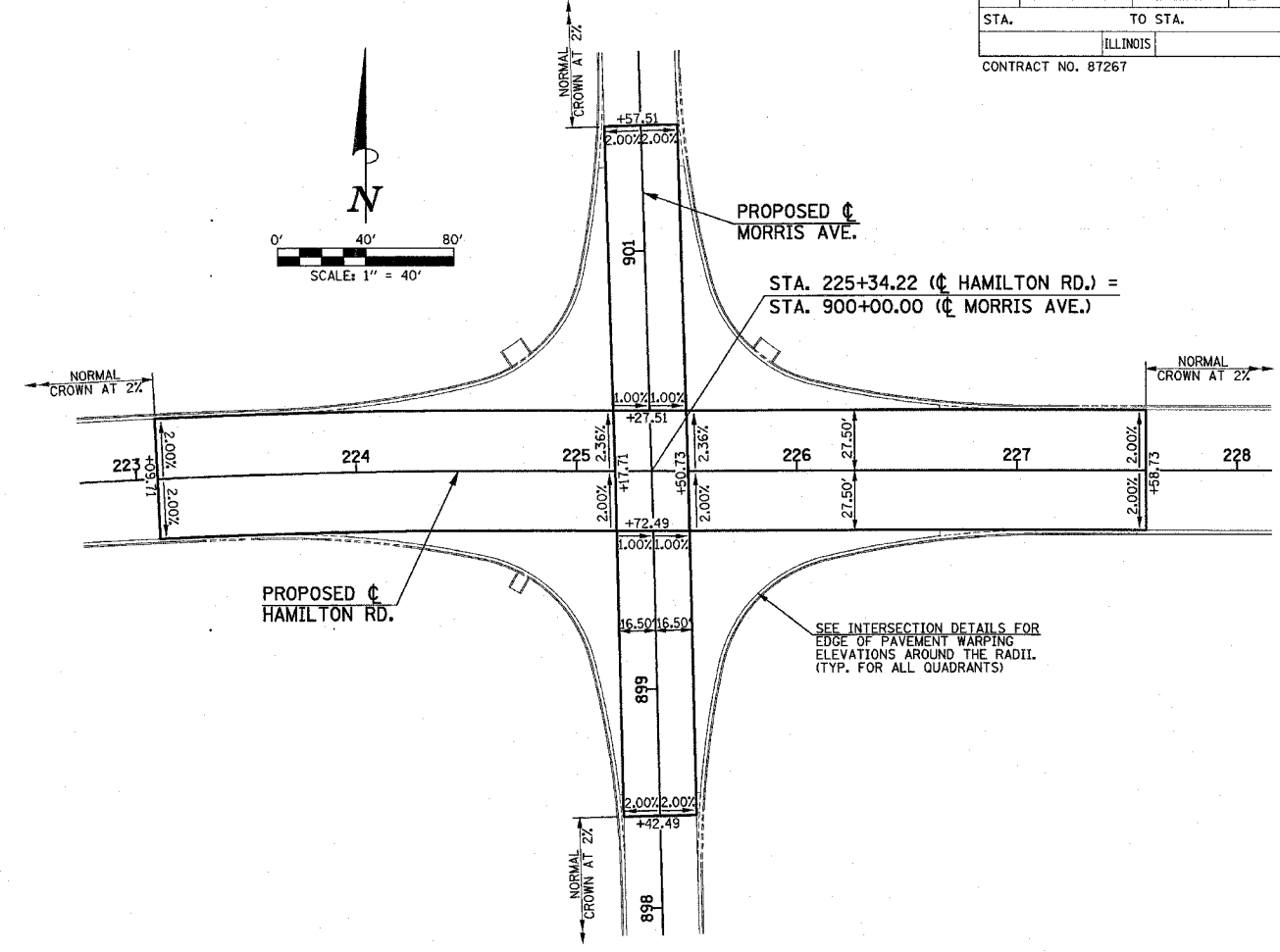
HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

DATE: 3-05
DRAWN BY: J.L.B.
CHECKED BY: R.L.H.

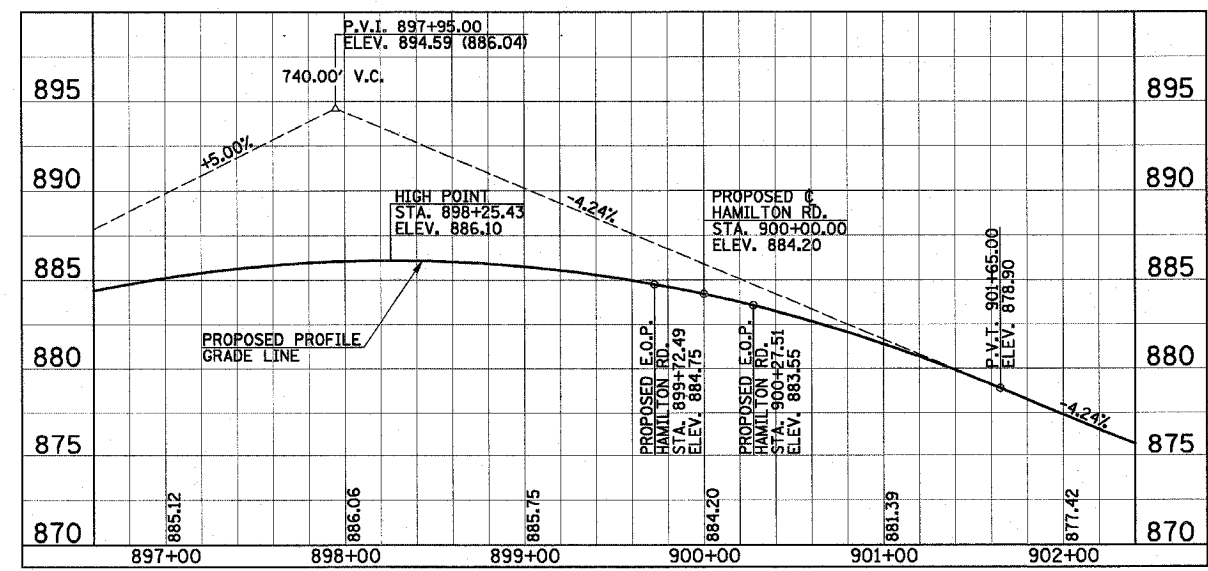
SCALE: 1"=100'

STATION	LEFT E.O.P. OFFSET	LEFT E.O.P. ELEVATION	CENTERLINE P.G.L. ELEVATION	RIGHT E.O.P. ELEVATION	RIGHT E.O.P. OFFSET
223+09.71	27.50	885.08	885.63	885.08	27.50
223+10.00	27.50	885.08	885.63	885.08	27.50
223+20.00	27.50	885.11	885.66	885.17	27.50
223+30.00	27.50	885.13	885.69	885.24	27.50
223+40.00	27.50	885.13	885.70	885.31	27.50
223+50.00	27.50	885.13	885.70	885.36	27.50
223+60.00	27.50	885.11	885.68	885.40	27.50
223+70.00	27.50	885.08	885.66	885.42	27.50
223+80.00	27.50	885.03	885.62	885.44	27.50
223+90.00	27.50	884.98	885.57	885.44	27.50
224+00.00	27.50	884.91	885.50	885.43	27.50
224+10.00	27.50	884.83	885.43	885.41	27.50
224+20.00	27.50	884.74	885.34	885.37	27.50
224+30.00	27.50	884.63	885.24	885.33	27.50
224+40.00	27.50	884.53	885.14	885.28	27.50
224+50.00	27.50	884.42	885.04	885.23	27.50
224+60.00	27.50	884.32	884.94	885.19	27.50
224+70.00	27.50	884.21	884.84	885.14	27.50
224+80.00	27.50	884.11	884.74	885.09	27.50
224+90.00	27.50	884.01	884.64	885.04	27.50
225+00.00	27.50	883.90	884.54	885.00	27.50
225+10.00	27.50	883.80	884.44	884.95	27.50
225+17.71	27.50	883.71	884.36	884.91	27.50
225+20.00	27.50	883.69	884.34	884.89	27.50
225+30.00	27.50	883.59	884.24	884.79	27.50
225+40.00	27.50	883.49	884.14	884.69	27.50
225+50.00	27.50	883.39	884.04	884.59	27.50
225+50.73	27.50	883.38	884.03	884.58	27.50
225+60.00	27.50	883.30	883.94	884.44	27.50
225+70.00	27.50	883.20	883.84	884.29	27.50
225+80.00	27.50	883.11	883.74	884.14	27.50
225+90.00	27.50	883.01	883.64	883.99	27.50
226+00.00	27.50	882.92	883.54	883.83	27.50
226+10.00	27.50	882.82	883.44	883.68	27.50
226+20.00	27.50	882.73	883.34	883.53	27.50
226+30.00	27.50	882.63	883.24	883.37	27.50
226+40.00	27.50	882.54	883.14	883.22	27.50
226+50.00	27.50	882.44	883.04	883.07	27.50
226+60.00	27.50	882.34	882.94	882.91	27.50
226+70.00	27.50	882.25	882.84	882.76	27.50
226+80.00	27.50	882.15	882.74	882.61	27.50
226+90.00	27.50	882.06	882.64	882.46	27.50
227+00.00	27.50	881.96	882.54	882.30	27.50
227+10.00	27.50	881.87	882.44	882.15	27.50
227+20.00	27.50	881.77	882.34	882.00	27.50
227+30.00	27.50	881.68	882.24	881.84	27.50
227+40.00	27.50	881.58	882.14	881.69	27.50
227+50.00	27.50	881.49	882.04	881.54	27.50
227+58.73	27.50	881.40	881.95	881.40	27.50

STATION	LEFT E.O.P. OFFSET	LEFT E.O.P. ELEVATION	CENTERLINE P.G.L. ELEVATION	RIGHT E.O.P. ELEVATION	RIGHT E.O.P. OFFSET
898+42.49	16.50	885.75	886.08	885.75	16.50
898+50.00	16.50	885.76	886.06	885.74	16.50
898+60.00	16.50	885.76	886.03	885.72	16.50
898+70.00	16.50	885.75	885.98	885.68	16.50
898+80.00	16.50	885.73	885.91	885.63	16.50
898+90.00	16.50	885.69	885.84	885.57	16.50
899+00.00	16.50	885.64	885.75	885.50	16.50
899+10.00	16.50	885.58	885.65	885.41	16.50
899+20.00	16.50	885.51	885.54	885.31	16.50
899+30.00	16.50	885.42	885.42	885.20	16.50
899+40.00	16.50	885.32	885.28	885.08	16.50
899+50.00	16.50	885.21	885.13	884.94	16.50
899+60.00	16.50	885.09	884.97	884.79	16.50
899+70.00	16.50	884.95	884.80	884.63	16.50
899+72.49	16.50	884.91	884.75	884.58	16.50
899+80.00	16.50	884.77	884.61	884.44	16.50
899+90.00	16.50	884.58	884.41	884.25	16.50
900+00.00	16.50	884.36	884.20	884.03	16.50
900+10.00	16.50	884.14	883.97	883.81	16.50
900+20.00	16.50	883.90	883.74	883.57	16.50
900+27.51	16.50	883.71	883.55	883.38	16.50
900+30.00	16.50	883.64	883.49	883.32	16.50
900+40.00	16.50	883.34	883.23	883.05	16.50
900+50.00	16.50	883.03	882.95	882.76	16.50
900+60.00	16.50	882.71	882.67	882.46	16.50
900+70.00	16.50	882.37	882.37	882.15	16.50
900+80.00	16.50	882.02	882.05	881.82	16.50
900+90.00	16.50	881.66	881.73	881.49	16.50
901+00.00	16.50	881.28	881.39	881.14	16.50
901+10.00	16.50	880.90	881.05	880.78	16.50
901+20.00	16.50	880.50	880.68	880.40	16.50
901+30.00	16.50	880.08	880.31	880.01	16.50
901+40.00	16.50	879.66	879.92	879.62	16.50
901+50.00	16.50	879.22	879.52	879.20	16.50
901+57.51	16.50	878.89	879.22	878.89	16.50



HAMILTON ROAD CENTERLINE PROFILE
 SCALE: 1"=50' HOR.
 1"=5' VERT.



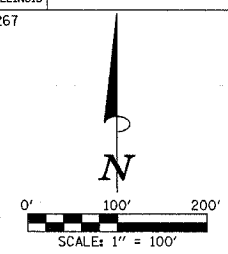
MORRIS AVENUE CENTERLINE PROFILE
 SCALE: 1"=50' HOR.
 1"=5' VERT.

SEE PROPOSED TYPICAL SECTION SHEETS, PLAN AND PROFILE SHEETS, AND INTERSECTION DETAIL SHEETS FOR ADDITIONAL INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERELEVATION TRANSITION TABLES

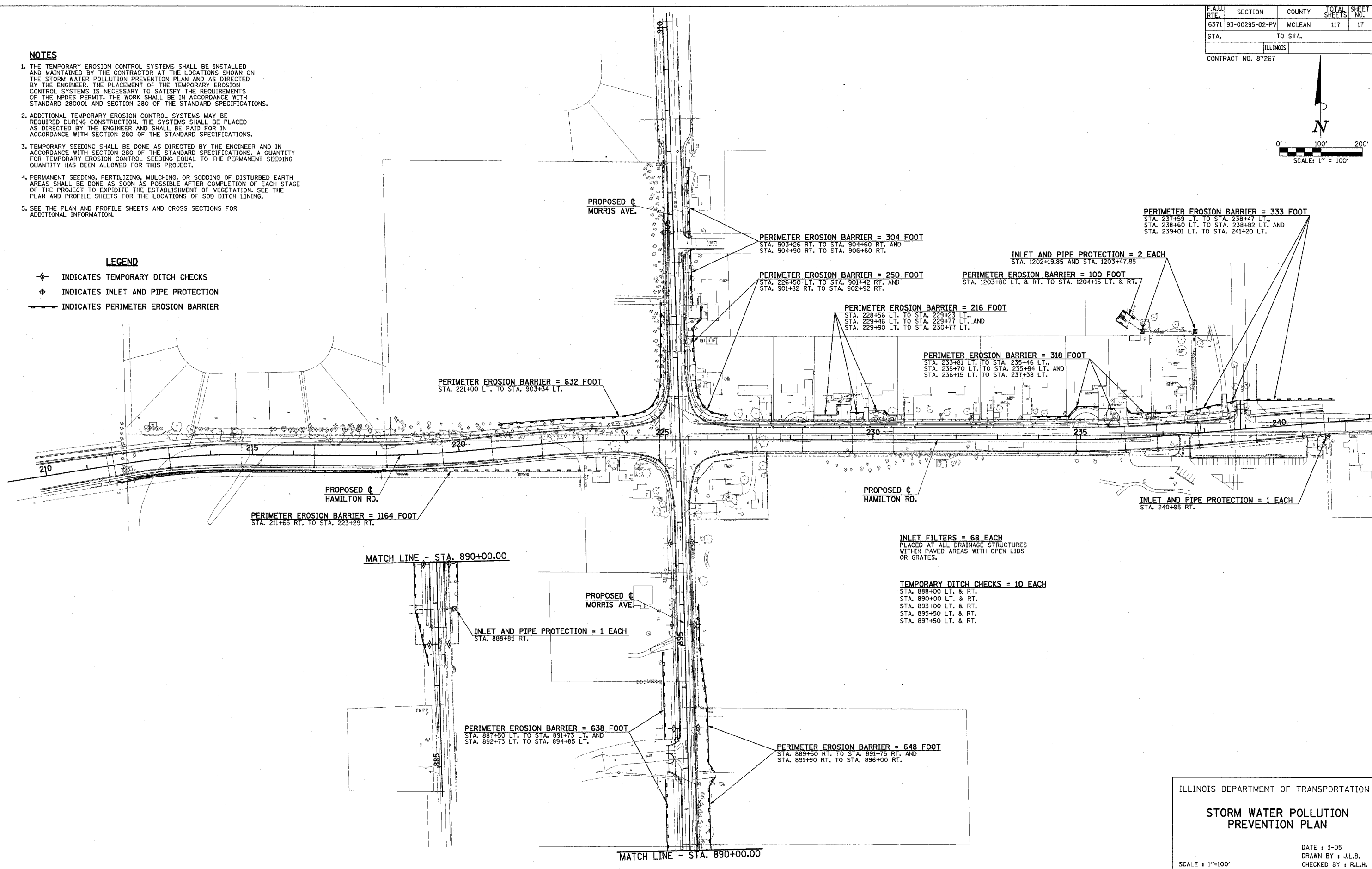
DATE: 3-05
 DRAWN BY: J.L.B.
 CHECKED BY: R.L.H.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	17
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				



- NOTES**
1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
 2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
 3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
 4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPEDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
 5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

- LEGEND**
- ⊕ INDICATES TEMPORARY DITCH CHECKS
 - ⊕ INDICATES INLET AND PIPE PROTECTION
 - INDICATES PERIMETER EROSION BARRIER



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	18
STA.	TO STA.			
	ILLINOIS			

CONTRACT NO. 87267

TRAFFIC CONTROL GENERAL NOTES

1. THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS PROVIDE A SUGGESTED STAGE CONSTRUCTION SEQUENCE. PRIOR TO THE START OF CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL SUBMIT ALL REVISIONS TO THIS SEQUENCE AND THE RESULTANT CHANGES TO THE TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL. NO DEVIATIONS FROM THE SUGGESTED PLAN WILL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
2. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION; THE APPLICABLE GUIDELINES CONTAINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; STANDARDS 701301, 701311, 701501, 701606, 701701, 701801, 702001, BLR 21, AND BLR 22; THE TRAFFIC CONTROL PLANS; AND THE SPECIAL PROVISIONS.
3. TRAFFIC CONTROL AND PROTECTION SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICES FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL); TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21, SPECIAL; TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22, SPECIAL; TRAFFIC CONTROL AND PROTECTION, STANDARD 701501; TRAFFIC CONTROL AND PROTECTION, STANDARD 701701; TRAFFIC CONTROL AND PROTECTION, STANDARD 701801; AND TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL. EACH WORK AREA'S TRAFFIC CONTROL AND PROTECTION INSTALLATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR THE TYPE OF PROTECTION FURNISHED. ALL ADDITIONAL TRAFFIC CONTROL DEVICES AND GUIDE SIGNS REQUIRED FOR THE WORK AS SHOWN ON THE TRAFFIC CONTROL PLANS SHALL BE INCLUDED IN THE PRICE OF THESE ITEMS. STANDARDS 701301 AND 701311 MAY BE USED FOR SHORT TERM OPERATIONS REQUIRING THE CLOSURE OF ONE TRAFFIC LANE. STANDARDS 701301 AND 701311 WILL NOT BE PAID FOR SEPARATELY, AS DESCRIBED IN ARTICLE 701.07 OF THE STANDARD SPECIFICATIONS.
4. TRAFFIC CONTROL SURVEILLANCE WILL NOT BE PAID FOR SEPARATELY FOR THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL TRAFFIC CONTROL DEVICES AT ALL TIMES INCLUDING NIGHTTIME, WEEKENDS, AND ANY TIME WORKERS ARE NOT PRESENT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH RECURRING SPECIAL PROVISION LRS3. THE COST OF ALL LABOR AND MATERIALS FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE VARIOUS TRAFFIC CONTROL PAY ITEMS.
5. TEMPORARY BITUMINOUS PAVEMENT SHALL CONSIST OF 3" OF BITUMINOUS SURFACE OVER 6" OF AGGREGATE BASE AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR AGGREGATE BASE COURSE, TYPE A 6" AND AT THE CONTRACT UNIT PRICE PER TON FOR INCIDENTAL BITUMINOUS SURFACING. TEMPORARY BITUMINOUS PAVEMENT REMOVAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL.
6. TEMPORARY BITUMINOUS RAMPS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V:H) AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY RAMP. THE CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY BITUMINOUS RAMPS SHALL BE INCLUDED IN THE PRICE OF THIS ITEM.
7. TEMPORARY AGGREGATE ENTRANCES, PATCHES, AND ACCESS ROADS SHALL BE 8" THICK (MIN.) AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR AGGREGATE FOR TEMPORARY ACCESS. THE CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY AGGREGATE ENTRANCES, PATCHES, AND ACCESS ROADS SHALL BE INCLUDED IN THE PRICE OF THIS ITEM.
8. TEMPORARY BITUMINOUS PAVEMENT, TEMPORARY BITUMINOUS RAMPS, AND TEMPORARY AGGREGATE ENTRANCES, PATCHES, AND ACCESS ROADS SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN ON THE TRAFFIC CONTROL PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.
9. WORK ZONE PAVEMENT MARKING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR TEMPORARY PAVEMENT MARKING - LINE 4", PAVEMENT MARKING TAPE, TYPE III 4", OR PAVEMENT MARKING TAPE, TYPE III 24". ALL ADDITIONAL WORK ZONE PAVEMENT MARKING REQUIRED FOR THE WORK AS SHOWN ON THE TRAFFIC CONTROL PLANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEM. ONLY PAVEMENT MARKING TAPE, TYPE III SHALL BE ALLOWED ON THE FINAL WEARING SURFACE.

10. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS OR PREVIOUSLY INSTALLED WORK ZONE PAVEMENT MARKINGS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN DESIGNATED FOR EACH CONSTRUCTION STAGE. REMOVAL OF THE WORK ZONE PAVEMENT MARKINGS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR WORK ZONE PAVEMENT MARKING REMOVAL. REMOVAL OF THE CURRENT PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE OF THIS ITEM. THE CONTRACTOR SHALL USE A GRINDING METHOD FOR ANY REMOVAL OF THE EXISTING PAVEMENT MARKINGS WHEN NEEDED. REMOVAL OF THE EXISTING PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SECTION 783 OF THE STANDARD SPECIFICATIONS.
11. EACH CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY SHALL CONSIST OF ONE R2-1-3648 "SPEED LIMIT 25" AND ONE G20-1102(0)-3618 "WORK ZONE" SIGN AND SHALL HAVE FLASHING LIGHTS.
12. SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 702001.
13. THE REQUIREMENTS OF ARTICLE 701.04(b)(1) FOR MAXIMUM ALLOWABLE DIFFERENTIAL IN ELEVATION SHALL APPLY. THE CONTRACTOR SHALL PLACE TYPE I OR TYPE II BARRICADES WITH FLASHING LIGHTS AT 50' CENTERS TO DELINEATE THE DROP-OFFS.
14. FLASHING LIGHTS SHALL BE PLACED ON ALL TYPE III BARRICADES IN ACCORDANCE WITH STANDARD 702001.
15. TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
16. THE CONTRACTOR SHALL NOTIFY THE CITY OF BLOOMINGTON OF ALL ROAD CLOSURES AND DETOURS A MINIMUM OF 48 HOURS IN ADVANCE.
17. THE CITY OF BLOOMINGTON SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND DETOURS.
18. FOR THE SUGGESTED STAGE CONSTRUCTION SEQUENCE, REFER TO THE TRAFFIC CONTROL PLANS FOR EACH STAGE.
19. FOR INFORMATION ON EXISTING ITEMS TO BE REMOVED AND PROPOSED ITEMS TO BE CONSTRUCTED, REFER TO THE REMOVALS/RELOCATIONS PLANS AND THE PLAN AND PROFILE SHEETS.
20. THE PROPOSED WATER MAINS THAT ARE CONSTRUCTED DURING THE VARIOUS STAGES SHALL BE PRESSURE TESTED, APPROVED BY THE ENGINEER, AND CAPPED PRIOR TO CONSTRUCTING ANY PAVEMENT OVER THE WATER MAINS.
21. TYPE III BARRICADES NOT ASSOCIATED WITH ANY TRAFFIC CONTROL AND PROTECTION STANDARD, BUT REQUIRED BY THESE TRAFFIC CONTROL PLANS, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT LUMP SUM PRICES OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.
22. THE WORK ZONES SHOWN ON THESE TRAFFIC CONTROL PLANS AND THE PLACEMENT OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES DEPICTED HEREON ARE SCHEMATIC IN NATURE. FOR SPECIFIC INSTRUCTIONS ON THE INCLUSION OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES FOR INDIVIDUAL WORK ZONES, AND THE PLACEMENT THEREOF, REFER TO THE STANDARD DETAILS INCLUDED IN THESE PLANS; THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE SPECIAL PROVISIONS. SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES THAT ARE SHOWN ON THE TRAFFIC CONTROL STANDARDS REQUIRED FOR THIS WORK ARE NOT SHOWN ON THESE TRAFFIC CONTROL PLANS UNLESS OTHERWISE NOTED.
23. THE TRAFFIC CONTROL AUTHORIZATION REQUEST FORM MUST BE FILLED OUT BY THE CONTRACTOR AND PROVIDED TO THE ENGINEER AT THE PRE-CONSTRUCTION MEETING.
24. ALL PROPOSED TRAFFIC SIGNAL HEADS SHALL BE BAGGED UNTIL ALL CONSTRUCTED SECTIONS OF HAMILTON ROAD AND MORRIS AVENUE ARE OPENED TO TRAFFIC AT THE END OF STAGE IV.

TRAFFIC CONTROL SUMMARY OF QUANTITIES

CODE NUMBER	DESCRIPTION	UNIT	QUANTITY
35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	1188
40600990	TEMPORARY RAMP	SQ YD	42
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	206
44000100	PAVEMENT REMOVAL	SQ YD	*
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	+
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	+
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	+
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	+
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1
70101855	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21, SPECIAL	L SUM	1
70101860	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22, SPECIAL	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70102665	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL	L SUM	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1830
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2845
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	36
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1021
Z0000990	AGGREGATE FOR TEMPORARY ACCESS	TON	505 #

* SEE REMOVALS/RELOCATIONS PLANS FOR QUANTITY.
 † SEE PLAN AND PROFILE SHEETS, SANITARY SEWER PLANS, AND WATER MAIN PLANS FOR QUANTITY.
 # SEE SANITARY SEWER PLANS FOR ADDITIONAL QUANTITY.

WORK ZONE PAVEMENT MARKING SCHEDULE OF QUANTITIES

	TEMP PVT MK LINE 4 (FOOT)	PAVT MARK TAPE T3 4 (FOOT)	PAVT MARK TAPE T3 24 (FOOT)	WORK ZONE PAVT MK REM (SQ FT)
STAGE I				
STAGE II	1830	1045		349
STAGE III		1800	36	
STAGE IV				672
TOTALS	1830	2845	36	1021

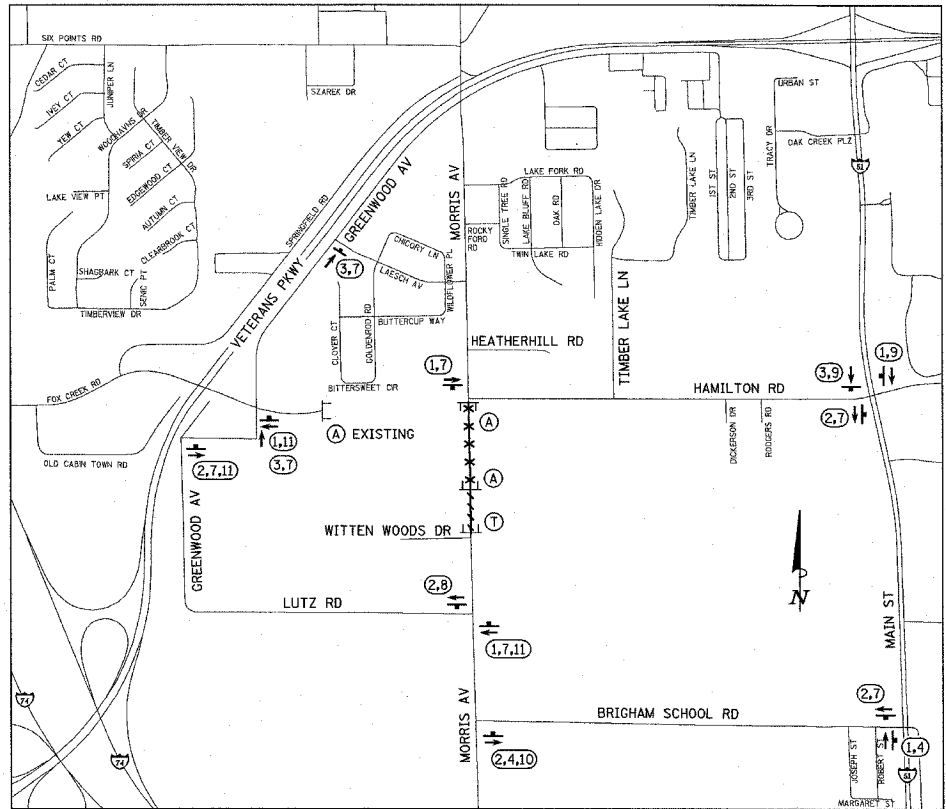
NOTE: PAVEMENT MARKING THAT REMAINS IN PLACE FOR MULTIPLE STAGES WILL BE PAID FOR AS ONE APPLICATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION

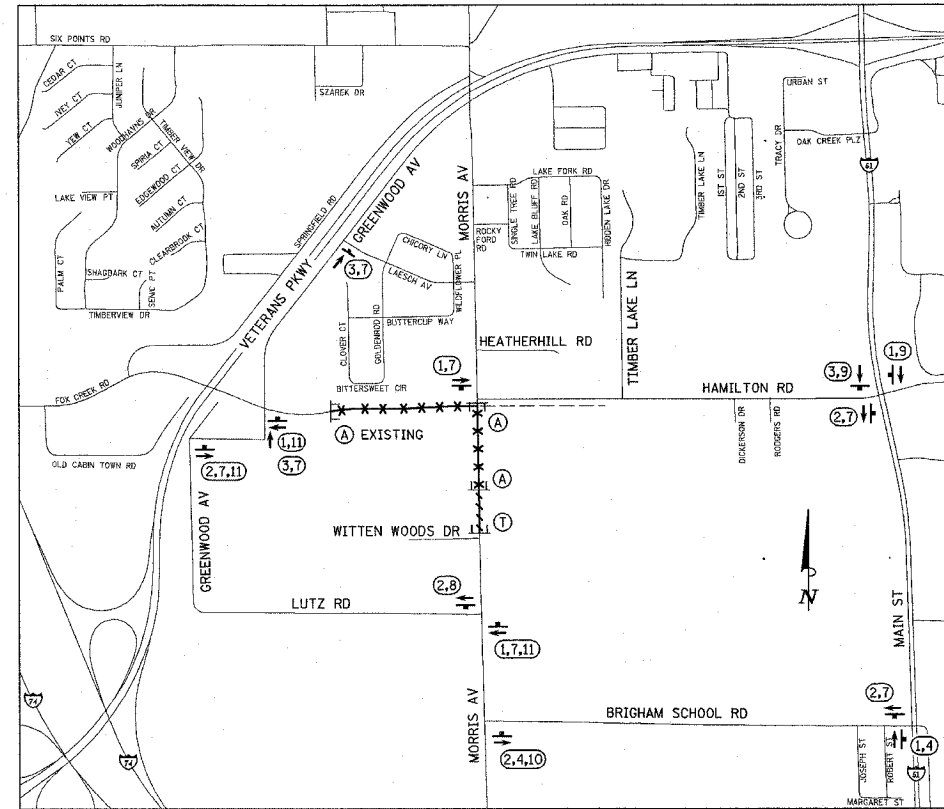
**STAGE CONSTRUCTION AND
 MAINTENANCE OF TRAFFIC PLAN
 GENERAL NOTES AND SUMMARY OF QUANTITIES**

DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : R.L.H.

SCALE : NONE

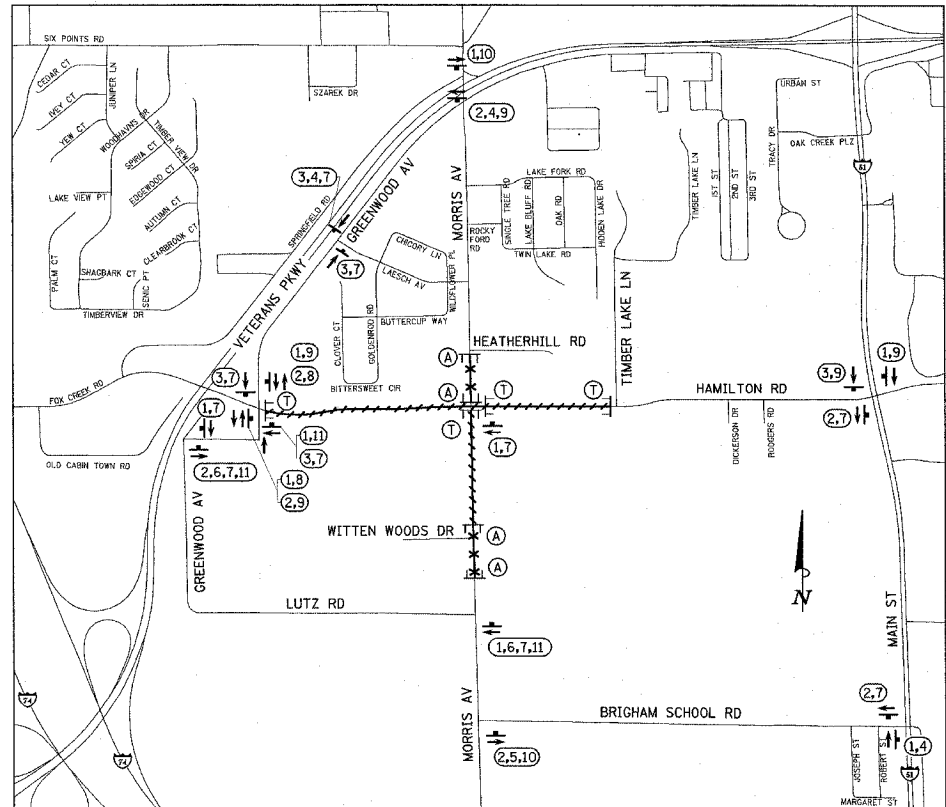
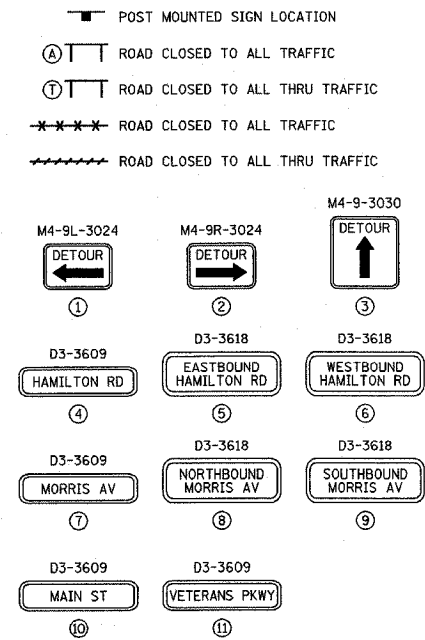


STAGE I DETOUR PLAN

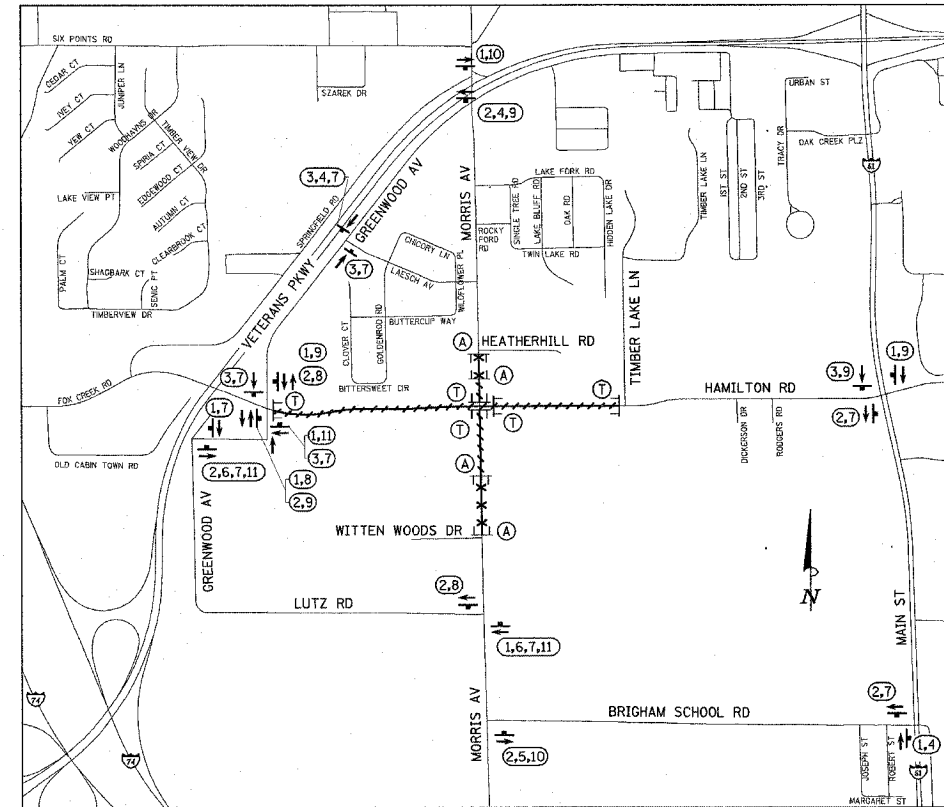


STAGE II DETOUR PLAN

DETOUR PLAN LEGEND



STAGE III DETOUR PLAN



STAGE IV DETOUR PLAN

DETOUR PLAN GENERAL NOTES

1. REFER TO THE TRAFFIC CONTROL PLANS FOR LOCATIONS AND TYPES OF ROAD CLOSURES.
2. THE SIGNS SHALL HAVE BLACK LETTERS, SYMBOLS, AND BORDERS WITH ORANGE REFLECTORIZED BACKGROUNDS.
3. ALL SIGNS FOR EACH STAGE SHALL BE IN PLACE PRIOR TO THE START OF THE STAGE AND SHALL BE MAINTAINED FOR THE DURATION OF THE STAGE.
4. ALL SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH STANDARD 702001.
5. FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE SIGNS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

ILLINOIS DEPARTMENT OF TRANSPORTATION
**STAGE CONSTRUCTION AND
 MAINTENANCE OF TRAFFIC PLAN
 DETOUR PLAN**

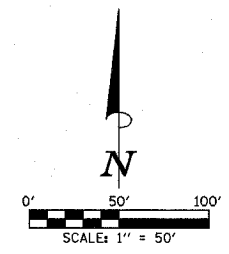
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 DRAWN BY : J.A.J.
 CHECKED BY : R.L.H.

SCALE : NONE

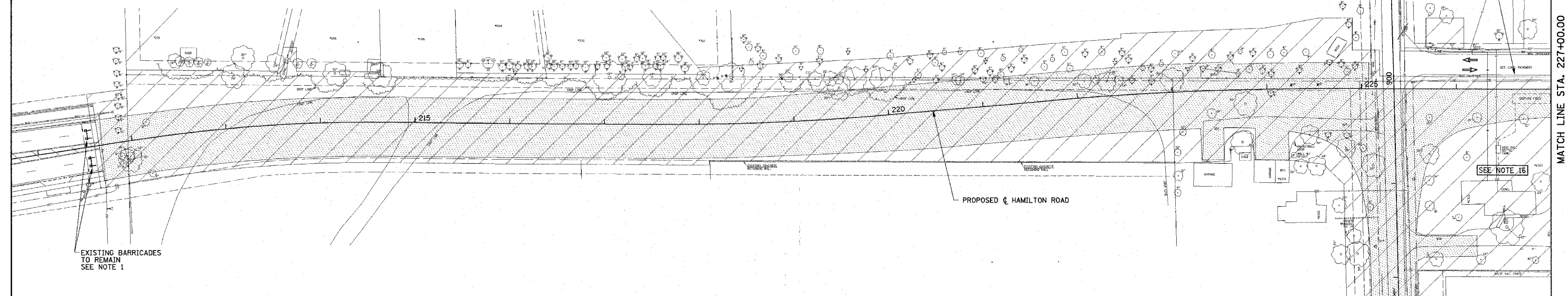
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	20
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

- LEGEND**
- CONSTRUCTION WORK ZONE
 - LIMITS OF PROPOSED CONSTRUCTION
 - TEMPORARY BITUMINOUS PAVEMENT
 - TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
 - BARRICADE OR DRUM
 - DIRECTION OF TRAFFIC
 - SIGN

NOTE:
THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21, SPECIAL.



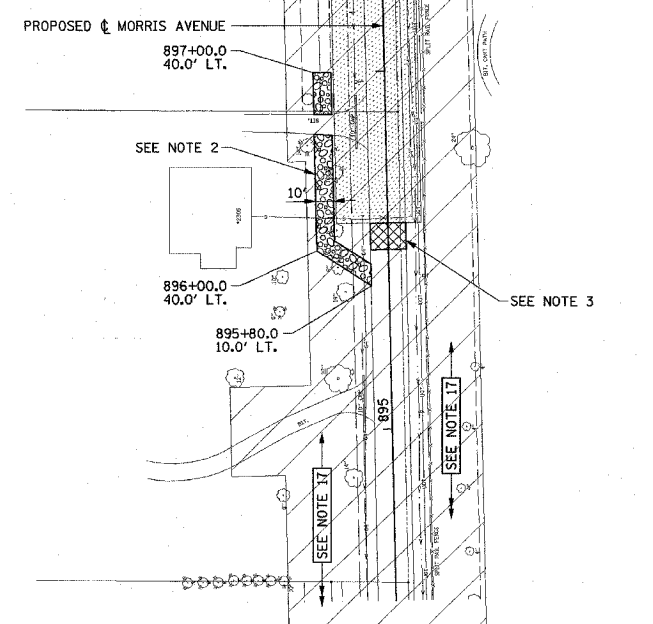
BARRICADES OR DRUMS AT 50' CENTERS ON EXISTING HAMILTON ROAD SHOULDER. SEE NOTE 3.



MATCH LINE STA. 227+00.00

SUGGESTED STAGE I CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 21)

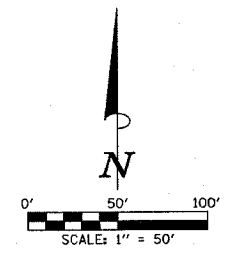
1. CLOSE EXISTING MORRIS AVENUE TO ALL TRAFFIC AT STATIONS 896+00 AND 900+15 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE EXISTING MORRIS AVENUE TO ALL THRU TRAFFIC AT STATION 893+00 IN ACCORDANCE WITH STANDARD BLR 22. CLOSE THE WEST ENTRANCE TO THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT, RT. STA. 237+53, WITH TYPE III BARRICADES AS SHOWN ON THE TRAFFIC CONTROL PLANS. HAMILTON ROAD IS ALREADY CLOSED WITH TYPE III BARRICADES AT STATION 211+60. CLOSE THE EXISTING SIDEWALK AND PEDESTRIAN TRAIL ON HAMILTON ROAD AT STATION 211+60 IN ACCORDANCE WITH STANDARD 701801. THE SIDEWALK CLOSURE SHALL REMAIN IN PLACE UNTIL THE START OF STAGE IV. THE PEDESTRIAN TRAIL CLOSURE SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT.
2. PLACE AGGREGATE FOR TEMPORARY ACCESS AT LT. STATION 895+80 TO LT. STATION 897+00 TO ALLOW ACCESS FOR THE RESIDENTS AT LT. STATION 898+70. THIS TEMPORARY ENTRANCE SHALL BE OPEN PRIOR TO CLOSING THE ENTRANCES AT RT. STATION 223+41.0 AND RT. STATION 224+04.8.
3. CONSTRUCT HAMILTON ROAD BETWEEN STATIONS 211+65.00 AND 225+07.50. CONSTRUCT THE SOUTH HALF OF HAMILTON ROAD BETWEEN STATIONS 225+07.50 AND 236+70.00. CONSTRUCT MORRIS AVENUE BETWEEN STATIONS 896+15.00 AND 899+72.49. THE DRIVEWAY PAVEMENTS SHOULD NOT BE CONSTRUCTED FROM LT. STATION 896+15 TO LT. STATION 897+10 TO ALLOW FOR TEMPORARY ACCESS. CONSTRUCT A TEMPORARY BITUMINOUS PAVEMENT FROM STATION 896+00 TO STATION 896+15 TO BE USED DURING STAGE III. SEE NOTES 4 THROUGH 8 FOR ADDITIONAL INFORMATION ON THE UTILITY IMPROVEMENTS. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701701 FOR SHOULDER OPERATIONS. THE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD THAT DOES NOT CONFLICT WITH THE TRAFFIC CONTROL FOR STAGE II SHALL REMAIN IN PLACE UNTIL THE START OF STAGE III.
4. CONSTRUCT THE PROPOSED WATER MAIN FROM THE PROPOSED CONNECTION AT STATION 211+73.3 TO THE PROPOSED VALVE AT STATION 225+15.8 AND FROM THE PROPOSED VALVE AT STATION 896+10.0 TO THE PROPOSED TEE AT STATION 900+36.3 (225+11.8). CONSTRUCT THE PROPOSED WATER MAIN UNDER THE PROPOSED PAVEMENT AT STATION 227+00.0 TO 5'± LEFT OF THE CENTERLINE. TEMPORARILY CAP THE WATER MAIN UNTIL STAGE III WHEN IT WILL BE COMPLETED. RELOCATE THE EXISTING FIRE HYDRANT AT STA. 241+27 LT. TO STA. 241+27, 40' LT.
5. CONSTRUCT THE STORM SEWER FROM PROPOSED MANHOLE NO. 47 TO PROPOSED FLARED END SECTION NO. 71. PATCH THE EXISTING PAVEMENT ON HAMILTON ROAD WITH CLASS D PATCHES, 8" THICK. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701501 AS REQUIRED. REFER TO THE PLAN AND PROFILE SHEETS AND STORM SEWER OUTFALL SHEETS FOR NOTES PERTAINING TO THE STORM SEWER CONSTRUCTION AT PROPOSED MANHOLE NO. 58.
6. CONSTRUCT THE SANITARY SEWER FROM PROPOSED MANHOLE NO. 9 TO PROPOSED MANHOLE NO. 11. PATCH THE EXISTING PAVEMENT ON HAMILTON ROAD WITH CLASS D PATCHES, 8" THICK. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701501 AS REQUIRED.
7. CONSTRUCT THE STORM SEWER FROM PROPOSED INLET NO. 92 TO PROPOSED INLET NO. 93. TEMPORARILY OUTLET PROPOSED INLET NO. 93 TO THE EXISTING DITCH UNTIL STAGE III WHEN THE STORM SEWER WILL BE COMPLETED.
8. CONSTRUCT THE STORM SEWER FROM PROPOSED INLET NO. 91 TO PROPOSED INLET NO. 89. TEMPORARILY OUTLET PROPOSED INLET NO. 89 TO THE EXISTING DITCH UNTIL STAGE IV WHEN THE STORM SEWER WILL BE COMPLETED.
9. WHEN CONSTRUCTING THE STORM SEWER LATERALS ONLY FOR THE SOUTH HALF OF HAMILTON ROAD, CONSTRUCT THE LATERALS TO 5'± LEFT OF THE CENTERLINE. TEMPORARILY PLUG THE LATERALS UNTIL STAGE III WHEN THEY WILL BE COMPLETED.
10. PLACE THE PROPOSED PAVEMENT MARKING ON HAMILTON ROAD BETWEEN STATIONS 211+65.00 AND 221+87.50.
11. REMOVE THE EXISTING AGGREGATE SHOULDER AND DRIVEWAY PAVEMENT AND CONSTRUCT TEMPORARY BITUMINOUS PAVEMENT ALONG THE NORTH SIDE OF EXISTING HAMILTON ROAD BETWEEN STATIONS 236+89.80 AND 244+04.61 AS SHOWN ON THE TRAFFIC CONTROL PLANS. REFER TO THE HAMILTON ROAD TEMPORARY PAVEMENT CROSS SECTIONS FOR ADDITIONAL INFORMATION. RELOCATE THE EXISTING FIRE HYDRANT AT STATION 241+27.0. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701701 FOR SHOULDER OPERATIONS. PROVIDE TRAFFIC CONTROL ON TIMBERLAKE LANE IN ACCORDANCE WITH STANDARD 701501.
12. PLACE TYPE III BARRICADES AT STATIONS 236+12 AND 236+58 AS SHOWN ON THE TRAFFIC CONTROL PLANS AND IN ACCORDANCE WITH THE "ROAD CLOSED TO ALL TRAFFIC" DETAIL ON STANDARD 702001. THE TYPE III BARRICADES SHALL REMAIN IN PLACE UNTIL THE START OF STAGE III.
13. PLACE AGGREGATE FOR TEMPORARY ACCESS AS SHOWN ON THE TRAFFIC CONTROL PLANS TO ALLOW ACCESS TO THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT, RT. STA. 236+35, DURING STAGE II.
14. PLACE TEMPORARY PAVEMENT MARKING FOR THE HAMILTON ROAD LANE SHIFT AS SHOWN ON THE TRAFFIC CONTROL PLANS FOR STAGE II. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701311 AS REQUIRED.
15. CLOSE THE NEWLY CONSTRUCTED SIDEWALK ON MORRIS AVENUE AT STATION 897+10 IN ACCORDANCE WITH STANDARD 701801. THE SIDEWALK CLOSURE SHALL REMAIN IN PLACE UNTIL THE END OF STAGE IV.
16. THE PROPERTY ON THE SOUTHEAST CORNER OF HAMILTON ROAD AND MORRIS AVENUE SHALL BE USED FOR TOPSOIL STORAGE.
17. SOUTH OF STATION 896+15, THE TOPSOIL SHALL BE STRIPPED TO THE LIMITS SHOWN ON THE CROSS SECTIONS. EXCESS EARTH EXCAVATED DURING STAGE I SHALL BE PLACED AS EMBANKMENT BEYOND THE EDGES OF THE EXISTING MORRIS AVENUE PAVEMENT. EMBANKMENT SHALL NOT BE PLACED ON THE EXISTING PAVEMENTS SO THAT RESIDENTS CAN HAVE ACCESS TO WITTEN WOODS DRIVE AND THE DRIVEWAYS AT RT. STATION 891+82, LT. STATION 895+12 AND LT. STATION 895+80.



ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
STAGE I

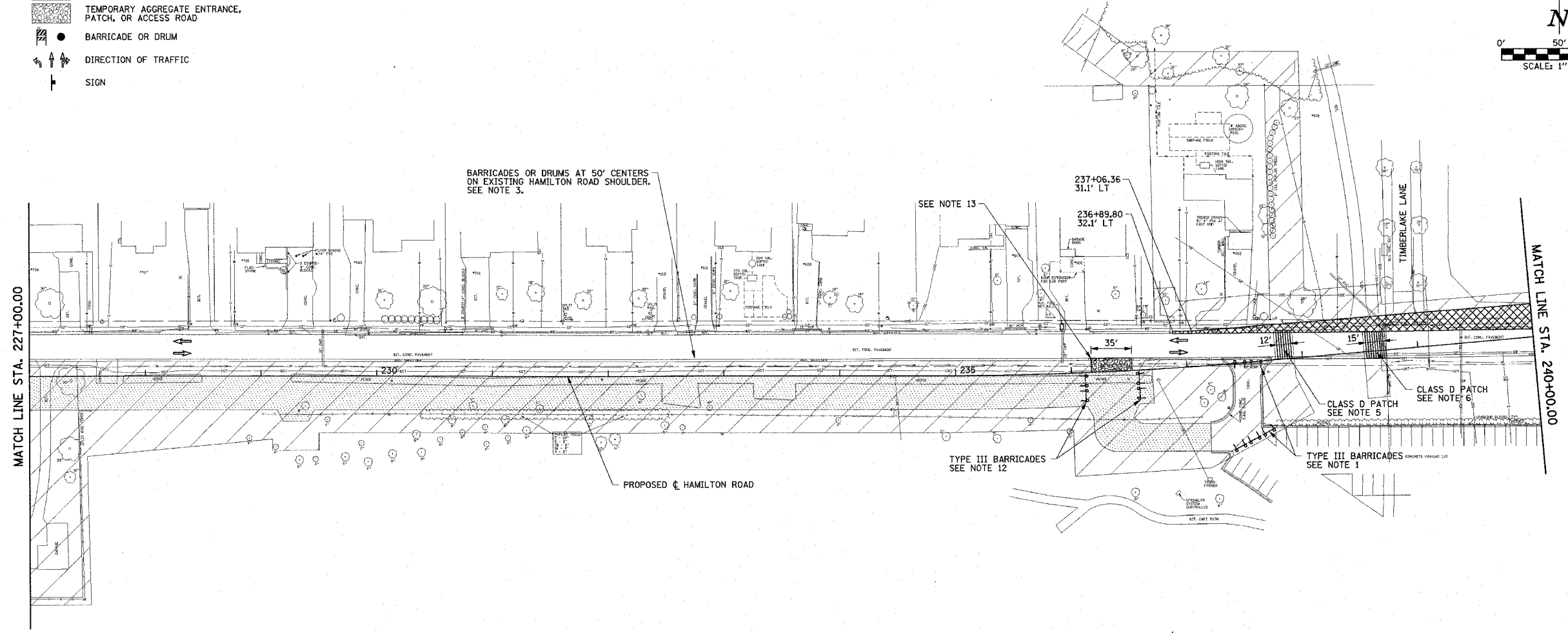
DATE : 3-05
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : 1" = 50'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	21
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				

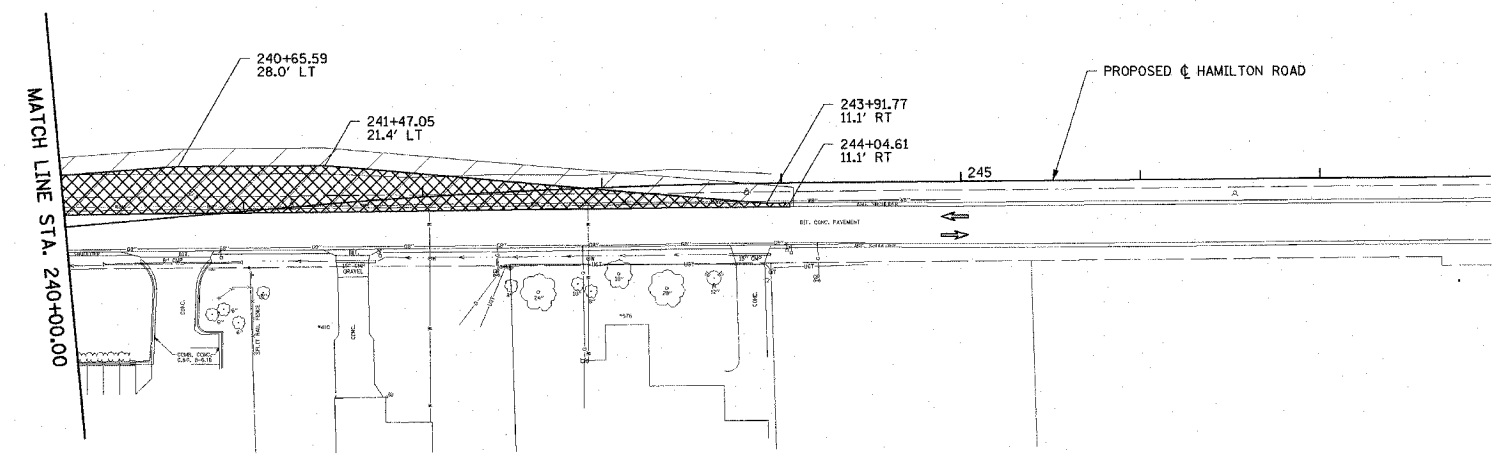


- LEGEND**
- CONSTRUCTION WORK ZONE
 - LIMITS OF PROPOSED CONSTRUCTION
 - TEMPORARY BITUMINOUS PAVEMENT
 - TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
 - BARRICADE OR DRUM
 - DIRECTION OF TRAFFIC
 - SIGN

NOTE:
 THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21, SPECIAL.



SUGGESTED STAGE I CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 20)
 SEE SHEET NO. 20 FOR THE STAGE I CONSTRUCTION SEQUENCE.



ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
 STAGE I

DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : R.L.H.
 SCALE : 1"=50'

P:\B11091\GEOPAK\2DFILES\STAGE01B.DGN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	22
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

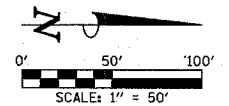
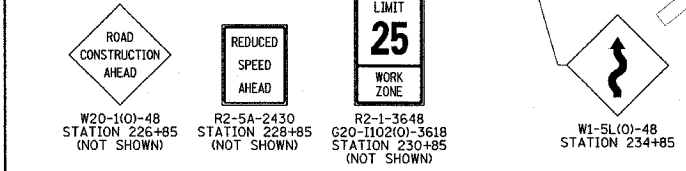
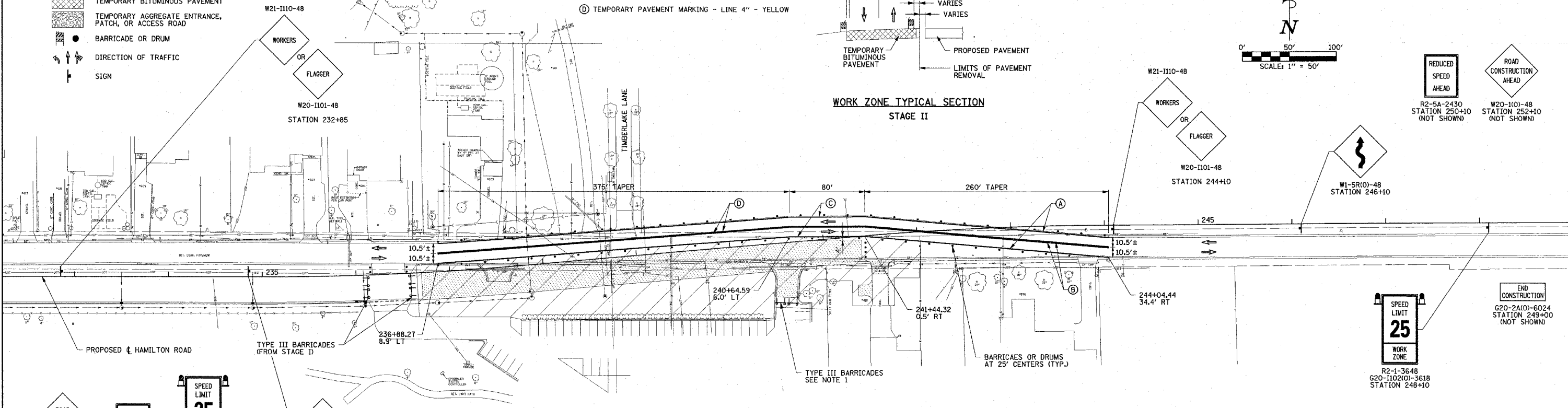
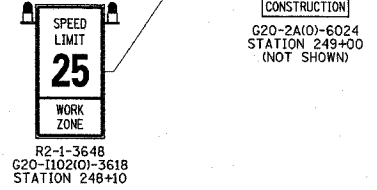
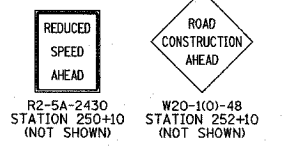
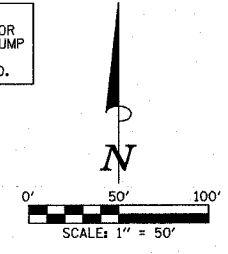
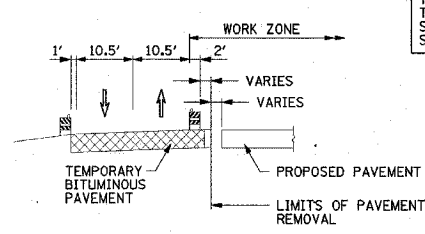
LEGEND

- CONSTRUCTION WORK ZONE
- LIMITS OF PROPOSED CONSTRUCTION
- TEMPORARY BITUMINOUS PAVEMENT
- TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
- BARRICADE OR DRUM
- DIRECTION OF TRAFFIC
- SIGN

WORK ZONE PAVEMENT MARKING LEGEND

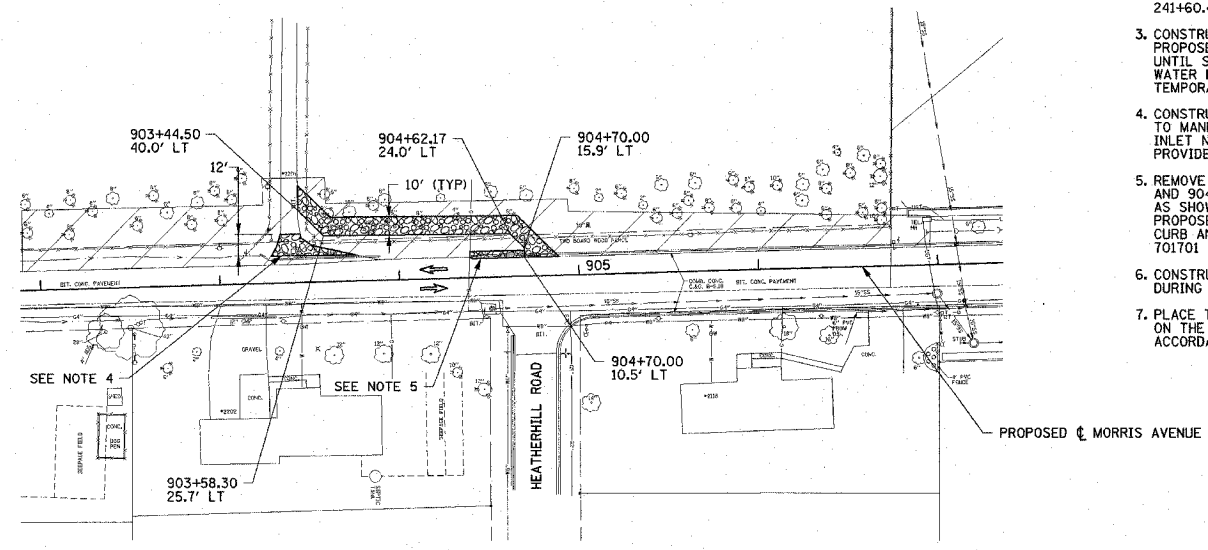
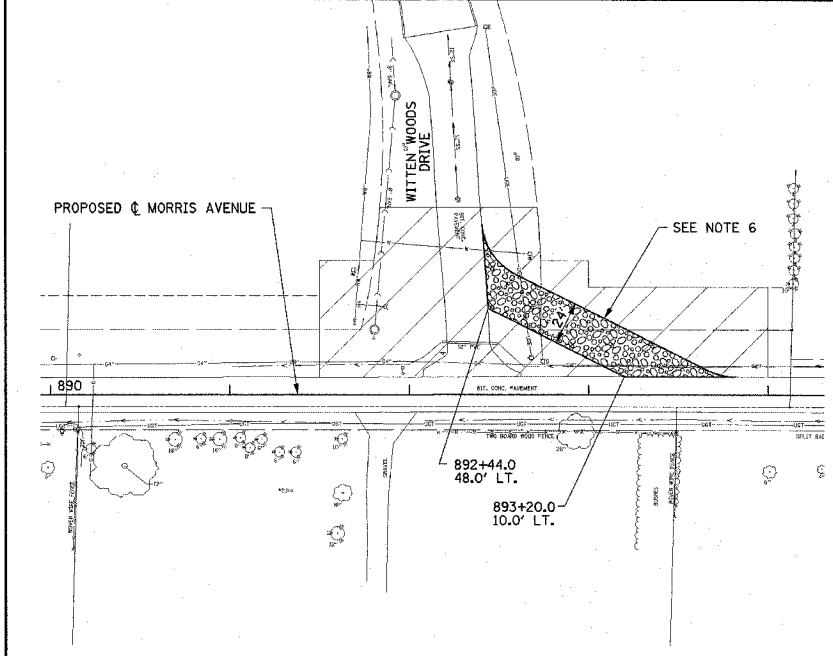
- (A) PAVEMENT MARKING TAPE, TYPE III 4" - WHITE
- (B) PAVEMENT MARKING TAPE, TYPE III 4" - YELLOW
- (C) TEMPORARY PAVEMENT MARKING - LINE 4" - WHITE
- (D) TEMPORARY PAVEMENT MARKING - LINE 4" - YELLOW

NOTE:
THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL UNLESS OTHERWISE NOTED.



SUGGESTED STAGE II CONSTRUCTION SEQUENCE

- EXISTING MORRIS AVENUE SHALL REMAIN CLOSED TO ALL TRAFFIC AT STATIONS 896+00 AND 900+15 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE THE EAST ENTRANCE TO THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT, RT. STATION 240+63.5, WITH TYPE III BARRICADES AS SHOWN ON THE TRAFFIC CONTROL PLANS. OPEN THE PREVIOUSLY CONSTRUCTED WEST ENTRANCE TO THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT, RT. STATION 236+35. HAMILTON ROAD SHALL REMAIN CLOSED WITH TYPE III BARRICADES AT STATION 211+60. THE PREVIOUSLY CONSTRUCTED STAGE I SECTION OF HAMILTON ROAD SHALL BE CLOSED TO TRAFFIC.
- THE RESIDENTS AT LT. STATION 898+70 SHOULD ACCESS THEIR PROPERTY FROM THE TEMPORARY ENTRANCE AT LT. STATION 895+80 PREVIOUSLY CONSTRUCTED IN STAGE I DURING THIS STAGE. THE RESIDENTS AT RT. STATION 241+60.4 SHOULD PARK IN THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT DURING THIS STAGE.
- CONSTRUCT THE SOUTH HALF OF HAMILTON ROAD BETWEEN STATIONS 236+70.00 AND 242+00.00. CONSTRUCT THE PROPOSED WATER MAIN AT STATION 239+42.0 TO 3'± LEFT OF THE CENTERLINE. TEMPORARILY CAP THE WATER MAIN UNTIL STAGE III WHEN IT WILL BE COMPLETED. DO NOT CONNECT TO THE EXISTING WATER MAIN UNTIL THE PROPOSED WATER MAIN IS IN SERVICE (STAGE IV). CONSTRUCT THE STORM SEWER LATERALS TO 3'± LEFT OF THE CENTERLINE. TEMPORARILY PLUG THE LATERALS UNTIL STAGE III WHEN THEY WILL BE COMPLETED.
- CONSTRUCT THE PROPOSED SANITARY SEWER FROM MANHOLE NO. 4 TO LT. STATION 906+94 AND FROM MANHOLE NO. 11 TO MANHOLE NO. 12. CONSTRUCT THE STORM SEWER ON MORRIS AVENUE FROM PROPOSED MANHOLE NO. 93 TO PROPOSED INLET NO. 100. PATCH THE EXISTING ENTRANCE AT LT. STATION 903+40.0 WITH AGGREGATE FOR TEMPORARY ACCESS. PROVIDE TRAFFIC CONTROL ON EXISTING MORRIS AVENUE IN ACCORDANCE WITH STANDARD 701701 FOR SHOULDER OPERATIONS.
- REMOVE THE CONCRETE CURB AND GUTTER ALONG THE WEST SIDE OF MORRIS AVENUE BETWEEN STATIONS 903+44.50 AND 904+90.00. CONSTRUCT THE TEMPORARY AGGREGATE ACCESS ROAD BETWEEN STATIONS 903+44.50 AND 904+90.00 AS SHOWN ON THE TRAFFIC CONTROL PLANS. THE EAST EDGE OF THE ACCESS ROAD IS 5'± FROM THE CENTER OF THE PROPOSED STORM SEWER. PLACE ADDITIONAL AGGREGATE FOR TEMPORARY ACCESS TO FILL THE VOID LEFT FROM THE CURB AND GUTTER REMOVAL. PROVIDE TRAFFIC CONTROL ON EXISTING MORRIS AVENUE IN ACCORDANCE WITH STANDARD 701701 FOR SHOULDER OPERATIONS.
- CONSTRUCT THE TEMPORARY ACCESS ROAD BETWEEN LT. STATION 892+44 AND LT. STATION 893+90 TO BE USED DURING STAGE III CONSTRUCTION.
- PLACE TEMPORARY PAVEMENT MARKING ON THE PREVIOUSLY CONSTRUCTED SECTIONS OF HAMILTON ROAD AS SHOWN ON THE TRAFFIC CONTROL PLANS FOR STAGE III. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD 701311 AS REQUIRED.



ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
STAGE II

DATE : 3-05
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

SCALE : 1"=50'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	23
STA.		TO STA.		
		ILLINOIS		
CONTRACT NO. 87267				

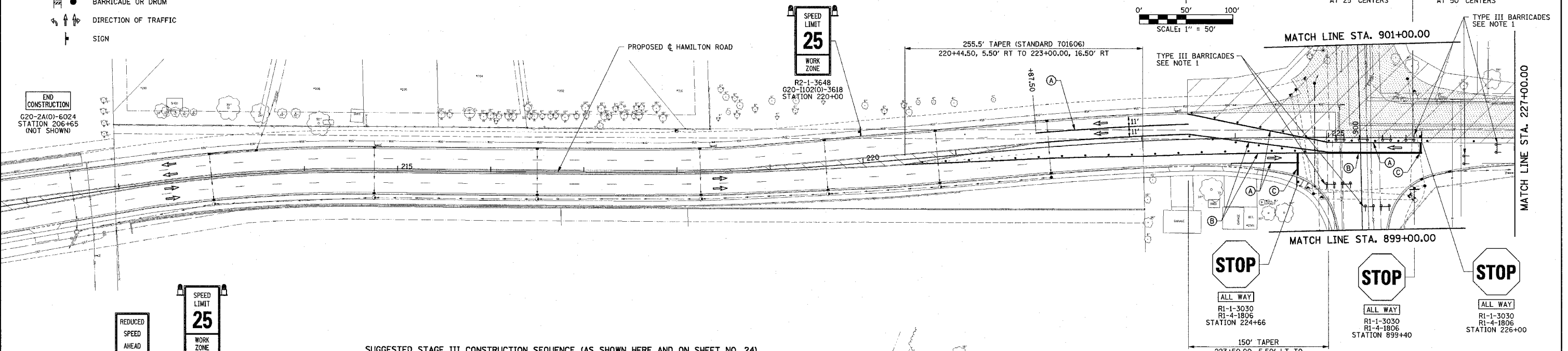
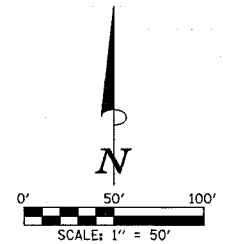
LEGEND

- CONSTRUCTION WORK ZONE
- LIMITS OF PROPOSED CONSTRUCTION
- TEMPORARY BITUMINOUS PAVEMENT
- TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
- BARRICADE OR DRUM
- DIRECTION OF TRAFFIC
- SIGN

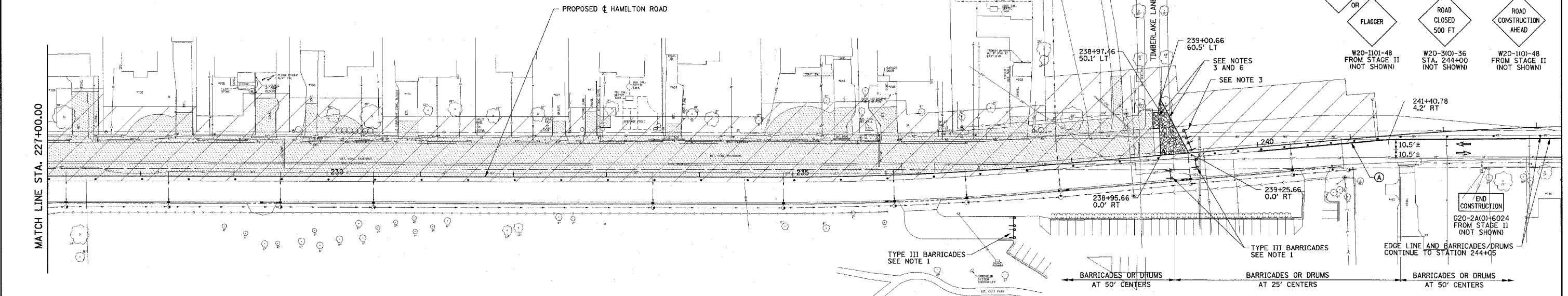
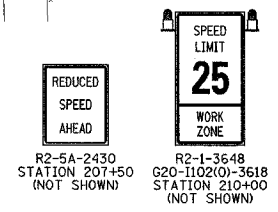
WORK ZONE PAVEMENT MARKING LEGEND

- (A) PAVEMENT MARKING TAPE, TYPE III 4" - WHITE
- (B) PAVEMENT MARKING TAPE, TYPE III 4" - YELLOW
- (C) PAVEMENT MARKING TAPE, TYPE III 24" - WHITE

NOTE:
THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701606. SPECIAL UNLESS OTHERWISE NOTED, THE TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING SHOWN FOR THIS STAGE SHALL REMAIN IN PLACE DURING STAGE IV.



SUGGESTED STAGE III CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 24)
SEE SHEET NO. 24 FOR THE STAGE III CONSTRUCTION SEQUENCE.

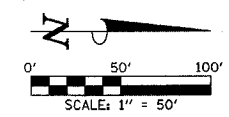


ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
STAGE III

DATE : 3-05
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

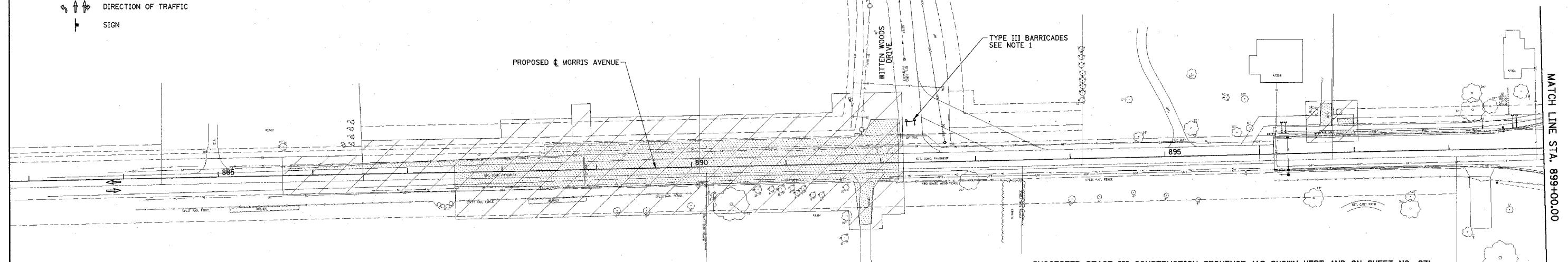
SCALE : 1"=50'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	24
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				



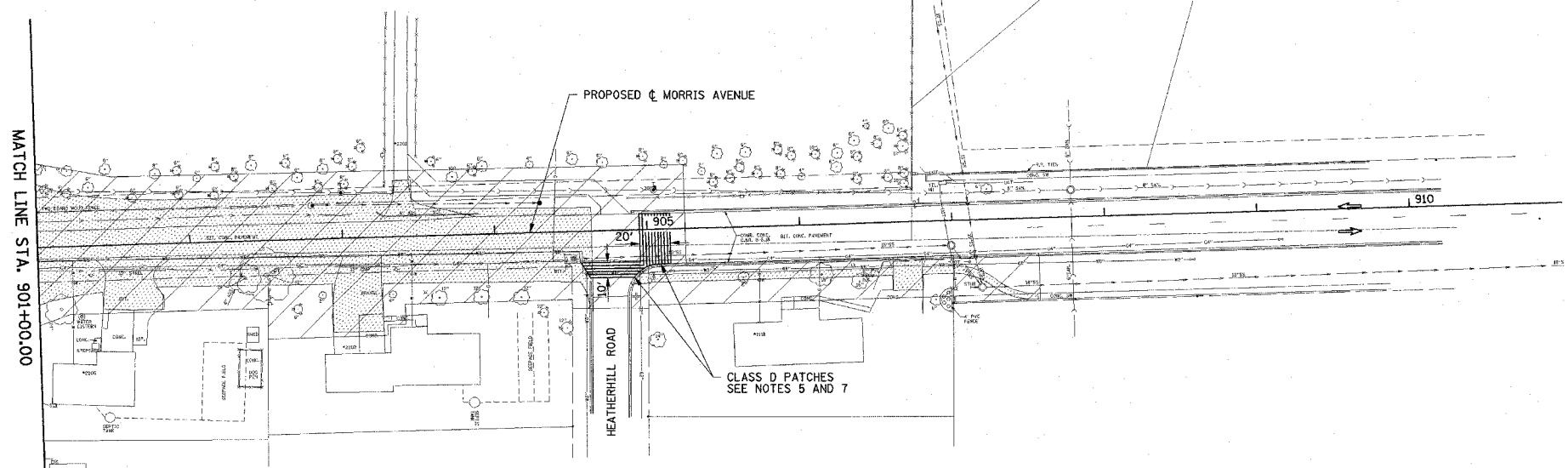
- LEGEND**
- CONSTRUCTION WORK ZONE
 - LIMITS OF PROPOSED CONSTRUCTION
 - TEMPORARY BITUMINOUS PAVEMENT
 - TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
 - BARRICADE OR DRUM
 - DIRECTION OF TRAFFIC
 - SIGN

NOTE:
 THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL UNLESS OTHERWISE NOTED. THE TRAFFIC CONTROL DEVICES AND PAVEMENT MARKING SHOWN FOR THIS STAGE SHALL REMAIN IN PLACE DURING STAGE IV.



SUGGESTED STAGE III CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 23)

1. CLOSE HAMILTON ROAD TO ALL THRU TRAFFIC EAST OF THE INTERSECTION OF GREENWOOD AVENUE AT STATION 206+50 AND AT STATION 239+30 IN ACCORDANCE WITH STANDARD BLR 22. AT STATION 220+44.50, EASTBOUND TRAFFIC ON HAMILTON ROAD SHALL BE REDUCED TO ONE LANE IN ACCORDANCE WITH STANDARD 701606. CLOSE THE ENTRANCE TO THE PRAIRIE VISTA GOLF COURSE CLUB HOUSE PARKING LOT AT RT. STATION 237+30. CLOSE EXISTING MORRIS AVENUE TO ALL TRAFFIC AT STATIONS 885+50, 892+90 AND 904+65 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE EXISTING WITTEN WOODS DRIVE AT LT. STATION 892+23 AND MORRIS AVENUE AT STATION 900+00 WITH TYPE III BARRICADES AS SHOWN ON THE TRAFFIC CONTROL PLANS AND IN ACCORDANCE WITH THE "ROAD CLOSED TO ALL TRAFFIC" DETAIL ON STANDARD 702001. THE ADDITIONAL TYPE III BARRICADES SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21, SPECIAL. CLOSE THE PREVIOUSLY CONSTRUCTED SECTION OF MORRIS AVENUE TO ALL THRU TRAFFIC AT STATION 899+50 AS SHOWN ON THE TRAFFIC CONTROL PLANS AND IN ACCORDANCE WITH THE "ROAD CLOSED TO THRU TRAFFIC" DETAIL ON STANDARD 702001. THE ADDITIONAL TYPE III BARRICADES SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22, SPECIAL.
2. THE RESIDENTS AT LT. STATIONS 227+40.4, 228+47.6, 229+32.4, 229+83.4, 230+87.3, 232+49.2, 232+83.6, 233+72.0, 235+52.7, 236+05.4, 237+44.0, AND 238+50.0 SHOULD PARK ON THE NEWLY CONSTRUCTED PAVEMENT BETWEEN STATION 228+00 AND STATION 238+00 DURING THIS STAGE. THE RESIDENTS AT RT. STATION 891+82.2 SHOULD PARK ON THE EAST SHOULDER AT STATION 893+10 DURING THIS STAGE. THE RESIDENTS USING WITTEN WOODS DRIVE SHALL HAVE ACCESS USING THE TEMPORARY ACCESS ROAD PREVIOUSLY CONSTRUCTED IN STAGE II. THE RESIDENTS AT RT. STATIONS 901+59.4, 903+09.0, AND 906+70.2 SHOULD PARK ALONG THE WEST SIDE OF MORRIS AVENUE BETWEEN STATIONS 905+00 AND 906+00 DURING THIS STAGE.
3. PLACE AGGREGATE FOR TEMPORARY ACCESS AT THE EAST HALF OF THE HAMILTON ROAD/TIMBERLAKE LANE INTERSECTION AS SHOWN ON THE TRAFFIC CONTROL PLANS. CLOSE THE WEST HALF OF TIMBERLAKE LANE AT THE INTERSECTION IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701501. PLACE TYPE III BARRICADES AS SHOWN ON THE TRAFFIC CONTROL PLANS.
4. CONSTRUCT THE NORTH HALF OF HAMILTON ROAD BETWEEN STATIONS 225+07.50 AND 238+89.66. CONSTRUCT THE WEST HALF OF TIMBERLAKE LANE TO STATION 1000+50.74. CONSTRUCT MORRIS AVENUE BETWEEN STATIONS 885+73.00 AND 892+18.85. CONSTRUCT THE STORM SEWER FROM PROPOSED INLET NO. 84 TO PROPOSED INLET NO. 85. CONSTRUCT THE DRIVEWAYS AT LT. STATION 896+68.5 AND LT. STATION 896+91.4. CONSTRUCT MORRIS AVENUE BETWEEN STATIONS 900+27.51 AND 904+63.50. ON THE EAST SIDE OF MORRIS AVENUE, CONSTRUCT THE PROPOSED SIDEWALK AND DRIVEWAY IMPROVEMENTS TO RT. STATION 907+55.00. ON THE WEST SIDE OF MORRIS AVENUE, DO NOT CONSTRUCT THE PROPOSED SIDEWALK IMPROVEMENTS NORTH OF LT. STATION 903+46.00. SEE NOTES 5 THROUGH 9 FOR ADDITIONAL INFORMATION ON THE UTILITY IMPROVEMENTS. PROVIDE TRAFFIC CONTROL ON EXISTING MORRIS AVENUE NORTH OF HEATHERHILL ROAD IN ACCORDANCE WITH STANDARD 70101 FOR SHOULDER OPERATIONS.
5. CONSTRUCT THE PROPOSED SANITARY SEWER FROM MANHOLE NO. 4 TO MANHOLE NO. 9 AND FROM MANHOLE NO. 1 TO MANHOLE NO. 2. THE SANITARY SEWER CAN NOT BE PUT INTO SERVICE UNTIL THE NEW WATER MAIN IS IN SERVICE AND THE EXISTING WATER MAIN IS ABANDONED. PATCH THE EXISTING PAVEMENT AT STATION 905+05 WITH CLASS D PATCHES, 12" THICK. PROVIDE TRAFFIC CONTROL ON EXISTING MORRIS AVENUE IN ACCORDANCE WITH STANDARD 70101.
6. CONSTRUCT THE PROPOSED WATER MAIN FROM THE PROPOSED VALVE AT STATION 225+15.8 TO THE PROPOSED VALVE AT STATION 239+39.0. PATCH THE EXISTING PAVEMENT ON TIMBERLAKE LANE WITH AGGREGATE FOR TEMPORARY ACCESS. PROVIDE TRAFFIC CONTROL ON EXISTING TIMBERLAKE LANE IN ACCORDANCE WITH STANDARD 70101 AS REQUIRED.
7. CONSTRUCT THE PROPOSED WATER MAIN FROM THE PROPOSED VALVE AT STATION 888+36.0 TO STATION 892+60.0 AND FROM THE PROPOSED TEE AT STATION 900+35.0 (225+52.6) TO THE PROPOSED CONNECTION AT STATION 905+14.0. TEMPORARILY CAP THE WATER MAIN AT STATION 892+60.0 UNTIL STAGE IV WHEN IT WILL BE COMPLETED. PATCH THE EXISTING PAVEMENT AT RT. STATION 904+75 WITH CLASS D PATCHES, 12" THICK. PROVIDE TRAFFIC CONTROL ON EXISTING HEATHERHILL ROAD IN ACCORDANCE WITH STANDARD 70101.
8. CONSTRUCT THE PROPOSED WATER MAIN AT STATION 227+00.0 TO THE PROPOSED TEE 35.6' LEFT OF THE CENTERLINE.
9. CONSTRUCT THE REMAINING DRAINAGE IMPROVEMENTS WITHIN THE LIMITS OF THIS STAGE.
10. PLACE THE PROPOSED PAVEMENT MARKING ON THE NORTH HALF OF HAMILTON ROAD BETWEEN STATIONS 225+81.00 AND 238+80.00. PLACE THE PROPOSED PAVEMENT MARKING ON MORRIS AVENUE BETWEEN STATIONS 885+73.00 AND 892+18.85 AND BETWEEN STATIONS 900+57.50 AND 904+30.00.
11. CLOSE THE NEWLY CONSTRUCTED SIDEWALK ON MORRIS AVENUE AT LT. STATIONS 900+70 AND 903+20 AND RT. STATIONS 900+70 AND 904+40 IN ACCORDANCE WITH STANDARD 701801. THE SIDEWALK CLOSURES SHALL REMAIN IN PLACE UNTIL THE END OF STAGE IV.










ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
 STAGE III

DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : R.L.H.

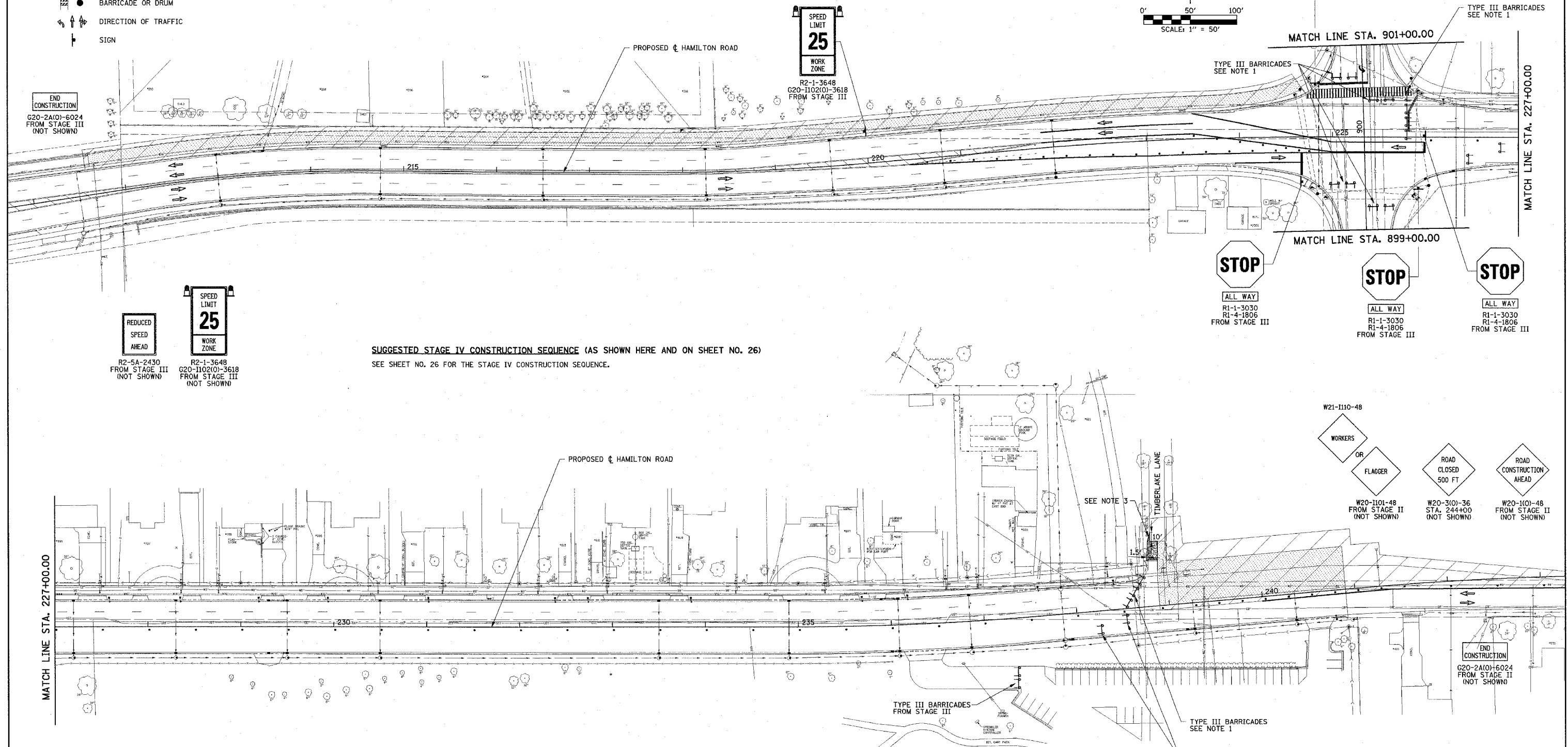
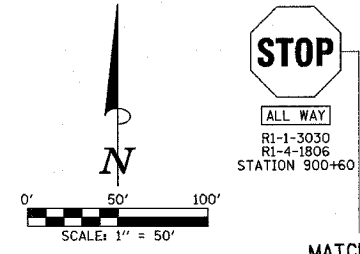
SCALE : 1" = 50'

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	25
STA.		TO STA.		ILLINOIS
CONTRACT NO. 87267				

LEGEND

-  CONSTRUCTION WORK ZONE
-  LIMITS OF PROPOSED CONSTRUCTION
-  TEMPORARY BITUMINOUS PAVEMENT
-  TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
-  BARRICADE OR DRUM
-  DIRECTION OF TRAFFIC
-  SIGN

NOTE:
THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701606, SPECIAL UNLESS OTHERWISE NOTED.

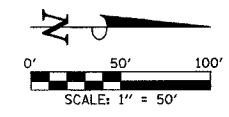


SUGGESTED STAGE IV CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 26)
SEE SHEET NO. 26 FOR THE STAGE IV CONSTRUCTION SEQUENCE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
STAGE IV

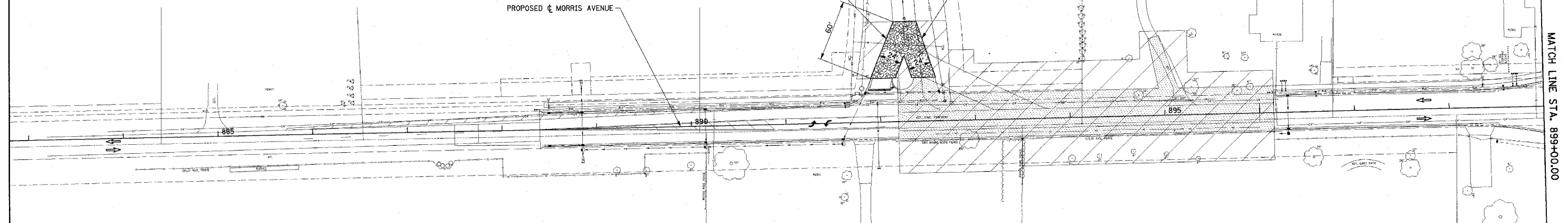
DATE : 3-05
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	26
STA.	TO STA.		ILLINOIS	
			CONTRACT NO. 87267	



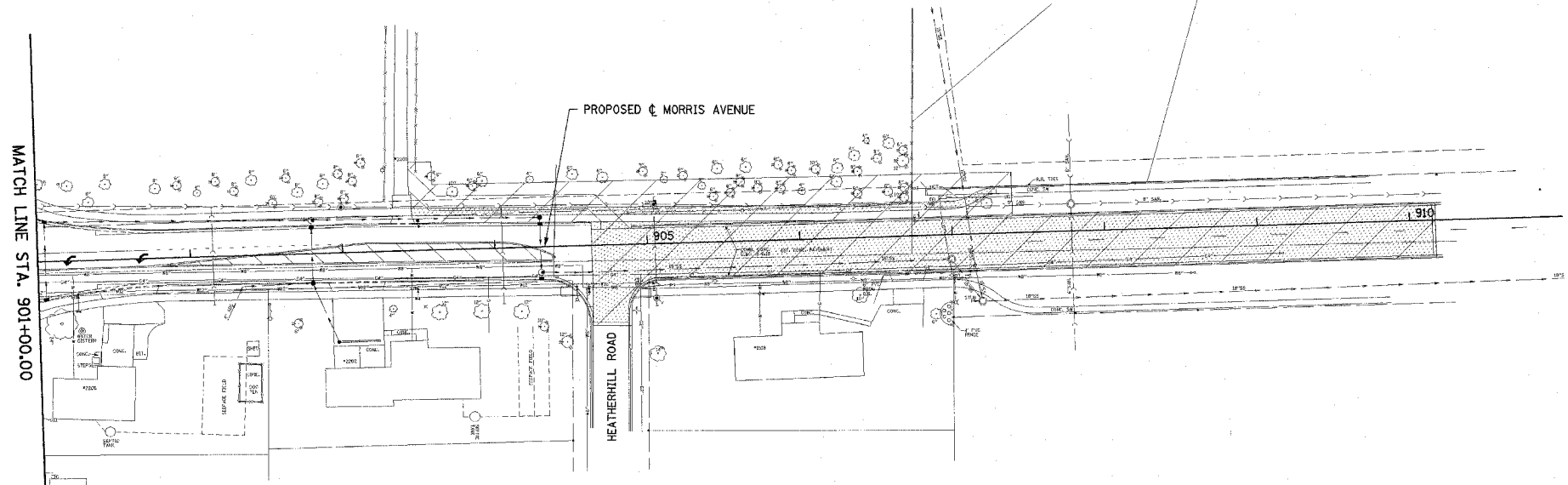
- LEGEND**
- CONSTRUCTION WORK ZONE
 - LIMITS OF PROPOSED CONSTRUCTION
 - TEMPORARY BITUMINOUS PAVEMENT
 - TEMPORARY AGGREGATE ENTRANCE, PATCH, OR ACCESS ROAD
 - BARRICADE OR DRUM
 - DIRECTION OF TRAFFIC
 - SIGN

NOTE:
THE ADDITIONAL TRAFFIC CONTROL DEVICES SHOWN FOR THIS STAGE SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION STANDARD T01606, SPECIAL UNLESS OTHERWISE NOTED.



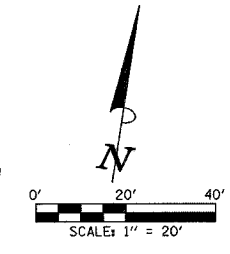
SUGGESTED STAGE IV CONSTRUCTION SEQUENCE (AS SHOWN HERE AND ON SHEET NO. 25)

1. EXISTING MORRIS AVENUE SHALL REMAIN CLOSED TO ALL TRAFFIC AT STATIONS 892+15, 896+50 AND 904+65 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE THE PREVIOUSLY CONSTRUCTED SECTION OF MORRIS AVENUE NORTH OF HAMILTON ROAD TO ALL THRU TRAFFIC AT STATIONS 899+50 AND 900+40 AS SHOWN ON THE TRAFFIC CONTROL PLANS AND IN ACCORDANCE WITH THE "ROAD CLOSED TO THRU TRAFFIC" DETAIL ON STANDARD T02001. THE ADDITIONAL TYPE III BARRICADES SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22, SPECIAL. CLOSE THE PREVIOUSLY CONSTRUCTED SECTION OF MORRIS AVENUE NORTH OF HAMILTON ROAD TO ALL TRAFFIC AT STATION 903+00 IN ACCORDANCE WITH STANDARD BLR 21. THE PREVIOUSLY CONSTRUCTED SECTIONS OF HAMILTON ROAD SHALL REMAIN OPEN TO THRU TRAFFIC USING THE TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING PLACED DURING STAGE III. MODIFICATIONS TO THE TRAFFIC CONTROL FROM STAGE III ARE SHOWN. CLOSE THE NORTH HALF OF HAMILTON ROAD BETWEEN MORRIS AVENUE AND TIMBERLAKE LANE WITH TYPE III BARRICADES AS SHOWN ON THE TRAFFIC CONTROL PLANS AND IN ACCORDANCE WITH THE "ROAD CLOSED TO ALL TRAFFIC" DETAIL ON STANDARD T02001. THE PREVIOUSLY CONSTRUCTED SECTION OF MORRIS AVENUE SOUTH OF STATION 892+18.85 SHALL BE OPEN TO TRAFFIC TO PROVIDE ACCESS TO WITTEN WOODS DRIVE.
2. PLACE AGGREGATE FOR TEMPORARY ACCESS AT THE SOUTH ENTRANCE TO WITTEN WOODS DRIVE AS SHOWN ON THE TRAFFIC CONTROL PLANS.
3. PLACE AGGREGATE FOR TEMPORARY ACCESS AT THE WEST HALF OF THE HAMILTON ROAD/ TIMBERLAKE LANE INTERSECTION AS SHOWN ON THE TRAFFIC CONTROL PLANS. CLOSE THE EAST HALF OF TIMBERLAKE LANE AT THE INTERSECTION IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD T01501.
4. CONSTRUCT THE NORTH HALF OF HAMILTON ROAD BETWEEN STATIONS 238+89.66 AND 240+90.00. CONSTRUCT THE PROPOSED WATER MAIN AT STATION 239+42.0 TO THE PROPOSED TEE 35.6' LEFT OF THE CENTERLINE. CONSTRUCT THE PROPOSED WATER MAIN FROM THE PROPOSED VALVE AT STATION 239+39.0 TO THE PROPOSED VALVE AT STATION 241+19.0. DO NOT CONNECT TO THE EXISTING WATER MAIN AT STATION 241+15.0 UNTIL ALL OTHER CONNECTIONS TO THE EXISTING WATER MAIN HAVE BEEN MADE AND ALL SERVICE LINES HAVE BEEN CONNECTED TO THE PROPOSED WATER MAIN. CONSTRUCT THE EAST HALF OF TIMBERLAKE LANE TO STATION 1000+50.74. REMOVE THE REMAINING TEMPORARY PAVEMENT AND RECONSTRUCT THE AGGREGATE SHOULDER ON THE NORTH SIDE OF EXISTING HAMILTON ROAD. PROVIDE TRAFFIC CONTROL ON EXISTING HAMILTON ROAD IN ACCORDANCE WITH STANDARD T01701 FOR SHOULDER OPERATIONS.
5. CONSTRUCT MORRIS AVENUE BETWEEN STATIONS 892+18.85 AND 896+15. CONSTRUCT THE PROPOSED WATER MAIN FROM STATION 892+60.0 TO THE PROPOSED VALVE AT STATION 896+10.0. PLACE AGGREGATE FOR TEMPORARY ACCESS AT THE NORTH ENTRANCE TO WITTEN WOODS DRIVE. REMOVE THE TEMPORARY AGGREGATE ACCESS ROAD AND CONSTRUCT THE PROPOSED SIDEWALK ON THE WEST SIDE OF MORRIS AVENUE BETWEEN STATIONS 903+46.00 AND 907+30.00. CONSTRUCT THE REMAINING CURB AND GUTTER AND CONCRETE PAVEMENT ON THE WEST SIDE OF MORRIS AVENUE BETWEEN STATIONS 904+63.50 AND 906+10.00. PROVIDE TRAFFIC CONTROL ON EXISTING MORRIS AVENUE IN ACCORDANCE WITH STANDARD T01701 FOR SHOULDER OPERATIONS.
6. MILL THE EXISTING PAVEMENT ON MORRIS AVENUE BETWEEN STATIONS 904+63.50 AND 910+15.00 AND ON TIMBERLAKE LANE BETWEEN STATIONS 1000+60.00 AND 1000+70.00. CONSTRUCT TEMPORARY BITUMINOUS RAMPS ON MORRIS AVENUE AT STATION 910+15.00, ON HEATHERHILL ROAD AT MORRIS AVENUE, AND ON TIMBERLAKE LANE AT STATION 1000+70.00. PLACE ADDITIONAL AGGREGATE FOR TEMPORARY ACCESS AT THE EAST HALF OF THE HAMILTON ROAD/TIMBERLAKE LANE INTERSECTION AS REQUIRED. PROVIDE TRAFFIC CONTROL ON MORRIS AVENUE, HEATHERHILL ROAD, AND TIMBERLAKE LANE IN ACCORDANCE WITH STANDARD T01501 AS REQUIRED. HEATHERHILL ROAD SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES WITH ACCESS BEING CONTROLLED BY FLAGGERS DURING CONSTRUCTION OPERATIONS.
7. CONSTRUCT THE PROPOSED BITUMINOUS SURFACE ON MORRIS AVENUE BETWEEN STATIONS 904+63.50 AND 910+15.00 AND ON TIMBERLAKE LANE BETWEEN STATIONS 1000+50.74 AND 1000+70.00. REMOVE ALL TEMPORARY BITUMINOUS RAMPS AND AGGREGATE FOR TEMPORARY ACCESS. PLACE THE PROPOSED PAVEMENT MARKING ON MORRIS AVENUE BETWEEN STATIONS 892+18.85 AND 896+15 AND STATIONS 905+10.00 AND 910+15.00. PROVIDE TRAFFIC CONTROL ON MORRIS AVENUE, HEATHERHILL ROAD, AND TIMBERLAKE LANE IN ACCORDANCE WITH STANDARDS T01311 AND T01501 AS REQUIRED.
8. CONSTRUCT THE BITUMINOUS SURFACE COURSE FOR THE PEDESTRIAN TRAIL ALONG THE NORTH SIDE OF HAMILTON ROAD BETWEEN STATIONS 211+65.00 AND 224+63.02. PROVIDE TRAFFIC CONTROL ON HAMILTON ROAD AND MORRIS AVENUE IN ACCORDANCE WITH STANDARD T01701 FOR SHOULDER OPERATIONS AS REQUIRED.
9. PLACE THE REMAINING PROPOSED PAVEMENT MARKING ON HAMILTON ROAD. PROVIDE TRAFFIC CONTROL ON HAMILTON ROAD IN ACCORDANCE WITH STANDARDS T01311, T01606, AND T01701 AS REQUIRED. OPEN ALL PREVIOUSLY CONSTRUCTED SECTIONS OF HAMILTON ROAD AND MORRIS AVENUE TO TRAFFIC. ACTIVATE THE PROPOSED SIGNALS AT THE HAMILTON ROAD/MORRIS AVENUE INTERSECTION.



ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN
 STAGE IV

DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : R.L.H.
 SCALE : 1" = 50'

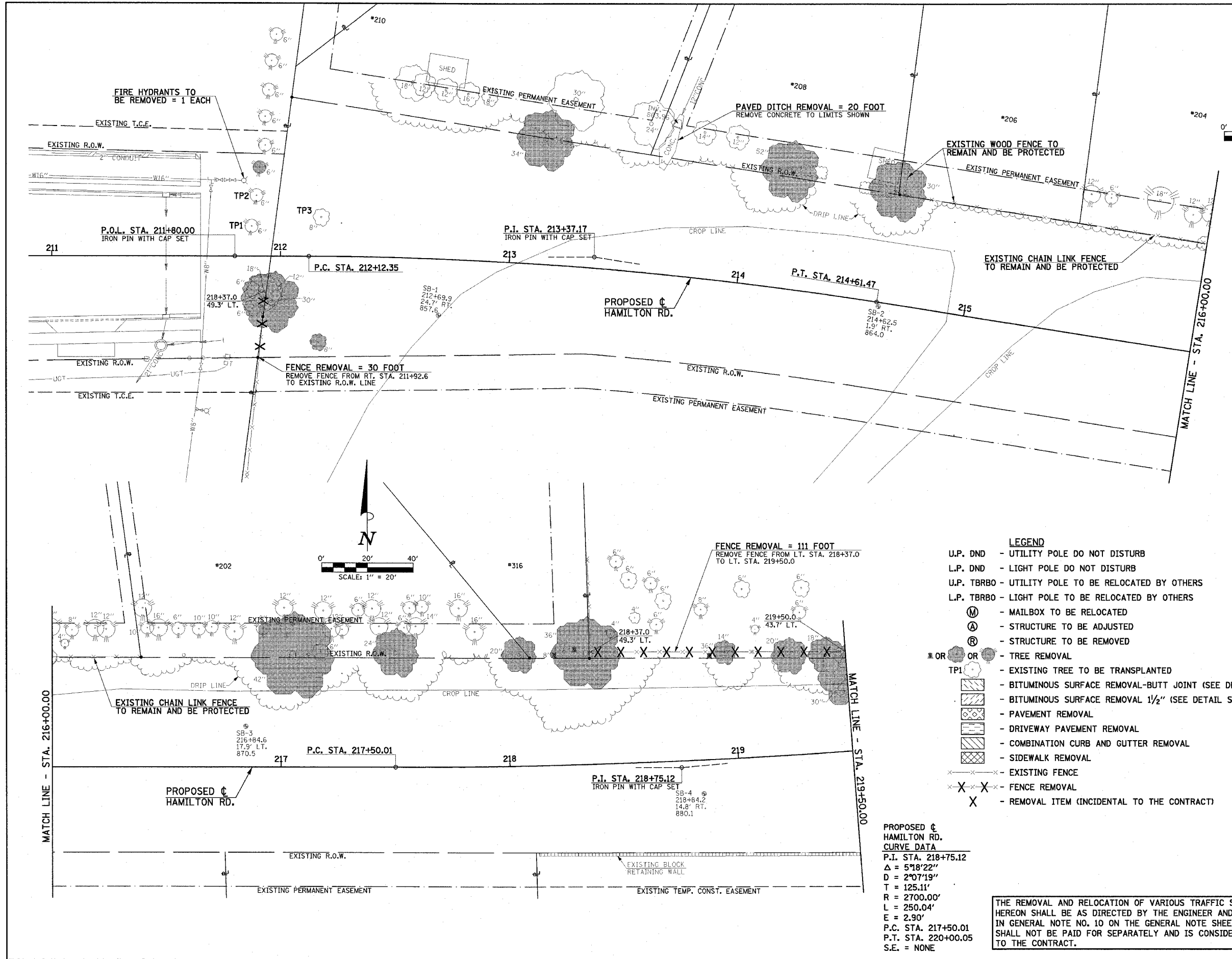


PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 213+37.17
 $\Delta = 9^{\circ}04'32''$
D = 3'38'35"
T = 124.82'
R = 1572.74'
L = 249.12'
E = 4.95'
P.C. STA. 212+12.35
P.T. STA. 214+61.47
S.E. = NONE

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
211+87.1	14.6' RT.	6
211+87.6	23.0' RT.	6
211+90.9	38.8' LT.	6
211+95.8	16.6' RT.	12
212+16.5	37.7' RT.	8
218+20.6	48.5' LT.	8 STUMP
218+29.6	50.6' LT.	8 STUMP
218+96.3	46.8' LT.	14
TOTAL		68

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
211+92.8	15.5' RT.	18
211+95.4	19.6' RT.	30
213+12.6	54.6' LT.	34
214+16.5	51.6' LT.	52
214+63.0	49.8' LT.	30
217+05.1	49.2' LT.	42
217+50.0	50.2' LT.	24
218+04.9	48.9' LT.	20
218+34.7	49.0' LT.	36
218+89.6	45.5' LT.	36 STUMP
219+24.8	43.5' LT.	20
219+41.1	42.9' LT.	18
219+49.9	32.5' LT.	30
TOTAL		390

SALVAGING AND TRANSPLANTING TREES, SPECIAL			
ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP1	211+87.4	13.2' LT.	1
TP2	211+89.5	26.6' LT.	1
TP3	212+17.8	17.1' LT.	1
TOTAL			3



- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) OR (O) - TREE REMOVAL
 - TP1 (with circle) - EXISTING TREE TO BE TRANSPLANTED
 - (Hatched box) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (Hatched box) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (Hatched box) - PAVEMENT REMOVAL
 - (Hatched box) - DRIVEWAY PAVEMENT REMOVAL
 - (Hatched box) - COMBINATION CURB AND GUTTER REMOVAL
 - (Hatched box) - SIDEWALK REMOVAL
 - - - - - EXISTING FENCE
 - X-X- FENCE REMOVAL
 - X - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 218+75.12
 $\Delta = 5^{\circ}18'22''$
D = 2'07'19"
T = 125.11'
R = 2700.00'
L = 250.04'
E = 2.90'
P.C. STA. 217+50.01
P.T. STA. 220+00.05
S.E. = NONE

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 34 & 35.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

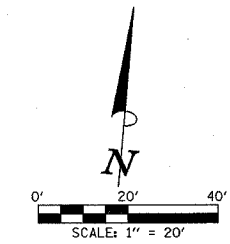
EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

ILLINOIS DEPARTMENT OF TRANSPORTATION
REMOVALS/RELOCATIONS PLAN

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

P:\B11091\GEOPAK\20FILES\DEMOLDGN

PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 223+20.04
 $\Delta = 51^{\circ}00''$
 $D = 1447.26'$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
P.C. STA. 221+75.66
P.T. STA. 224+64.22
S.E. = TO MATCH MORRIS AVE. P.G.L.
(SEE S.E. TRANSITION TABLES)



SALVAGING AND TRANSPLANTING TREES, SPECIAL			
ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP4	220+53.1	31.7' LT.	1
TP5	220+60.5	44.8' LT.	1
TP6	220+95.0	38.6' LT.	1
TP7	221+02.7	28.6' LT.	1
TP8	221+06.9	47.2' LT.	1
TP9	221+10.7	35.5' LT.	1
TP10	221+15.2	27.1' LT.	1
TP11	221+27.2	24.3' LT.	1
TP12	221+33.3	37.1' LT.	1
TP13	221+47.8	45.4' LT.	1
TP14	221+68.2	36.3' LT.	1
TP15	221+77.4	43.1' LT.	1
TP16	221+90.7	49.8' LT.	1
TP17	222+11.6	46.1' LT.	1
TP18	222+29.3	46.9' LT.	1
TP19	222+42.0	35.0' LT.	1
TP20	222+50.1	44.3' LT.	1
TP21	222+56.4	36.7' LT.	1
TP22	222+71.0	26.9' LT.	1
TP23	222+79.4	25.8' LT.	1
TP24	223+05.1	40.4' LT.	1
TP25	223+17.7	23.9' LT.	1
TP26	223+23.3	34.9' LT.	1
TP27	223+43.5	37.8' LT.	1
TP28	223+70.2	17.0' LT.	1
TP29	223+72.9	40.4' LT.	1
TP30	223+82.0	21.4' LT.	1
TP31	223+95.7	19.7' LT.	1
TP32	224+05.0	16.0' LT.	1
TP33	224+18.8	38.2' LT.	1
TP34	224+66.3	27.9' LT.	1
TP35	224+78.5	25.8' LT.	1
TP36	224+84.9	18.0' LT.	1
TP37	899+26.1	75.2' RT.	1
TP38	900+83.7	33.1' LT.	1
TOTAL			35

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
219+50.1	41.5' LT.	12
219+54.7	39.1' LT.	6
220+74.5	30.2' LT.	14
220+78.2	29.5' LT.	14
221+21.7	31.7' LT.	6
221+94.6	32.0' LT.	6
222+21.0	17.0' LT.	6
222+44.9	15.6' LT.	14
222+58.6	14.6' LT.	6
222+79.1	12.3' LT.	8
223+33.6	23.6' LT.	8
223+41.0	24.0' RT.	14
223+49.6	22.2' LT.	8
223+62.8	34.7' LT.	8
223+86.2	38.4' LT.	8
224+04.1	4.6' RT.	8
224+04.4	36.6' LT.	8
224+25.6	3.9' LT.	14 STUMP
224+34.5	19.8' LT.	8
224+41.4	38.5' LT.	8
224+64.8	48.7' RT.	6
224+84.5	49.5' RT.	6
224+93.2	23.4' LT.	6
225+71.4	30.4' RT.	10
226+45.1	56.5' LT.	12
226+71.0	31.4' RT.	12
899+02.4	35.2' RT.	14
899+37.8	34.0' LT.	8
900+55.5	38.6' LT.	8
900+69.4	45.7' LT.	8
900+84.3	40.5' RT.	14
900+89.0	51.6' LT.	8
TOTAL		296

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
219+67.4	40.4' LT.	30
219+95.7	37.6' LT.	30
221+56.3	22.2' LT.	16
222+08.7	17.7' LT.	20
222+32.2	15.5' LT.	26
223+00.8	13.2' LT.	30
223+77.1	14.8' RT.	30
224+44.8	48.7' RT.	24
224+53.6	4.2' LT.	16 STUMP
224+83.8	62.6' RT.	26
226+21.9	30.0' RT.	16
899+19.6	23.6' LT.	30
899+30.3	36.2' RT.	28
TOTAL		322

PAVEMENT REMOVAL SCHEDULE		
LOCATION	PAVEMENT REM (SQ YD)	DRIVE PAVEMENT REM (SQ YD)
899+00.0 TO 901+00.0 LT. & RT., AND 225+34.2 LT. TO 227+00.0 LT.	872.2	239.3
223+41.0 RT. (REMOVE TO MATCH LINE STA. 224+00 AND LIMITS SHOWN)		325.3
224+04.8 RT. (REMOVE TO MATCH LINE STA. 224+00 AND LIMITS SHOWN)		325.3
TOTAL	872.2	564.6

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) - TREE REMOVAL
 - (TP1) - EXISTING TREE TO BE TRANSPLANTED
 - (BIT.) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (BIT. 1/2") - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (P) - PAVEMENT REMOVAL
 - (D) - DRIVEWAY PAVEMENT REMOVAL
 - (C) - COMBINATION CURB AND GUTTER REMOVAL
 - (S) - SIDEWALK REMOVAL
 - (X-X-X) - EXISTING FENCE
 - (X) - FENCE REMOVAL
 - (X) - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 36 & 37.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

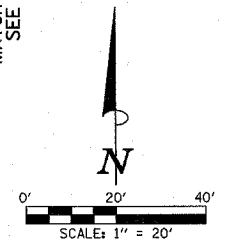
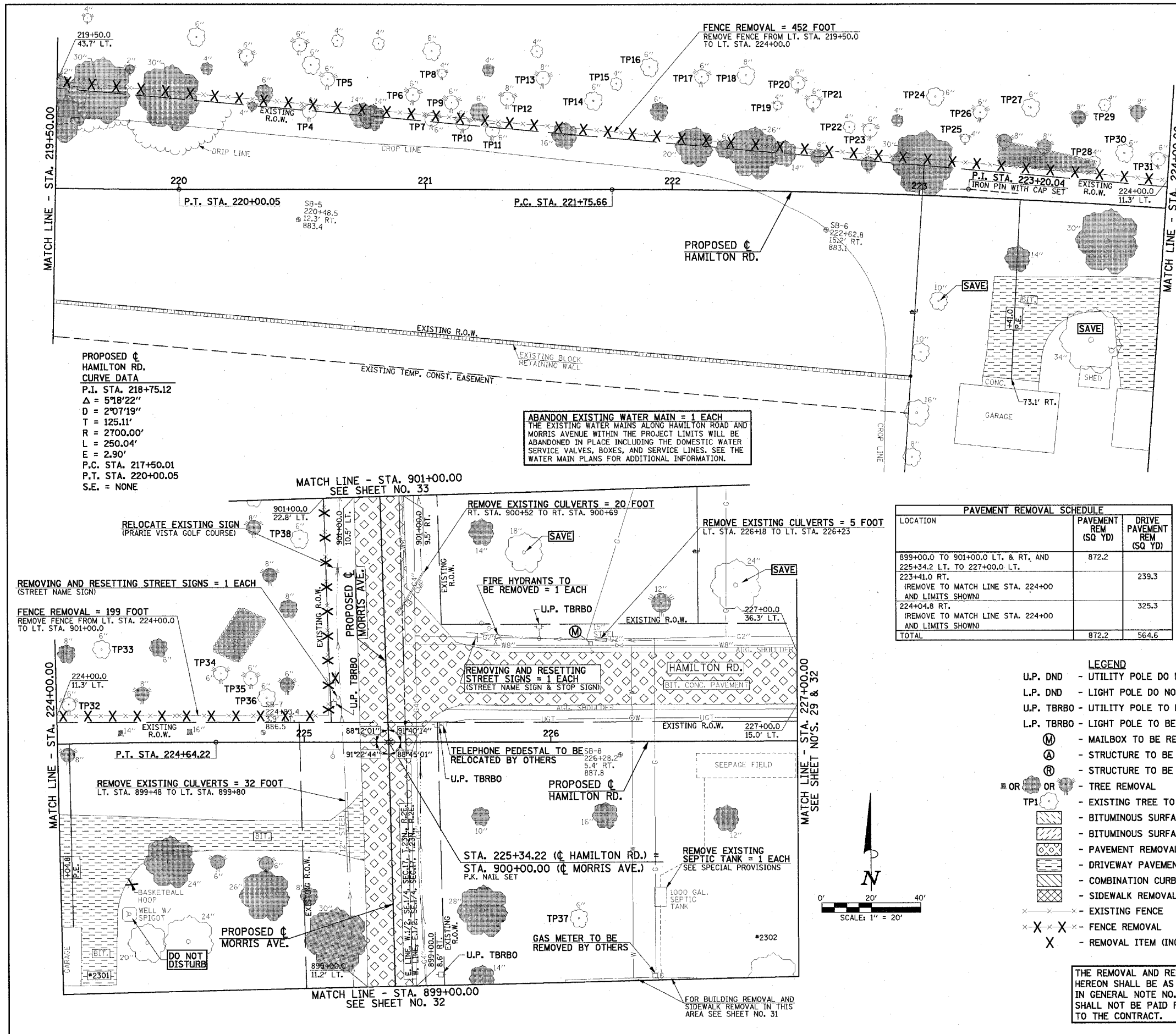
THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

ILLINOIS DEPARTMENT OF TRANSPORTATION

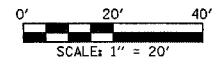
REMOVALS/RELOCATIONS PLAN

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1"=20'



NOTE 1
 THE CONTRACTOR SHALL REMOVE THE CONCRETE BLOCKS AS REQUIRED FOR THE CONSTRUCTION OF THE NEW DRIVEWAY. UPON THE COMPLETION OF THE NEW DRIVEWAY THE CONTRACTOR SHALL REPLACE THE CONCRETE BLOCKS AS REQUIRED IN A WORKMANLIKE MANNER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



SALVAGING AND TRANSPLANTING TREES, SPECIAL			
ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP39	230+64.9	38.3' RT.	1
TP40	231+40.7	28.5' RT.	1
TP41	231+83.6	37.8' RT.	1
TP42	233+98.7	38.9' RT.	1
TP43	234+48.7	32.4' RT.	1
TOTAL			5

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
229+38.2	26.1' RT.	8
230+83.1	26.0' RT.	6
231+10.7	38.1' RT.	8
232+28.5	16.8' RT.	6
230+38±	RT.	224
TO	TO	
232+52±	RT.	
TOTAL		252

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
227+35.7	4.1' RT.	30
230+07.0	66.4' LT.	18
TOTAL		48

PAVEMENT REMOVAL SCHEDULE		
LOCATION	PAVEMENT REM (SQ YD)	DRIVE PAVEMENT REM (SQ YD)
227+00.0 LT. TO 231+50.0 LT.	1068.4	
231+50.0 LT. TO 235+00.0 LT.	831.9	
227+09.4 RT. TO 227+18.1 RT.		88.0
227+40.4 LT.		170.8
228+47.6 LT.		78.5
229+34.2 LT.		125.2
229+83.4 LT.		63.2
230+87.3 LT.		62.0
232+49.2 LT.		9.5
232+83.6 LT.		10.5
233+72.0 LT.		49.1
TOTAL	1900.3	656.8

NOTE: THE DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE ANY CURBS THAT HAVE BEEN CONSTRUCTED MONOLITHIC WITH THE PAVEMENT. THE COST OF REMOVING THE CURBS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL.

ABANDON EXISTING WATER MAIN
 THE EXISTING WATER MAINS ALONG HAMILTON ROAD AND MORRIS AVENUE WITHIN THE PROJECT LIMITS WILL BE ABANDONED IN PLACE INCLUDING THE DOMESTIC WATER SERVICE VALVES, BOXES, AND SERVICE LINES. SEE THE WATER MAIN PLANS FOR ADDITIONAL INFORMATION.

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 37, 38, & 39.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

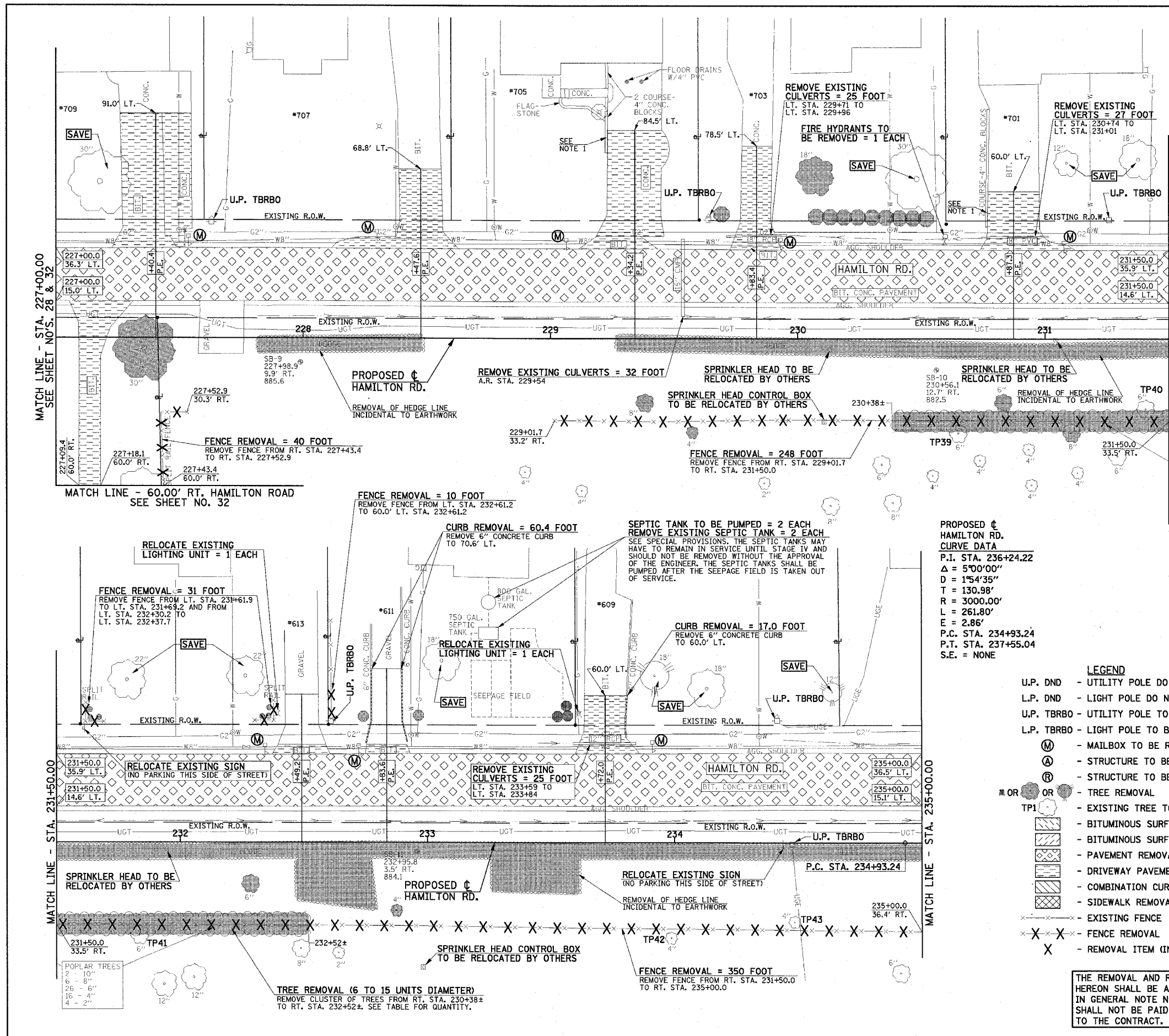
SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE: 3-05
 DRAWN BY: J.L.B.
 CHECKED BY: R.L.H.



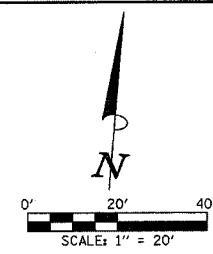
PROPOSED ϕ HAMILTON RD. CURVE DATA
 P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
 D = 154'35"
 T = 130.98'
 R = 3000.00'
 L = 261.80'
 E = 2.86'
 P.C. STA. 234+93.24
 P.T. STA. 237+55.04
 S.E. = NONE

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - OR (X) - TREE REMOVAL
 - TP1 - EXISTING TREE TO BE TRANSPLANTED
 - (Hatched) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (Diagonal Hatched) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (Cross-hatched) - PAVEMENT REMOVAL
 - (Dotted) - DRIVEWAY PAVEMENT REMOVAL
 - (Horizontal Hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Vertical Hatched) - SIDEWALK REMOVAL
 - - - - - EXISTING FENCE
 - X X X X X FENCE REMOVAL
 - X - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

MATCH LINE - 150.00' LT. HAMILTON ROAD
SEE OUTFALL STORM SEWER PLAN AND PROFILE SHEET FOR ADDITIONAL REMOVALS AND RELOCATIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	30
STA. 235+00.00		TO STA. 243+00.00		
ILLINOIS				
CONTRACT NO. 87267				



PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
D = 154'35"
T = 130.98'
R = 3000.00'
L = 261.80'
E = 2.86'
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE

NOTE 1
THE CONTRACTOR SHALL REMOVE THE RAILROAD TIES AND THE LANDSCAPING AS DIRECTED BY THE ENGINEER AND DISPOSE OF OFF SITE. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL AND SHALL BE INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

ABANDON EXISTING WATER MAIN
THE EXISTING WATER MAINS ALONG HAMILTON ROAD AND MORRIS AVENUE WITHIN THE PROJECT LIMITS WILL BE ABANDONED IN PLACE INCLUDING THE DOMESTIC WATER SERVICE VALVES, BOXES, AND SERVICE LINES. SEE THE WATER MAIN PLANS FOR ADDITIONAL INFORMATION.

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

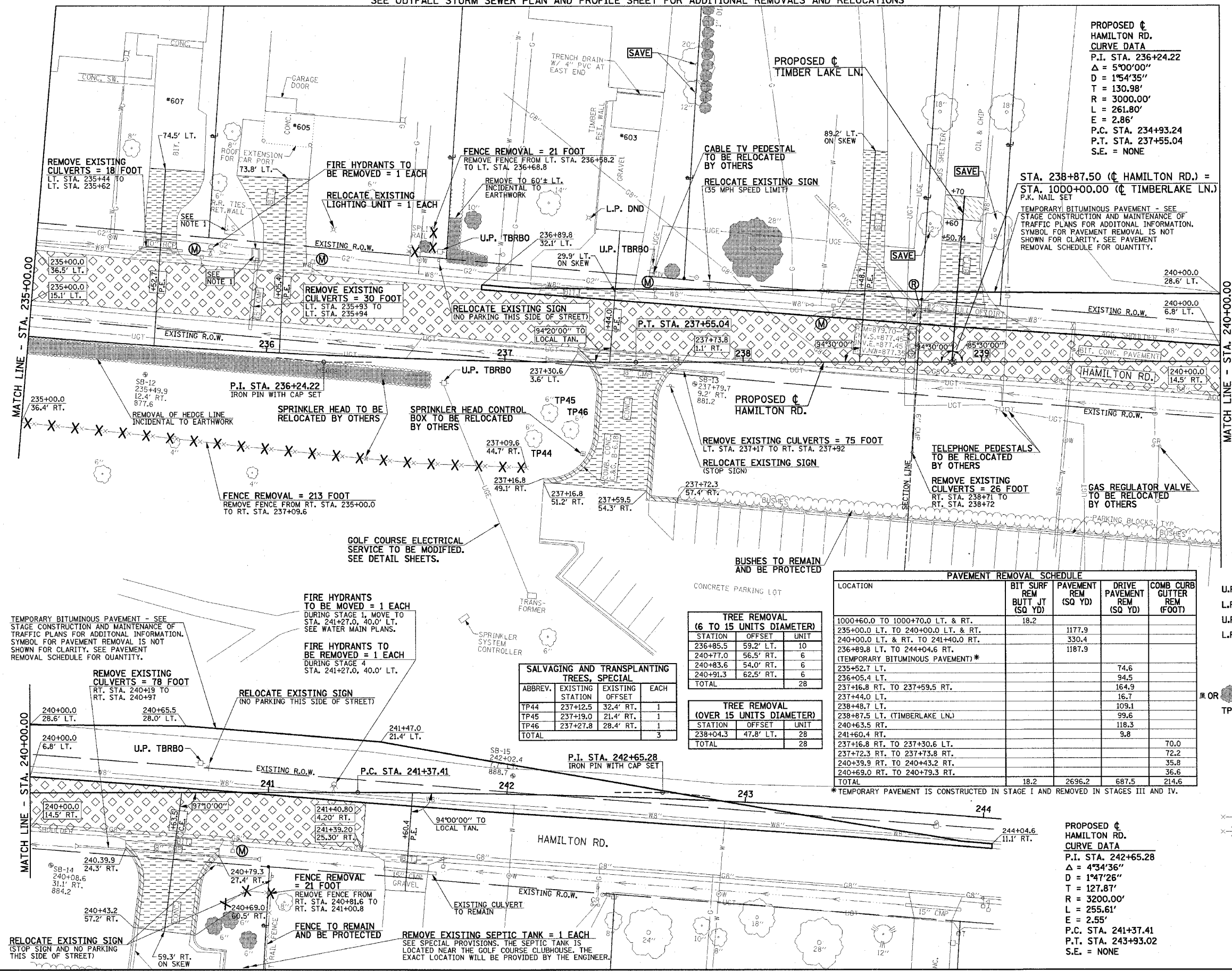
FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 39 & 40.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.



PAVEMENT REMOVAL SCHEDULE

LOCATION	BIT SURF REM BUTT JT (SQ YD)	PAVEMENT REM (SQ YD)	DRIVE PAVEMENT REM (SQ YD)	COMB CURB GUTTER REM (FOOT)
1000+60.0 TO 1000+70.0 LT. & RT.	18.2			
235+00.0 LT. TO 240+00.0 LT. & RT.		1177.9		
240+00.0 LT. & RT. TO 241+40.0 RT.		330.4		
236+89.8 LT. TO 244+04.6 RT. (TEMPORARY BITUMINOUS PAVEMENT)*		1187.9		
235+52.7 LT.			74.6	
236+05.4 LT.			94.5	
237+16.8 RT. TO 237+59.5 RT.			164.9	
237+44.0 LT.			16.7	
238+48.7 LT.			109.1	
238+87.5 LT. (TIMBERLAKE LN.)			99.6	
240+63.5 RT.			118.3	
241+60.4 RT.			9.8	
237+16.8 RT. TO 237+30.6 LT.				70.0
237+72.3 RT. TO 237+73.8 RT.				72.2
240+39.9 RT. TO 240+43.2 RT.				35.8
240+69.0 RT. TO 240+79.3 RT.				36.6
TOTAL	18.2	2696.2	687.5	214.6

* TEMPORARY PAVEMENT IS CONSTRUCTED IN STAGE I AND REMOVED IN STAGES III AND IV.

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
236+85.5	59.2' RT.	10
240+77.0	56.5' RT.	6
240+83.6	54.0' RT.	6
240+91.3	62.5' RT.	6
TOTAL		28

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
238+04.3	47.8' LT.	28
TOTAL		28

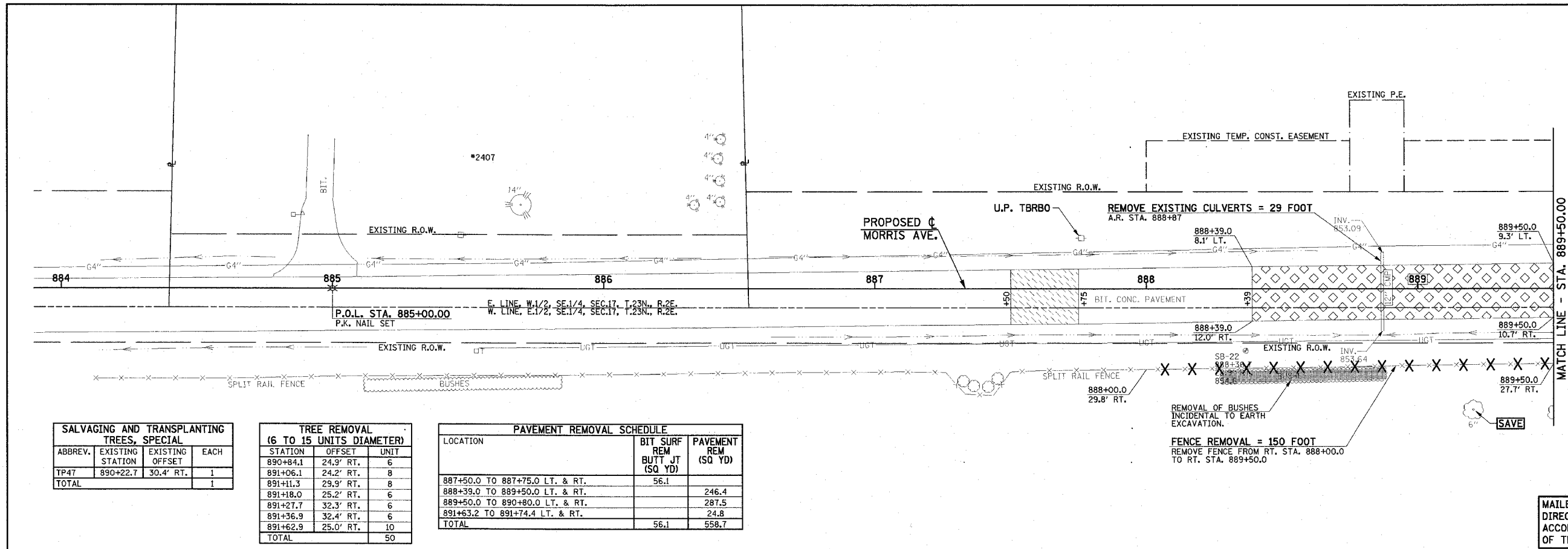
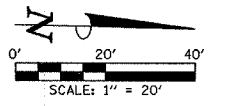
SALVAGING AND TRANSPLANTING TREES, SPECIAL

ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP44	237+12.5	32.4' RT.	1
TP45	237+19.0	21.4' RT.	1
TP46	237+27.8	28.4' RT.	1
TOTAL			3

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) - TREE REMOVAL
 - (TP1) - EXISTING TREE TO BE TRANSPLANTED
 - (Hatched) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (Hatched) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (Hatched) - PAVEMENT REMOVAL
 - (Hatched) - DRIVEWAY PAVEMENT REMOVAL
 - (Hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Hatched) - SIDEWALK REMOVAL
 - (X-X-X) - EXISTING FENCE
 - (X) - FENCE REMOVAL
 - (X) - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 242+65.28
 $\Delta = 4^{\circ}34'36''$
D = 147'26"
T = 127.87'
R = 3200.00'
L = 255.61'
E = 2.55'
P.C. STA. 241+37.41
P.T. STA. 243+93.02
S.E. = NONE

ILLINOIS DEPARTMENT OF TRANSPORTATION
REMOVALS/RELOCATIONS PLAN
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'



SALVAGING AND TRANSPLANTING TREES, SPECIAL			
ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP47	890+22.7	30.4' RT.	1
TOTAL			1

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
890+84.1	24.9' RT.	6
891+06.1	24.2' RT.	8
891+11.3	29.9' RT.	8
891+18.0	25.2' RT.	6
891+27.7	32.3' RT.	6
891+36.9	32.4' RT.	6
891+62.9	25.0' RT.	10
TOTAL		50

PAVEMENT REMOVAL SCHEDULE		
LOCATION	BIT SURF REM BUTT JT (SQ YD)	PAVEMENT REM (SQ YD)
887+50.0 TO 887+75.0 LT. & RT.		
888+39.0 TO 889+50.0 LT. & RT.	56.1	246.4
889+50.0 TO 890+80.0 LT. & RT.		287.5
891+63.2 TO 891+74.4 LT. & RT.		24.8
TOTAL	56.1	558.7

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
890+69.7	25.3' RT.	16
890+94.6	25.2' RT.	16
892+93.3	20.7' RT.	26
TOTAL		58

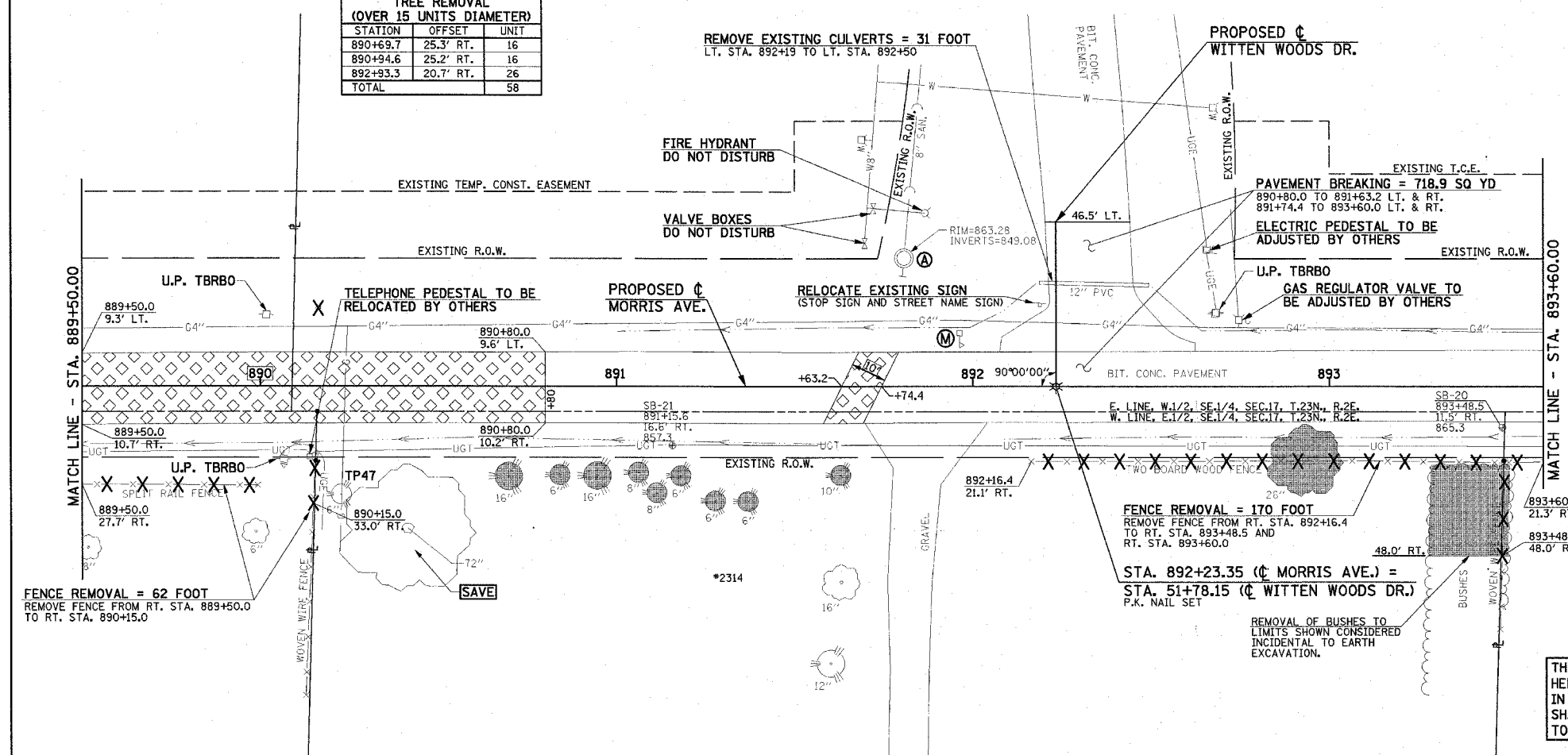
MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

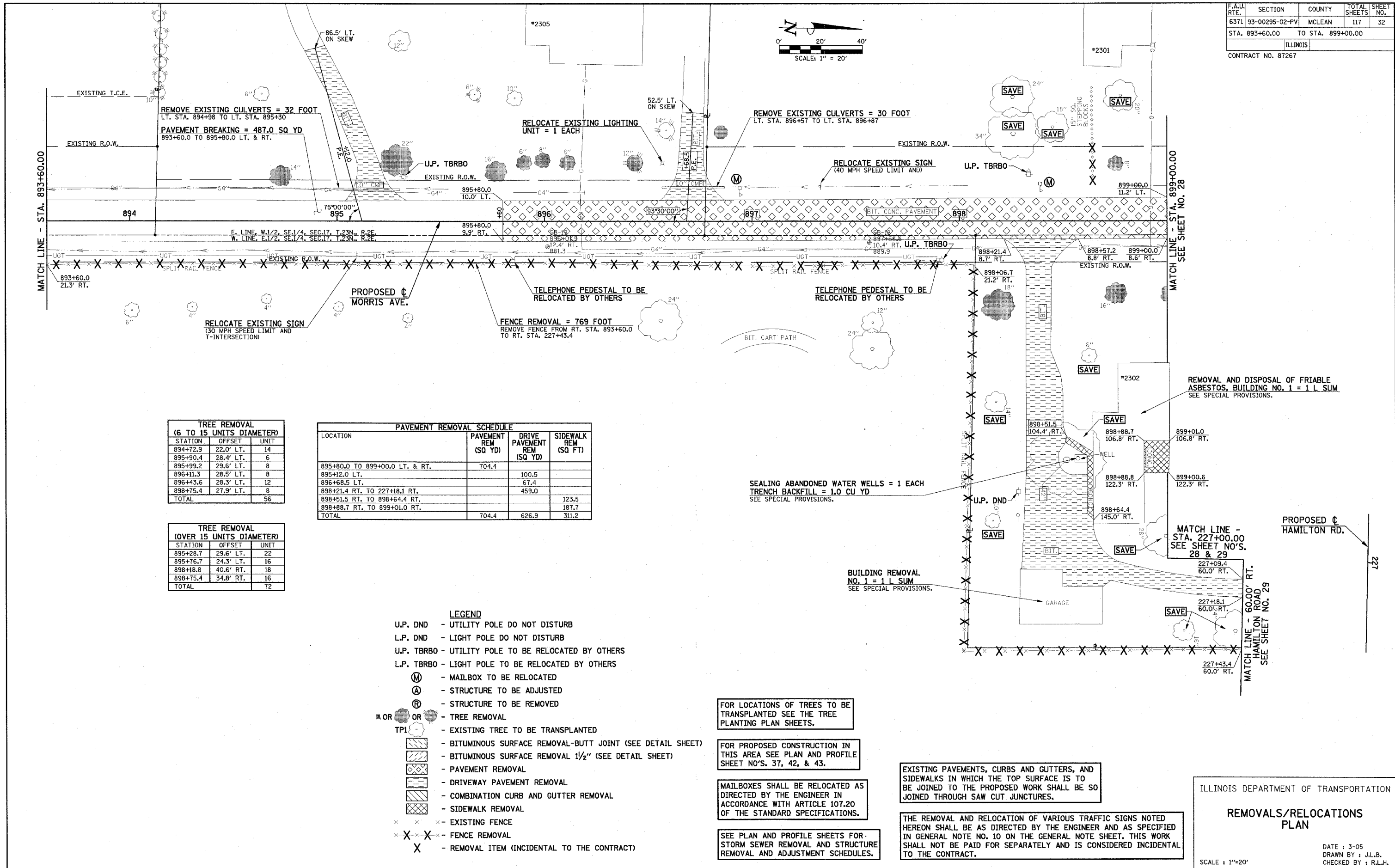
FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NOS. 41 & 42.



- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - OR - TREE REMOVAL
 - TP1 - EXISTING TREE TO BE TRANSPLANTED
 - (Hatched) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (Diagonal Hatched) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (Cross-hatched) - PAVEMENT REMOVAL
 - (Dotted) - DRIVEWAY PAVEMENT REMOVAL
 - (Wavy Hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Stippled) - SIDEWALK REMOVAL
 - (X-X-X) - EXISTING FENCE
 - (X) - FENCE REMOVAL
 - (X) - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

ILLINOIS DEPARTMENT OF TRANSPORTATION
REMOVALS/RELOCATIONS PLAN
 DATE: 3-05
 DRAWN BY: J.L.B.
 CHECKED BY: R.L.H.
 SCALE: 1"=20'



STATION	OFFSET	UNIT
894+72.9	22.0' LT.	14
895+90.4	28.4' LT.	6
895+99.2	29.6' LT.	8
896+11.3	28.5' LT.	8
896+43.6	28.3' LT.	12
898+75.4	27.9' LT.	8
TOTAL		56

STATION	OFFSET	UNIT
895+28.7	29.6' LT.	22
895+76.7	24.3' LT.	16
898+18.8	40.6' RT.	18
898+75.4	34.8' RT.	16
TOTAL		72

LOCATION	PAVEMENT REM (SQ YD)	DRIVE PAVEMENT REM (SQ YD)	SIDEWALK REM (SQ FT)
895+80.0 TO 899+00.0 LT. & RT.	704.4		
895+12.0 LT.		100.5	
896+68.5 LT.		67.4	
898+21.4 RT. TO 227+18.1 RT.		459.0	
898+51.5 RT. TO 898+64.4 RT.			123.5
898+88.7 RT. TO 899+01.0 RT.			187.7
TOTAL	704.4	626.9	311.2

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - (T) OR (S) - TREE REMOVAL
 - (TPI) - EXISTING TREE TO BE TRANSPLANTED
 - (Hatched) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (Diagonal Hatched) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (Cross-hatched) - PAVEMENT REMOVAL
 - (Horizontal Hatched) - DRIVEWAY PAVEMENT REMOVAL
 - (Vertical Hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Grid Hatched) - SIDEWALK REMOVAL
 - (X-X) - EXISTING FENCE
 - (X) - FENCE REMOVAL
 - (X) - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 37, 42, & 43.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

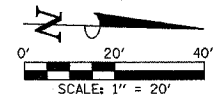
ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : 1"=20'

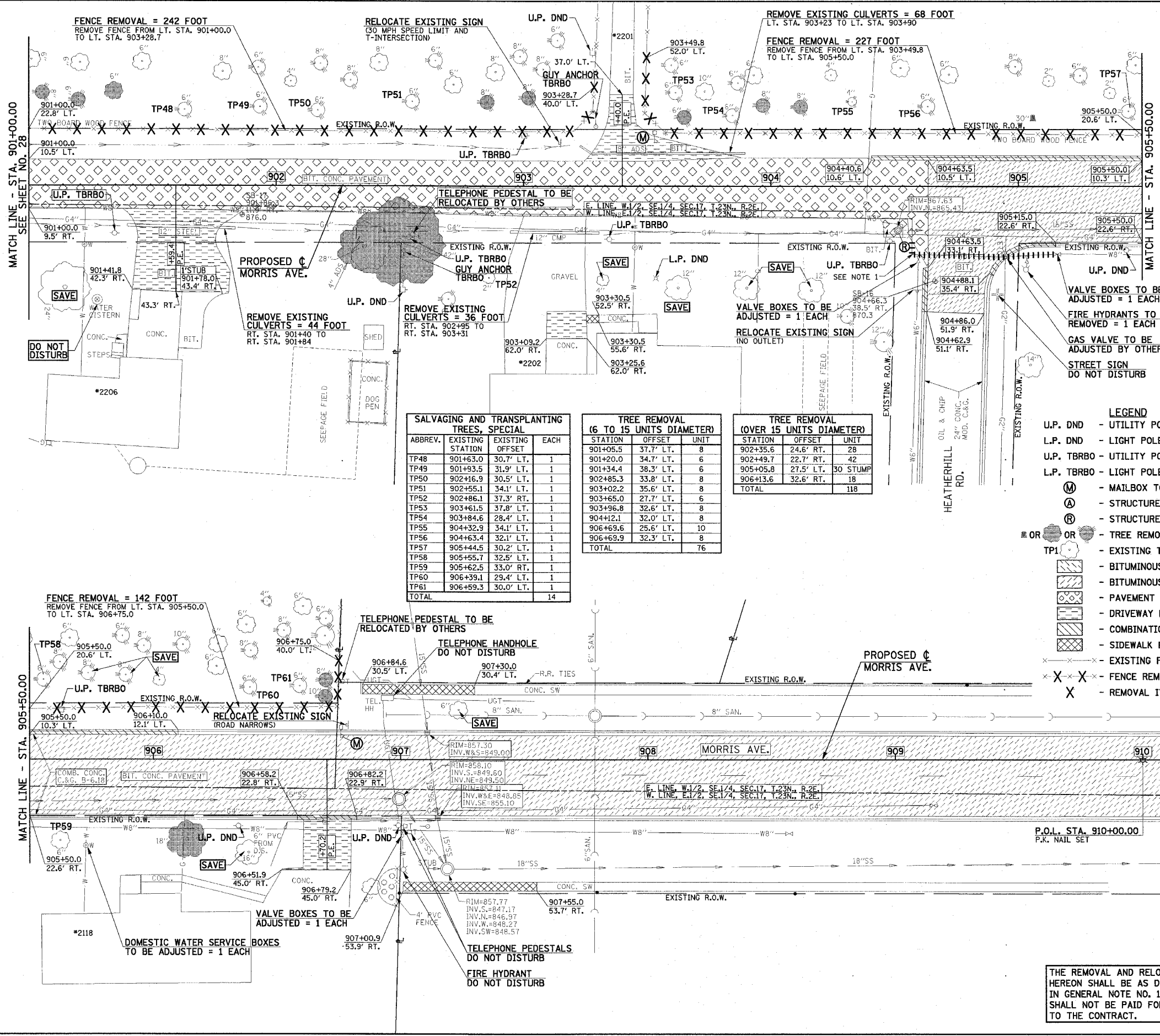
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NOTE 1
 EXISTING 8" WATER MAIN TO BE REMOVED FROM STA. 904+57.23 TO STA. 905+14.27. THE COST OF REMOVING THE WATER MAIN SHALL BE CONSIDERED AS INCIDENTAL AND SHOULD BE INCLUDED IN THE COST FOR ABANDONING EXISTING WATER MAIN.

PAVEMENT REMOVAL SCHEDULE					
LOCATION	BIT SURF REM 1 1/2 (SQ YD)	PAVEMENT REM (SQ YD)	DRIVE PAVEMENT REM (SQ YD)	COMB CURB GUTTER REM (FOOT)	SIDEWALK REM (SQ FT)
904+63.5 TO 905+50.0 LT. & RT.	401.8				
905+50.0 TO 910+15.0 LT. & RT.	1700.5				
901+00.0 TO 904+63.5 LT. & RT.		910.4			
901+59.4 RT.			135.6		
903+09.2 RT. TO 903+25.6 RT.			19.7		
903+40.2 LT.			69.4		
906+70.2 RT.			44.0		
904+62.9 RT. TO 904+63.5 RT.				18.0	
904+88.1 RT. TO 905+15.0 RT.				30.6	
904+40.6 LT. TO 905+50.0 LT.				109.4	
905+50.0 LT. TO 906+10.0 LT.				60.0	
906+58.2 RT. TO 906+82.2 RT.				24.0	
903+25.5 RT. TO 903+30.5 RT.					15.8
906+84.6 LT. TO 907+30.0 LT.					176.3
907+00.9 RT. TO 907+55.0 RT.					212.1
TOTAL	2102.3	910.4	268.7	242.0	404.2

ABANDON EXISTING WATER MAIN
 THE EXISTING WATER MAINS ALONG HAMILTON ROAD AND MORRIS AVENUE WITHIN THE PROJECT LIMITS WILL BE ABANDONED IN PLACE INCLUDING THE DOMESTIC WATER SERVICE VALVES, BOXES, AND SERVICE LINES. SEE THE WATER MAIN PLANS FOR ADDITIONAL INFORMATION.



SALVAGING AND TRANSPLANTING TREES, SPECIAL

ABBREV.	EXISTING STATION	EXISTING OFFSET	EACH
TP48	901+63.0	30.7' LT.	1
TP49	901+93.5	31.9' LT.	1
TP50	902+16.9	30.5' LT.	1
TP51	902+55.1	34.1' LT.	1
TP52	902+86.1	37.3' RT.	1
TP53	903+61.5	37.8' LT.	1
TP54	903+84.6	28.4' LT.	1
TP55	904+32.9	34.1' LT.	1
TP56	904+63.4	32.1' LT.	1
TP57	905+44.5	30.2' LT.	1
TP58	905+55.7	32.5' LT.	1
TP59	905+62.5	33.0' RT.	1
TP60	906+39.1	29.4' LT.	1
TP61	906+59.3	30.0' LT.	1
TOTAL			14

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
901+05.5	37.7' LT.	8
901+20.0	34.7' LT.	6
901+34.4	38.3' LT.	6
902+85.3	33.8' LT.	8
903+02.2	35.6' LT.	8
903+65.0	27.7' LT.	6
903+96.8	32.6' LT.	8
904+12.1	32.0' LT.	8
906+69.6	25.6' LT.	10
906+69.9	32.3' LT.	8
TOTAL		76

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
902+35.6	24.6' RT.	28
902+49.7	22.7' RT.	42
905+05.8	27.5' LT.	30 STUMP
906+13.6	32.6' RT.	18
TOTAL		118

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) - TREE REMOVAL
 - (TP1) - EXISTING TREE TO BE TRANSPLANTED
 - (---) - BITUMINOUS SURFACE REMOVAL-BUTT JOINT (SEE DETAIL SHEET)
 - (---) - BITUMINOUS SURFACE REMOVAL 1/2" (SEE DETAIL SHEET)
 - (---) - PAVEMENT REMOVAL
 - (---) - DRIVEWAY PAVEMENT REMOVAL
 - (---) - COMBINATION CURB AND GUTTER REMOVAL
 - (---) - SIDEWALK REMOVAL
 - (---) - EXISTING FENCE
 - (---) - FENCE REMOVAL
 - (X) - REMOVAL ITEM (INCIDENTAL TO THE CONTRACT)

FOR LOCATIONS OF TREES TO BE TRANSPLANTED SEE THE TREE PLANTING PLAN SHEETS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 44 & 45.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN GENERAL NOTE NO. 10 ON THE GENERAL NOTE SHEET. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE CONTRACT.

ILLINOIS DEPARTMENT OF TRANSPORTATION

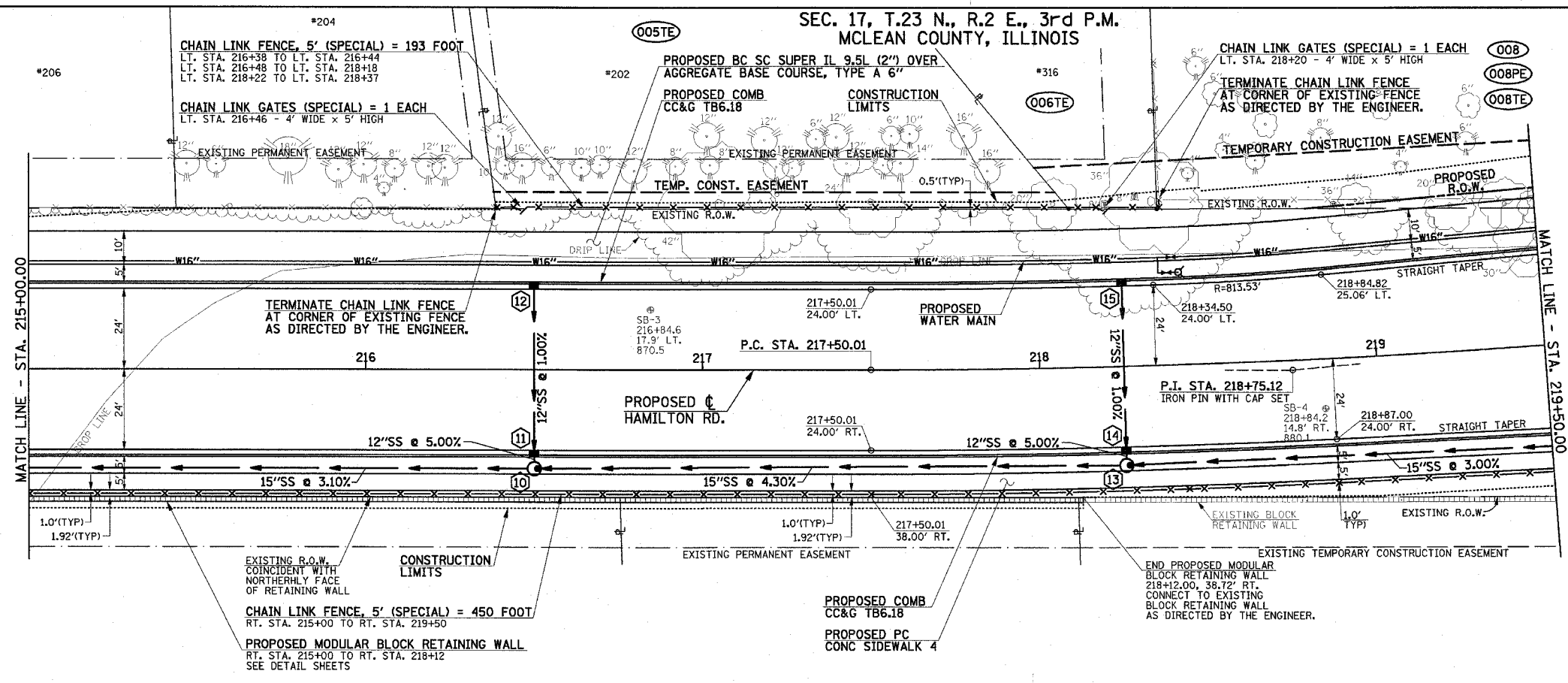
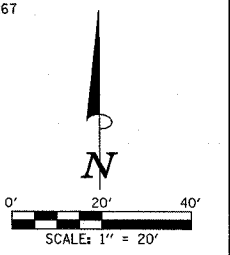
REMOVALS/RELOCATIONS PLAN

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

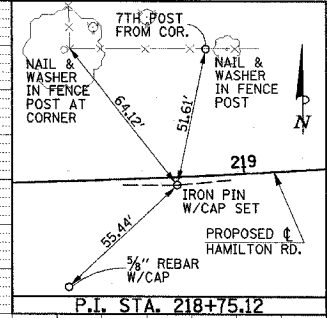
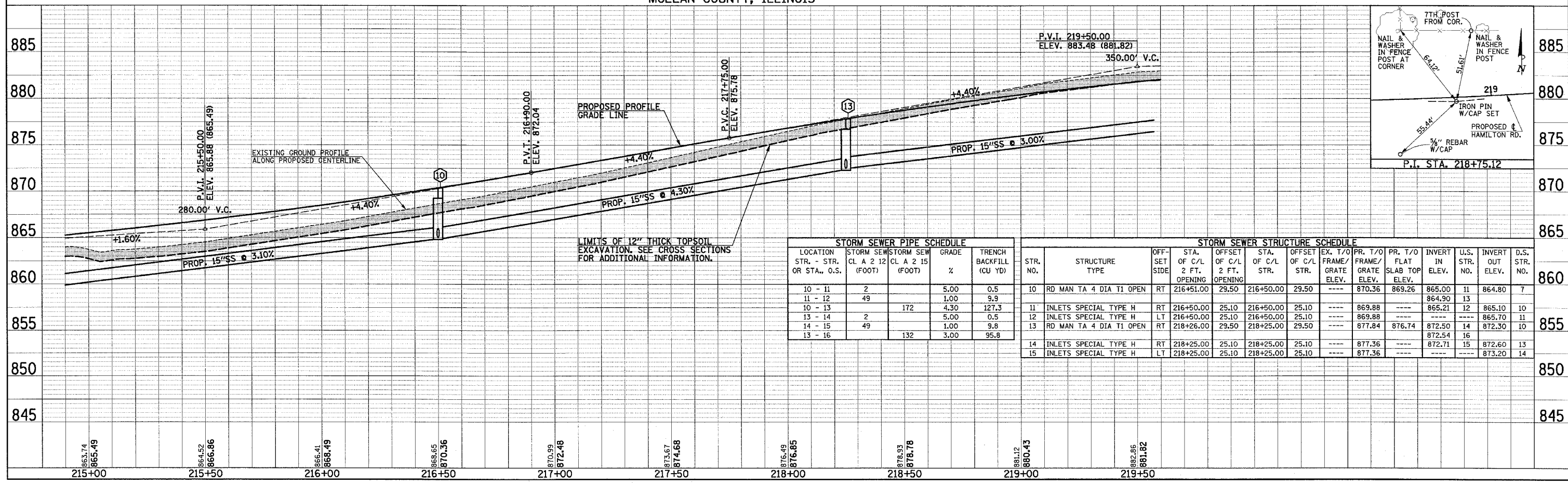
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
6371	93-00295-02-PV	MCLEAN	117 35
STA. 215+00.00		TO STA. 219+50.00	
ILLINOIS			
CONTRACT NO. 87267			

PROPOSED ϕ HAMILTON RD. CURVE DATA
 P.I. STA. 218+75.12
 $\Delta = 5^{\circ}18'22''$
 $D = 2^{\circ}07'19''$
 $T = 125.11'$
 $R = 2700.00'$
 $E = 250.04'$
 $E = 2.90'$
 P.C. STA. 217+50.01
 P.T. STA. 220+00.05
 S.E. = NONE



- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 27.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS AND WATER MAIN PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



STORM SEWER PIPE SCHEDULE				
LOCATION STR. - STR. OR STA., O.S.	STORM SEW CL A 2 12 (FOOT)	STORM SEW CL A 2 15 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
10 - 11	2		5.00	0.5
11 - 12	49		1.00	9.9
10 - 13		172	4.30	127.3
13 - 14	2		5.00	0.5
14 - 15	49		1.00	9.8
13 - 16		132	3.00	95.8

STORM SEWER STRUCTURE SCHEDULE													
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
10	RD MAN TA 4 DIA T1 OPEN	RT	216+51.00	29.50	216+50.00	29.50	----	870.36	869.26	865.00	11	864.80	7
11	INLETS SPECIAL TYPE H	RT	216+50.00	25.10	216+50.00	25.10	----	869.88	----	865.21	12	865.10	10
12	INLETS SPECIAL TYPE H	LT	216+50.00	25.10	216+50.00	25.10	----	869.88	----	865.21	12	865.10	11
13	RD MAN TA 4 DIA T1 OPEN	RT	218+26.00	29.50	218+25.00	29.50	----	877.84	876.74	872.50	14	872.30	10
14	INLETS SPECIAL TYPE H	RT	218+25.00	25.10	218+25.00	25.10	----	877.36	----	872.54	16	872.60	13
15	INLETS SPECIAL TYPE H	LT	218+25.00	25.10	218+25.00	25.10	----	877.36	----	872.71	15	872.60	14

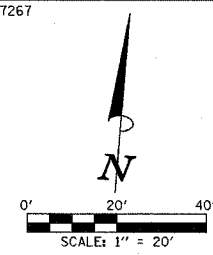
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SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

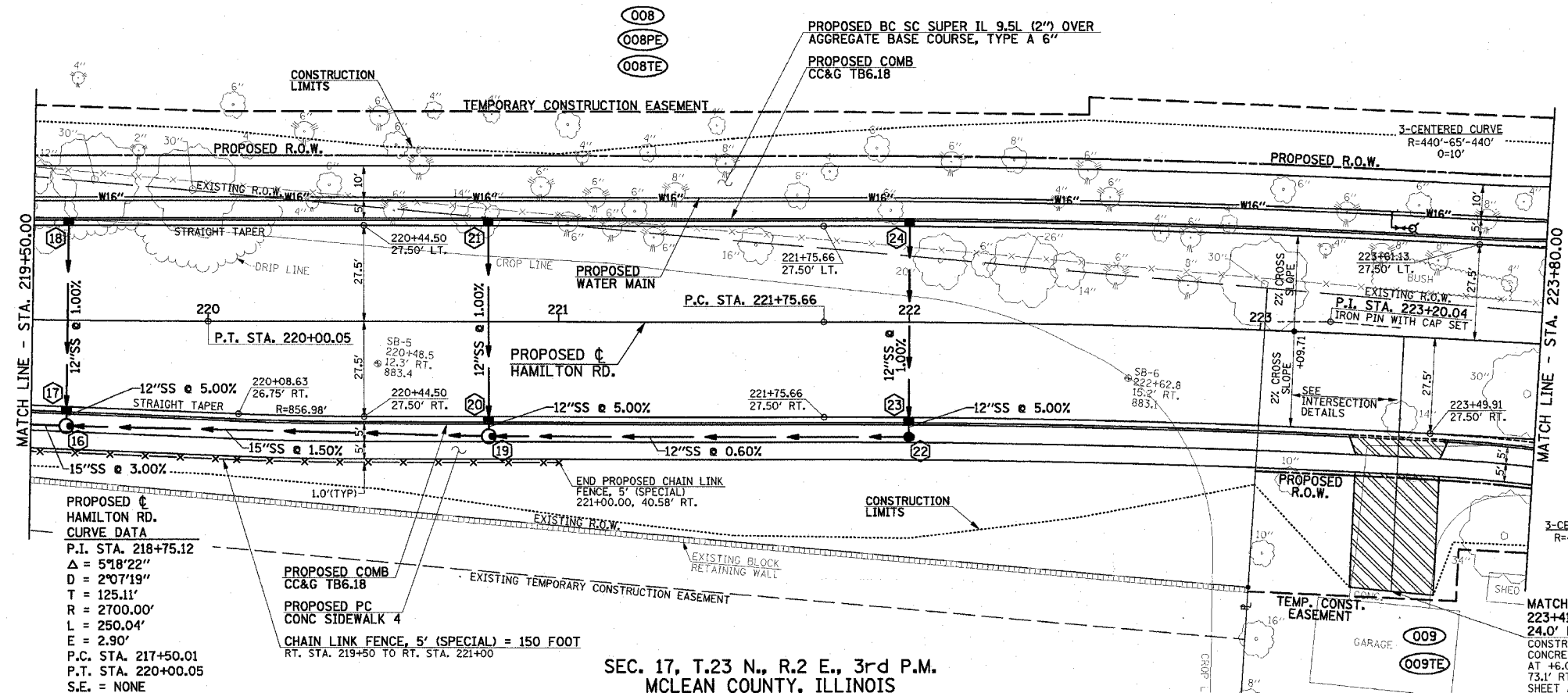
P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	36
STA. 219+50.00		TO STA. 223+80.00		
ILLINOIS				
CONTRACT NO. 87267				

LEGEND
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)

PROPOSED HAMILTON RD. CURVE DATA
 P.I. STA. 223+20.04
 $\Delta = 51'00''$
 $D = 147'26''$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
 P.C. STA. 221+75.66
 P.T. STA. 224+64.22
 S.E. = TO MATCH MORRIS AVE. P.G.L. (SEE S.E. TRANSITION TABLES)

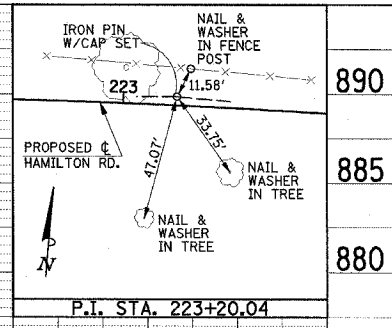
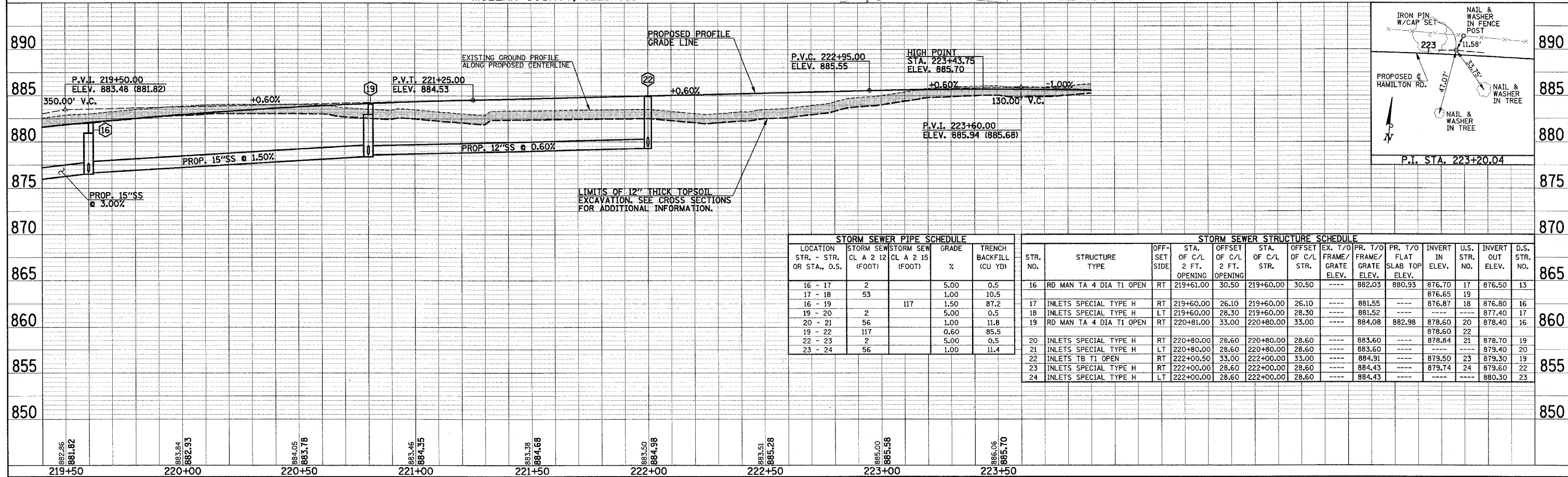


DATE: _____ BY: _____
 PLAN: _____
 CHECKED: _____
 DATE: _____ BY: _____
 NOTE BOOK NO.: _____
 STRUCTURE NOTATION DRP NO.: _____



- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 28.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS, INTERSECTION DETAILS, AND WATER MAIN PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



STORM SEWER PIPE SCHEDULE				
LOCATION STR. - STR. OR STA., O.S.	STORM SEW CL A 2 12 (FOOT)	STORM SEW CL A 2 15 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
16 - 17	2		5.00	0.5
17 - 18	53		1.00	10.5
16 - 19		117	1.50	87.2
19 - 20	2		5.00	0.5
20 - 21	56		1.00	11.8
19 - 22	117		0.60	85.5
22 - 23	2		5.00	0.5
23 - 24	56		1.00	11.4

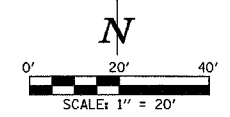
STORM SEWER STRUCTURE SCHEDULE													
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
16	RD MAN TA 4 DIA T1 OPEN	RT	219+61.00	30.50	219+60.00	30.50	----	882.03	880.93	876.70	17	876.50	13
17	INLETS SPECIAL TYPE H	RT	219+60.00	26.10	219+60.00	26.10	----	881.55	----	876.87	18	876.80	16
18	INLETS SPECIAL TYPE H	LT	219+60.00	28.30	219+60.00	28.30	----	881.52	----	877.40	17	877.40	17
19	RD MAN TA 4 DIA T1 OPEN	RT	220+81.00	33.00	220+80.00	33.00	----	884.08	882.98	878.60	20	878.40	16
20	INLETS SPECIAL TYPE H	RT	220+80.00	28.60	220+80.00	28.60	----	883.60	----	878.84	21	878.70	19
21	INLETS SPECIAL TYPE H	LT	220+80.00	28.60	220+80.00	28.60	----	883.60	----	879.40	20	879.40	20
22	INLETS SPECIAL TYPE H	RT	222+00.50	33.00	222+00.00	33.00	----	884.91	----	879.50	23	879.30	19
23	INLETS SPECIAL TYPE H	RT	222+00.00	28.60	222+00.00	28.60	----	884.43	----	879.74	24	879.60	22
24	INLETS SPECIAL TYPE H	LT	222+00.00	28.60	222+00.00	28.60	----	884.43	----	880.30	23	880.30	23

DATE: _____ BY: _____
 PROFILE: _____
 CHECKED: _____
 DATE: _____ BY: _____
 NOTE BOOK NO.: _____
 STRUCTURE NOTATION DRP NO.: _____

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SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	37
STA. 223+80.00		TO STA. 228+20.00		
ILLINOIS				
CONTRACT NO. 87267				



PROPOSED HAMILTON RD. CURVE DATA
 P.I. STA. 223+20.04
 $\Delta = 51^{\circ}00'$
 $D = 1^{\circ}47'26''$
 $T = 144.38'$
 $R = 3200.0'$
 $L = 288.56'$
 $E = 3.26'$
 P.C. STA. 221+75.66
 P.T. STA. 224+64.22
 S.E. = TO MATCH MORRIS AVE. P.G.L.
 (SEE S.E. TRANSITION TABLES)

- LEGEND**
- [Hatched Box] - PROPOSED SIDEWALK RAMP (SEE DETAIL)
 - [Hatched Box] - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)

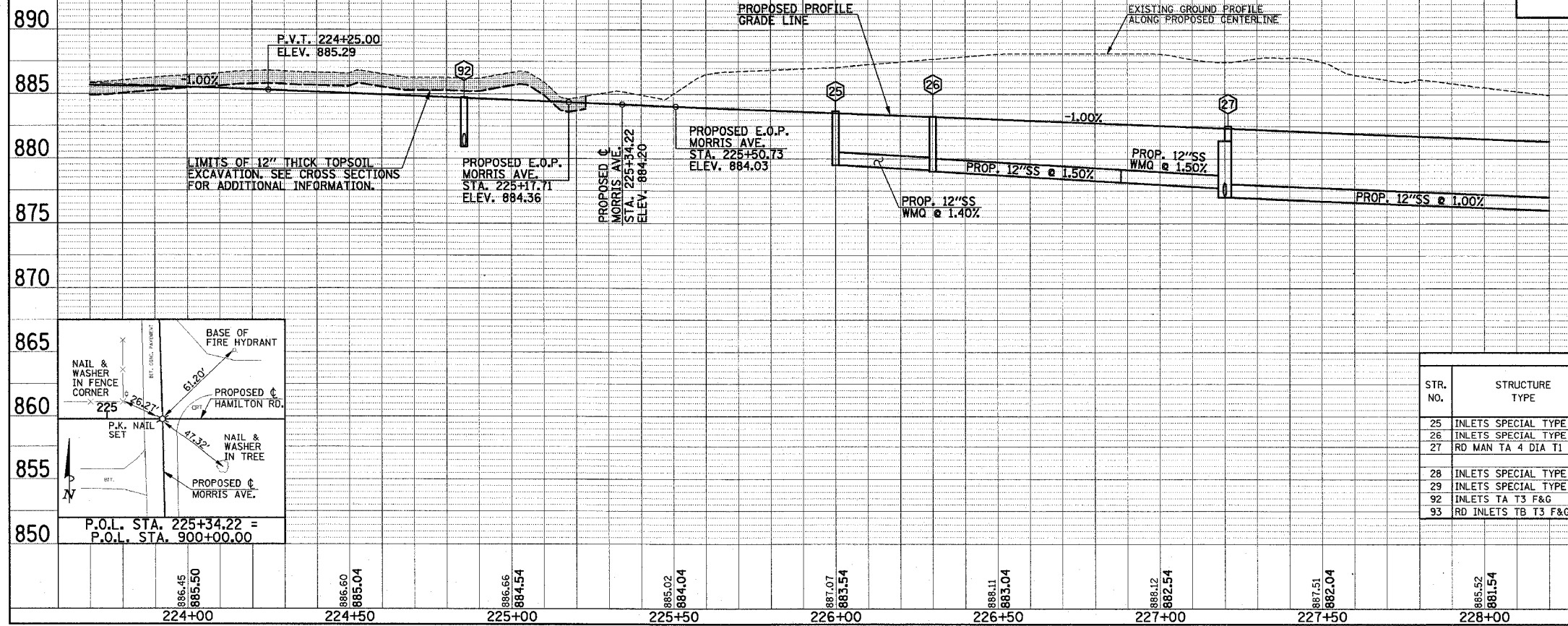
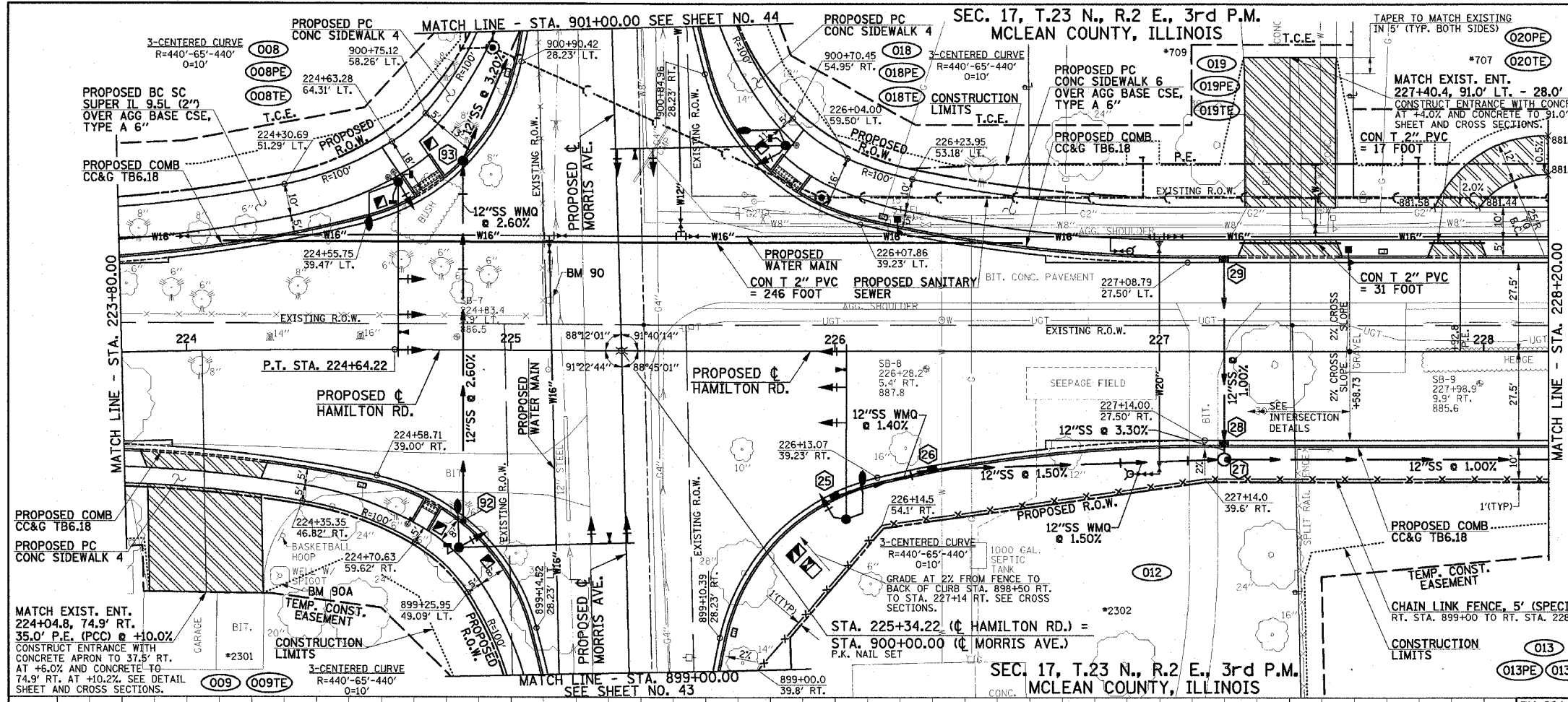
FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 28, 29, & 32.

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS, INTERSECTION DETAILS, WATER MAIN, AND SANITARY SEWER PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.



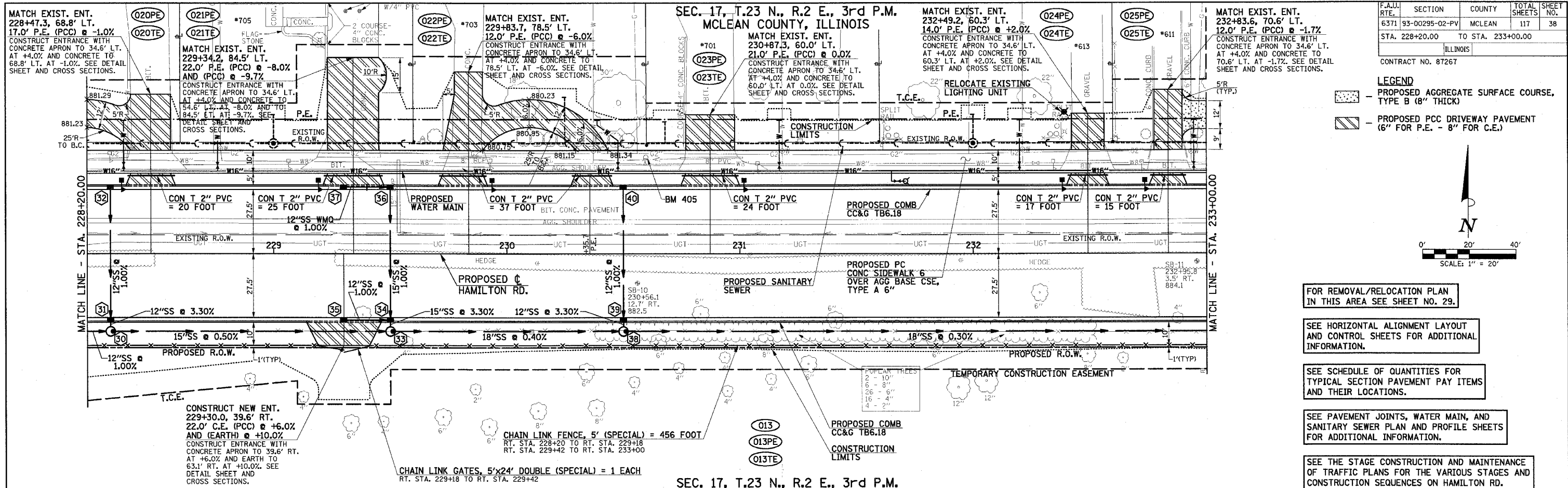
BM 90A - CHISELED "I" ON SOUTH SIDE OF CONCRETE PAD SURROUNDING WELL HYDRANT, STA. 224+30, 70' RT. ELEV. 889.60

BM 90 - RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 225+12, 16' LT. ELEV. 886.19

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	SS 1 WMO 12 (FOOT)	SS 2 WMO 12 (FOOT)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 2 12 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
25 - 26		29				1.40	5.7
26 - 27	1		30		57	1.50	20.2
27 - 28				3		3.30	0.7
28 - 29				56		1.00	11.1
27 - 30				106		1.00	
92 - 93	1	32		78		2.60	19.4
93 - 94					46	3.20	10.9

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS OF DIFFERENT MATERIAL TYPES

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT.	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
25	INLETS SPECIAL TYPE H	RT	226+00.00	45.05	226+00.00	45.05	883.70	883.29	879.09	25	879.00	26	
26	INLETS SPECIAL TYPE H	RT	226+30.00	36.70	226+30.00	36.70	883.29	882.49	877.70	26	877.00	27	
27	RD MAN TA 4 DIA T1 OPEN	RT	227+21.00	33.50	227+20.00	33.50	882.49	881.39	877.10	27	877.00	28	
28	INLETS SPECIAL TYPE H	RT	227+20.00	28.60	227+20.00	28.60	882.00	881.77	877.24	28	877.20	29	
29	INLETS SPECIAL TYPE H	LT	227+20.00	28.60	227+20.00	28.60	881.77	884.75	882.65	29	877.80	28	
92	INLETS TA T3 F&G	LT	899+48.00	50.05	899+48.00	50.05	884.75	882.65	881.55	92	880.90	93	
93	RD INLETS TB T3 F&G	LT	900+60.00	46.75	900+60.00	47.25	882.65	881.55	878.04	93	877.90	94	

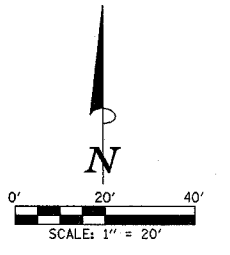


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	38
STA. 228+20.00		TO STA. 233+00.00		
ILLINOIS				

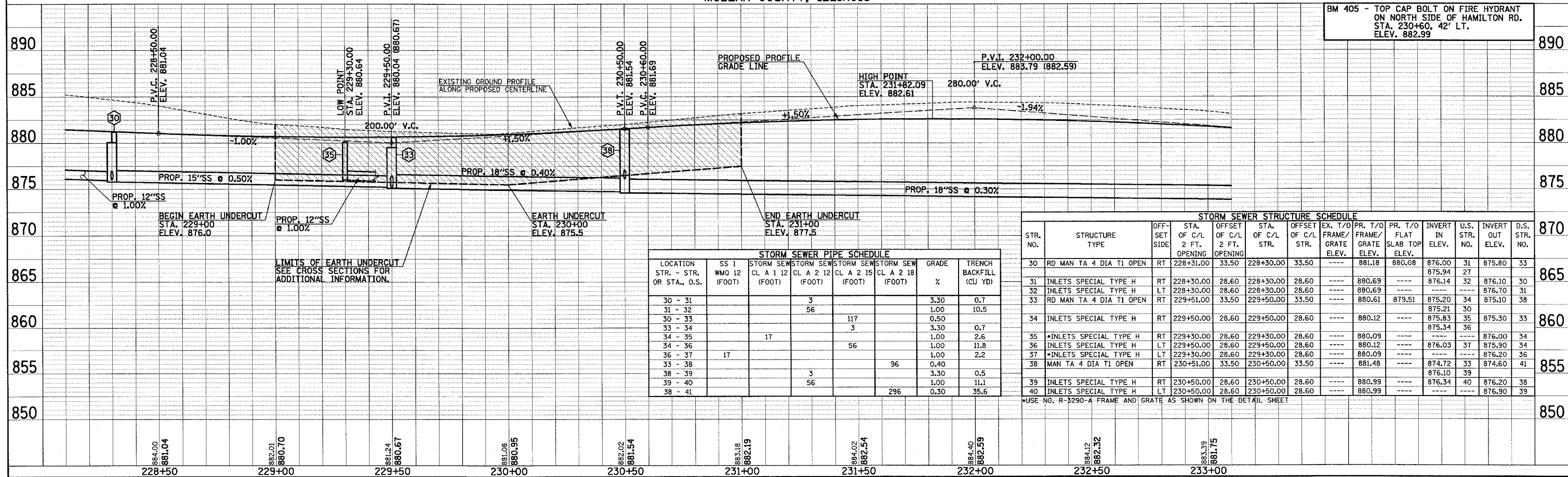
CONTRACT NO. 87267

LEGEND

- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)



- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 29.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS, WATER MAIN, AND SANITARY SEWER PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.



STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	SS 1 WMO 12 (FOOT)	STORM SEW CL A 2 12 (FOOT)	STORM SEW CL A 2 15 (FOOT)	STORM SEW CL A 2 18 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
30 - 31		3			3.30	0.7
31 - 32		56			1.00	10.5
30 - 33			117		0.50	
33 - 34			3		3.30	0.7
34 - 35		17			1.00	2.6
34 - 36			56		1.00	11.8
36 - 37					1.00	2.2
33 - 38				96	0.40	
38 - 39				3	3.30	0.5
39 - 40				56	1.00	11.1
38 - 41				296	0.30	35.6

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. STR.	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
30	RD MAN TA 4 DIA T1 OPEN	RT	228+31.00	33.50	228+30.00	33.50	881.18	880.08	876.00	31	875.80	33	
31	INLETS SPECIAL TYPE H	RT	228+30.00	28.60	228+30.00	28.60	880.69	880.69	876.14	32	876.14	30	
32	INLETS SPECIAL TYPE H	LT	228+30.00	28.60	228+30.00	28.60	880.69	880.69	876.14	31	876.14	31	
33	RD MAN TA 4 DIA T1 OPEN	RT	229+51.00	33.50	229+50.00	33.50	880.61	879.51	875.20	34	875.10	38	
34	INLETS SPECIAL TYPE H	RT	229+50.00	28.60	229+50.00	28.60	880.12	880.12	875.83	35	875.30	33	
35	INLETS SPECIAL TYPE H	RT	229+30.00	28.60	229+30.00	28.60	880.09	880.09	876.03	37	876.00	34	
36	INLETS SPECIAL TYPE H	LT	229+50.00	28.60	229+50.00	28.60	880.12	880.12	876.03	37	875.90	34	
37	INLETS SPECIAL TYPE H	LT	229+30.00	28.60	229+30.00	28.60	880.09	880.09	876.03	37	876.20	36	
38	MAN TA 4 DIA T1 OPEN	RT	230+51.00	33.50	230+50.00	33.50	881.48	881.48	874.72	33	874.60	41	
39	INLETS SPECIAL TYPE H	RT	230+50.00	28.60	230+50.00	28.60	880.99	880.99	876.10	39	876.10	39	
40	INLETS SPECIAL TYPE H	LT	230+50.00	28.60	230+50.00	28.60	880.99	880.99	876.34	40	876.20	38	

*USE NO. R-3290-A FRAME AND GRATE AS SHOWN ON THE DETAIL SHEET

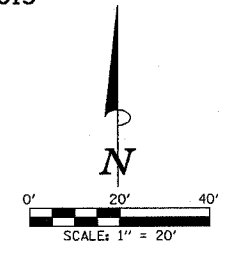
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 NO. _____

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
6371	93-00295-02-PV	MCLEAN	117 39
STA. 233+00.00		TO STA. 237+00.00	
ILLINOIS			
CONTRACT NO. 87267			

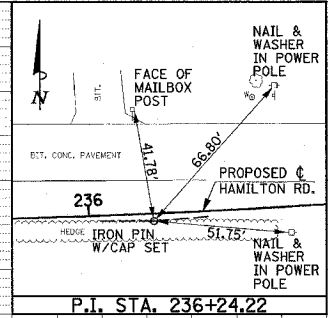
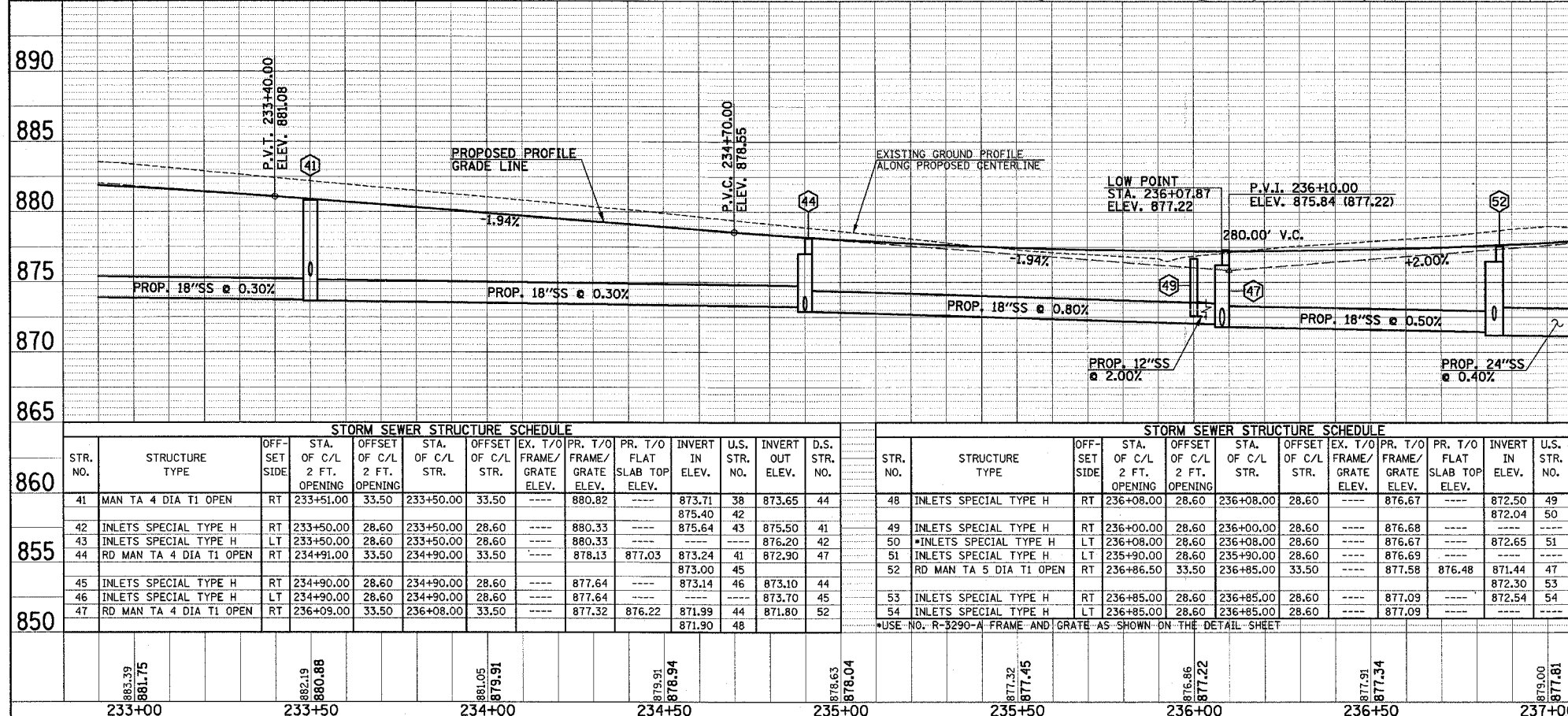
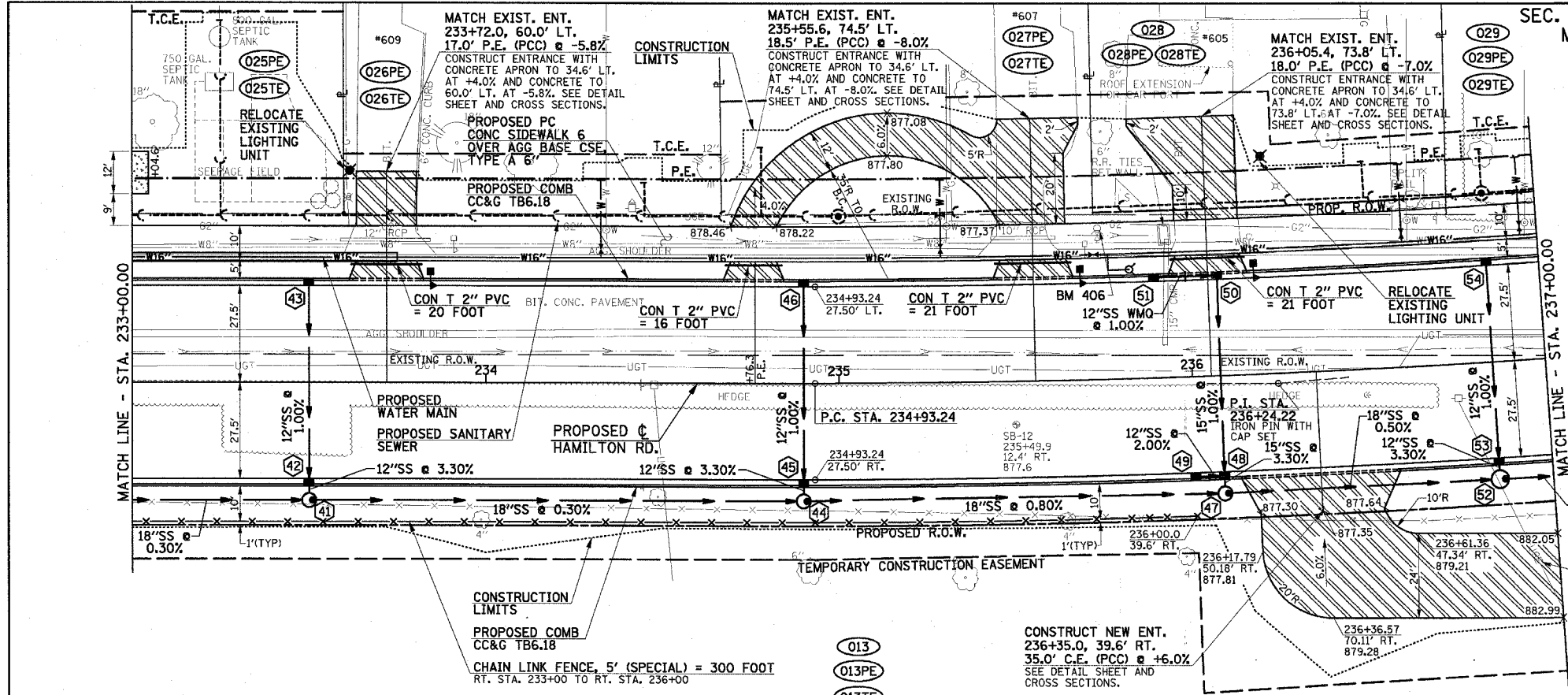
- LEGEND**
- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)



PROPOSED CURVE DATA
 P.I. STA. 236+24.22
 Δ = 5°00'00"
 D = 1°54'35"
 T = 130.98'
 R = 3000.00'
 L = 261.80'
 E = 2.86'
 P.C. STA. 234+93.24
 P.T. STA. 237+55.04
 S.E. = NONE

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 29 & 30.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS, WATER MAIN, AND SANITARY SEWER PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.



BM 406 - TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 235+74, 43' LT. ELEV. 877.64

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L	OFFSET OF C/L	STA. OF C/L	OFFSET OF C/L	EX. T/O	PR. T/O	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
41	MAN TA 4 DIA TI OPEN	RT	233+51.00	33.50	233+50.00	33.50	880.82	---	873.71	38	873.65	44
42	INLETS SPECIAL TYPE H	RT	233+50.00	28.60	233+50.00	28.60	880.33	---	875.40	42	875.40	---
43	INLETS SPECIAL TYPE H	LT	233+50.00	28.60	233+50.00	28.60	880.33	---	875.64	43	875.50	41
44	RD MAN TA 4 DIA TI OPEN	RT	234+91.00	33.50	234+90.00	33.50	878.13	877.03	873.24	41	872.90	47
45	INLETS SPECIAL TYPE H	RT	234+90.00	28.60	234+90.00	28.60	877.64	---	873.14	46	873.10	44
46	INLETS SPECIAL TYPE H	LT	234+90.00	28.60	234+90.00	28.60	877.64	---	873.70	45	873.70	45
47	RD MAN TA 4 DIA TI OPEN	RT	236+09.00	33.50	236+08.00	33.50	877.32	876.22	871.99	44	871.80	52

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L	OFFSET OF C/L	STA. OF C/L	OFFSET OF C/L	EX. T/O	PR. T/O	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
48	INLETS SPECIAL TYPE H	RT	236+08.00	28.60	236+08.00	28.60	---	---	876.67	---	872.50	49
49	INLETS SPECIAL TYPE H	RT	236+08.00	28.60	236+08.00	28.60	---	---	876.68	---	872.04	50
50	INLETS SPECIAL TYPE H	LT	236+08.00	28.60	236+08.00	28.60	---	---	876.67	---	872.65	51
51	INLETS SPECIAL TYPE H	LT	235+90.00	28.60	235+90.00	28.60	---	---	876.69	---	872.80	50
52	RD MAN TA 5 DIA TI OPEN	RT	236+86.50	33.50	236+85.00	33.50	---	---	877.58	876.48	871.44	47
53	INLETS SPECIAL TYPE H	RT	236+85.00	28.60	236+85.00	28.60	---	---	877.09	---	872.54	53
54	INLETS SPECIAL TYPE H	LT	236+85.00	28.60	236+85.00	28.60	---	---	877.09	---	873.10	53

LOCATION STR. - STR. OR STA., O.S.	SS 1 WMQ 12 (FOOT)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 2 12 (FOOT)	STORM SEW CL A 2 15 (FOOT)	STORM SEW CL A 2 18 (FOOT)	STORM SEW CL A 2 24 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
41 - 42			3				3.30	0.7
42 - 43			56				1.00	11.4
41 - 44					136		0.30	
44 - 45			3				3.30	0.7
45 - 46			56				1.00	10.2
44 - 47					114		0.80	
47 - 48				3			3.30	0.7
48 - 49							2.00	0.7
48 - 50		5			56		1.00	10.8
50 - 51	15						1.00	1.9
47 - 52					73		0.50	37.5
52 - 53			3				3.30	0.7
53 - 54			56				1.00	10.5
52 - 55					96		0.40	

DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____

DATE: _____
 BY: _____
 CHECKED: _____
 APPROVED: _____

SEE STORM SEWER OUTFALL PLAN AND PROFILE SHEET FOR CONTINUATION OF STORM SEWER FROM STR. NO. 58

MATCH EXIST. ENTRANCE 237+44.0, 55.5' LT. (ON SKEW) 20.0' P.E. (PCC) @ -8.7% CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 34.7' LT. ON SKEW AT +4.0% AND TAPER CONCRETE TO 89.2' LT. ON SKEW AT -8.0%. SEE DETAIL SHEET AND CROSS SECTIONS.

MATCH EXIST. ENTRANCE 238+48.7, 89.2' LT. (ON SKEW) 16.0' P.E. (PCC) @ -8.0% CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 34.7' LT. ON SKEW AT +4.0% AND TAPER CONCRETE TO 89.2' LT. ON SKEW AT -8.0%. SEE DETAIL SHEET AND CROSS SECTIONS.

SEC. 18, T.23 N., R.2 E., 3rd P.M. MCLEAN COUNTY, ILLINOIS

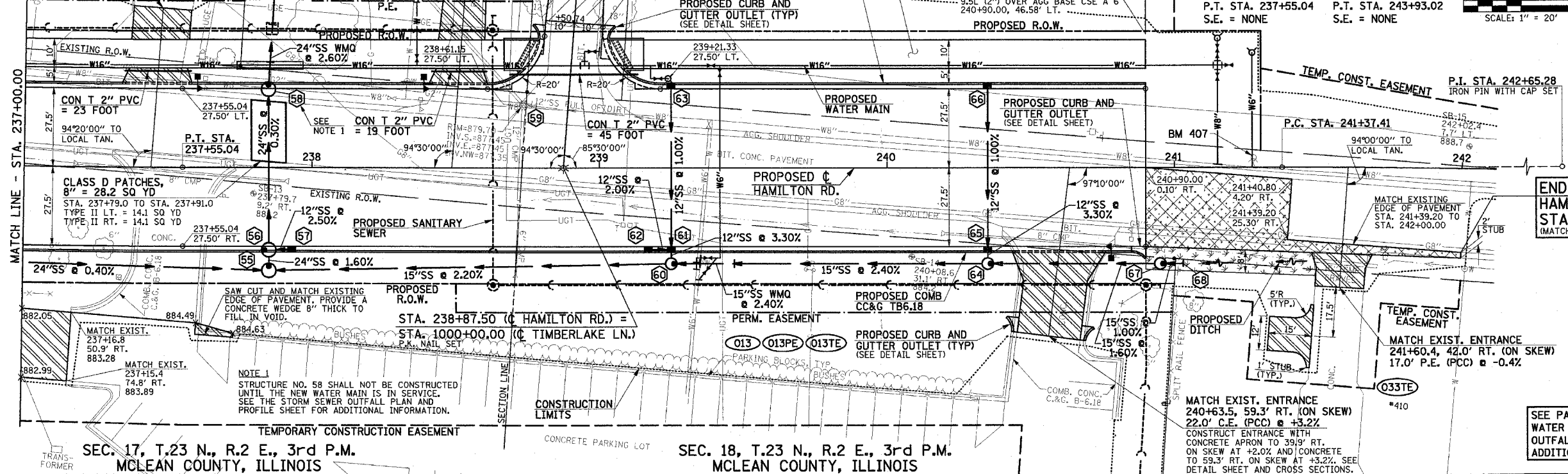
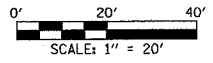
END IMPROVEMENTS HAMILTON RD. STA. 240+90.00

PROPOSED HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
D = 5°00'00"
Δ = 1°54'35"
T = 130.98'
R = 3000.00'
L = 261.80'
E = 2.86'
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE

PROPOSED HAMILTON RD. CURVE DATA
P.I. STA. 242+65.28
D = 4°34'36"
Δ = 1°47'26"
T = 127.87'
R = 3200.00'
L = 255.61'
E = 2.55'
P.C. STA. 241+37.41
P.T. STA. 243+93.02
S.E. = NONE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	40
STA. 237+00.00		TO STA. 242+00.00		
ILLINOIS				
CONTRACT NO. 87267				

- LEGEND**
- PROPOSED SIDEWALK RAMP (SEE DETAIL)
 - PROPOSED TRANSITION PAVEMENT INCIDENTAL BITUMINOUS SURFACING (8" THICK) OVER AGGREGATE BASE COURSE, TYPE A 6"
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
 - PROPOSED INCIDENTAL BITUMINOUS SURFACING (VARIABLE THICKNESS)
 - PROPOSED SODDING FOR DITCH LINING



END PROJECT HAMILTON RD. STA. 242+00.00 (MATCH EXISTING)

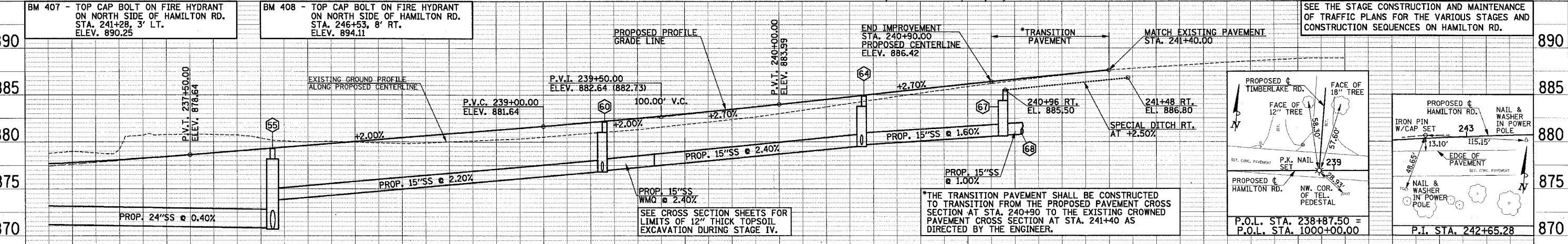
FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 30.

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS, INTERSECTION DETAILS, WATER MAIN, SANITARY SEWER, AND STORM SEWER OUTFALL PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON HAMILTON RD.

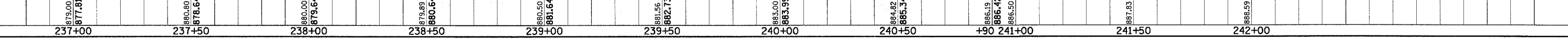


STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	INVERT IN FLAT SLAB TOP ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
55	RD MAN TA 5 DIA T1 OPEN	RT	237+85.00	34.50	237+85.00	36.00	879.30	878.20	870.82	52	870.70	56
56	RD MAN TA 5 DIA T3 F&G	RT	237+83.50	28.80	237+85.00	28.80	878.79	877.69	870.65	55	870.60	58
57	INLETS SPECIAL TYPE H	RT	237+93.00	28.60	237+93.00	28.60	878.95	---	874.44	---	874.80	56
58	MAN TA 5 DIA T3 F&G	LT	237+85.00	28.80	237+85.00	27.30	878.79	---	870.44	56	870.35	69
59	REMOVE INLET	LT	238+73.00	21.50	---	---	879.70	---	877.45	SOUTH	877.35	NORTH
60	RD MAN TA 4 DIA T1 OPEN	RT	239+26.00	33.50	239+25.00	33.50	882.10	881.00	876.90	61	876.80	55

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	INVERT IN FLAT SLAB TOP ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
61	INLETS SPECIAL TYPE H	RT	239+25.00	28.60	239+25.00	28.60	881.61	---	877.30	62	877.00	60
62	INLETS SPECIAL TYPE H	RT	239+17.00	28.60	239+17.00	28.60	881.44	---	877.04	63	877.00	61
63	INLETS SPECIAL TYPE H	LT	239+25.00	28.60	239+25.00	28.60	881.61	---	877.60	61	877.60	61
64	RD MAN TA 4 DIA T1 OPEN	RT	240+36.00	33.50	240+35.00	33.50	884.87	883.77	879.70	65	879.50	60
65	INLETS SPECIAL TYPE H	RT	240+35.00	28.60	240+35.00	28.60	884.38	---	879.84	66	879.80	64
66	INLETS SPECIAL TYPE H	LT	240+35.00	28.60	240+35.00	28.60	884.38	---	880.40	65	880.40	65
67	RD MAN TA 4 DIA T37M GRATE	RT	240+96.00	33.50	240+95.00	33.50	885.50	884.40	880.70	68	880.60	64
68	PIPE STUB PLUGGED	RT	---	---	241+03.00	33.50	---	---	880.76	67	---	---

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER REM 12 (FOOT)	CONCRETE COLLAR (EACH)	SS 2 WMQ 15 (FOOT)	CL A 1 12 (FOOT)	CL A 2 12 (FOOT)	CL A 2 15 (FOOT)	CL A 2 24 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
55 - 56							3	1.60	3.0
56 - 57								2.50	0.6
56 - 58								0.30	54.0
55 - 60								2.20	
59	142								28.8
60 - 61								3.30	0.7
61 - 62								2.00	0.7
61 - 63								1.00	10.7
60 - 64		1	20					2.40	
64 - 65								3.30	0.7
65 - 66								1.00	10.5
64 - 67								1.60	22.1
64 - 68								1.00	

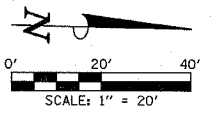
CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS OF DIFFERENT MATERIAL TYPES



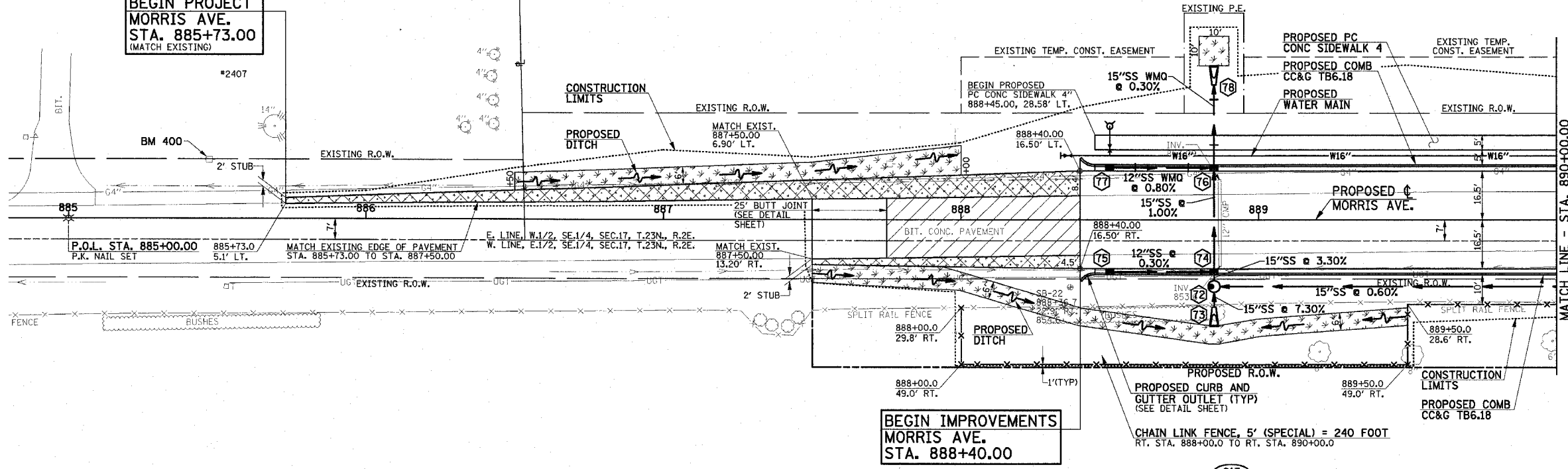
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
6371	93-00295-02-PV	MCLEAN	117
STA. 885+00.00		TO STA. 890+00.00	
ILLINOIS			

CONTRACT NO. 87267



BEGIN PROJECT MORRIS AVE. STA. 885+73.00 (MATCH EXISTING)



- LEGEND**
- PROPOSED TRANSITION PAVEMENT - INCIDENTAL BITUMINOUS SURFACING (8" THICK) OVER AGGREGATE BASE COURSE, TYPE A 6"
 - PROPOSED INCIDENTAL BITUMINOUS SURFACING (VARIABLE THICKNESS)
 - PROPOSED SODDING FOR DITCH LINING

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 31.

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.

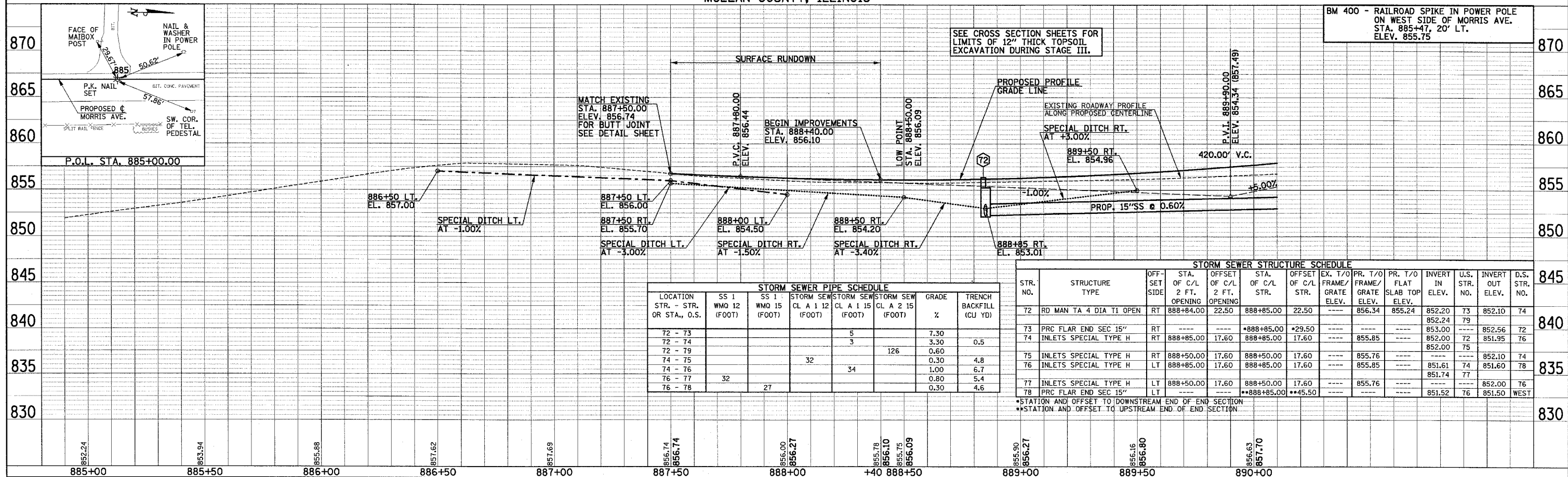
SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS AND WATER MAIN PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MORRIS AVE.

BEGIN IMPROVEMENTS MORRIS AVE. STA. 888+40.00

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



BM 400 - RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 885+47.20' LT. ELEV. 855.75

SEE CROSS SECTION SHEETS FOR LIMITS OF 12" THICK TOPSOIL EXCAVATION DURING STAGE III.

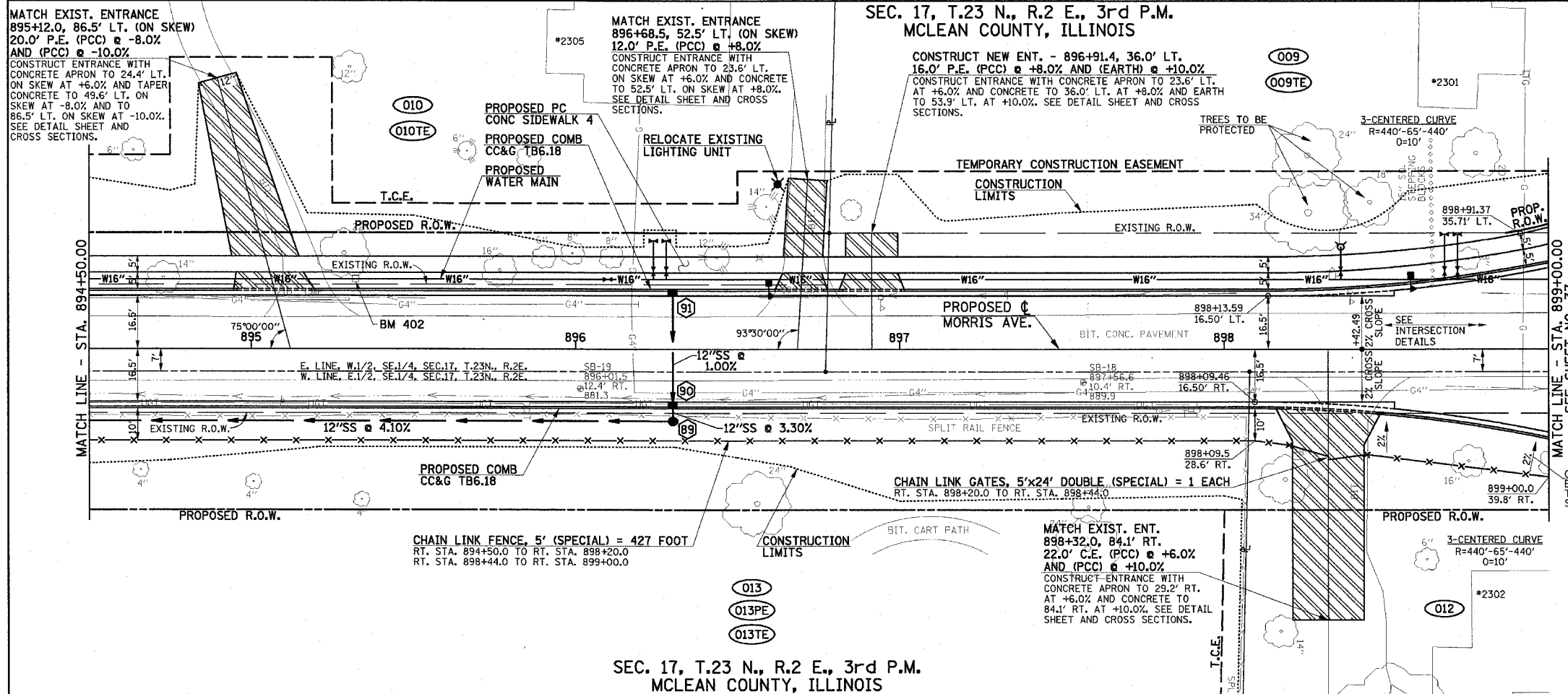
STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	SS 1 WMO 12 (FOOT)	SS 1 WMO 15 (FOOT)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 1 15 (FOOT)	STORM SEW CL A 2 15 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
72 - 73					5	7.30	
72 - 74					3	3.30	0.5
72 - 79						0.60	126
74 - 75			32			0.30	4.8
74 - 76				34		1.00	6.7
76 - 77	32					0.80	5.4
76 - 78		27				0.30	4.6

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
72	RD MAN TA 4 DIA TI OPEN	RT	888+84.00	22.50	888+85.00	22.50	856.34	855.24	852.20	73	852.10	74	
73	PRC FLAR END SEC 15"	RT			*888+85.00	*29.50			853.00			852.56	72
74	INLETS SPECIAL TYPE H	RT	888+85.00	17.60	888+85.00	17.60	855.85		852.00	72	851.95	76	
75	INLETS SPECIAL TYPE H	RT	888+50.00	17.60	888+50.00	17.60	855.76		852.00	75		852.10	74
76	INLETS SPECIAL TYPE H	LT	888+85.00	17.60	888+85.00	17.60	855.85		851.61	74	851.60	78	
77	INLETS SPECIAL TYPE H	LT	888+50.00	17.60	888+50.00	17.60	855.76		851.74	77		852.00	76
78	PRC FLAR END SEC 15"	LT			**888+85.00	**45.50			851.52	76	851.50	WEST	

*STATION AND OFFSET TO DOWNSTREAM END OF END SECTION
**STATION AND OFFSET TO UPSTREAM END OF END SECTION

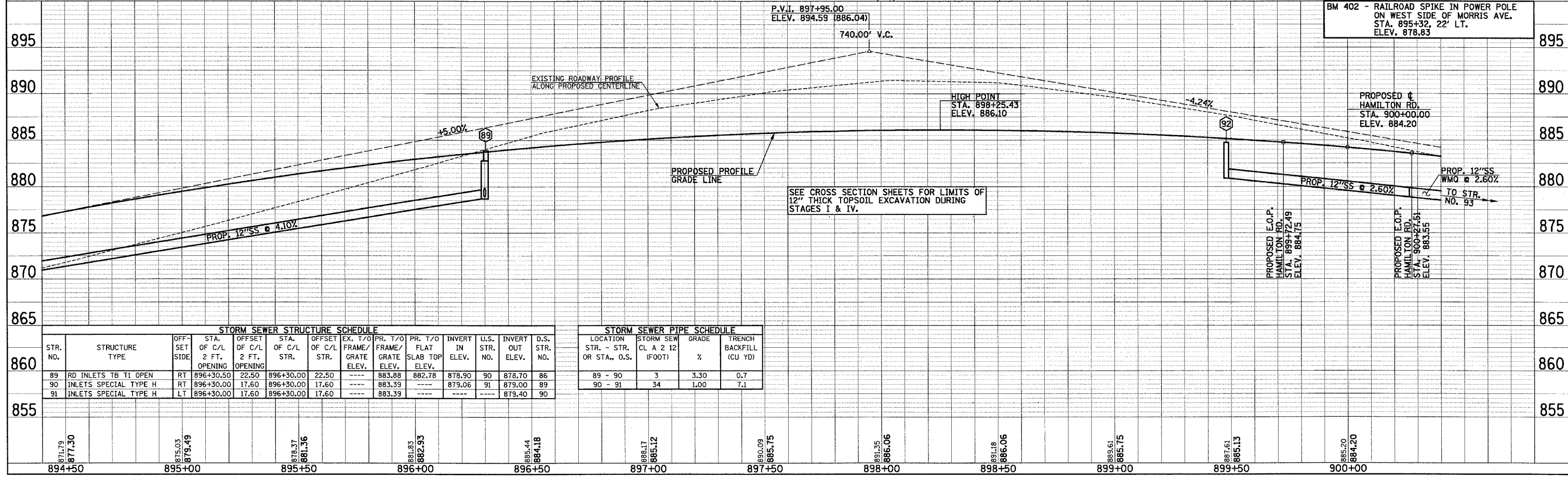


LEGEND
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
6371	93-00295-02-PV	MCLEAN	117 43
STA. 894+50.00		TO STA. 899+00.00	
ILLINOIS			
CONTRACT NO. 87267			

SCALE: 1" = 20'

- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 32.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS, INTERSECTION DETAILS, AND WATER MAIN PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MORRIS AVE.



STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
89	RD INLETS TB T1 OPEN	RT	896+30.50	22.50	896+30.00	22.50	883.88	882.78	878.90	90	878.70	86	
90	INLETS SPECIAL TYPE H	RT	896+30.00	17.60	896+30.00	17.60	883.39	883.39	879.06	91	879.00	89	
91	INLETS SPECIAL TYPE H	LT	896+30.00	17.60	896+30.00	17.60	883.39	883.39	879.06	91	879.00	89	

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEW CL A 2 12 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
89 - 90	3	3.30	0.7
90 - 91	34	1.00	7.1

DATE: _____ BY: _____

DESIGNED: _____ CHECKED: _____

PLANNED: _____ PLOTTED: _____

NOTE BOOK NO. _____

FILE NAME _____

DATE: _____ BY: _____

DESIGNED: _____ CHECKED: _____

PLANNED: _____ PLOTTED: _____

NOTE BOOK NO. _____

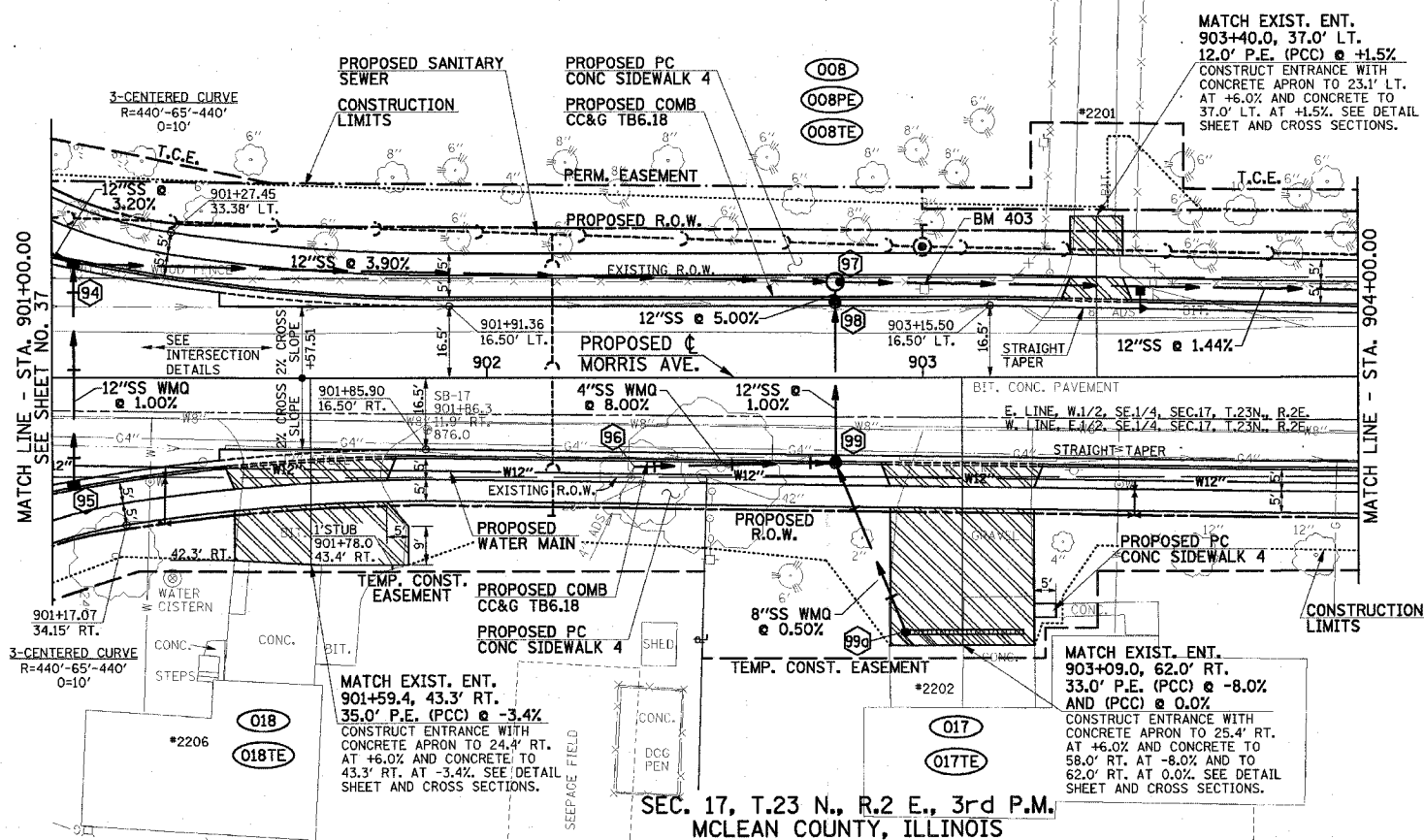
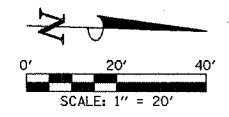
FILE NAME _____

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SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

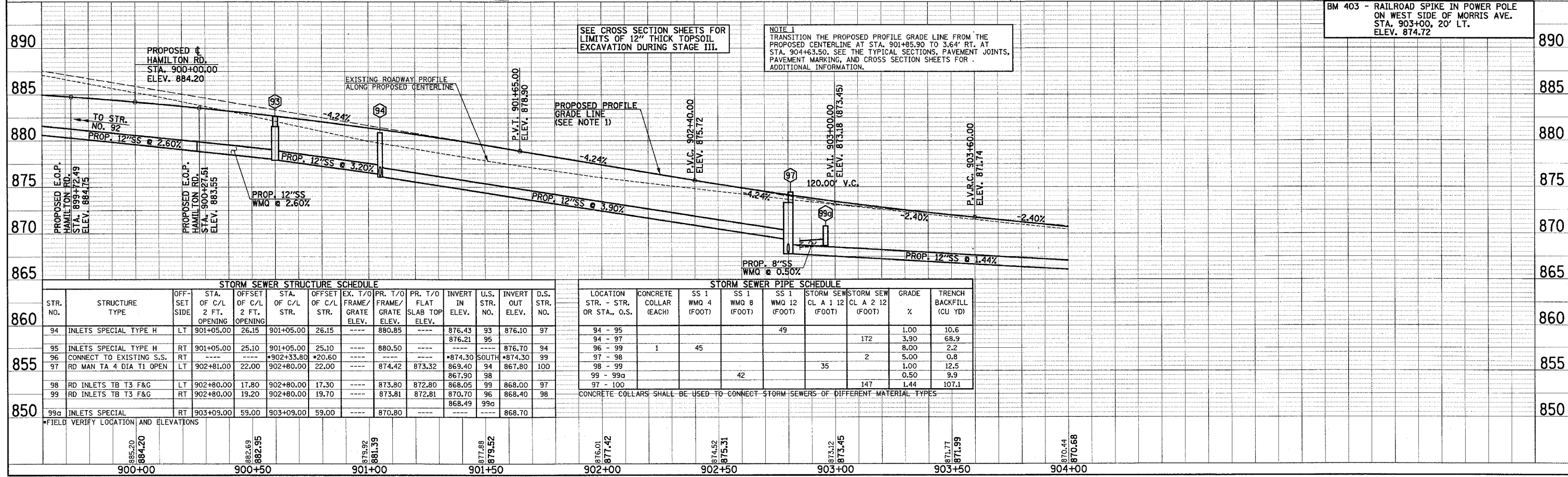
LEGEND
 PROPOSED PCC DRIVEWAY PAVEMENT
 (6" FOR P.E. - 8" FOR C.E.)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	44
STA. 901+00.00		TO STA. 904+00.00		
ILLINOIS				
CONTRACT NO. 87267				



- FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 33.
- SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.
- SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.
- SEE PAVEMENT JOINTS, INTERSECTION DETAILS, WATER MAIN, AND SANITARY SEWER PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.
- SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MORRIS AVE.

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



BM 403 - RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 903+00, 20' LT. ELEV. 874.72

SEE CROSS SECTION SHEETS FOR LIMITS OF 12" THICK TOPSOIL EXCAVATION DURING STAGE III.

NOTE 1
TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 901+85.90 TO 3.64' RT. AT STA. 904+63.50. SEE THE TYPICAL SECTIONS, PAVEMENT JOINTS, PAVEMENT MARKING, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
94	INLETS SPECIAL TYPE H	LT	901+05.00	26.15	901+05.00	26.15	880.85	880.85	876.43	93	876.10	97	
95	INLETS SPECIAL TYPE H	RT	901+05.00	25.10	901+05.00	25.10	880.50	880.50	876.21	93	876.70	94	
96	CONNECT TO EXISTING S.S.	RT			902+33.80	20.60			874.30	SOUTH	874.30	99	
97	RD MAN TA 4 DIA T1 OPEN	LT	902+81.00	22.00	902+80.00	22.00	874.42	873.32	869.40	94	867.80	100	
98	RD INLETS TB T3 F&G	LT	902+80.00	17.80	902+80.00	17.30	873.80	872.80	868.05	99	868.00	97	
99	RD INLETS TB T3 F&G	RT	902+80.00	19.20	902+80.00	19.70	873.81	872.81	870.70	96	868.40	98	
99a	INLETS SPECIAL	RT	903+09.00	59.00	903+09.00	59.00	870.80		868.49	99a	868.70		

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	SS 1 WMO 4 (FOOT)	SS 1 WMO 8 (FOOT)	SS 1 WMO 12 (FOOT)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 2 12 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
94 - 95				49			1.00	10.6
94 - 97					172		3.90	68.9
96 - 99	1	45					8.00	2.2
97 - 98					2		5.00	0.8
98 - 99					35		1.00	12.5
99 - 99a			42				0.50	9.9
97 - 100					147		1.44	107.1

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS OF DIFFERENT MATERIAL TYPES

*FIELD VERIFY LOCATION AND ELEVATIONS

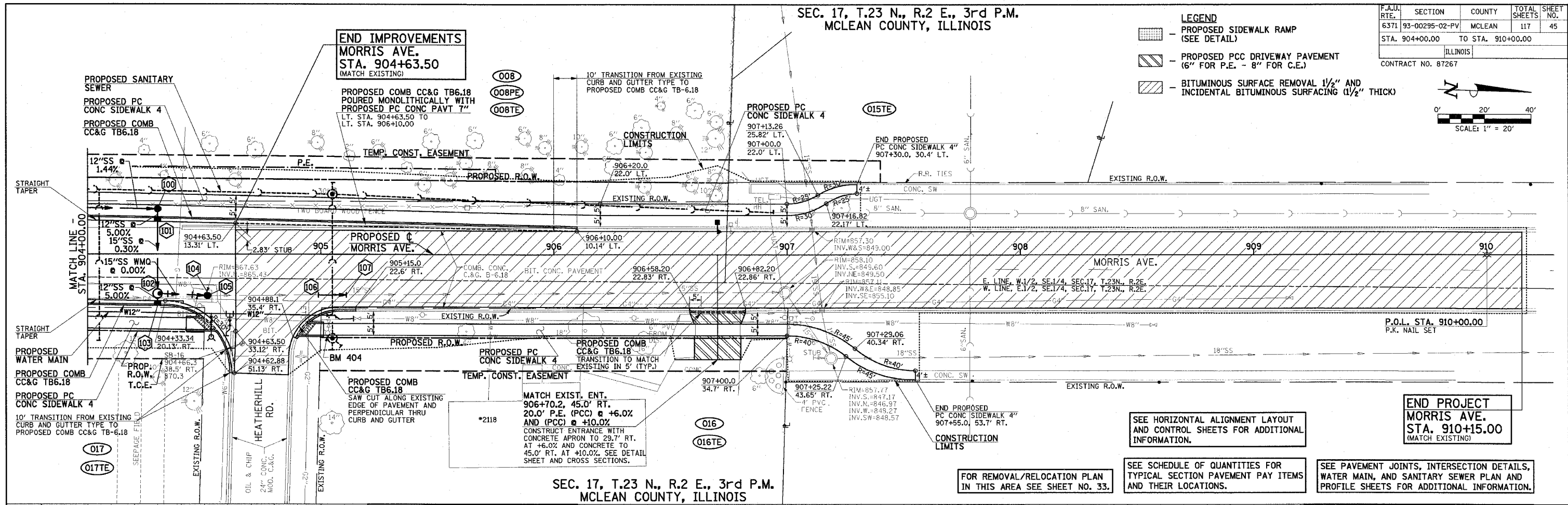
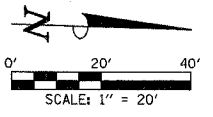
PLAN
 DRAWN BY: []
 CHECKED BY: []
 DATE: []

PROFILE
 DRAWN BY: []
 CHECKED BY: []
 DATE: []

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

- LEGEND**
- PROPOSED SIDEWALK RAMP (SEE DETAIL)
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
 - BITUMINOUS SURFACE REMOVAL 1/2" AND INCIDENTAL BITUMINOUS SURFACING (1/2" THICK)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	45
STA. 904+00.00		TO STA. 910+00.00		
ILLINOIS				
CONTRACT NO. 87267				



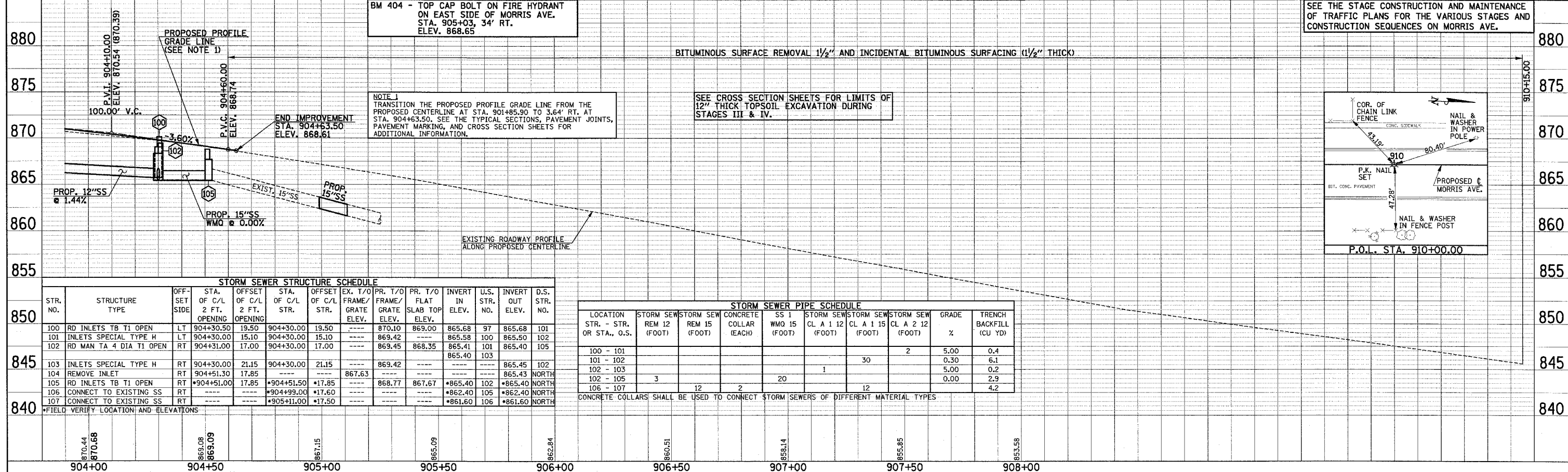
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR ADDITIONAL INFORMATION.

SEE SCHEDULE OF QUANTITIES FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 33.

SEE PAVEMENT JOINTS, INTERSECTION DETAILS, WATER MAIN, AND SANITARY SEWER PLAN AND PROFILE SHEETS FOR ADDITIONAL INFORMATION.

END PROJECT
MORRIS AVE.
STA. 910+15.00
(MATCH EXISTING)



BM 404 - TOP CAP BOLT ON FIRE HYDRANT ON EAST SIDE OF MORRIS AVE. STA. 905+03, 34' RT. ELEV. 868.65

NOTE 1
TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 901+85.90 TO 3.64' RT. AT STA. 904+63.50. SEE THE TYPICAL SECTIONS PAVEMENT JOINTS, PAVEMENT MARKING, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

SEE CROSS SECTION SHEETS FOR LIMITS OF 12" THICK TOPSOIL EXCAVATION DURING STAGES III & IV.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MORRIS AVE.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/GRATE ELEV.	PR. T/O FRAME/GRATE ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
100	RD INLETS TB T1 OPEN	LT	904+30.50	19.50	904+30.00	19.50	870.10	869.00	865.68	97	865.68	101
101	INLETS SPECIAL TYPE H	LT	904+30.00	15.10	904+30.00	15.10	869.42	869.42	865.58	100	865.58	102
102	RD MAN TA 4 DIA T1 OPEN	RT	904+31.00	17.00	904+30.00	17.00	869.45	868.35	865.41	101	865.40	105
103	INLETS SPECIAL TYPE H	RT	904+30.00	21.15	904+30.00	21.15	869.42	869.42	865.45	102	865.45	102
104	REMOVE INLET	RT	904+51.30	17.85			867.63		865.43			NORTH
105	RD INLETS TB T1 OPEN	RT	904+51.00	17.85	904+51.50	17.85	868.77	867.67	865.40	102	865.40	NORTH
106	CONNECT TO EXISTING SS	RT	904+99.00		904+99.00	17.60			862.40	105	862.40	NORTH
107	CONNECT TO EXISTING SS	RT	905+11.00		905+11.00	17.50			861.60	106	861.60	NORTH

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEW REM 12 (FOOT)	STORM SEW REM 15 (FOOT)	CONCRETE COLLAR (EACH)	SS 1 WMQ 15 (FOOT)	STORM SEW CL A 1 12 (FOOT)	STORM SEW CL A 1 15 (FOOT)	STORM SEW CL A 2 12 (FOOT)	GRADE %	TRENCH BACKFILL (CU YD)
100 - 101							5.00	0.4	
101 - 102						30	0.30	6.1	
102 - 103					1		5.00	0.2	
102 - 105	3			20			0.00	2.9	
106 - 107		12	2		12			4.2	

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS OF DIFFERENT MATERIAL TYPES

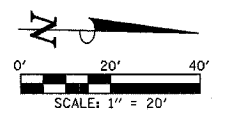
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BY	
PROJECT	
PLANNING	
DESIGN	
CHECKING	
APPROVAL	

DATE	
BY	
PROJECT	
PLANNING	
DESIGN	
CHECKING	
APPROVAL	

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	46
STA. 1200+00.00 TO STA. 1204+00.00			ILLINOIS	
CONTRACT NO. 87267				

NOTE
THE EXACT LOCATION OF THE 24" FLARED END SECTION MAY BE ALTERED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.



LEGEND
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)

STONE RIPRAP, CLASS B5 = 10 TON
 FILTER FABRIC = 11 SQ YD
 THE RIPRAP SHALL BE SHAPED TO CONFORM TO THE SLOPE AND SHAPE OF THE BANK OF THE POND AS DIRECTED BY THE ENGINEER.

STR. NO. 71
 PRC FLAR END SEC 24"
 STA. 236+19.35, 289.25' LT.=
 STA. 1204+00.00, C
 INV. SE. = 860.38
 INV. NW. = 860.30
 (STATION AND OFFSET IS TO UPSTREAM END OF END SECTION)

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
1202+50.6	2.7' RT.	10
TOTAL		10

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
1203+12.8	0.8' RT.	16
TOTAL		16

NOTE 1
 STRUCTURE NO. 58 SHALL NOT BE CONSTRUCTED UNTIL THE NEW WATER MAIN IS IN SERVICE AND THE EXISTING WATER MAIN CAN BE ABANDONED. TO MAINTAIN DRAINAGE, THE STORM SEWER, TYPE 2 WMO 24" PIPE SHALL BE CONSTRUCTED CONTINUOUS THROUGH THE AREA WHERE STR. NO. 58 IS PLANNED AND TEMPORARILY CONNECTED TO THE NEW 24" STORM SEWER UNDER HAMILTON ROAD. AFTER THE NEW WATER MAIN IS IN SERVICE, A PORTION OF THE 24" STORM SEWER CAN BE REMOVED AND THE MAINHOLE CONSTRUCTED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWER, TYPE 2, WATER MAIN QUALITY 24" AND STORM SEWER REMOVAL 24" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

FOR ADDITIONAL REMOVALS/RELOCATIONS IN THIS AREA SEE SHEET NO. 30.

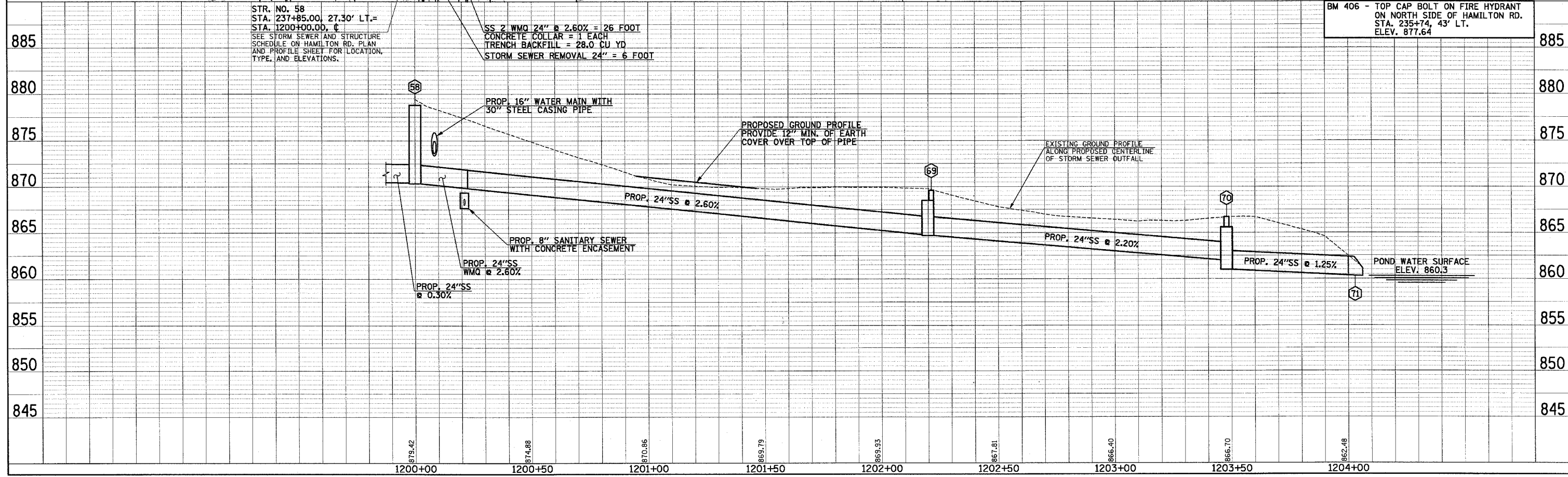
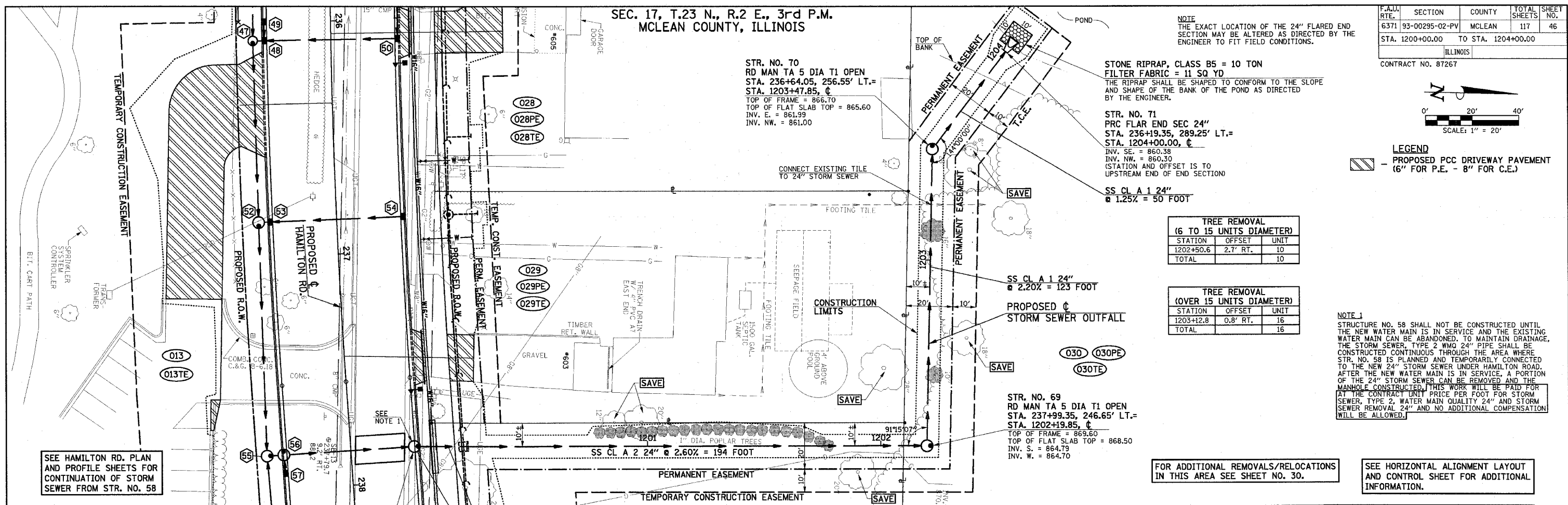
SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEET FOR ADDITIONAL INFORMATION.

DATE: _____ BY: _____

PLAN: SURVEYED _____
 NOTED _____
 CHECKED _____
 DATE: _____

DATE: _____ BY: _____

PROFILE: DRAWN _____
 CHECKED _____
 DATE: _____



STR. NO. 58
 STA. 237+85.00, 27.30' LT.=
 STA. 1200+00.00, C
 SEE STORM SEWER AND STRUCTURE SCHEDULE ON HAMILTON RD. PLAN AND PROFILE SHEET FOR LOCATION, TYPE, AND ELEVATIONS.

SS 2 WMO 24" @ 2.60% = 26 FOOT
 CONCRETE COLLAR = 1 EACH
 TRENCH BACKFILL = 28.0 CU YD
 STORM SEWER REMOVAL 24" = 6 FOOT

PROP. 16" WATER MAIN WITH 30" STEEL CASING PIPE

PROPOSED GROUND PROFILE PROVIDE 12" MIN. OF EARTH COVER OVER TOP OF PIPE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE OF STORM SEWER OUTFALL

PROP. 24" SS @ 2.60%

PROP. 24" SS @ 2.20%

PROP. 8" SANITARY SEWER WITH CONCRETE ENCASEMENT

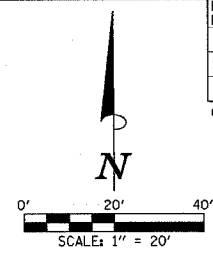
PROP. 24" SS WMO @ 2.60%

PROP. 24" SS @ 0.30%

PROP. 24" SS @ 1.25% POND WATER SURFACE ELEV. 860.3

BM 406 - TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 235+74.43' LT. ELEV. 877.64

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
6371	93-00295-02-PV	MCLEAN	117 47
STA. 211+00.00		TO STA. 223+00.00	
ILLINOIS			
CONTRACT NO. 87267			

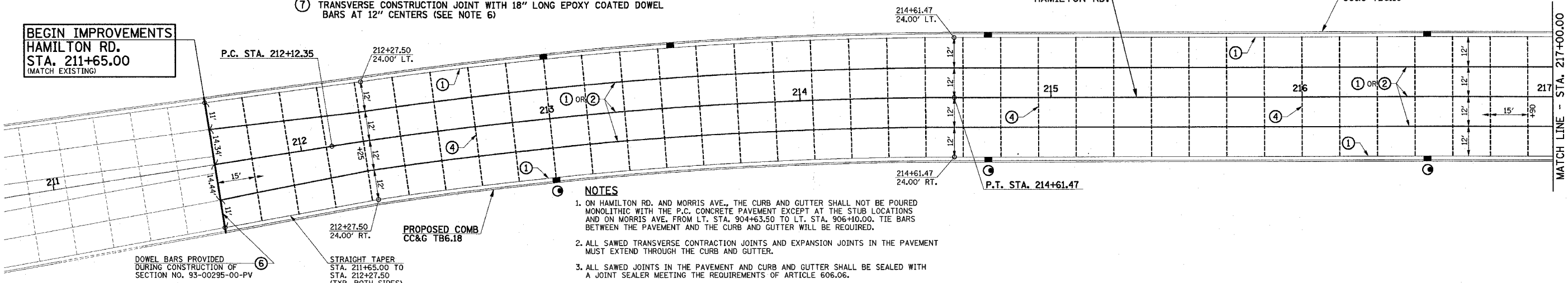


PROPOSED \oslash HAMILTON RD.
CURVE DATA
P.I. STA. 213+37.17
 $\Delta = 9^{\circ}04'32''$
D = 3'38'35"
T = 124.82'
R = 1572.74'
L = 249.12'
E = 4.95'
P.C. STA. 212+12.35
P.T. STA. 214+61.47
S.E. = NONE

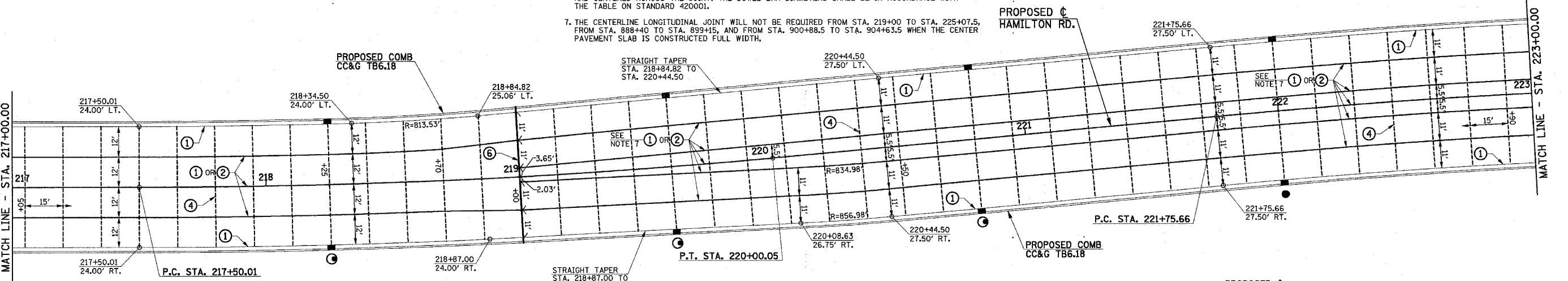
- PAVEMENT JOINT KEY**
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - SAWED LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 15' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 12.5' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - 2" TRANSVERSE EXPANSION JOINT WITH DOWEL BARS - SEE STANDARD 420001
 - TRANSVERSE CONSTRUCTION JOINT WITH 18" LONG EPOXY COATED DOWEL BARS AT 12" CENTERS (SEE NOTE 6)

- LEGEND**
- PROPOSED 2" EXPANSION JOINTS
 - PROPOSED LONGITUDINAL JOINTS
 - PROPOSED SAWED CONTRACTION JOINTS
 - STAGE CONSTRUCTION LIMITS
 - PROPOSED INLETS
 - PROPOSED MANHOLES

BEGIN IMPROVEMENTS
HAMILTON RD.
STA. 211+65.00
(MATCH EXISTING)



- NOTES**
- ON HAMILTON RD. AND MORRIS AVE., THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
 - ALL SAWED TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
 - ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
 - THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT THE STUB LOCATIONS SHOWN ON THE JOINTING PLAN. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR P.C. CONCRETE PAVEMENT.
 - WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001.
 - TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINT PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 25 FEET FROM A STAGE CONSTRUCTION LIMIT. THE TRANSVERSE CONSTRUCTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 18 INCHES LONG PLACED AT 12 INCH SPACINGS AND CENTERED ACROSS THE JOINT. THE DOWEL BAR DIAMETERS SHALL BE IN ACCORDANCE WITH THE TABLE ON STANDARD 420001.
 - THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED FROM STA. 219+00 TO STA. 225+07.5, FROM STA. 888+40 TO STA. 899+15, AND FROM STA. 900+88.5 TO STA. 904+63.5 WHEN THE CENTER PAVEMENT SLAB IS CONSTRUCTED FULL WIDTH.



PROPOSED \oslash HAMILTON RD.
CURVE DATA
P.I. STA. 218+75.12
 $\Delta = 5^{\circ}18'22''$
D = 2'07'19"
T = 125.11'
R = 2700.00'
L = 250.04'
E = 2.90'
P.C. STA. 217+50.01
P.T. STA. 220+00.05
S.E. = NONE

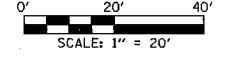
PROPOSED \oslash HAMILTON RD.
CURVE DATA
P.I. STA. 223+20.04
 $\Delta = 5^{\circ}10'00''$
D = 1'47'26"
T = 144.38'
R = 3200.00'
L = 288.56'
E = 3.26'
P.C. STA. 221+75.66
P.T. STA. 224+64.22
S.E. = TO MATCH MORRIS AVE. P.G.L.
(SEE S.E. TRANSITION TABLES)

ILLINOIS DEPARTMENT OF TRANSPORTATION

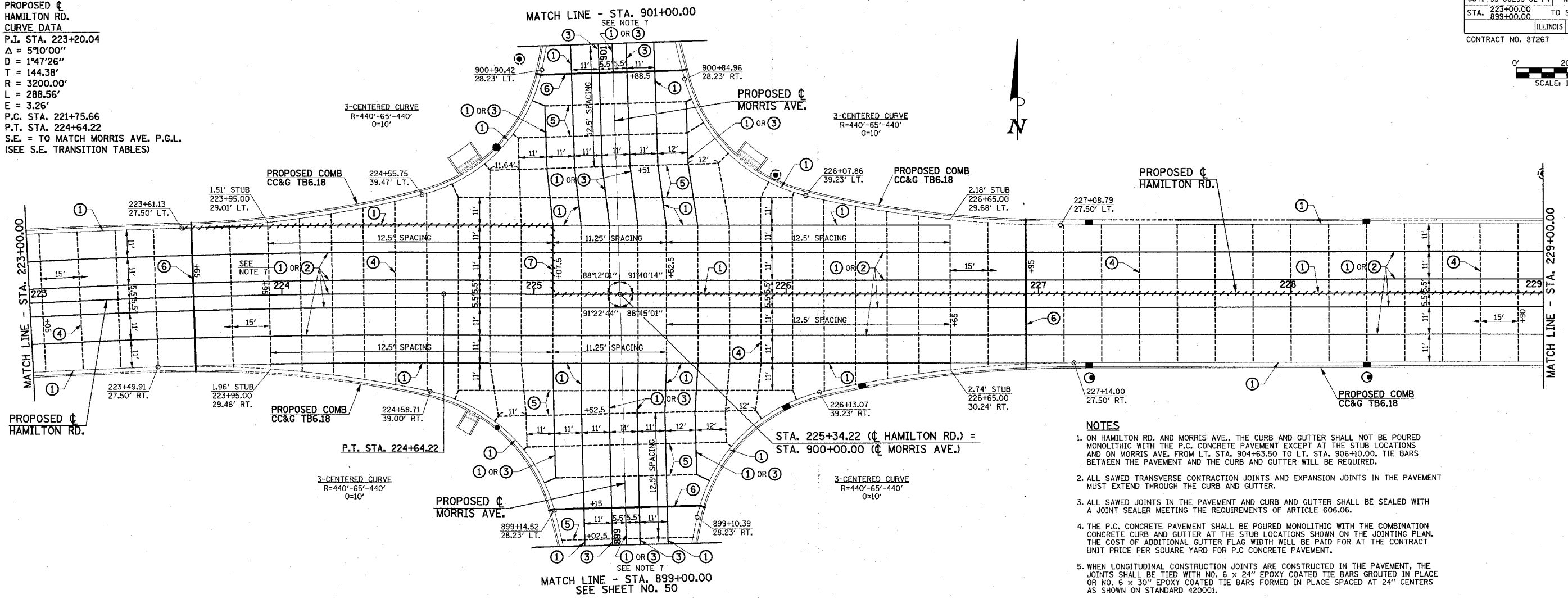
**HAMILTON ROAD
PAVEMENT JOINTS**

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1" = 20'

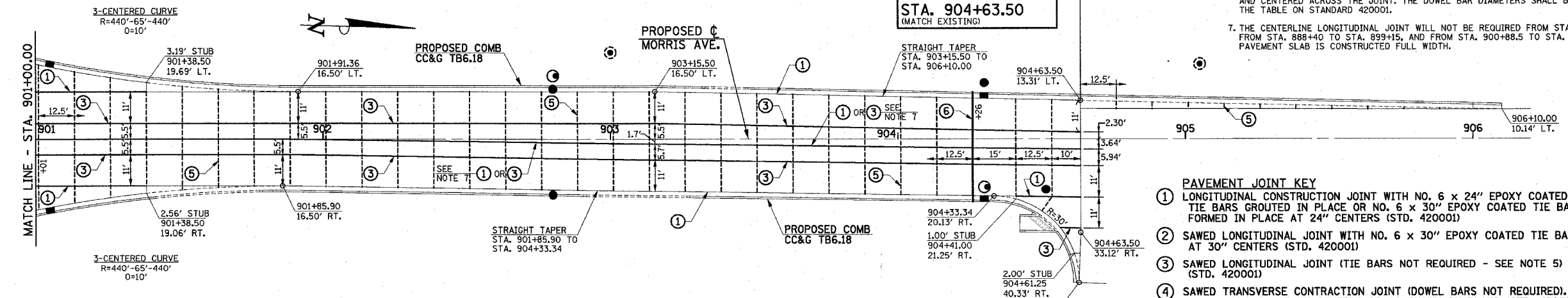


PROPOSED ϕ HAMILTON RD.
 CURVE DATA
 P.I. STA. 223+20.04
 $\Delta = 5^{\circ}10'00''$
 $D = 1^{\circ}47'26''$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
 P.C. STA. 221+75.66
 P.T. STA. 224+64.22
 S.E. = TO MATCH MORRIS AVE. P.G.L.
 (SEE S.E. TRANSITION TABLES)



- NOTES**
- ON HAMILTON RD. AND MORRIS AVE., THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
 - ALL SAWS TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
 - ALL SAWS JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
 - THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT THE STUB LOCATIONS SHOWN ON THE JOINTING PLAN. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR P.C. CONCRETE PAVEMENT.
 - WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001.
 - TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWS TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINT PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 25 FEET FROM A STAGE CONSTRUCTION LIMIT. THE TRANSVERSE CONSTRUCTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 18 INCHES LONG PLACED AT 12 INCH SPACINGS AND CENTERED ACROSS THE JOINT. THE DOWEL BAR DIAMETERS SHALL BE IN ACCORDANCE WITH THE TABLE ON STANDARD 420001.
 - THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED FROM STA. 219+00 TO STA. 225+07.5, FROM STA. 888+40 TO STA. 899+15, AND FROM STA. 900+88.5 TO STA. 904+63.5 WHEN THE CENTER PAVEMENT SLAB IS CONSTRUCTED FULL WIDTH.

END IMPROVEMENTS MORRIS AVE. STA. 904+63.50 (MATCH EXISTING)



- PAVEMENT JOINT KEY**
- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - SAWS LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - SAWS LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - SAWS TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 15" CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - SAWS TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 12.5" CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - 2" TRANSVERSE EXPANSION JOINT (WITH DOWEL BARS - SEE STANDARD 420001)
 - TRANSVERSE CONSTRUCTION JOINT WITH 18" LONG EPOXY COATED DOWEL BARS AT 12" CENTERS (SEE NOTE 6)

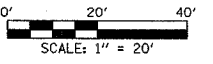
- LEGEND**
- PROPOSED 2" EXPANSION JOINTS
 - PROPOSED LONGITUDINAL JOINTS
 - PROPOSED SAWS CONTRACTION JOINTS
 - STAGE CONSTRUCTION LIMITS
 - PROPOSED INLETS
 - PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION
HAMILTON ROAD/MORRIS AVENUE PAVEMENT JOINTS
 DATE: 3-05
 DRAWN BY: J.L.B.
 CHECKED BY: R.L.H.
 SCALE: 1"=20'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	49
STA. 229+00.00		TO STA. 241+00.00		
		ILLINOIS		

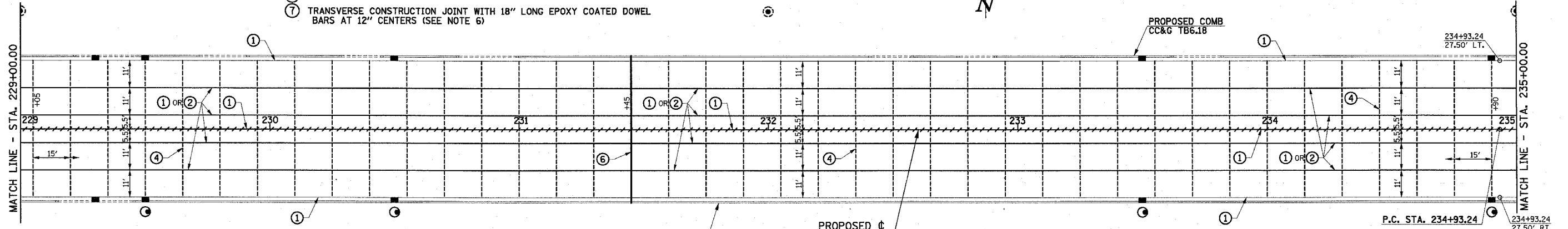
CONTRACT NO. 87267

PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
 $D = 1^{\circ}54'35''$
 $T = 130.98'$
 $R = 3000.00'$
 $L = 261.80'$
 $E = 2.86'$
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE



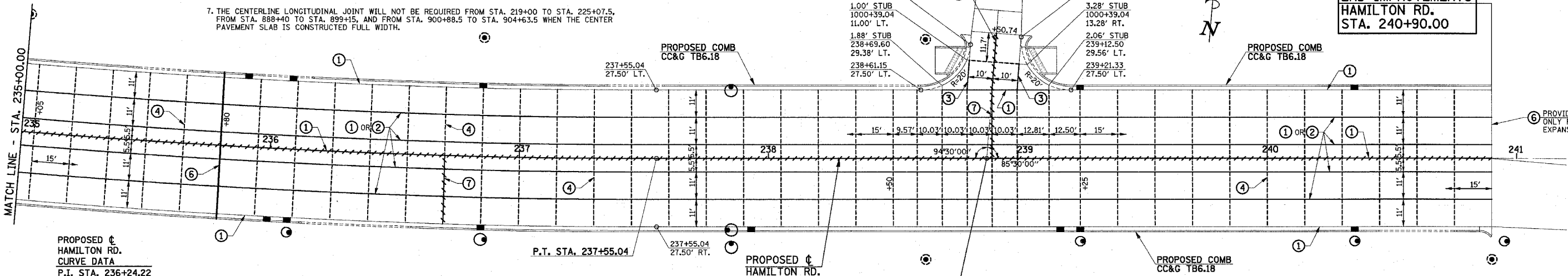
- PAVEMENT JOINT KEY**
- ① LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - ② SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - ③ SAWED LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - ④ SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 15' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - ⑤ SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 12.5' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - ⑥ 2" TRANSVERSE EXPANSION JOINT (WITH DOWEL BARS - SEE STANDARD 420001)
 - ⑦ TRANSVERSE CONSTRUCTION JOINT WITH 18" LONG EPOXY COATED DOWEL BARS AT 12" CENTERS (SEE NOTE 6)

- LEGEND**
- PROPOSED 2" EXPANSION JOINTS
 - PROPOSED LONGITUDINAL JOINTS
 - - - - - PROPOSED SAWED CONTRACTION JOINTS
 - / — / — / STAGE CONSTRUCTION LIMITS
 - OR ■ PROPOSED INLETS
 - OR ⊙ PROPOSED MANHOLES



NOTES

1. ON HAMILTON RD. AND MORRIS AVE., THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00, TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
2. ALL SAWED TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
3. ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
4. THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT THE STUB LOCATIONS SHOWN ON THE JOINTING PLAN. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR P.C. CONCRETE PAVEMENT.
5. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001.
6. TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINT PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 25 FEET FROM A STAGE CONSTRUCTION LIMIT. THE TRANSVERSE CONSTRUCTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 18 INCHES LONG PLACED AT 12 INCH SPACINGS AND CENTERED ACROSS THE JOINT. THE DOWEL BAR DIAMETERS SHALL BE IN ACCORDANCE WITH THE TABLE ON STANDARD 420001.
7. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED FROM STA. 219+00 TO STA. 225+07.5, FROM STA. 888+40 TO STA. 899+15, AND FROM STA. 900+88.5 TO STA. 904+63.5 WHEN THE CENTER PAVEMENT SLAB IS CONSTRUCTED FULL WIDTH.



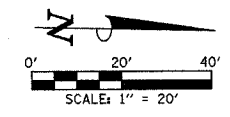
PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
 $D = 1^{\circ}54'35''$
 $T = 130.98'$
 $R = 3000.00'$
 $L = 261.80'$
 $E = 2.86'$
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE

END IMPROVEMENTS HAMILTON RD. STA. 240+90.00

STA. 238+87.50 (ϕ HAMILTON RD.) = STA. 1000+00.00 (ϕ TIMBERLAKE LN.)

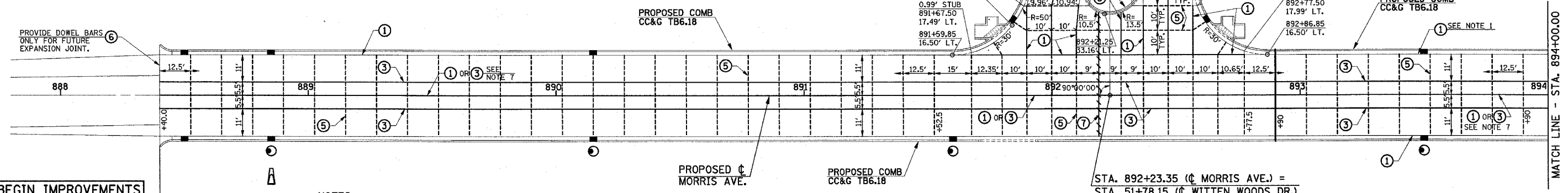
ILLINOIS DEPARTMENT OF TRANSPORTATION
HAMILTON ROAD PAVEMENT JOINTS
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1" = 20'

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	50
STA. 888+00.00		TO STA. 899+00.00		
ILLINOIS				
CONTRACT NO. 87267				



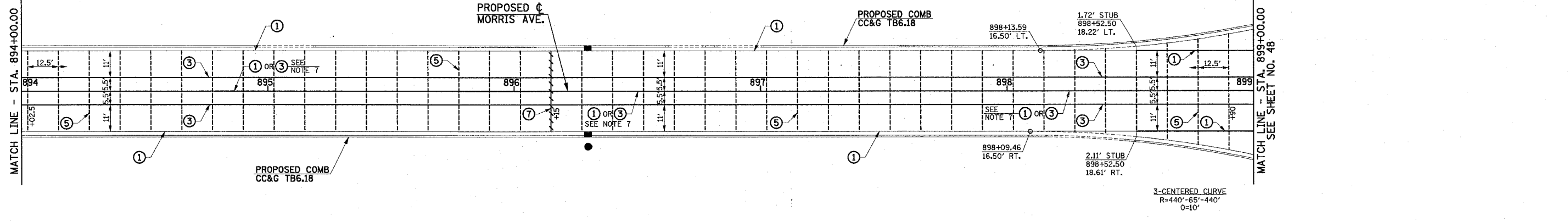
- PAVEMENT JOINT KEY**
- ① LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - ② SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - ③ SAWED LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - ④ SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 15' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - ⑤ SAWED TRANSVERSE CONTRACTION JOINT (DOWEL BARS NOT REQUIRED), JOINTS PLACED AT 12.5' CENTERS OR AS SHOWN ON PLANS (STD. 420001)
 - ⑥ 2" TRANSVERSE EXPANSION JOINT (WITH DOWEL BARS - SEE STANDARD 420001)
 - ⑦ TRANSVERSE CONSTRUCTION JOINT WITH 18" LONG EPOXY COATED DOWEL BARS AT 12" CENTERS (SEE NOTE 6)

- LEGEND**
- PROPOSED 2" EXPANSION JOINTS
 - PROPOSED LONGITUDINAL JOINTS
 - - - - PROPOSED SAWED CONTRACTION JOINTS
 - STAGE CONSTRUCTION LIMITS
 - OR ■ PROPOSED INLETS
 - OR ⊙ PROPOSED MANHOLES



BEGIN IMPROVEMENTS MORRIS AVE. STA. 888+40.00

- NOTES**
1. ON HAMILTON RD. AND MORRIS AVE., THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
 2. ALL SAWED TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
 3. ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
 4. THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT THE STUB LOCATIONS SHOWN ON THE JOINTING PLAN. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR P.C. CONCRETE PAVEMENT.
 5. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001.
 6. TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINT PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 25 FEET FROM A STAGE CONSTRUCTION LIMIT. THE TRANSVERSE CONSTRUCTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 18 INCHES LONG PLACED AT 12 INCH SPACINGS AND CENTERED ACROSS THE JOINT. THE DOWEL BAR DIAMETERS SHALL BE IN ACCORDANCE WITH THE TABLE ON STANDARD 420001.
 7. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED FROM STA. 219+00 TO STA. 225+07.5, FROM STA. 888+40 TO STA. 899+15, AND FROM STA. 900+88.5 TO STA. 904+63.5 WHEN THE CENTER PAVEMENT SLAB IS CONSTRUCTED FULL WIDTH.



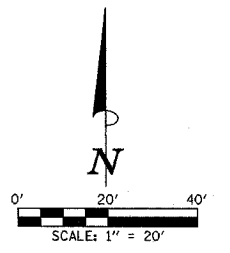
ILLINOIS DEPARTMENT OF TRANSPORTATION

MORRIS AVENUE PAVEMENT JOINTS

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : 1"=20'

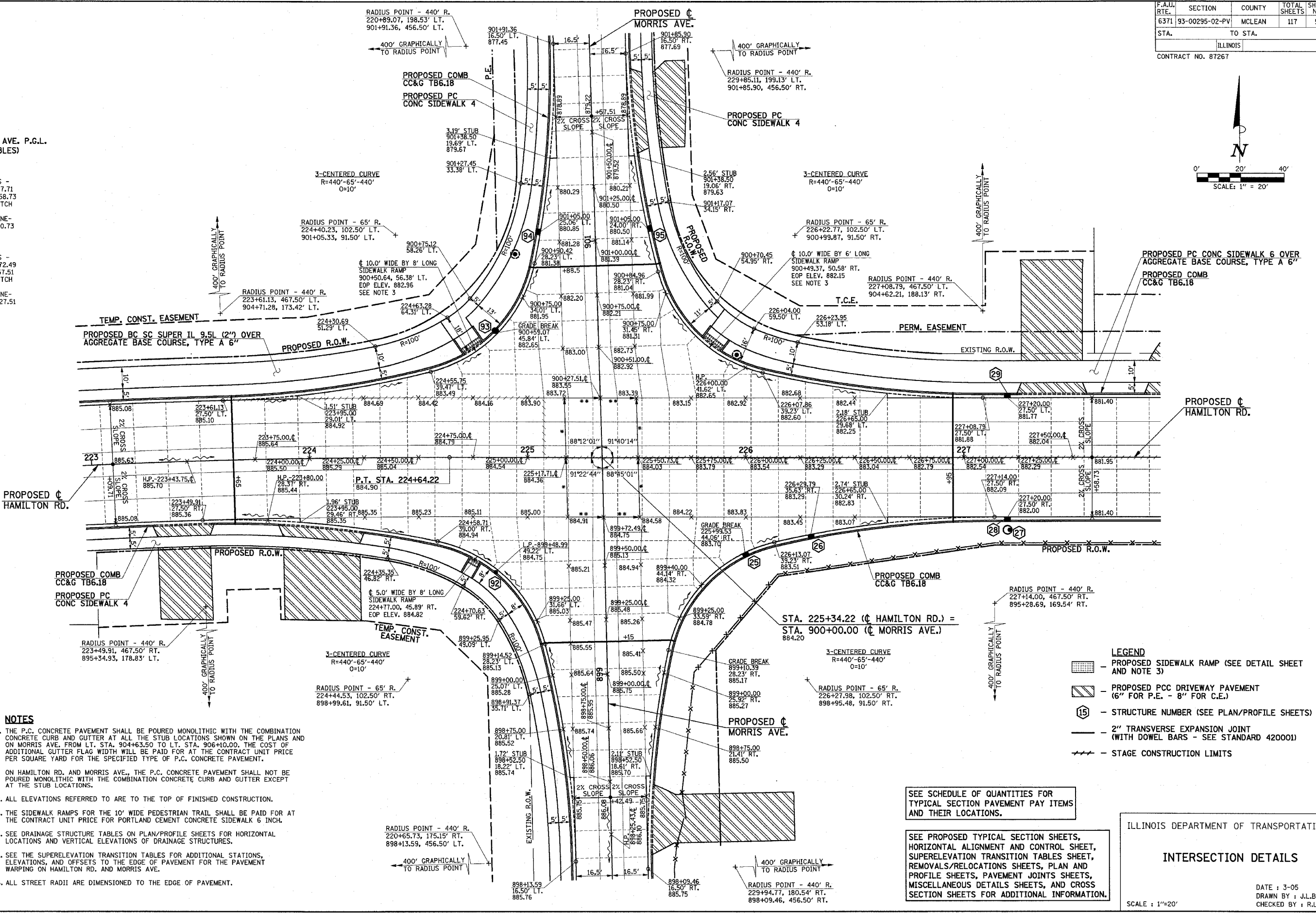
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	51
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				



PROPOSED ϕ HAMILTON RD. CURVE DATA
 P.I. STA. 223+20.04
 $\Delta = 5^{\circ}10'00''$
 $D = 1^{\circ}47'26''$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
 P.C. STA. 221+75.66
 P.T. STA. 224+64.22
 S.E. = TO MATCH MORRIS AVE. P.G.L.
 (SEE S.E. TRANSITION TABLES)

HAMILTON ROAD
 SUPER ELEVATION TRANSITIONS -
 STA. 223+09.71 TO STA. 225+17.71
 STA. 225+50.73 TO STA. 227+58.73
 * FULL SUPER ELEVATION TO MATCH INTERSECTING MORRIS AVENUE CENTERLINE PROFILE GRADE LINE - STA. 225+17.71 TO STA. 225+50.73

MORRIS AVENUE
 SUPER ELEVATION TRANSITIONS -
 STA. 898+42.49 TO STA. 899+72.49
 STA. 900+27.51 TO STA. 901+57.51
 ** FULL SUPER ELEVATION TO MATCH INTERSECTING HAMILTON ROAD CENTERLINE PROFILE GRADE LINE - STA. 899+72.49 TO STA. 900+27.51



NOTES

1. THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT ALL THE STUB LOCATIONS SHOWN ON THE PLANS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00, THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
2. ON HAMILTON RD. AND MORRIS AVE., THE P.C. CONCRETE PAVEMENT SHALL NOT BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER EXCEPT AT THE STUB LOCATIONS.
3. ALL ELEVATIONS REFERRED TO ARE TO THE TOP OF FINISHED CONSTRUCTION.
4. THE SIDEWALK RAMP FOR THE 10' WIDE PEDESTRIAN TRAIL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH.
5. SEE DRAINAGE STRUCTURE TABLES ON PLAN/PROFILE SHEETS FOR HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS OF DRAINAGE STRUCTURES.
6. SEE THE SUPERELEVATION TRANSITION TABLES FOR ADDITIONAL STATIONS, ELEVATIONS, AND OFFSETS TO THE EDGE OF PAVEMENT FOR THE PAVEMENT WARPING ON HAMILTON RD. AND MORRIS AVE.
7. ALL STREET RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.

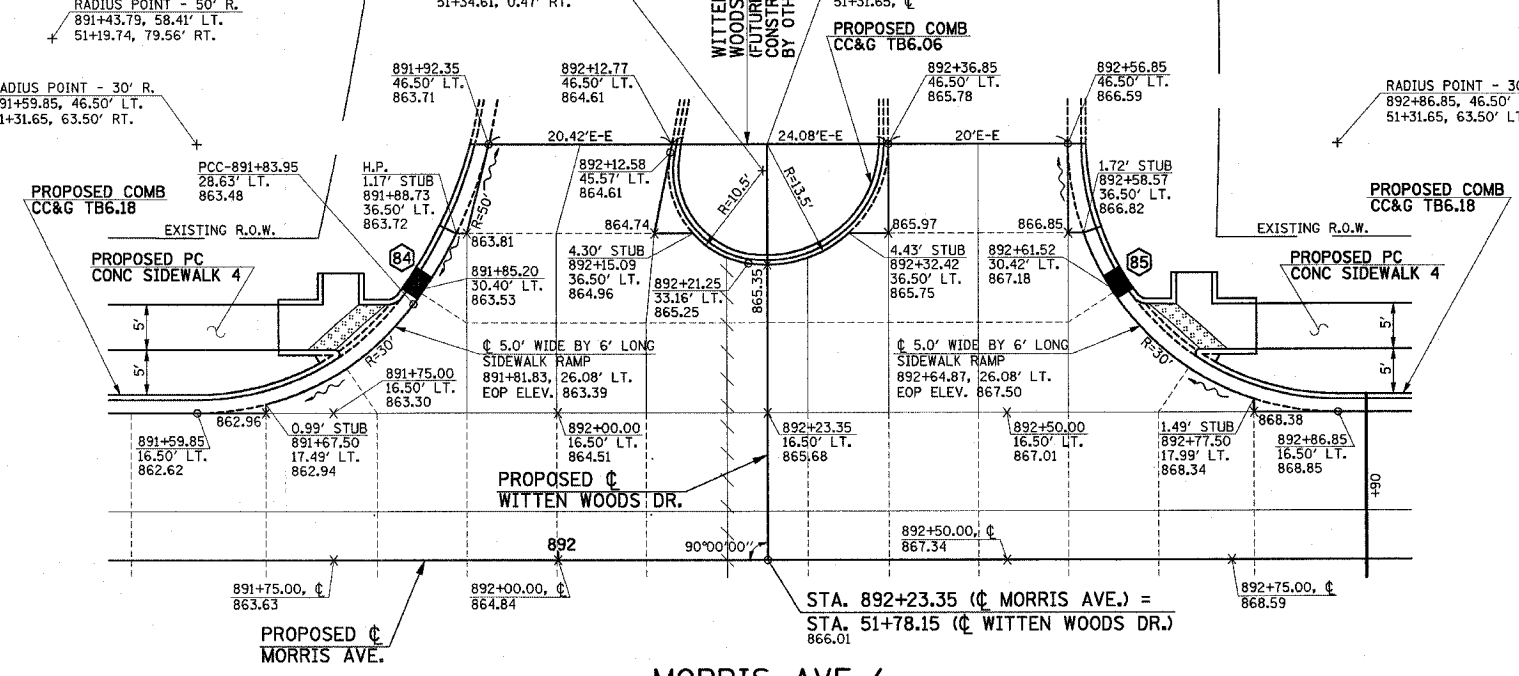
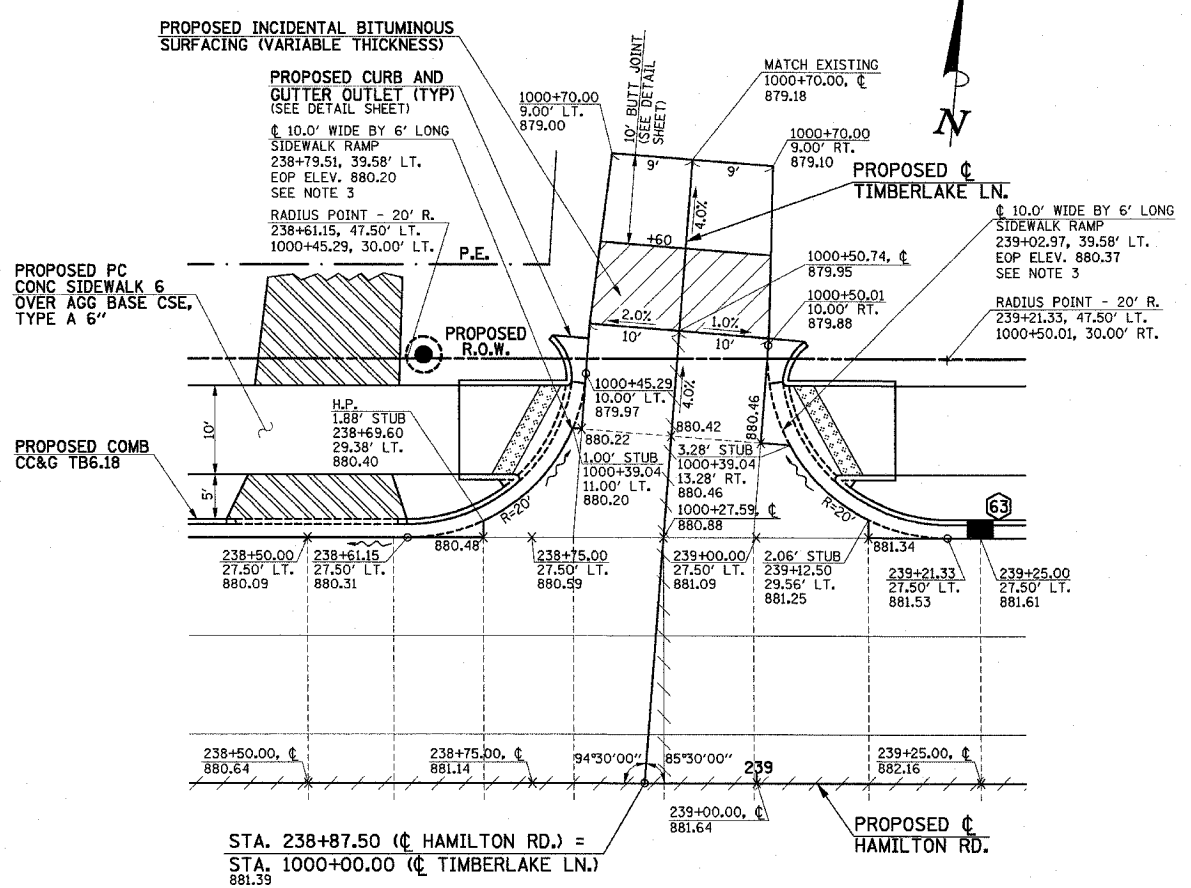
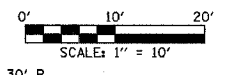
- LEGEND**
- PROPOSED SIDEWALK RAMP (SEE DETAIL SHEET AND NOTE 3)
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
 - STRUCTURE NUMBER (SEE PLAN/PROFILE SHEETS)
 - 2" TRANSVERSE EXPANSION JOINT (WITH DOWEL BARS - SEE STANDARD 420001)
 - STAGE CONSTRUCTION LIMITS

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PROPOSED TYPICAL SECTION SHEETS, HORIZONTAL ALIGNMENT AND CONTROL SHEET, SUPERELEVATION TRANSITION TABLES SHEET, REMOVALS/RELOCATIONS SHEETS, PLAN AND PROFILE SHEETS, PAVEMENT JOINTS SHEETS, MISCELLANEOUS DETAILS SHEETS, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

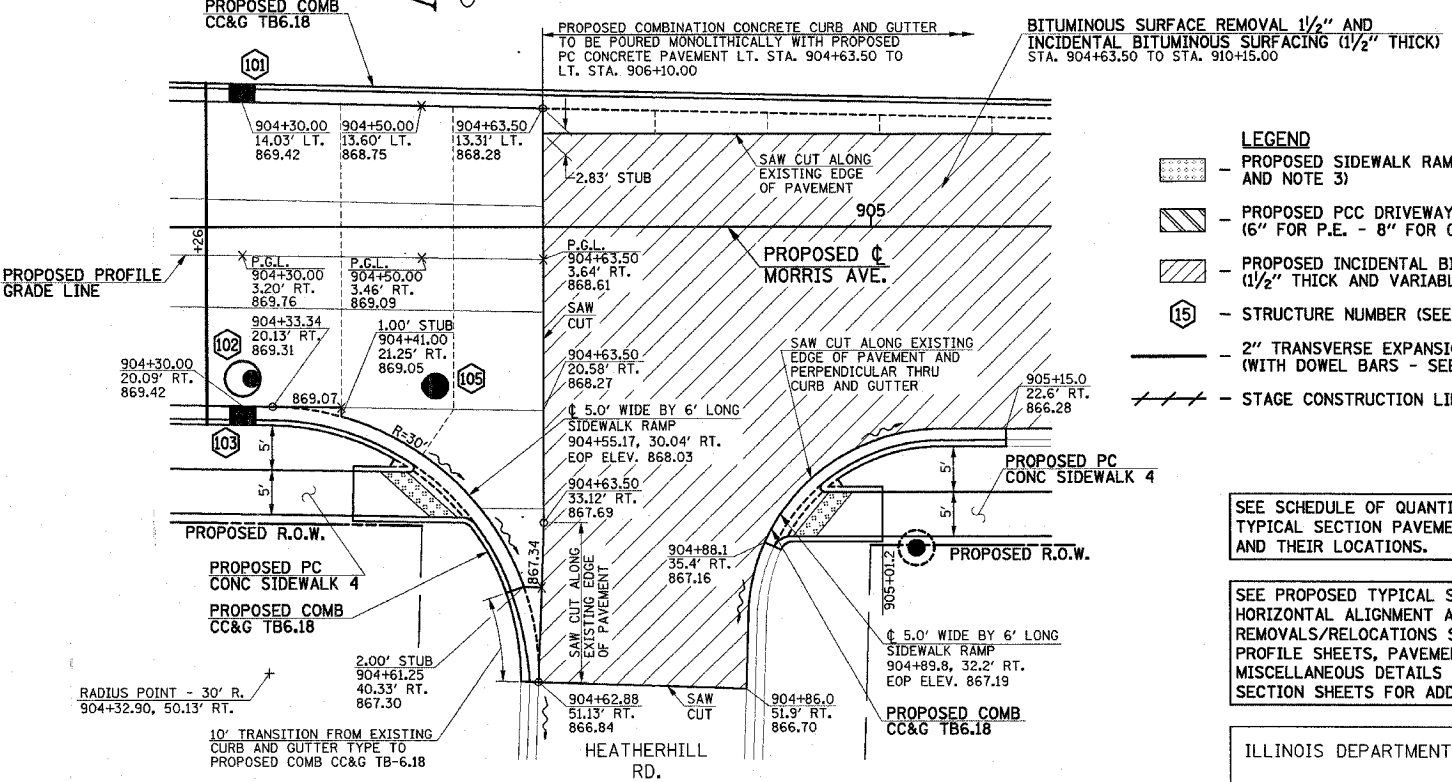
ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERSECTION DETAILS
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	52
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				



**MORRIS AVE./
WITTEN WOODS DR.**

**HAMILTON RD./
TIMBERLAKE LN.**



**MORRIS AVE./
HEATHERHILL RD.**

NOTES

1. THE P.C. CONCRETE PAVEMENT SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER AT ALL THE STUB LOCATIONS SHOWN ON THE PLANS AND ON MORRIS AVE. FROM LT. STA. 904+63.50 TO LT. STA. 906+10.00. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
ON HAMILTON RD. AND MORRIS AVE., THE P.C. CONCRETE PAVEMENT SHALL NOT BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER EXCEPT AT THE STUB LOCATIONS.
2. ALL ELEVATIONS REFERRED TO ARE TO THE TOP OF FINISHED CONSTRUCTION.
3. THE SIDEWALK RAMPS FOR THE 10' WIDE PEDESTRIAN TRAIL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH.
4. SEE DRAINAGE STRUCTURE TABLES ON PLAN/PROFILE SHEETS FOR HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS OF DRAINAGE STRUCTURES.
5. ALL STREET RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.

- LEGEND**
- PROPOSED SIDEWALK RAMP (SEE DETAIL SHEET AND NOTE 3)
 - PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
 - PROPOSED INCIDENTAL BITUMINOUS SURFACING (1/2" THICK AND VARIABLE THICKNESS)
 - STRUCTURE NUMBER (SEE PLAN/PROFILE SHEETS)
 - 2" TRANSVERSE EXPANSION JOINT (WITH DOWEL BARS - SEE STANDARD 420001)
 - STAGE CONSTRUCTION LIMITS

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PROPOSED TYPICAL SECTION SHEETS, HORIZONTAL ALIGNMENT AND CONTROL SHEET, REMOVALS/RELOCATIONS SHEETS, PLAN AND PROFILE SHEETS, PAVEMENT JOINTS SHEETS, MISCELLANEOUS DETAILS SHEETS, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

PAVEMENT MARKING TAPE, TYPE III - LINE 4"				
LOCATION	SKIP-DASH YELLOW (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW NARROW (FOOT)	SOLID WHITE (FOOT)
HAMILTON ROAD				
238+04 TO 238+94 LT. & RT.	60			
238+00 TO 239+45 LT. & RT.		265		
239+20 LT. TO 240+90 RT.			686	
239+21.3 LT. TO 240+90 LT.				184
SUBTOTAL	60	265	686	184
TOTAL			1195	

PAVEMENT MARKING TAPE, TYPE III - LINE 12"	
LOCATION	DIAGONAL YELLOW (FOOT)
HAMILTON ROAD	
239+20 LT. TO 240+90 RT.	63
TOTAL	63

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	
LOCATION	TURN ARROWS (SQ FT)
MORRIS AVENUE	
905+28 RT.	15.6
905+69 RT.	15.6
906+10 RT.	15.6
TOTAL	46.8

THERMOPLASTIC PAVEMENT MARKING - LINE 4"				
LOCATION	SKIP-DASH YELLOW (FOOT)	DOUBLE YELLOW NARROW (FOOT)	SOLID WHITE (FOOT)	LANE LINE EXTENSION WHITE (FOOT)
HAMILTON ROAD				
241+40 RT. TO 242+30 RT.	30			
240+90 RT. TO 241+40 RT.		172		
240+90 RT. TO 242+40 RT.			300	
MORRIS AVENUE				
885+90 RT. TO 888+40	70			
905+10 RT. TO 910+00.5 RT.		1713		
885+00 LT. TO 888+40 LT.			340	
886+90 RT. TO 888+40 RT.			150	
905+10 LT. TO 906+10 RT.			100	
906+10 RT. TO 907+53 RT.				34
SUBTOTAL	100	1885	890	34
TOTAL				2909

THERMOPLASTIC PAVEMENT MARKING - LINE 6"	
LOCATION	CROSSWALK WHITE (FOOT)
MORRIS AVENUE	
904+51.8 RT. TO 904+92.1 RT.	71
TOTAL	71

THERMOPLASTIC PAVEMENT MARKING - LINE 12"		
LOCATION	DIAGONAL YELLOW (FOOT)	DIAGONAL WHITE (FOOT)
HAMILTON ROAD		
240+90 RT. TO 241+40 RT.	2	
MORRIS AVENUE		
885+73 LT. TO 888+40 LT.		68
906+10 RT. TO 910+00.5 RT.	131	
SUBTOTAL	133	68
TOTAL		201

THERMOPLASTIC PAVEMENT MARKING - LINE 24"	
LOCATION	STOP BAR WHITE (FOOT)
MORRIS AVENUE	
904+74.6 RT. TO 904+86.7 RT.	12
TOTAL	12

EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS		
LOCATION	TURN ARROWS (SQ FT)	DUAL LEFT TURN ARROWS (SQ FT)
HAMILTON ROAD		
222+08	15.6	
222+88	15.6	
223+68	15.6	
224+48	15.6	
226+01	15.6	
226+77	15.6	
227+53	15.6	
228+29	15.6	
229+05	15.6	
229+81	15.6	
232+12		31.2
234+62		31.2
237+12		31.2
MORRIS AVENUE		
898+27.5	15.6	
898+75	15.6	
899+22.5	15.6	
900+77.5	15.6	
901+25	15.6	
901+72.5	15.6	
891+36		31.2
893+86		31.2
896+36		31.2
SUBTOTAL	249.6	187.2
TOTAL		436.8

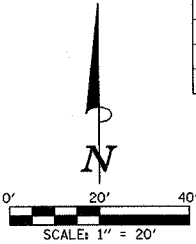
EPOXY PAVEMENT MARKING - LINE 4"					
LOCATION	SKIP-DASH YELLOW (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW NARROW (FOOT)	SOLID WHITE (FOOT)	LANE LINE EXTENSION WHITE (FOOT)
MORRIS AVENUE					
891+14.5 TO 896+84.5 LT. & RT.	300				
890+87.5 TO 896+84.5 LT. & RT.		1194			
888+40 TO 890+87.5 LT. & RT.			959		
896+84.5 LT. & RT. TO 899+40.5 LT.			781		
900+59.5 RT. TO 904+38.5 LT. & RT.			1282		
888+40 LT. TO 890+87.5 LT.				248	
898+27.5 RT. TO 899+40.5 RT.				113	
900+59.5 LT. TO 901+72.5 LT.				113	
896+84.5 RT. TO 898+27.5 RT.					34
901+72.5 LT. TO 903+15.5 LT.					34
SUBTOTAL	300	1194	3022	474	68
TOTAL			5058		

EPOXY PAVEMENT MARKING - LINE 6"					
LOCATION	SKIP-DASH YELLOW (FOOT)	SOLID YELLOW (FOOT)	DOUBLE YELLOW WIDE (FOOT)	SKIP-DASH WHITE (FOOT)	CROSSWALK WHITE (FOOT)
HAMILTON ROAD					
231+24 TO 237+74 LT. & RT.	340				
231+24 TO 238+00 LT. & RT.		1352			
211+65 LT. & RT. TO 224+66 LT.			4631		
225+83 RT. TO 231+24 LT. & RT.			1351		
211+65 TO 224+55 LT. & RT.				660	
225+83 LT. TO 237+93 LT.				310	
225+83 RT. TO 235+93 RT.				260	
224+72 TO 224+82					180
MORRIS AVENUE					
900+43.5 TO 900+53.5					205
TIMBERLAKE LANE					
1000+34.7 TO 1000+44.7					50
WITTEN WOODS DRIVE					
51+49.1 TO 51+55.1					168
SUBTOTAL	340	1352	5982	1230	603
TOTAL			9507		

EPOXY PAVEMENT MARKING - LINE 8"		
LOCATION	SOLID WHITE (FOOT)	LANE LINE EXTENSION WHITE (FOOT)
HAMILTON ROAD		
221+87.5 RT. TO 224+66 RT.	279	
225+83 LT. TO 229+81 LT.	398	
220+44.5 RT. TO 221+87.5 RT.		34
229+81 LT. TO 231+24 LT.		34
SUBTOTAL	677	68
TOTAL		745

EPOXY PAVEMENT MARKING - LINE 12"			
LOCATION	DIAGONAL YELLOW (FOOT)	DIAGONAL WHITE (FOOT)	CROSSWALK BAR WHITE (FOOT)
HAMILTON ROAD			
211+65 TO 212+27.5 LT. & RT.	20		
218+34.5 LT. & RT. TO 221+87.5 LT.	155		
229+81 RT. TO 231+24 LT. & RT.	52		
224+72 TO 224+82			296
MORRIS AVENUE			
888+40 LT. TO 890+87.5 LT.		51	
888+40 TO 890+87.5 LT. & RT.	88		
896+84.5 LT. & RT. TO 898+27.5 LT.	52		
901+72.5 RT. TO 904+38.5 LT. & RT.	152		
900+43.5 TO 900+53.5			364
TIMBERLAKE LANE			
1000+34.7 TO 1000+44.7			79
SUBTOTAL	519	51	739
TOTAL			1309

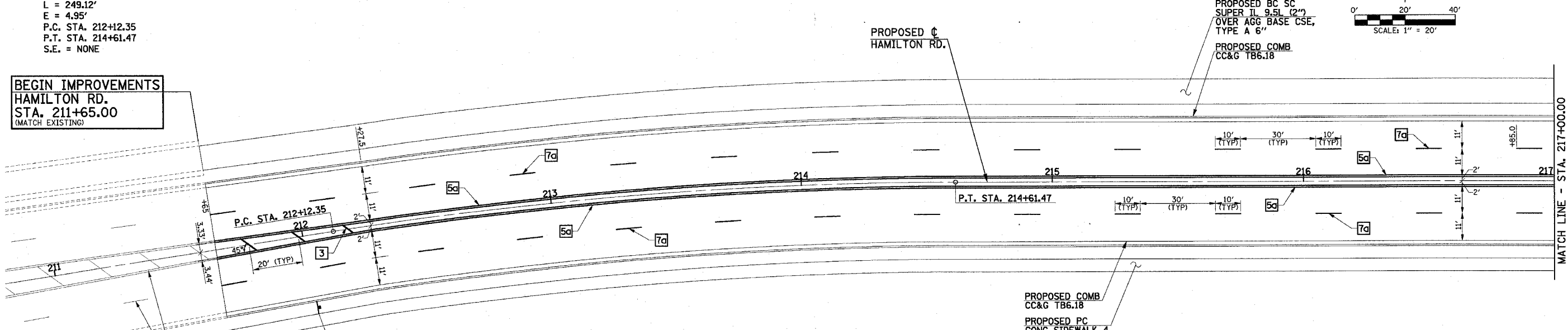
EPOXY PAVEMENT MARKING - LINE 24"	
LOCATION	STOP BAR WHITE (FOOT)
HAMILTON ROAD	
224+66	47
225+83	54
MORRIS AVENUE	
899+40.5	52
900+59.5	52
TIMBERLAKE LANE	
1000+50.7	10
WITTEN WOODS DRIVE	
51+43.1	28
TOTAL	243



PROPOSED ϕ
HAMILTON RD.
CURVE DATA
P.I. STA. 213+37.17
 $\Delta = 9^{\circ}04'32''$
 $D = 3^{\circ}38'35''$
 $T = 124.82'$
 $R = 1572.74'$
 $L = 249.12'$
 $E = 4.95'$
P.C. STA. 212+12.35
P.T. STA. 214+61.47
S.E. = NONE

NOTE:
THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE CITY OF BLOOMINGTON.

BEGIN IMPROVEMENTS
HAMILTON RD.
STA. 211+65.00
(MATCH EXISTING)



PAVEMENT MARKING PLACED DURING CONSTRUCTION OF SECTION NO. 93-00295-00-PV

SPEED LIMIT
45
R2-1-2430

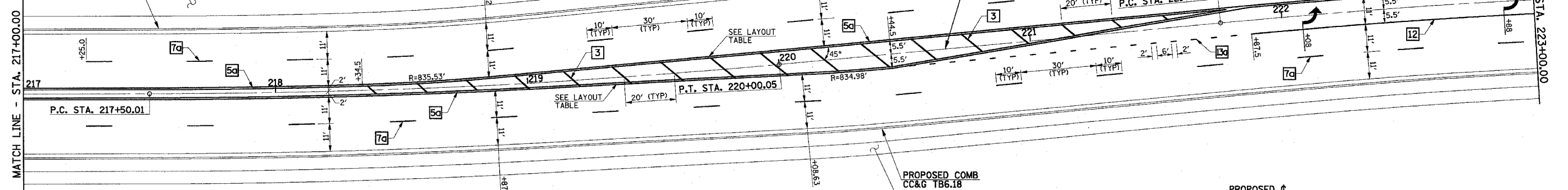
LIMITS OF EPOXY PAVEMENT MARKING

STATION	PAVEMENT MARKING OFFSET
218+34.50	2.00' LT.
218+40.00	2.01' LT.
218+50.00	2.10' LT.
218+60.00	2.27' LT.
218+70.00	2.52' LT.
218+80.00	2.85' LT.
218+90.00	3.26' LT.
219+00.00	3.65' LT.
219+10.00	4.00' LT.
219+20.00	4.32' LT.
219+30.00	4.59' LT.
219+40.00	4.83' LT.

STATION	PAVEMENT MARKING OFFSET
219+50.00	5.04' LT.
219+60.00	5.20' LT.
219+70.00	5.33' LT.
219+80.00	5.43' LT.
219+90.00	5.48' LT.
220+00.00	5.50' LT.
220+10.00	5.50' LT.
220+20.00	5.50' LT.
220+30.00	5.50' LT.
220+40.00	5.50' LT.
220+44.50	5.50' LT.

TYPICAL PAVEMENT MARKING LEGEND			
1	4" SKIP-DASH (YELLOW)	7c	6" SKIP-DASH (WHITE)
1a	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	8c	6" SOLID (WHITE)
2a	6" SOLID (YELLOW)	9	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	10	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	11	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	12	8" SOLID (WHITE)
5a	6" DOUBLE YELLOW (WIDE)	13	4" LANE LINE EXTENSIONS (WHITE)
6	RESERVED	13a	8" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	14	12" CROSSWALK BAR (WHITE)

PROPOSED BC SC SUPER IL 9.5L (2") OVER AGG BASE CSE, TYPE A 6"
PROPOSED COMB CC&G TB6.18



PROPOSED ϕ
HAMILTON RD.
CURVE DATA
P.I. STA. 218+75.12
 $\Delta = 5^{\circ}18'22''$
 $D = 2^{\circ}07'19''$
 $T = 125.11'$
 $R = 2700.00'$
 $L = 250.04'$
 $E = 2.90'$
P.C. STA. 217+50.01
P.T. STA. 220+00.05
S.E. = NONE

STATION	PAVEMENT MARKING OFFSET
218+87.00	2.00' RT.
218+90.00	2.00' RT.
219+00.00	2.03' RT.
219+10.00	2.10' RT.
219+20.00	2.20' RT.
219+30.00	2.34' RT.
219+40.00	2.52' RT.
219+50.00	2.74' RT.
219+60.00	2.99' RT.

STATION	PAVEMENT MARKING OFFSET
219+70.00	3.28' RT.
219+80.00	3.60' RT.
219+90.00	3.97' RT.
220+00.00	4.37' RT.
220+10.00	4.79' RT.
220+20.00	5.14' RT.
220+30.00	5.37' RT.
220+40.00	5.49' RT.
220+44.50	5.50' RT.

PROPOSED COMB CC&G TB6.18
PROPOSED PC CONC SIDEWALK 4

PROPOSED ϕ
HAMILTON RD.
CURVE DATA
P.I. STA. 223+20.04
 $\Delta = 5^{\circ}10'00''$
 $D = 1^{\circ}47'26''$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
P.C. STA. 221+75.66
P.T. STA. 224+64.22
S.E. = TO MATCH MORRIS AVE. P.G.L.
(SEE S.E. TRANSITION TABLES)

ILLINOIS DEPARTMENT OF TRANSPORTATION
HAMILTON ROAD PAVEMENT MARKING
DATE: 3-05
DRAWN BY: J.L.B.
CHECKED BY: R.L.H.
SCALE: 1"=20'

PROPOSED ϕ
HAMILTON RD.
CURVE DATA
P.I. STA. 223+20.04
 $\Delta = 5^{\circ}10'00''$
D = 1'47'26"
T = 144.38'
R = 3200.00'
L = 288.56'
E = 3.26'
P.C. STA. 221+75.66
P.T. STA. 224+64.22
S.E. = TO MATCH MORRIS AVE. P.G.L.
(SEE S.E. TRANSITION TABLES)

PROPOSED BC SC
SUPER II 9.5L (2")
OVER AGG BASE CSE,
TYPE A 6"

PROPOSED PC
CONC SIDEWALK 4

PROPOSED COMB
CC&G TB6.18

MATCH LINE - STA. 901+00.00
SEE SHEET NO. 58

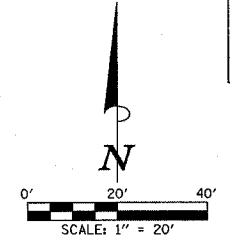
PROPOSED ϕ
MORRIS AVE.

PROPOSED PC
CONC SIDEWALK 4

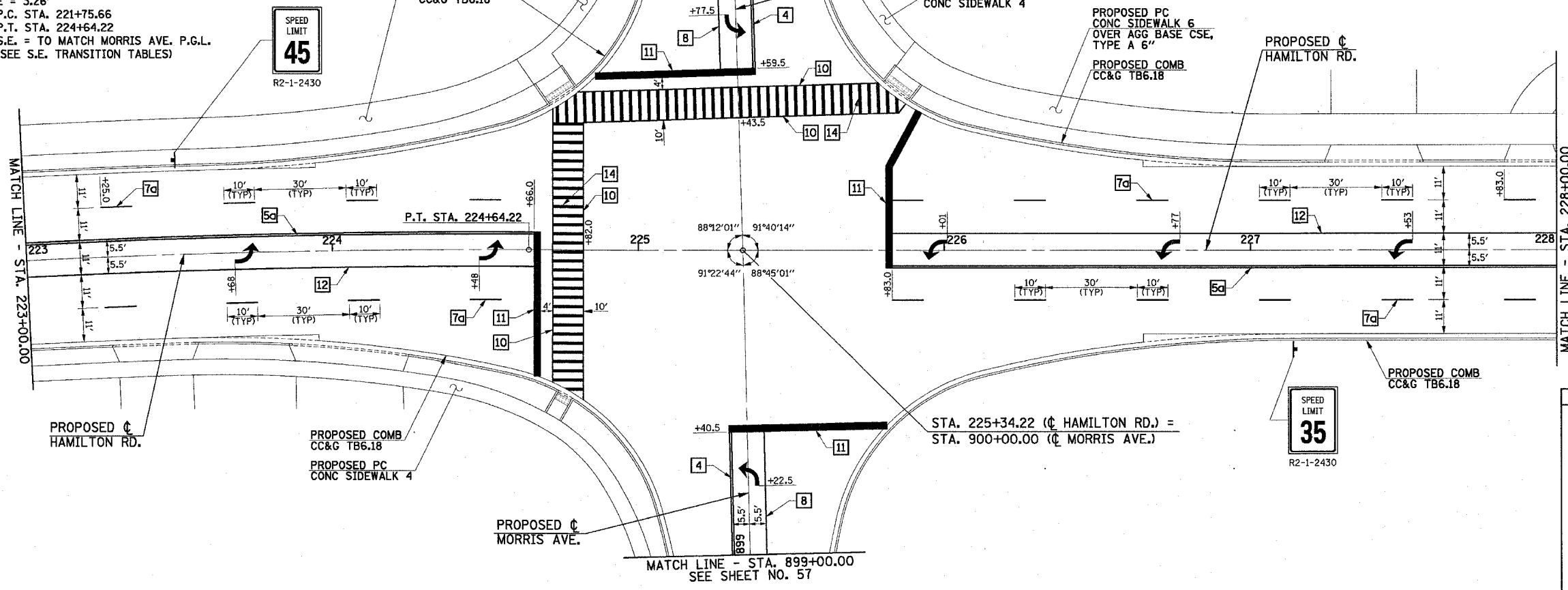
PROPOSED PC
CONC SIDEWALK 6
OVER AGG BASE CSE,
TYPE A 6"

PROPOSED COMB
CC&G TB6.18

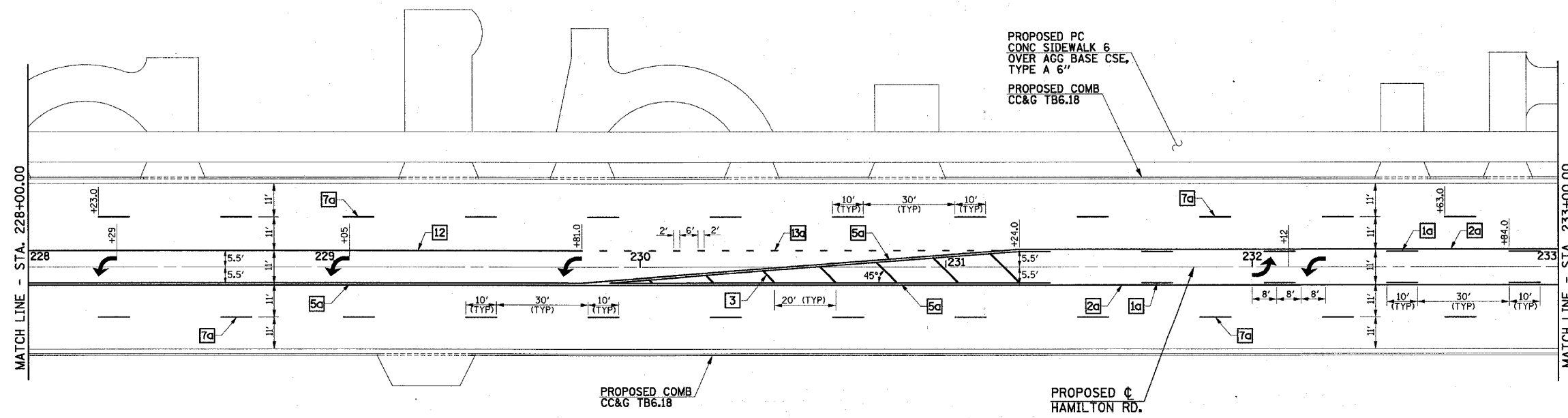
NOTE:
THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED
AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE
CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS
PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE
ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE
CITY OF BLOOMINGTON.



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	55
STA. 223+00.00		TO STA. 233+00.00		
ILLINOIS				
CONTRACT NO. 87267				



TYPICAL PAVEMENT MARKING LEGEND			
1	4" SKIP-DASH (YELLOW)	7c	6" SKIP-DASH (WHITE)
1a	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	8a	6" SOLID (WHITE)
2a	6" SOLID (YELLOW)	9	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	10	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	11	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	12	8" SOLID (WHITE)
5a	6" DOUBLE YELLOW (WIDE)	13	4" LANE LINE EXTENSIONS (WHITE)
6	RESERVED	13a	8" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	14	12" CROSSWALK BAR (WHITE)



ILLINOIS DEPARTMENT OF TRANSPORTATION

**HAMILTON ROAD
PAVEMENT MARKING**

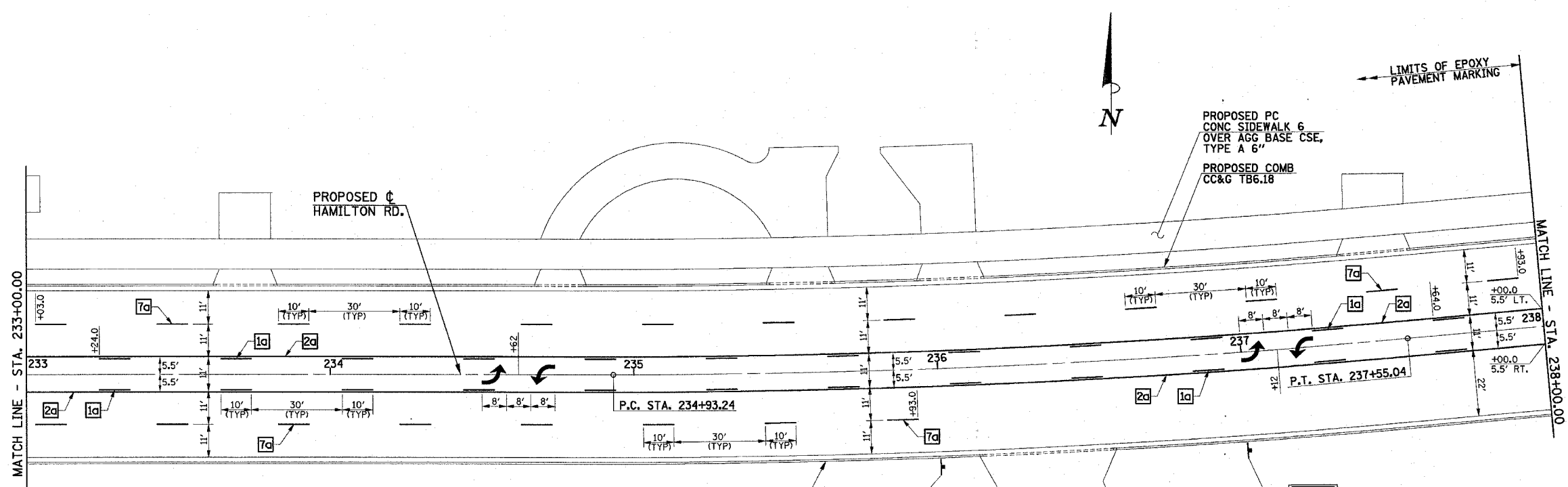
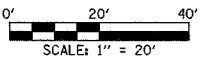
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1"=20'

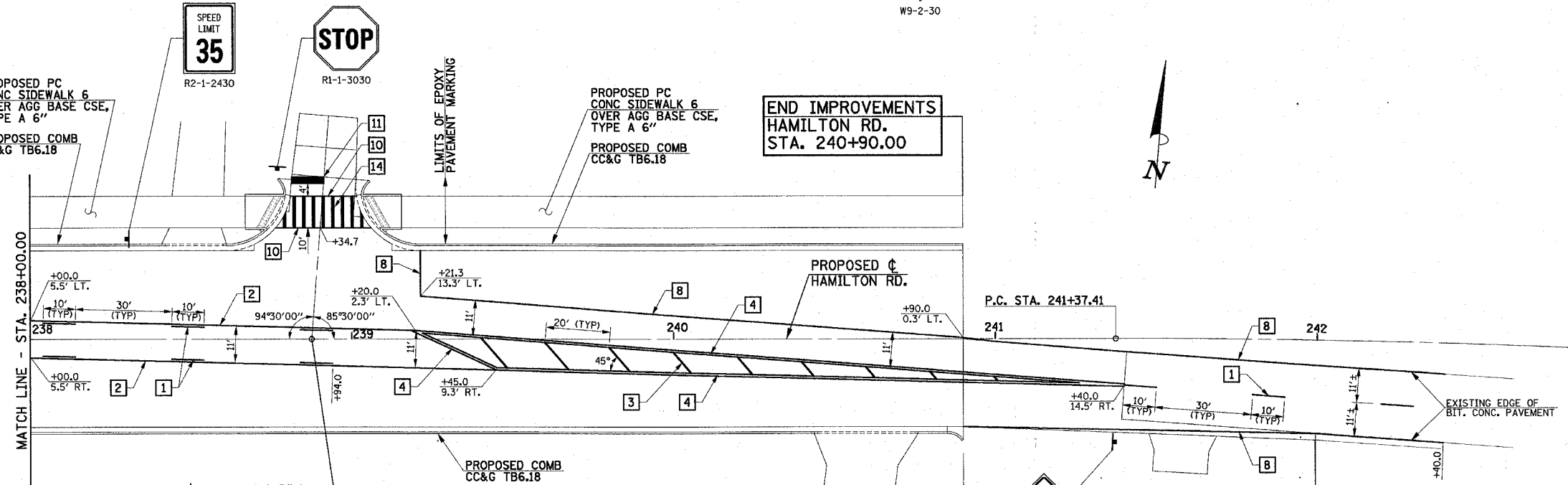
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	56
STA. 233+00.00		TO STA. 242+00.00		
ILLINOIS				

CONTRACT NO. 87267

PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
D = 154'35"
T = 130.98'
R = 3000.00'
L = 261.80'
E = 2.86'
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE



NOTE:
THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE CITY OF BLOOMINGTON.



END IMPROVEMENTS HAMILTON RD. STA. 240+90.00



END PROJECT HAMILTON RD. STA. 242+00.00 (MATCH EXISTING)

TYPICAL PAVEMENT MARKING LEGEND

1	4" SKIP-DASH (YELLOW)	7c	6" SKIP-DASH (WHITE)
1a	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	8a	6" SOLID (WHITE)
2a	6" SOLID (YELLOW)	9	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	10	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	11	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	12	8" SOLID (WHITE)
5a	6" DOUBLE YELLOW (WIDE)	13	4" LANE LINE EXTENSIONS (WHITE)
6	RESERVED	13a	8" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	14	12" CROSSWALK BAR (WHITE)

NOTE:
THE PAVEMENT MARKINGS ON THE MAINLINE PAVEMENT OF HAMILTON RD. FROM STA. 238+00 TO STA. 240+90 SHALL BE PAVEMENT MARKING TAPE, TYPE III TO ALLOW FOR REMOVAL OF THE MARKINGS AND FUTURE PLACEMENT OF PERMANENT MARKINGS.

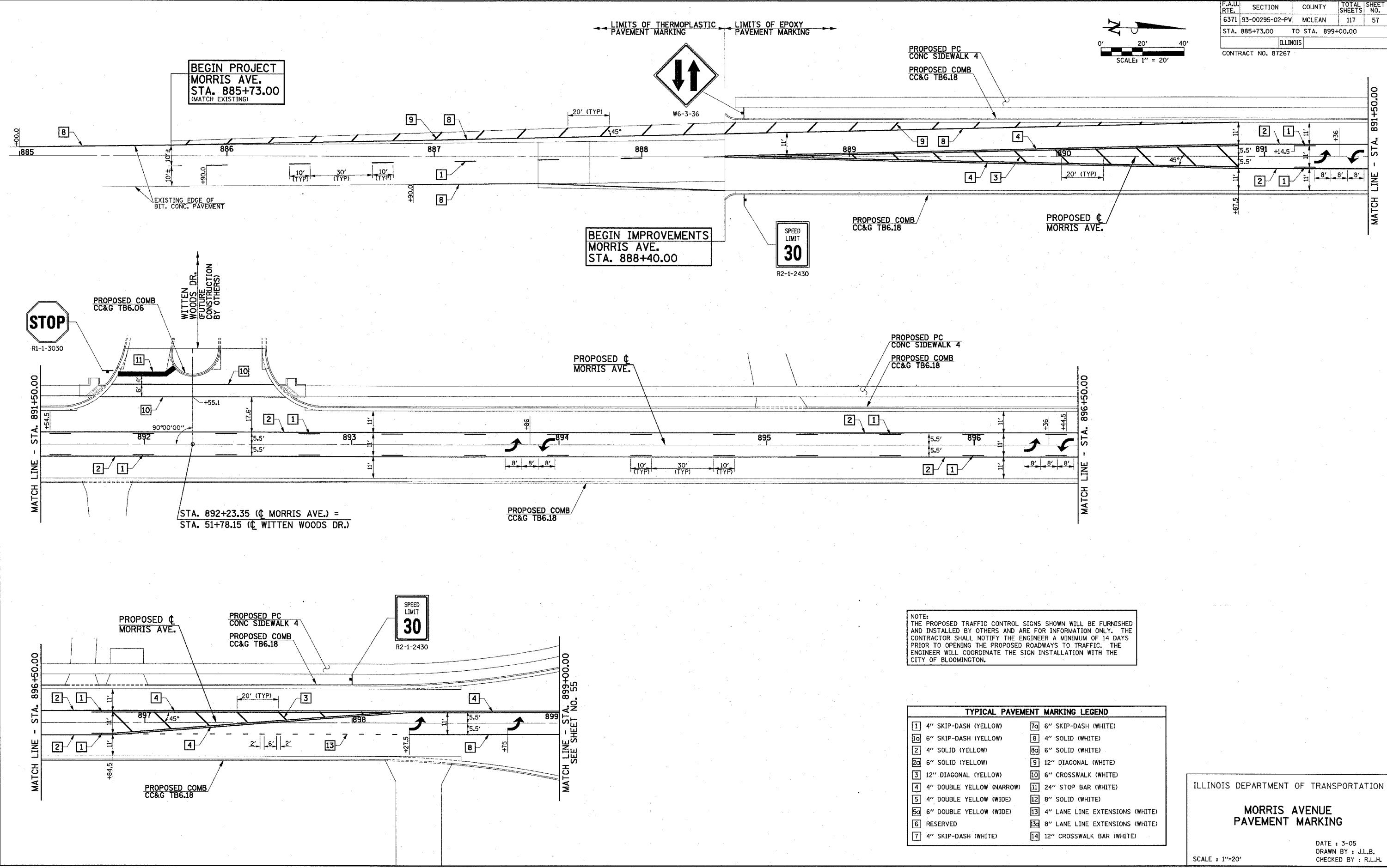
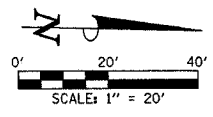
PROPOSED ϕ HAMILTON RD. CURVE DATA
P.I. STA. 242+65.28
 $\Delta = 4^{\circ}34'36''$
D = 147'26"
T = 127.87'
R = 3200.00'
L = 255.61'
E = 2.55'
P.C. STA. 241+37.41
P.T. STA. 243+93.02
S.E. = NONE

ILLINOIS DEPARTMENT OF TRANSPORTATION

HAMILTON ROAD PAVEMENT MARKING

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1"=20'



NOTE:
 THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE CITY OF BLOOMINGTON.

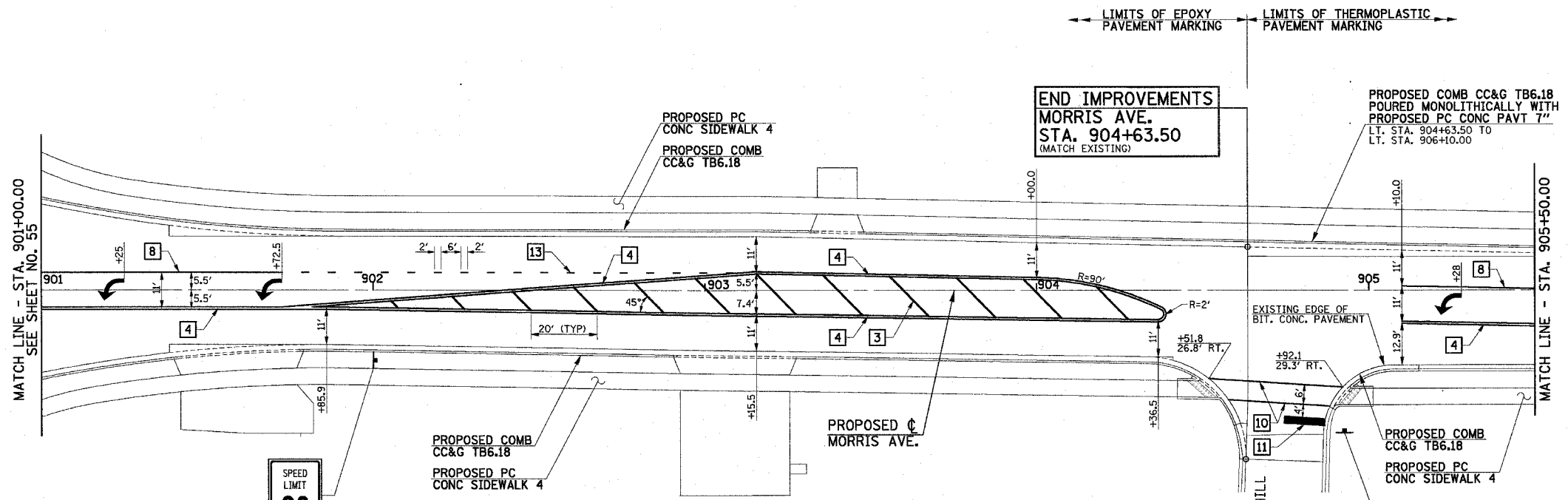
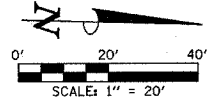
TYPICAL PAVEMENT MARKING LEGEND			
1	4" SKIP-DASH (YELLOW)	7	4" SKIP-DASH (WHITE)
10	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	9	6" SOLID (WHITE)
20	6" SOLID (YELLOW)	10	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	11	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	12	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	13	8" SOLID (WHITE)
6	RESERVED	14	4" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	15	8" LANE LINE EXTENSIONS (WHITE)
		16	12" CROSSWALK BAR (WHITE)

ILLINOIS DEPARTMENT OF TRANSPORTATION

MORRIS AVENUE PAVEMENT MARKING

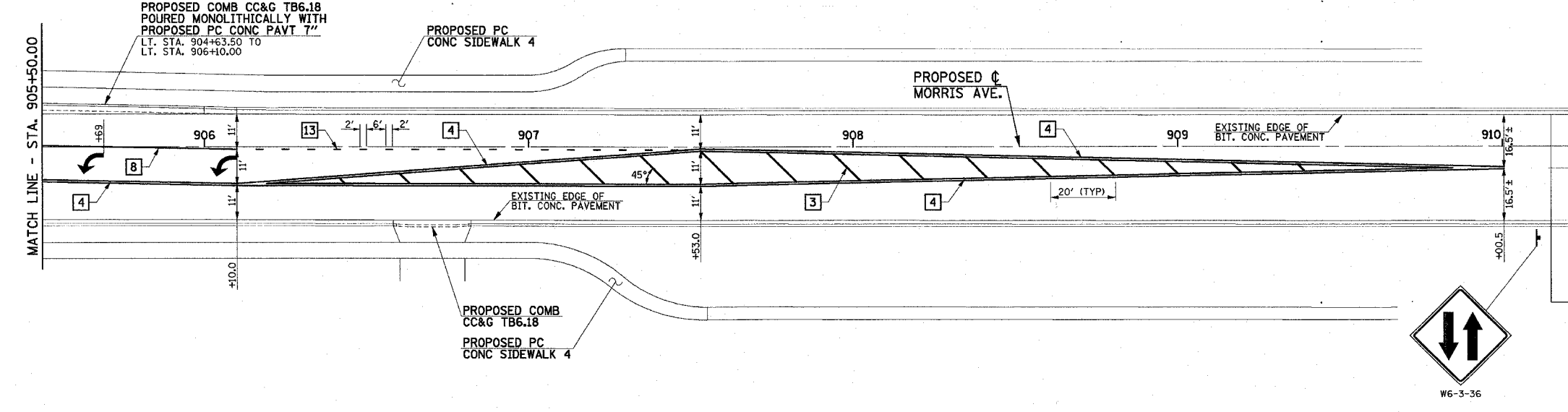
DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

P:\B11091\GEOPAK\2FILES\PAVEMARKING4.DGN



NOTE:
 THE PROPOSED TRAFFIC CONTROL SIGNS SHOWN WILL BE FURNISHED AND INSTALLED BY OTHERS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 DAYS PRIOR TO OPENING THE PROPOSED ROADWAYS TO TRAFFIC. THE ENGINEER WILL COORDINATE THE SIGN INSTALLATION WITH THE CITY OF BLOOMINGTON.

TYPICAL PAVEMENT MARKING LEGEND			
1	4" SKIP-DASH (YELLOW)	7c	6" SKIP-DASH (WHITE)
1c	6" SKIP-DASH (YELLOW)	8	4" SOLID (WHITE)
2	4" SOLID (YELLOW)	8c	6" SOLID (WHITE)
2c	6" SOLID (YELLOW)	9	12" DIAGONAL (WHITE)
3	12" DIAGONAL (YELLOW)	10	6" CROSSWALK (WHITE)
4	4" DOUBLE YELLOW (NARROW)	11	24" STOP BAR (WHITE)
5	4" DOUBLE YELLOW (WIDE)	12	8" SOLID (WHITE)
5c	6" DOUBLE YELLOW (WIDE)	13	4" LANE LINE EXTENSIONS (WHITE)
6	RESERVED	13c	8" LANE LINE EXTENSIONS (WHITE)
7	4" SKIP-DASH (WHITE)	14	12" CROSSWALK BAR (WHITE)



END PROJECT
 MORRIS AVE.
 STA. 910+15.00
 (MATCH EXISTING)



ILLINOIS DEPARTMENT OF TRANSPORTATION

MORRIS AVENUE
 PAVEMENT MARKING

DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.

SCALE : 1"=20'

TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS

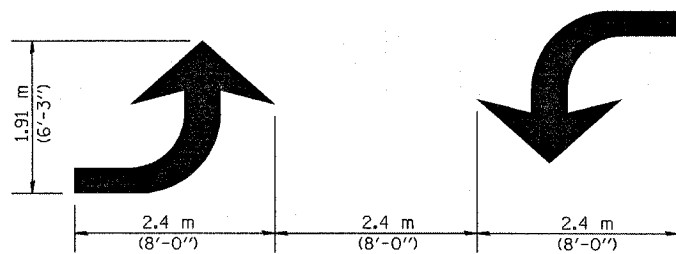
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	59
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

TYPICAL PAVEMENT MARKING LEGEND

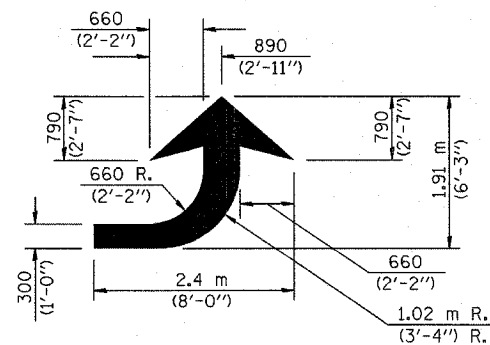
- 1 100 (4) SKIP-DASH (YELLOW)
- 1a 150 (6) SKIP-DASH (YELLOW)
- 2 100 (4) SOLID (YELLOW)
- 2a 150 (6) SOLID (YELLOW)
- 3 300 (12) DIAGONAL (YELLOW)
- 4 100 (4) DOUBLE YELLOW (NARROW)
- 5 100 (4) DOUBLE YELLOW (WIDE)
- 5a 150 (6) DOUBLE YELLOW (WIDE)
- 6 RESERVED
- 7 100 (4) SKIP-DASH (WHITE)
- 7a 150 (6) SKIP-DASH (WHITE)
- 8 100 (4) SOLID (WHITE)
- 8a 150 (6) SOLID (WHITE)
- 9 300 (12) DIAGONAL (WHITE)
- 10 150 (6) CROSS WALK (WHITE)
- 11 600 (24) STOP BAR (WHITE)
- 12 200 (8) SOLID (WHITE)
- 13 100 (4) LANE LINE EXTENSIONS (WHITE)
- 13a 200 (8) LANE LINE EXTENSIONS (WHITE)
- 14 12" CROSSWALK BAR (WHITE)

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

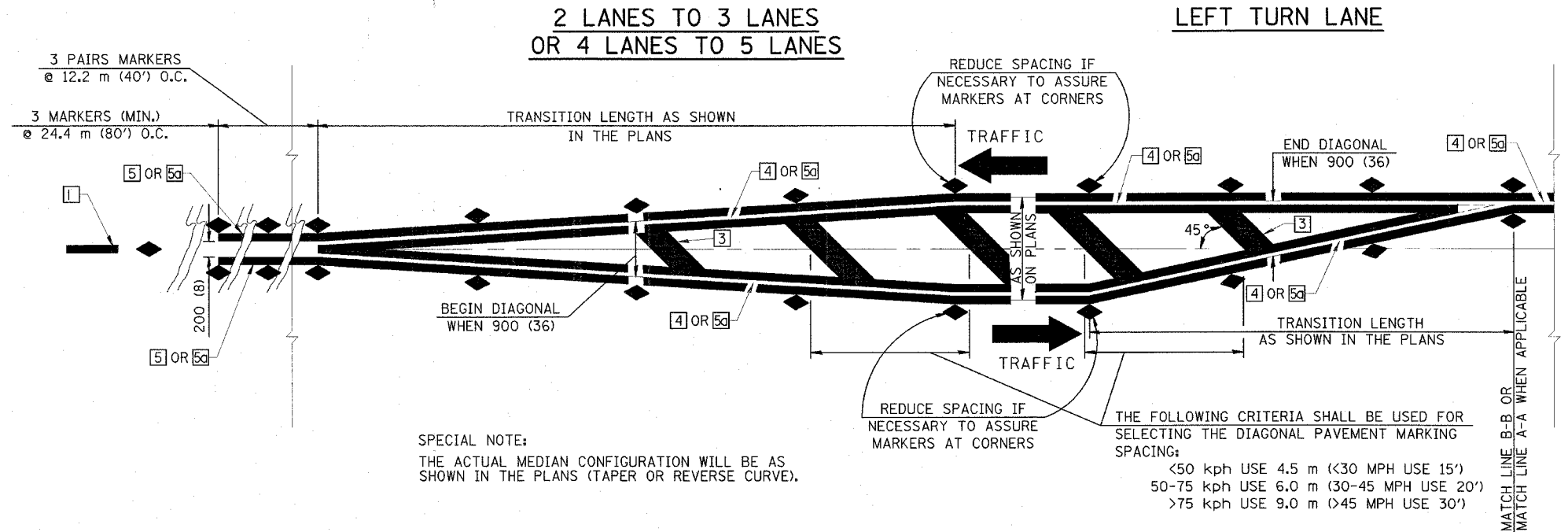


TYPICAL DOUBLE TURN ARROWS (WHITE)



LEFT ARROW
REVERSE FOR RIGHT ARROW
AREA = 1.47 m² (15.6 SQ. FT.) (WHITE)

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



TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

- WHEN PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS, SPECIAL DETAILS WILL BE INCLUDED ELSEWHERE IN THE PLANS.
- SCALE: NONE
- SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
- PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
- A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
- FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

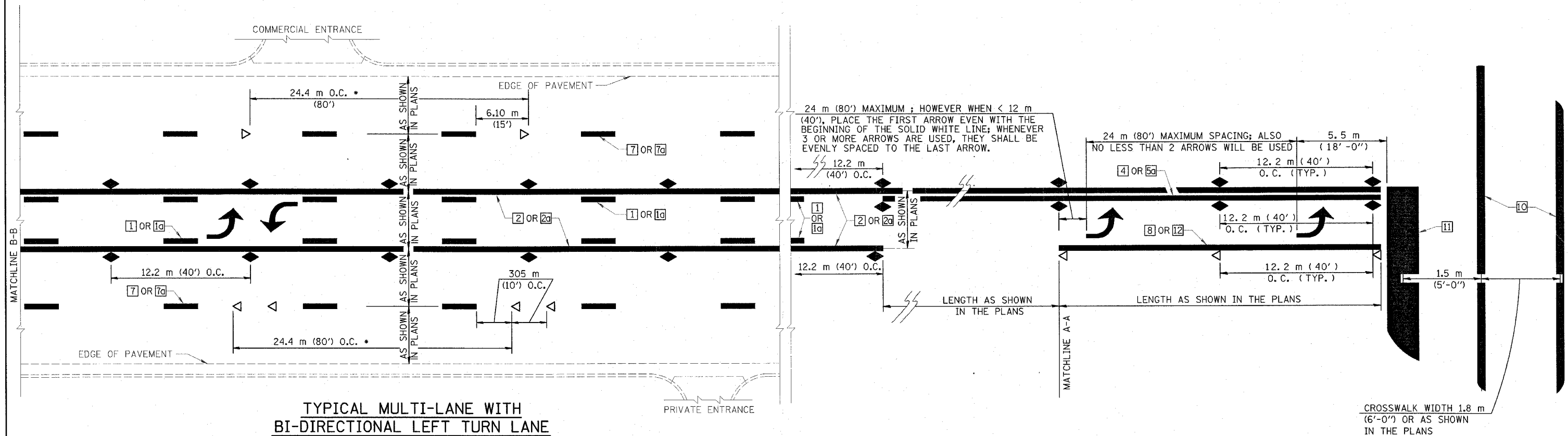
PAVEMENT MARKING DETAILS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

TYPICAL APPLICATIONS OF URBAN PAVEMENT MARKINGS AND MARKERS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	60
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

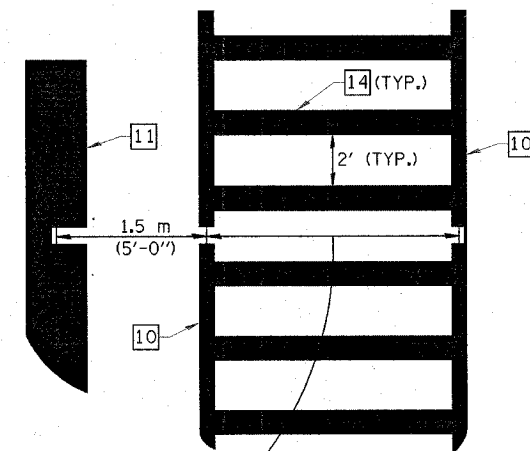


TYPICAL MULTI-LANE WITH BI-DIRECTIONAL LEFT TURN LANE

TYPICAL MULTI-LANE TRANSITION FROM BI-DIRECTIONAL LEFT TURN LANE TO LEFT TURN LANE

SPECIAL NOTES:
 TURN ARROW PAIRS SHALL BE PLACED AT 75 m (250') INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
 THE SOLID YELLOW PAVEMENT MARKINGS [2] OR [2a] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
 THE SKIP-DASH PAVEMENT MARKINGS [1] OR [1a] OR [7] OR [7a] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ABOVE.
 * REDUCE TO 12.2 METERS (40 FEET) O.C. IN NO PASSING ZONES AND ON CURVES WHERE ADVISORY SPEEDS ARE 15 kph (10 MPH) LOWER THAN POSTED SPEEDS.
 ** WHERE DOUBLE LANE LINE MARKERS ARE SPECIFIED, THEY SHALL BE SPACED AS SHOWN ABOVE.

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

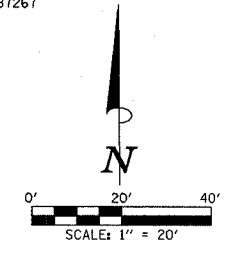


HIGH VISIBILITY CROSSWALK DETAIL

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING DETAILS
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.
 SCALE : NONE

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	61
STA. 210+80.00 TO STA. 215+00.00				
ILLINOIS				
CONTRACT NO. 87267				

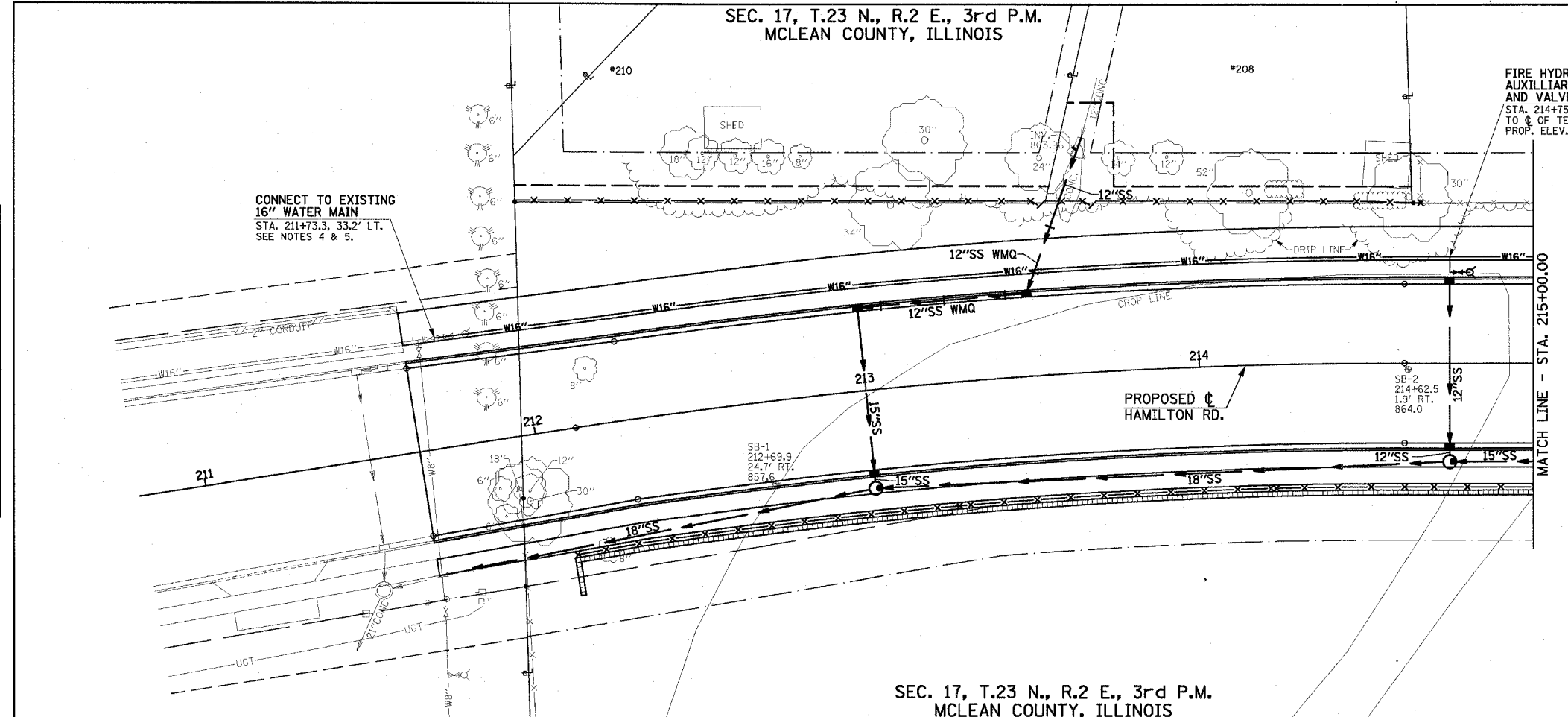


THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

*A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

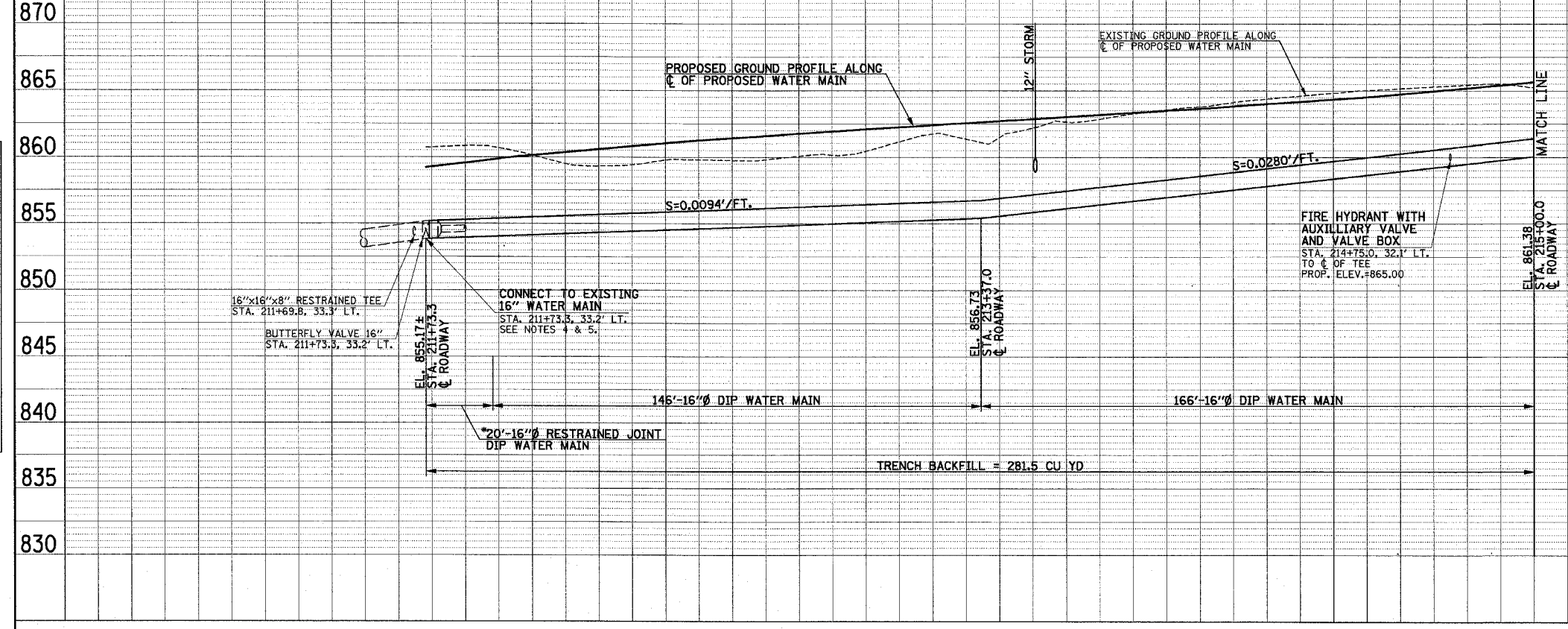
- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
 - CONTRACTOR TO VERIFY DEPTH PRIOR TO CONSTRUCTION. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND FITTINGS, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD DETERMINED AND THE APPROPRIATE ADJUSTMENTS MADE.
- CONTRACTOR TO PROVIDE ALL PIPING & GASKETS, FITTINGS, AND HARDWARE NECESSARY TO CONNECT TO EXISTING WATER MAIN.
- SEE REMOVAL/RELOCATION PLANS FOR REMOVAL OF EXISTING FIRE HYDRANT.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

PLAN	BY	DATE
REVISIONS		
NO. 1		
NO. 2		
NO. 3		
NO. 4		
NO. 5		



SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

BM 202 - HIGH POINT ON CONCRETE FOUNDATION OF EAST GUY ANCHOR FOR RADIO TOWER
ELEV. 864.58

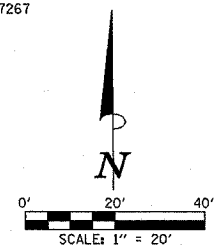


BILL OF MATERIALS				
ITEM	UNIT	TOTAL QUANTITY	HAMILTON ROAD	MORRIS AVENUE
DUCTILE IRON WATER MAIN 12"	FOOT	291	0	291
DUCTILE IRON WATER MAIN 16"	FOOT	3188	2388	800
WATER VALVES 1"	EACH	16	15	3
WATER VALVES 1 1/2"	EACH	4	0	4
WATER VALVES 6"	EACH	2	1	1
WATER VALVES 8"	EACH	2	2	0
WATER VALVES 12"	EACH	1	0	1
BUTTERFLY VALVES 16"	EACH	12	8	4
BUTTERFLY VALVES 20"	EACH	2	2	0
WATER SERVICE LINE 1"	FOOT	379	284	95
WATER SERVICE LINE 1 1/2"	FOOT	52	0	52
FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	12	8	4
STEEL CASING 30"	FOOT	98	98	0
DUCTILE IRON WATER MAIN 6", RESTRAINED JOINT TYPE	FOOT	154	115	39
DUCTILE IRON WATER MAIN 8", RESTRAINED JOINT TYPE	FOOT	63	45	18
DUCTILE IRON WATER MAIN 12", RESTRAINED JOINT TYPE	FOOT	188	0	188
DUCTILE IRON WATER MAIN 16", RESTRAINED JOINT TYPE	FOOT	962	562	400
DUCTILE IRON WATER MAIN 20", RESTRAINED JOINT TYPE	FOOT	74	74	0

Robert A. Anderson
PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
DATE: MAR 18, 2005
LICENSE EXPIRES 11-30-05

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

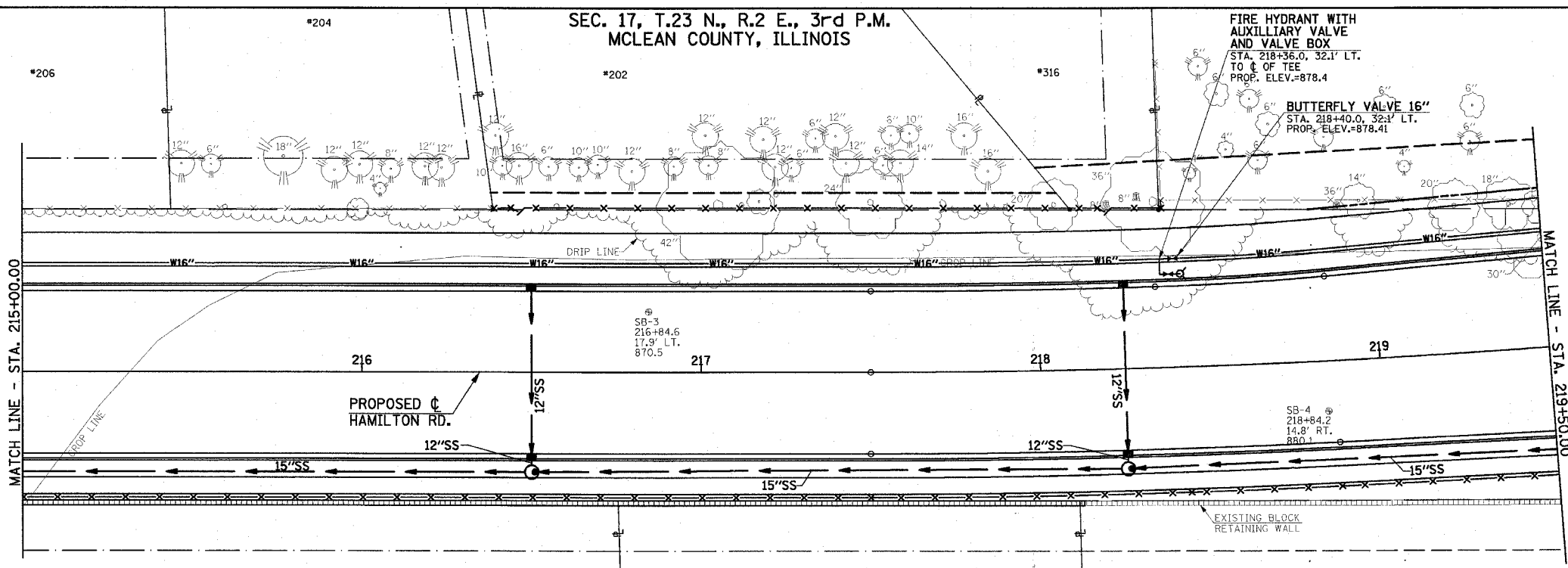
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	62
STA. 215+00.00		TO STA. 219+50.00		
ILLINOIS				
CONTRACT NO. 87267				



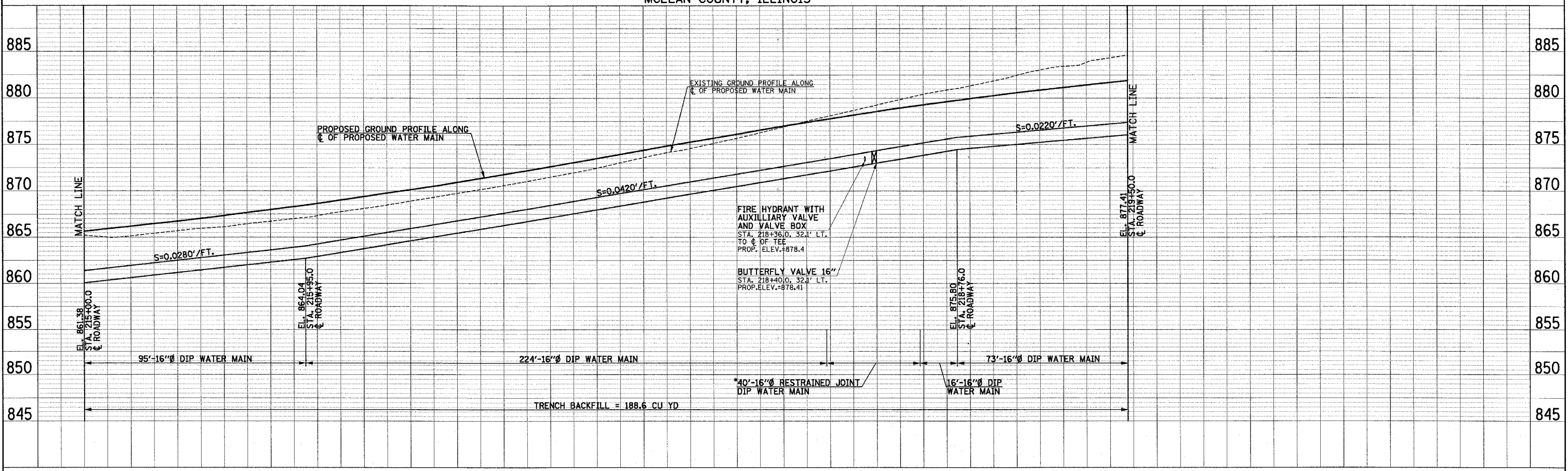
THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

*A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

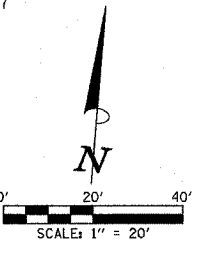


SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



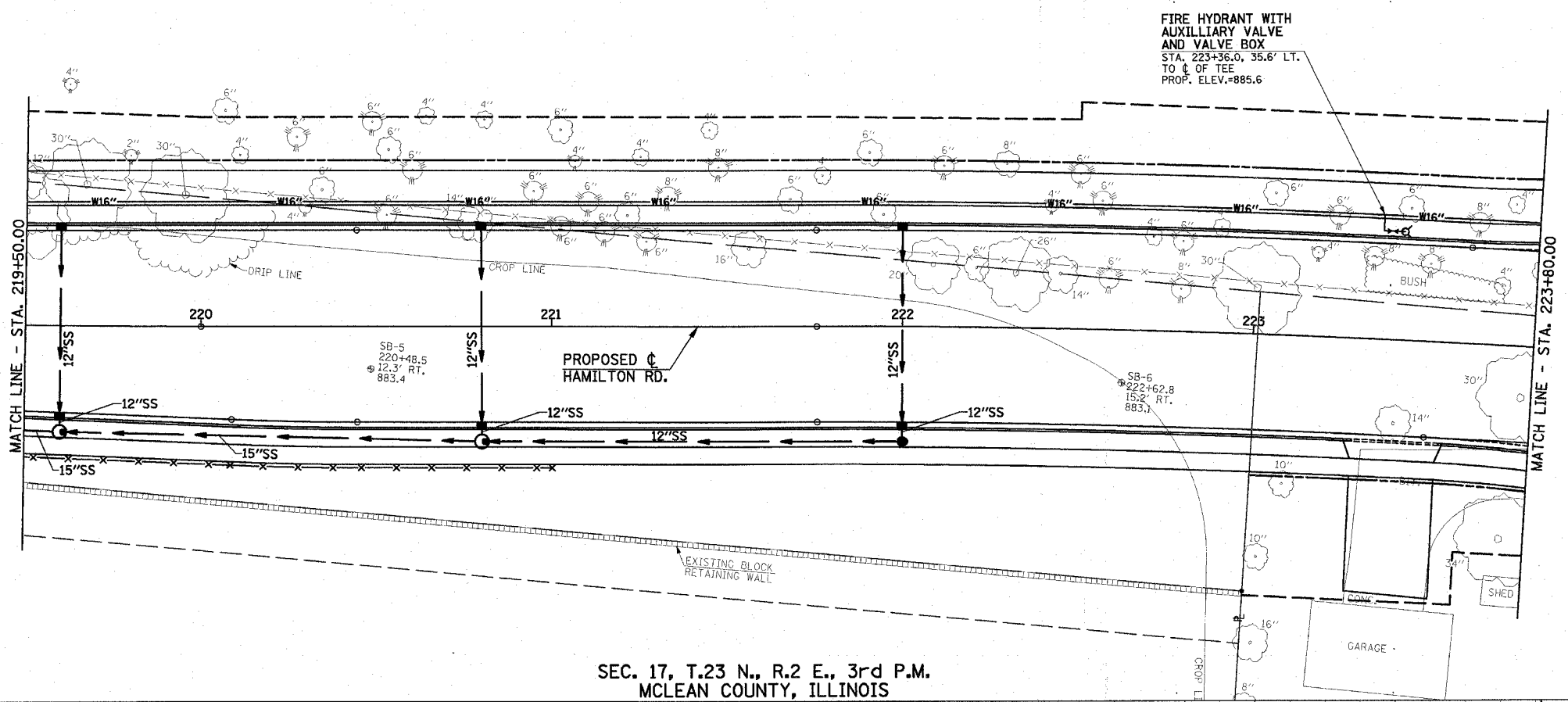
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	63
STA. 219+50.00		TO STA. 223+80.00		
ILLINOIS				
CONTRACT NO. 87267				

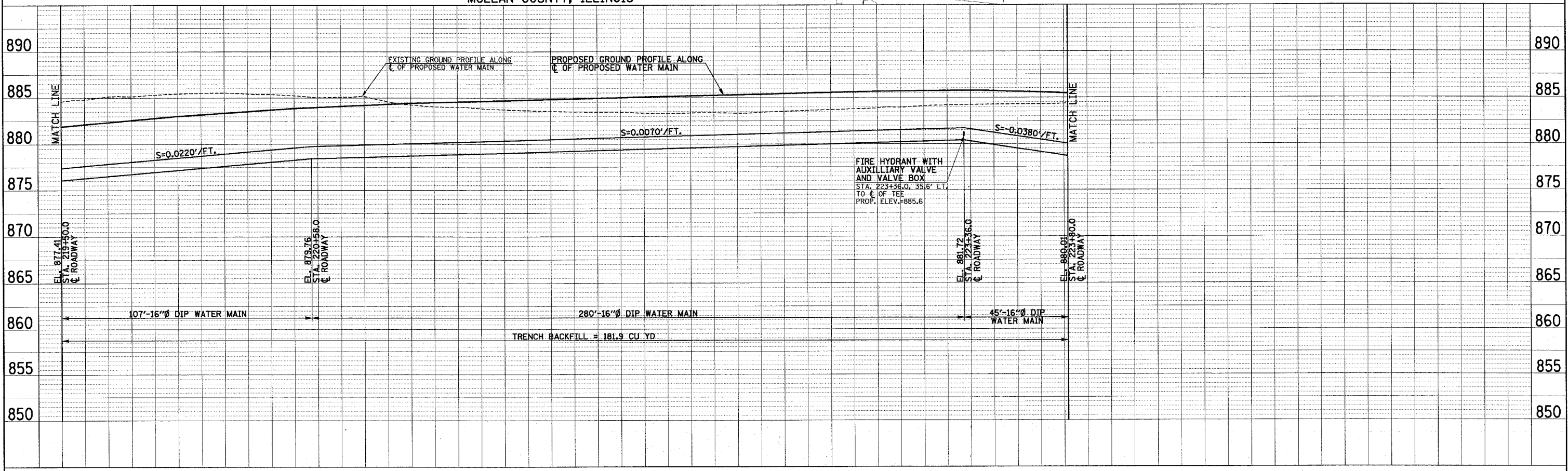


THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.



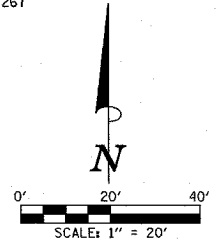
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	65
STA. 228+20.00		TO STA. 233+00.00		
ILLINOIS				

CONTRACT NO. 87267



1" WATER SERVICE LINE = 22 FOOT TRENCH BACKFILL = 2.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

1" WATER SERVICE LINE = 30 FOOT TRENCH BACKFILL = 2.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

1" WATER SERVICE LINE = 22 FOOT TRENCH BACKFILL = 2.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

1" WATER SERVICE LINE = 22 FOOT TRENCH BACKFILL = 2.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

1" WATER SERVICE LINE = 22 FOOT TRENCH BACKFILL = 2.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

1" WATER SERVICE LINE = 22 FOOT TRENCH BACKFILL = 4.4 CU YD
CONNECT TO EXISTING SERVICE LINE. CLOSE CURB STOP AND REMOVE CURB BOX AFTER EXISTING WATER SERVICE IS ABANDONED. SEE NOTE 4.

FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX
STA. 231+65.0, 35.6' LT. TO C. OF TEE
PROP. ELEV.=882.5

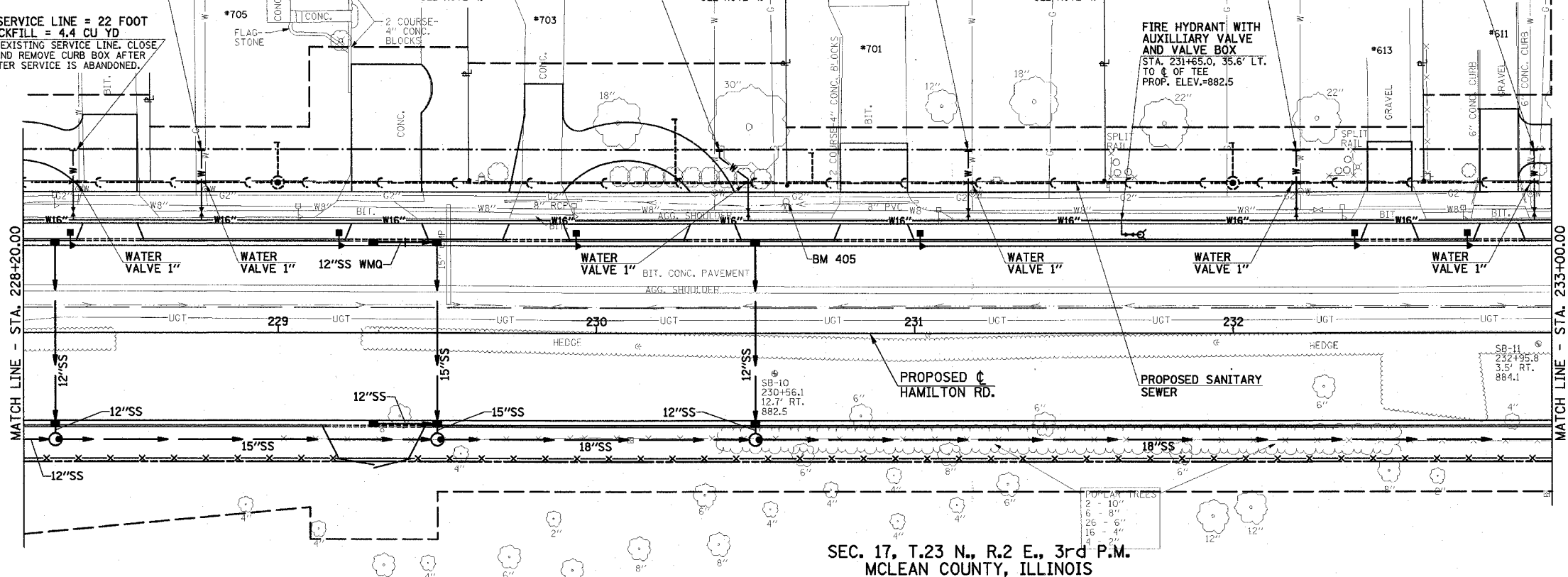
THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

NOTES

- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
- IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
- ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
- CONTRACTOR TO FIELD VERIFY EXISTING WATER SERVICES ALONG HAMILTON RD. CONTRACTOR TO PROVIDE 1" WATER SERVICE LINE, VALVES AND NECESSARY FITTINGS AND HARDWARE FOR CONNECTION TO RESIDENTIAL SERVICES.
- SEE THE REMOVAL/RELOCATION PLANS FOR THE VARIOUS PAY ITEMS AND THEIR LOCATIONS ALONG THE 8" WATER MAIN TO BE ABANDONED, REMOVED, OR ADJUSTED FROM STA. 225+41.3 TO STA. 241+15.0.
- CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

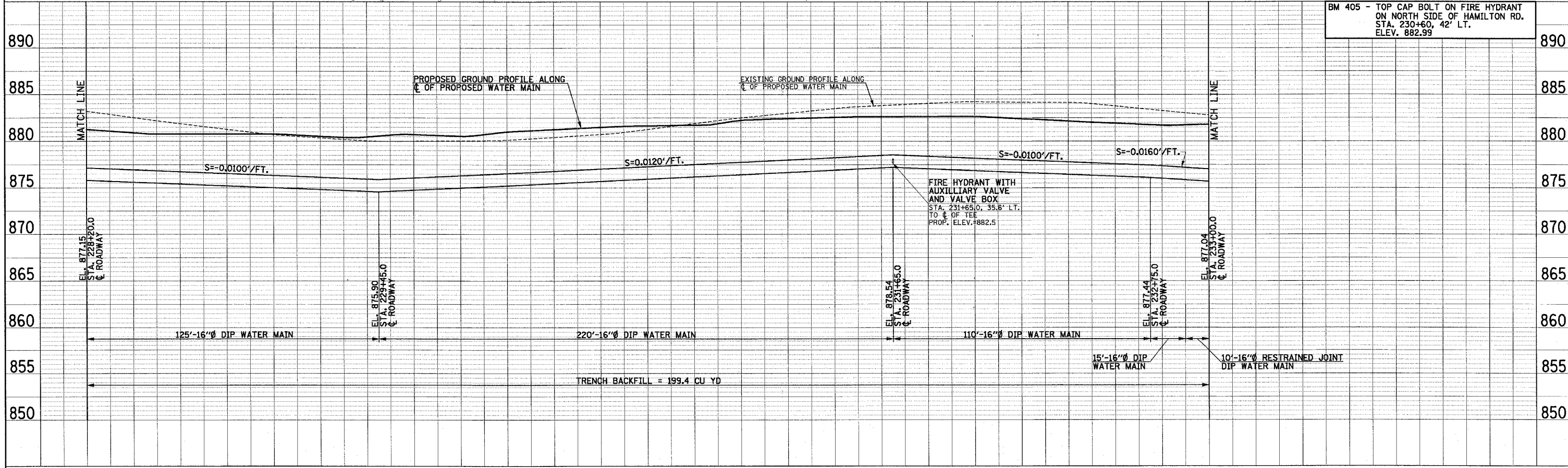
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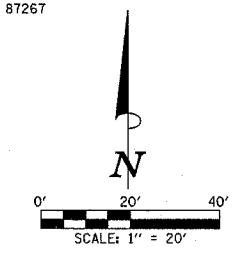
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

BM 405 - TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 230+60, 42' LT. ELEV. 882.99



SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	66
STA. 233+00.00		TO STA. 237+00.00		
ILLINOIS				
CONTRACT NO. 87267				

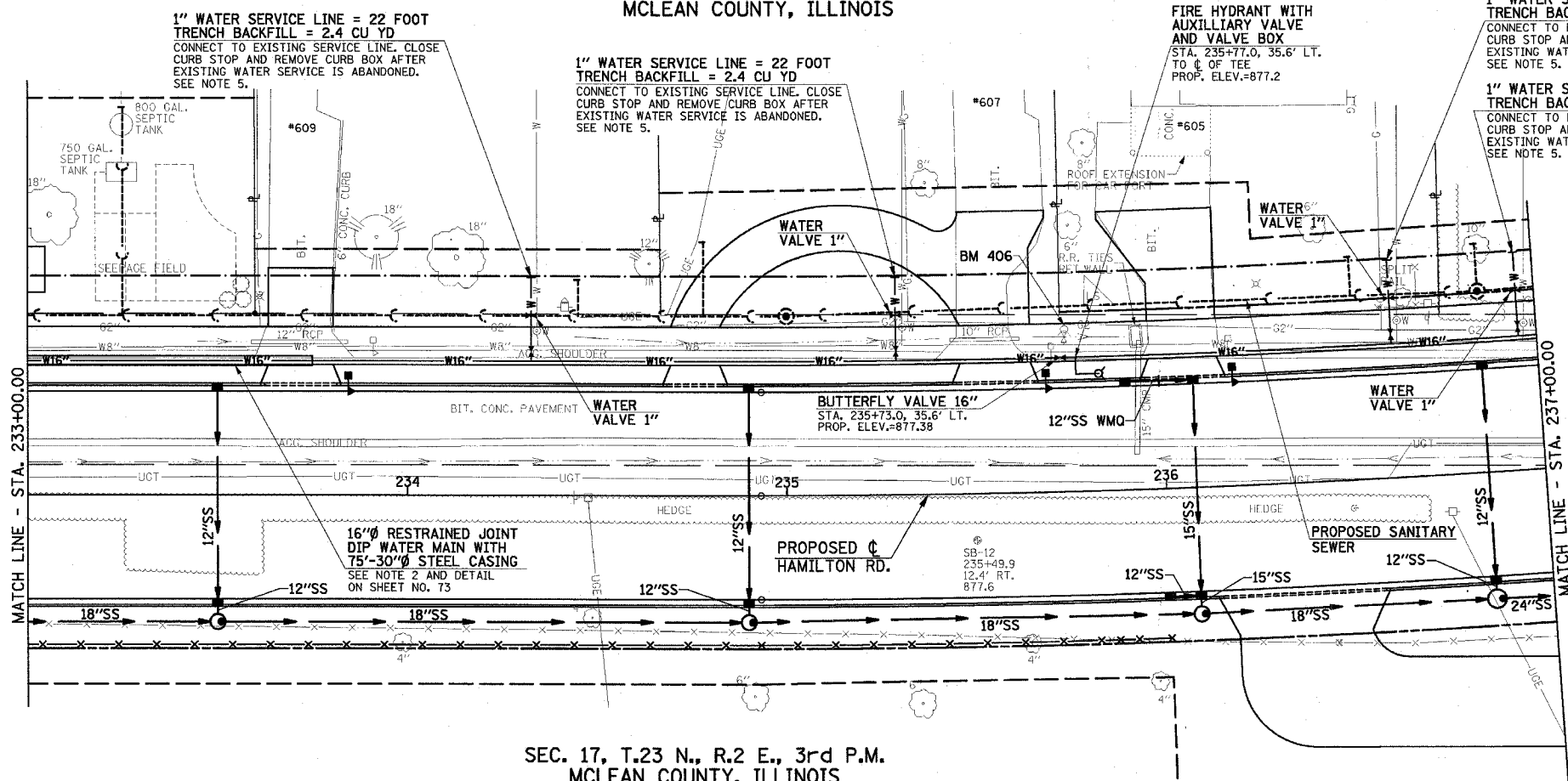


THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

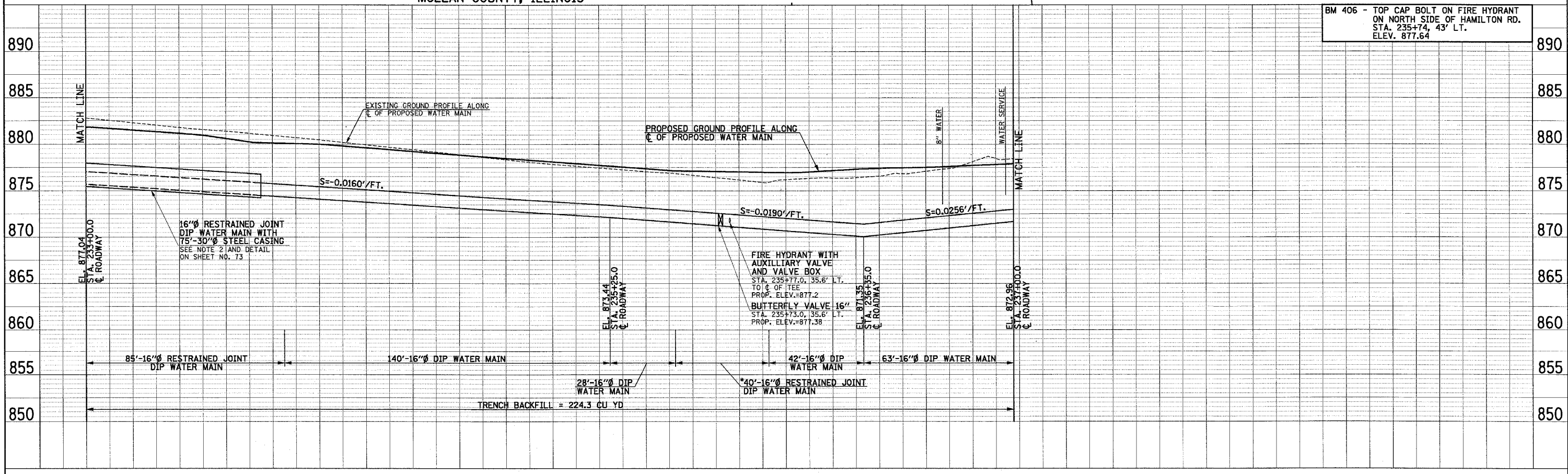
A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

NOTES

- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
- PROVIDE STEEL CASING ON ALL NEW WATER MAIN WITHIN 25' OF EXISTING SEEPAGE FIELD.
- IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
- ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
- CONTRACTOR TO FIELD VERIFY EXISTING WATER SERVICES ALONG HAMILTON RD. CONTRACTOR TO PROVIDE 1" WATER SERVICE LINE, VALVES AND NECESSARY FITTINGS AND HARDWARE FOR CONNECTION TO RESIDENTIAL SERVICES.
- SEE THE REMOVAL/RELOCATION PLANS FOR THE VARIOUS PAY ITEMS AND THEIR LOCATIONS ALONG THE 8" WATER MAIN TO BE ABANDONED, REMOVED, OR ADJUSTED FROM STA. 225+41.3 TO STA. 241+15.0.
- CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.



SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



BM 406 - TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 235+74, 43' LT. ELEV. 877.64

DATE	BY	PLAN

DATE	BY	PROFILE

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SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

SEC. 18, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	67
STA. 237+00.00		TO STA. 242+00.00		
ILLINOIS				
CONTRACT NO. 87267				

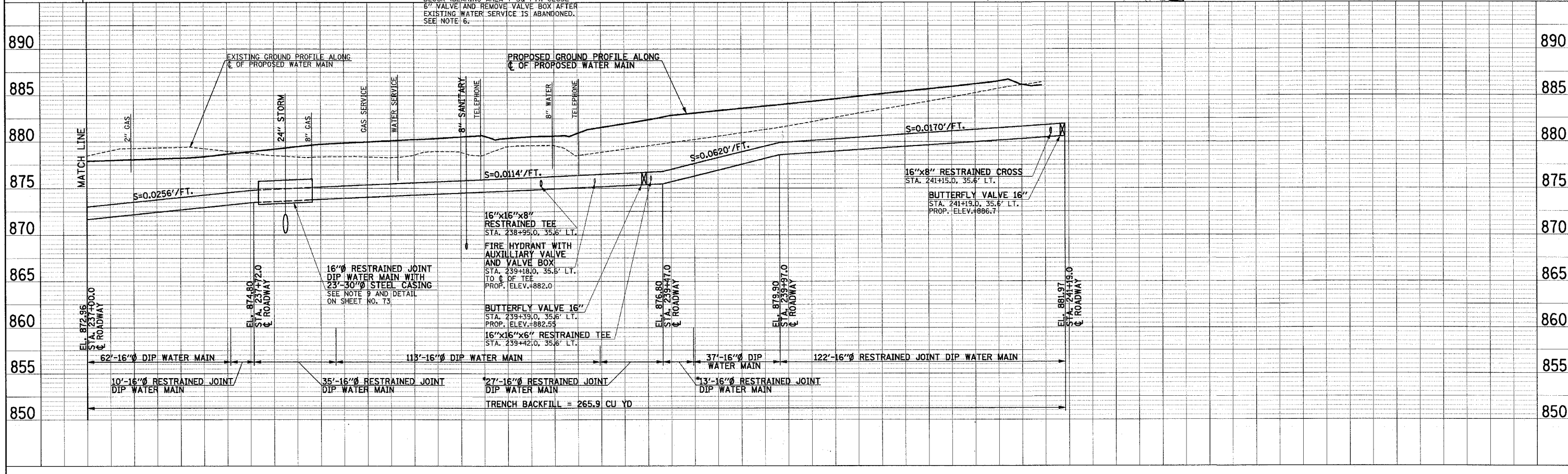
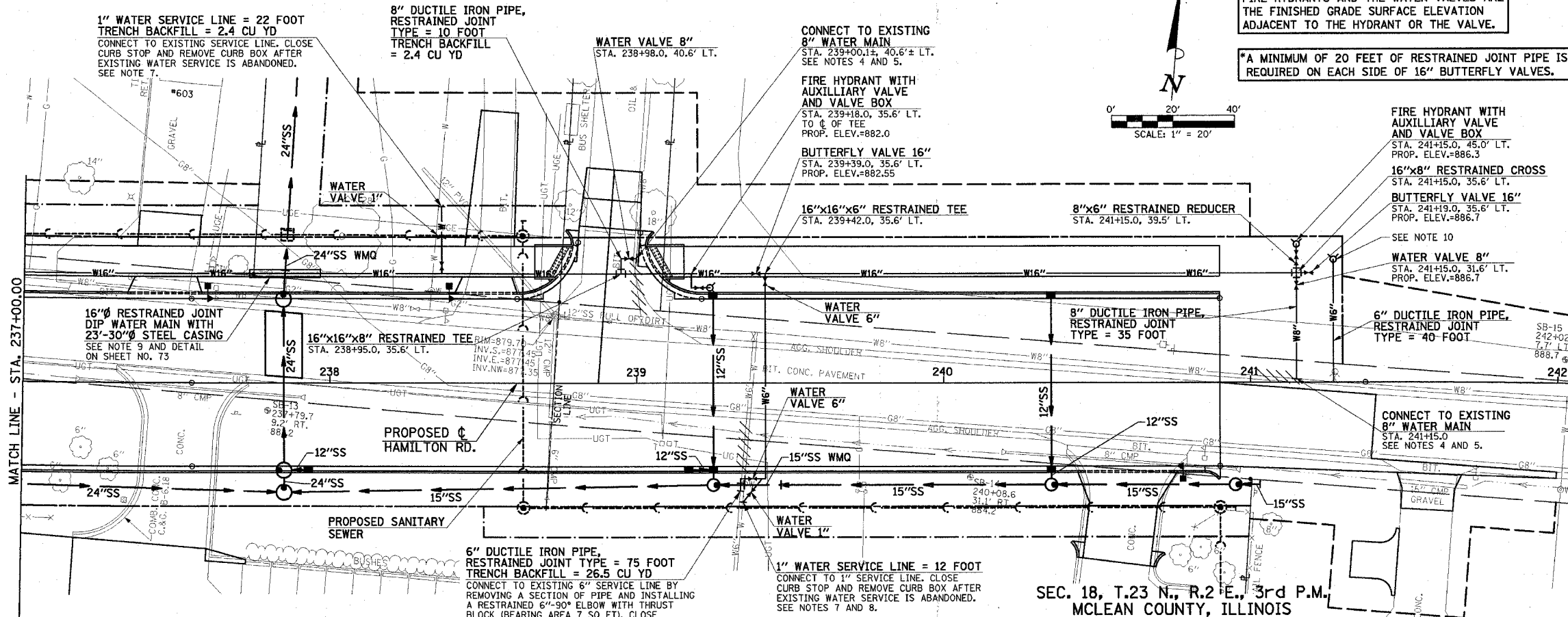
THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

*A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - ALL 16" BUTTERFLY VALVE OPERATORS SHALL BE PLACED ON SOUTH SIDE OF WATER MAIN TO AVOID PLACEMENT WITHIN THE PROPOSED BIKE TRAIL.
 - CONTRACTOR TO VERIFY DEPTH PRIOR TO CONSTRUCTION. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND FITTINGS, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD DETERMINED AND THE APPROPRIATE ADJUSTMENTS MADE.
CONTRACTOR TO PROVIDE ALL PIPING & GASKETS, FITTINGS, AND HARDWARE NECESSARY TO CONNECT TO EXISTING WATER MAIN. ALL JOINTS AND FITTINGS ARE TO BE RESTRAINED.
 - CONNECT TO EXISTING 8" WATER MAIN BY REMOVING A JOINT OF PIPE AND INSTALLING 2 RESTRAINED 8"-90° ELBOWS WITH THRUST BLOCKS (BEARING AREA = 12 SQ FT). INSTALL A RESTRAINED PLUG IN THE EXISTING WATER MAIN WEST OF STA. 241+15.0 AND SOUTH OF STA. 239+00.1±, 40.6'± LT.
 - THE DOWN TIME ASSOCIATED WITH THE TIE-INS TO THE EXISTING WATER MAIN SHALL BE LIMITED TO A MAXIMUM OF 8 HOURS AND COORDINATED WITH THE OWNER.
 - THE LOCATION AND ELEVATION OF THE EXISTING 6" WATER SERVICE SHALL BE FIELD VERIFIED AND THE APPROPRIATE ADJUSTMENTS MADE. CONTRACTOR TO PROVIDE 6" PIPE, FITTINGS, AND HARDWARE NECESSARY FOR CONNECTION.
 - CONTRACTOR TO FIELD VERIFY EXISTING WATER SERVICES ALONG HAMILTON RD. CONTRACTOR TO PROVIDE 1" WATER SERVICE LINE, VALVES AND NECESSARY FITTINGS AND HARDWARE FOR CONNECTION TO RESIDENTIAL SERVICES.
 - CONNECT THE 1" SERVICE LINE TO THE 6" WATER SERVICE LINE ON THE EAST SIDE OF THE 6" WATER VALVE TO ALLOW FOR INDIVIDUAL SERVICE CONTROL.
 - STEEL CASING TO BE CENTERED ABOVE 24" STORM SEWER CROSSING.
 - TEMPORARILY EXTEND EXISTING FIRE HYDRANT. SEE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.
 - SEE THE REMOVAL/RELOCATION PLANS FOR THE VARIOUS PAY ITEMS AND THEIR LOCATIONS ALONG THE 8" WATER MAIN TO BE ABANDONED, REMOVED, OR ADJUSTED FROM STA. 225+41.3 TO STA. 241+15.0.

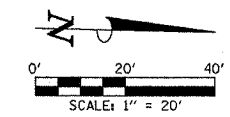
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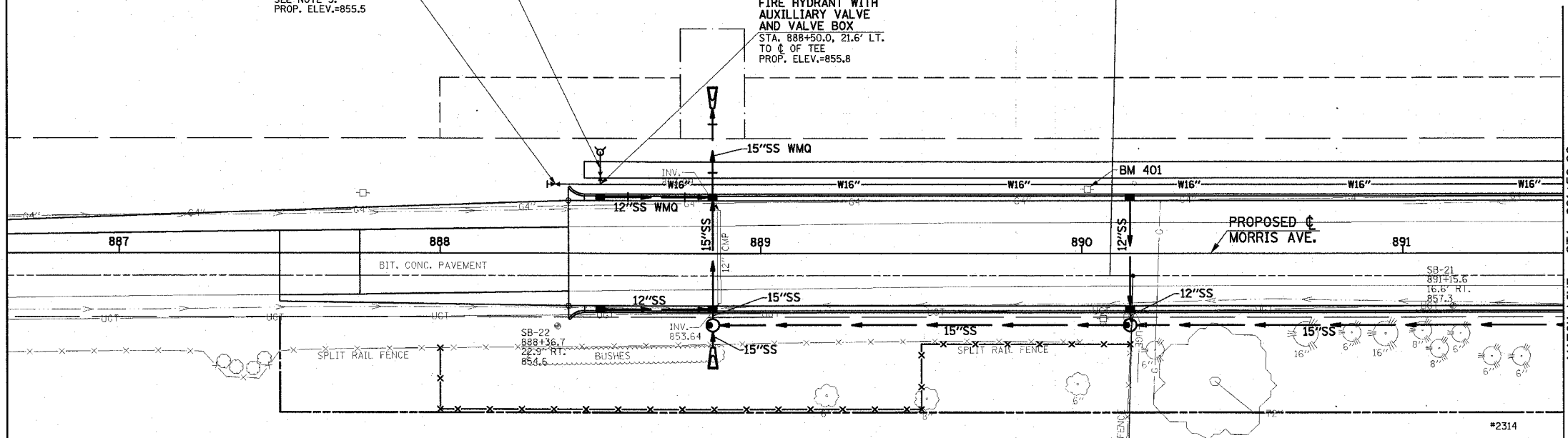
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	68
STA. 887+00.00		TO STA. 891+50.00		
ILLINOIS				
CONTRACT NO. 87267				



6" DUCTILE IRON PIPE,
RESTRAINED JOINT TYPE = 6 FOOT
TRENCH BACKFILL = 8.5 CU YD
BUTTERFLY VALVE 16"
STA. 888+36.0, 21.6' LT.
SEE NOTE 3.
PROP. ELEV.=855.5

**FIRE HYDRANT WITH
AUXILLIARY VALVE
AND VALVE BOX**
STA. 888+50.0, 21.6' LT.
TO C OF TEE
PROP. ELEV.=855.8



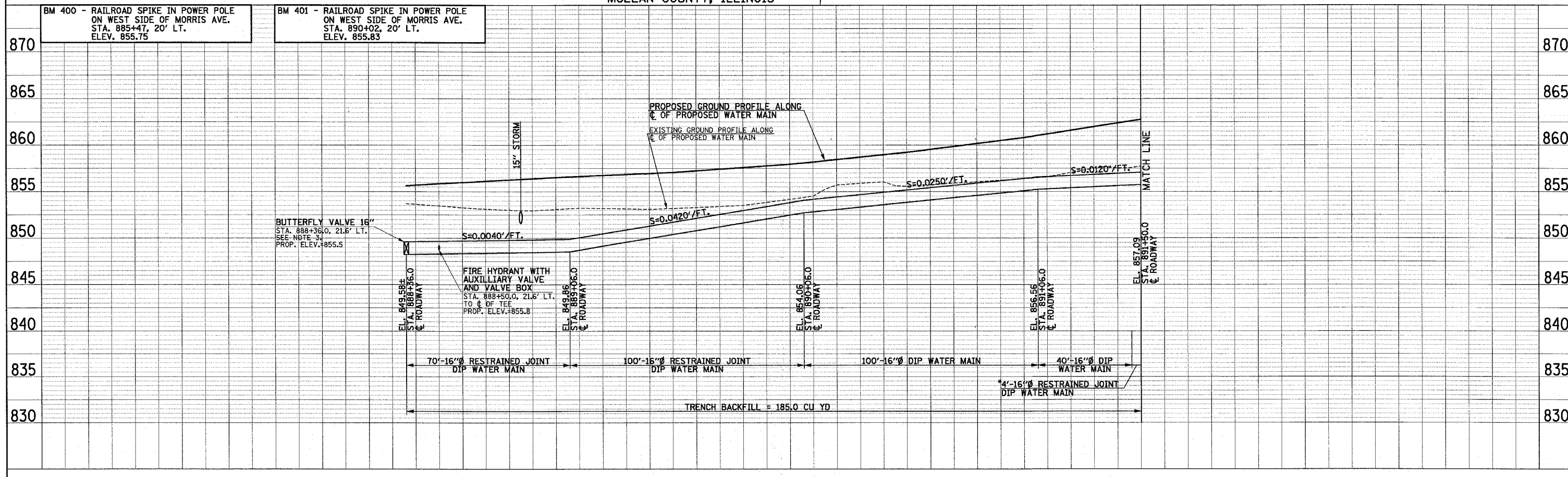
THE PROPOSED ELEVATIONS SHOWN FOR THE
FIRE HYDRANTS AND THE WATER VALVES ARE
THE FINISHED GRADE SURFACE ELEVATION
ADJACENT TO THE HYDRANT OR THE VALVE.

*A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS
REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

NOTES

- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
- IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
- CONTRACTOR TO INSTALL A RESTRAINED CAP ON THE SOUTH END OF THE 16" BUTTERFLY VALVE AT STA. 888+36.0, 21.6' LT.
- CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



BM 400 - RAILROAD SPIKE IN POWER POLE
ON WEST SIDE OF MORRIS AVE.
STA. 885+47, 20' LT.
ELEV. 855.75

BM 401 - RAILROAD SPIKE IN POWER POLE
ON WEST SIDE OF MORRIS AVE.
STA. 890+02, 20' LT.
ELEV. 855.83

BUTTERFLY VALVE 16"
STA. 888+36.0, 21.6' LT.
SEE NOTE 3.
PROP. ELEV.=855.5

**FIRE HYDRANT WITH
AUXILLIARY VALVE
AND VALVE BOX**
STA. 888+50.0, 21.6' LT.
TO C OF TEE
PROP. ELEV.=855.8

70'-16" Ø RESTRAINED JOINT
DIP WATER MAIN

100'-16" Ø RESTRAINED JOINT
DIP WATER MAIN

100'-16" Ø DIP WATER MAIN

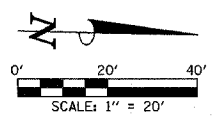
40'-16" Ø DIP
WATER MAIN

4'-16" Ø RESTRAINED JOINT
DIP WATER MAIN

TRENCH BACKFILL = 185.0 CU YD

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

P.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	69
STA. 891+50.00		TO STA. 896+50.00		
ILLINOIS				
CONTRACT NO. 87267				



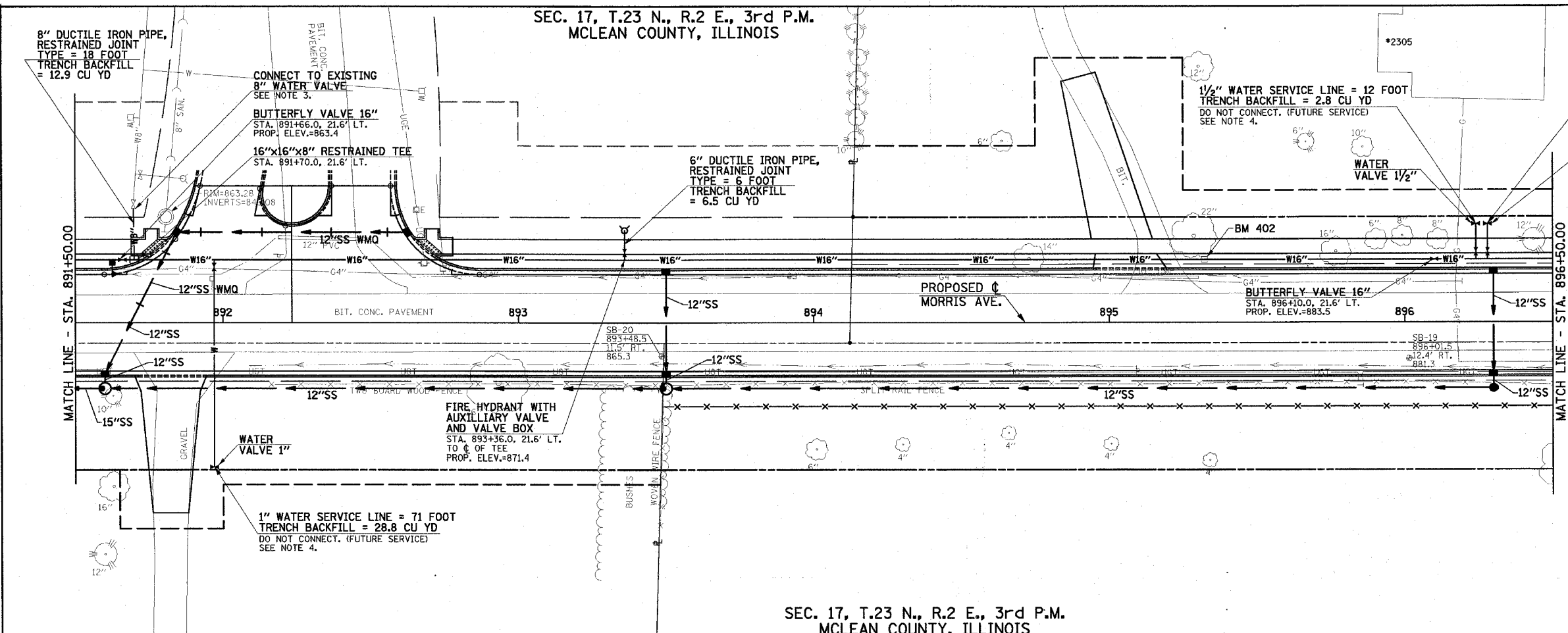
THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

*A MINIMUM OF 20 FEET OF RESTRAINED JOINT PIPE IS REQUIRED ON EACH SIDE OF 16" BUTTERFLY VALVES.

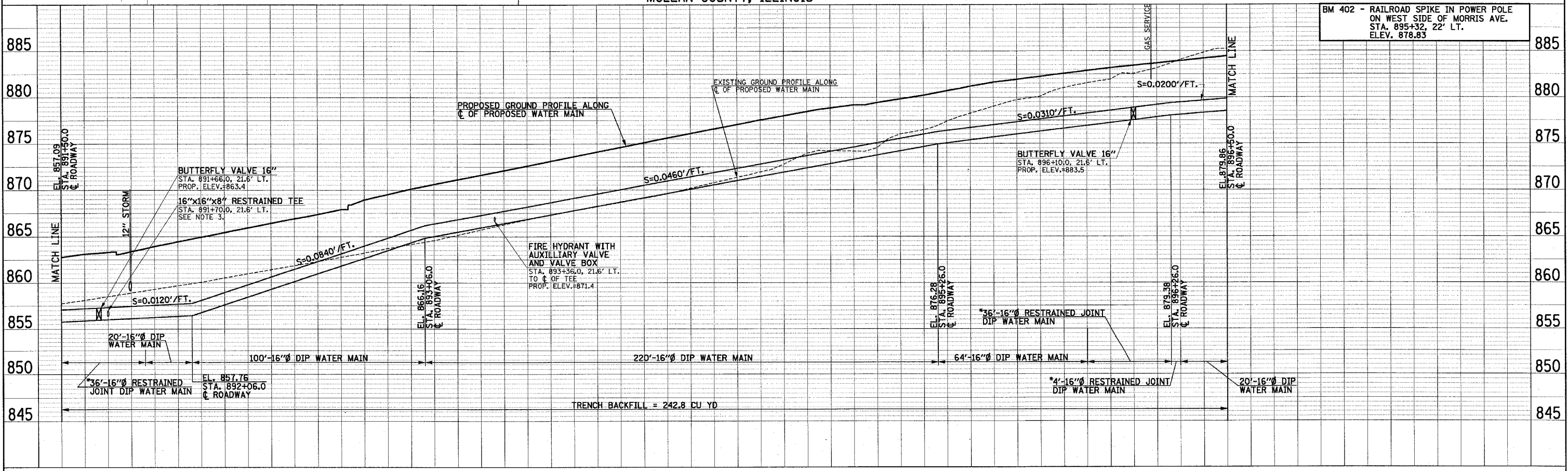
- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - CONNECT TO THE EXISTING 8" WATER MAIN AND THE EXISTING 8" GATE VALVE. CONTRACTOR TO VERIFY DEPTH PRIOR TO CONSTRUCTION. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND FITTINGS, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD DETERMINED AND THE APPROPRIATE ADJUSTMENTS MADE.
CONTRACTOR TO FURNISH ALL PIPING AND GASKETS, FITTINGS, AND HARDWARE TO CONNECT TO EXISTING WATER MAIN.
 - COORDINATE WITH PROPERTY OWNER REGARDING PLACEMENT OF WATER SERVICE LINES INTENDED FOR FUTURE SERVICE.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

DATE	BY	REVISION

DATE	BY	REVISION



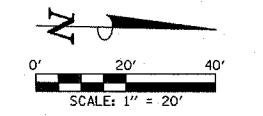
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



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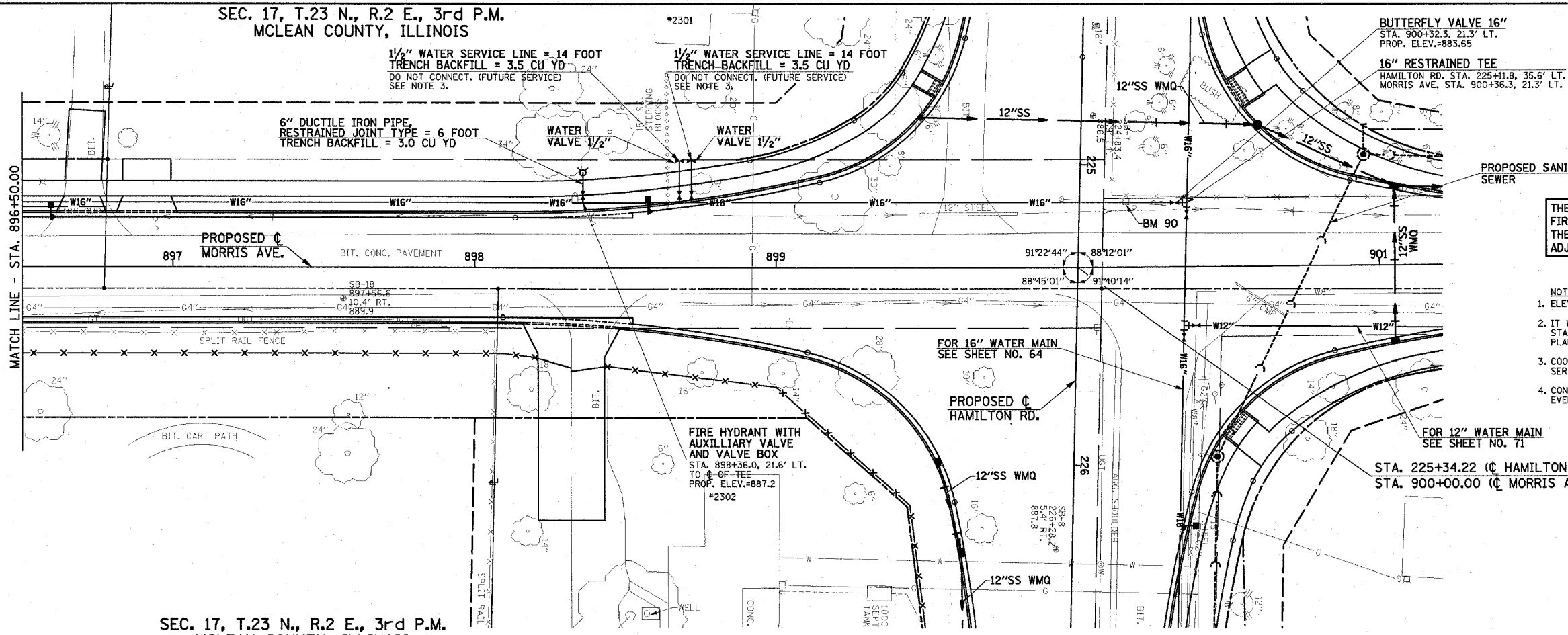
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	70
STA. 896+50.00		TO STA. 901+00.00		
ILLINOIS				
CONTRACT NO. 87267				



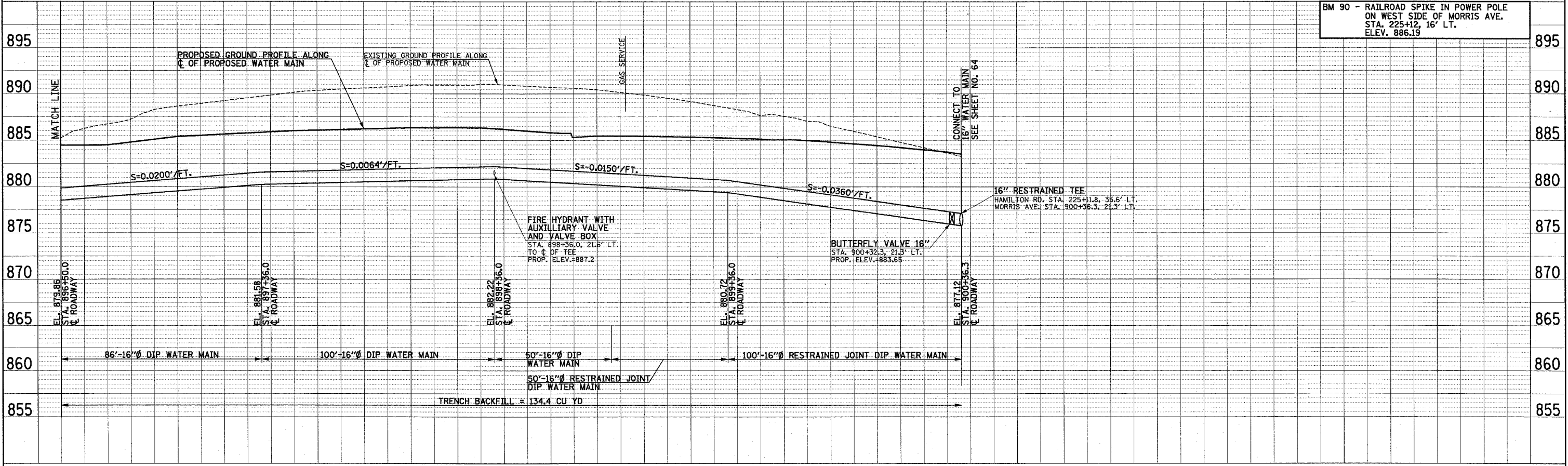
THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

- NOTES
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - COORDINATE WITH PROPERTY OWNER REGARDING PLACEMENT OF WATER SERVICE LINES INTENDED FOR FUTURE SERVICE.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.



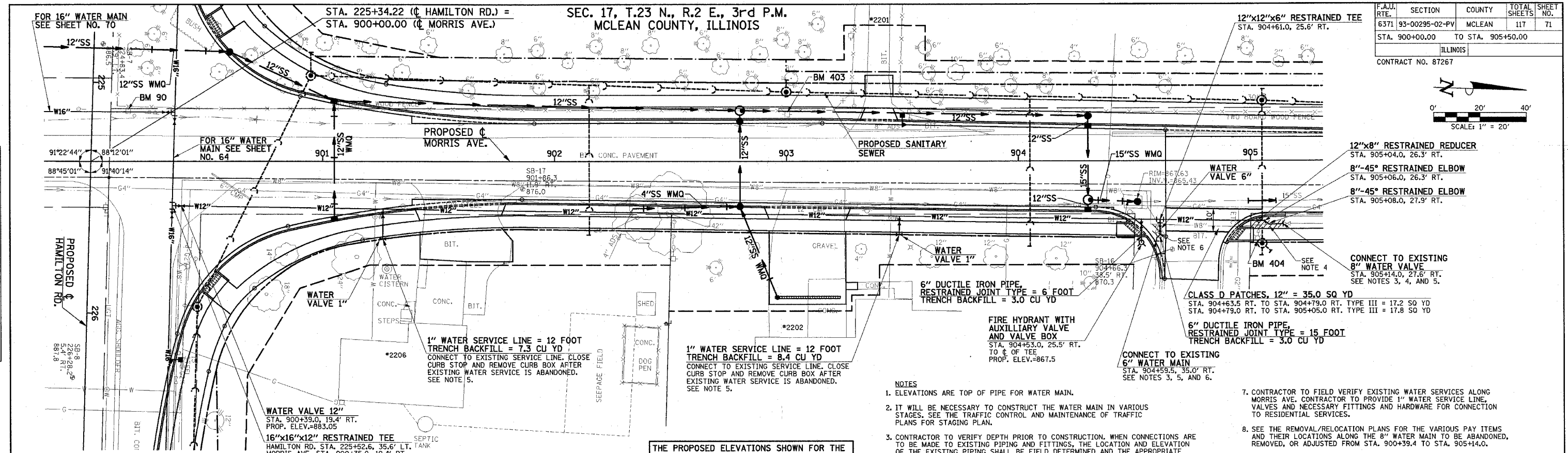
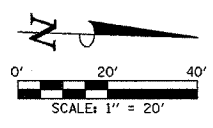
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

BM 90 - RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 225+12, 16' LT. ELEV. 886.19



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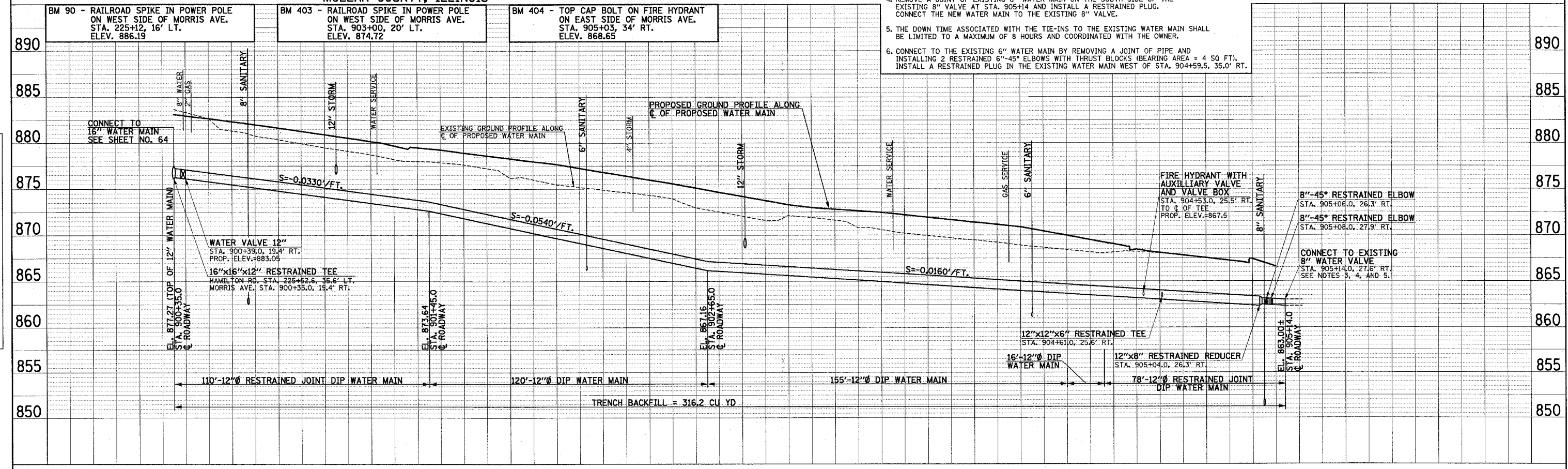
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	71
STA. 900+00.00		TO STA. 905+50.00		
ILLINOIS				
CONTRACT NO. 87267				



- NOTES**
- ELEVATIONS ARE TOP OF PIPE FOR WATER MAIN.
 - IT WILL BE NECESSARY TO CONSTRUCT THE WATER MAIN IN VARIOUS STAGES. SEE THE TRAFFIC CONTROL AND MAINTENANCE OF TRAFFIC PLANS FOR STAGING PLAN.
 - CONTRACTOR TO VERIFY DEPTH PRIOR TO CONSTRUCTION. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND FITTINGS, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD DETERMINED AND THE APPROPRIATE ADJUSTMENTS MADE.
 - CONTRACTOR TO PROVIDE ALL OTHER PIPING & GASKETS, FITTINGS, AND HARDWARE NECESSARY TO CONNECT TO EXISTING WATER MAIN.
 - REMOVE A JOINT OF EXISTING 8" WATER MAIN ON THE SOUTH SIDE OF THE EXISTING 8" VALVE AT STA. 905+14 AND INSTALL A RESTRAINED PLUG. CONNECT THE NEW WATER MAIN TO THE EXISTING 8" VALVE.
 - THE DOWNTIME ASSOCIATED WITH THE TIE-INS TO THE EXISTING WATER MAIN SHALL BE LIMITED TO A MAXIMUM OF 8 HOURS AND COORDINATED WITH THE OWNER.
 - CONNECT TO THE EXISTING 6" WATER MAIN BY REMOVING A JOINT OF PIPE AND INSTALLING 2 RESTRAINED 6"-45° ELBOWS WITH THRUST BLOCKS (BEARING AREA = 4 SQ FT). INSTALL A RESTRAINED PLUG IN THE EXISTING WATER MAIN WEST OF STA. 904+59.5, 35.0' RT.
 - CONTRACTOR TO FIELD VERIFY EXISTING WATER SERVICES ALONG MORRIS AVE. CONTRACTOR TO PROVIDE 1" WATER SERVICE LINE, VALVES AND NECESSARY FITTINGS AND HARDWARE FOR CONNECTION TO RESIDENTIAL SERVICES.
 - SEE THE REMOVAL/RELOCATION PLANS FOR THE VARIOUS PAY ITEMS AND THEIR LOCATIONS ALONG THE 8" WATER MAIN TO BE ABANDONED, REMOVED, OR ADJUSTED FROM STA. 900+39.4 TO STA. 905+14.0.
 - CONTRACTOR TO PROVIDE FOR FLUSHING AND SAMPLING TAPS EVERY 1200 FEET AND AT EVERY CONNECTION.

**SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS**

THE PROPOSED ELEVATIONS SHOWN FOR THE FIRE HYDRANTS AND THE WATER VALVES ARE THE FINISHED GRADE SURFACE ELEVATION ADJACENT TO THE HYDRANT OR THE VALVE.

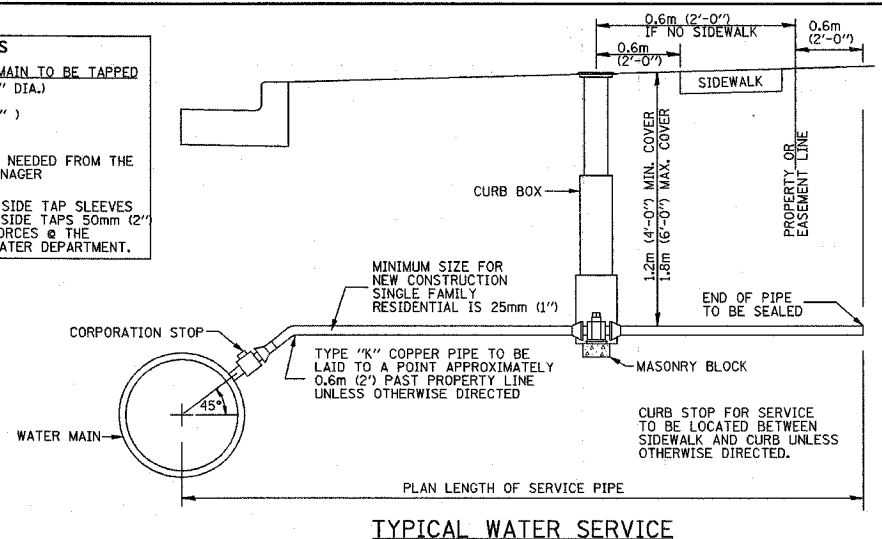


PERMITTED TAP SIZES

TAP SIZE	MINIMUM SIZE OF WATERMAIN TO BE TAPPED
19mm (3/4")	100mm (4" DIA.)
25mm (1")	200mm (8")

• 30mm (1 1/4") A SPECIAL PERMIT IS NEEDED FROM THE WATER RESOURCES MANAGER & OVER

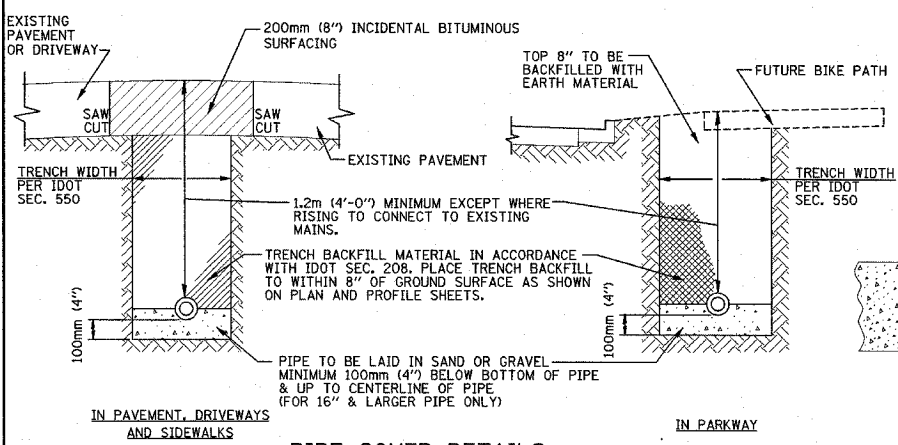
• 50mm (2") AND OVER MUST BE MADE BY SIDE TAP SLEEVES AND VALVES OR BY A REGULAR TEE. ALL SIDE TAPS 50mm (2") DIA. AND OVER SHALL BE MADE BY CITY FORCES @ THE SCHEDULED PRICES ESTABLISHED BY THE WATER DEPARTMENT.



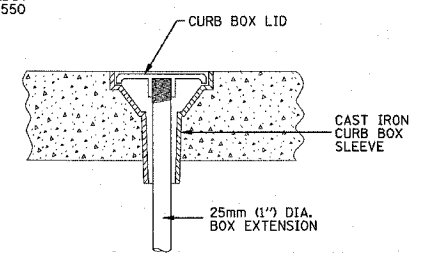
TYPICAL WATER SERVICE

SERVICE SIZE	* CORP. STOP	* CURB STOP	* CURB BOX
19mm (3/4") & 25mm (1")	MUELLER H-15000	MUELLER H-15200 or A.Y. McDONALD 4T13	MUELLER H-10314 or A.Y. McDONALD 5601
30mm (1 1/4")	MUELLER H-15000	MUELLER H-15204 or A.Y. McDONALD 6100	A.Y. McDONALD 5603
38mm (1-1/2") & 50mm (2")	BALL VALVE, FORD, MUELLER OR A.Y. McDONALD	BALL VALVE, FORD, MUELLER OR A.Y. McDONALD	A.Y. McDONALD 5603

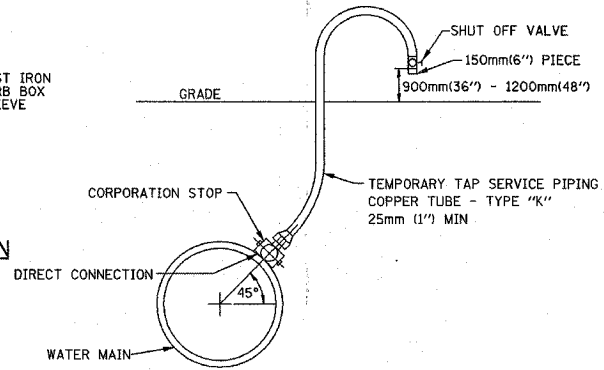
* OR APPROVED EQUAL



PIPE COVER DETAILS

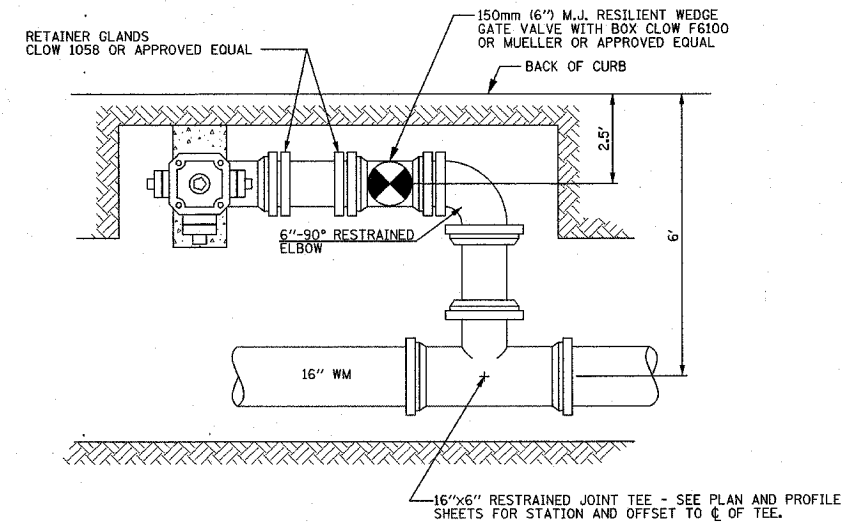


TYPICAL CURB BOX INSTALLATION IN SIDEWALK OR DRIVEWAY

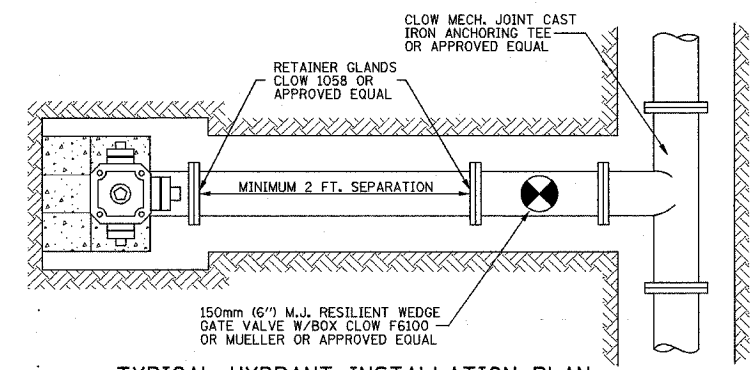


SAMPLING & CHLORINATION SERVICE PIPING TAP

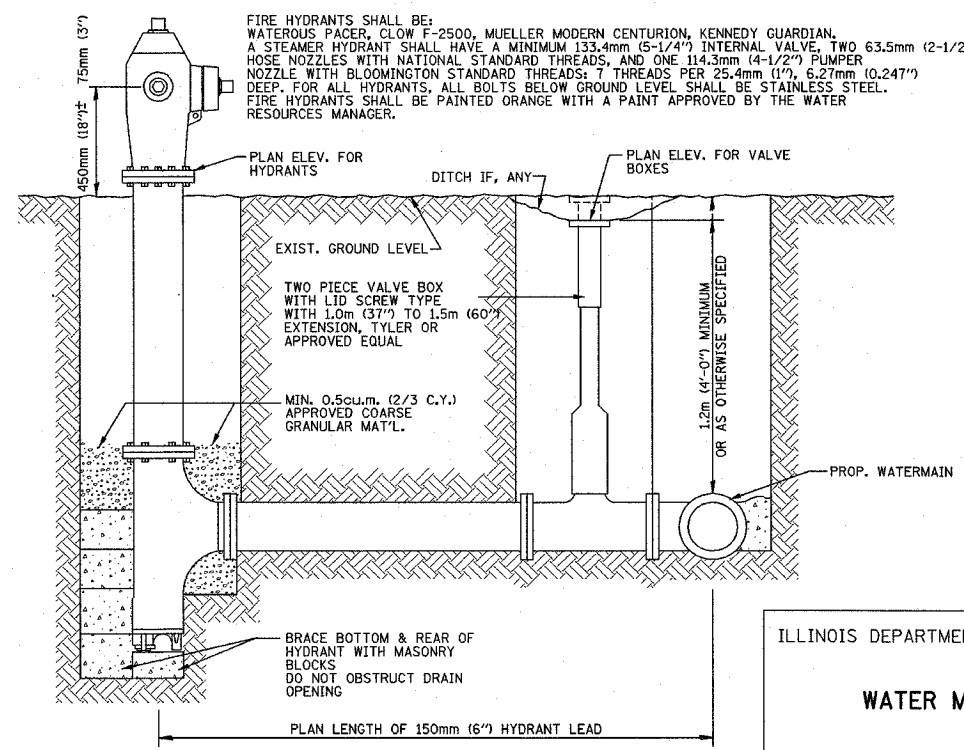
AT THE EXTREME ENDS OF THE PROPOSED NEW WATER MAIN OR AT LOCATIONS AS DIRECTED BY THE DIRECTOR OF ENGINEERING AND WATER, SAMPLING AND CHLORINATING TAPS SHALL BE INSTALLED BY THE CONTRACTOR. AFTER THE CHLORINATING, SAMPLING, AND TESTING IS APPROVED BY THE CITY OF BLOOMINGTON ENGINEERING AND WATER DEPARTMENT, THE CORPORATION STOP SHALL BE SHUT OFF AND THE PIPING REMOVED FROM THE CORPORATION STOP.



PARALLEL MOUNT HYDRANT INSTALLATION



TYPICAL HYDRANT INSTALLATION PLAN



TYPICAL HYDRANT INSTALLATION SECTION

FIRE HYDRANTS SHALL BE: WATEROUS PACER, CLOW F-2500, MUELLER MODERN CENTURION, KENNEDY GUARDIAN, A STEAMER HYDRANT SHALL HAVE A MINIMUM 133.4mm (5-1/4") INTERNAL VALVE, TWO 63.5mm (2-1/2") HOSE NOZZLES WITH NATIONAL STANDARD THREADS, AND ONE 114.3mm (4-1/2") PUMPER NOZZLE WITH BLOOMINGTON STANDARD THREADS; 1" THREADS PER 25.4mm (1"), 6.27mm (0.247") DEEP. FOR ALL HYDRANTS, ALL BOLTS BELOW GROUND LEVEL SHALL BE STAINLESS STEEL. FIRE HYDRANTS SHALL BE PAINTED ORANGE WITH A PAINT APPROVED BY THE WATER RESOURCES MANAGER.

PIPE MATERIALS

WATER MAINS SHALL BE DUCTILE IRON PIPE SPECIAL CLASS 52 WITH SINGLE GASKET JOINTS.

CEMENT LINING AND TAR (SEAL) COATING SHALL BE PROVIDED FOR ALL PIPE. ALL PIPE SHALL HAVE PUSH-ON TYPE JOINT UNLESS OTHERWISE CALLED FOR.

WHERE RESTRAINED JOINTS ARE SPECIFIED, THEY SHALL MEET ONE OF THE FOLLOWING:

- A. U.S. PIPE; TR FLEX JOINT
- B. AMERICAN DUCTILE IRON PIPE; LOK-RING JOINT
- C. McWANE INC. (CLOW); TITON OR FASTITE JOINT
- D. GRIFFIN PIPE; SNAP-LOK OR BOLT-LOK JOINT
- E. 350mm (14") OR LARGER PIPE; EBBA IRON SALES MEG-A-LUG RETAINER GLANDS
- F. 300mm (12") OR SMALLER PIPE STANDARD RETAINER GLANDS FROM APPROVED MANUFACTURERS.
- G. OR APPROVED EQUAL.

WATER MAIN FITTINGS INCORPORATED INTO THIS WORK SHALL CONFORM TO A.N.S.I./A.W.W.A. C110/A21.10 OR C153 AND A.N.S.I./A.W.W.A. C111/A21.11, 1725 Kpa (250 psi) RATED PRESSURE. ALL FITTINGS SHALL HAVE THE SAME LININGS AND COATINGS AS THE PIPE SUPPLIED. ALL FITTINGS (INCLUDING BUT NOT LIMITED TO BENDS, TEES, REDUCERS, AND PLUGS) SHALL BE RESTRAINED WITH RETAINER GLANDS OR A MANUFACTURED JOINT RESTRAINING SYSTEM APPROVED BY THE DIRECTOR OF ENGINEERING AND WATER.

TAPPING VALVES SHALL BE CLOW F6114 OR APPROVED EQUAL. RETAINER GLANDS SHALL BE: McWANE (CLOW) F-1058 OR APPROVED EQUAL, AND SHALL BE INSTALLED AT THE JOINT BETWEEN THE VALVE AND THE PROPOSED WATER MAIN.

TAPPING SLEEVES SHALL BE STAINLESS STEEL WITH STAINLESS STEEL BOLTS AS FOLLOWS:

TAPS ONTO EXISTING 100mm (4"), 150mm (6"), AND 200mm (8") MAINS: CASCADE CST-SL, FORD FAST OR APPROVED EQUAL

TAPS ONTO EXISTING 250mm (10") OR LARGER MAINS: CASCADE CST-EX OR APPROVED EQUAL

VALVE BOXES SHALL BE PROVIDED AND INSTALLED. ALL VALVE BOXES SHALL HAVE NOT LESS THAN A 130mm (5 1/4") SHAFT. THE EXTENSIONS OF THE VALVE BOX AND SHAFT NECESSARY TO REACH THE GROUND ELEVATION SHALL BE INCLUDED. VALVE BOXES SHALL BE TYLER PIPE TWO PIECE, SCREW TYPE, #6850 SERIES WITH THE WORD "WATER" CAST ON LID OR AN APPROVED EQUAL.

HYDRANT NOTES

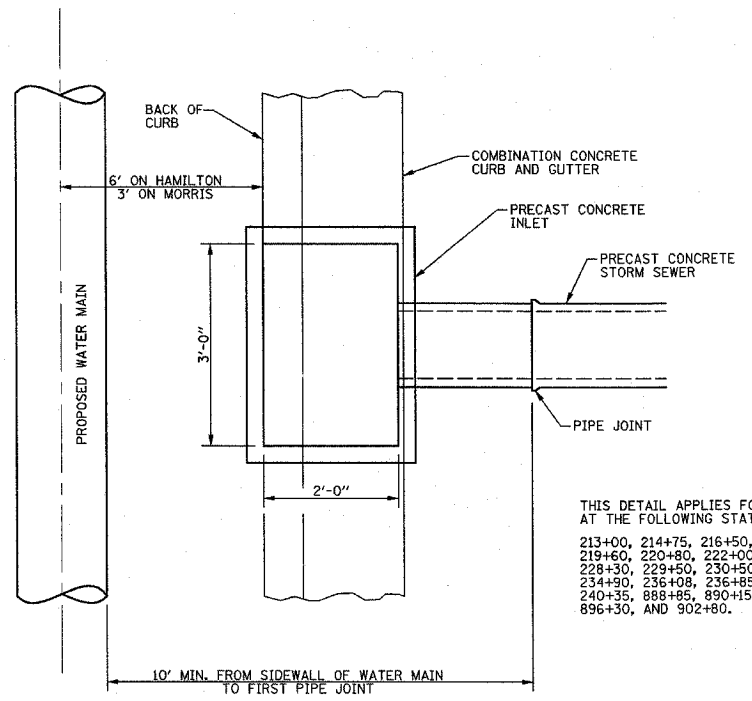
1. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION, DATED MAY 1996 SHALL APPLY TO THIS WORK.
2. ALL WATERMAIN MATERIALS SHALL BE MANUFACTURED IN COUNTRIES SIGNATORY TO THE NORTH AMERICAN FREE TRADE AGREEMENT AND SHALL MEET OR EXCEED AWWA SPECIFICATIONS.
3. FOR APPROVED MANUFACTURERS NOT LISTED ON THIS SHEET, INQUIRE OF THE CITY OF BLOOMINGTON WATER RESOURCES MANAGER AT (309) 434-2225.
4. ALL FIRE HYDRANTS, VALVES, AND FITTINGS SHALL BE RESTRAINED.

ILLINOIS DEPARTMENT OF TRANSPORTATION

WATER MAIN DETAILS

DATE: 3-05
DRAWN BY: J.L.B.
CHECKED BY: R.L.H.

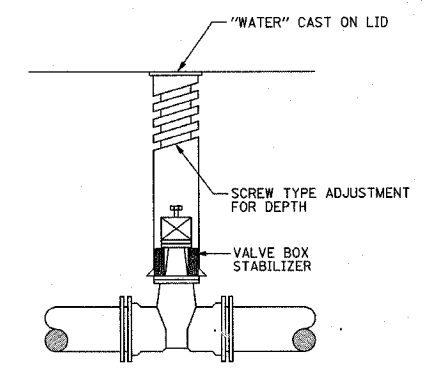
SCALE: NONE



WATER/SEWER SEPARATION DETAIL
SCALE: NONE

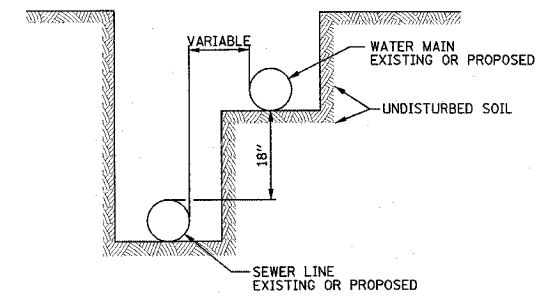
- NOTES**
- THIS DETAIL IS TO SATISFY THE REQUIREMENTS FOR WATER AND SEWER SEPARATION SO THAT NO STORM SEWER JOINTS ARE WITHIN THE 10 FOOT HORIZONTAL SEPARATION LIMITS.
 - THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS.

THIS DETAIL APPLIES FOR STORM SEWERS AT THE FOLLOWING STATIONS:
213+00, 214+75, 216+50, 218+25, 219+60, 220+80, 222+00, 227+20, 228+30, 229+50, 230+50, 233+50, 234+90, 236+08, 236+85, 239+42, 240+35, 888+85, 890+15, 893+50, 896+30, AND 902+80.



NOTE
FULL LENGTHS OF RESTRAINED PIPE SHALL BE USED ON EACH SIDE OF ALL FITTINGS AND VALVES.

VALVE BOX INSTALLATION
SCALE: NONE

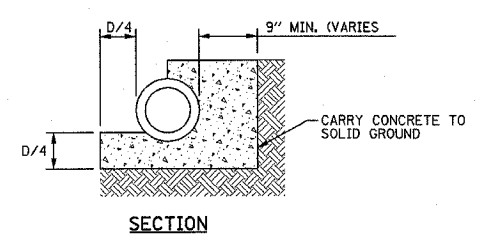
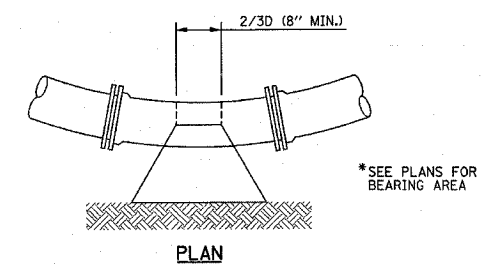


SEWER/WATER SEPARATION DETAIL
SCALE: NONE

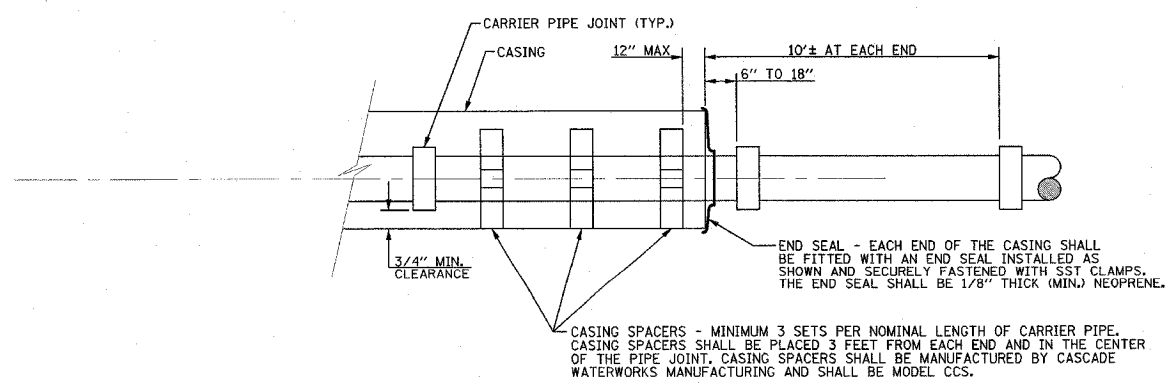
CROSSING SPECIFICATIONS

	CARRIER PIPE	CASING PIPE
CONTENTS TO BE HANDLED	WATER	CARRIER PIPE
PIPE MATERIAL	DUCTILE IRON PIPE (DIP)	WELDED STEEL
PIPE CLASS OR GRADE	52	B
ACTUAL WORKING PRESSURE	100 PSI	NONE
TYPE OF JOINT	RESTRAINED JOINT	WELDED
METHOD OF INSTALLATION	---	BORE & JACK OR OPEN CUT
LINING - INTERIOR	---	AWWA C203 COAL TAR
LINING - EXTERIOR	---	30 MIL HEAVY DUTY COAL TAR
NOMINAL INSIDE DIAMETER - PIPE	8", 12", OR 16"	20", 24", 30"
OUTSIDE DIAMETER - JOINT	UP TO 14.4", 19.1", 24"	---
PIPE WALL THICKNESS	0.33", 0.37", 0.40"	0.375" MIN

- CASING PIPE SHALL CONFORM TO ASTM A139, GRADE B, WITH 60,000 PSI MINIMUM TENSILE STRENGTH AND BE OF LEAKPROOF CONSTRUCTION.
- THE BORE DIAMETER SHALL BE ESSENTIALLY THE SAME SIZE AS THE OUTSIDE DIAMETER OF THE CASING PIPE. IF VOIDS DEVELOP DURING INSTALLATION, REMEDIAL MEASURES AS APPROVED BY THE ENGINEER SHALL BE UNDERTAKEN. BORING OPERATIONS SHALL BE CONTINUOUS.



THRUST BLOCK FOR HORIZONTAL BEND DETAIL
SCALE: NONE



CASING PIPE DETAIL
SCALE: NONE

ILLINOIS DEPARTMENT OF TRANSPORTATION

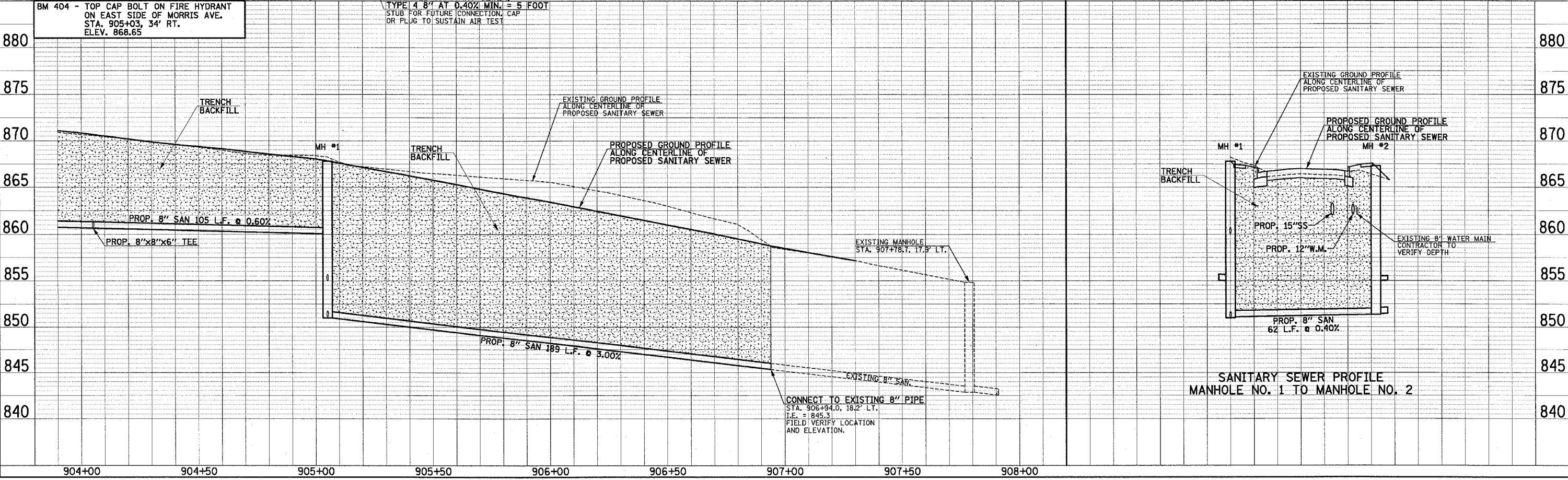
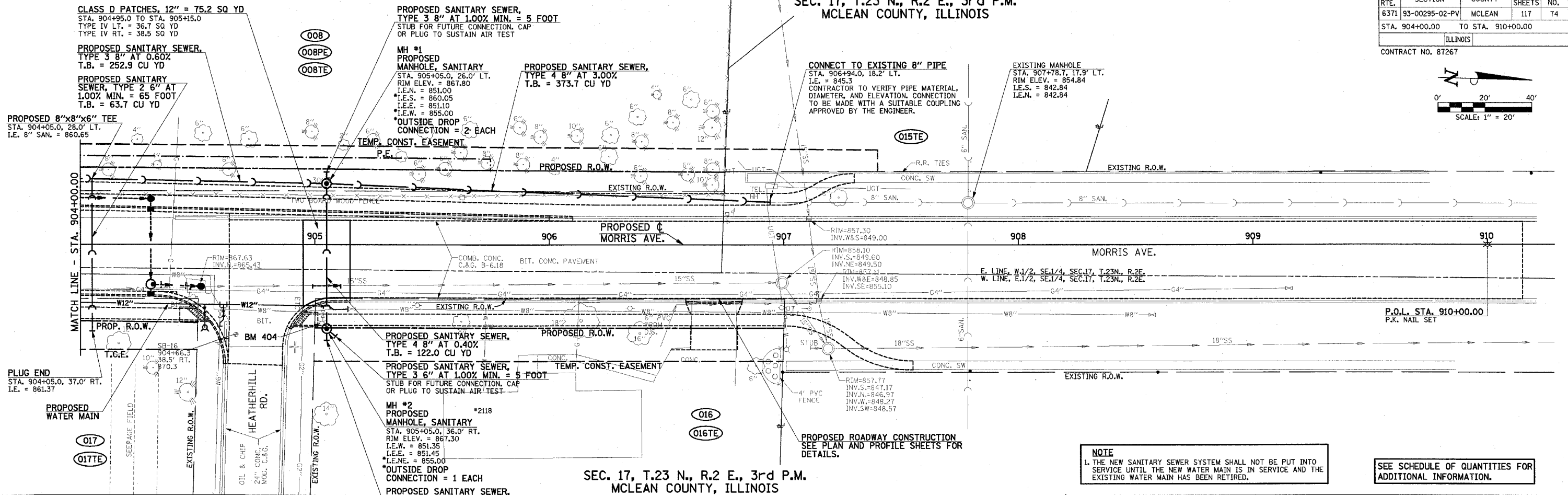
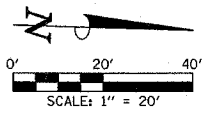
WATER MAIN DETAILS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	74
STA. 904+00.00		TO STA. 910+00.00		
ILLINOIS				
CONTRACT NO. 87267				

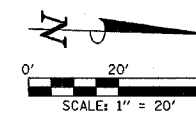


DATE: _____
BY: _____
CHECKED: _____
DATE: _____
NO. _____

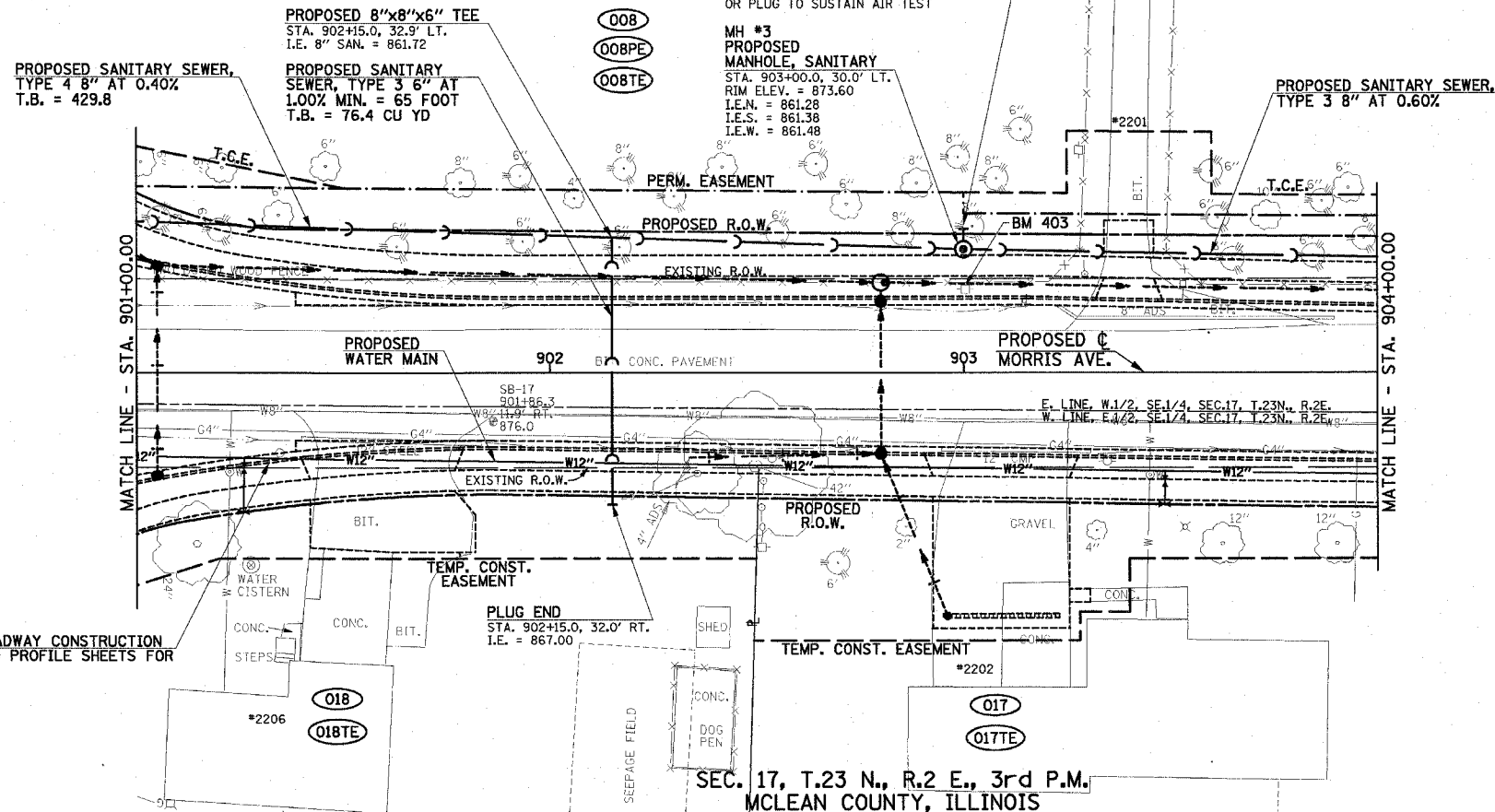
DATE: _____
BY: _____
CHECKED: _____
DATE: _____
NO. _____

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	75
STA. 901+00.00		TO STA. 904+00.00		
ILLINOIS				
CONTRACT NO. 87267				



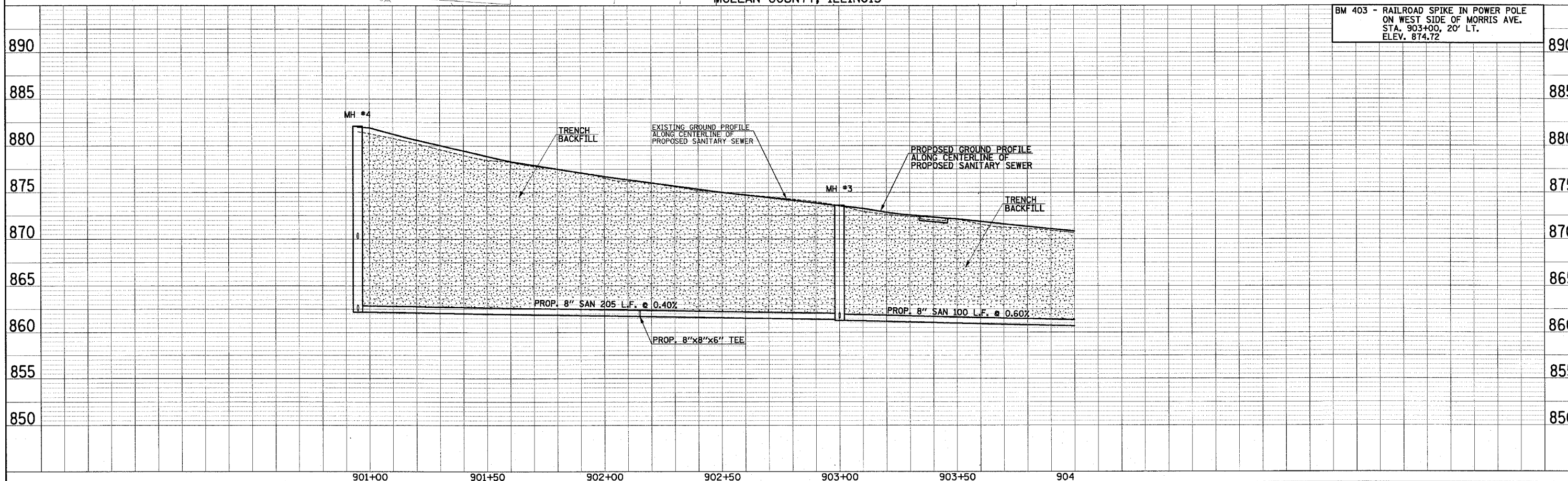
NOTE
SEE STAGE CONSTRUCTION AND MAINTAINANCE
OF TRAFFIC PLANS FOR PLACEMENT OF TEMPORARY
AGGREGATE FROM STA. 903+44.5 LT. TO STA. 904+90.0 LT.



PROPOSED ROADWAY CONSTRUCTION
SEE PLAN AND PROFILE SHEETS FOR
DETAILS.

SEE SCHEDULE OF QUANTITIES FOR
ADDITIONAL INFORMATION.

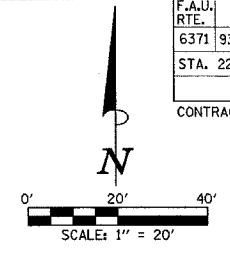
SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



DATE	BY	REVISION

DATE	BY	REVISION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	76
STA. 223+80.00		TO STA. 228+20.00		
ILLINOIS				
CONTRACT NO. 87267				

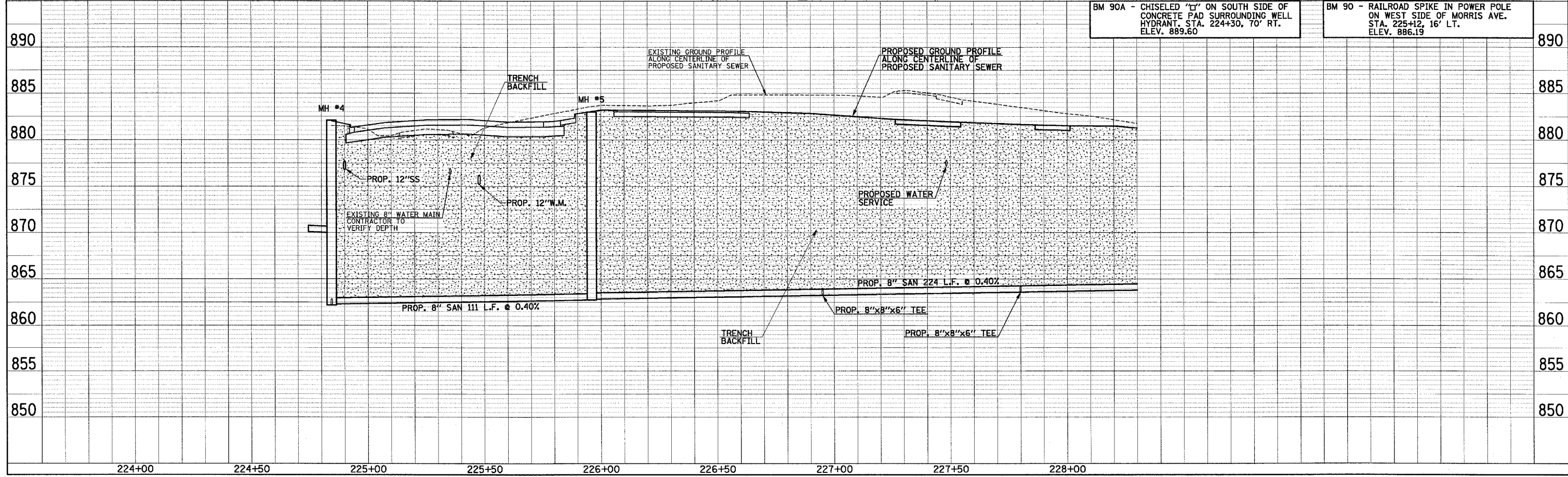
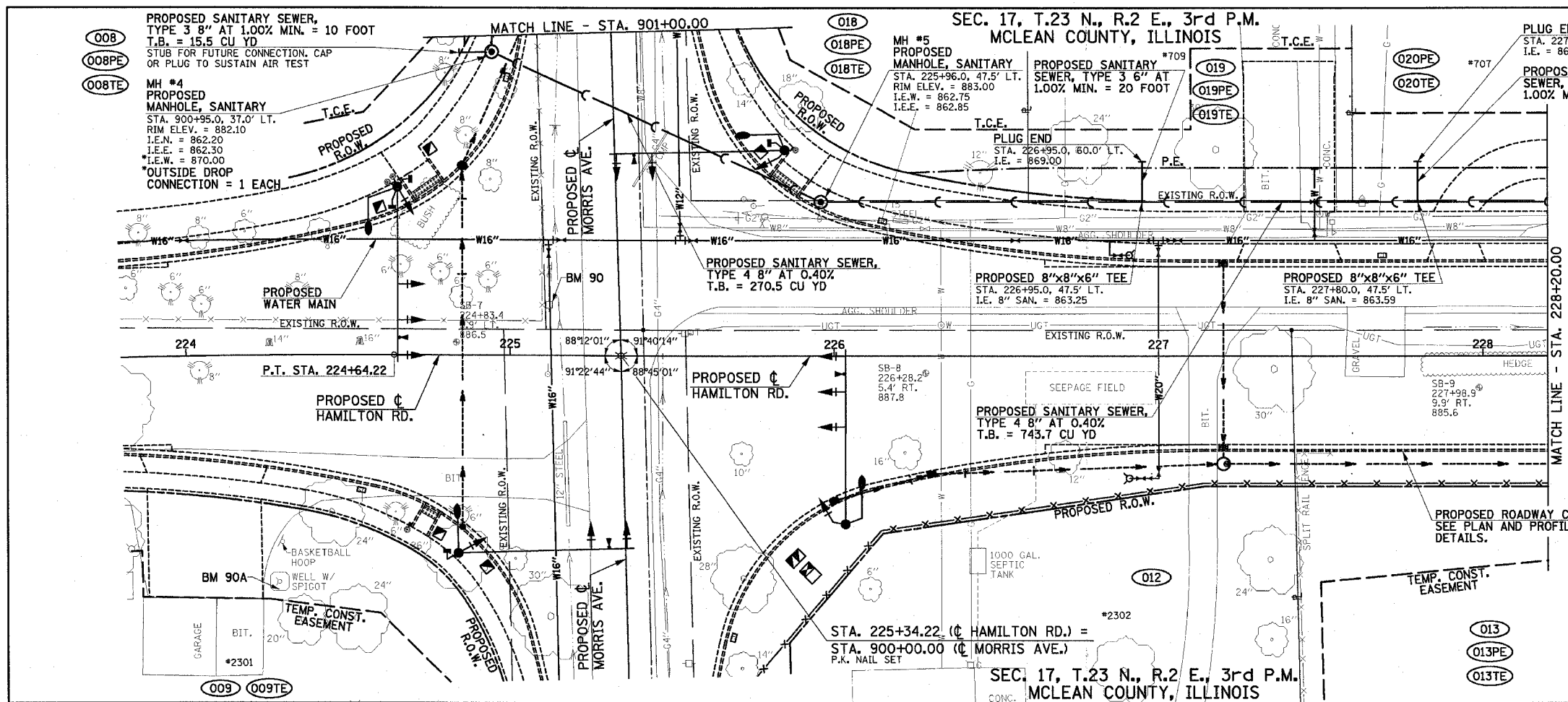


PROPOSED ϕ HAMILTON RD.
 CURVE DATA
 P.I. STA. 223+20.04
 $\Delta = 510'00"$
 $D = 1'47'26"$
 $T = 144.38'$
 $R = 3200.00'$
 $L = 288.56'$
 $E = 3.26'$
 P.C. STA. 221+75.66
 P.T. STA. 224+64.22
 S.E. = TO MATCH MORRIS AVE. P.G.L.
 (SEE S.E. TRANSITION TABLES)

SEE SCHEDULE OF QUANTITIES FOR ADDITIONAL INFORMATION.

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
NOTED	
CHECKED	
DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
NOTED	
CHECKED	
DATE	
BY	

DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
NOTED	
CHECKED	
DATE	
BY	



BM 90A - CHISELED "C" ON SOUTH SIDE OF CONCRETE PAD SURROUNDING WELL HYDRANT. STA. 224+30, 70' RT. ELEV. 889.60

BM 90 - RAILROAD SPIKE IN POWER POLE ON WEST SIDE OF MORRIS AVE. STA. 225+12, 16' LT. ELEV. 886.19

F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	77
STA. 228+20.00		TO STA. 233+00.00		
ILLINOIS				
CONTRACT NO. 87267				

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

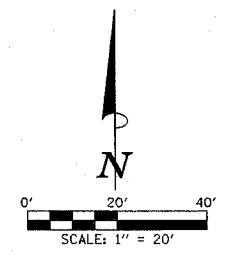
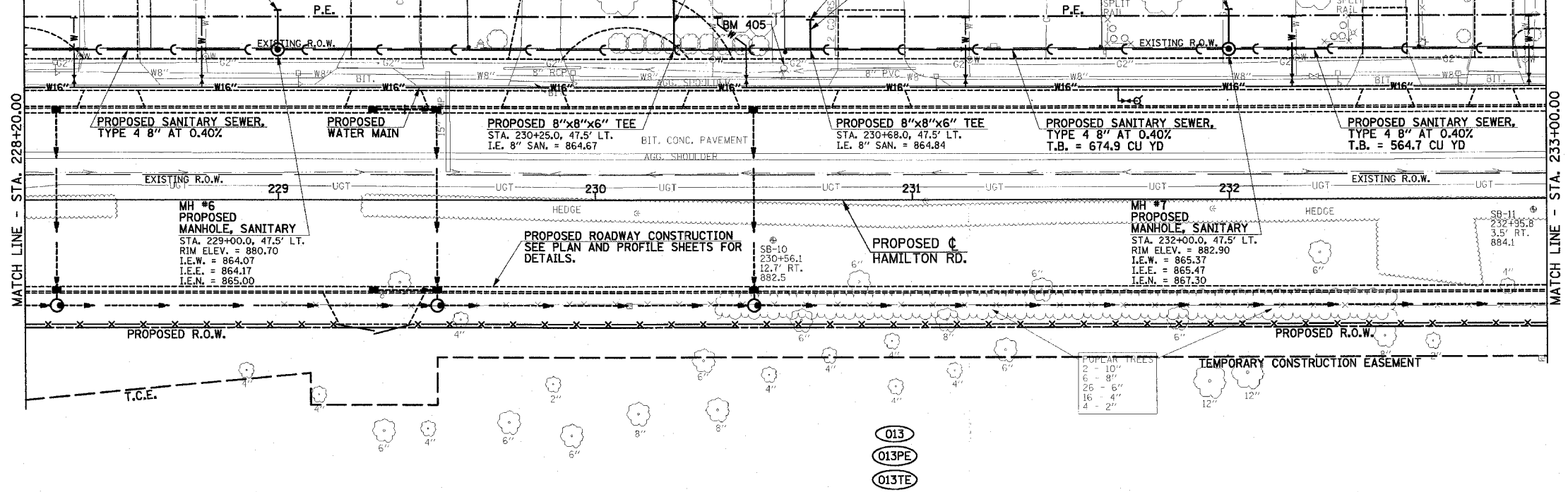
PROPOSED SANITARY SEWER,
TYPE 3 6" AT 1.00% MIN. = 10 FOOT
STUB FOR FUTURE CONNECTION, CAP
OR PLUG TO SUSTAIN AIR TEST

PROPOSED SANITARY SEWER,
TYPE 3 6" AT 1.00% MIN. = 20 FOOT
T.B. = 35.9 CU YD

PROPOSED SANITARY SEWER,
TYPE 3 6" AT 1.00% MIN. = 10 FOOT
STUB FOR FUTURE CONNECTION, CAP
OR PLUG TO SUSTAIN AIR TEST

PROPOSED SANITARY SEWER,
TYPE 3 6" AT 1.00% MIN. = 10 FOOT

PROPOSED SANITARY SEWER,
TYPE 3 6" AT 1.00% MIN. = 10 FOOT

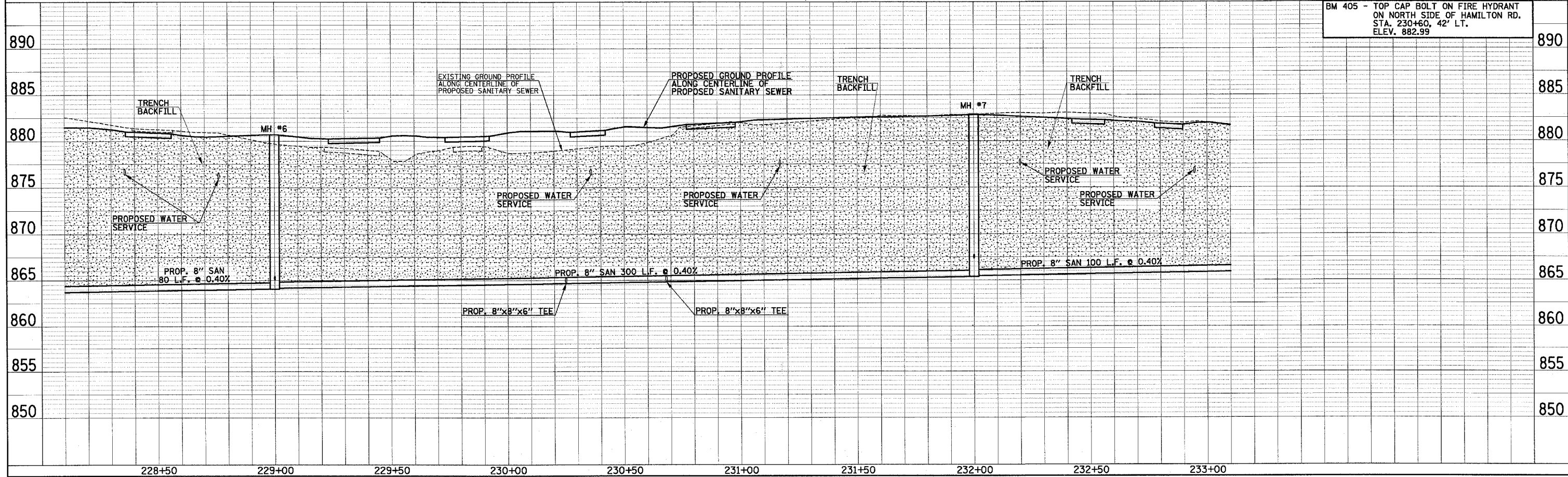


DATE	BY
DATE	BY
DATE	BY

SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

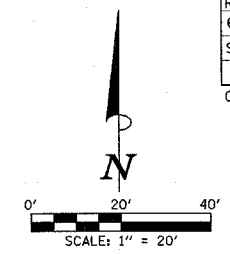
SEE SCHEDULE OF QUANTITIES FOR
ADDITIONAL INFORMATION.

BM 405 - TOP CAP BOLT ON FIRE HYDRANT
ON NORTH SIDE OF HAMILTON RD.
STA. 230+60, 42' LT.
ELEV. 882.99

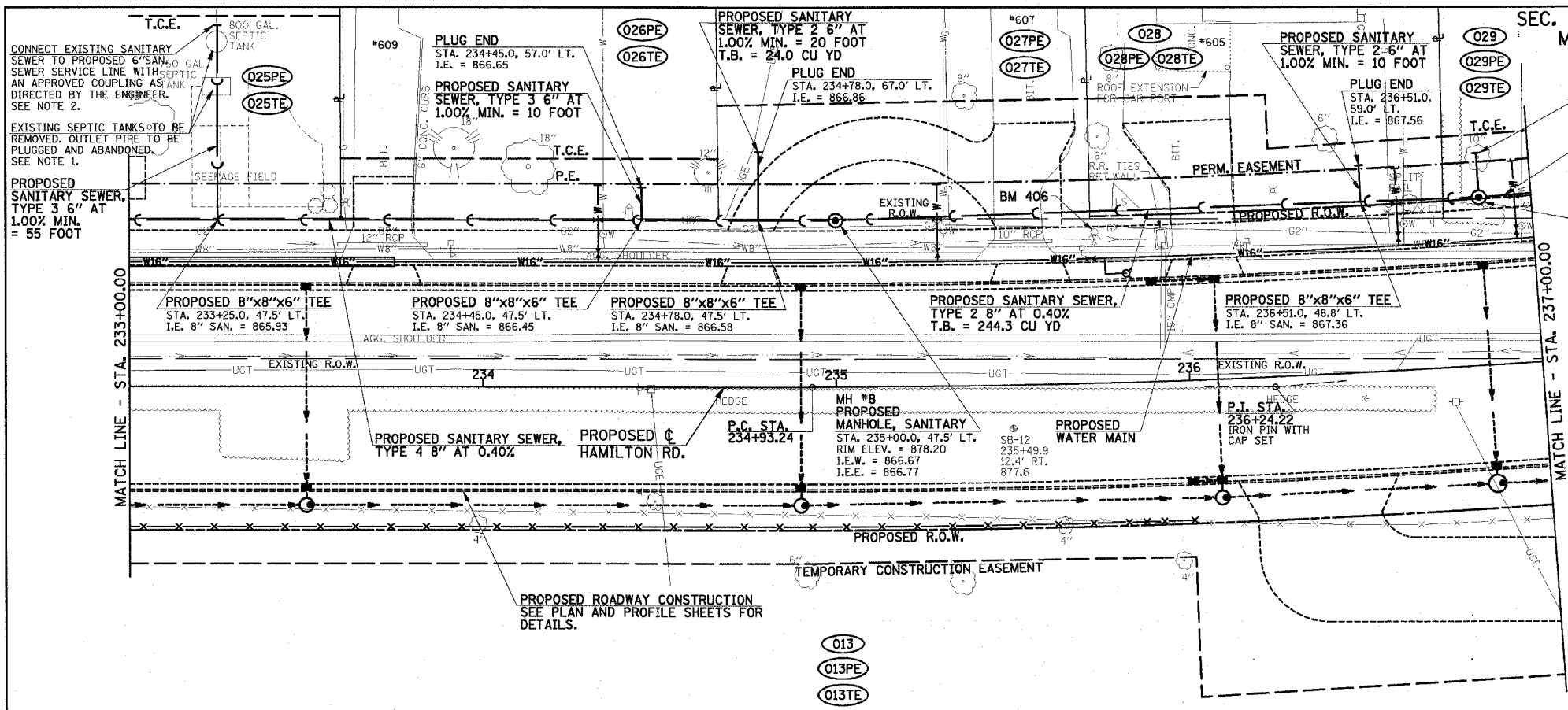


DATE	BY
DATE	BY
DATE	BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	78
STA. 233+00.00		TO STA. 237+00.00		
ILLINOIS				
CONTRACT NO. 87267				



**SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS**



PROPOSED SANITARY SEWER, TYPE 2 6" AT 1.00% MIN. = 10 FOOT
STUB FOR FUTURE CONNECTION, CAP OR PLUG TO SUSTAIN AIR TEST

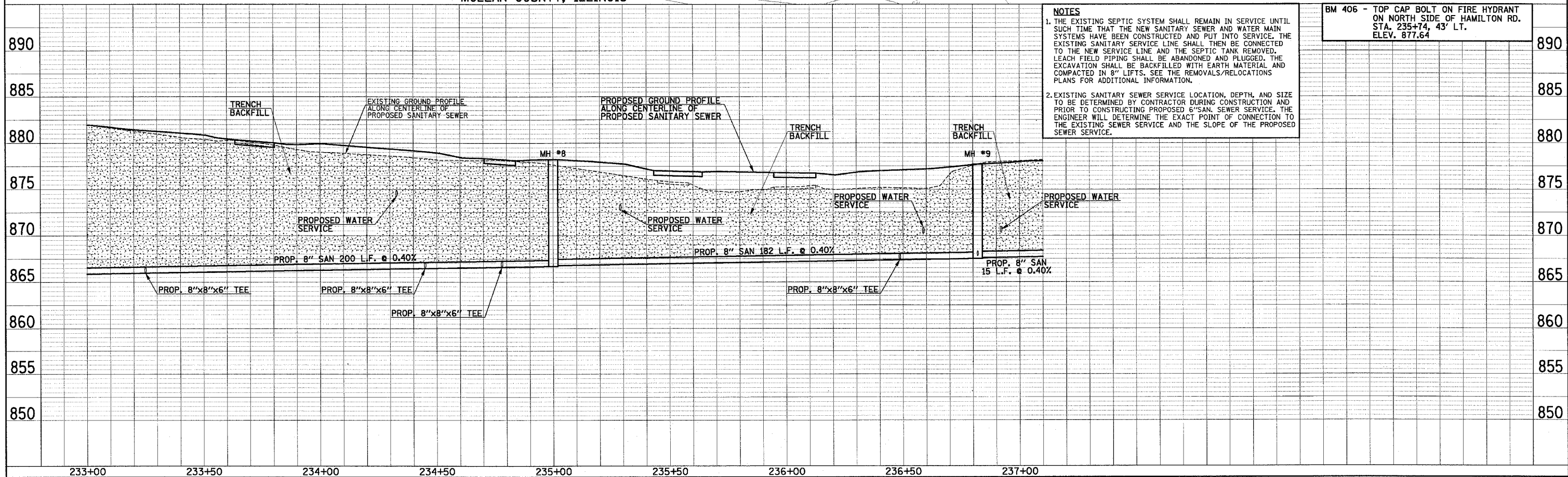
PROPOSED SANITARY SEWER, TYPE 3 8" AT 0.40% T.B. 250.8 CU YD

MH #9
PROPOSED MANHOLE, SANITARY
STA. 236+85.0, 48.0' LT.
RIM ELEV. = 877.70
I.E.W. = 867.50
I.E.E. = 867.60
I.E.N. = 867.80

PROPOSED HAMILTON RD. CURVE DATA
P.I. STA. 236+24.22
 $\Delta = 5^{\circ}00'00''$
 $D = 1^{\circ}54'35''$
 $T = 130.98'$
 $R = 3000.00'$
 $L = 261.80'$
 $E = 2.86'$
P.C. STA. 234+93.24
P.T. STA. 237+55.04
S.E. = NONE

SEE SCHEDULE OF QUANTITIES FOR ADDITIONAL INFORMATION.

**SEC. 17, T.23 N., R.2 E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS**



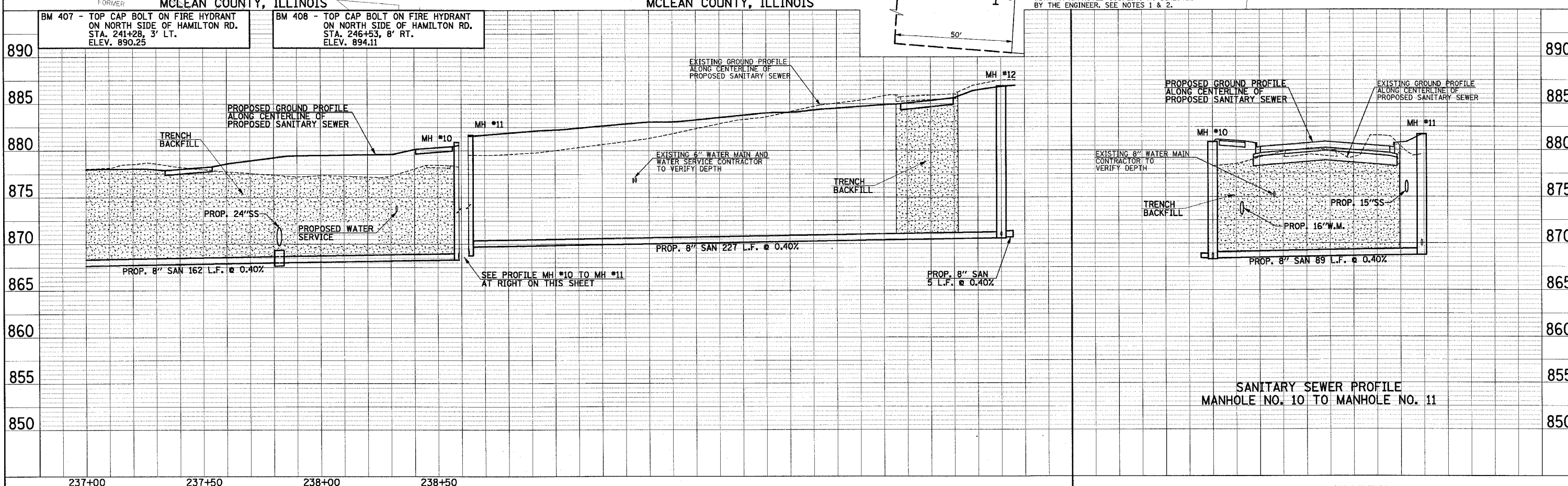
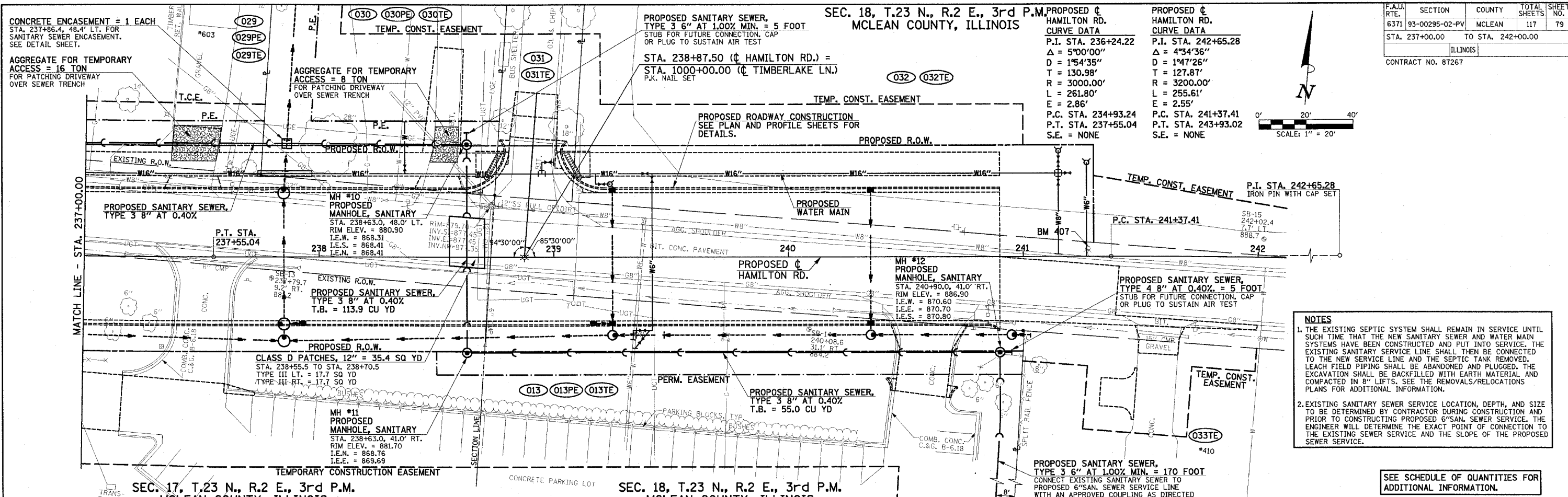
NOTES

- THE EXISTING SEPTIC SYSTEM SHALL REMAIN IN SERVICE UNTIL SUCH TIME THAT THE NEW SANITARY SEWER AND WATER MAIN SYSTEMS HAVE BEEN CONSTRUCTED AND PUT INTO SERVICE. THE EXISTING SANITARY SERVICE LINE SHALL THEN BE CONNECTED TO THE NEW SERVICE LINE AND THE SEPTIC TANK REMOVED. LEACH FIELD PIPING SHALL BE ABANDONED AND PLUGGED. THE EXCAVATION SHALL BE BACKFILLED WITH EARTH MATERIAL AND COMPACTED IN 8" LIFTS. SEE THE REMOVALS/RELOCATIONS PLANS FOR ADDITIONAL INFORMATION.
- EXISTING SANITARY SEWER SERVICE LOCATION, DEPTH, AND SIZE TO BE DETERMINED BY CONTRACTOR DURING CONSTRUCTION AND PRIOR TO CONSTRUCTING PROPOSED 6" SAN. SEWER SERVICE. THE ENGINEER WILL DETERMINE THE EXACT POINT OF CONNECTION TO THE EXISTING SEWER SERVICE AND THE SLOPE OF THE PROPOSED SEWER SERVICE.

BM 406 - TOP CAP BOLT ON FIRE HYDRANT ON NORTH SIDE OF HAMILTON RD. STA. 235+74, 43' LT. ELEV. 877.64

DATE	BY	REVISION

DATE	BY	REVISION



CONCRETE ENCASEMENT = 1 EACH
 STA. 237+86.4, 48.4' LT. FOR
 SANITARY SEWER ENCASEMENT.
 SEE DETAIL SHEET.

AGGREGATE FOR TEMPORARY
 ACCESS = 16 TON
 FOR PATCHING DRIVEWAY
 OVER SEWER TRENCH

AGGREGATE FOR TEMPORARY
 ACCESS = 8 TON
 FOR PATCHING DRIVEWAY
 OVER SEWER TRENCH

PROPOSED SANITARY SEWER,
 TYPE 3 6" AT 1.00% MIN. = 5 FOOT
 STUB FOR FUTURE CONNECTION, CAP
 OR PLUG TO SUSTAIN AIR TEST

STA. 238+87.50 (¢ HAMILTON RD.) =
 STA. 1000+00.00 (¢ TIMBERLAKE LN.)
 P.K. NAIL SET

PROPOSED ¢
 HAMILTON RD.
 CURVE DATA
 P.I. STA. 236+24.22
 Δ = 5°00'00"
 D = 1°54'35"
 T = 130.98'
 R = 3000.00'
 L = 261.80'
 E = 2.86'
 P.C. STA. 234+93.24
 P.T. STA. 237+55.04
 S.E. = NONE

PROPOSED ¢
 HAMILTON RD.
 CURVE DATA
 P.I. STA. 242+65.28
 Δ = 4°34'36"
 D = 1°47'26"
 T = 127.87'
 R = 3200.00'
 L = 255.61'
 E = 2.55'
 P.C. STA. 241+37.41
 P.T. STA. 243+93.02
 S.E. = NONE

PROPOSED ROADWAY CONSTRUCTION
 SEE PLAN AND PROFILE SHEETS FOR
 DETAILS.

PROPOSED SANITARY SEWER,
 TYPE 3 8" AT 0.40%
 STA. 237+55.04
 P.T. STA. 237+55.04

MH #10
 PROPOSED
 MANHOLE, SANITARY
 STA. 238+63.0, 48.0' RT.
 RIM ELEV. = 880.90
 I.E.W. = 868.31
 I.E.S. = 868.41
 I.E.N. = 868.41

PROPOSED SANITARY SEWER,
 TYPE 3 8" AT 0.40%
 T.B. = 113.9 CU YD

MH #11
 PROPOSED
 MANHOLE, SANITARY
 STA. 238+63.0, 41.0' RT.
 RIM ELEV. = 881.70
 I.E.W. = 869.76
 I.E.E. = 869.69

PROPOSED SANITARY SEWER,
 TYPE 3 8" AT 0.40%
 T.B. = 55.0 CU YD

MH #12
 PROPOSED
 MANHOLE, SANITARY
 STA. 240+90.0, 41.0' RT.
 RIM ELEV. = 886.90
 I.E.W. = 870.60
 I.E.E. = 870.70
 I.E.S. = 870.80

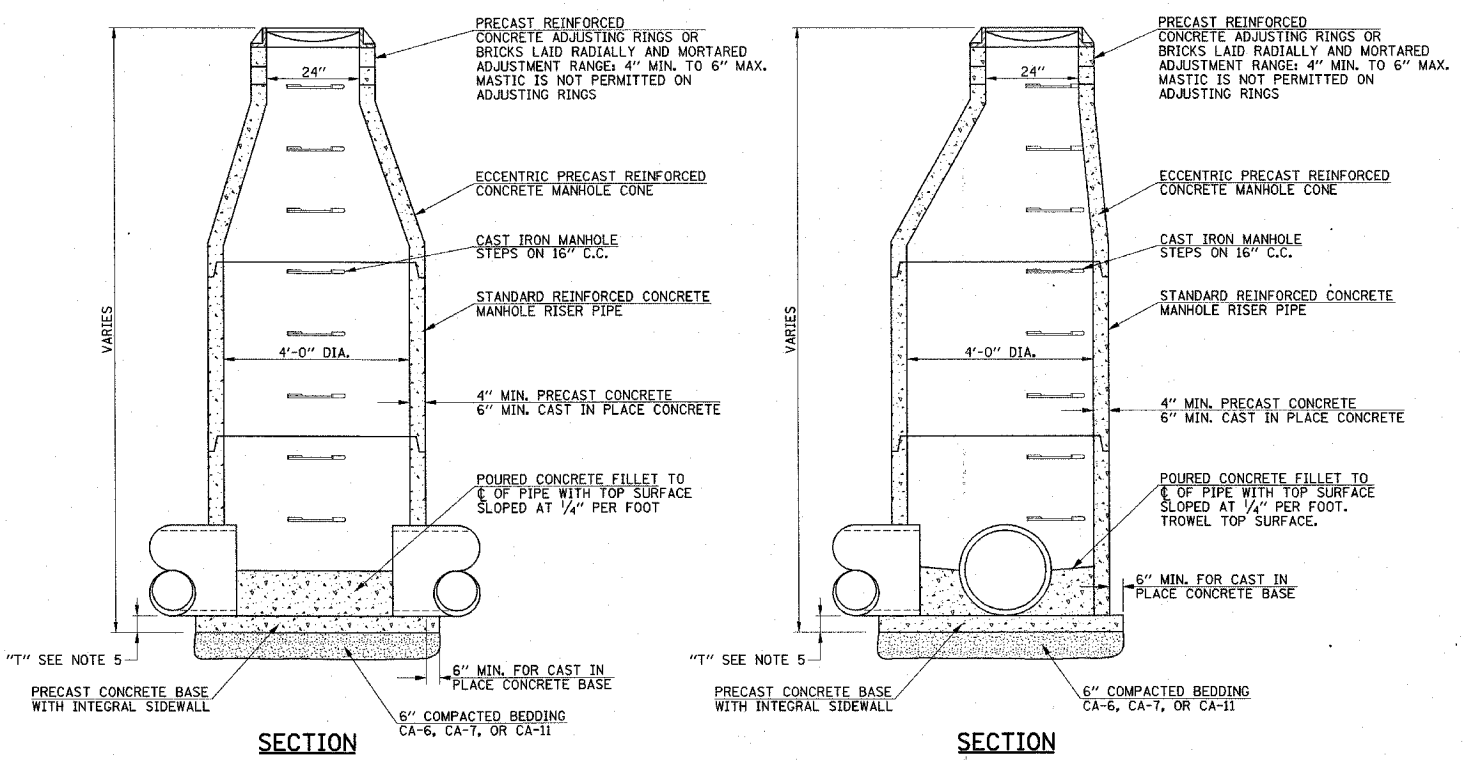
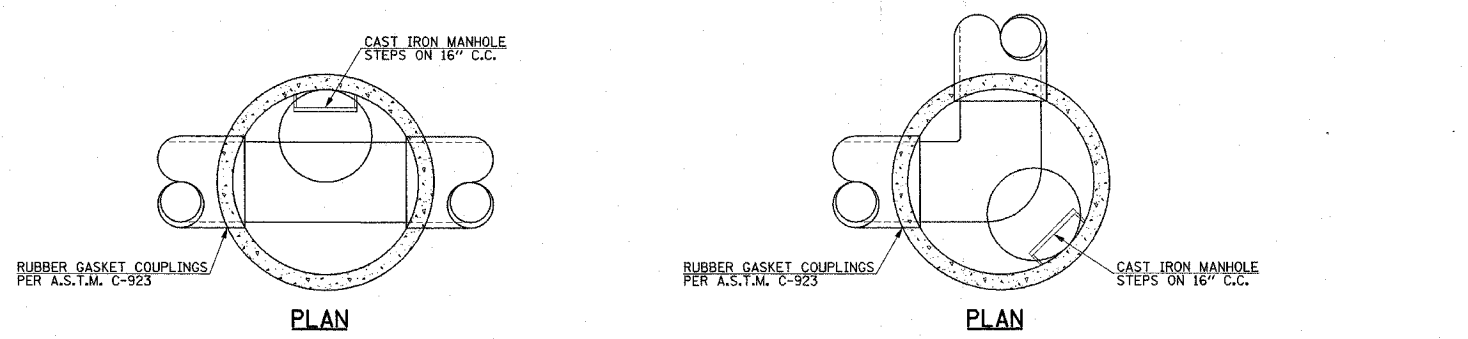
PROPOSED SANITARY SEWER,
 TYPE 4 8" AT 0.40% = 5 FOOT
 STUB FOR FUTURE CONNECTION, CAP
 OR PLUG TO SUSTAIN AIR TEST

PROPOSED SANITARY SEWER,
 TYPE 3 6" AT 1.00% MIN. = 170 FOOT
 CONNECT EXISTING SANITARY SEWER TO
 PROPOSED 6" SAN. SEWER SERVICE LINE
 WITH AN APPROVED COUPLING AS DIRECTED
 BY THE ENGINEER. SEE NOTES 1 & 2.

NOTES
 1. THE EXISTING SEPTIC SYSTEM SHALL REMAIN IN SERVICE UNTIL
 SUCH TIME THAT THE NEW SANITARY SEWER AND WATER MAIN
 SYSTEMS HAVE BEEN CONSTRUCTED AND PUT INTO SERVICE. THE
 EXISTING SANITARY SERVICE LINE SHALL THEN BE CONNECTED
 TO THE NEW SERVICE LINE AND THE SEPTIC TANK REMOVED.
 LEACH FIELD PIPING SHALL BE ABANDONED AND PLUGGED. THE
 EXCAVATION SHALL BE BACKFILLED WITH EARTH MATERIAL AND
 COMPACTED IN 8" LIFTS. SEE THE REMOVALS/RELOCATIONS
 PLANS FOR ADDITIONAL INFORMATION.
 2. EXISTING SANITARY SEWER SERVICE LOCATION, DEPTH, AND SIZE
 TO BE DETERMINED BY CONTRACTOR DURING CONSTRUCTION AND
 PRIOR TO CONSTRUCTING PROPOSED 6" SAN. SEWER SERVICE. THE
 ENGINEER WILL DETERMINE THE EXACT POINT OF CONNECTION TO
 THE EXISTING SEWER SERVICE AND THE SLOPE OF THE PROPOSED
 SEWER SERVICE.

SEE SCHEDULE OF QUANTITIES FOR
 ADDITIONAL INFORMATION.

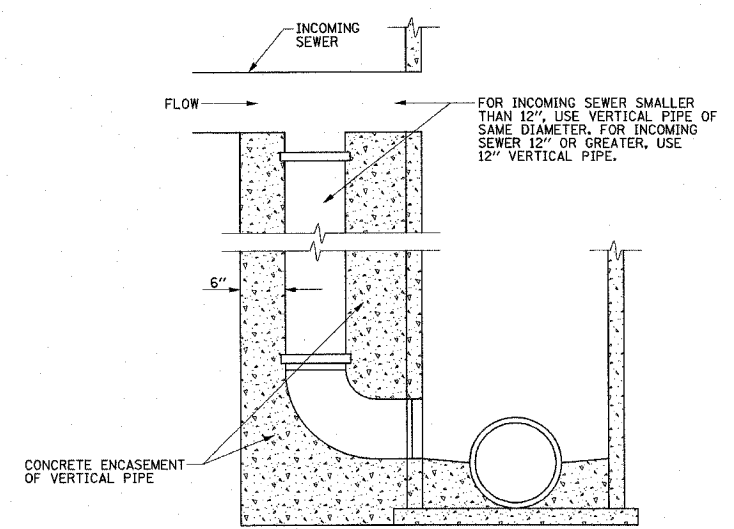
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	80
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				



- NOTES:**
1. ALTERNATE MANHOLE BOTTOM, CAST IN PLACE CONCRETE BASE.
 2. VERTICAL ADJUSTMENTS TO THE FRAME AND LID SHALL BE MADE WITH ADDITIONAL MORTAR TO PROVIDE A SMOOTH TRANSITION BETWEEN THE CASTING AND ADJUSTING RING. (OR TOP OF STRUCTURE)
 3. THE JOINTS BETWEEN SECTIONS SHALL CONFORM TO A.S.T.M. C-443 FOR RUBBER GASKETS. BITUMINOUS MASTIC IS NOT PERMITTED.
 4. APPLY A CONTINUOUS LAYER OF NON-SHRINK GROUT TO EACH JOINT OF MANHOLE SECTIONS.
 5. WHEN MANHOLE DEPTH IS 12' OR LESS, T=8". WHEN MANHOLE DEPTH EXCEEDS 12', T=10".
 6. MANHOLE CASTINGS SHALL BE PLACED OPPOSITE 90° BEND IN INTERCEPTOR, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 7. CHIMNEY SEALS SHALL BE UTILIZED.

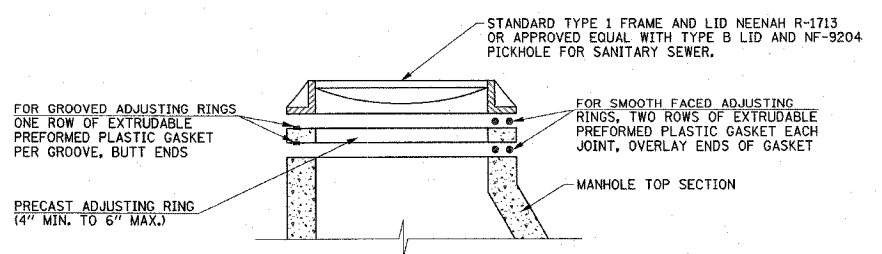
TYPICAL SANITARY MANHOLE
SCALE: NONE

TYPICAL 90° BEND SANITARY MANHOLE
SCALE: NONE



DROP MANHOLE CONNECTION
SCALE: NONE

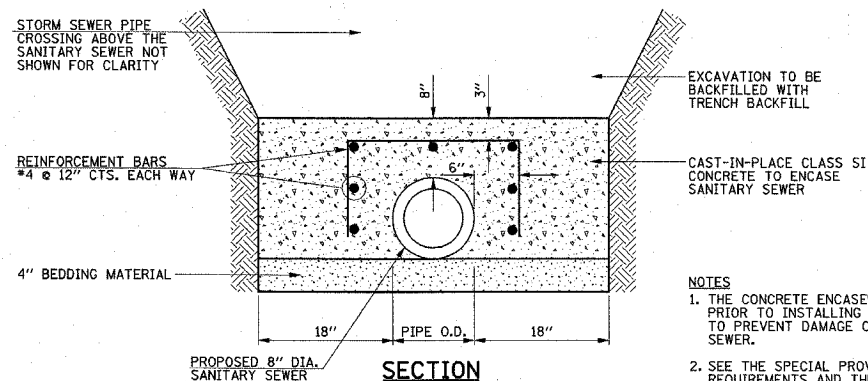
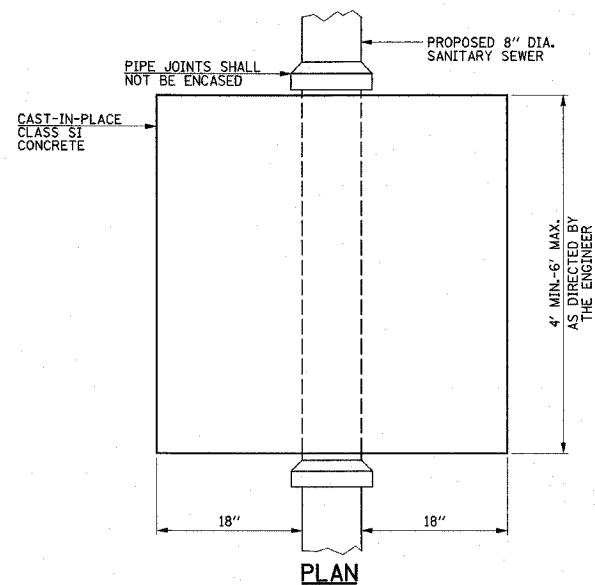
- NOTES:**
1. PAYMENT FOR DROP MANHOLE CONNECTION TO BE MADE AT THE CONTRACT UNIT PRICE PER EACH FOR OUTSIDE DROP CONNECTION WHICH PRICE SHALL INCLUDE THE CONCRETE ENCASEMENT.
 2. THIS DETAIL SHALL BE USED IN CONJUNCTION WITH TYPE A MANHOLES WHERE SEWER ENTERS 24" OR MORE ABOVE THE LOWEST INVERT.



CASTING AND ADJUSTMENT RING INSTALLATION
SCALE: NONE

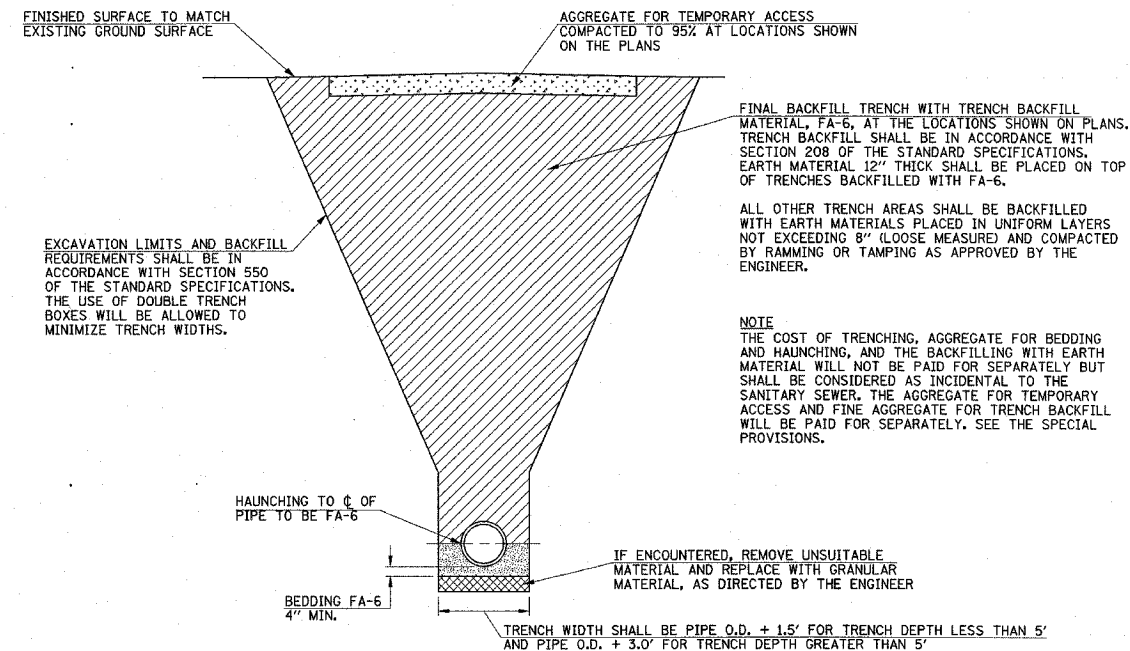
ILLINOIS DEPARTMENT OF TRANSPORTATION
SANITARY SEWER DETAILS
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	81
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				

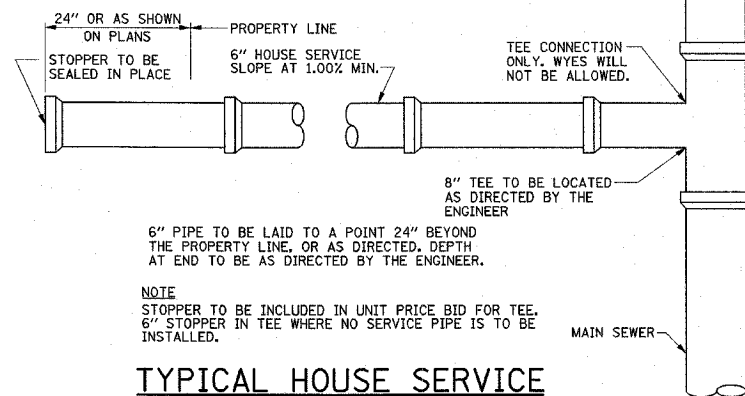


SANITARY SEWER ENCASEMENT DETAIL
SCALE: NONE

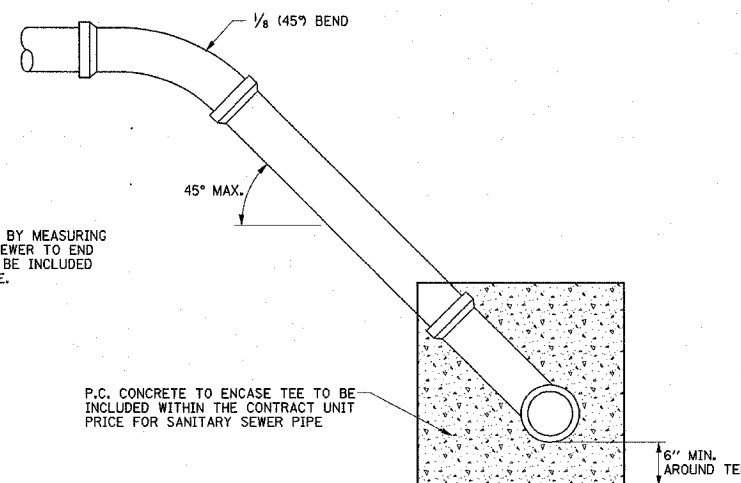
- NOTES**
1. THE CONCRETE ENCASEMENT SHALL BE CONSTRUCTED PRIOR TO INSTALLING THE STORM SEWER PIPE TO PREVENT DAMAGE OF COLLAPSING THE SANITARY SEWER.
 2. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS AND THE METHOD OF PAYMENT.



TYPICAL TRENCH SECTION
SCALE: NONE



TYPICAL HOUSE SERVICE
SCALE: NONE



- NOTE**
- 6" SERVICE TO BE PAID FOR BY MEASURING FROM CENTERLINE OF MAIN SEWER TO END OF 6" SERVICE. 1/8 BEND TO BE INCLUDED IN UNIT COST OF 6" SERVICE.

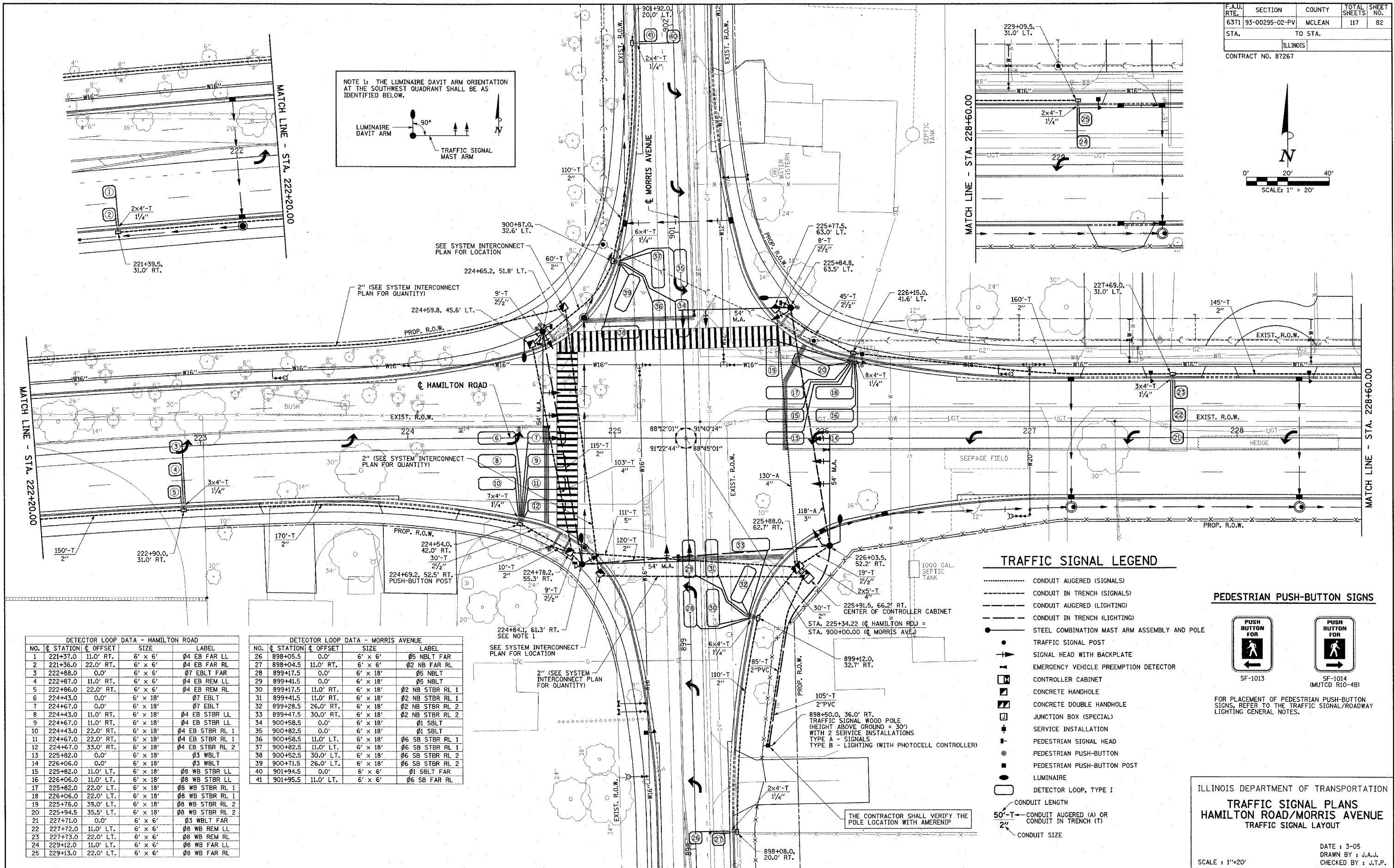
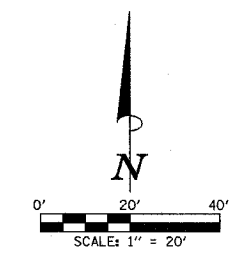
TYPICAL CONNECTION OVER 12' DEEP
SCALE: NONE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SANITARY SEWER DETAILS

DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.J.H.

SCALE : NONE



NOTE 1: THE LUMINAIRE DAVIT ARM ORIENTATION AT THE SOUTHWEST QUADRANT SHALL BE AS IDENTIFIED BELOW.

LUMINAIRE DAVIT ARM 90° TRAFFIC SIGNAL MAST ARM

DETECTOR LOOP DATA - HAMILTON ROAD

NO.	STATION	OFFSET	SIZE	LABEL
1	221+37.0	11.0' RT.	6' x 6'	Ø4 EB FAR LL
2	221+36.0	22.0' RT.	6' x 6'	Ø4 EB FAR RL
3	222+88.0	0.0'	6' x 6'	Ø7 EB LT FAR
4	222+87.0	11.0' RT.	6' x 6'	Ø4 EB REM LL
5	222+86.0	22.0' RT.	6' x 6'	Ø4 EB REM RL
6	224+43.0	0.0'	6' x 18'	Ø7 EB LT
7	224+67.0	0.0'	6' x 18'	Ø7 EB LT
8	224+43.0	11.0' RT.	6' x 18'	Ø4 EB STBR LL
9	224+67.0	11.0' RT.	6' x 18'	Ø4 EB STBR LL
10	224+43.0	22.0' RT.	6' x 18'	Ø4 EB STBR RL 1
11	224+67.0	22.0' RT.	6' x 18'	Ø4 EB STBR RL 1
12	224+67.0	33.0' RT.	6' x 18'	Ø4 EB STBR RL 2
13	225+82.0	0.0'	6' x 18'	Ø3 WB LT
14	226+06.0	0.0'	6' x 18'	Ø3 WB LT
15	225+82.0	11.0' LT.	6' x 18'	Ø8 WB STBR LL
16	226+06.0	11.0' LT.	6' x 18'	Ø8 WB STBR LL
17	225+82.0	22.0' LT.	6' x 18'	Ø8 WB STBR RL 1
18	226+06.0	22.0' LT.	6' x 18'	Ø8 WB STBR RL 1
19	225+76.0	39.0' LT.	6' x 18'	Ø8 WB STBR RL 2
20	225+94.5	35.5' LT.	6' x 18'	Ø8 WB STBR RL 2
21	227+71.0	0.0'	6' x 6'	Ø3 WB LT FAR
22	227+72.0	11.0' LT.	6' x 6'	Ø8 WB REM LL
23	227+73.0	22.0' LT.	6' x 6'	Ø8 WB REM RL
24	229+12.0	11.0' LT.	6' x 6'	Ø8 WB FAR LL
25	229+13.0	22.0' LT.	6' x 6'	Ø8 WB FAR RL

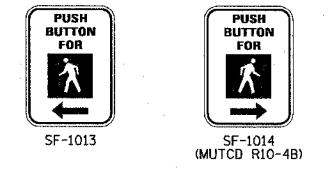
DETECTOR LOOP DATA - MORRIS AVENUE

NO.	STATION	OFFSET	SIZE	LABEL
26	898+05.5	0.0'	6' x 6'	Ø5 NB LT FAR
27	898+04.5	11.0' RT.	6' x 6'	Ø2 NB FAR RL
28	899+17.5	0.0'	6' x 18'	Ø5 NB LT
29	899+41.5	0.0'	6' x 18'	Ø5 NB LT
30	899+17.5	11.0' RT.	6' x 18'	Ø2 NB STBR RL 1
31	899+41.5	11.0' RT.	6' x 18'	Ø2 NB STBR RL 1
32	899+28.5	26.0' RT.	6' x 18'	Ø2 NB STBR RL 2
33	899+47.5	30.0' RT.	6' x 18'	Ø2 NB STBR RL 2
34	900+58.5	0.0'	6' x 18'	Ø1 SBLT
35	900+82.5	0.0'	6' x 18'	Ø1 SBLT
36	900+58.5	11.0' LT.	6' x 18'	Ø6 SB STBR RL 1
37	900+82.5	11.0' LT.	6' x 18'	Ø6 SB STBR RL 1
38	900+52.5	30.0' LT.	6' x 18'	Ø6 SB STBR RL 2
39	900+71.5	26.0' LT.	6' x 18'	Ø6 SB STBR RL 2
40	901+94.5	0.0'	6' x 6'	Ø1 SBLT FAR
41	901+95.5	11.0' LT.	6' x 6'	Ø6 SB FAR RL

TRAFFIC SIGNAL LEGEND

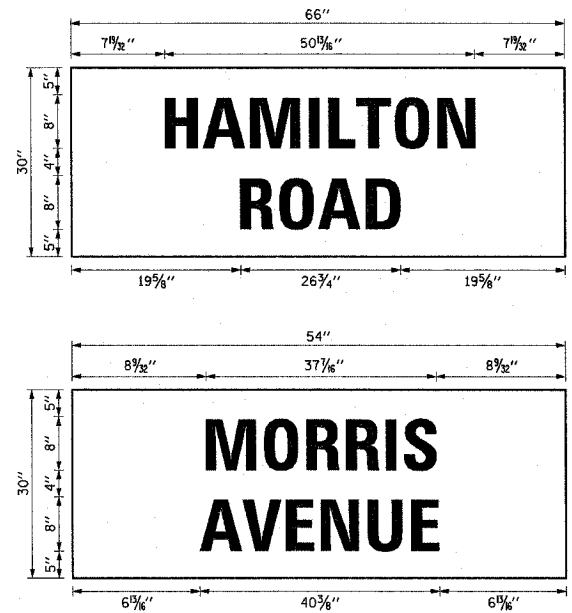
- CONDUIT AUGERED (SIGNALS)
- CONDUIT IN TRENCH (SIGNALS)
- CONDUIT AUGERED (LIGHTING)
- CONDUIT IN TRENCH (LIGHTING)
- CENTER OF CONTROLLER CABINET
- STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- TRAFFIC SIGNAL POST
- ⊕ SIGNAL HEAD WITH BACKPLATE
- ⊖ EMERGENCY VEHICLE PREEMPTION DETECTOR
- CONTROLLER CABINET
- ▣ CONCRETE HANDHOLE
- ▢ CONCRETE DOUBLE HANDHOLE
- ⊠ JUNCTION BOX (SPECIAL)
- ⊕ SERVICE INSTALLATION
- ⊙ PEDESTRIAN SIGNAL HEAD
- ⊙ PEDESTRIAN PUSH-BUTTON
- ⊙ PEDESTRIAN PUSH-BUTTON POST
- LUMINAIRE
- DETECTOR LOOP, TYPE I
- CONDUIT LENGTH
- 50'-T CONDUIT AUGERED (A) OR CONDUIT IN TRENCH (T)
- 2" CONDUIT SIZE

PEDESTRIAN PUSH-BUTTON SIGNS



FOR PLACEMENT OF PEDESTRIAN PUSH-BUTTON SIGNS, REFER TO THE TRAFFIC SIGNAL/ROADWAY LIGHTING GENERAL NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLANS
HAMILTON ROAD/MORRIS AVENUE
TRAFFIC SIGNAL LAYOUT

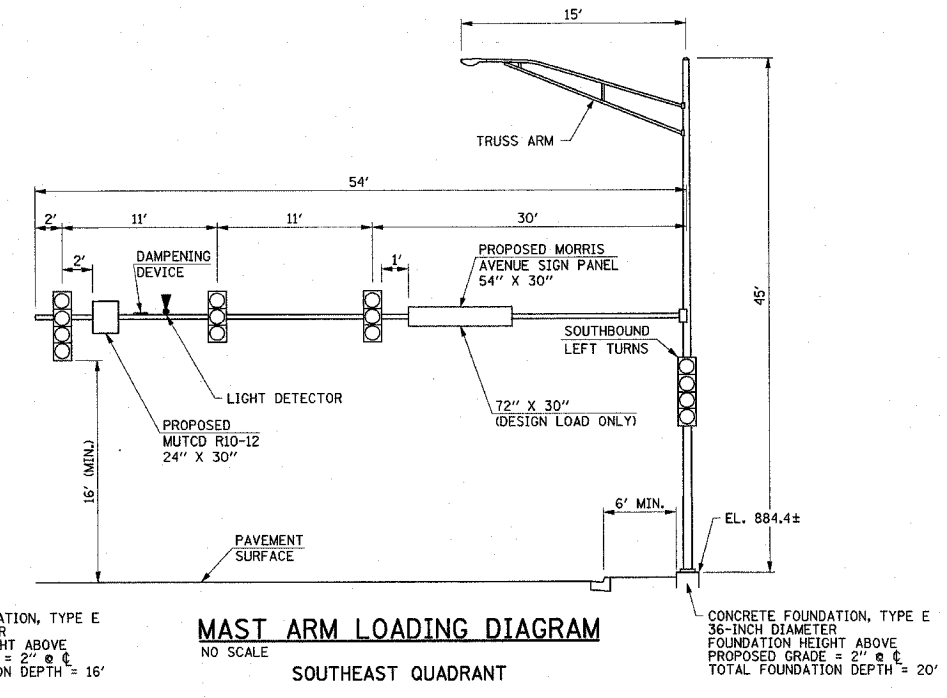
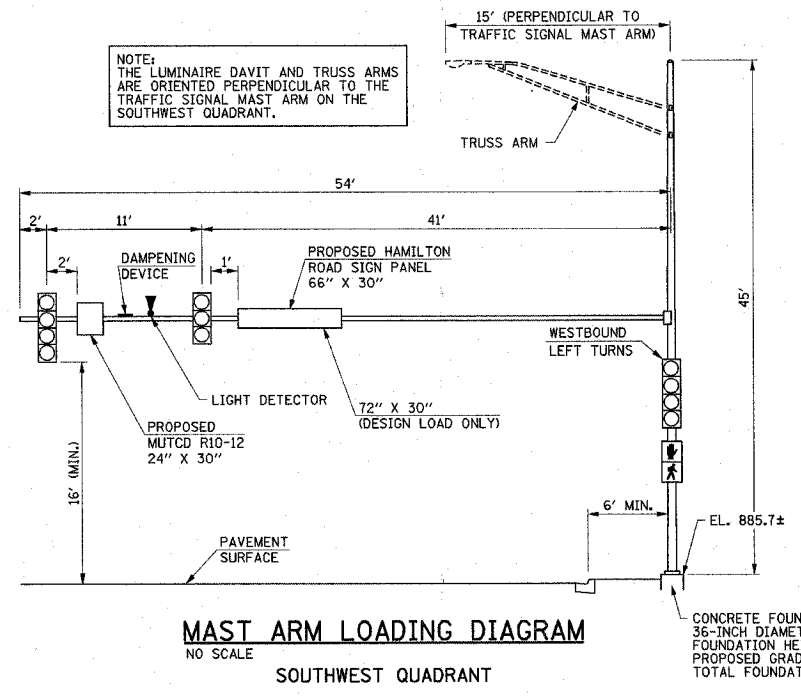
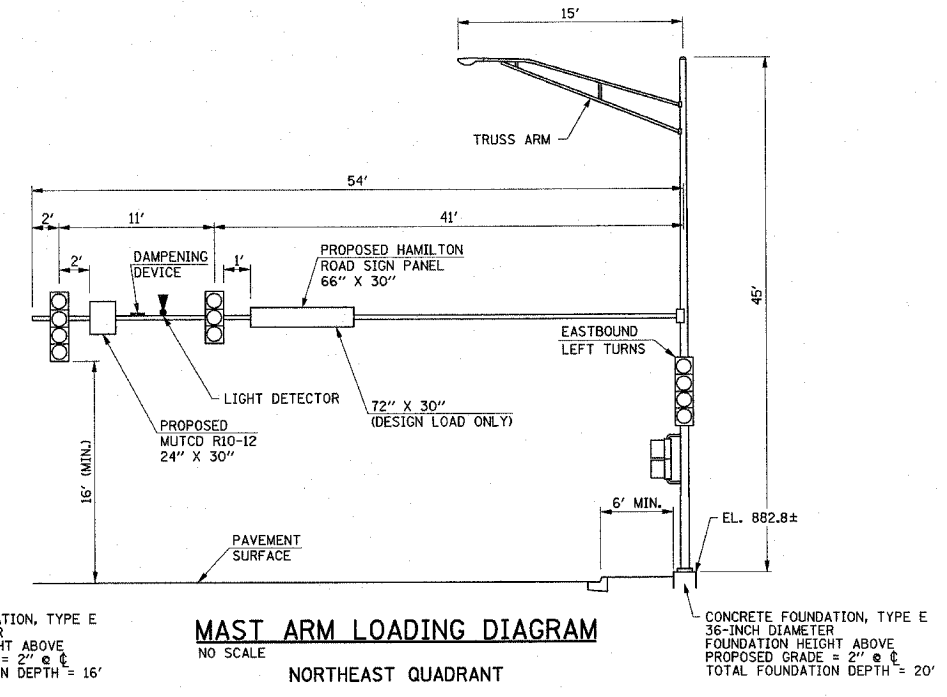
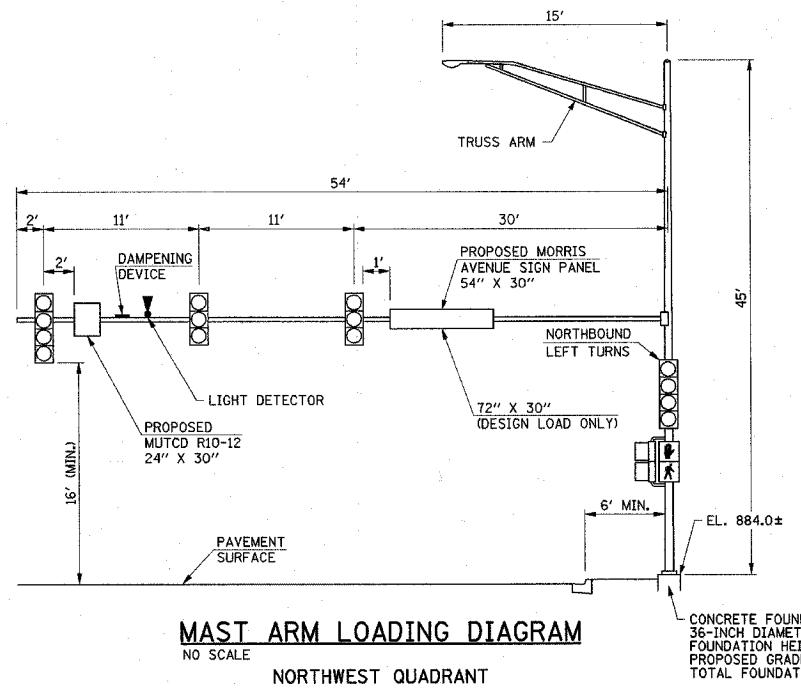


MAST ARM MOUNTED STREET NAME SIGN DETAILS
NO SCALE

SERIES D - 8"
TYPE A SHEETING REQUIRED



MAST ARM MOUNTED SIGN DETAILS
NO SCALE
MUTCD R10-12



MAST ARM LOADING NOTES

1. THE DAMPENING DEVICE SHALL CONSIST OF A 24" X 30" TYPE 1 UNPAINTED ALUMINUM SIGN STOCK MOUNTED HORIZONTALLY ON TOP OF THE MAST ARM WITH THE 30" LENGTH PERPENDICULAR TO THE MAST ARM. THE COST OF THE DAMPENING DEVICE IS INCLUDED IN THE COST OF THE MAST ARM PAY ITEM.
2. ALL SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES.

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLANS
HAMILTON ROAD/MORRIS AVENUE
MAST ARM DETAILS

DATE : 3-05
DRAWN BY : J.A.J.
CHECKED BY : J.T.P.
SCALE : NONE

TRAFFIC SIGNAL/ROADWAY LIGHTING GENERAL NOTES

- THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. (J.U.L.I.E. 1-800-829-0123)
- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY, INCIDENTAL TO THE CONDUIT PAY ITEM.
- EXACT SIGNAL LOCATIONS MAY BE MODIFIED IN THE FIELD TO AVOID EXISTING UTILITIES, AS DIRECTED BY THE CITY ENGINEER.
- ALL SIGNAL BASES SHALL BE LOCATED A MINIMUM OF 6 FEET FROM THE FACE OF CURB OR AT THE LOCATIONS SHOWN ON THE PLANS, UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
- ALL MAST ARM POLE BASES SHALL BE PROTECTED BY A STAINLESS STEEL MESH SCREENING AROUND THE BASE BOLTS TO PREVENT RODENT ENTRY. THE MESH SHALL BE SECURED TO THE BASE BY STAINLESS STEEL BANDING AS INCIDENTAL TO THE INDIVIDUAL MAST ARM ASSEMBLY PAY ITEM.
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FEET MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- ALL ELECTRIC CABLE REQUIRED FOR THE INSTALLATION OF THE LIGHT DETECTOR SHALL BE INCLUDED IN THE COST OF THE LIGHT DETECTOR. SPLICES IN THE LIGHT DETECTOR CABLE SHALL NOT BE ALLOWED.
- DRILLING HOLES THROUGH CURB AND CUTTER, INSERTING CONDUIT, AND FILLING WITH APPROVED SEALER FOR DETECTOR LOOPS SHALL BE INCIDENTAL TO THE DETECTOR LOOP PAY ITEM. ALL DETECTOR LOOP AMPLIFIERS SHALL BE RACK MOUNTED AND SHALL BE LABELED ON THE EDGE OF THE SHELF BELOW THE AMPLIFIERS WITH THEIR RESPECTIVE DIRECTIONS, PHASES, LOOP TERMINALS, AND CONTROLLER INPUTS AS INCIDENTAL TO THE INDUCTIVE LOOP DETECTOR PAY ITEM.
- A 12 GAUGE STRANDED THHN WIRE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS WITH SIX (6) FEET OF SLACK AT EACH HANDHOLE AS INCIDENTAL TO THE CONDUIT PAY ITEM.
- ALL CONDUITS SHALL BE HIGH DENSITY POLYETHYLENE AND COILABLE OR SCHEDULE 80 PVC EXCEPT AT THE LOCATIONS SHOWN ON THE PLANS.
- THE DOUBLE HANDHOLE SHALL BE FURNISHED WITH RECESSED, INTEGRAL HINGED LIDS.
- ALL THREADS OF BOLTS USED IN ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED, ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
- THE SIZES OF ALL LENSES SHALL BE 12" UNLESS OTHERWISE NOTED.
- ALL MAST ARM MOUNTED SIGNAL HEADS ON EACH INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.
- ALL BRACKET MOUNTED SIGNAL HEADS SHALL BE MOUNTED ON THE SIDE OF THE POLE AS DIRECTED BY THE CITY ENGINEER IN ORDER TO MINIMIZE VEHICLE DAMAGE.
- A 24" x 30" ALUMINUM "LEFT TURN YIELD ON GREEN" SIGN SHALL BE MOUNTED ADJACENT TO EACH MAST ARM MOUNTED 4-SECTION HEAD LEFT TURN SIGNAL AS DIRECTED BY THE ENGINEER.
- THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE 14 GAUGE SOLID, SOFT COPPER.
- THE PROPOSED TRAFFIC SIGNAL CONTROL CABINET SHALL BE FURNISHED WITH A DOOR SWITCH, CONFLICT FLASH AND MANUAL FLASH INPUTS WIRED TO THE APPROPRIATE CONTROLLER 'D' CONNECTOR INPUTS. THE CABINET SHALL ALSO BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CORD WITHIN THE POLICE COMPARTMENT DOOR AS INCIDENTAL TO THE CONTROLLER PAY ITEM.
- AN INNOVATIVE TECHNOLOGIES MODEL HS-P-SP-120A-30A-RJ SUPPRESSOR OR APPROVED EQUAL WITH A 3 POSITION TERMINAL BLOCK SHALL BE MOUNTED ON AN ALUMINUM PLATE BELOW THE CABINET POWER DISTRIBUTION PANEL. INCOMING POWER SHALL CONNECT TO THE TERMINAL BLOCK WHICH SHALL FEED THE "IT" SUPPRESSOR THROUGH 10 GAUGE SOLID COPPER WIRE (AC+, AC-, GND.) WITH APPROXIMATELY TEN 1.5 TO 2 INCH COILS IN THE AC+ AND AC- LINES.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL SIGNAL COMPONENTS TO THE CITY OF BLOOMINGTON FOR APPROVAL PRIOR TO ORDERING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS AND ROADWAY LIGHTING. THE CONTRACTOR SHALL CONTACT THE POWER SUPPLIER PRIOR TO BEGINNING WORK IN ORDER TO MEET THE POWER SUPPLIER'S REQUIREMENTS.
- THE CONTRACTOR SHALL COORDINATE WITH THE POWER SUPPLIER TO ENERGIZE THE CIRCUIT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 72 HOURS BEFORE THE CIRCUIT IS ENERGIZED.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST 72 HOURS PRIOR TO SIGNAL TURN ON.
- THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNALS ARE TURNED ON AS INCIDENTAL TO THE CONTROLLER PAY ITEM.
- ALL LED SIGNAL LENSES SHALL BE OF THE SAME TYPE, DESIGN, ETC. AND SHALL BE FROM THE SAME MANUFACTURER FOR ANY GIVEN INTERSECTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE CABINET ENERGIZED AND FULLY FUNCTIONAL EXCEPT FOR THE FIELD DISPLAYS A MINIMUM OF 24 HOURS IN ADVANCE OF THE SCHEDULED SIGNAL TURN ON.
- THE SCHEDULED TRAFFIC SIGNAL TURN ON SHALL OCCUR BETWEEN THE HOURS OF 9 AND 10 AM. UNLESS OTHERWISE AGREED UPON BY ALL PARTIES, THE INSPECTION SHALL OCCUR THE SAME DAY AS THE TURN ON.
- ALL TRAFFIC SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES.
- THE MAST ARM MOUNTED LUMINAIRES SHALL BE ENERGIZED FROM AN UNMETERED SERVICE WITH A DISCONNECT AND PHOTOCELL CONTROLLER, SEPARATE FROM THE METERED TRAFFIC SIGNAL SERVICE. THE DISCONNECT AND PHOTOCELL CONTROLLER SHALL BE MOUNTED TO THE TRAFFIC SIGNAL WOOD POLE.
- THE LUMINAIRE DAVIT AND TRUSS ARMS, THE LUMINAIRE, AND THE LUMINAIRE WIRING SHALL BE SUPPLIED AND ERECTED WITH THE TRAFFIC SIGNAL MAST ARM BY THE CONTRACTOR. THE MAST ARM FOUNDATION SHALL INCLUDE A SEPARATE STUB AND CAP FOR THE LUMINAIRE WIRING. TRAFFIC SIGNAL CABLE AND ROADWAY LIGHTING CABLE SHALL NOT BE INSTALLED IN THE SAME CONDUIT.
- THE LUMINAIRE DAVIT ARMS SHALL MEASURE FIFTEEN (15) FEET IN LENGTH.
- ALL LUMINAIRES SHALL BE HIGH PRESSURE SODIUM, 250 WATT, 110 VOLT, AND HORIZONTAL MOUNT, WITH TYPE M-C-III DISTRIBUTION.
- ALL LUMINAIRES SHALL BE WIRED TO THE LOAD SIDE OF THE SERVICE DISCONNECT.
- THE CONTROLLER SHALL BE ORIENTED SUCH THAT INTERSECTION OPERATION AND CONTROLLER COMPONENTS CAN BE VIEWED SIMULTANEOUSLY.
- A PEDESTRIAN PUSH-BUTTON SIGN SHALL BE MOUNTED ABOVE EACH PEDESTRIAN PUSH-BUTTON. THE SIGN SHALL BE ACCORDING TO SECTION 888 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDED IN THE COST OF THE PEDESTRIAN PUSH-BUTTON.
- AGENCY RESPONSIBLE FOR ENERGY CHARGES: CITY OF BLOOMINGTON.
- REFER TO THE PAVEMENT MARKING PLANS FOR THE LOCATION OF PAVEMENT MARKINGS.

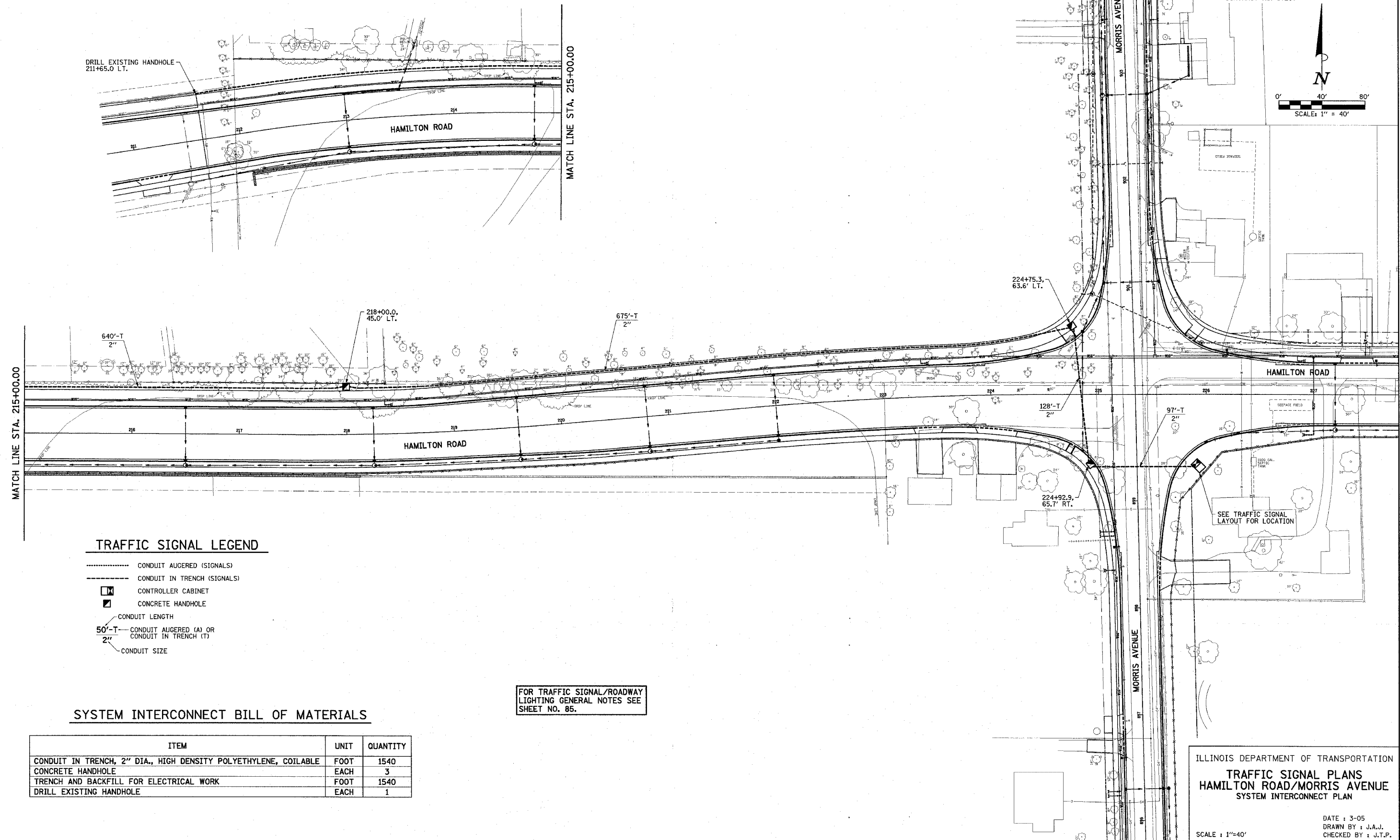
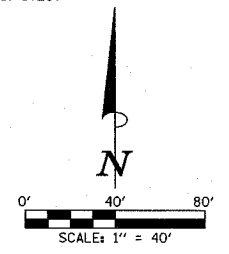
TRAFFIC SIGNAL/ROADWAY LIGHTING BILL OF MATERIALS

ITEM	UNIT	QUANTITY
SIGN PANEL, TYPE 1	SO FT	20
SIGN PANEL, TYPE 2	SO FT	50
SERVICE INSTALLATION, TYPE A	EACH	1
SERVICE INSTALLATION, TYPE B	EACH	1
TRAFFIC SIGNAL WOOD POLE, 30 FT., CLASS 4	EACH	1
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	190
CONDUIT IN TRENCH, 1/4" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	164
CONDUIT IN TRENCH, 2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	1180
CONDUIT IN TRENCH, 2 1/2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	120
CONDUIT IN TRENCH, 4" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	113
CONDUIT IN TRENCH, 5" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	111
CONDUIT AUGERED, 3", HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	118
CONDUIT AUGERED, 4", HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	130
JUNCTION BOX (SPECIAL)	EACH	10
CONCRETE HANDHOLE	EACH	3
CONCRETE DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1878
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1485
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	4
PHOTOCELL CONTROLLER	EACH	1
FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE IV, 8 PHASES, IN TYPE IV CABINET	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	880
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	900
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1310
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1630
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8005
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	95
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	4
CONCRETE FOUNDATION, TYPE D	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	72
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14
INDUCTIVE LOOP DETECTOR, RACK MOUNTED	EACH	18
INDUCTIVE LOOP DETECTOR, RACK MOUNT WITH SYSTEM OUTPUT	EACH	10
DETECTOR LOOP, TYPE I	FOOT	2520
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED, SPECIAL	EACH	4

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLANS
HAMILTON ROAD/MORRIS AVENUE
 TRAFFIC SIGNAL/ROADWAY LIGHTING
 GENERAL NOTES AND BILL OF MATERIALS
 DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : J.T.P.

SCALE : NONE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	86
STA.		TO STA.		
ILLINOIS				
CONTRACT NO. 87267				



TRAFFIC SIGNAL LEGEND

- CONDUIT AUGERED (SIGNALS)
- CONDUIT IN TRENCH (SIGNALS)
- ☒ CONTROLLER CABINET
- ☑ CONCRETE HANDHOLE
- CONDUIT LENGTH
- 50'-T 2" CONDUIT AUGERED (A) OR CONDUIT IN TRENCH (T)
- 2" CONDUIT SIZE

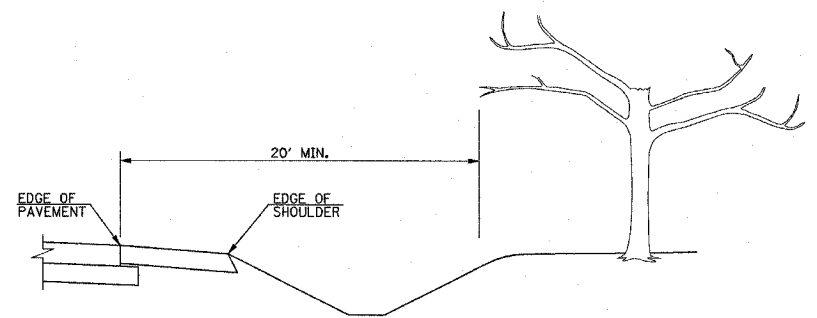
SYSTEM INTERCONNECT BILL OF MATERIALS

ITEM	UNIT	QUANTITY
CONDUIT IN TRENCH, 2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	1540
CONCRETE HANDHOLE	EACH	3
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1540
DRILL EXISTING HANDHOLE	EACH	1

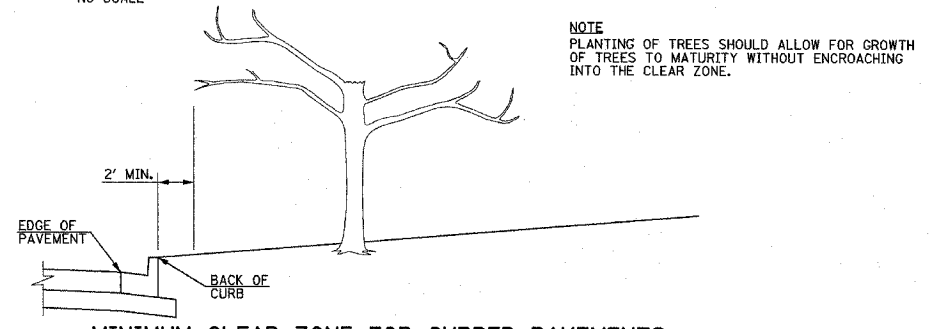
FOR TRAFFIC SIGNAL/ROADWAY LIGHTING GENERAL NOTES SEE SHEET NO. 85.

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL PLANS
HAMILTON ROAD/MORRIS AVENUE
 SYSTEM INTERCONNECT PLAN

DATE : 3-05
 DRAWN BY : J.A.J.
 CHECKED BY : J.T.P.
 SCALE : 1"=40'

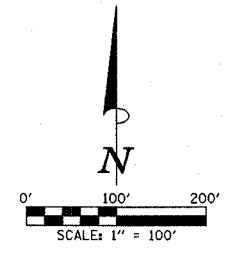


MINIMUM CLEAR ZONE FOR UNCURBED PAVEMENTS
NO SCALE

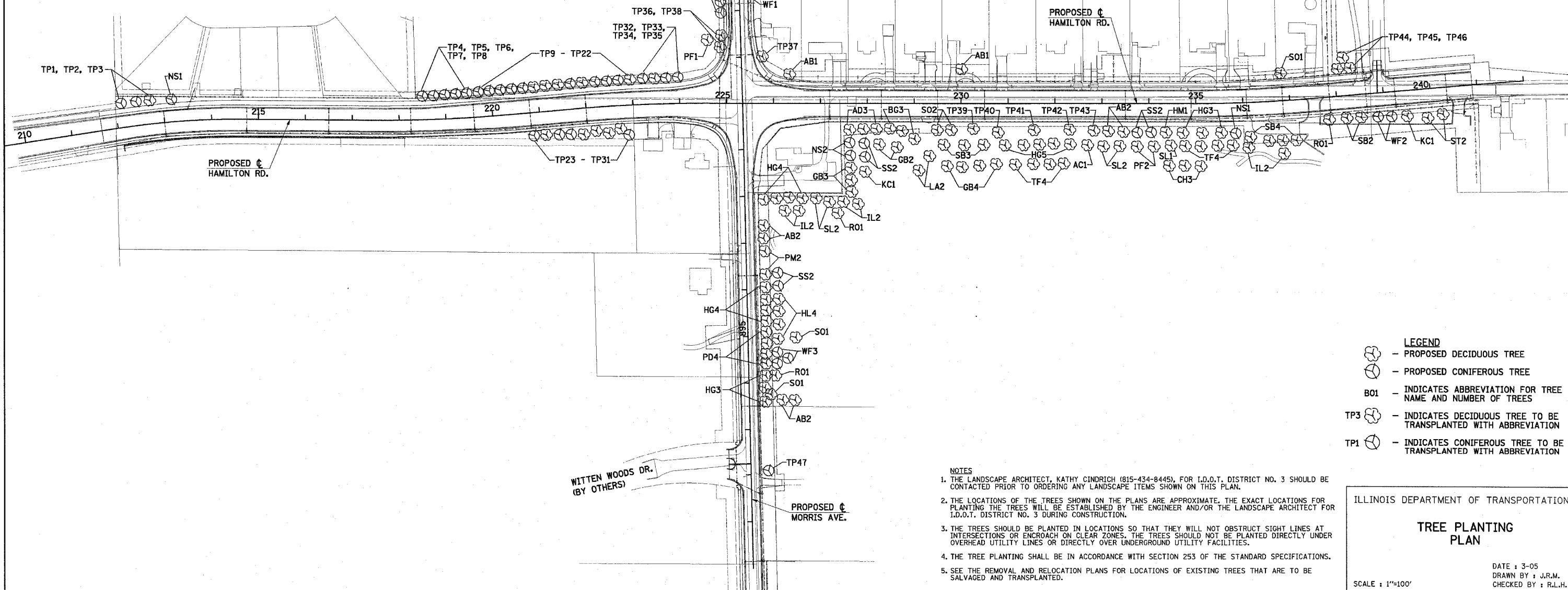


MINIMUM CLEAR ZONE FOR CURBED PAVEMENTS
NO SCALE

NOTE
PLANTING OF TREES SHOULD ALLOW FOR GROWTH OF TREES TO MATURITY WITHOUT ENCRDACHING INTO THE CLEAR ZONE.



ABBREVIATION	TYPE	UNIT	QUANTITY
AB	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	8
TF	TREE, CORYLUS COLURNA (TURKISH FILBERT), 2" CALIPER, BALLED AND BURLAPPED	EACH	8
GB	TREE, GINKGO BILOBA (GINKGO), 2" CALIPER, BALLED AND BURLAPPED	EACH	9
HL	TREE, GLEDITSIA TRIACANTHOS INERMIS (THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED	EACH	4
KC	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	2
BG	TREE, NYSSA SYLVATICA (BLACK TUPELO), 2" CALIPER, BALLED AND BURLAPPED	EACH	3
AC	TREE, PHELLODENDRON AMURENSE (AMUR CORKTREE), 2" CALIPER, BALLED AND BURLAPPED	EACH	1
SO	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	5
RO	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3
SL	TREE, TILIA TOMENTOSA STERLING (STERLING SILVER LINDEN), 2" CALIPER, BALLED AND BURLAPPED	EACH	5
LA	TREE, FRAXINUS PENNSYLVANICA LEPRECHAUN (LEPRECHAUN GREEN ASH), 2" CALIPER, BALLED AND BURLAPPED	EACH	2
HM	TREE, ACER CAMPESTRE (HEDGE MAPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	1
PM	TREE, ACER GRISEUM (PAPERBARK MAPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2
SB	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	9
PD	TREE, CORNUS ALTERNIFOLIA (PAGODA DOG WOOD), 4' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	4
CH	TREE, CRATAEGUS CRUSGALLI INERMIS (THORNLESS COCKSPUR HAWTHORN), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3
AD	TREE, MALUS ADIRONDACK (ADIRONDACK CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3
HG	TREE, MALUS HARVEST GOLD (HARVEST GOLD CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	19
PF	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3
ST	TREE, MALUS SUTYZAM (SUGAR TYME CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2
IL	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6
WF	EVERGREEN, ABIES CONCOLOR (WHITE FIR), 4' HEIGHT, BALLED AND BURLAPPED	EACH	6
NS	EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	5
SS	EVERGREEN, PICEA OMORIKA (SERBIAN SPRUCE), 4' HEIGHT, BALLED AND BURLAPPED	EACH	6



- LEGEND**
- PROPOSED DECIDUOUS TREE
 - PROPOSED CONIFEROUS TREE
 - B01 - INDICATES ABBREVIATION FOR TREE NAME AND NUMBER OF TREES
 - TP3 - INDICATES DECIDUOUS TREE TO BE TRANSPLANTED WITH ABBREVIATION
 - TP1 - INDICATES CONIFEROUS TREE TO BE TRANSPLANTED WITH ABBREVIATION

- NOTES**
1. THE LANDSCAPE ARCHITECT, KATHY CINDRICH (815-434-8445), FOR I.D.O.T. DISTRICT NO. 3 SHOULD BE CONTACTED PRIOR TO ORDERING ANY LANDSCAPE ITEMS SHOWN ON THIS PLAN.
 2. THE LOCATIONS OF THE TREES SHOWN ON THE PLANS ARE APPROXIMATE, THE EXACT LOCATIONS FOR PLANTING THE TREES WILL BE ESTABLISHED BY THE ENGINEER AND/OR THE LANDSCAPE ARCHITECT FOR I.D.O.T. DISTRICT NO. 3 DURING CONSTRUCTION.
 3. THE TREES SHOULD BE PLANTED IN LOCATIONS SO THAT THEY WILL NOT OBSTRUCT SIGHT LINES AT INTERSECTIONS OR ENCRDACH ON CLEAR ZONES. THE TREES SHOULD NOT BE PLANTED DIRECTLY UNDER OVERHEAD UTILITY LINES OR DIRECTLY OVER UNDERGROUND UTILITY FACILITIES.
 4. THE TREE PLANTING SHALL BE IN ACCORDANCE WITH SECTION 253 OF THE STANDARD SPECIFICATIONS.
 5. SEE THE REMOVAL AND RELOCATION PLANS FOR LOCATIONS OF EXISTING TREES THAT ARE TO BE SALVAGED AND TRANSPLANTED.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TREE PLANTING PLAN

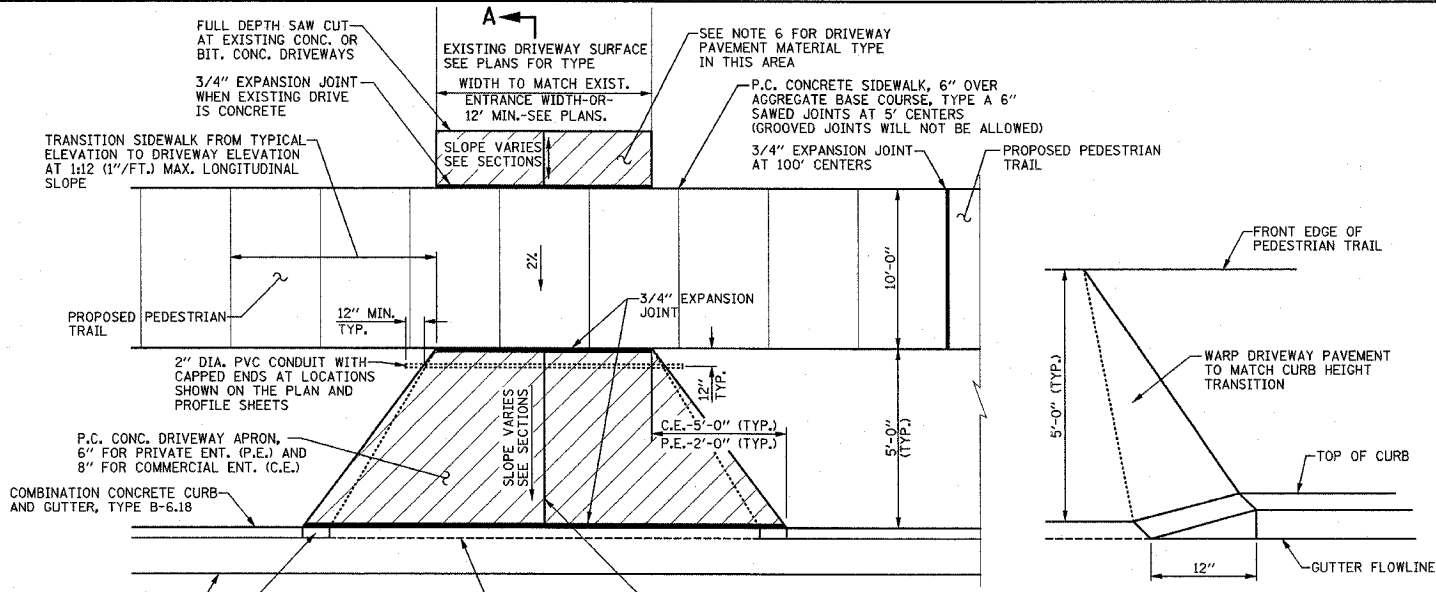
DATE : 3-05
DRAWN BY : J.R.M.
CHECKED BY : R.L.H.

SCALE : 1"=100'

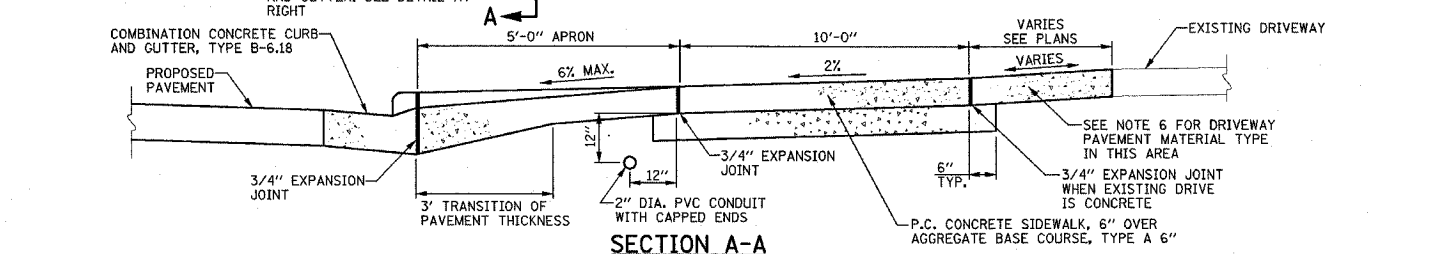
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	88
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

DRIVEWAY GENERAL NOTES

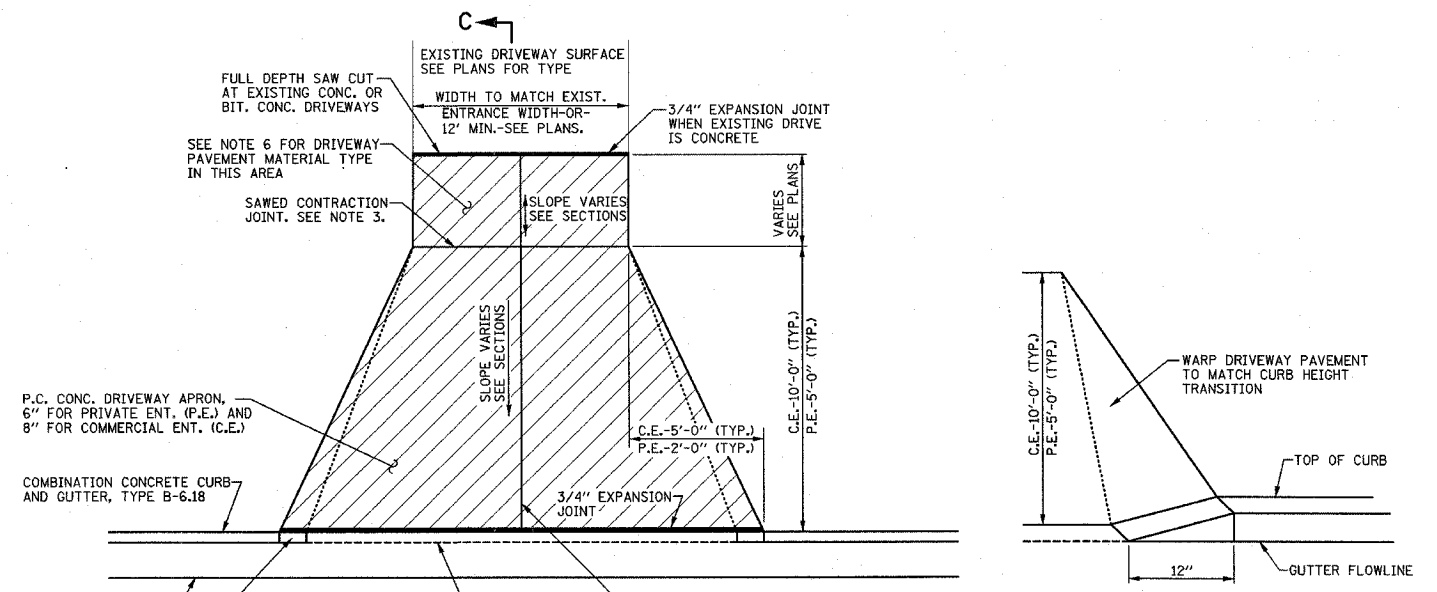
1. THE COST OF CONSTRUCTING THE P.C. CONCRETE SIDEWALK 6" OR 8" THICK THROUGH DRIVEWAYS SHALL BE CONSIDERED INCIDENTAL TO THE P.C. CONCRETE SIDEWALK 4" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
2. THE COST OF CONSTRUCTING THE THICKER P.C. CONCRETE DRIVEWAY PAVEMENT ADJACENT TO THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN SECTIONS A-A, B-B, & C-C WILL BE CONSIDERED INCIDENTAL TO THE P.C. CONCRETE DRIVEWAY PAVEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. WHEN THE WIDTH OF THE P.C. CONCRETE DRIVEWAY PAVEMENT IS BETWEEN 12' TO 24' A CONTRACTION JOINT SHALL BE PLACED IN THE CENTER OF THE DRIVEWAY. WHEN THE WIDTH OF THE P.C. CONCRETE DRIVEWAY PAVEMENT IS BETWEEN 24' TO 35', TWO CONTRACTION JOINTS EVENLY SPACED SHALL BE PLACED IN THE DRIVEWAY. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 12' MAXIMUM SPACING.
4. THE MINIMUM WIDTH OF P.C. CONCRETE DRIVEWAY PAVEMENT SHALL BE 12' AND MAXIMUM WIDTH SHALL BE 35'.
5. ALL COST OF CONSTRUCTING THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED IN THE PLANS.
6. THE LIMITS, TYPES, AND THICKNESS OF MATERIALS USED FOR THE CONSTRUCTION OF THE PROPOSED DRIVEWAYS BEYOND THE CONCRETE APRONS, PEDESTRIAN TRAIL, OR SIDEWALK SHALL BE AS SHOWN ON THE PLAN AND PROFILE SHEETS.
7. THE 2" DIAMETER CONDUITS SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS FOR A FUTURE STREET LIGHT SYSTEM TO BE INSTALLED BY OTHERS. THE CONDUITS WILL BE PAID FOR PER FOOT FOR CONDUIT IN TRENCH, 2" DIA., PVC.



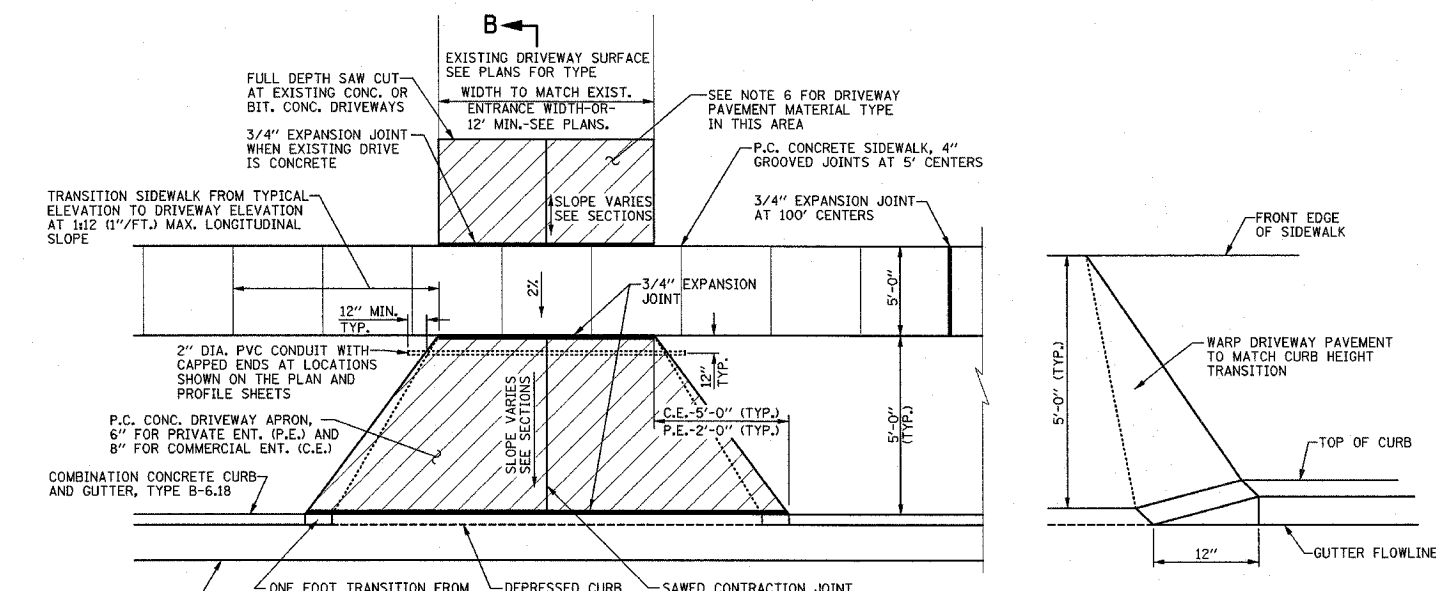
TRANSITION DETAIL



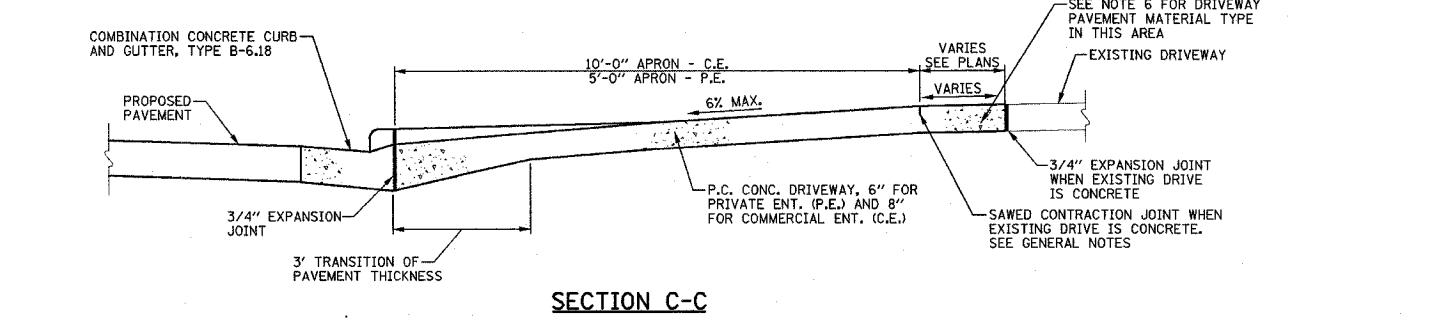
P.C. CONCRETE DRIVEWAY ENTRANCE DETAIL (WITH PEDESTRIAN TRAIL THROUGH DRIVEWAY)



TRANSITION DETAIL



P.C. CONCRETE DRIVEWAY ENTRANCE DETAIL (WITH SIDEWALK THROUGH DRIVEWAY)



P.C. CONCRETE DRIVEWAY ENTRANCE DETAIL (WITHOUT SIDEWALK OR PEDESTRIAN TRAIL)

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.
 SCALE : NONE

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	89
STA.	TO STA.		ILLINOIS	
CONTRACT NO. 87267				

SIDEWALK GENERAL NOTES

THE COST OF CONSTRUCTING THE DEPRESSED CURB AS SHOWN SHALL BE CONSIDERED INCLUDED IN THE COST OF CONSTRUCTING COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18 AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

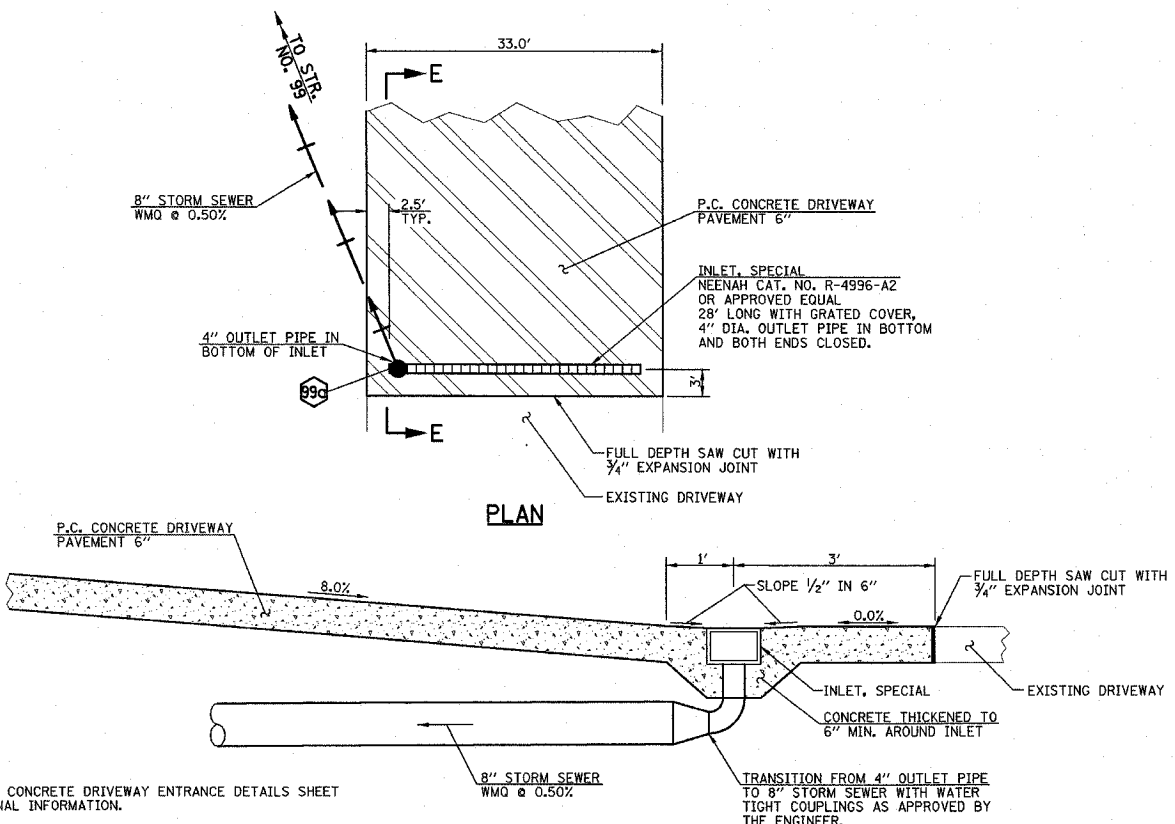
THE COST OF FURNISHING AND INSTALLING THE 3/4" EXPANSION JOINTS AND #6-24" LONG TIE BARS AND THE COST OF CONSTRUCTING THE P.C.C. SIDEWALK THICKNESS TRANSITION, INCLUDING THE ADJACENT CURBING AS SHOWN, SHALL BE INCLUDED IN THE COST OF CONSTRUCTING P.C. CONCRETE SIDEWALK 4" OR 6" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE INTEGRALLY COLORED CONCRETE RAMP INCLUDING CURBS AND DETECTABLE WARNINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 424001 AND THE SPECIAL PROVISIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR P.C. CONCRETE SIDEWALK 4" OR 6".

THE NORMAL CROSS SLOPES OF SIDEWALKS SHALL BE 2.0% EXCEPT AT THE RAMP LOCATIONS.

TRANSVERSE GROOVED JOINTS SHALL BE PLACED IN THE P.C. CONCRETE SIDEWALK 4" AT 5' CENTERS AND 3/4" EXPANSION JOINTS AT 100' CENTERS.

TRANSVERSE SAWED JOINTS SHALL BE PLACED IN THE P.C. CONCRETE SIDEWALK 6" AT 5' CENTERS AND 3/4" EXPANSION JOINTS AT 100' CENTERS.

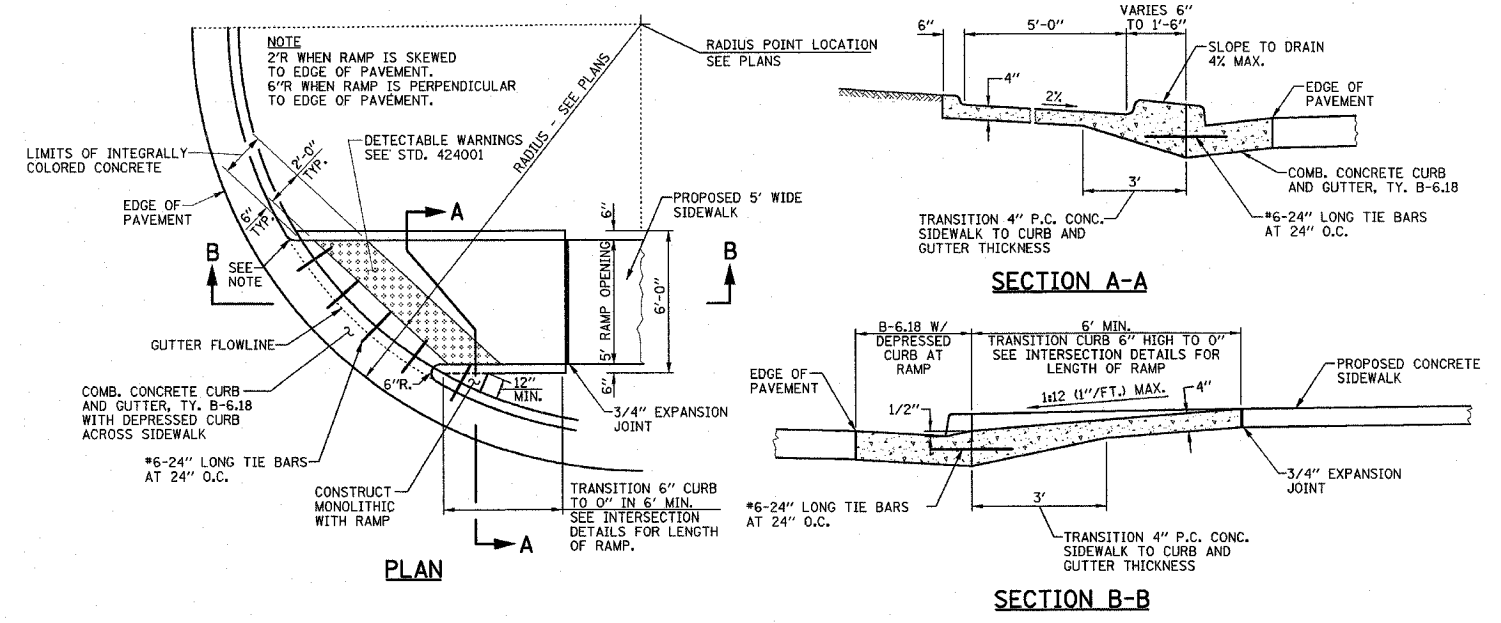


NOTES
SEE THE P.C. CONCRETE DRIVEWAY ENTRANCE DETAILS SHEET FOR ADDITIONAL INFORMATION.

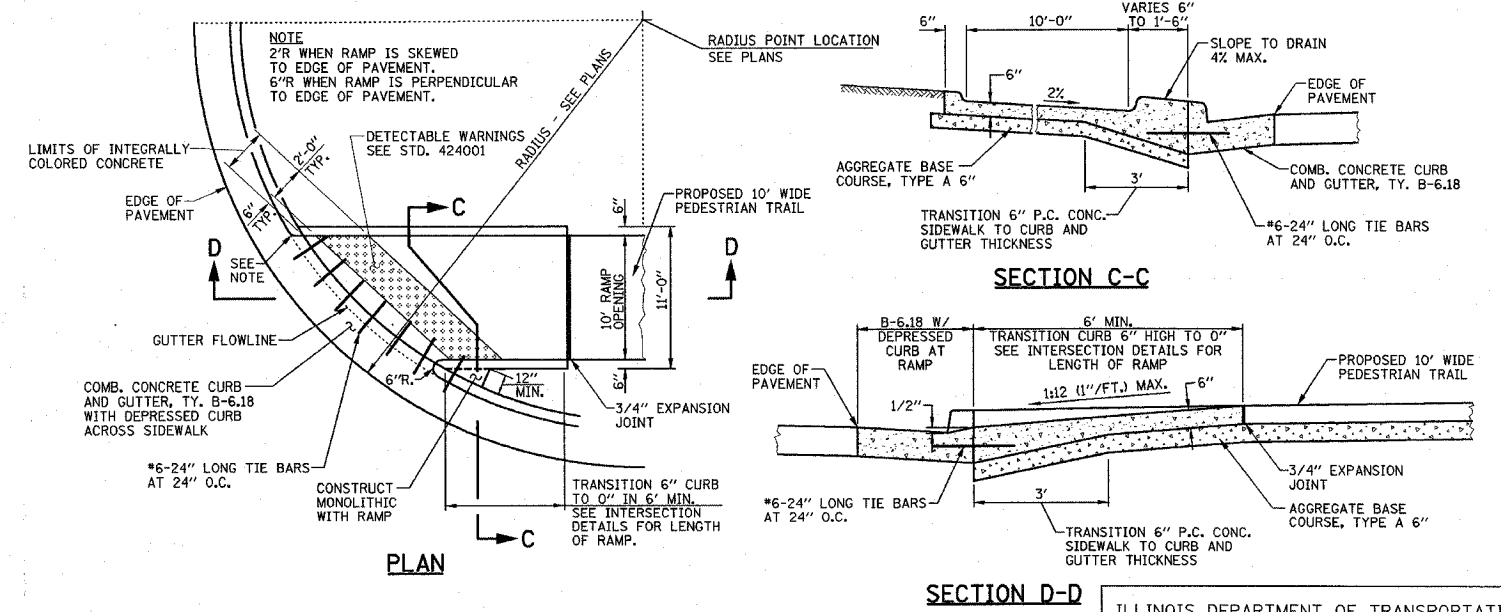
THE COST OF CONSTRUCTING THE THICKENED P.C. CONCRETE DRIVEWAY AROUND THE INLET, SPECIAL AS SHOWN ON SECTION E-E WILL BE CONSIDERED INCIDENTAL TO THE P.C. CONCRETE DRIVEWAY PAVEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE COST OF PROVIDING AND INSTALLING THE FITTINGS AND COUPLINGS TO CONNECT THE 4" OUTLET PIPE TO THE 8" STORM SEWER WILL BE CONSIDERED INCIDENTAL TO THE INLET, SPECIAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SECTION E-E
INLET SPECIAL
STA. 903+09 RT.

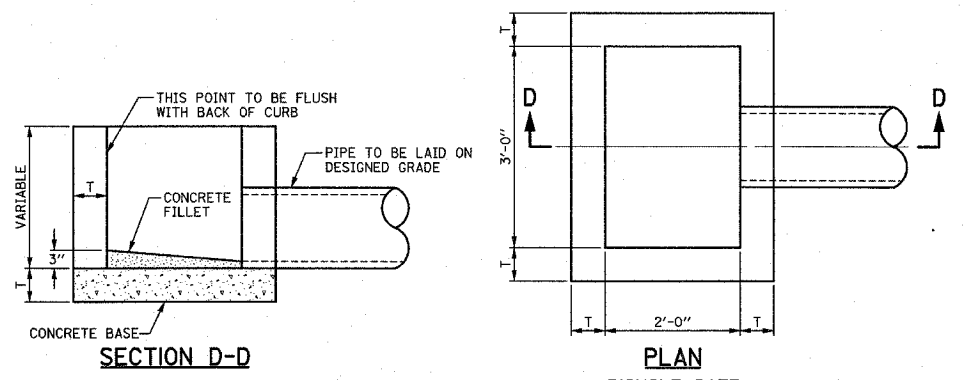
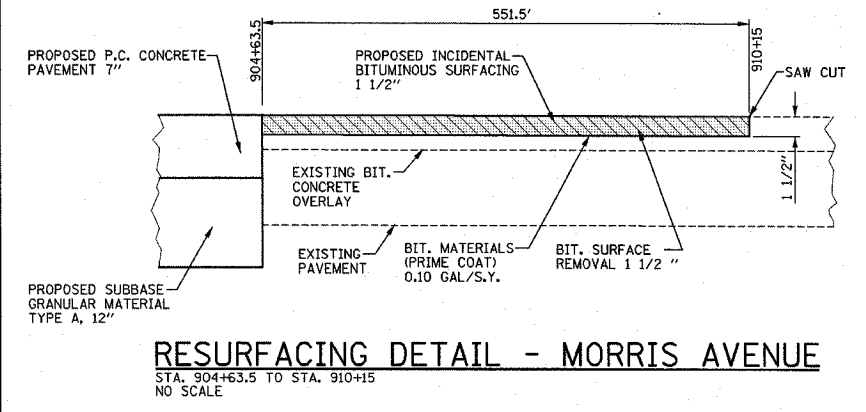
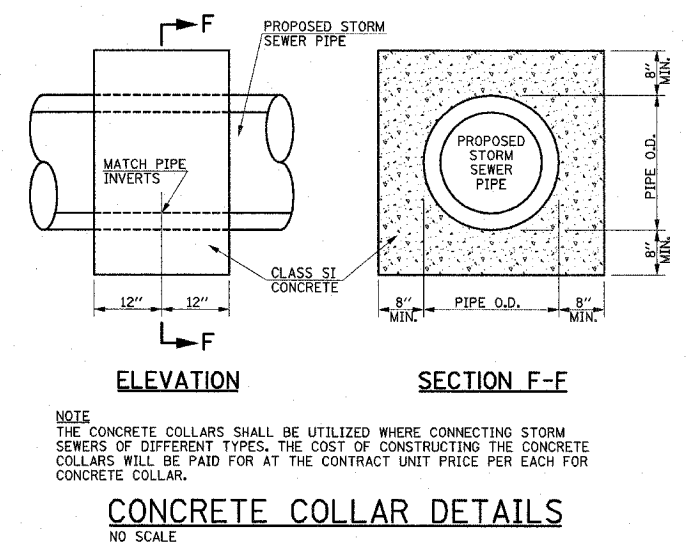
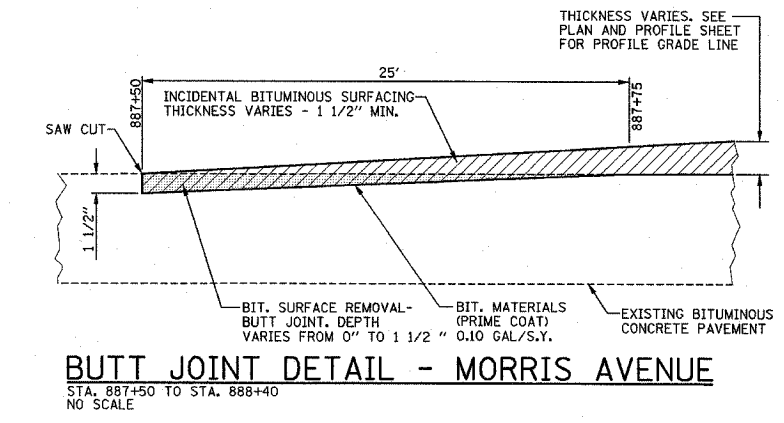
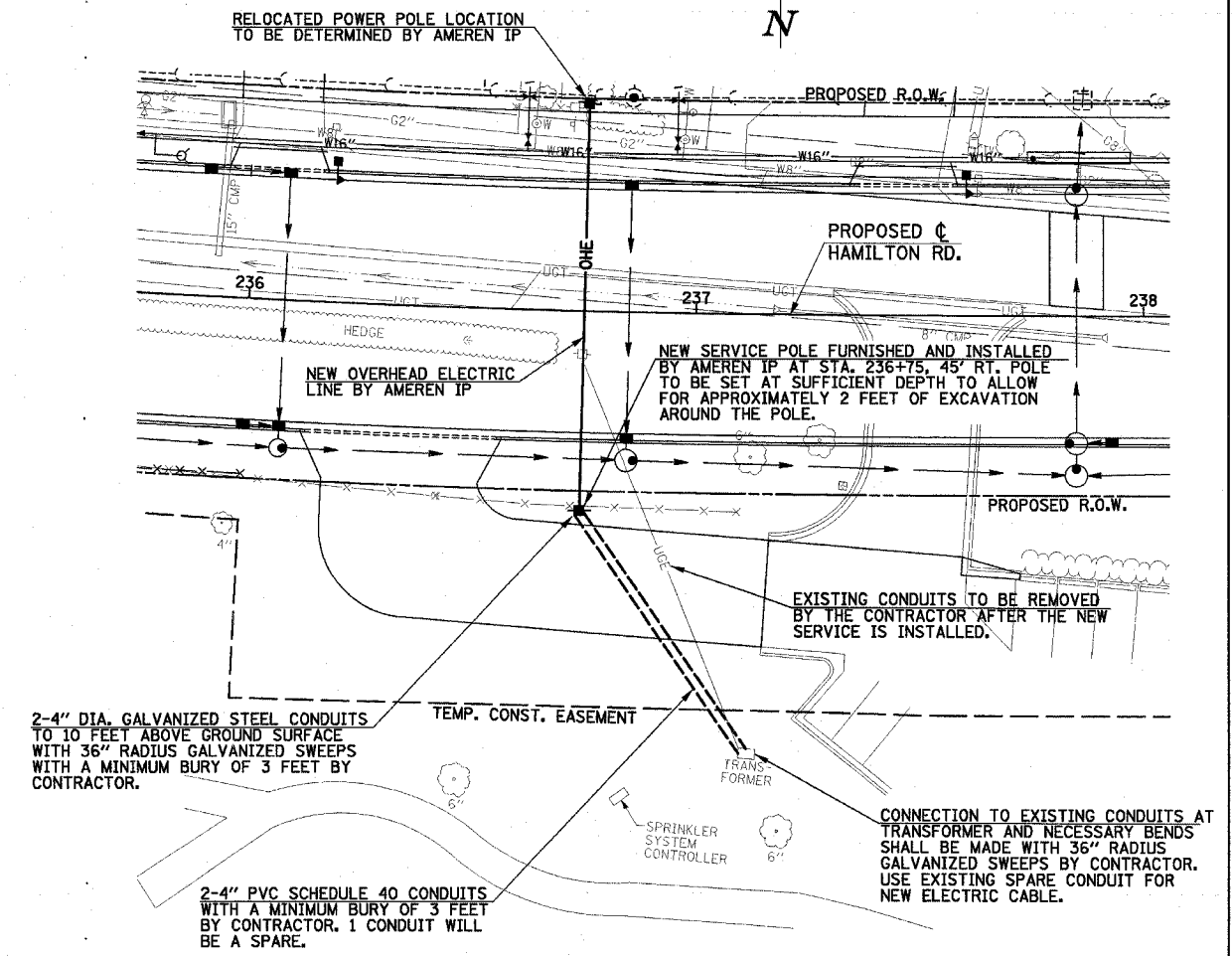
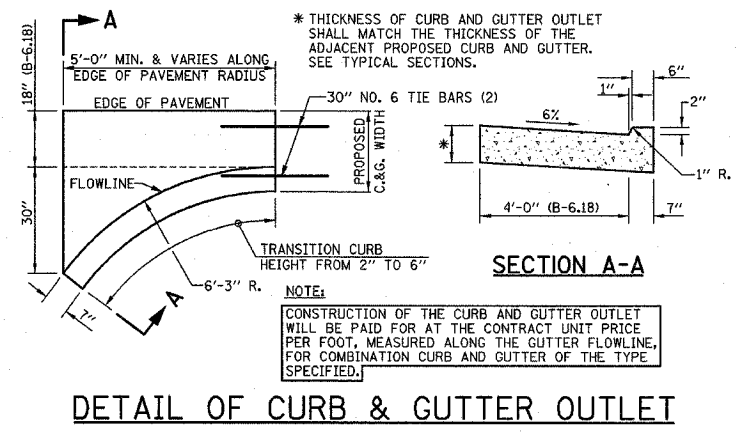
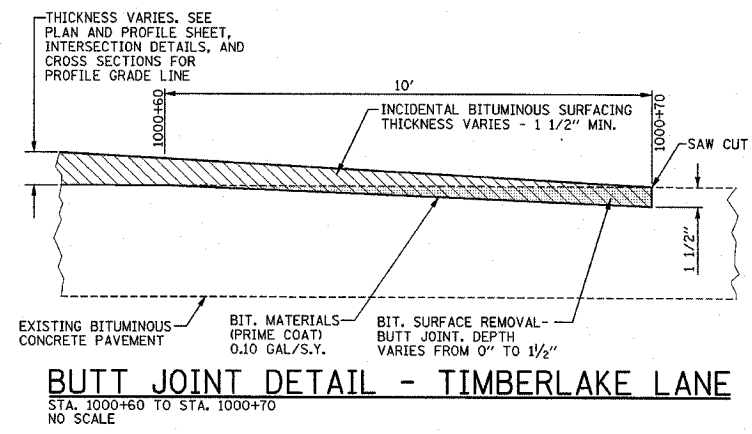


5' WIDE CONCRETE SIDEWALK RAMP DETAILS



PEDESTRIAN TRAIL RAMP DETAILS FOR P.C. CONCRETE SIDEWALK 6 INCH

ILLINOIS DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE



MATERIALS PERMITTED FOR INLETS	T
PRECAST REINFORCED CONCRETE SECTIONS	3"
CAST-IN-PLACE CONCRETE	6"

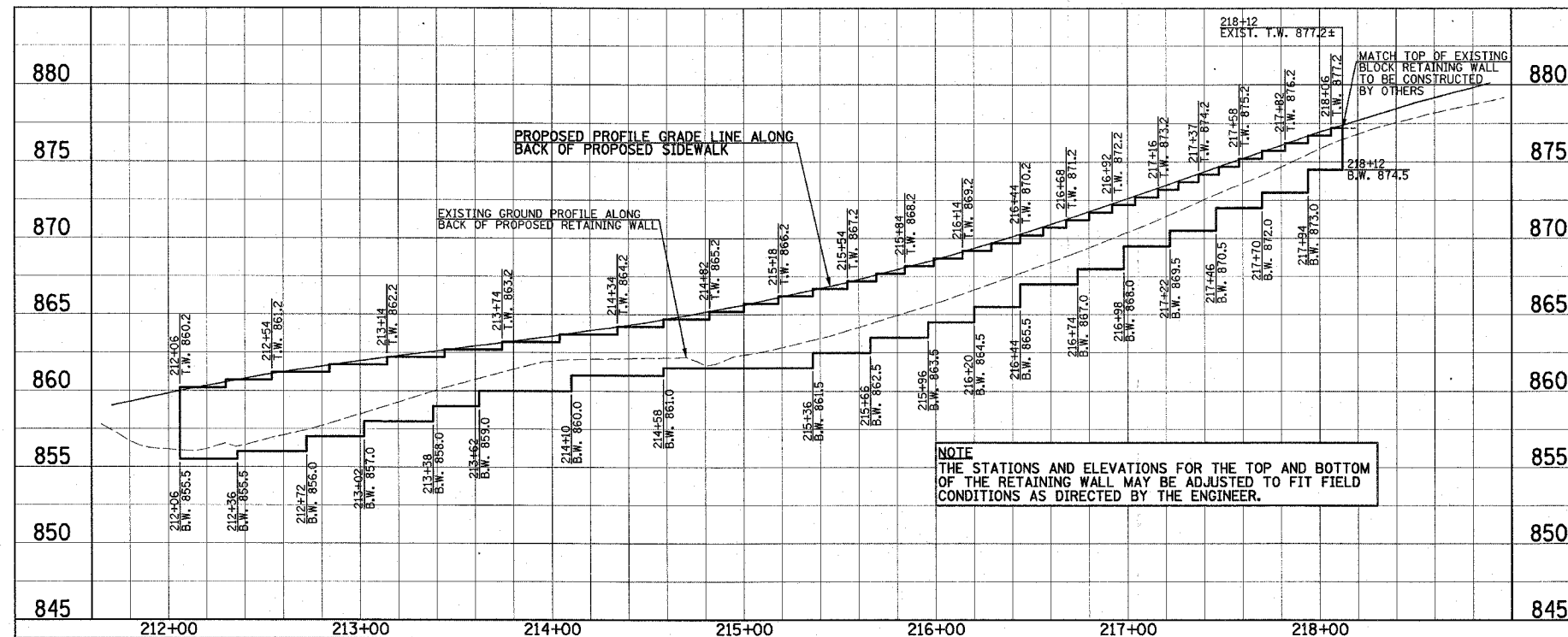
DETAIL OF INLET - TYPE H

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

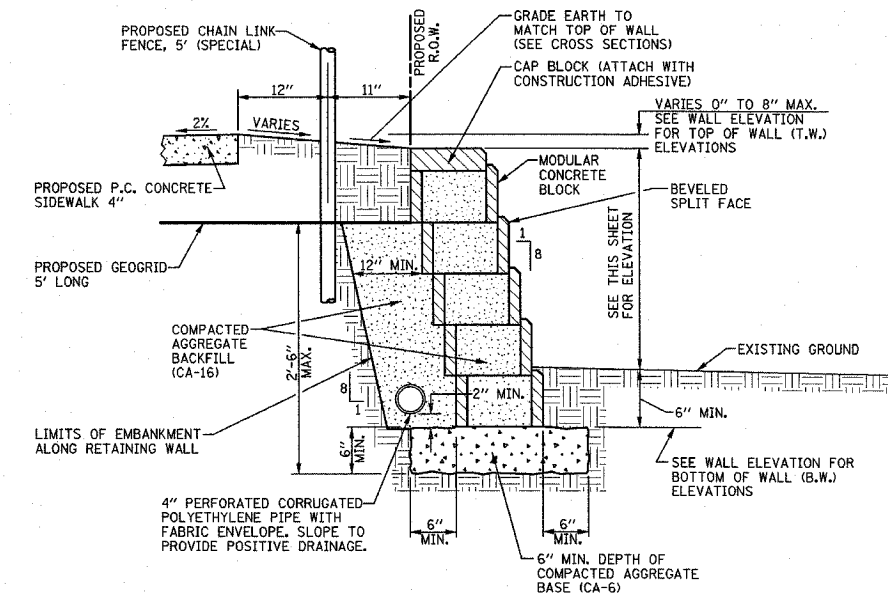
DATE : 3-05
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE



**MODULAR BLOCK RETAINING WALL
ELEVATION - LOOKING NORTH**
SCALE: 1"=40' HOR.
1"=5' VERT.

MODULAR BLOCK RETAINING WALL DETAILS



**MODULAR BLOCK RETAINING
WALL TYPICAL SECTION**
NO SCALE

NOTES:

- THE STATIONS, OFFSETS AND ELEVATIONS AS SHOWN IN THE DETAIL ARE BASED ON BLOCKS WITH THE FOLLOWING DIMENSIONS:
STANDARD BLOCK:
FRONT FACE WIDTH 18"
BACK FACE HEIGHT 6"
FRONT TO BACK DEPTH 12"
SET BACK: 0.75" PER BLOCK
- THE ACTUAL STATIONS, OFFSETS AND ELEVATIONS MAY VARY FROM THE DETAIL AT THE APPROVAL OF THE ENGINEER.
- EXCAVATION, BACKFILL, 4" POLYETHYLENE PIPE, COMPACTED AGGREGATE BASE (CA-6), AND COMPACTED AGGREGATE BACKFILL (CA-16) SHALL BE CONSIDERED INCLUDED IN THE COST PER SQUARE FOOT FOR MODULAR BLOCK RETAINING WALL.
- COLOR OF THE MODULAR BLOCK SHALL BE "TAN" TO MATCH THE EXISTING RETAINING WALL OR AS DIRECTED BY THE ENGINEER.
- THE APPROXIMATE FRONT FACE SURFACE AREA OF THE MODULAR BLOCK RETAINING WALL = 2328 SQ FT
- THE 4" POLYETHYLENE PIPE SHALL BE INSTALLED CONTINUOUS ALONG THE BACK SIDE OF THE RETAINING WALL AND SHALL OUTLET INTO THE EXISTING MANHOLE AT RT. STA. 211+48. THE EXISTING POLYETHYLENE PIPE SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

DATE: 3-05
DRAWN BY: J.L.B.
CHECKED BY: R.L.H.

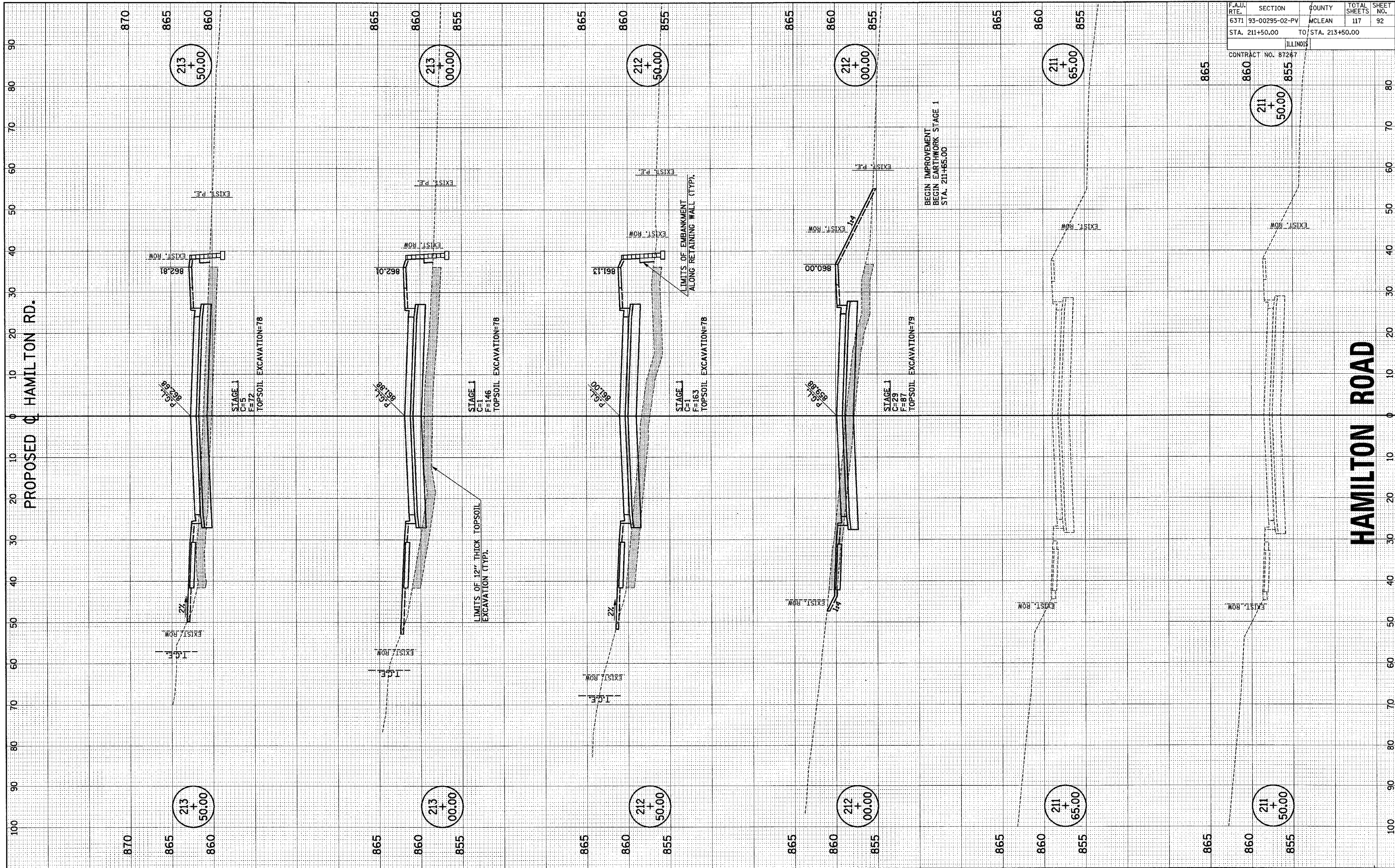
SCALE: NONE

FINAL SURVEY
 SHOWN
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

ORIGINAL SURVEY
 SHOWN
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

BY
 DATE

BY
 DATE

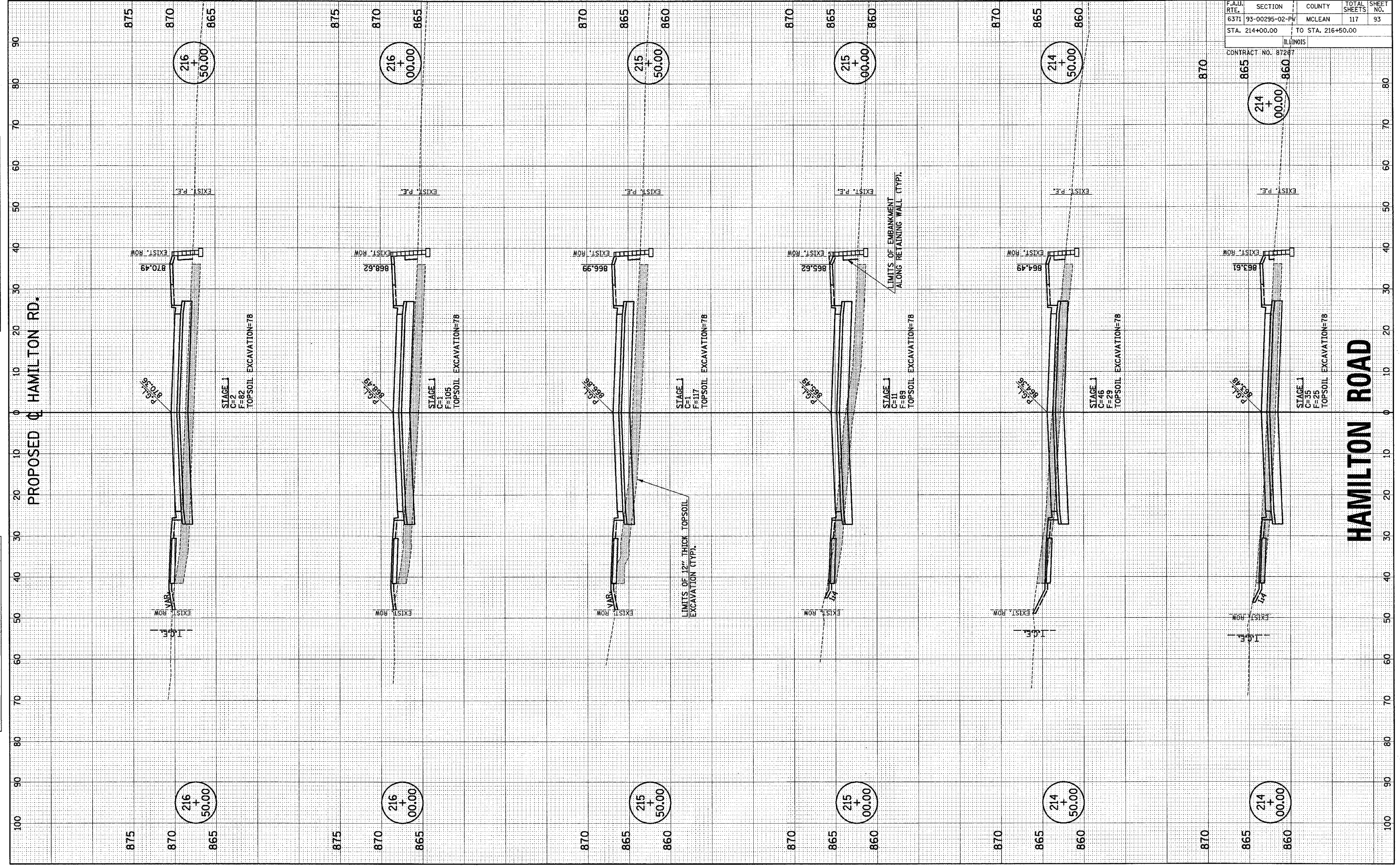


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	92
STA. 211+50.00		TO STA. 213+50.00		
ILLINOIS				
CONTRACT NO. 87267				

FINAL SURVEY
 SURVEYED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 TEMPLATE AREAS CHECKED: _____
 AREA CHECKED: _____

ORIGINAL SURVEY
 SURVEYED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 TEMPLATE AREAS CHECKED: _____
 AREA CHECKED: _____

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	93
STA. 214+00.00		TO STA. 216+50.00		
ILLINOIS				
CONTRACT NO. 87247				



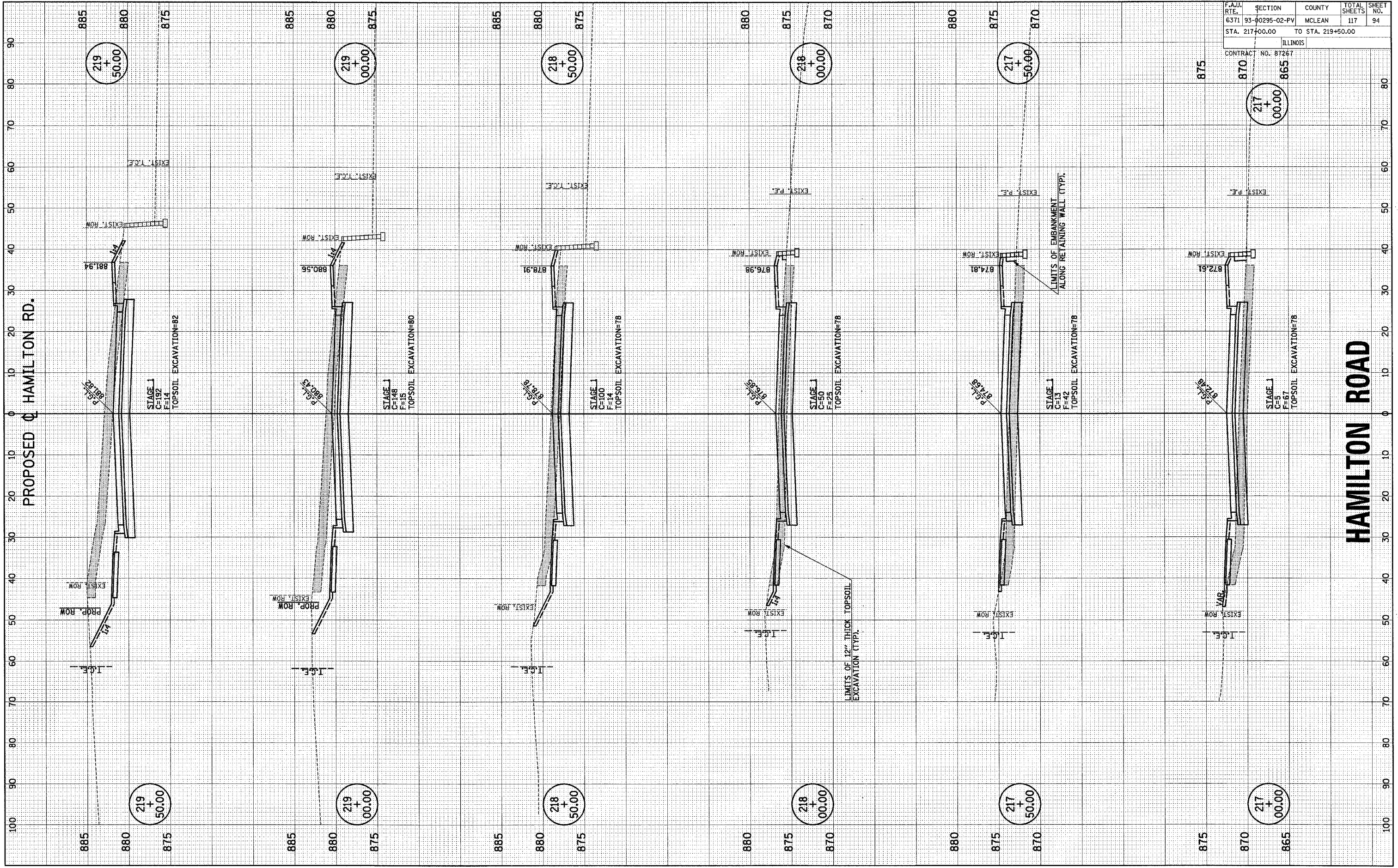
PROPOSED & HAMILTON RD.

HAMILTON ROAD

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DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
TEMP. DATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
TEMP. DATE	
AREAS CHECKED	
NO.	



F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO.	6371 93-00295-02-PV MCLEAN 117 94
STA. 217+00.00 TO STA. 219+50.00	
ILLINOIS	
CONTRACT NO. 87267	

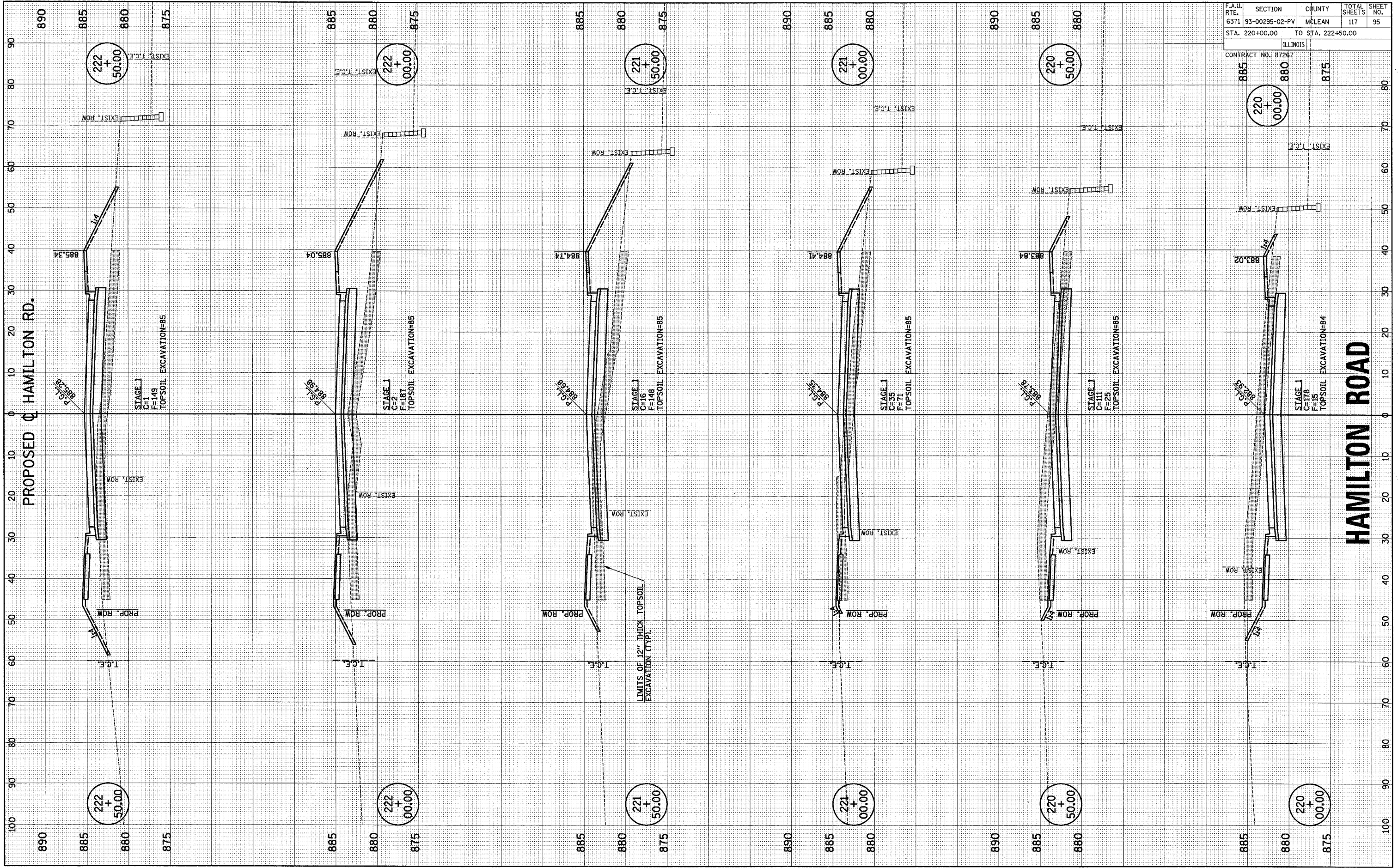
PROPOSED & HAMILTON RD.

HAMILTON ROAD

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

ORIGINAL SURVEY
 SURVEYED BY: _____ DATE: _____
 NOTE BOOK NO.: _____
 TEMPLATE AREAS CHECKED: _____
 AREAS CHECKED: _____



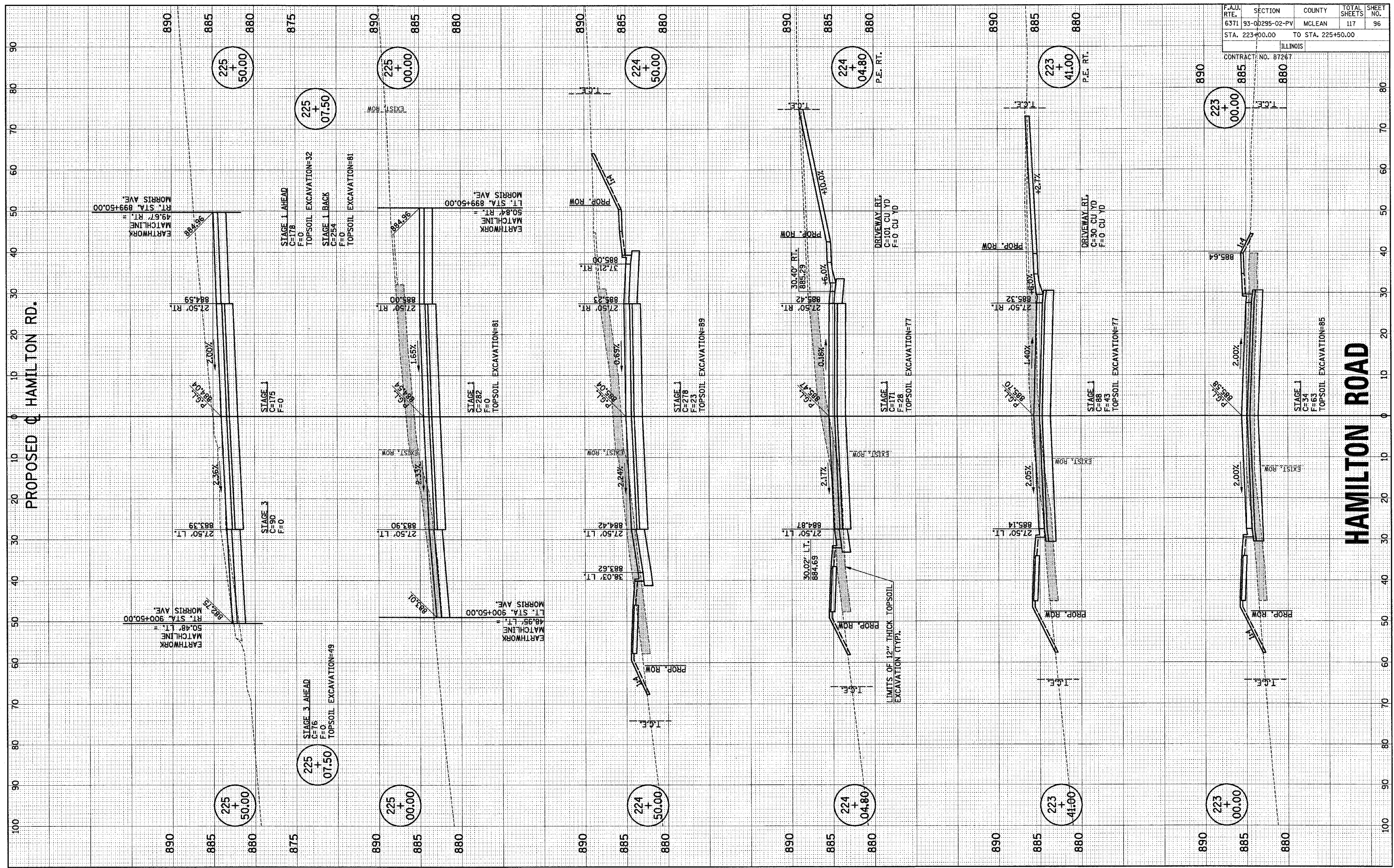
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	95
STA. 220+00.00		TO STA. 222+50.00		
ILLINOIS				
CONTRACT NO. 87247				

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FINAL SURVEY	DATE
NO.	
REVISION	DATE
NO.	
APPROVED	DATE
NO.	

ORIGINAL SURVEY	DATE
NO.	
REVISION	DATE
NO.	
APPROVED	DATE
NO.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	96
STA. 223+00.00		TO STA. 225+50.00		
ILLINOIS				



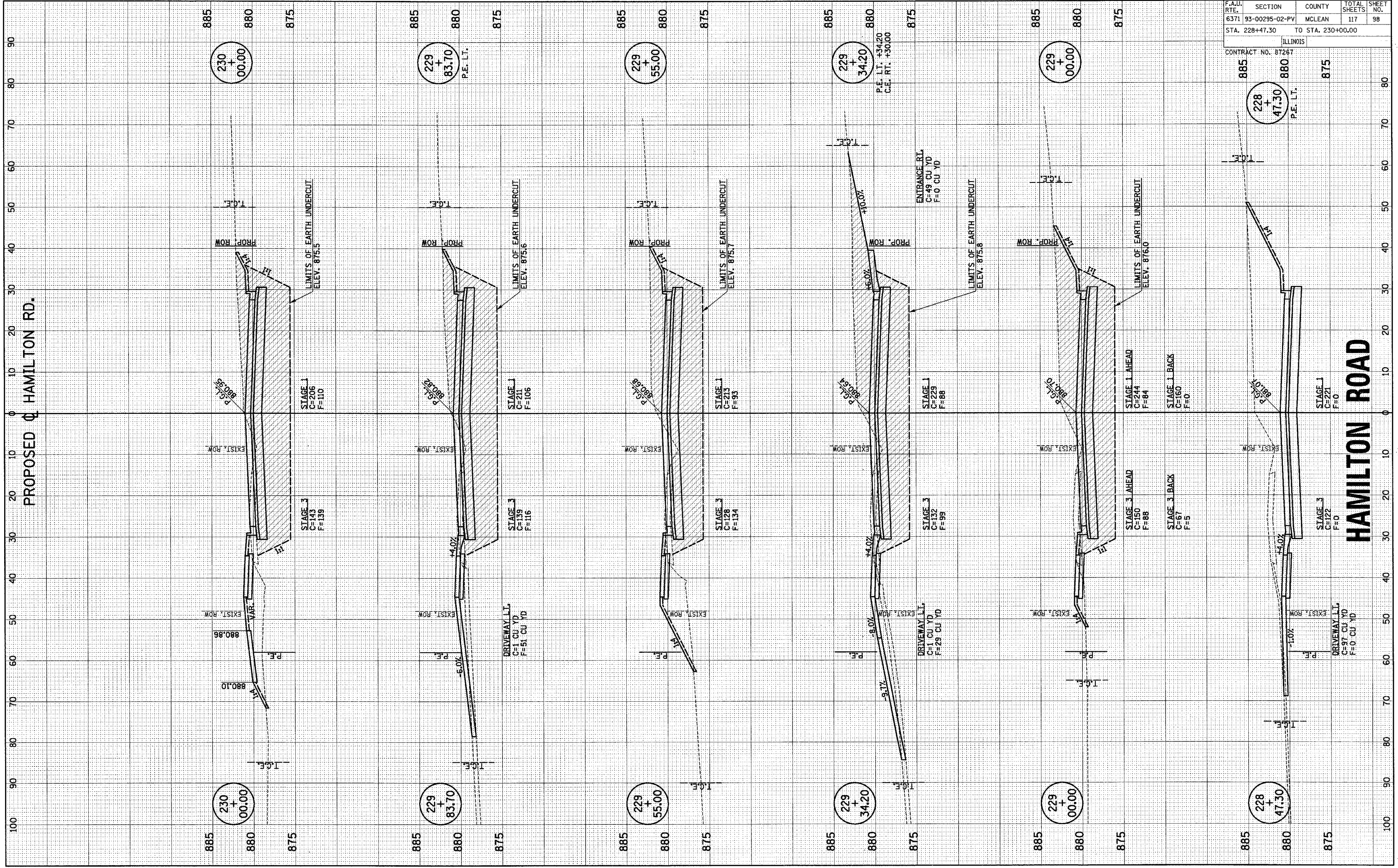
PROPOSED ϕ HAMILTON RD.

HAMILTON ROAD

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FINAL SURVEY
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 DATE
 BY
 PLotted
 DATE
 BY
 AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED
 NOTE BOOK
 DATE
 BY
 PLotted
 DATE
 BY
 AREAS CHECKED



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	98
STA. 228+47.30		TO STA. 230+00.00		
ILLINOIS				
CONTRACT NO. 87267				

PROPOSED HAMILTON RD.

HAMILTON ROAD

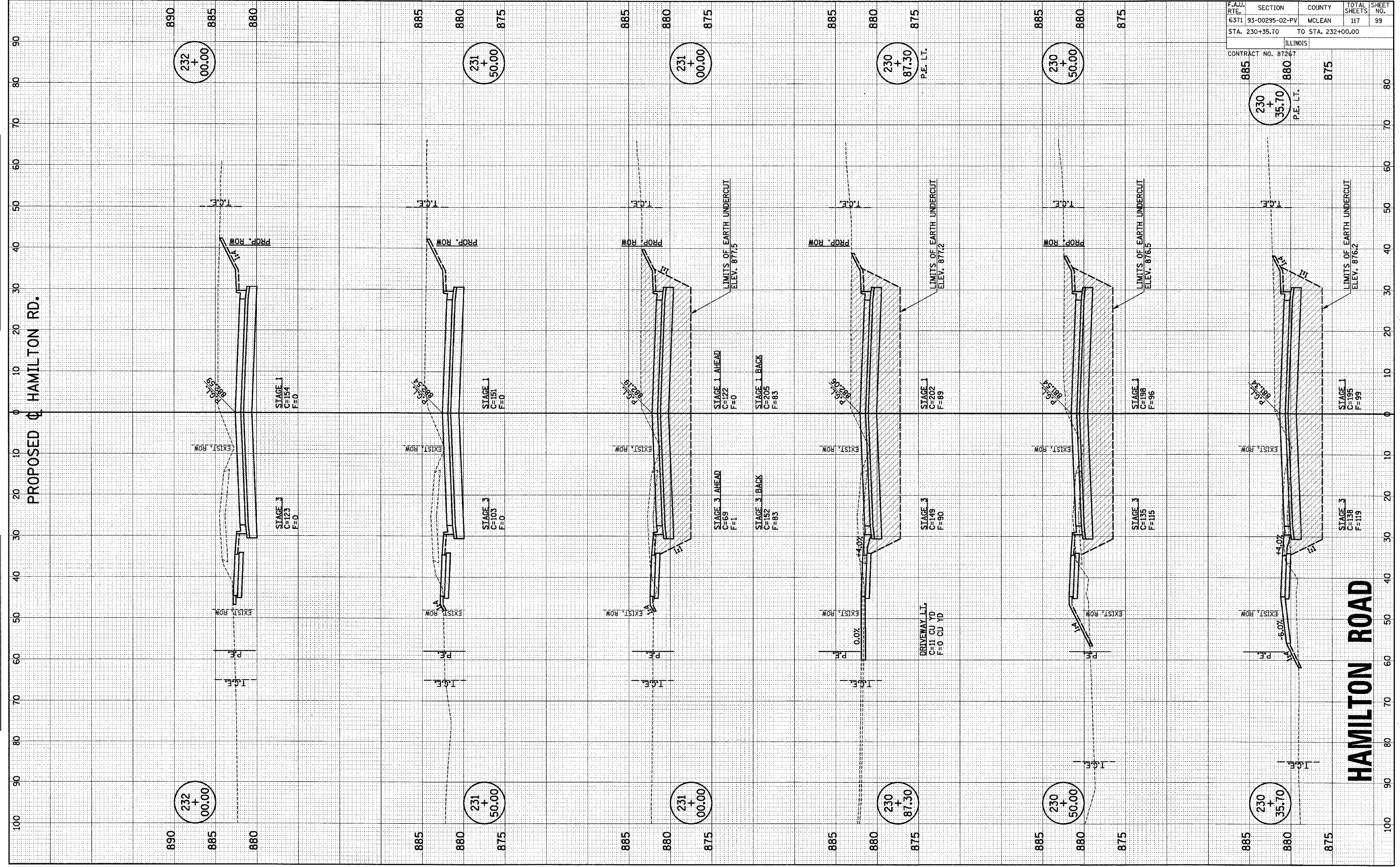
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FINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	99
STA. 230+35.70		TO STA. 232+00.00		
ILLINOIS				

CONTRACT NO. 87267				
885	880	875	870	865
230 + 35.70		P.E. LT.		



PROPOSED ϕ HAMILTON RD.

HAMILTON ROAD

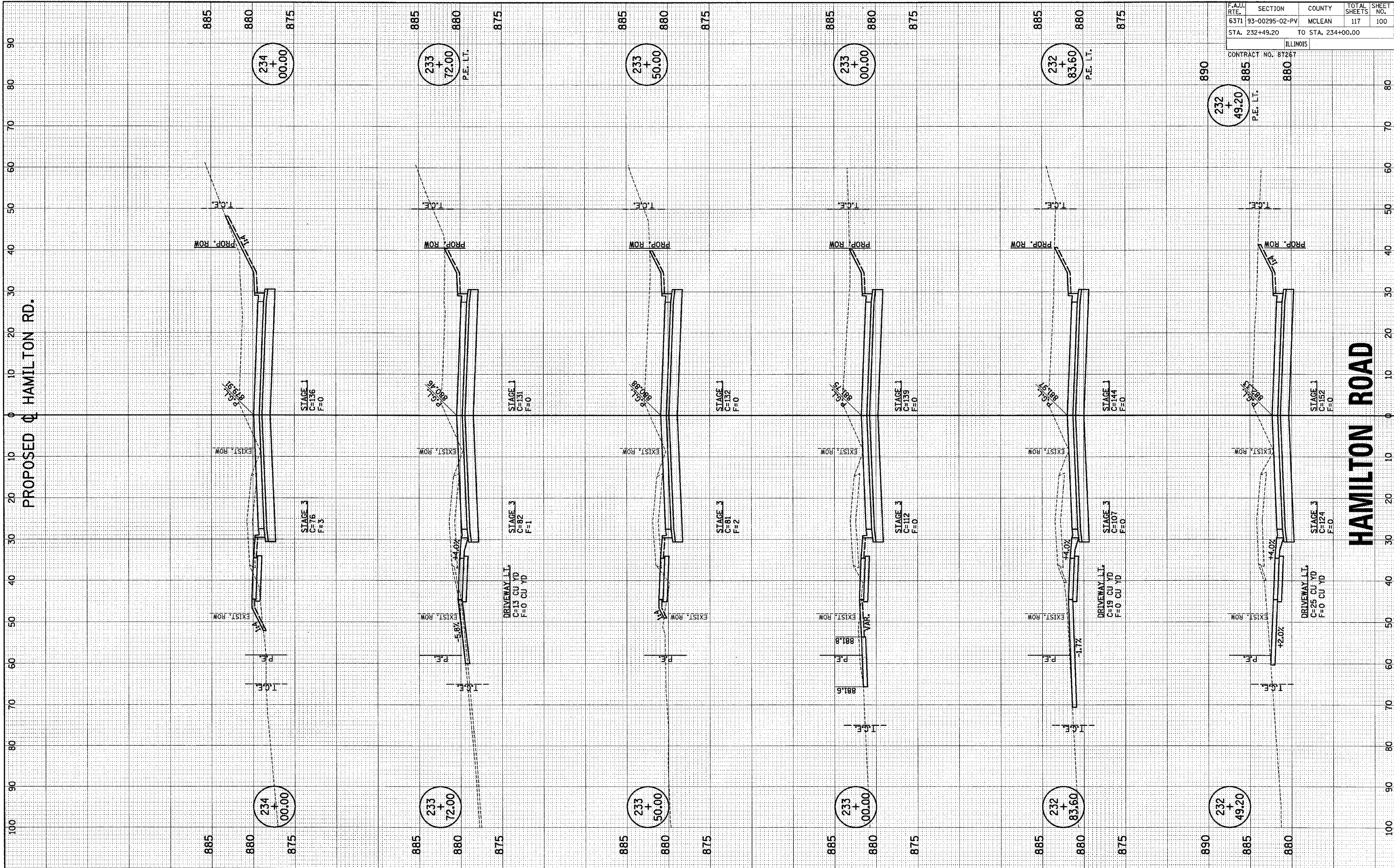
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FINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	100
STA. 232+49.20		TO STA. 234+00.00		
ILLINOIS				

CONTRACT NO. 87267



PROPOSED Φ HAMILTON RD.

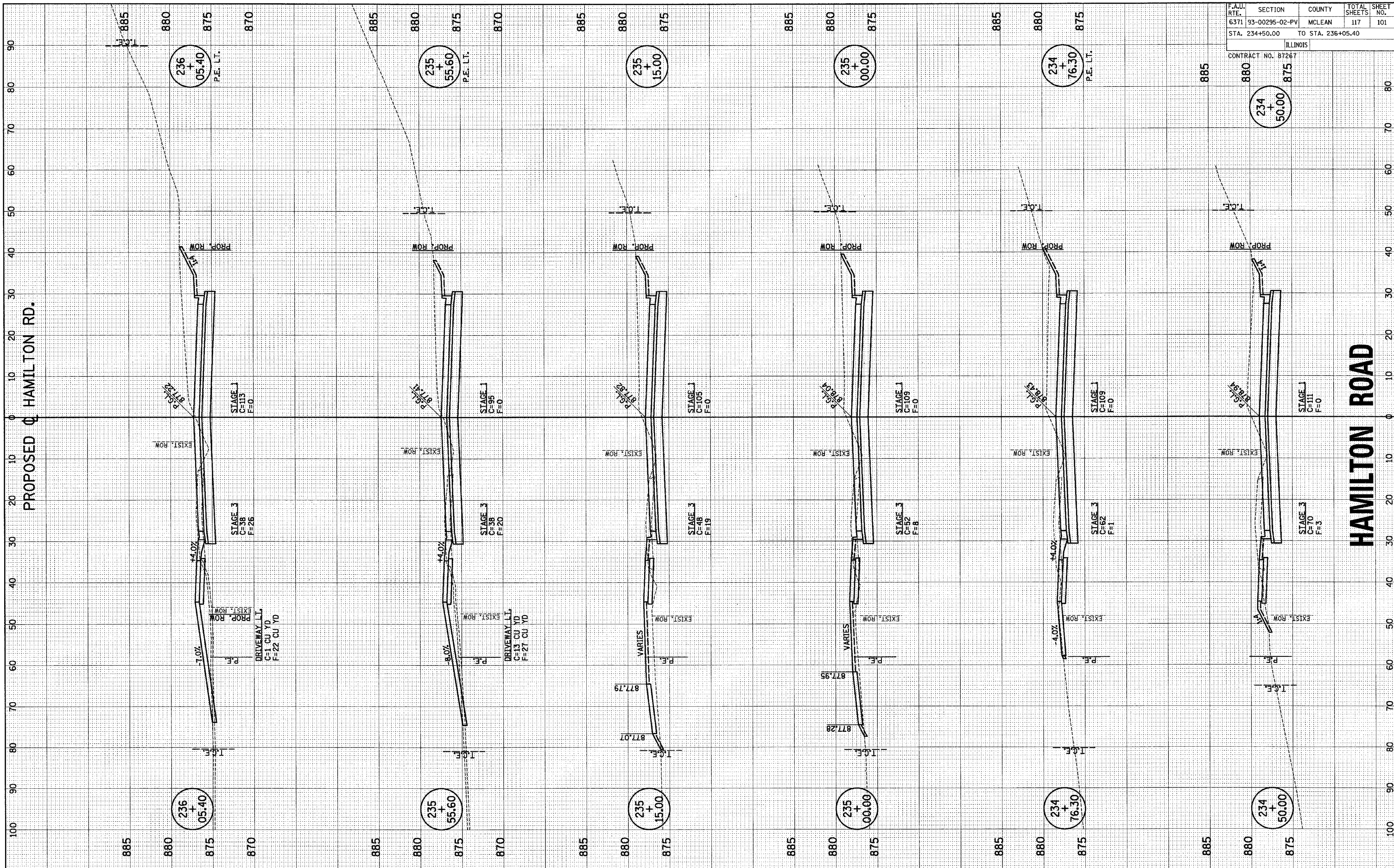
HAMILTON ROAD

FINAL SURVEY
 SURVEYED _____ BY _____ DATE _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____

ORIGINAL SURVEY
 SURVEYED _____ BY _____ DATE _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	101
STA. 234+50.00		TO STA. 236+05.40		
ILLINOIS				

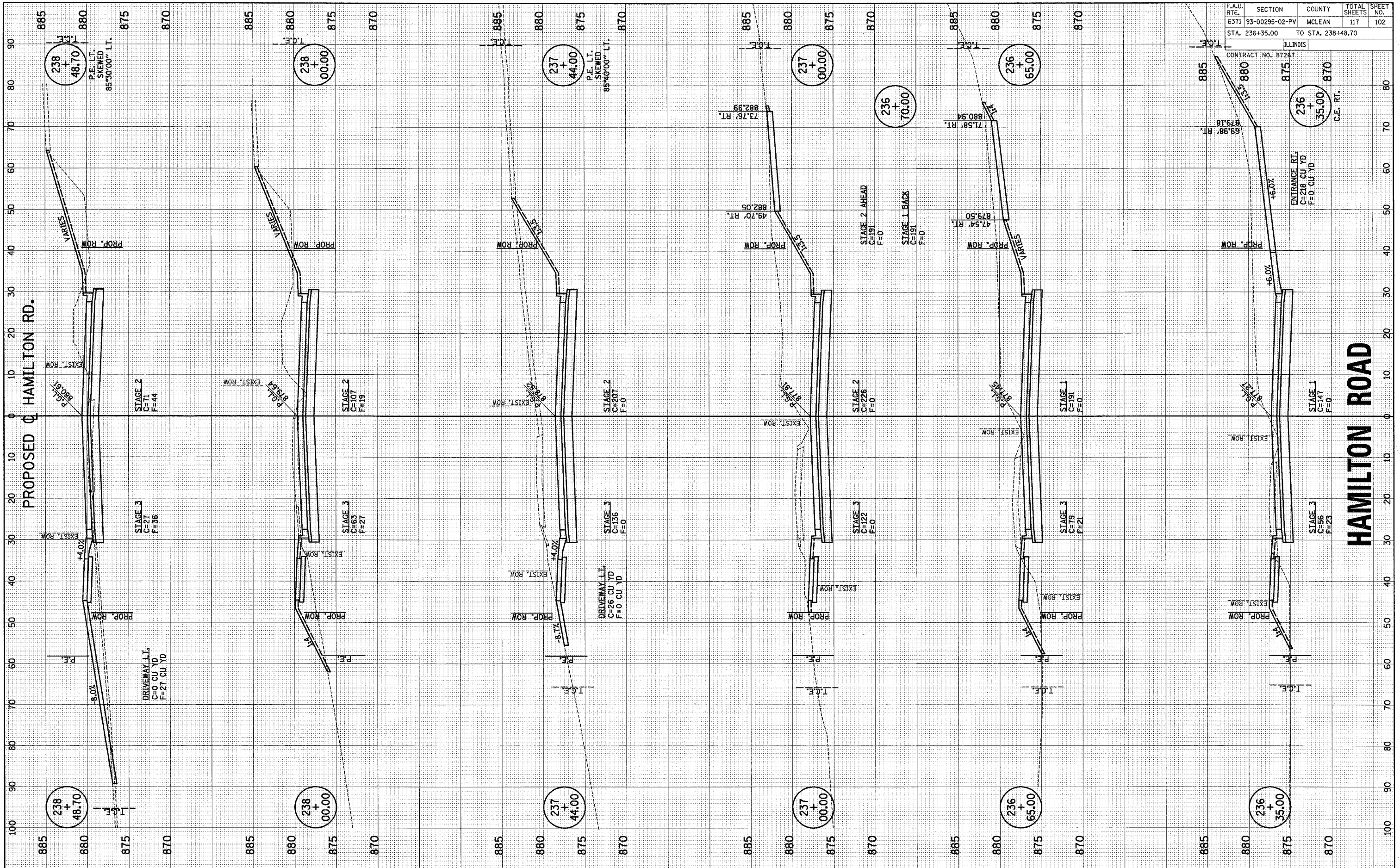
CONTRACT NO. 87267



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

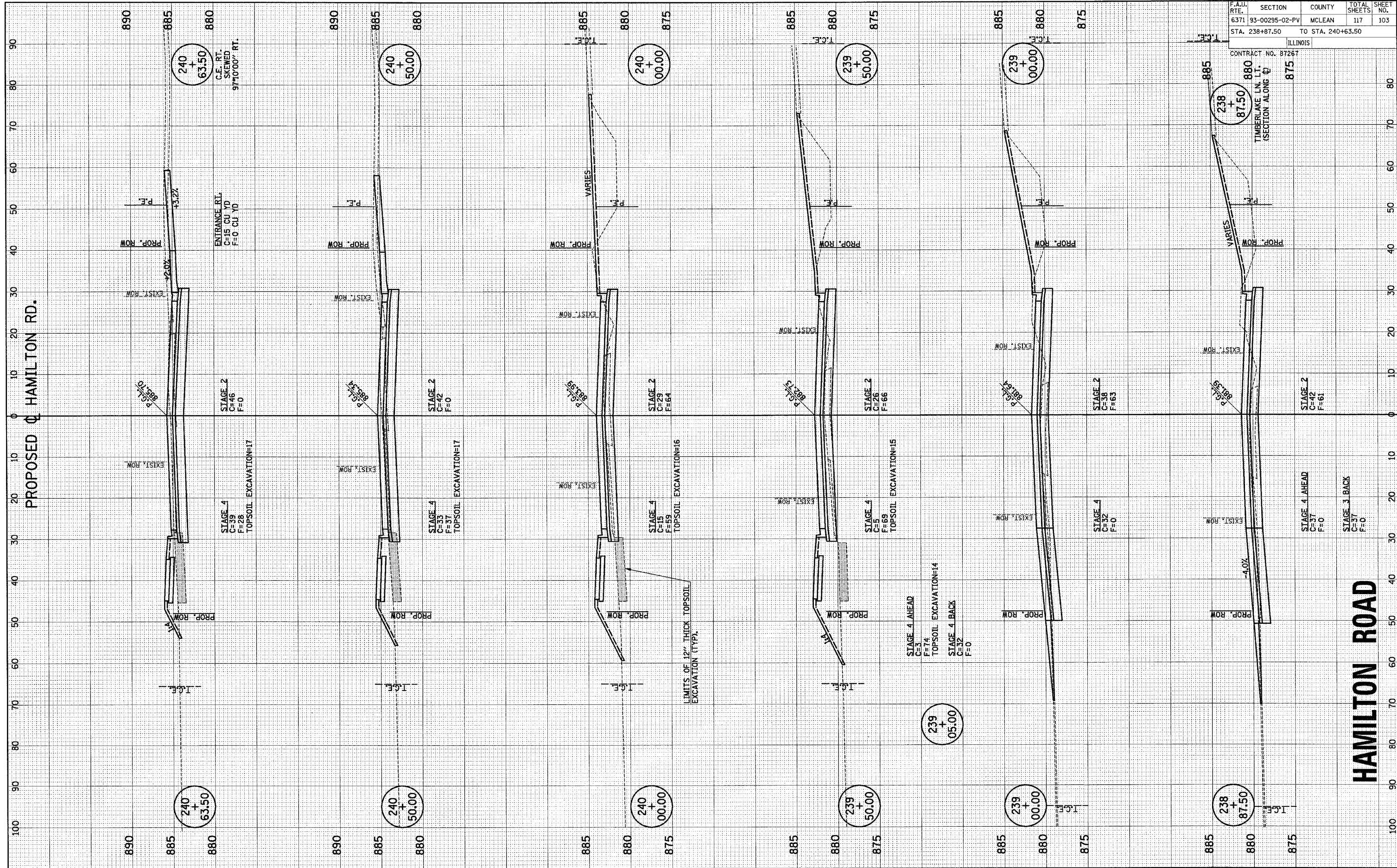
ORIGINAL SURVEY SURVEYED BY DATE
 NOTE BOOK NO. TEMPLATE AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	102
STA. 236+35.00		TO STA. 238+48.70		
ILLINOIS				
CONTRACT NO. 87247				



FINAL SURVEY	BY	DATE
REVISED SURVEY		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
REVISED SURVEY		
NOTE BOOK		
AREAS CHECKED		
NO.		



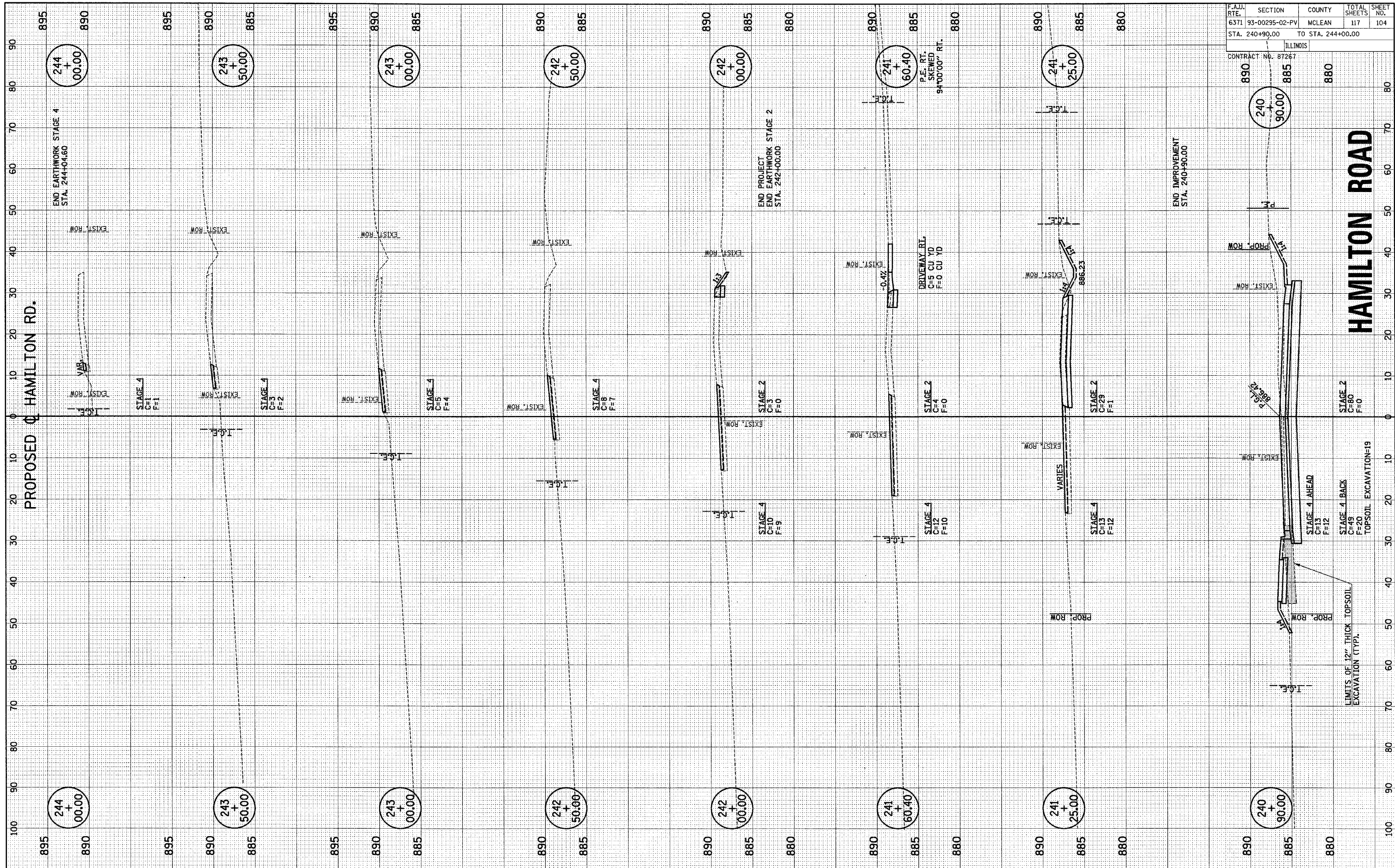
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	103
STA. 238+87.50		TO STA. 240+63.50		
ILLINOIS				

CONTRACT NO. 87267
 TIMBERLAKE LN. LT.
 (SECTION ALONG ψ)

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FINAL SURVEY	DATE
REVISIONS PLOTTED	BY
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS OBTAINED	

ORIGINAL SURVEY	DATE
REVISIONS PLOTTED	BY
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS OBTAINED	



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	104
STA. 240+90.00		TO STA. 244+00.00		
ILLINOIS				
CONTRACT NO. 87267				

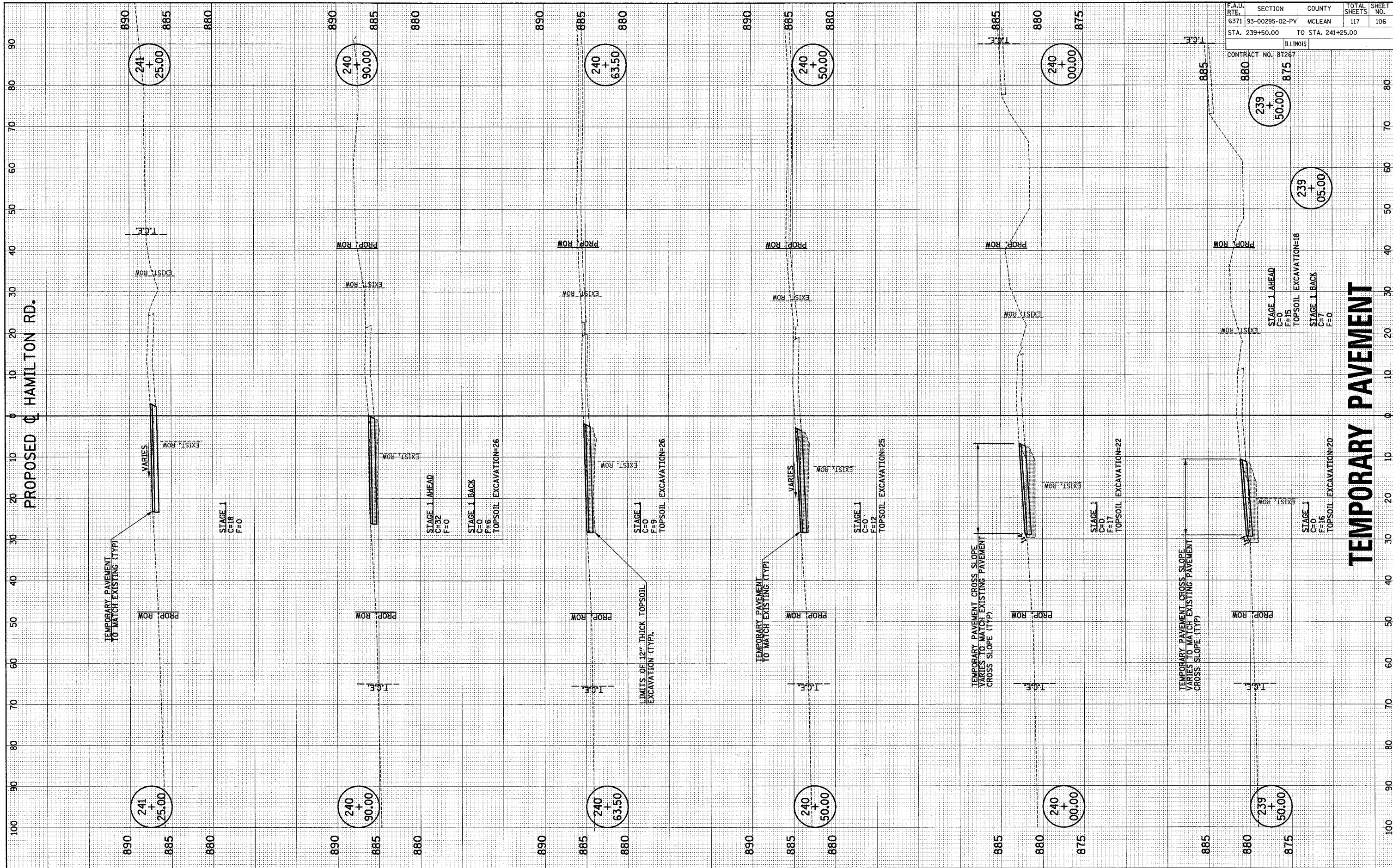
PROPOSED Q HAMILTON RD.

HAMILTON ROAD

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

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	106
STA. 239+50.00		TO STA. 241+25.00		
ILLINOIS				
CONTRACT NO. 87247				

PROPOSED TEMPORARY PAVEMENT

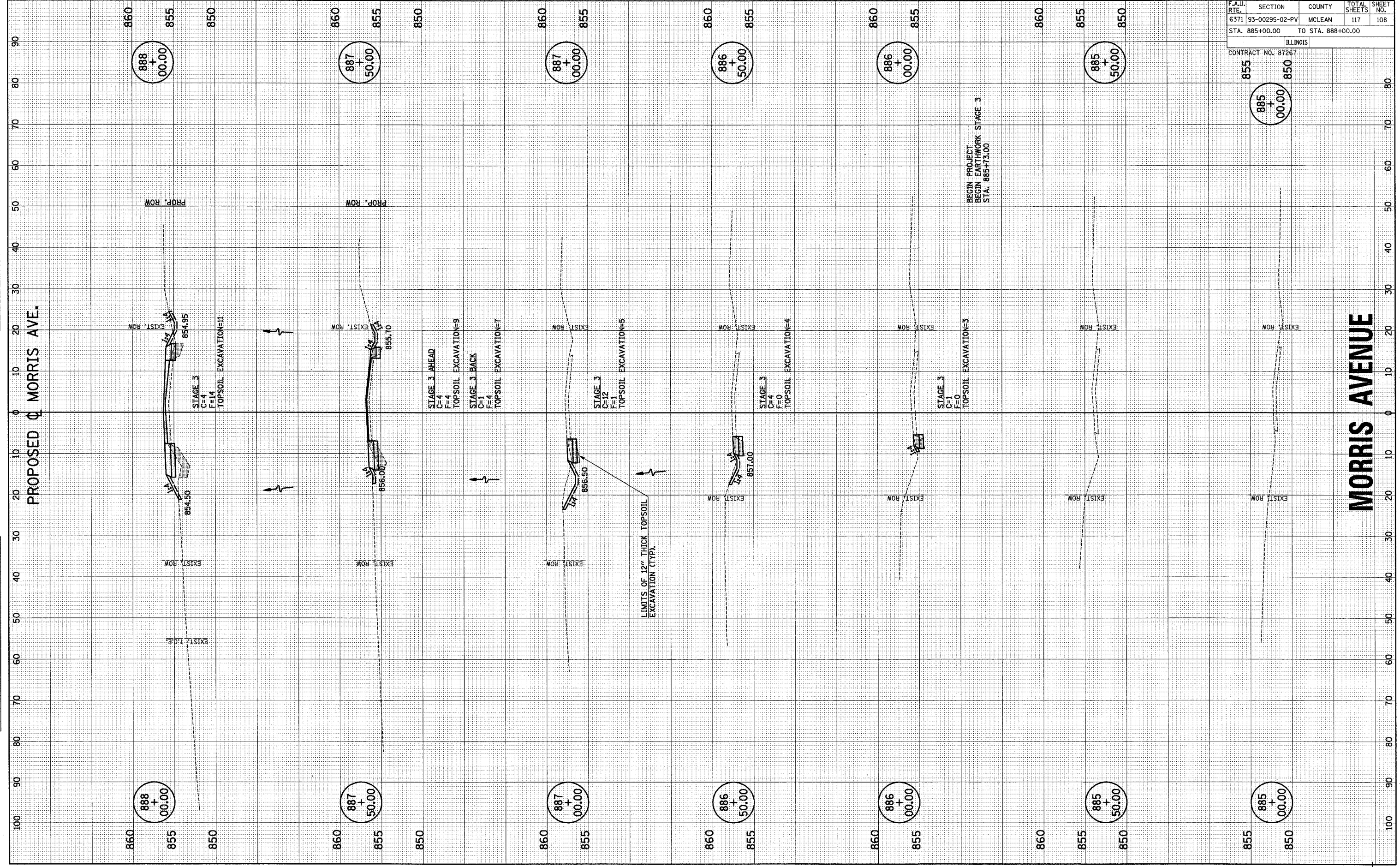
TEMPORARY PAVEMENT

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

ORIGINAL SURVEY
 SURVEYED BY
 DATE
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	108
STA. 885+00.00		TO STA. 888+00.00		
ILLINOIS				

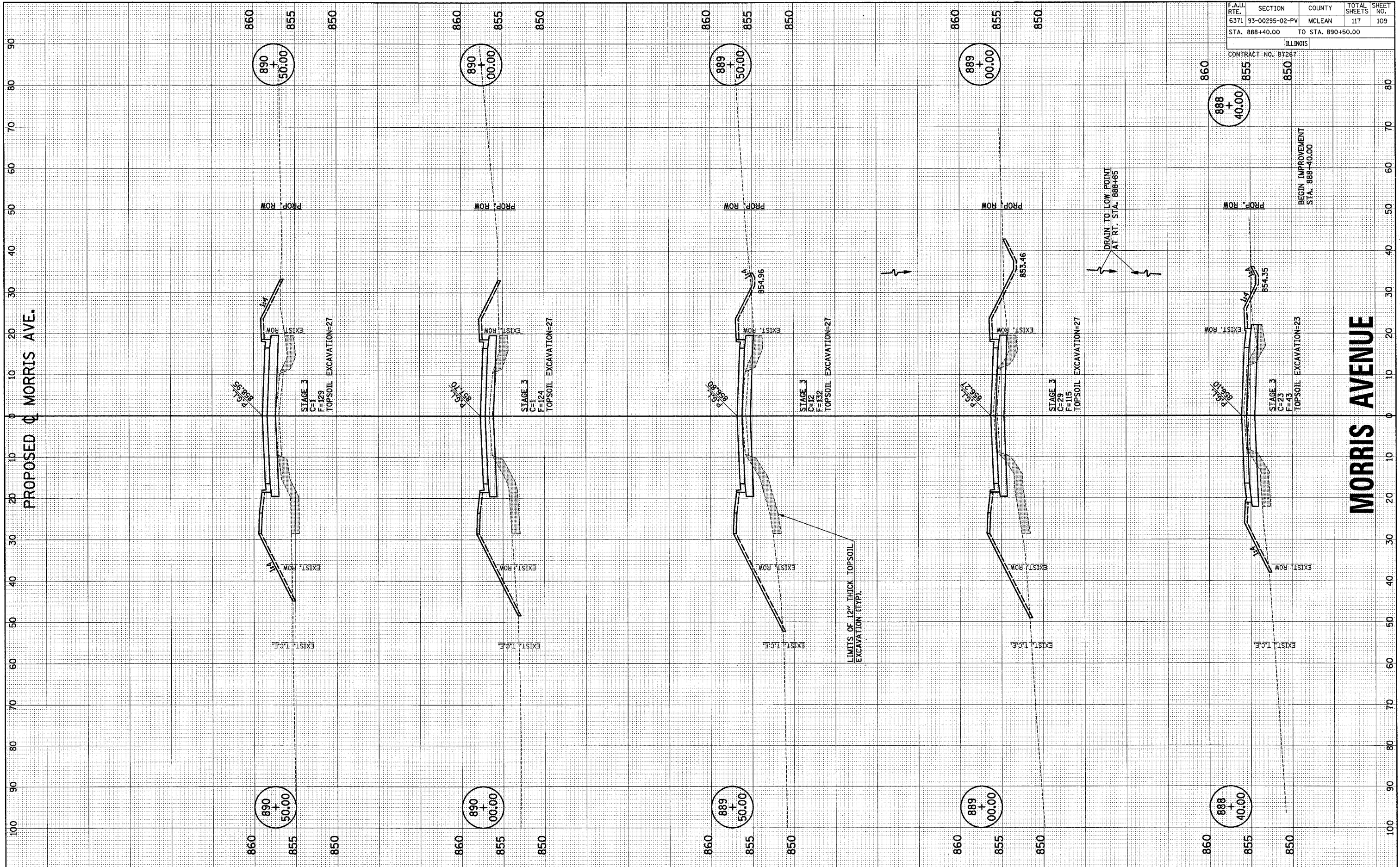
CONTRACT NO. 87267



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FINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE AREAS CHECKED



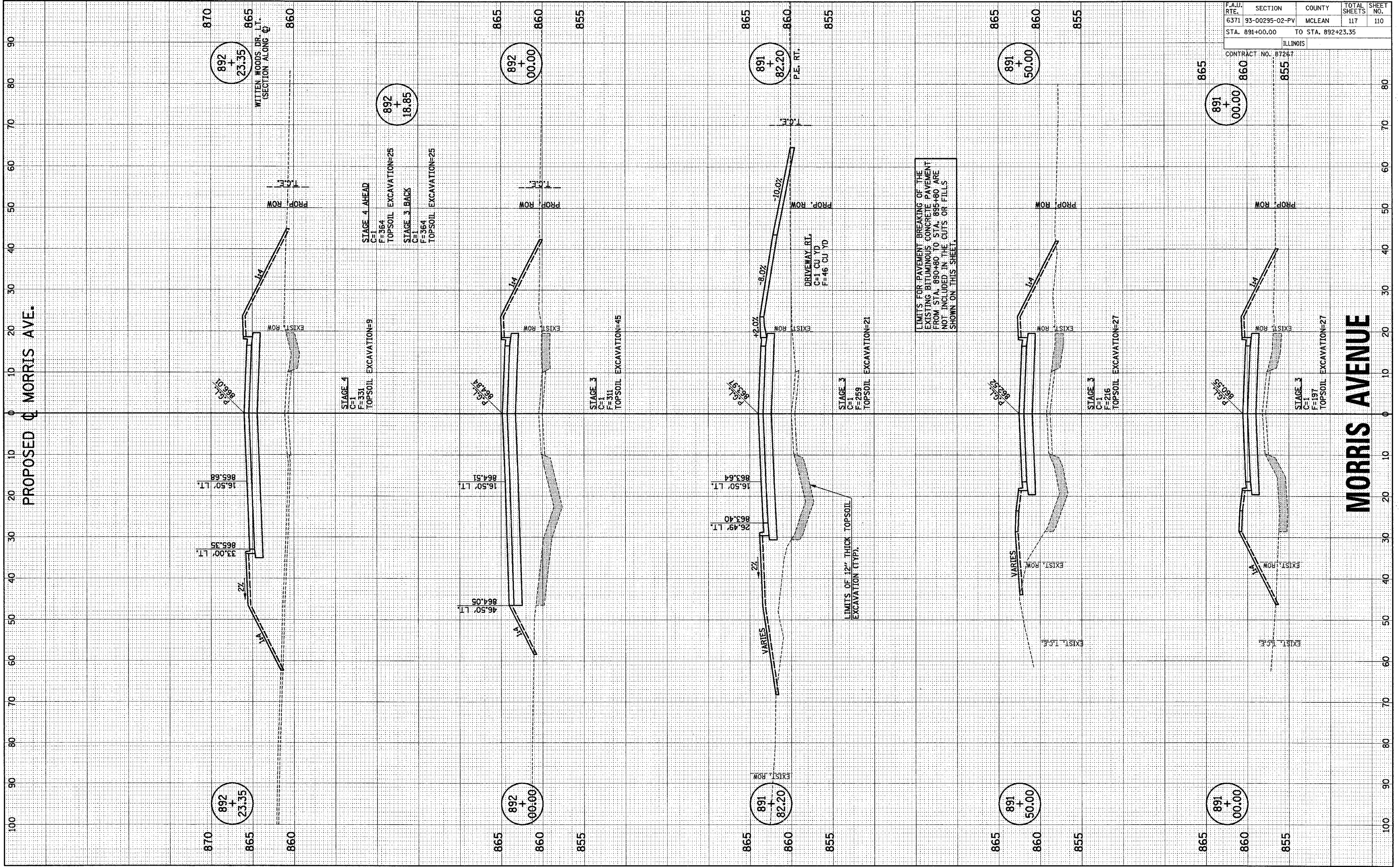
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	109
STA. 888+40.00		TO STA. 890+50.00		
ILLINOIS				
CONTRACT NO. 87267				

DATE	BY
SURVEYED	PLOTTED
REPLATE	AREAS CHECKED
NO.	

DATE	BY
SURVEYED	PLOTTED
REPLATE	AREAS CHECKED
NO.	

F.A.U. SECTION COUNTY TOTAL SHEET NO.
6371 93-00295-02-PV MCLEAN 117 110
STA. 891+00.00 TO STA. 892+23.35
ILLINOIS

CONTRACT NO. 87267



PROPOSED Q MORRIS AVE.

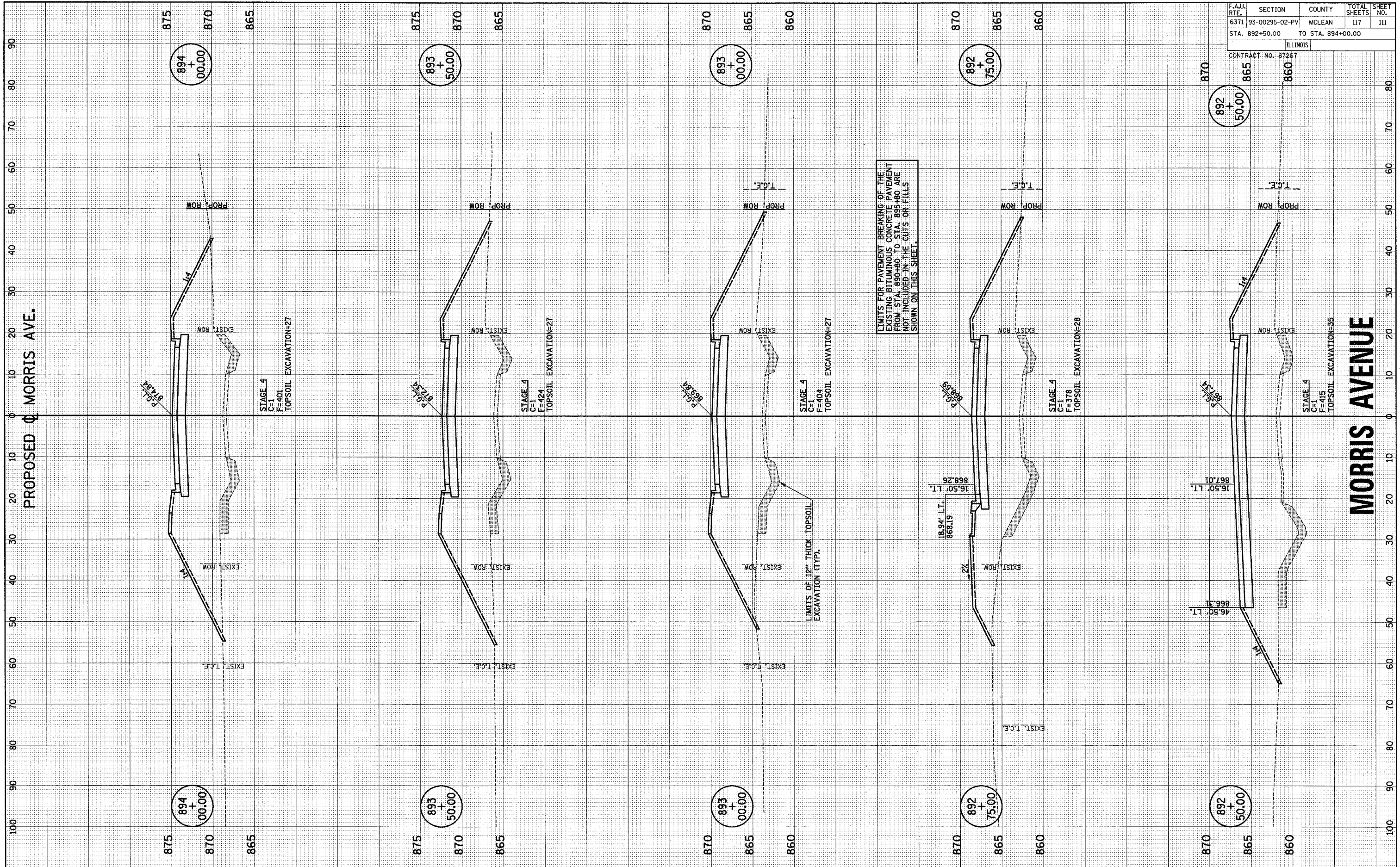
MORRIS AVENUE

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

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	NO.
TEMPLATE	
AREAS	
CHECKED	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	111
STA. 892+50.00		TO STA. 894+00.00		
ILLINOIS				
CONTRACT NO. 87267				



LIMITS FOR PAVEMENT BREAKING OF THE EXISTING BITUMINOUS CONCRETE PAVEMENT FROM STA. 890+80 TO STA. 895+80 ARE NOT INCLUDED IN THE CUTS OR FILLS SHOWN ON THIS SHEET.

LIMITS OF 12" THICK TOPSOIL EXCAVATION (TTP)

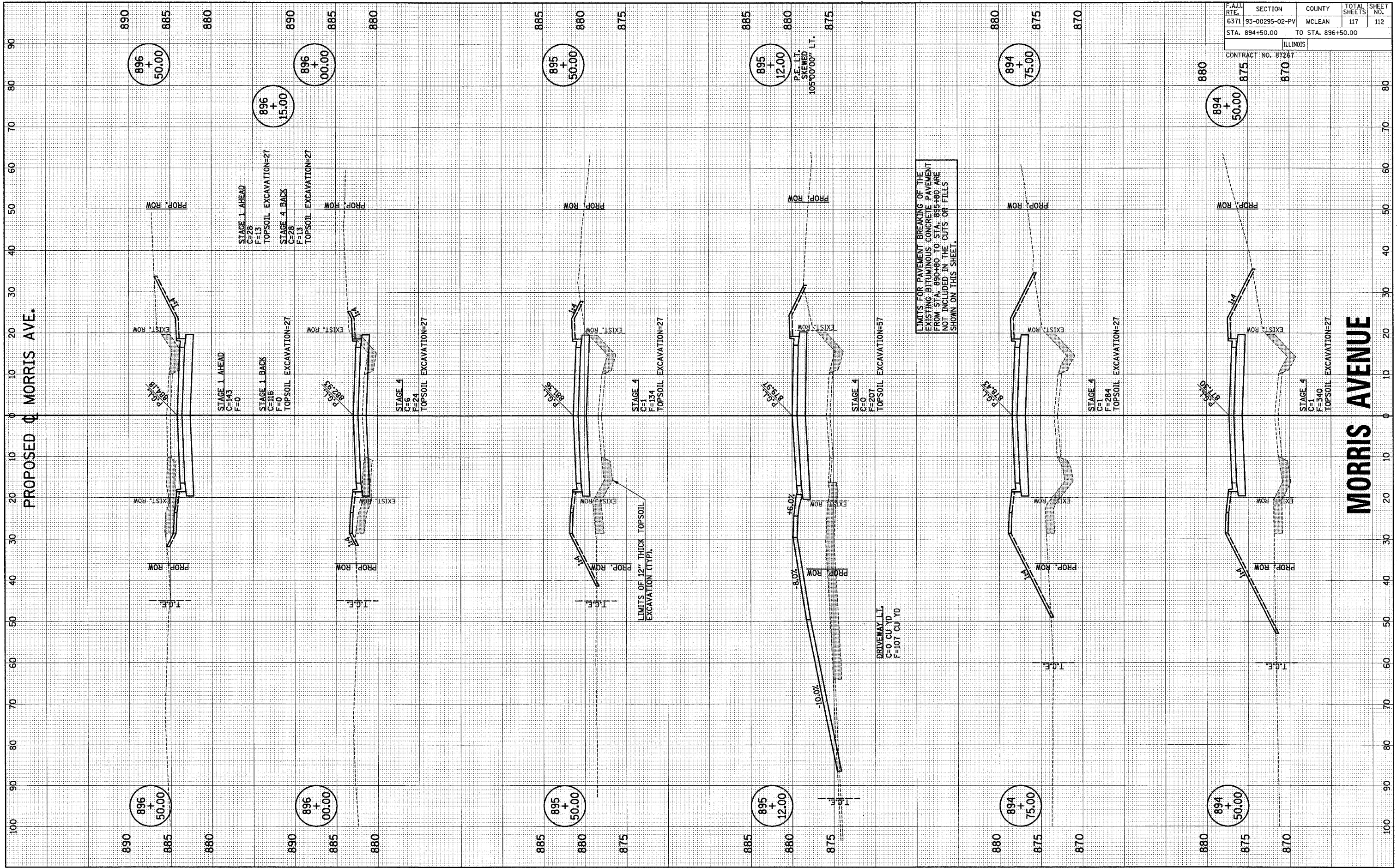
PROPOSED MORRIS AVE.

MORRIS AVENUE

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

ORIGINAL SURVEY SURVEYED BY DATE
 NOTE BOOK SURVEYED BY DATE
 TEMPLATE NO. SURVEYED BY DATE
 AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	112
STA. 894+50.00		TO STA. 896+50.00		
ILLINOIS				
CONTRACT NO. 87267				

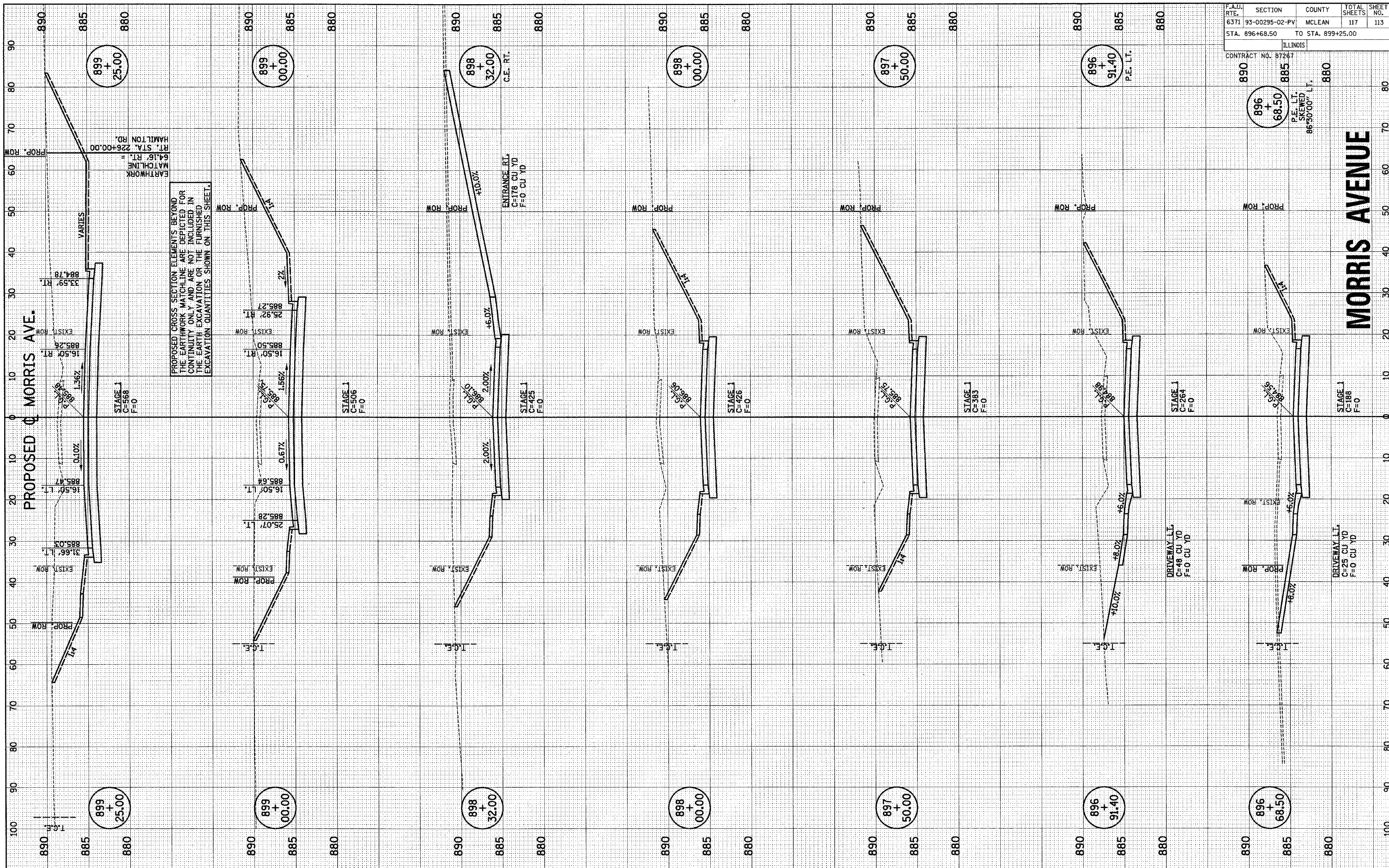


FINAL SURVEY DATE BY
 SURVEYED DATE BY
 PLOTTED DATE BY
 NOTE BOOK NO. DATE
 AREAS CHECKED AREAS CHECKED

ORIGINAL SURVEY DATE BY
 SURVEYED DATE BY
 PLOTTED DATE BY
 NOTE BOOK NO. DATE
 AREAS CHECKED AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	113
STA. 896+68.50		TO STA. 899+25.00		
ILLINOIS				

CONTRACT NO. 87267
 890 885 880
 896 + 68.50
 896 + 91.40
 P.E. LT. SKEWED 86°30'00" LT.



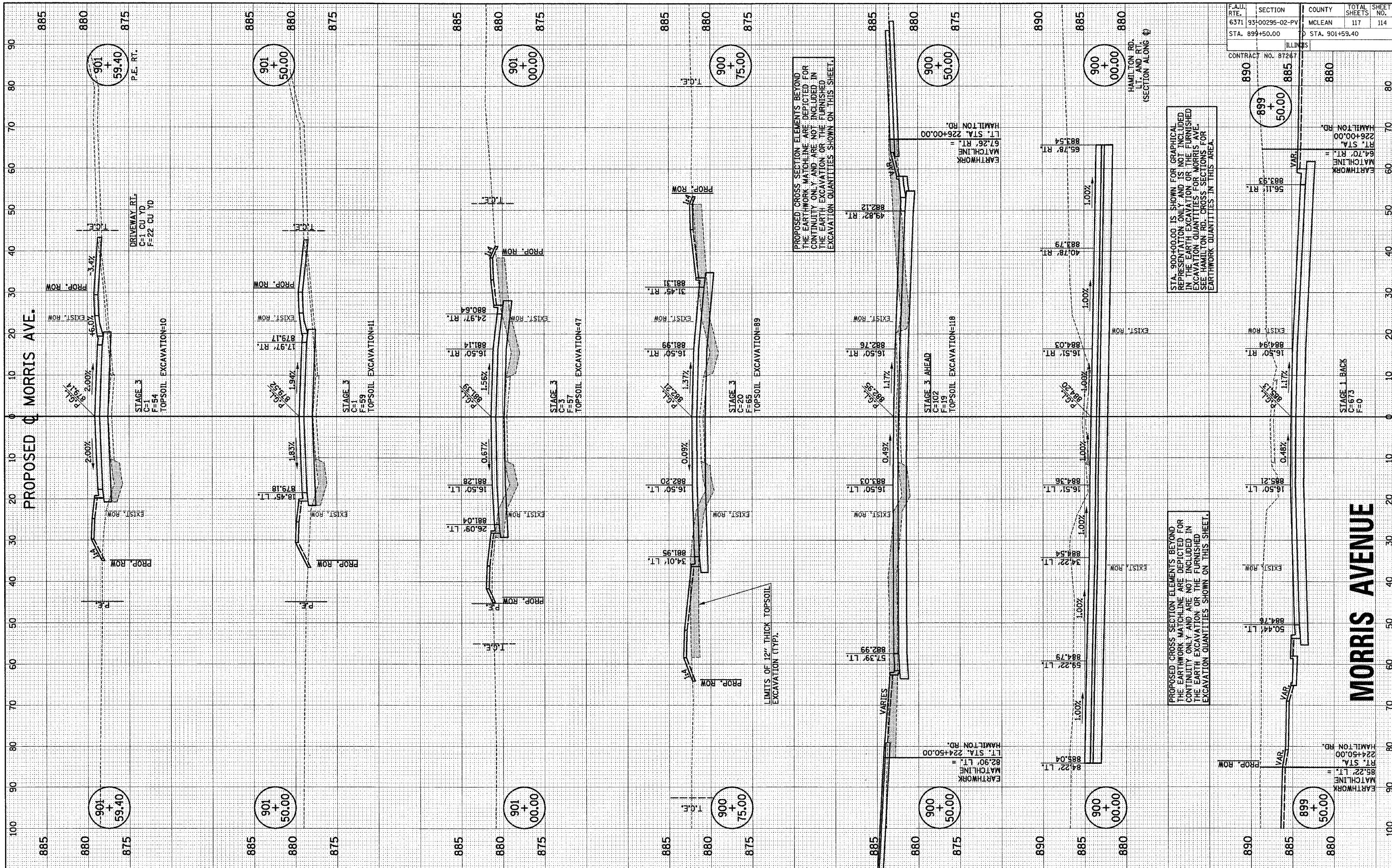
PROPOSED CROSS SECTION ELEMENTS BEYOND THE EARTHWORK MATCHLINE ARE DEPICTED FOR CONTINUITY ONLY AND ARE NOT INCLUDED IN THE EARTH EXCAVATION OR THE FURNISHED EXCAVATION QUANTITIES SHOWN ON THIS SHEET.

MORRIS AVENUE

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FINAL SURVEY DATE: 3/17/11
 SURVEYED BY: [blank]
 CHECKED BY: [blank]
 NO. [blank]

ORIGINAL SURVEY DATE: [blank]
 SURVEYED BY: [blank]
 CHECKED BY: [blank]
 NO. [blank]



F.A.U. RTE. 6371	SECTION 93-00295-02-PV	COUNTY MCLEAN	TOTAL SHEETS 117	SHEET NO. 114
STA. 899+50.00		ILLINOIS	CONTRACT NO. 87267	
			STA. 901+59.40	

STA. 900+00.00 IS SHOWN FOR GRAPHICAL REPRESENTATION ONLY AND IS NOT INCLUDED IN THE EARTH EXCAVATION OR THE FURNISHED EXCAVATION QUANTITIES FOR MORRIS AVE. SEE HAMILTON RD. CROSS SECTIONS FOR EARTHWORK QUANTITIES IN THIS AREA.

PROPOSED CROSS SECTION ELEMENTS BEYOND THE EARTHWORK MATCHLINE ARE DEPICTED FOR CONTINUITY ONLY AND ARE NOT INCLUDED IN THE EARTH EXCAVATION OR THE FURNISHED EXCAVATION QUANTITIES SHOWN ON THIS SHEET.

PROPOSED CROSS SECTION ELEMENTS BEYOND THE EARTHWORK MATCHLINE ARE DEPICTED FOR CONTINUITY ONLY AND ARE NOT INCLUDED IN THE EARTH EXCAVATION OR THE FURNISHED EXCAVATION QUANTITIES SHOWN ON THIS SHEET.

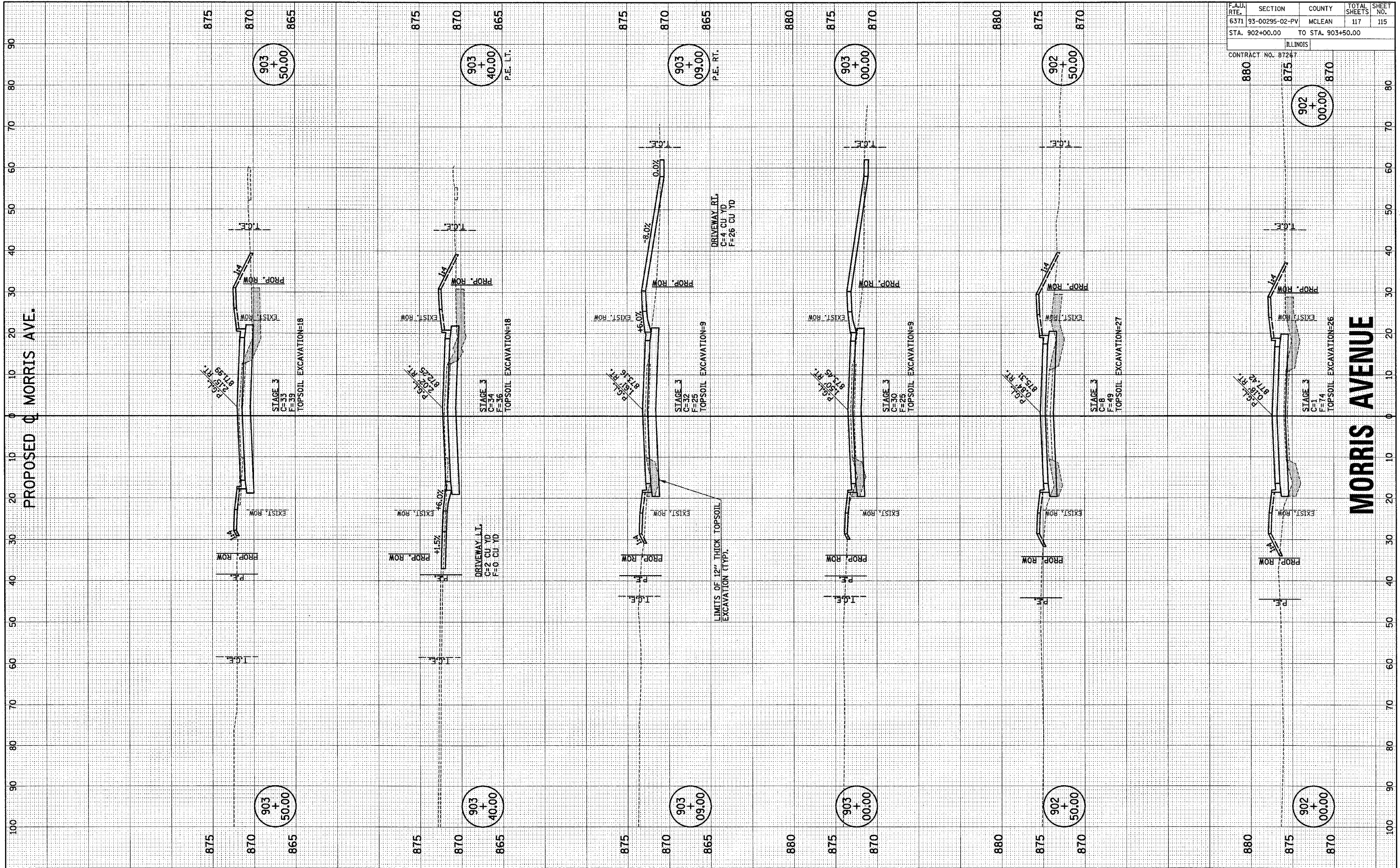
LIMITS OF 12" THICK TOPSOIL EXCAVATION (TYP.)

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

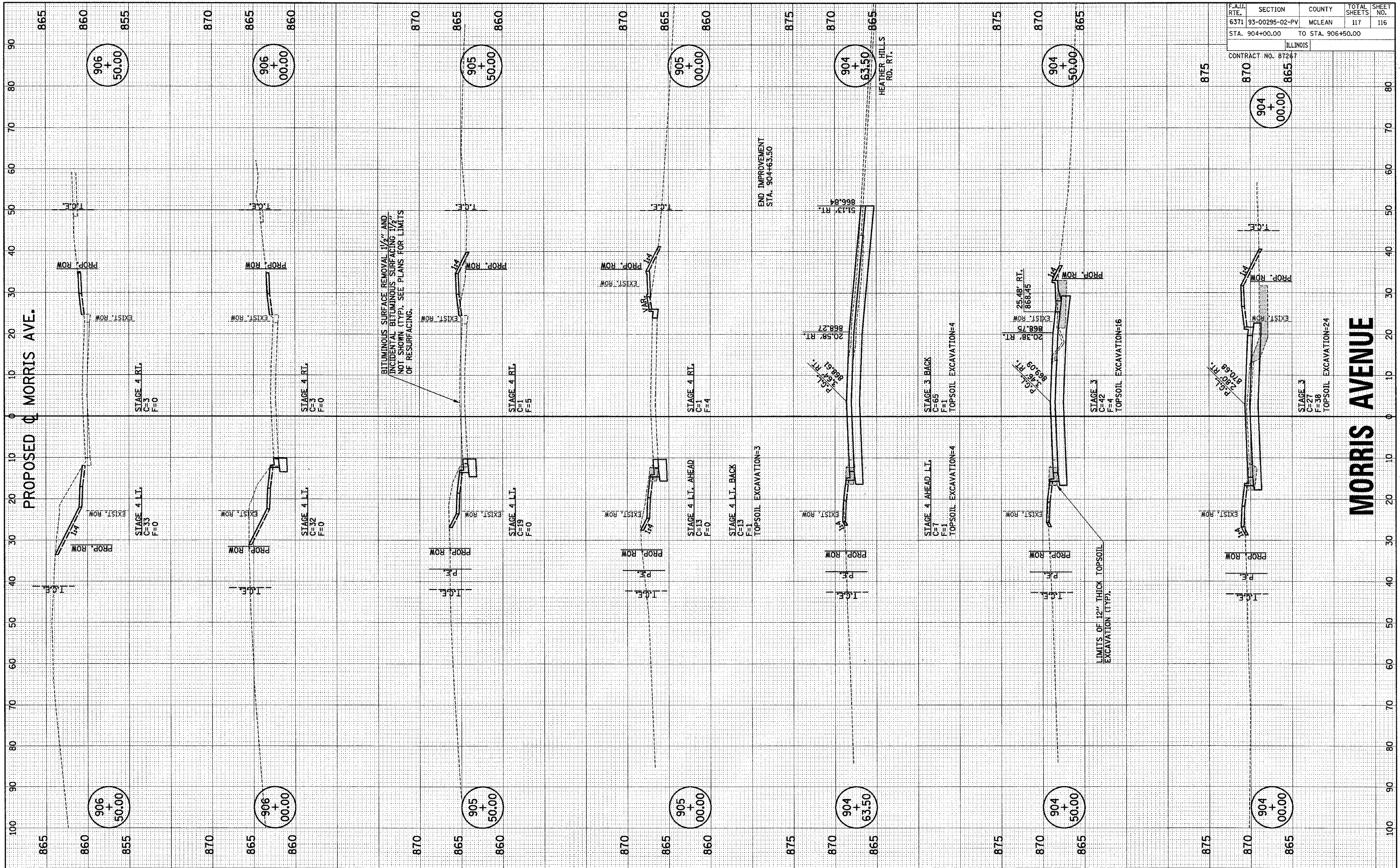
ORIGINAL SURVEY DATE
BY
SURVEYED DATE
NOTED DATE
NOTE BOOK NO.
TEMPLATE NO.
AREAS CHECKED
US

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	115
STA. 902+00.00		TO STA. 903+50.00		
ILLINOIS				
CONTRACT NO. 87267				



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

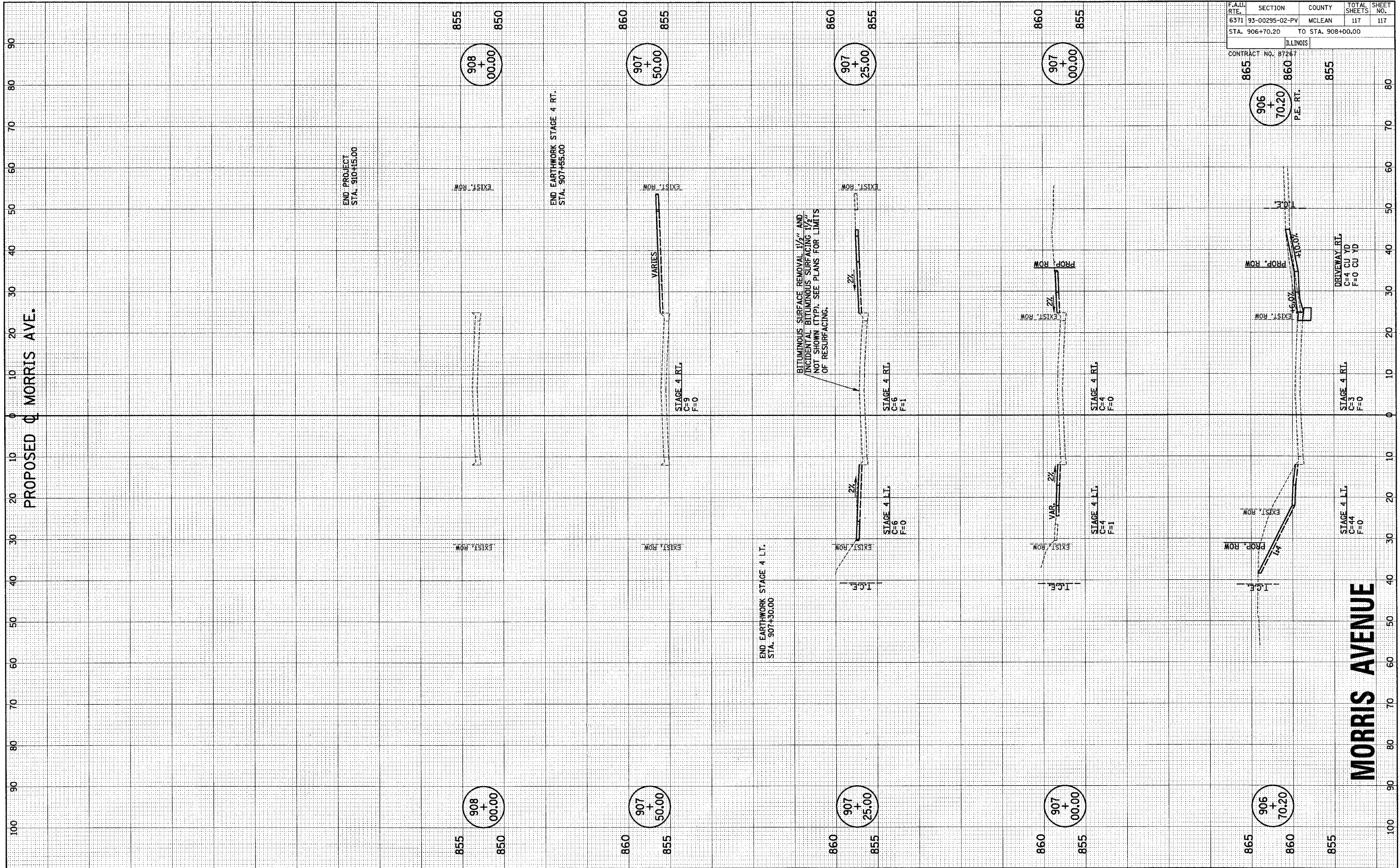
ORIGINAL SURVEY BY DATE
 SURVEYED BY
 NOTE BOOK NO.
 TEMPLATE NO.
 AREAS CHECKED



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	116
STA. 904+00.00		TO STA. 906+50.00		
ILLINOIS				
CONTRACT NO. 87267				

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

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6371	93-00295-02-PV	MCLEAN	117	117
STA. 906+70.20		TO STA. 908+00.00		
ILLINOIS				
CONTRACT NO. 87267				

865	860	855
908 + 00.00	906 + 70.20	907 + 00.00
855	860	855
865	860	855
908 + 00.00	907 + 25.00	907 + 00.00
860	855	860
860	855	860
860	855	860
860	855	860
865	860	855
865	860	855
865	860	855

PROPOSED MORRIS AVE.

MORRIS AVENUE

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