07-29-2016 LETTING ITEM 093

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	1
	M-4003(531) ILLINOIS	CONTRACT NO. 61C98		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF PLAINFIELD

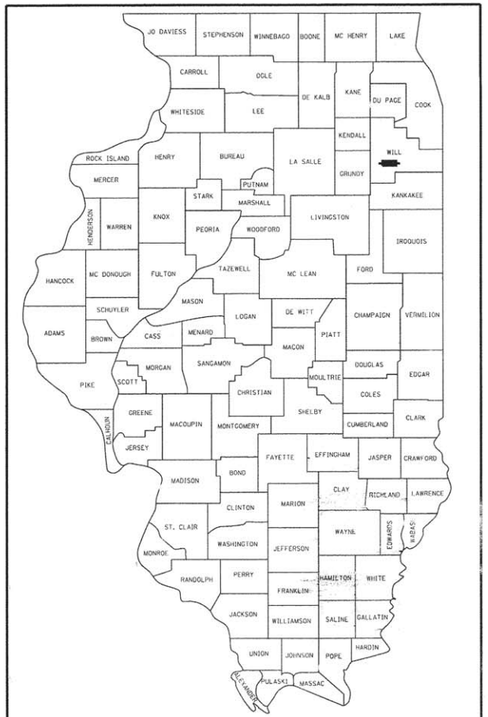
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 503 (127TH STREET): HEGGS ROAD TO WEST OF US 30
ROADWAY WIDENING & RECONSTRUCTION
SECTION: 15–00061–00–WR
PROJECT: M–4003(531)
VILLAGE OF PLAINFIELD
WILL COUNTY
JOB NO. C–91–370–15



LOCATION OF SECTION INDICATED THUS:–

TRAFFIC DATA

127TH STREET - MAJOR COLLECTOR

POSTED SPEED LIMIT = 45 MPH

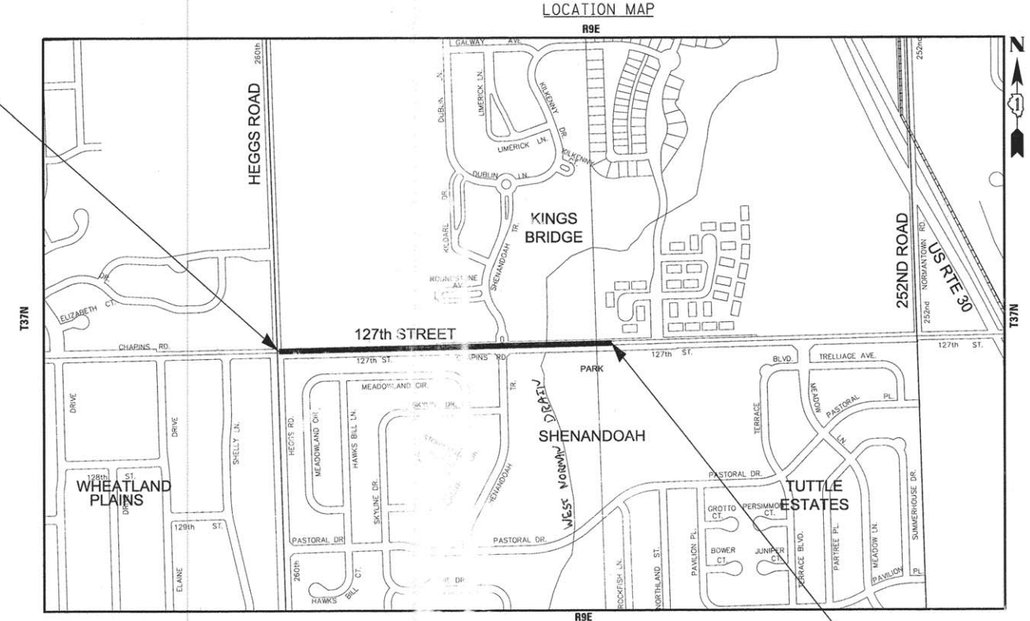
DESIGN SPEED LIMIT = 45 MPH

2014 ADT = 5,952 VPD

2040 NADT = 9,960 VPD

127TH STREET IMPROVEMENT BEGINS STA. 16 + 69.00

LOCATION MAP



SECTION 29, 30, 31 & 32, T37N, R9E, OF THE THIRD PRINCIPAL MERIDIAN

WHEATLAND TOWNSHIP

GROSS LENGTH = 3,631 FT. = 0.688 MILE

NET LENGTH = 3,631 FT = 0.688 MILE

127TH STREET IMPROVEMENT ENDS STA. 53 + 00.00

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
50' 100' — 1" = 50'
60' 100' — 1" = 40'
50' 100' — 1" = 30'
50' 100' — 1" = ?

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

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. X0960571

Call Before You Dig

JULIE ILLINOIS ONE-CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = WILL
TOWNSHIP = PLAINFIELD-WHEATLAND
SEC. 1/4 SEC. NO. = SEC 29 SW 1/4 SEC 30 SE & SW, SEC 31 NE & NW 1/4, SEC 32 NW 1/4
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61C98

BAXTER & WOODMAN Consulting Engineers

ADAM D. JAMES 062-054506 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS — 4-29-16
PROJECT MANAGER "LICENSE EXPIRES 11-30-17"

BRANDON L. BUZZELL 081-006358 LICENSED STRUCTURAL ENGINEER OF ILLINOIS — 4/29/16
STRUCTURAL ENGINEER "LICENSE EXPIRES 11-30-16"

GARY S. WALL 062-048406 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS — 4-29-16
ELECTRICAL ENGINEER "LICENSE EXPIRES 11-30-17"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 4-29-16
VILLAGE OF PLAINFIELD

PASSED 6-1-16
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW 6/1/16
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 140983 DATE: 04-29-16

PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, PE (847-705-4406), SCHAUMBURG, IL

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
604001-04	FRAME AND LIDS TYPE 1
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-03	HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
878001-10	CONCRETE FOUNDATION DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 7 3/4" (IN TWO LIFTS)	4% @ 50 GYR
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50 - 3/4"	4% @ 50 GYR
PATCHING	
CLASS D PATCH (HMA BINDER IL-19mm), 6"	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.) N50; PE - 6", CE - 8" (IN TWO LIFTS)	4% @ 50 GYR
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 3"	4% @ 50 GYR

NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING.
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTTIES IS 112 LB/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE 'SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND HIGHWAY STANDARDS
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Index.dgn		SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	2
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".

2. THE LOCATIONS OF PUBLIC UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE OWNER AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS.

3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF PLAINFIELD PUBLIC WORKS DEPARTMENT AT 1-815-436-3577 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.

4. THE CONTRACTOR SHALL SUBMIT PARTIAL WAIVERS OF LIEN FROM ALL SUBCONTRACTORS AND SUPPLIERS WITH EACH PARTIAL PAYMENT ESTIMATE AND CONTRACTOR'S AFFIDAVIT FOR SUBCONTRACTORS AND SUPPLIERS WITH SECOND PAYMENT REQUEST FOR THE PREVIOUS PAYMENT ESTIMATES AND THEN WITH ALL SUBSEQUENT PAYMENT ESTIMATES.

5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.

6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.

7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE ENGINEER TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

8. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS ¾" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.

9. A ½-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.

10. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.

11. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.

12. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE COMPOSITE 24"X48" MINIMUM NOMINAL SIZE PANEL AS MANUFACTURED BY ARMOR-TILE, ADA SOLUTIONS, INC., OR TUFTILE. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE CONTRASTING PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

13. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS.

14. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE ½-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTIONS.

15. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.

16. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.

17. ALL EXISTING POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

18. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.

19. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."

20. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.

21. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 ½ INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.

22. ALL OPEN HOLE, BROKEN PAVEMENT AND TRENCHES RESULTING FROM STRUCTURE ADJUSTMENTS, OR CURB REPAIRS WORK SHALL BE BACKFILLED TO GRADE BY THE END OF THE DAY.

23. 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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

25. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.

26. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.

27. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.

28. ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL CHARGE.

29. FRAMES, LIDS, GRATES, VALVES, FIRE HYDRANTS, ETC WHICH ARE TO BE ABANDONED OR REPLACED IN THIS PROJECT SHALL BE SALVAGED AND REMAIN PROPERTY OF THE VILLAGE OF PLAINFIELD. THE CONTRACTOR SHALL COORDINATE DELIVERY OR PICK UP OF THESE ITEMS WITH THE ENGINEER.

30. AN IEPA FORM LPC-662 HAS BEEN PROVIDED BY THE VILLAGE AND IS INCLUDED IN THE SPECIAL PROVISIONS.

31. THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 72 HOURS IN ADVANCE OF BEGINNING WORK.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_GenNotes.dgn		SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	3
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
*	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	90	90	
*	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18	
	20101000	TEMPORARY FENCE	FOOT	550	550	
	20101100	TREE TRUNK PROTECTION	EACH	15	15	
*	20101200	TREE ROOT PRUNING	EACH	5	5	
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	3	3	
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3	3	
	20200100	EARTH EXCAVATION	CU YD	7,892	7,892	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	9,748	9,748	
	20300100	CHANNEL EXCAVATION	CU YD	95	95	
	20400800	FURNISHED EXCAVATION	CU YD	8,257	8,257	
	20800150	TRENCH BACKFILL	CU YD	1,074	1,074	
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2,861	2,861	
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1,758	1,758	
*	25000210	SEEDING, CLASS 2A	ACRE	3	3	

* INDICATES SPECIALTY ITEM # CONSTRUCTION TYPE CODE 0042
SP INDICATES ITEMS COVERED BY SPECIAL PROVISIONS

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
*	25000312	SEEDING, CLASS 4A	ACRE	0.25	0.25	
*	25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25	
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	278	278	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	278	278	
*	25100115	MULCH, METHOD 2	ACRE	7	7	
*	25100630	EROSION CONTROL BLANKET	SQ YD	16,197	16,197	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	3,400	3,400	
	28000305	TEMPORARY DITCH CHECKS	FOOT	220	220	
	28000400	PERIMETER EROSION BARRIER	FOOT	3,686	3,686	
	28000500	INLET AND PIPE PROTECTION	EACH	24	24	
	28000510	INLET FILTERS	EACH	58	58	
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	16,197	16,197	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	128	128	
	28200200	FILTER FABRIC	SQ YD	128	128	
SP	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	955	955	

* INDICATES SPECIALTY ITEM # CONSTRUCTION TYPE CODE 0042
SP INDICATES ITEMS COVERED BY SPECIAL PROVISIONS

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_SOQ.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	4
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
SP	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	15,413	15,413	
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1,084	1,084	
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	3,918	3,918	
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3	
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	59	59	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	60	60	
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	732	732	
	40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	45,145	45,145	
	40701876	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 3/4"	SQ YD	13,471	13,471	
	42001300	PROTECTIVE COAT	SQ YD	2,087	2,087	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,635	7,635	
	42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	125	125	
	42400800	DETECTABLE WARNINGS	SQ FT	120	120	
	44000100	PAVEMENT REMOVAL	SQ YD	9,538	9,538	
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	1,373	1,373	

* INDICATES SPECIALTY ITEM # CONSTRUCTION TYPE CODE 0042
SP INDICATES ITEMS COVERED BY SPECIAL PROVISIONS

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	455	455	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	394	394	
	44000600	SIDEWALK REMOVAL	SQ FT	168	168	
	44201690	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	17	17	
	44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	45	45	
	44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	30	30	
	44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	51	51	
	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	218	218	
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	75	75	
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	69	69	
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	6	6	
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
	50105220	PIPE CULVERT REMOVAL	FOOT	502	502	
SP	50300285	FORM LINER TEXTURED SURFACE	SQ FT	118		118
	50300300	PROTECTIVE COAT	SQ YD	27	27	

* INDICATES SPECIALTY ITEM # CONSTRUCTION TYPE CODE 0042
SP INDICATES ITEMS COVERED BY SPECIAL PROVISIONS

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_S00.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	5
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	30,620	30,620	
*	50900805	PEDESTRIAN RAILING	FOOT	61	61	
	50901750	PARAPET RAILING	FOOT	38	38	
	54003000	CONCRETE BOX CULVERTS	CU YD	193.2	193.2	
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	275	275	
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	86	86	
	550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	300	300	
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	772	772	
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	171	171	
	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	79	79	
	550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	522	522	
* SP	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	11	11	
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	1.3	1.3	
	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	440	440	
	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	11	11	

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	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	6	6	
	60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	13	13	
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	
	60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	3	3	
	60222000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	9	9	
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	4	4	
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	10	10	
	60255500	MANHOLES TO BE ADJUSTED	EACH	4	4	
	60259100	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	7	7	
	60260100	INLETS TO BE ADJUSTED	EACH	3	3	
*	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	4	4	
* SP	60266600	VALVE BOXES TO BE ADJUSTED	EACH	11	11	
	67100100	MOBILIZATION	L SUM	1	1	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	6
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(531)

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	4,560	4,560	
	70300220	TEMPORARY PAVEMENT MARKING- LINE 4"	FOOT	13,806	13,806	
	72000100	SIGN PANEL - TYPE 1	SQ FT	109	109	
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9	
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	4	4	
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	33	33	
	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	3	3	
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	150	150	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,054	12,054	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,362	1,362	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,144	1,144	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	136	136	
* SP	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	
*	81028190	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1 1/2" DIA.	FOOT	140	140	

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*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	315	315	
* SP	81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	2	2	
*	81603010	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	80	80	
*	81603035	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	2,035	2,035	
* SP	81603100	UNIT DUCT, 600V, 4-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	3,500	3,500	
*	81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.2	FOOT	771	771	
* SP	83001200	LIGHT POLE, ALUMINUM, 35 FT. M.H., 6 FT. DAVIT ARM	EACH	19	19	
* SP	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	152	152	
SP	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	96	96	
SP	Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	106	106	
SP	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
SP	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	312	312	
* SP	Z0033058	POST MOUNTED FLASHING BEACON INSTALLATION (SPECIAL)	EACH	2	2	
SP	Z0062456	TEMPORARY PAVEMENT	SQ YD	1,293	1,293	
# SP	Z0076600	TRAINEES	HOUR	500	500	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	7
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(531)

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
# SP	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
*	A2000118	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED	EACH	11	11	
*	A2004724	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	EACH	12	12	
*	B2001124	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	12	12	
*	B2001624	TREE, CRATAEGUS CRUSGALLI INERMIS (THORN LESS COCKSPUR HAWTHORN), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	11	11	
SP	X0322936	REMOVE EXISTING FLARED END SECTION	EACH	2	2	
SP	X0326671	CONCRETE SURFACE COLOR TREATMENT	SQ FT	118		118
* SP	X1400094	LUMINAIRE, LED, HORIZONTAL MOUNT, LOW WATTAGE	EACH	19	19	
SP	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	2	2	
SP	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100	
SP	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1	
SP	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1	1	
SP	X4023000	TEMPORARY ACCESS (ROAD)	EACH	2	2	
SP	X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	1	1	
SP	X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1,293	1,293	

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	CODE NO.	ITEM	UNIT	TOTAL	CONSTRUCTION CODE: 80% FED 20% LOCAL ROADWAY 0004 URBAN	CONSTRUCTION CODE: 100% VILLAGE NON-PARTICIPATING URBAN
* SP	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	3	3	
SP	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	1	
SP	X6061005	CONCRETE CURB, TYPE B (SPECIAL)	FOOT	68	68	
SP	X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	6,858	6,858	
SP	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
* SP	X8040400	ELECTRIC UTILITY SERVICE CONNECTION	EACH	1	1	
SP	XX003168	WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL	FOOT	9,580	9,580	
* SP	XX006826	REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM	FOOT	75	75	

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SP INDICATES ITEMS COVERED BY SPECIAL PROVISIONS

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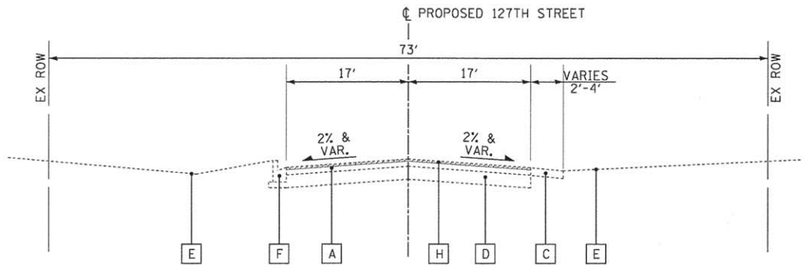
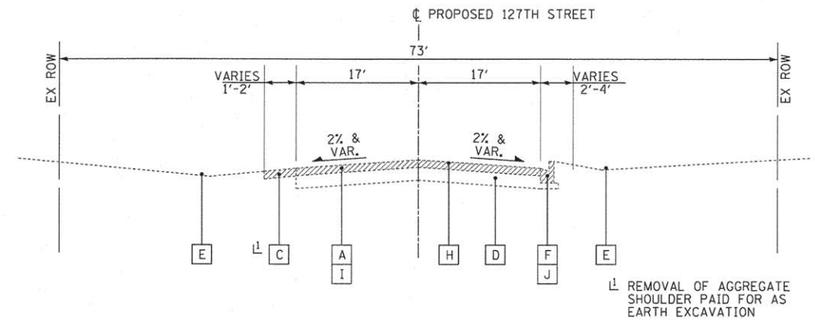
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	8
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



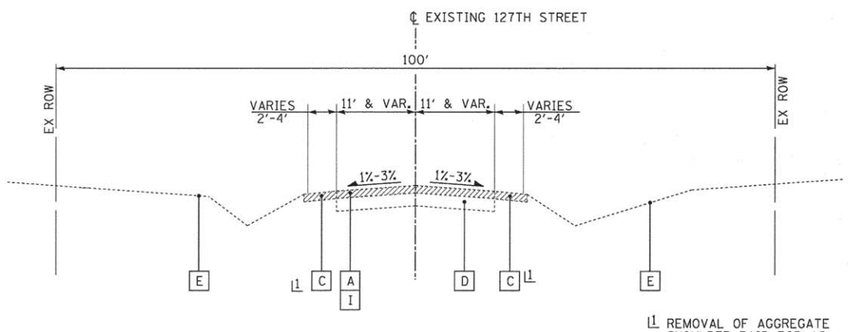
EXISTING TYPICAL SECTION
127TH STREET

STA 16+69 TO STA 17+43



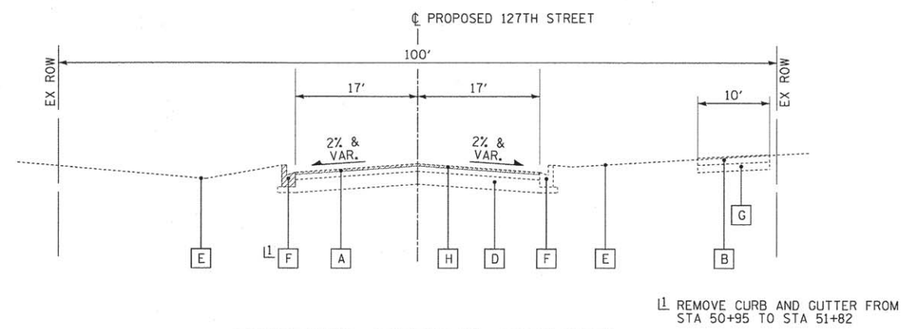
EXISTING TYPICAL SECTION
127TH STREET

STA 50+37 TO STA 50+95



EXISTING TYPICAL SECTION
127TH STREET

STA 17+43 TO STA 50+37



EXISTING TYPICAL SECTION
127TH STREET

STA 50+95 TO STA 53+00

EXISTING LEGEND

- [A] HOT-MIX ASPHALT PAVEMENT (6" AVG)
- [B] HMA SHARED USE PATH
- [C] AGGREGATE SHOULDER
- [D] AGGREGATE SUBGRADE (18"-24")
- [E] GROUND
- [F] CURB AND GUTTER
- [G] AGGREGATE BASE COURSE
- [H] HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- [I] PAVEMENT REMOVAL
- [J] COMBINATION CONCRTE CURB & GUTTER REMOVAL
- [K] TOPSOIL REMOVAL
- ITEM TO BE REMOVED

EXISTING TYPICAL SECTION NOTES:

1. THE PAVEMENT AND BASE COURSE THICKNESS WERE TAKEN FROM THE "GEOTECHNICAL REPORT" PREPARED BY TESTING SERVICE CORPORATION DATED APRIL 21, 2003.

SOILS REPORT PAVEMENT CORE RESULTS:

STA 25+29.55 HMA PAVEMENT THICKNESS = 5.9 INCHES
STA 38+79.55 HMA PAVEMENT THICKNESS = 6.1 INCHES

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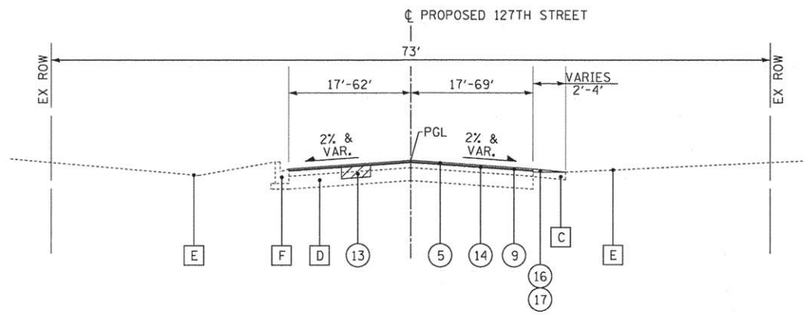
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

SCALE: NONE STA. TO STA.

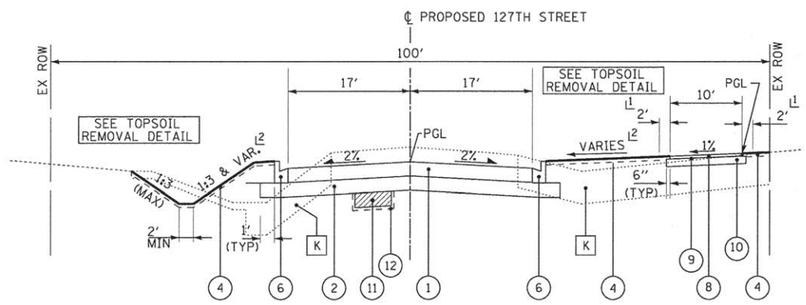
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	9
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



PROPOSED TYPICAL SECTION
127TH STREET

STA 16+69 TO STA 17+43



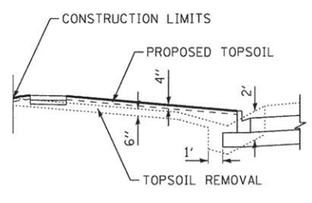
PROPOSED TYPICAL SECTION
127TH STREET

STA 17+43 TO STA 30+52
STA 43+75 TO STA 50+95

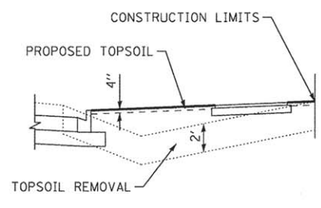
[1] TURF SHOULDER (4% MAX. SLOPE)

[2] SEE CROSS SECTIONS FOR DETAILED GRADING

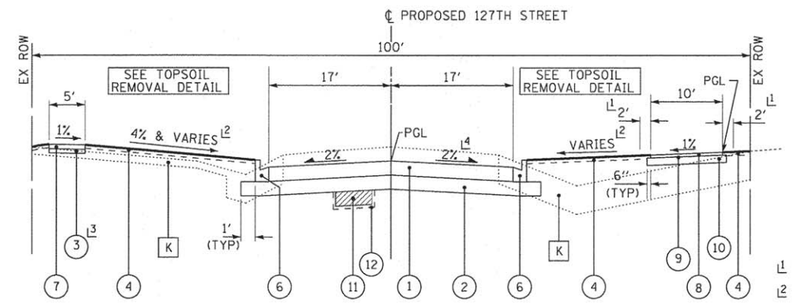
TOPSOIL REMOVAL DETAIL



STA 17+43 TO STA 50+95 - LT
STA 38+00 TO STA 41+50 - RT
(OMIT BOX CULVERT SECTION)



STA 17+43 TO STA 38+00 - RT
STA 41+50 TO STA 50+95 - RT



PROPOSED TYPICAL SECTION
127TH STREET

STA 30+52 TO STA 43+75
(OMIT BOX CULVERT STA 39+49 TO STA 39+69)

[1] TURF SHOULDER (4% MAX. SLOPE)

[2] SEE CROSS SECTIONS FOR DETAILED GRADING

[3] CONSTRUCT PCC SIDEWALK, 6 INCH FROM STA 30+70 TO STA 30+95

[4]

STATION	CROSS SLOPE (RT)
34+75	-2.00%
	(TRANSITION)
35+25	-2.50%
36+60	-2.50%
	(TRANSITION)
37+15	-2.00%

EXISTING LEGEND

- A HOT-MIX ASPHALT PAVEMENT (6" AVG)
- B HMA SHARED USE PATH
- C AGGREGATE SHOULDER
- D AGGREGATE SUBGRADE (18"-24")
- E GROUND
- F CURB AND GUTTER
- G AGGREGATE BASE COURSE
- H HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- I PAVEMENT REMOVAL
- J COMBINATION CONCRTE CURB & GUTTER REMOVAL
- K TOPSOIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

1. FULL DEPTH PAVEMENT:
   HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 7 3/4"
2. AGGREGATE SUBGRADE IMPROVEMENT, 12"
3. AGGREGATE BASE COURSE, TYPE B, 4"
4. TOPSOIL EXCAVATION AND PLACEMENT
   SEEDING, CLASS 2A; SEEDING, CLASS 4A; OR SEEDING, CLASS 4B
5. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B.6-12 (SPECIAL)
7. PCC SIDEWALK, 5-INCH
8. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3"
9. BITUMINOUS MATERIALS (TACK COAT)
10. AGGREGATE BASE COURSE, TYPE B, 8"
11. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
    ** AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
12. GEOTECHNICAL FABRIC FOR GROUND STABILZATION
13. CLASS D PATCHES, TYPE 1-IV 6-INCH
14. LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
15. FURNISHED EXCAVATION
16. AGGREGATE WEDGE SHOULDER, TYPE B
17. GRADING AND SHAPING SHOULDERS

NOTES:

1. **AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTALBE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE BACK OF CURB AND GUTTER AND COME UP AT A 1:1 SLOPE TO AGGREGATE SUBGRADE IMPROVEMENT 12". THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASI AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.
2. PIPE UNDERDRAINS, TYPE 2, 4" SHALL BE PLACED TO DRAIN THE LOW AREAS OF THE ROAD AND AT THE BASE OF UNDERCUTS AREAS REPLACED BY AGGREGATE SUBGRADE IMPROVEMENT. TRANSVERSE UNDERDRAINS SHALL BE PLACED IN THE LOW POINTS WHERE THE ROAD WILL BE RECONSTRUCTRED AND CONNECTED TO NEAREST DRAINAGE STRUCTURE. PIPE UNDERDRAINS, TYPE 2, 4" SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST STANDARD SPECIFICATIONS.
3. SEE PLAN AND PROFILE SHEETS FOR LIMITS OF PROPOSED RESURFACING.
4. SEE SHEET NO. 2 FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
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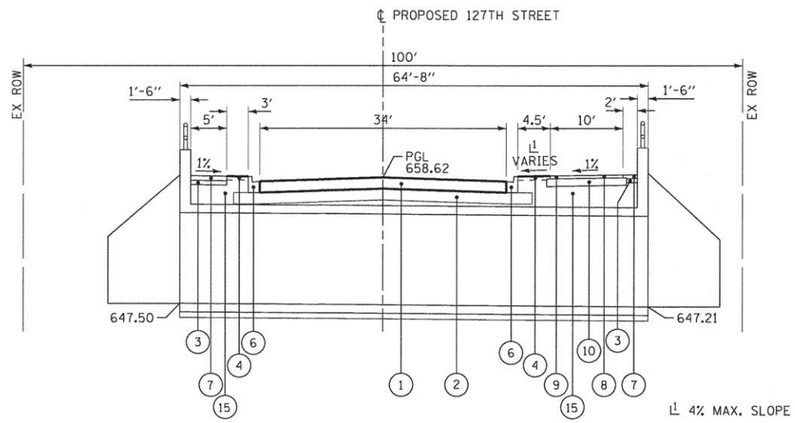
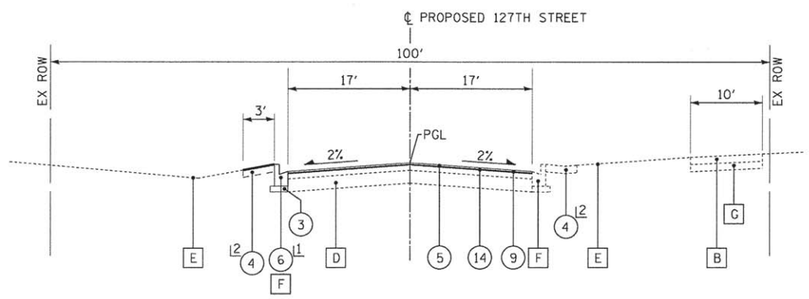
503	15-00061-00-WR	WILL	88	10
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



PROPOSED TYPICAL SECTION AT BOX CULVERT
127TH STREET

STA 39+49 TO STA 39+69



PROPOSED TYPICAL SECTION
127TH STREET

STA 50+95 TO 53+00

L1 REPLACE CURB AND GUTTER FROM STA 50+95 TO STA 51+82

L2 REPLACE TOPSOIL AND SEED FROM STA 50+95 TO STA 51+82

EXISTING LEGEND

- A HOT-MIX ASPHALT PAVEMENT (6" AVG)
- B HMA SHARED USE PATH
- C AGGREGATE SHOULDER
- D AGGREGATE SUBGRADE (18"-24")
- E GROUND
- F CURB AND GUTTER
- G AGGREGATE BASE COURSE
- H HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- I PAVEMENT REMOVAL
- J COMBINATION CONCRTE CURB & GUTTER REMOVAL
- K TOPSOIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

1. FULL DEPTH PAVEMENT:
   HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 7 3/4"
2. AGGREGATE SUBGRADE IMPROVEMENT, 12"
3. AGGREGATE BASE COURSE, TYPE B, 4"
4. TOPSOIL EXCAVATION AND PLACEMENT
   SEEDING, CLASS 2A; SEEDING, CLASS 4A; OR SEEDING, CLASS 4B
5. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
6. COMBINATION CONCRETE CURB AND GUTTER, TYPE B.6-12 (SPECIAL)
7. PCC SIDEWALK, 5-INCH
8. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 3"
9. BITUMINOUS MATERIALS (TACK COAT)
10. AGGREGATE BASE COURSE, TYPE B, 8"
11. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
    ** AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
12. GEOTECHNICAL FABRIC FOR GROUND STABILZATION
13. CLASS D PATCHES, TYPE 1-IV 6-INCH
14. LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
15. FURNISHED EXCAVATION
16. AGGREGATE WEDGE SHOULDER, TYPE B
17. GRADING AND SHAPING SHOULDERS

NOTES:

1. **AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTALBE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE BACK OF CURB AND GUTTER AND COME UP AT A 1:1 SLOPE TO AGGREGATE SUBGRADE IMPROVEMENT 12". THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASI AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.
2. PIPE UNDERDRAINS, TYPE 2, 4" SHALL BE PLACED TO DRAIN THE LOW AREAS OF THE ROAD AND AT THE BASE OF UNDERCUTS AREAS REPLACED BY AGGREGATE SUBGRADE IMPROVEMENT. TRANSVERSE UNDERDRAINS SHALL BE PLACED IN THE LOW POINTS WHERE THE ROAD WILL BE RECONSTRUCTRED AND CONNECTED TO NEAREST DRAINAGE STRUCTURE. PIPE UNDERDRAINS, TYPE 2, 4" SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST STANDARD SPECIFICATIONS.
3. SEE PLAN AND PROFILE SHEETS FOR LIMITS OF PROPOSED RESURFACING.
4. SEE SHEET NO. 2 FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS.

STRUCTURAL DESIGN DATA

STREET	STRUCUTRAL DESIGN TRAFFIC 2027			STREET CLASS	TRAFFIC FACTOR	SSR	TEMP	STRAIN	AC	EAC	REQ'D HMA THICKNESS	MECHANISTIC PAVEMENT DESIGN
	PV	SU	MU									
127TH STREET	7,392	154	154	II	0.78	POOR	78.0°	116	PG-22	596	9.75 IN	2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 7 3/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 12" AGGREGATE SUBGRADE IMPROVEMENT

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_TypSec.dgn		SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	11
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

EARTHWORK

LOCATION STA TO STA		1 TOPSOIL EXCAVATION (CU YD)	2 TOPSOIL EXCAVATION FOR PLACEMENT (15% SHRINKAGE) (CU YD)	3 21101505 TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	4 TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	5 30300001 AGGREGATE SUBGRADE IMPROVEMENT (CU YD)	6 UNSUITABLE EXCAVATION (TOPSOIL) (CU YD)	7 20201200 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	8 20200100 EARTH EXCAVATION (CU YD)	9 20300100 CHANNEL EXCAVATION (CU YD)	10 UTILITY EXCAVATION (CU YD)	11 EXCESS STRUCTURE EXCAVATION (CU YD)	12 TOTAL SUITABLE EXCAVATION (CU YD)	13 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CU YD)	14 EMBANKMENT (CU YD)	15 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
127TH STREET		**12,246**	**10,412**	**1,633**	**+8,780**	**955**	**8,794**	**9,748**	**7,246**	**-**	**1,074**	**-**	**8,320**	**7,075**	**15,881**	**(-8,806)**
16+41.00	17+18.00	-	-	13.8	(-13.8)	-	-	-	-	-	-	-	-	-	-	-
17+43.00	17+50.00	18.6	15.9	2.6	+13.3	2.0	13.3	15.3	36.8	-	-	-	36.8	31.3	2.4	+29
17+50.00	18+00.00	158.5	134.8	20.0	+114.8	14.3	114.8	129.1	175.4	-	-	-	175.4	149.1	124.3	+25
18+00.00	18+50.00	182.7	155.4	20.1	+135.3	14.3	135.3	149.7	91.0	-	-	-	91.0	77.4	225.7	(-148)
18+50.00	19+00.00	184.7	157.0	19.6	+137.4	14.3	137.4	151.7	98.7	-	-	-	98.7	83.9	218.8	(-135)
19+00.00	19+50.00	192.0	163.2	20.8	+142.4	14.3	142.4	156.7	99.6	-	-	-	99.6	84.7	230.2	(-145)
19+50.00	20+00.00	196.8	167.3	21.2	+146.1	14.3	146.1	160.5	93.1	-	-	-	93.1	79.2	250.1	(-171)
20+00.00	20+50.00	197.9	168.3	21.7	+146.6	14.3	146.6	161.0	89.5	-	16.9	-	106.4	90.5	263.5	(-173)
20+50.00	21+00.00	198.4	168.6	21.5	+147.1	14.3	147.1	161.4	90.8	-	-	-	90.8	77.2	266.8	(-190)
21+00.00	21+50.00	197.5	167.9	21.2	+146.7	14.3	146.7	161.0	95.6	-	-	-	95.6	81.3	263.0	(-182)
21+50.00	22+00.00	196.8	167.4	21.1	+146.3	14.3	146.3	160.6	102.2	-	15.6	-	117.8	100.2	255.8	(-156)
22+00.00	22+50.00	196.5	167.1	21.2	+145.9	14.3	145.9	160.3	108.1	-	-	-	108.1	91.9	249.1	(-157)
22+50.00	23+00.00	195.7	166.4	21.2	+145.2	14.3	145.2	159.6	116.0	-	-	-	116.0	98.7	248.8	(-150)
23+00.00	23+50.00	193.8	164.8	21.2	+143.6	14.3	143.6	157.9	124.9	-	-	-	124.9	106.2	241.6	(-135)
23+50.00	24+00.00	196.4	167.0	20.9	+146.1	14.3	146.1	160.4	123.0	-	16.6	-	139.6	118.7	222.8	(-104)
24+00.00	24+50.00	201.7	171.5	20.6	+150.9	14.3	150.9	165.2	117.2	-	-	-	117.2	99.7	209.4	(-110)
24+50.00	25+00.00	201.9	171.7	21.1	+150.6	14.3	150.6	164.9	120.1	-	11.7	-	131.8	112.0	214.8	(-103)
25+00.00	25+50.00	197.0	167.5	21.3	+146.2	14.3	146.2	160.5	127.0	-	-	-	127.0	108.0	224.2	(-116)
25+50.00	26+00.00	193.8	164.8	20.9	+143.9	14.3	143.9	158.2	128.7	-	-	-	128.7	109.5	225.5	(-116)
26+00.00	26+50.00	195.6	166.3	21.1	+145.2	14.3	145.2	159.6	125.4	-	-	-	125.4	106.6	231.9	(-125)
26+50.00	27+00.00	186.6	158.6	20.9	+137.7	14.3	137.7	152.0	124.6	-	16.4	-	141.0	119.9	232.8	(-113)
27+00.00	27+50.00	177.5	151.0	20.3	+130.7	14.3	130.7	145.0	123.1	-	-	-	123.1	104.6	226.9	(-122)
27+50.00	28+00.00	177.6	151.0	19.8	+131.2	14.3	131.2	145.5	121.4	-	11.9	-	133.3	113.3	222.4	(-109)
28+00.00	28+50.00	180.3	153.3	19.7	+133.6	14.3	133.6	147.9	126.5	-	-	-	126.5	107.5	221.3	(-114)
28+50.00	29+00.00	182.2	154.9	20.2	+134.7	14.3	134.7	149.0	137.2	-	12.6	-	149.8	127.4	218.1	(-91)
29+00.00	29+50.00	180.0	153.0	20.5	+132.5	14.3	132.5	146.9	148.0	-	-	-	148.0	125.8	205.6	(-80)
29+50.00	30+00.00	181.5	154.3	20.6	+133.7	14.3	133.7	148.0	150.6	-	-	-	150.6	128.1	193.5	(-65)
30+00.00	30+50.00	187.4	159.3	20.8	+138.5	14.3	138.5	152.9	145.8	-	18.8	-	164.6	140.0	184.9	(-45)
30+50.00	31+00.00	196.1	166.7	24.8	+141.9	14.3	141.9	156.2	142.2	-	-	-	142.2	121.0	178.6	(-58)
31+00.00	31+50.00	210.8	179.2	31.5	+147.7	14.3	147.7	162.1	137.7	-	13.3	-	151.0	128.4	204.0	(-76)
31+50.00	32+00.00	221.4	188.3	34.4	+153.9	14.3	153.9	168.2	131.4	-	-	-	131.4	111.7	242.6	(-131)
32+00.00	32+50.00	221.5	188.3	34.0	+154.3	14.3	154.3	168.6	127.0	-	11.9	-	138.9	118.1	268.1	(-150)
32+50.00	33+00.00	218.2	185.6	33.3	+152.3	14.3	152.3	166.6	122.6	-	-	-	122.6	104.2	278.2	(-174)
33+00.00	33+50.00	210.3	178.8	31.2	+147.6	14.3	147.6	161.9	131.1	-	17.3	-	148.4	126.2	250.5	(-124)
33+50.00	34+00.00	208.6	177.3	31.6	+145.7	14.3	145.7	160.0	128.5	-	-	-	128.5	109.3	260.5	(-151)
34+00.00	34+50.00	215.4	183.2	33.9	+149.3	14.3	149.3	163.6	109.9	-	13.2	-	123.1	104.7	331.0	(-226)
34+50.00	35+00.00	232.9	198.0	35.7	+162.3	14.3	162.3	176.6	98.6	-	-	-	98.6	83.9	395.7	(-312)
35+00.00	35+50.00	205.8	175.0	23.4	+151.6	14.3	151.6	166.0	129.7	-	29.3	-	159.0	135.2	246.3	(-111)
35+50.00	36+50.00	332.7	282.8	35.5	+247.3	28.7	247.3	275.9	258.7	-	-	-	258.7	219.9	272.1	(-52)
36+50.00	37+00.00	182.1	154.8	28.4	+126.4	14.3	126.4	140.8	72.6	-	25.7	-	98.3	83.6	275.6	(-192)
37+00.00	37+50.00	213.6	181.6	30.2	+151.4	14.3	151.4	165.7	46.1	-	-	-	46.1	39.2	359.6	(-320)
37+50.00	38+00.00	175.9	149.5	30.7	+118.8	14.3	118.8	133.1	32.4	-	30.1	-	62.5	53.1	348.4	(-295)
38+00.00	38+50.00	125.7	106.9	32.3	+74.6	14.3	74.6	89.0	22.1	-	-	-	22.1	18.8	371.1	(-352)
38+50.00	39+00.00	131.6	111.9	31.1	+80.8	14.3	80.8	95.1	12.5	-	-	-	12.5	10.7	458.2	(-447)
39+00.00	39+47.00	124.3	105.7	27.2	+78.5	13.5	78.5	91.9	6.4	-	-	-	6.4	5.5	472.0	(-467)
39+47.00	39+71.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39+71.00	40+00.00	81.6	69.4	18.3	+51.1	8.3	51.1	59.5	4.0	-	9.0	-	13.0	11.1	337.4	(-326)
40+00.00	40+50.00	141.1	120.0	26.6	+93.4	14.3	93.4	107.7	13.0	-	44.4	-	57.4	48.8	563.8	(-515)
40+50.00	41+00.00	139.4	118.5	29.0	+89.5	14.3	89.5	103.9	29.4	-	-	-	29.4	25.1	472.5	(-447)
41+00.00	41+50.00	179.0	152.2	33.6	+118.6	14.3	118.6	132.9	54.8	-	102.2	-	157.0	133.5	351.4	(-218)
41+50.00	42+00.00	215.3	183.1	30.1	+153.0	14.3	153.0	167.3	80.0	-	24.5	-	104.5	88.8	267.4	(-179)
42+00.00	42+50.00	210.4	178.8	29.4	+149.4	14.3	149.4	163.7	101.3	-	64.3	-	165.6	140.8	223.3	(-83)
42+50.00	43+00.00	210.3	178.8	29.7	+149.1	14.3	149.1	163.4	119.1	-	16.8	-	135.9	115.6	208.4	(-93)
43+00.00	43+50.00	205.5	174.8	29.5	+145.3	14.3	145.3	159.6	133.9	-	-	-	133.9	113.8	184.3	(-71)
43+50.00	44+00.00	189.7	161.3	24.7	+136.6	14.3	136.6	150.9	152.8	-	113.4	-	266.2	226.4	140.5	+86
44+00.00	44+50.00	181.7	154.5	20.3	+134.2	14.3	134.2	148.5	153.2	-	24.8	-	178.0	151.3	144.0	+7
44+50.00	45+00.00	187.4	159.3	20.5	+138.8	14.3	138.8	153.1	137.6	-	-	-	137.6	117.0	189.0	(-72)
45+00.00	45+50.00	189.3	160.9	20.5	+140.4	14.3	140.4	154.7	126.8	-	141.6	-	268.4	228.2	199.9	+28
45+50.00	46+00.00	185.8	158.0	20.6	+137.4	14.3	137.4	151.7	120.7	-	-	-	120.7	102.6	193.0	(-90)
46+00.00	46+50.00	182.6	155.3	20.3	+135.0	14.3	135.0	149.3	119.7	-	-	-	119.7	101.8	184.6	(-83)
46+50.00	47+00.00	185.3	157.6	20.4	+137.2	14.3	137.2	151.6	125.0	-	-	-	125.0	106.3	177.9	(-72)
47+00.00	47+50.00	187.2	159.2	20.9	+138.3	14.3	138.3	152.7	135.3	-	28.8	-	164.1	139.5	176.3	(-37)
47+50.00	48+00.00	185.1	157.4	21.0	+136.4	14.3	136.4	150.8	135.6	-	38.1	-	173.7	147.7	174.6	(-27)
48+00.00	48+50.00	181.4	154.3	21.1	+133.2	14.3	133.2	147.6	125.5	-	19.4	-	144.9	123.2	144.0	(-21)
48+50.00	49+50.00	333.0	283.1	42.8	+240.3	28.7	240.3	268.9	233.0	-	162.0	-	395.0	335.8	225.2	+111
49+50.00	50+00.00	151.2	128.5	21.7	+106.8	14.3	106.8	121.2	108.4	-	-	-	108.4	92.2	112.7	(-20)
50+00.00	50+50.00	98.2	83.5	22.2	+61.3	14.3	61.3	75.6	100.0	-	-	-	100.0	85.1	81.0	+4
50+50.00	50+95.00	43.3	36.9	20.6	+16.3	12.9	16.3	29.2	87.2	-	23.2	-	110.4	93.9	42.3	+52
50+95.00	51+82.00	4.8	4.2	3.2	+1.0	-	1.0	1.0	-	-	-	-	-	-	-	-
WEST NORMAN DRAIN		**120**	**102.0**	**125.0**	**(-23)**	**-**	**-**	**-**	**645**	**95**	**-**	**-**	**645**	**549**	**-**	**+549**
299+67.00	299+78.00	8.4	7.2	8.4	(-1.2)	-	-	-	21.8	-	-	-	21.8	18.6	-	+19
299+78.00	300+27.00	59.2	50.4	59.2	(-8.8)	-	-	-	319.3	-	-	-	319.3	271.4	-	+271
300+27.00	300+34.00	11.6	9.9	11.6	(-1.7)	-	-	-	66.6	-	-	-	66.6	56.6	-	+57
300+34.00	300+52.01	29.9	25.5	29.9	(-4.4)	-	-	-	178.0	-	-	-	178.0	151.4	-	+151
300+52.01	300+64.00	10.0	8.5	12.7	(-4.2)	-	-	-	58.9	14.2	-	-	58.9	50.1	-	+50
300+64.00	300+75.00	-	-	2.5	(-2.5)	-	-	-	-	33.2	-	-	-	-	-	-
300+75.00	300+85.00	-	-	-	-	-	-	-	-	24.8	-	-	-	-	-	-
300+85.00	300+88.00	-	-	-	-	-	-	-	-	3.8	-	-	-	-	-	-
300+88.00	301+53.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
301+53.00	301+60.00	-	-	-	-	-	-	-	-	11.4	-	-	-	-	-	-
301+60.00	301+69.00	-	-	-	-	-	-	-	-	7.3	-	-	-	-	-	-
TOTALS		**12,366**	**10,514**	**1,758**	**+8,757**	**955**	**8,794**	**9,748**	**7,891**	**95**	**1,074**	**-**	**8,965**	**7,624**	**15,881**	**(-8,257)**

COLUMN 1 = TOPSOIL REMOVAL DEPTH VARIES, SEE CROSS SECTIONS
COLUMN 2 = [COLUMN 1] x 0.85
COLUMN 3 = FROM CROSS SECTION END AREAS
COLUMN 4 = [COLUMN 2] - [COLUMN 3]
COLUMN 5 = ASSUMED TO BE 1' DEPTH UNDER APPROX 30% OF EXISTING PAVEMENT. ASSIGNED PROPORTIONALLY BY LENGTH
COLUMN 6 = [COLUMN 4] (IF COLUMN 4 > 0)
COLUMN 7 = [COLUMN 5] + [COLUMN 6]
COLUMN 8 = FROM CROSS SECTION END AREAS
COLUMN 9 = EXCAVATION WITHIN CHANNEL OUTSIDE OF STRUCTURE
COLUMN 10 = STORM, SANITARY, WATER, UTILITY EXCAVATION
COLUMN 11 = BALANCE STRUCTURE EXCAVATION AVAILABLE FOR REUSE
COLUMN 12 = [COLUMN 8] + [COLUMN 10] + [COLUMN 11]
COLUMN 13 = [COLUMN 12] x 0.85
COLUMN 14 = FROM CROSS SECTION END AREAS
COLUMN 15 = [COLUMN 13] - [COLUMN 14]

EARTHWORK PAY ITEM SUMMARY

(20200100) EARTH EXCAVATION	7,891	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	9,748	CU YD
(20300100) CHANNEL EXCAVATION	95	CU YD
(20400800) FURNISHED EXCAVATION	8,257	CU YD
(21101505) TOPSOIL EXCAVATION AND PLACEMENT	1,758	CU YD
(30300001) AGGREGATE SUBGRADE IMPROVEMENT	955	CU YD

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Schedule.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EARTHWORK SCHEDULE

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	12
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

SCHEDULE OF QUANTITIES

ROADWAY/SHARED-USE PATH PAVEMENT SCHEDULE

FROM	TO	44000100 PAVEMENT REMOVAL SQ YD	44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4" SQ YD	40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD	40600625 LEVELING BINDER (MACHINE METHOD), N50 TON	40701876 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 3/4" SQ YD	40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 TON	40700100 BITUMINOUS MATERIALS (TACK COAT) POUND	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" SY YD	35102000 AGGREGATE BASE COURSE, TYPE B 8" SQ YD	48102100 AGGREGATE WEDGE SHOULDER, TYPE B TON	X2020110 GRADING AND SHAPING SHOULDERS UNIT
127TH STREET (RESURFACING)												
16+69	17+43		601	43	26		59	406			6	2
50+95	53+00		772	17	33		76	522				
SUBTOTALS			**1,373**	**60**	**59**		**135**	**928**			**6**	**2**
127TH STREET (RECONSTRUCTION)												
17+43	50+95	9,537				13,471		36,372	15,413			
SUBTOTALS		**9,537**				**13,471**		**36,372**	**15,413**			
SHARED-USE PATH												
250+22	267+50						323	4,320		2,112		
268+78	282+88	1					264	3,525		1,724		
SUBTOTALS		**1**					**587**	**7,845**		**3,836**		
TOTALS		**9,538**	**1,373**	**60**	**59**	**13,471**	**722**	**45,145**	**15,413**	**3,836**	**6**	**2**

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE

FROM	TO	SIDE	44000500 COMBINATION CURB AND GUTTER REMOVAL FOOT	X6064200 COMBINATION COMCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) FOOT	X6061005 CONCRETE CURB, TYPE B (SPECIAL) FOOT	35101600 AGGREGATE BASE COURSE, TYPE B 4" SQ YD	42001300 PROTECTIVE COAT SQ YD
17+47	35+56	LT	71	1,862			328
17+48	35+78	RT	117	1,894			334
35+00	35+88	RT			68	8	11
36+27	50+95	LT	51	1,498			264
36+09	50+95	RT	58	1,517			267
50+95	53+00	LT	87	87			16
TOTALS			**394**	**6,858**	**68**	**8**	**1,220**

SIDEWALK SCHEDULE

FROM	TO	SIDE	4400600 SIDEWALK REMOVAL SQ FT	42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT	42400300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH SQ FT	42400800 DETECTABLE WARNINGS SQ FT	42001300 PROTECTIVE COAT SQ YD	35101600 AGGREGATE BASE COURSE, TYPE B 4" SQ YD
17+74	17+79	RT	25	83			10	10
30+51	30+70	LT		91		16	11	11
30+70	30+95	LT			125		14	14
30+95	35+44	LT		2,441		16	272	272
35+00	35+73	RT	72	775		24	87	87
36+14	36+29	RT	71	217		24	25	25
36+36	36+41	RT	0	68		10	8	8
36+39	43+75	LT	0	3,960		30	440	440
TOTALS			**168**	**7,635**	**125**	**120**	**867**	**867**

DRIVEWAY SCHEDULE

STATION	SIDE	TYPE	44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD	4060335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 TON	Z0004530 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8" SQ YD	Z0004538 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10" SQ YD	35101600 AGGREGATE BASE COURSE, TYPE B 4" SQ YD	35102000 AGGREGATE BASE COURSE, TYPE B, 8" SQ YD	X4021000 TEMPORARY ACCESS (PRIVATE ENTRANCE) EACH	X4022000 TEMPORARY ACCESS (COMMERCIAL ENTRANCE) EACH	X4024000 TEMPORARY ACCESS (FIELD ENTRANCE) EACH
30+82	LT	FE	32	10				82			1
30+90	RT	FE	48								
43+96	LT	FE	57								
43+97	RT	FE	37								
45+75	LT	PE	113		96		100		1		
48+82	RT	CE	168			106	109			1	
TOTALS			**455**	**10**	**96**	**106**	**209**	**82**	**1**	**1**	**1**

EROSION CONTROL SCHEDULE

FROM	TO	SIDE	28001100 TEMPORARY EROSION CONTROL BLANKET SQ YD	28000250 TEMPORARY EROSION CONTROL SEEDING POUND	25100115 MULCH, METHOD 2 ACRE	28000305 TEMPORARY DITCH CHECKS FOOT	28000400 PERIMETER EROSION BARRIER FOOT	28000500 INLET AND PIPE PROTECTION EACH	28000510 INLET FILTERS EACH
16+83	17+18	LT	115	24	0.04				1
16+41	17+08	RT	91	19	0.04				1
17+47	28+00	LT	1,669	345	0.68	100	75	3	6
17+48	28+00	RT	2,563	530	1.06		825		6
28+00	35+48	LT	2,201	455	0.90	50	480	3	8
28+00	35+78	RT	1,846	381	0.76		475		8
36+33	43+75	LT	1,817	375	0.76		678	4	6
36+09	50+97	RT	3,097	640	1.28		838	6	13
36+79	41+89	RT	492	102	0.20				
38+00	41+66	LT	667	138	0.28				
38+75	39+86	LT	525	109	0.22		105		
43+75	50+97	LT	1,085	224	0.44	70	125	8	9
50+97	51+82	LT	29	6	0.02		85		
TOTALS			**16,197**	**3,400**	**7.0**	**220**	**3,686**	**24**	**58**

PAVEMENT MARKING SCHEDULE

FROM	TO	SIDE	TYPE	78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS SQ FT	78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT	78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT	78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12" FOOT	78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24" FOOT	70300220 TEMPORARY PAVEMENT MARKING LINE 4" FOOT	70300100 SHORT-TERM PAVEMENT MARKING FOOT	X0003168 WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL FOOT
16+67	16+79	LT	DY		24						
16+69	16+79	RT	LT LANE			10					
16+79	16+79	RT	STOP BAR					23			
17+20	17+33	LT	STOP BAR					13			
17+23	17+26	RT	DY		130						
17+25	17+52	RT	STOP BAR					27			
17+36	17+36	RT	LT LANE			28					
17+79	17+79	LT	STOP BAR					25			
17+79	21+64	LT	LT LANE			235					
17+79	21+64	RT	DY		1,170						
19+24	19+54	CL	"LT ONLY"	36							
19+94	21+64	CL	DIAGONAL				128				
21+64	31+55	CL	DIAGONAL				212				
31+55	33+55	CL	DIAGONAL				150				
21+64	31+55	RT/LT	DY		3,984						
31+55	35+40	LT	DY		1,170						
31+55	35+40	RT	LT LANE			235					
33+65	33+96	CL	"LT ONLY"	36							
35+40	36+46	LT/RT	XWALK			384					
35+40	36+46	LT/RT	STOP BAR					48			
35+40	36+46	RT	XWALK DIAG				180				
36+46	40+31	LT	LT LANE			235					
36+46	40+31	RT	DY		1,170				2,240		
37+89	38+21	CL	"LT ONLY"	36							
38+31	40+31	CL	DIAGONAL				150				
40+31	48+45	CL	DIAGONAL				174				
40+31	48+45	RT/LT	DY		3,256				11,566	4,560	9,580
49+15	53+00	LT	LT LANE			235					
49+15	53+00	RT	DY		1,170						
50+59	50+90	CL	"LT ONLY"	36							
51+00	53+00	CL	DIAGONAL				150				
TOTALS				**146**	**12,054**	**1,362**	**1,144**	**136**	**13,806**	**4,560**	**9,580**

SIGN REMOVAL SCHEDULE

STATION	OFFSET	72400100 REMOVE SIGN PANEL ASSEMBLY-TYPE A EACH	72400200 REMOVE SIGN PANEL ASSEMBLY-TYPE B EACH	72400310 REMOVE SIGN PANEL - TYPE 1 SQ FT
16+78	25' RT	1		
17+13	38' LT		1	
17+51	39' RT		1	
17+73	15' LT		1	
19+31	18' RT	1		
21+26	15' LT	1		
34+26	25' LT			8
35+42	43' LT		1	
36+16	53' RT			17
37+50	21' RT	1		
39+40	18' RT	1		
39+72	15' LT	1		
48+86	15' LT	1		
49+61	18' LT	1		
50+36	21' LT	1		
50+46	24' RT			8
TOTALS		**9**	**4**	**33**

72000100 SIGN PANEL - TYPE 1 SCHEDULE

STATION	OFFSET	SIGN	QUANTITY	DIMENSION	AREA (SF)
16+79	25' RT	R1-1	1	36 X 36	9
16+79	25' RT	R1-3P	1	18 X 6	1
17+13	41' LT	R1-1	1	36 X 36	9
17+13	41' LT	R1-3P	1	18 X 6	1
17+13	41' LT	D3-1	2	24 X 12	4
17+60	40' RT	R1-1	1	36 X 36	9
17+60	40' RT	R1-3P	1	18 X 6	1
17+60	40' RT	D3-1	2	24 X 12	4
17+79	27' LT	R1-1	1	36 X 36	9
17+79	27' LT	R1-3P	1	18 X 6	1
19+50	23' RT	R2-1	1	30 X 36	8
23+64	25' LT	W3-1	1	30 X 30	6
23+64	25' LT	W16-8P	1	VAR X 8	2
33+50	23' LT	R2-1	1	30 X 36	8
35+43	42' LT	R1-1	1	36 X 36	9
35+43	42' LT	W4-4P	1	24 X 12	2
35+43	42' LT	D3-1	2	VAR X 12	5
36+16	53' RT	R1-1	1	36 X 36	9
36+16	53' RT	W4-4P	1	24 X 12	2
36+16	53' RT	D3-1	2	VAR X 12	5
38+00	23' RT	R2-1	1	30 X 36	8
TOTALS					**109**

PIPE CULVERT REMOVAL

FROM	TO	SIDE	50105220 PIPE CULVERT REMOVAL FOOT
30+70	30+94	LT	24
30+68	31+06	RT	38
35+32	36+60	LT	128
35+10	36+45	RT	135
43+54	44+07	LT	53
43+86	44+06	RT	20
45+55	45+97	LT	42
48+46	49+08	RT	62
TOTALS			**502**

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- CAC	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_Schedule.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	13

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

SCHEDULE OF QUANTITIES

STRUCTURE ADJUSTMENTS

STATION	OFFSET (FT)	SIDE	58400300 FIRE HYDRANTS TO BE ADJUSTED EACH	60255500 MANHOLES TO BE ADJUSTED EACH	60259100 MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE EACH	60260100 INLETS TO BE ADJUSTED EACH	60265700 VALVE VAULTS TO BE ADJUSTED EACH	60266600 VALVE BOXES TO BE ADJUSTED EACH	X8026050 SANITARY MANHOLES TO BE ADJUSTED EACH	X8030310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) EACH
16+69	17.0	RT				1				
16+96	20.0	LT		1						
17+68	32.4	RT					1			
17+74	39.3	LT							1	
19+39	28.7	RT	1							
19+39	30.3	RT						1		
20+04	17.8	LT			1					
22+20	28.1	RT	1							
22+20	29.3	RT						1		
23+55	18.2	LT			1					
25+01	29.7	RT	1							
25+01	31.1	RT						1		
26+80	18.0	LT			1					
27+82	29.6	RT	1					1		
27+82	31.1	RT								
30+05	17.6	LT			1					
30+63	29.3	RT	1							
30+63	30.3	RT						1		
32+08	36.8	LT							1	
33+28	17.9	LT			1					
33+44	29.6	RT	1					1		
33+44	31.9	RT								
35+29	31.6	RT	1							
35+29	33.0	RT						1		
35+40	35.3	RT					1			
35+53	49.2	RT		1						
35+69	37.8	LT								1
35+79	64.8	RT				1				
36+08	65.3	RT				1				
36+31	32.8	RT					1			
36+32	64.6	RT		1						
37+91	17.7	LT			1					
37+91	17.7	RT			1					
38+51	28.5	RT	1							
38+51	30.7	RT						1		
38+89	43.8	LT							1	
39+04	51.4	RT		1						
41+41	30.6	RT	1							
41+41	32.4	RT						1		
44+50	29.8	RT	1							
44+50	31.5	RT						1		
47+51	29.5	RT	1							
47+51	31.2	RT						1		
50+39	27.2	RT					1			
			11	4	7	3	4	11	3	1

PARKWAY RESTORATION SCHEDULE

FROM	TO	SIDE	PROPOSED RESTORATION AREA SQ YD	25000210 SEEDING, CLASS 2A ACRE	25000312 SEEDING, CLASS 4A ACRE	25000314 SEEDING, CLASS 4B ACRE	25000400 NITROGEN FERTILIZER NUTRIENT POUND	25000600 POTASSIUM FERTILIZER NUTRIENT POUND
16+83	17+18	LT	115	0.03			3	3
16+41	17+08	RT	91	0.02			2	2
17+47	28+00	LT	1,669	0.35			32	32
17+48	28+00	RT	2,563	0.53			48	48
28+00	35+48	LT	2,201	0.46			42	42
28+00	35+78	RT	1,846	0.39			36	36
36+33	43+75	LT	1,817	0.38			35	35
36+09	50+97	RT	3,097	0.64			58	58
36+79	41+89	RT	492		0.11			
38+00	41+66	LT	667		0.14			
38+75	39+86	LT	525			0.11		
43+75	50+97	LT	1,085	0.23			21	21
50+97	51+82	LT	29	0.01			1	1
TOTALS			16,197	3.00	0.25	0.25	278	278

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_Schedule.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

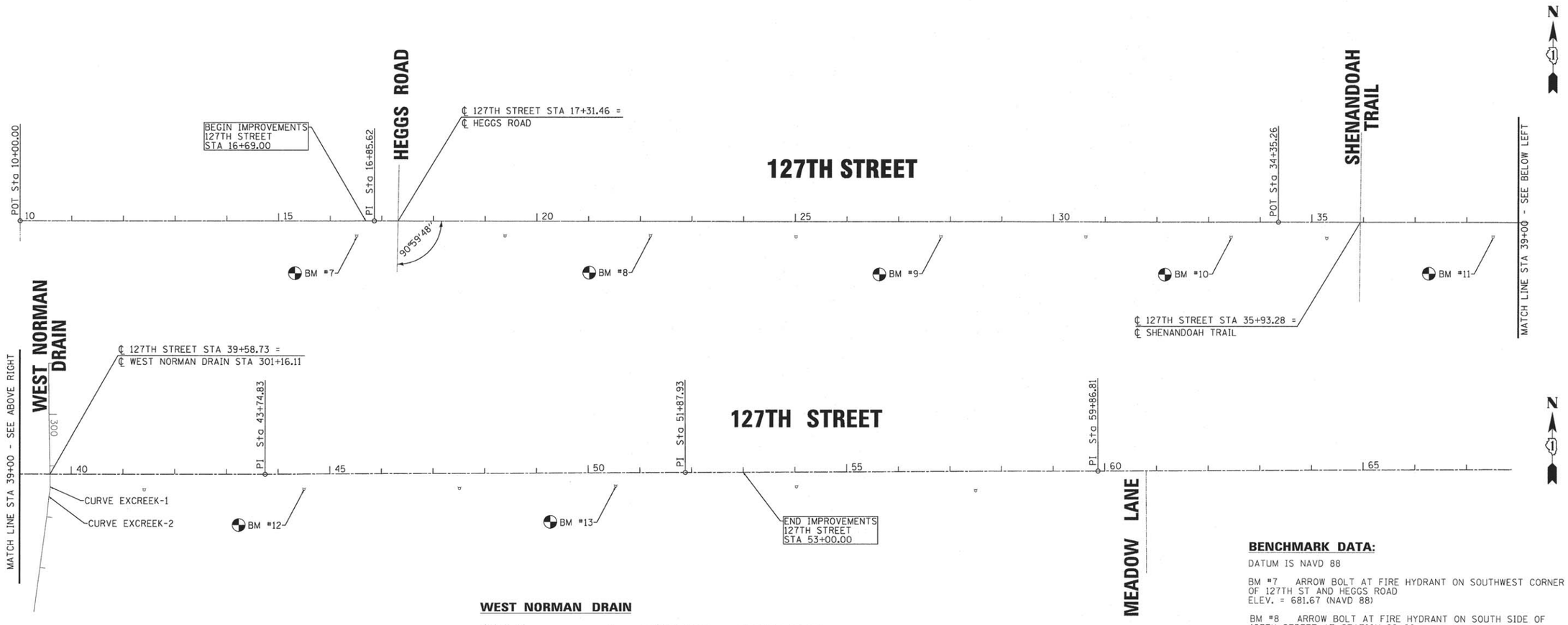
SCHEDULE OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	14

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



127TH STREET

POINT P1	N	1,815,358.41 E	1,005,716.26 STA	10+00.00
COURSE FROM P1 TO P2 N 88° 45′ 09.08″ E DIST 685.62				
POINT P2	N	1,815,373.34 E	1,006,401.71 STA	16+85.62
COURSE FROM P2 TO P3 N 88° 46′ 17.18″ E DIST 1,749.64				
POINT P3	N	1,815,410.85 E	1,008,150.95 STA	34+35.26
COURSE FROM P3 TO P4 N 88° 46′ 17.18″ E DIST 939.57				
POINT P4	N	1,815,431.00 E	1,009,090.30 STA	43+74.83
COURSE FROM P4 TO P5 N 88° 28′ 35.41″ E DIST 813.10				
POINT P5	N	1,815,452.61 E	1,009,903.12 STA	51+87.93
COURSE FROM P5 TO P6 N 88° 29′ 36.85″ E DIST 798.88				
POINT P6	N	1,815,473.62 E	1,010,701.72 STA	59+86.81
COURSE FROM P6 TO P7 N 88° 28′ 40.11″ E DIST 1,901.66				
POINT P7	N	1,815,524.13 E	1,012,602.71 STA	78+88.47

WEST NORMAN DRAIN

POINT C1 299+00.00	N	1,815,638.05 E	1,008,666.93 STA
COURSE FROM C1 TO C2 S 1°30′ 24.96″ E DIST 100.01			
POINT C2 300+00.01	N	1,815,538.08 E	1,008,669.56 STA
COURSE FROM C2 TO C3 S 2°25′ 03.27″ E DIST 89.69			
POINT C3 300+89.70	N	1,815,448.46 E	1,008,673.34 STA
COURSE FROM C3 TO PC EXCREEK-1 S 2°04′ 49.15″ E DIST 51.19			

CURVE DATA

CURVE EXCREEK-1

P.I. STATION 1,008,675.39	301+46.17	N	1,815,392.03 E
DELTA	= 12°02′ 41.12″ (RT)		
DEGREE	= 114°35′ 29.61″		
TANGENT	= 5.27		
LENGTH	= 10.51		
RADIUS	= 50.00		
EXTERNAL	= 0.28		
LONG CHORD	= 10.49		
MID. ORD.	= 0.28		
P.C. STATION 1,008,675.20	301+40.90	N	1,815,397.30 E
P.T. STATION 1,008,674.48	301+51.41	N	1,815,386.84 E
C.C. 1,008,625.23		N	1,815,395.49 E
BACK	= S 2°04′ 49.15″ E		
AHEAD	= S 9°57′ 51.97″ W		
CHORD BEAR	= S 3°56′ 31.41″ W		

COURSE FROM PT EXCREEK-1 TO PC EXCREEK-2 S 9°57′ 51.97″ W DIST 2.15

CURVE DATA

CURVE EXCREEK-2

P.I. STATION 1,008,672.95	301+60.24	N	1,815,378.14 E
DELTA	= 7°39′ 12.80″ (LT)		
DEGREE	= 57°17′ 44.81″		
TANGENT	= 6.69		
LENGTH	= 13.36		
RADIUS	= 100.00		
EXTERNAL	= 0.22		
LONG CHORD	= 13.35		
MID. ORD.	= 0.22		
P.C. STATION 1,008,674.10	301+53.55	N	1,815,384.72 E
P.T. STATION 1,008,672.68	301+66.91	N	1,815,371.45 E
C.C. 1,008,772.60		N	1,815,367.42 E
BACK	= S 9°57′ 51.97″ W		
AHEAD	= S 2°18′ 39.17″ W		
CHORD BEAR	= S 6°08′ 15.57″ W		

COURSE FROM PT EXCREEK-2 TO C4 S 4°29′ 34.10″ W DIST 30.71

POINT C4 301+97.62	N	1,815,340.84 E	1,008,670.27 STA
COURSE FROM C4 TO C5 S 6°18′ 47.81″ W DIST 189.40			
POINT C5 303+87.02	N	1,815,152.59 E	1,008,649.44 STA

BENCHMARK DATA:

DATUM IS NAVD 88

BM #7 ARROW BOLT AT FIRE HYDRANT ON SOUTHWEST CORNER OF 127TH ST AND HEGGS ROAD
ELEV. = 681.67 (NAVD 88)

BM #8 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 22+20
ELEV. = 673.71 (NAVD 88)

BM #9 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 27+82
ELEV. = 668.33 (NAVD 88)

BM #10 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 33+44
ELEV. = 663.04 (NAVD 88)

BM #11 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 38+51
ELEV. = 659.42 (NAVD 88)

BM #12 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 44+50
ELEV. = 664.01 (NAVD 88)

BM #13 ARROW BOLT AT FIRE HYDRANT ON SOUTH SIDE OF 127TH STREET AT STATION 50+53
ELEV. = 666.32 (NAVD 88)

BAXTER & WOODMAN Consulting Engineers

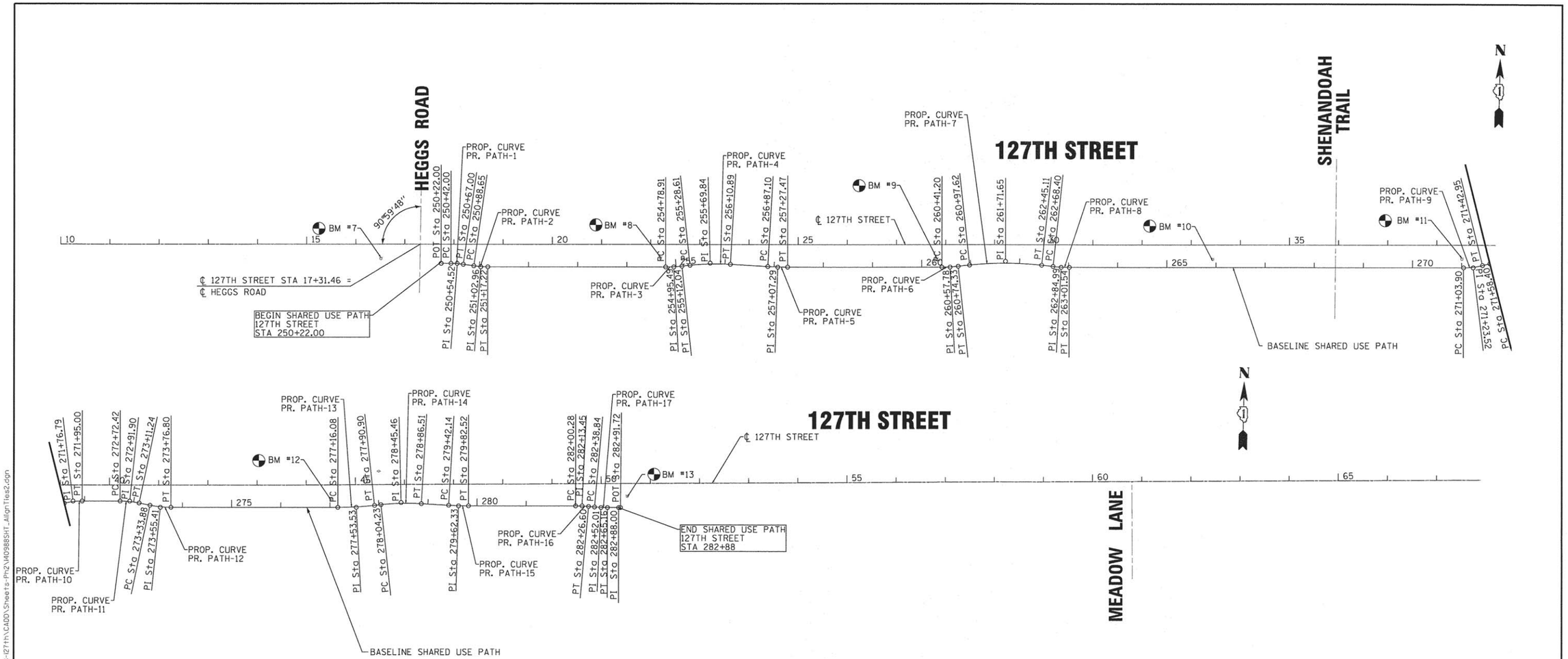
DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_AlignTies.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
ROADWAY – 127TH STREET

SCALE: 1″ = 100′ STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	15
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



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BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT AND TIES SHARED USE PATH – 127TH STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	DRAWN - CJC	REVISED -			503	15-00061-00-WR	WILL	88 / 16
	CHECKED - ADJ	REVISED -					CONTRACT NO. 61C98	
	DATE - 04-29-16	FILE - 140988SHT_AlignTies2.dgn		SCALE: 1" = 100' STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)	

SHARED USE PATH BASELINE

Point PATH1 N 1,815,336.14 E 1,006,490.90 Sta 250+22.00

Course from PATH1 to PC PR PATH-1 N 88° 46′ 17.18″ E Dist 20.00

Curve Data

Curve PR PATH-1
P.I. Station 250+54.52 N 1,815,336.84 E 1,006,523.41
Delta = 8° 11′ 06.40″ (RT)
Degree = 32° 44′ 25.60″
Tangent = 12.52
Length = 25.00
Radius = 175.00
External = 0.45
Long Chord = 24.98
Mid. Ord. = 0.45
P.C. Station 250+42.00 N 1,815,336.57 E 1,006,510.90
P.T. Station 250+67.00 N 1,815,335.32 E 1,006,535.84
C.C. N 1,815,161.61 E 1,006,514.65
Back = N 88° 46′ 17.18″ E
Ahead = S 83° 02′ 36.42″ E
Chord Bear = S 87° 08′ 09.62″ E

Course from PT PR PATH-1 to PC PR PATH-2 S 83° 02′ 36.42″ E Dist 21.65

Curve Data

Curve PR PATH-2
P.I. Station 251+02.96 N 1,815,330.97 E 1,006,571.54
Delta = 8° 11′ 06.40″ (LT)
Degree = 28° 38′ 52.40″
Tangent = 14.31
Length = 28.57
Radius = 200.00
External = 0.51
Long Chord = 28.55
Mid. Ord. = 0.51
P.C. Station 250+88.65 N 1,815,332.70 E 1,006,557.33
P.T. Station 251+17.22 N 1,815,331.28 E 1,006,585.84
C.C. N 1,815,531.23 E 1,006,581.55
Back = S 83° 02′ 36.42″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 87° 08′ 09.62″ E

Course from PT PR PATH-2 to PC PR PATH-3 N 88° 46′ 17.18″ E Dist 361.69

Curve Data

Curve PR PATH-3
P.I. Station 254+95.49 N 1,815,339.39 E 1,006,964.03
Delta = 6° 07′ 25.28″ (LT)
Degree = 18° 28′ 57.03″
Tangent = 16.58
Length = 33.13
Radius = 310.00
External = 0.44
Long Chord = 33.12
Mid. Ord. = 0.44
P.C. Station 254+78.91 N 1,815,339.03 E 1,006,947.45
P.T. Station 255+12.04 N 1,815,341.51 E 1,006,980.47
C.C. N 1,815,648.96 E 1,006,940.80
Back = N 88° 46′ 17.18″ E
Ahead = N 82° 38′ 51.90″ E
Chord Bear = N 85° 42′ 34.54″ E

Course from PT PR PATH-3 to PC PR PATH-4 N 82° 38′ 51.91″ E Dist 16.57

Curve Data

Curve PR PATH-4
P.I. Station 255+69.84 N 1,815,348.90 E 1,007,037.80
Delta = 9° 25′ 42.84″ (RT)
Degree = 11° 27′ 32.96″
Tangent = 41.23
Length = 82.28
Radius = 500.00
External = 1.70
Long Chord = 82.19
Mid. Ord. = 1.69
P.C. Station 255+28.60 N 1,815,343.63 E 1,006,996.90
P.T. Station 256+10.88 N 1,815,347.41 E 1,007,079.00
C.C. N 1,814,847.74 E 1,007,060.89
Back = N 82° 38′ 51.90″ E
Ahead = S 87° 55′ 25.26″ E
Chord Bear = N 87° 21′ 43.32″ E

Course from PT PR PATH-4 to PC PR PATH-5 S 87° 55′ 25.26″ E Dist 76.21

Curve Data

Curve PR PATH-5
P.I. Station 257+07.29 N 1,815,343.92 E 1,007,175.34
Delta = 3° 18′ 17.56″ (LT)
Degree = 8° 11′ 06.40″
Tangent = 20.19
Length = 40.38
Radius = 700.00
External = 0.29
Long Chord = 40.37
Mid. Ord. = 0.29
P.C. Station 256+87.09 N 1,815,344.65 E 1,007,155.16
P.T. Station 257+27.47 N 1,815,344.35 E 1,007,195.53
C.C. N 1,816,044.19 E 1,007,180.52
Back = S 87° 55′ 25.26″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 89° 34′ 34.04″ E

Course from PT PR PATH-5 to PC PR PATH-6 N 88° 46′ 17.18″ E Dist 313.72

Curve Data

Curve PR PATH-6
P.I. Station 260+57.78 N 1,815,351.43 E 1,007,525.76
Delta = 6° 07′ 25.28″ (LT)
Degree = 18° 28′ 57.03″
Tangent = 16.58
Length = 33.13
Radius = 310.00
External = 0.44
Long Chord = 33.12
Mid. Ord. = 0.44
P.C. Station 260+41.20 N 1,815,351.08 E 1,007,509.19
P.T. Station 260+74.33 N 1,815,353.55 E 1,007,542.21
C.C. N 1,815,661.01 E 1,007,502.54
Back = N 88° 46′ 17.18″ E
Ahead = N 82° 38′ 51.90″ E
Chord Bear = N 85° 42′ 34.54″ E

Course from PT PR PATH-6 to PC PR PATH-7 N 82° 38′ 51.90″ E Dist 23.29

Curve Data

Curve PR PATH-7
P.I. Station 261+71.65 N 1,815,366.01 E 1,007,638.73
Delta = 12° 14′ 50.56″ (RT)
Degree = 8° 18′ 13.45″
Tangent = 74.03
Length = 147.49
Radius = 690.00
External = 3.96
Long Chord = 147.21
Mid. Ord. = 3.94
P.C. Station 260+97.62 N 1,815,356.54 E 1,007,565.31
P.T. Station 262+45.11 N 1,815,359.69 E 1,007,712.49
C.C. N 1,814,672.21 E 1,007,653.61
Back = N 82° 38′ 51.90″ E
Ahead = S 85° 06′ 17.54″ E
Chord Bear = N 88° 46′ 17.18″ E

Course from PT PR PATH-7 to PC PR PATH-8 S 85° 06′ 17.54″ E Dist 23.29

Curve Data

Curve PR PATH-8
P.I. Station 262+84.98 N 1,815,356.29 E 1,007,752.21
Delta = 6° 07′ 25.28″ (LT)
Degree = 18° 28′ 57.03″
Tangent = 16.58
Length = 33.13
Radius = 310.00
External = 0.44
Long Chord = 33.12
Mid. Ord. = 0.44
P.C. Station 262+68.40 N 1,815,357.70 E 1,007,735.69
P.T. Station 263+01.53 N 1,815,356.64 E 1,007,768.79
C.C. N 1,815,666.57 E 1,007,762.14
Back = S 85° 06′ 17.54″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 88° 10′ 00.18″ E

Course from PT PR_PATH-8 to PC PR_PATH-9 N 88° 46′ 17.18″ E Dist 802.37

Curve Data

Curve PR PATH-9
P.I. Station 271+23.52 N 1,815,374.27 E 1,008,590.59
Delta = 13° 58′ 51.98″ (LT)
Degree = 35° 48′ 35.50″
Tangent = 19.62
Length = 39.04
Radius = 160.00
External = 1.20
Long Chord = 38.95
Mid. Ord. = 1.19
P.C. Station 271+03.90 N 1,815,373.85 E 1,008,570.97
P.T. Station 271+42.94 N 1,815,379.42 E 1,008,609.52
C.C. N 1,815,533.81 E 1,008,567.54
Back = N 88° 46′ 17.18″ E
Ahead = N 74° 47′ 25.21″ E
Chord Bear = N 81° 46′ 51.20″ E

Course from PT PR PATH-9 to PC PR PATH-10 N 74° 47′ 25.21″ E Dist 15.45

Curve Data

Curve PR PATH-10
P.I. Station 271+76.79 N 1,815,388.30 E 1,008,642.18
Delta = 13° 58′ 51.98″ (RT)
Degree = 38° 11′ 49.87″
Tangent = 18.39
Length = 36.60
Radius = 150.00
External = 1.12
Long Chord = 36.51
Mid. Ord. = 1.12
P.C. Station 271+58.40 N 1,815,383.47 E 1,008,624.43
P.T. Station 271+95.00 N 1,815,388.69 E 1,008,660.57
C.C. N 1,815,238.72 E 1,008,663.78
Back = N 74° 47′ 25.21″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = N 81° 46′ 51.20″ E

Course from PT PR PATH-10 to PC PR PATH-11 N 88° 46′ 17.18″ E Dist 77.42

Curve Data

Curve PR PATH-11
P.I. Station 272+91.89 N 1,815,390.77 E 1,008,757.44
Delta = 11° 42′ 30.48″ (RT)
Degree = 30° 09′ 20.42″
Tangent = 19.48
Length = 38.83
Radius = 190.00
External = 1.00
Long Chord = 38.76
Mid. Ord. = 0.99
P.C. Station 272+72.41 N 1,815,390.35 E 1,008,737.97
P.T. Station 273+11.24 N 1,815,387.22 E 1,008,776.60
C.C. N 1,815,200.39 E 1,008,742.04
Back = N 88° 46′ 17.18″ E
Ahead = S 79° 31′ 12.34″ E
Chord Bear = S 85° 22′ 27.58″ E

Course from PT PR PATH-11 to PC PR PATH-12 S 79° 31′ 12.34″ E Dist 22.64

Curve Data

Curve PR PATH-12
P.I. Station 273+55.41 N 1,815,379.19 E 1,008,820.03
Delta = 11° 42′ 30.48″ (LT)
Degree = 27° 17′ 01.34″
Tangent = 21.53
Length = 42.91
Radius = 210.00
External = 1.10
Long Chord = 42.84
Mid. Ord. = 1.10
P.C. Station 273+33.88 N 1,815,383.11 E 1,008,798.86
P.T. Station 273+76.79 N 1,815,379.65 E 1,008,841.56
C.C. N 1,815,569.60 E 1,008,837.06
Back = S 79° 31′ 12.34″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 85° 22′ 27.58″ E

Course from PT PR PATH-12 to PC PR PATH-13 N 88° 46′ 17.18″ E Dist 339.29

Curve Data

Curve PR PATH-13
P.I. Station 277+53.52 N 1,815,387.73 E 1,009,218.20
Delta = 6° 07′ 25.28″ (LT)
Degree = 8° 11′ 06.40″
Tangent = 37.44
Length = 74.81
Radius = 700.00
External = 1.00
Long Chord = 74.78
Mid. Ord. = 1.00
P.C. Station 277+16.08 N 1,815,386.93 E 1,009,180.77
P.T. Station 277+90.89 N 1,815,392.52 E 1,009,255.34
C.C. N 1,816,086.76 E 1,009,165.76
Back = N 88° 46′ 17.18″ E
Ahead = N 82° 38′ 51.90″ E
Chord Bear = N 85° 42′ 34.54″ E

Course from PT PR PATH-13 to PC PR PATH-14 N 82° 38′ 51.91″ E Dist 13.33

Curve Data

Curve PR PATH-14
P.I. Station 278+45.46 N 1,815,399.50 E 1,009,309.46
Delta = 9° 25′ 42.84″ (RT)
Degree = 11° 27′ 32.96″
Tangent = 41.23
Length = 82.28
Radius = 500.00
External = 1.70
Long Chord = 82.19
Mid. Ord. = 1.69
P.C. Station 278+04.23 N 1,815,394.23 E 1,009,268.56
P.T. Station 278+86.51 N 1,815,398.01 E 1,009,350.66
C.C. N 1,814,898.34 E 1,009,332.55
Back = N 82° 38′ 51.90″ E
Ahead = S 87° 55′ 25.26″ E
Chord Bear = N 87° 21′ 43.32″ E

Course from PT PR PATH-14 to PC PR PATH-15 S 87° 55′ 25.26″ E Dist 55.63

Curve Data

Curve PR PATH-15
P.I. Station 279+62.33 N 1,815,395.26 E 1,009,426.43
Delta = 3° 18′ 17.56″ (LT)
Degree = 8° 11′ 06.40″
Tangent = 20.19
Length = 40.38
Radius = 700.00
External = 0.29
Long Chord = 40.37
Mid. Ord. = 0.29
P.C. Station 279+42.14 N 1,815,395.99 E 1,009,406.25
P.T. Station 279+82.51 N 1,815,395.69 E 1,009,446.62
C.C. N 1,816,095.53 E 1,009,431.61
Back = S 87° 55′ 25.26″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 89° 34′ 34.04″ E

Course from PT PR PATH-15 to PC PR PATH-16 N 88° 46′ 17.18″ E Dist 217.76

Curve Data

Curve PR PATH-16
P.I. Station 282+13.45 N 1,815,400.65 E 1,009,677.50
Delta = 5° 01′ 34.12″ (RT)
Degree = 19° 05′ 54.94″
Tangent = 13.17
Length = 26.32
Radius = 300.00
External = 0.29
Long Chord = 26.31
Mid. Ord. = 0.29
P.C. Station 282+00.28 N 1,815,400.36 E 1,009,664.34
P.T. Station 282+26.60 N 1,815,399.77 E 1,009,690.64
C.C. N 1,815,100.43 E 1,009,670.77
Back = N 88° 46′ 17.18″ E
Ahead = S 86° 12′ 08.69″ E
Chord Bear = S 88° 42′ 55.76″ E

Course from PT PR PATH-16 to PC PR PATH-17 S 86° 12′ 08.69″ E Dist 12.24

Curve Data

Curve PR PATH-17
P.I. Station 282+52.01 N 1,815,398.09 E 1,009,715.99
Delta = 5° 01′ 34.12″ (LT)
Degree = 19° 05′ 54.94″
Tangent = 13.17
Length = 26.32
Radius = 300.00
External = 0.29
Long Chord = 26.31
Mid. Ord. = 0.29
P.C. Station 282+38.84 N 1,815,398.96 E 1,009,702.85
P.T. Station 282+65.16 N 1,815,398.37 E 1,009,729.16
C.C. N 1,815,698.30 E 1,009,722.72
Back = S 86° 12′ 08.69″ E
Ahead = N 88° 46′ 17.18″ E
Chord Bear = S 88° 42′ 55.76″ E

Course from PT PR PATH-17 to PATH2 N 88° 46′ 17.18″ E Dist 22.85

Point PATH2 N 1,815,398.86 E 1,009,752.00 Sta 282+88.00

Course from PATH2 to PATH3 N 89° 15′ 52.77″ E Dist 3.71

Point PATH3 N 1,815,398.91 E 1,009,755.71 Sta 282+91.72

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_AlignTies2.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
SHARED USE PATH – 127TH STREET

SCALE: NONE STA. TO STA.

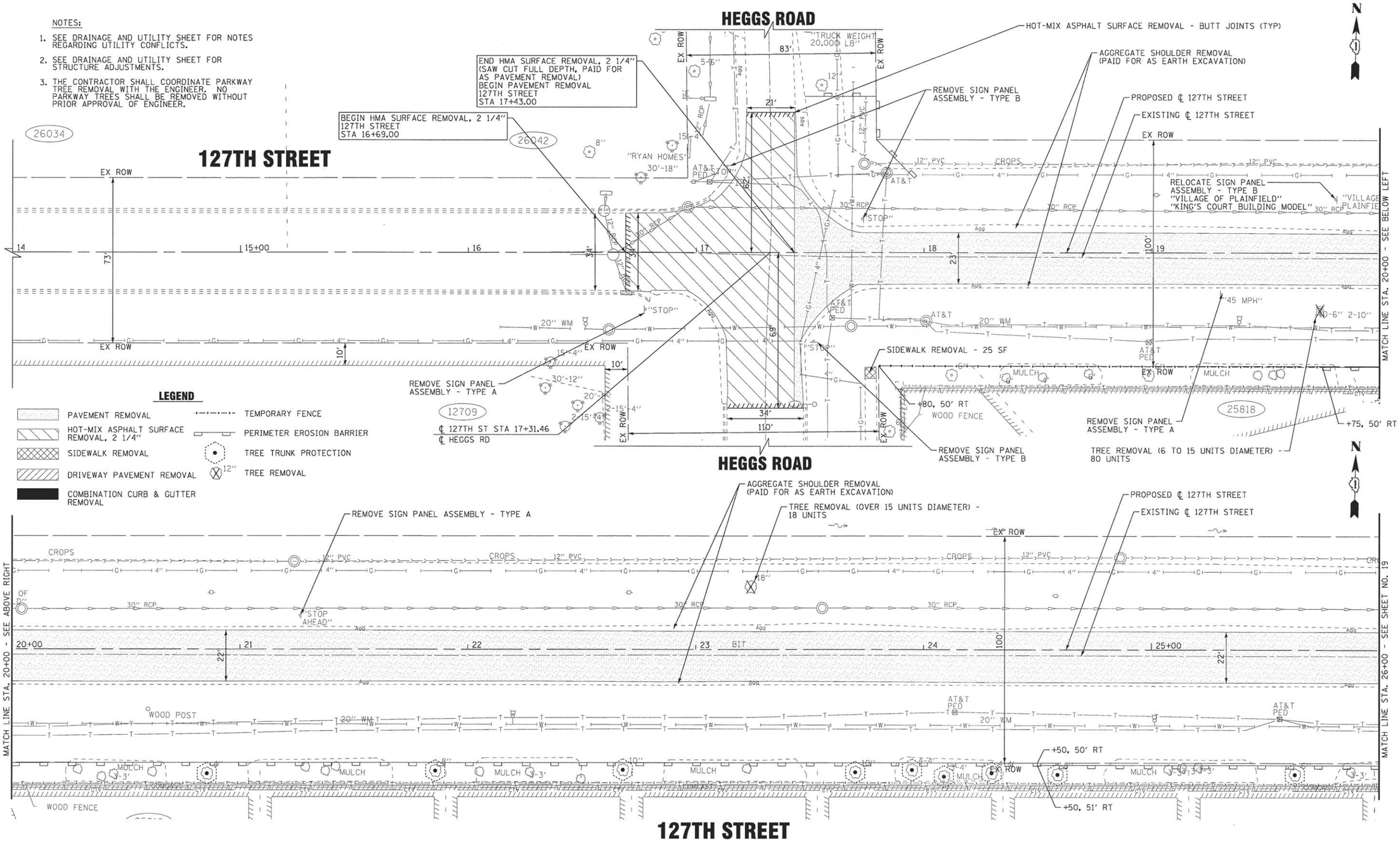
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	17

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(531)

NOTES:

1. SEE DRAINAGE AND UTILITY SHEET FOR NOTES REGARDING UTILITY CONFLICTS.
2. SEE DRAINAGE AND UTILITY SHEET FOR STRUCTURE ADJUSTMENTS.
3. THE CONTRACTOR SHALL COORDINATE PARKWAY TREE REMOVAL WITH THE ENGINEER. NO PARKWAY TREES SHALL BE REMOVED WITHOUT PRIOR APPROVAL OF ENGINEER.



BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_Removal1.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1" = 20' | STA. 16+50 TO STA. 26+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	18

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

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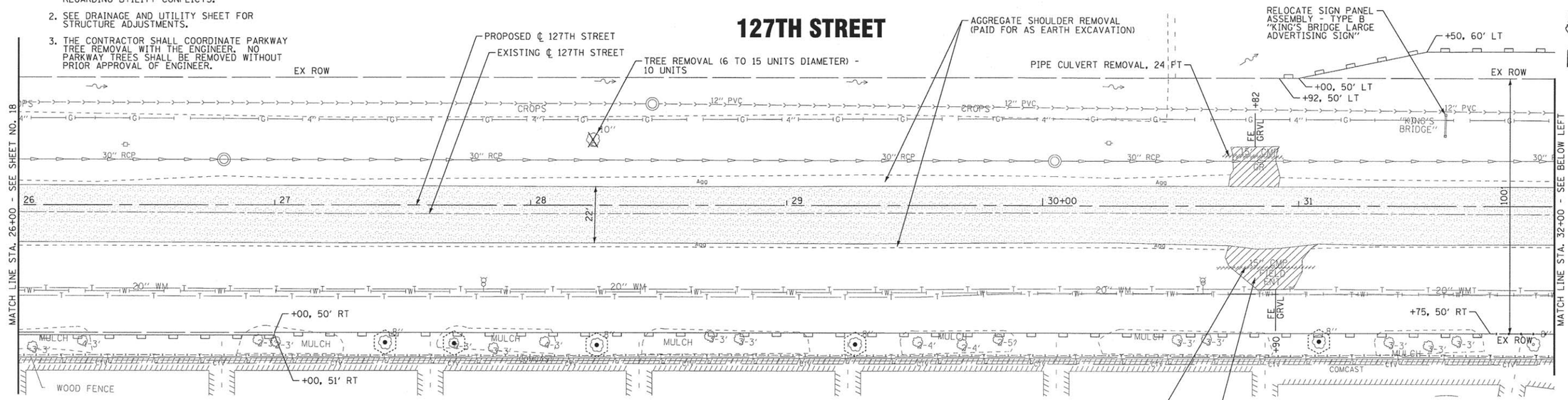
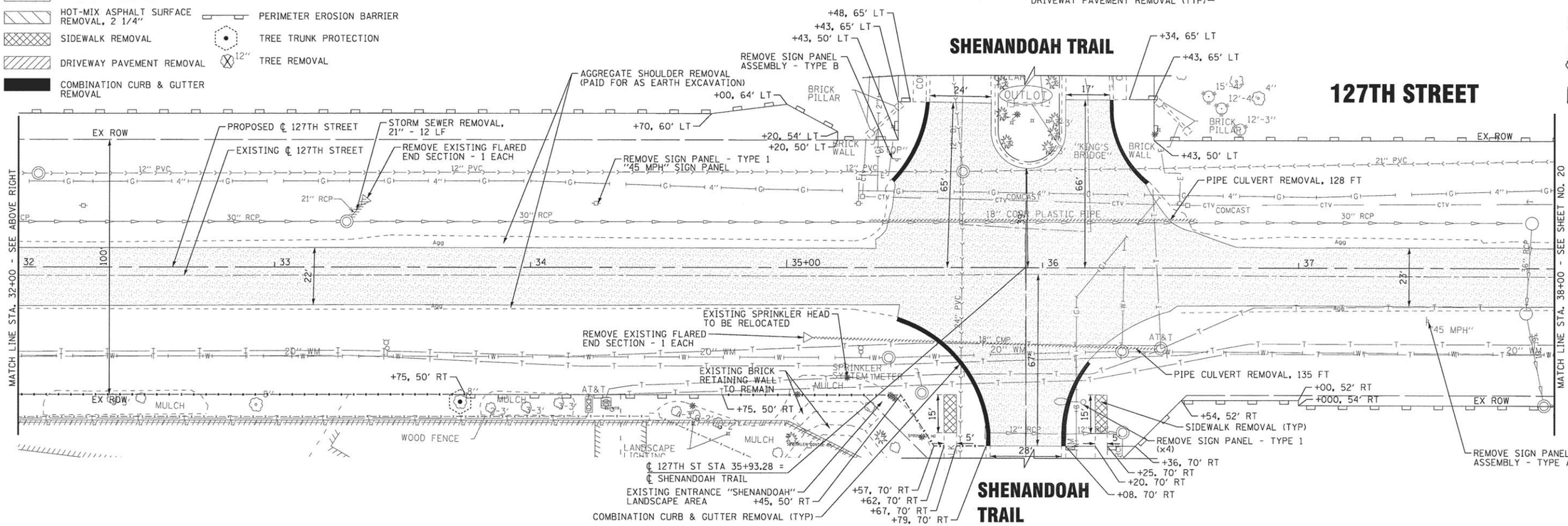
NOTES:

1. SEE DRAINAGE AND UTILITY SHEET FOR NOTES REGARDING UTILITY CONFLICTS.
2. SEE DRAINAGE AND UTILITY SHEET FOR STRUCTURE ADJUSTMENTS.
3. THE CONTRACTOR SHALL COORDINATE PARKWAY TREE REMOVAL WITH THE ENGINEER. NO PARKWAY TREES SHALL BE REMOVED WITHOUT PRIOR APPROVAL OF ENGINEER.



LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB & GUTTER REMOVAL
- TEMPORARY FENCE
- PERIMETER EROSION BARRIER
- TREE TRUNK PROTECTION
- 12" TREE REMOVAL



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BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_Removal2.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

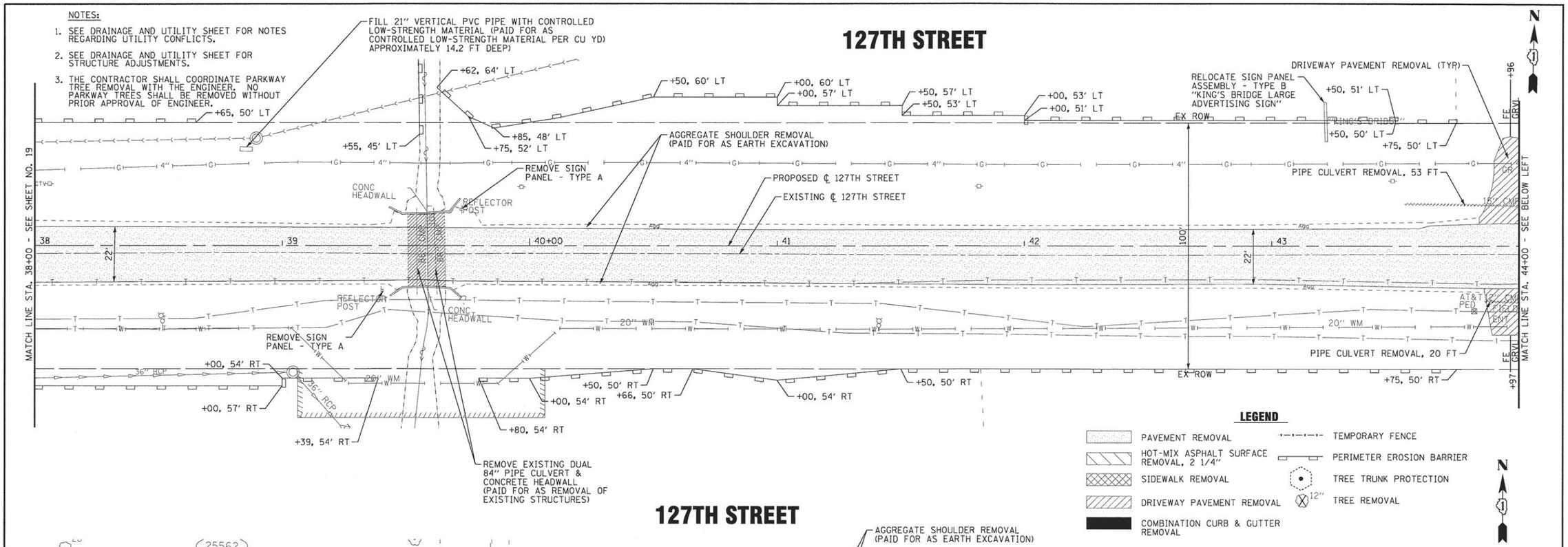
REMOVAL PLAN

SCALE: 1" = 20' | STA. 26+00 TO STA. 38+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	19
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

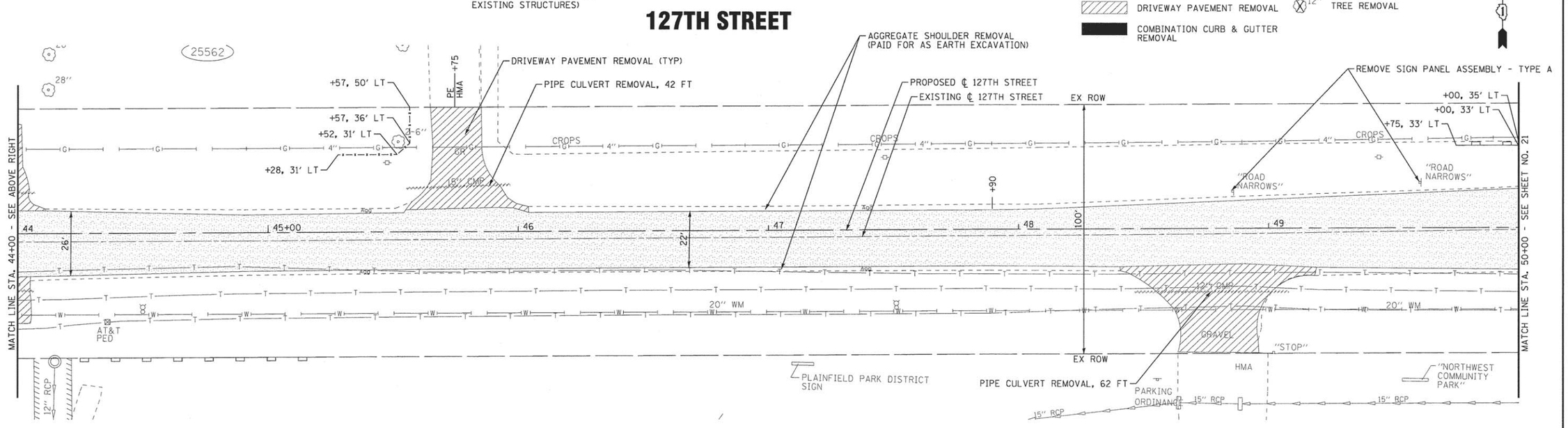
NOTES:

1. SEE DRAINAGE AND UTILITY SHEET FOR NOTES REGARDING UTILITY CONFLICTS.
2. SEE DRAINAGE AND UTILITY SHEET FOR STRUCTURE ADJUSTMENTS.
3. THE CONTRACTOR SHALL COORDINATE PARKWAY TREE REMOVAL WITH THE ENGINEER. NO PARKWAY TREES SHALL BE REMOVED WITHOUT PRIOR APPROVAL OF ENGINEER.



LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB & GUTTER REMOVAL
- TEMPORARY FENCE
- PERIMETER EROSION BARRIER
- TREE TRUNK PROTECTION
- 12" TREE REMOVAL

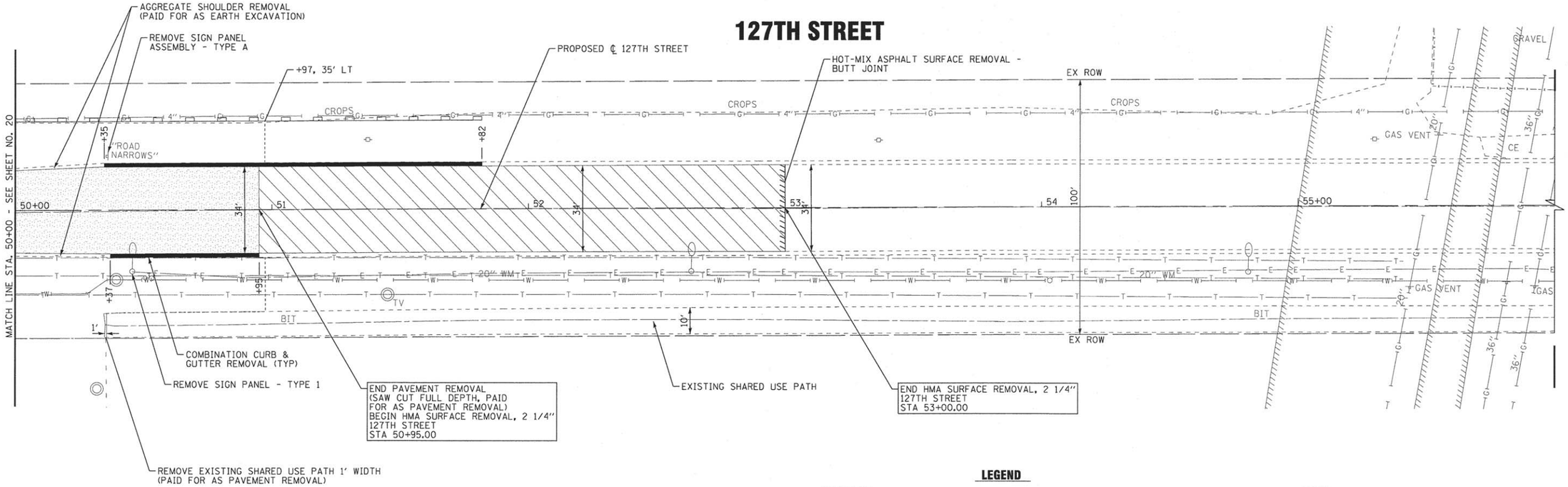


BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_Removal3.dgn	

REMOVAL PLAN

SCALE: 1" = 20' STA. 38+00 TO STA. 50+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	20
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



LEGEND

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB & GUTTER REMOVAL
- TEMPORARY FENCE
- PERIMETER EROSION BARRIER
- TREE TRUNK PROTECTION
- 12" TREE REMOVAL

NOTES:

1. SEE DRAINAGE AND UTILITY SHEET FOR NOTES REGARDING UTILITY CONFLICTS.
2. SEE DRAINAGE AND UTILITY SHEET FOR STRUCTURE ADJUSTMENTS.
3. THE CONTRACTOR SHALL COORDINATE PARKWAY TREE REMOVAL WITH THE ENGINEER. NO PARKWAY TREES SHALL BE REMOVED WITHOUT PRIOR APPROVAL OF ENGINEER.

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- CAC	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_Removal4.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN

SCALE: 1" = 20' STA. 50+00 TO STA. 56+00

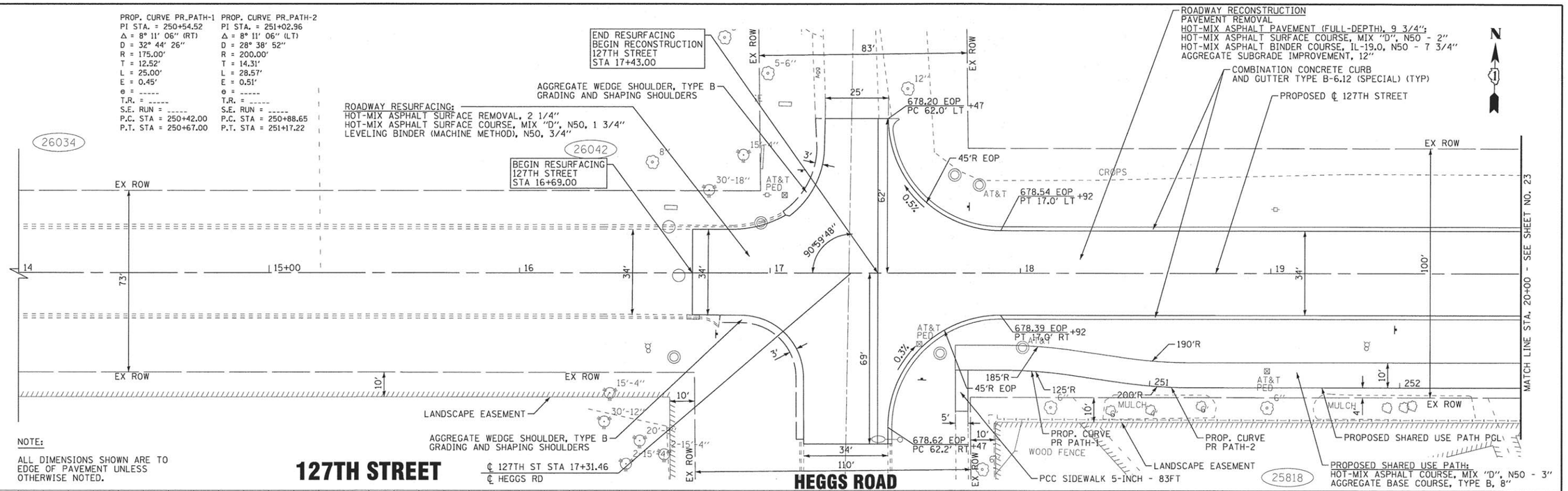
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	21

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

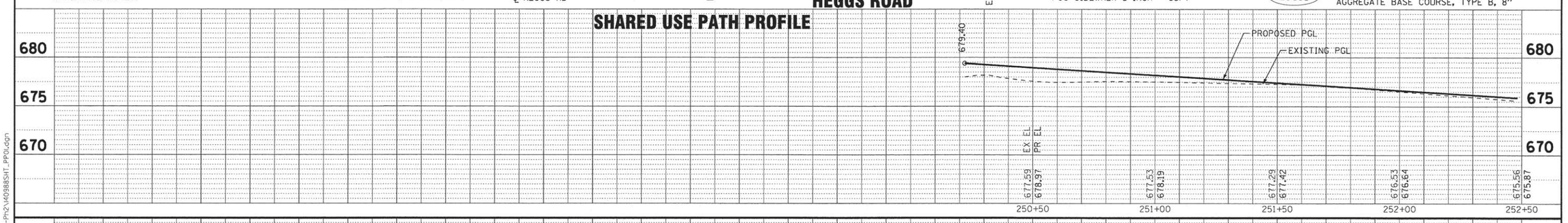
PROP. CURVE PR_PATH-1
PI STA. = 250+54.52
Δ = 8° 11' 06" (RT)
D = 32° 44' 26"
R = 175.00'
T = 12.52'
L = 25.00'
E = 0.45'
θ = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 250+42.00
P.T. STA = 250+67.00

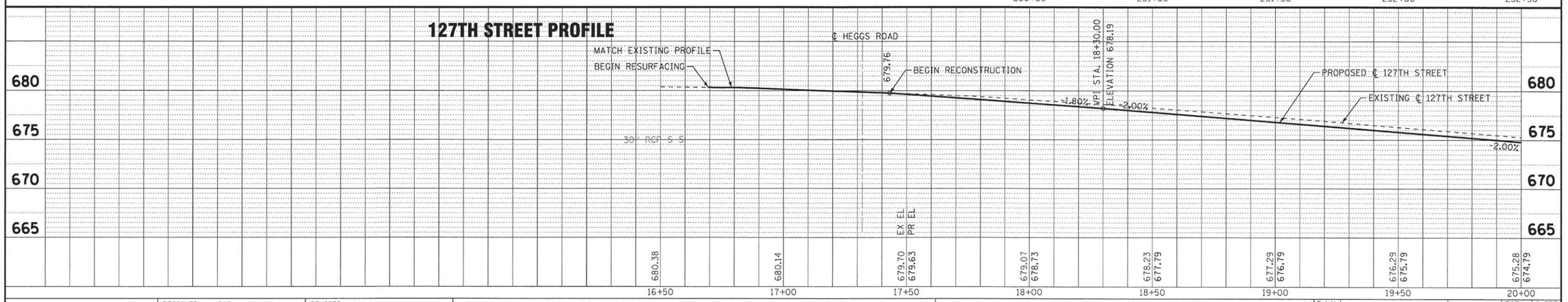
PROP. CURVE PR_PATH-2
PI STA. = 251+02.96
Δ = 8° 11' 06" (LT)
D = 28° 38' 52"
R = 200.00'
T = 14.31'
L = 28.57'
E = 0.51'
θ = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 250+88.65
P.T. STA = 251+17.22



NOTE:

ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.





BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
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CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_PP01.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5' STA. 16+50 TO STA. 20+00

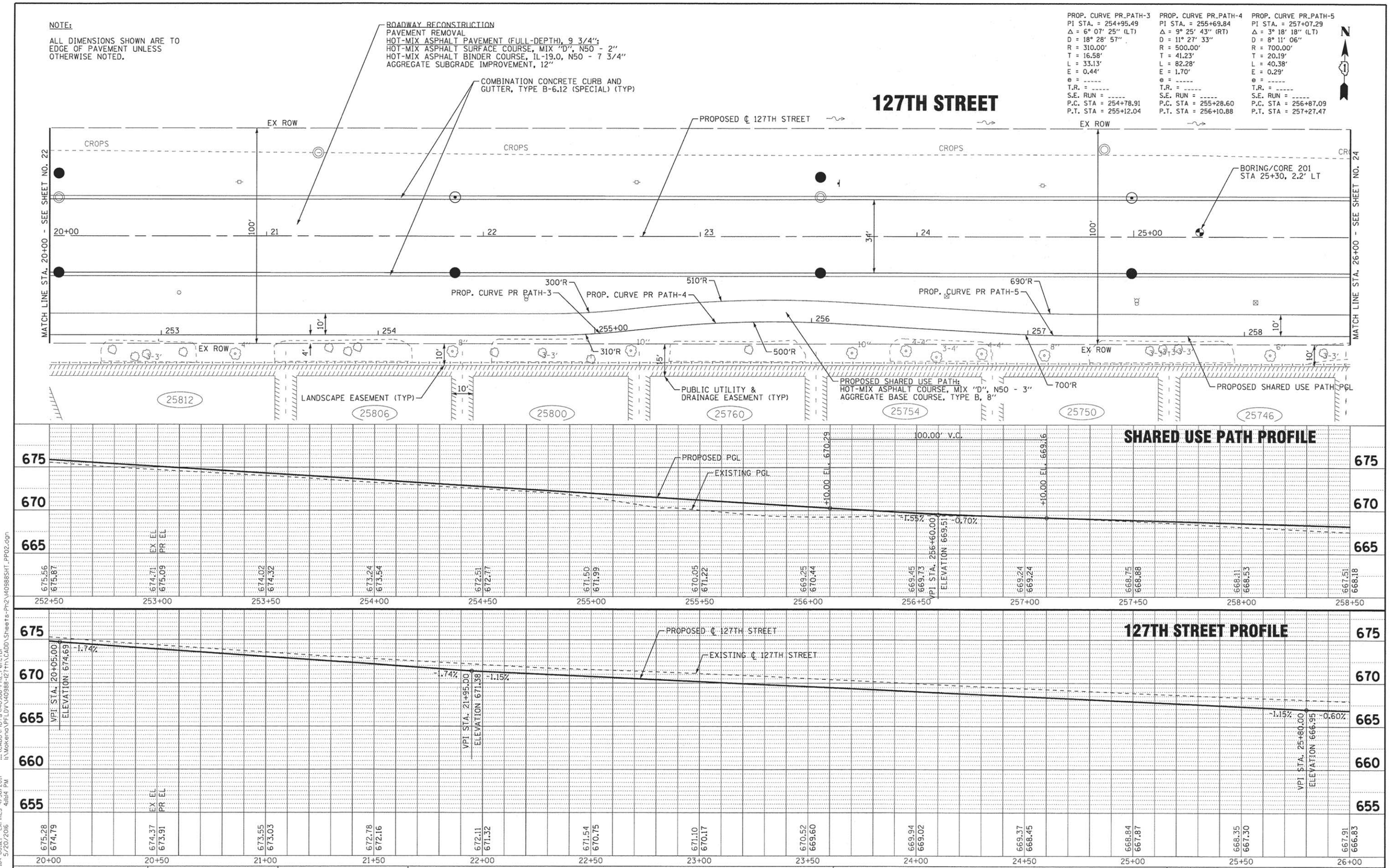
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	22

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

NOTE:

ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



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CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_PP02.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5' STA. 20+00 TO STA. 26+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	23
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

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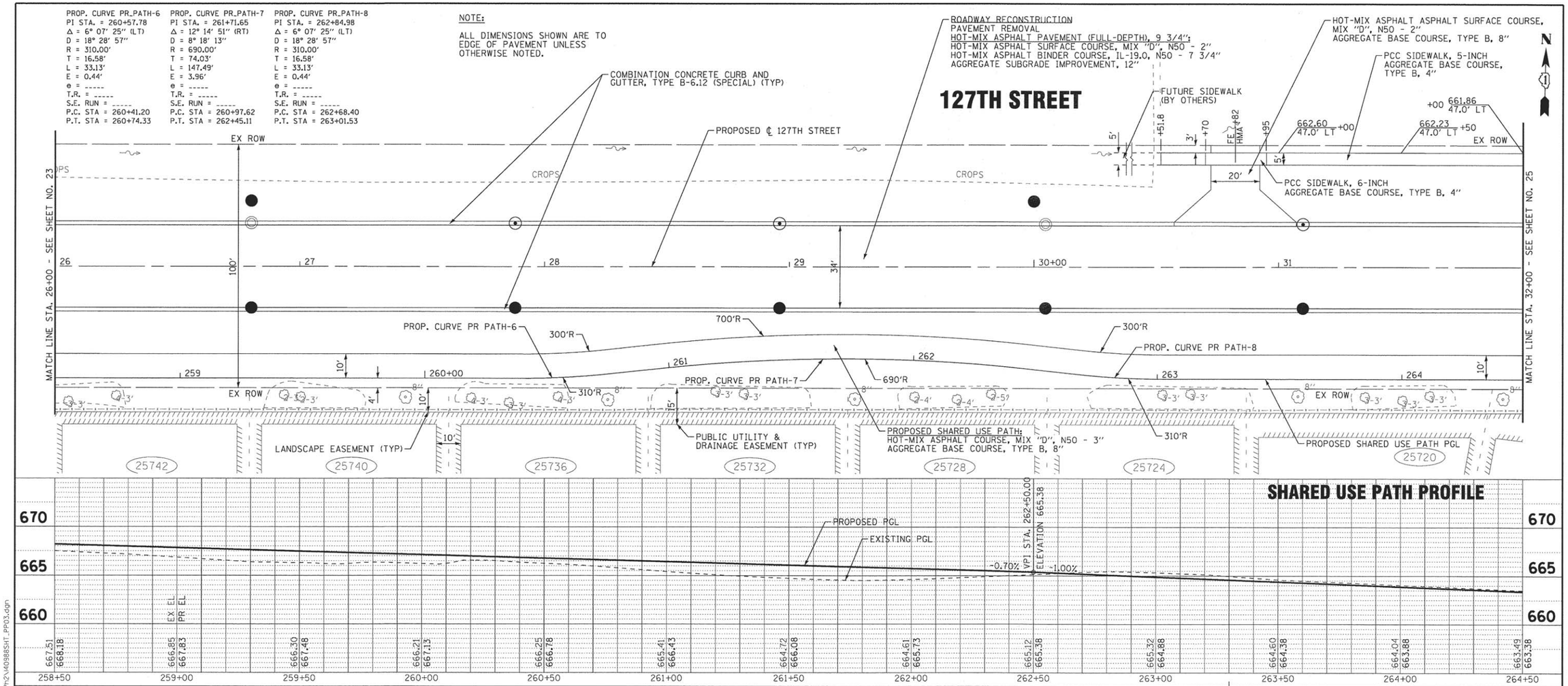
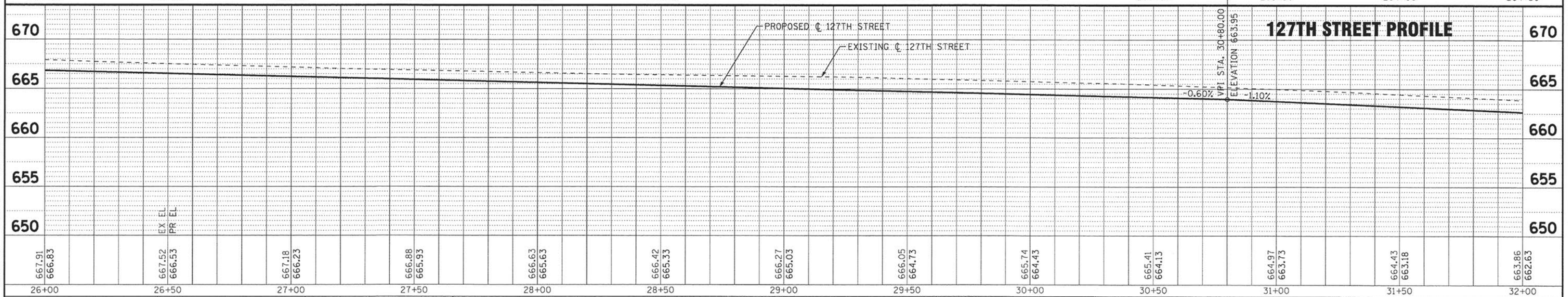
PROP. CURVE PR_PATH-6	PROP. CURVE PR_PATH-7	PROP. CURVE PR_PATH-8
PI STA. = 260+57.78	PI STA. = 261+71.65	PI STA. = 262+84.98
Δ = 6° 07' 25" (LT)	Δ = 12° 14' 51" (RT)	Δ = 6° 07' 25" (LT)
D = 18° 28' 57"	D = 8° 18' 13"	D = 18° 28' 57"
R = 310.00'	R = 690.00'	R = 310.00'
T = 16.58'	T = 74.03'	T = 16.58'
L = 33.13'	L = 147.49'	L = 33.13'
E = 0.44'	E = 3.96'	E = 0.44'
e = -----	e = -----	e = -----
T.R. = -----	T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 260+41.20	P.C. STA = 260+97.62	P.C. STA = 262+68.40
P.T. STA = 260+74.33	P.T. STA = 262+45.11	P.T. STA = 263+01.53

NOTE:

ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.





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DATE	04-29-16	FILE	140988SHT_PP03.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5' STA. 26+00 TO STA. 32+00

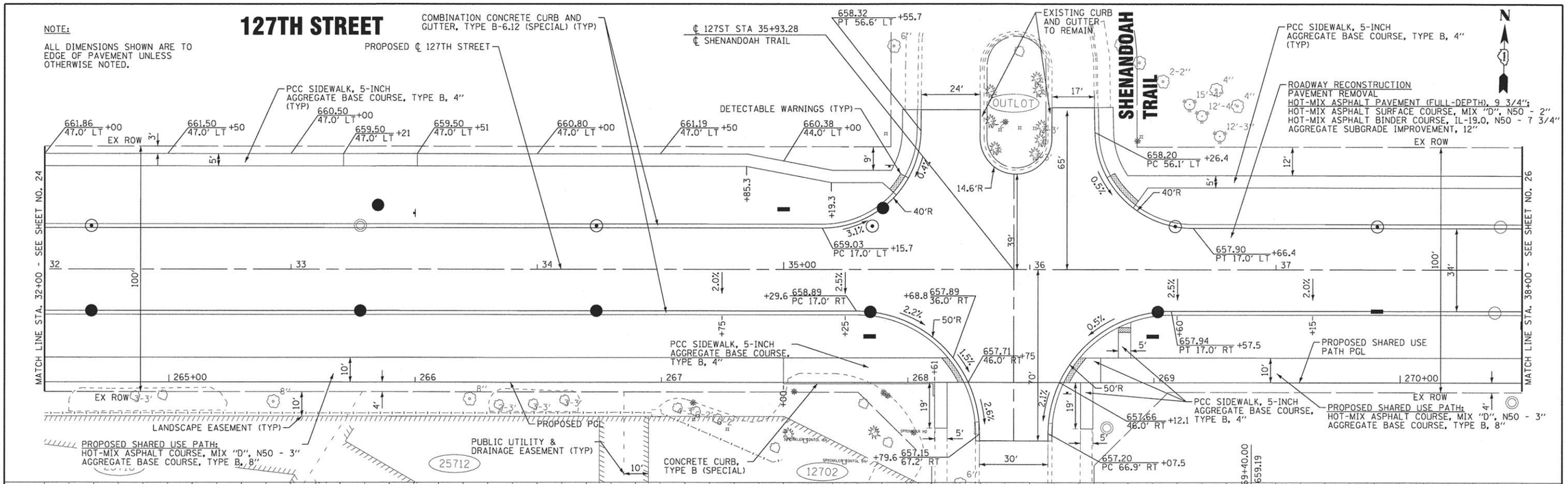
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	24

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

NOTE:

ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	
	DRAWN - CJC	REVISED -			
	CHECKED - ADJ	REVISED -			
	DATE - 04-29-16	FILE - 140988SHT_PP04.dgn		SCALE: H: 1"=20' V: 1"=5' STA. 32+00 TO STA. 38+00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	25
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

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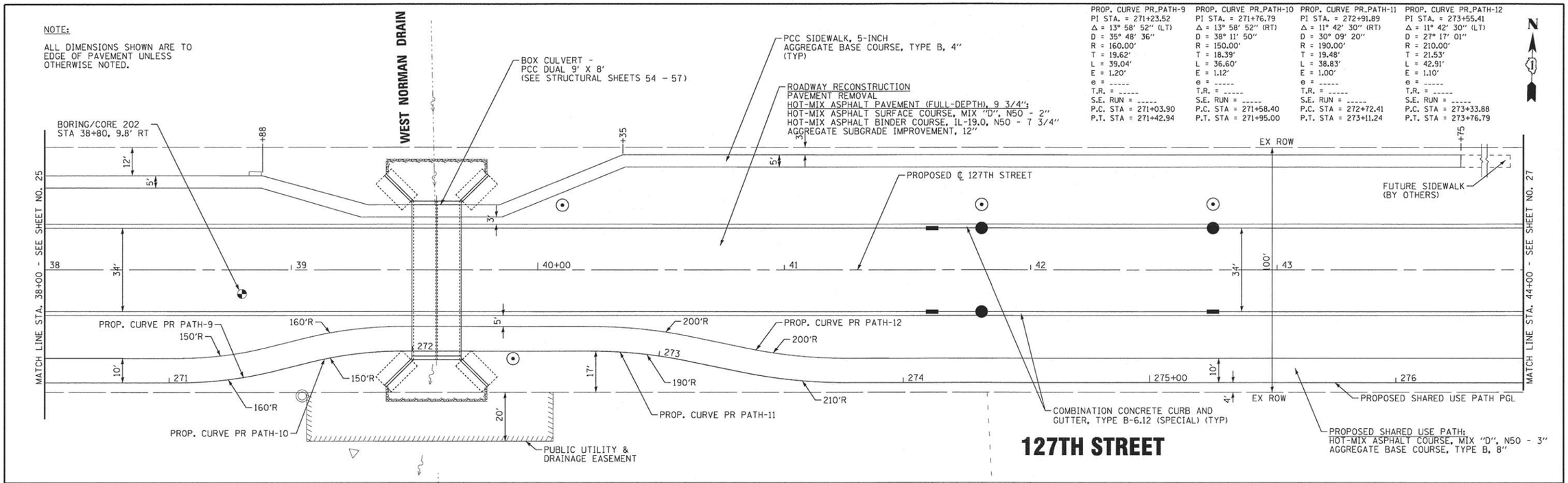
NOTE:

ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

PROP. CURVE PR_PATH-9	PROP. CURVE PR_PATH-10	PROP. CURVE PR_PATH-11	PROP. CURVE PR_PATH-12
PI STA. = 271+23.52	PI STA. = 271+76.79	PI STA. = 272+91.89	PI STA. = 273+55.41
Δ = 13° 58′ 52″ (LT)	Δ = 13° 58′ 52″ (RT)	Δ = 11° 42′ 30″ (RT)	Δ = 11° 42′ 30″ (LT)
D = 35° 48′ 36″	D = 38° 11′ 50″	D = 30° 09′ 20″	D = 27° 17′ 01″
R = 160.00′	R = 150.00′	R = 190.00′	R = 210.00′
T = 19.62′	T = 18.39′	T = 19.48′	T = 21.53′
L = 39.04′	L = 36.60′	L = 38.83′	L = 42.91′
E = 1.20′	E = 1.12′	E = 1.00′	E = 1.10′
e = -----	e = -----	e = -----	e = -----
T.R. = -----	T.R. = -----	T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 271+03.90	P.C. STA = 271+58.40	P.C. STA = 272+72.41	P.C. STA = 273+33.88
P.T. STA = 271+42.94	P.T. STA = 271+95.00	P.T. STA = 273+11.24	P.T. STA = 273+76.79



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DRAWN - CJC	REVISED -		
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DATE - 04-29-16	FILE - 140988SHT_PP05.dgn		

BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: H: 1″=20′ V: 1″=5′ STA. 38+00 TO STA. 44+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	26

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(631)

NOTE:

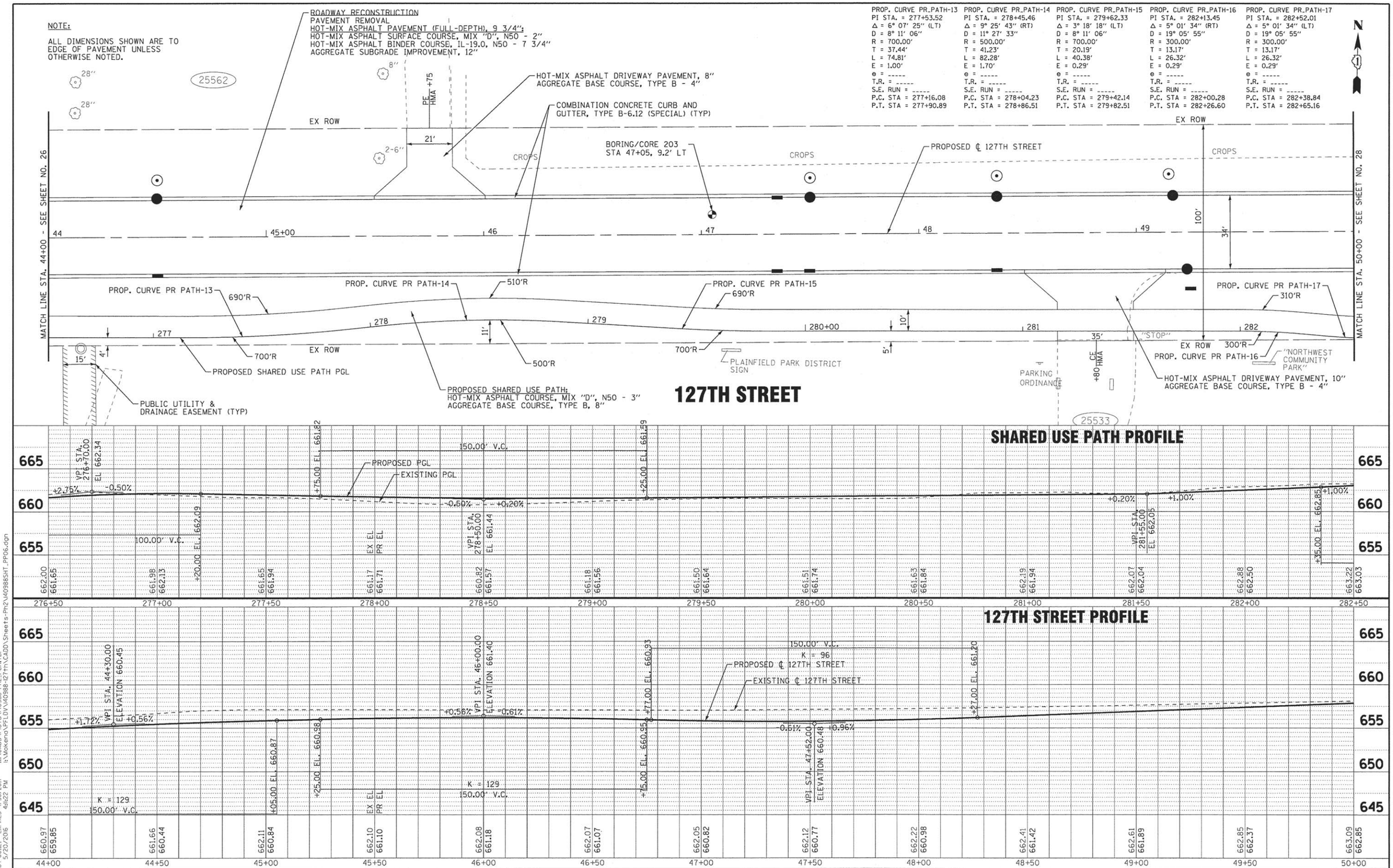
ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

ROADWAY RECONSTRUCTION
PAVEMENT REMOVAL
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 3/4";
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 7 3/4"
AGGREGATE SUBGRADE IMPROVEMENT, 12"

HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
AGGREGATE BASE COURSE, TYPE B - 4"

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) (TYP)

PROP. CURVE PR_PATH-13	PROP. CURVE PR_PATH-14	PROP. CURVE PR_PATH-15	PROP. CURVE PR_PATH-16	PROP. CURVE PR_PATH-17
PI STA. = 277+53.52	PI STA. = 278+45.46	PI STA. = 279+62.33	PI STA. = 282+13.45	PI STA. = 282+52.01
Δ = 6° 07' 25" (LT)	Δ = 9° 25' 43" (RT)	Δ = 3° 18' 18" (LT)	Δ = 5° 01' 34" (RT)	Δ = 5° 01' 34" (LT)
D = 8° 11' 06"	D = 11° 27' 33"	D = 8° 11' 06"	D = 19° 05' 55"	D = 19° 05' 55"
R = 700.00'	R = 500.00'	R = 700.00'	R = 300.00'	R = 300.00'
T = 37.44'	T = 41.23'	T = 20.19'	T = 13.17'	T = 13.17'
L = 74.81'	L = 82.28'	L = 40.38'	L = 26.32'	L = 26.32'
E = 1.00'	E = 1.70'	E = 0.29'	E = 0.29'	E = 0.29'
e = -----	e = -----	e = -----	e = -----	e = -----
T.R. = -----	T.R. = -----	T.R. = -----	T.R. = -----	T.R. = -----
S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----	S.E. RUN = -----
P.C. STA = 277+16.08	P.C. STA = 278+04.23	P.C. STA = 279+42.14	P.C. STA = 282+00.28	P.C. STA = 282+38.84
P.T. STA = 277+90.89	P.T. STA = 278+86.51	P.T. STA = 279+82.51	P.T. STA = 282+26.60	P.T. STA = 282+65.16



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CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_PP06.dgn		

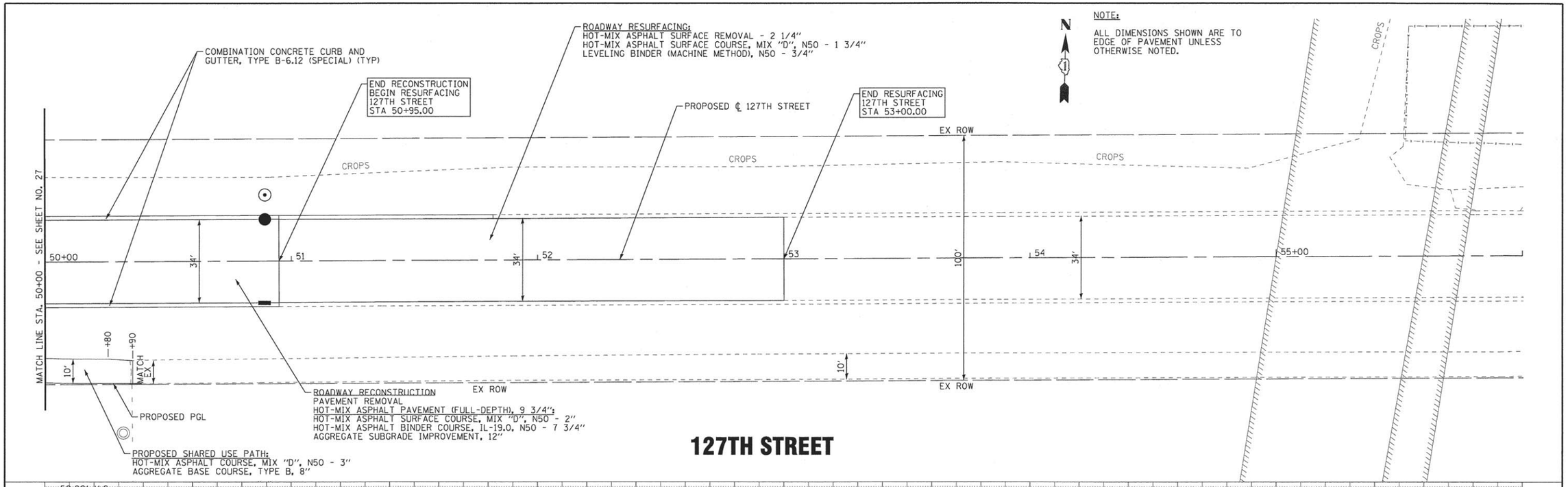
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5' STA. 44+00 TO STA. 50+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	27
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



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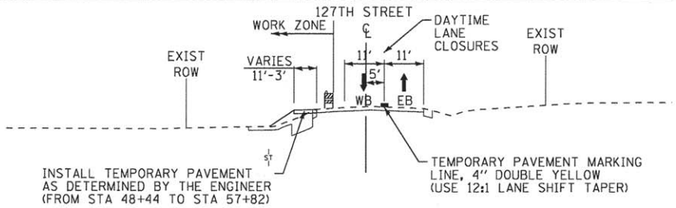
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_PP07.dgn	

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5' STA. 50+00 TO STA. 56+00

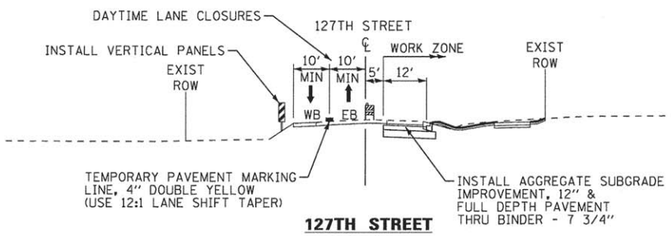
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	28
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



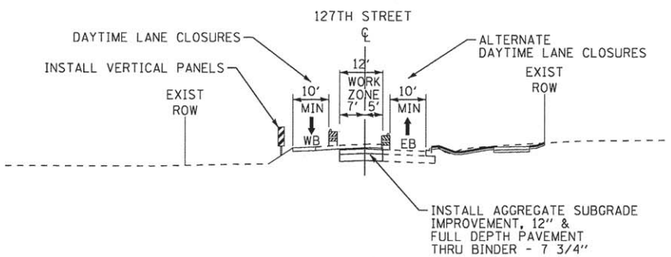
127TH STREET PRESTAGE

(STA 48+44 TO STA 51+82)



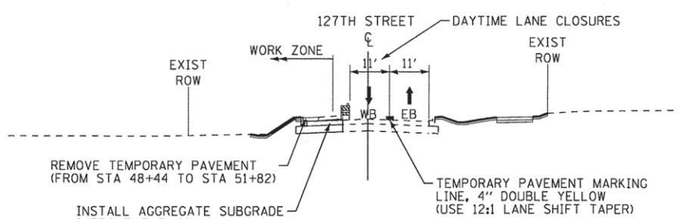
127TH STREET STAGE 1

(STA 48+44 TO STA 50+95)



127TH STREET STAGE 2

(STA 48+44 TO STA 50+95)

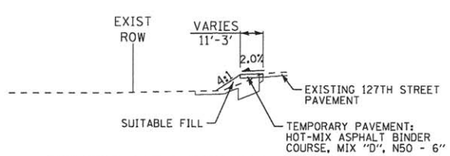


127TH STREET STAGE 3

(STA 48+44 TO STA 50+95)

LEGEND

- EXISTING PAVEMENT MARKING
- TEMPORARY PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- EXISTING ELEMENTS
- PROPOSED ELEMENTS
- TYPE II BARRICADES OR DRUMS



TEMPORARY PAVEMENT DETAIL

SUGGESTED SEQUENCE OF CONSTRUCTION – 127TH STREET

PRIOR TO STAGE 1

1. ESTABLISH TRAFFIC CONTROL AND EROSION CONTROL MEASURES
2. ESTABLISH TRAFFIC CONTROL DETOUR ROUTE
3. COMPLETE TREE REMOVALS/PRUNING

PRESTAGE

1. MAINTAIN ONE THRU LANE OF TRAFFIC IN EACH DIRECTION EAST OF THE COMMUNITY PARK ENTRANCE.
2. INSTALL TEMPORARY PAVEMENT ON THE NORTH SIDE OF 127TH STREET AS DETERMINED BY THE ENGINEER TO MAINTAIN TRAFFIC AROUND THE CONTRUCTION WORK ZONE.
3. INSTALL MAINLINE STORM SEWER AND LATERALS AS SHOWN ON THE PLANS.

STAGE 1

1. MAINTAIN ONE THRU LANE OF TRAFFIC IN EACH DIRECTION EAST OF THE COMMUNITY PARK ENTRANCE.
2. SAWCUT PAVEMENT REMOVAL LIMITS.
3. AS APPROVED BY THE ENGINEER, CLOSE ONE THRU LANE IN ACCORDANCE WITH HIGHWAY STANDARDS, MAINTAINING TWO WAY TRAFFIC WITH FLAGGERS.
4. COMPLETE PAVEMENT REMOVAL AND EXCAVATION OPERATIONS FOR WIDENING AND RECONSTRUCTION AND INSTALL AGGREGATE BASE COURSE, PROVIDING TEMPORARY ACCESS TO COMMUNITY PARK ENTRANCE.

   PAVEMENT REMOVAL SHALL BE LIMITED EACH DAY SO THAT AGGREGATE BASE COURSE SHALL BE INSTALLED ON THE SAME WORKING DAY AS THE LIMITS OF PAVEMENT REMOVED.
5. INSTALL PROPOSED CURB AND GUTTER AND HMA PAVEMENT THRU BINDER.
6. INSTALL HMA SHARED USE PATH, DRIVEWAYS, PROPOSED STREET LIGHTING AND PARKWAY GRADING.

STAGE 2

1. MAINTAIN ONE THRU LANE OF TRAFFIC IN EACH DIRECTION EAST OF THE COMMUNITY PARK ENTRANCE.
2. SAWCUT PAVEMENT REMOVAL LIMITS.
3. AS APPROVED BY THE ENGINEER, CLOSE ONE THRU LANE IN ACCORDANCE WITH HIGHWAY STANDARDS, MAINTAINING TWO WAY TRAFFIC WITH FLAGGERS.
4. COMPLETE PAVEMENT REMOVAL AND EXCAVATION OPERATIONS FOR RECONSTRUCTION AND INSTALL AGGREGATE BASE COURSE, PROVIDING TEMPORARY ACCESS TO COMMUNITY PARK ENTRANCE.

   PAVEMENT REMOVAL SHALL BE LIMITED EACH DAY SO THAT AGGREGATE BASE COURSE SHALL BE INSTALLED ON THE SAME WORKING DAY AS THE LIMITS OF PAVEMENT REMOVED.
5. INSTALL HMA PAVEMENT THRU BINDER.

STAGE 3

1. MAINTAIN ONE THRU LANE OF TRAFFIC IN EACH DIRECTION EAST OF THE COMMUNITY PARK ENTRANCE.
2. SAWCUT PAVEMENT REMOVAL LIMITS.
3. AS APPROVED BY THE ENGINEER, CLOSE ONE THRU LANE IN ACCORDANCE WITH HIGHWAY STANDARDS, MAINTAINING TWO WAY TRAFFIC WITH FLAGGERS.
4. COMPLETE PAVEMENT REMOVAL AND EXCAVATION OPERATIONS FOR RECONSTRUCTION AND INSTALL AGGREGATE SUBBASE, PROVIDING TEMPORARY ACCESS TO COMMUNITY PARK ENTRANCE.

   PAVEMENT REMOVAL SHALL BE LIMITED EACH DAY SO THAT AGGREGATE BASE COURSE SHALL BE INSTALLED ON THE SAME WORKING DAY AS THE LIMITS OF PAVEMENT REMOVED.
5. INSTALL PROPOSED CURB AND GUTTER AND PROPOSED HMA PAVEMENT THRU BINDER.

STAGE 4

1. COMPLETE PAVEMENT MILLING AND LEVELING BINDER. UTILIZE TEMPORARY PAVEMENT MARKING FOR LANE CONTROL.
2. COMPLETE TOPSOIL INSTALLATION.
3. COMPLETE HMA SURFACE COURSE, FINAL LANDSCAPING, PAVEMENT MARKINGS AND PUNCHLIST ITEMS.

MAINTENANCE OF TRAFFIC NOTES

1. REFER TO DISTRICT DETAIL TC-21 FOR DETOUR SIGN SPACING, EXCEPT AS INDICATED ON THE SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN.
2. THE CONTRACTOR SHALL NOTIFY IDOT AND THE VILLAGE OF PLAINFIELD (815) 436-3577 10 DAYS IN ADVANCE OF OPERATION OF THE DETOUR ROUTE.
3. DETOUR ROUTE SHALL NOT BE IN PLACE FROM NOVEMBER 19, 2016 THROUGH APRIL 2, 2017.
4. WORK WITHIN THE LIMITS OF THE EXISTING PAVEMENT DURING 2016 SHALL BE LIMITED TO CONSTRUCTION OF THE BOX CULVERT AT WEST NORMAN DRAIN AND STORM SEWERS. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PAVEMENT IN EXISTING CONDITION SUCH THAT 127TH STREET CAN BE REOPENDED TO TRAFFIC UPON REMOVAL OF THE DETOUR IN THE FALL OF 2016.
5. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
6. EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION WITH CONTINUED MAINTENANCE FOR THE DURATION OF CONSTRUCTION, SEE EROSION CONTROL SHEETS FOR ADDITIONAL INFORMATION.
7. EMERGENCY VEHICLE AND LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF 127TH STREET. ANY SIGNIFICANT CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES. THE COST FOR MAINTAINING ACCESS ON 127TH STREET, SHENANDOAH TRAIL AND HEGGS ROAD WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
8. THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO ALL ENTRANCES AND SIDE ROADS DURING THE CONSTRUCTION OF 127TH STREET. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (ROAD), TEMPORARY ACCESS (COMMERICAL ENTRANCE), TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (FIELD ENTRANCE).
9. THE CONTRACTOR SHALL PROVIDE TWO-WAY TRAFFIC EAST OF THE COMMUNITY PARK ENTRANCE. THE WORK ZONE SHALL BE DELINEATED AT ALL TIMES THROUGHOUT CONSTRUCTION BY TYPE II BARRICADES OR DRUMS WITH MONO DIRECTIONAL STEADY BURN LIGHTS AT 50' CENTERS ON TANGENTS AND 25' CENTERS ON TAPERS AND LANE SHIFTS AND 12' CENTERS ON RADII. ALL LANES SHALL BE OPEN TO TRAFFIC AT THE END OF EACH WORK DAY, MAINTAINING A MINIMUM 10' WIDTH PER LANE. CONTRACTOR SHALL ESTABLISH A 25 MPH CONSTRUCTION ZONE SPEED LIMIT. TEMPORARY STRIPING, DRUMS, BARRICADES, AND CONSTRUCTION SIGNS PLACEMENT SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
10. ACCESS BETWEEN THE ENTRANCES TO "KING'S BRIDGE" TO THE NORTH OF 127TH STREET AND "SHENANDOAH" TO THE SOUTH OF 127TH STREET VIA SHENANDOAH TRAIL SHALL REMAIN OPEN TO TWO-WAY TRAFFIC AT ALL TIMES DURING CONSTRUCTION. THIS WORK SHALL BE STAGED CONSTRUCTED USING TEMPORARY PAVEMENT AND THE CONTRACTOR WILL BE REQUIRED TO PREPARE AND SUBMIT STAGING PLANS TO THE VILLAGE AND ENGINEER FOR APPROVAL.
11. DAILY LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE APPLICABLE HIGHWAY STANDARDS.
12. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE SUGGESTED MAINTENANCE OF TRAFFIC PLAN. THIS WORK WILL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL, SPECIAL.
13. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR IMMEDIATELY OR AS DETERMINED BY THE ENGINEER. SUFFICIENT QUANTITIES TO RE-STRIPE EACH STAGE 3 TIMES HAVE BEEN PROVIDED. ALL MARKINGS REQUIRING REPLACEMENT AFTER THE THIRD PLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
14. CONSTRUCTION VEHICLES AND/OR EQUIPMENT SHALL NOT BE PARKED OVERNIGHT WITHIN VILLAGE RIGHT-OF-WAY ADJACENT TO OR IN FRONT OF COMMERCIAL BUSINESS PROPERTIES. THE ENGINEER WILL ASSIST THE CONTRACTOR IN IDENTIFYING CONSTRUCTION STAGING LOCATIONS AT THE START OF CONSTRUCTION.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_MOT-Notes.dgn	

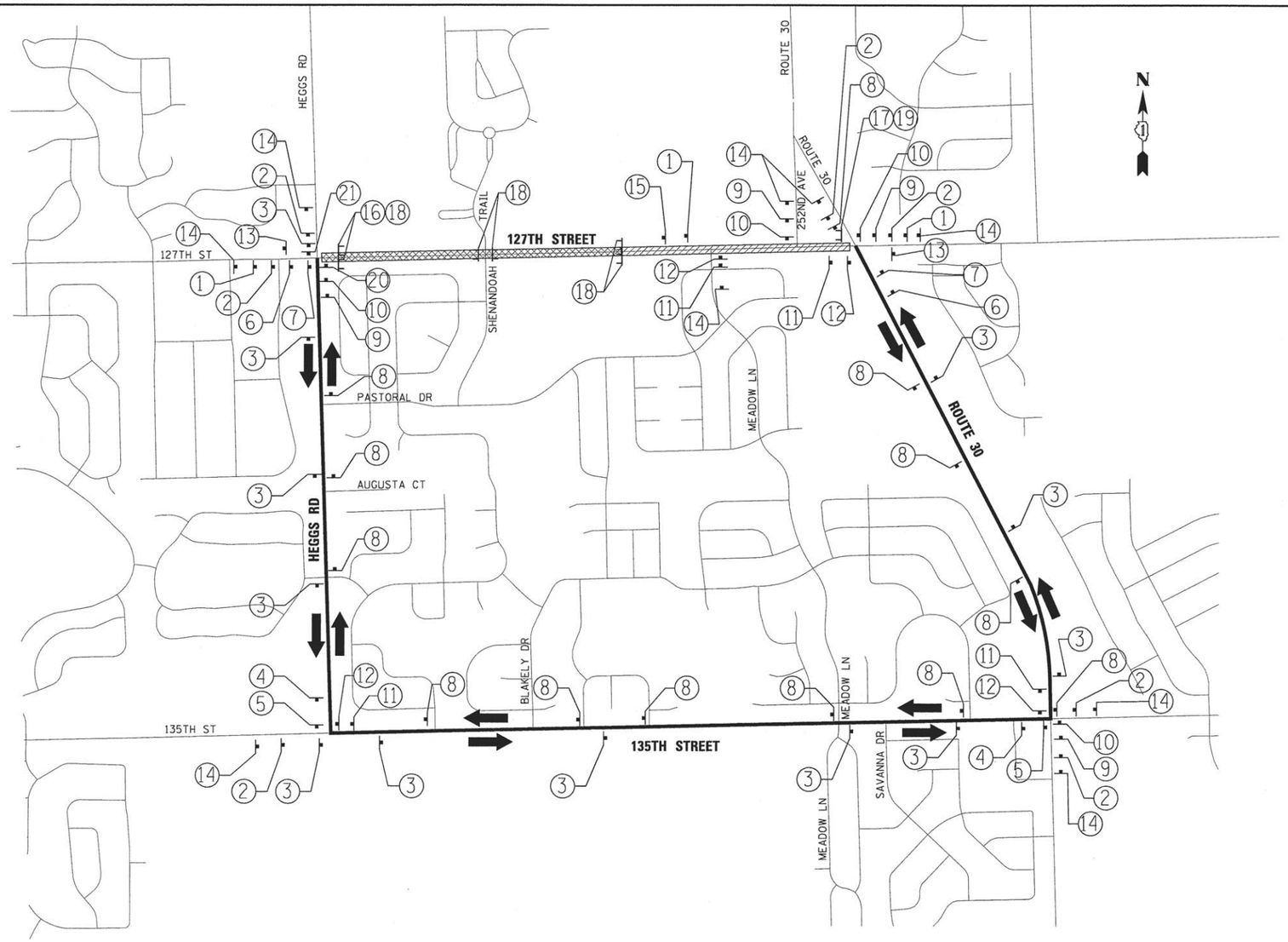
SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES & STAGE DESCRIPTIONS

SCALE: NONE | STA. | TO STA.

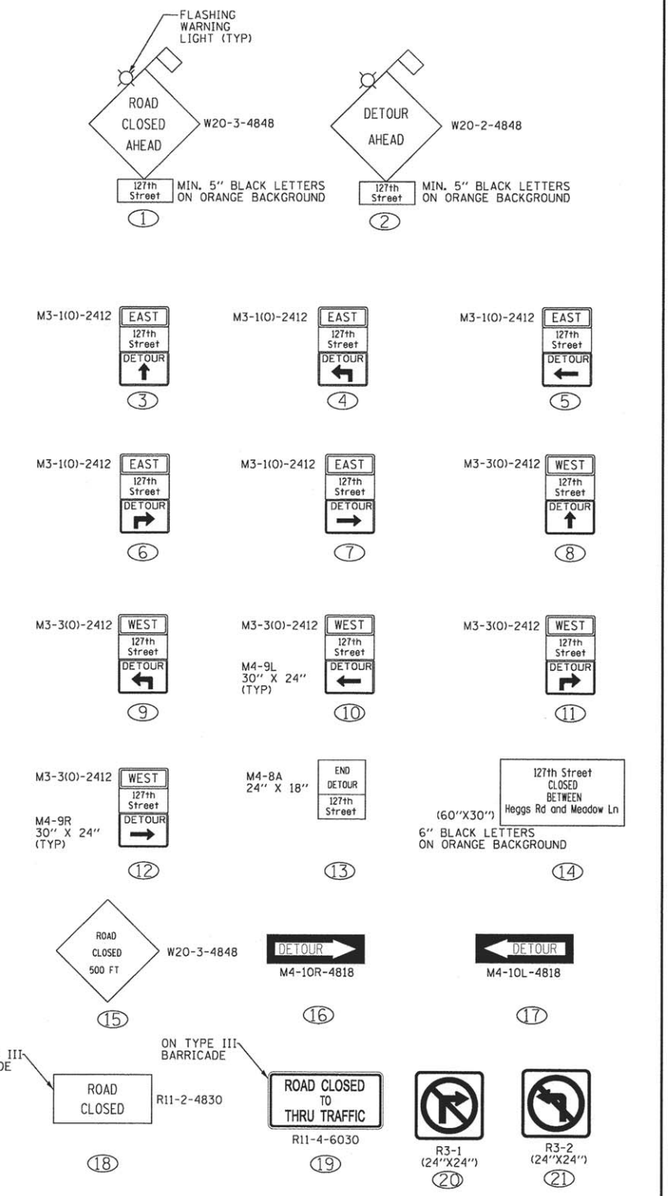
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	29

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



SIGN DETAILS



LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN
- TYPE III BARRICADE
- ROAD CLOSURE
- ROAD CLOSED TO THRU TRAFFIC

ARTERIAL ROAD INFORMATION SIGN FOR ROADS TO BE FULLY CLOSED AND DETOURED

SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.
ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT.

"HIGHWAY C" FONT

1 OVERLAY PANEL 1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION. (i.e. "FROM APR 2")

2 OVERLAY PANEL 2 TO CONTAIN ENDING MONTH OF FULL CLOSURE & DETOUR (i.e. "THRU JULY") OMIT THE DATE ON PANEL 2 ; MONTH ONLY.

ERECT SIGN ASSEMBLY (POST-MOUNTED WITH PANELS 1 AND 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVEL ASSEMBLY AFTER CLOSURE.

- REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN SPACING

TEMPORARY INFORMATION SIGN DETAIL

NOTE:

DETOUR ROUTE SHALL NOT BE IN PLACE FROM NOVEMBER 19, 2016 THROUGH APRIL 2, 2017.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_MOT-Detour.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	30
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

MAINTENANCE SCHEDULE

1. SILT FENCE - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL SILT FENCE WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE SILT FENCE FUNCTIONAL AS DESIGNED.
2. EROSION BLANKET - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL EROSION BLANKET WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE EROSION BLANKET FUNCTIONAL AS DESIGNED.
3. INLET FILTERS - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL INLET FILTERS WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE INLET FILTERS FUNCTIONAL AS DESIGNED.
4. THE EROSION CONTROL QUANTITIES PROVIDED IN THE PLANS ARE APPROXIMATE. THE ACTUAL NEED FOR QUANTITIES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

BOX CULVERT SUGGESTED CONSTRUCTION SEQUENCING

1. INSTALL SEDIMENT AND EROSION CONTROL SYSTEMS.
2. INSTALL COFFERDAMS.
3. REMOVE EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
4. CONSTRUCT NEW STRUCTURE AND INSTALL RIPRAP.
5. REMOVE COFFERDAMS.
6. COMPLETE PAVEMENT PATH AND SIDEWALK CONSTRUCTION.
7. COMPLETE RESTORATION OF ALL DISTURBED AREAS.
8. REMOVE EROSION CONTROL MEASURES.

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

1. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
2. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
3. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
4. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH MAT OR BLANKET IN COMBINATION WITH SEEDING.
5. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
7. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES.
8. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE). DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES OR STORM WATER STRUCTURES IS PROHIBITED.
9. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE WILL-SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT (SWCD), ENGINEER, OR LOCAL AGENCY.
10. THE CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH WILL-SOUTH COOK SWCD AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.
11. THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS FROM THE U.S. ARMY CORPS OF ENGINEERS, WILL-SOUTH COOK SWCD, AND VILLAGE OF PLAINFIELD.
12. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL.
13. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH RAIN EVENT RESULTING IN RUNOFF FROM THE SITE.
14. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
15. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF MATERIALS NECESSARY FOR THE CONSTRUCTION OF COFFERDAMS. ALL MATERIALS FOR COFFERDAMS MUST BE NON-ERODABLE. THE COFFERDAMS MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAMS ARE IN PLACE AND ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
16. IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE (ROCK CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
17. DEWATERING MEASURES SHALL COMPLY WITH THE ILLINOIS URBAN MANUAL. DURING DEWATERING OF THE COFFERED AREA, THE WATER SHALL BE FILTERED TO REMOVE SEDIMENT PRIOR TO DISCHARGE TO THE STREAM. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. FILTRATION AREA SHALL BE PLACED ON A STABILIZED AREA OR DISCHARGE TO AN ENERGY DISSAPATING SURFACE PRIOR TO BEING RE-INTRODUCED TO DOWNSTREAM WATERWAY. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY. THE DISCHARGE FROM THE DEWATERING DEVICE SHALL NOT CAUSE EROSION. ANY TREATMENT REQUIRED BY THE WILL-SOUTH COOK SWCD IS THE CONTRACTORS RESPONSIBILITY AND NO EXTRA COSTS WILL BE PAID.
18. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE WILL-SOUTH COOK SWCD.
19. EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS, THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED IMMEDIATELY AFTER FINAL GRADING WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE CHANNEL MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.
20. THE PORTION OF THE SIDE SLOPE THAT IS ABOVE THE OBSERVED WATER ELEVATION SHALL BE STABILIZED AS SPECIFIED IN THE PLANS PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE AND TOE OF SLOPE THAT HAS BEEN DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED OR PRE-CONSTRUCTION CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.
21. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
22. CONCRETE WASHOUT FACILITIES SHALL BE INSTALLED, OPERATED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
23. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
24. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
25. FINAL ACCEPTANCE OF PROJECT WILL BE CONTIGENT ON RECORD DRAWING APPROVAL BY THE ENGINEER.
26. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS, PERMITS, AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.
27. THE CONTRACTOR SHALL PROVIDE ADEQUATE RECEPTACLES FOR THE DEPOSITION OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO THE DEVELOPMENT SITE, CHANNEL, OR WATERS OF THE U.S. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
28. THIS PROJECT REQUIRES ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE VILLAGE, AS A CONDITION OF THIS PERMIT. THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE VILLAGE AND WILL-SOUTH COOK SWCD FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USAGE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS, EQUIPMENT, AND LABOR NECCESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE WORK FOR WHICH IT IS REQUIRED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
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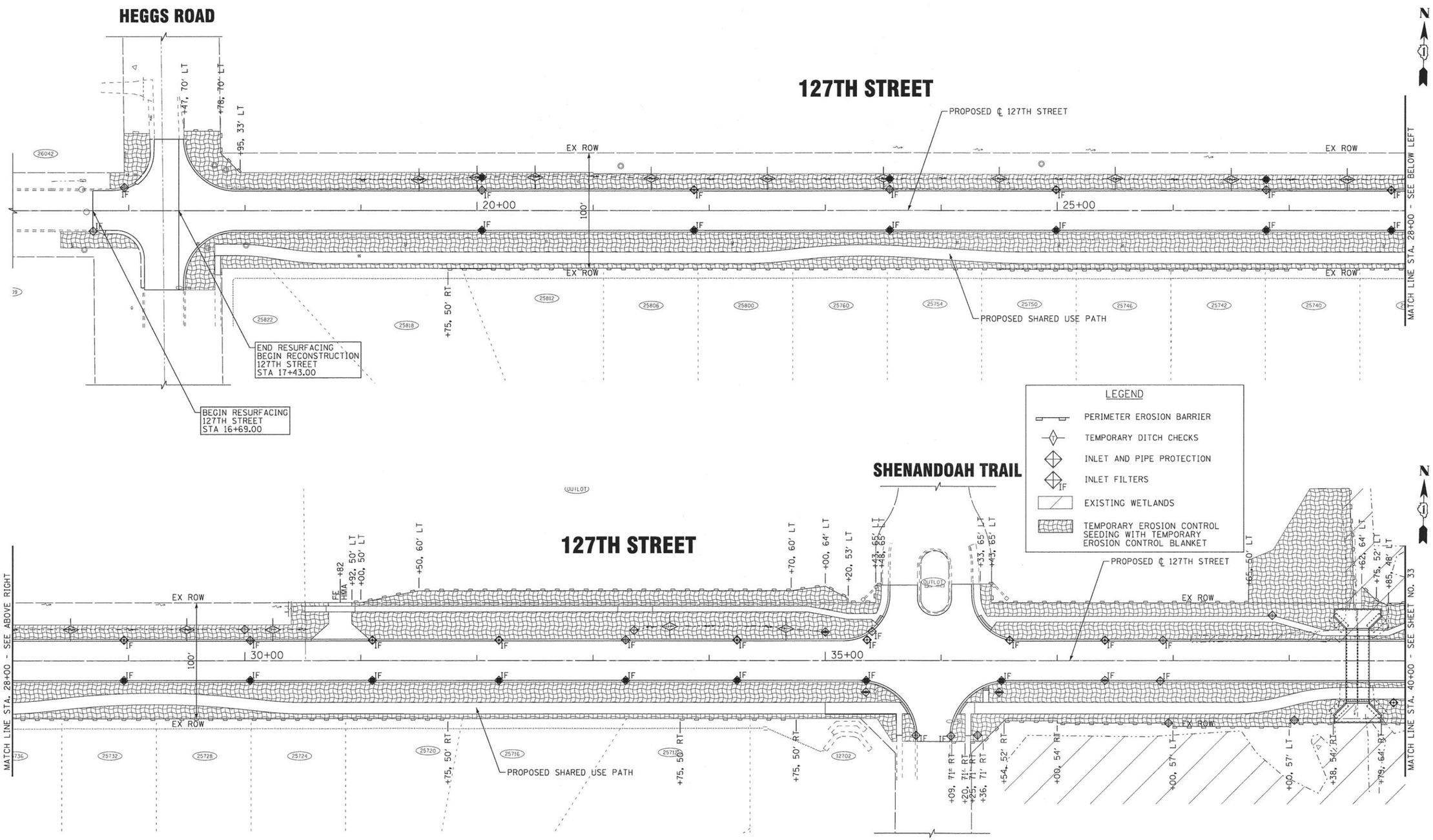
DATE - 04-29-16	FILE - 140988SHT_ER_Notes.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

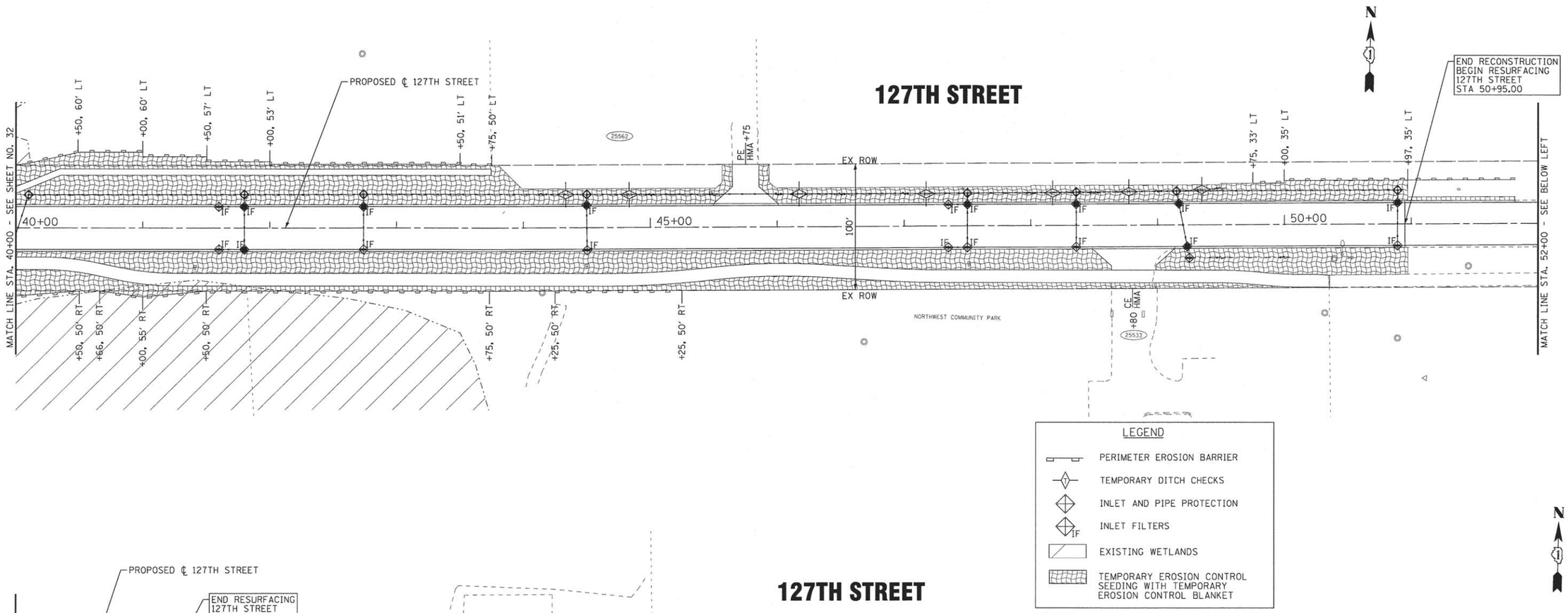
EROSION CONTROL NOTES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	31
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

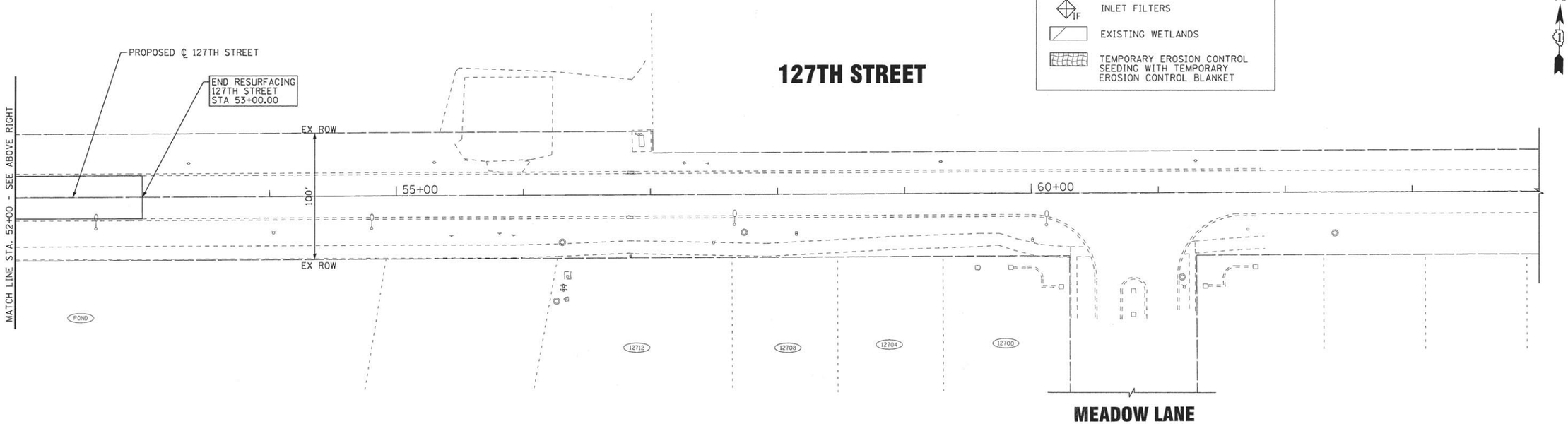


BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CJC	REVISED -			503	15-00061-00-WR	WILL	88	32
	CHECKED - ADJ	REVISED -					CONTRACT NO. 61C98		
	DATE - 04-29-16	FILE - 140988SHT_ER1.dgn		SCALE: 1" = 40' STA. 16+00 TO STA. 40+00	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- INLET FILTERS
- EXISTING WETLANDS
- TEMPORARY EROSION CONTROL SEEDING WITH TEMPORARY EROSION CONTROL BLANKET



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DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_ER2.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

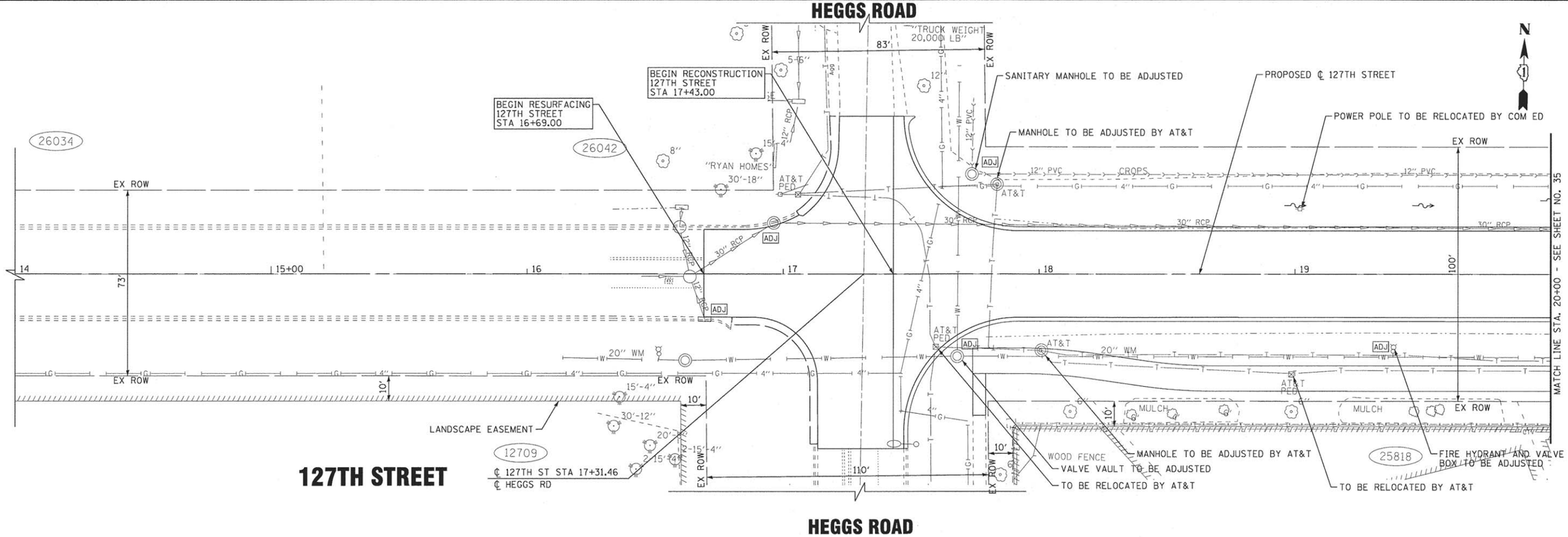
EROSION CONTROL PLAN

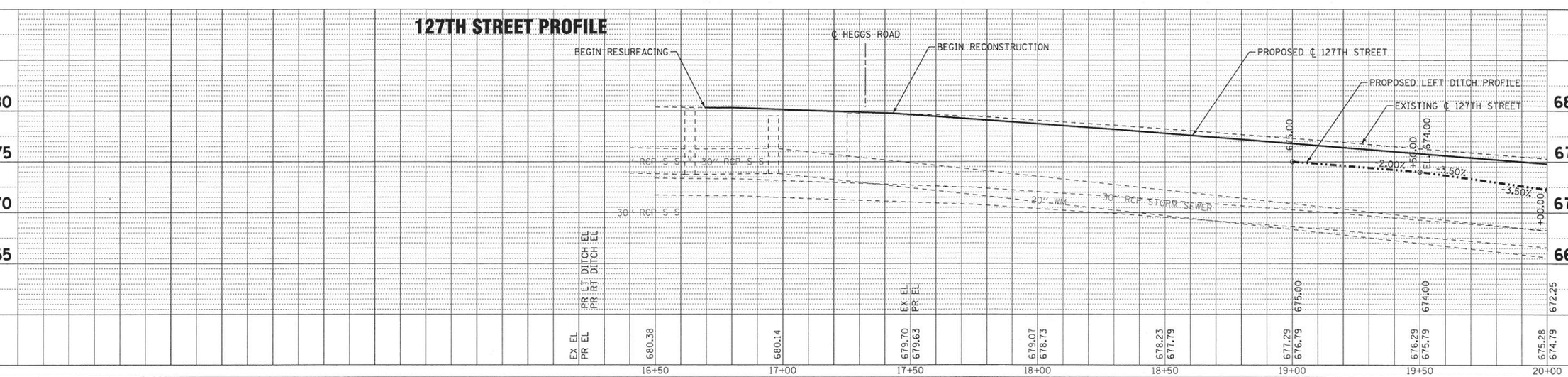
SCALE: 1" = 40' STA. 40+00 TO STA. 64+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	33

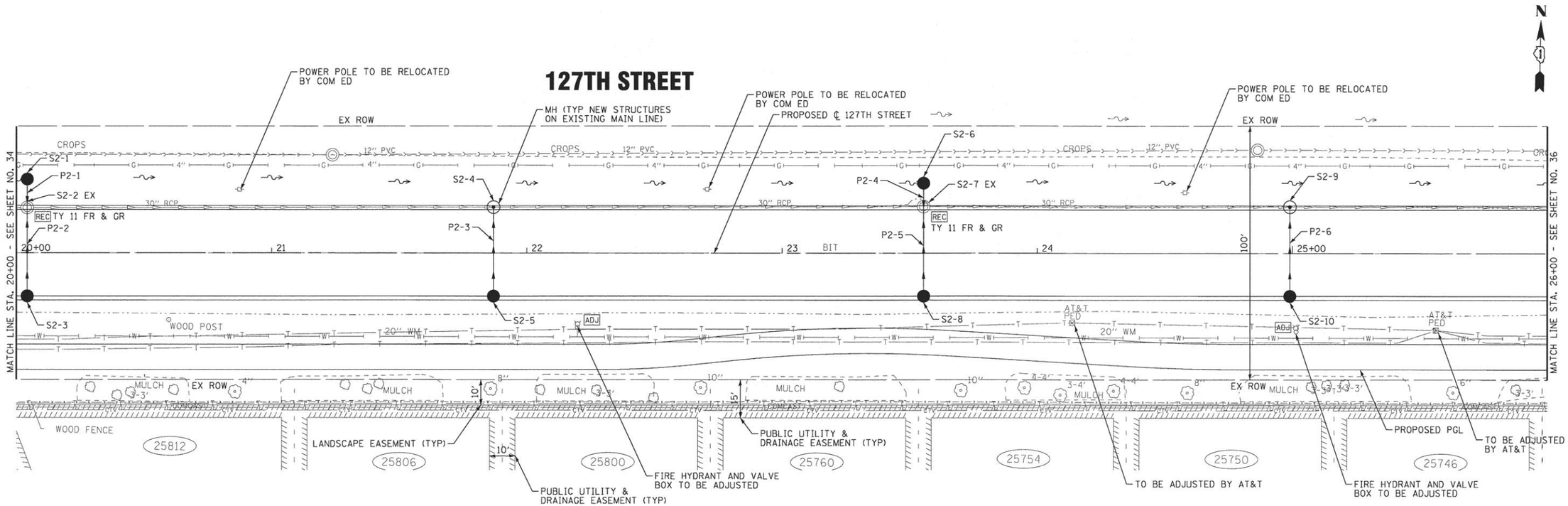
CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



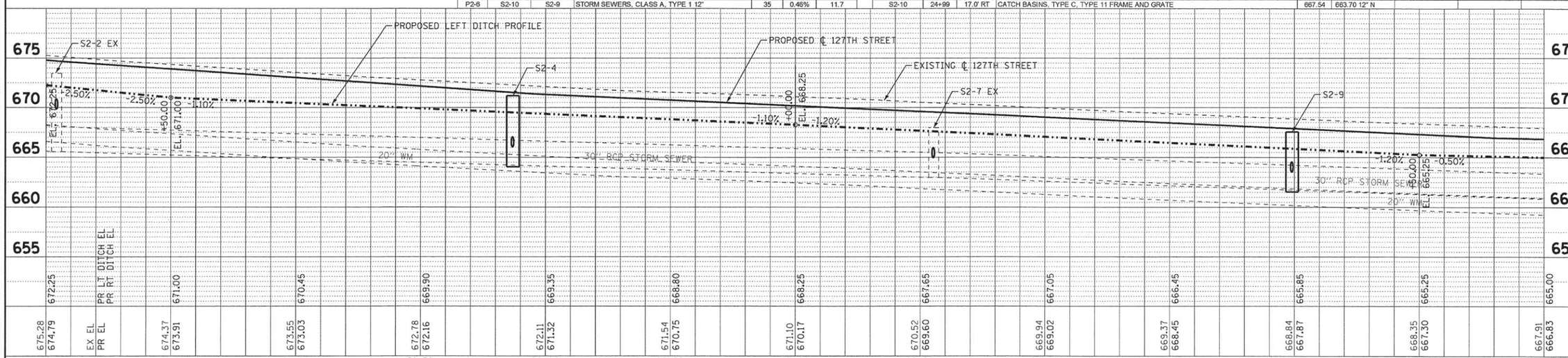


BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UITLITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BCD	REVISED -			503	15-00061-00-WR	WILL	88	34
	CHECKED - ADJ	REVISED -					CONTRACT NO. 61C98		
	DATE - 04-29-16	FILE - 140988SHT_DU01.dgn		SCALE: H: 1"=20' V: 1"=5' STA. 16+50 TO STA. 20+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		



PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P2-1	S2-1	S2-2 ex	STORM SEWERS, CLASS A, TYPE 1 12"	11	1.00%	3.6
P2-2	S2-3	S2-2 ex	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	13.3
P2-3	S2-5	S2-4	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	15.6
P2-4	S2-6	S2-7 ex	STORM SEWERS, CALSS A, TYPE 1 12"	9	1.00%	4.1
P2-5	S2-8	S2-7 ex	STORM SEWERS, CLASS A, TYPE 2 12"	35	0.51%	12.5
P2-6	S2-10	S2-9	STORM SEWERS, CLASS A, TYPE 1 12"	35	0.46%	11.7

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS			
S2-1	20+04	29.0' LT	CATCH BASINS, TYPE C, TYPE 8 GRATE	672.25	669.96 12" S			
S2-2 ex	20+04	17.7' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	674.37	665.55 EX 30" E	665.66 EX 30" W	669.85 12" S	669.85 12" N
S2-3	20+04	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	674.37	670.20 12" N			
S2-4	21+87	18.0' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	671.19	664.04 EX 30" E	664.04 EX 30" W	666.04 12" S	
S2-5	21+87	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	671.19	666.39 12" N			
S2-6	23+55	27.5' LT	CATCH BASINS, TYPE C, TYPE 8 GRATE	667.65	663.75 12" S			
S2-7 ex	23+55	18.3' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	669.19	662.66 EX 30" E	664.96 12" S	662.66 EX 30" W	663.66 12" N
S2-8	23+55	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	669.19	665.14 12" N			
S2-9	24+99	18.1' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	667.54	661.54 EX 30" E	661.54 EX 30" W	663.54 12" S	
S2-10	24+99	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	667.54	663.70 12" N			



BAXTER & WOODMAN Consulting Engineers

DESIGNED	CAC	REVISED	-
DRAWN	BCD	REVISED	-
CHECKED	ADJ	REVISED	-
DATE	04-29-16	FILE	140988SHT_DU02.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

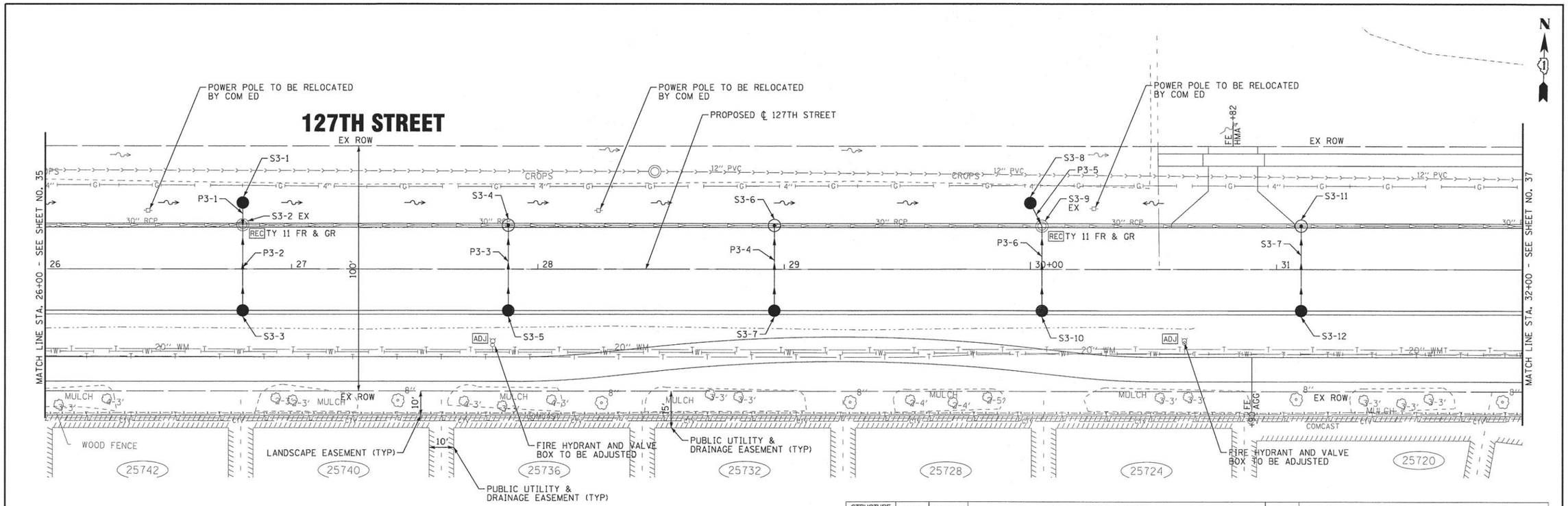
DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5' STA. 20+00 TO STA. 26+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	35

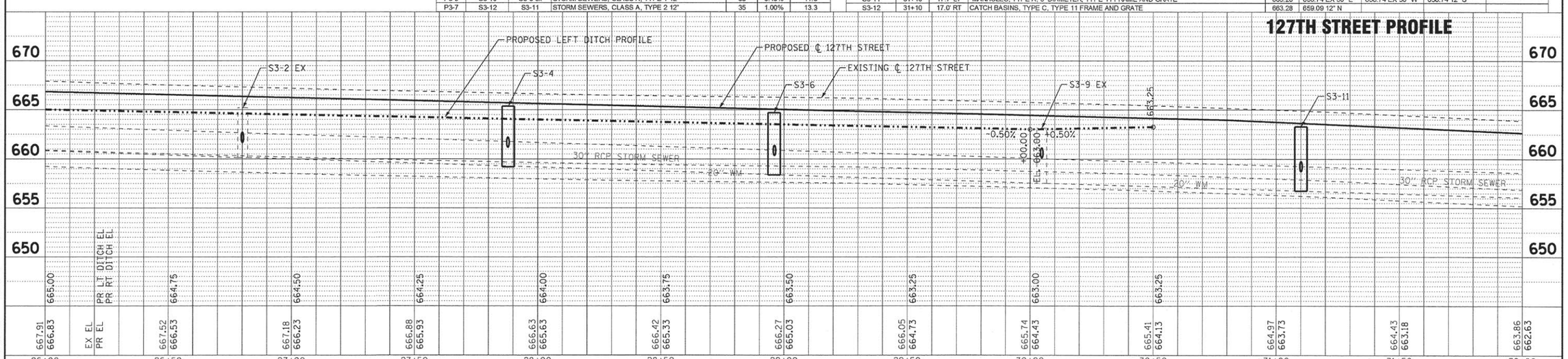
CONTRACT NO. 61C98

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(531)



PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P3-1	S3-1	S3-2 ex	STORM SEWERS, CLASS A, TYPE 1 12"	9	1.00%	3.6
P3-2	S3-3	S3-2 ex	STORM SEWERS, CLASS A, TYPE 2 12"	35	0.57%	12.8
P3-3	S3-5	S3-4	STORM SEWERS, CLASS A, TYPE 1 12"	35	1.11%	11.9
P3-4	S3-7	S3-6	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	12.6
P3-5	S3-8	S3-9 ex	STORM SEWERS, CLASS A, TYPE 2 30"	11	0.91%	7.3
P3-6	S3-10	S3-9 ex	STORM SEWERS, CLASS A, TYPE 1 12"	35	0.49%	11.5
P3-7	S3-12	S3-11	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	13.3

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS			
S3-1	26+80	27.0' LT	CATCH BASINS, TYPE C, TYPE 8 GRATE	664.60	661.22 12" S			
S3-2 ex	26+80	18.0' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	666.01	660.04 EX 30" E	660.13 EX 30" W	661.69 12" S	661.13 12" N
S3-3	26+80	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	666.01	661.89 12" N			
S3-4	27+88	17.8' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	665.36	659.20 EX 30" E	659.20 EX 30" W	661.20 12" S	
S3-5	27+88	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	665.36	661.59 12" N			
S3-6	28+96	17.8' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	664.71	658.37 EX 30" E	658.37 EX 30" W	660.37 12" S	
S3-7	28+96	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	664.71	660.72 12" N			
S3-8	30+00	27.0' LT	CATCH BASINS, TYPE C, TYPE 8 GRATE	663.00	657.62 30" SE			
S3-9 ex	30+05	17.6' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	664.07	657.52 EX 30" E	660.12 12" S	657.52 30" NW	657.52 EX 30" W
S3-10	30+05	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	664.07	660.29 12" N			
S3-11	31+10	17.7' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	663.28	658.74 EX 30" E	658.74 EX 30" W	658.74 12" S	
S3-12	31+10	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	663.28	659.09 12" N			



BAXTER & WOODMAN Consulting Engineers

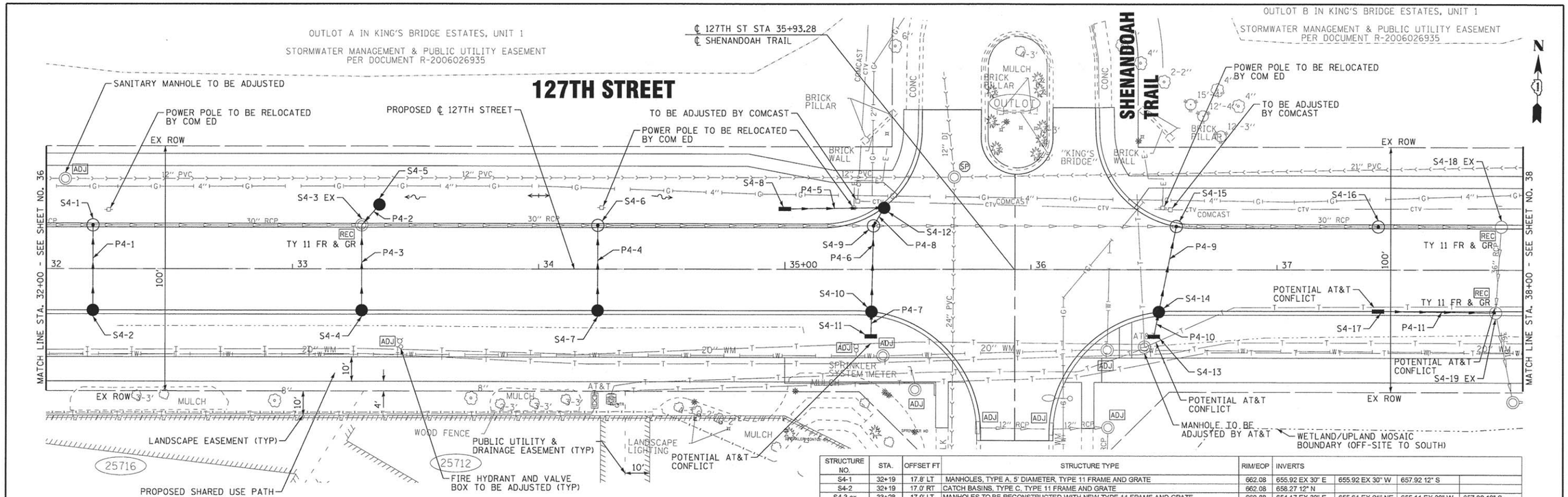
DESIGNED - CAC	REVISED -		
DRAWN - BCD	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_DU03.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

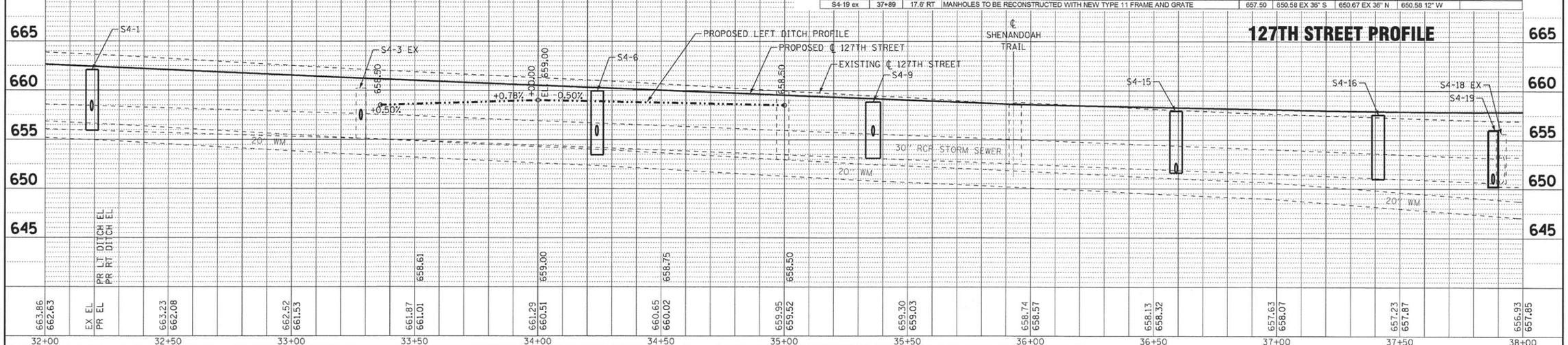
SCALE: H: 1"=20' V: 1"=5' STA. 26+00 TO STA. 32+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	36
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		



PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P4-1	S4-2	S4-1	STORM SEWERS, CLASS A, TYPE 1 12"	35	1.00%	11.9
P4-2	S4-5	S4-3 ex	STORM SEWERS, CLASS A, TYPE 1 12"	11	1.00%	6.2
P4-3	S4-4	S4-3 ex	STORM SEWERS, CLASS A, TYPE 1 12"	35	0.57%	11.1
P4-4	S4-7	S4-6	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	13.2
P4-5	S4-8	S4-12	STORM SEWERS, CLASS A, TYPE 1 12"	40	1.00%	6.1
P4-6	S4-10	S4-9	STORM SEWERS, CLASS A, TYPE 2 12"	35	0.17%	18.3
P4-7	S4-11	S4-10	STORM SEWERS, CLASS A, TYPE 2 12"	10	1.20%	4.9
P4-8	S4-12	S4-9	STORM SEWERS, CLASS A, TYPE 2 12"	9	1.11%	3.5
P4-9	S4-14	S4-15	STORM SEWERS, CLASS A, TYPE 2 12"	36	1.00%	20.5
P4-10	S4-13	S4-14	STORM SEWERS, CLASS A, TYPE 2 12"	10	1.00%	5.2
P4-11	S4-17	S4-19 ex	STORM SEWERS, CLASS A, TYPE 2 12"	48	1.00%	30.1

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS			
S4-1	32+19	17.8' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	662.08	655.92 EX 30" E	655.92 EX 30" W	657.92 12" S	
S4-2	32+19	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	662.08	656.27 12" N			
S4-3 ex	33+28	17.9' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	660.88	654.17 EX 30" E	655.61 EX 21" NE	655.11 EX 30" W	657.02 12" S
S4-4	33+28	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	660.88	657.22 12" N			
S4-5	33+35	26.2' LT	CATCH BASINS, TYPE C, TYPE 8 GRATE	658.50	655.72 12" SW			
S4-6	34+24	17.9' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	659.94	653.43 EX 30" E	653.43 EX 30" W	655.43 12" S	
S4-7	34+24	17.0' RT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	659.94	655.78 12" N			
S4-8	35+00	24.7' LT	INLETS, TYPE A, TYPE 8 GRATE	658.50	654.52 12" E			
S4-9	35+36	17.8' LT	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	658.84	653.09 EX 30" E	653.09 EX 30" W	653.09 12" S	654.02 12" NE
S4-10	35+35	17.3' RT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	658.84	653.15 12" N	653.15 12" S		
S4-11	35+35	27.3' RT	INLETS, TYPE A, TYPE 8 GRATE	658.25	653.27 12" N			
S4-12	35+40	25.2' LT	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	658.02	654.12 12" SW	654.12 12" W		
S4-13	35+50	27.3' RT	INLETS, TYPE A, TYPE 8 GRATE	657.28	652.07 12" N			
S4-14	36+52	17.3' RT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	657.98	651.97 12" N	651.97 12" S		
S4-15	36+59	17.8' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	657.93	651.61 EX 30" E	651.61 EX 30" W	651.61 12" S	
S4-16	37+41	17.7' LT	MANHOLES, TYPE A, 5' DIAMETER, TYPE 11 FRAME AND GRATE	657.55	650.98 30" E	650.98 EX 30" W		
S4-17	37+41	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	657.55	651.06 12" E			
S4-18 ex	37+91	17.7' LT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	657.50	650.59 EX 36" S	650.59 30" W		
S4-19 ex	37+89	17.6' RT	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE	657.50	650.59 EX 36" S	650.67 EX 36" N	650.58 12" W	



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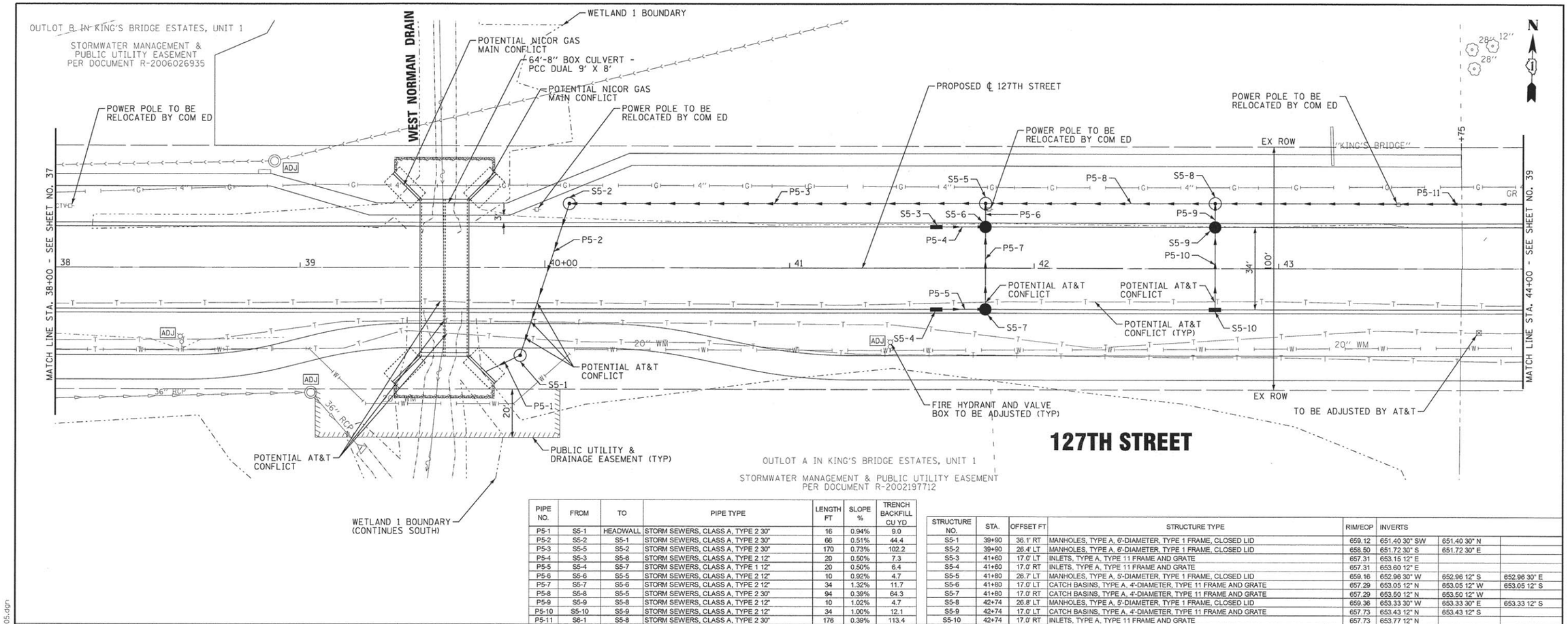
DATE - 04-29-16	FILE - 140988SHT_DU04.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

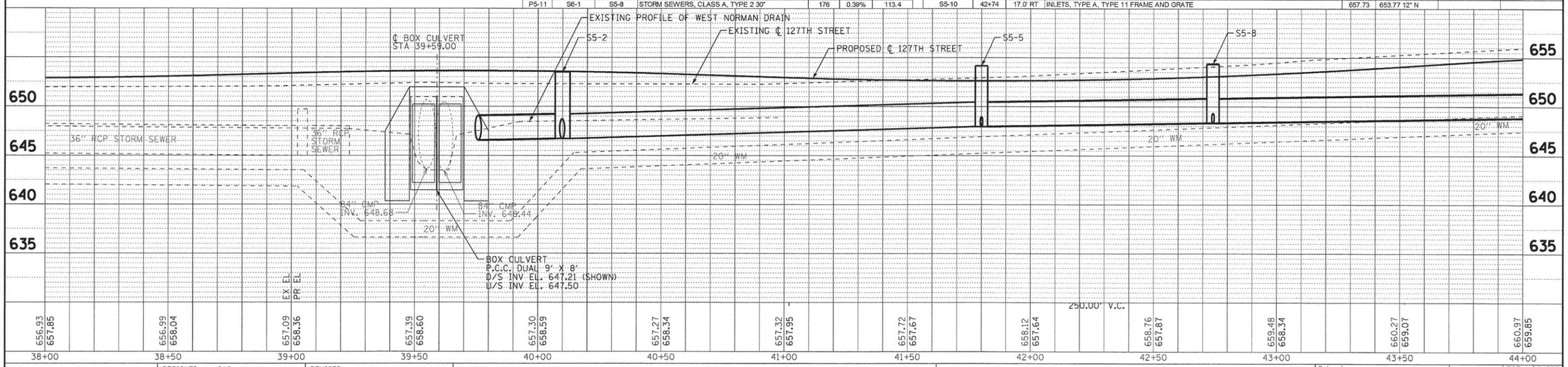
SCALE: H: 1"=20' V: 1"=5' STA. 32+00 TO STA. 38+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	37
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		



PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P5-1	S5-1	HEADWALL	STORM SEWERS, CLASS A, TYPE 2 30"	16	0.94%	9.0
P5-2	S5-2	S5-1	STORM SEWERS, CLASS A, TYPE 2 30"	66	0.51%	44.4
P5-3	S5-5	S5-2	STORM SEWERS, CLASS A, TYPE 2 30"	170	0.73%	102.2
P5-4	S5-3	S5-6	STORM SEWERS, CLASS A, TYPE 2 12"	20	0.50%	7.3
P5-5	S5-4	S5-7	STORM SEWERS, CLASS A, TYPE 1 12"	20	0.50%	6.4
P5-6	S5-6	S5-5	STORM SEWERS, CLASS A, TYPE 2 12"	10	0.92%	4.7
P5-7	S5-7	S5-6	STORM SEWERS, CLASS A, TYPE 2 12"	34	1.32%	11.7
P5-8	S5-8	S5-5	STORM SEWERS, CLASS A, TYPE 2 30"	94	0.39%	64.3
P5-9	S5-9	S5-8	STORM SEWERS, CLASS A, TYPE 2 12"	10	1.02%	4.7
P5-10	S5-10	S5-9	STORM SEWERS, CLASS A, TYPE 2 12"	34	1.00%	12.1
P5-11	S6-1	S5-8	STORM SEWERS, CLASS A, TYPE 2 30"	176	0.39%	113.4

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS		
S5-1	39+90	36.1' RT	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	659.12	651.40 30" SW	651.40 30" N	
S5-2	39+90	26.4' LT	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	658.50	651.72 30" S	651.72 30" E	
S5-3	41+60	17.0' LT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	657.31	653.15 12" E		
S5-4	41+60	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	657.31	653.60 12" E		
S5-5	41+80	26.7' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	659.16	652.96 30" W	652.96 12" S	652.96 30" E
S5-6	41+80	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	657.29	653.05 12" N	653.05 12" W	653.05 12" S
S5-7	41+80	17.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	657.29	653.50 12" N	653.50 12" W	
S5-8	42+74	26.8' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	659.36	653.33 30" W	653.33 30" E	653.33 12" S
S5-9	42+74	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	657.73	653.43 12" N	653.43 12" S	
S5-10	42+74	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	657.73	653.77 12" N		



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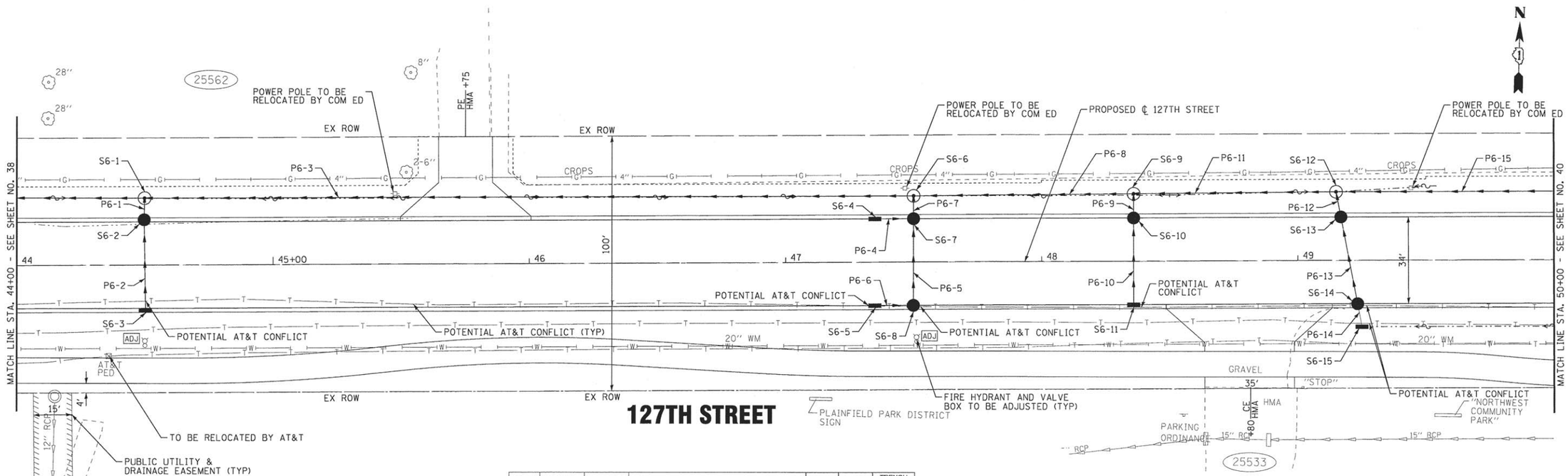
DESIGNED	- CAC	REVISED	-
DRAWN	- BCD	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_DU05.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

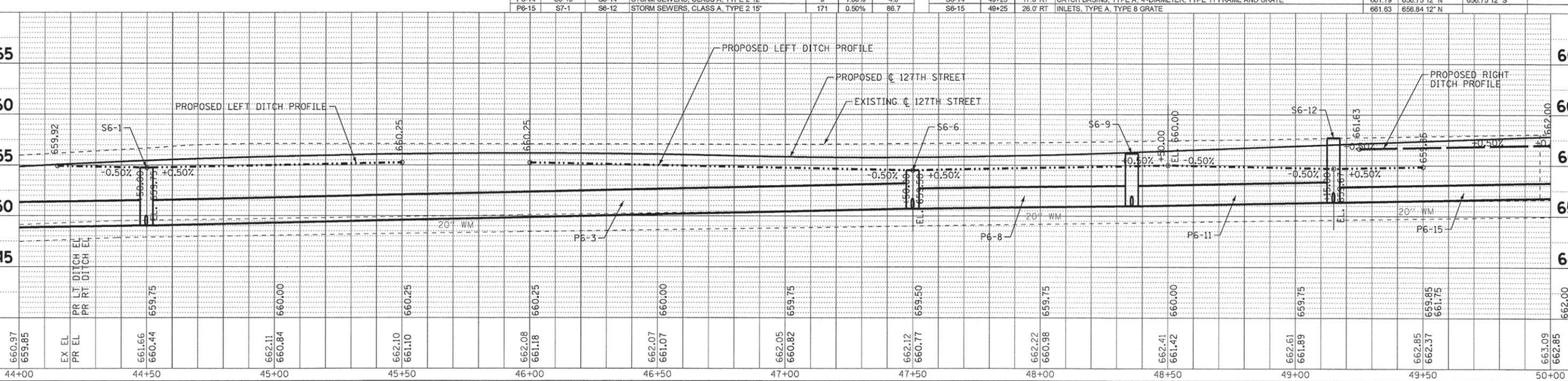
SCALE: H: 1"=20' V: 1"=5' STA. 38+00 TO STA. 44+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	38
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		



PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P6-1	S6-2	S6-1	STORM SEWERS, CLASS A, TYPE 2 12"	9	0.56%	4.9
P6-2	S6-3	S6-2	STORM SEWERS, CLASS A, TYPE 2 12"	36	1.00%	19.3
P6-3	S6-6	S6-1	STORM SEWERS, CLASS A, TYPE 1 30"	300	0.50%	141.6
P6-4	S6-4	S6-7	STORM SEWERS, CLASS A, TYPE 2 12"	15	1.00%	6.3
P6-5	S6-8	S6-7	STORM SEWERS, CLASS A, TYPE 2 12"	34	1.44%	13.7
P6-6	S6-5	S6-8	STORM SEWERS, CLASS A, TYPE 2 12"	15	1.00%	5.6
P6-7	S6-7	S6-6	STORM SEWERS, CLASS A, TYPE 2 12"	9	1.00%	3.5
P6-8	S6-9	S6-6	STORM SEWERS, CLASS A, TYPE 1 24"	86	0.50%	38.1
P6-9	S6-10	S6-9	STORM SEWERS, CLASS A, TYPE 2 12"	10	0.50%	4.6
P6-10	S6-11	S6-10	STORM SEWERS, CLASS A, TYPE 2 12"	34	1.00%	14.4
P6-11	S6-12	S6-9	STORM SEWERS, CLASS A, TYPE 2 24"	79	0.49%	48.9
P6-12	S6-13	S6-12	STORM SEWERS, CLASS A, TYPE 2 12"	10	0.60%	5.4
P6-13	S6-14	S6-13	STORM SEWERS, CLASS A, TYPE 2 12"	35	1.00%	16.3
P6-14	S6-15	S6-14	STORM SEWERS, CLASS A, TYPE 2 12"	9	1.00%	4.0
P6-15	S7-1	S6-12	STORM SEWERS, CLASS A, TYPE 2 15"	171	0.50%	86.7

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS		
S6-1	44+50	26.4' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	659.75	654.02 30" W	654.02 12" S	654.02 30" E
S6-2	44+50	17.9' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	660.10	654.07 12" N	654.07 12" S	
S6-3	44+50	17.8' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	660.10	654.43 12" N		
S6-4	47+35	17.0' LT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	660.42	655.76 12" E		
S6-5	47+35	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	660.42	656.25 12" N		
S6-6	47+50	26.0' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	659.50	655.52 30" W	655.52 24" E	655.52 12" S
S6-7	47+50	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	660.43	655.61 12" N	655.61 12" W	655.61 12"
S6-8	47+50	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	660.43	656.10 12" W	656.10 12"	
S6-9	48+36	26.6' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	661.17	655.95 24" W	655.95 24" E	655.95 12" S
S6-10	48+36	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	660.94	656.00 12" N	656.00 12" S	
S6-11	48+36	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	660.94	656.34 12" N		
S6-12	49+15	27.0' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	662.70	656.34 24" W	656.34 15" E	656.34 12" S
S6-13	49+17	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	661.71	656.40 12" N	656.40 12" S	
S6-14	49+23	17.0' RT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	661.79	656.75 12" N	656.75 12" S	
S6-15	49+25	26.0' RT	INLETS, TYPE A, TYPE 8 GRATE	661.63	656.84 12" N		



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DESIGNED	- CAC	REVISED	-
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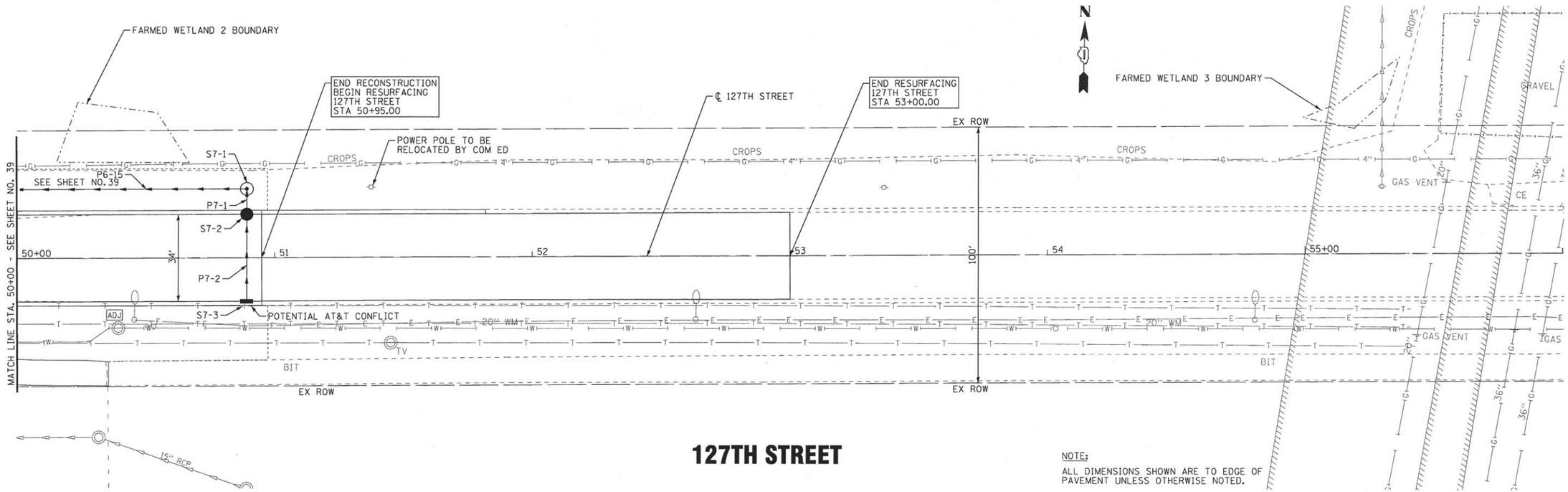
DATE	- 04-29-16	FILE	- 140988SHT_DU06.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5' | STA. 44+00 TO STA. 50+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	39
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		

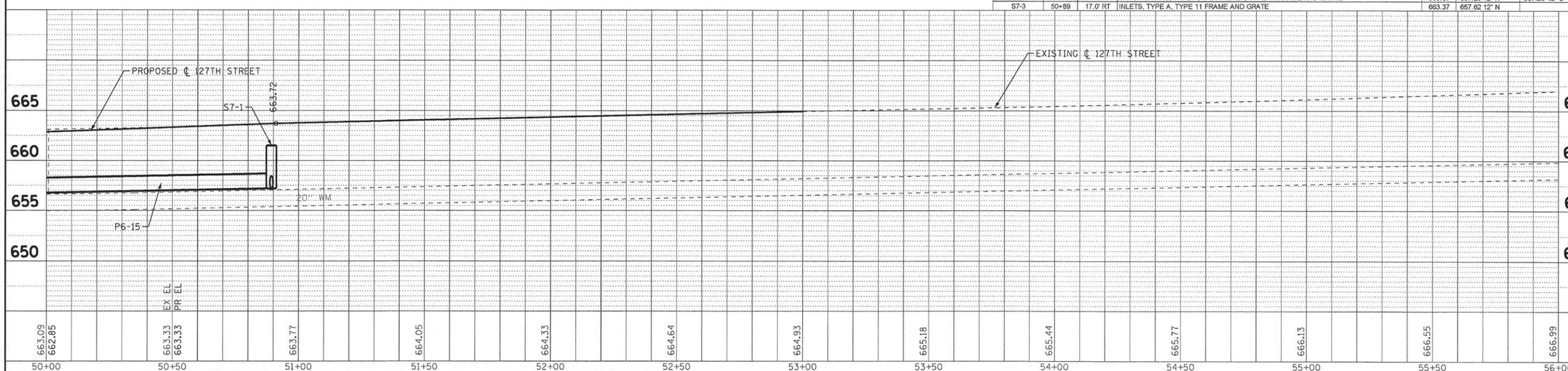


127TH STREET

NOTE:
ALL DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

PIPE NO.	FROM	TO	PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
P7-1	S7-2	S7-1	STORM SEWERS, CLASS A, TYPE 2 12"	10	0.90%	4.7
P7-2	S7-3	S7-2	STORM SEWERS, CLASS A, TYPE 2 12"	34	1.00%	18.5

STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS	
S7-1	50+89	27.0' LT	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	661.50	657.19 15" W	657.19 12" S
S7-2	50+89	17.0' LT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	663.37	657.28 12" N	657.28 12" S
S7-3	50+89	17.0' RT	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	663.37	657.62 12" N	



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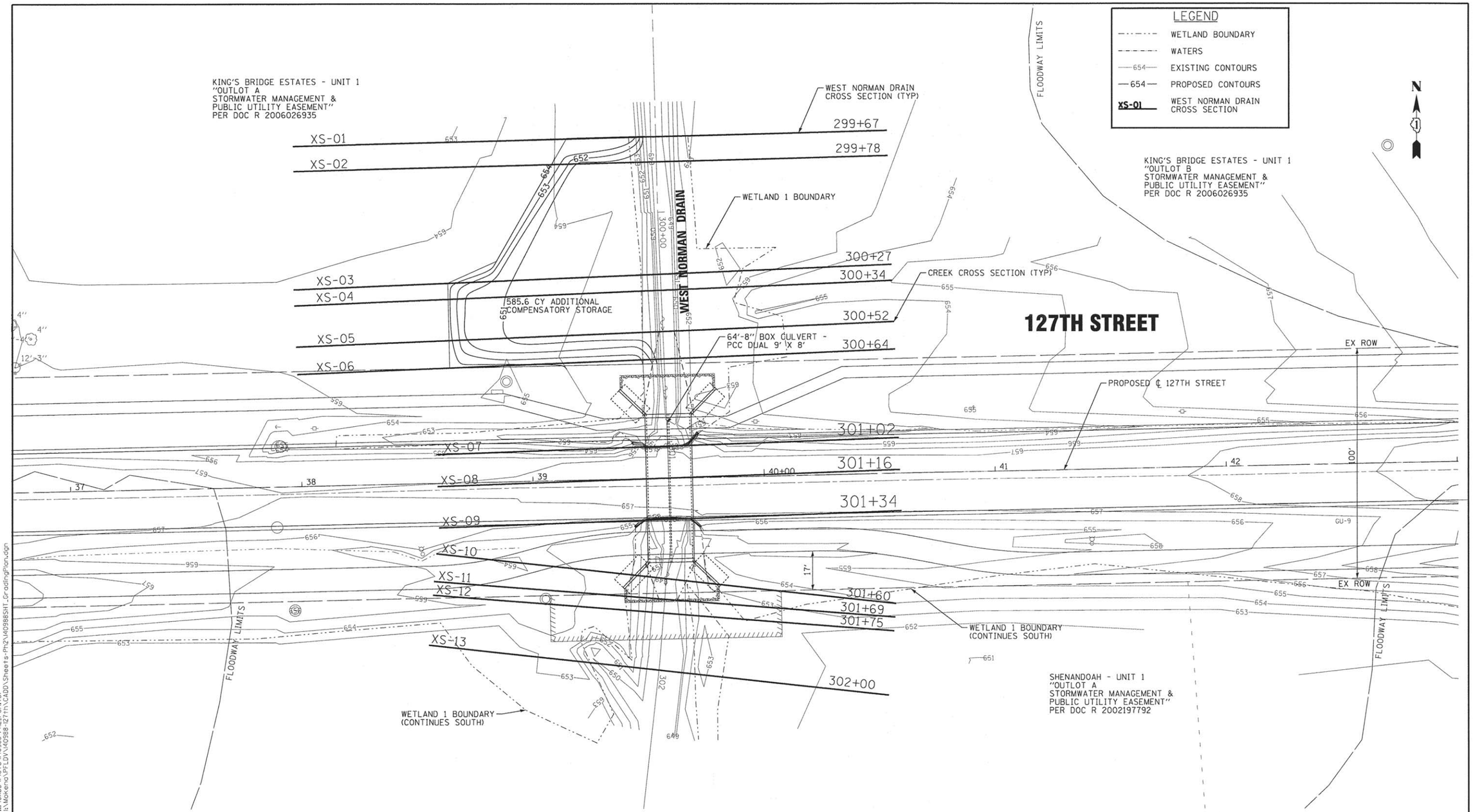
DESIGNED - CAC	REVISED -		
DRAWN - BCD	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_DU07.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITIES

SCALE: H: 1"=20' V: 1"=5' STA. 50+00 TO STA. 56+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	40
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		



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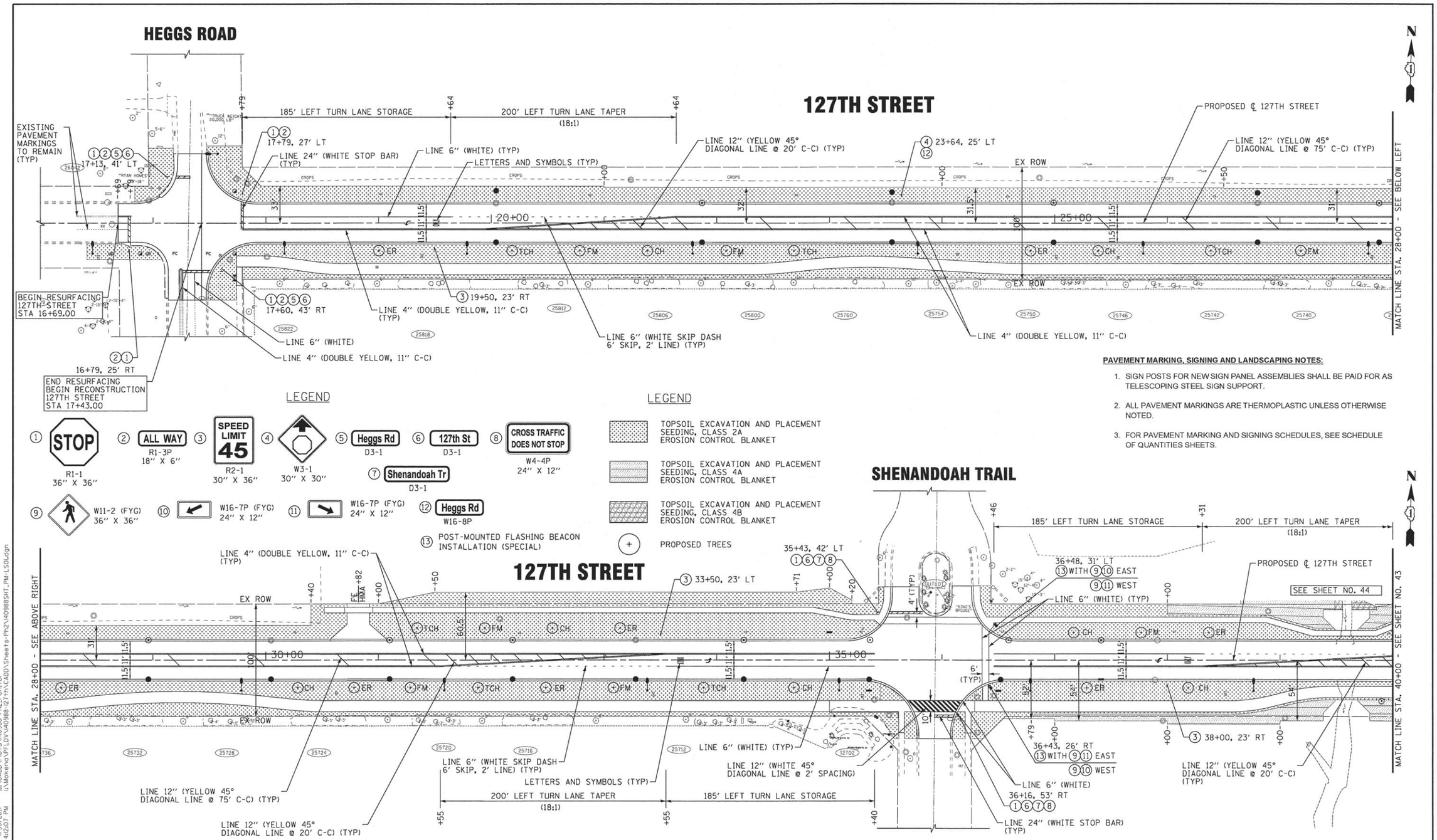
DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_GradingPlan.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN – WEST NORMAN DRAIN

SCALE: 1" = 20' STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	41
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



PAVEMENT MARKING, SIGNING AND LANDSCAPING NOTES:

1. SIGN POSTS FOR NEW SIGN PANEL ASSEMBLIES SHALL BE PAID FOR AS TELESCOPING STEEL SIGN SUPPORT.
2. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. FOR PAVEMENT MARKING AND SIGNING SCHEDULES, SEE SCHEDULE OF QUANTITIES SHEETS.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_PM-LS01.dgn	

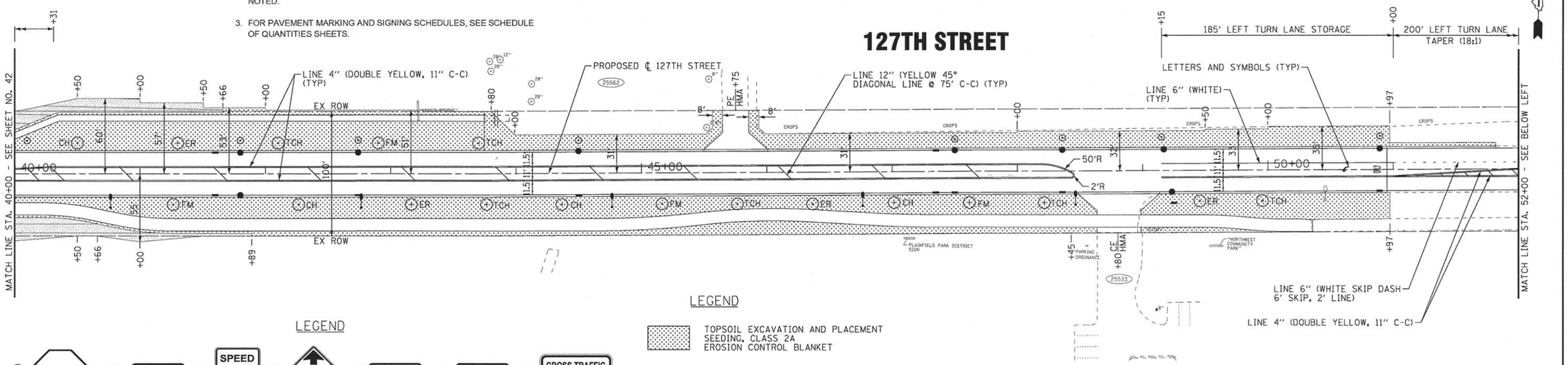
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	42
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

PAVEMENT MARKING, SIGNING AND LANDSCAPING NOTES:

1. SIGN POSTS FOR NEW SIGN PANEL ASSEMBLIES SHALL BE PAID FOR AS TELESCOPING STEEL SIGN SUPPORT.
2. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. FOR PAVEMENT MARKING AND SIGNING SCHEDULES, SEE SCHEDULE OF QUANTITIES SHEETS.



LEGEND

① STOP — R1-1, 36" X 36"
② ALL WAY — R1-3P, 18" X 6"
③ SPEED LIMIT 45 — R2-1, 30" X 36"
④ W3-1, 30" X 30"
⑤ Heggs Rd — D3-1
⑥ 127th St — D3-1
⑦ Shenandoah Tr — D3-1
⑧ CROSS TRAFFIC DOES NOT STOP — W4-4P, 24" X 12"

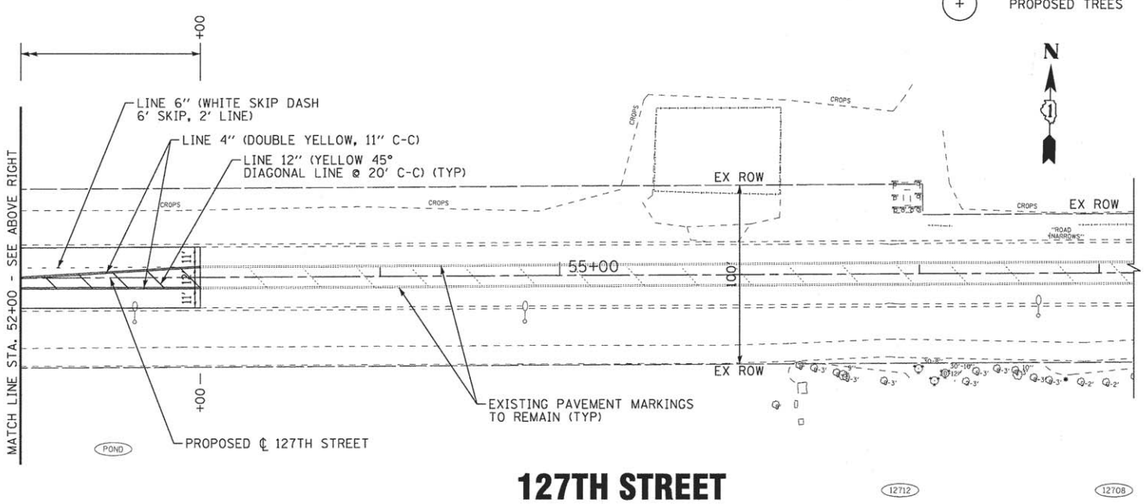
LEGEND

TOPSOIL EXCAVATION AND PLACEMENT
SEEDING, CLASS 2A
EROSION CONTROL BLANKET

TOPSOIL EXCAVATION AND PLACEMENT
SEEDING, CLASS 4A
EROSION CONTROL BLANKET

TOPSOIL EXCAVATION AND PLACEMENT
SEEDING, CLASS 4B
EROSION CONTROL BLANKET

PROPOSED TREES



TREE SCHEDULE

STATION	OFFSET (FT)	SIDE	A2000118 TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED EACH	A2004724 TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED EACH	B2001124 TREE, CERCIS CANADENSIS (EASTERN REDBUD), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED EACH	B2001624 TREE, CRATAEGUS CRUSGALLI INERMIS (THORN LESS COCKSPUR HAWTHORN), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED EACH
19+00	24.6'	RT			1	
20+19	24.6'	RT		1		
20+79	24.6'	RT	1			
21+39	24.6'	RT				1
22+09	24.6'	RT	1			
22+69	24.6'	RT		1		
24+79	24.6'	RT			1	
25+39	24.6'	RT				1
26+39	24.6'	RT		1		
27+19	24.6'	RT	1			
28+19	24.6'	RT			1	
30+28	24.6'	RT				1
30+78	24.6'	RT			1	
31+28	24.6'	RT	1			
31+88	24.6'	RT		1		
32+48	24.6'	RT			1	
33+08	24.6'	RT	1			
33+88	24.6'	RT		1		
34+68	24.6'	RT				1
37+28	24.6'	RT			1	
38+18	24.6'	RT				1
41+27	24.6'	RT	1			
42+27	24.6'	RT				1
43+17	24.6'	RT			1	
43+76	24.6'	RT		1		
44+36	24.6'	RT				1
45+16	24.8'	RT	1			
45+76	25.2'	RT		1		
46+36	25.5'	RT			1	
47+01	24.8'	RT				1
47+61	25.1'	RT	1			
48+21	25.4'	RT		1		
49+46	24.6'	RT			1	
49+96	24.6'	RT		1		
31+34	28.6'	LT		1		
31+94	28.6'	LT	1			
32+54	28.6'	LT				1
33+14	28.6'	LT			1	
37+17	25.6'	LT				1
37+77	25.6'	LT	1			
38+37	25.6'	LT			1	
40+50	25.6'	LT				1
41+30	25.6'	LT			1	
42+10	25.6'	LT		1		
42+90	25.6'	LT	1			
43+70	25.6'	LT		1		
			11	12	12	11

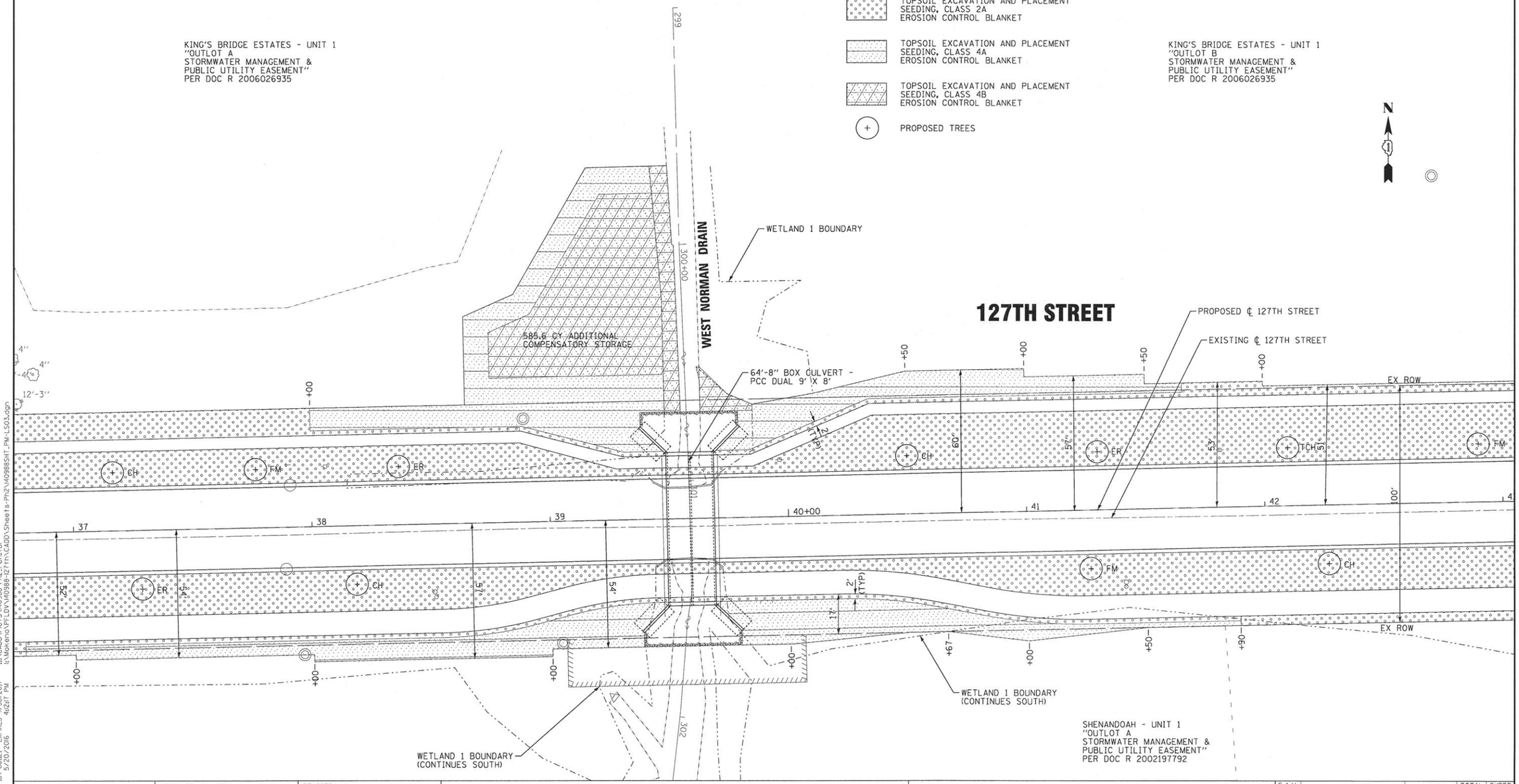
BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_PM-LS02.dgn		SCALE: 1" = 40' STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	43
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

LEGEND

- WETLAND BOUNDARY
- WATERS
- TOPSOIL EXCAVATION AND PLACEMENT SEEDING, CLASS 2A EROSION CONTROL BLANKET
- TOPSOIL EXCAVATION AND PLACEMENT SEEDING, CLASS 4A EROSION CONTROL BLANKET
- TOPSOIL EXCAVATION AND PLACEMENT SEEDING, CLASS 4B EROSION CONTROL BLANKET
- PROPOSED TREES



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2017
5/20/2016 4:42:17 PM
418cjc

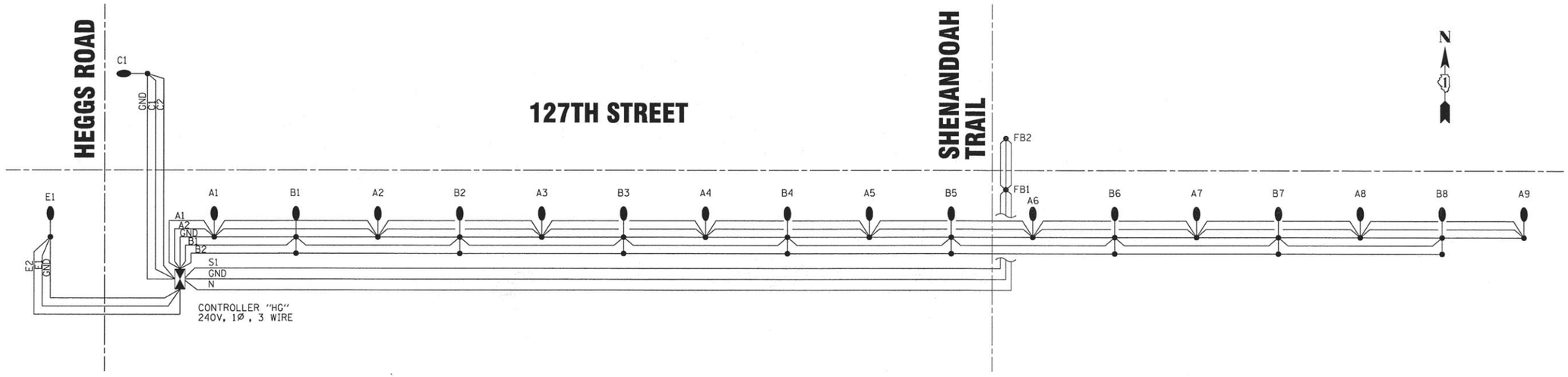
BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	
	DRAWN - CJC	REVISED -	
	CHECKED - ADJ	REVISED -	
	DATE - 04-29-16	FILE - 140988SHT_PM-LS03.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN – WEST NORMAN DRAIN

SCALE: 1" = 20' | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	44
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



	LOAD TABULATION			
	CIRCUIT	VOLTS	WATTS	AMPS
	A	240	(9)	5.2
	B	240	(8)	4.6
	C	240	(1) 138	0.6
	D			
	E	240	(1) 138	0.6
	F			
	G			
	H			
**	I	120	(2) 110	1.8

* LUMINAIRES CALCULATED AT 138 WATTS EACH

** FLASHING BEACONS CALCULATED AT 55 WATTS EACH

LIGHTING NOTES

1. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE LIGHTING SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
2. ANY DAMAGE TO EXISTING CONDUITS, CONDUCTORS, AND EQUIPMENT TO REMAIN SHALL BE REPAIRED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
3. ANY TURF AND/OR SOIL DISTURBED THAT CANNOT REMAIN OR BE RE-USED SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEM.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICALBE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF FOUNDATION AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
5. ALL DISTURBED AREAS SHALL BE RESTORED TO THE SATISFACTION OF THE ENGINEER AND INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEM.
6. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "UNDERGROUND RACEWAYS". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING.
7. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
8. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATION SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND/OR BONDED AT EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT.
9. NO UNDERGROUND SPLICES OR SPLICES IN HANDHOLES WILL BE PERMITTED. ELECTRIC HANDHOLES SHALL BE USED FOR THE PURPOSE OF PULLING CABLES ONLY.
10. CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS, OTHER UTILITIES, AND LANDSCAPING. TYPICAL INSTALLATION LOCATION IS (1') ONE FOOT FROM BACK OF CURB.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_Lighting-Schematic.dgn	

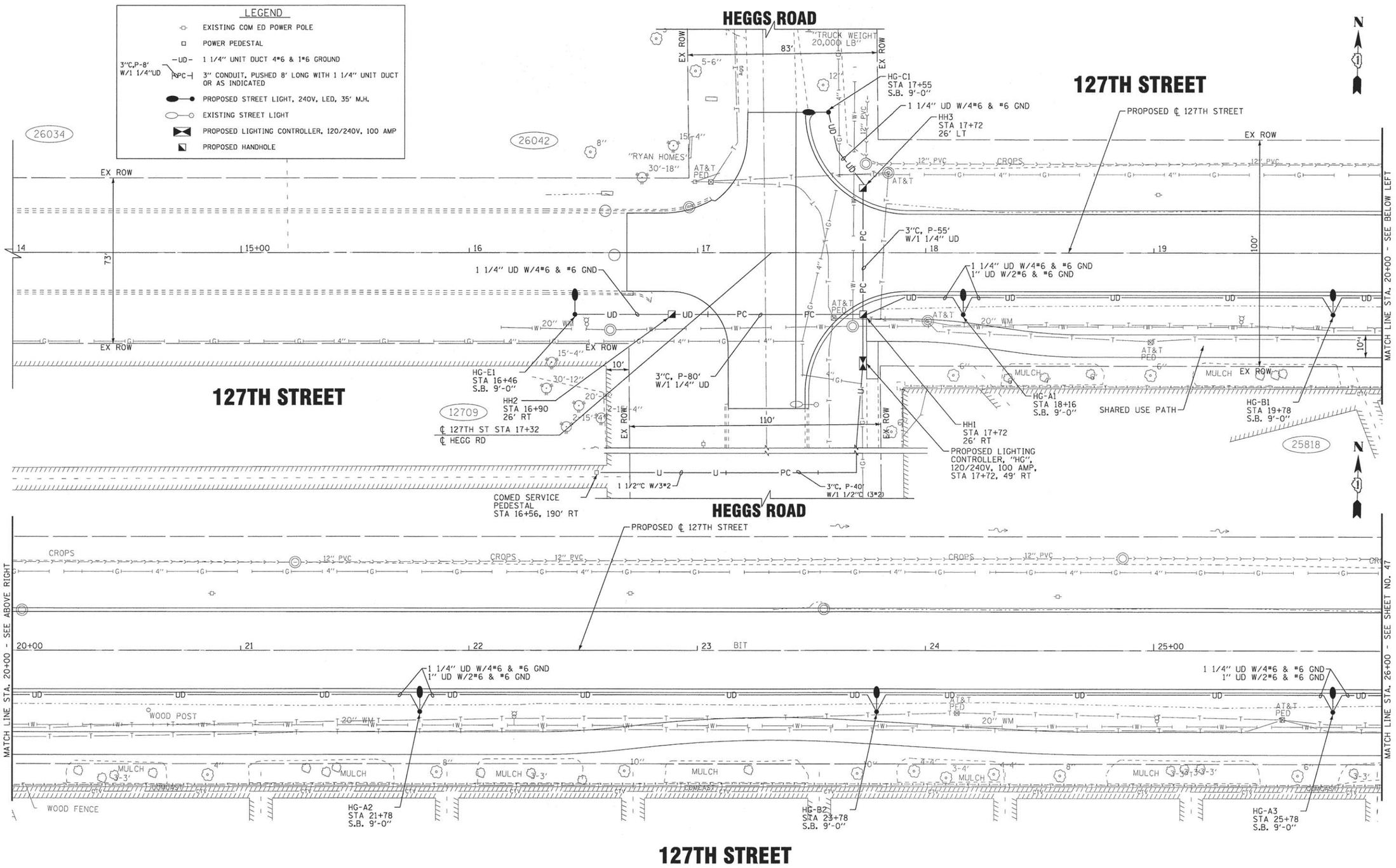
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING SCHEMATIC

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	45
		CONTRACT NO. 61C98		

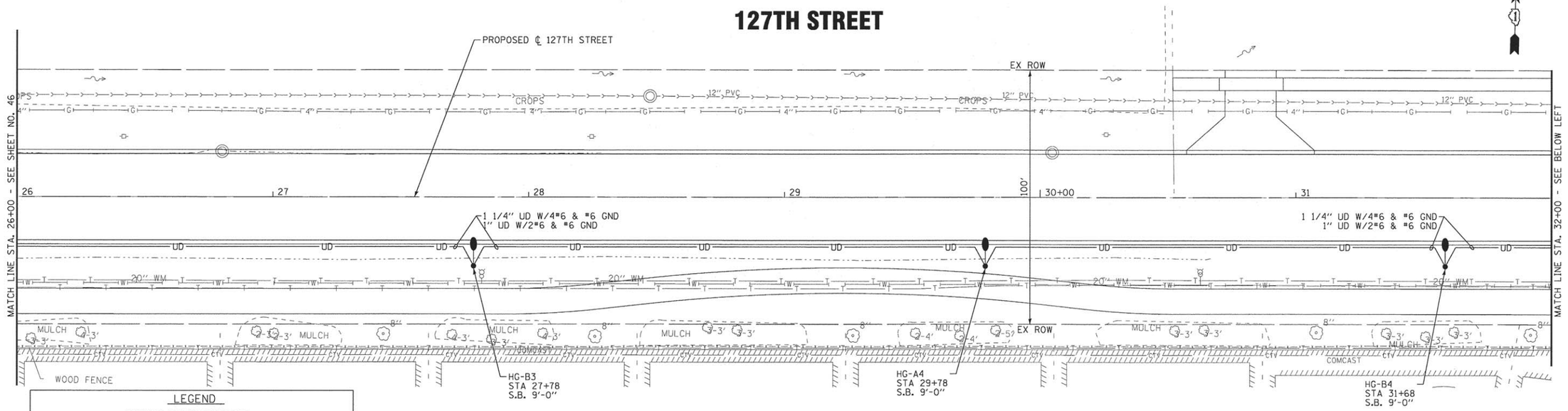
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STREET LIGHTING PLAN
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Lightingl.dgn		SCALE: 1" = 20' STA. 16+50 TO STA. 26+00

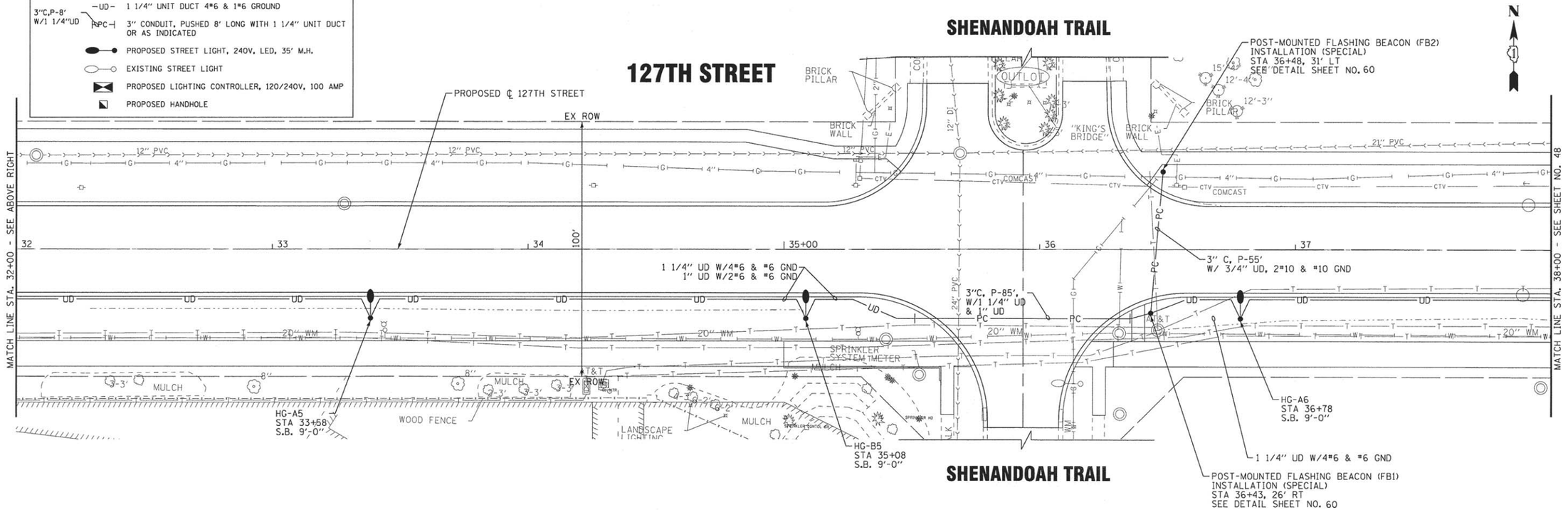
BAXTER & WOODMAN Consulting Engineers

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	46
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



LEGEND

- EXISTING COM ED POWER POLE
- POWER PEDESTAL
- —UD— 1 1/4" UNIT DUCT 4#6 & 1#6 GROUND
- 3"C,P-8' W/1 1/4"UD —PC— 3" CONDUIT, PUSHED 8' LONG WITH 1 1/4" UNIT DUCT OR AS INDICATED
- PROPOSED STREET LIGHT, 240V, LED, 35' M.H.
- EXISTING STREET LIGHT
- PROPOSED LIGHTING CONTROLLER, 120/240V, 100 AMP
- PROPOSED HANDHOLE



BAXTER & WOODMAN Consulting Engineers

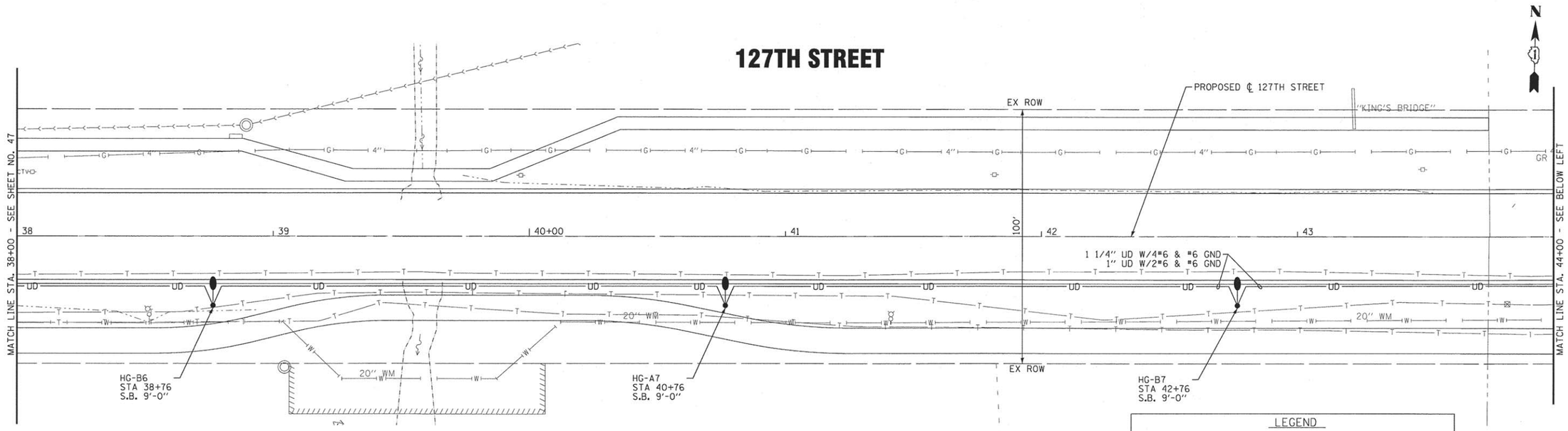
DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Lighting2.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING PLAN

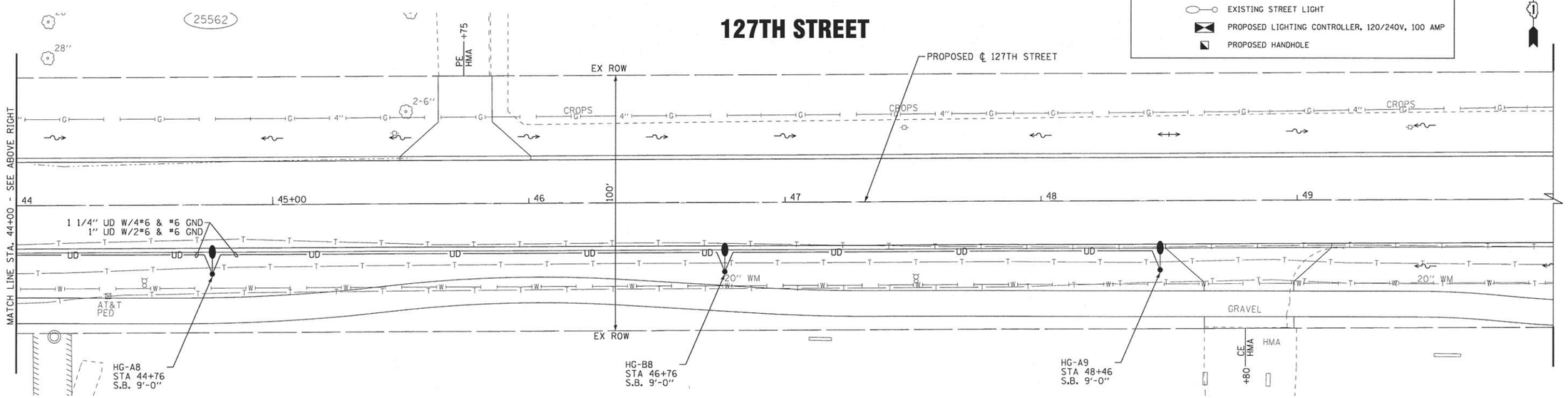
SCALE: 1" = 20' STA. 26+00 TO STA. 38+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	47
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



LEGEND

- EXISTING COM ED POWER POLE
- POWER PEDESTAL
- —UD— 1 1/4" UNIT DUCT 4#6 & 1#6 GROUND
- 3"C,P-8' W/1 1/4"UD —PC— 3" CONDUIT, PUSHED 8' LONG WITH 1 1/4" UNIT DUCT OR AS INDICATED
- PROPOSED STREET LIGHT, 240V, LED, 35' M.H.
- EXISTING STREET LIGHT
- PROPOSED LIGHTING CONTROLLER, 120/240V, 100 AMP
- PROPOSED HANDHOLE



BAXTER & WOODMAN Consulting Engineers

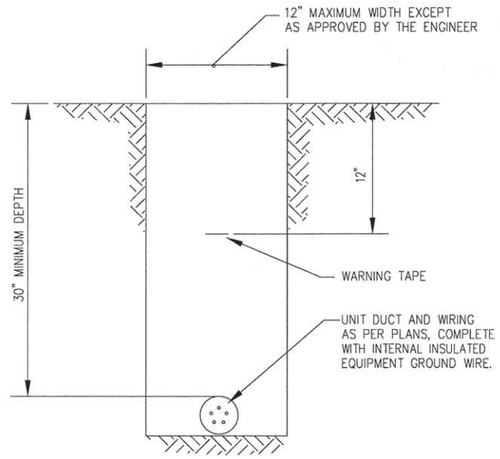
DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Lighting3.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING PLAN

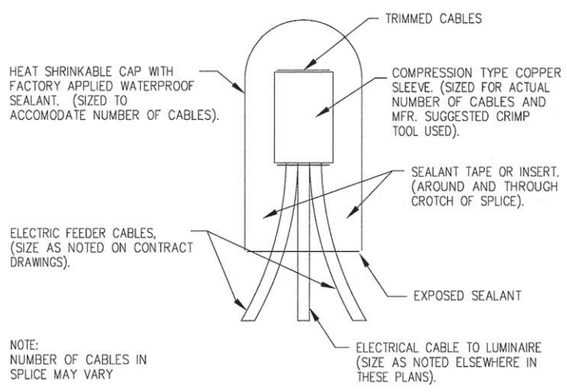
SCALE: 1" = 20' STA. 38+00 TO STA. 50+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	48
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



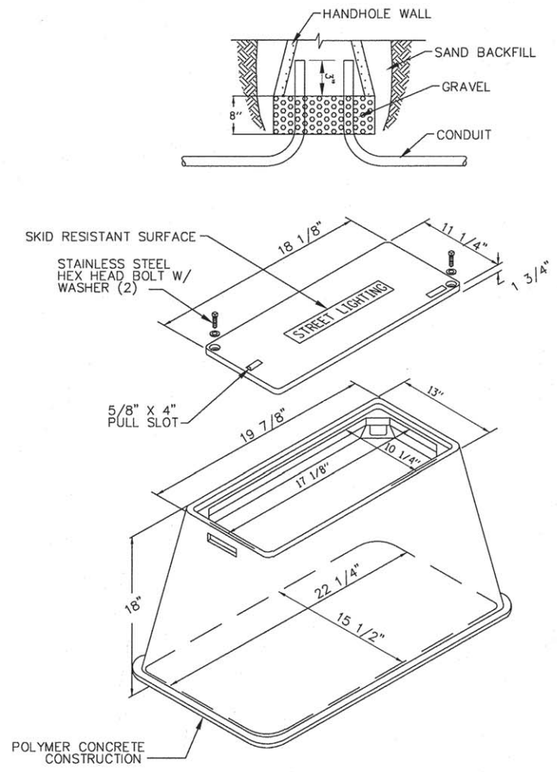
TYPICAL WIRING IN TRENCH DETAIL

NO SCALE



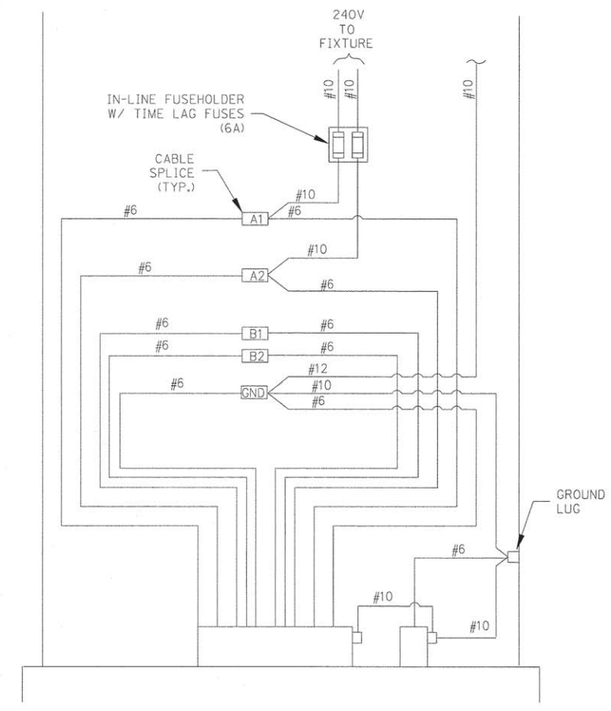
SPLICING ELECTRICAL CABLES
BASIC MATERIALS AND METHODS

NO SCALE



HANDHOLE, COMPOSITE CONCRETE

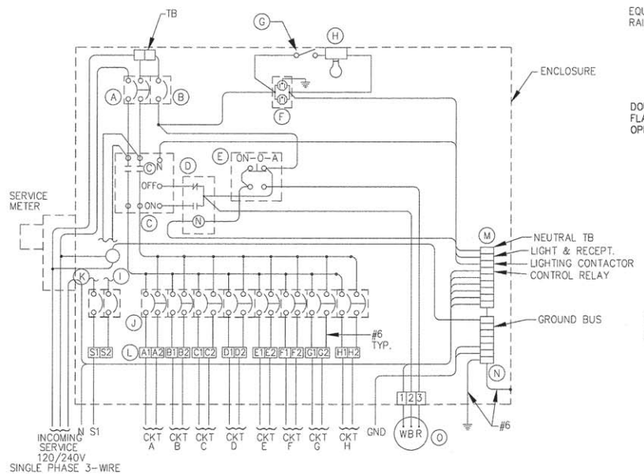
NO SCALE



POLE BASE WIRING DETAIL

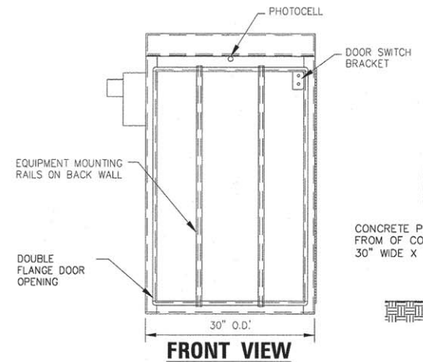
NO SCALE

BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STREET LIGHTING DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	DRAWN - CJC	REVISED -			503	15-00061-00-WR	WILL	88 / 49
	CHECKED - ADJ	REVISED -					CONTRACT NO. 61C98	
	DATE - 04-29-16	FILE - 140988SHT_Lighting-Details.dgn		SCALE: NONE STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)	



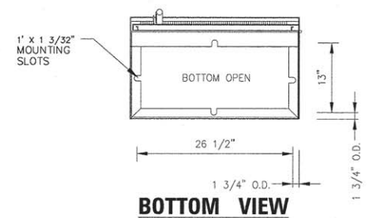
LIGHTING CONTROLLER "HG"

WIRING DIAGRAM



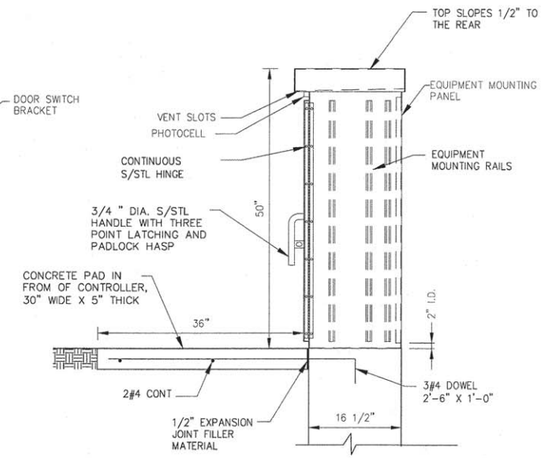
FRONT VIEW

DOOR REMOVED

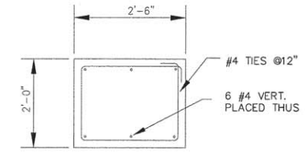


BOTTOM VIEW

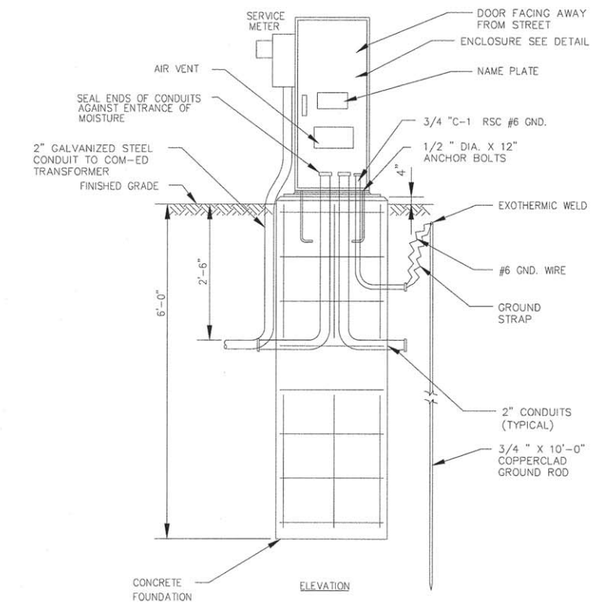
MOUNTING PATTERN



RIGHT SIDE VIEW



PLAN



ELEVATION

LIGHTING CONTROLLER AND FOUNDATION DETAIL

NO SCALE

NOTE:

INSTALL (2) SPARE 2" CONDUITS STUBBED OUT INTO HANDHOLE AND CAPPED.

ITEM	QTY.	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 240 V. SINGLE-PHASE, 100 A., BOLT-ON TYPE,TRIP INTERUPTING RATING OF 22,000 RMS SYMMETICAL AMPERES AT 240 V.
B	2	CONTROL CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, SINGLE-POLE, 120 V. SINGLE PHASE 20 A. BOLT-ON TYPE, TRIP INTERUPTING RATING OF 14,000 RMS SYMMETICAL AMPERES AT 120 V.
C	1	LIGHTING CONTACTOR MECHANICALLY HELD, CUTLER HAMMER A202K3B*M 100 A. 2-POLE, 600 V. WITH 120 COIL
D	1	CONTROL RELAY CUTLER HAMMER D3PR2 RATED 12 A. AT 120 VAC
E	1	ON-OFF- AUTO 3-POSITION SELECTOR SWITCH GE CR104P HEAVY DUTY SWITCH, RATED FOR 10 A. AT 600 VAC.
F	1	GFCI RECEPTACLE, 120 V., 20 A. SPEC. GRADE, NEMA CONFIG. 5-20R
G	1	SPDT MOMENTARY NORMALLY OPEN, NORMALLY CLOSED PUSHBUTTON SWITCH CUTLER HAMMER 84F1063 RATED 15 A. AT 120 V.
H	1	60 WATT LIGHT FIXTURE, VAPOR TIGHT, WITH GLOBE, GUARD AND MOUNTING BOX.
I	1	SECONDARY SURGE ARRESTER SQUARE D SDSA1175, 175 VAC PHASE-TO-GROUND MAXIMUM
J	8	BRANCH CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 2-POLE, 240 V. SINGLE-PHASE, 30A. TRIP INTERRUPTING RATING 10,000 RMS SYMMETRICAL AMPERES AT 240 V.
K	2	BRANCH CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 1-POLE, 120 V. SINGLE-PHASE, 20A. TRIP INTERRUPTING RATING 10,000 RMS SYMMETRICAL AMPERES.
L	1	TERMINAL BLOCK RATED 600 V., 85 A.
M	1	COPPER NEUTRAL BUS
N	1	COPPER GROUND BUS
O	1	PHOTOCELL-120V, BUTTON STYLE, DELAY TYPE, SPST

NOTES:

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED ASSEMBLY WITH NEMA 3R RATING.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVINIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
3. NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH HIGH LETTERS FILLED IN BLACK: "STREET LIGHTING".
4. CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
5. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
6. THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
7. METAL MOUNTING PANEL SHALL BE #10 GAUGE GALVINIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
8. CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH THICK GLASTIC INSULATION BACK PANEL.
9. ALL DEVICES SHALL BE FRONT REMOVABLE.
10. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMODATE REQUIRED WIRE SIZES. NEUTRAL BUS SHALL BE PAINTED WHITE. GROUND BUS SHALL BE PAINTED GREEN.
11. ALL LUGS SHALL BE COPPER SCREWS AND CONNNECTORS, SPRING HELD.
12. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
13. ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
14. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
15. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.
16. ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
17. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_Lighting-Details.dgn		

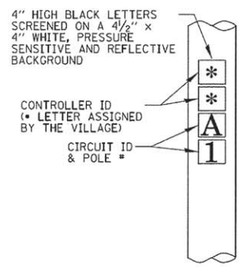
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING DETAILS

SCALE: NONE STA. TO STA.

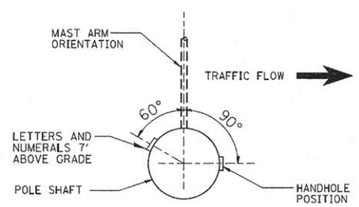
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	50
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)



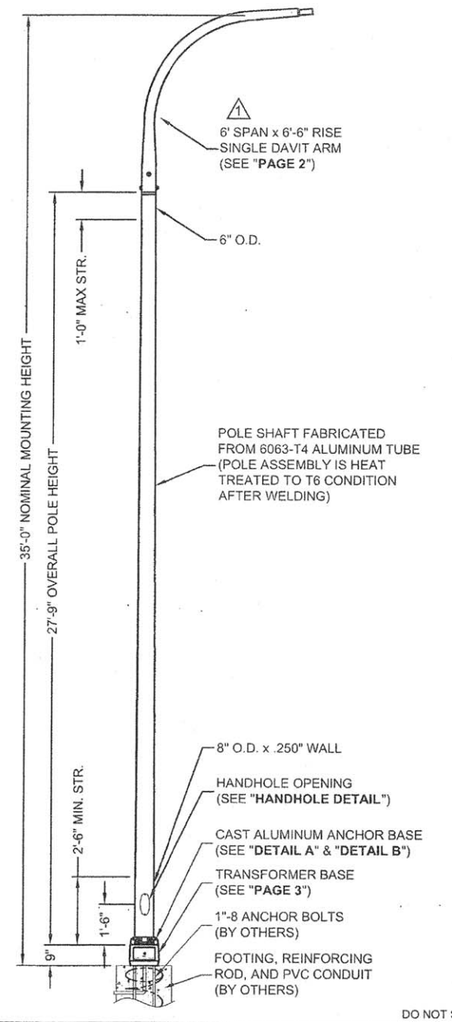
POLE IDENTIFICATION

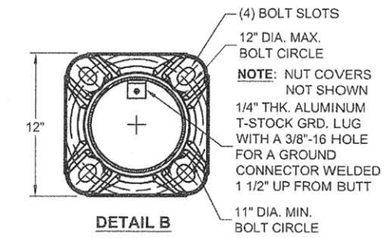
N.T.S.



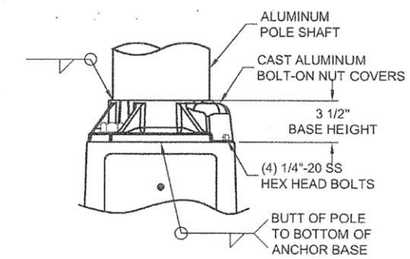
POLE NUMBER AND HANDHOLE ORIENTATION

N.T.S.



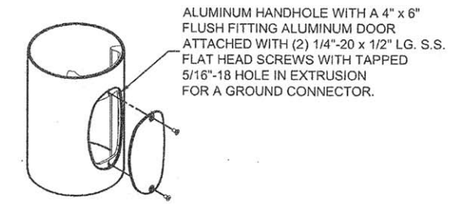


DETAIL B



DETAIL A

POLE RATING (PER AASHTO 1994):
WIND SPEED: 80 MPH MAX
GUST: 104 MPH MAX
EPA (LUMINAIRE): 1.6 SQ. FT. MAX
WEIGHT (LUMINAIRE): 75 LBS MAX



HANDHOLE DETAIL

DO NOT SCALE

valmont

Valmont Industries, Inc. Structures Division
20805 Eaton Ave Farmington, Minnesota 55024-7932
Phone: (651) 463-8990 (800) 899-7577
Fax: (651) 463-3349

CONFIDENTIAL
The information contained in this drawing is privileged and confidential, and may be protected from disclosure. Please be aware that any use or dissemination of this drawing may be subject to legal restriction or sanction.

TITLE: S ANCHOR BASE DAVIT POLE
MODEL NO.:
MATERIAL: ALUMINUM ALLOY
FINISH: 100 GRIT SATIN FINISH
PROJECT: PLAINFIELD
SOLD TO:
SHIP TO:
P.O. NO:
REP: LIGHTING SOLUTIONS OF ILLINOIS

QTY: 1
DWN BY: PVB
CHK'D BY:
APPR BY: LEA
DATE: 02-15-16
DWG NO: DR5367
PAGE: 1/3

REV	DATE	REVISION DESCRIPTION	BY
1	02-26-16	CHNG'D ARM SPAN	MPS

BAXTER & WOODMAN Consulting Engineers

DESIGNED	CAC	REVISED	-
DRAWN	CJC	REVISED	-
CHECKED	ADJ	REVISED	-
DATE	04-29-16	FILE	140988SHT_Lighting-Details.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

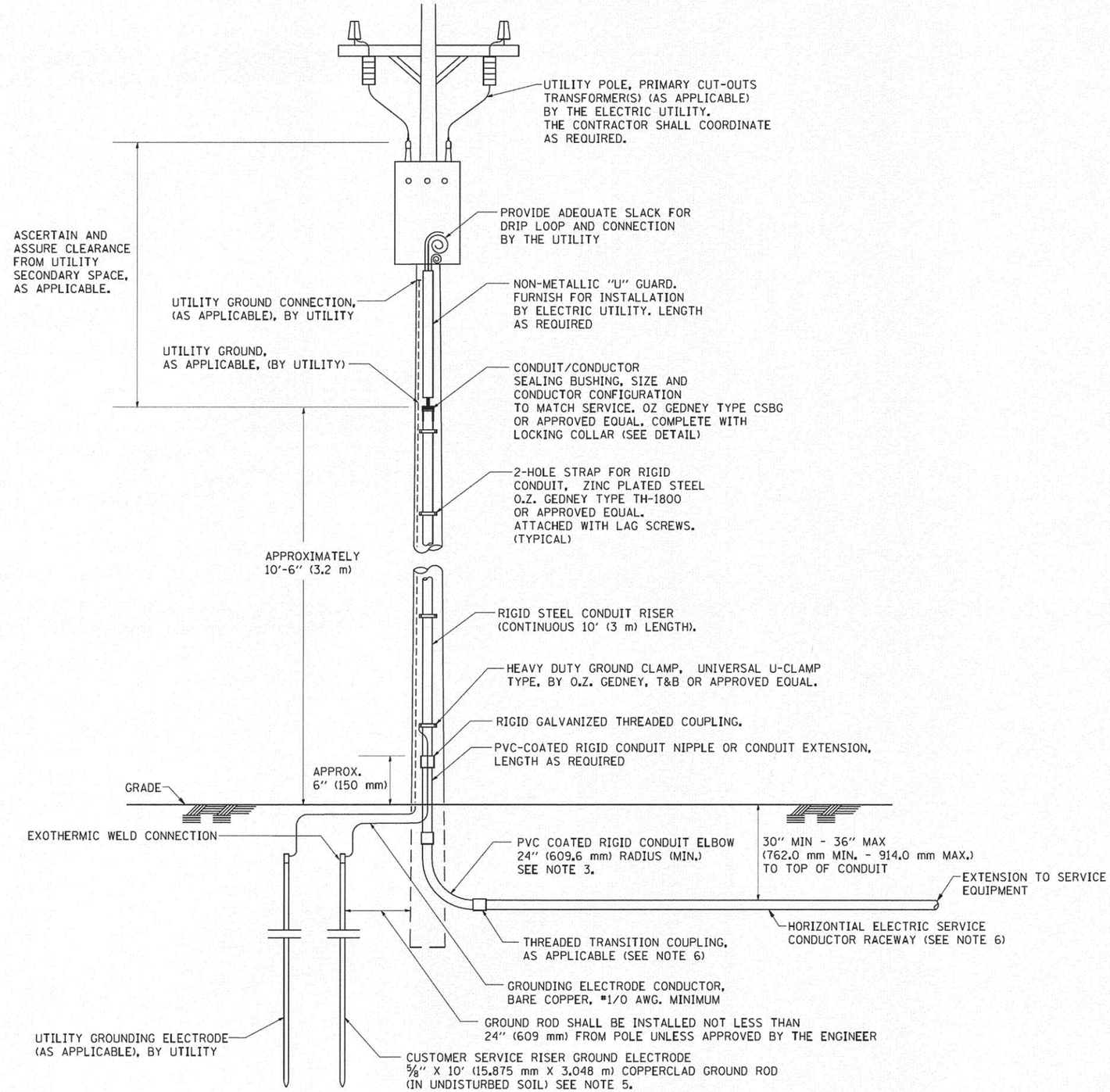
STREET LIGHTING DETAILS

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	51

CONTRACT NO. 61C98

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

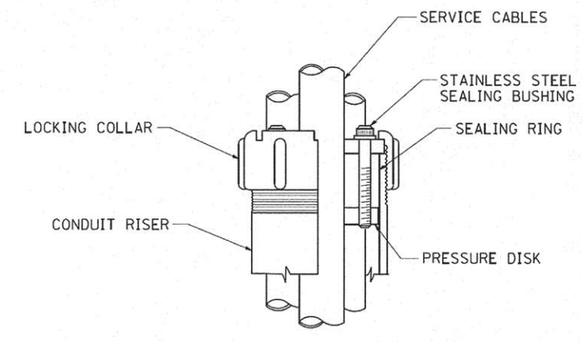


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

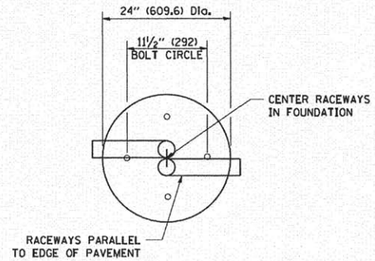


SEALING BUSHING DETAIL

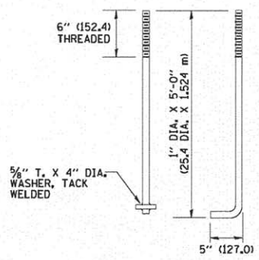
FILE NAME = W:\diststd\22x34\be220.dgn	USER NAME = gaglionbt	DESIGNED -	REVISED - 03-03-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			503	15-00061-00-WR	WILL	88	52
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - MEA	REVISED -			BE-220		CONTRACT NO. 61C98		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

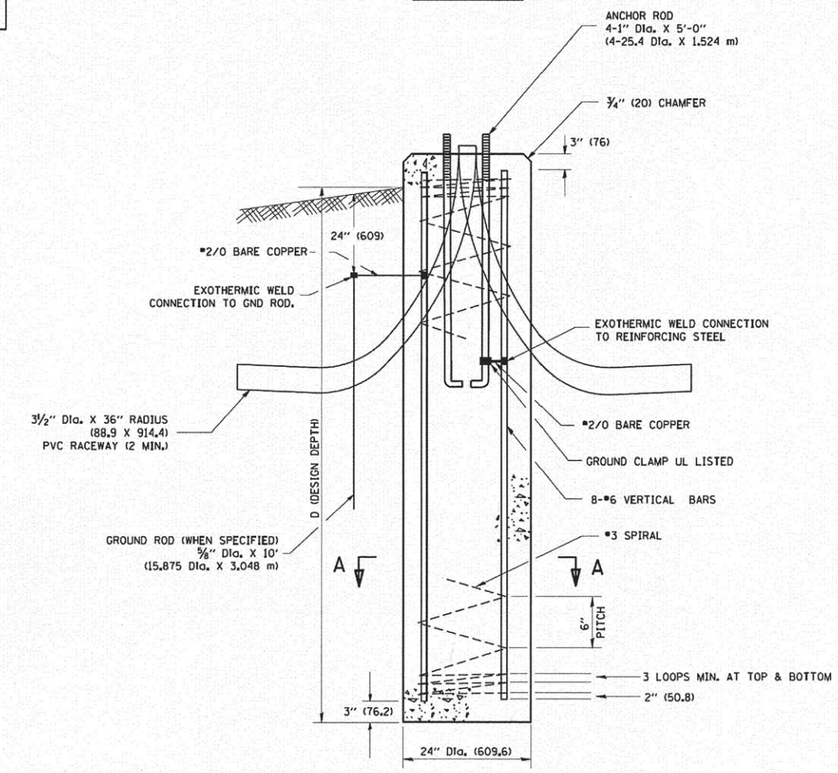
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND Ø = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND Ø = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND Ø = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



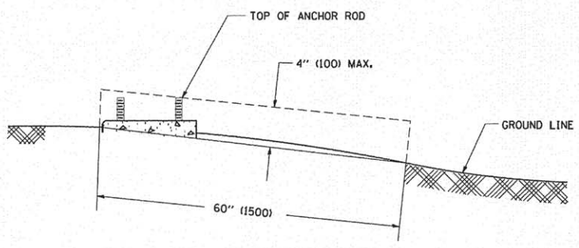
TOP VIEW



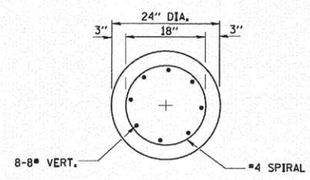
ANCHOR BOLT DETAIL



FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED ¾-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE

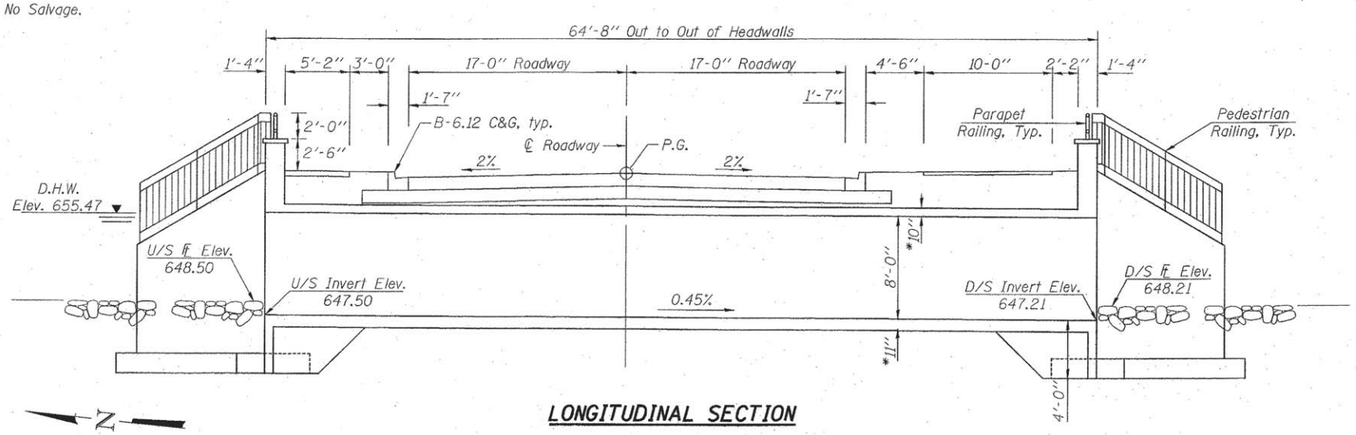
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	53
	BE-300	CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

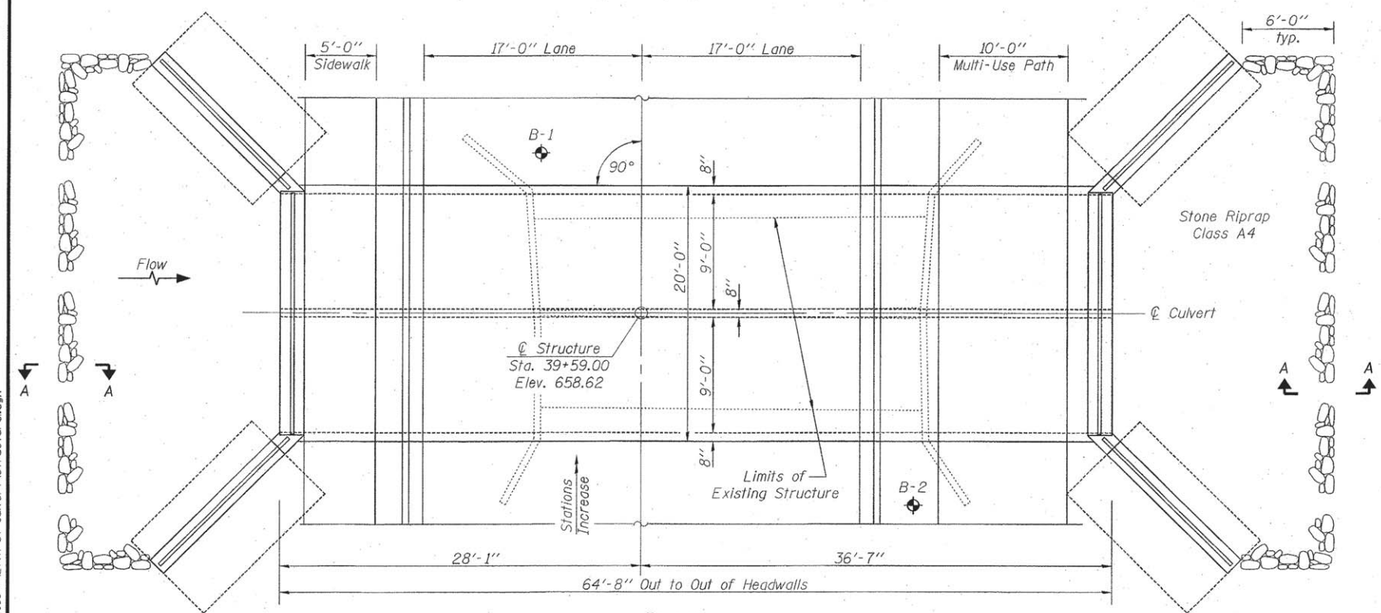
Benchmark: Arrow bolt at fire hydant on south side of 127th Street, Station 38+51, Elev. 659.42

Existing Structure: Dual 84" CMP Culvert to be completely removed and replaced.
Road to be closed and traffic detoured during construction.

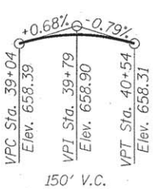
No Salvage.



LONGITUDINAL SECTION

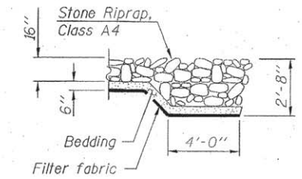


PLAN



PROFILE GRADE

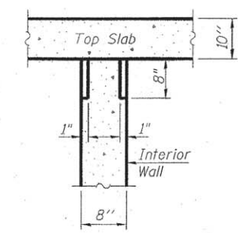
Along ℄ Roadway



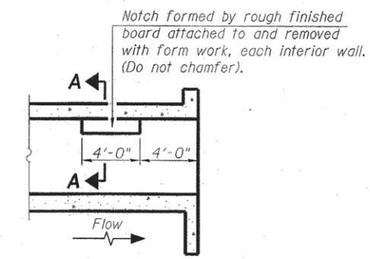
SECTION A-A

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq Yd	128
Filter Fabric	Sq Yd	128
Removal of Existing Structures	Each	1
Form Liner Textured Surface	Sq Ft	118
Protective Coat	Sq Yd	27
Reinforcement Bars, Epoxy Coated	Pound	30,620
Pedestrian Railing	Foot	61
Parapet Railing	Foot	38
Concrete Box Culverts	Cu Yd	193.2
Concrete Surface Color Treatment	Sq Ft	118



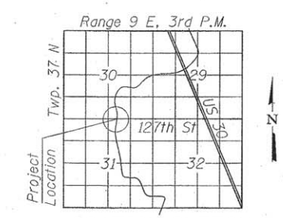
SECTION A-A



LONGITUDINAL SECTION

PHOEBE NESTING SITE DETAILS

(Downstream End Only)



LOCATION SKETCH

HIGHWAY CLASSIFICATION

Municipal Street 7500
Functional Class: Major Collector
ADT: 5952 (2014)
ADTT: 120 (2014)
DHV: 9%
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.
2-Way Traffic
Directional Distribution: 50:50

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

WATERWAY INFORMATION

Drainage Area = 2.45 Sq. Mi.
Low Grade Elev. 656.93 @ Sta. 38+00 (Existing)
Elev. 657.73 @ Sta. 41+80 (Proposed)

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	580	69	99	654.01	1.45	0.43	655.46	654.44
Design	30	800	74	109	654.57	2.28	0.90	656.85	655.47
Base	100	1170	77	121	655.23	2.10	1.94	657.33	657.17
Ex. Overtop	10-30							656.93	
Pr. Overtop	100-500								657.73
Max. Calc.	500	1630	77	126	655.77	1.94	2.42	657.71	658.19

BRANDON L. BUZZELL
081-006358
LICENSED STRUCTURAL ENGINEER

DATE: 4/29/16
LICENSE EXPIRES 11/30/16

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Bridge Design Specifications.

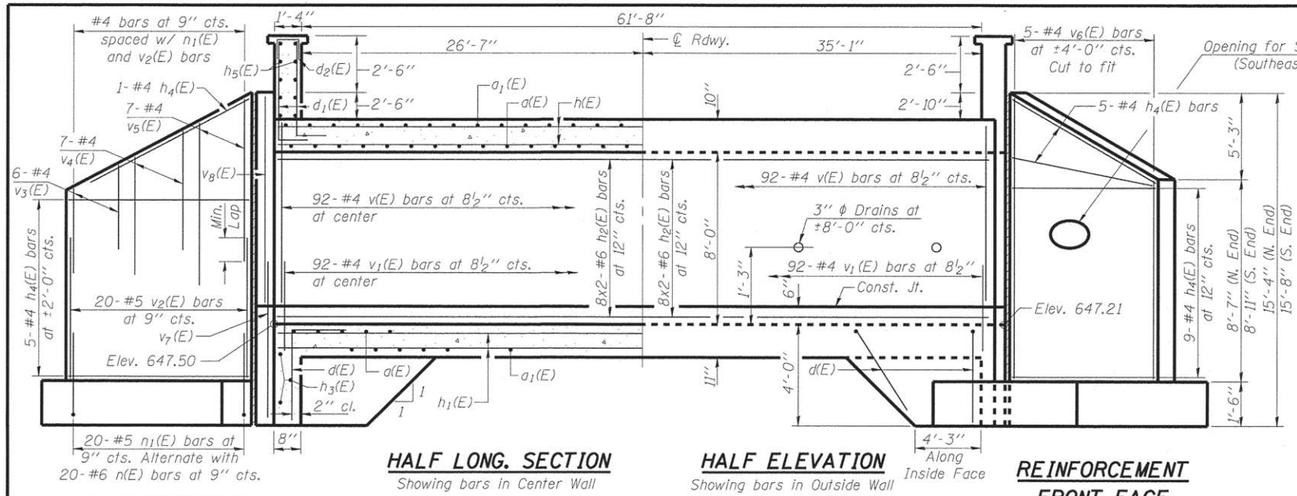
GENERAL PLAN
127th STREET OVER WEST NORMAN DRAIN
SECTION 15-00061-00-WR
STRUCTURE NO. 099-L003
WILL COUNTY
STATION 39+59

BAXTER & WOODMAN Consulting Engineers	USER NAME =	DESIGNED - BLB	REVISED
		CHECKED - BAB	REVISED
	PLOT SCALE =	DRAWN - BLB	REVISED
	PLOT DATE =	CHECKED - BAB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 099-L003
SHEET NO. 1 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	54
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

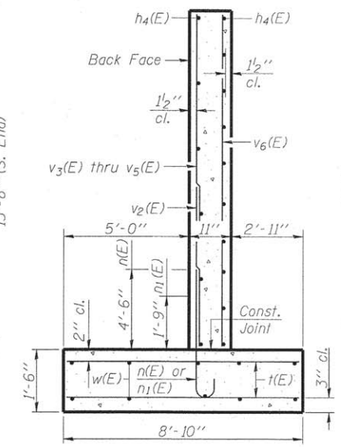


HALF LONG. SECTION
Showing bars in Center Wall

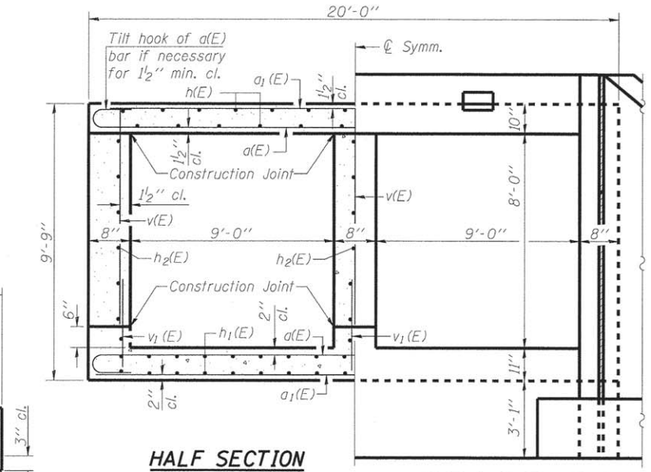
HALF ELEVATION
Showing bars in Outside Wall

REINFORCEMENT BACK FACE

REINFORCEMENT FRONT FACE

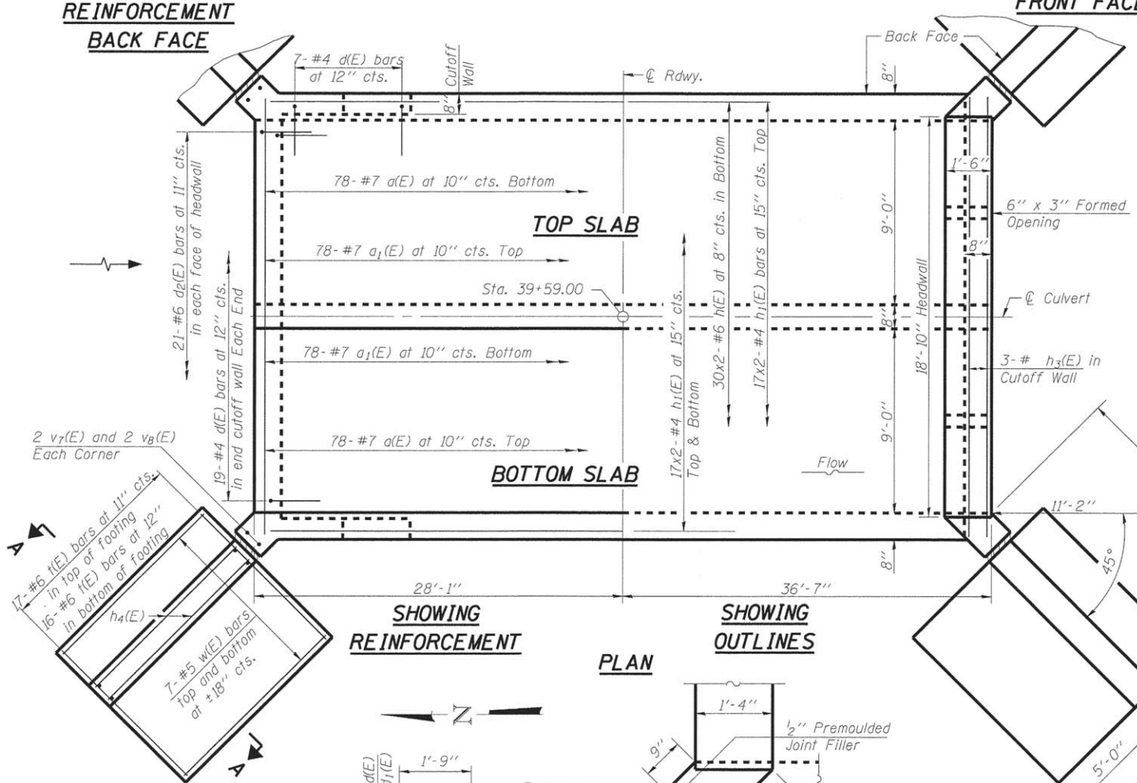


SECTION A-A



HALF SECTION THRU BARREL

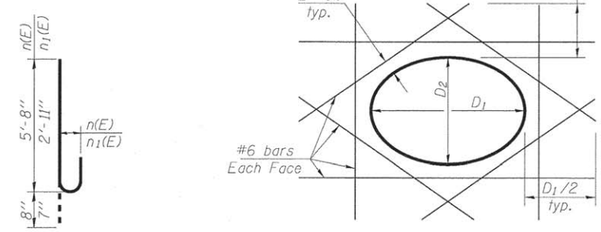
HALF END ELEVATION



SHOWING REINFORCEMENT

SHOWING OUTLINES

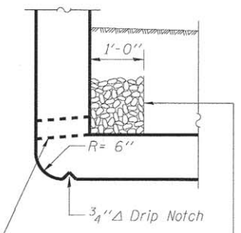
PLAN



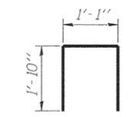
BARS n(E) & n1(E)

ADDITIONAL REINFORCEMENT AT PIPE OPENING

Cut bars in field to fit as needed
Cost of additional reinforcement included with Concrete Box Culverts
** See Drainage & Utility Plans for Invert, Location and Pipe Size.



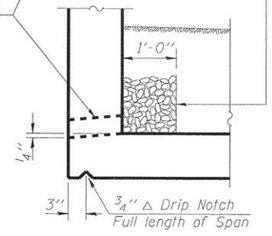
AT UPSTREAM END



BAR d2(E)

3" x 6" Formed Opening

Coarse aggregate full length of both headwalls. To be placed by Grading Contractor. Cost included with Concrete Box Culverts.



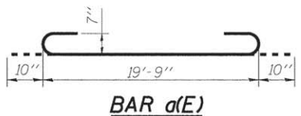
AT DOWNSTREAM END

DRAIN DETAIL

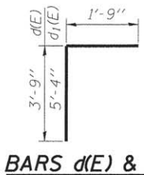
Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

BILL OF MATERIAL

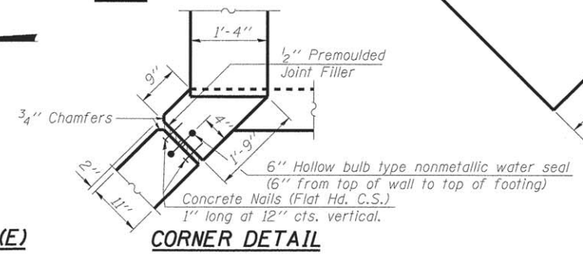
Bar	No.	Size	Length	Shape
d(E)	156	#7	21'-5"	
a1(E)	156	#7	19'-9"	
d(E)	66	#4	5'-6"	
d1(E)	84	#6	7'-2"	
d2(E)	42	#4	4'-9"	
h(E)	60	#6	33'-10"	
h1(E)	102	#4	33'-1"	
h2(E)	48	#6	33'-10"	
h3(E)	6	#5	19'-8"	
h4(E)	80	#4	14'-8"	
h5(E)	24	#6	18'-6"	
n(E)	80	#6	6'-4"	
n1(E)	80	#5	3'-6"	
t(E)	132	#6	8'-6"	
v(E)	276	#4	8'-1"	
v1(E)	276	#4	2'-6"	
v2(E)	80	#5	6'-9"	
v3(E)	24	#4	5'-3"	
v4(E)	28	#4	7'-1"	
v5(E)	28	#4	9'-0"	
v6(E)	20	#4	13'-9"	
v7(E)	8	#6	6'-9"	
v8(E)	8	#6	10'-7"	
w(E)	56	#5	14'-10"	
Concrete Box Culverts			Cu. Yd.	195
Reinforcement Bars, Epoxy Coated			Pound	30,620



BAR a(E)



BARS d(E) & d1(E)



CORNER DETAIL

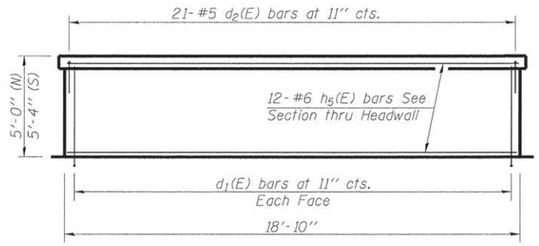
BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - BLB	REVISED
	CHECKED - BAB	REVISED
PLOT SCALE =	DRAWN - BLB	REVISED
PLOT DATE =	CHECKED - BAB	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

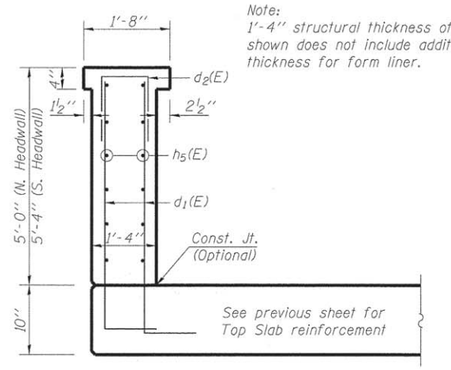
CULVERT DETAILS – 1
STRUCTURE NO. 099-L003
SHEET NO. 2 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	55
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



HEADWALL ELEVATION

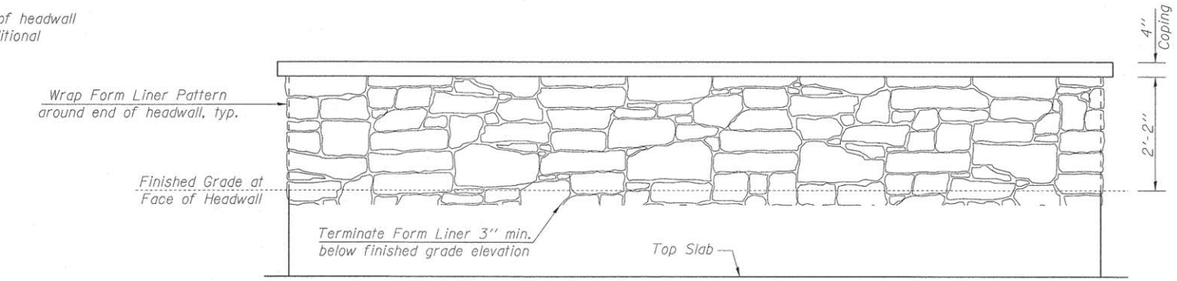
Railing not shown



Note:
1'-4" structural thickness of headwall shown does not include additional thickness for form liner.

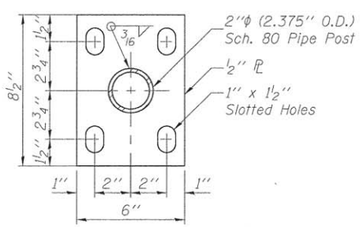
SECTION THRU HEADWALL

Railing not shown

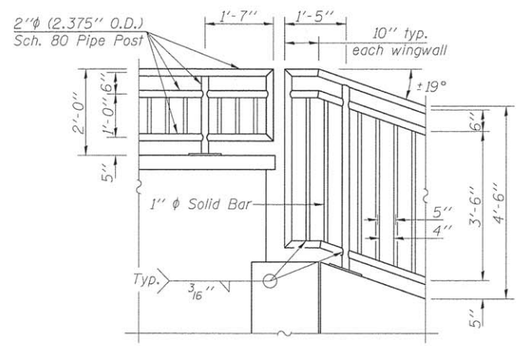


FORM LINER DETAIL
INSIDE ELEVATION OF HEADWALL

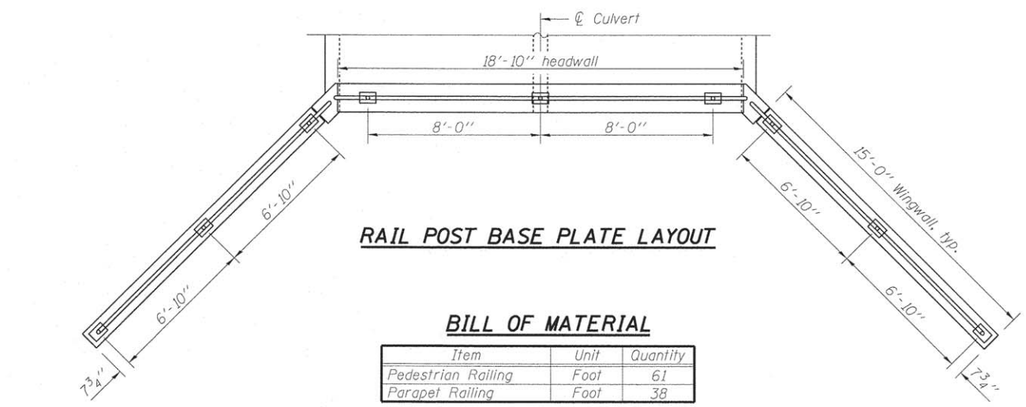
Form Liner shall not be applied to outside faces of headwalls



BASE PL



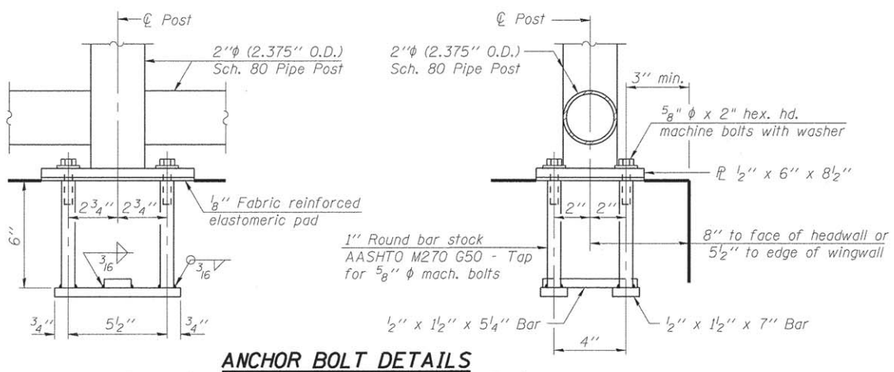
RAIL ELEMENT DETAILS



RAIL POST BASE PLATE LAYOUT

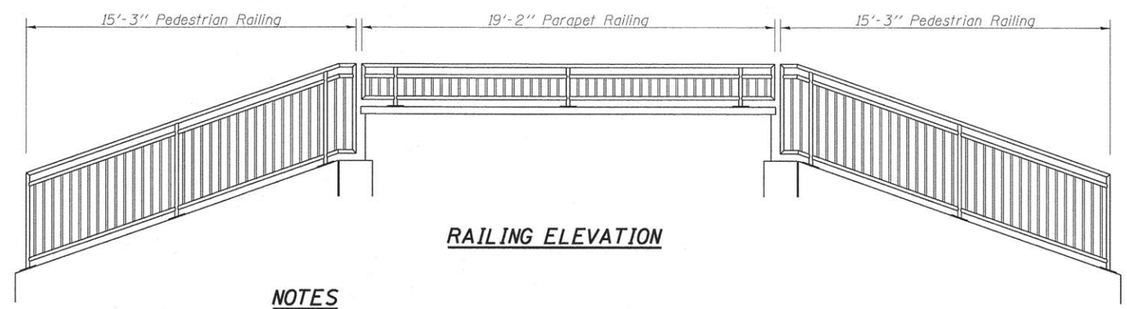
BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Railing	Foot	61
Parapet Railing	Foot	38



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAILING ELEVATION

NOTES

Railing shall be according to the applicable portions of Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Pedestrian Railing or Parapet Railing.

Hollow steel pipes shall conform to the requirements of ASTM A53 and shall be "standard weight".

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

All post, railing, splices, anchor devices, and bent plates shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The color of the final finish coat shall be matte black.

Space reinforcement in headwall and wingwalls to miss anchor rods.

BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - BLB	REVISED	
	CHECKED - BAB	REVISED	
PLOT SCALE =	DRAWN - BLB	REVISED	
PLOT DATE =	CHECKED - BAB	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS – 2
STRUCTURE NO. 099-L003
SHEET NO. 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	56
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

PROJECT 127th Street Culvert, Between Heggs Road and Route 30, Plainfield, Illinois

CLIENT MAF Developments Inc., Plainfield, Illinois

BORING 1 DATE STARTED 7-19-06 DATE COMPLETED 7-19-06 JOB L-66,523

ELEVATIONS

GROUND SURFACE 653.1

END OF BORING 633.1

WATER LEVEL OBSERVATIONS

▼ WHILE DRILLING 5.5'

▽ AT END OF BORING 4.0'

▼ 24 HOURS

SAMPLE NO.	TYPE	N	WC	Qu	γDRY	DEPTH	ELEV.	SOIL DESCRIPTIONS
1	SS	5	25.5					Black clayey TOPSOIL (OL)
						3.0	650.1	
2	SS	6	32.4	<0.25*				▽ Very soft brown and gray silty CLAY, trace sand, very moist (CL)
						5.5	647.6	▽
3	SS	21	16.1					Firm brown clayey SAND, trace gravel, wet (SP)
						8.0	645.1	
4	SS	23	14.7	4.5+*				Hard gray silty CLAY, little sand, trace gravel, moist (CL)
						10.5	642.6	
5	SS	17						Firm brown fine to medium SAND, saturated (SP)
						13.0	640.1	
6	SS	25	10.7	1.74 2.0*				Tough gray silty CLAY, little to some sand, trace gravel, moist (CL)
						15.5	637.6	
7	SS	24	13.5	4.5*				Hard gray silty CLAY, little to some sand, trace gravel, moist (CL)
						18.0	635.1	
8	SS	25	13.7					Firm gray clayey SAND and GRAVEL, saturated (SP-GP)
								End of Boring at 20.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DISTANCE BELOW SURFACE IN FEET: 0, 5, 10, 15, 20, 25

LENGTH RECOVERY

DRILL RIG NO. 314

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 6602LOV TSC_ALLOUT 120106

PROJECT 127th Street Culvert, Between Heggs Road and Route 30, Plainfield, Illinois

CLIENT MAF Developments Inc., Plainfield, Illinois

BORING 2 DATE STARTED 7-19-06 DATE COMPLETED 7-19-06 JOB L-66,523

ELEVATIONS

GROUND SURFACE 651.2

END OF BORING 631.2

WATER LEVEL OBSERVATIONS

▼ WHILE DRILLING 5.5'

▽ AT END OF BORING 5.0'

▼ 24 HOURS

SAMPLE NO.	TYPE	N	WC	Qu	γDRY	DEPTH	ELEV.	SOIL DESCRIPTIONS
						1.0	650.2	FILL - Black clayey TOPSOIL (OL)
1	SS	6	27.6		89			
2	SS	4	27.1		97			FILL - Black silty CLAY, trace sand, little topsoil, very moist (CH)
						5.5	645.7	▽ ▼
3	SS	13	13.0					Firm brown clayey SAND and GRAVEL, wet (SP-GP)
						8.0	643.2	
4	SS	13	19.5					Firm gray clayey SILT, occasional sand seams, moist (ML)
						10.5	640.7	
5	SS	33	9.2					Dense brown clayey SAND and GRAVEL, wet (SP-GP)
						13.5	637.7	
6	SS	15	14.3					Firm brown clayey SAND, trace gravel, saturated (SP)
						15.5	635.7	
7	SS	24	10.9	2.5*				Very tough gray silty CLAY, little to some sand, little gravel, moist (CL)
8	SS	14	14.0	3.75*				
								End of Boring at 20.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DISTANCE BELOW SURFACE IN FEET: 0, 5, 10, 15, 20, 25

LENGTH RECOVERY

DRILL RIG NO. 314

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

TSC 6602LOV TSC_ALLOUT 0906

BAXTER & WOODMAN Consulting Engineers

USER NAME =	DESIGNED - BLB	REVISED	
	CHECKED - BAB	REVISED	
PLOT SCALE =	DRAWN - BLB	REVISED	
PLOT DATE =	CHECKED - BAB	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

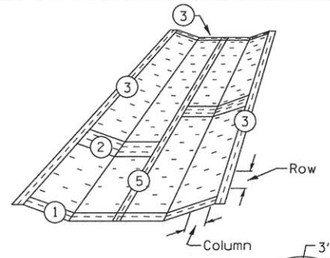
BORING LOGS
STRUCTURE NO. 099-L003

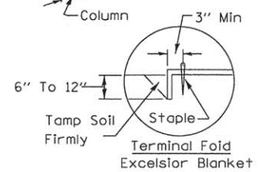
SHEET NO. 4 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	57
		CONTRACT NO. 61C98		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(531)

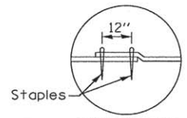
EROSION CONTROL BLANKET





Terminal Fold
Excelsior Blanket

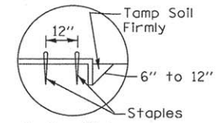
DETAIL 1



Junction Slot
Excelsior Blanket

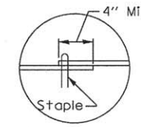
DETAIL 2

EROSION CONTROL BLANKET



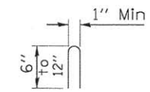
Anchor Slot
Excelsior Blanket

DETAIL 3



Lap Joint
Excelsior Blanket shall be bitted together

DETAIL 5



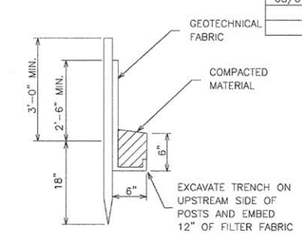
STAPLE DETAIL

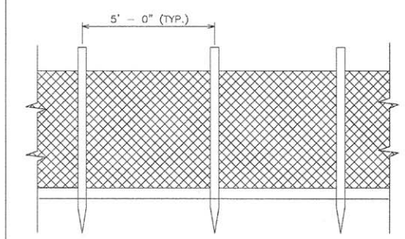
NOTES:

1. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x225' roll of material and 125 staples are required per 4'x150' roll of material.
2. Erosion control materials shall be placed loosely over ground surface. Do not stretch.
3. All terminal ends and transverse laps shall be stapled at approximately 2" intervals.

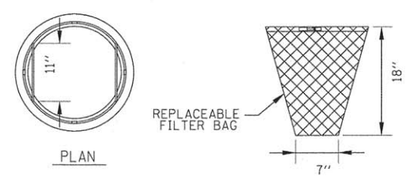
TYPICAL SILT FENCE INSTALLATION

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE





PLAINFIELD GRADING AND EROSION CONTROL STANDARDS — GEC2000



SECTION

GENERAL NOTES:

FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.

REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

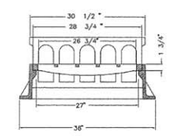
PER IDOT SPEC. ART.1081.15 (h)

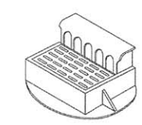
INLET FILTER

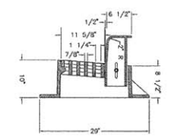
NO SCALE

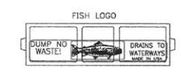
BARRIER CURB TYPE B-6.12 FRAME & GRATE

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE









1.) THE FRAME AND GRATE SHALL BE EJIW 7210 WITH TYPE M1 GRATE AND T1 BACK, NEENAH R-3281-A OR CERTAINTEED (DI) SELECTA MAXI ECSE75UFX11 T-PROFILE.

2.) FRAME AND GRATE SHALL BE SET ON A MORTAR BED WITH ALL GAPS TUCKPOINTED.

**ALL DIMENSIONS SHOWN ARE FROM THE NEENAH MODELS. EJIW AND CERTAINTEED DIMENSIONS MAY VARY.

PLAINFIELD STORM STANDARDS — STO3120

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	
DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	FILE - 140988SHT_MiscDetails.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

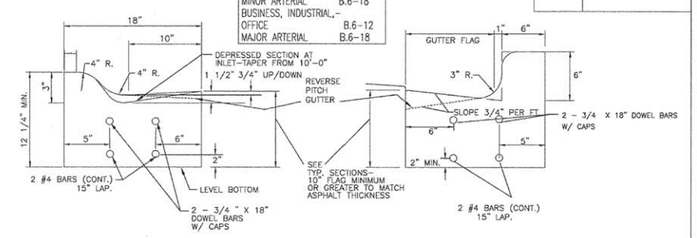
SCALE: NONE — STA. — TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	58
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

COMBINATION CONCRETE CURB & GUTTER

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE

MINOR COLLECTOR	B.6-12
MAJOR COLLECTOR	B.6-18
MINOR ARTERIAL	B.6-18
BUSINESS, INDUSTRIAL, OFFICE	B.6-12
MAJOR ARTERIAL	B.6-18



ROLLED CURB & GUTTER

BARRIER CURB & GUTTER

FORMBOARD REQUIREMENT:
MINIMUM OF 2" X 8" FRONT, 2" X 12" BACK.

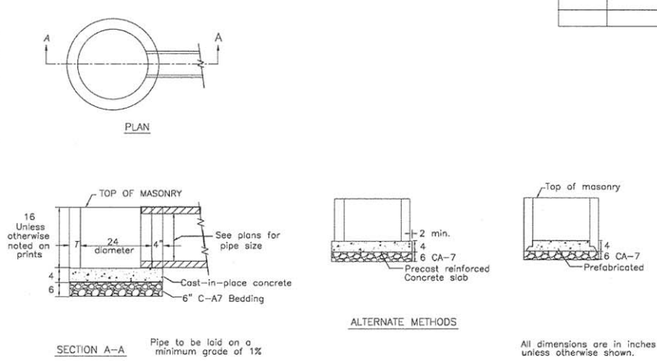
THE SURFACE OF THE CURB SHALL NOT BE EXCESSIVELY WETTED PRIOR TO OR DURING FINISHING. THE CONTRACTOR SHALL DISCUSS WITH THE VILLAGE HIS FINISHING METHODS PRIOR TO CONSTRUCTION.

EXPANSION JOINTS SHALL BE A DISTANCE OF NOT LESS THAN EIGHT FEET NOR MORE THAN TWELVE FEET ON EITHER SIDE OF STORM STRUCTURES. EXPANSION JOINTS ARE NOT ALLOWED IN HANDICAP RAMPS.

PLAINFIELD ROADWAY STANDARDS — RDW6070

INLET - TYPE A

REVISIONS	
DATE	REVISION
08/07	DETAIL UPDATE



Pipe to be laid on a minimum grade of 1%

All dimensions are in inches unless otherwise shown.

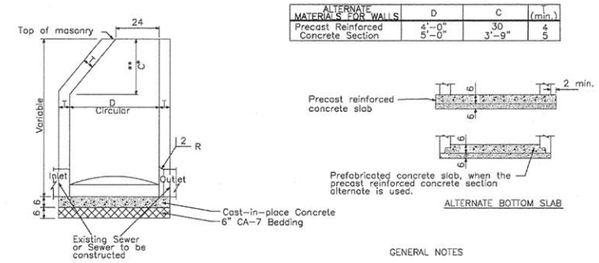
PLAINFIELD STORM STANDARDS — STO3010

STORM MANHOLE
TYPE A - 4' - 5' DIA.

4' DIA. M.H. FOR PIPES 18" OR LESS
5' DIA. M.H. FOR PIPES 21" TO 42"

REVISIONS	
DATE	REVISION
04/08	DETAIL UPDATE

ALTERNATE MATERIALS FOR WALLS	D	C	(min.)
Precast Reinforced Concrete Section	4'-0"	30	4
	5'-0"	3'-9"	5



GENERAL NOTES

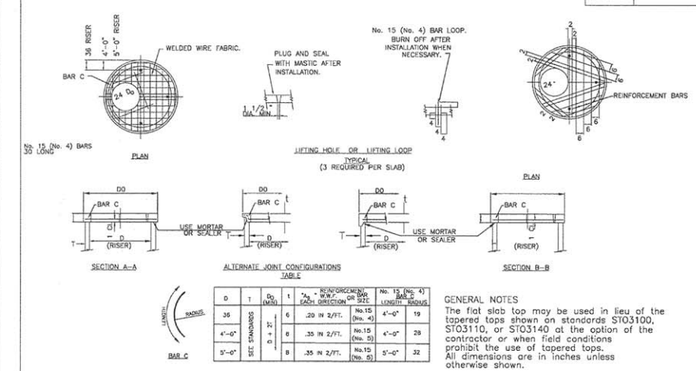
* Dimension "C" for Precast Reinforced Concrete Sections may vary from the dimension given to plus 8".

All dimensions are in inches unless otherwise shown.

PLAINFIELD STORM STANDARDS — STO3050

FLAT TOP STORM MANHOLE
TYPE A - 4' - 5' DIA.

REVISIONS	
DATE	REVISION
04/08	DETAIL UPDATE



TABLE

D	T	D_O (MIN)	1	*A_s - REINFORCEMENT W.W.F. EACH DIRECTION	OR BAR SIZE	No. 15 (No. 4) BARS LENGTH	BENDS
36	SEE STANDARDS	2 1/2"	6	.20 IN 2/FT.	No.15 (No. 4)	4'-0"	19
4'-0"			8	.35 IN 2/FT.	No.15 (No. 5)	4'-0"	28
5'-0"			8	.35 IN 2/FT.	No.15 (No. 5)	5'-0"	32

LENGTH, RADIUS, BAR C

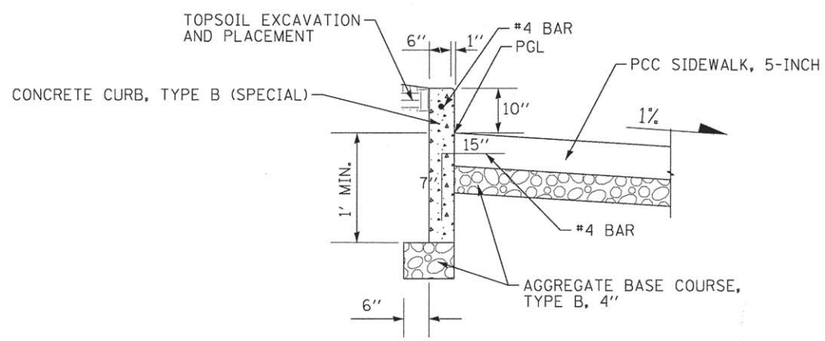
GENERAL NOTES
The flat slab top may be used in lieu of the tapered tops shown on standards STO3100, STO3110, or STO3140 at the option of the contractor or when field conditions prohibit the use of tapered tops.
All dimensions are in inches unless otherwise shown.

PLAINFIELD STORM STANDARDS — STO3070

BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_MiscDetails.dgn		SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	59
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

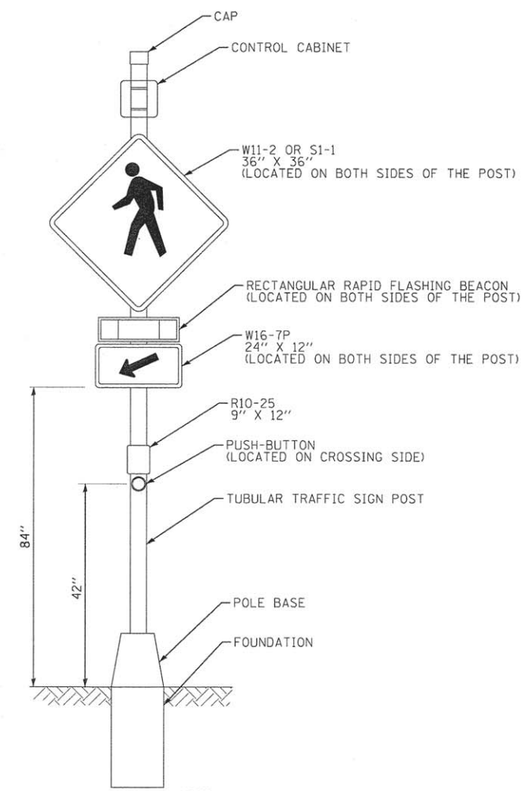


NOTES

1. SEE PLAN AND PROFILE ADJACENT TO SHARED USE PATH STA 35+00 TO STA 35+61
2. REINFORCEMENT BARS SHALL BE EPOXY COATED

CONCRETE CURB, TYPE B (SPECIAL) DETAIL

(NOT TO SCALE)

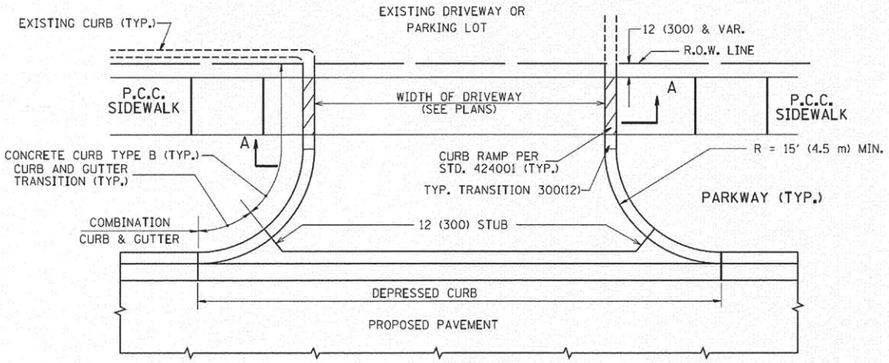


NOTE:

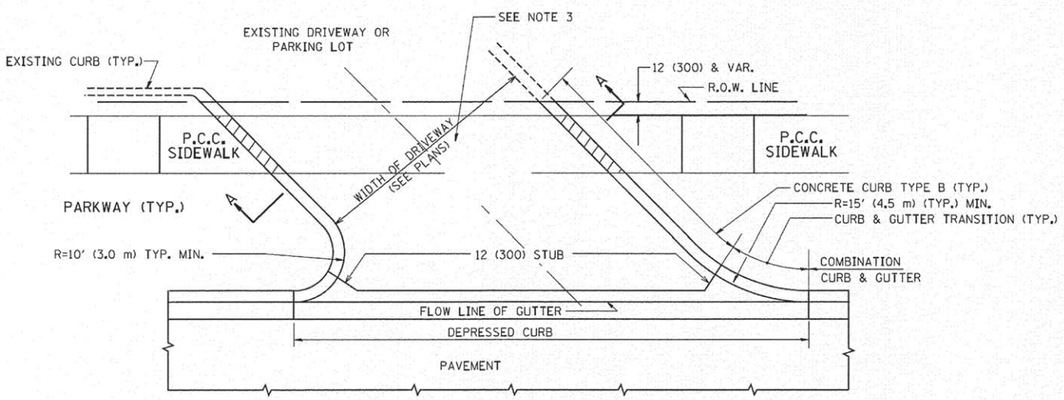
1. ALL WIRING TO CONTROL CABINET AND FOUNDATION AND MOUNTING HARDWARE INCLUDED IN THIS ITEM.
2. APPLICABLE SIGNAGE AND BEACON LOCATED ON BOTH SIDES OF POST.
3. THE RRFB ASSEMBLY AS SHOWN ON THE ABOVE DETAIL SHALL INCLUDE THE (COMPLETE) SYSTEM WITH RRFB, TRAFFIC SIGNAL POST, FOUNDATION, PEDESTRIAN PUSH BUTTONS, WARNING SIGNS AND PLAQUES. CONTROLLER AND CABINET AND WIRELESS COMMUNICATION EQUIPMENT IS INCLUDED IN THE PAY ITEM FOR POST MOUNTED FLASHING BEACON INSTALLATION (SPECIAL) DETAIL.

POST MOUNTED FLASHING BEACON INSTALLATION (SPECIAL) DETAIL

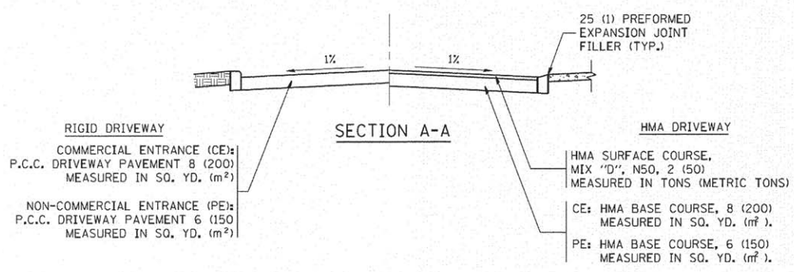
BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CJC	REVISED -			503	15-00061-00-WR	WILL	88	60
	CHECKED - ADJ	REVISED -					CONTRACT NO. 61C98		
	DATE - 04-29-16	FILE - 140988SHT_MiscDetails.dgn		SCALE: STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		

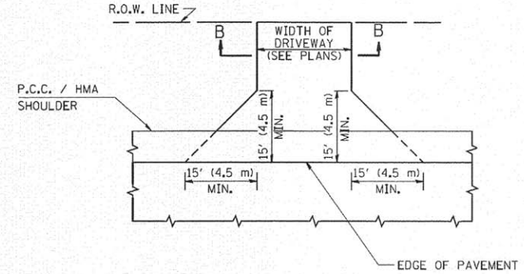


WITH CONCRETE CURB, TYPE B

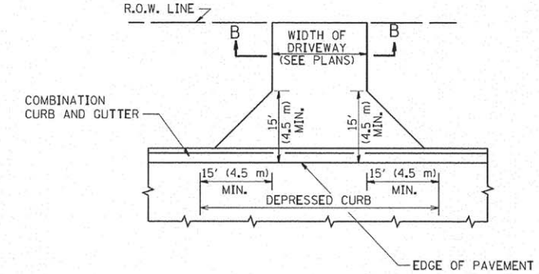


WITH CONCRETE CURB, TYPE B

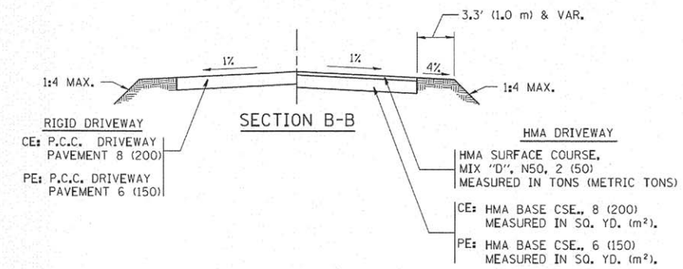




ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

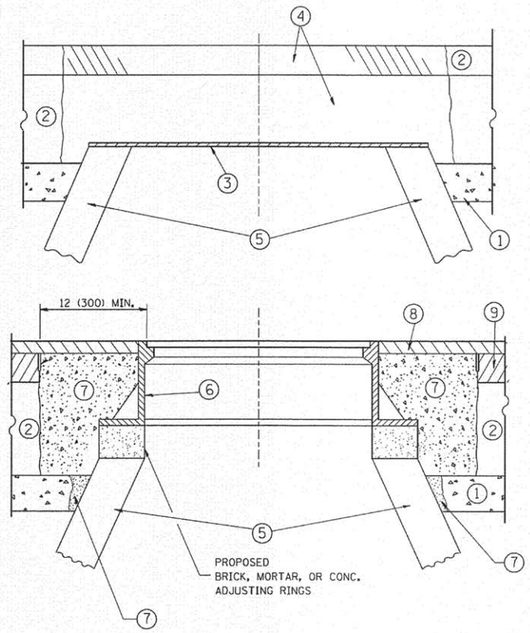
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

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

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

FILE NAME = c:\pw_work\pwidot\layse\d0108315\bd01.dgn	USER NAME = layse	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			503	15-00061-00-WR	WILL	88 / 61
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08			BD0156-07 (BD-01)		CONTRACT NO. 61C98	
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)	



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS PP-1* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES:

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 PAVEMENT 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.

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.

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

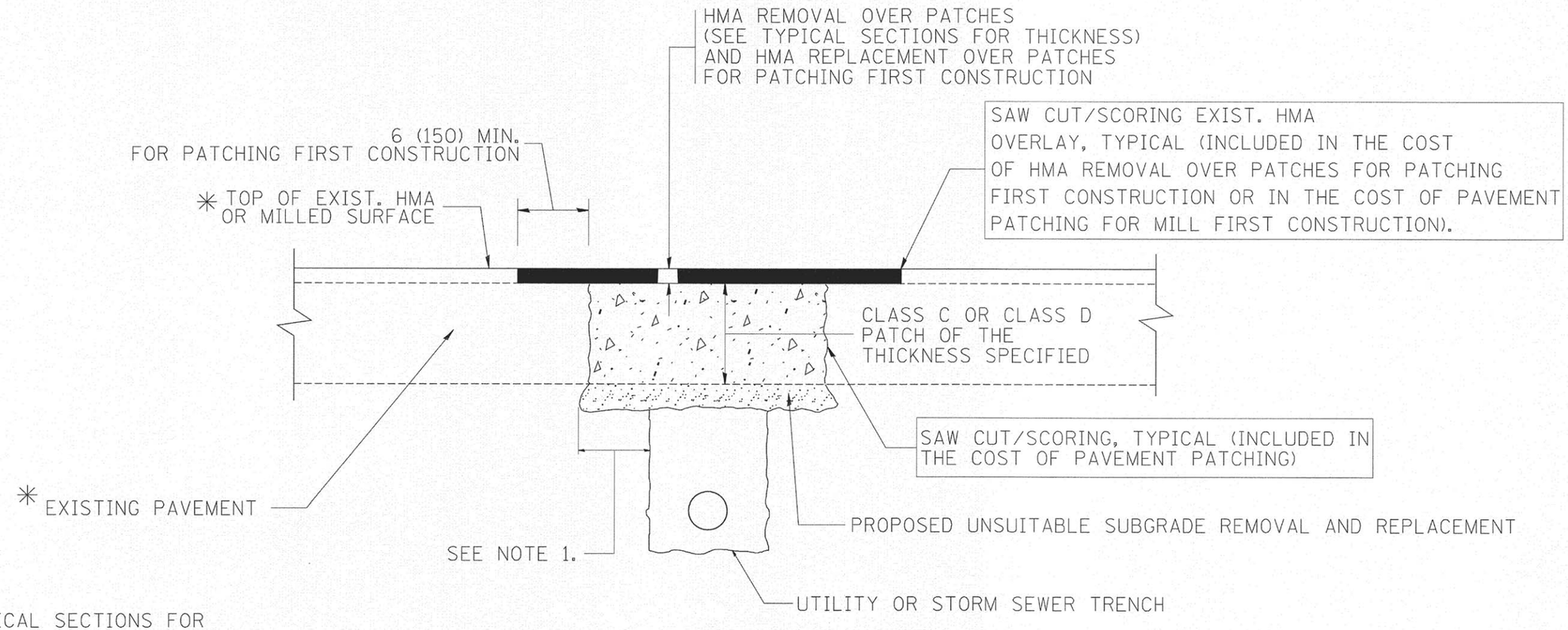
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
es\pw_work\pwidot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07	
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11	
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	62
	BD600-03 (BD-8)	CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

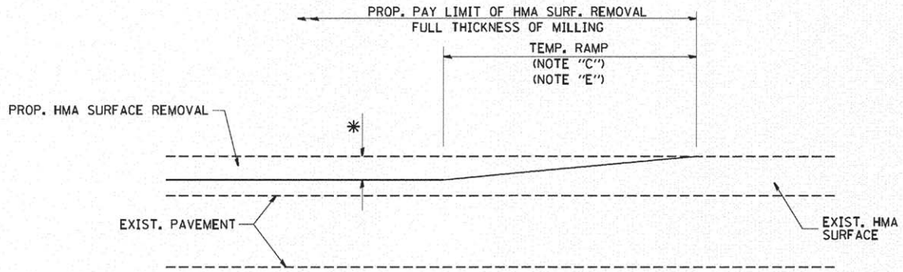
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

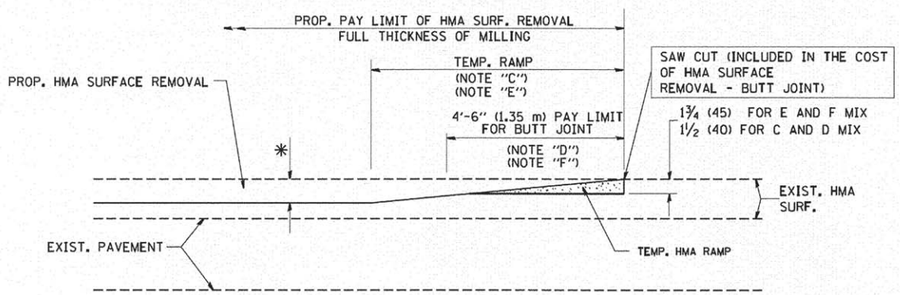
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			503	15-00061-00-WR	WILL	88	63
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 61C98		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

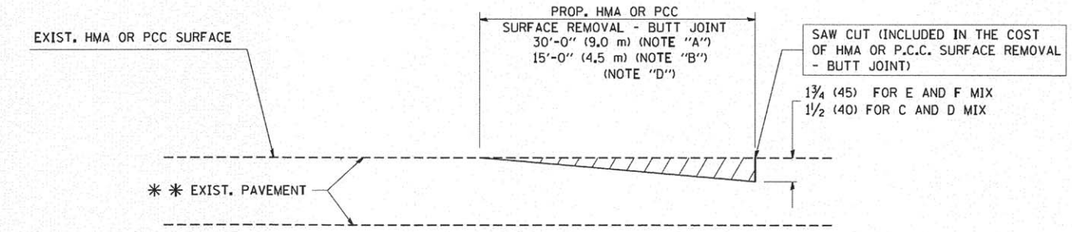


HMA CONSTRUCTED TEMPORARY RAMP

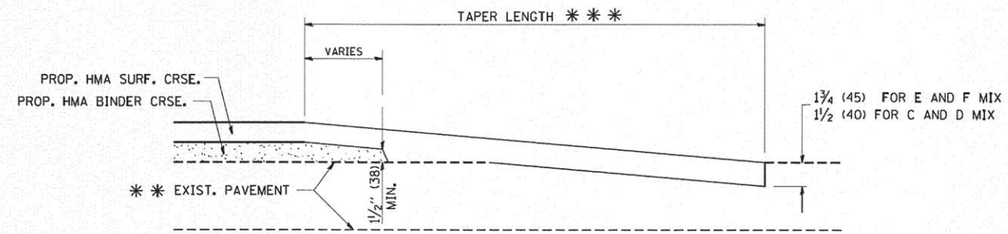
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



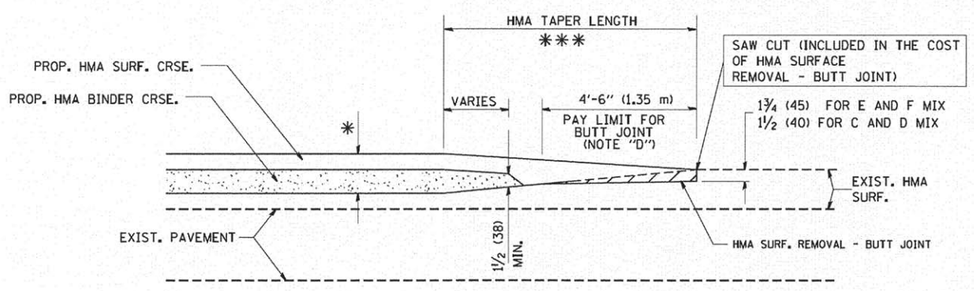
BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

✳✳ PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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.

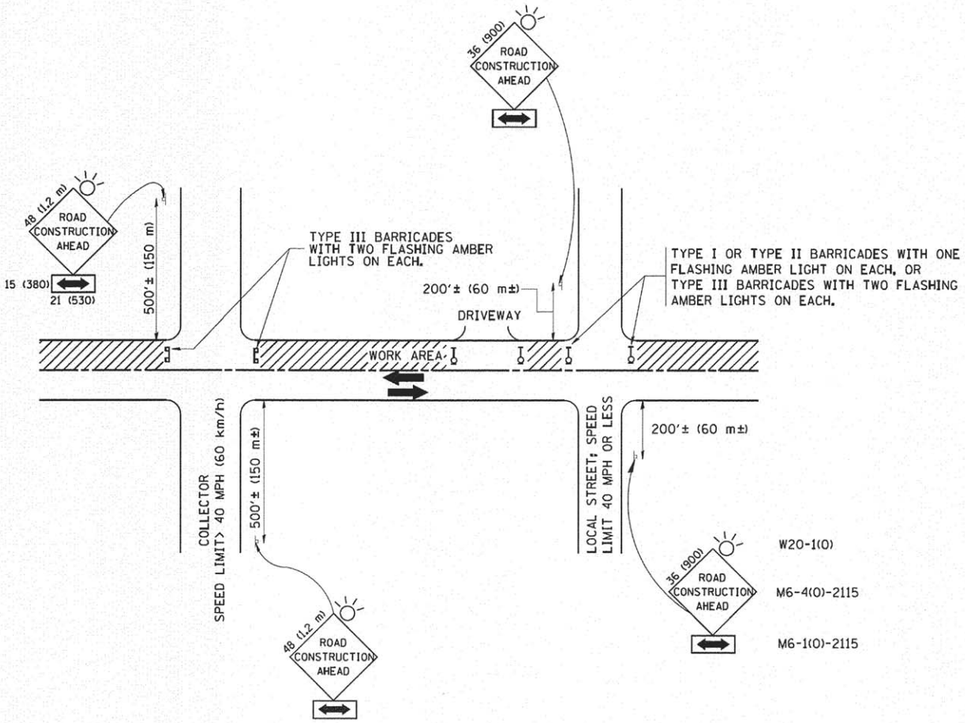
✳✳✳ 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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.

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = geglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A.U. RTE. 503	SECTION 15-00061-00-WR
		DRAWN -	REVISED - A. ABBAS 03-21-97				COUNTY WILL
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01				TOTAL SHEETS 88 / SHEET NO. 64
	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.	BD400-05 BD32	CONTRACT NO. 61C98
						FED. ROAD DIST. NO. 1	ILLINOIS / FED. AID PROJECT M-4003(531)



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 ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) 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 ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES. 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. 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.

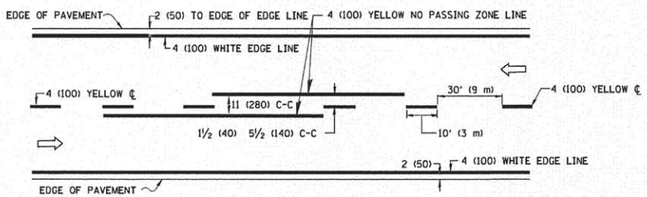
C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

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.

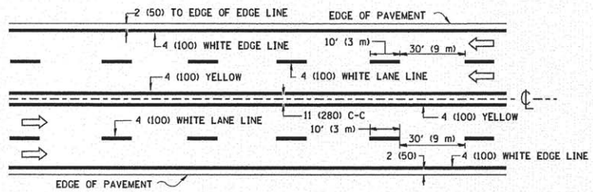
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
		DRAWN -	REVISED - A. HOUSEH 03-06-96		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96		
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE · SHEET NO. 1 OF 1 SHEETS · STA. · TO STA.

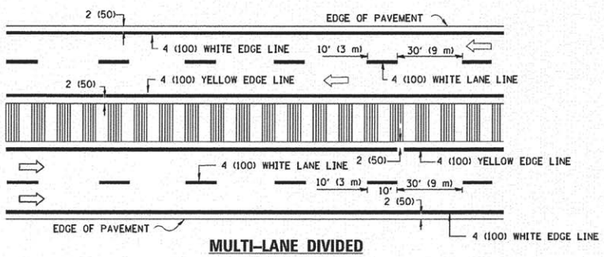
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	65
	TC-10	CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



2–LANE ROADWAY

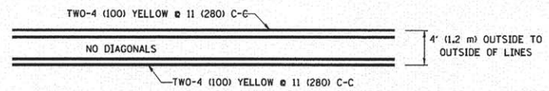


MULTI–LANE UNDIVIDED

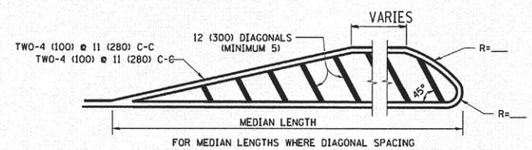


MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



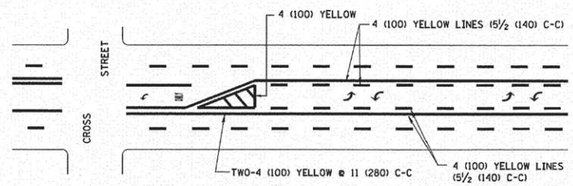
4' (1.2 m) WIDE MEDIANS ONLY



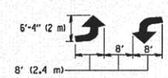
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

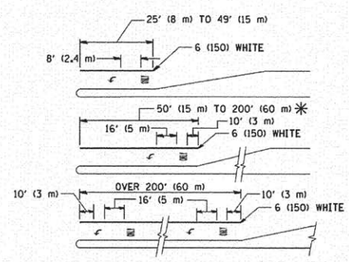


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

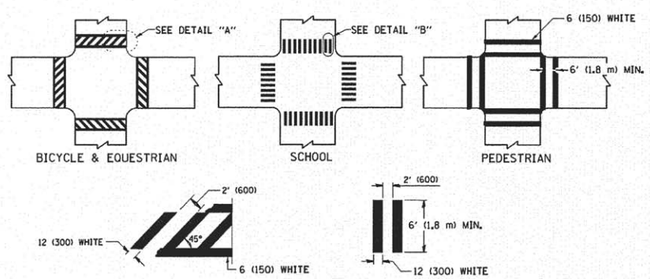


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

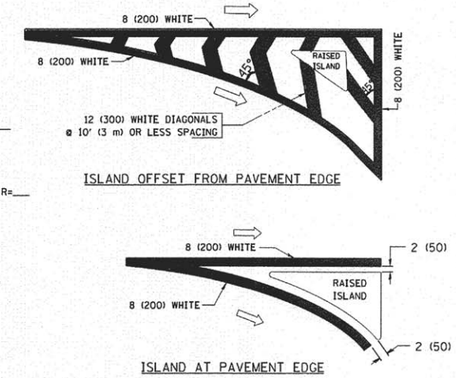
TYPICAL TURN LANE MARKING



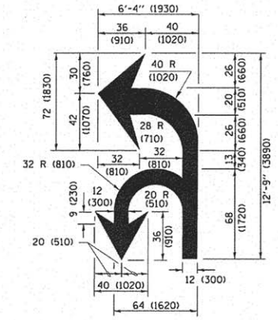
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

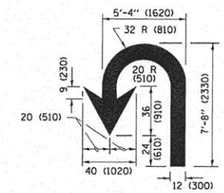
✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



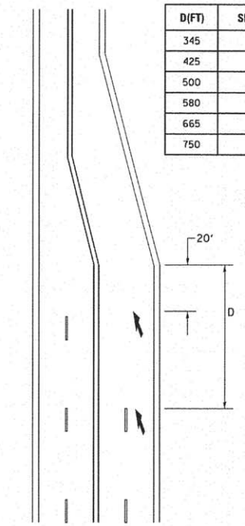
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	 4 (100) 2 @ 4 (100)	 SOLID SOLID	 YELLOW YELLOW	 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001012 EXPIRES 4/30/16
5/20/2016 4:44:47 PM

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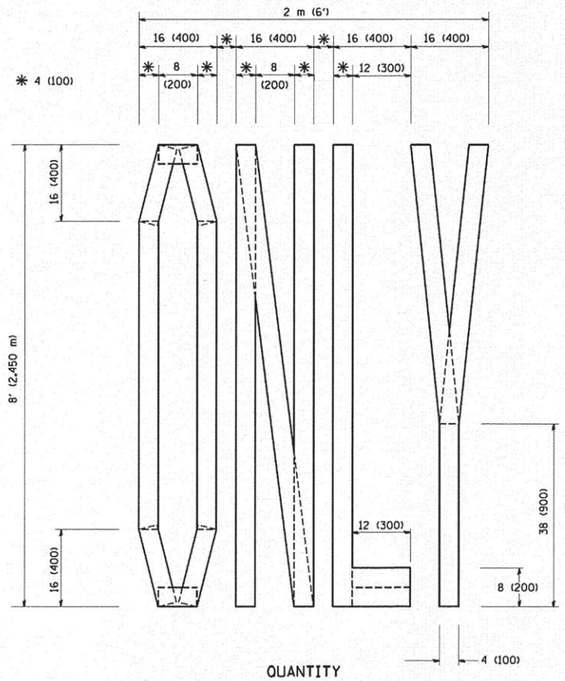
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 12/21/2015	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

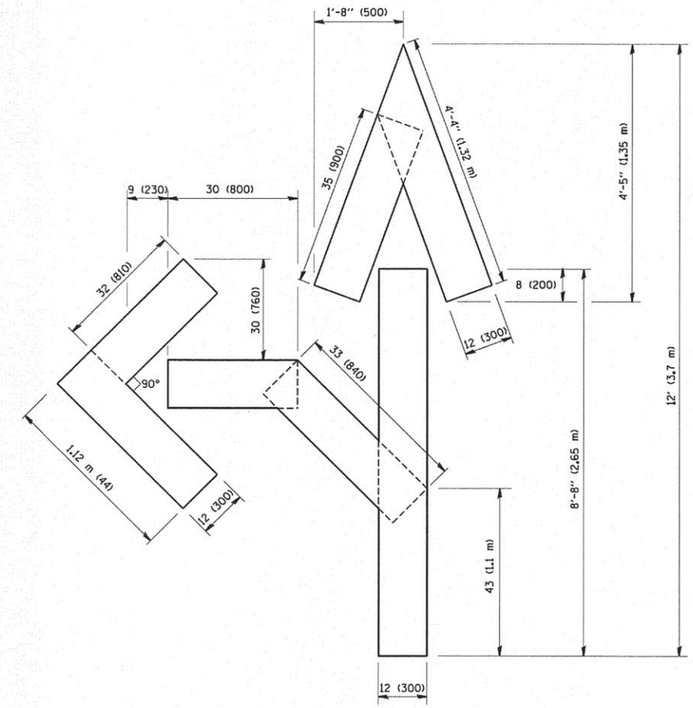
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

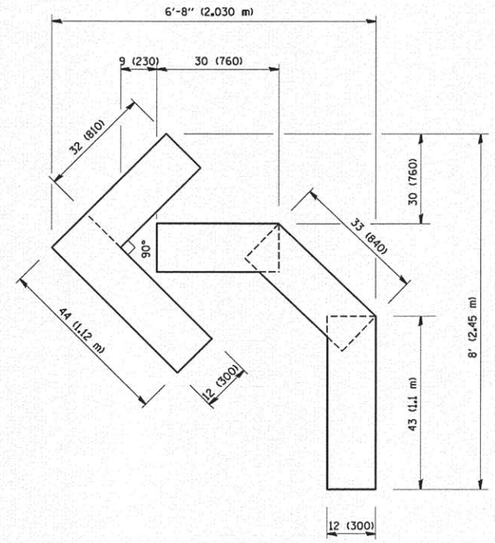
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	66
	TC-13	CONTRACT NO. 61C98		
		ILLINOIS FED. AID PROJECT M-4003(531)		



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



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



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

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

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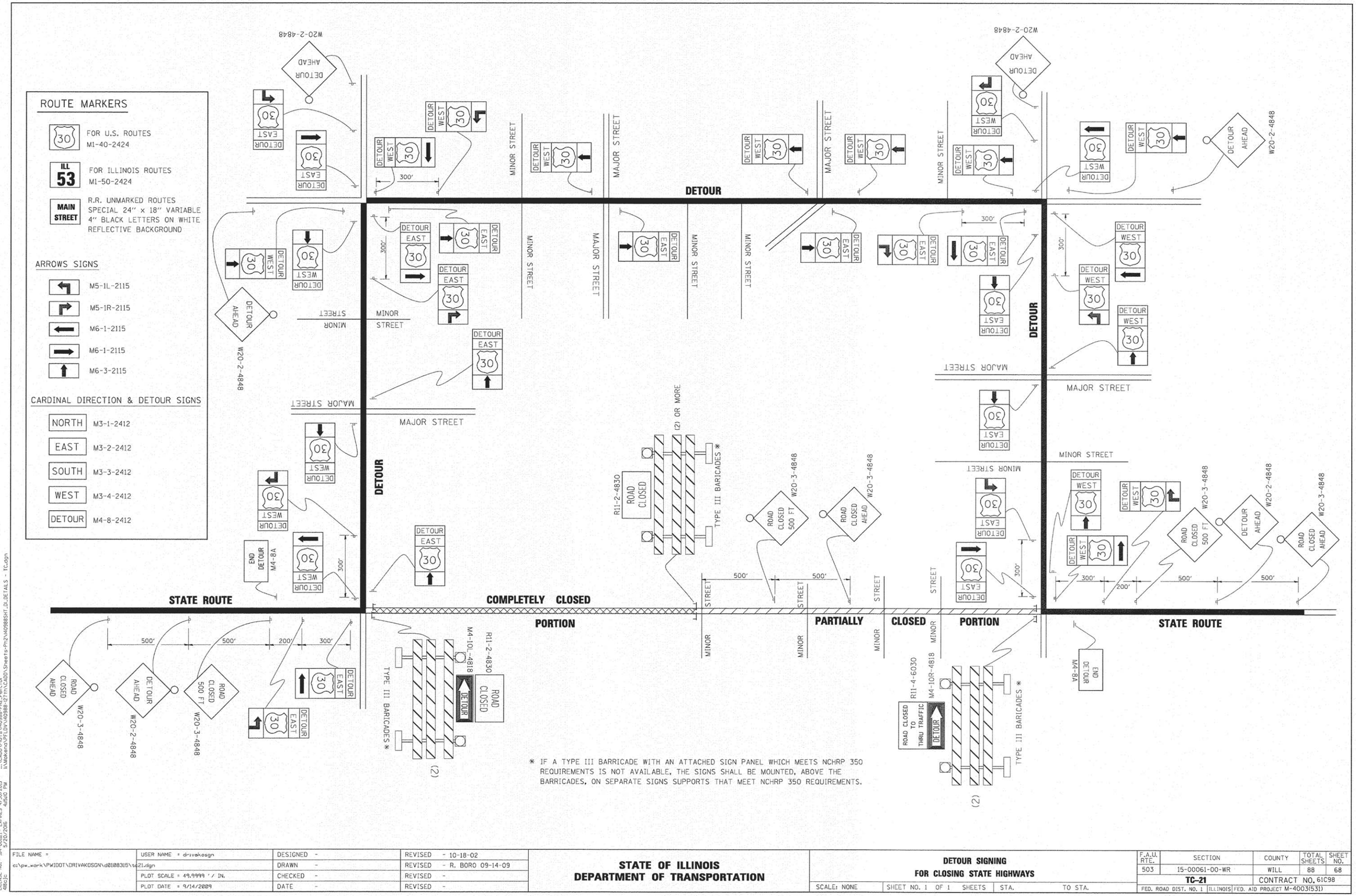
		DRAWN -	REVISED -T. RAMMACHER 11-04-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98		
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE · SHEET NO. 1 OF 1 SHEETS · STA. · TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	67
	TC-16	CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



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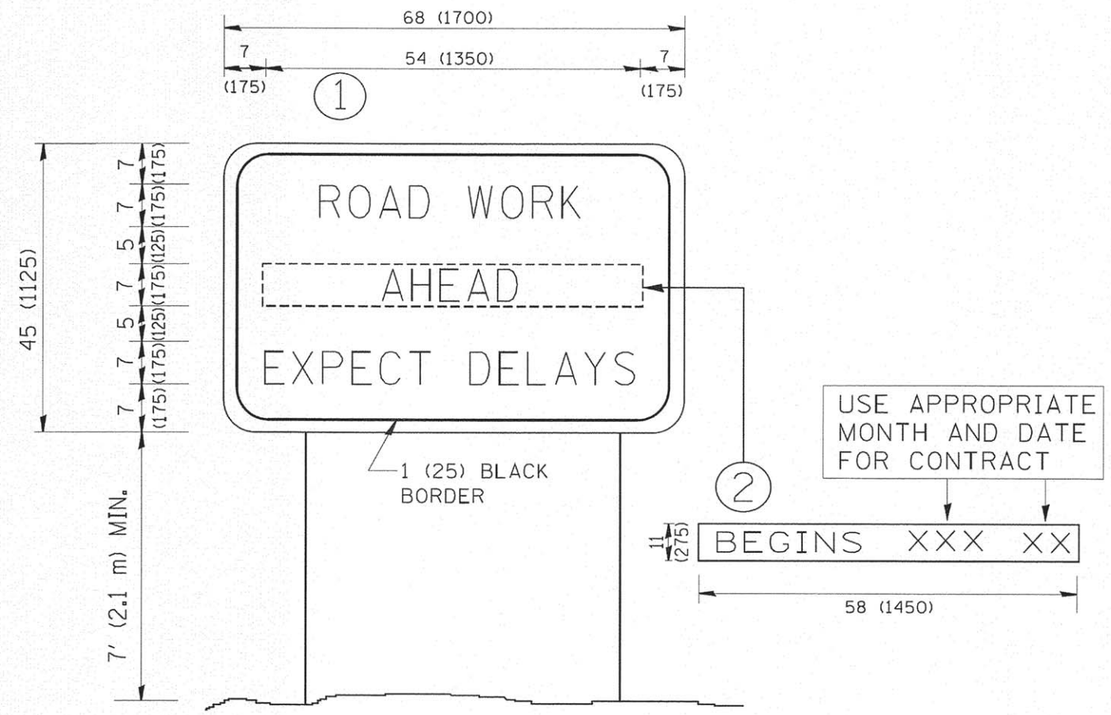
		DRAWN -	REVISED - R. BORO 09-14-09			503	15-00061-00-WR	WILL	88	68
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -			TC-21		CONTRACT NO. 61C98		
	PLOT DATE = 9/14/2009	DATE -	REVISED -		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



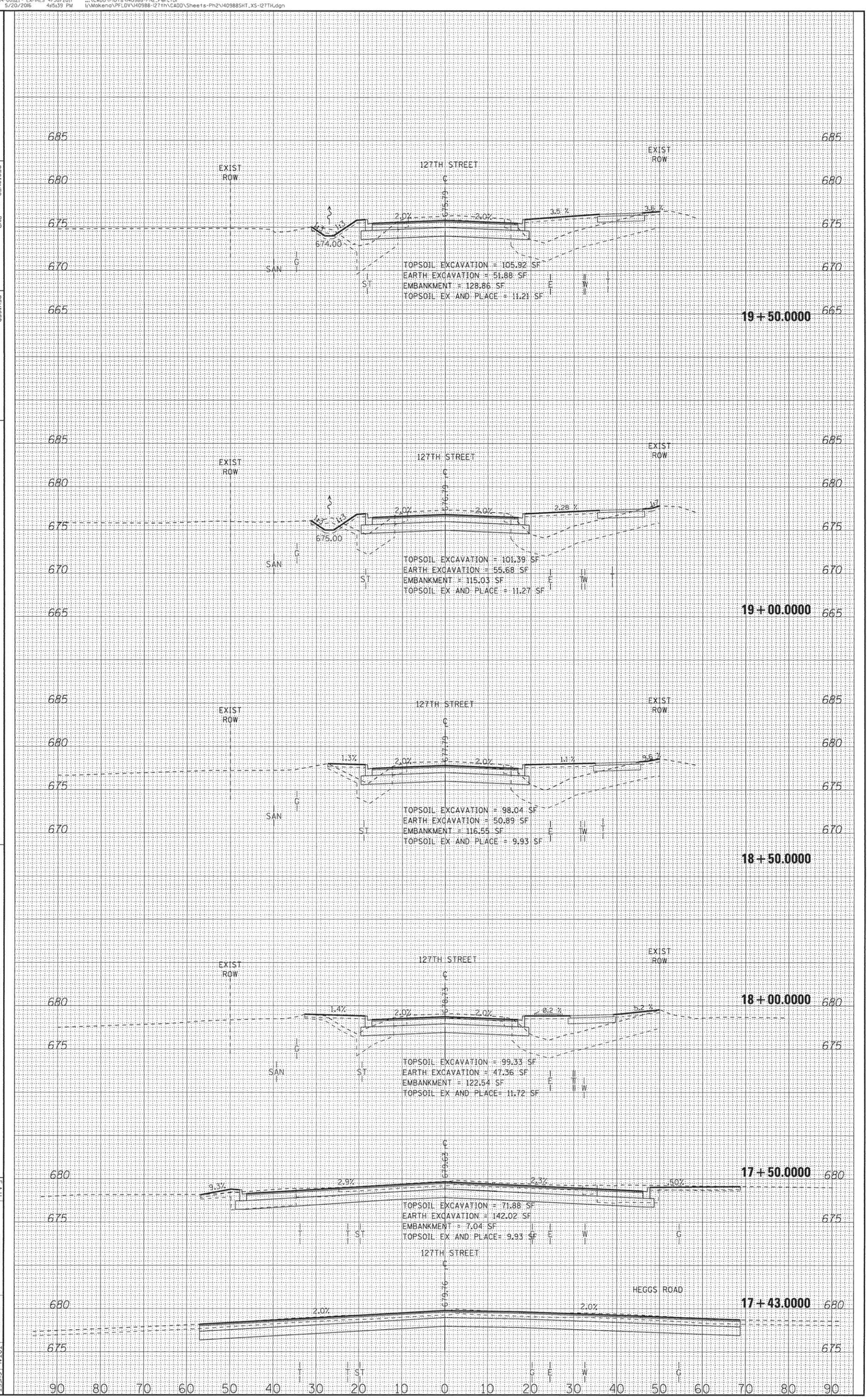
NOTES:

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 = W:\diststd\22x34\tc22.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN
		DRAWN -	REVISED - R. MIRS 12-11-97		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99		
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE · SHEET NO. 1 OF 1 SHEETS · STA. · TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	69
	TC-22	CONTRACT NO. 61C98		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(531)		



BAXTER & WOODMAN
Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- I40988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 17+43.0000 TO STA. 19+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	70

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT: M-4003(331)

CONTRACT NO. 61C98

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BAXTER & WOODMAN
Consulting Engineers

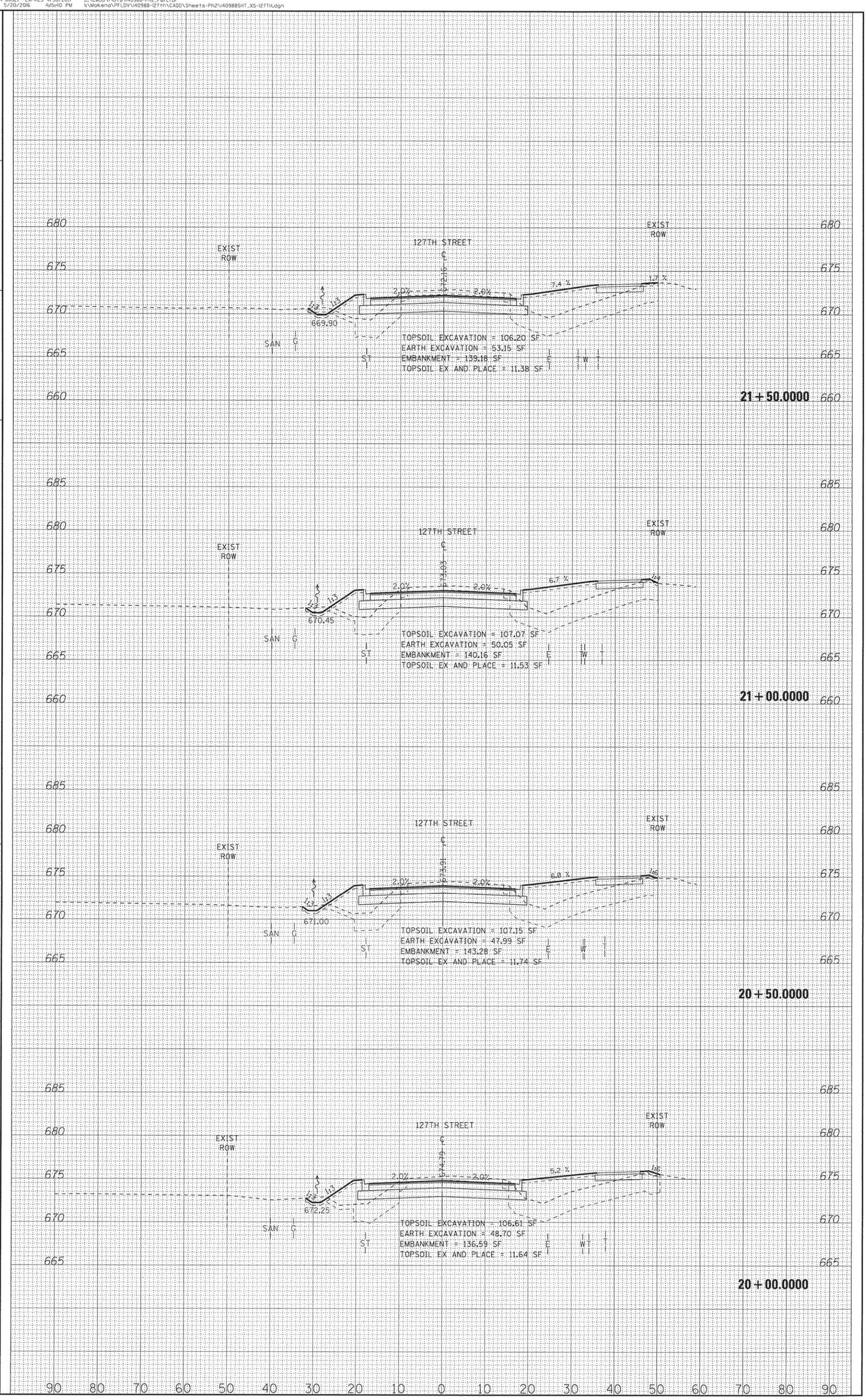
DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 20+00.0000 TO STA. 21+50.0000



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	71
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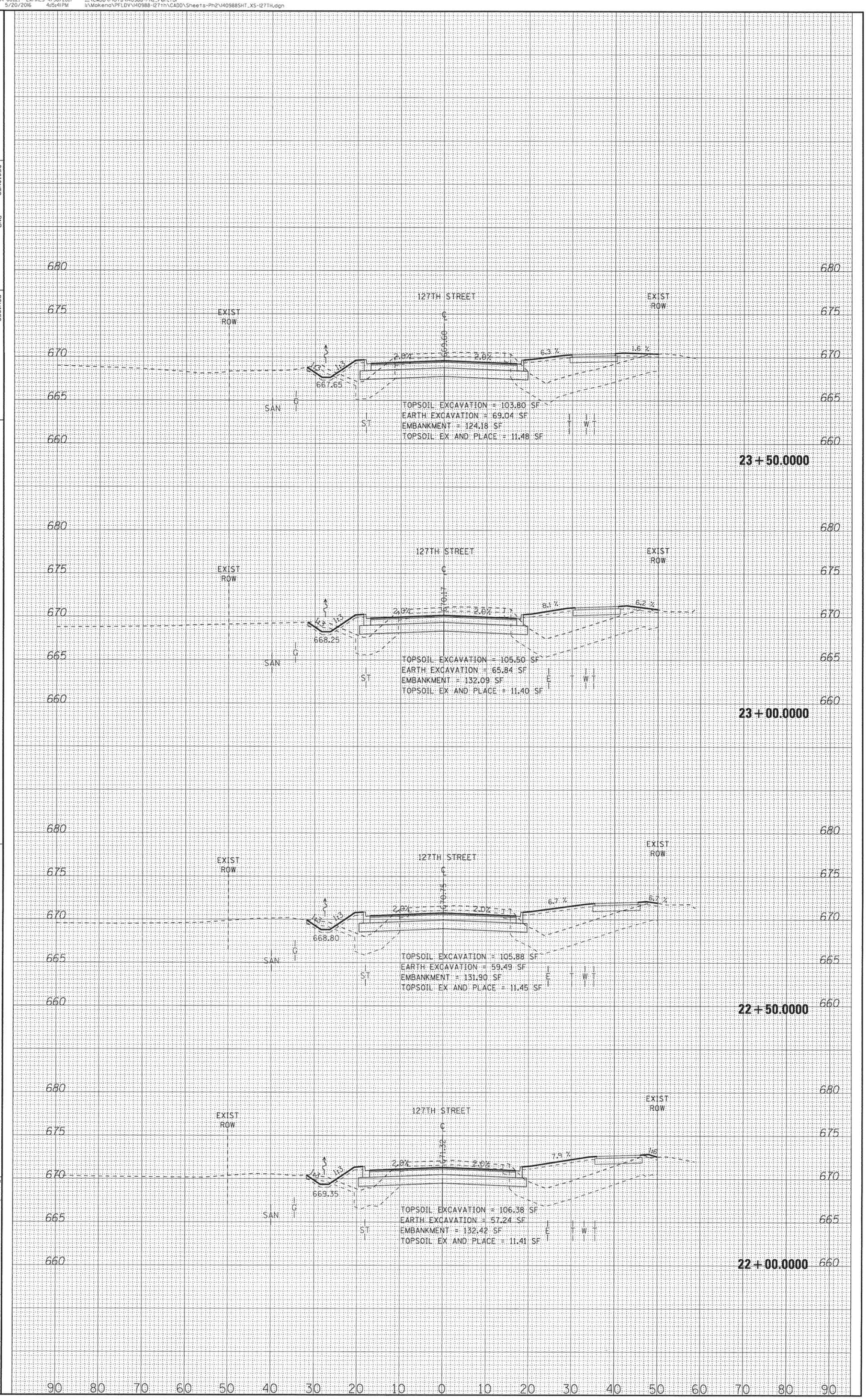

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 22+00.0000 TO STA. 23+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHTS	SHEET NO.
503	15-00061-00-WR	WILL	98	72

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(511)

CONTRACT NO. 61C98

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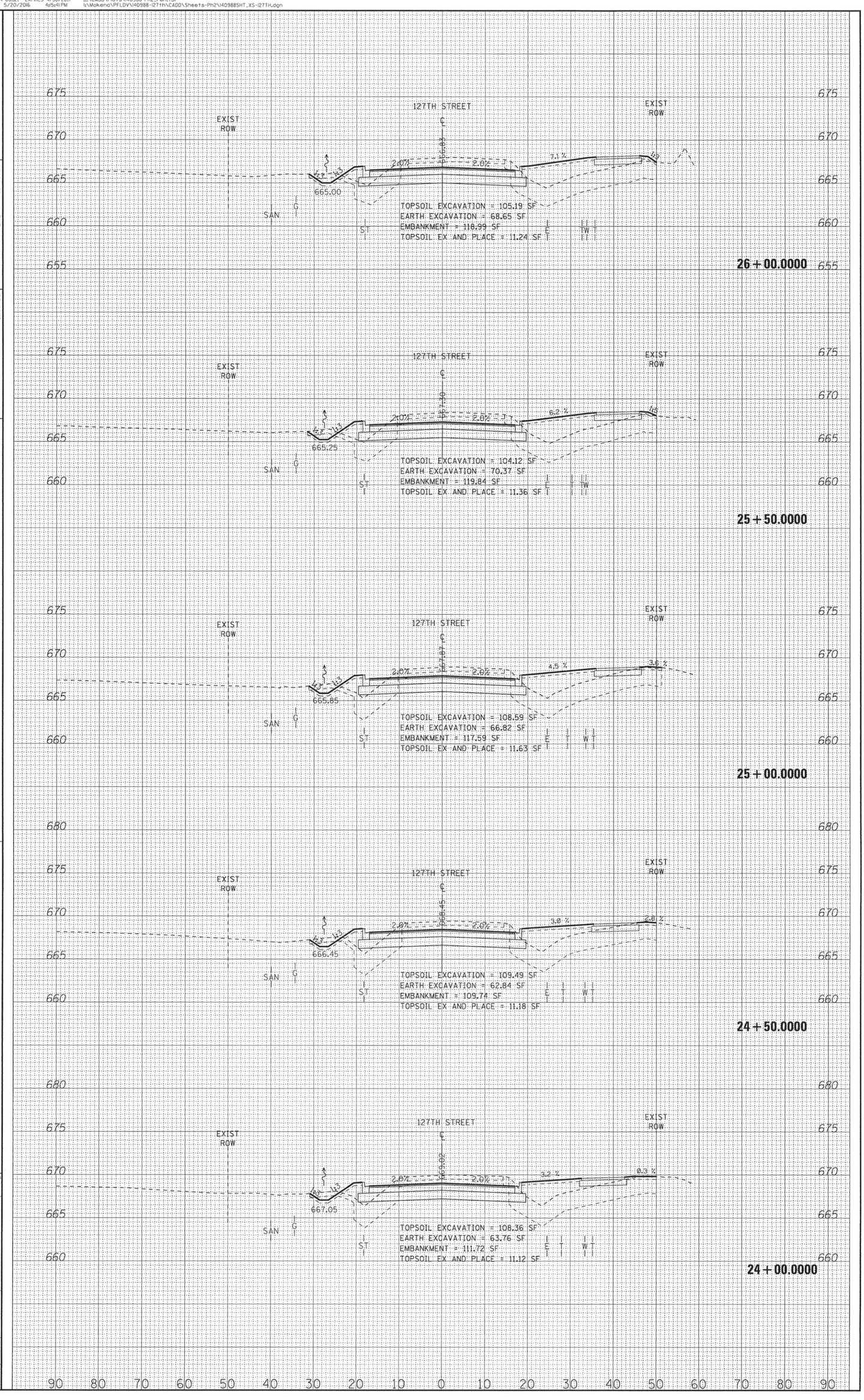


BAXTER & WOODMAN Consulting Engineers

DESIGNED - BNP		REVISED -	
DRAWN - CJC		REVISED -	
CHECKED - ADJ		REVISED -	
DATE - 04-29-16		FILE - 140988SHT_XS-127TH.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

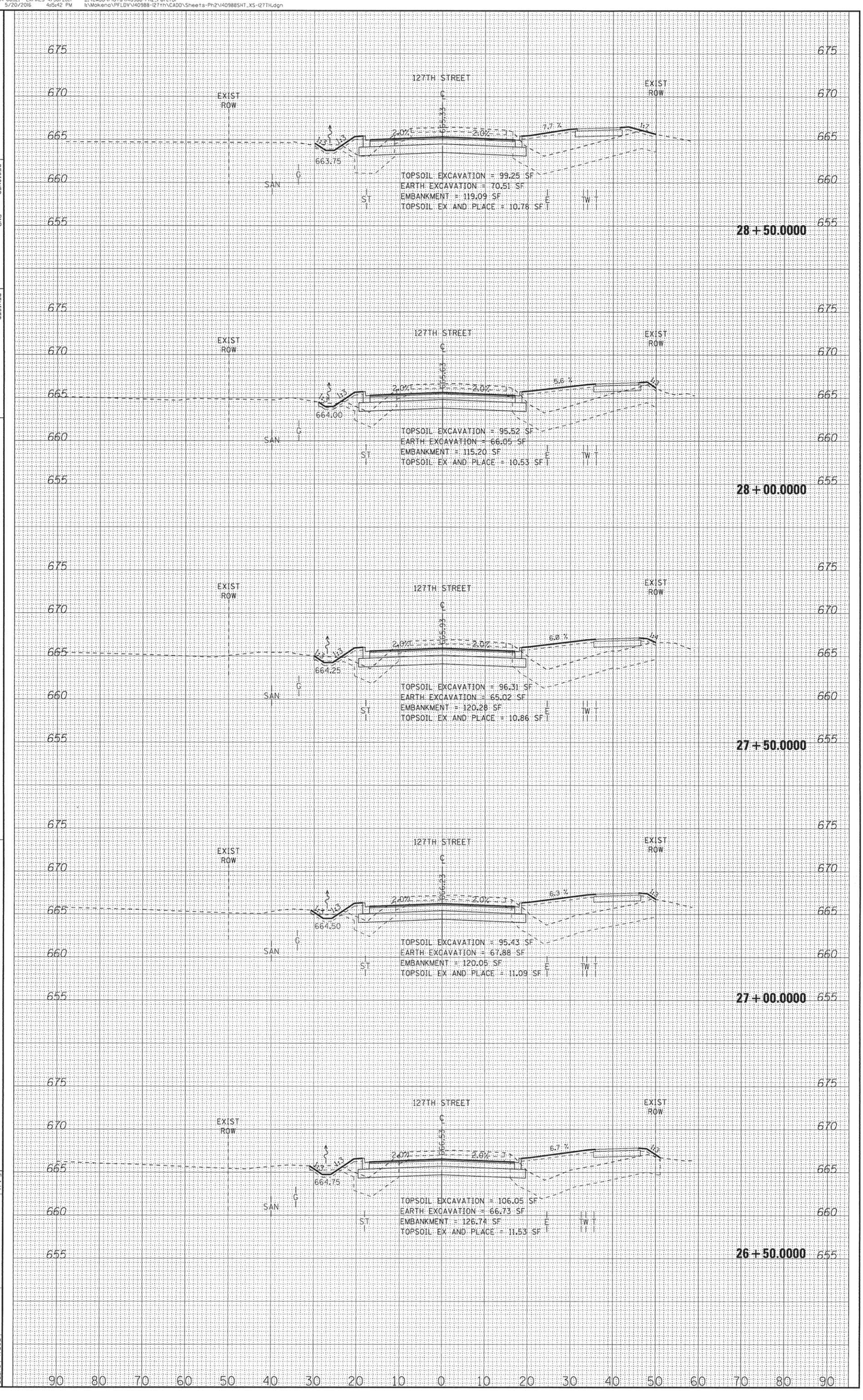
SCALE: Hz 1"=10' Vt 1"=5'

STA. 24+00.0000 TO STA. 26+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	SHEET NO.
503	15-00061-00-WR	WILL	88	73

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED	-	BNP	REVISED -
DRAWN	-	CJC	REVISED -
CHECKED	-	ADJ	REVISED -
DATE	-	04-29-16	FILE - 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

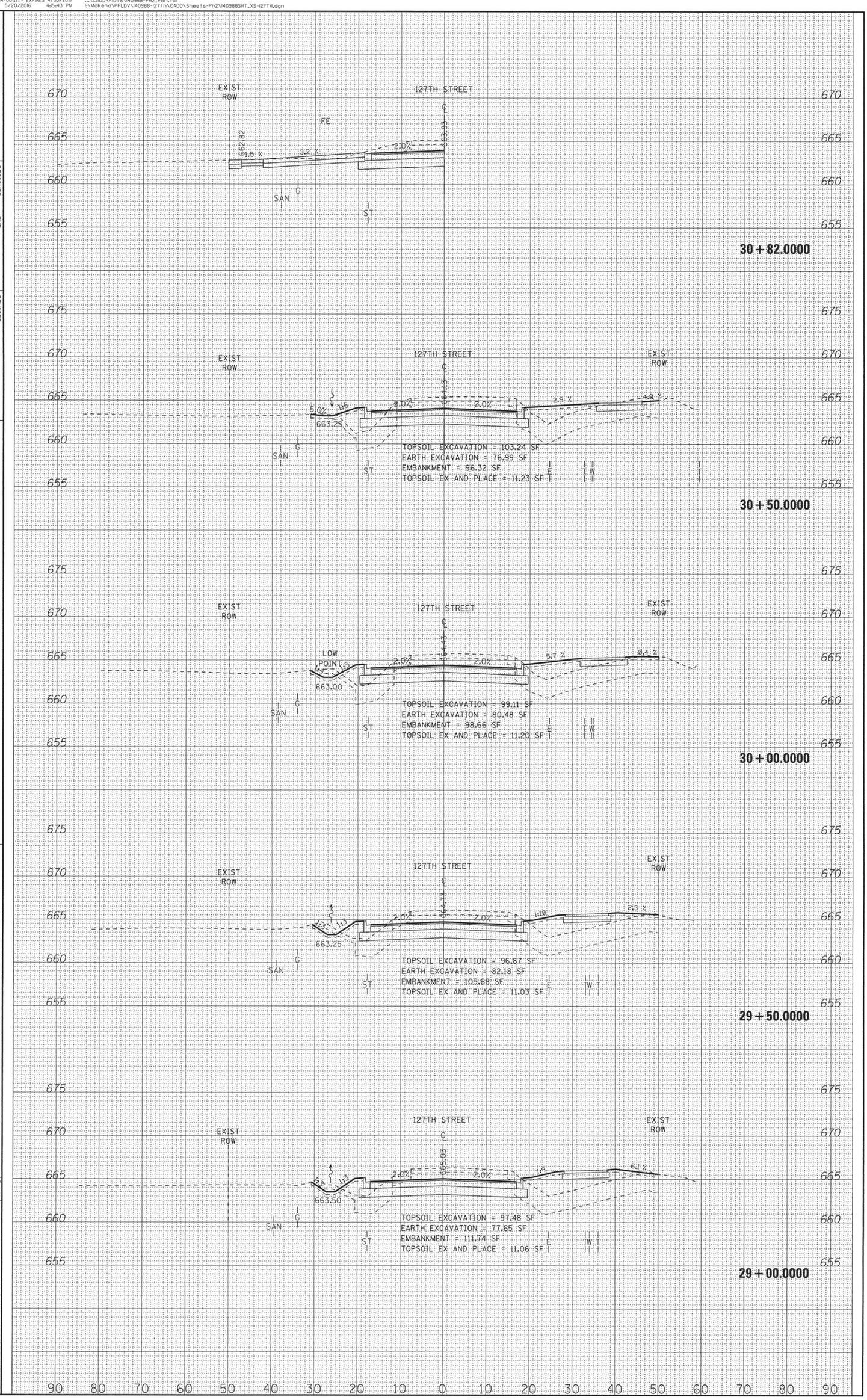
SCALE: Hz 1"=10' Vt 1"=5'

STA. 26+50.0000 TO STA. 28+50.0000

F.A.U. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	74

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT M-4003(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

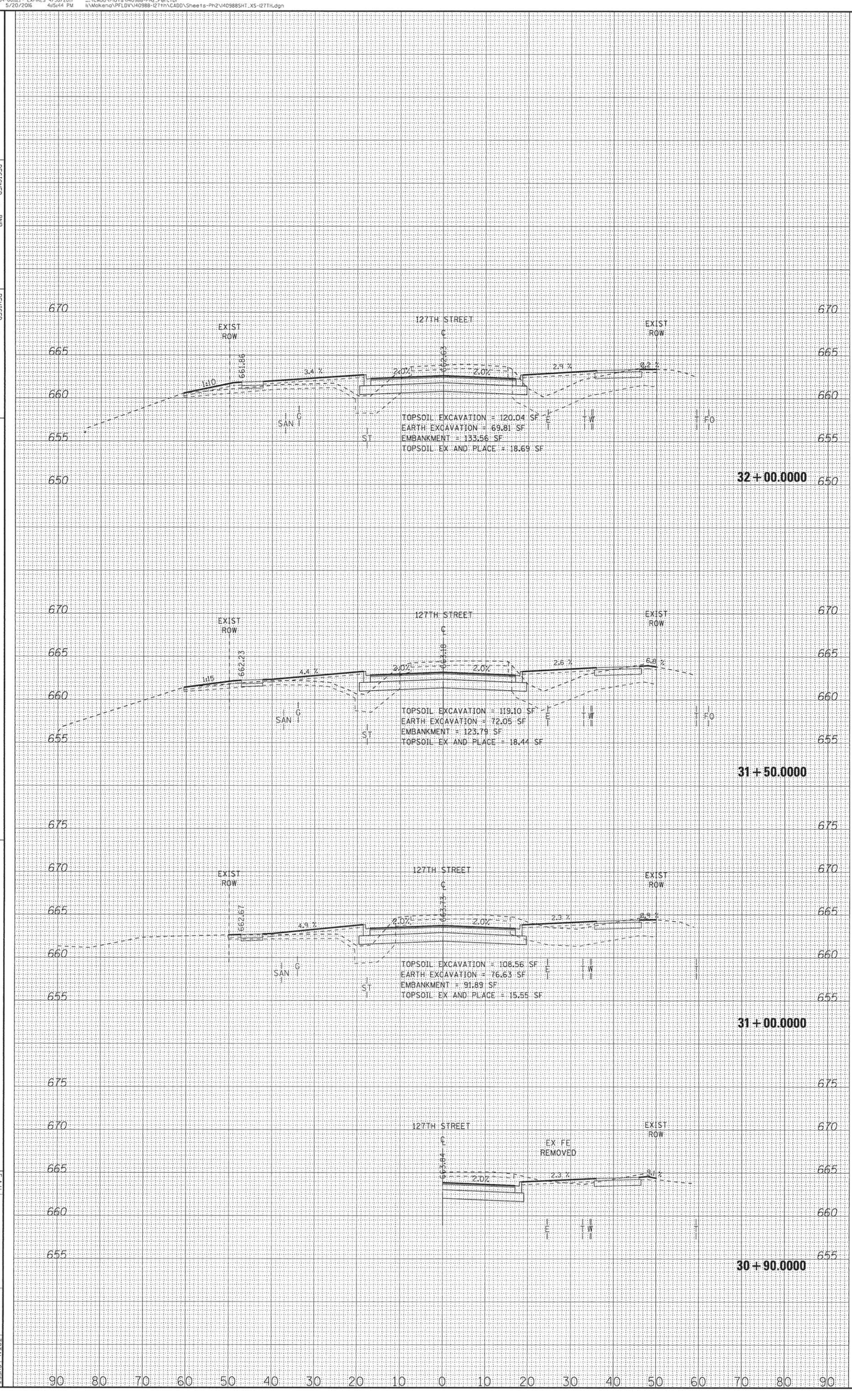
SCALE: H: 1"=10' V: 1"=5'

STA. 29+00.0000 TO STA. 30+82.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	98	75

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT M-4003(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - BNP	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 40988SHT_XS-127TH.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

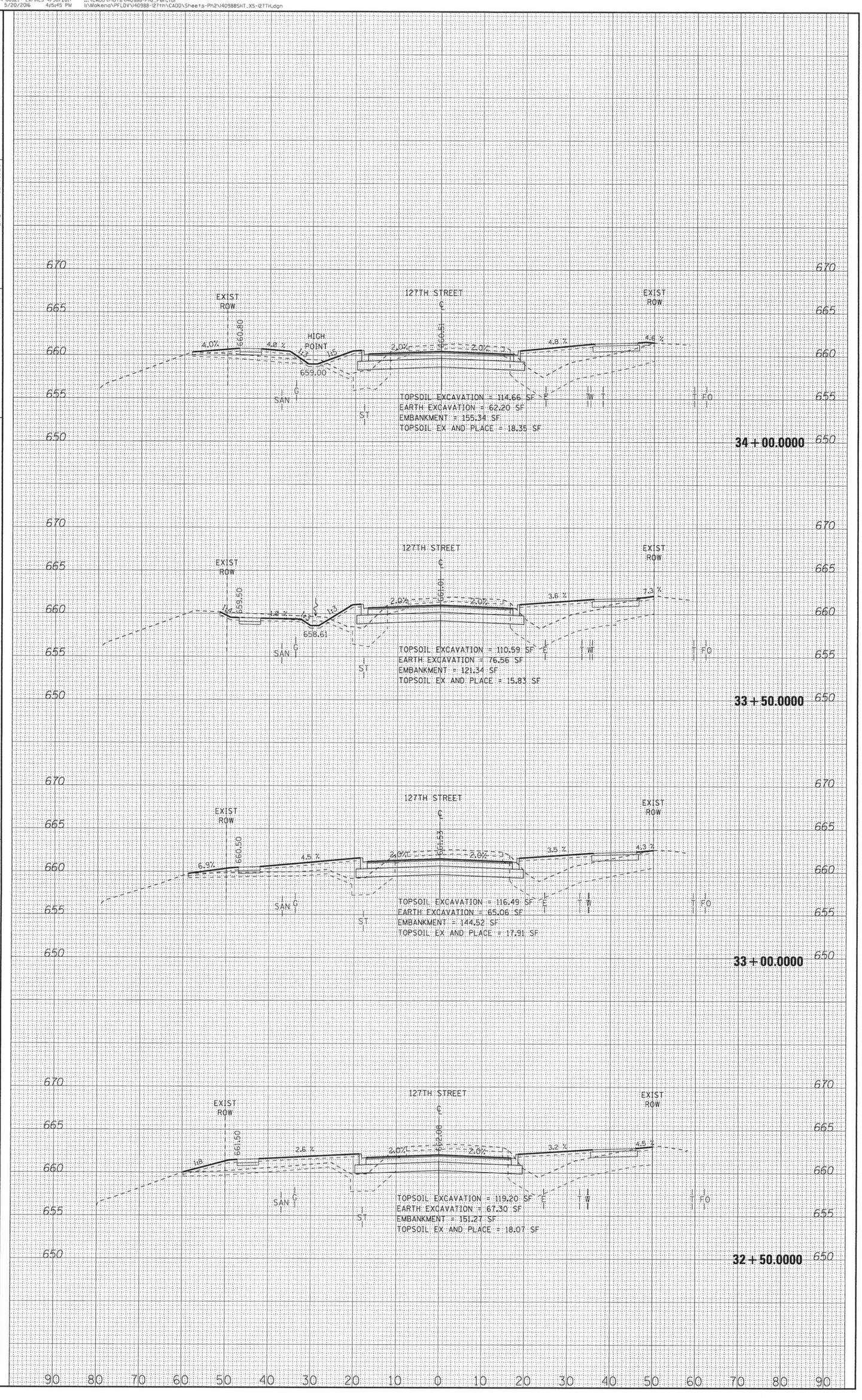
SCALE: Hz 1"=10' Vt 1"=5'

STA. 30+90.0000 TO STA. 32+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	76

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(353)

CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED	-	BNP	REVISED -
DRAWN	-	CJC	REVISED -
CHECKED	-	ADJ	REVISED -
DATE	-	04-29-16	FILE - 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 32+50.0000 TO STA. 34+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	77

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(511)

CONTRACT NO. 61C98

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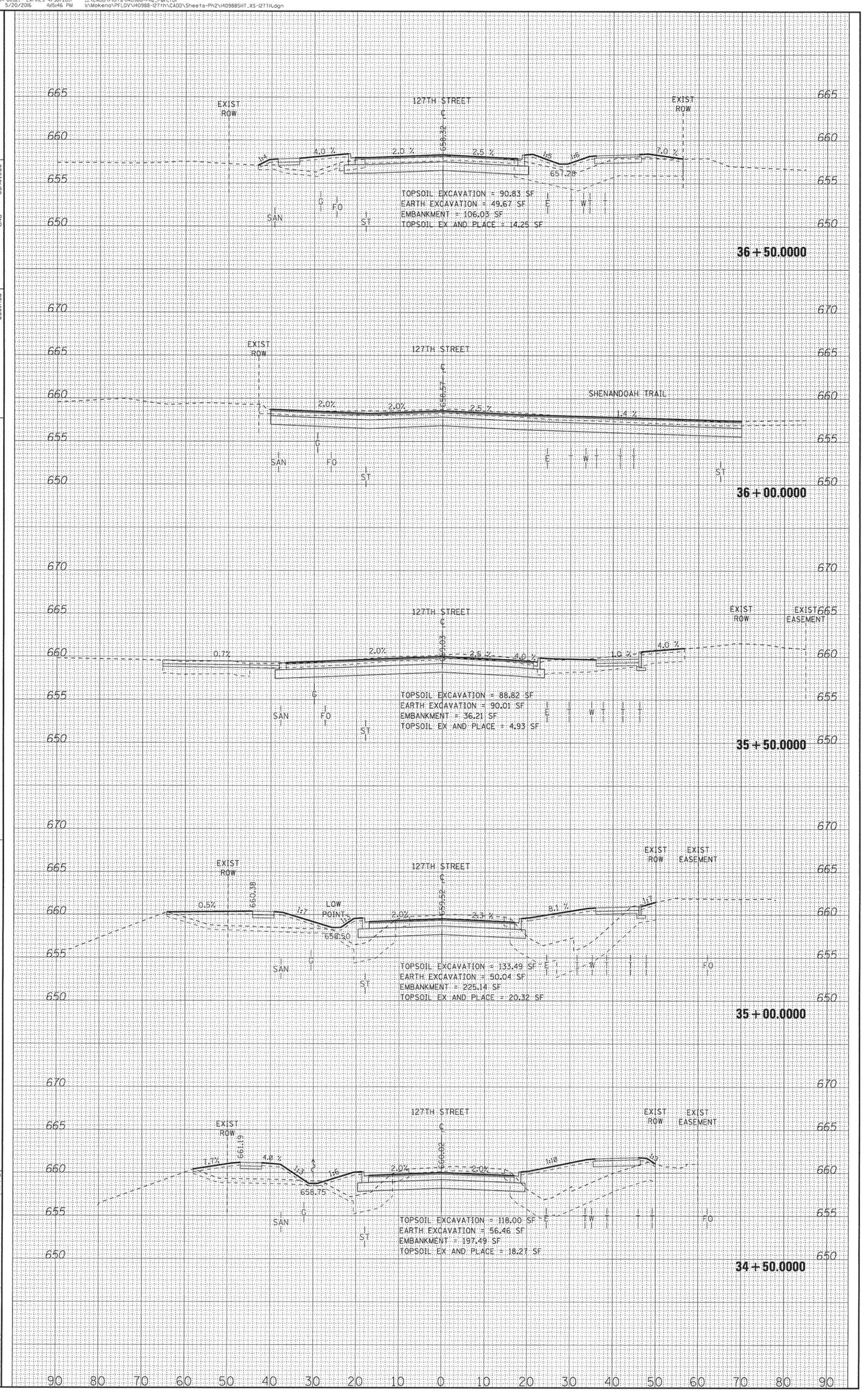

BAXTER & WOODMAN Consulting Engineers

DESIGNED - BNP		REVISED -	
DRAWN - CJC		REVISED -	
CHECKED - ADJ		REVISED -	
DATE - 04-29-16	FILE	- 140988SHT_XS-127TH.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 34+50.0000 TO STA. 36+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5013	15-00061-00-WR	WILL	88	78

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(351)

CONTRACT NO. 61C98

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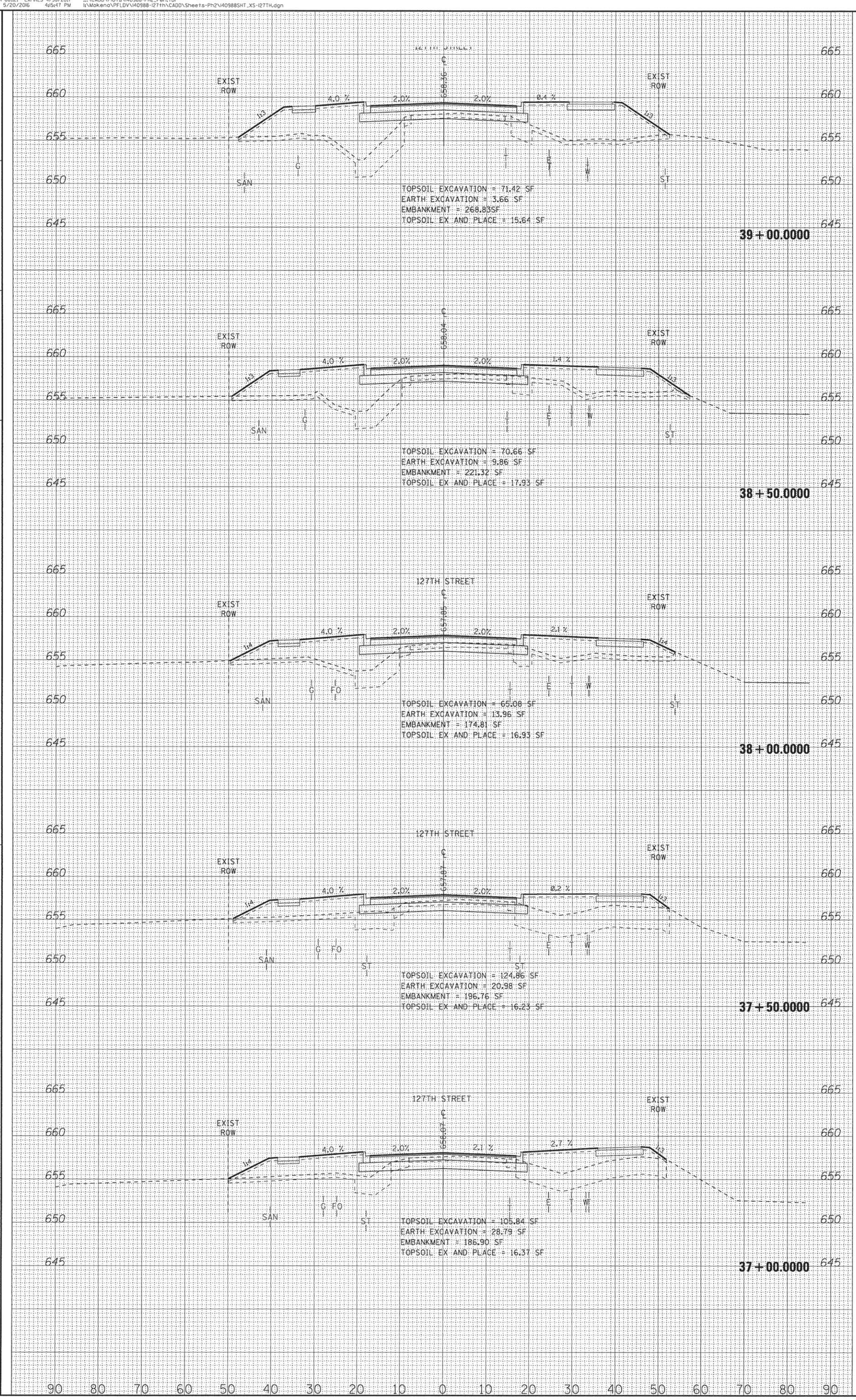


BAXTER & WOODMAN
Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

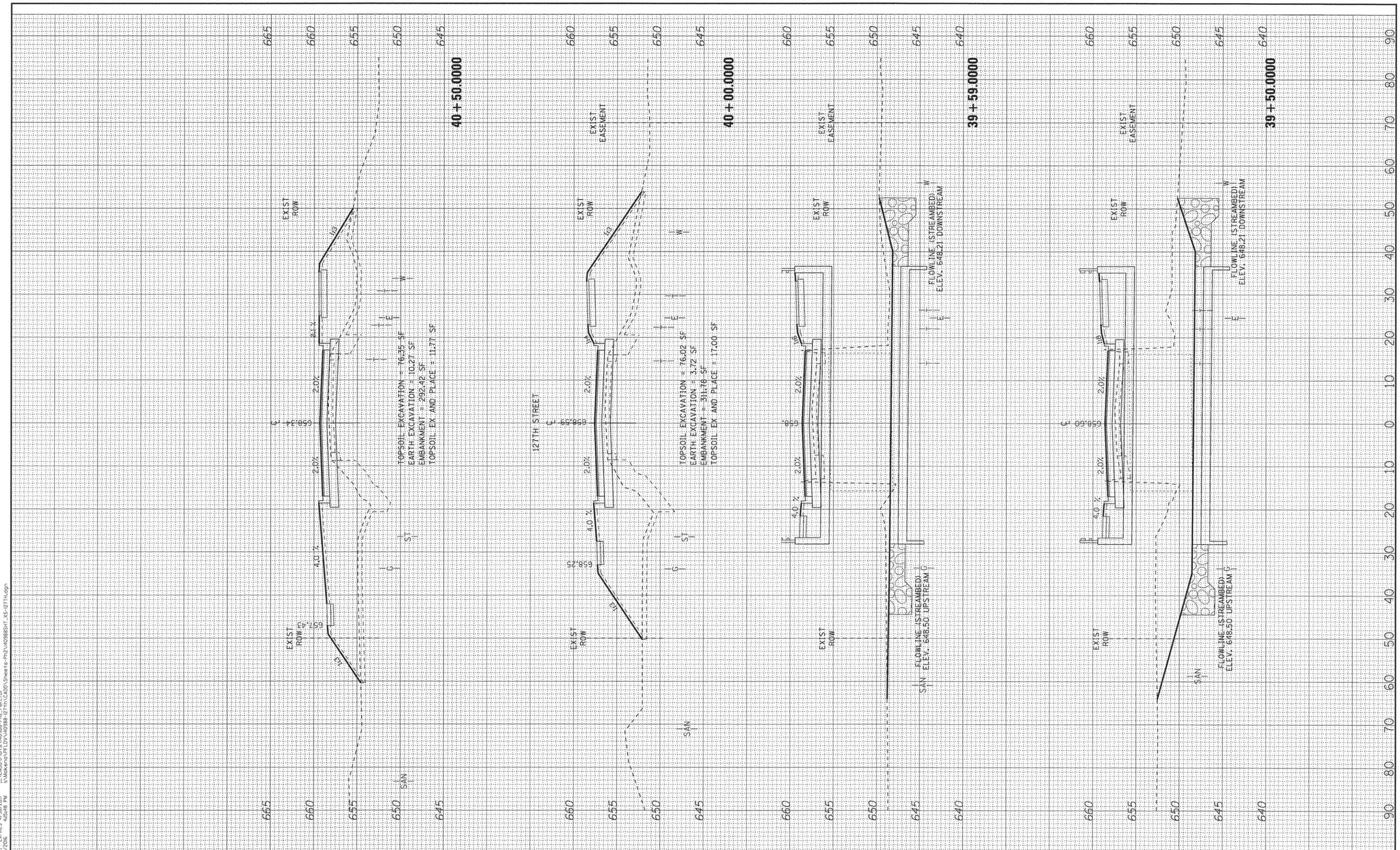
SCALE: Hz 1"=10' Vt 1"=5'

STA. 37+00.0000 TO STA. 39+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	79

FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT M-4023(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	-140988SHT_XS-127TH.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

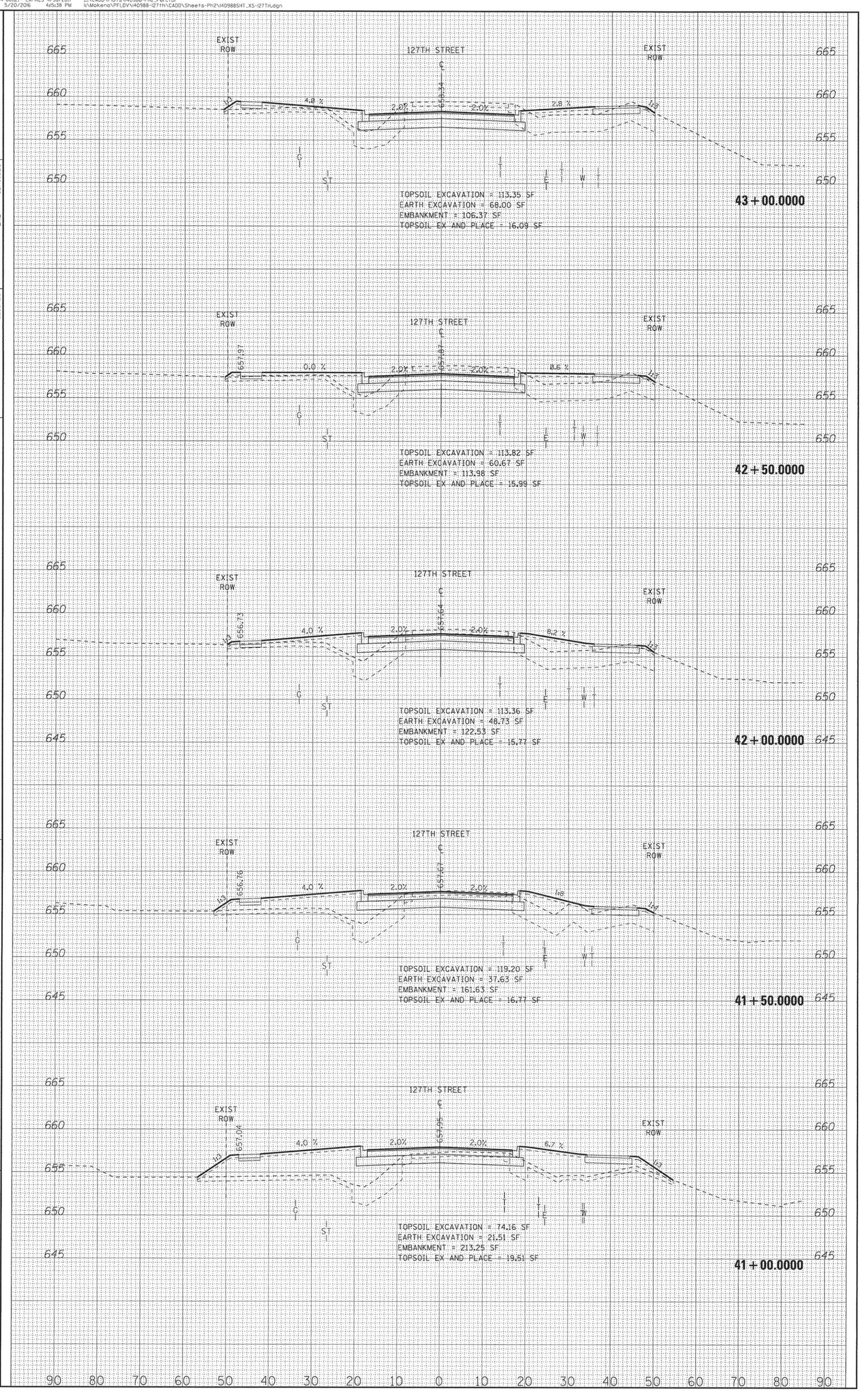
CROSS SECTIONS
127TH STREET

SCALE: H: 1"=10' V: 1"=5' STA. 39+50.0000 TO STA. 40+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	80

CONTRACT NO. 61C98

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(531)



BAXTER & WOODMAN Consulting Engineers

DESIGNED	- BNP	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	FILE	- 140988SHT_XS-127TH.dgn

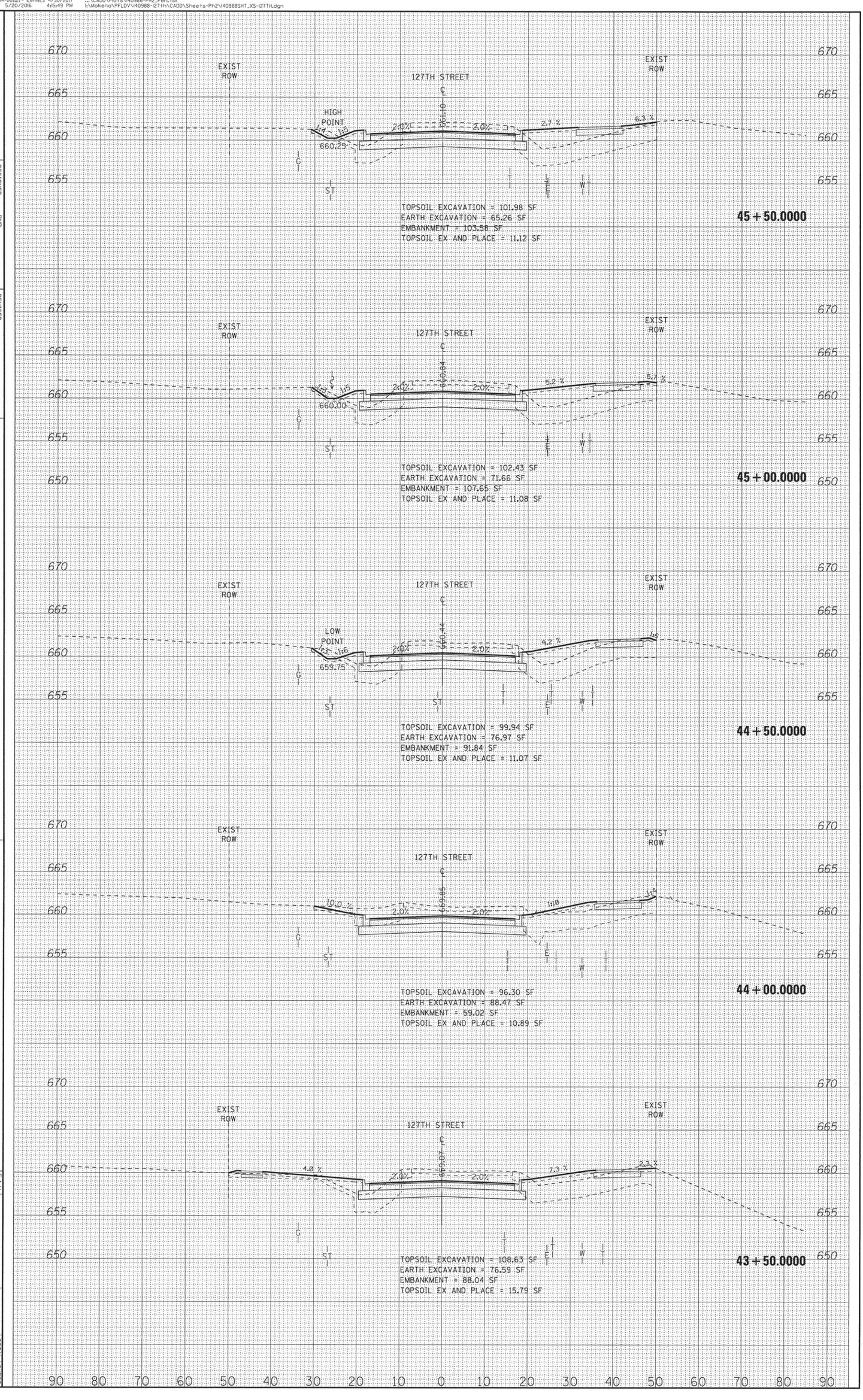
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 41+00.0000 TO STA. 43+00.0000

FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503		15-00061-00-WR	WILL	88	81
			CONTRACT NO. 61C98		



BAXTER & WOODMAN Consulting Engineers

DESIGNED - BNP		REVISED -	
DRAWN - CJC		REVISED -	
CHECKED - ADJ		REVISED -	
DATE - 04-29-16		FILE - 140988SHT_XS-127TH.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS 127TH STREET

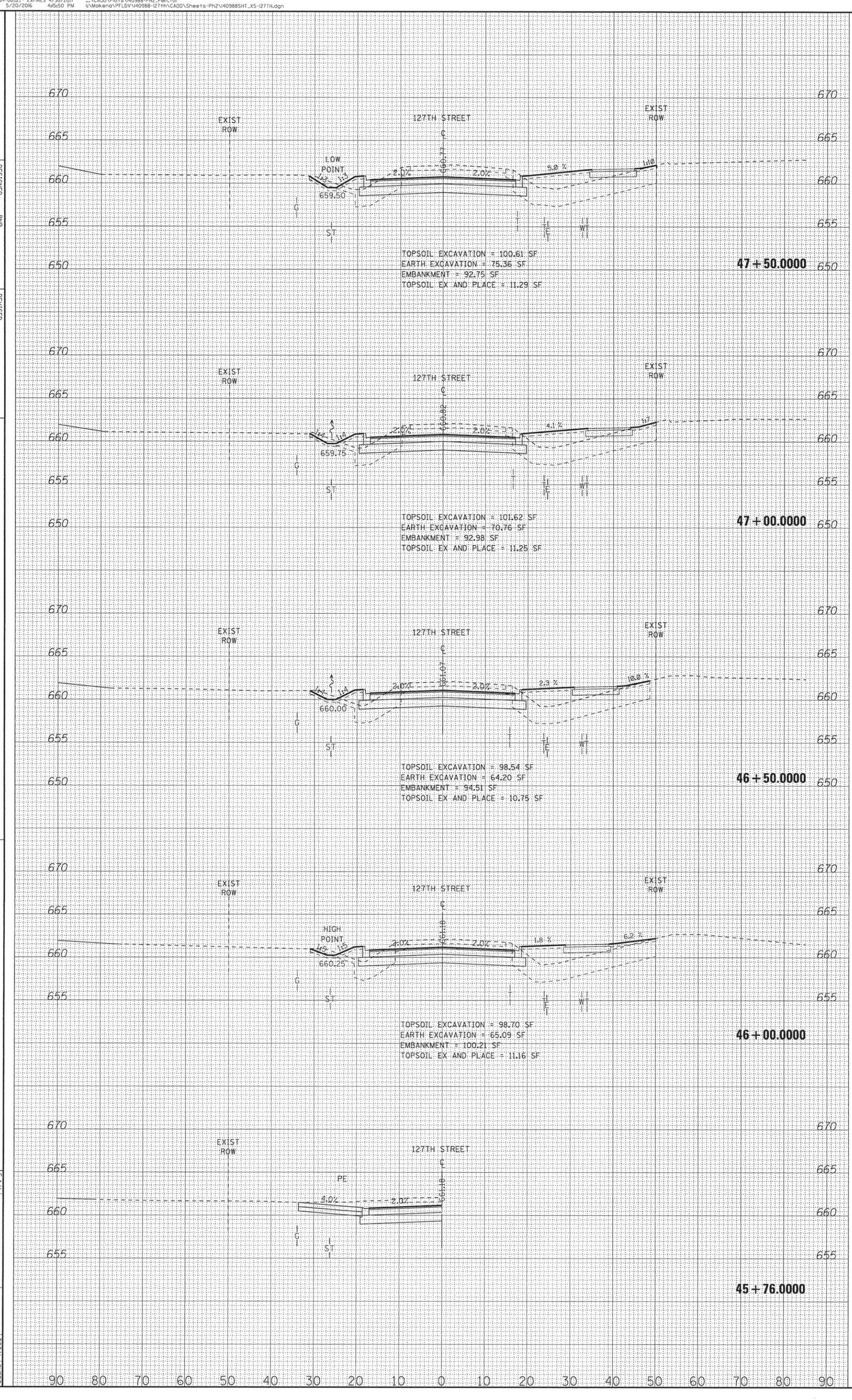
SCALE: Hz 1"=10' Vt 1"=5'

STA. 43+50.0000 TO STA. 45+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	98	82

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT M-4023(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - BNP	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_XS-127TH.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

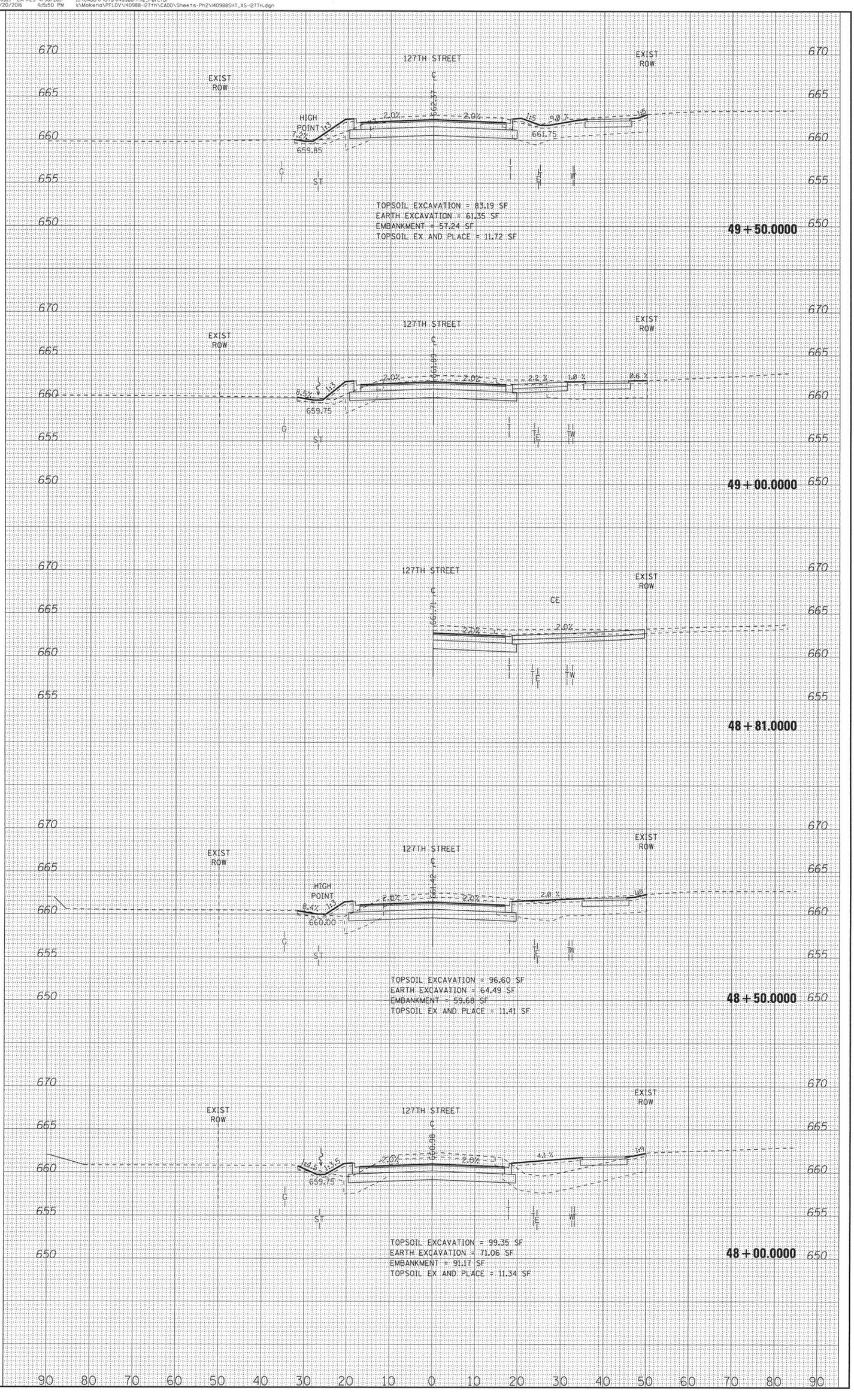
CROSS SECTIONS 127TH STREET

SCALE: Hz 1"=10' Vt 1"=5'

STA. 45+76.0000 TO STA. 47+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5013	15-00061-00-WR	WILL	88	83

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED - BNP		REVISED -	
DRAWN - CJC		REVISED -	
CHECKED - ADJ		REVISED -	
DATE - 04-29-16	FILE - 140988SHT_XS-127TH.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

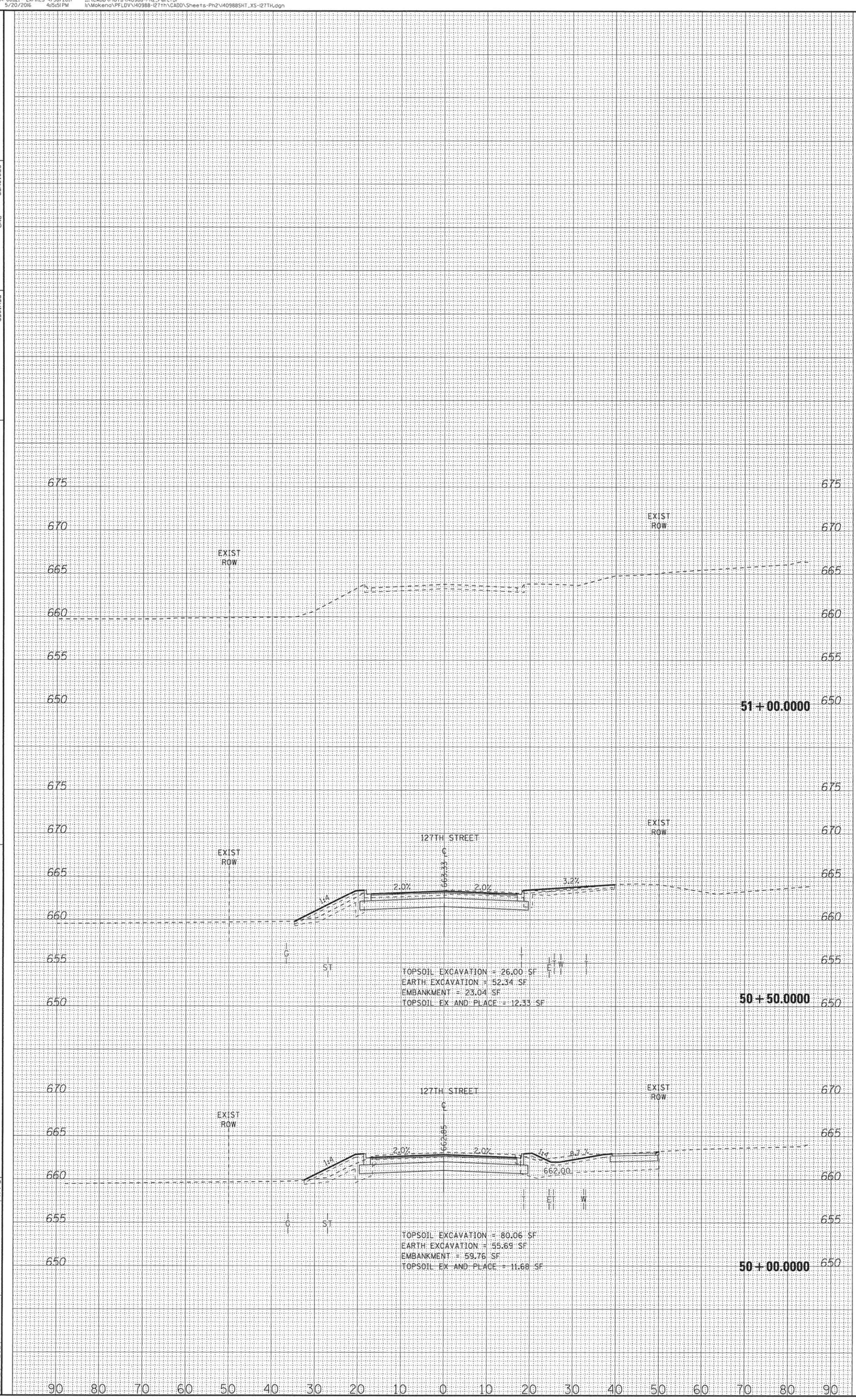
SCALE: H: 1"=10' V: 1"=5'

STA. 48+00.0000 TO STA. 49+50.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	84

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - BNP	REVISED -		
DRAWN - CJC	REVISED -		
CHECKED - ADJ	REVISED -		
DATE - 04-29-16	FILE - 140988SHT_XS-127TH.dgn		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
127TH STREET

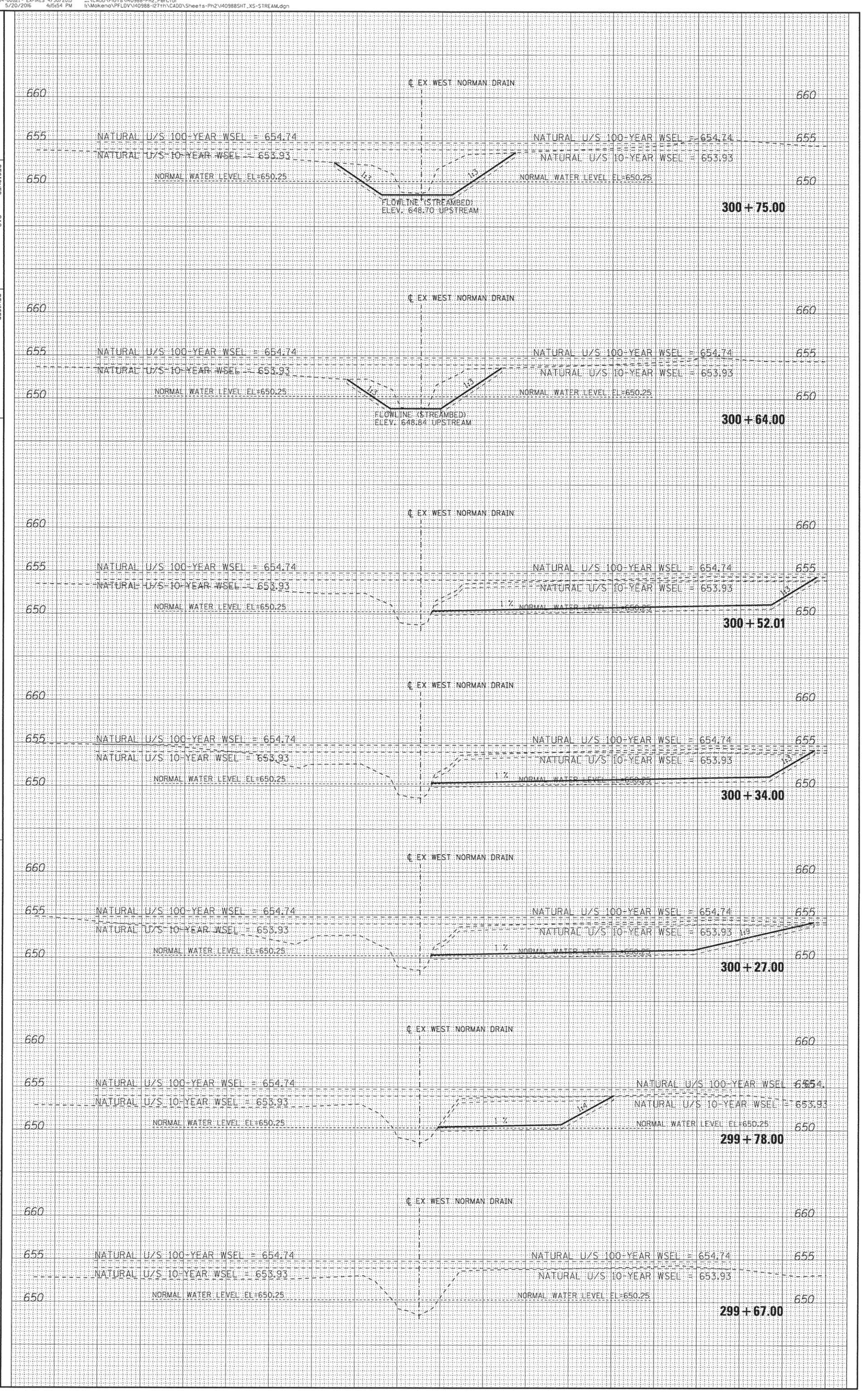
SCALE: Hz 1"=10' Vt 1"=5'

STA. 50+00.0000 TO STA. 51+00.0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	85

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(53)

CONTRACT NO. 61C98



BAXTER & WOODMAN Consulting Engineers

DESIGNED - CAC		REVISED -	
DRAWN - CJC		REVISED -	
CHECKED - ADJ		REVISED -	
DATE - 04-29-16		REVISED - 140988SHT_XS-STREAM.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
WEST NORMAN DRAIN

SCALE: Hz 1"=10' Vt 1"=5'

STA. 299+67.00 TO STA. 300+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	86

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(353)

CONTRACT NO. 61C98

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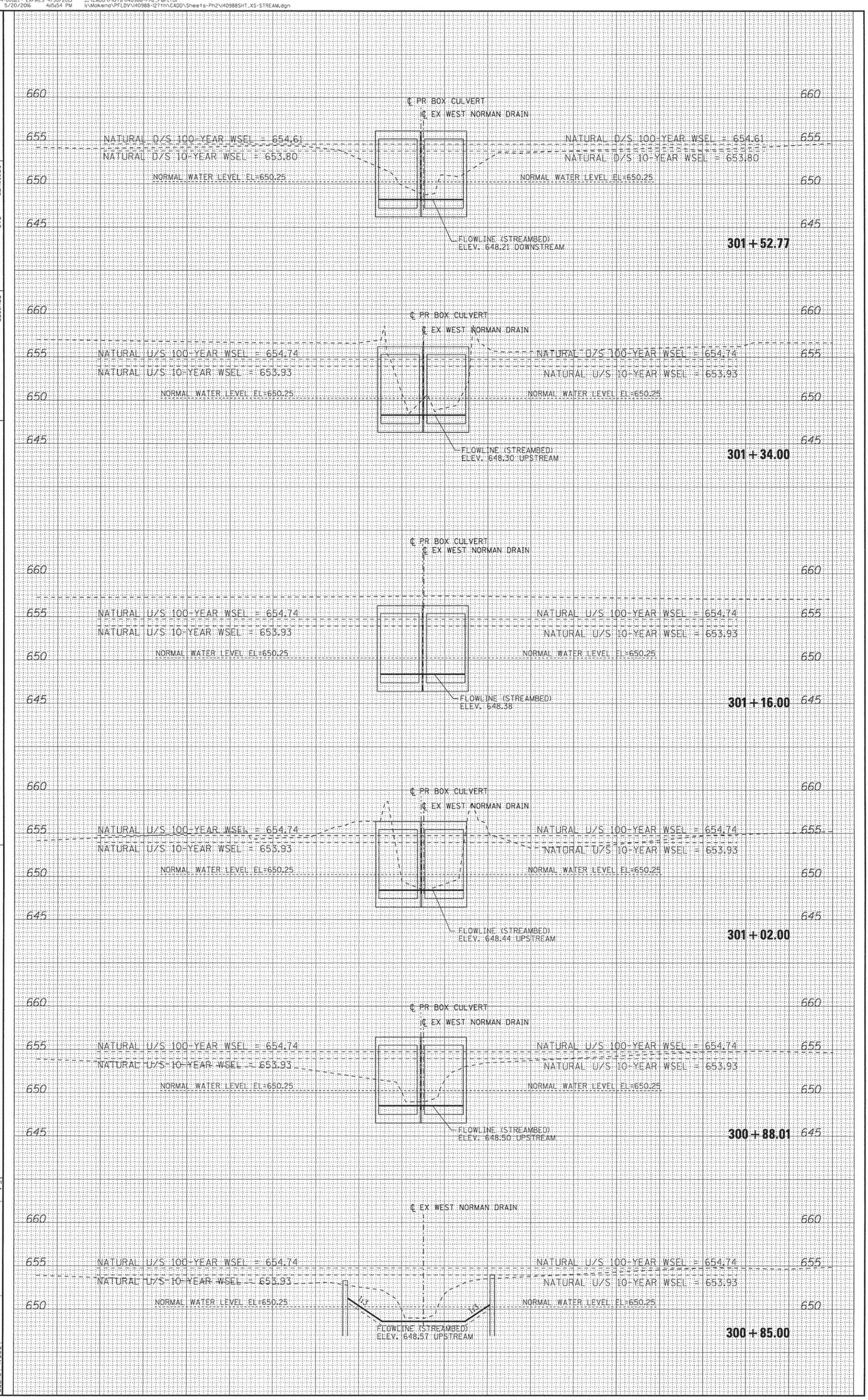

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- CAC	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- ADJ	REVISED	-
DATE	- 04-29-16	REVISED	- 140988SHT_XS-STREAM.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
WEST NORMAN DRAIN

SCALE: H: 1"=10' V: 1"=5'

STA. 300+85.00 TO STA. 301+52.77

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
503	15-00061-00-WR	WILL	88
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(313)	87

CONTRACT NO. 61C98

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DRAWN - CJC	REVISED -	
CHECKED - ADJ	REVISED -	
DATE - 04-29-16	REVISED - 140988SHT_XS-STREAM.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
WEST NORMAN DRAIN

SCALE: H: 1"=10' V: 1"=5' | STA. 301+60.00 TO STA. 302+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
503	15-00061-00-WR	WILL	88	88
		CONTRACT NO. 61C98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(531)		