FOR INDEX OF SHEETS, SEE SHEET NO. 2

### **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS**

## **PLANS FOR PROPOSED FEDERAL AID HIGHWAY**

MAIN STREET (FAU 2611) ST. CHARLES ROAD (FAU 1397) TO NORTH AVENUE (IL ROUTE 64)(FAP 307)

RESURFACING

PROJECT NO.: M-9003(605) SECTION NO.: 01-00142-00-RS JOB NO.: C-91-427-10 **VILLAGE OF LOMBARD. ILLINOIS** 

> **DUPAGE COUNTY LOCATION MAP** NOT TO SCALE

NORTH AVENUE (IL ROUTE 64) LEMOYNE UNSET AVENUE OMISSION BEGINS STA. 65+00 GREENFIELD AVENUE

BAXTER

Consulting Engineers

Grayslake, Illinois 847.223.5088

815.609.7425

Itasca, Illinois 630.773.1870

PROFESSIONAL

ENGINEER

"LICENSE EXPIRES 11-30-2011"

(Plainfield, Illinois)

RELEASING FOR BID BASED ON LIMITED

LOCATION OF SECTION INDICATED THUS:

DATE: 03-08-10

LOCAL ROADS & STREETS

Diane M. O'Keep DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

APRIL 13,

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF LOMBARD

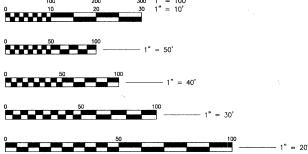
TRAFFIC DATA

MAIN STREET

POSTED AND DESIGN SPEED = 30 MPH 2008 ADT = 11,500

**DESIGN DESIGNATION** ROADWAY CLASSIFICATION: COLLECTOR

BAXTER & WOODMAN, INC. STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM LICENSE NO. 184-001121 EXPIRES 4/30/2011





Madison, Wisconsin 608.241.5481

Mokena. Illinois

708.478.2090

Burlington, Wisconsin 262.763.7834

815.787.3111

Crystal Lake, Illinois 815.459.1260

Chicago, Illinois

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

2611 01-00142-00-RS ILLINOIS PROJECT C-91-427-10

**CONTRACT NO. 63456** 

PROJECT NO: 090318.40

REVIEW

312.578.0500 (OFFICE WHERE PLANS WHERE PREPARED)

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED SIZE PLANS, THE ABOVE SCALES SHALL BE USED. J.U.L.I.E. DESIGN STAGE REQUEST CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING: COUNTY = DuPAGE SEC. & 1/4 SEC. NO. = SEC 6 NE 1/4 & SE 1/4, SEC 7 NE 1/4 **CONTRACT NO. 63456** 

PROJECT ENDS OMISSION ENDS STA. 73+00 PROJECT BEGINS GROSS LENGTH OF IMPROVEMENT = 6.222 LIN.FT. OR 1.18 MILES STA. 10+78 NET LENGTH OF IMPROVEMENT = 5,422 LIN. FT. OR 1.03 MILES LICENSED

DeKalb, Illinois

BD-32 BUTT JOINT AND HMA TAPER DETAILS

TC-13 DISTRICT 1 TYPICAL PAVEMENT MARKINGS

TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

### **HIGHWAY STANDARDS**

23

24

25

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602011-01	CATCH BASIN, TYPE C
602301-02	INLET - TYPE A
602401-02	MANHOLE, TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAMES AND LIDS, TYPE 1
604006-04	FRAME AND GRATE, TYPE 3
604041-02	FRAME AND GRATE, TYPE 9
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-05	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

### **VILLAGE OF LOMBARD STANDARD DRAWINGS**

DRAWING NO.	IIILE
PAVEMENT 2	SIDEWALK CROSS SECTION
PAVEMENT 4	SIDEWALK CONSTRUCTION
PAVEMENT 5	TYPICAL PAVEMENT CROSS-SECTION
PAVEMENT 6	RESIDENTIAL DRIVEWAY APRON
PAVEMENT 7	COMMERCIAL DRIVEWAY APRON
PAVEMENT 8	CURB AND GUTTER
PAVEMENT 9	STORM SEWER INLET CURB AND GUTTER
STORM 2	INLET TYPE A
STORM 4	CATCH BASIN TYPE C
STORM 7	RIM ADJUSTMENTS PAVED AREA
STORM 8	RIM ADJUSTMENTS IN CURB LINE
STORM 12	GRATE BOX INLET
SANITARY 1	SANITARY MANHOLE

### **SUMMARY OF QUANTITIES**

F	PAY IŢEM NO.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	PARTICIPATING QUANTITY 1000	NON PARTICIPATIN QUANTITY
$\vdash$	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	16	16	
$\vdash$		SUPPLEMENTAL WATERING	UNIT	52	52	<del> </del>
**		SODDING, SPECIAL	SQ YD	1,730	1,730	+
-		INLET FILTERS	EACH	64	64	+
-		SUB-BASE GRANULAR MATERIAL, TYPE B	CU YD	16	16	<del></del>
-		AGGREGATE FOR TEMPORARY ACCESS	TON	51	51	<del> </del>
十		BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,437	2,437	<del> </del>
$\vdash$		AGGREGATE (PRIME COAT)	TON	37	37	
-		MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	20	20	+
**		POLYMERIZED, LEVELING BINDER (MACHINE METHOD), IL 4.75 N50	TON	1,280	1,280	<del> </del>
-		CONSTRUCTING TEST STRIP	EACH	1,200	1	
$\vdash$		HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	280	280	+
-			-	3,070	3,070	
-		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON		•	
		PROTECTIVE COAT	SQ YD	1,597	1,597	7.070
]}		PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	11,815	4,577	7,238
1		DETECTABLE WARNINGS	SQ FT	416	416	
-		HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	24,365	24,365	1 7 070
		SIDEWALK REMOVAL	SQ FT	12,497	5,259	7,238
**		COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,239	3,239	+
-		CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	33	33	
$\perp$		CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	17	17	
-		CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	2,459	2,459	
L		CATCH BASINS TO BE ADJUSTED	EACH	2	2	
**		CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	1	1	
L		CATCH BASINS TO BE RECONSTRUCTED	EACH	4	4	
L		MANHOLES TO BE ADJUSTED	EACH	5	5	
**	60255600	MANHOLES TO BE ADJUSTED (SPECIAL)	EACH	1 ,	1	
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1	
**	60260200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	4	4	
	60262700	INLETS TO BE RECONSTRUCTED	EACH	4	4	
Γ	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3	3	
**	60265800	VALVE VAULTS TO BE ADJUSTED (SPECIAL)	EACH	2	2	
**	60266610	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	1	1	
**	60266700	VALVE BOXES TO BE RECONSTRUCTED	EACH	1	1	
-		FRAMES AND GRATES TO BE ADJUSTED	EACH	41	41	
**		FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	61	61	
H		FRAMES AND GRATES, TYPE 3	EACH	6	6	<del> </del>
-		FRAMES AND GRATES, TYPE 9	EACH	1	1	1
-		FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	40	40	
-		MOBILIZATION	L SUM	1	1	
H		TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
H		TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	<del> </del>
H		TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
-		TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS	SQ FT	73		73
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	5,048		5048
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	158		158
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	115		115
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12"	FOOT	542		542
**		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	180		<del></del>
**		SANITARY MANHOLES TO BE ADJUSTED	EACH	26	26	180
		TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	1,730	1,730	<del> </del>
1			1			-
.}		PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL & REPLACEMENT	SQ YD	688	688	-
]_		PRECONSTRUCTION VIDEO TAPING	L SUM	1	1	
]_		DRIVEWAY APPROACH REMOVAL AND REPLACEMENT	SQ YD	275	275	
]_		REMOVE AND REPLACE SANITARY MANHOLES, 4' DIAMETER, 0-8 FEET DEEP	EACH	5	5	
]-		REMOVE AND REPLACE SANITARY MANHOLES, 4' DIAMETER, 8-12 FEET DEEP	EACH	4 -	4	
1	~~~~	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL)	FOOT	32	32	
**	Z0076600	TRAINEES	HOUR	500	500.00	1

- \* DENOTE SPECIALTY ITEM
- \*\* INDICATES NON-STANDARD ITEM COVERED BY SPECIAL PROVISIONS
- V A080

DESIGNED - TMS	REVISED -
DRAWN KAR	REVISED -
CHECKED -	REVISED -
DATE - 03-08-10	REVISED -

INDEX OF SHEETS, HIGHWA	AY STANDARDS,
VILLAGE OF LOMBARD STANDARDS, S	SUMMARY OF QUANTITIES
PROJECT NO: 090318	STA. TO STA.

F.A.U. RTE.	, SECT	ION		COUNTY	TOTAL SHEETS	SHEE NO.
2611	01-0014	2-00-RS	3	DuPAGE	25	2
C-91-	427-10			CONTRACT NO	. 63456	
FED. RO	AD DIST. NO. 1	ILLINOIS	FED. AIC	PROJECT		

#### **SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS**

- ALL REFERENCES TO STANDARD SPECIFICATIONS IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS". ADOPTED JANUARY 1, 2010.
- 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS, IDOT STANDARD DRAWINGS, AND VILLAGE OF LOMBARD STANDARD DRAWINGS" INCLUDED IN THE CONTRACT DOCUMENTS.
- 3. IN THE GENERAL NOTES, ALL REFERENCES TO ENGINEER SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

#### **STAKING**

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

#### TREE REMOVAL, CLEARING AND HEDGE REMOVAL

 ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

#### UTILITIES

- 1. PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE OF LOMBARD DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO. THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED.
- 2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER, AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
- THE VILLAGE OF LOMBARD WILL LOCATE EXISTING SANITARY AND WATER SERVICES TO THE INDIVIDUAL RESIDENCES WITHIN THE PROJECT'S LIMITS. THESE SERVICES WILL BE LOCATED ONE TIME ONLY. FROM THEN ON THE CONTRACTOR SHALL DOCUMENT AND BE RESPONSIBLE FOR MAINTAINING KNOWLEDGE OF THE LOCATIONS OF THESE SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AS—BUILT KNOWLEDGE OF THE LOCATION (INCLUDING ELEVATIONS) OF THE NEWLY INSTALLED SERVICES AND MAINS. THE VILLAGE WILL NOT BE RESPONSIBLE FOR LOCATING NEW MAINS OR SERVICES FOR THE CONTRACTOR. FOR THE DURATION OF THE CONTRACT, THE CONTRACTOR SHALL MAKE THE AS—BUILT UNDERGROUND UTILITY INFORMATION AVAILABLE TO THE ENGINEER WHENEVER REQUESTED. IN THE EVENT OF A "JULIE" CALL WITHIN THE PROJECT LIMITS, THE ENGINEER WILL NOTIFY THE CONTRACTOR TO MARK ANY UTILITIES STILL UNDER THE CONTRACTORS RESPONSIBILITY
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ALL UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE OF LOMBARD. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- 5. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF LOMBARD IN ALL UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.
- 6. ALL MANHOLES, CATCH BASINS, AND VALVE VAULTS SHALL BE MORTARED WITH HYDRAULIC CEMENT AS SHOWN ON THE DETAILS ON THE INSIDE AND OUTSIDE AT ALL STRUCTURE JOINTS BETWEEN BARREL, CONE, AND FLAT TOP SECTIONS. ADJUSTING RINGS SHALL BE MORTARED ON THE OUTSIDE AROUND JOINTS TO PREVENT INFILTRATION PROVIDING THEY ARE OUTSIDE OF PAVED AREAS. ONLY NON-PREFORMED MASTIC SHALL BE USED BETWEEN THE FRAME, RINGS, AND TOP OF CONE OR FLAT TOP. (PREFORMED MASTIC -- EZ STICK, RUB-R-NECK, OR APPROVED EQUIVALENT IS NOT ALLOWED ABOVE THE CONE OR FLAT TOP)
- 7. GRADATION OF TRENCH BACKFILL MATERIAL SHALL BE CA-6, AND SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 12 INCHES (LOOSE MEASURE) AND COMPACTED WITH MECHANICAL EQUIPMENT TO 95% OF STANDARD PROCTOR DENSITY. PIPE BEDDING SHALL BE A MINIMUM OF 4 INCHES THICK.
- 8. ALL FRAMES WITH SELF SEALING CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF MANHOLES, CATCH BASIN, INLET, VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM". ALL LIDS TO BE USED ON SANITARY SEWER STRUCTURES SHALL BEAR THE WORD "SANITARY". ALL LIDS TO BE USED ON WATER "SYSTEM STRUCTURES SHALL BEAR THE WORD "WATER". ALL CURB BOXES SHALL SAY "DUMP NO WASTE!" OR "DRAINS TO RIVERS" OR SIMILAR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND GRATE OR FRAME AND CLOSED LID PROVIDED.
- 9. WHENEVER DURING CONSTRUCTION OPERATIONS LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.
- O. ALL AUXILIARY VALVES, FRAMES, GRATES, LIDS AND WATER SERVICE BOXES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL HYDRANTS TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL CONTRACT THE VILLAGE OF LOMBARD TO DETERMINE IF THE VILLAGE WISHES TO SALVAGE THE HYDRANTS, FRAMES, OR LIDS. THE CONTRACTOR WILL BE RESPONSIBLE TO EITHER RETURN THE HYDRANTS, FRAMES, OR LIDS TO PUBLIC WORKS OR DISPOSE OF THEM.
- 11. ALL EXISTING AND PROPOSED SEWER DAMAGED BY THE CONSTRUCTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.
- 2. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.

### B A X T E R W O O D H A N

DESIGNED - TMS	REVISED -
DRAWN - KAR	REVISED -
CHECKED -	REVISED -
DATE - 03-08-10	REVISED -

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

#### 

#### **GENERAL NOTES**

13. ALL PROPOSED SANITARY STRUCTURES SHALL INCLUDE AN EXTERNAL CHIMNEY SEAL UNLESS THEY FALL IN THE PAVEMENT AND ARE
ADJUSTED TO FINAL GRADE WITH CLASS SI CONCRETE OR BITUMINOUS SURFACE OR BINDER FULLY COVERING THE RINGS AND CASTING.
THE COST OF THE CHIMNEY SEAL SHALL BE CONSIDERED INCLUDED IN THE COST OF THE UTILITY STRUCTURE BEING INSTALLED.

#### **PAVING AND CURB & GUTTER**

- 1. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- 3. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOP SOIL, SOD PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- 4. LONGITUDINAL PAVING JOINTS SHALL BE PLACED TO PROVIDE FOR A MINIMUM 6" OFFSET FROM ANY PROPOSED LANE LINE MARKINGS.

#### **STORM & SANITARY SEWER**

- 1. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED.
- 2. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT.
- ALL ABANDONED PIPE AND STRUCTURE INVERTS SHALL BE PLUGGED WITH BRICK AND MORTAR TO THE SATISFACTION OF THE ENGINEER
  THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM OR SANITARY SEWER ITEMS BEING REMOVED.
- ALL TYPE 3 FRAME AND GRATES FOR CATCH BASINS AND INLETS SHALL BE NEENAH R-3279-1 OR EAST JORDAN IRON WORKS 7220
  OR APPROVED EQUAL.

#### SIGNING, STRIPING & LANDSCAPING

- . THOSE SIGNS WHICH ARE SO DESIGNATED BY THE ENGINEER SHALL BE REMOVED, STORED AND SUBSEQUENTLY RELOCATED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL SIGNS WHICH ARE DAMAGED DURING CONSTRUCTION OPERATIONS BEYOND REPAIR SHALL BE REPLACED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
- . WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- 3. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

#### **MISCELLANEOUS**

- 1. ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION, EXCEPT FOR PERIODS OF SHORT DURATION (4 HOURS OR LESS). THE COST TO PROVIDE AND MAINTAIN ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS."
- 2. ALL DRIVEWAY APRONS SHALL BE REPLACED WITH MATERIAL OF THE SAME KIND AS THE EXISTING APRON, EXCEPT FOR EXISTING AGGREGATE DRIVEWAY APRONS WHICH SHALL BE REPLACED WITH HOT-MIX ASPHALT DRIVEWAY APRONS.
- DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 4. ALL WASTE MATERIAL SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
- 5. THE CONTRACTOR SHALL ADHERE TO IDOT STANDARD DRAWING NO. 701801 WHEN CLOSING SIDEWALKS.
- 5. ESTIMATED LOCATIONS OF SIDEWALK REMOVAL AND REPLACEMENT HAVE BEEN SHOWN ON THE PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.
- '. IF, IN THE ENGINEER'S OPINION, THE WORK SHOWN ON THE PLANS IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED. (ONE (1) WEIGHTED BAG ACROSS EACH BOTTOM RAIL.)
- 9. THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS MATERIALS (PRIME COAT)

SCALE:

0.1 GAL/SQ YD 112 LBS/SQ YD/INCH

POLYMERIZED LEVELING BINDER (MACHINE METHOD)

105 LBS/SQ YD/INCH

- 10. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½" (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1" (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).
- DETECTABLE WARNINGS SHALL BE CAST IRON PLATES FINISHED WITH RED POWDER COAT, CONFORMING TO FEDERAL STANDARD 595, COLOR NUMBER 30166, OR APPROVED EQUIVALENT, IF CONDITIONS REQUIRE A CURVED DETECTABLE WARNING PAD THEN THE RADIAL PLATE FROM EAST JORDAN IRON WORKS, OR APPROVED EQUIVALENT, SHALL BE USED.

					PAY I	ГЕМ			
GIS ID	STATION	OFFSET	STRUCTURE TYPE	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	FRAMES AND LIDS, TYPE 1, CLOSED LID	FRAMES AND GRATES TO BE ADJUSTED	FRAMES AND GRATES, TYPE 3	ADJUSTMENT TYPE	NOTES
STM607B058 WV607B113			STMH WVV	X		7.0000120		VALVE VAULT TO BE ADJUSTED (SPECIAL)	REMORTAR JOINTS
STM608A082 SN607357		12' RT 3' RT	STMH SNMH	X				REMOVE AND REPLACE SANITARY MANHOLE, 0-8 FEET DEEP	NEMOTOR CONTO
STM607B055 STM607B056	11+79	26' LT	STCB	X			Х	CATCH BASIN TO BE RECONSTRUCTED	
STM607B057	11+83	7' LT	STMH	X					
WV607B112 SN607356	12+63	3' RT	SNMH	X				REMOVE AND REPLACE SANITARY MANHOLE, 0-8 FEET DEEP	
WV608A065 WV607B107	12+99	12' LT	WVV WVV	X					
STM607B059 STM608A076	13+62	9' LT 23' RT		X				INLET TO BE RECONSTRUCTED	
STM608A075 WVV608A066	14+64	9' RT 25' RT		X	***************************************			VALVE VAULT TO BE ADJUSTED	
WV607B096 SN608339	14+65 14+69	2' RT	SNMH					VALVE BOX TO BE ADJUSTED (SPECIAL) REMOVE AND REPLACE SANITARY MANHOLE, 0-8 FEET DEEP	
STM607B052 STM607B053 STM608A077	14+71 14+71	22' LT 12' LT	STCB STMH	X		Х			
STM608A078	15+33	24' RT		X		X			
SN608338 STM608A079				X	X			REMOVE AND REPLACE SANITARY MANHOLE, 0-8 FEET DEEP	
STM608A080		6' LT	STMH WVV	X	Х				
SN607130 STM608A071	16+58		SNMH	X				SANITARY MANHOLE TO BE ADJUSTED	
STM608A072 STM608A070	16+78	19' RT	STMH	X					
WV608A067 STM608A073	16+82	17' RT	WVV	X					
WV608A068 SN607355		12' RT	WVV	x				REMOVE AND REPLACE SANITARY MANHOLE, 8-12 FEET DEEP	
	17+20 17+23	18' LT	WVV	X	X			VALVE VAULT TO BE ADJUSTED (SPECIAL)	NEW FLAT TOP
STM605C058	17+51	15' RT	STCB			X		VALVE VAULT TO BE ADJUSTED (SPECIAL)	NEW FDAT TOP
STM605C060 SN605179	20+41	O' CL	SNMH			X		SANITARY MANHOLE TO BE ADJUSTED	
STM605C053 STM605C061	22+14	15' RT 15' LT	STCB			X			
SN605178 WV605C062	23+83 24+33	3' LT 10' RT	₩VV	X	X			REMOVE AND REPLACE SANITARY MANHOLE, 8-12 FEET DEEP	
WV605C032 STM605C048	25+47	125' LT	STCB	X	X	X			
STM605C049 STM605C047	25+56	11' LT	STCB STMH	X		X			
SN605176 STM605C046	26+06	10' LT	STMH	X	X			SANITARY MANHOLE TO BE ADJUSTED	
SN605177 WV605C031	26+19	31' RT	WVV	X				SANITARY MANHOLE TO BE ADJUSTED	
WV605C063 STM605C050	26+57	14' RT	STCB	X		Х			
SN605175 WV605C030	27+49 27+62	7' RT		X				SANITARY MANHOLE TO BE ADJUSTED	
WV605C029 STM605C051				X	Х	X			
SN605174 STM605C045	28+28	1' LT				X		SANITARY MANHOLE TO BE ADJUSTED	
SN605173 STM605C042	30+50	O' CL	SNMH	X				SANITARY MANHOLE TO BE ADJUSTED	
WV605C027 WV605C059	30+91 30+92	9' RT 3' RT	VALVE BOX	X	Х			VALVE BOX TO BE RECONSTRUCTED	
SN605172 STM605C043	31+40	2' LT	SNMH			X		SANITARY MANHOLE TO BE ADJUSTED	
STM605C041	33+42	17' LT	STCB			Х			NEW TYPE 9 FRAME
STM605C044 WV605C026			STCB	×	X	X			AND GRATE
STM605C038 STM605C039	34+90	11' LT	STMH	X	X	X			
SN605171 SN605170	35+02	2' LT	SNMH					SANITARY MANHOLE TO BE ADJUSTED SANITARY MANHOLE TO BE ADJUSTED	
SN605373 STM605C037	35+15	39' RT	SNMH	X				SANITARY MANHOLE TO BE ADJUSTED	
STM605C036 STM605C056	35+23	17' LT	STCB	X		X			
WV605C025 STM605C040	35+36	38' RT	WVV	x		X			
STM605C040 STM605C035 SN605169	37+33	17' RT	STCB			X		SANITARY MANHOLE TO BE ADJUSTED	
STM605C034	37+57	18' RT	STCB			X		SANITARY MANHOLE TO BE ADJUSTED	
SN605168 STM606D001	39+57	44' LT	STCB			X		PUNITURE IN DE ADMOSIED	
STM605C032 STM605C033	39+71	15' RT	STCB	X	\	X	X		
WV605C061 STM605C030	41+54	14' RT	STCB	X	X	X	Х		
STM605C031	41+57	13' LT	STCB	1	<u> </u>	<u> </u>	L		1

					PAY II	EM			
GIS ID	STATION	OFFSET	STRUCTURE TYPE	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	FRAMES AND LIDS, TYPE 1, CLOSED LID	FRAMES AND GRATES TO BE ADJUSTED	FRAMES AND GRATES, TYPE 3	ADJUSTMENT TYPE	NOTES
SN605167	41+80	13' LT	SNMH			ADJUSTED		SANITARY MANHOLE TO BE ADJUSTED	
STM605C028 STM605C029	43+53 43+57	2' LT 21' LT	STMH STCB	X	Х	Х			
STM605C027	43+81 43+87	25' RT	STMH	Х		X		INLET TO BE ADJUSTED (SPECIAL)	
STM605C026 SN605163	43+91	16' LT	STINL SNMH			^		SANITARY MANHOLE TO BE ADJUSTED	
SN605164 STM605A033	44+00 44+14	42' RT 44' RT	SNMH STCB			Χ		SANITARY MANHOLE TO BE ADJUSTED	
WV605A104	44+22	16' RT	WVV	X	X			MANUALE TO BE ADJUSTED	
STM605A034 WV605A105	44+22 44+23 44+33	33' RT 2' RT	STMH WVV	X	X			MANHOLE TO BE ADJUSTED	
WV605A102 STM605A027	44+33 45+10	23' RT 23' LT	WVV STINL	X	X	X			
STM605A028	45+13	20' RT	STCB			X		DEMONE AND DEDLACE CANITADY MANUALE O. 9. FEFT DEED	
SN606036 WV605A107	45+17 46+48	15' RT	SNMH WVV	X	Х			REMOVE AND REPLACE SANITARY MANHOLE, 0-8 FEET DEEP	
STM605A026 STM605A029			STCB STCB			X			
WV605A072	47+19	11' LT	VALVE BOX					VALVE BOX TO BE ADJUSTED (SPECIAL)	
STM605A030 STM606B018			STMH STCB		X	X		MANHOLE TO BE ADJUSTED	
WV605A073 SN606035	47+45 47+56		VALVE BOX		X			VALVE BOX TO BE ADJUSTED (SPECIAL)  SANITARY MANHOLE TO BE ADJUSTED	
WV606B067	47+62	45' LT	VALVE BOX					VALVE BOX TO BE ADJUSTED (SPECIAL)	
WV605A074 STM605A025	47+68 48+94	8' RT	WVV STINL	X	X			INLET TO BE RECONSTRUCTED	
STM605A025 STM605A031						X			11/2711 2511011
STM605A023 STM605A022			STINL STCB			X		INLET TO BE ADJUSTED (SPECIAL)  CATCH BASIN TO BE RECONSTRUCTED	INSTALL BENCH
WV605A071 WV605A070		11' LT	WVV WVV	X	X X				
SN606034	51+05	20' LT	SNMH					REMOVE AND REPLACE SANITARY MANHOLE, 8-12 FEET DEEP	
WV605A069 SN605060	51+80	27' RT	SNMH	X	X			SANITARY MANHOLE TO BE ADJUSTED	
STM605A019 STM605A024	52+71	22' RT	STXB STINL			X		INLET TO BE ADJUSTED (SPECIAL)	INSTALL BENCH
STM605A018	52+76	30' RT	STMH					MANHOLE TO BE ADJUSTED (SPECIAL)	REMORTAR BENCH
STM605A011 STM605A012			STINL STCB			X		INLET TO BE RECONSTRUCTED	
WV605A066	54+26	11' LT	₩VV	X				MANIMOLE TO DE ADMICTED	
STM605A013 STM606B017	54+46	31' LT	STMH STCB		Х	X		MANHOLE TO BE ADJUSTED	
WV605A065 SN606013	54+54 54+56		WVV SNMH	X	X			SANITARY MANHOLE TO BE ADJUSTED	
WV605A064	54+63	7' RT	WVV	X					
SN605061 STM605A015		39' RT	SNMH STCB		X			SANITARY MANHOLE TO BE ADJUSTED CATCH BASIN TO BE ADJUSTED	
STM605A017 STM605A010	56+22 56+23	21' RT 23' LT	STCB STCB					CATCH BASIN TO BE RECONSTRUCTED CATCH BASIN TO BE RECONSTRUCTED	
STM605A016	56+31	23' RT	STMH		X			MANHOLE TO BE ADJUSTED	NEW FLAT TOP
SN605062 WV605A063	57+79 57+91	13' RT	SNMH WVV	X	X			SANITARY MANHOLE TO BE ADJUSTED	
STM606B016 STM605A004			STINL STCB			X	X	INLET TO BE RECONSTRUCTED	
WV606B071	58+05	42' LT	WVV	X	Х				
WV605A062 SN605063	58+21	38' RT	WVV SNMH	X	X			SANITARY MANHOLE TO BE ADJUSTED	
STM605A009 STM605A005	58+27	22' RT	STMH STMH	Χ	X			MANHOLE TO BE RECONSTRUCTED	
SN605025	58+33	22' LT	SNMH				- V	REMOVE AND REPLACE SANITARY MANHOLE, 8-12 FEET DEEP	
STM605A053 SN605007	58+40	31' RT	STCB SNMH		X		X	CATCH BASIN TO BE ADJUSTED SANITARY MANHOLE TO BE ADJUSTED	
STM605A008		22' LT 34' RT	STINL SNMH		X			INLET TO BE ADJUSTED (SPECIAL) SANITARY MANHOLE TO BE ADJUSTED	INSTALL BENCH
STM606B008	61+94	36' LT	STCB					CATCH BASIN TO BE ADJUSTED (SPECIAL)	REMORTAR AROUND PIPE
STM605A052 STM606B007	61+99	20' RT 28' LT	STCB STMH		X	X		MANHOLE TO BE ADJUSTED	
WV605A020 SN606070	62+26	16' RT	WVV SNMH	X	X			SANITARY MANHOLE TO BE ADJUSTED	
STM605A051	62+49	29' RT	STMH	X					<u> </u>
WV605A062 STM605A050	62+50	35' RT 32' RT	SNMH STMH	X				SANITARY MANHOLE TO BE ADJUSTED	
STM606B009	62+62	26' LT	STMH	Χ	X				
WV605A021 STM606B010	62+77	27' LT	STCB	X -		Х	Х		
WV605A019 STM605A049			WVV STCB		Х	X		VALVE VAULT TO BE ADJUSTED	
WV605A022	63+86	44' RT	WVV		Х			VALVE VAULT TO BE ADJUSTED	

Mount Valority (2007) 11:17 AM By: 560(AR 10.0) 11:17 AM By: 560(AR 10.0) 10:39 Baxter & Woodman, Inc. Professional Design Free 4-30-11

WOODWAN Consulting Engineers

DESIGNED - TIMUSS	REVISED -
DRAWN - MARR	REVISED
CHECKED -	REVISED -
DATE - 03-08-10	REVISED

SCHEDULE OF QUANTITIES RIE.		COUNTY	TOTAL SHEETS	NO.
	-00142-00-RS	DuPAGE	25	4
C-91-427~1 <b>0</b>		CONTRACT NO.	63456	
ALE: PROJECT NO: 090318 STA. TO STA. FED. ROAD DIST. NO. 1	. 1 ILLINOIS FED. AL	ID PROJECT		

STATION	TO	0/S	WIDTH	LENGTH	AREA
* 14+61	STATION	RT	6	14	(SQ FT
15+04	14+75 15+11 15+42	RT	6	7	42
* 15+04 * 15+18 * 16+33	15+42 16+57	RT	6	24	144
* 16+33 16+59	16+57 16+65	LT.	6	24	144
16+59 16+59	16+65 16+65	RT	6	6	36 36
16+71	16+81	I RT	6	10	60
16+72	16+8/	LT	VARIES	VARIES	72
17+12	17+19	RŢ	6	7	42
17+19 17+29	17+29 17+35 17+35	LT	6 12	10	60
17+29	17+35 17+35	RT	6	6 6	36
17+29 * 17+98	18+11	RT	6	13	78
<b>*</b> 18+06	18+17	ĽŤ	6	11	66
* 18+31	18+38	LT	6	7	42
20+44 20+47 21+09	20+52 20+62	RŢ	6	8	48
* 20+47 * 21+09	21 1 17	-	6	15 8	90 48
21+09 21+72 22+46 23+37	21+87 22+66 23+46	<del>                                      </del>	6	15	90
21+72 22+46 23+37	22+66	RT	6	15 20 9	120
23+37	23+46	LŢ	6	9	54
1 24+22	24+53 25+62	LI	6	31 24	186
1 25+38 25+39	25+61 25+61 25+79	RT LT	6	24	144 132 90
* 25+39 25+73	25+79	ŔŤ	6	15	90
25 107	25+79 25+96 26+50 26+49 26+49	RT	6	22 15 13	1 78
25+83 26+27 26+28 26+43	26+50	RT RT	VARIES	L VARIES	154
* 26+28 26+43	26+49	RT	6	21 15 12	126
	26+49 27+34	RT		15	90 72
27+28 27+34	27147	<del>  <u> </u>                                   </del>	6	9	54
	27+82 28+10	ĽΤ	6	<del>7</del>	42
* 27±87	28+10	ŔŤ	6	23	138
		LT	6	7 23 12 17	72
30+69 30+69 31+15 31+26 31+36	30+86	ĻŢ	6	17	1 102
31 + 15	$\frac{31+31}{31+32}$	H	6	12	96 72
# 31+36	31+31 31+32 31+69	RT	6	33	1 198
* 33+28	44444	LT	6	33 26	156
* 33+28 * 33+32 * 34+60	77165	RT	6 5	23	138
* 34+60		RT		l /	35
1 34+84	35+10	ŖŢ	VARIES	VARIES	240 168
35+09 35+57	35+37 35+63	RT.	6 21	28 6	168 126
30±38	39+58	L	6	20	120
39+38 39+59 39+86	39+58 40+27 40+01	<del>L</del> t	6	20 68	120 408
39+86	40+01	LT	6	1 15	90
* 41+42 * 41+42 * 42+12 * 42+67	41+61	LT	6	19	114
1 41+42	41+66	RT	6	24	90
1 42+14	42+27 42+72	RT	6	15	30
<b>4 47+86</b>	42+27 42+72 43+06	17	<u> </u>	20	120
42+86 43+45	1 13±70	L <del>†</del>	6	34	204
43+58	43+88	RT RT	VARIES VARIES VARIES	VADICO	217
44+17	44+33	RT	VARIES	VARIES	138
44+27	44+33	RT	VARIES	6	64 240
	44+97 45+75	RT RT	6	40 58	348
* 45±42	1 46+17	17	6	58 70	420
46+20	46+26	ĹΤ	10	6	60
46+20	46+26	ŔŤ	14	6	84
46+20 46+20 46+50 46+87	46+26 46+26 47+28 47+03	RŢ	6	78	468
47+30	47+03	LŢ.	VARIES 6	VARIES	93 54
47+30 47+70	47+39	┝┾	VARIES	VARIES	248
<b>*</b> 48+69	47+39 47+96 48+75 50+03	计	6	6	36
<b>*</b> 48+90	50+03	ĪŤ	6	113	678
* 49+71	49+78 50+67	LT	6	7	42
50+36	50+67	RT	6	31	186
* 50+52 50+76 50+76 50+82 50+82 50+82 51+21 51+23 51+31 51+31 * 52+00 54+31 54+40	50+65 50+65 50+82 50+82 50+92 50+92 51+27 51+29 51+38 51+38 52+15 34+37	1	6	13 6 6 10	78 42 66 60
50+76	50+82	ŔŢ	11	6	66
50+82	50+92	LT	6	10	60
50+82	50+92	RT	6	10	60
51+21	50+92 50+92 51+27 51+29 51+38 51+38 52+15 34+37 54+47	RT	6	6 6 7	60 36 36 28 49 90 48 42 42 48 144 72 30 452 42 48 42 48 30 45 42 48 42 48 49 40 40 40 40 40 40 40 40 40 40
51+23	51+29	╁┾	4	7	28
51+31	51+38	ŘŤ	7	7	49
* 52+00	52+15	RT RT	6	15 8 7	90
54+31 54+40 54+77	34+37	ĹŢ	6	8	48
54+40 54+77 54+87 55+60	54+37 54+47 54+84	LT	6 6	$\frac{7}{7}$	1 42
54+77	54+07	H	1 6	8	1 42
* 55+60	55+84	ŔŤ	6 6	24	144
* <u>56+13</u>	56+25	RT	6	12	72
* <u>56+54</u>	56+59	RT RT RT LT	6 VARIES	5 VARIES	30
2/+5/	2/+99	片	VARILS	VARILS	452
57106	58107	RT RT LT	6	6 7	1 42
58+30	58+38	111	6	8	48
58+32	58+39	LRT	6	8 7	42
58+38	58+45	111	4	7	28
55+60 56+13 56+54 57+57 57+85 57+85 58+30 58+30 58+38 58+41 59+92 61+36 61+36 61+36 61+39 62+24 62+34 62+34 62+69 62+71	54+47 54+84 54+93 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+47 60+68 60+68 60+68 62+39 61+60 62+39 62+40	ŘŤ RT LT	6 4 6 6 6 6 6 5	6	36
1 59+92	60+68	I Kİ	þ	76 30 103	456 180 618 126 30 36
61 + 36	62+30	HT	1 6	103	618
<b>₹</b> 61 ± 39	61+60	ਸਿੰ	6	21	126
62+24	62+30	ŘŤ RT RT	Š	21 6 6	30
62+34	62+40	RT	6	6	36
62+69	62+78	RT.	6 VARIES	9	54
62+/1	62+96	KŤ	VARILS	VARIES	233
62+82 63+71 64+33	62+78 62+96 62+88 63+94 64+38	LT RT	4 6 6	VARIES 6 23 5	233 24 138 30 42 5259 7238
64+33	64+38	ŘŤ RT RT	6	5	30
64167	64+74	RT	ő	7	42
04+0/	<u> </u>				
* 63+71 64+33 64+67 PARTICIPA NON-PAR * NON-PAR	TING TOT	AL	OTAL		5259

STATION	TO STATION	0/S	WIDTH	LENGTH	AREA (SQ FT)	DETECTAB WARNING
14+61	14+75	RT	6	14	84	WAINING
15+04	15+11	RT	ě	7	42	
15+18	15+42	RT	6	24	144	
16+33	16+57	LŢ	6	24	144	
16+59	16+65	ᆣ	6	6	36 76	8
16+59 16+71	16+65 16+81	RT RT	6 6	6 10	36	<u>8</u> 8
16+71	16+87	TT	VARIES	VARIES	60 72	8
17+12	17+19	ŔŤ	6	7	42	8
17+19	17+29	ĽŤ	6	10	60	8
17+20	17+35	LT	12	6	72 36	8
17+29	17+35 17+35	RT	6	6	36	8
17+98	18+11	RT	6	13	78	
18+06	18+17	LT	6	11	66	
18+31	18+38	LT	6	7	42	
20+44	20+52	RT	6	8	48	
20+47	20+62	ĻŢ	6	15	90	
21+09 21+72	21+17 21+87	LT	6 6	8 15	48 90	
22+46	22+66	RT	6	20	120	
23+37	23+46	LT	6	9	54	
24+22	23+46 24+53	ĹŤ	6	31	186	
25+38	25+62	ŔŤ	6	24	144	
25+39	25+61	LŤ	6	22	132	
25+83	25+96	RT	6	13	78	8
26+27	26+50	RT	VARIES	VARIES	154	8
26+28	26+49	RT	6	21	154 126	
27+34	27+43	ĻŢ	6	9	54	8
27+75 27+87	12/+82	LT	6	<del>                                     </del>	42	8
27+87 30+69	28+10	RT LT	6	23 17	138 102	8
31+15	30+86 31+31	L	6 6	16	96	<u>8</u>
31+36	31+69	RT	6	33	198	
33+28	33+54	LT	6	26	156	
33+32	33+55	RT	6	23	156 138	
34+60	34+67	RT	5	7	35	
34+84	35+10	RT	VARIES	VARIES	240	16
35±00	35+37	LT	6	28	168	8
39 + 38	39+58	LT	6	20	120	8
39+59	40+27	LT	6	68	408	
39+59 39+86	40+01	LT	6	15	90	8
41 + 42	41+61	LT	6	19	114	
41+42	41+66	RT	6	24	144	
42+12	42+27 42+72	RT	6	15 5	90	
42+67 42+86	43+06	LT	6	20	30 120	
43+45	43+79	LT	6		204	
43+58	43+88	ŔŤ	VARIES	34 VARIES VARIES	217	8
44+17	44+33	ŔŤ	VARIES VARIES	VARIES	138	8
44+57	44+33 44+97	RT	6	40	240	
45+17	1 45+/5	RT	6	58	348	
45+42	46+12	LT	6	70	420	
46+20	46+26	LT	10	6	60	8
46+20	46+26	RT	14	6	84	8
46+50	47+28	RT	6	78	468	
46+87 47+30	47+03 47+39	LŢ	VARIES 6	VARIES 9	93	8
47+70	47+39	LT	VARIES	VARIES	54 248	8
48+69	48+75	L	6	6	36	
48+90	50+03	ĹŤ	6	113	678	
49+71	49+78	LT	6	7	42	
50+36 50+52 50+76	50+67	RT	6	31	186	
50+52	50+65 50+82	LT	6	13	78	
50+76	50+82	LT	7	6	42	8
50+76	50+82	<u>RT</u>	11	6	66	8
50+82	50+92	LT	6	10	60	8
50+82 51+21	50+92 51+27	RT RT	6	10 6	60	8
51+23	51+20	LT	6	6	36 36 28	<u>8</u> 8
51+23 51+31 51+31	51+29 51+38 51+38	LT	4	7	28	8
54 : 74	51 + 38					8
$51\pm 31$		RT	17	7	49	
52+00	52+15	RT RT	7 6	7 15	49	
54+40	54+47	RT RT LT	7 6 6	7 15 7	49 90 42	8
54+40 54+77	54+47 54+84	RT LT LT	6 6	15 7 7	49 90 42 42	
52+00 54+40 54+77 55+60	54+47 54+84 55+84	RT LT LT RT	6 6 6	15 7 7 24	49 90 42 42 144	8
52+00 54+40 54+77 55+60	54+47 54+84 55+84	RT LT LT RT RT	6 6 6 6	15 7 7 24	49 90 42 42 144	8
52+00 54+40 54+77 55+60	52+15 54+47 54+84 55+84 56+25	RT LT LT RT RT RT	6 6 6 6 6	15 7 7 24 12 5	49 90 42 42 144 72 30	8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57	54+47 54+84 55+84 56+25 56+59 57+99	RT LT RT RT RT LT	6 6 6 6 6 VARIES	15 7 7 24 12 5 VARIES	49 90 42 42 144 72 30 452	8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91	RT LT RT RT RT LT RT	6 6 6 6 6 VARIES 7	15 7 7 24 12 5 VARIES 6	49 90 42 42 144 72 30 452 42	8 8 8 16 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03	RT LT LT RT RT RT LT RT RT	6 6 6 6 6 VARIES 7	15 7 7 24 12 5 VARIES 6 7	49 90 42 42 144 72 30 452 42	8 8 16 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38	RT LT RT RT RT LT RT RT LT	6 6 6 6 6 VARIES 7 6	15 7 7 24 12 5 VARIES 6 7	49 90 42 42 144 72 30 452 42 42 48	8 8 16 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+38	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+39	RT LT LT RT RT RT LT RT RT	6 6 6 6 6 VARIES 7 6 6	15 7 7 24 12 5 VARIES 6 7	49 90 42 42 144 72 30 452 42 42 48 42	8 8 16 8 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+38	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+39	RT LT RT RT RT LT RT RT RT RT RT	6 6 6 6 6 VARIES 7 6	15 7 7 24 12 5 VARIES 6 7	49 90 42 42 144 72 30 452 42 48 42 48 42 28 36	8 8 16 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+38 58+41 59+92	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+45 58+47	RT LT LT RT RT LT RT LT RT LT RT LT RT	6 6 6 6 VARIES 7 6 6 6	15 7 7 24 12 5 VARIES 6 7 8 7	49 90 42 42 144 72 30 452 42 48 42 48 42 28 36	8 8 16 8 8 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+38 58+41 59+92	52+15 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+45 60+68	RT LT RT RT RT LT RT LT RT LT RT LT	6 6 6 6 VARIES 7 6 6 6 4	15 7 7 24 12 5 VARIES 6 7 7 8 7 7 6 76 30	49 90 42 42 144 72 30 452 42 48 42 48 42 28 36 456	16 8 8 8 8 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+85 57+85 58+30 58+32 58+38 58+41 59+92 60+38 61+36	52+13 54+44 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 58+45 58+47 60+68 60+68 60+68 62+39	RT LT LT RT RT RT LT RT LT RT LT RT LT RT LT RT LT RT LT RT LT LT	6 6 6 6 6 VARIES 7 6 6 4 6	15 7 7 24 12 5 VARIES 6 7 8 7 7 6 76 30 103	99 90 42 42 144 72 30 452 42 42 48 42 28 36 456 180 618	8 8 16 8 8 8 8
32+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+32 58+32 58+31 59+92 60+38 61+36 61+36	52+13 54+47 55+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+38 58+45 60+68 60+68 60+68 60+68 60+68 61+60	RT LT RT RT RT LT RT LT RT LT RT LT RT RT RT RT RT	6 6 6 6 6 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6	15 7 7 24 12 5 VARIES 6 7 8 7 6 7 6 7 6 30 103 21	49 90 42 42 144 72 30 452 42 48 42 28 36 456 180 618 618	8 8 16 8 8 8 8 8 8
32+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+96 58+30 58+32 58+38 58+38 58+38 58+38 58+38 61+36 61+36 61+39 62+24	52+13 54+47 54+84 55+84 56+59 57+99 57+91 58+03 58+39 58+39 58+45 58+45 60+68 60+68 62+39 61+60 62+30	RT LT RT RT RT LT RT LT RT LT RT LT RT LT RT RT RT RT RT RT RT RT RT RT RT RT RT	6 6 6 6 6 7 6 6 6 6 6 6 6 6 6 6 6 6 6 6	15 7 7 24 12 5 VARIES 6 7 7 6 7 6 30 103 21 6	49 90 42 42 144 72 30 452 42 42 48 48 49 180 618 126 30	16 8 8 8 8 8 8 8
32+00 54+40 54+77 55+60 56+13 56+57 57+57 57+85 57+96 58+30 58+32 58+38 58+41 59+92 60+38 61+36 61+39 62+24 62+34	52+19 54+47 54+84 55+84 56+59 57+99 57+91 58+03 58+39 58+39 58+45 60+68 60+68 60+68 62+39 61+60 62+40	RT LT RT RT RT LT RT RT LT RT RT RT RT RT RT RT RT RT RT RT RT RT	6 6 6 6 VARIES 7 6 6 6 6 6 6 6 6 6	15 7 7 24 12 5 VARIES 6 7 7 6 7 6 76 30 103 21 6	49 90 42 42 144 72 30 452 42 48 42 28 36 456 180 618 126 30 36	8 8 8 16 8 8 8 8 8 8 8 8
52+00 54+47 55+60 56+13 57+57 57+85 57+85 58+32 58+32 58+38 58+38 58+38 60+38 61+36 61+39 62+24 62+34 62+54	52+13 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 60+68 60+68 62+39 62+30 62+40		6 6 6 6 6 7 6 6 6 4 6 6 6 6 6 6 6 6 6 6	15 7 7 24 12 5 VARIES 6 7 7 8 7 7 6 7 6 7 6 9	49 90 42 42 144 72 30 452 42 42 48 36 180 618 126 30 36 54	8 8 8 16 8 8 8 8 8 8 8 8 8
52+00 54+47 55+60 56+13 56+54 57+57 57+85 57+96 58+32 58+38 58+38 58+41 59+92 60+38 61+39 62+24 62+34 62+34 62+69 62+71	32+13 54+47 54+84 55+84 56+25 56+59 57+91 58+03 58+38 58+38 58+39 58+47 60+68 60+68 60+68 62+39 61+60 62+78 62+78		6 6 6 6 VARIES 7 6 6 6 6 6 6 6 6 6 8 7 7	15 7 7 24 12 5 VARIES 6 7 6 7 6 7 6 7 6 7 6 9 VARIES 9 VARIES	49 90 42 42 144 72 30 452 42 42 48 36 180 618 126 30 36 54	8 8 8 8 8 8 8 8 8 8 8
52+00 54+47 54+47 55+60 56+13 56+54 57+57 57+85 57+95 58+30 58+32 58+32 58+38 58+41 59+92 60+38 61+39 62+24 62+34 62+69 62+71 62+82	52+13 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 60+68 60+68 62+30 62+30 62+40 62+78 62+88	RI LI RI RI RI LI RI LI RI RI LI RI RI LI RI RI LI RI RI LI RI RI LI RI RI RI RI RI RI RI RI RI RI RI RI RI	6 6 6 6 6 7 6 6 6 6 6 6 6 6 6 8 9 9 9 9 9 9 9 9 9 9	15 7 7 24 12 5 VARIES 6 7 6 7 6 7 6 7 6 7 6 9 VARIES 9 VARIES	49 90 42 42 144 72 30 452 42 42 42 48 42 28 36 456 180 618 126 30 54 233 24	8 8 8 16 8 8 8 8 8 8 8 8
52+00 54+40 54+77 55+60 56+13 56+54 57+57 57+85 57+86 58+30 58+30 58+31 60+38 61+39 62+24 62+34 62+34 62+34 62+54 62+61 62+61 62+61 63+71	52+13 54+47 54+84 55+84 56+25 56+59 57+91 58+03 58+38 58+38 58+45 58+47 60+68 60+68 62+30 62+40 62+78 62+96 62+88 63+94		6 6 6 6 6 7 6 6 6 6 6 6 6 6 6 6 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	15 7 7 24 12 5 VARIES 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 9 9 103 21 6 9 9 9 9 9 9 9 9 9 9 9 9 9	49 90 42 42 30 452 42 42 42 42 42 48 48 46 456 456 456 456 456 456 456 456 456	8 8 8 8 8 8 8 8 8 8 8 8
52+00 54+47 54+47 55+60 56+13 56+54 57+57 57+85 57+95 58+30 58+32 58+32 58+38 58+41 59+92 60+38 61+39 62+24 62+34 62+69 62+71 62+82	52+13 54+47 54+84 55+84 56+25 56+59 57+99 57+91 58+03 58+38 58+39 60+68 60+68 62+30 62+30 62+40 62+78 62+88	RI LI RI RI RI LI RI LI RI RI LI RI RI LI RI RI LI RI RI LI RI RI LI RI RI RI RI RI RI RI RI RI RI RI RI RI	6 6 6 6 6 7 6 6 6 6 6 6 6 6 6 8 9 9 9 9 9 9 9 9 9 9	15 7 7 24 12 5 VARIES 6 7 6 7 6 7 6 7 6 7 6 9 VARIES 9 VARIES	49 90 42 42 144 72 30 452 42 42 42 48 42 28 36 456 180 618 126 30 54 233 24	8 8 8 8 8 8 8 8 8 8 8

COKD AI	ATION CO	ΞR	
REMOVAL 13+35 13+57	AND RE	PLA	CEMEN.
$\frac{13+35}{13+57}$	13+42 13+62 13+73	LT LT RT	7 5
13+57 13+52 14+59	1.5 + 7.5	ŘŢ	0.4
	14+79	나	20
15+18	14+75 15+42	RT.	14
16133		RT LT	24
16+52		RT	7
1/+40	16+59 17+62 18+11 18+49	RT RT RT	22 12
17+99 18+17 19+72 19+71 20+44 20+48	18+11	ŘŤ LT	70
19+72	10106	RT LT	24
19+71	20+06	LŤ	35
20+44	20+06 20+52 20+60 21+17 21+44 21+87 22+29 22+40 22+68	K!	- 8
	20+60		
21+09 21+23	21+1/		8 21 31
21+56	21+87	IT	31
	22+29	RT RT LT	23
22+04 22+49 22+53	22+40 22+68 22+87 23+46 25+59	RT	J0
ZZTTJ	22+68	RI	19 34
77170	23+46	H	18 20 24
25+39	25+59	LŤ RT	20
25+38	25+62	RT	24
25+80	25+85	RT	5
26+33	26+4/	LT	14
26+23	25+59 25+62 25+85 26+47 26+30 26+65 27+39 27+61 28+10 28+70 30+82 31+29	RT	12 13
27+28	27+39		14
27+37	27+61	PT	
27+87	28+10	ŔŢ	24
28+45	28+70		25 17
31 + 12	31 + 20	RT	17
25+39 25+38 25+38 25+80 26+33 26+25 26+25 27+28 27+37 27+87 28+45 30+68 31+12 31+36 31+42	30+82 31+29 31+69 31+48 32+53 33+54 33+55	ŘŤ ŘĬ	17 17 33 6 24
31+42 32+29 33+15 33+32	31+48	LŤ	6
32+29	32+53	RT	24
33+15 33+32 34+60	33+54 33+55 34+67	RT RT RT	24 39 23 7
34+60		RT	7
34+84 34+84 34+86	34+67 35+01 34+98 35+49	RT	20 12 40
34+86	34+90	LT	12
35+09 35+09	35+49	LI	40
36+43	36+02	ŘŤ LT	20
37+20	37+60	III	40
35+09 35+45 36+91 37+20 37+47 39+58 39+42 41+42	35+49 35+62 36+99 37+60 37+85	ŘŤ	20 8 40 38 17
39+58		LT	17 85
39+42	40+27 41+82 41+62 43+80	RT	40
41+42	41+62	LT	20
41+42 43+38 43+65 44+15 44+99	43+80 43+90 44+57 45+27	ΪŤ	42
43+65 44+15 44+99	UCTUP	RT	42 45 65
44+15	44+5/	RT	65
44 - 00	45+27 45+18	RT	28 20
44+98 45+75 46+14 46+51	16121	ŔŤ	1 49
45+75 46+14 46+51	46+24 46+30	LT	16
46+51	46+30 47+28 47+42 47+76	RT	16 77 50 25
46+51 47+27 47+67	47+42	L	25
47+85	49+13	RŢ	128
47+95	47+42 47+76 49+13 48+75 50+03 49+77 50+41 50+65	1.4.1	128 80
48+91	50+03	LT	112
49+71 50+35 50+52	49+77	RT	
50+55	50+41	난	6 13
E0 1 7 E	50+67	RT	
51+46	50+67 51+66 51+80 54+32 52+16 55+09		
51+62 51+92	51+66 51+80 54+32		18 240
51+92	54+32 52+16	LT RT	30
52+60	55+09		249
	54+49	ŘŤ LT	15
54+41 55+20 55+55 55+60 55+94 56+14 56+47	55+37	ŘŢ LT	4 ***7
55+55	55+78	LT	23
55+60	55+84 56+76	ŘŤ LT	82
56+14	56+34	DT	26
56+47	56+60		24 82 20 13
56+82	56+88	ŘŤ RT	6 20 9
57+92	58+04	RT RT	20
58+86 59+28	50+95 60+76		148
59+62	59+76	RT	14
59+91	60+67	1 RT	76
56+82 57+92 58+86 59+28 59+62 59+91 60+83 60+97	61+29	RI	76 46
60+97	61+04	LŢ	1 7
60+97 61+17 61+40	61760	LT RT	34
61+82	56+88 58+04 58+95 60+76 59+76 60+67 61+29 61+04 61+51 61+60 62+08 62+84	RT	26
	62+84	RT LT	34 20 26 35 11
62+65			1 77
62   65	62+96	RT	11
62+65 62+85 63+14 63+71	61+04 61+51 61+60 62+08 62+84 62+96 63+31 63+94 64+72	RT RT RT	17 23

### **SCHEDULE OF QUANTITIES**

GUTTER	ATION CUI REMOVAL EMENT (S	. ANI	D
STATION	TO STATION	0/s	LENGT
11+69	11+89	LT	20
11+82	11+94	RT	12
	TOT	AL	32

CLASS	CLASS D PATCHES, 13 INCH											
STATION	0/	'S	TO STATION	0,	/s	AREA (SQ_YD)	TYPE I (SQ YD)	TYPE II (SQ YD)	TYPE III (SQ YD)	TYPE IV (SQ YD)		
19+02	15'	RT	19+16	0'	CL	12		12				
19+40	0'	CL	19+50	15'	RT	16			16			
20+38	0'	CL	20+44	15'	RT	10		10				
20+77	0'	CL	21+02	15'	RT	41				41		
34+05	0,	CL	34+59	15'	RT	90				90		
35+56	0'	CL	35+92	15'	RT	60				60		
36+16	0'	CL	36+22	15'	RT	10		10				
36+88	0,	CL	37+13	15'	RT	41				41		
37+27	15'	LT	37+44	15'	RT	56				56		
38+08	0,	CL	38+25	15'	RT	28				28		
39+00	0'	CL	39+28	15'	RT	46				46		
						TOTAL	0	33	17	365		

CLASS D PATCHES, 14 INCH											
STATION	0/	'S	TO STATION	0,	/S	AREA (SQ YD)	TYPE I (SQ YD)	TYPE II (SQ YD)	TYPE III (SQ YD)	TYPE IV (SQ YD)	
44+37	16'	RT	58+88		RT	725	(04 10)	(04 10)	(04 10)	725	
47+81	0'	CL	48+10	16'	RT	53				53	
48+12	0,	CL	48+51	16'	LT	71				71	
47+91	16'	LT	57+31	21'	LT	470				470	
48+78	0,	CL	50+00	16'	LT	223				223	
53+30	6'	RT	53+66	16'	RT	40				40	
55+26	0,	CL	55+58	21'	LT	74				74	
57+44	0'	CL	58+04	17'	LT	113				113	
57+76	0'	CL	58+04	10°	RT	31				31	
58+48	17'	LT	62+22	21'	LT	166				166	
62+52	10'	RT	62+98	23'	LT	124				124	
						TOTAL	0	0	0	2094	

PORTLA	ND C	EMENT								
CONCRETE DRIVEWAY										
REMOVAL AND REPLACEMENT										
STATION	0/S	AREA (SQ YD)								
15+73	RT	22								
18+33	LT	50								
19+80	LT	28								
20+60 21+35 21+65 22+29 22+70 23+37 27+49 31+20 32+42 33+28 33+46 35+38 37+37 39+55	LT	28								
21+35	LT	28								
21+65	LT	28 36								
22+29	RT	36								
22+70	LT	48								
23+37	Ţ	28								
27+49	RT	37								
31+20	RT	28 30								
32+42	RT									
33+28	LT	38								
33+46	RT	30								
35+38	Ľ	35								
37+37	Ц	35								
39+55	RT	45								
41+72	RT	30								
43+46	LŤ	20								
55+00	RT	25 39								
64+55	RT	39								
TOT	AL	688								

DRIVEW	AY AH	PROACH	
REMOVA	L AN	D REPLACEN	<b>JENT</b>
1			
STATION	0/S	AREA (SQ	YD)
48+05	LT	20	
49+33	LT	20	
49+62	LT	20	
51+96	RT	26	
52+97	RT	19	
53+50	RT	22	
53+93	RT	22	
56+53	LŤ	20	
59+49	LT	12	
60+25	RT	16	
60+67	LT	31	
60+93	RT	16	
61+27	Lf	31	
TOT	AL	275	

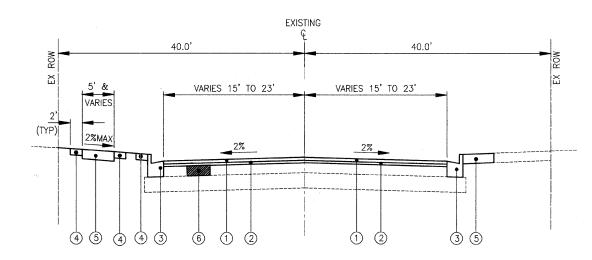
*	NON-PARTICIPATING
---	-------------------

	A	x	T	E	R	
4		•	7		•	
			٠,	-	4	
7		1		7		
•			•		-	
w	•	0 1		7	N	
Cer	n cost	time	Fn	eim n	ore	

DESIGNED - TMS	REVISED -
DRAWN - KAR	REVISED
CHECKED -	REVISED -
DATE - 03-08-10	REVISED

### **EXISTING TYPICAL SECTION** STA 10+78 TO STA 42+00 **MAIN STREET**

(NOT TO SCALE)



### **PROPOSED TYPICAL SECTION** STA 10+78 TO STA 42+00 **MAIN STREET**

(NOT TO SCALE)

DESIGNED		TMS	REVISED -
DRAWN		KAR	REVISED -
CHECKED	-		REVISED -
DATE	_	03-08-10	REVISED -
	DRAWN CHECKED	DRAWN - CHECKED -	DRAWN - KAR CHECKED -

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

#### **MAIN STREET EXISTING AND PROPOSED TYPICAL SECTIONS** PROJECT NO: 090318 STA.

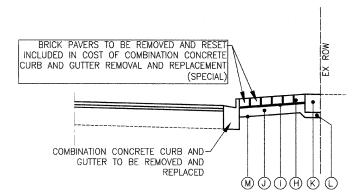
F.A.U. RTE.	SECTION			COUNT	(	TOTAL SHEETS	SHEE NO.
2611	01-00142-00-RS			DuPAGE	Ξ	25	6
 C 91 -	427 10			CONTRACT	NO.	63456	Aurea como en
FED. RO	AD DIST, NO. 1	ILLINOIS	FED. AIL	PROJECT			

#### **EXISTING LEGEND**

- EXISTING HOT-MIX ASPHALT SURFACE REMOVAL 3"
- EXISTING HOT-MIX ASPHALT PAVEMENT, 3"
- EXISTING HOT-MIX ASPHALT PAVEMENT, VARIES 10  $\frac{1}{2}$ " TO 13"
- EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 7"
- EXISTING AGGREGATE BASE COURSE
- EXISTING CURB AND GUTTER, TYPE B-6.12
- EXISTING SIDEWALK (PCC OR BRICK PAVERS)
- (H)CONCRETE PAVERS, 6CM
- $\Box$ SAND CUSHION, 1"
- SUB BASE GRANULAR MATERIAL, TYPE B, 6"
- CONCRETE EDGING, 12" WIDE
- SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- GEOTECHNICAL STABILIZATION FABRIC
- EXISTING HOT-MIX ASPHALT PAVEMENT, 7"

#### PROPOSED LEGEND

- 1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 24"
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1"
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12 (AS DETERMINED BY THE ENGINEER)
- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) (AS DETERMINED BY THE ENGINEER) SODDING, SPECIAL (AS DETERMINED BY THE ENGINEER)
- 5 PORTLAND CEMENT CONCRETE SIDEWALK, 5", SPECIAL OR BRICK SIDEWALK REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- CLASS D PATCHES, 11" (AS DETERMINED BY THE ENGINEER)

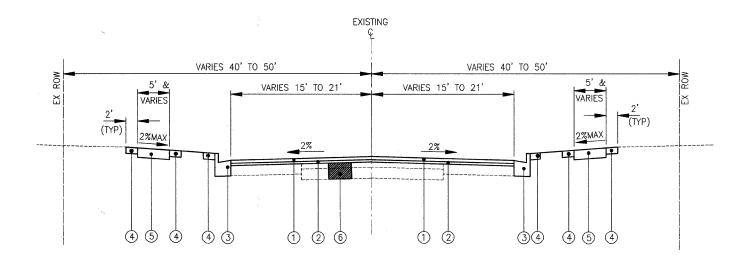


### **COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL)**

(NOT TO SCALE)

## STA 42+00 TO STA 65+00 MAIN STREET

(NOT TO SCALE)



# PROPOSED TYPICAL SECTION STA 42+00 TO STA 65+00 MAIN STREET

(NOT TO SCALE)

2010 1:23 PM By: 560KAR 310, By Baxter & Woodman, In 5 - Professional Design Firm 184-001121 - Expires 4-30-

B A X T E R W O D D M A N

DESIGNED - TMS	REVISED -
DRAWN - KAR	REVISED -
CHECKED -	REVISED
DATE - 03-08-10	REVISED

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

#### 

#### **EXISTING LEGEND**

- A EXISTING HOT-MIX ASPHALT SURFACE REMOVAL 3"
- (B) EXISTING HOT-MIX ASPHALT PAVEMENT, 3"
- © EXISTING HOT-MIX ASPHALT PAVEMENT, VARIES 10  $\frac{1}{2}$ " TO 13"
- D EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 7"
- E) EXISTING AGGREGATE BASE COURSE
- (F) EXISTING CURB AND GUTTER, TYPE B-6.12
- G EXISTING SIDEWALK (PCC OR BRICK PAVERS)
- (H) CONCRETE PAVERS, 6CM
- SAND CUSHION, 1"
- U SUB BASE GRANULAR MATERIAL, TYPE B, 6"
- CONCRETE EDGING, 12" WIDE
- U SUB BASE GRANULAR MATERIAL, TYPE B, 4"
- (M) GEOTECHNICAL STABILIZATION FABRIC
- (N) EXISTING HOT-MIX ASPHALT PAVEMENT, 7"

#### PROPOSED LEGEND

- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 24
- 2 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 1"
- 3 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12 (AS DETERMINED BY THE ENGINEER)
- TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) (AS DETERMINED BY THE ENGINEER)

  SODDING, SPECIAL (AS DETERMINED BY THE ENGINEER)
- (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5", SPECIAL OR BRICK SIDEWALK REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- 6 CLASS D PATCHES, 11" (AS DETERMINED BY THE ENGINEER)

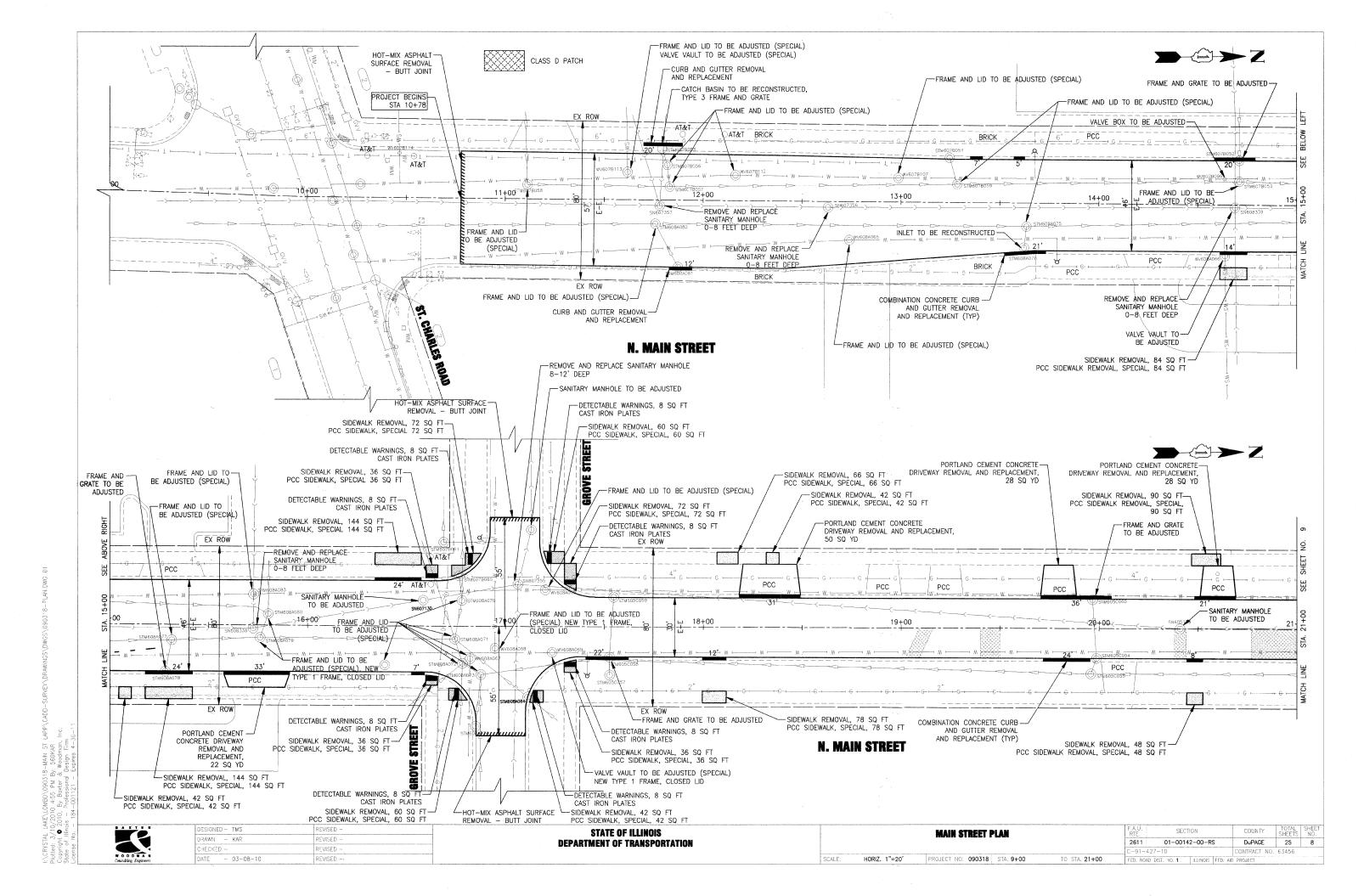
#### **HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

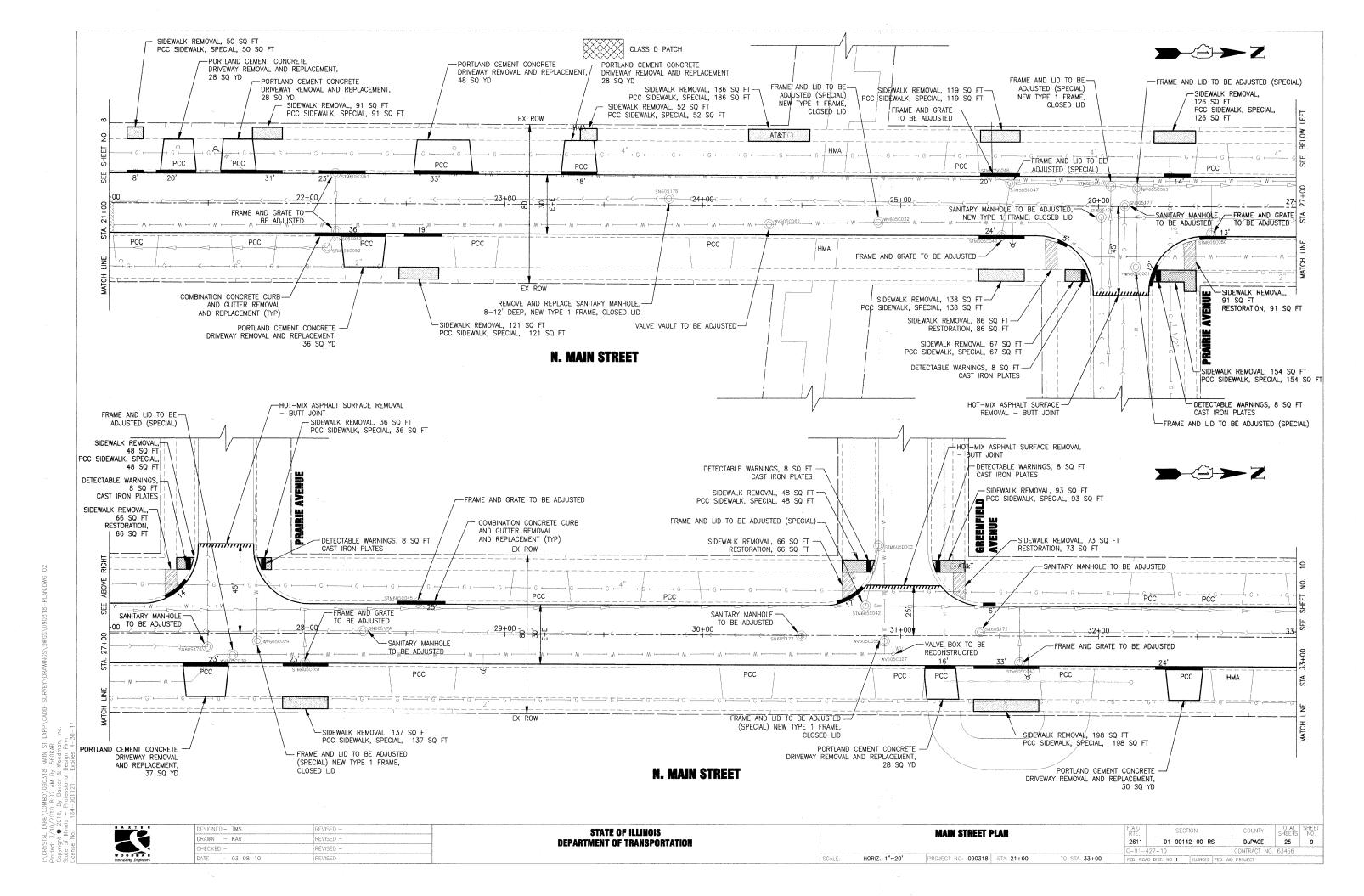
NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

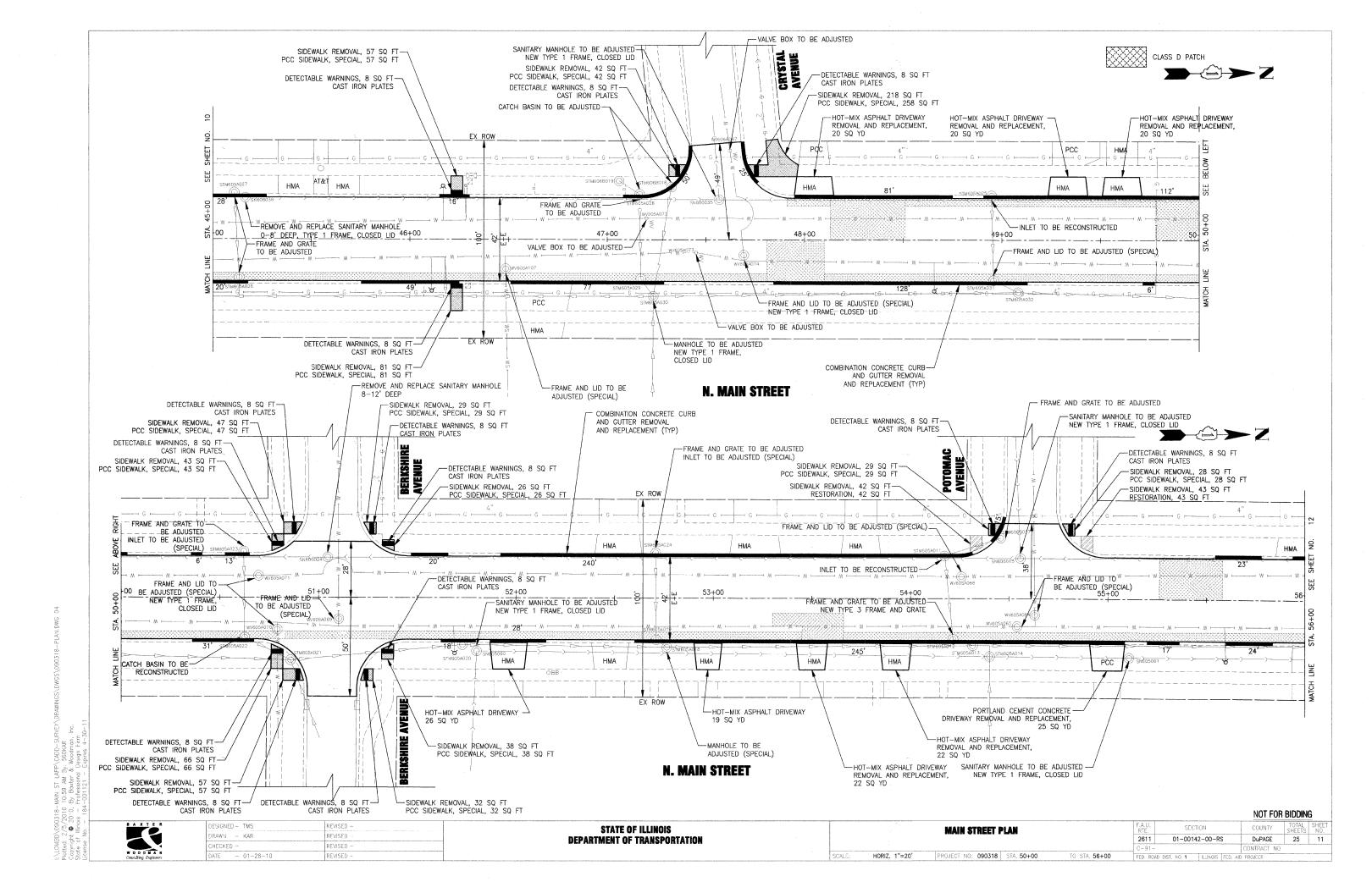
MIX: TYPE	AIR VOIDS @ Ndes
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 (IL-9.5mm)	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES, 11 INCH, (HDT-MIX ASPHALT BINDER, IL-19mm)	4% @ 70 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	4% @ 50 GYR.

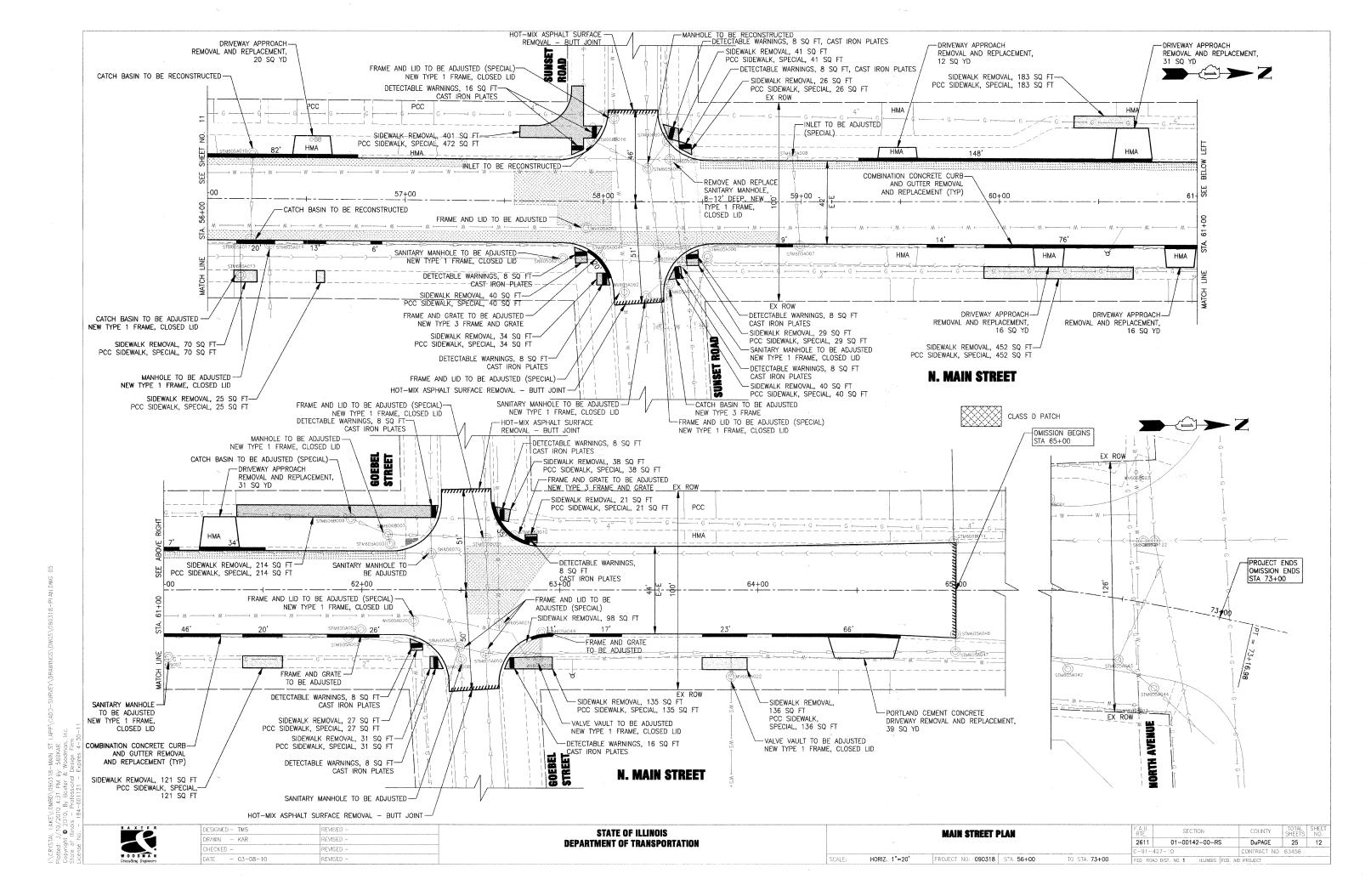
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY-IN.

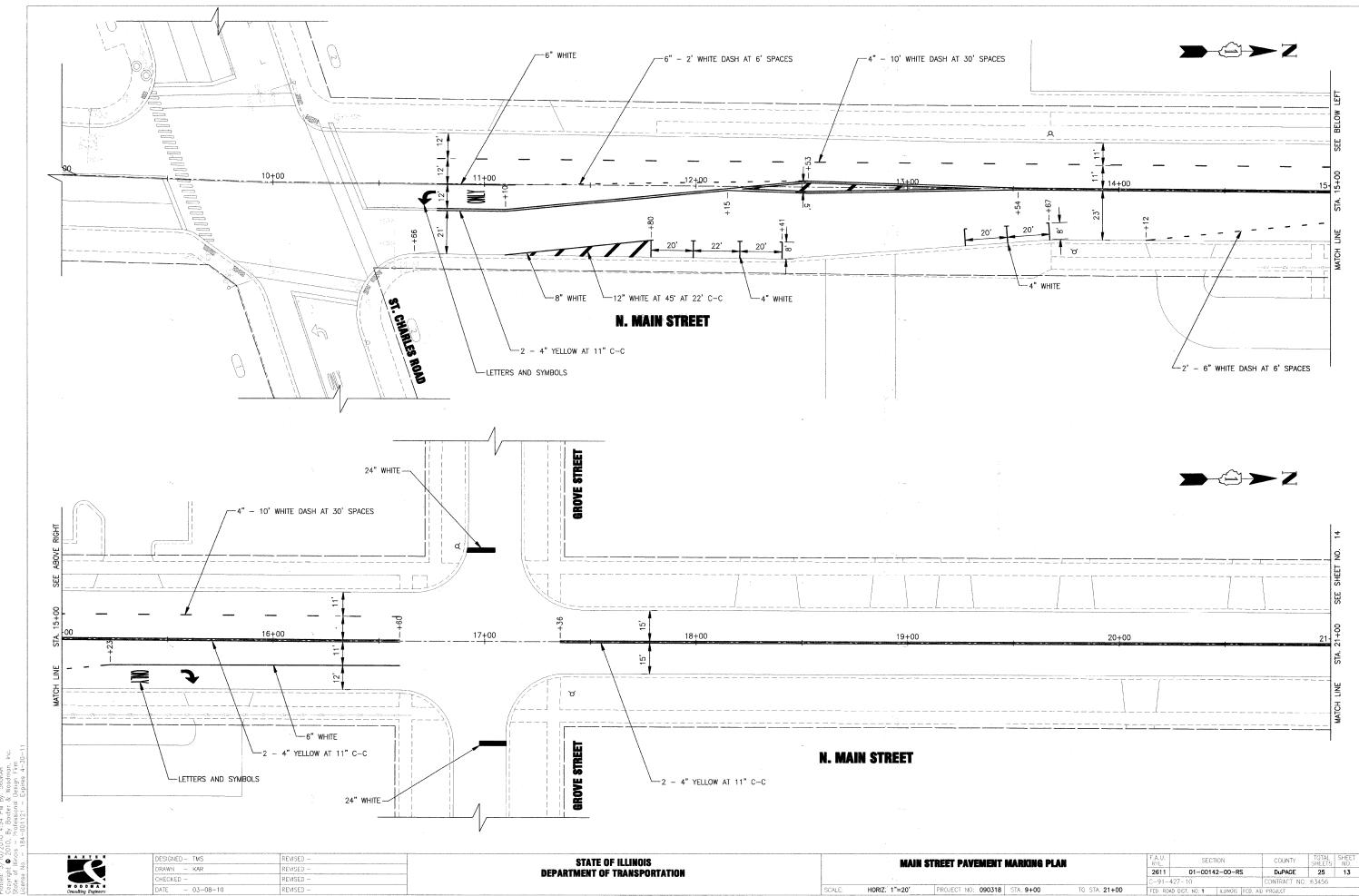
THE 'AC TYPE' FOR POLYMERIZED HMA MIXES SHALL BE 'SBS/SBR PG 70-22' AND FOR NON-POLYERMIZED HMA THE 'AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR 'PERCENT OF RAP' SEE DISTRICT ONE SPECIAL PROVISIONS.

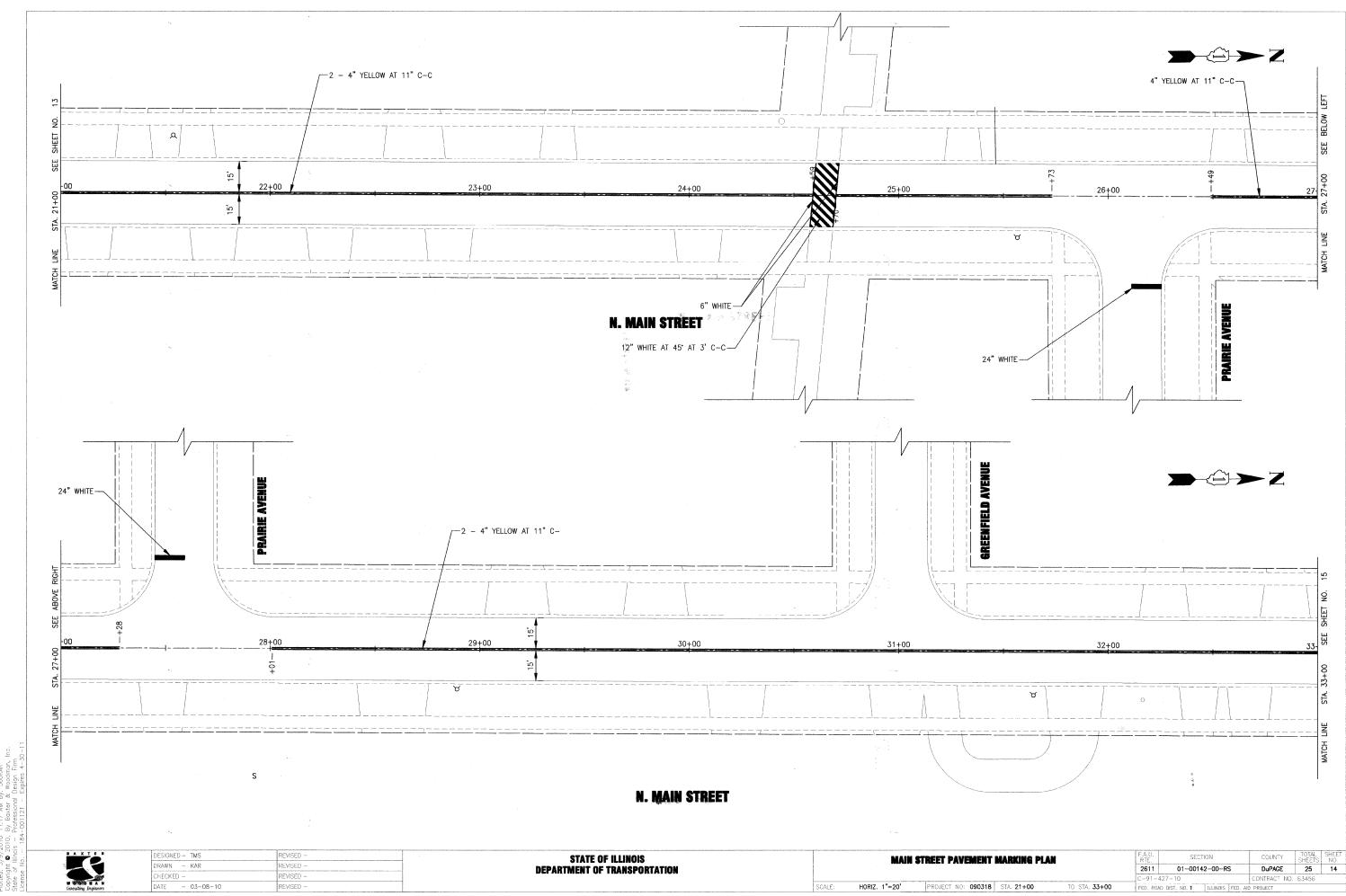






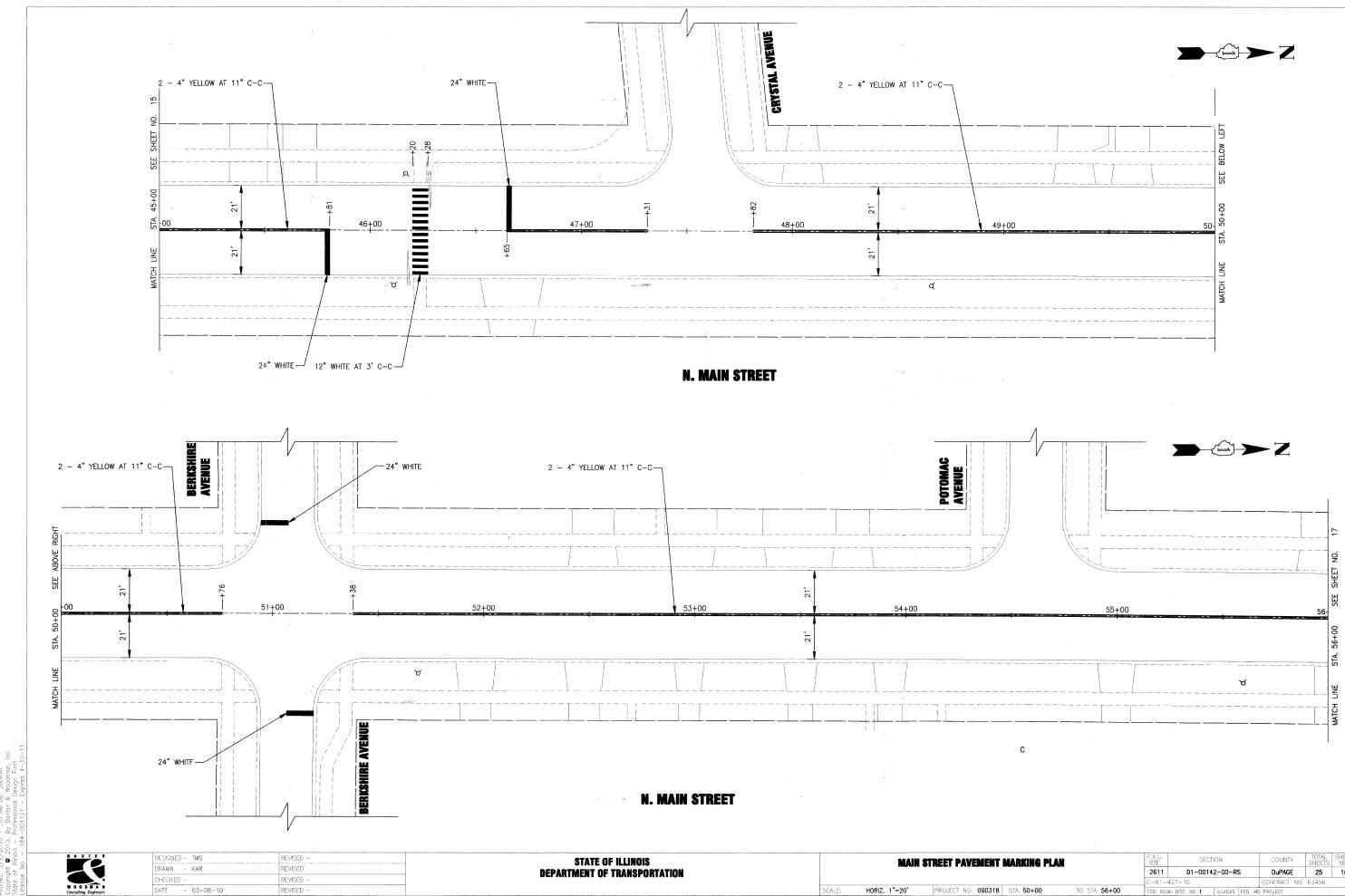


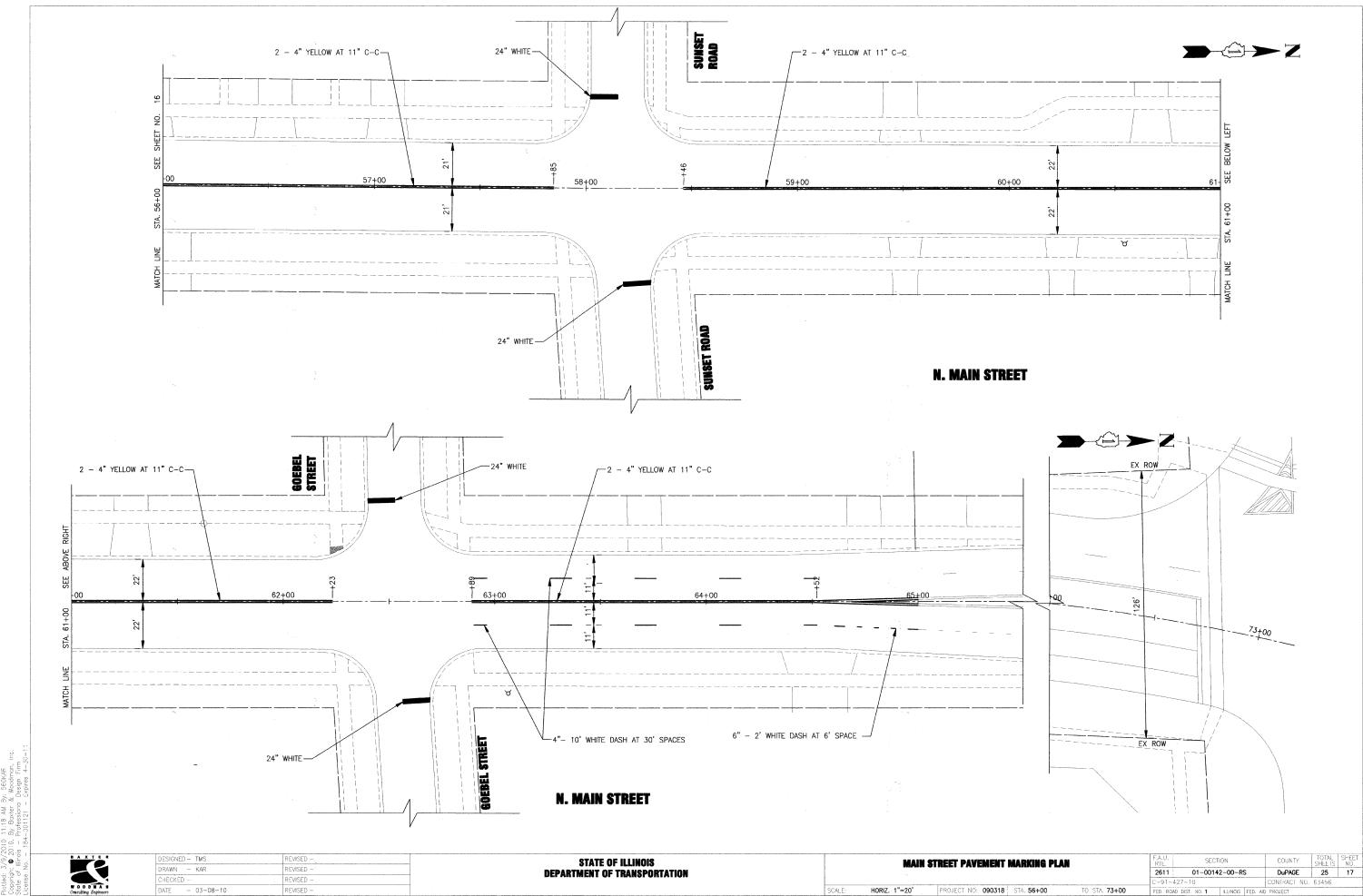


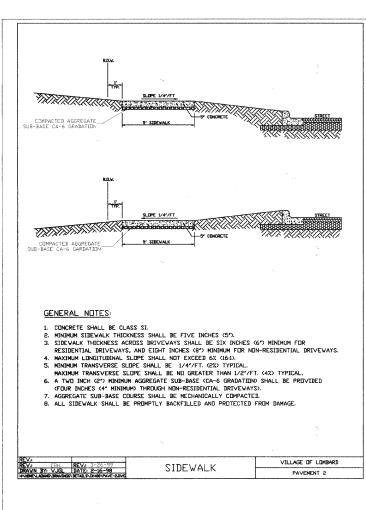


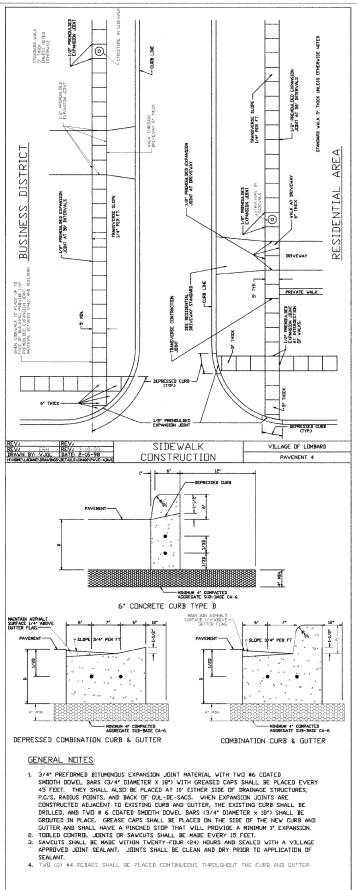
\_\_\_2 - 4" YELLOW AT 11" C-C \_\_ 2 \_\_ 4" YELLOW AT 11" C-C 35+00 36+00 37+00 N. MAIN STREET \$ 10 mm 2 - 4" YELLOW AT 11" C-C-41+00 Appling. \_2 - 4" YELLOW AT 11" C-C 2 - 4" YELLOW AT 11" C-C 12" WHITE AT 3' C-C-24" WHITE — N. MAIN STREET REVISED -COUNTY TOTAL SHEET NO.

DuPAGE 25 15 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SECTION MAIN STREET PAVEMENT MARKING PLAN 01-00142-00-RS CHECKED - DATE - 03-08-10 REVISED -PROJECT NO: 090318 STA. 33+00 TO STA. 45+00 REVISED -

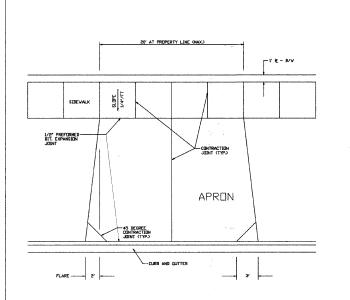






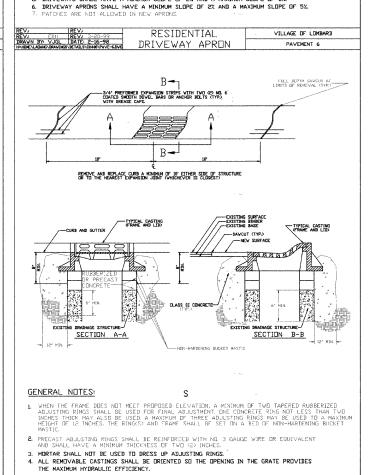


CURB AND GUTTER

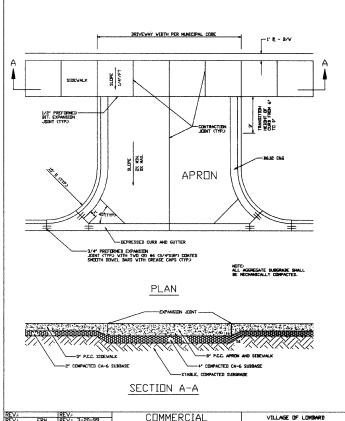


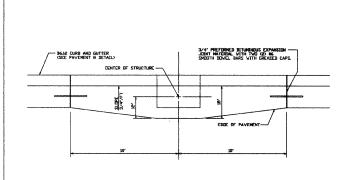
#### GENERAL NOTES:

- 1. APRONS SHALL NOT EXCEED 20 FEET IN VIDTH MEASURED AT THE RIGHT-OF-VAY LINE.
  2. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
  3. MINIMUM THICKNESS FUR APRONS 6\* P.C. CONCRETE IN 2\* COMPACTED AGGREGATE SUB-BASE CA-6 GRADATION). R3\* BITUMINDUS SURFACE IN 6\* COMPACTED AGGREGATE SUB-BASE CA-6 GRADATION).
- 4. SIDEWALK SHALL EXTEND THROUGH THE DRIVEWAY.
- 5. DRIVEWAYS SHALL HAVE A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 8%.



REV.) ERH REV.) 12-06-05
REV.) ERH REV.) 3-16-99
DRAVN BY: V.JGL DATE: 2-16-98
STRUCTURES IN THE CURB LINE





DRIVEWAY APRON

PAVEMENT 7

#### GENERAL NOTES:

VILLAGE OF LOMBARD

8 MADT2

STORM SEVER CASTING SHALL BE NEENAH R-3278-1, EAST JORDAN 7221, OR EQUIVALENT AS APPROVED BY THE VILLAGE ENGINEER.

STORM SEWER INLET VILLAGE OF LOMBARD CURB AND GUTTER

DESIGNED - TMS	REVISED -
DRAWN - KAR	REVISED - )
CHECKED - JJF	REVISED
DATE 030810	REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

VILLAGE OF LOMBARD

PAVEMENT 8

VILLAGE OF LOMBARD STANDARD DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2611	01-00142-00-RS	DuPAGE	25	18
* 100 - 1	C-91-	427-1	CONTRACT NO.	63456	
SCALE: HORIZ. 1"=20' / VERT. 1"=5' PROJECT NO: 090318 STA. TO STA.	FED. RO.	AD DIST. NO. 1 ILLINOIS FED. AI	PROJECT		

#### GENERAL NOTES:

REV.: ERH REV.: 01-06-09 REV.: ERH REV.: 3-14-99 DRAWN BY: VJGL DATE: 2-16-98

GENERAL NOTES

- PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
- CURRETE BLUCK CONSTRUCTION IS NOT PERMITED.

  2. PROTUDE GRANULAR BACKFILL ARDUND INLET TO SUBGRADE ELEVATION IN PAVED AREAS.
  MATERIAL SHALL MEET THE REQUIREMENTS OF IDDT "STANDARD SPECIFICATIONS FOR ROAD
  AND BRIDGE CONSTRUCTION" FOR CLARKE AGGREGATE (CASE GRADATION).
- 3. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT, DNE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED ID A MAXIMUM HEIGHT OF 12 INCHES. EACH RING AND THE FRAME SHALL BE SET IN A BED OF NON-PETGEMED MASTUTH NO. 3 GAUGE VIRE OR REQUIVALENT AND SHALL HAVE A MINIMUM HICKNESS OF TWO INCHES.
- AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.

  VITHIN NON-PAYED BACEAS, MORTAR SHALL DINLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSTIE OF THE RINGS AND/OR FRAME.

  6. IN PAYED AREAS, DRAIN HOLLES/VEEP HOLES SHALL BE COVERED VITH FILTER FABRIC. FILTER FABRIC SHALL BE COVERED TO THE OUTSIDE OF STRUCTURE PRIDE TO BACKFILL.
- 7. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

INLET TYPE A

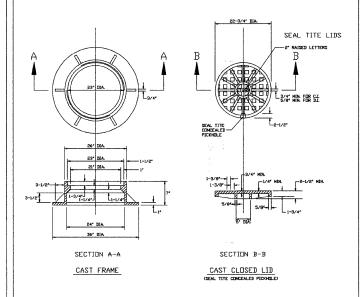
VILLAGE OF LOMBARD

TI2" HAX. RUBBERIZED OR PRECAS CONCRETE

-DRESS UP JUINTS WITH HYDRAULIC CEMENT (TYP.)

8. IF AN IDDT TYPE 8 GRATE CASTING IS CALLED OUT, THE FRAME SHALL BE SET IN A BED

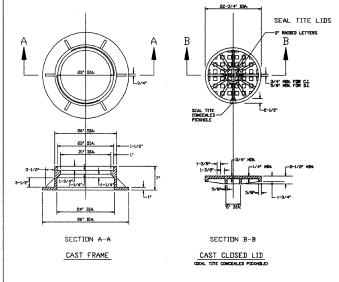
CASTING AS SPECIFIED



#### GENERAL NOTES

- DUCTILE IRON CASTING SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
   ALL FRAMES AND COVERS SHALL HAVE A MACHINED HORIZONTAL AND VERTICAL BEARING SUBFRACES. PICK HOLES IN THE COVER SHALL NOT BE OPEN.
   THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN.

- 4. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN IRON WORKS, INC. 1022-3 OR NEENAH FOUNDRY 1772-C FURNISHED WITH TYPE F CONCEALED PICK HOLES OR APPROVED EQUAL.
- 5. WATERPROOF, BOLTDOWN FRAME AND COVER SHALL BE USED IN ANY LOCATION SUBJECT TO INUNDATION. (NEENAH R-1916-F, EAST JORDAN 1022-3 WT VITH TYPE 5 CLOSED PICK HOLES OR APPROVED EQUAL).



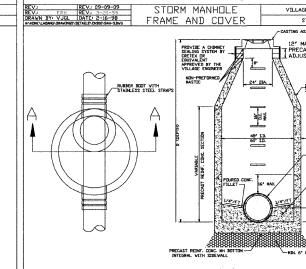
- DUCTILE IRON CASTING SHALL BE TESTED IN ACCORDANCE VITH FEDERAL SPECIFICATIONS.
   ALL FRAMES AND COVERS SHALL HAVE A MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. PICK HOLES IN THE COVER SHALL NOT BE DPEN.
   THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN.
- 4. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN IRON WORKS, INC. 1022-3 OR NEENAH FOUNDRY 1772-C FURNISHED WITH TYPE F CONCEALED PICK HOLES OR APPROVED EQUAL.

SANITARY MANHOLE

FRAME AND COVER

SEAL TITE LIDS

5. WATERPOOF, BULLDOWN FRAME AND COVER SHALL BE USED IN ANY LOCATION SUBJECT TO INJUNDATION. (NEEMAH R-1916-F, EAST JORDAN 1022-3 VT WITH TYPE 5 CLOSED PICK HOLES OR APPROVED EQUAL).

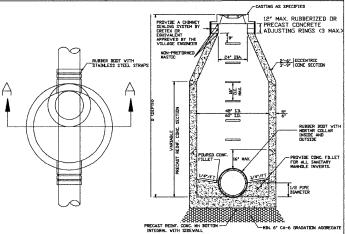


- 1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
- C. PROVIDED GRANUAR BACKFILL ARBOND CATCH BASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDDT "STANDARD SPECIFICATIONS FOR RODA AND BRIDGE CONSTRUCTION FOR COARSE AGGREGATE (S.4-6 GRADATION).

  3. WHEN THE FRAME DIES NOT MEET PROPOSED ELEVATION, A MINIMUM DE TWO TAPRED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL AUSTMENT DINC CONCEPTE RING NOT LESS THAN TWO INCHEST THICK MAY ALSO SE USED A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES EACH RING AND THE FRAME SHALL BE SET ON A BED OF NON-PREFORMED MASTIC.
- PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
- 5. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.
- 6. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
  7. IN PAYED AREA, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SCUPED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
  8. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

REV. ERH REV. 01-06-09
REV. ERH REV. 314-99
DRAVN BY. VJG. DATE 2-16-98
CATCH BASIN TYPE C

VILLAGE OF LOMBARD



#### PLAN GENERAL NOTES:

### SECTION A-A

- 1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
- PROVIDE SELECT GRANULAR BACKFILL ARDUND MANHOLE TO SUBGRADE ELEVATION IN PAVED AREAS.
  MATERIAL SHALL MEET THE REGUISEMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
  CONSTRUCTION" CDARSE AGGREGATE CA-6 GRADATION, OR AS OTHERVISE DIRECTED BY THE VILLAGE
  ENGINEER.
- APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR EZ STICK) TO EACH JOINT BELOW THE BOTTOM OF CONE OR FLATTOP TO PREVENT INFLOW.
- 4. WHEN THE FRAME DIDES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERTIZED ADJUSTING RIMSS SHALL BE USED FOR FINAL ADJUSTMENT. DIME CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED, A MAXMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXMUM HEIGHT OF 12 INCHES. EACH RING AND THE FRAME SHALL BE SET ON A BED OF NON-PREFORMED MASTIC.

- BE SEL IN A BELD OF NUM-PREFINANCE MASTIC.

  5. PRECAST ADJUSTING KINGS SHALL BE REINFORCED VITH NO. 3 GAUGE VIRE OR EQUIVALENT.

  6. MIRTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.

  7. ONLY PLASTIC POLYMER STEPS SHALL BE USED.

  8. WHEN MANHOLE DEPTH IS OVER 12 FEET, THE THICKNESS OF THE BASE SHALL BE A MINIMUM OF 10 INCHES. VHEN MANHOLE DEPTH IS LESS THAN 12 FEET, THE THICKNESS SHALL BE A MINIMUM OF 8 INCHES.

  9. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.

  9. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.

REV.: ERH REV.: 01-06-09 REV.: ERH REV.: 7-14-99 DRAWN BY: VJGL DATE: 2-16-98 SANITARY MANHOLE VILLAGE OF LOMBARD

L3/4" MIN FOR CI SECTION A-A SECTION B-B CAST FRAME CAST CLUSED LID

- DUCTILE IRON CASTING SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
- 2. ALL FRAMES AND COVERS SHALL HAVE A MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. PICK HOLES IN THE COVER SHALL NOT BE OPEN.
- 3. THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN
- 4. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN 1022-3 OR NEENAH
- FOUNDRY 1772-C DR APPROVED EQUAL.

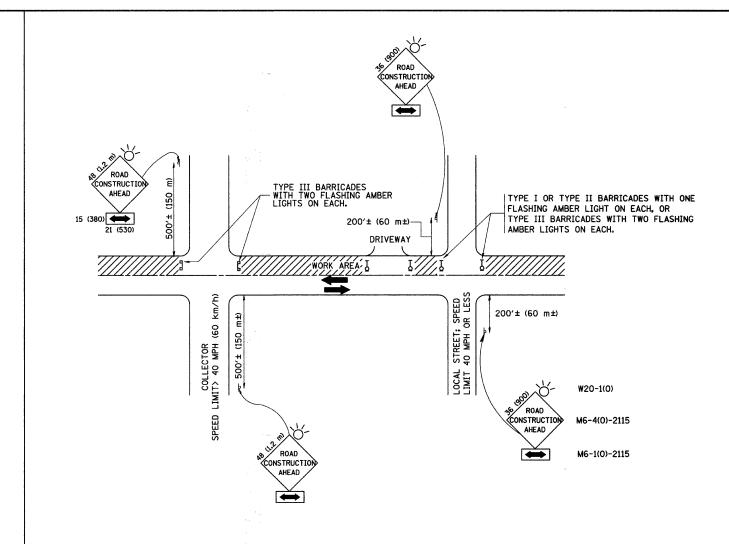
  5. WATERPROOF, BOLTDOWN FRAME AND COVER SHALL BE USED IN ANY LOCATION SUBJECT TO INUNDATION. CHEENAH R-1916-C, EAST JORDAN 1022-3 WT OR APPROVED EQUAL).

VALVE VAULT VILLAGE OF LOMBARD FRAME AND COVER WATER 5

RAWN - KAR REVISED -CHECKED - JUF REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY TOTAL SHEET NO. **VILLAGE OF LOMBARD STANDARD DETAILS** 01-00142-00-RS DuPAGE 25 19 ONTRACT NO. 63456 SCALE: HORIZ. 1"=20' / VERT. 1"=5' PROJECT NO: 090318 STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



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

#### NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ÉNGINEER:
- 0) ONE ROAD CONSTRUCTION AHEAD SIGN  $36\times36$  ( $900\times900$ ) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROLLE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

SCALE: NONE

 WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

#### B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

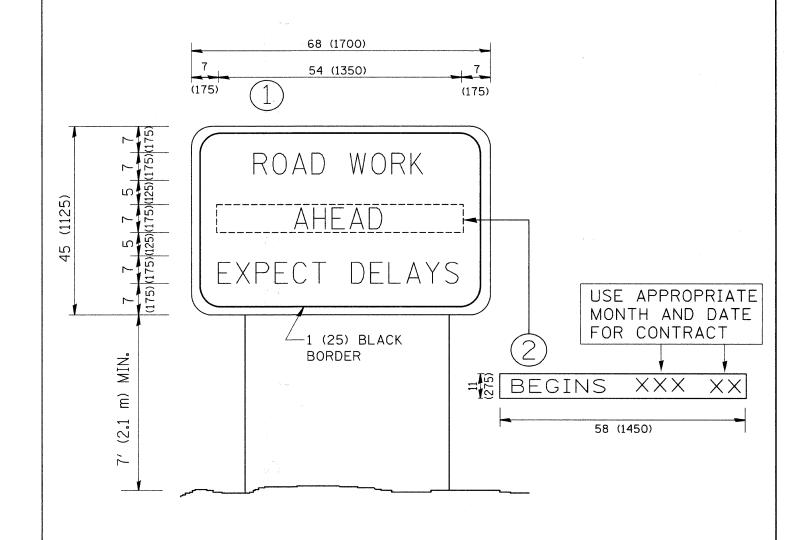
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = USER NAME = gaglianobt DESIGNED - LHA REVISED - J. OBERLE 10-18-95
Wikdastatd\22x34\to18.dgn
PLOT SCALE = 58.808 // IN. CHECKED - REVISED - A. HOUSEH 03-06-96
PLOT DATE = 1/4/2088 DATE - 06-89 REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

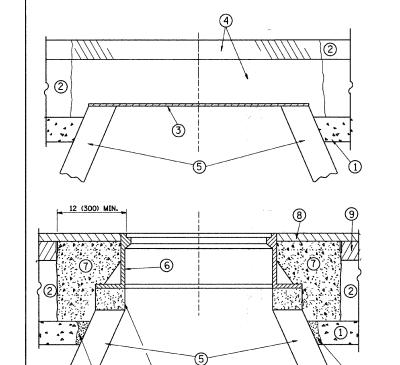


## NOTES:

- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL 2 SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- 6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
- 7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

	FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD	F.A.U.	SECTION	COUNTY	TOTAL	SHEET
- 1	Wr\dastatd\22x34\to22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS		2611	01-00142-00-RS	DuPAGE	25	21
i		PLOT SCALE = 50.000 '/ IN.	CHECKED : -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN		TC-22	CONTRACT	F NO. 6	3456
		PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. RC		FED. AID PROJECT		



PROPOSED

PROPOSED

SAND FILL

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAYEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

NOTES:

BRICK, MORTAR, OR CONC. ADJUSTING RINGS

6 FRAME AND LID (SEE NOTES)

LEGEND

CONSTRUCTION PROCEDURES

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE. B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE. C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 11/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE. B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

STAGE 1 (BEFORE PAVEMENT MILLING)

STAGE 2 (AFTER PAVEMENT MILLING)

- 3 36 (900) DIAMETER METAL PLATE

- CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
  - 8 PROPOSED HMA SURFACE COURSE
  - 9 PROPOSED HMA BINDER COURSE

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = USER NAME = gaglianobt DESIGNED - R. SHAH REVISED - R. SHAH 03-10-95 v:\d:ststd\22x34\bdØ8.dqr DRAWN REVISED - A. ABBAS 03-21-97 PLOT SCALE = 50.0000 '/ IN. CHECKED REVISED - R. WIEDEMAN 05-14-04 DATE - 10-25-94 REVISED - R. BORO 01-01-07

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

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

COUNTY TOTAL SHEET NO.

DuPAGE 25 22 F.A.u. SECTIO RTE. SECTIO 2611 01-00142-00-RS SECTION CONTRACT NO. 63456 BD600-03 (BD-8) CONTRA

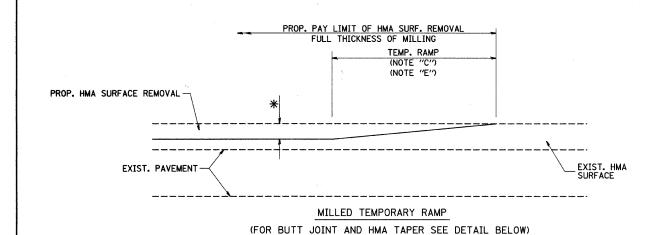
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT SHEET NO. 1 OF 1 SHEETS STA.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM. THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

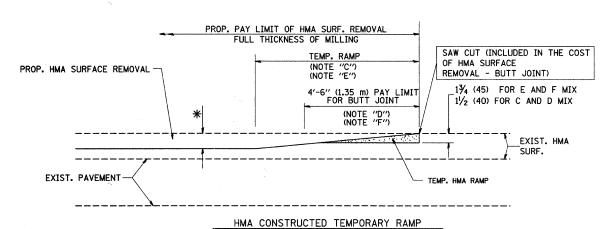
① SUB-BASE GRANULAR MATERIAL 2 EXISTING PAVEMENT

5 EXISTING STRUCTURE

LOCATION OF STRUCTURES:



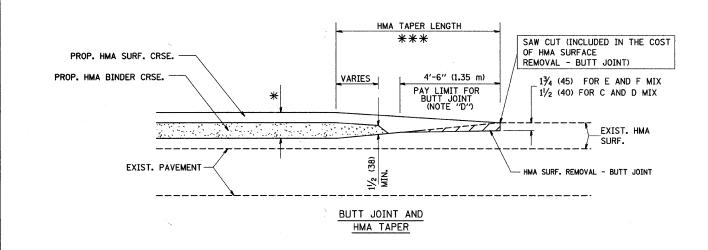
#### OPTION 1



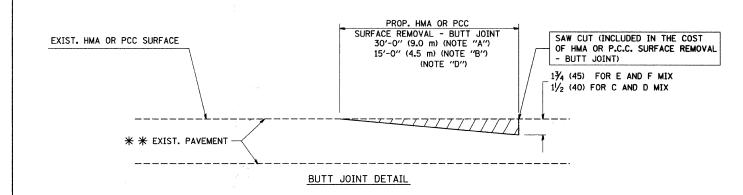
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

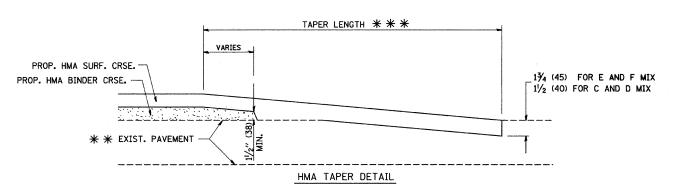
OPTION 2

#### TYPICAL TEMPORARY RAMP



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





## TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

#### NOTES

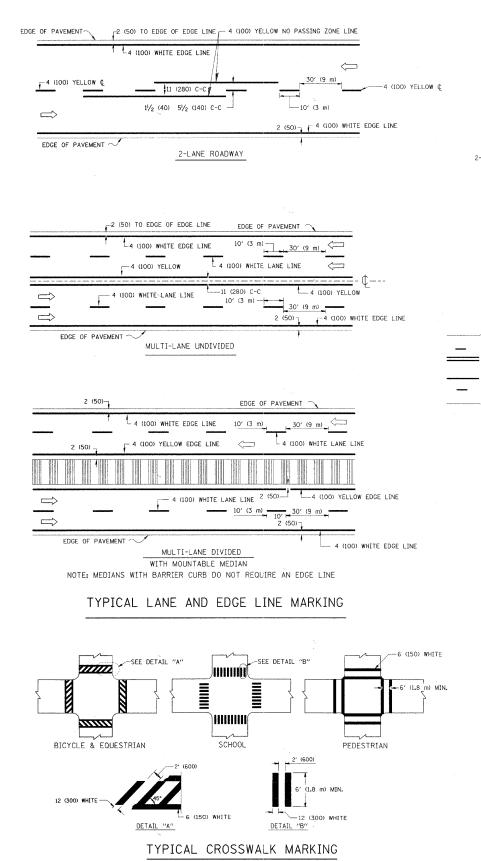
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0"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

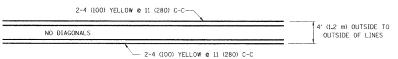
#### BASIS OF PAYMENT:

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

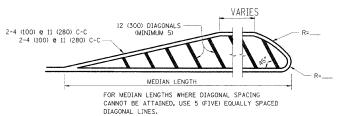
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

		* 1			·		
FILE NAME =	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94		BUTT JOINT AND	F.A.U. SECTION	COUNTY TOTAL SHEET
W:\distatd\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS		2611 01-00142-00-RS	DuPAGE 25 23
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	DEPARTMENT OF TRANSPORTATION	HMA TAPER DETAILS	BD400-05 BD32	CONTRACT NO. 63456
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED.	



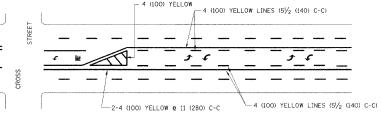


#### 4' (1.2 m) WIDE MEDIANS ONLY

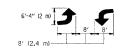


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

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

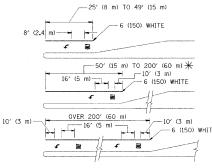


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

#### TYPICAL PAINTED MEDIAN MARKING

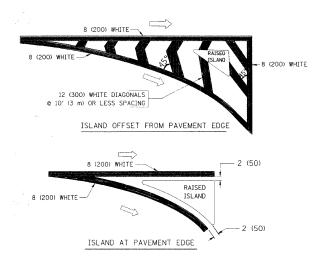


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  $\P$  AREA = 15.6 SO. FT. (1.5 m² )  $\ref{eq:m2}$  AREA = 20.8 SO. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

#### TYPICAL TURN LANE MARKING



#### TYPICAL ISLAND MARKING

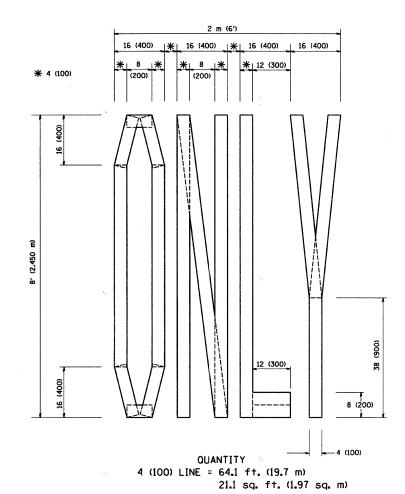
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW: EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EDUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (500) APART 2' (500) APART 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. TOTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 & 4 (100) WITH 12 (300) DIAGONALS	SOLID	YELLOW: TWO WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE
	@ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS		WHITE: ONE WAY TRAFFIC	SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 115' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) T0 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SO. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) & 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) T0 45MPH (70 km/h) 1150' (45 m) C-C (0VER 45MPH (70 km/h))

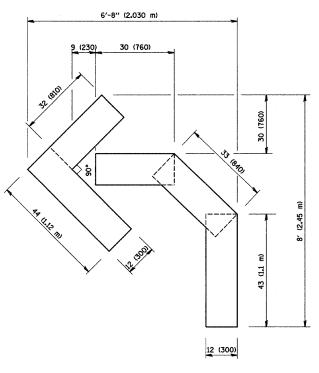
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = drzvakosgn	DESIGNED	-	EVERS	REVISED	-T.	RAMMACHER	10-27-94
c:\pw_work\pwidot\drivakosgn\d0108315\tc	13.dgn	DRAWN	-		REVISED	- C.	JUCIUS	09-09-09
	PLOT SCALE = 50.000 '/ IN.	CHECKED	-		REVISED	-		
	PLOT DATE = 9/9/2009	DATE		03-19-90	REVISED	-		

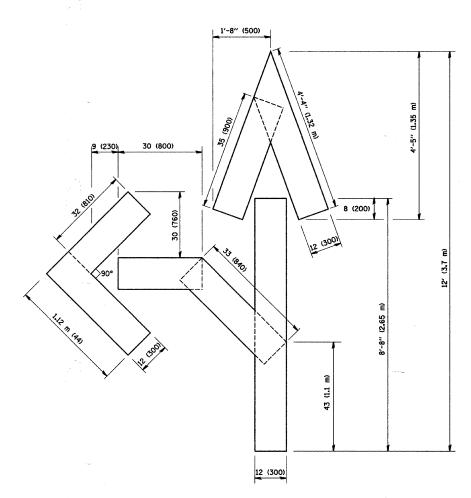
	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS	2611	01-00142-00-RS	DuPAGE	25	24
		TC-13	CONTRACT	NO. 63	3456
SCALE: NONE   SHEET NO. 1 OF 1 SHEETS   STA. TO STA.	FED. ROAD DIST, NO. 1 ILLINOIS FED. AID PROJECT				





QUANTITY 4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.39 sq. m)

SCALE: NONE



OUANTITY 4 (100) LINE = 82.5 ft. (25.3 m) 27.5 sq. ft. (2.53 sq. m)

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

PAVEMENT MARKING LETTERS AND SYMBOLS		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FOR TRAFFIC STAGING	2611	01-00142-00-RS	DuPAGE	25	25
TON INATTIC STAGING		TC-16	CONTRACT NO. 63456		
SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. RO				