

09/23/2022 LETTING ITEM 028

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION
MINOR COLLECTOR

TRAFFIC DATA
EASTERN AVENUE
ADT (2018) = 2,900

POSTED SPEED LIMIT
EASTERN AVENUE = 25 MPH

DESIGN SPEED LIMIT
EASTERN AVENUE = 25 MPH

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU ROUTE 1690 (EASTERN AVENUE)
HARRISON STREET TO MADISON STREET
RESURFACING
SECTION NO.: 21-00150-00-RS
PROJECT NO.: GP7T(396)
VILLAGE OF BELLWOOD
COOK COUNTY**

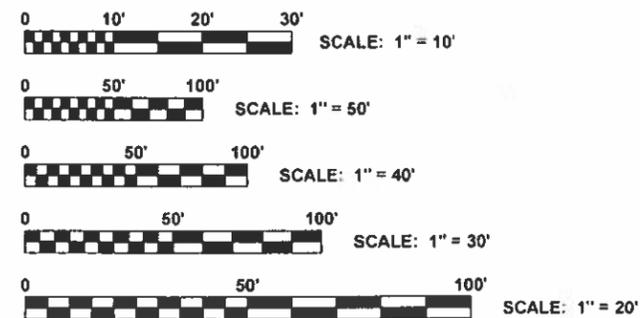
FAU ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	1
ILLINOIS PROJECT				
CONTRACT NO. 61H90				



LOCATION OF SECTION INDICATED THUS:



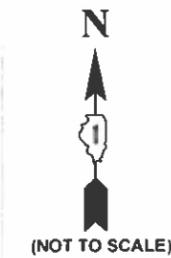
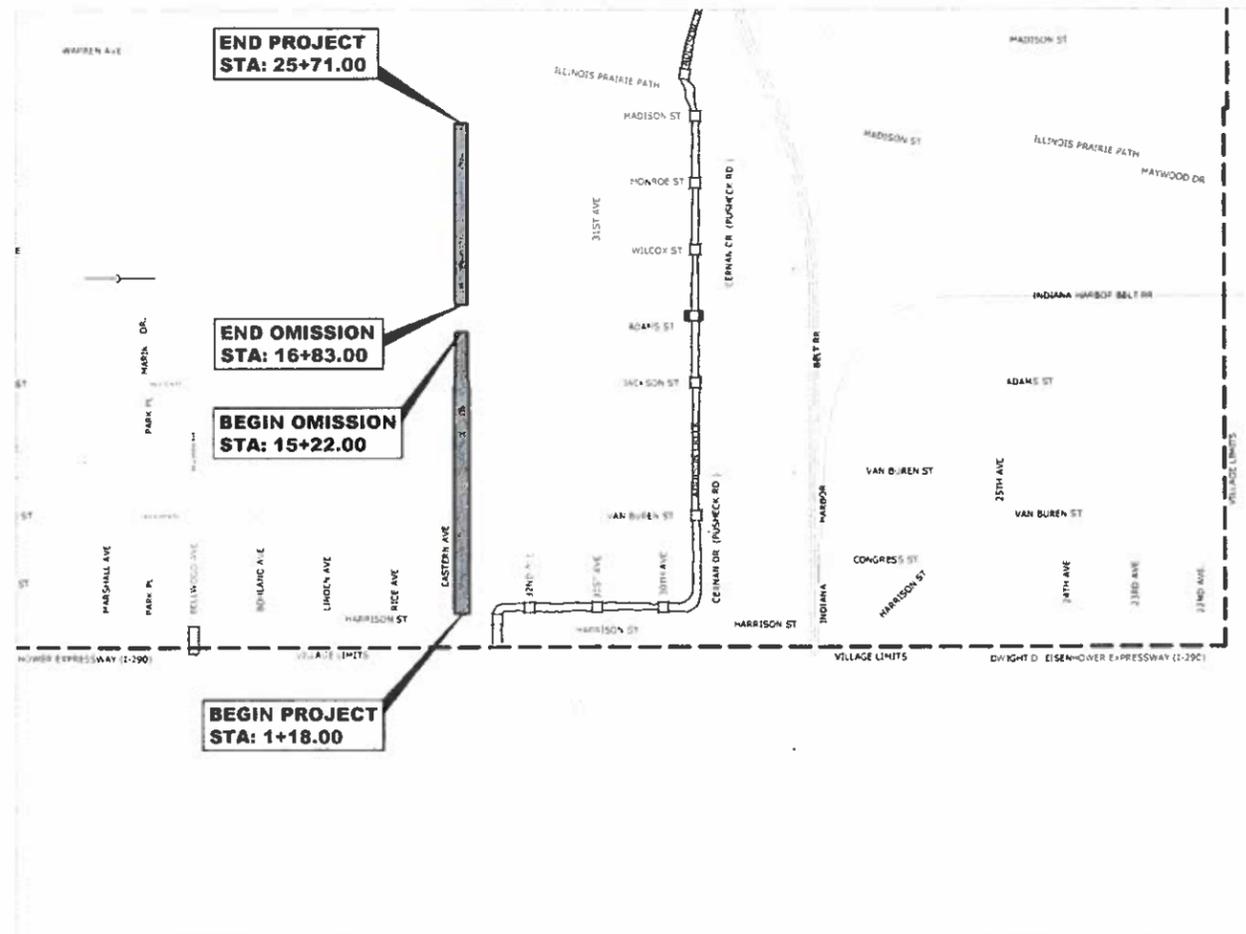
◆ Civil Engineers 9933 Roosevelt Road
Westchester, IL 60154-2780
◆ Municipal Consultants Phone: 708-865-0300
◆ Established 1911 www.ehancock.com



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

C-91-195-22



(NOT TO SCALE)

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 20 22
VILLAGE OF BELLWOOD, PRESIDENT

PASSED 20 22
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID
BASED ON LIMITED
REVIEW July 19 2022
REGIONAL ENGINEER



SIGNED
DATE: 6/16/2022 LICENSE EXPIRES: 11-30-23

CONTRACT NO. 61H90

- AREA OF IMPROVEMENT
GROSS LENGTH OF IMPROVEMENT = 2,453.0 FT = 0.46 MI
NET LENGTH OF IMPROVEMENT = 2,292.0 FT = 0.43 MI

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DRAWING FILE: W:\Projects by Village\Bellwood\08071999 - Eastern Avenue IATO - Phase 1 and 2\Cover.dwg Jun 06, 2022 2:40pm
FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

GENERAL NOTES

- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022. THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" 8TH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. VILLAGE OF BROOKFIELD MUNICIPAL CODE. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL. IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
- THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. THE VILLAGE OF BELLWOOD, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR SHALL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION ACTIVITIES SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BELLWOOD.
- ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF BELLWOOD AND BE SALVAGED. THE CONTRACTOR SHALL DELIVER FRAMES AND LIDS TO THE VILLAGE OF BELLWOOD STREET DEPT. LOCATED AT 203 30TH AVENUE, BELLWOOD, IL 60104 (708) 547-3540.
- THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT
- THE CONTRACTOR SHALL CONDUCT OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. THE CONTRACTOR SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES THAT ARE NOT TO BE INCORPORATED INTO THE PROJECT SHALL BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR.
- CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREE SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- WHEN REMOVING PAVEMENT AND/OR OTHER STRUCTURES, THE CONTRACTOR SHALL NOT USE ANY TYPE OF CONCRETE BREAKERS SUCH AS DROP HAMMERS, THAT MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES.
- THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- A BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE THEIR OPERATIONS SO THAT NO SECTIONS OF PAVEMENT ALONG THE CENTERLINE WILL HAVE A COLD JOINT OVERNIGHT.
- LOCATIONS OF PATCHES ON PLANS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY ENGINEER. CLASS C PATCHES LOCATED WITHIN THE THROUGH LANES SHALL BE MADE ACCESSIBLE TO TRAFFIC AT THE END OF EACH WORK DAY.
- PAVEMENT PATCHING SHALL BE STAGED TO MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL PLACE ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY.
- THE CONTRACTOR SHALL TAKE PRECAUTIONS SO AS NOT TO DAMAGE EXISTING SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE THE LIMITS OF RESTORATION. THE GENERAL LIMITS OF RESTORATION ARE SHOWN ON THE PLANS. THE ENGINEER WILL MARK OUT THE EXACT LIMITS OF REMOVAL FOR THESE ITEMS PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO SIDEWALKS, DRIVEWAYS, AND PAVEMENTS OUTSIDE OF THESE LIMITS TO THE SATISFACTION OF THE ENGINEER.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES AND IDOT HIGHWAY STANDARDS
3	M.W.R.D.G.C. GENERAL NOTES
4	M.W.R.D.G.C. ROUTE OUTLET MAP
5-8	SUMMARY OF QUANTITIES
9	EXISTING AND PROPOSED TYPICAL SECTIONS
10-11	RESURFACING/ PAVEMENT MARKING PLAN
12-13	EROSION AND SEDIMENT CONTROL PLAN
14	JOB SPECIFIC DETAILS
15	DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING
16	BUTT JOINT AND HMA TAPER DETAILS
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	ARTERIAL ROAD INFORMATION SIGN

IDOT HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602301-04	INLET - TYPE A
602402-03	PRECAST MANHOLE TYPE A 5' (1.52m) DIAMETER
604001-05	FRAME AND LIDS, TYPE 1
701006-05	OFF ROAD OPERATION MARKERS, 2L, 2W 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2-LANE, 2-WAY, SHORT-TIME OPERATIONS
701311-03	LANE CLOSURE, 2-LANE, 2-WAY, MOVING OPERATIONS, DAY ONLY
701501-06	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

Drawing file: W:\Projects_by_Village\Bellwood\08021299 - Eastern Avenue LIFO - Phase 1 and 2\index.dwg Jul 06, 2022 - 7:12am

HANCOCK ENGINEERING

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Woodstock, IL 60191-2700
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- ◆ Civil Engineers
- ◆ Municipal Consultants
- ◆ Established 1911

DESIGNED -	-	REVISED -	-
DRAWN -	SFB, DMM	REVISED -	-
CHECKED -	-	REVISED -	-
DATE -	07/06/2022	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, GENERAL NOTES AND IDOT HIGHWAY STANDARDS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	2
FIELD BOOK NO. :		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

M.W.R.D.G.C. GENERAL NOTES

NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. THE VILLAGE OF BELLWOOD ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

GENERAL NOTES

1. ELEVATION DATUM IS C.C.D.
2. THE ENGINEER IN COORDINATION WITH THE MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE; SHALL HAVE TO THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION OR TESTING OF THIS WORK ON THE PROJECT.
4. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENT TO NOTIFY ALL INSPECTION AGENCIES.
5. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
6. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

SANITARY SEWER

1. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE ENGINEER IN COORDINATION WITH THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
2. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL BY THE ENGINEER IN COORDINATION WITH THE MUNICIPALITY AND/OR MWRD.
3. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
4. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
5. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL

- VITRIFIED CLAY PIPE
- REINFORCED CONCRETE SEWER PIPE
- CAST IRON SOIL PIPE
- DUCTILE IRON PIPE
- POLYVINYL CHLORIDE (PVC) PIPE
- 6-INCH TO 15-INCH DIAMETER SDR 26
- 18-INCH TO 27-INCH DIAMETER F/DY=46
- HIGH DENSITY POLYETHYLENE (HDPE) FUSION)
- (GASKETED)
- WATER MAIN QUALITY PVC
- 4-INCH TO 36-INCH
- 4-INCH TO 12-INCH
- 14-INCH TO 48-INCH

PIPE SPECIFICATIONS

- ASTM C-700
- ASTM C-76
- ASTM A-74
- ANSI A21.51
- ASTM D-3034
- ASTM F-679
- ASTM D-3350
- ASTM D-3035
- ASTM D-2241
- AWWA C900
- AWWA C905

JOINT SPECIFICATIONS

- ASTM C-425
- ASTM C-443
- ASTM C-564
- ANSI A21.11
- ASTM D-3212
- ASTM D-3212
- ASTM D-3261, F-2620 (HEAT FUSION)
- ASTM D-3212, F-477
- ASTM D-3139
- ASTM D-3139
- ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL

- POLYPROPYLENE (PP) PIPE
- 12-INCH TO 24-INCH DOUBLE WALL
- 30-INCH TO 60-INCH TRIPLE WALL

PIPE SPECIFICATIONS

- ASTM F-2736
- ASTM F-2764

JOINT SPECIFICATIONS

- D-3212, F-477
- D-3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

- a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.
- b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
- c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATERMAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMANS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGED TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

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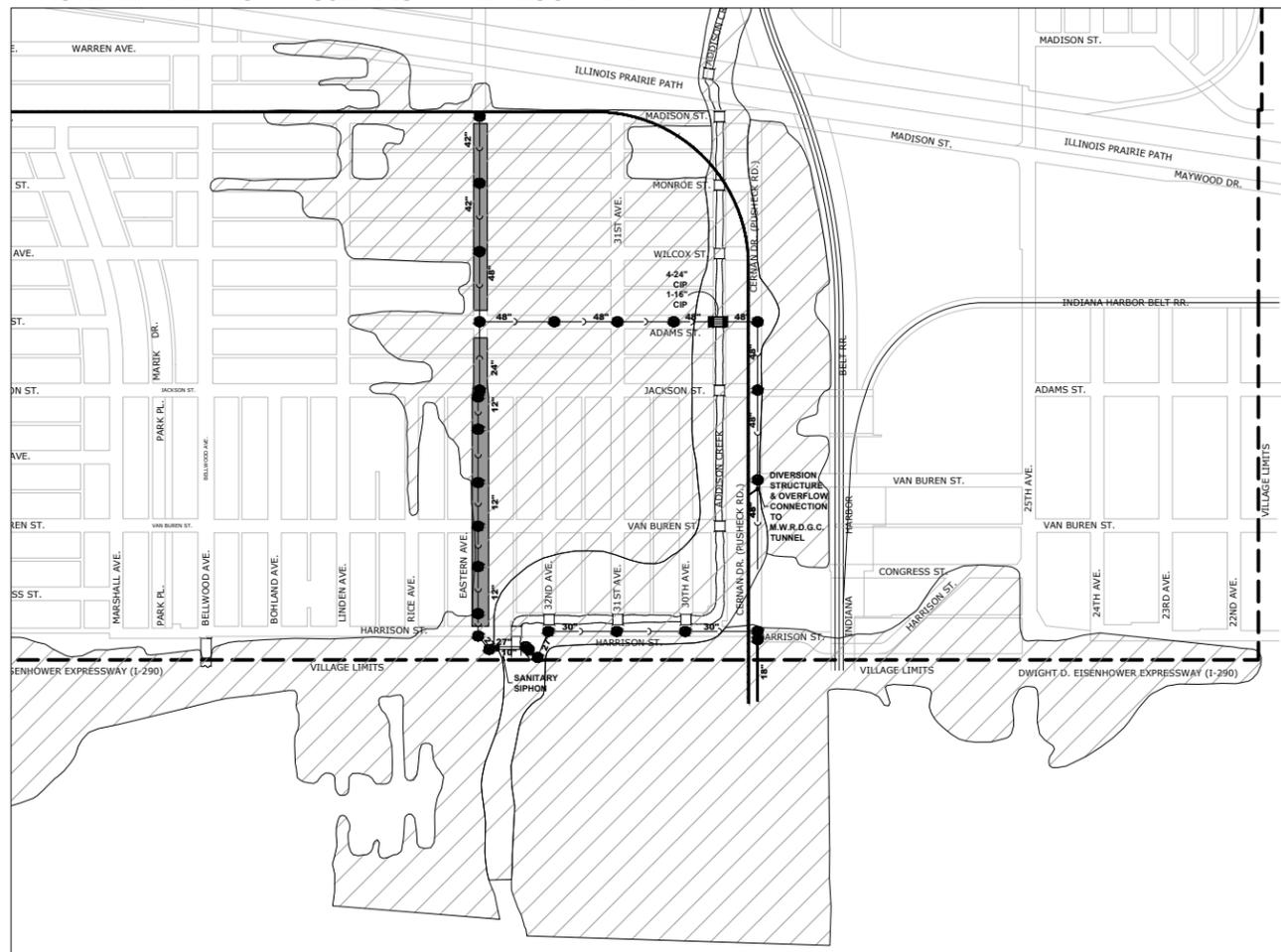
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 DEPARTMENT OF TRANSPORTATION**

M.W.R.D.G.C. GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	3
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

***NOTE: ENTIRETY OF PROJECT IS IN THE FLOODPLAIN



SECTION 3, TOWNSHIP 39, RANGE 12, 3RD PM

PROVISO TOWNSHIP

PROJECT LOCATION
ROUTE OUTLET MAP

PROJECT LOCATED IN THE VILLAGE OF BELLWOOD

- MWRD INTERCEPTOR
- TARP
- CONNECTION TO MWRD INTERCEPTOR
- CONNECTION TO TARP
- POINT OF DISCHARGE INTO LOCAL WATERWAY
- VILLAGE OF BELLWOOD STORM RELIEF AND OVERFLOW SEWER

NOTE:

1. ALL SEWERS FROM PROJECT LOCATIONS TO DES PLAINES RIVER, MWRD INTERCEPTOR, OR TARP SYSTEM ARE OWNED AND MAINTAINED BY THE VILLAGE OF BELLWOOD.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.W.R.D.G.C. ROUTE OUTLET MAP

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	4
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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SUMMARY OF QUANTITIES						Const. Type Code 80% Federal/20% Local	
SPLTY	SP	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban	Trainees 0042 Urban
		20200100	EARTH EXCAVATION	CU YD	52	52	
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	760	760	
		25200100	SODDING	SQ YD	760	760	
		25200200	SUPPLEMENTAL WATERING	UNIT	15	15	
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	32	32	
	*	28000510	INLET FILTERS	EACH	20	20	
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6950	6950	
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	91	91	
		40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	870	870	
		40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1020	1020	
		40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	21	21	
		42101300	PROTECTIVE COAT	SQYD	860	860	


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA. -	TO STA. -

F.A.U. RTE. 1690	SECTION 21-00150-00-RS	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 5
FIELD BOOK NO. :		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

SPLTY	SP	Code No.	Description	Unit	Total Quantity	Const. Type Code 80% Federal/20% Local	
						Resurfacing 0005 Urban	Trainees 0042 Urban
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	39	39	
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6600	6600	
	*	42400800	DETECTABLE WARNINGS	SQ FT	520	520	
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	39	39	
	*	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1030	1030	
	*	44000600	SIDEWALK REMOVAL	SQ FT	6600	6600	
		44201301	CLASS C PATCHES, TYPE I, 6 INCH	SQ YD	130	130	
		44201305	CLASS C PATCHES, TYPE II, 6 INCH	SQ YD	140	140	
		44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	93	93	
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	190	190	
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	190	190	
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	280	280	
		LR443200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	3800	3800	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. - TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	6
FIELD BOOK NO.:		CONTRACT NO. 61H80		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

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SUMMARY OF QUANTITIES						Const. Type Code 80% Federal/20% Local	
SPLTY	SP	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban	Trainees 0042 Urban
		60206905	CATCH BASINS,TYPE C, TYPE 1 FRAME, OPEN LID	EACH	2	2	
		60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
		60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	7	7	
		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	7	7	
		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	5	5	
	*	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	16	16	
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	12	12	
	*	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	1030	1030	
		67100100	MOBILIZATION	L SUM	1	1	
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	200	200	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. - TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	7
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

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SUMMARY OF QUANTITIES						Const. Type Code 80% Federal/20% Local	
SPLTY	SP	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban	Trainees 0042 Urban
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	547	547	
		70306210	TEMPORARY PAVEMENT MARKING - LINE 24" - TYPE III TAPE	FOOT	240	240	
~		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	550	550	
~		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	490	490	
~		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	540	540	
~		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	240	240	
	*	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	10300	10300	
	*	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	23	23	
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	41	41	
	*	Z0076600	TRAINEES	HOUR	500		500
	*	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500



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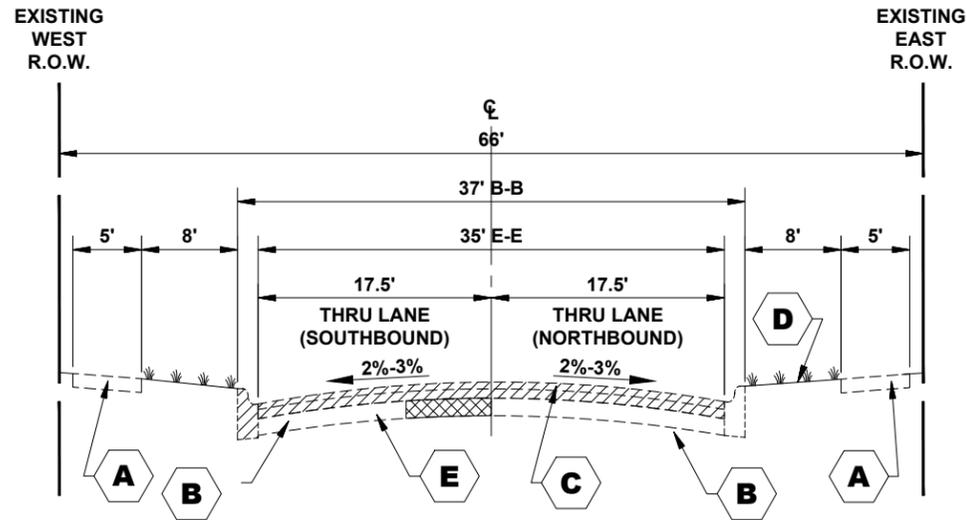
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STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

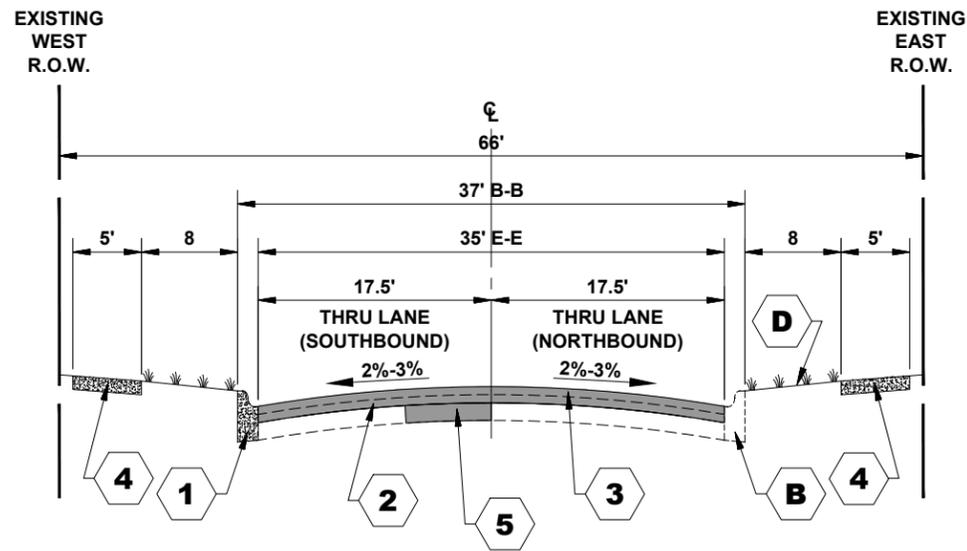
SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. - TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	8
FIELD BOOK NO. :		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

EASTERN AVENUE
 (STATION 1+18 TO STATION 15+22,
 STATION 16+83 TO STATION 25+71)



PROPOSED TYPICAL SECTION

EASTERN AVENUE
 (STATION 1+18 TO STATION 15+22,
 STATION 16+83 TO STATION 25+71)

TYPICAL CROSS SECTION LEGEND

EXISTING

- A** PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- B** EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- C** HOT-MIX ASPHALT BINDER AND SURFACE COURSE, 3" - 4"
- D** SODDED PARKWAY
- E** PCC BASE COURSE

PROPOSED

- 1** PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12 (MODIFIED)
- 2** HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1-1/2"
- 3** HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50, 1-3/4"
- 4** PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 5** CLASS C OR D PATCH, 6"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 3/4"	4% @50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1 1/2"	4% @ 50 GYR.	LR 1030-2
INCIDENTAL HOT MIX ASPHALT SURFACING, IL-9.5, MIX "D", N50, 3"	4% @ 50 GYR.	LR 1030-2
PATCHING		
CLASS D PATCHES (HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50), 6"	4% @ 70 GYR.	LR 1030-2

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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 RECLAIMED MATERIALS SPECIFICATIONS.

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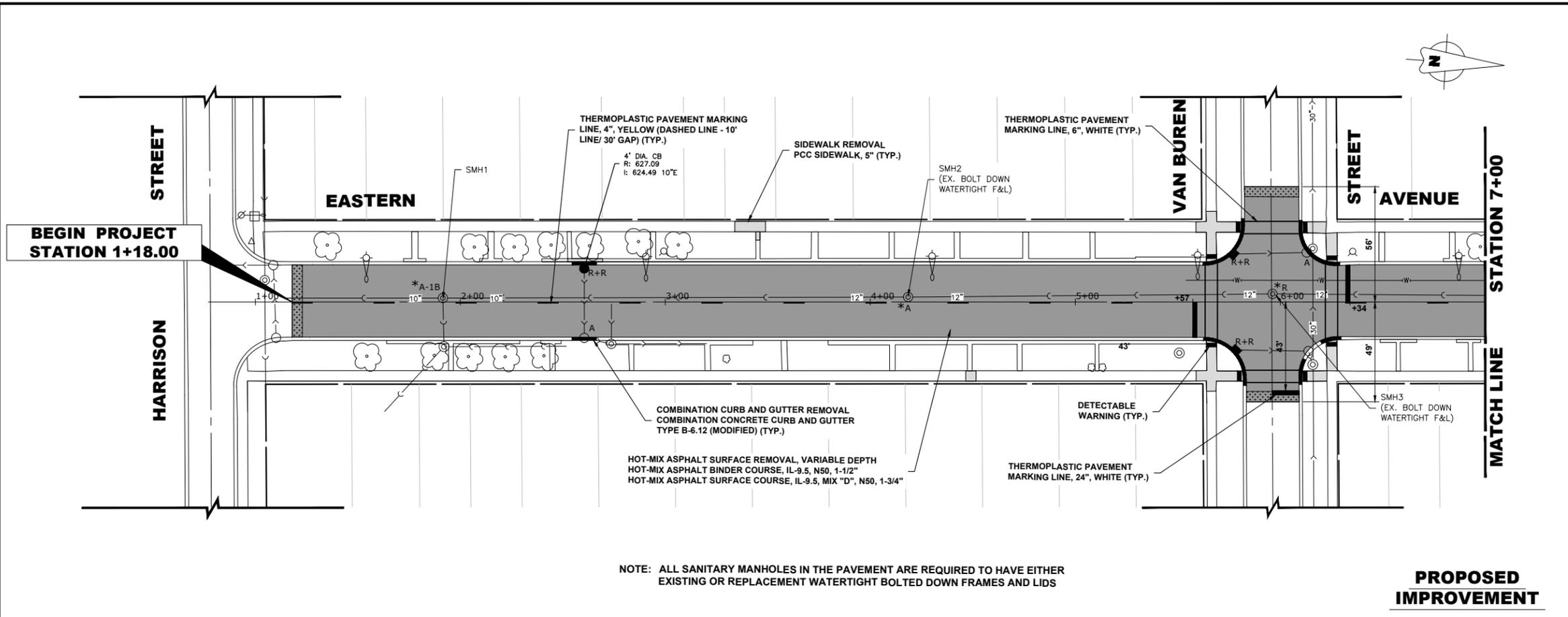
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EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	9
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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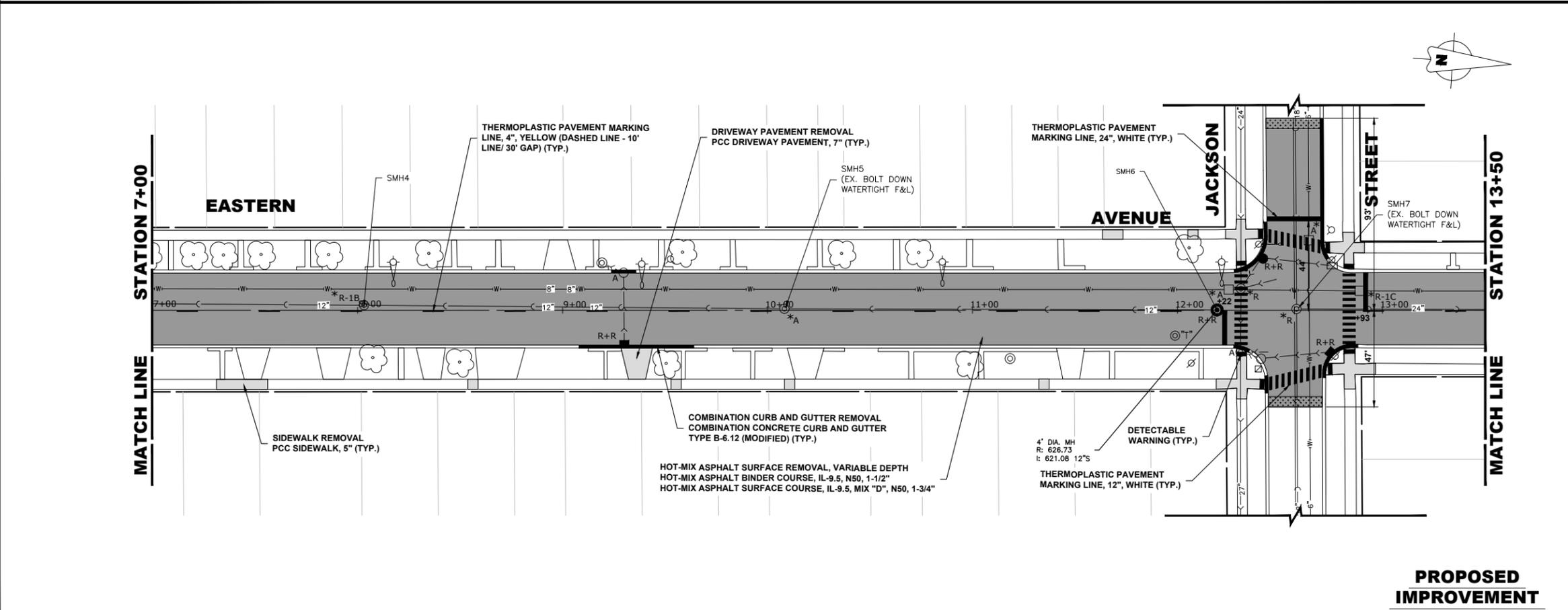


NOTE: ALL SANITARY MANHOLES IN THE PAVEMENT ARE REQUIRED TO HAVE EITHER EXISTING OR REPLACEMENT WATERTIGHT BOLTED DOWN FRAMES AND LIDS

PROPOSED IMPROVEMENT

LEGEND OF SYMBOLS
(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
+	PROPOSED HOT-MIX ASPHALT BUTT JOINT
[Brick Pattern]	REMOVE AND REINSTALL BRICK PAVER
[Hatched Area]	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
[Dark Hatched Area]	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
AH	HANDHOLE TO BE ADJUSTED
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
1B	NEW FRAME AND LID, TYPE 1, WATERTIGHT BOLT DOWN LID
R	STRUCTURE TO BE RECONSTRUCTED
R*	STRUCTURE TO BE ADJUSTED (SPECIAL) AND RECONSTRUCTED
R+R	STRUCTURE TO BE REPLACED
[Fire Hydrant Symbol]	EXISTING FIRE HYDRANT
[Water Valve Box Symbol]	EXISTING WATER VALVE BOX
[Water Main Valve Vault Symbol]	EXISTING WATER MAIN VALVE VAULT
[Storm Sewer Inlet Symbol]	EXISTING STORM SEWER INLET
[Proposed Storm Inlet Symbol]	PROPOSED STORM INLET
[Existing Storm Sewer Catch Basin Symbol]	EXISTING STORM SEWER CATCH BASIN
[Proposed Storm Sewer Catch Basin Symbol]	PROPOSED STORM SEWER CATCH BASIN
[Existing Sewer Manhole Symbol]	EXISTING SEWER MANHOLE
[Proposed Sewer Manhole Symbol]	PROPOSED SEWER MANHOLE
[Existing Street Light Pole Symbol]	EXISTING STREET LIGHT POLE
[Existing Power Pole Symbol]	EXISTING POWER POLE
[Existing Handhole Symbol]	EXISTING HANDHOLE
[Existing Curb and Gutter Symbol]	EXISTING CURB AND GUTTER
[Proposed Concrete Curb Symbol]	PROPOSED CONCRETE CURB, TYPE B
[Proposed Combination Curb Symbol]	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
[Existing Storm Sewer Symbol]	EXISTING STORM SEWER
[Existing Sanitary Sewer Symbol]	EXISTING SANITARY SEWER
[Existing Water Main Symbol]	EXISTING WATER MAIN



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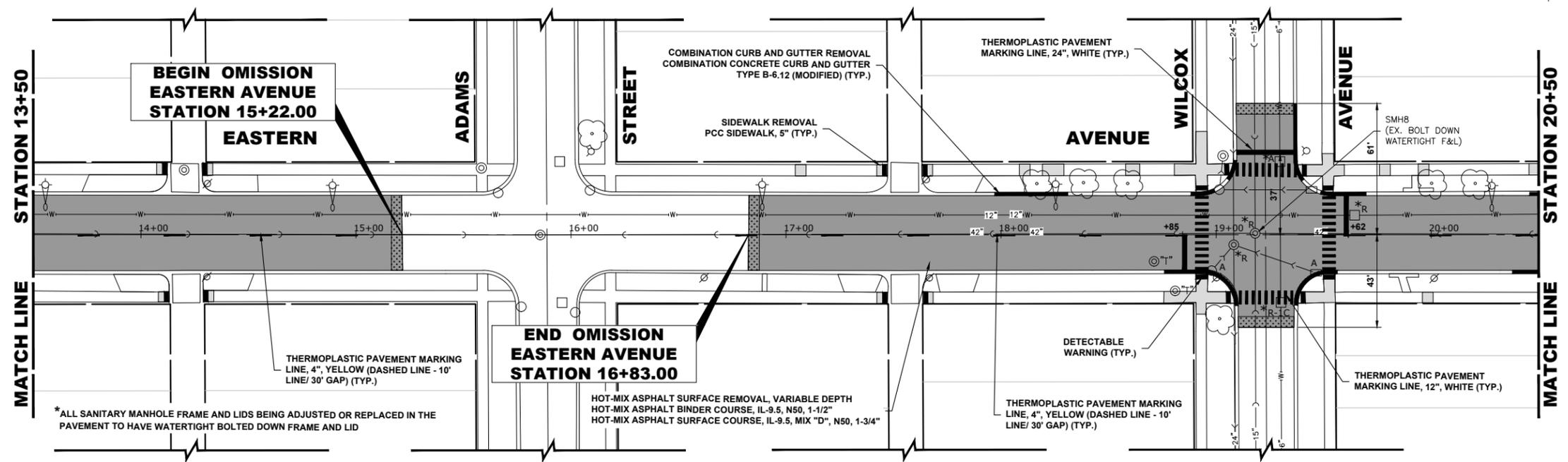
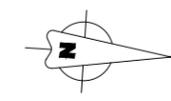
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RESURFACING/PAVEMENT MARKING PLAN

SCALE: 1" = 30' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	10
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

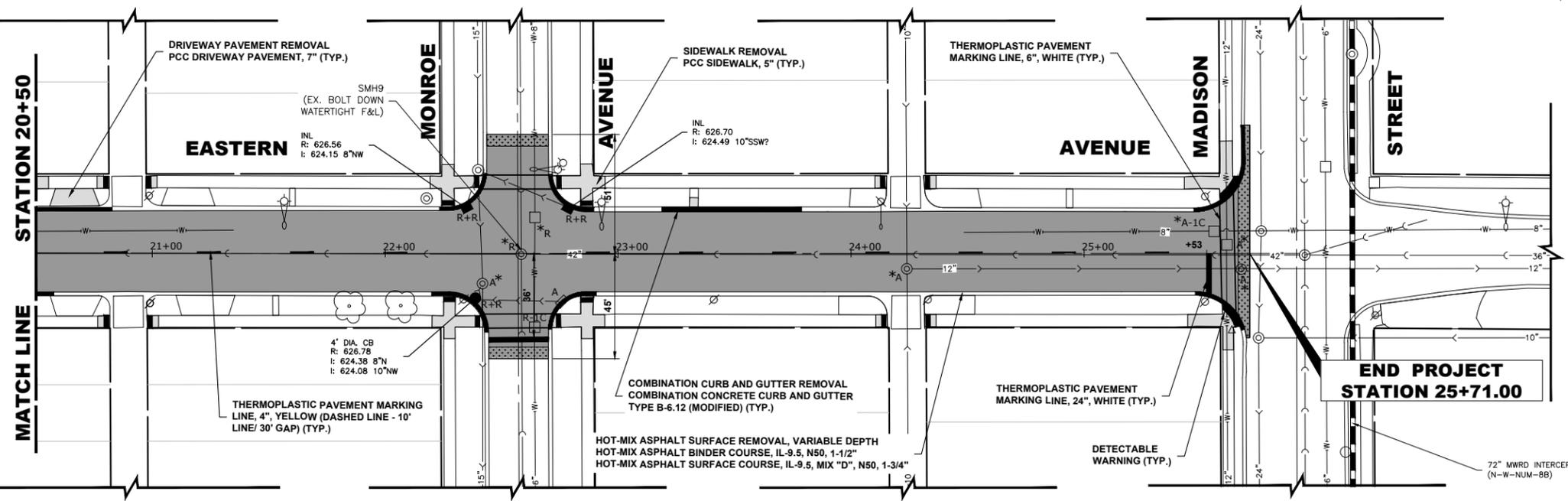
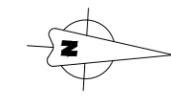


LEGEND OF SYMBOLS
(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

SYMBOL	DESCRIPTION
[A]	EXISTING HOT-MIX ASPHALT AREA
[C]	EXISTING CONCRETE AREA
[G]	EXISTING GRASS AREA
[+ + + +]	PROPOSED HOT-MIX ASPHALT BUTT JOINT
[Brick pattern]	REMOVE AND REINSTALL BRICK PAVER
[Shaded area]	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
[Dark shaded area]	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
AH	HANDHOLE TO BE ADJUSTED
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
1B	NEW FRAME AND LID, TYPE 1, WATERTIGHT BOLT DOWN LID
R	STRUCTURE TO BE RECONSTRUCTED
R*	STRUCTURE TO BE ADJUSTED (SPECIAL) AND RECONSTRUCTED
R+R	STRUCTURE TO BE REPLACED
[Fire hydrant symbol]	EXISTING FIRE HYDRANT
[Water valve box symbol]	EXISTING WATER VALVE BOX
[Water main valve vault symbol]	EXISTING WATER MAIN VALVE VAULT
[Storm sewer inlet symbol]	EXISTING STORM SEWER INLET
[Proposed storm inlet symbol]	PROPOSED STORM INLET
[Storm sewer catch basin symbol]	EXISTING STORM SEWER CATCH BASIN
[Proposed storm sewer catch basin symbol]	PROPOSED STORM SEWER CATCH BASIN
[Sewer manhole symbol]	EXISTING SEWER MANHOLE
[Proposed sewer manhole symbol]	PROPOSED SEWER MANHOLE
[Street light pole symbol]	EXISTING STREET LIGHT POLE
[Power pole symbol]	EXISTING POWER POLE
[Handhole symbol]	EXISTING HANDHOLE
[Curb and gutter symbol]	EXISTING CURB AND GUTTER
[Proposed concrete curb symbol]	PROPOSED CONCRETE CURB, TYPE B
[Proposed curb and gutter removal symbol]	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
[Storm sewer symbol]	EXISTING STORM SEWER
[Sanitary sewer symbol]	EXISTING SANITARY SEWER
[Water main symbol]	EXISTING WATER MAIN

NOTE: ALL SANITARY MANHOLES IN THE PAVEMENT ARE REQUIRED TO HAVE EITHER EXISTING OR REPLACEMENT WATERTIGHT BOLTED DOWN FRAMES AND LIDS

PROPOSED IMPROVEMENT



PROPOSED IMPROVEMENT

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DESIGNED -	-	REVISED -	-
DRAWN -	SFB, DMM	REVISED -	-
CHECKED -	-	REVISED -	-
DATE -	06/05/2022	REVISED -	4-22-22 MWRD

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RESURFACING/PAVEMENT MARKING PLAN

SCALE: 1" = 30' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	11
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

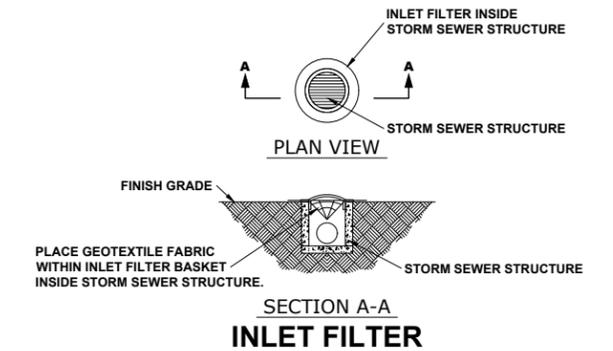
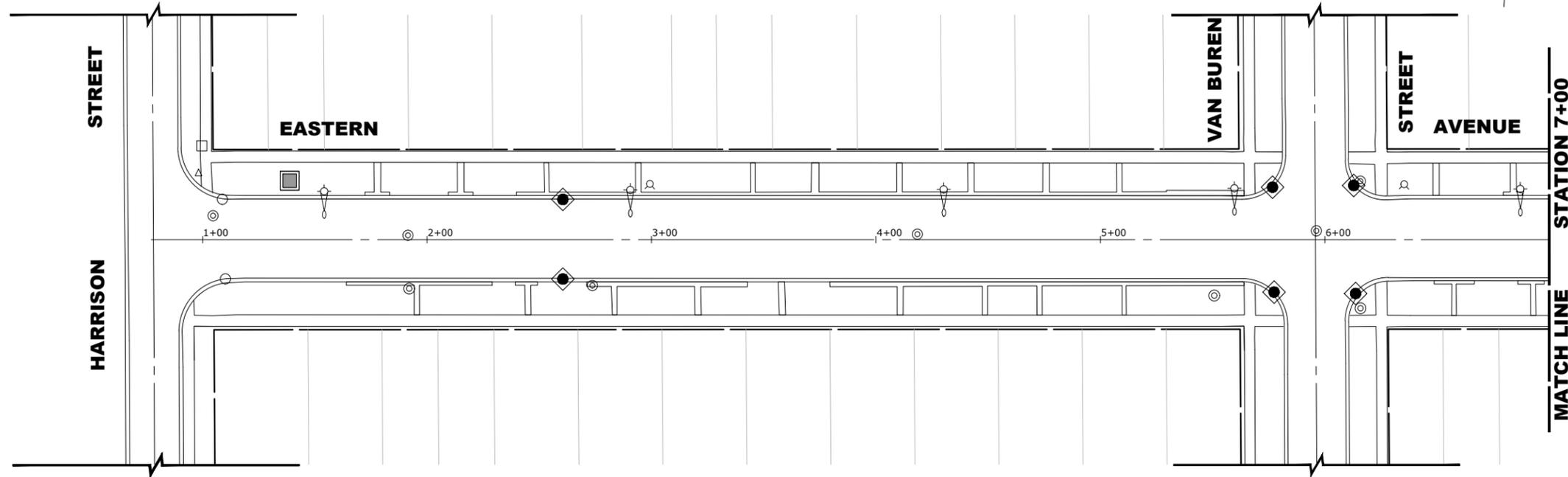
E.H.E. PROJECT NO. 080-21-29901

LEGEND

SYMBOL	DESCRIPTION
	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES



EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND

REPAIRS/REPLACEMENT AS NEEDED.

PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS, REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

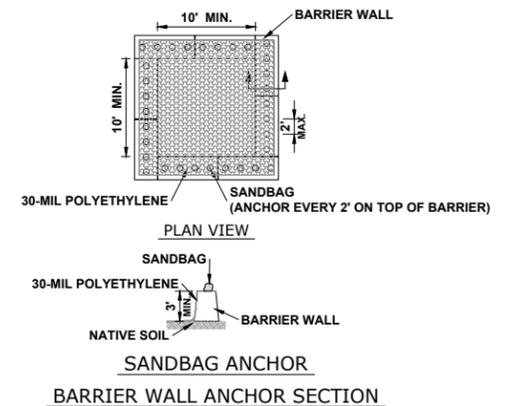
THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

ALL DISPOSAL OF CONSTRUCTION MATERIAL, AND SOLIDIFIED CONCRETE SHALL BE AT A CCDD (CLEAN CONSTRUCTION AND DEMOLITION DEBRIS) FACILITY

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. INLET FILTERS SHALL BE PAID FOR UNDER THE PAY ITEM FOR MAINTENANCE OF ROADWAYS. THE COST OF THE CONCRETE WASHOUTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.



NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

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CHECKED -	-	REVISED -	-
DATE -	06/05/2022	REVISED -	-

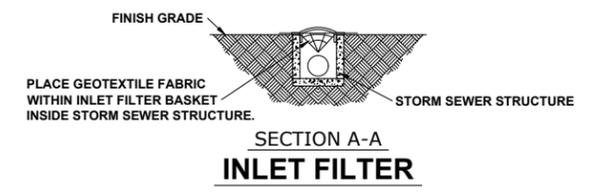
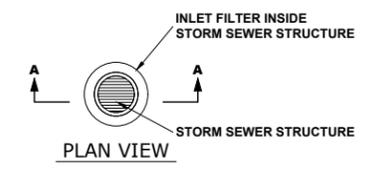
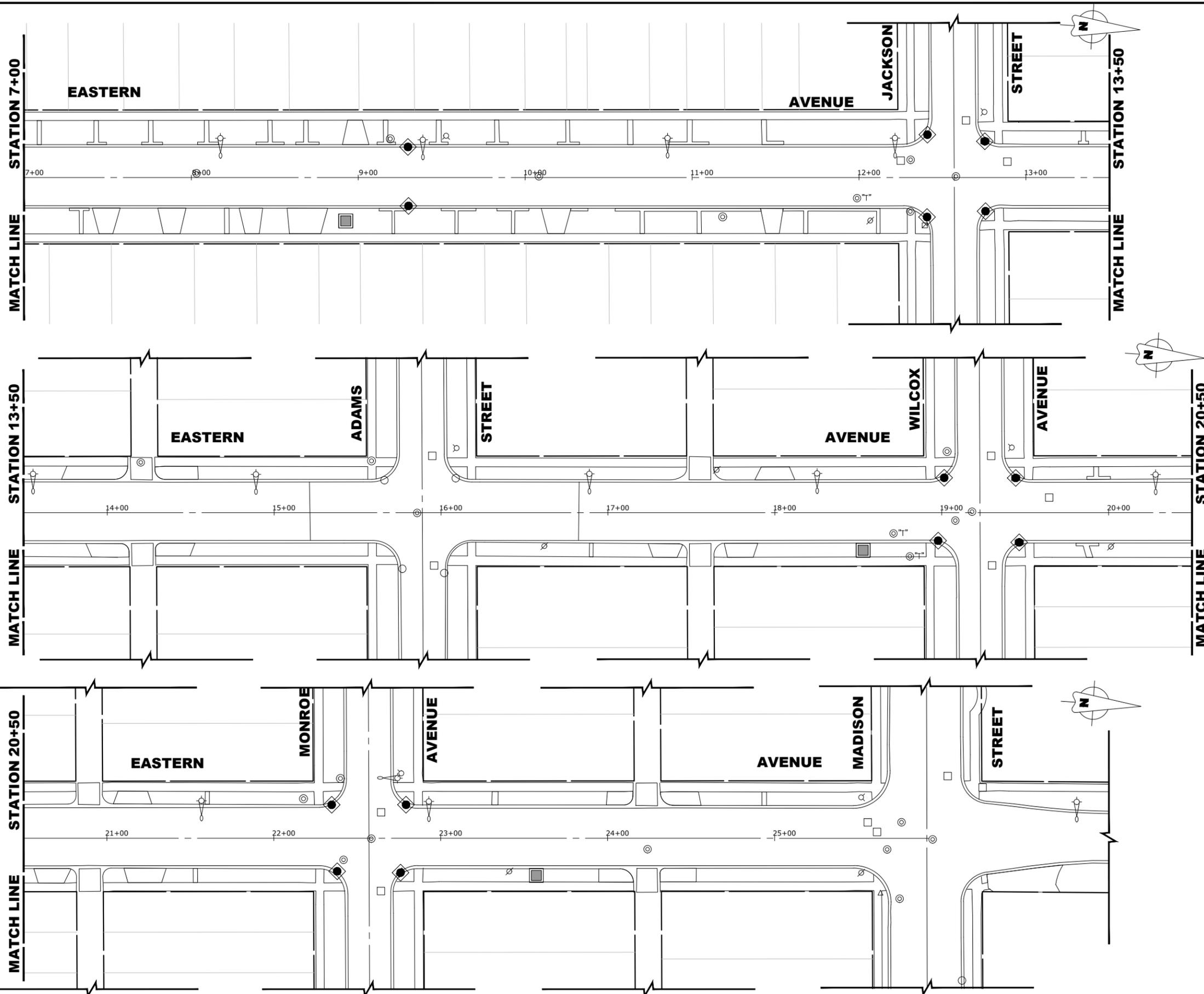
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	12
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

Drawing file: W:\Projects_by_Village\Bellwood\08021299 - Eastern Avenue LIFO - Phase 1 and 2\Site\Eastern Ave LIFO.dwg Jun 06, 2022 - 3:36pm

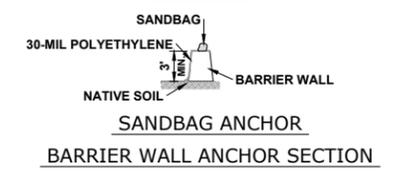
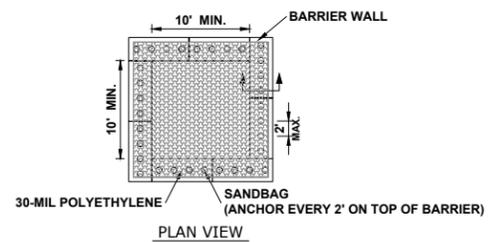


LEGEND

SYMBOL	DESCRIPTION
	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES



NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

HANCOCK ENGINEERING
 1111 West of Eisenhower
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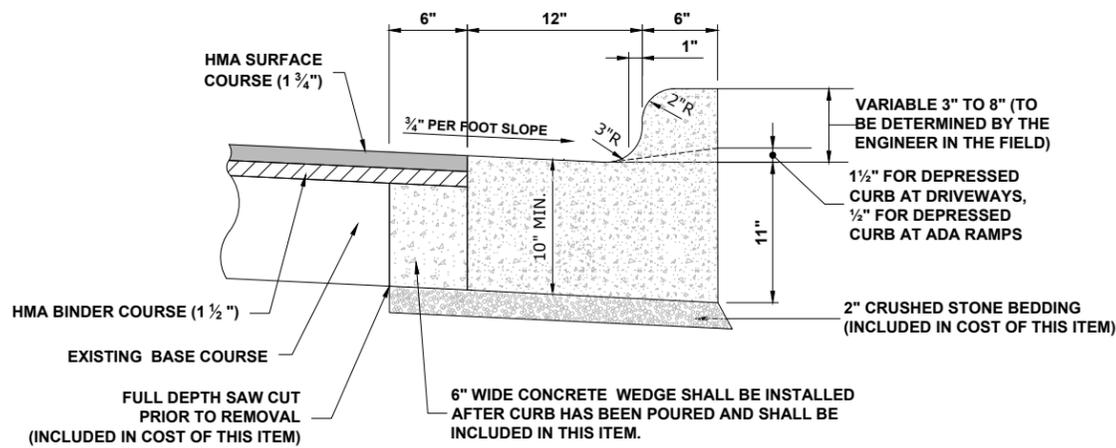
DESIGNED -	-	REVISED -	-
DRAWN -	SFB, DMM	REVISED -	-
CHECKED -	-	REVISED -	-
DATE -	06/05/2022	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

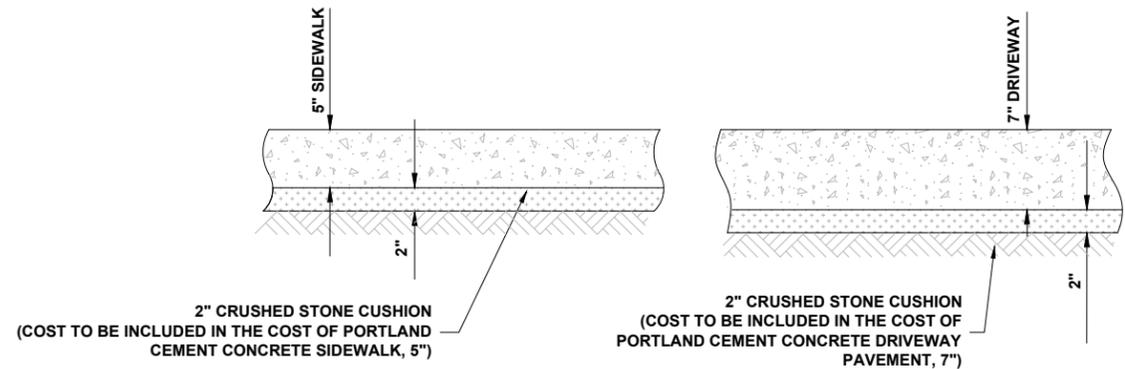
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 30' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

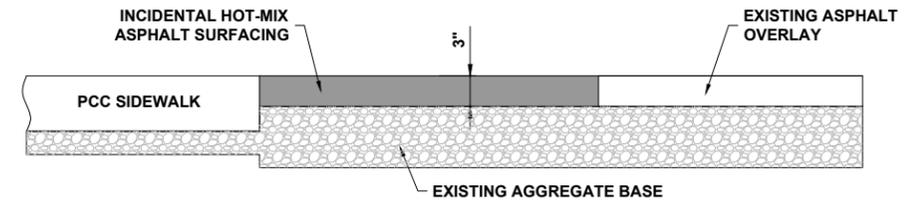
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	13
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



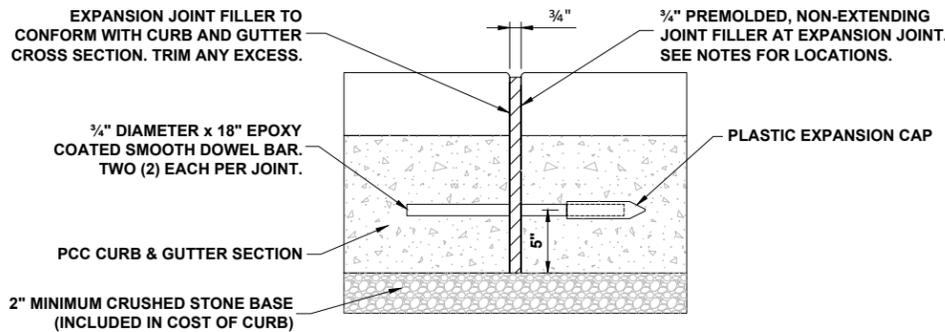
COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (MODIFIED)



TYPICAL P.C.C. SIDEWALK & DRIVEWAY

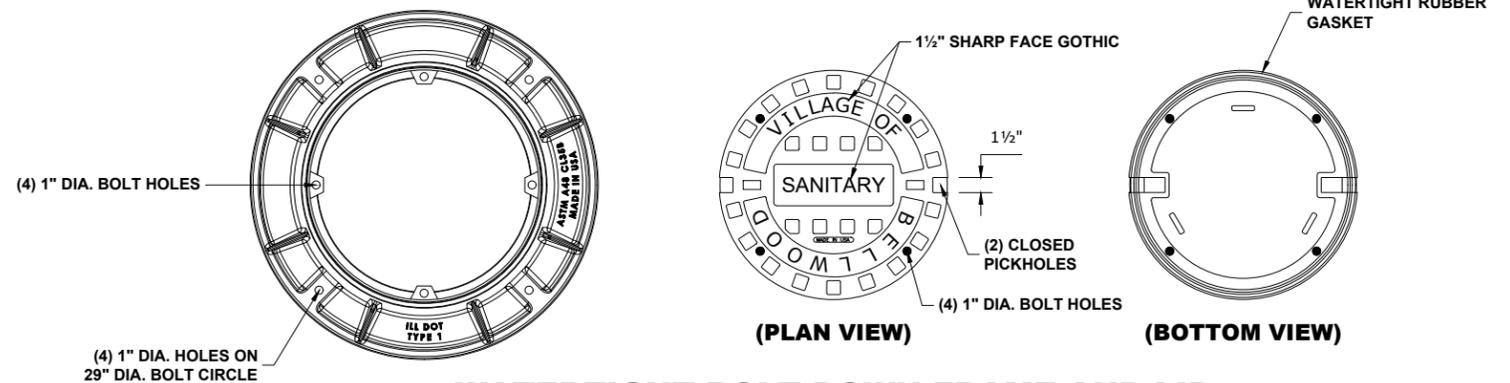


INCIDENTAL HOT-MIX ASPHALT SURFACE

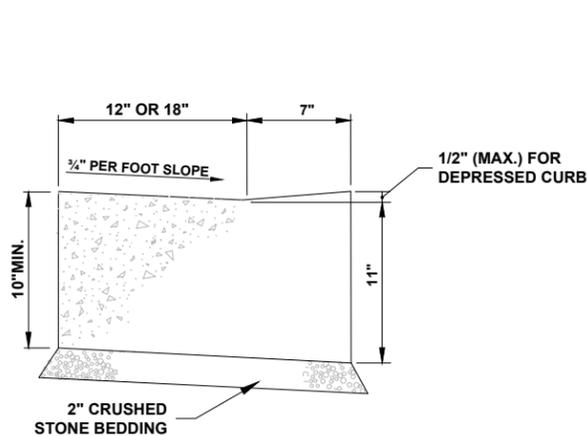


NOTE:
1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 60' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.

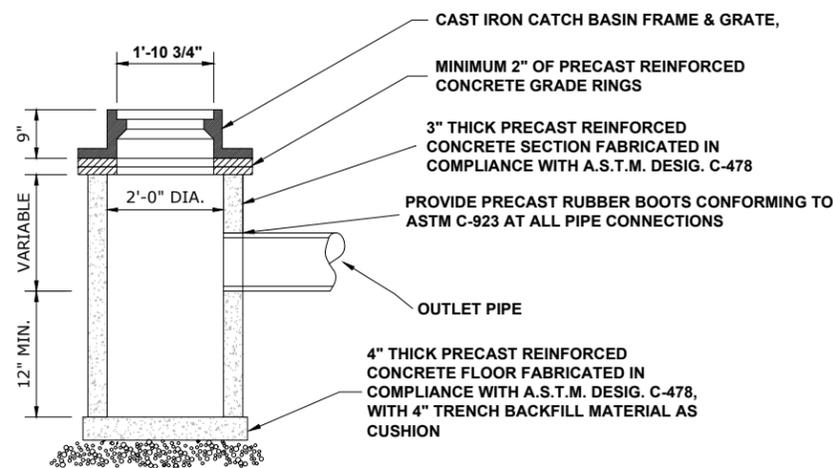
TYPICAL CURB AND GUTTER EXPANSION JOINT



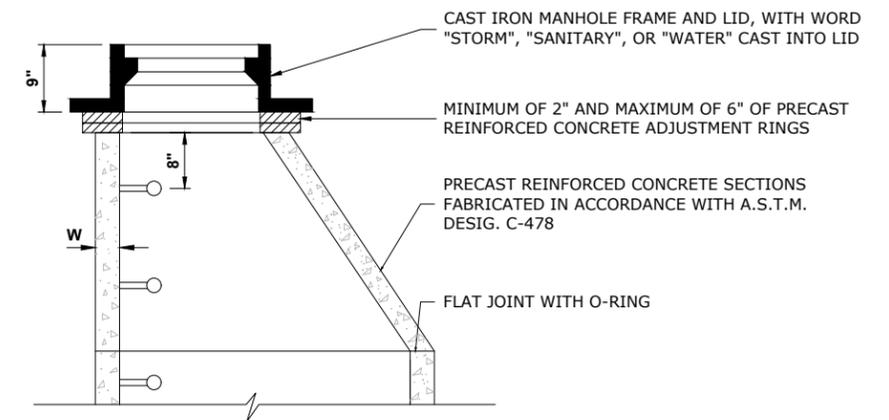
WATERTIGHT BOLT DOWN FRAME AND LID



CURB AND GUTTER AT A.D.A. RAMPS



TY "C" CATCH BASIN



STRUCTURE RECONSTRUCTION

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DRAWN -	SFB, DMM	REVISED -	-
CHECKED -	-	REVISED -	-
DATE -	06/05/2022	REVISED -	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

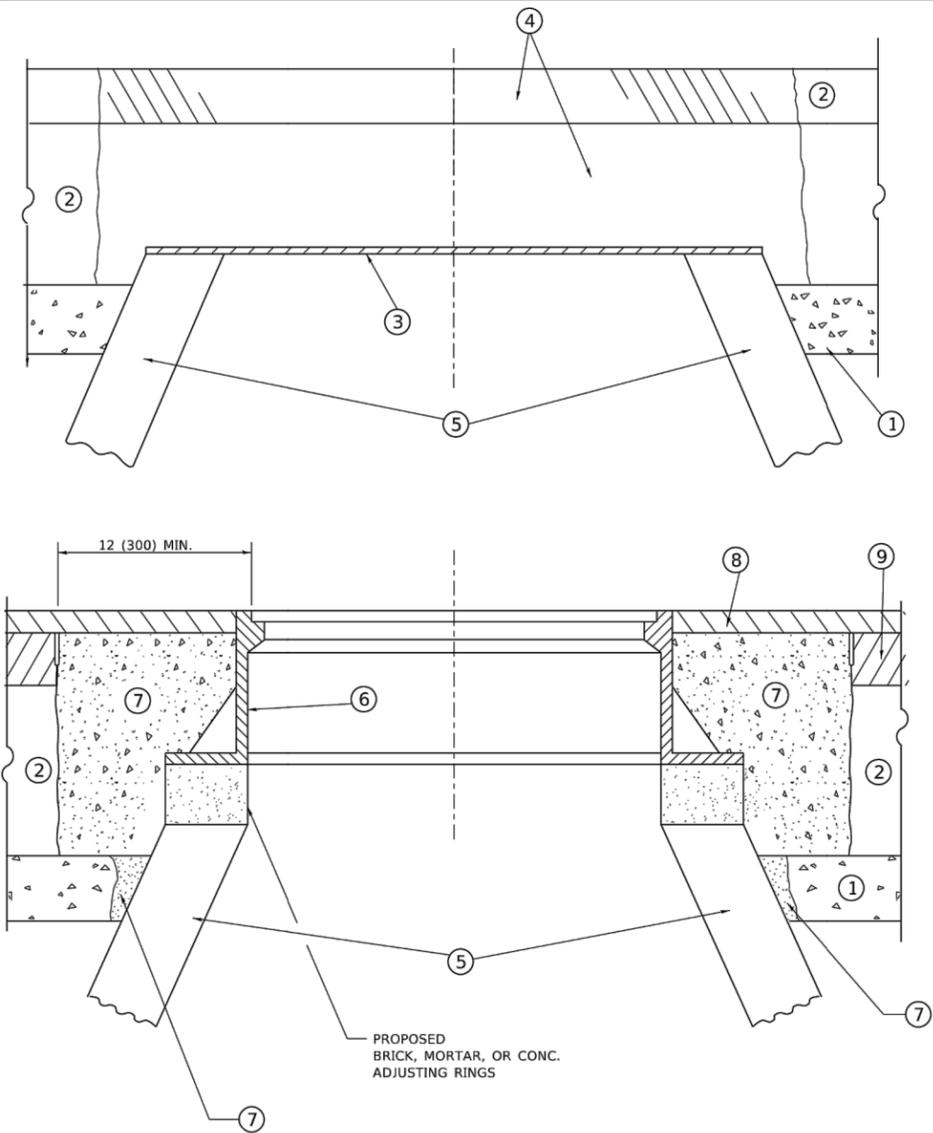
JOB SPECIFIC DETAILS

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. -	TO STA. -
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	14
FIELD BOOK NO.:		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

E.H.E. PROJECT NO. 080-21-29901

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 Jun 06, 2022 - 3:36pm



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

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

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

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

1. 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)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

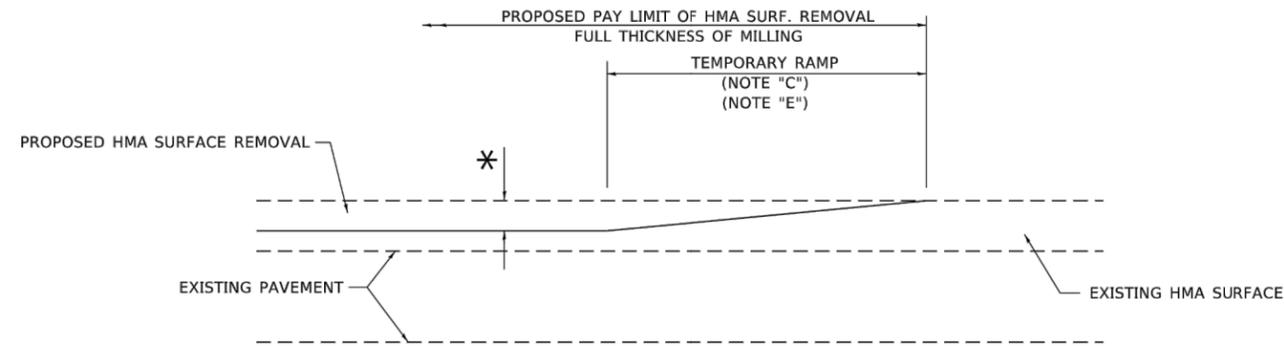
USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - R. BORO 12-06-11
		REVISED - K. SMITH 02-01-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

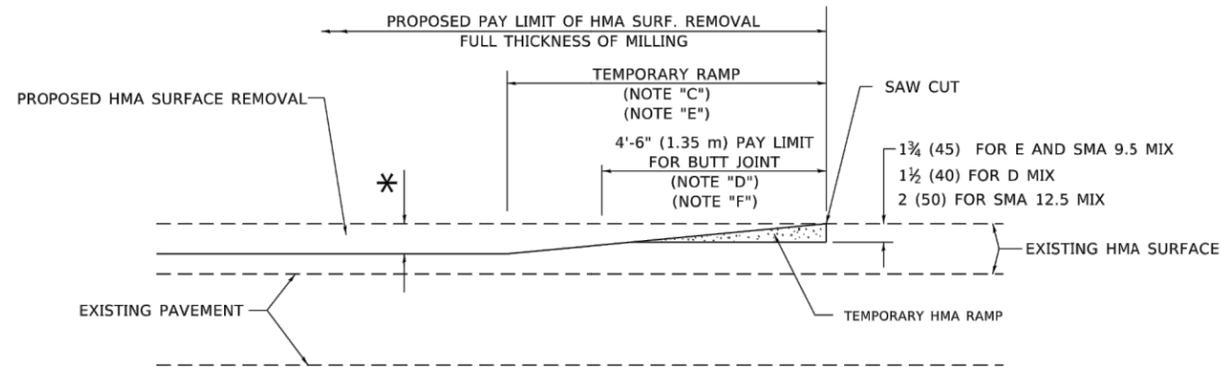
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	15
FIELD BOOK NO.: BD600-03 (BD-8)		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

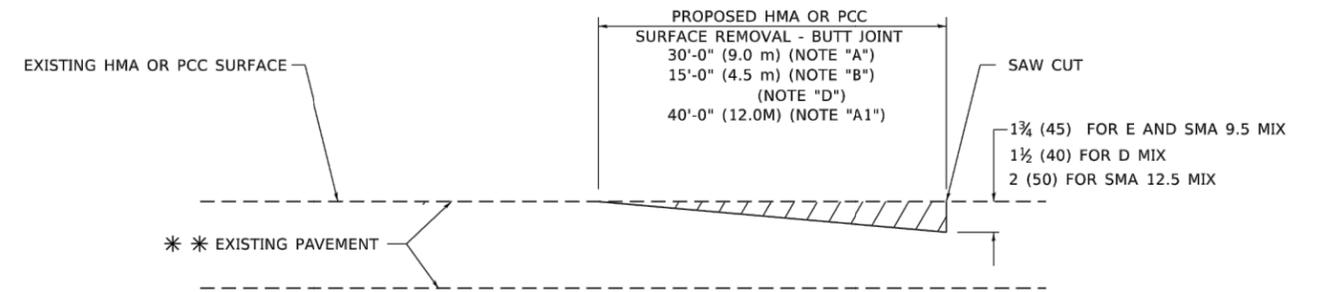


HMA CONSTRUCTED TEMPORARY RAMP

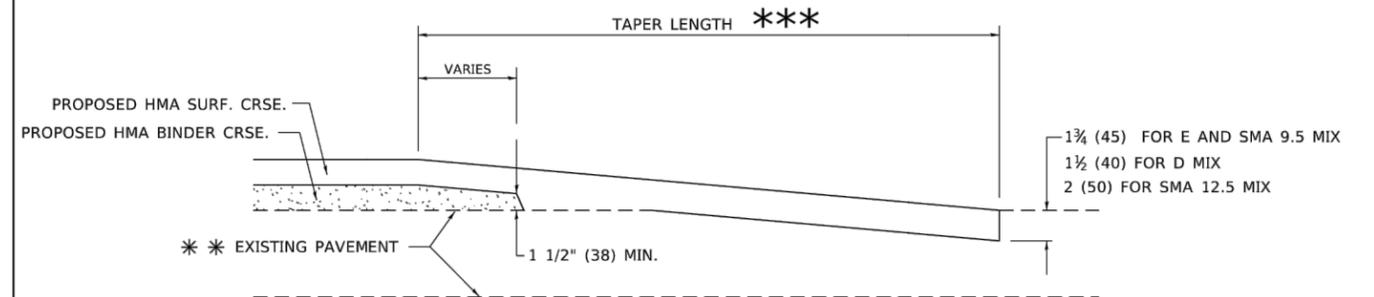
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

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.

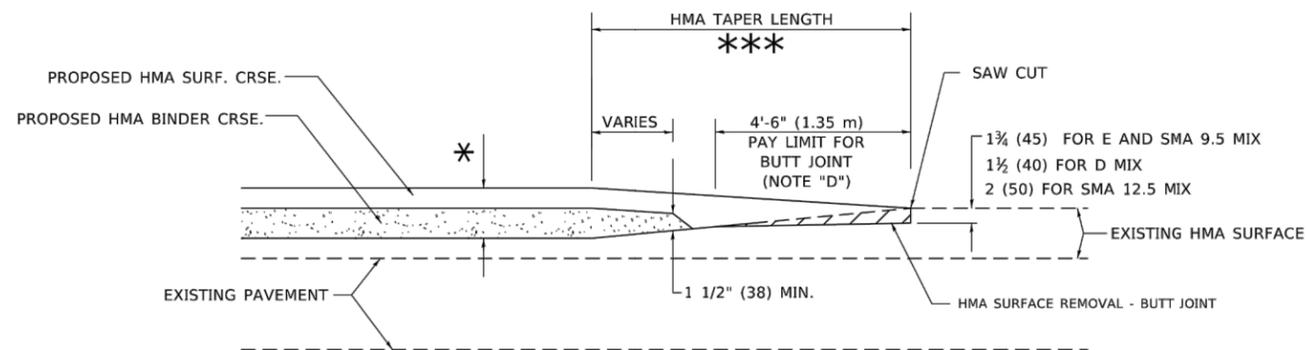
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL- BUTT JOINT".
 - *** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

USER NAME = demanchelt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 2/2/2022	DATE - 06-13-90	REVISED - R. BORO 01-01-07
		REVISED - K. SMITH 02-01-22

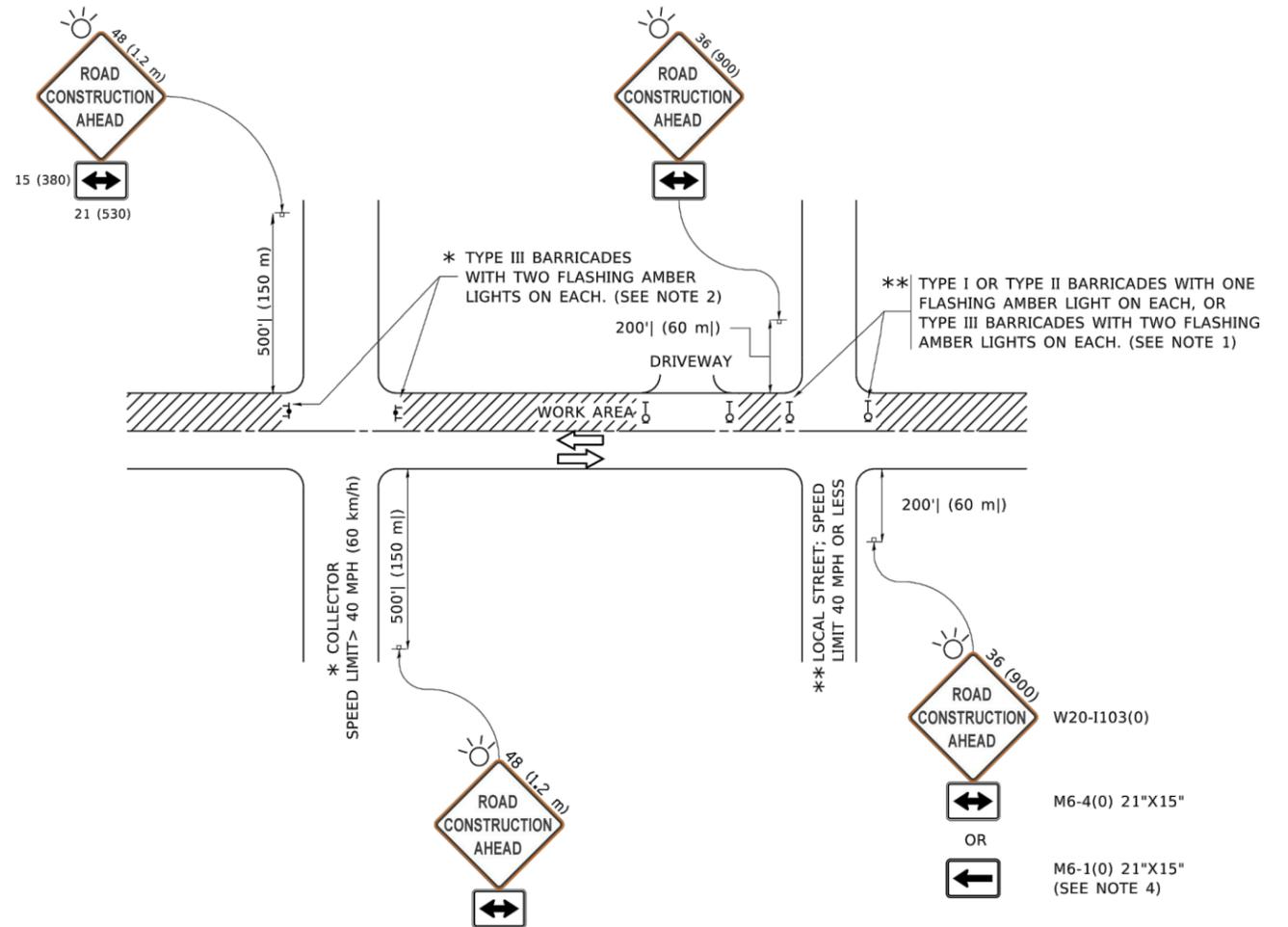
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET 1 OF 1 SHEETS		STA.	TO STA.
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BUTT JOINT AND
HMA TAPER DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	16
FIELD BOOK NO. : BD400-05 BD32		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

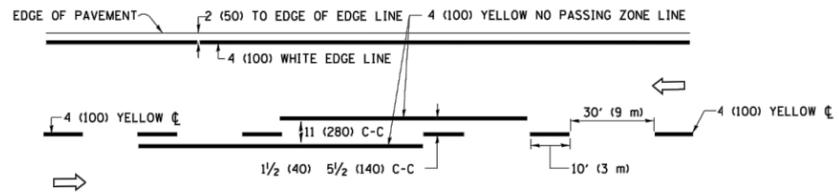
USER NAME = footernj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

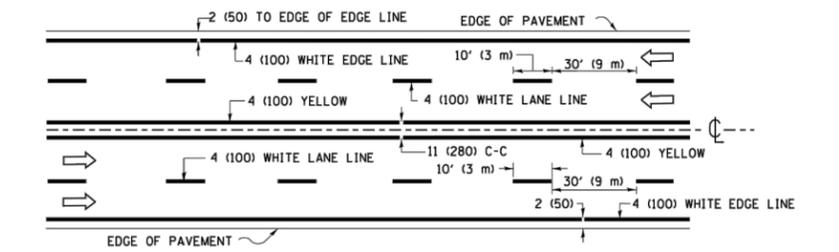
**TRAFFIC CONTROL AND PROTECTION FOR
 SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

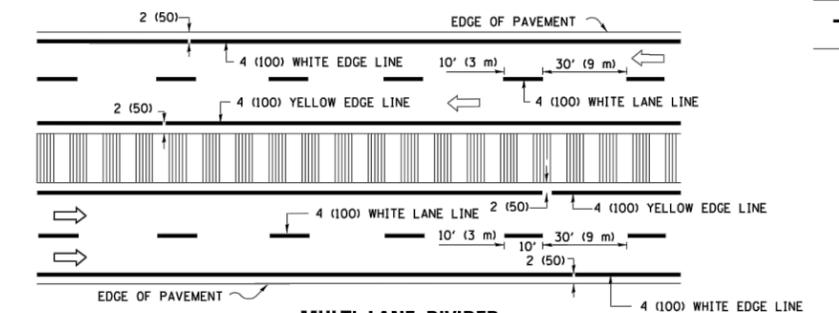
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1690	21-00150-00-RS	COOK	19	17
FIELD BOOK NO. : TC-10		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

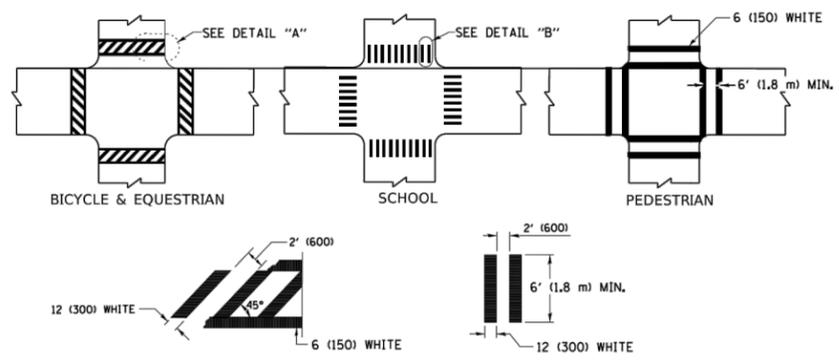


MULTI-LANE UNDIVIDED



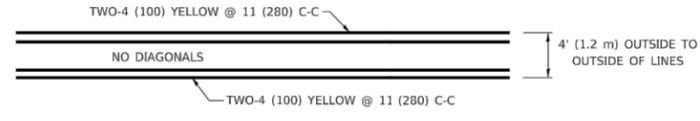
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

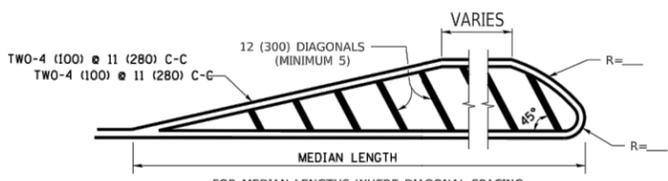


DETAIL "A"
DETAIL "B"
TYPICAL CROSSWALK MARKING

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

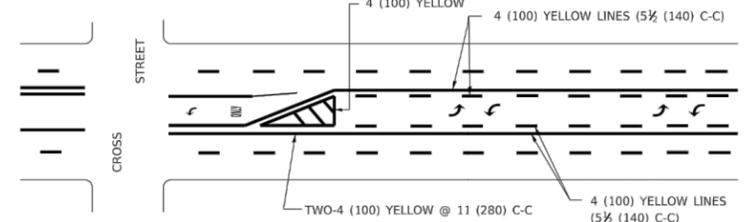


4' (1.2 m) WIDE MEDIANS ONLY

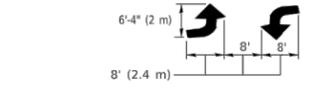


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

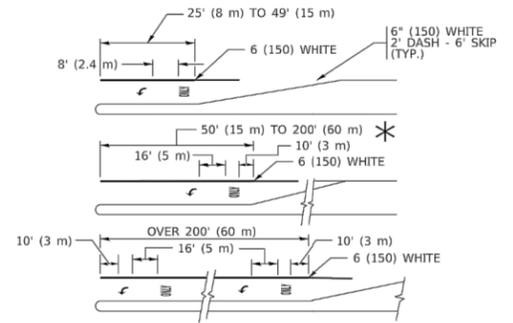
MEDIANS OVER 4' (1.2 m) WIDE



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.

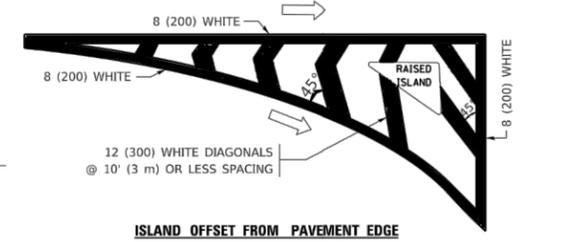


MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING

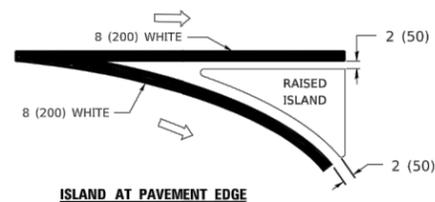


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

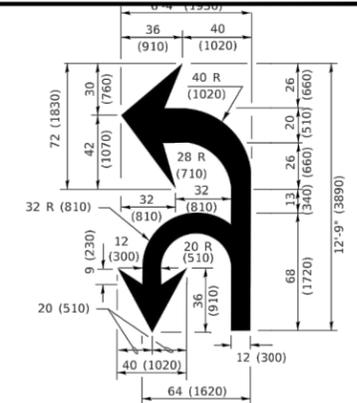
TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING



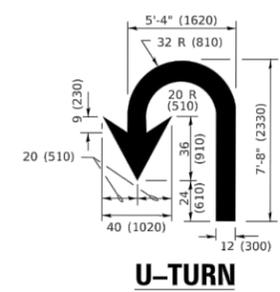
ISLAND OFFSET FROM PAVEMENT EDGE



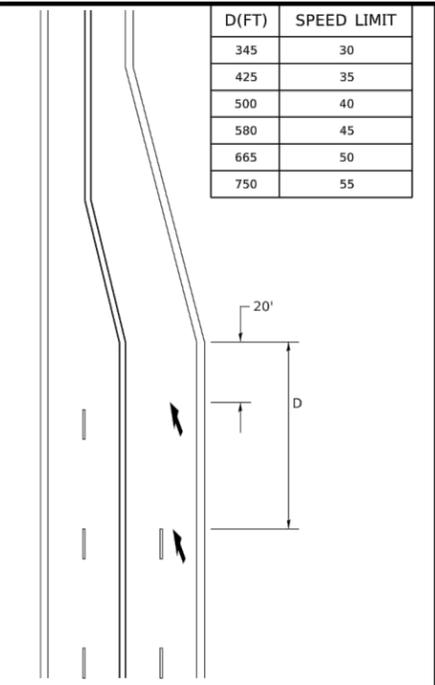
ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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.

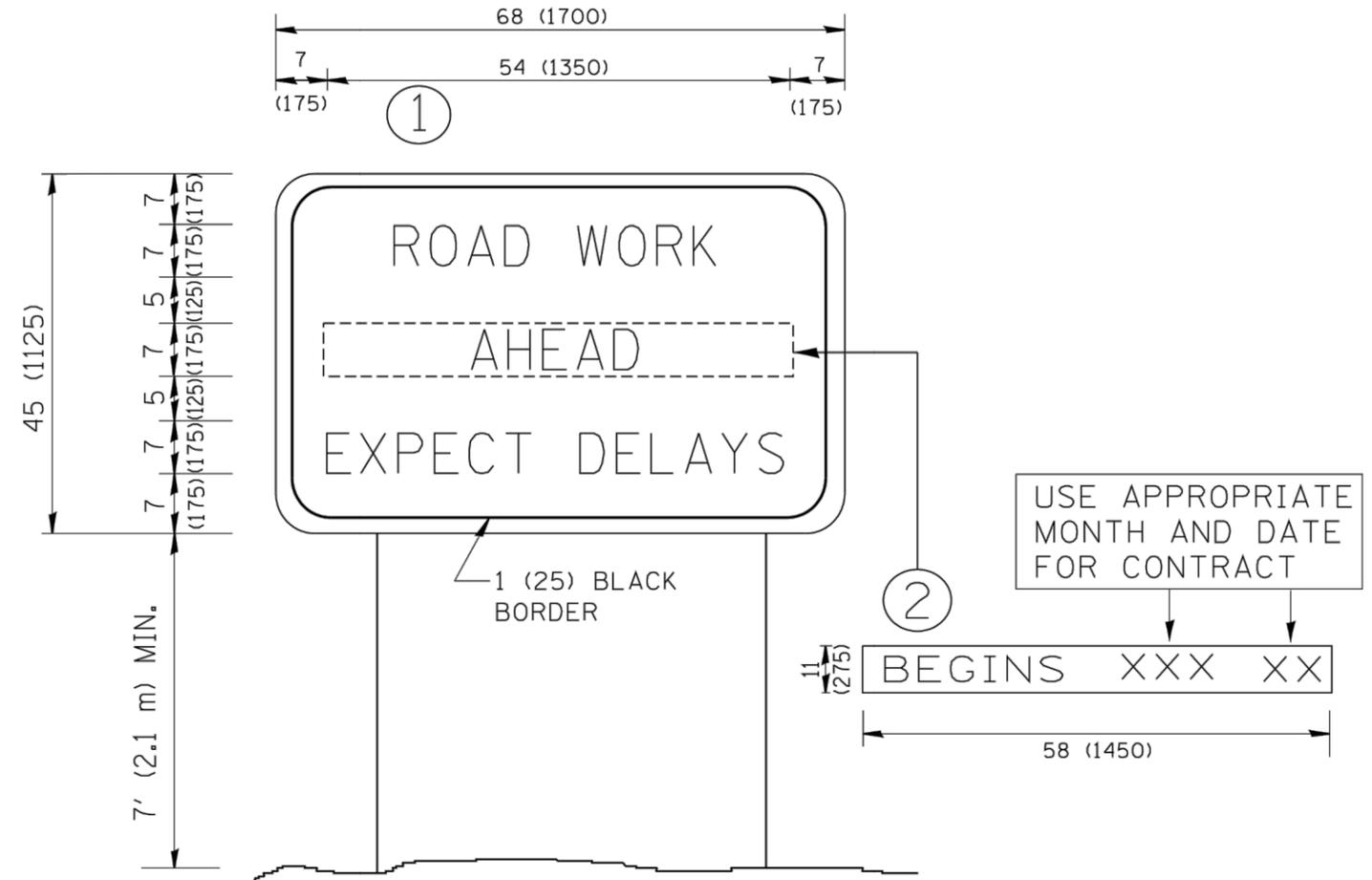
Drawing file: W:\Projects\by_Village\Belwood\08021299 - Eastern Avenue I&O - Phase 1 and 2\DOT Standard.dwg Jun 06, 2022 - 3:37pm

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = 50,0000' / in.	CHECKED - C. JUCIUS 12-21-15	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1690	21-00150-00-RS	COOK	19	18
SCALE: NONE	SHEET 1 OF 2 SHEETS	STA.	TO STA.	FIELD BOOK NO.:	TC-13	CONTRACT NO. 61H90
				FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT

Drawing file: W:\Projects_by_Village\Bellwood\08021299 - Eastern Avenue IAF0 - Phase 1 and 2\DOT_Standards.dwg Jun 06, 2022 - 3:37pm



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 = gegl1enobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. 1690	SECTION 21-00150-00-RS	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 19
FIELD BOOK NO.: TC-22		CONTRACT NO. 61H90		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				