

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

03/11/2022 LETTING ITEM 130

F.A. J.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	1
WHA# 1034D04		CONTRACT NO. 61B94		
ILLINOIS FED. AID PROJECT A1TS173				

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PROPOSED PLANS FOR FEDERAL-AID HIGHWAY

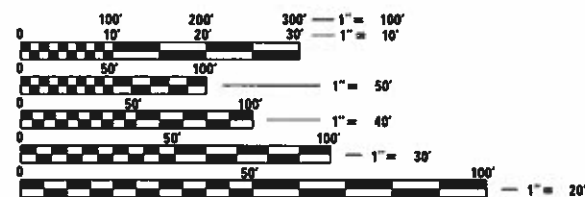
**FAU ROUTE 369 (C.H. 04) (CEDAR ROAD)  
OVER SPRING CREEK (3.37 TO 3.90)  
BRIDGE REPLACEMENT  
SECTION 01-00051-04-BR  
PROJECT NO. A1TS(173)  
WILL COUNTY  
C-91-144-01**

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

PROJECT LOCATED IN  
UNINCORPORATED WILL COUNTY

**DESIGN DESIGNATION**

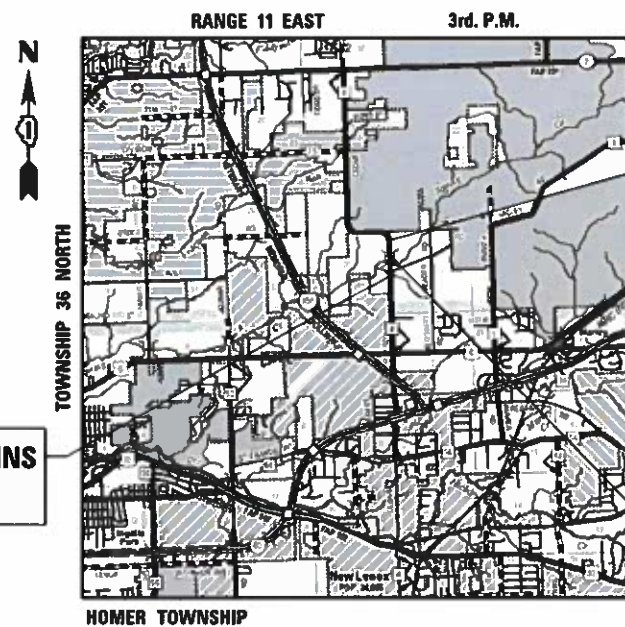
DESIGN SPEED: 50 MPH POSTED SPEED: 50 MPH			
FUNCTIONAL CLASSIFICATION	ROUTE	ADT (2040)	% TRUCKS
MAJOR COLLECTOR	C.H. 04 (CEDAR ROAD)	15,300	2.0



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

PROJECT BEGINS  
STA. 136 + 90

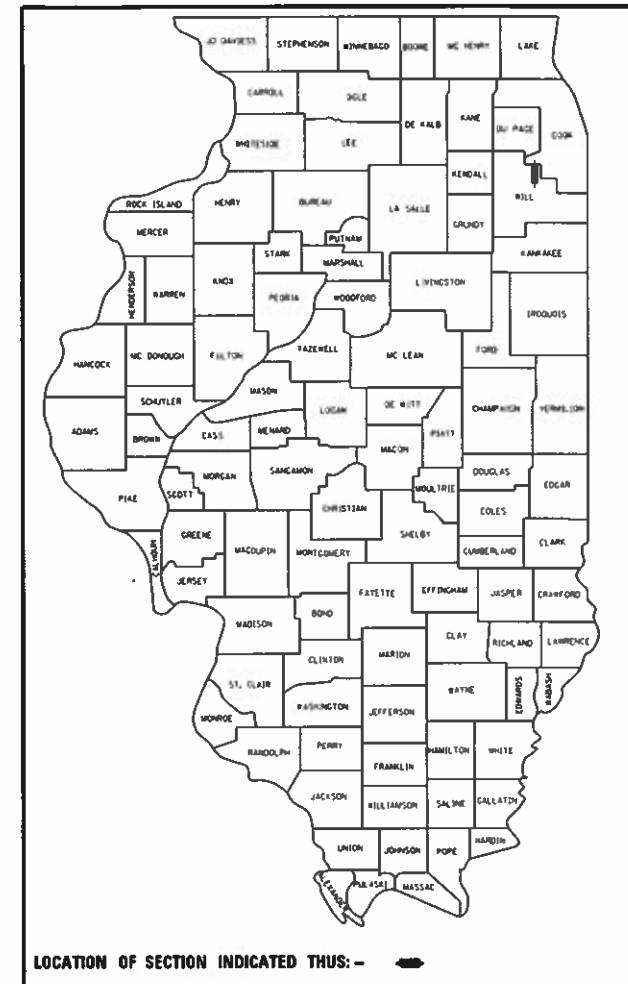


**LOCATION MAP**

GROSS LENGTH = 1,635.00 FT. = (0.310 MILE)  
NET LENGTH = 1,635.00 FT. = (0.310 MILE)

PROJECT ENDS  
STA. 153 + 25

BRIDGE REPLACEMENT  
STA 145+40.00  
EXISTING S.N. 099-3022  
PROPOSED S.N. 099-3376



LOCATION OF SECTION INDICATED THIS: -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

Approved January 6, 2022  
*Dick R. Ronalson*  
Will County Director of Highways, County Engineer

Passed Jan 11, 2022  
*Ch. F. Fiedler*  
District 1 Engineer of Local Roads & Streets

Releasing for Bid  
Based on Limited  
Review January 11, 2022  
*John Fries (CRS)*  
Region 1 Engineer



DATE: 1-6-22  
EXPIRES 11/30/2023



**CONTRACT NO. 61B94**

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

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# STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406-00	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602306-03	INLET - TYPE B
602401-07	PRECAST MANHOLE TYPE A 4' DIAMETER
604001-05	FRAME AND LIDS TYPE 1
604036-03	GRATE TYPE 8
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631006-08	TRAFFIC BARRIER TERMINAL, TYPE 1B
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6

# STANDARDS (CONT.)

701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15'-24" FROM PAVEMENT EDGE
701011-04	OFF ROAD OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

# DETAILS

WC-00406	WILL COUNTY DIVISION OF TRANSPORTATION BUTT JOINT AND HMA TAPER DETAILS
WC-00432	WILL COUNTY DIVISION OF TRANSPORTATION MINIMUM ACCESS DETAIL ON NON-CURBED ROAD
BD-34	DISTRICT 1 DETAIL DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL
BD-51	DISTRICT 1 DETAIL BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	DISTRICT 1 DETAIL TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	DISTRICT 1 DETAIL TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS SNOW-PLOW RESISTANT
TC-13	DISTRICT 1 DETAIL TYPICAL PAVEMENT MARKINGS
TC-21	DISTRICT 1 DETAIL DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	DISTRICT 1 DETAIL ARTERIAL ROAD INFORMATION SIGN

# GENERAL NOTES

EXISTING STRUCTURES (INCLUDING FOUNDATIONS, WALLS, CISTERNS, WELLS, OR OTHER UNDERGROUND STRUCTURES) WITHIN THE RIGHT OF WAY SHALL BE REMOVED IN ACCORDANCE WITH ARTICLE 501.04 AND 501.05 OF THE STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS.

EXISTING STREET SIGNS AND TRAFFIC SIGNS THAT ARE OUTSIDE THE CONSTRUCTION LIMITS SHALL BE REMOVED AND RESET BY THE CONTRACTOR, AND NEED TO BE REMOVED FOR STAGING IN ACCORDANCE WITH ARTICLE 107.25.

WHERE THE PROPOSED CONSTRUCTION MEETS AN EXISTING BITUMINOUS OR CONCRETE SURFACE, OR WHERE SAWING IS STATED ON THE PLANS, THE EXISTING SURFACE SHALL BE SAWED IN A NEAT, STRAIGHT LINE.

NO OVERHAUL HAS BEEN COMPUTED.

ALL PAVEMENT SHALL BE CLEANED AND "FRESH OIL" SIGNS SHALL BE PLACED AT ALL INTERSECTIONS OF THE STREETS PRIOR TO APPLYING BITUMINOUS MATERIALS (TACK COAT).

THE FINAL TOP FOUR INCHES OF SOIL IN RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.

ALL DISTURBED GROUND WITHIN THE COUNTY RIGHT-OF-WAY SHALL BE RE-SEEDED (CLASS 2A), FERTILIZED, AND EXCELSIOR BLANKET INSTALLED TO THE SATISFACTION OF THE ENGINEER.

VERTICAL HEADWALLS, DECORATIVE SIGNING, PLANTINGS, SHRUBBERY, AND TREES ARE PROHIBITED INSIDE THE COUNTY RIGHT-OF-WAY.

THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL FIELD TILES, UNDERGROUND AND SURFACE UTILITIES AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS, EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY FIELD TILE THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

# GENERAL NOTES (CONT.)

ALL CONSTRUCTION TO BE ACCORDING TO IDOT DESIGN AND STANDARD SPECIFICATIONS, MUST ADHERE TO THE WILL COUNTY DIVISION OF TRANSPORTATION PERMIT REGULATIONS AND ACCESS CONTROL REGULATIONS.

A PROOF ROLL OF THE SUBGRADE IS REQUIRED PRIOR TO PLACING THE AGGREGATE.

SUB-BASE AND MUST BE OBSERVED BY A CERTIFIED TESTING COMPANY. NOTIFY THE ENGINEER PRIOR TO DOING THE PROOF ROLL. SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

THE WILL COUNTY DIVISION OF TRANSPORTATION MUST BE NOTIFIED A MINIMUM OF SEVEN (7) WORKING DAYS IN ADVANCE OF ANY NON-EMERGENCY CONSTRUCTION WITHIN THE RIGHT-OF-WAY.

AN IN-STREAM WORK PLAN WILL NEED TO BE SUBMITTED AND APPROVED BY ACOE. A REGIONAL 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS, AND RIGHT OF WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE LOCATION AND ELEVATION OF THE UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT TO BE TAKEN AS EXACT. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE.

THE CONTRACTOR SHALL NOTIFY THE RESPECTIVE UTILITIES TO MAKE THE NECESSARY ADJUSTMENTS PRIOR TO THIS CONSTRUCTION.

THE UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS INCLUDE:

COMED 1 LINCOLN CENTER OAK BROOK TERRACE, IL 60181 PH: 815-260-3024 ATTN: KYLE ISEK EMAIL: KYLE.ISEK@COMED.COM	AT&T DISTRIBUTION 1000 COMMERCE DRIVE OAK BROOK, IL 60523 PH: 630-573-6449 ATTN: RAHSAAN RENFORD EMAIL: RR2765@ATT.COM	G4S TECHNOLOGY LLC 565 WILLOW BRANCH CENTRAL PARKWAY WILLOWBROOK, IL 60527 PH: 630-343-2826 ATTN: DOUG GONES EMAIL: DOUGLAS.GONES@USA.G4S.COM
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ALL CONSTRUCTION MATERIALS WITHIN THE COUNTY ROW MUST BE IDOT CERTIFIED. DOCUMENTATION OF MATERIAL CERTIFICATION SHALL BE SUBMITTED PRIOR TO ENGINEER APPROVAL. ALL CONSTRUCTION MATERIAL NEEDING INSPECTION SHALL BE DONE ACCORDING TO THE LATEST IDOT PROJECT AND PROCEDURES GUIDE.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER A LIST OF MATERIALS USED AND IDENTIFY THEIR ASSOCIATED IDOT CERTIFICATION, SHALL PROVIDE THE ENGINEER WITH A COPY OF ALL MATERIAL TESTING COMPANY RESULTS, SHALL SIGN AND PROVIDE THE ENGINEER ON A WEEKLY BASIS WEEKLY FIELD REPORTS UTILIZING THE APPROPRIATE IDOT FORM, SHALL SUBMIT TO THE ENGINEER A CERTIFICATION LETTER THAT CERTIFIES COMPLIANCE WITH THE PLANS AND SPECIFICATIONS.

ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR'S EXPENSE.

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

THE CONTRACTOR SHALL COOPERATE WITH THE U.S. POSTAL SERVICE FOR MAIL DELIVERY. MAILBOXES SHALL BE REMOVED, RELOCATED TO TEMPORARY LOCATIONS, AND RESET AT PERMANENT LOCATIONS IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

# COMMITMENTS

TO AVOID POTENTIAL IMPACTS TO THE NORTHERN LONG-EARED BAT (MYOTIS SPENTRIONALIS), TREE CLEARING (TREES 3" DBH OR GREATER) SHALL ONLY OCCUR BETWEEN OCTOBER 1 AND MARCH 31.

BEFORE CONSTRUCTION BEGINS, JULIAINE BLAIR (RE OF CONTRACT #60R52) SHALL BE CONTACTED AT JULIAINE.BLAIR@ILLINOIS.GOV TO COORDINATE THE TIMING OF WHEN DETOUR SIGNAGE IS INSTALLED ALONG US ROUTE 6 (MAPLE RD.)

THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANAKANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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DRAWN - BGG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES**

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	2
<b>CONTRACT NO. 61B94</b>				
ILLINOIS FED. AID PROJECT A1TS1173				



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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
20101100	TREE TRUNK PROTECTION	EACH	22	22	
+ 20101200	TREE ROOT PRUNING	EACH	22	22	
+ 20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	22	22	
20200100	EARTH EXCAVATION	CU YD	6952	6952	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	245	245	
20300100	CHANNEL EXCAVATION	CU YD	1113		1113
20800150	TRENCH BACKFILL	CU YD	107	107	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	750	750	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1432	1432	
+ 25000210	SEEDING, CLASS 2A	ACRE	3.2	3.2	
+ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	288	288	
+ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	288	288	
+ 25100900	TURF REINFORCEMENT MAT	SQ YD	2698	2698	
+ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1550	1550	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 1 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	D1-00051-04-BR	WILL	83	3
ILLINOIS			CONTRACT NO. 61B94	
FED. AID PROJECT AITS11731				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
28000305	TEMPORARY DITCH CHECKS	FOOT	477	477	
28000400	PERIMETER EROSION BARRIER	FOOT	3009	3009	
28000510	INLET FILTERS	EACH	5	5	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	14011	14011	
28100107	STONE RIPRAP, CLASS A4	SQ YD	929		929
28200200	FILTER FABRIC	SQ YD	929		929
* 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	245	245	
* 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	4517	4517	
35102200	AGGREGATE BASE COURSE, TYPE B 10"	SQ YD	616	616	
35102400	AGGREGATE BASE COURSE, TYPE B 12"	SQ YD	350	350	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	313	313	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3154	3154	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	2601	2601	
40600990	TEMPORARY RAMP	SQ YD	1350	1350	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 2 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	4
CONTRACT NO. 61894			ILLINOIS FED. AID PROJECT A1T511731	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY 0010 URBAN	BRIDGE 0010 URBAN
40603085	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70	TON	2256	2256	
40604060	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50	TON	54	54	
40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	376	376	
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	600	600	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	779	779	
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	230	230	
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	959	959	
48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	281	281	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	127	127	
50200100	STRUCTURE EXCAVATION	CU YD	439		439
50300100	FLOOR DRAINS	EACH	10		10
50300225	CONCRETE STRUCTURES	CU YD	106.8		106.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	211.6		211.6

\* INDICATES SPECIAL PROVISION  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 3 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	5
ILLINOIS			CONTRACT NO. 61B94	
FED. AID PROJECT AITS(173)				



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
50300260	BRIDGE DECK GROOVING	SQ YD	749		749
50300300	PROTECTIVE COAT	SQ YD	686		686
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	144.2		144.2
50401105	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 54 IN.	FOOT	650		650
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	107740		107740
50800515	BAR SPLICERS	EACH	617		617
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	385		385
51202305	DRIVING PILES	FOOT	385		385
51203200	TEST PILE METAL SHELLS	EACH	2		2
51500100	NAME PLATES	EACH	1		1
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	891		891
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54261718	STEEL FLARED END SECTIONS 18"	EACH	6	6	
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	94	94	

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 4 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	6
ILLINOIS FED. AID PROJECT AIT51173			CONTRACT NO. 61B94	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	200	200	
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	151	151	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	270		270
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	127		127
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	2470	2470	
* 60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	160		160
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	2	2	
+ 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	112.5	112.5	
+ 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1	
+ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
+ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	5	
63200310	GUARDRAIL REMOVAL	FOOT	291	291	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM



DESIGNED - KM	REVISED -
CHECKED - LGN	REVISED -
DRAWN - KM	REVISED -
CHECKED - LGN	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 5 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	7
ILLINOIS FED. AID PROJECT AIT51173			CONTRACT NO. 61B94	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP - BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
+ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	293		293
+ 66900530	SOIL DISPOSAL ANALYSIS	EACH	1		1
+ 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		1
+ 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		1
+ 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	9		9
67100100	MOBILIZATION	L SUM	1	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	375	375	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	464	464	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	156	156	
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	6589	6589	
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	24	24	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1428	1428	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM



DESIGNED - KM	REVISED -
CHECKED - LGN	REVISED -
DRAWN - KM	REVISED -
CHECKED - LGN	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SHEET NO. 6 OF 8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	8
CONTRACT NO. 61B94			ILLINOIS FED. AID PROJECT AITS1173	



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	937	937	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1336	1336	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	6	6	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
+ 72000100	SIGN PANEL - TYPE 1	SQ FT	30	30	
+ 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	5	5	
+ 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	96	96	
+ 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	6687	6687	
+ 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	568	568	
+ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	48	48	
+ 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	20	20	
+ 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	216	216	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	46	46	
78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	532	532	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM



DESIGNED - KM	REVISED -
CHECKED - LGN	REVISED -
DRAWN - KM	REVISED -
CHECKED - LGN	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 7 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	9
ILLINOIS			CONTRACT NO. 61B94	
FED. AID PROJECT A1T51731				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				STP-BR FUNDS	
				80% FED / 20% COUNTY	80% FED / 20% COUNTY
				ROADWAY	BRIDGE
				0010	0010
				URBAN	URBAN
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2228	2228	
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0022800	FENCE REMOVAL	FOOT	586.0	586.0	
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51	51	
* Z0062456	TEMPORARY PAVEMENT	SQ YD	350	350	
# * Z0076600	TRAINEES	HOUR	500	500	
# * Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
* X2010400	STUMP REMOVAL ONLY	UNIT	1366	1366	
* X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	10892	10892	
* X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3	
* X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	4306	4306	
+ * X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	16	16	
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
* X7240110	REMOVE SIGN PANEL ASSEMBLY - TYPE A (SPECIAL)	EACH	10	10	

\* INDICATES SPECIAL PROVISION  
 + SPECIALTY ITEM  
 # CONSTRUCTION CODE 0042



DESIGNED - KM	REVISED -
CHECKED - LCN	REVISED -
DRAWN - KM	REVISED -
CHECKED - LCN	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SHEET NO. 8 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	10
ILLINOIS			FED. AID PROJECT AIT51173	
			CONTRACT NO. 61B94	

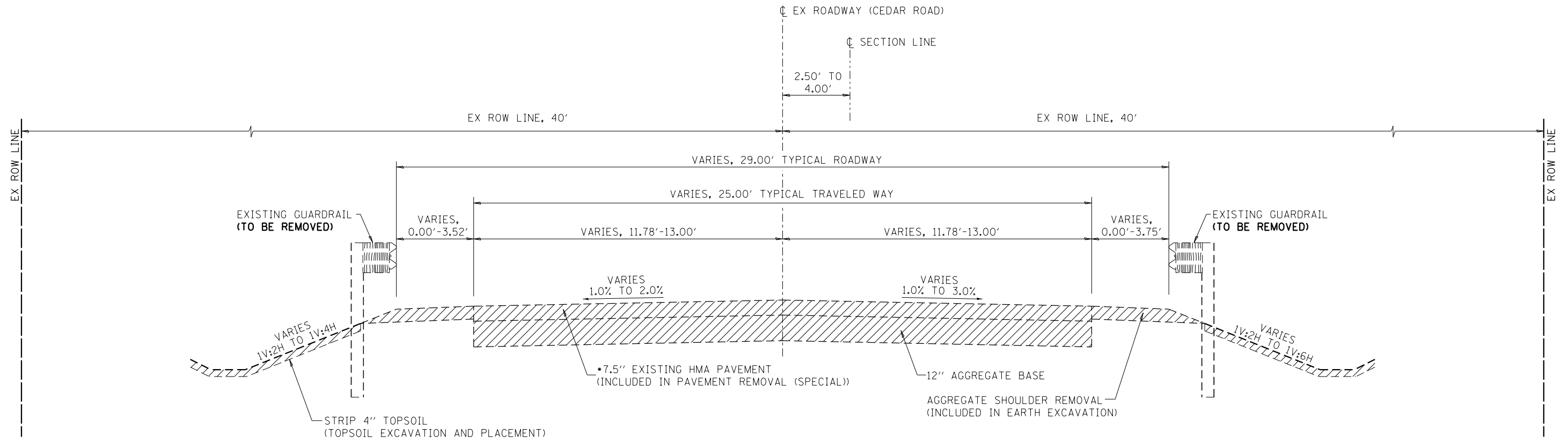
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**EXISTING TYPICAL SECTION NOTES:**

- HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2" ONLY LOCATED AT:  
 STA. 137+36.4 TO STA. 138+70.0  
 STA. 152+10.0 TO STA. 152+76.4

**LEGEND**

 ITEM TO BE REMOVED



**EXISTING TYPICAL SECTION**

(CEDAR ROAD LOOKING NORTH)  
 STA. 136+90.00 TO STA. 153+25.00  
 \*EXISTING PAVEMENT SECTION PER PAVEMENT CORES  
 (EXISTING BRIDGE OMITTED FOR CLARITY PURPOSES)  
 STA. 145+21.2 TO STA. 145+58.8

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DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

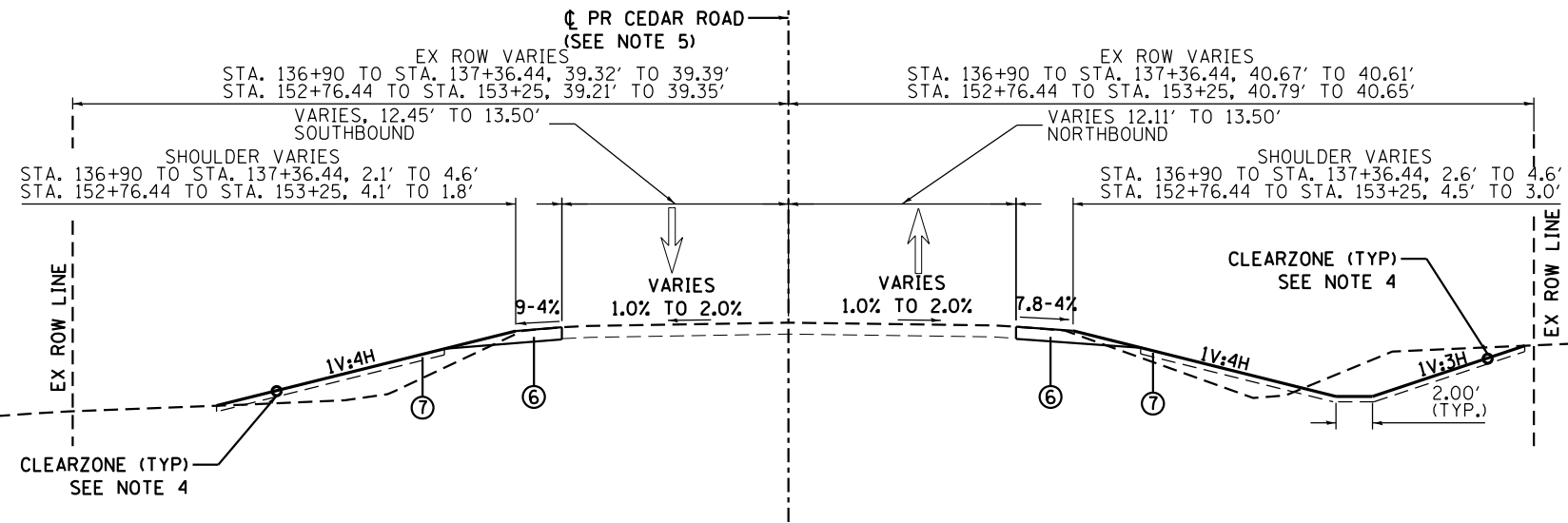
**EXISTING TYPICAL SECTION**

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	11
<b>CONTRACT NO. 61B94</b>				
ILLINOIS		FED. AID PROJECT AITS(173)		



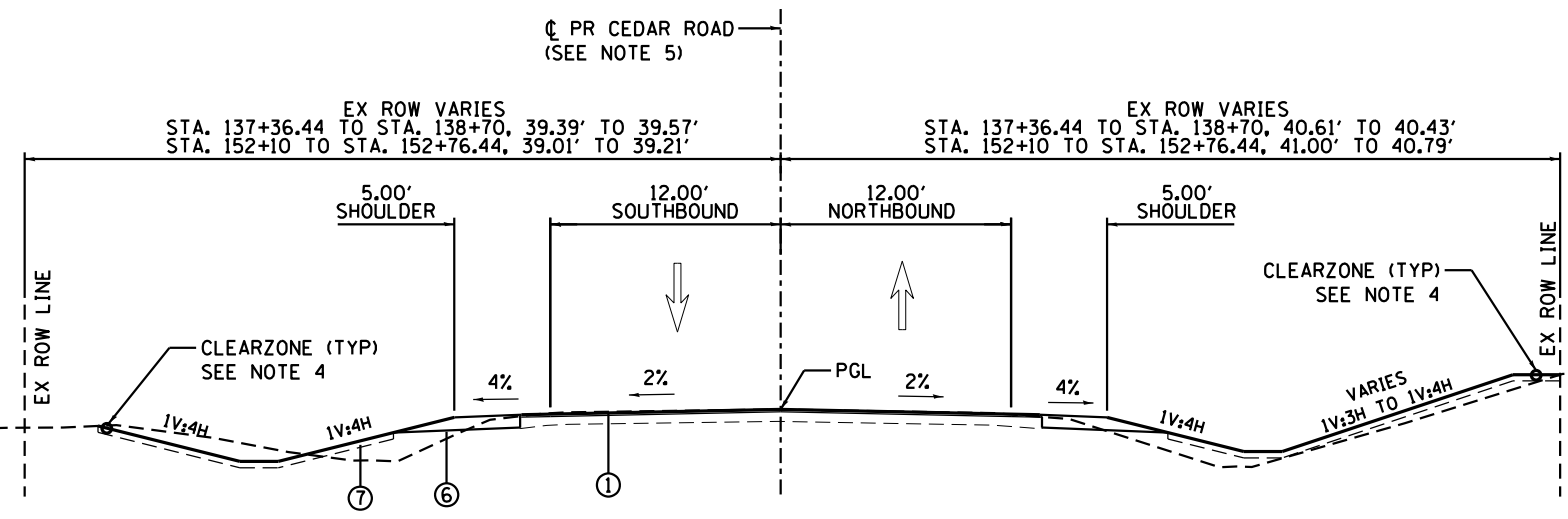
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**PROPOSED TYPICAL SECTION**  
 (CEDAR ROAD LOOKING NORTH)  
 STA. 136+90 TO STA. 137+36.00  
 STA. 152+77.00 TO STA. 153+25

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70-1.5"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70-11.5"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ HOT-MIX ASPHALT SHOULDERS, 6"  
 (PAID AS HMA BINDER, IL 19.0, N70-4.5"  
 & HMA SURFACE COURSE, IL-9.5, MIX "D", N70-1.5")
- ⑤ AGGREGATE BASE COURSE, TYPE B 10"
- ⑥ AGGREGATE SHOULDER, TYPE B 8"
- ⑦ TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING, CLASS 2A

- TYPICAL SECTION NOTES:**
1. DOUBLE YELLOW CENTERLINE AND SKIP DASH STRIPING (PAINT) WITH RAISED REFLECTIVE MARKERS INSTALLED IN ACCORDANCE WITH THE LATEST IDOT DISTRICT 1 STANDARDS.
  2. EDGE LINE STRIPING TO BE 4" SOLID WHITE LINE (PAINT).
  3. STRIPING ON APPROACH PAVEMENT AND BRIDGE DECK SHALL BE POLYUREA.
  4. 30' CLEAR ZONE PROVIDED TO COMPLY WITH BLRS PROJECT GUIDELINES.
  5. PROPOSED CENTERLINE & SECTION LINE COINCIDE FROM STATION 142+70.00 TO STATION 143+10.00.



**PROPOSED TYPICAL SECTION**  
 (CEDAR ROAD LOOKING NORTH)  
 STA. 137+36.00 TO STA. 138+70  
 STA. 152+10 TO STA. 152+77.00

- NOTES:**
1. SEE "TYPICAL SECTION DETAILS" SHEET FOR HMA MIXTURE REQUIREMENTS.

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

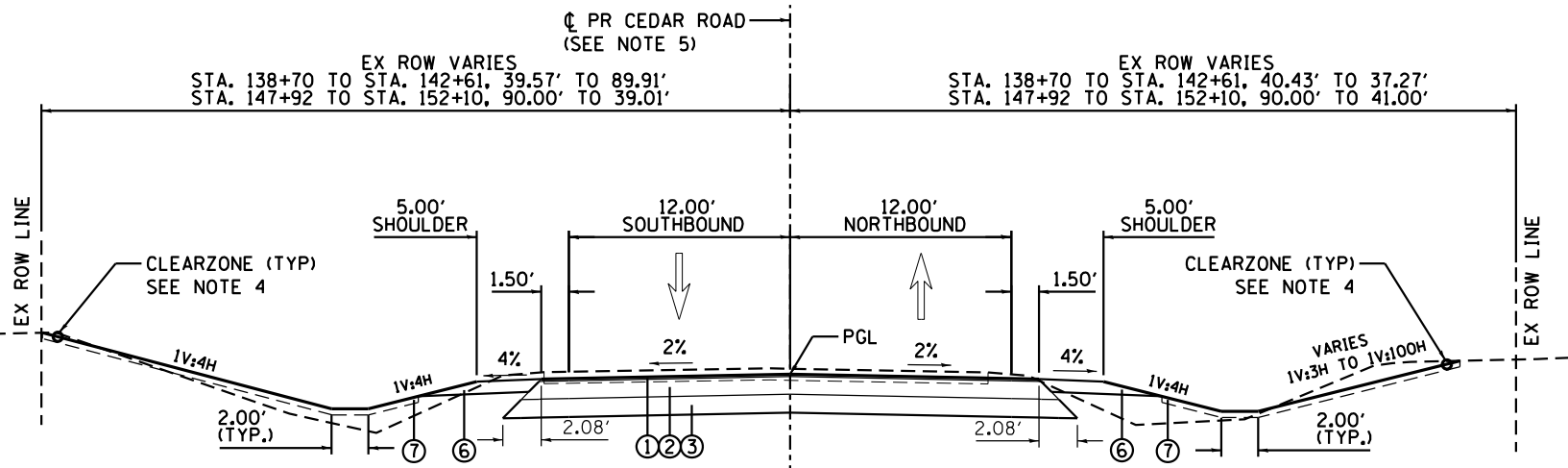
PROPOSED TYPICAL SECTIONS

SHEET NO. 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	12
CONTRACT NO. 61B94				
ILLINOIS FED. AID PROJECT A1T5(173)				

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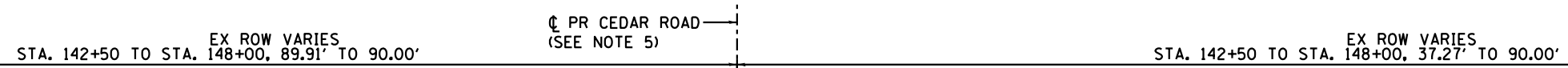
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**PROPOSED TYPICAL SECTION**  
(CEDAR ROAD LOOKING NORTH)  
STA. 138+70 TO STA. 142+61  
STA. 147+92 TO STA. 152+10

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70-1.5"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70-11.5"
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ HOT-MIX ASPHALT SHOULDERS, 6"  
(PAID AS HMA BINDER, IL 19.0, N70-4.5"  
& HMA SURFACE COURSE, IL-9.5, MIX "D", N70-1.5")  
RT. STA. 142+61.37 TO 144+64.62  
RT. STA. 146+06.56 TO 147+36.50  
LT. STA. 143+68.57 TO 144+73.43  
LT. STA. 146+15.38 TO 147+87.11
- ⑤ AGGREGATE BASE COURSE, TYPE B 10"
- ⑥ AGGREGATE SHOULDER, TYPE B 8"
- ⑦ TOPSOIL EXCAVATION AND PLACEMENT AND SEEDING, CLASS 2A
- ⑧ GUARDRAIL  
GUARDRAILS SHALL BE INSTALLED BASED ON FINAL ELEVATION OF PAVEMENT  
GUARDRAIL LOCATED FROM STATION:  
LT. STA. 143+93.79 TO 144+90.93  
LT. STA. 145+97.88 TO 147+70.02  
RT. STA. 142+79.70 TO 143+95.20  
RT. STA. 144+32.26 TO 144+82.12  
RT. STA. 145+89.07 TO 147+11.21
- ⑨ AGGREGATE SHOULDER, TYPE B 10"

- TYPICAL SECTION NOTES:**
1. DOUBLE YELLOW CENTERLINE AND SKIP DASH STRIPING (PAINT) WITH RAISED REFLECTIVE MARKERS INSTALLED IN ACCORDANCE WITH THE LATEST IDOT DISTRICT 1 STANDARDS.
  2. EDGE LINE STRIPING TO BE 4" SOLID WHITE LINE (PAINT).
  3. STRIPING ON APPROACH PAVEMENT AND BRIDGE DECK SHALL BE POLYUREA.
  4. 30' CLEAR ZONE PROVIDED TO COMPLY WITH BLRS PROJECT GUIDELINES.
  5. PROPOSED CENTERLINE & SECTION LINE COINCIDE FROM STATION 142+70.00 TO STATION 143+10.00.



**PROPOSED TYPICAL SECTION**  
(CEDAR ROAD LOOKING NORTH)  
STA. 142+61 TO STA. 147+92

- NOTES:**
1. SEE "TYPICAL SECTION DETAILS" SHEET FOR HMA MIXTURE REQUIREMENTS.



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CHECKED - GFS	REVISED -
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CHECKED - GFS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SHEET NO. 2 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	13
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				

### HOT-MIX ASPHALT MIXTURE REQUIREMENTS

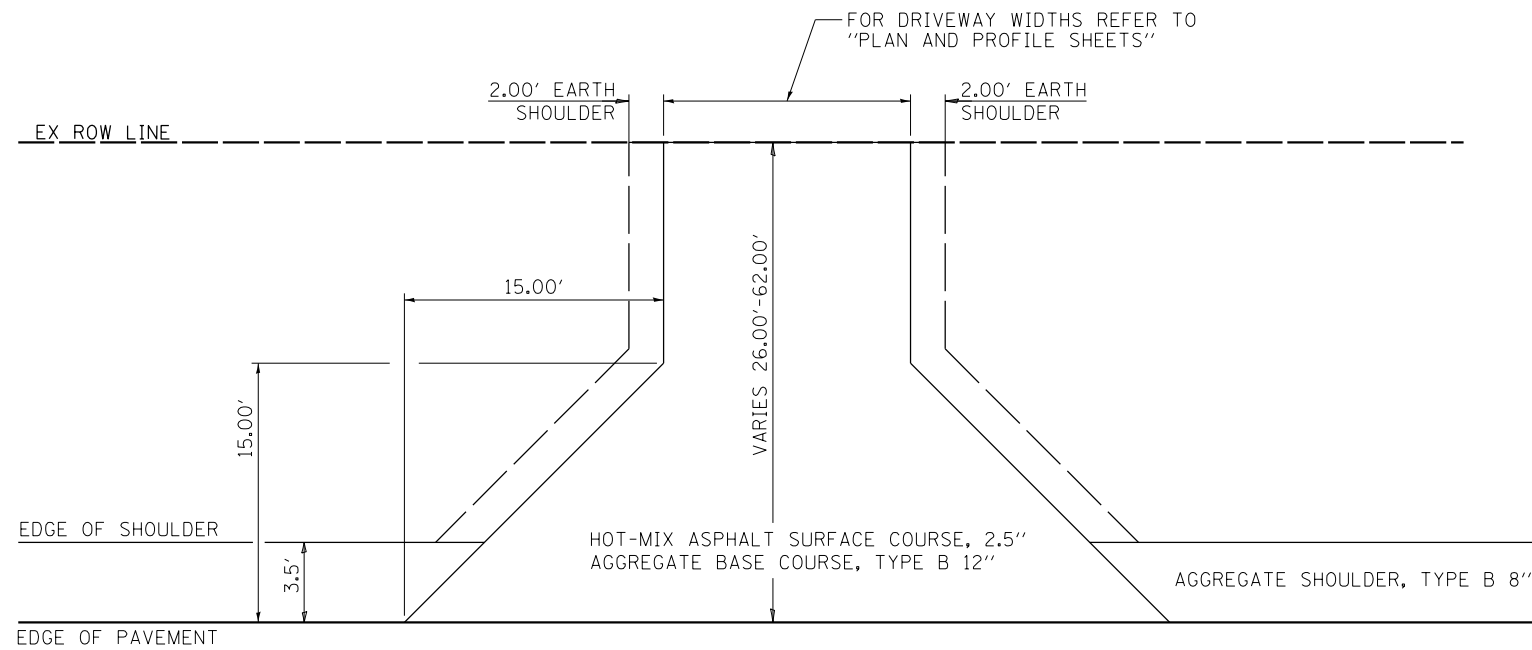
MIXTURE TYPE	AIR VOIDS @ NDES	QMP
<b>PAVEMENT RECONSTRUCTION</b>		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70-1.5"	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70-11.5"	4% @ 70 GYR.	LR 1030-2
<b>HMA SHOULDERS 6"</b>		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.5"	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70-4.5"	4% @ 70 GYR.	LR 1030-2
<b>PAVEMENT CONNECTOR</b>		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70-1.5"	4% @ 70 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70-11.5"	4% @ 70 GYR.	LR 1030-2
<b>DRIVEWAYS</b>		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2.5"	4% @ 50 GYR.	LR 1030-2
<b>TEMPORARY PAVEMENT</b>		
HOT-MIX ASPHALT BINDER, COURSE, IL-19.0, N70, 4"	4% @ 70 GYR.	LR 1030-2

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QP) PER 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.

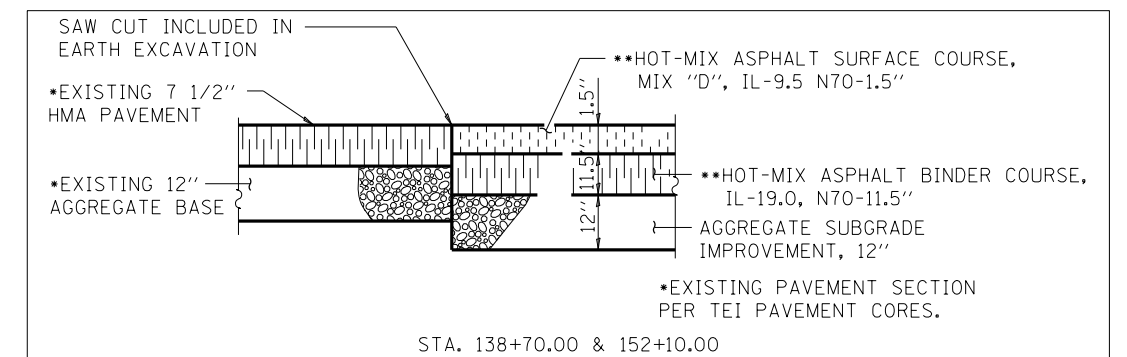
THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDERNEATH THE TOP LIFT OF HMA BINDER, AND UNDERNEATH THE SURFACE COURSE FOR FULL DEPTH PAVEMENT.



#### MINIMUM USE ACCESS DETAIL

RIGHT STA. 144+16,  
RIGHT STA. 148+97, LEFT 150+64  
& RIGHT STA. 152+50

#### CORE JOINT DETAIL





# SCHEDULE OF QUANTITIES

## EARTHWORK SCHEDULE

	A	B	C	D	E	F
LOCATION	EARTH EXCAVATION 20200100 (CY)	CHANNEL EXCAVATION 20300100 (CY)	(0.5 X B) CHANNEL EXCAVATION REDUCED 50%	(0.85 X (A+C)) EXCAVATION ADJUSTED FOR SHRINKAGE 15%	EMBANKMENT (CY)	(D-E) EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
CEDAR ROAD						
PRE-STAGE 1						
SW QUAD	41			35	130	-95*
NW QUAD	108			92	358	-266*
STAGE 1						
SE QUAD	804	293	146	808	576	232
NE QUAD	1,514	275	138	1,404	850	554
STAGE 2						
SW QUAD	2,972	286	143	2,648	236	2,412
NW QUAD	1,513	259	130	1,397	75	1,322
TOTAL	6,952	1,113	557	6,384	2,225	4,159

\*SHORTAGE TO BE OBTAINED FROM PARTIAL ADVANCE EXCAVATION OF STAGE 2 PROPOSED BACKSLOPES

### TREE TRUNK PROTECTION

STATION	EACH	REMARKS
CEDAR ROAD		
RT 143+97	1	12"
RT 144+04	1	12"
RT 144+27	1	12"
RT 147+92 - 148+71	7	7 @ 24"
RT 149+25 - 150+56	12	12 @ 14"
PROJECT TOTAL	22	
20101100		

### TREE ROOT PRUNING

STATION	EACH	REMARKS
CEDAR ROAD		
RT 143+97	1	12"
RT 144+04	1	12"
RT 144+27	1	12"
RT 147+92 - 148+71	7	7 @ 24"
RT 149+25 - 150+56	12	12 @ 14"
PROJECT TOTAL	22	
20101200		

### TREE PRUNING (OVER 10 INCH DIAMETER)

STATION	EACH	REMARKS
CEDAR ROAD		
RT 143+97	1	12"
RT 144+04	1	12"
RT 144+27	1	12"
RT 147+92 - 148+71	7	7 @ 24"
RT 149+25 - 150+56	12	12 @ 14"
PROJECT TOTAL	22	
20101350		

### REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

STATION	CU YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+24 - 138+70	5	10% OF PAVEMENT REMOVAL AREA
RT 138+70 - 145+21	50	
RT 145+59 - 152+10	55	
STAGE 1 TOTAL	110	
STAGE 2		
LT 138+70 - 145+21	70	
LT 145+59 - 152+20	65	
STAGE 2 TOTAL	135	
PROJECT TOTAL	245	
20201200		

### TRENCH BACKFILL

STATION	CU YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 144+01 - 144+29	16	EX 18" - REMOVED
RT 144+04 - 144+34	38	PR. 18" STORM SEWER
RT 148+81 - 149+11	12	EX 15" - REMOVED
RT 148+82 - 149+12	8	PR. 18" CULVERT
RT 150+72 - 151+04	7	PR. 18" CULVERT
RT 150+79 - 151+00	6	EX 12" - REMOVED
STAGE 1 TOTAL	87	
STAGE 2		
LT 141+24 - 141+46	9	EX 15" - REMOVED
LT 150+44 - 150+72	5	PR. 18" CULVERT
LT 150+50 - 150+77	6	EX 15" - REMOVED
STAGE 2 TOTAL	20	
PROJECT TOTAL	107	
20800150		

### GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+24 - 138+70	5	10% OF PAVEMENT REMOVAL AREA
RT 138+70 - 145+21	80	
RT 145+59 - 152+10	85	
STAGE 1 TOTAL	170	
STAGE 2		
LT 138+70 - 145+21	105	
LT 145+59 - 152+20	100	
STAGE 2 TOTAL	205	
PROJECT TOTAL	750	
21001000		

### TOPSOIL EXCAVATION AND PLACEMENT

STATION	CU YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 136+90 - 138+09	38	4"
RT 138+30 - 144+06	156	4"
RT 144+26 - 145+14	33	4"
RT 146+50 - 148+87	250	4"
RT 149+07 - 150+80	123	4"
RT 151+00 - 152+43	42	4"
RT 152+59 - 153+25	19	4"
STAGE 1 TOTAL	661	
STAGE 2		
LT 136+90 - 137+56	18	4"
LT 137+81 - 144+75	362	4"
LT 145+66 - 150+46	347	4"
LT 150+70 - 152+38	32	4"
LT 152+62 - 153+25	17	4"
STAGE 2 TOTAL	806	
PROJECT TOTAL	1,467	



DESIGNED - GBG	REVISED -
CHECKED - LGN	REVISED -
DRAWN - GBG	REVISED -
CHECKED - LGN	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 1 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	15
<b>CONTRACT NO. 61894</b>				
ILLINOIS FED. AID PROJECT A1T5(173)				

# SCHEDULE OF QUANTITIES

SEEDING, CLASS 2A		
STATION	ACRE	REMARKS
<b>CEDAR ROAD</b>		
<b>STAGE 1</b>		
RT 136+90 - 138+09	0.1	
RT 138+30 - 144+06	0.3	
RT 144+26 - 145+14	0.1	
RT 145+37 - 148+87	0.5	
RT 149+07 - 150+80	0.2	
RT 151+00 - 152+43	0.1	
RT 152+59 - 153+25	0.1	
<b>STAGE 1 TOTAL</b>	<b>1.4</b>	
<b>STAGE 2</b>		
LT 136+90 - 137+56	0.1	
LT 137+81 - 144+75	0.8	
LT 145+66 - 150+46	0.7	
LT 150+70 - 152+38	0.1	
LT 152+62 - 153+25	0.1	
<b>STAGE 2 TOTAL</b>	<b>1.8</b>	
<b>PROJECT TOTAL</b>	<b>3.2</b>	
<b>25000210</b>		

NITROGEN FERTILIZER NUTRIENT		
STATION	POUND	REMARKS
<b>CEDAR ROAD</b>		
<b>STAGE 1</b>		
RT 136+90 - 138+09	9	
RT 138+30 - 144+06	27	
RT 144+26 - 145+14	9	
RT 146+50 - 148+87	45	
RT 149+07 - 150+80	18	
RT 151+00 - 152+43	9	
RT 152+59 - 153+25	9	
<b>STAGE 1 TOTAL</b>	<b>126</b>	
<b>STAGE 2</b>		
LT 136+90 - 137+56	9	
LT 137+81 - 144+75	72	
LT 145+66 - 150+46	63	
LT 150+70 - 152+38	9	
LT 152+62 - 153+25	9	
<b>STAGE 2 TOTAL</b>	<b>162</b>	
CALCULATION BASED ON 90 LBS / ACRE		
<b>PROJECT TOTAL</b>	<b>288</b>	
<b>25000400</b>		

POTASSIUM FERTILIZER NUTRIENT		
STATION	POUND	REMARKS
<b>CEDAR ROAD</b>		
<b>STAGE 1</b>		
RT 136+90 - 138+09	9	
RT 138+30 - 144+06	27	
RT 144+26 - 145+14	9	
RT 146+50 - 148+87	45	
RT 149+07 - 150+80	18	
RT 151+00 - 152+43	9	
RT 152+59 - 153+25	9	
<b>STAGE 1 TOTAL</b>	<b>126</b>	
<b>STAGE 2</b>		
LT 136+90 - 137+56	9	
LT 137+81 - 144+75	72	
LT 145+66 - 150+46	63	
LT 150+70 - 152+38	9	
LT 152+62 - 153+25	9	
<b>STAGE 2 TOTAL</b>	<b>162</b>	
CALCULATION BASED ON 90 LBS / ACRE		
<b>PROJECT TOTAL</b>	<b>288</b>	
<b>25000600</b>		

TURF REINFORCEMENT MAT		
STATION	SQ YD	REMARKS
<b>CEDAR ROAD</b>		
LT 143+00 - 144+75	159	
RT 144+26 - 145+14	298	
LT 144+75 - 145+36	249	
RT 145+37 - 146+50	567	
RT 146+50 - 146+82	209	
LT 145+66 - 146+50	452	
LT 146+50 - 150+42	351	
RT 149+12 - 150+72	141	
LT 150+76 - 152+31	138	
RT 151+06.1 - 152+37.5	114	
<b>PROJECT TOTAL</b>	<b>2,698</b>	
<b>25100900</b>		

TEMPORARY EROSION CONTROL SEEDING		
STATION	POUND	REMARKS
<b>CEDAR ROAD</b>		
ENTIRE PROJECT	1,600	5 APPLICATIONS @ 100 LBS / ACRE
<b>PROJECT TOTAL</b>	<b>1,600</b>	
<b>28000250</b>		

TEMPORARY DITCH CHECKS		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
RT 137+00	9	
LT 137+36	9	
RT 137+97	9	
RT 138+34	9	
LT 138+35	9	
LT 138+75	9	
RT 139+20	9	
RT 140+00	9	
LT 140+50	9	
RT 140+67	9	
RT 141+50	9	
RT 141+75	9	
RT 142+00	9	
RT 142+25	9	
RT 142+50	9	
LT 142+50	9	
RT 142+75	9	
RT 143+00	9	
LT 143+00	9	
RT 143+25	9	
LT 143+50	9	
LT 144+00	9	
LT 144+50	9	
LT 146+10	9	
LT 146+30	9	
RT 146+43	9	
LT 146+50	9	
LT 146+70	9	
LT 146+90	9	
RT 147+00	9	
LT 147+10	9	
LT 147+30	9	
RT 147+34	9	
LT 147+50	9	
RT 147+67	9	
LT 147+70	9	
LT 147+90	9	
RT 148+00	9	
LT 148+10	9	
LT 148+30	9	
RT 148+34	9	
LT 148+50	9	
LT 149+50	9	
RT 149+80	9	
LT 150+20	9	
RT 150+50	9	
LT 151+15	9	
RT 151+20	9	
LT 151+55	9	
RT 151+60	9	
LT 151+95	9	
RT 152+00	9	
RT 153+00	9	
<b>PROJECT TOTAL</b>	<b>477</b>	
<b>28000305</b>		

PERIMETER EROSION BARRIER		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
RT 136+85 - 138+09	162	
LT 136+85 - 137+57	72	
LT 137+81 - 141+28	349	
RT 138+34 - 143+90	588	
LT 141+44 - 145+36	311	
RT 144+26 - 145+13	79	
RT 145+42 - 148+87	350	
LT 145+66 - 150+46	461	
RT 149+07 - 150+76	170	
LT 150+76 - 152+38	163	
RT 151+00 - 152+43	143	
RT 152+59 - 153+25	67	
LT 152+62 - 153+25	64	
<b>PROJECT TOTAL</b>	<b>3,009</b>	
<b>28000400</b>		

INLET FILTERS		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
RT 141+00	1	
RT 143+00	1	
RT 149+12	1	
LT 150+75	1	
RT 151+06	1	
<b>PROJECT TOTAL</b>	<b>5</b>	
<b>28000510</b>		

TEMPORARY EROSION CONTROL BLANKET		
STATION	SQ YD	REMARKS
<b>CEDAR ROAD</b>		
PRE STAGE 1	1,651	TEMPORARY DITCH
ENTIRE PROJECT	10,892	
<b>PROJECT TOTAL</b>	<b>12,543</b>	
<b>28001100</b>		

AGGREGATE SUBGRADE IMPROVEMENT		
STATION	CU YD	REMARKS
<b>CEDAR ROAD</b>		
<b>STAGE 1</b>		
RT 138+24 - 138+70	5	REMOVAL OF UNSUITABLE AREAS
RT 138+70 - 145+21	50	
RT 145+59 - 152+10	55	
<b>STAGE 1 TOTAL</b>	<b>110</b>	
<b>STAGE 2</b>		
LT 138+70 - 145+21	70	
LT 145+59 - 152+20	65	
<b>STAGE 2 TOTAL</b>	<b>135</b>	
<b>PROJECT TOTAL</b>	<b>245</b>	
<b>30300001</b>		

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DRAWN - GBG	REVISED -
CHECKED - LGN	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 2 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	16
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T51173		

# SCHEDULE OF QUANTITIES

AGGREGATE SUBGRADE IMPROVEMENT 12"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+70 - 144+69	1,091	MAX 8" COMPACTED LAYERS
RT 146+11 - 152+10	975	MAX 8" COMPACTED LAYERS
PE RT 144+16	139	MAX 8" COMPACTED LAYERS
PE RT 148+97	163	MAX 8" COMPACTED LAYERS
PE RT 152+50	74	MAX 8" COMPACTED LAYERS
<b>STAGE 1 TOTAL</b>	<b>2,442</b>	
STAGE 2		
LT 138+70 - 144+69	979	MAX 8" COMPACTED LAYERS
LT 146+11 - 152+10	1,098	MAX 8" COMPACTED LAYERS
<b>STAGE 2 TOTAL</b>	<b>2,075</b>	
<b>PROJECT TOTAL</b>	<b>4,517</b>	
30300112		

AGGREGATE BASE COURSE, TYPE B 10"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 142+61 - 143+95	51	HMA SHOULDER
RT 144+26 - 144+67	64	HMA SHOULDER
RT 146+07 - 147+37	157	HMA SHOULDER
<b>STAGE 1 TOTAL</b>	<b>272</b>	
STAGE 2		
LT 143+69 - 144+73	125	HMA SHOULDER
LT 146+13 - 147+92	219	HMA SHOULDER
<b>STAGE 2 TOTAL</b>	<b>344</b>	
<b>PROJECT TOTAL</b>	<b>616</b>	
35102200		

AGGREGATE BASE COURSE, TYPE B 12"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
PRE STAGE 1		
LT 138+00 - 141+23	107	TEMPORARY PAVEMENT
LT 145+57 - 153+00	243	TEMPORARY PAVEMENT
<b>PROJECT TOTAL</b>	<b>350</b>	
35102400		

AGGREGATE SURFACE COURSE, TYPE B		
STATION	TON	REMARKS
CEDAR ROAD		
STAGE 1		
FE RT 150+90	58	12"
STAGE 2		
FE LT 150+58	127	12"
STAGE 3		
FE LT 137+69	64	12"
FE LT 152+50	64	12"
CALCULATION BASED ON 2.05 TON / CU YD		
<b>PROJECT TOTAL</b>	<b>313</b>	
42000800		

TEMPORARY RAMP		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+70 - 139+45	121	14.5' X 75'
RT 143+91 - 144+66	121	14.5' X 75'
RT 146+08 - 146+83	121	14.5' X 75'
RT 151+35 - 152+10	121	14.5' X 75'
<b>STAGE 1 TOTAL</b>	<b>484</b>	
STAGE 2		
LT 138+70 - 139+45	104	12.5' X 75'
LT 143+94 - 144+69	104	12.5' X 75'
LT 146+11 - 146+86	104	12.5' X 75'
LT 151+35 - 152+10	104	12.5' X 75'
<b>STAGE 2 TOTAL</b>	<b>416</b>	
STAGE 3		
137+36 - 138+11	225	27' X 75'
152+01 - 152+76	225	27' X 75'
<b>FINAL STAGE TOTAL</b>	<b>450</b>	
TEMP RAMP RATE = 50' PER 1" DEPTH		
<b>PROJECT TOTAL</b>	<b>1,350</b>	
40600990		

HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70		
STATION	TON	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+24 - 138+70	23	NE RADIUS, 11.5" 3 LIFTS
RT 138+70 - 143+69	550	MAINLINE 11.5" 3 LIFTS
RT 142+61 - 143+95	13	SHOULDER 4.5" 2 LIFTS
RT 144+26 - 144+67	17	SHOULDER 4.5" 2 LIFTS
RT 146+07 - 147+37	40	SHOULDER 4.5" 2 LIFTS
RT 147+11 - 152+10	488	MAINLINE 11.5" 3 LIFTS
<b>STAGE 1 TOTAL</b>	<b>1,131</b>	
STAGE 2		
LT 138+70 - 143+69	488	MAINLINE 11.5" 3 LIFTS
LT 143+69 - 144+73	32	SHOULDER 4.5" 2 LIFTS
LT 146+13 - 147+92	55	SHOULDER 4.5" 2 LIFTS
LT 147+11 - 152+10	550	MAINLINE 11.5" 3 LIFTS
<b>STAGE 2 TOTAL</b>	<b>1,125</b>	
<b>PROJECT TOTAL</b>	<b>2,256</b>	
40603085		

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50		
STATION	TON	REMARKS
CEDAR ROAD		
PE RT 144+16	20	2.5" STAGE 3
PE RT 148+97	23	2.5" STAGE 3
PE RT 152+50	11	2.5" STAGE 3
<b>PROJECT TOTAL</b>	<b>54</b>	
40604060		

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70		
STATION	TON	REMARKS
CEDAR ROAD		
137+36 - 138+70	53	INTERSECTION 1.5" STAGE 3
138+70 - 143+69	126	MAINLINE 1.5" STAGE 3
RT 142+61 - 143+95	4	SHOULDER 1.5" STAGE 3
LT 143+69 - 144+73	11	SHOULDER 1.5" STAGE 3
RT 144+26 - 144+67	6	SHOULDER 1.5" STAGE 3
RT 146+07 - 147+37	14	SHOULDER 1.5" STAGE 3
LT 146+13 - 147+92	19	SHOULDER 1.5" STAGE 3
147+11 - 152+77	143	MAINLINE 1.5" STAGE 3
<b>PROJECT TOTAL</b>	<b>376</b>	
40604062		

BITUMINOUS MATERIALS (TACK COAT)		
STATION	POUND	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+24 - 138+70	16	NE RADIUS (2 APP ON BIT)
RT 138+70 - 143+69	358	MAINLINE (2 APP ON BIT)
RT 142+61 - 143+95	11	SHOULDER (1 APP ON BIT)
RT 144+26 - 144+67	14	SHOULDER (1 APP ON BIT)
RT 143+69 - 144+69	72	PVT CONNECTOR (2 APP ON BIT)
RT 146+11 - 147+11	74	PVT CONNECTOR (2 APP ON BIT)
RT 146+07 - 147+37	50	SHOULDER (1 APP ON BIT)
RT 147+11 - 152+10	358	MAINLINE (2 APP ON BIT)
<b>STAGE 1 TOTAL</b>	<b>953</b>	
STAGE 2		
LT 138+70 - 143+69	316	MAINLINE (2 APP ON BIT)
LT 143+69 - 144+73	23	SHOULDER (1 APP ON BIT)
LT 143+69 - 144+69	64	PVT CONNECTOR (2 APP ON BIT)
LT 146+11 - 147+11	62	PVT CONNECTOR (2 APP ON BIT)
LT 146+13 - 147+92	49	SHOULDER (1 APP ON BIT)
LT 147+11 - 152+10	314	MAINLINE (2 APP ON BIT)
<b>STAGE 2 TOTAL</b>	<b>833</b>	
STAGE 3		
137+36 - 138+70	265	INTERSECTION (1 APP ON MILLED SURF)
138+70 - 143+69	337	MAINLINE (1 APP ON BIT)
RT 142+61 - 144+67	26	SHOULDER (1 APP ON BIT)
LT 143+68 - 144+75	23	SHOULDER (1 APP ON BIT)
143+69 - 144+69	63	PVT CONNECTOR (1 APP ON BIT)
146+11 - 147+11	63	PVT CONNECTOR (1 APP ON BIT)
147+11 - 152+10	362	MAINLINE (1 APP ON BIT)
RT 146+07 - 147+37	35	SHOULDER (1 APP ON BIT)
LT 146+13 - 147+92	49	SHOULDER (1 APP ON BIT)
152+10 - 152+77	90	MAINLINE (1 APP ON MILLED SURF)
<b>STAGE 3 TOTAL</b>	<b>1,368</b>	
<b>PROJECT TOTAL</b>	<b>3,154</b>	
40600290		

LONGITUDINAL JOINT SEALANT		
STATION	FOOT	REMARKS
CEDAR ROAD		
138+70 - 144+70	600	BINDER - TOP LIFT
146+10 - 152+10	600	BINDER - TOP LIFT
137+36 - 144+70	734	SURFACE
146+10 - 152+77	667	SURFACE
<b>PROJECT TOTAL</b>	<b>2,601</b>	
40600370		

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 143+69 - 144+69	159	
RT 146+11 - 147+11	163	
<b>STAGE 1 TOTAL</b>	<b>322</b>	
STAGE 2		
LT 143+69 - 144+69	141	
LT 146+11 - 147+11	137	
<b>STAGE 2 TOTAL</b>	<b>278</b>	
<b>PROJECT TOTAL</b>	<b>600</b>	
42000070		



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DRAWN - GBG	REVISED -
CHECKED - LGN	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 3 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	17
<b>CONTRACT NO. 61894</b>				
ILLINOIS FED. AID PROJECT A1T5(173)				

# SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 3		
RT 137+36.4 - 138+70.0	407	
LT 137+36.4 - 138+70	176	
RT 152+10.0 - 152+76.4	105	
LT 152+10.0 - 152+76.4	91	
<b>PROJECT TOTAL</b>		<b>779</b>
44000155		

** AGGREGATE SHOULDERS, TYPE B 4"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
LT 137+82 - 141+23	74	2' TEMPORARY SHOULDER
LT 146+58 - 153+46	156	2' TEMPORARY SHOULDER
<b>PROJECT TOTAL</b>		<b>230</b>
48101498		

AGGREGATE SHOULDERS, TYPE B 8"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 138+26 - 142+70	182	
RT 147+25 - 148+75	99	
RT 149+18 - 150+69	58	
RT 151+12 - 152+31	46	
RT 152+70 - 153+25	24	
<b>STAGE 1 TOTAL</b>		<b>409</b>
STAGE 2		
LT 136+90 - 137+45	20	
LT 137+92 - 143+80	268	
LT 147+80 - 150+34	139	
LT 150+81 - 152+28	56	
LT 152+73 - 153+25	17	
<b>STAGE 2 TOTAL</b>		<b>500</b>
STAGE 3		
RT 136+90 - 138+08	50	
<b>STAGE 3 TOTAL</b>		<b>50</b>
<b>PROJECT TOTAL</b>		<b>959</b>
48101600		

AGGREGATE SHOULDERS, TYPE B 10"		
STATION	SQ YD	REMARKS
CEDAR ROAD		
STAGE 1		
RT 142+70 - 143+99	59	UNDER & BEHIND GUARDRAIL
RT 144+26 - 144+93	23	UNDER & BEHIND GUARDRAIL
RT 145+76 - 147+20	63	UNDER & BEHIND GUARDRAIL
<b>STAGE 1 TOTAL</b>		<b>145</b>
STAGE 2		
LT 143+80 - 145+03	53	UNDER & BEHIND GUARDRAIL
LT 145+87 - 147+80	83	UNDER & BEHIND GUARDRAIL
<b>STAGE 2 TOTAL</b>		<b>136</b>
<b>PROJECT TOTAL</b>		<b>281</b>
48101620		

\*\* REMOVAL IS PAID AS EARTH EXCAVATION

PIPE CULVERT REMOVAL		
STATION	FOOT	REMARKS
CEDAR ROAD		
STAGE 1		
RT 144+01 - 144+28	27	18" PIPE
RT 148+81 - 149+11	30	15" PIPE
RT 150+79 - 151+00	21	12" PIPE
<b>STAGE 1 TOTAL</b>		<b>78</b>
STAGE 2		
LT 141+24 - 141+46	22	15" PIPE
LT 150+50 - 150+77	27	15" PIPE
<b>STAGE 2 TOTAL</b>		<b>49</b>
<b>PROJECT TOTAL</b>		<b>127</b>
50105220		

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"		
STATION	EACH	REMARKS
CEDAR ROAD		
54.22' RT 144+50	1	
<b>PROJECT TOTAL</b>		<b>1</b>
54213663		

STEEL FLARED END SECTIONS 18"		
STATION	EACH	REMARKS
CEDAR ROAD		
STAGE 1		
37.49' RT 148+82	1	
37.49' RT 149+11	1	
31.11' RT 150+72	1	
31.11' RT 151+05	1	
<b>STAGE 1 TOTAL</b>		<b>4</b>
STAGE 2		
33.58' LT 150+41	1	
33.58' LT 150+74	1	
<b>STAGE 2 TOTAL</b>		<b>2</b>
<b>PROJECT TOTAL</b>		<b>6</b>
54261718		

PIPE CULVERTS, CLASS D, TYPE 1 18"		
STATION	FOOT	REMARKS
CEDAR ROAD		
STAGE 1		
RT 148+82 - 149+11	30	
RT 150+72 - 151+05	32	
<b>STAGE 1 TOTAL</b>		<b>62</b>
STAGE 2		
LT 150+41 - 150+74	32	
<b>STAGE 2 TOTAL</b>		<b>32</b>
<b>PROJECT TOTAL</b>		<b>94</b>
54200223		

STORM SEWERS, CLASS A, TYPE 1 18"		
STATION	FOOT	REMARKS
CEDAR ROAD		
RT 141+00 - 143+00	200	STAGE 1
<b>PROJECT TOTAL</b>		<b>200</b>
550A0090		

STORM SEWERS, CLASS A, TYPE 2 18"		
STATION	FOOT	REMARKS
CEDAR ROAD		
RT 143+00 - 142+00	100	STAGE 1
RT 144+00 - 144+50	51	STAGE 1
<b>PROJECT TOTAL</b>		<b>151</b>
550A0380		

CONCRETE HEADWALLS FOR PIPE DRAINS		
STATION	EACH	REMARKS
CEDAR ROAD		
RT 144+80	1	STAGE 1
RT 145+85	1	STAGE 1
LT 144+95	1	STAGE 2
LT 148+00	1	STAGE 2
<b>PROJECT TOTAL</b>		<b>4</b>
60100060		

PIPE UNDERDRAINS, TYPE 2, 4"		
STATION	FOOT	REMARKS
CEDAR ROAD		
RT 138+70 - 144+80	610	STAGE 1
RT 145+85 - 152+10	625	STAGE 1
LT 138+70 - 144+95	625	STAGE 2
LT 146+00 - 152+10	610	STAGE 2
<b>PROJECT TOTAL</b>		<b>2,470</b>
60108204		

MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID		
STATION	EACH	REMARKS
CEDAR ROAD		
33.07' RT 144+00	1	STAGE 1
<b>PROJECT TOTAL</b>		<b>1</b>
60218400		

INLETS, TYPE B, TYPE 8 GRATE		
STATION	EACH	REMARKS
CEDAR ROAD		
31.84' RT 141+00	1	STAGE 1
33.10' RT 143+00	1	STAGE 1
<b>PROJECT TOTAL</b>		<b>2</b>
60240301		

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DRAWN - GBG	REVISED -
CHECKED - LGN	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 4 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	18
<b>CONTRACT NO. 61894</b>				
ILLINOIS		FED. AID PROJECT A1TS1173		



# SCHEDULE OF QUANTITIES

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 143+35 - 143+47.5	12.5	
RT 146+34 - 146+59	25.0	
<b>STAGE 1 TOTAL</b>	<b>37.5</b>	
STAGE 2		
LT 146+44 - 147+19	75.0	
<b>STAGE 2 TOTAL</b>	<b>75.0</b>	
<b>PROJECT TOTAL</b>		
	<b>112.5</b>	
63000001		

TRAFFIC BARRIER TERMINAL, TYPE 2		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
44.5' - 57.0' RT 144+33	1	STAGE 1
<b>PROJECT TOTAL</b>		
	<b>1</b>	
63100045		

TRAFFIC BARRIER TERMINAL, TYPE 6		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 144+34 - 144+79	1	
RT 145+91 - 146+34	1	
<b>STAGE 1 TOTAL</b>	<b>2</b>	
STAGE 2		
LT 144+46 - 144+89	1	
LT 146+01 - 146+44	1	
<b>STAGE 2 TOTAL</b>	<b>2</b>	
<b>PROJECT TOTAL</b>		
	<b>4</b>	
63100085		

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 142+85 - 143+35	1	
RT 143+47.5 - 143+99	1	
RT 146+59 - 147+10	1	
<b>STAGE 1 TOTAL</b>	<b>3</b>	
STAGE 2		
LT 143+95 - 144+46	1	
LT 147+19 - 147+71	1	
<b>STAGE 2 TOTAL</b>	<b>2</b>	
<b>PROJECT TOTAL</b>		
	<b>5</b>	
63100167		

GUARDRAIL REMOVAL		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 144+35 - 145+24	89	
RT 145+57 - 146+07	50	
<b>STAGE 1 TOTAL</b>	<b>139</b>	
STAGE 2		
LT 144+73 - 145+24	51	
LT 145+57 - 146+58	101	
<b>STAGE 2 TOTAL</b>	<b>152</b>	
<b>PROJECT TOTAL</b>		
	<b>291</b>	
63200310		

TEMPORARY BRIDGE TRAFFIC SIGNALS		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1 & 2		
RT 136+18	0.125	STAGE 1 & 2
LT 136+43	0.125	STAGE 1 & 2
RT 144+00	0.125	STAGE 1 & 2 PER 144+16
RT 144+32	0.125	STAGE 1 & 2 PER 144+16
RT 148+78	0.125	STAGE 1 & 2 PER 148+97
RT 149+15	0.125	STAGE 1 & 2 PER 148+97
RT 154+51	0.125	STAGE 1 & 2
LT 155+26	0.125	STAGE 1 & 2
<b>PROJECT TOTAL</b>		
	<b>1</b>	
70106500		

TEMPORARY RUMBLE STRIPS		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1 & 2		
RT 118+68	1	STAGE 1 & 2
RT 123+68	1	STAGE 1 & 2
RT 128+68	1	STAGE 1 & 2
LT 162+26	1	STAGE 1 & 2
LT 167+26	1	STAGE 1 & 2
LT 172+26	1	STAGE 1 & 2
<b>PROJECT TOTAL</b>		
	<b>6</b>	
70106700		

CHANGEABLE MESSAGE SIGN		
STATION	CAL DA	REMARKS
<b>CEDAR ROAD</b>		
NORTH BOUND		
CEDAR ROAD	125	NORTH BOUND
SOUTH BOUND		
CEDAR ROAD	125	SOUTH BOUND
WEST BOUND		
W. CHICAGO BLOOMINGTON TRAIL	125	WEST BOUND
<b>PROJECT TOTAL</b>		
	<b>375</b>	
70107025		

SHORT TERM PAVEMENT MARKINGS		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 3 - BINDER		
135+46 - 155+21	196	4" STRIPES 4' @ 40' CENTERS (YLW)
RT 142+61 - 147+37	20	4" DIAG. STRIPES 4' @ 100' CENTERS (YLW)
LT 143+68 - 147+88	16	4" DIAG. STRIPES 4' @ 100' CENTERS (YLW)
<b>BINDER TOTAL</b>	<b>232</b>	
STAGE 3 - SURFACE		
135+46 - 155+21	196	4" STRIPES 4' @ 40' CENTERS (YLW)
RT 142+61 - 147+37	20	4" DIAG. STRIPES 4' @ 100' CENTERS (YLW)
LT 143+68 - 147+88	16	4" DIAG. STRIPES 4' @ 100' CENTERS (YLW)
<b>SURFACE TOTAL</b>	<b>232</b>	
<b>PROJECT TOTAL</b>		
	<b>464</b>	
70300100		

SHORT TERM PAVEMENT MARKING REMOVAL		
STATION	SQ FT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 3		
134+90 - 155+85	73	SHORT TERM MARKING - BINDER
134+90 - 155+85	73	SHORT TERM MARKING - SURFACE
<b>PROJECT TOTAL</b>		
	<b>156</b>	
70300150		

TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 136+28 - RT 138+32	205	SOLID WHITE EDGE LINE
LT 136+41 - LT 152+76 (WEST)	1,465	SOLID WHITE EDGE LINE
LT 138+32 - LT 152+60 (EAST)	1,428	SOLID WHITE EDGE LINE
LT 152+60+29 - RT 154+66	207	SOLID WHITE EDGE LINE
<b>STAGE 1 TOTAL</b>	<b>3,305</b>	
STAGE 2		
LT 136+28 - RT 138+01	174	SOLID WHITE EDGE LINE
RT 138+01 - RT 153+01 (WEST)	1,500	SOLID WHITE EDGE LINE
RT 153+01 - LT 154+66	165	SOLID WHITE EDGE LINE
RT 138+56 - RT 153+01 (EAST)	1,445	SOLID WHITE EDGE LINE
<b>STAGE 2 TOTAL</b>	<b>3,284</b>	
<b>PROJECT TOTAL</b>		
	<b>6,589</b>	
70300221		

TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1 & 2		
RT 135+68	12	STAGE 1 & 2
LT 155+26	12	STAGE 1 & 2
<b>PROJECT TOTAL</b>		
	<b>24</b>	
70300281		

TEMPORARY CONCRETE BARRIER		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 138+32 - LT 143+93	561	
LT 144+39 - LT 148+73	434	
LT 149+19 - RT 152+60	341	
<b>STAGE 1 TOTAL</b>	<b>1,336</b>	
STAGE 2		
RT 151+68 - RT 152+60	92	
<b>STAGE 2 TOTAL</b>	<b>92</b>	
<b>PROJECT TOTAL</b>		
	<b>1,428</b>	
70400100		



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 5 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	19
ILLINOIS			CONTRACT NO. 61894	
FED. AID PROJECT A1T5(173)				

# SCHEDULE OF QUANTITIES

PINNING TEMPORARY CONCRETE BARRIER		
STATION	EACH	REMARKS
CEDAR ROAD		
138+82 - 152+10	618	STAGE 1
138+82 - 152+10	319	STAGE 2
<b>PROJECT TOTAL</b>	<b>937</b>	
70400125		

RELOCATE TEMPORARY CONCRETE BARRIER		
STATION	FOOT	REMARKS
CEDAR ROAD		
RT 138+32 - RT 138+82	50	STAGE 2
RT 138+82 - RT 151+68	1,286	STAGE 2
<b>PROJECT TOTAL</b>	<b>1,336</b>	
70400200		

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3		
STATION	EACH	REMARKS
CEDAR ROAD		
RT 138+32	1	STAGE 1
LT 143+93	1	STAGE 1
LT 144+39	1	STAGE 1
LT 148+73	1	STAGE 1
LT 149+19	1	STAGE 1
RT 152+60	1	STAGE 1
<b>PROJECT TOTAL</b>	<b>6</b>	
70600250		

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3		
STATION	EACH	REMARKS
CEDAR ROAD		
LT 138+32	1	STAGE 2
LT 152+60	1	STAGE 2
<b>PROJECT TOTAL</b>	<b>2</b>	
70600350		

SIGN PANEL - TYPE 1		
STATION	SQ FT	REMARKS
CEDAR ROAD		
LT 138+00	8	TWO-DIRECTIONAL ARROW W1-7.48"x24"
LT 138+00	1	HI-PRISMATIC REFLECT STRIP 3"x30"
RT 138+42	6	STOP SIGN R1-1 30"x30"
RT 138+42	1	HI-PRISMATIC REFLECT STRIP 3"x30"
RT 139+00	5	50 MPH SPEED LIMIT R2-1 24"x30"
RT 150+00	6	CURVE AHEAD W1-2 30"x30"
RT 150+00	2	ADVISORY SPEED 35 MPH W13-1P 18"x18"
RT 150+00	1	HI-PRISMATIC REFLECT STRIP 3"x30"
<b>PROJECT TOTAL</b>	<b>30</b>	
72000100		

TERMINAL MARKER - DIRECT APPLIED		
STATION	EACH	REMARKS
CEDAR ROAD		
RT 142+84	1	
LT 143+95	1	
RT 143+99	1	
RT 147+10	1	
LT 147+71	1	
<b>PROJECT TOTAL</b>	<b>5</b>	
72501000		

TELESCOPING STEEL SIGN SUPPORT		
STATION	FOOT	REMARKS
CEDAR ROAD		
LT 138+00	16	TWO-DIRECTIONAL ARROW
LT 138+00	16	TWO-DIRECTIONAL ARROW
RT 138+42	16	STOP SIGN
RT 138+43	16	STREET SIGNS "CEDAR & CHI BLOOM TR"
RT 139+00	16	50 MPH SPEED LIMIT
RT 150+00	16	CURVE AHEAD
<b>PROJECT TOTAL</b>	<b>96</b>	
72800100		

PAINT PAVEMENT MARKING - LINE 4"		
STATION	FOOT	REMARKS
CEDAR ROAD		
RT 135+36.00 - 137+58.14	223	SOLID YELLOW C/L
LT 135+36.00 - 137+58.14	60	SKIP DASH YELLOW C/L
RT 135+36.00 - 137+46.50	211	SOLID WHITE EDGE LINE
LT 135+36.00 - 144+71.27	936	SOLID WHITE EDGE LINE
RT 138+49.79 - 143+25.00	476	SOLID YELLOW C/L
LT 138+49.79 - 143+25.00	120	SKIP DASH YELLOW C/L
143+25 - 144+69	268	DOUBLE YELLOW C/L
RT 138+60.29 - 144+67.04	607	SOLID WHITE EDGE LINE
146+10.77 - 155+21.00	1,821	DOUBLE YELLOW C/L
RT 146+08.73 - 155+21.00	913	SOLID WHITE EDGE LINE
LT 146+12.96 - 155+21.00	909	SOLID WHITE EDGE LINE
<b>W. CHICAGO BLOOMINGTON TRAIL</b>		
RT 138+11.91 - 138+31.62	123	DOUBLE YELLOW C/L
<b>PROJECT TOTAL</b>	<b>6,687</b>	
78001110		

POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"		
STATION	FOOT	REMARKS
CEDAR ROAD		
144+69.23 - 146+10.93	264	DOUBLE YELLOW C/L
RT 144+67.04 - 146+08.73	142	SOLID WHITE EDGE LINE
LT 144+71.27 - 146+12.96	142	SOLID WHITE EDGE LINE
<b>PROJECT TOTAL</b>	<b>568</b>	
78008210		

RAISED REFLECTIVE PAVEMENT MARKER		
STATION	EACH	REMARKS
CEDAR ROAD		
LT 135+36.00 - 137+58.14 C/L	3	TWO-WAY AMBER MARKER
RT 135+36.00 - 137+58.14 C/L	3	ONE-WAY AMBER MARKER
LT 138+49.79 - 143+25.00 C/L	6	TWO-WAY AMBER MARKER
RT 138+49.79 - 143+25.00 C/L	6	ONE-WAY AMBER MARKER
C/L 143+25.00 - 155+14.00	30	TWO-WAY AMBER MARKER
<b>PROJECT TOTAL</b>	<b>48</b>	
78100100		

GUARDRAIL REFLECTORS, TYPE A		
STATION	EACH	REMARKS
CEDAR ROAD		
RT 142+85 - 143+99	4	MONODIRECTIONAL CRYSTAL
LT 143+95 - 144+89	4	MONODIRECTIONAL CRYSTAL
RT 144+34 - 144+79	4	MONODIRECTIONAL CRYSTAL
RT 145+91 - 147+10	4	MONODIRECTIONAL CRYSTAL
LT 146+01 - 147+71	4	MONODIRECTIONAL CRYSTAL
<b>PROJECT TOTAL</b>	<b>20</b>	
78200005		

BARRIER WALL REFLECTORS, TYPE C		
STATION	EACH	REMARKS
CEDAR ROAD		
RT 138+32 - RT 138+82	106	STAGE 1
LT 138+82 - LT 152+10	106	STAGE 1
LT 152+10 - RT 152+60	4	STAGE 1
<b>PROJECT TOTAL</b>	<b>216</b>	
78200011		

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL		
STATION	EACH	REMARKS
CEDAR ROAD		
134+90 - 144+08	22	STAGE 1
146+40 - 155+84	24	STAGE 1
<b>PROJECT TOTAL</b>	<b>46</b>	
78300200		

PAVEMENT MARKING REMOVAL - GRINDING		
STATION	SQ FT	REMARKS
CEDAR ROAD		
STAGE 1		
138+35 - 138+82	20	EXISTING CENTER LINE
LT 137+40 - 152+76	512	EXISTING EDGE LINE
<b>PROJECT TOTAL</b>	<b>532</b>	
78300201		

PAVEMENT MARKING REMOVAL - WATER BLASTING		
STATION	SQ FT	REMARKS
CEDAR ROAD		
STAGE 1		
135+46 - 137+60	90	EXISTING CENTERLINE
152+76 - 155+21	164	EXISTING CENTERLINE, DBL YL
LT 137+05 - 137+40	12	EXISTING EDGE LINE
LT 152+76 - 153+59	28	EXISTING EDGE LINE
<b>STAGE 1 TOTAL</b>	<b>294</b>	
STAGE 2		
134+94 - 135+46	22	EXISTING CENTERLINE
LT 134+94 - 136+92	66	EXISTING EDGE LINE
RT 136+32 - 137+65	45	EXISTING EDGE LINE
RT 135+46 - RT 137+98	69	STAGE 1 TEMP EDGE LINE
RT 138+34 - LT 138+29	476	STAGE 1 TEMP EDGE LINE
RT 153+17 - 153+50	11	EXISTING EDGE LINE
LT 153+34 - RT 155+22	63	STAGE 1 TEMP EDGE LINE
<b>STAGE 2 TOTAL</b>	<b>752</b>	
STAGE 3		
RT 134+94 - 136+32	46	EXISTING EDGE LINE
135+96 - 155+01	1,095	STAGE 2 TEMP PAVEMENT MARKING
W. CHICAGO BLOOMINGTON TRAIL	41	EXISTING CENTERLINE
<b>STAGE 3 TOTAL</b>	<b>1,182</b>	
<b>PROJECT TOTAL</b>	<b>2,228</b>	
78300202		

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SHEET NO. 6 OF 7 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	20
<b>CONTRACT NO. 61894</b>				
ILLINOIS FED. AID PROJECT A1T51173				

# SCHEDULE OF QUANTITIES

STUMP REMOVAL ONLY		
STATION	UNIT	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 137+93	24	2 @ 12"
RT 144+75	14	
RT 144+84	24	
RT 145+06	16	
RT 145+12	30	
RT 145+12	42	
RT 145+57	30	
RT 145+69	30	
RT 145+88	43	2 @ 24"
RT 146+85 - 147+96	504	21 @ 24" (2 ROWS APPROX 10' O.C.)
RT 149+20 - 150+30	154	11 @ 14"
RT 150+36	12	
RT 150+46	13	
RT 150+56 - 150+66	16	2 @ 8"
<b>STAGE 1 TOTAL</b>	<b>957</b>	
STAGE 2		
LT 138+59	12	
LT 141+49	30	
LT 142+42	28	
LT 142+55	12	
LT 142+81	14	
LT 142+98	13	
LT 142+67	24	
LT 143+48	15	
LT 143+75	12	
LT 145+18	9	
LT 145+27	24	
LT 145+34	30	
LT 145+35	30	
LT 145+54	18	2 @ 9"
LT 145+55	10	
LT 146+72	15	
LT 146+79	30	
LT 146+99	12	
LT 147+10	10	
LT 149+45	12	
LT 149+54	18	2 @ 9"
LT 149+72	8	
LT 150+87	13	
<b>STAGE 2 TOTAL</b>	<b>409</b>	
<b>PROJECT TOTAL</b>	<b>1,366</b>	

X2010400

EROSION CONTROL BLANKET (SPECIAL)		
STATION	SQ YD	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 136+90 - 138+09	342	
RT 138+30 - 144+06	1,408	
RT 146+50 - 148+87	1,458	
RT 149+07 - 150+80	965	
RT 151+00 - 152+43	244	
RT 152+59 - 153+25	173	
<b>STAGE 1 TOTAL</b>	<b>4,590</b>	
STAGE 2 TOTAL		
LT 136+90 - 137+56	165	
LT 137+81 - 144+75	3,366	
LT 146+50 - 150+46	2,325	
LT 150+70 - 152+38	290	
LT 152+62 - 153+25	156	
<b>STAGE 2 TOTAL</b>	<b>6,302</b>	
<b>PROJECT TOTAL</b>	<b>10,892</b>	

X2511630

TEMPORARY ACCESS (PRIVATE ENTRANCE)		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
PE RT 144+16	1	
PE RT 148+97	1	
PE RT 152+50	1	
<b>PROJECT TOTAL</b>	<b>3</b>	

X4021000

PAVEMENT REMOVAL (SPECIAL)		
STATION	SQ YD	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
RT 138+24 - 138+70	18	±7.5" ROADWAY PAVEMENT
RT 138+70 - 145+21	764	±7.5" ROADWAY PAVEMENT
RT 144+16 - P.E.	122	±2" DRIVEWAY PAVEMENT
RT 145+59 - 152+10	836	±7.5" ROADWAY PAVEMENT
RT 148+99 - P.E.	108	±2" DRIVEWAY PAVEMENT
RT 152+50 - P.E.	64	±2" DRIVEWAY PAVEMENT
<b>STAGE 1 TOTAL</b>	<b>1,932</b>	
STAGE 2		
LT 137+05 - 141+23	107	4" STAGE 1 TEMPORARY PAVEMENT
LT 138+70 - 145+21	1,029	±7.5" ROADWAY PAVEMENT
LT 145+57 - 153+59	243	4" STAGE 1 TEMPORARY PAVEMENT
LT 145+59 - 152+10	965	±7.5" ROADWAY PAVEMENT
<b>STAGE 2 TOTAL</b>	<b>2,374</b>	
<b>PROJECT TOTAL</b>	<b>4,306</b>	

X4404400

STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
RT 144+31	16	STAGE 1
<b>PROJECT TOTAL</b>	<b>16</b>	

X6330725

REMOVE SIGN PANEL ASSEMBLY TYPE A (SPECIAL)		
STATION	EACH	REMARKS
<b>CEDAR ROAD</b>		
LT 138+04	1	TWO DIRECTIONAL ARROW
RT 138+26	1	STOP SIGN
RT 138+30	1	STREET SIGN
RT 139+38	1	50 MPH SPEED LIMIT
LT 144+00	1	PASS WITH CARE
RT 145+23	1	BRIDGE HAZARD
LT 145+23	1	BRIDGE HAZARD
RT 145+57	1	BRIDGE HAZARD
LT 145+57	1	BRIDGE HAZARD
RT 150+06	1	CURVE AHEAD
<b>PROJECT TOTAL</b>	<b>10</b>	

X7240110

FENCE REMOVAL		
STATION	FOOT	REMARKS
<b>CEDAR ROAD</b>		
LT 143+60 - 145+12	152	
LT 145+68 - 150+02	434	
<b>PROJECT TOTAL</b>	<b>586</b>	

Z0022800

TEMPORARY PAVEMENT		
STATION	SQ YD	REMARKS
<b>CEDAR ROAD</b>		
STAGE 1		
LT 138+00 - 141+23	107	TEMPORARY WIDENING
LT 145+57 - 153+00	243	TEMPORARY WIDENING
<b>PROJECT TOTAL</b>	<b>350</b>	

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

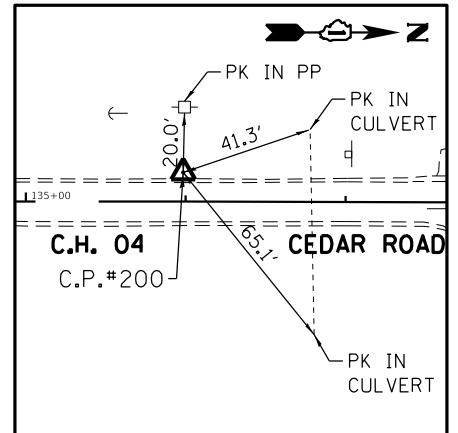
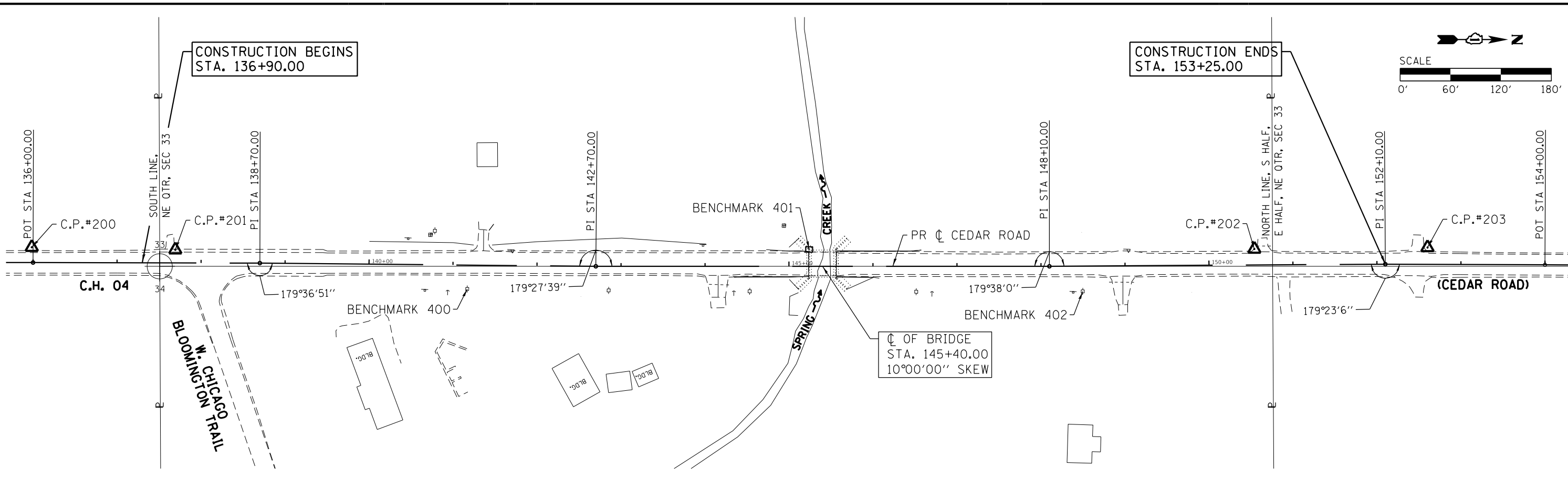
**SCHEDULE OF QUANTITIES**

SHEET NO. 7 OF 7 SHEETS

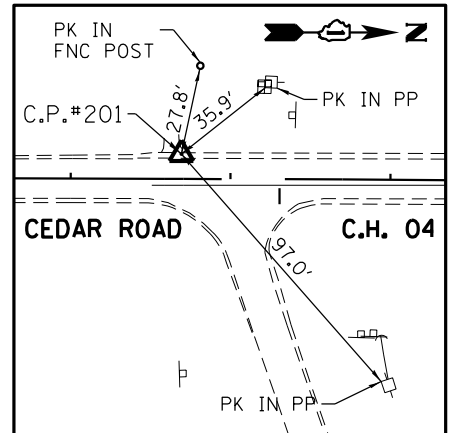
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	21
<b>CONTRACT NO. 61B94</b>				
ILLINOIS		FED. AID PROJECT A1T5(173)		

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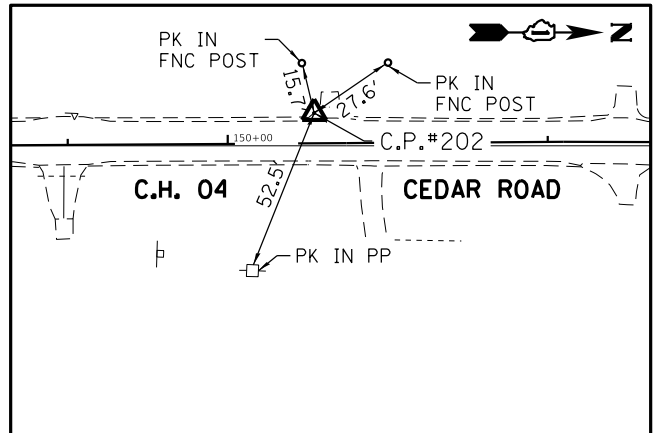
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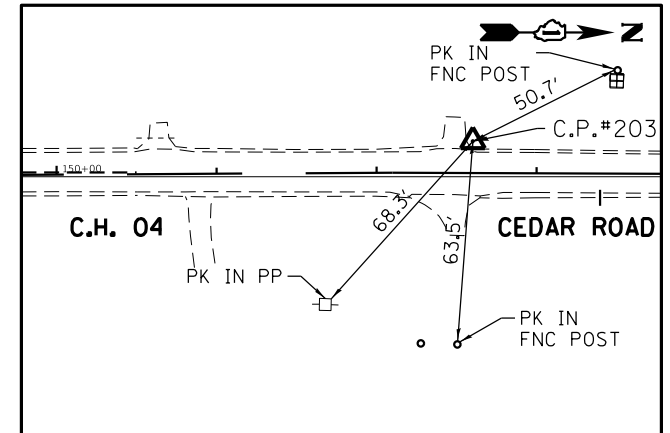
**CONTROL POINT #200**



**CONTROL POINT #201**



**CONTROL POINT #202**



**CONTROL POINT #203**

CEDAR ROAD - HORIZONTAL CONTROL POINTS					
PT #	STA.	N	E	EL.	DESCRIPTION
CP200	18.15' LT 135+98.44	1,783,323.49	1,084,350.09	677.13	IRON PIN
CP201	15.56' LT 137+69.30	1,783,494.39	1,084,348.15	677.93	P.K. NAIL
CP202	19.03' LT 150+54.13	1,784,778.46	1,084,309.68	684.95	IRON PIN
CP203	19.98' LT 152+60.14	1,784,984.54	1,084,301.94	687.63	IRON PIN

CEDAR ROAD - VERTICAL CONTROL POINTS					
BM #	STA.	EL.	DESCRIPTION		
400	27' RT. OF STA. 141+17	673.37	RAILROAD SPIKE IN THE 3RD POWER POLE		
401	20' LT. OF STA. 145+24	672.01	CHISELED SQUARE ON THE SOUTHWEST WINGWALL		
402	30' RT. OF STA. 141+50	678.37	RAILROAD SPIKE IN THE 2ND POWER POLE		

CEDAR ROAD - ALIGNMENT COORDINATES			
	STA.	N	E
POT	136+00.00	1,783,325.57	1,084,368.18
PI	138+70.00	1,783,595.47	1,084,361.03
PI	142+70.00	1,783,995.39	1,084,353.13
PI	148+10.00	1,784,535.16	1,084,337.38
PI	152+10.00	1,784,934.91	1,084,323.16
POT	154+00.00	1,785,124.85	1,084,318.44



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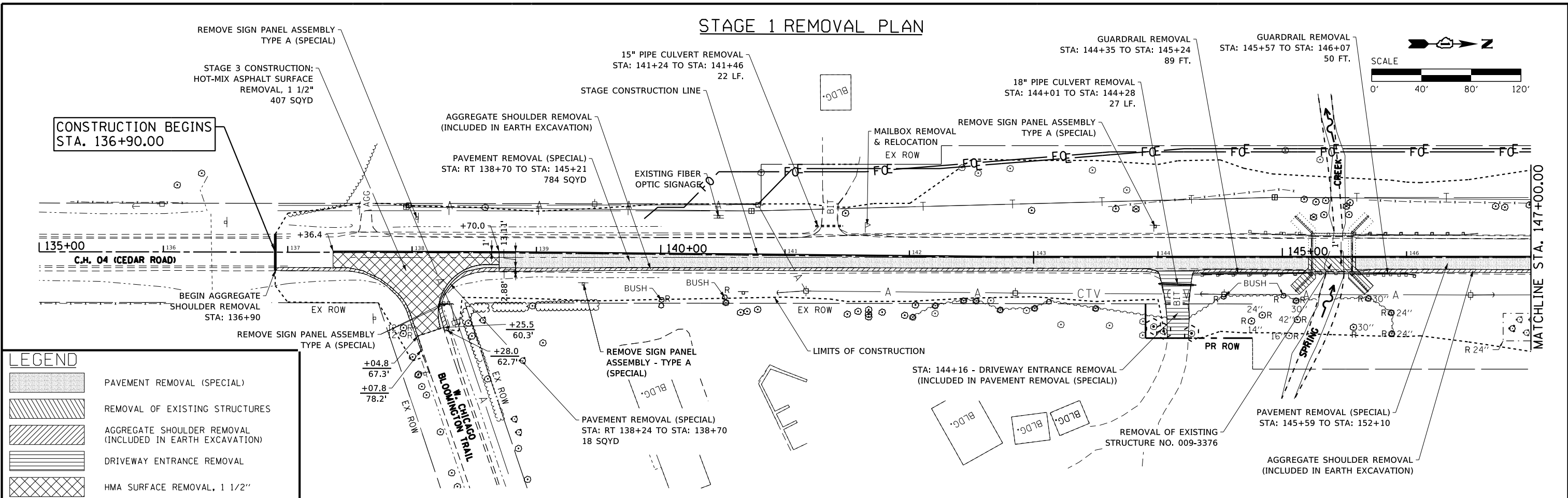
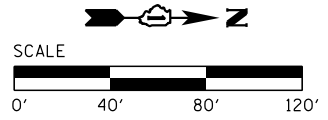
ALIGNMENTS & BENCHMARKS

SHEET 1 OF 1

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	22
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				



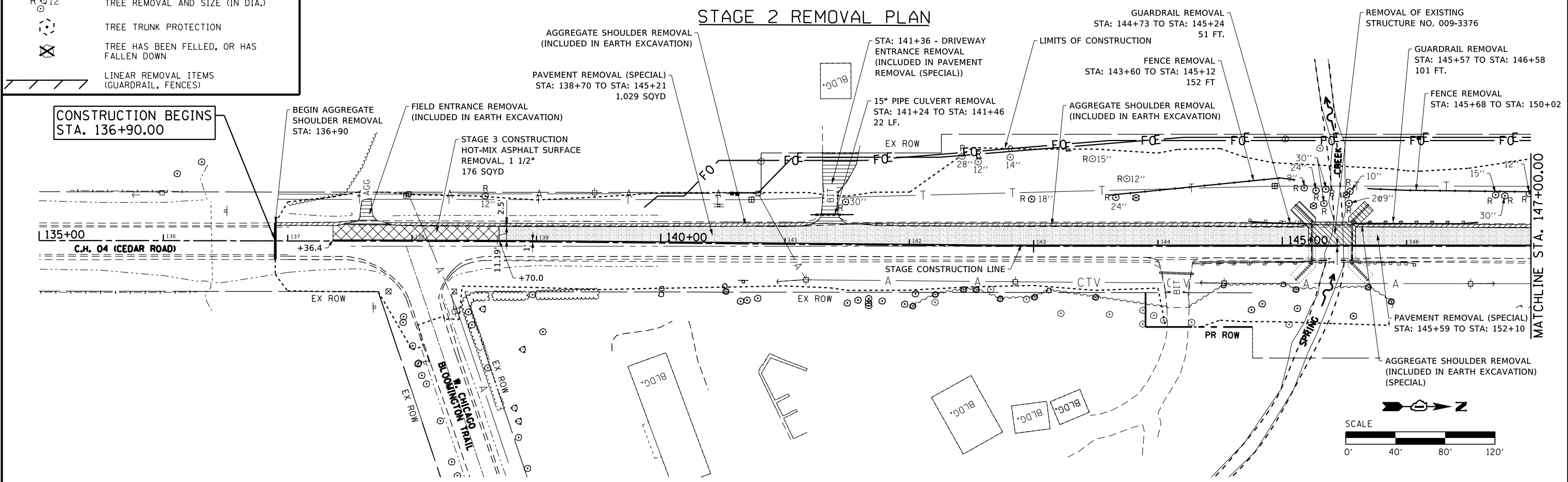
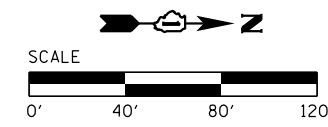
# STAGE 1 REMOVAL PLAN



**LEGEND**

- PAVEMENT REMOVAL (SPECIAL)
- REMOVAL OF EXISTING STRUCTURES
- AGGREGATE SHOULDER REMOVAL (INCLUDED IN EARTH EXCAVATION)
- DRIVEWAY ENTRANCE REMOVAL
- HMA SURFACE REMOVAL, 1 1/2"
- TREE REMOVAL AND SIZE (IN DIA.)
- TREE TRUNK PROTECTION
- TREE HAS BEEN FELLED, OR HAS FALLEN DOWN
- LINEAR REMOVAL ITEMS (GUARDRAIL, FENCES)

# STAGE 2 REMOVAL PLAN



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DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

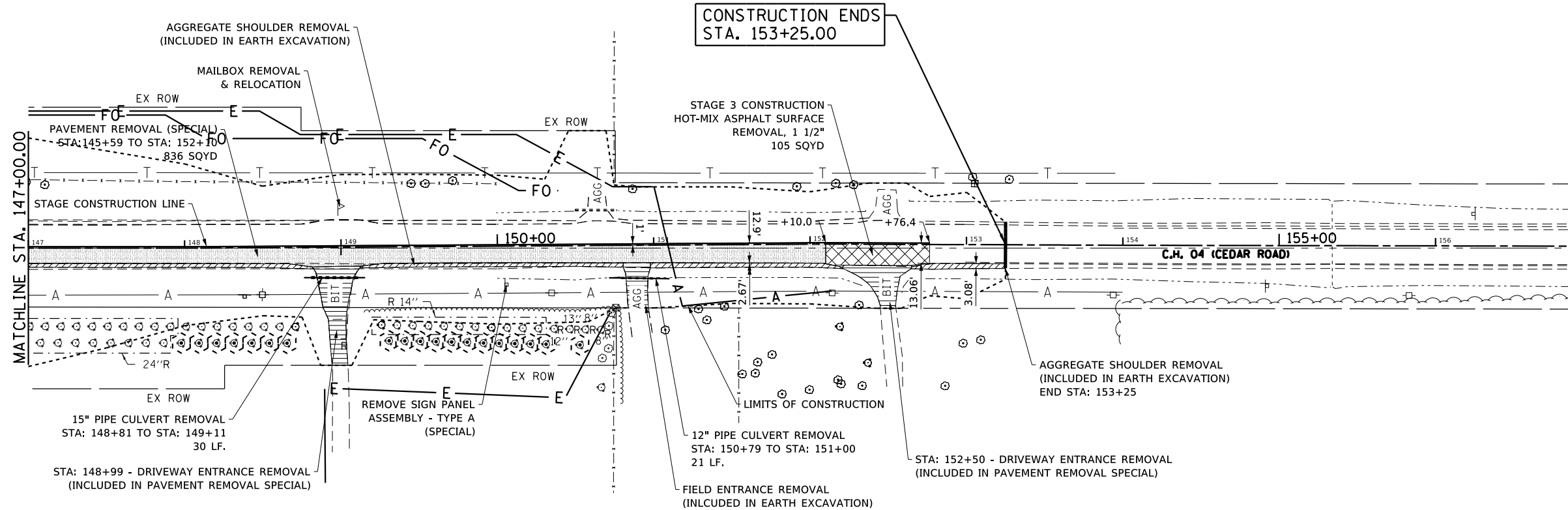
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**

1 OF 2 SHEETS

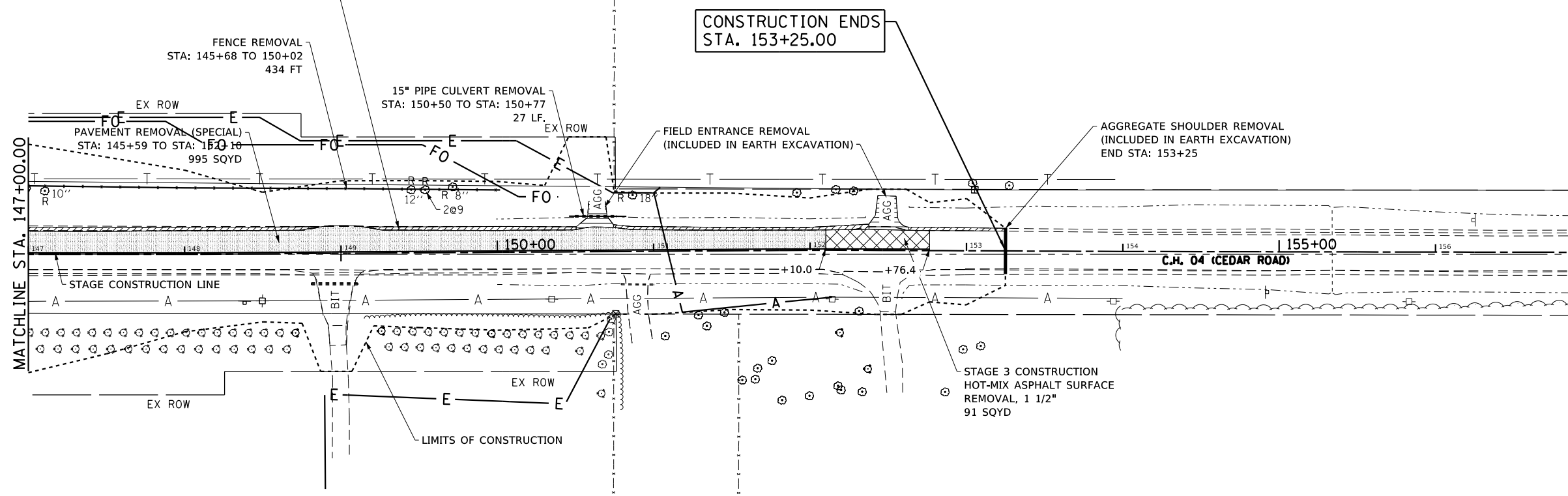
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	23
<b>CONTRACT NO. 61B94</b>				
ILLINOIS		FED. AID PROJECT A1T5(173)		

### STAGE 1 REMOVAL PLAN



LEGEND	
	PAVEMENT REMOVAL (SPECIAL)
	REMOVAL OF EXISTING STRUCTURES
	AGGREGATE SHOULDER REMOVAL (INCLUDED IN EARTH EXCAVATION)
	DRIVEWAY ENTRANCE REMOVAL
	HMA SURFACE REMOVAL, 1 1/2"
	TREE REMOVAL AND SIZE (IN DIA.)
	TREE TRUNK PROTECTION
	TREE HAS BEEN FELLED, OR HAS FALLEN DOWN
	LINEAR REMOVAL ITEMS (GUARDRAIL, FENCES)

### STAGE 2 REMOVAL PLAN



DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN  
2 OF 2 SHEETS

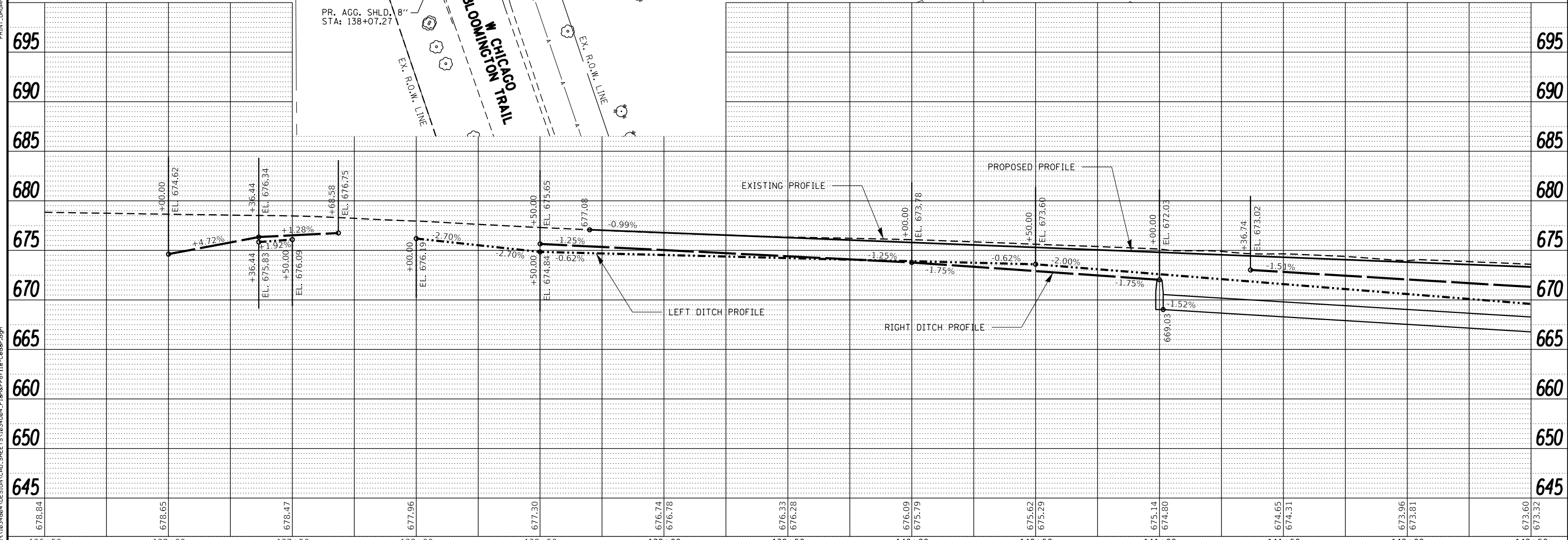
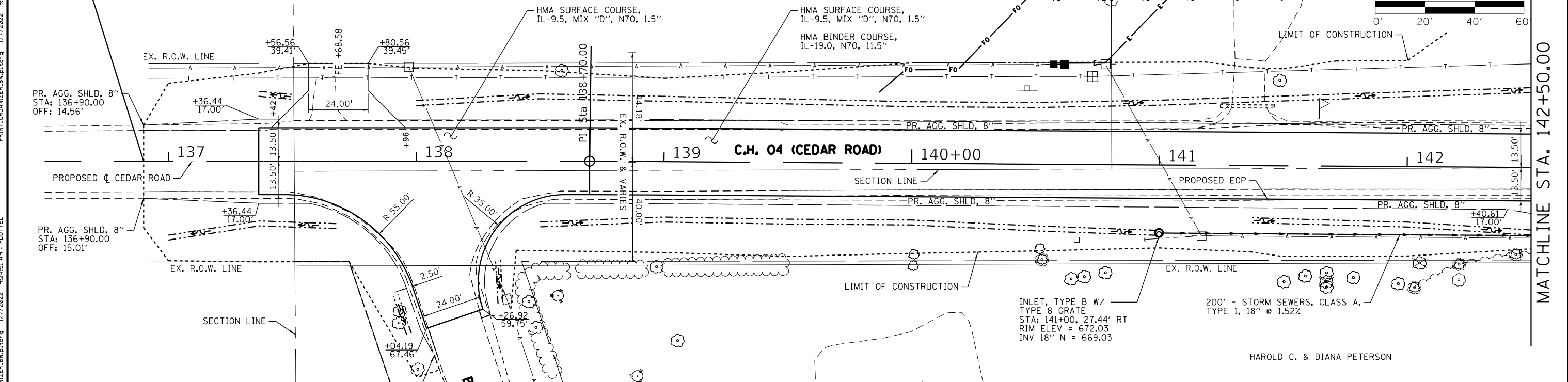
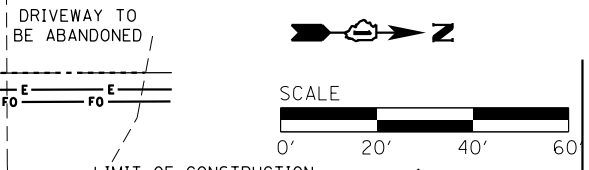
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369	01-00051-04-BR	WILL	83	24
CONTRACT NO. 61B94				
ILLINOIS FED. AID PROJECT A1T5(173)				

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CONSTRUCTION BEGINS  
 STA: 136+90

LAURA S. ANDERSON



**WILLET HOFMANN & ASSOCIATES INC.**  
 ENGINEERING ARCHITECTURE LAND SURVEYING  
 809 EAST 2ND STREET, DIXON, IL 61021-0367  
 T: 815-284-3381 DESIGN FIRM: #184-000318

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CHECKED - GFS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

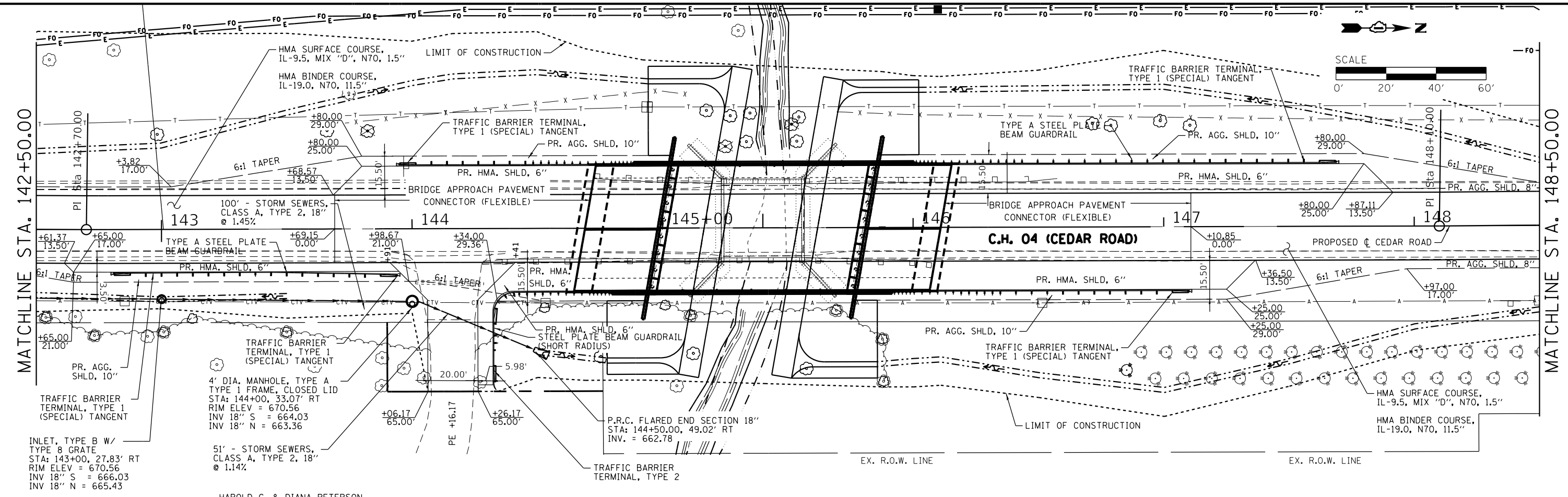
PLAN & PROFILE

SHEET NO. 1 OF 3 SHEETS

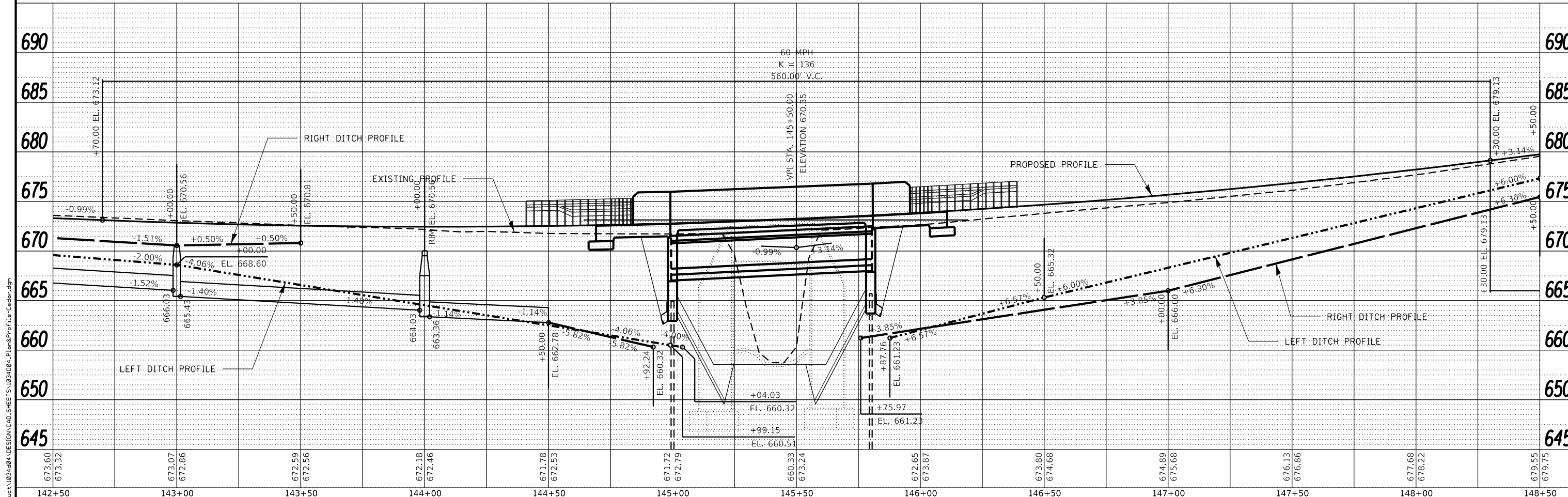
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	25
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T5(173)		

MATCHLINE STA. 142+50.00

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HAROLD C. & DIANA PETERSON



690	685	680	675	670	665	660	655	650	645																	
673.60	673.32	673.07	672.86	672.59	672.36	671.78	672.46	671.78	672.53	671.72	672.79	660.33	673.24	672.65	673.87	673.80	674.68	674.89	675.68	676.13	676.96	677.68	678.22	679.55	679.75	
142+50	143+00	143+50	144+00	144+50	145+00	145+50	146+00	146+50	147+00	147+50	148+00	148+50														

**WILLET HOFMANN & ASSOCIATES INC.**  
 ENGINEERING ARCHITECTURE LAND SURVEYING  
 809 EAST 2ND STREET, DIXON, IL 61021-0367  
 T: 815-284-3381 DESIGN FIRM: #184-000318

DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

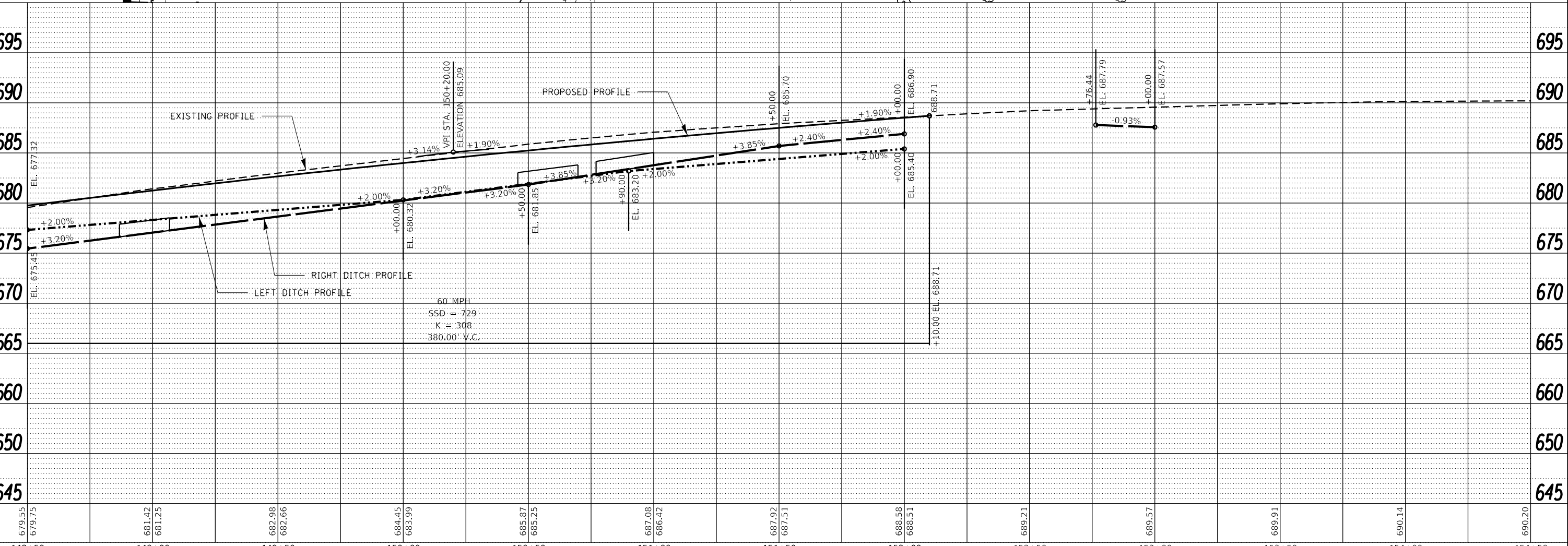
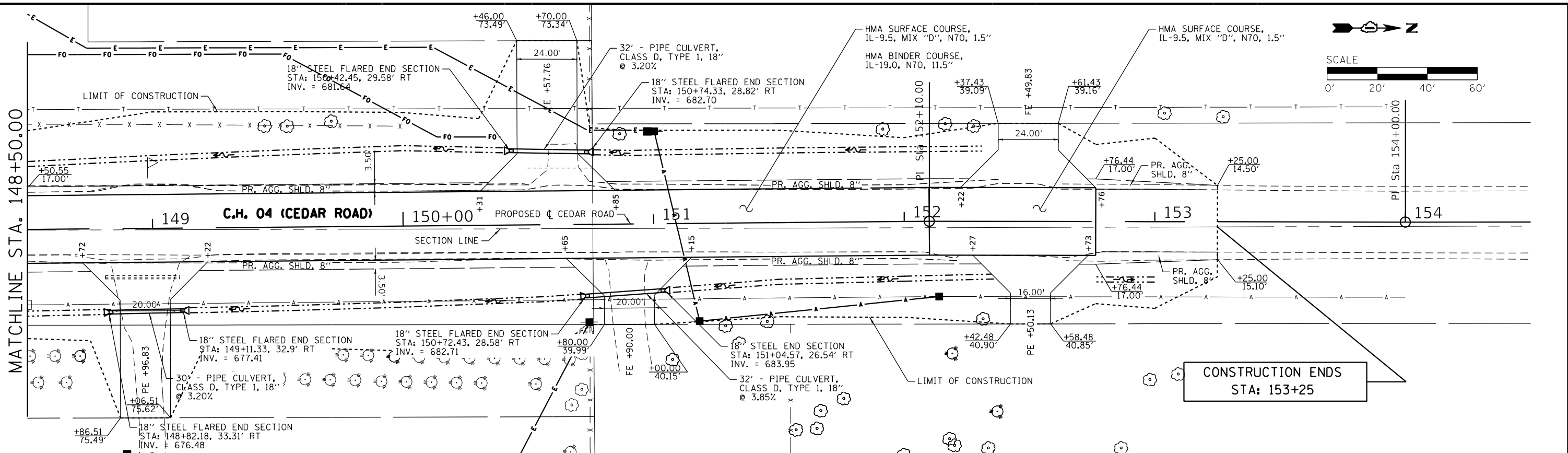
**PLAN & PROFILE**

SHEET NO. 2 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	26
CONTRACT NO. 61894				

ILLINOIS FED. AID PROJECT A1T51(73)

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148+50	149+00	149+50	150+00	150+50	151+00	151+50	152+00	152+50	153+00	153+50	154+00	154+50
679.55 679.75	681.42 681.25	682.98 682.66	684.45 683.99	685.87 685.25	687.08 686.42	687.92 687.51	688.58 688.51	689.21	689.57	689.91	690.14	690.20



DESIGNED - LGN	REVISIED -
CHECKED - GFS	REVISIED -
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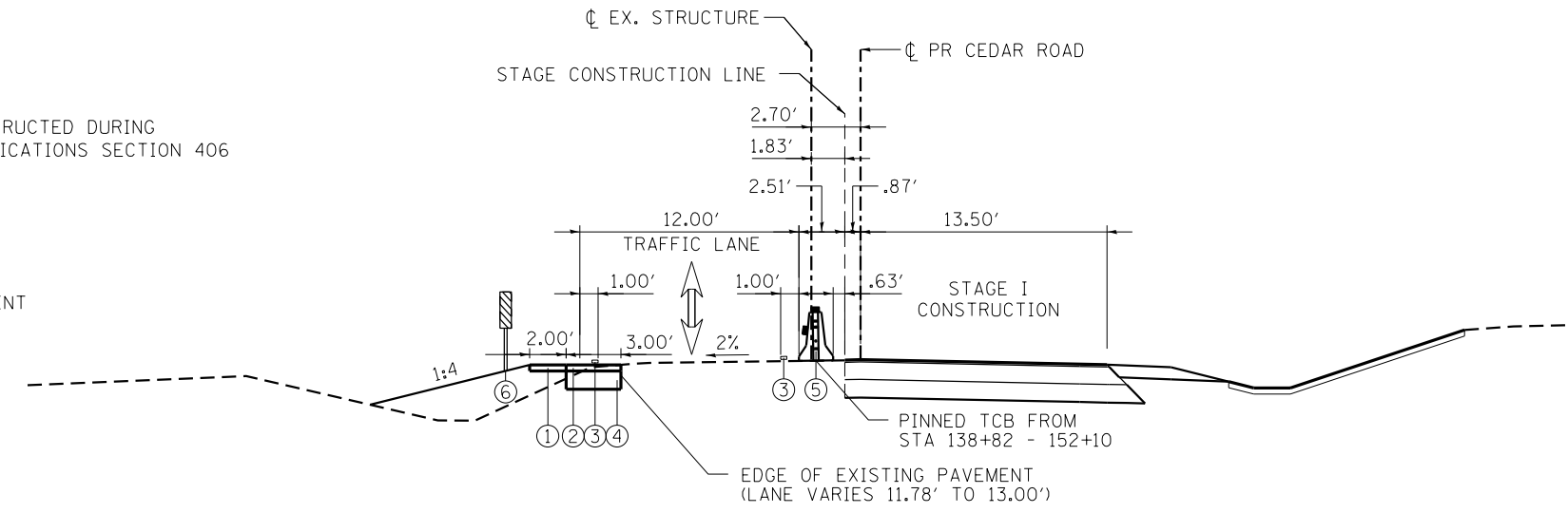
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

SHEET NO. 3 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T5(173)		

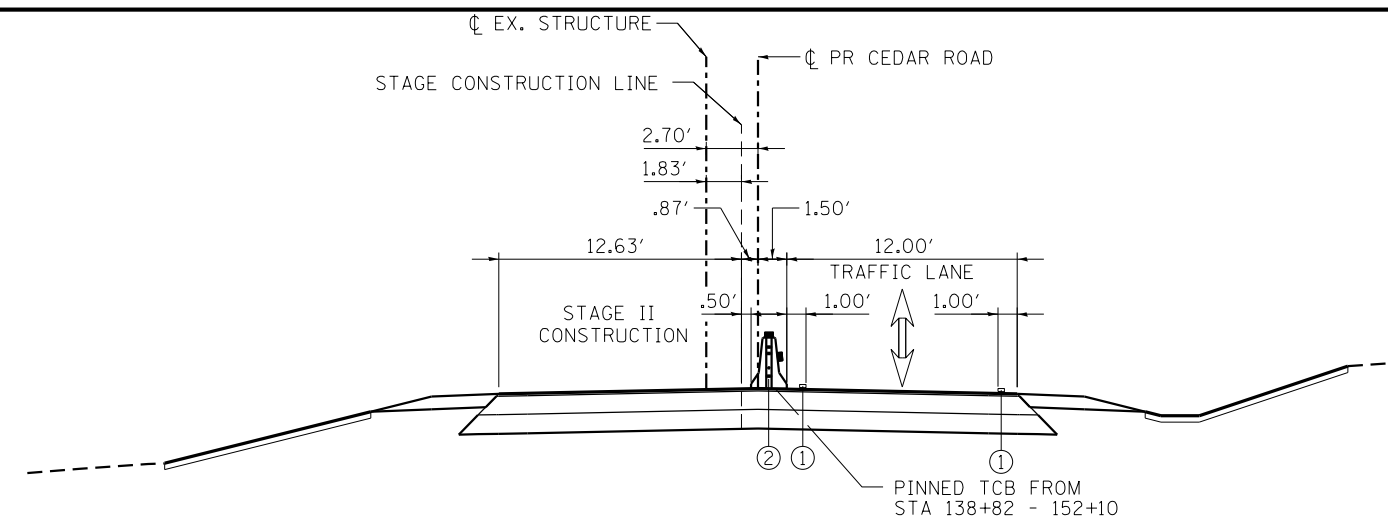
- ① AGGREGATE SHOULDERS, TYPE B 4" TEMPORARY SHOULDER WIDTH, 2'-0" FROM: STA: 137+82 TO STA: 141+23 STA: 145+57 TO STA: 153+46
- ② TEMPORARY PAVEMENT SECTION SHALL BE CONSTRUCTED DURING PRE-STAGE 1 FOLLOWING IDOT STANDARD SPECIFICATIONS SECTION 406 TEMPORARY PAVEMENT WILL INCLUDE: 4" HOT-MIX ASPHALT BINDER COURSE, STANDARD 3'-0" WIDTH FROM: STA: 138+00 TO STA: 141+23 STA: 145+57 TO STA: 153+00
- ③ TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE TYPICAL)
- ④ AGGREGATE BASE COURSE, TYPE B - 12" STA: 138+00 TO STA: 141+23 STA: 145+57 TO STA: 153+00
- ⑤ TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS SHALL BE INSTALLED AT: STA: 138+32 TO STA: 152+60
- ⑥ VERTICAL PANELS SHALL BE INSTALLED AT: STA: 138+00 TO STA: 153+10



**STAGE I TYPICAL SECTION**  
(CEDAR ROAD LOOKING NORTH)  
STA: 136+28 TO STA: 154+66

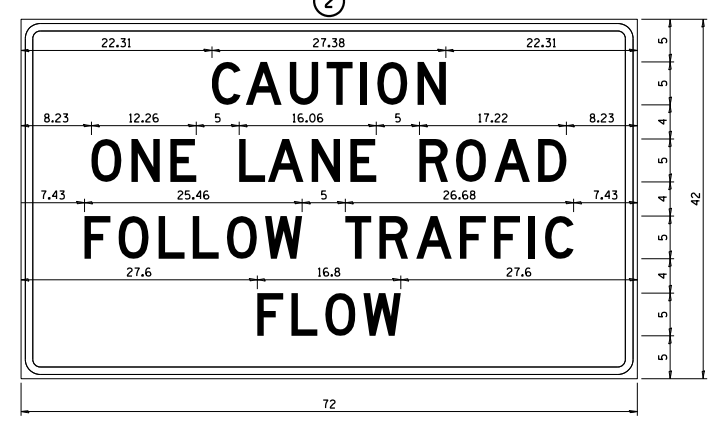
- STAGING TYPICAL SECTION NOTES:**
1. PLACE TEMPORARY SEED AND EROSION CONTROL BLANKET ON ALL DISTURBED AREAS AFTER TEMPORARY PAVEMENT CONSTRUCTION HAS CONCLUDED. INCLUDING TEMPORARY DITCHES, AND AREAS OF EXCAVATION.

- ① TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT (WHITE TYPICAL)
- ② TEMPORARY CONCRETE BARRIER WITH TYPE C REFLECTORS SHALL BE INSTALLED AT: STA: 138+32 TO STA: 152+60
- ③ NOTE: STAGE CENTERLINE IS OFFSET ±1.37' TO THE EAST OVER THE STRUCTURE. THE TEMPORARY CONCRETE BARRIER IS TAPERED AT 35:1 FROM: STA: 144+19 TO 144+69 STA: 146+11 TO 146+61
- ④ THIS SIGN SHALL BE INSTALLED AT BOTH ENDS OF THE PROJCT AS SHOWN IN THE STAGING PLANS.



**STAGE II TYPICAL SECTION**  
(CEDAR ROAD LOOKING NORTH)  
STA: 135+36 TO STA: 144+19  
STA: 146+61 TO STA: 155+81

WORK ZONE SIGN FOR USE WITH TEMPORARY SIGNALS



COLOR LEGEND AND BORDER BACKGROUND BLACK NON-REFLECTORIZED ORANGE REFLECTORIZED

2.25" RADIUS, 0.88" BORDER, 0.50" INDENT;  
[CAUTION] D; [ONE LANE ROAD] D;  
[FOLLOW TRAFFIC] D; [FOLLOW] D

ALL WORK TO FURNISH AND INSTALL THESE SIGNS SHALL BE INCLUDED IN THE COST OF THE SPECIFIED TRAFFIC CONTROL STANDARDS AND SHALL NOT BE PAID SEPARATELY.

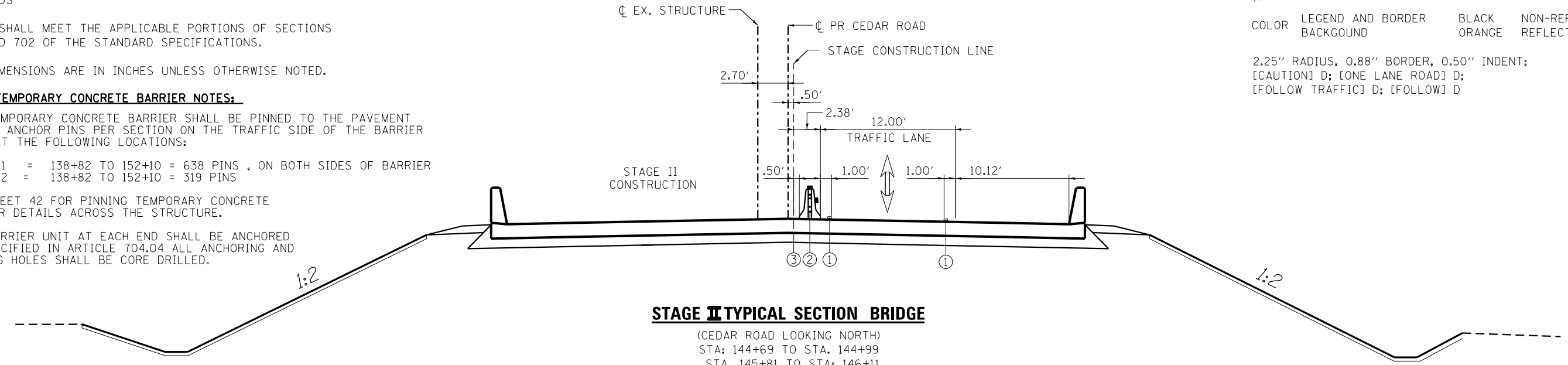
ALL ILLINOIS STANDARD SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE "ILLINOIS STANDARD HIGHWAY SIGNS BOOK" IN EFFECT ON THE DATE OF INVITATION FOR BIDS

SIGNS SHALL MEET THE APPLICABLE PORTIONS OF SECTIONS 701 AND 702 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

**PINNING TEMPORARY CONCRETE BARRIER NOTES:**

1. THE TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 ANCHOR PINS PER SECTION ON THE TRAFFIC SIDE OF THE BARRIER WALL AT THE FOLLOWING LOCATIONS:  
STAGE 1 = 138+82 TO 152+10 = 638 PINS, ON BOTH SIDES OF BARRIER  
STAGE 2 = 138+82 TO 152+10 = 319 PINS
- SEE SHEET 42 FOR PINNING TEMPORARY CONCRETE BARRIER DETAILS ACROSS THE STRUCTURE.
- THE BARRIER UNIT AT EACH END SHALL BE ANCHORED AS SPECIFIED IN ARTICLE 704.04 ALL ANCHORING AND PINNING HOLES SHALL BE CORE DRILLED.



**STAGE II TYPICAL SECTION BRIDGE**  
(CEDAR ROAD LOOKING NORTH)  
STA: 144+69 TO STA: 144+99  
STA: 145+81 TO STA: 146+11



DESIGNED - GBG	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

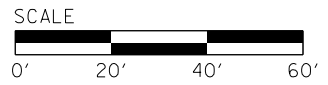
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TYPICAL SECTIONS

SHEET NO. 1 OF 1 SHEETS

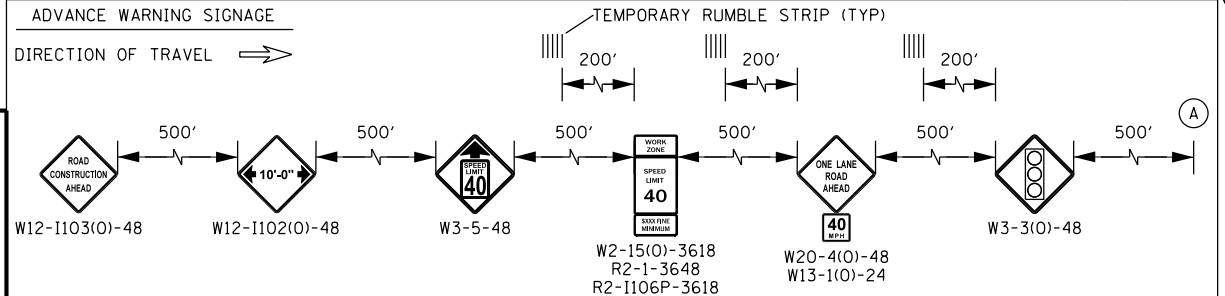
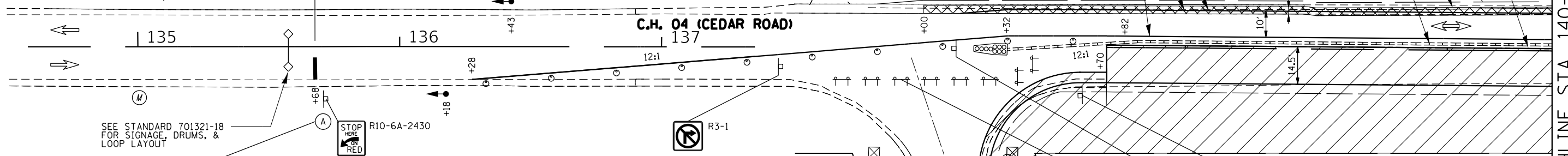
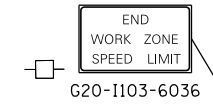
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	28
CONTRACT NO. 61B94				
ILLINOIS		FED. AID PROJECT A1T5(173)		

# STAGE I CONSTRUCTION AND BARRIER LAYOUT



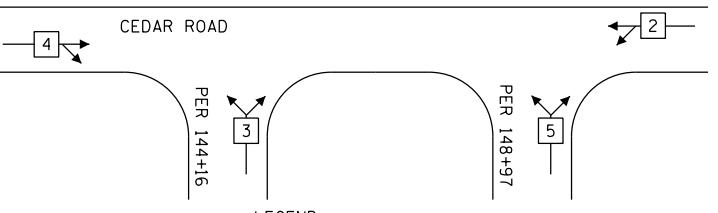
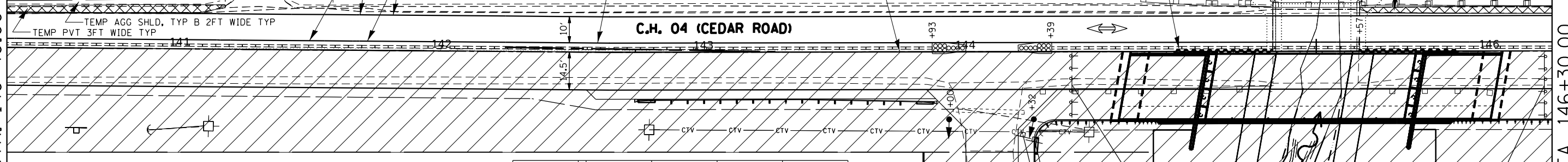
## STAGING NOTES

ALL STOP BARS, SIGNALS, LOOPS AND SIGNS SHALL REMAIN IN PLACE FOR STAGE I AND II CONSTRUCTION.  
 EXCAVATION AND PAVEMENT WIDENING ON BOTH SIDES OF THE PAVEMENT AT ANY ONE LOCATION AT THE SAME TIME WILL NOT BE PERMITTED PER ARTICLE 701.08 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.  
 CHANGEABLE MESSAGE SIGN SHOWN TO BE USED 7 DAYS IN ADVANCE AND THROUGHOUT THE DURATION OF THE PROJECT.  
 CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICLE ACCESS TO ALL PRIVATE ENTRANCES WITHIN THE WORK AREA AND BEHIND THE CONCRETE BARRIER WALL.



### LEGEND

- CHANGEABLE MESSAGE SIGN
- TEMPORARY 24" STOP BARS
- IMPACT ATTENUATORS
- TEMPORARY CONC. BARRIERS (F SHAPE)
- INDUCTION LOOP DETECTOR
- TYPE III BARRICADE W/ FLASHING LIGHTS
- DRUM WITH STEADY BURNING LIGHT
- DOUBLE VERTICAL PANEL
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY PAVEMENT
- WORK AREA



LEGEND  
 SINGLE ENTRY PHASE  
 NUMBER REFERS TO ASSOCIATED PHASE

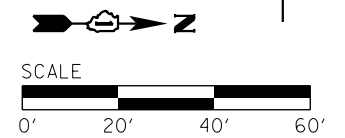
2	3	4	5	7
←	↘	→	↙	ALL RED

### SEQUENCE OF OPERATION NOTES

- NEMA PHASE 7 SHALL FOLLOW NEMA PHASES 3 AND 5 IF PHASE 4 IS SKIPPED. NEMA PHASE 7 SHALL ALWAYS FOLLOW NEMA PHASE 4 WHEN PHASE 4 IS CALLED.
- NEMA PHASE 2 SHALL HAVE A LONG ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE TO PAST THE SOUTH STOP BAR.
- NEMA PHASES 3 AND 5 SHALL HAVE RELATIVELY SHORT ALL-RED CLEARANCE INTERVALS TO ALLOW PASSAGE FROM THE DRIVEWAYS TO PAST THE NORTH STOP BAR (PHASE 3) AND PAST THE SOUTH STOP BAR (PHASE 5).
- IN ABSENCE OF CALLS, THE SIGNALS SHALL DWELL IN ALL-RED UNLESS OTHERWISE APPROVED BY THE ENGINEER.

## SEQUENCE OF OPERATION (NEMA SIGNAL RING)

IF DRIVEWAY NEEDS TO BE CLOSED FOR ANY PERIOD OF TIME, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER 48 HOURS PRIOR TO CLOSURE.



## TEMPORARY PHASE DESIGNATION DIAGRAM



DESIGNED - GBC  
 CHECKED - LGN  
 DRAWN - GBC  
 CHECKED - GFS

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC CONTROL & BARRIER PLAN

SHEET NO. 1 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	29
CONTRACT NO. 61B94				

ILLINOIS FED. AID PROJECT A1T5(173)

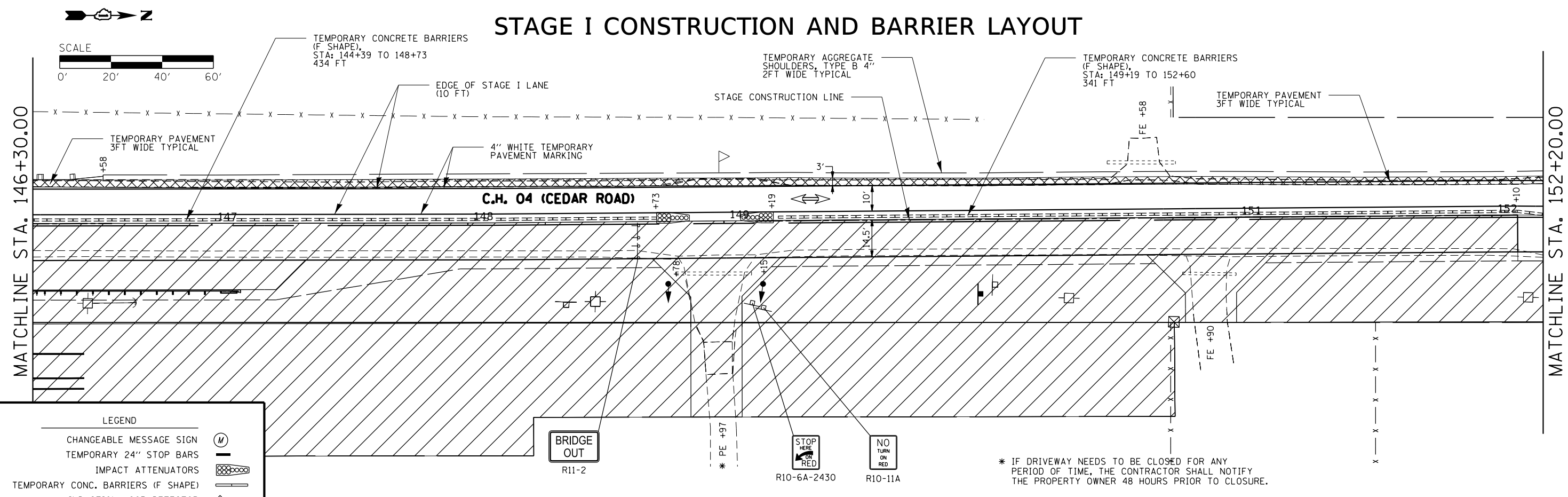
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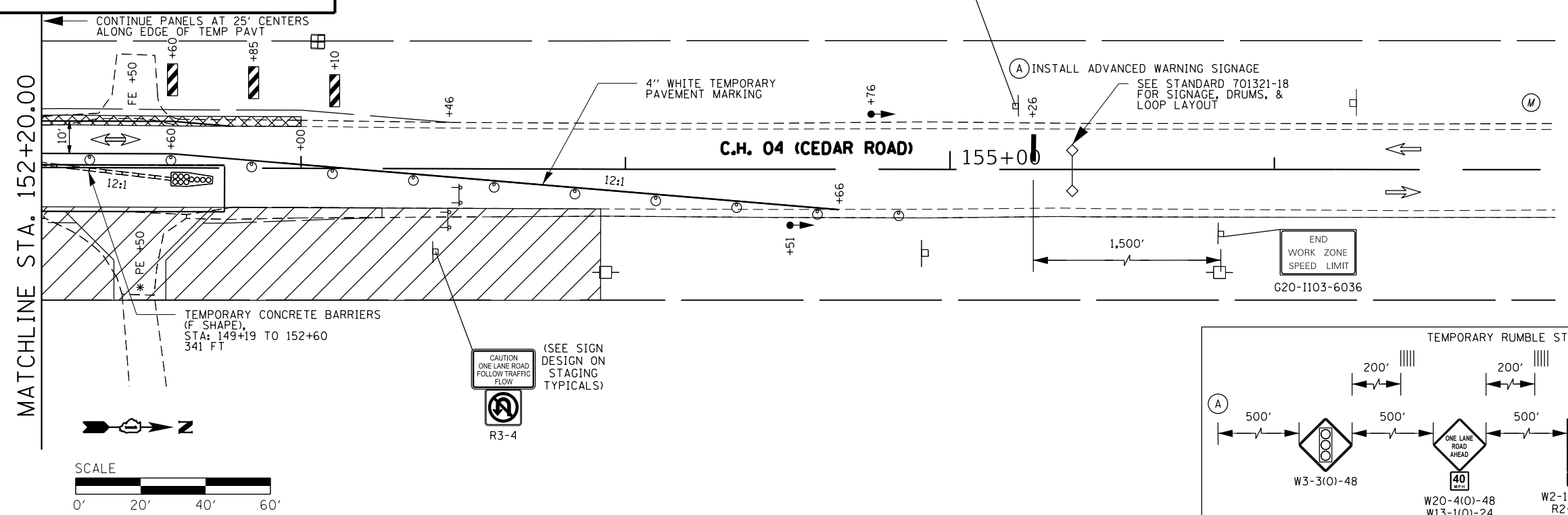
# STAGE I CONSTRUCTION AND BARRIER LAYOUT



**LEGEND**

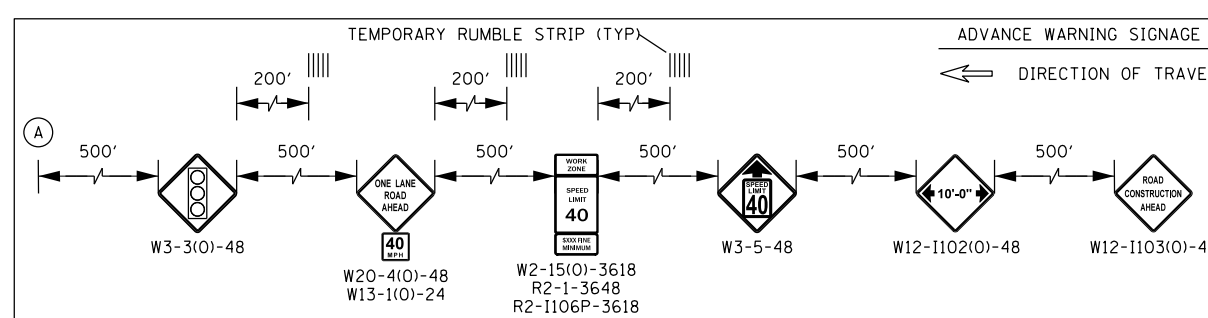
- CHANGEABLE MESSAGE SIGN (M)
- TEMPORARY 24" STOP BARS
- IMPACT ATTENUATORS
- TEMPORARY CONC. BARRIERS (F SHAPE)
- INDUCTION LOOP DETECTOR
- TYPE III BARRICADE W/ FLASHING LIGHTS
- DRUM WITH STEADY BURNING LIGHT
- DOUBLE VERTICAL PANEL
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY PAVEMENT
- WORK AREA

\* IF DRIVEWAY NEEDS TO BE CLOSED FOR ANY PERIOD OF TIME, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER 48 HOURS PRIOR TO CLOSURE.



## STAGE I CONSTRUCTION

- 1) INSTALL TEMPORARY PAVEMENT USING STANDARD 701326-04. INSTALL STANDARD 701321-18 REMOVE EXISTING PAVEMENT MARKINGS, AND PLACE TEMPORARY PAVEMENT MARKINGS USING STANDARDS 701301-04 AND 701901-08
- 2) REMOVE STAGE I PORTION OF EXISTING BRIDGE. CONSTRUCT THE STAGE I PORTION OF THE PROPOSED BRIDGE. (SEE STAGE CONSTRUCTION DETAILS AND SEQUENCE SHEET IN THE BRIDGE PLANS). PREFORM STAGE I EARTHWORK, DITCH GRADING, PAVEMENT REMOVAL, PORTION OF NEW PAVEMENT, SHOULDERS, ENTRANCES AND GUARD RAIL. HMA SURFACE 1 1/2" TO BE PLACED IN STAGE III CONSTRUCTION.
- 3) REMOVE STAGE I TEMPORARY PAVEMENT MARKINGS, RELOCATE STANDARD 701321-18 TO STAGE II ALIGNMENT, AND PLACE STAGE II TEMPORARY MARKINGS USING STANDARDS 701301-04 AND 701901-08.
- 4) SWITCH TRAFFIC TO STAGE II CONSTRUCTION.



**WILLET HOFMANN & ASSOCIATES INC.**  
ENGINEERING ARCHITECTURE LAND SURVEYING  
809 EAST 2ND STREET, DIXON, IL 61021-0367  
T: 815-284-3381 DESIGN FIRM: #184-000318

DESIGNED - GBG	REVISED -
CHECKED - LGN	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

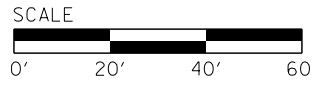
**MAINTENANCE OF TRAFFIC CONTROL & BARRIER PLAN**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	30
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	



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# STAGE II CONSTRUCTION AND BARRIER LAYOUT



END WORK ZONE SPEED LIMIT  
G20-1103-6036

1,500'

135+00

C.H. 04 (CEDAR ROAD)

(SEE SIGN DESIGN ON STAGING TYPICALS)  
CAUTION ONE LANE ROAD FOLLOW TRAFFIC FLOW  
R3-4

4" WHITE TEMPORARY PAVEMENT MARKING

EDGE OF STAGE II LANE (10 FT)

TEMPORARY CONCRETE BARRIERS (F SHAPE), STA: 138+32 TO 152+60 STAGE 2 TOTAL = 1,428 FT

STAGE CONSTRUCTION LINE

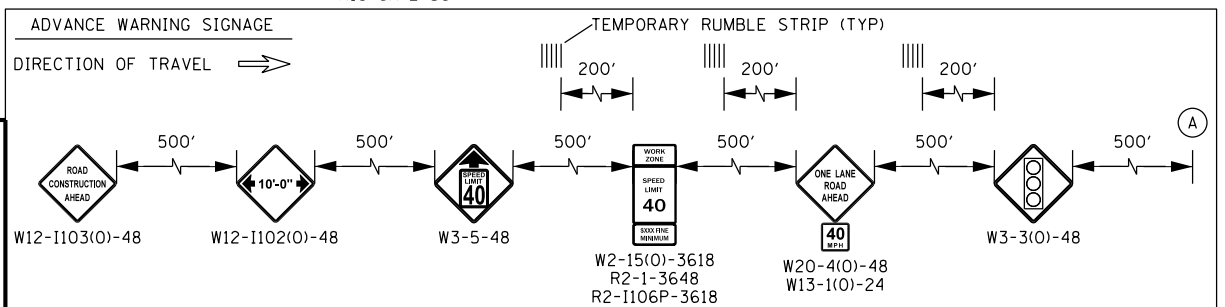
SEE STANDARD 701321-18 FOR SIGNAGE, DRUMS, & LOOP LAYOUT  
INSTALL ADVANCED WARNING SIGNAGE

STOP HERE ON RED  
R10-6A-2430

R3-1

R3-2

4" WHITE TEMPORARY PAVEMENT MARKING



ROAD CLOSED  
R11-2

## STAGE II CONSTRUCTION

- 1) REMOVE STAGE I TEMPORARY PAVEMENT, EXISTING PAVEMENT AND REMAINDER OF EXISTING BRIDGE.
- 2) CONSTRUCT STAGE II PORTION OF PROPOSED BRIDGE. (SEE STAGE CONSTRUCTION DETAILS AND SEQUENCE SHEET IN BRIDGE PLANS). PERFORM STAGE II EARTHWORK, DITCH GRADING, PAVEMENT REMOVAL, PORTION OF NEW PAVEMENT, SHOULDERS, ENTRANCES AND GUARD RAIL. HMA SURFACE 1 1/2" TO BE PLACED IN STAGE III CONSTRUCTION.
- 3) REMOVE STANDARD 701321-18 USING STANDARDS 701301-04 AND 701901-08.

LEGEND

- CHANGEABLE MESSAGE SIGN (M)
- TEMPORARY 24" STOP BARS
- IMPACT ATTENUATORS
- TEMPORARY CONC. BARRIERS (F SHAPE)
- INDUCTION LOOP DETECTOR
- TYPE III BARRICADE W/ FLASHING LIGHTS
- DRUM WITH STEADY BURNING LIGHT
- DOUBLE VERTICAL PANEL
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY PAVEMENT
- WORK AREA

BRIDGE OUT  
R11-2

MATCHLINE STA. 140+00.00

MATCHLINE STA. 145+90.00

141

142

143

144

C.H. 04 (CEDAR ROAD)

EDGE OF STAGE II LANE (12 FT)

TEMPORARY CONCRETE BARRIERS (F SHAPE), STA: 138+32 TO 152+60 STAGE 2 TOTAL = 1,428 FT

4" WHITE TEMPORARY PAVEMENT MARKING

STAGE CONSTRUCTION LINE



PE #16

R10-11A

NO TURN ON RED

R10-6A-2430

STOP HERE ON RED



DESIGNED - GBG	REVISED -
CHECKED - LGN	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC CONTROL & BARRIER PLAN

SHEET NO. 3 OF 4 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	31
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T5173		

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### DETOUR GENERAL NOTES

1. TOTAL LENGTH OF THE DETOUR IS 3.8 MILES.
2. ALL DETOUR SIGNS SHALL BE COMPLETELY COVERED AT ALL TIMES THE ROADWAY IS NOT CLOSED TO TRAFFIC.
3. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED 2022, THE DETAILS IN THESE PLANS, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
4. THE CONTRACTOR SHALL SCHEDULE ALL WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.
5. IF DEEMED NECESSARY BY THE ENGINEER, A MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
6. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVES FOR THE DETOUR SIGNING PRIOR TO THE START OF WORK. ALL REPRESENTATIVES PROVIDED SHALL BE AVAILABLE 24 HOURS A DAY, SEVEN DAYS A WEEK. THE AGENCY REPRESENTATIVE FOR THE DETOUR WILL BE SET AT THE PRE-CONSTRUCTION MEETING.
7. THE CONTRACTOR SHALL FIELD LOCATE THE POSITIONS OF DETOUR SIGNS, AND THE ENGINEER WILL VERIFY THE PROPOSED LOCATIONS, PRIOR TO THEIR INSTALLATION.
8. LONGITUDINAL DIMENSIONS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
9. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN, INSPECTED, AND APPROVED BY THE ENGINEER.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
11. THE CONTRACTOR SHALL MAKE ALL CHANGES IN SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER. ANY CHANGES ARE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
12. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
13. ALL DETOUR SIGNING SHALL BE POST MOUNTED IF THE ROAD CLOSURE IS TO EXCEED FOUR(4) CALENDAR DAYS.
14. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BOARDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION AND ACCEPTANCE OF THE SIGNS.
15. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
16. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
17. THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THE PLANS ARE 18" X 18".
18. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 9'-0" IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
19. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3), AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO(2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.
20. THE ROAD NAME SIGN DETAILS SHALL BE PER THE SIGN DESIGN ON DETOUR PLAN SHEET 2 OF 2.
21. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
22. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT SECTION 701. OF THE STANDARD SPECIFICATIONS SHALL APPLY.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING. BRUSHING BACK VEGETATION IF DEEMED BY THE ENGINEER.
24. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS ARE APPLICABLE FOR THIS WORK:  
STANDARDS 701901, 720001, 720006, 720011, 728001, 729001, 731001
25. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.



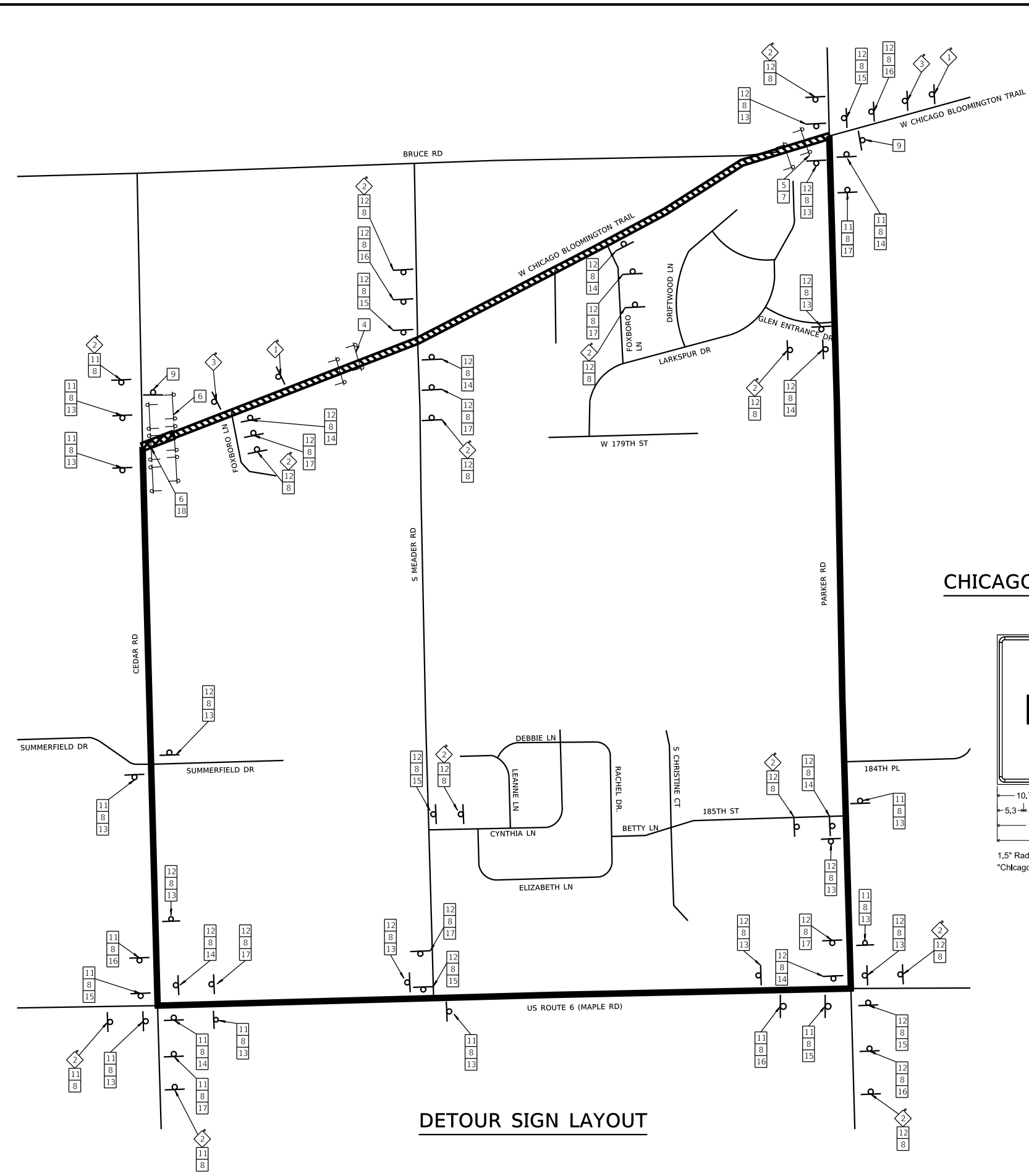
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLAN**

SHEET 1 OF 2

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	33
<b>CONTRACT NO. 61894</b>				
ILLINOIS		FED. AID PROJECT A1TS(173)		



**DETOUR SIGN LAYOUT**

**CHICAGO BLOOMINGTON TRAIL SIGN DESIGN**



1.5" Radius, 0.6" Border, 0.4" Indent, Black on White;  
 "Chicago", D 2K; "Bloomington", D 2K; "Trail", D 2K

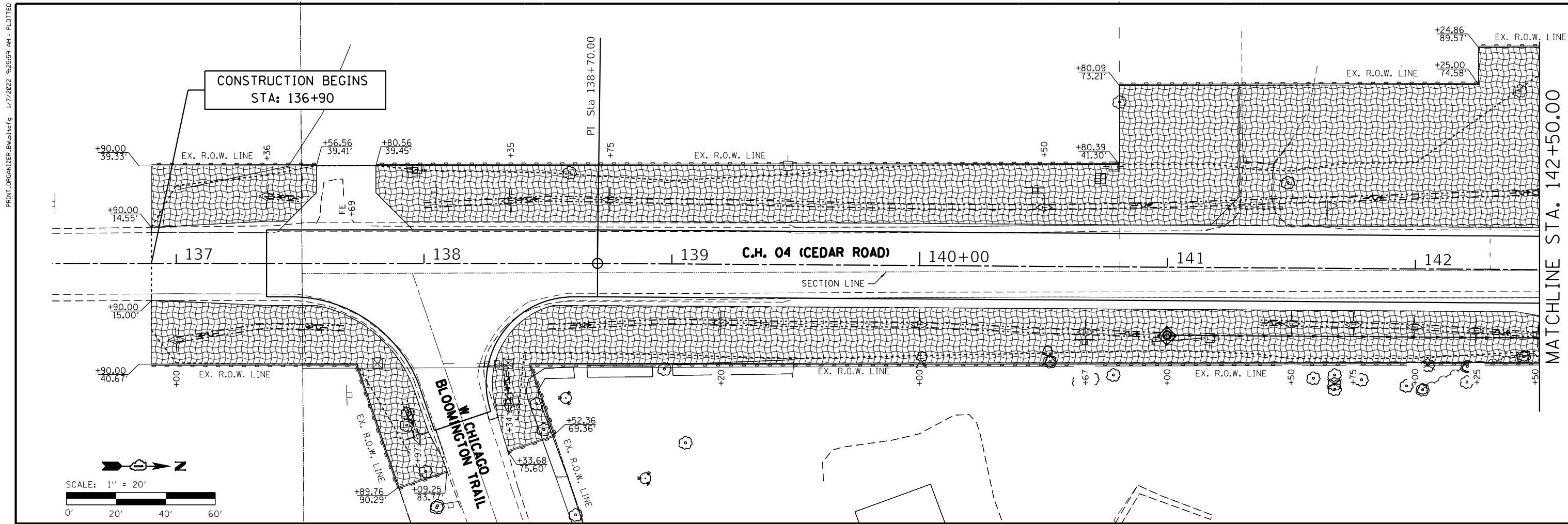
**LEGEND**

- DETOUR ROUTE
- ROAD CLOSURE PARTIALLY CLOSED PORTION
- ROAD CLOSURE COMPLETELY CLOSED PORTION
- 48" X 48" CONSTRUCTION SIGN WITH AMBER FLASHING LIGHT NUMBER DENOTES SIGN TYPE
- TYPE III BARRICADE W/ FLASHING LIGHTS
- OTHER DETOUR SIGNS, NUMBER DENOTES TYPE

**SIGN LEGEND**

- |   |  |  |   |                        |                    |
|---|--|--|---|------------------------|--------------------|
| ① |  | W20-3, 48" X 48" WITH AMBER FLASHING LIGHTS. | ⑨ |                        | M4-8a, 24" X 18"   |
| ② |  | W20-2, 48" X 48" WITH AMBER FLASHING LIGHTS. | ⑩ | INTENTIONALLY NOT USED |                    |
| ③ |  | W20-3, 48" X 48" WITH AMBER FLASHING LIGHTS. | ⑪ |                        | M3-2, 24" X 12"    |
| ④ |  | R11-4, 60" X 30"                             | ⑫ |                        | M3-4, 24" X 12"    |
| ⑤ |  | R11-3a, 60" X 30"                            | ⑬ |                        | M4-9 A, 30" X 24"  |
| ⑥ |  | R11-2, 48" X 30"                             | ⑭ |                        | M4-9 R, 30" X 24"  |
| ⑦ |  | M4-10L, 48" X 18"                            | ⑮ |                        | M4-9 L, 30" X 24"  |
| ⑧ |  | Special, 42" X 30"                           | ⑯ |                        | M4-9 AL, 30" X 24" |
|   |  |  | ⑰ |                        | M4-9 AR, 30" X 24" |
|   |  |  | ⑱ |                        | M4-10R, 48" X 18"  |

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**STORM WATER POLLUTION PREVENTION PLAN**

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SECTION 280, TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

**SITE DESCRIPTION  
DESCRIPTION OF CONSTRUCTION ACTIVITY:**

1. THE PROJECT CONSISTS OF A BRIDGE REPLACEMENT ON CEDAR ROAD OVER SPRING CREEK & APPROACH ROADWAY WORK THERETO.
2. CONSTRUCTION INCLUDES PAVEMENT REMOVAL, EARTH EXCAVATION, ENTRANCES, CHANNEL EXCAVATION, VARIOUS PAVEMENT ITEMS, BRIDGE ITEMS AND OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.

**DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:**

1. INSTALL PERIMETER EROSION BARRIER AS DIRECTED BY THE ENGINEER.
2. CONSTRUCT PRE-STAGE I TEMPORARY PAVEMENT, GRADE DITCHES AND APPLY TEMPORARY EROSION CONTROL AND SET UP STAGE I TRAFFIC CONTROL.
3. REMOVE STAGE I PORTION OF EXISTING BRIDGE.
4. CONSTRUCT STAGE I PORTION OF PROPOSED BRIDGE, RIPRAP AND ROADWAY.
5. PLACE STAGE I PERMANENT EROSION CONTROL INCLUDING PERMANENT SEEDING, EROSION CONTROL BLANKET AND TURF REINFORCEMENT MAT.
6. SET UP STAGE II TRAFFIC CONTROL.
7. REMOVE REMAINING PORTION OF EXISTING BRIDGE AND STAGE I TEMPORARY PAVEMENT.

8. CONSTRUCT STAGE II PORTION OF PROPOSED BRIDGE, RIPRAP AND ROADWAY.
9. REMOVE STAGE II TRAFFIC CONTROL AND PLACE FINAL ROADWAY SURFACE, COMPLETE FINAL GRADING AND PLACE PERMANENT EROSION CONTROL INCLUDING SEEDING, EROSION CONTROL BLANKET AND TURF REINFORCEMENT MAT UNDER LANE CLOSURES.

**AREA OF CONSTRUCTION SITE:**

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 5.00 ACRES OF WHICH 4.67 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

**OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:**

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

**DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:**

SPRING CREEK

**CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL  
DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:**

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, PERIMETER EROSION BARRIER, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
  - (A) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
  - (B) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
  - (C) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

**LEGEND**

- PERIMETER EROSION BARRIER
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET
- SEEDING, CLASS 2A & TURF REINFORCEMENT MAT
- TEMPORARY DITCH CHECKS
- INLET FILTERS
- RUNOFF FLOW DIRECTION

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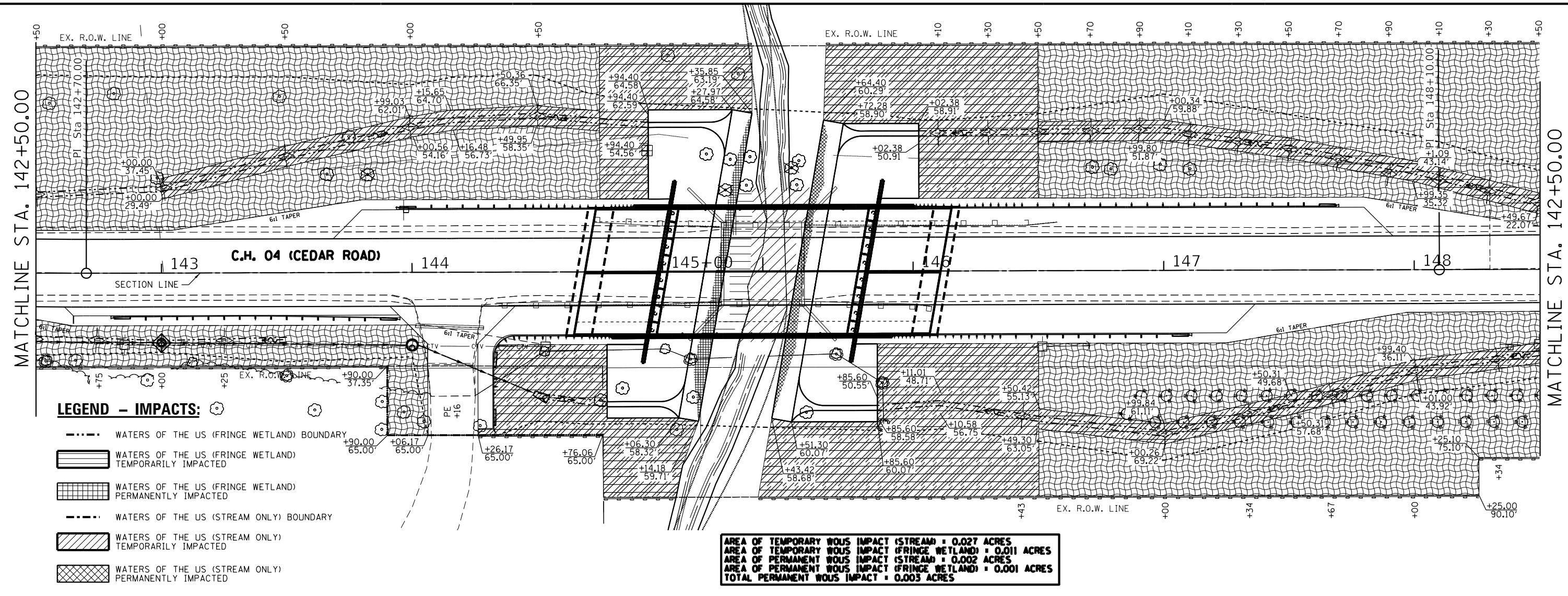
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SHEET NO. 1 OF 3 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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- (D) BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- (E) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREA WHICH ARE HIGHLY ERODIBLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.
- (F) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY LINE.
2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVER SEEDING CAN BE COMPLETED.
- DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:**
- DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
    - WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
    - EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.
    - AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
      - PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
      - TEMPORARILY SEED ERODIBLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
      - RECONSTRUCT ROADWAY.
      - PLACE PERMANENT EROSION CONTROL ITEMS.
    - EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR 7 DAYS.
    - CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

- (F) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
- (G) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.
- (H) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.
- DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING**
- TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.
  - ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDDED.
- MAINTENANCE AFTER CONSTRUCTION**
- CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY IDOT'S FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.
- MISCELLANEOUS:**
- ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
- CONTRACTOR SHALL FOLLOW THE TEMPORARY CONCRETE WASHOUT DETAILS PROVIDED IN THE PROJECT SPECIFICATIONS. DURING PRE-CONSTRUCTION MEETING, CONTRACTOR SHALL PROVIDE THE LOCATIONS OF CONCRETE WASHOUT FACILITIES AND STOCKPILES WITH APPROPRIATE PROTECTIONS (INCLUDE STAGING AREAS IF APPLICABLE) TO WILL/SOUTH COOK - SOIL & WATER CONSERVATION DISTRICT FOR THEIR APPROVAL.

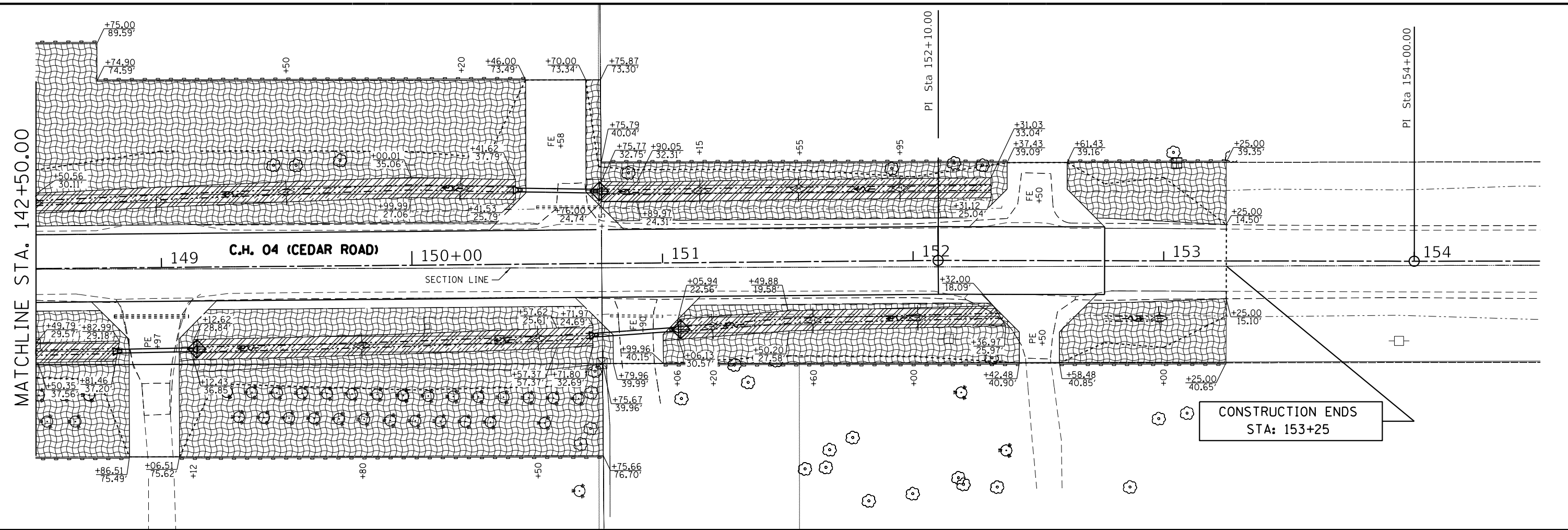
- LEGEND**
- PERIMETER EROSION BARRIER
  - SEEDING, CLASS 2A & EROSION CONTROL BLANKET
  - SEEDING, CLASS 2A & TURF REINFORCEMENT MAT
  - STONE RIPRAP, CLASS A4
  - TEMPORARY DITCH CHECKS
  - INLET FILTERS
  - RUNOFF FLOW DIRECTION

DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	36
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T51173				



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**EROSION CONTROL NOTES**

TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS./ACRE.  
 EROSION CONTROL BLANKET SHALL BE INSTALLED TO ALL DISTURBED AREAS WITH SLOPES EQUAL TO OR GREATER THAN 1V:5H AND IN CRITICAL AREAS (I.E. DETENTION BASIN PERIMETERS, STREAMBANKS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.  
 ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.  
 ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.  
 TEMPORARY DITCH CHECKS SHALL COMPLY WITH SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STANDARD 280001 LOCATED IN THE PLANS.  
 EROSION CONTROL BLANKET SHALL BE PLACED IN DITCHES AS SHOWN ON THIS EROSION CONTROL PLAN SHEET AND IN ACCORDANCE WITH SECTION 251 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.  
 THE USE OF GREEN DYE IN THE EROSION CONTROL BLANKET IS NOT ACCEPTABLE.  
 THE USE OF ASPHALT AS A BINDER IS NOT ACCEPTABLE.  
 ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.  
 IMPACTS TO WATERS OF THE US SHALL BE NO GREATER THAN WHAT IS SHOWN IN THESE PLANS, THE CONTRACTOR SHALL TAKE GREAT CARE IN NOT IMPACTING ANY ADDITIONAL WATERS OF THE US.

**WILL/SOUTH COOK SOIL & WATER CONSERVATION DISTRICT NOTES:**

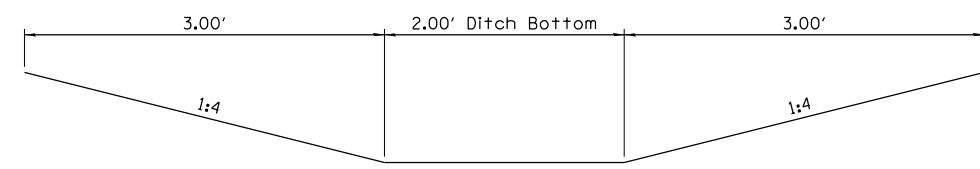
- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.
- THE WILL / SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT (WSCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION MEETING, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- A COPY OF THE EROSION AND SEDIMENTATION CONTROL PLAN, APPROVED BY THE WSCSWCD, SHALL BE MAINTAINED AT THE SITE AT ALL TIMES.
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS, A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE WSCSWCD.
- THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE WSCSWCD.
- IF DEWATERING IS NECESSARY, AND IF THE CONTRACTOR OBTAINED THE APPROPRIATE ADDITIONAL PERMITS, THEN DURING THE OPERATIONS, WATER WILL BE FILTERED, OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES, OR STORMWATER STRUCTURES IS PROHIBITED.
- IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S), WHO MAY PERFORM WORK ON THIS SITE/PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

**IN-STREAM OR STREAM-SIDE NOTES**

- THE CONTRACTOR SHALL CONTACT THE CORPS OF ENGINEERS WITH A PROPOSED PLAN MEETING THE STANDARDS LISTED BELOW. MEANS AND METHODS FOR COMPLETING WORK WITHIN A WATERWAY MUST BE APPROVED BY THE CORPS PRIOR TO COMMENCEMENT OF WORK. THE CORPS WILL APPROVE THE PLAN TO ENSURE IT MEETS THE EROSION AND SEDIMENT CONTROL STANDARDS. HOWEVER, IT IS INCUMBENT UPON THE CONTRACTOR TO ENSURE THAT ALL SYSTEMS ARE CONSTRUCTED TO WITHSTAND EXPECTED FLOWS.
- WORK IN THE WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
  - WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A NON-ERODIBLE SYSTEM (STEEL SHEETS, AQUA BARRIERS, ETC.). EARTHEN STRUCTURES ARE NOT PERMISSIBLE.
  - WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR THE ISOLATED SYSTEM. THE SYSTEMS MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE SYSTEM IS IN PLACE, EQUIPMENT MAY ENTER THE SYSTEM AREA TO PERFORM THE REQUIRED WORK.
  - 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 PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS OTHERWISE REQUIRED.
  - THE SIDE SLOPES SHALL BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE SHALL BE RESTORED TO PRECONSTRUCTION CONDITIONS AND STABLE ENOUGH TO ACCEPT FLOWS.
  - ALL MATERIALS USED FOR TEMPORARY CONSTRUCTION ACTIVITY WILL BE REMOVED TO UPLAND AREAS IMMEDIATELY FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITY.

**LEGEND**

- PERIMETER EROSION BARRIER
- SEEDING, CLASS 2A & EROSION CONTROL BLANKET
- SEEDING, CLASS 2A & TURF REINFORCEMENT MAT
- TEMPORARY DITCH CHECKS
- INLET FILTERS
- RUNOFF FLOW DIRECTION



**TURF REINFORCEMENT MAT DETAIL**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SHEET NO. 3 OF 3 SHEETS



DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	37
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T5(173)		

FILE : S:\S\T-uc\1034\04\DESIGN\CAD\_SHEETS\103404.ERSC-Plan.dgn

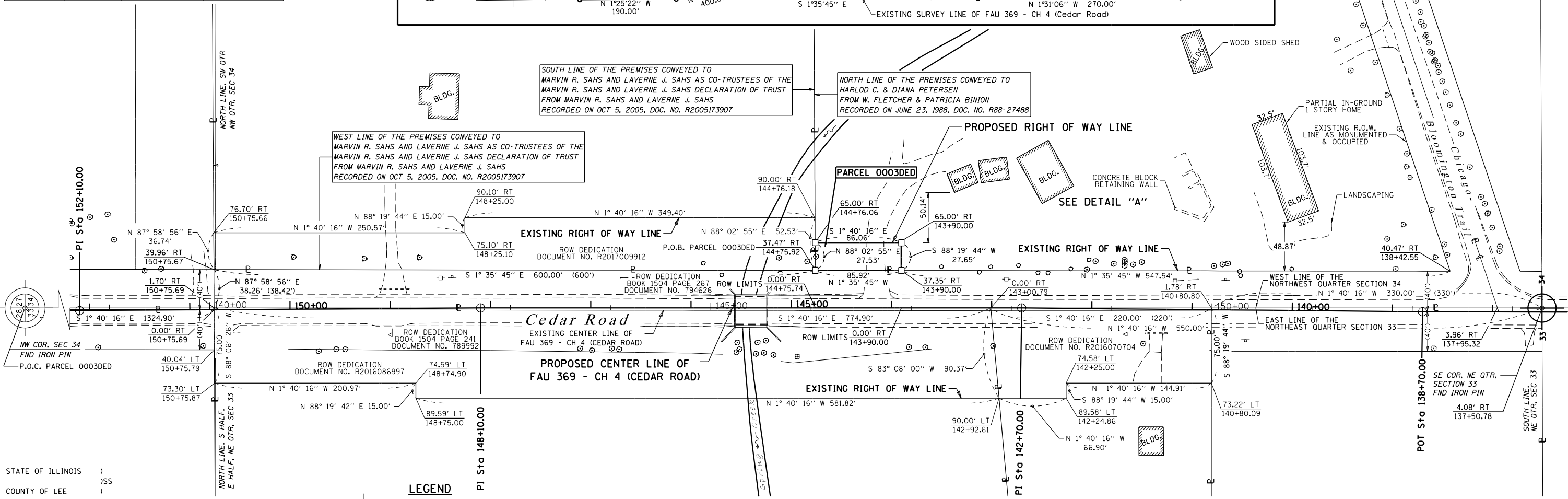
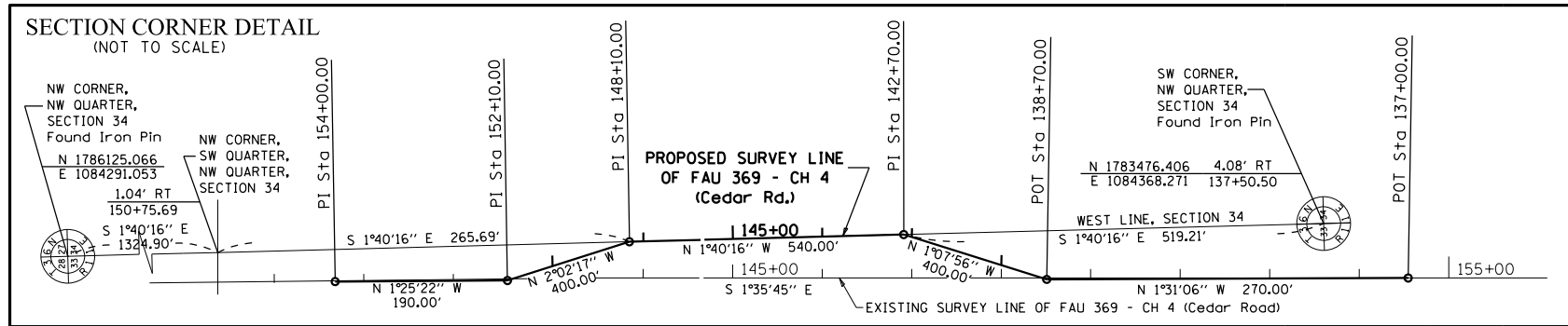
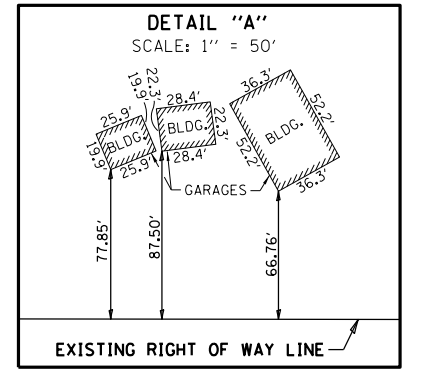
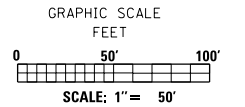
PART OF THE NORTHWEST QTR. OF SEC. 34, TWP. 36 N., R. 11 E. OF THE 3RD. P.M., IN WILL COUNTY, ILLINOIS.



COORDINATE TABLE			
ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)			
STATION	OFFSET	NORTH	EAST
137+00.00	00.00 RT	1783595.4725	1084361.0318
137+50.78	4.08 RT	1783476.4055	1084368.2708
137+85.00	00.00 RT	1783510.5023	1084363.2835
140+80.09	73.22 LT	1783804.0769	1084283.6788
142+24.86	89.58 LT	1783948.4922	1084264.4589
142+25.00	74.58 LT	1783948.9297	1084279.4526
142+70.00	00.00 RT	1783995.3944	1084353.1288
142+92.61	90.00 LT	1784015.3676	1084262.5078
143+90.00	37.35 RT	1784116.4327	1084386.9668
143+90.00	65.00 RT	1784117.2390	1084414.6016
143+90.00	00.00 RT	1784115.3434	1084349.6292
144+76.06	65.00 RT	1784203.2692	1084412.0919
148+25.00	90.10 RT	1784553.3593	1084426.8880
148+25.10	75.10 LT	1784552.9218	1084411.8944
148+74.90	74.59 LT	1784597.3752	1084260.5336
148+75.00	89.59 LT	1784596.9378	1084245.5400
150+75.66	76.70 RT	1784803.3824	1084404.5870
150+75.68	1.70 RT	1784800.7417	1084329.6321
150+75.87	73.30 LT	1784798.2644	1084254.6725
152+10.00	00.00 RT	1784934.9113	1084323.1559
152+98.00	00.00 RT	1785022.8851	1084320.9707
154+00.00	00.00 RT	1785124.8527	1084318.4380
NA	NA	1786125.0727	1084290.9936

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
					ACRES	SQUARE FEET		
0003DED	5.000	0.055	0.000	5.000			16-05-34-100-016	

NOTES:  
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.  
BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".  
ALL MEASUREMENTS AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.99995635.  
AREA SHOWN ON THIS PLAT ARE GROUND.



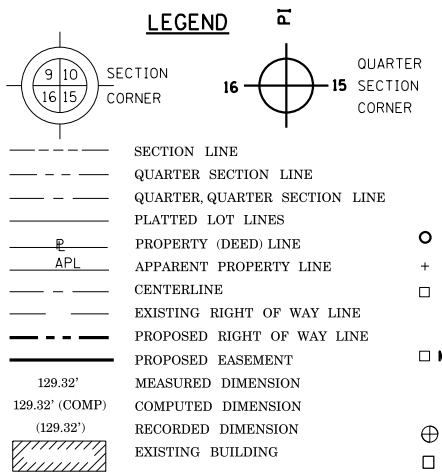
STATE OF ILLINOIS )  
COUNTY OF LEE )

THIS IS TO CERTIFY THAT I, ADAM J. SCHROEDER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, ARE AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-000918), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 34, TOWNSHIP 36 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT \_\_\_\_\_, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3916  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2020

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



FOR THE PURPOSE OF THIS PLAT BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD-83, 2011 ADJ.) WILL COUNTY GPS 804 PID AE2573

○ IRON PIPE OR ROD FOUND      ⊕ "MAG" NAIL SET  
+ CUT CROSS FOUND OR SET      ○ 5/8" REBAR SET

□ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

□ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

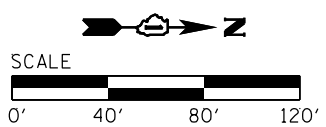
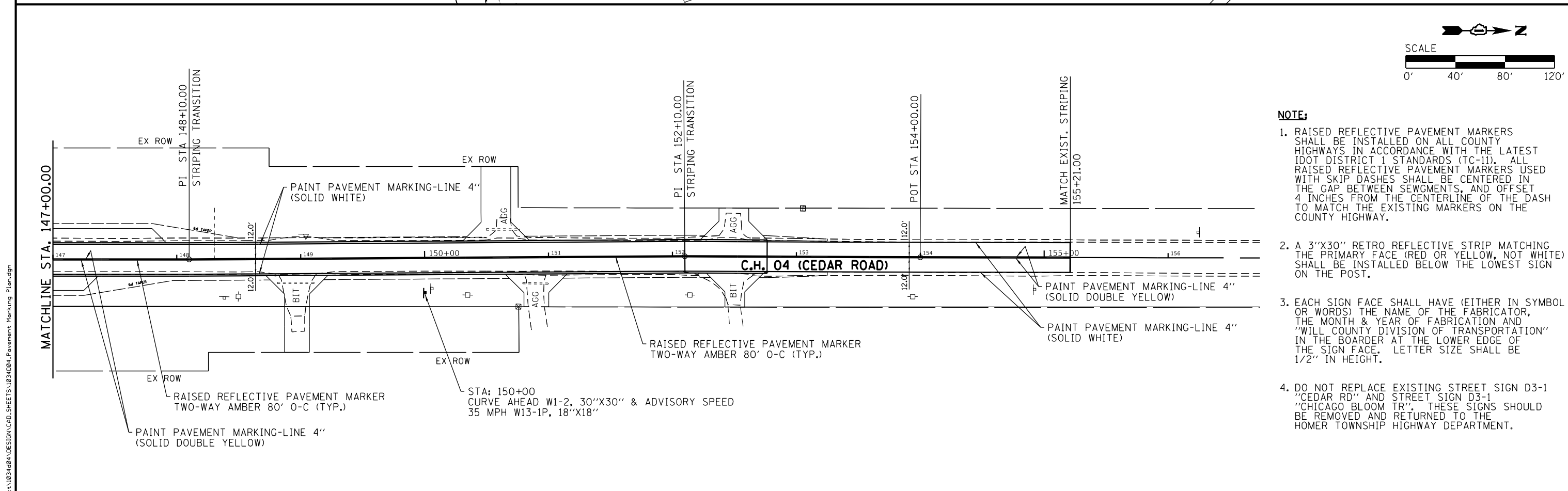
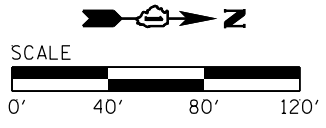
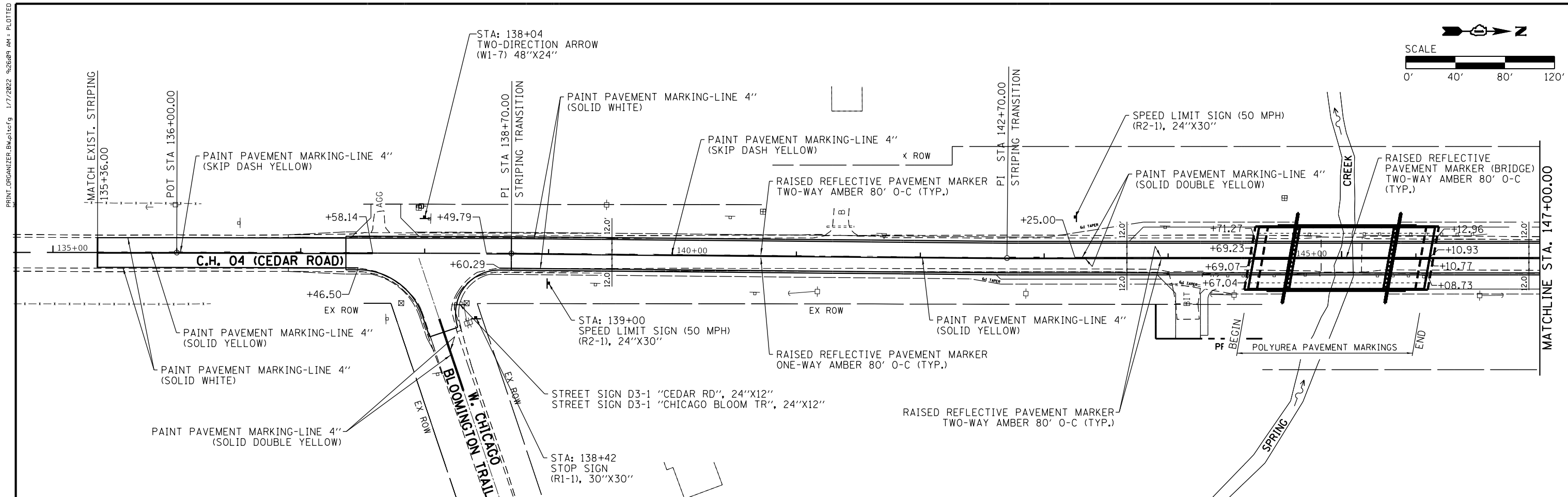
□ RIGHT OF WAY STAKING PROPOSED TO BE SET



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
RIGHT-OF-WAY PLAN			
SHEET NO. 1 OF 1 SHEETS			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS SHEET NO.
369	01-00051-04-BR	WILL	83 38
CONTRACT NO. 61894			
ILLINOIS FED. AID PROJECT AITS1173			



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- NOTE:**
1. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ON ALL COUNTY HIGHWAYS IN ACCORDANCE WITH THE LATEST IDOT DISTRICT 1 STANDARDS (TC-11). ALL RAISED REFLECTIVE PAVEMENT MARKERS USED WITH SKIP DASHES SHALL BE CENTERED IN THE GAP BETWEEN SEWMENTS, AND OFFSET 4 INCHES FROM THE CENTERLINE OF THE DASH TO MATCH THE EXISTING MARKERS ON THE COUNTY HIGHWAY.
  2. A 3"X30" RETRO REFLECTIVE STRIP MATCHING THE PRIMARY FACE (RED OR YELLOW, NOT WHITE) SHALL BE INSTALLED BELOW THE LOWEST SIGN ON THE POST.
  3. EACH SIGN FACE SHALL HAVE (EITHER IN SYMBOL OR WORDS) THE NAME OF THE FABRICATOR, THE MONTH & YEAR OF FABRICATION AND "WILL COUNTY DIVISION OF TRANSPORTATION" IN THE BORDER AT THE LOWER EDGE OF THE SIGN FACE. LETTER SIZE SHALL BE 1/2" IN HEIGHT.
  4. DO NOT REPLACE EXISTING STREET SIGN D3-1 "CEDAR RD" AND STREET SIGN D3-1 "CHICAGO BLOOM TR". THESE SIGNS SHOULD BE REMOVED AND RETURNED TO THE HOMER TOWNSHIP HIGHWAY DEPARTMENT.

FILE : SASR-uc\1834\04.DESIGN\CAD\_SHEETS\1834\04.Pavement\_Markings\_Plan.dgn



DESIGNED - GBG	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN**

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	39
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

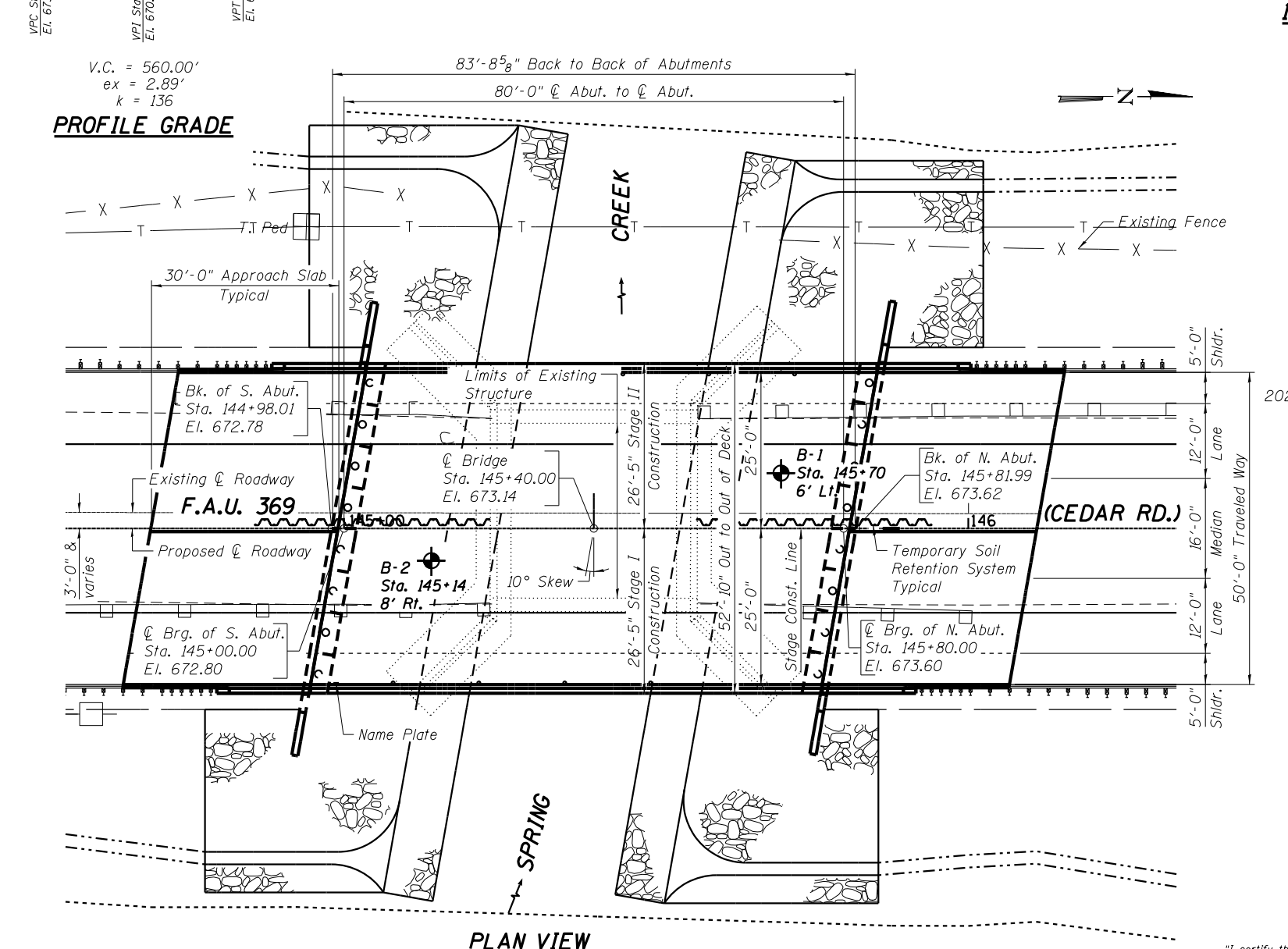
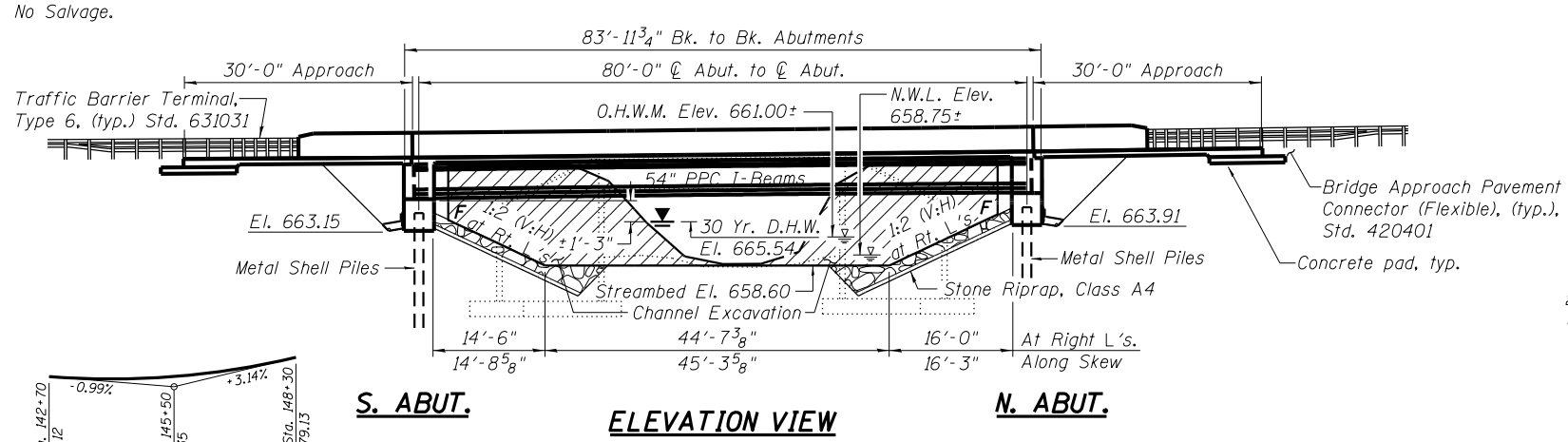
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**EXISTING STRUCTURE:** S.N. 099-3022  
 Originally constructed in 1957 as F.A.S. Route 295, Sec. 51B-1 at Station 145+40.00. The structure consists of a single span (1 @ 32'-0") reinforced concrete tee-girder structure supported by closed concrete abutments. 33'-2" back to back of abutments and 32'-4" out to out of deck. Structure to be removed and replaced. Traffic to be maintained utilizing stage construction.

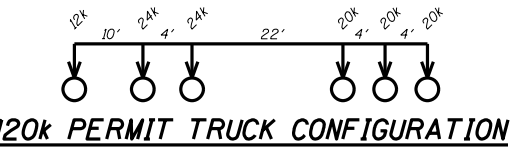
**BENCH MARK "B":** Chiseled. "□" on the S/W Wingwall of Exist. Bridge, 20' Lt., Sta. 145+24, El. 672.01 (NAVD 88)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.		1,113	1,113
Stone Riprap, Class A4	Sq. Yd.		929	929
Filter Fabric	Sq. Yd.		929	929
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		439	439
Floor Drains	Each	10		10
Concrete Structures	Cu. Yd.	32.0	74.8	106.8
Concrete Superstructure	Cu. Yd.	211.6		211.6
Bridge Deck Grooving	Sq. Yd.	749		749
Protective Coat	Sq. Yd.	686		686
Concrete Superstructure (Approach Slab)	Cu. Yd.	144.2		144.2
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54"	Foot	650		650
Reinforcement Bars, Epoxy Coated	Pound	95,310	12,430	107,740
Bar Splicers	Each	553	64	617
Furnishing Metal Shell Piles 14" x 0.312"	Foot		385	385
Driving Piles	Foot		385	385
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Temporary Soil Retention System	Sq. Ft.		891	891
Granular Backfill for Structures	Cu. Yd.		270	270
Geocomposite Wall Drain	Sq. Yd.		127	127
Pipe Underdrains for Structures 4"	Foot		160	160



- INDEX OF SHEETS**
- 1 General Plan & Elevation
  - 2 Construction Staging And Temporary Soil Retention System
  - 3 Temporary Concrete Barrier for Stage Construction
  - 4 Riprap And Pile Layout
  - 5-6 Top of Slab Elevations
  - 7-8 Top of Approach Slab Elevations
  - 9 Superstructure
  - 10 Superstructure Details
  - 11 Diaphragm Details
  - 12-14 Bridge Approach Slab Details
  - 15 Framing Plan
  - 16 54" PPC I-Beam
  - 17 54" PPC I-Beam Details
  - 18-19 Abutment Details
  - 20 Metal Shell Pile Details
  - 21 Bar Splicer Assembly And Mechanical Splicer Details
  - 22-23 Boring Logs
  - 24-26 Existing Plans



**DESIGN STRESSES**  
**FIELD UNITS**  
 $f'_c = 3,500$  psi  
 $f'_c = 4,000$  psi (Superstructure Concrete)  
 $f_y = 60,000$  psi (Reinforcement)

**PRECAST PRESTRESSED UNITS**  
 $f'_c = 6,000$  psi  
 $f'_ci = 5,000$  psi  
 $f_{pu} = 270,000$  psi (1/2"  $\phi$  low lax. strands)  
 $f_{pbt} = 201,960$  psi (1/2"  $\phi$  low lax. strands)

**LOADING HL-93 & IDOT 120k PERMIT LOAD**  
 Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.094g  
 Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.164g  
 Soil Site Class = D

**GENERAL NOTES**

Reinforcement bars designated (E) shall be epoxy coated.  
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.  
 All elevations shown are in datum NAVD 88 unless noted otherwise.  
 The conversion from datum NAVD 88 to NGVD 29 is +0.28 ft. at this location.  
 Slipforming of Parapet in Not Allowed.

SPRING CREEK  
 BUILT 2022 BY  
 WILL COUNTY  
 SEC. 01-00051-04-BR  
 F.A.U. RT. 369 STA. 145+40  
 STR. NO. 099-3376 LOADING HL93

**NAME PLATE**  
 See Std. 515001

**WATERWAY INFORMATION - NGVD 29 DATUM**

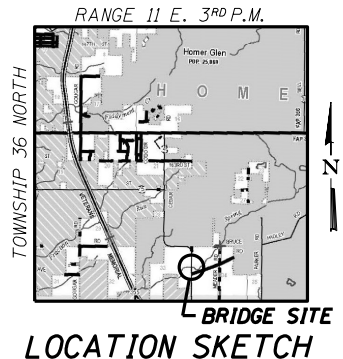
Drainage Area = 9.90 sq. mi. Prop. Low Grade Elevation: 672.74 @ Sta. 144+04.30

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
	10	780	175	370	665.29	0.14	0.06	665.43	665.35
Design	30	1,020	191	408	665.82	0.29	0.18	666.11	666.00
Base	100	1,250	202	433	666.17	0.44	0.30	666.61	666.47
Max	500	1,600	216	467	666.62	0.89	0.66	667.51	667.28



DATE: 01/07/2022  
 EXPIRES 11/30/22

"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 requirements of the current 'AASHTO LRFD Bridge Design Specifications'."



**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	S. Abut.	N. Abut.
	663.00	663.76

**GENERAL PLAN & ELEVATION**  
**CEDAR ROAD OVER SPRING CREEK**  
**F.A.U. 369 - SEC. 01-00051-04-BR**  
**WILL COUNTY**  
**STATION 145+40**  
**STRUCTURE NO. 099-3376**



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

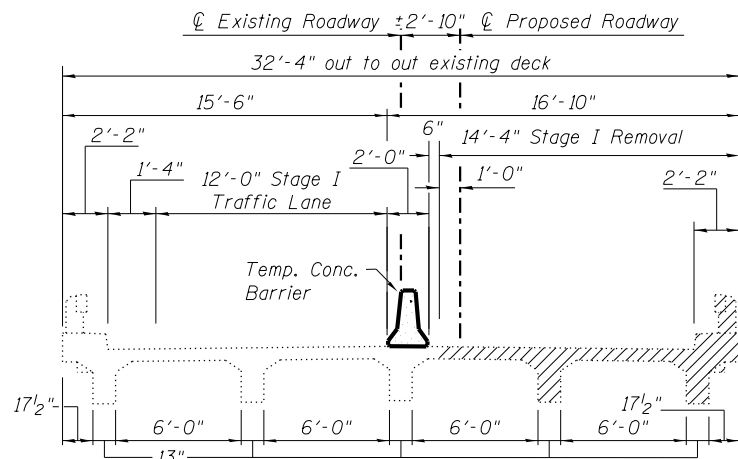
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL SHEET NO. 1 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	40

CONTRACT NO. 61894  
 ILLINOIS FED. AID PROJECT A1T5173

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**CROSS SECTION - STAGE I REMOVAL**  
(Looking North)

**NOTES:**

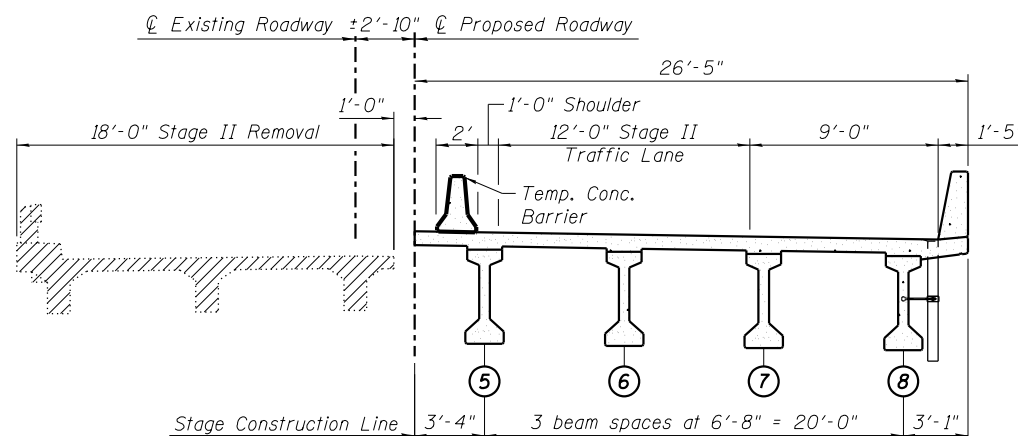
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

Hatched area in deck cross section indicates "Removal of Existing Structures".

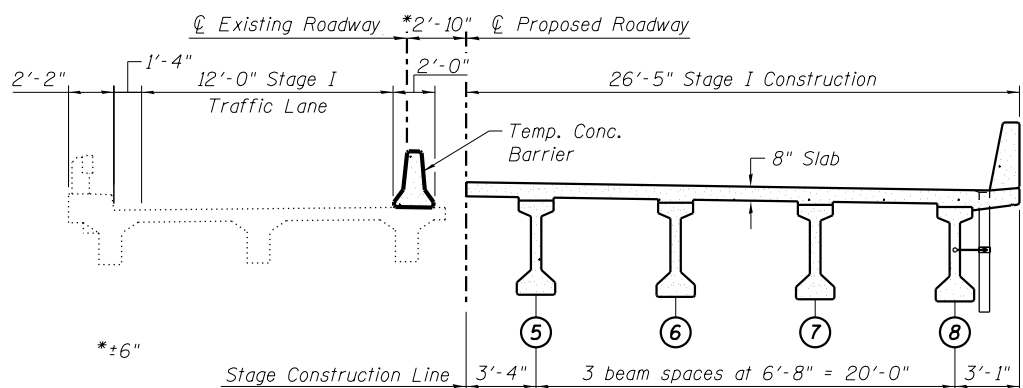
Temporary Concrete Barriers shall be provided for stage construction, see Standard 704001. Pay item for "Temporary Concrete Barrier" is included in the roadway plans.

**BILL OF MATERIAL**

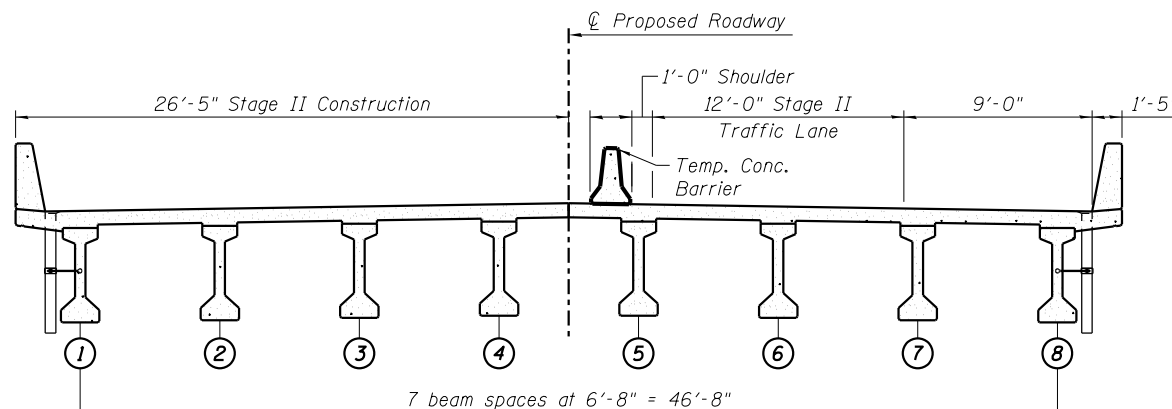
Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	891



**CROSS SECTION - STAGE II REMOVAL**  
(Looking North)



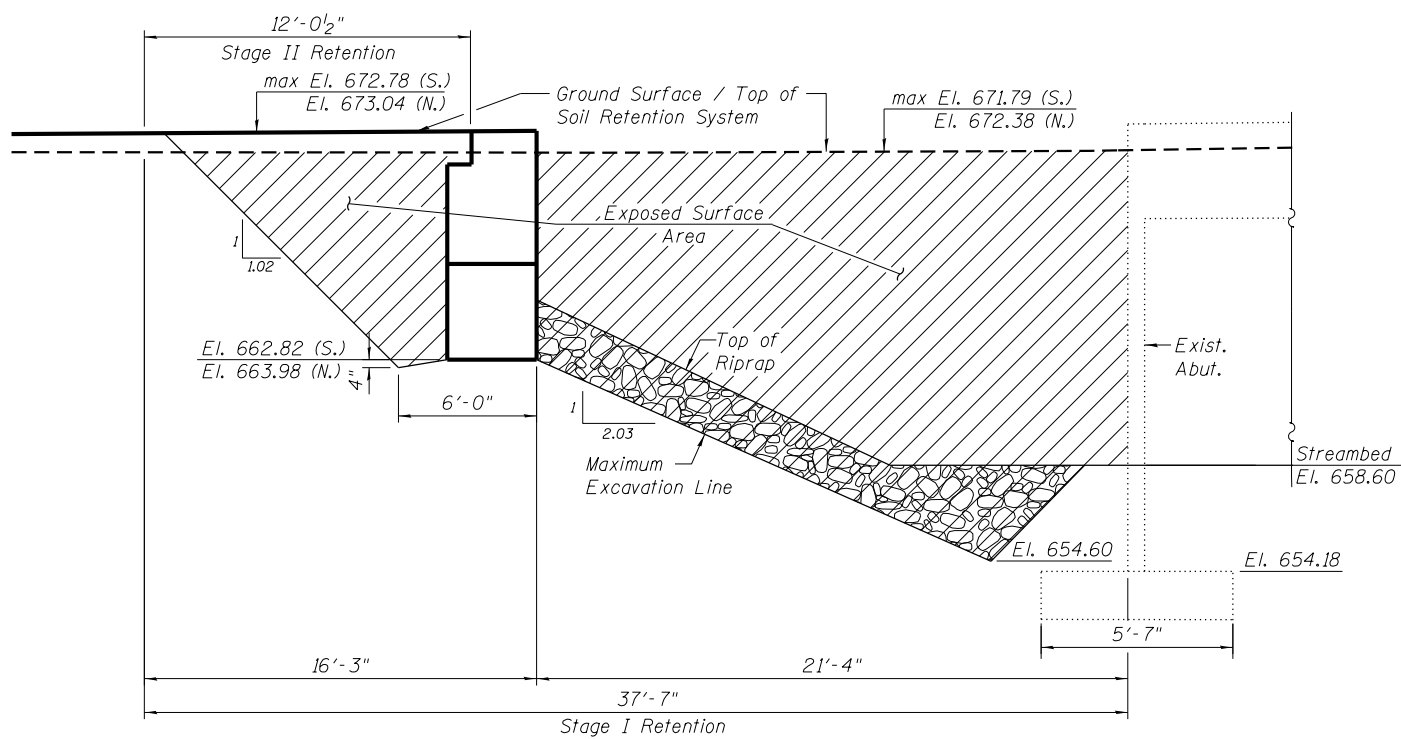
**CROSS SECTION - STAGE I CONSTRUCTION**  
(Looking North)



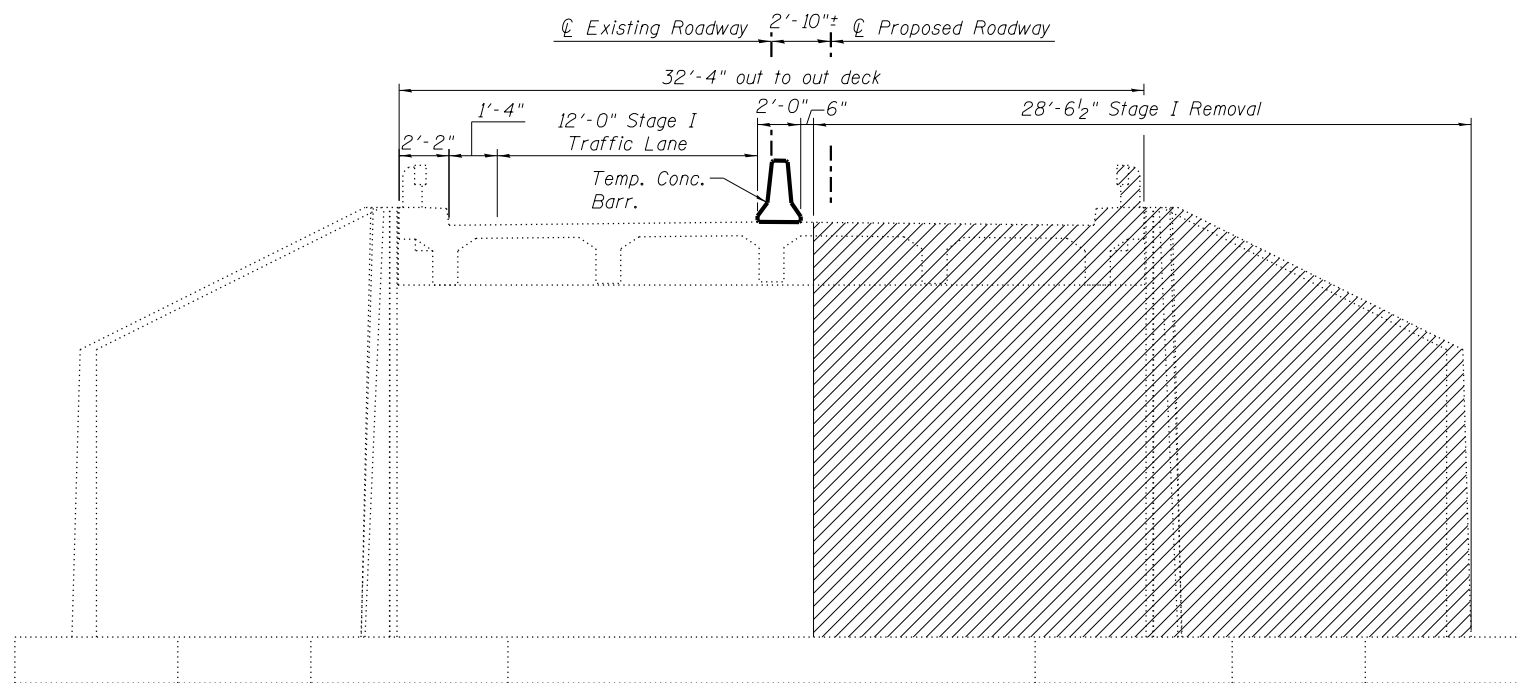
**CROSS SECTION - STAGE II CONSTRUCTION**  
(Looking North)

**SEQUENCE OF CONSTRUCTION**

- 1). Install a portion of the Temporary Soil Retention System to keep the roadway stable during removal of the wingwalls and substructure components.
- 2). Remove the East portions of the abutment joint while continuing installation of the Temporary Soil Retention System. Removal of substructure is to be included in "Removal of Existing Structures".
- 3). Construct Stage I of the structure.
- 4). Switch traffic and begin Stage II Construction.



**TEMPORARY SOIL RETENTION SYSTEM**  
(South Elevation Shown, North Similar)



**STAGE I REMOVAL**  
(Looking North)



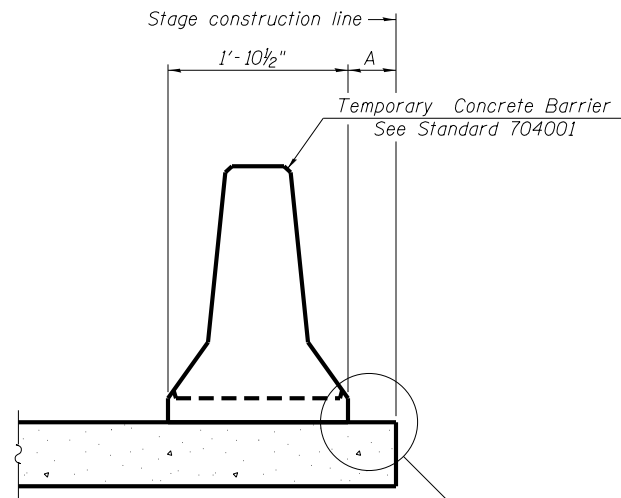
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CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION STAGING AND TEMPORARY SOIL RETENTION SYSTEM

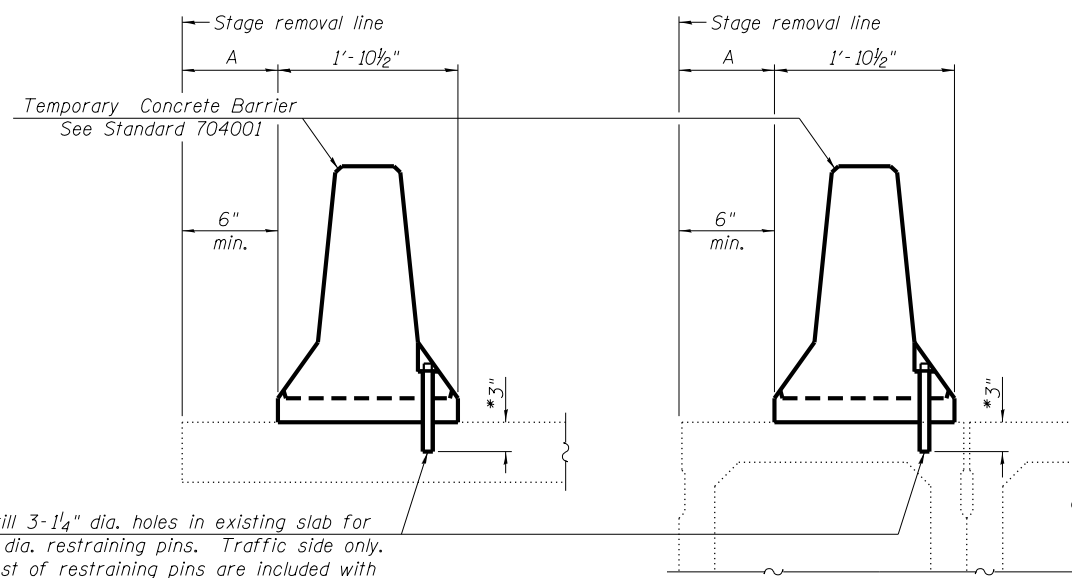
STRUCTURAL SHEET NO. 2 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	41
CONTRACT NO. 61B94				
ILLINOIS		FED. AID PROJECT A1T5(173)		



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

**NEW SLAB OR NEW DECK BEAM**

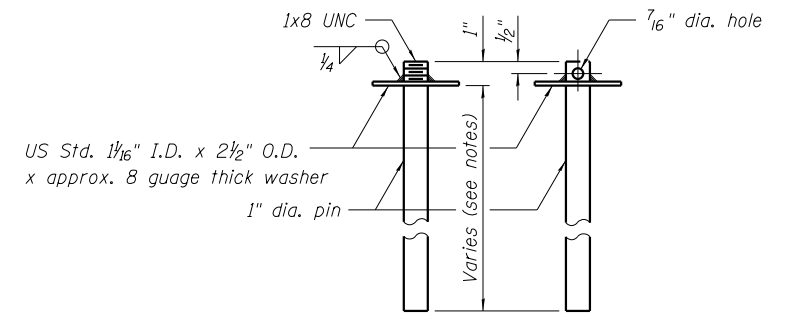


Drill 3-1/4" dia. holes in existing slab for 1" dia. restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

**EXISTING SLAB**

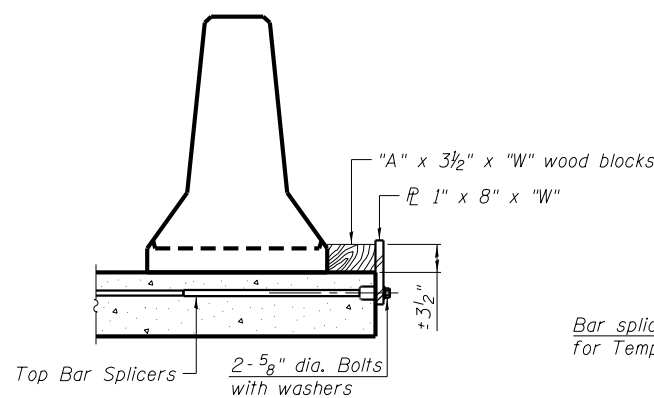
**EXISTING DECK BEAM**

**SECTIONS THRU SLAB OR DECK BEAM**

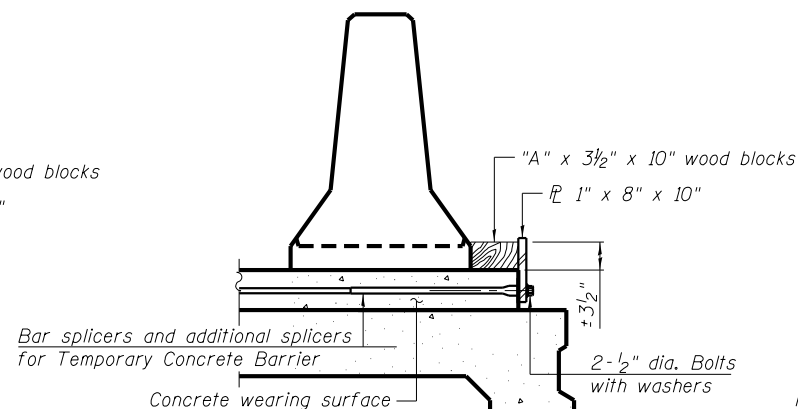


**RESTRAINING PIN**

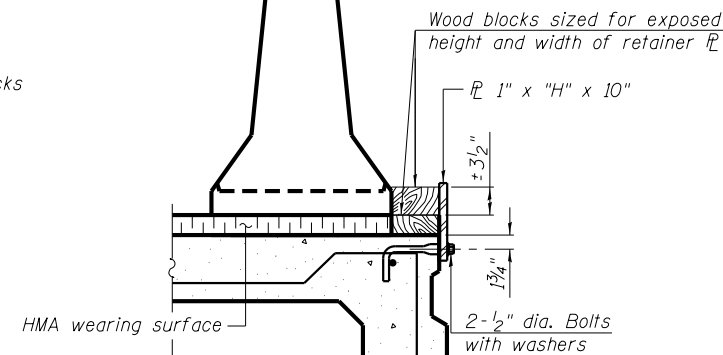
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



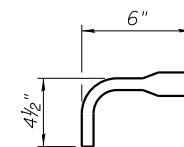
**DETAIL I**



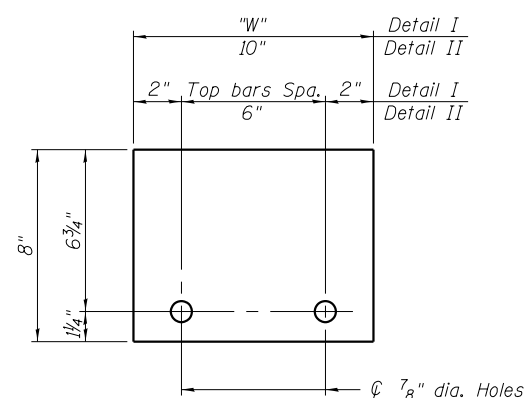
**DETAIL II**



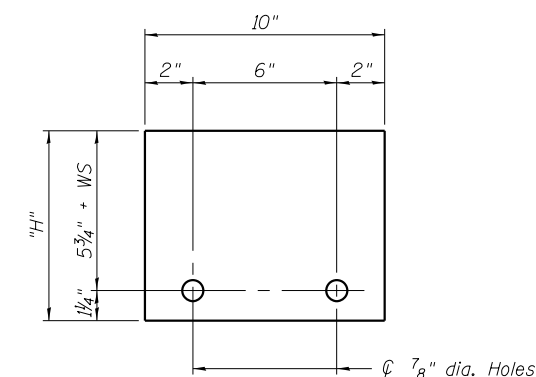
**DETAIL III**



**BAR SPLICER FOR #4 BAR - DETAIL III**



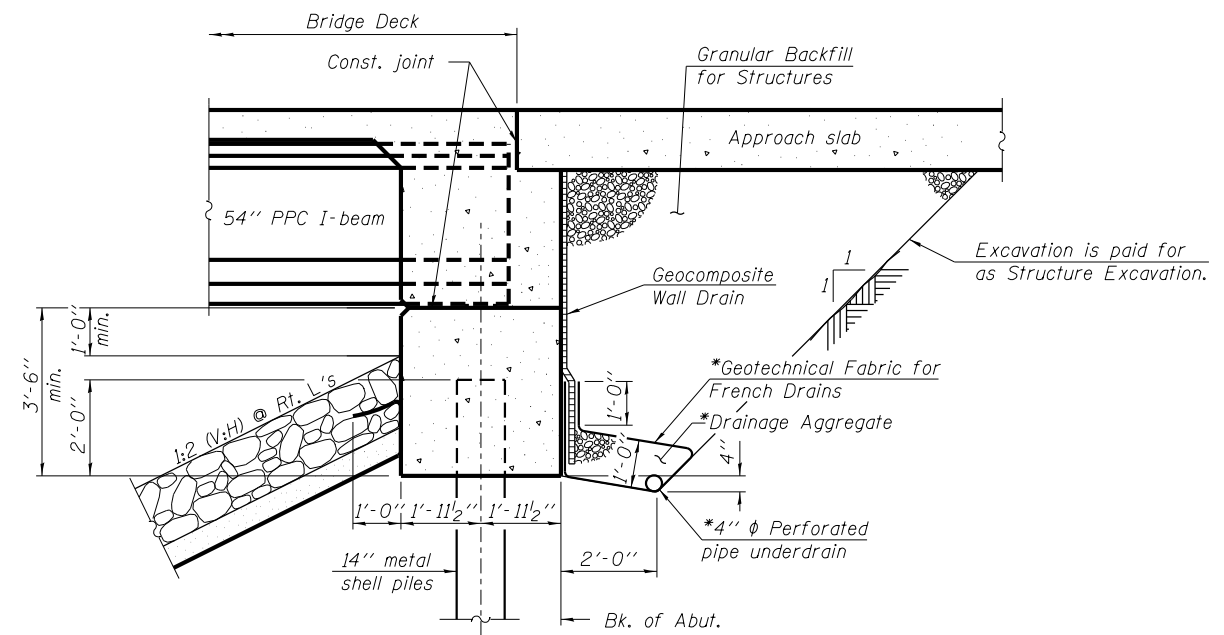
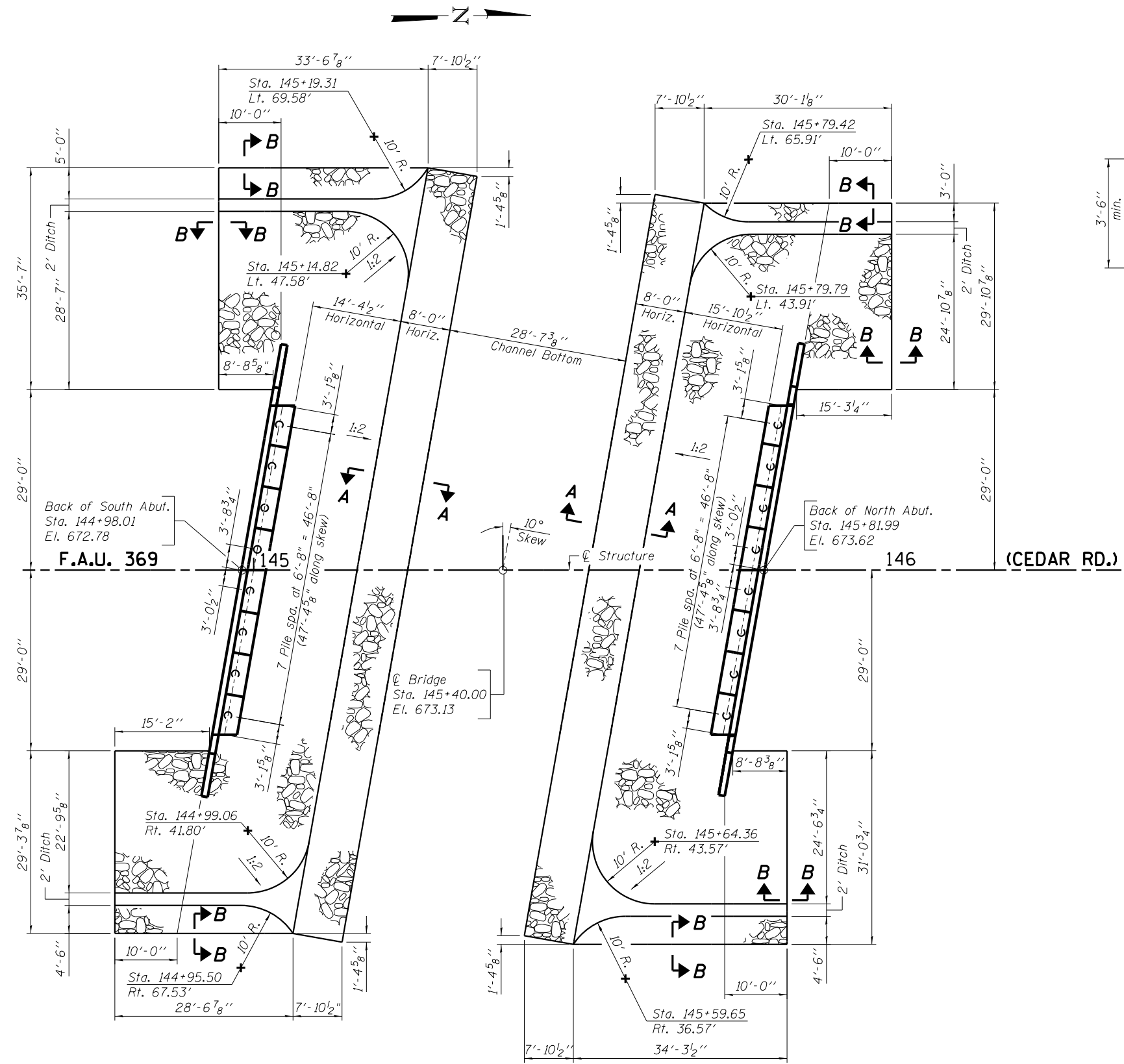
**STEEL RETAINER 1" x 8" x "W"**  
(Detail I and II)



**STEEL RETAINER 1" x "H" x 10"**

**NOTES:**

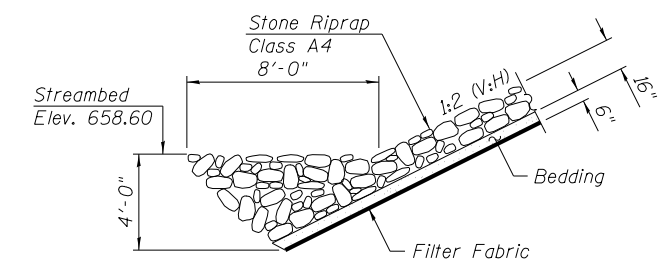
- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.
- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



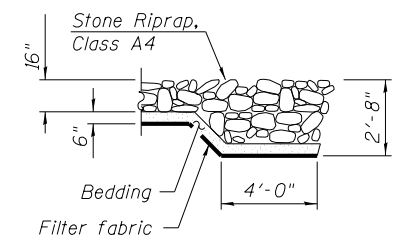
**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).  
See Structural sheet 18 and 19 of 26 for Drainage Item Quantities.



**SECTION A-A**



**SECTION B-B**

**BILL OF MATERIAL**

Item	Unit	Quantity
Stone Riprap, Class A4	Sq. Yd.	929
Filter Fabric	Sq. Yd.	929



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CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

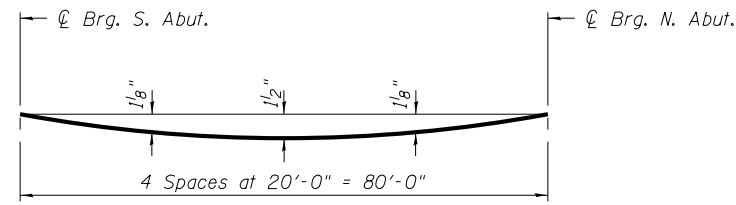
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

RIPRAP AND PILE LAYOUT

STRUCTURAL SHEET NO. 4 OF 26 SHEETS

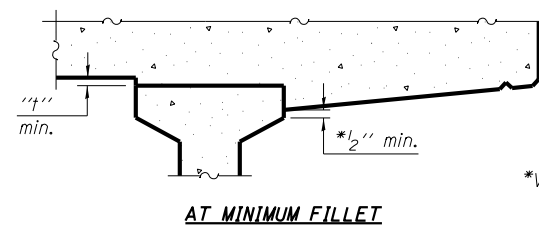
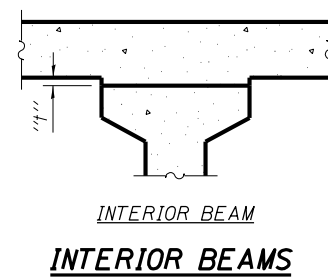
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	43
CONTRACT NO. 61B94				
		ILLINOIS	FED. AID PROJECT A1T51173	

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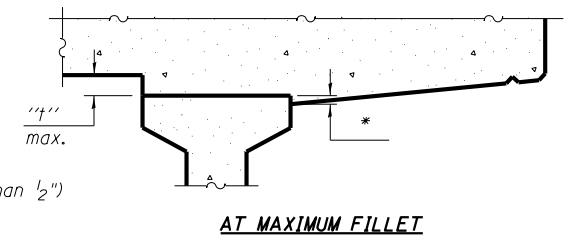


**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only.)

**NOTE:**  
The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on Structural Sheet 6 of 26.

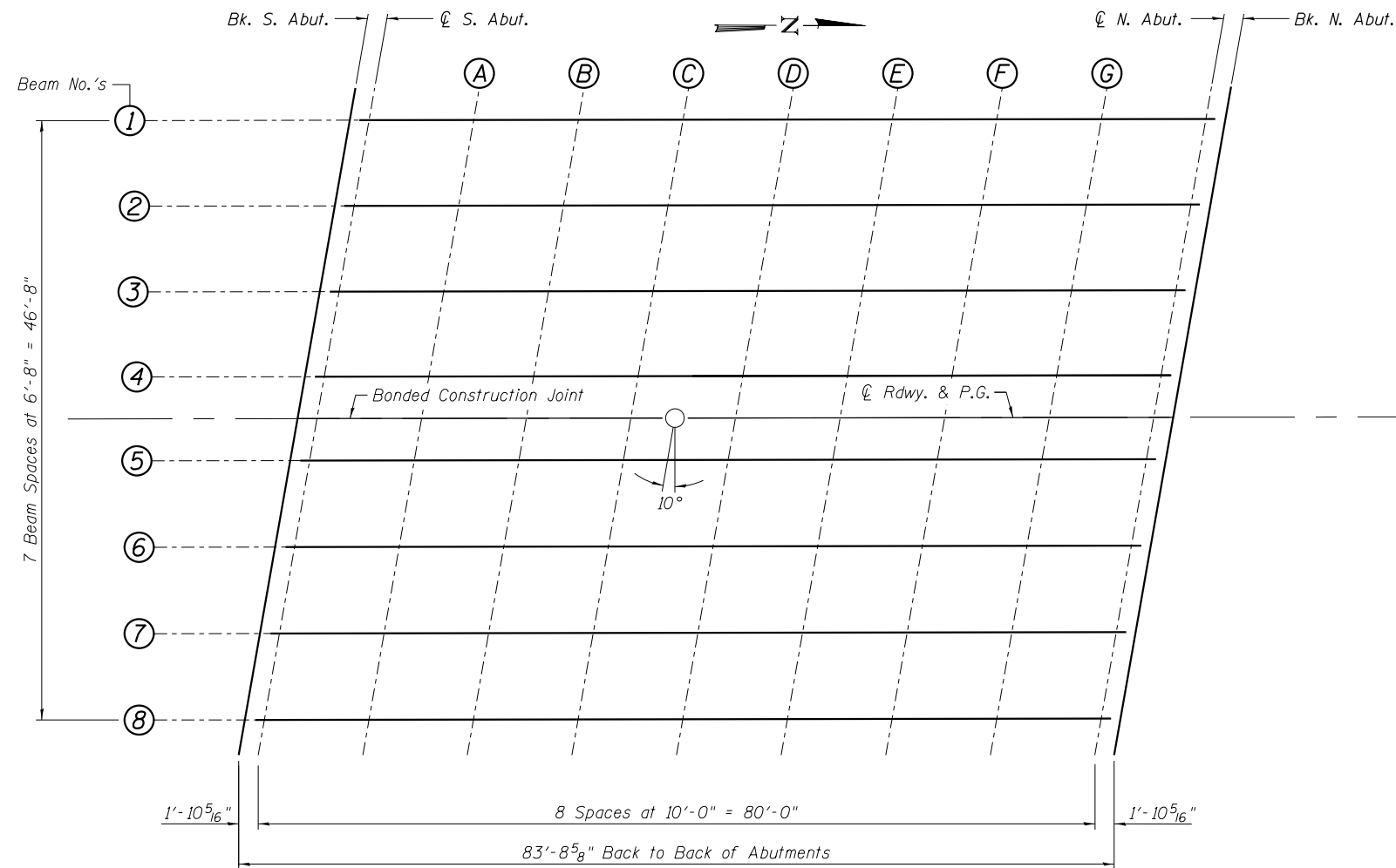


\*Variable (not less than 1/2")



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on Structural Sheet 6 of 26, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

**FILLET HEIGHTS**



**PLAN**

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DESIGNED - EEL	REVISED -
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DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS**

STRUCTURAL SHEET NO. 5 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	44
<b>CONTRACT NO. 61B94</b>				
ILLINOIS		FED. AID PROJECT A1TS(173)		

**BEAM 1**

Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	145+02.13	23.33	672.45	672.45
S. C Abut.	145+04.11	23.33	672.46	672.46
A	145+14.11	23.33	672.54	672.56
B	145+24.11	23.33	672.62	672.66
C	145+34.11	23.33	672.71	672.76
D	145+44.11	23.33	672.81	672.87
E	145+54.11	23.33	672.92	672.97
F	145+64.11	23.33	673.04	673.08
G	145+74.11	23.33	673.16	673.18
N. C Abut.	145+84.11	23.33	673.29	673.29
Back N. Abut.	145+86.10	23.33	673.31	673.31

**BEAM 2**

Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	145+00.95	16.67	672.54	672.54
S. C Abut.	145+02.94	16.67	672.56	672.56
A	145+12.94	16.67	672.63	672.65
B	145+22.94	16.67	672.72	672.76
C	145+32.94	16.67	672.81	672.85
D	145+42.94	16.67	672.91	672.97
E	145+52.94	16.67	673.01	673.06
F	145+62.94	16.67	673.13	673.17
G	145+72.94	16.67	673.25	673.27
N. C Abut.	145+82.94	16.67	673.37	673.37
Back N. Abut.	145+84.93	16.67	673.40	673.40

**BEAM 3**

Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+99.77	10.00	672.64	672.64
S. C Abut.	145+01.76	10.00	672.65	672.65
A	145+11.76	10.00	672.73	672.75
B	145+21.76	10.00	672.81	672.85
C	145+31.76	10.00	672.90	672.95
D	145+41.76	10.00	673.00	673.06
E	145+51.76	10.00	673.10	673.15
F	145+61.76	10.00	673.22	673.26
G	145+71.76	10.00	673.34	673.36
N. C Abut.	145+81.76	10.00	673.46	673.46
Back N. Abut.	145+83.75	10.00	673.49	673.49

**BEAM 4**

Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+98.60	3.33	672.72	672.73
S. C Abut.	145+00.59	3.33	672.74	672.75
A	145+10.59	3.33	672.81	672.84
B	145+20.59	3.33	672.90	672.94
C	145+30.59	3.33	672.98	673.04
D	145+40.59	3.33	673.08	673.15
E	145+50.59	3.33	673.19	673.24
F	145+60.59	3.33	673.30	673.35
G	145+70.59	3.33	673.42	673.45
N. C Abut.	145+80.59	3.33	673.54	673.55
Back N. Abut.	145+82.58	3.33	673.57	673.58

**C OF ROADWAY & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+98.01	0.00	672.78	672.78
S. C Abut.	145+00.00	0.00	672.80	672.80
A	145+10.00	0.00	672.87	672.89
B	145+20.00	0.00	672.95	672.99
C	145+30.00	0.00	673.04	673.09
D	145+40.00	0.00	673.14	673.20
E	145+50.00	0.00	673.24	673.29
F	145+60.00	0.00	673.35	673.39
G	145+70.00	0.00	673.47	673.49
N. C Abut.	145+80.00	0.00	673.60	673.60
Back N. Abut.	145+81.99	0.00	673.62	673.62

**BEAM 5**

Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+97.42	3.33	672.73	672.73
S. C Abut.	144+99.41	3.33	672.74	672.74
A	145+09.41	3.33	672.81	672.83
B	145+19.41	3.33	672.89	672.93
C	145+29.41	3.33	672.98	673.03
D	145+39.41	3.33	673.08	673.14
E	145+49.41	3.33	673.18	673.23
F	145+59.41	3.33	673.29	673.33
G	145+69.41	3.33	673.41	673.43
N. C Abut.	145+79.41	3.33	673.54	673.54
Back N. Abut.	145+81.40	3.33	673.56	673.56

**BEAM 6**

Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+96.25	10.00	672.61	672.61
S. C Abut.	144+98.24	10.00	672.63	672.63
A	145+08.24	10.00	672.70	672.72
B	145+18.24	10.00	672.78	672.82
C	145+28.24	10.00	672.87	672.91
D	145+38.24	10.00	672.96	673.02
E	145+48.24	10.00	673.07	673.11
F	145+58.24	10.00	673.18	673.22
G	145+68.24	10.00	673.29	673.31
N. C Abut.	145+78.24	10.00	673.42	673.42
Back N. Abut.	145+80.23	10.00	673.44	673.44

**BEAM 7**

Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+95.07	16.67	672.50	672.50
S. C Abut.	144+97.06	16.67	672.51	672.51
A	145+07.06	16.67	672.59	672.61
B	145+17.06	16.67	672.67	672.71
C	145+27.06	16.67	672.75	672.80
D	145+37.06	16.67	672.85	672.91
E	145+47.06	16.67	672.95	672.99
F	145+57.06	16.67	673.06	673.10
G	145+67.06	16.67	673.17	673.19
N. C Abut.	145+77.06	16.67	673.30	673.30
Back N. Abut.	145+79.05	16.67	673.32	673.32

**BEAM 8**

Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	144+93.90	23.33	672.39	672.39
S. C Abut.	144+95.89	23.33	672.40	672.40
A	145+05.89	23.33	672.47	672.49
B	145+15.89	23.33	672.55	672.59
C	145+25.89	23.33	672.64	672.68
D	145+35.89	23.33	672.73	672.79
E	145+45.89	23.33	672.83	672.88
F	145+55.89	23.33	672.94	672.98
G	145+65.89	23.33	673.06	673.08
N. C Abut.	145+75.89	23.33	673.18	673.18
Back N. Abut.	145+77.87	23.33	673.20	673.20



DESIGNED - EEL  
 CHECKED - DCB  
 DRAWN - FDL  
 CHECKED - EEL

REVISED -  
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 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

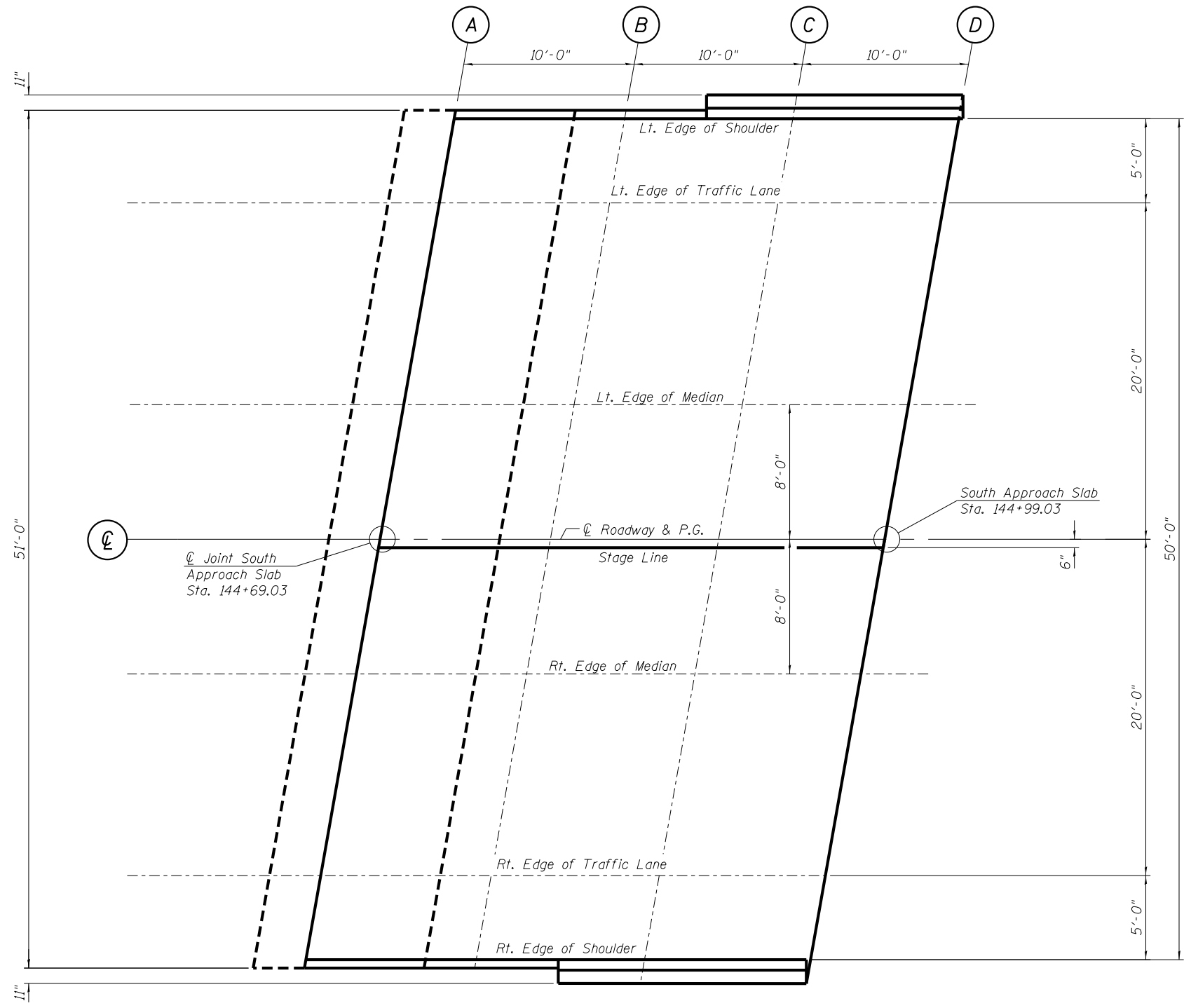
STRUCTURAL SHEET NO. 6 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61B94				
		ILLINOIS	FED. AID PROJECT A1T5173	

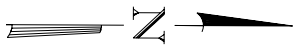


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**PLAN**



**LEFT EDGE OF SHOULDER**

Location	Station	Offset Lt.	Theoretical Grade Elevations
A	144+73.44	25.00	672.24
B	144+83.44	25.00	672.30
C	144+93.44	25.00	672.36
D	145+03.44	25.00	672.43

**LEFT EDGE OF TRAFFIC LANE**

Location	Station	Offset Lt.	Theoretical Grade Elevations
A	144+72.56	20.00	672.32
B	144+82.56	20.00	672.37
C	144+92.56	20.00	672.43
D	145+02.56	20.00	672.50

**CENTERLINE OF ROADWAY & P.G.**

Location	Station	Offset	Theoretical Grade Elevations
A	144+69.03	0.00	672.61
B	144+79.03	0.00	672.66
C	144+89.03	0.00	672.72
D	144+99.03	0.00	672.79

**STAGE LINE**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	144+68.94	0.50	672.60
B	144+78.94	0.50	672.66
C	144+88.94	0.50	672.71
D	144+98.94	0.50	672.78

**RIGHT EDGE OF TRAFFIC LANE**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	144+65.50	20.00	672.28
B	144+75.50	20.00	672.33
C	144+85.50	20.00	672.39
D	144+95.50	20.00	672.45

**RIGHT EDGE OF SHOULDER**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	144+64.62	25.00	672.20
B	144+74.62	25.00	672.25
C	144+84.62	25.00	672.31
D	144+94.62	25.00	672.37

**WILLETT HOFMANN & ASSOCIATES INC.**  
ENGINEERING ARCHITECTURE LAND SURVEYING  
809 EAST 2ND STREET, DIXON, IL 61021-0367  
T: 815-284-3381 DESIGN FIRM: #184-000118

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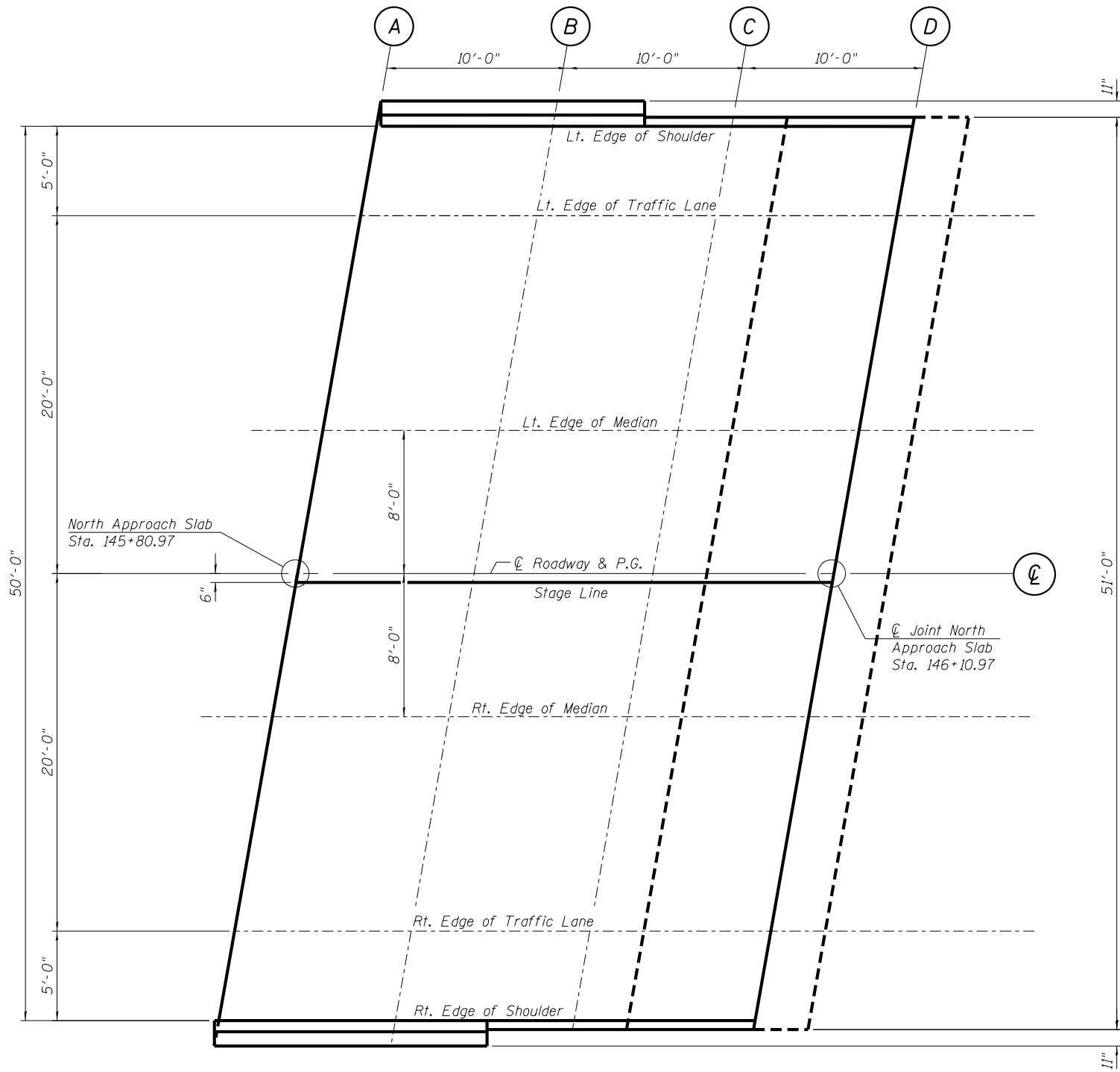
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS**

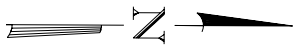
STRUCTURAL SHEET NO. 7 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	46
<b>CONTRACT NO. 61B94</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	





**PLAN**



**LEFT EDGE OF SHOULDER**

Location	Station	Offset Lt.	Theoretical Grade Elevations
A	145+85.38	25.00	673.28
B	145+95.38	25.00	673.41
C	146+05.38	25.00	673.56
D	146+15.38	25.00	673.71

**LEFT EDGE OF TRAFFIC LANE**

Location	Station	Offset Lt.	Theoretical Grade Elevations
A	145+84.50	20.00	673.34
B	145+94.50	20.00	673.48
C	146+04.50	20.00	673.62
D	146+14.50	20.00	673.78

**CENTERLINE OF ROADWAY & P.G.**

Location	Station	Offset	Theoretical Grade Elevations
A	145+80.97	0.00	673.61
B	145+90.97	0.00	673.74
C	146+00.97	0.00	673.88
D	146+10.97	0.00	674.03

**STAGE LINE**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	145+80.88	0.50	673.60
B	145+90.88	0.50	673.73
C	146+00.88	0.50	673.88
D	146+10.88	0.50	674.02

**RIGHT EDGE OF TRAFFIC LANE**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	145+77.44	20.00	673.25
B	145+87.44	20.00	673.38
C	145+97.44	20.00	673.52
D	146+07.44	20.00	673.67

**RIGHT EDGE OF SHOULDER**

Location	Station	Offset Rt.	Theoretical Grade Elevations
A	145+76.56	25.00	673.16
B	145+86.56	25.00	673.29
C	145+96.56	25.00	673.43
D	146+06.56	25.00	673.58



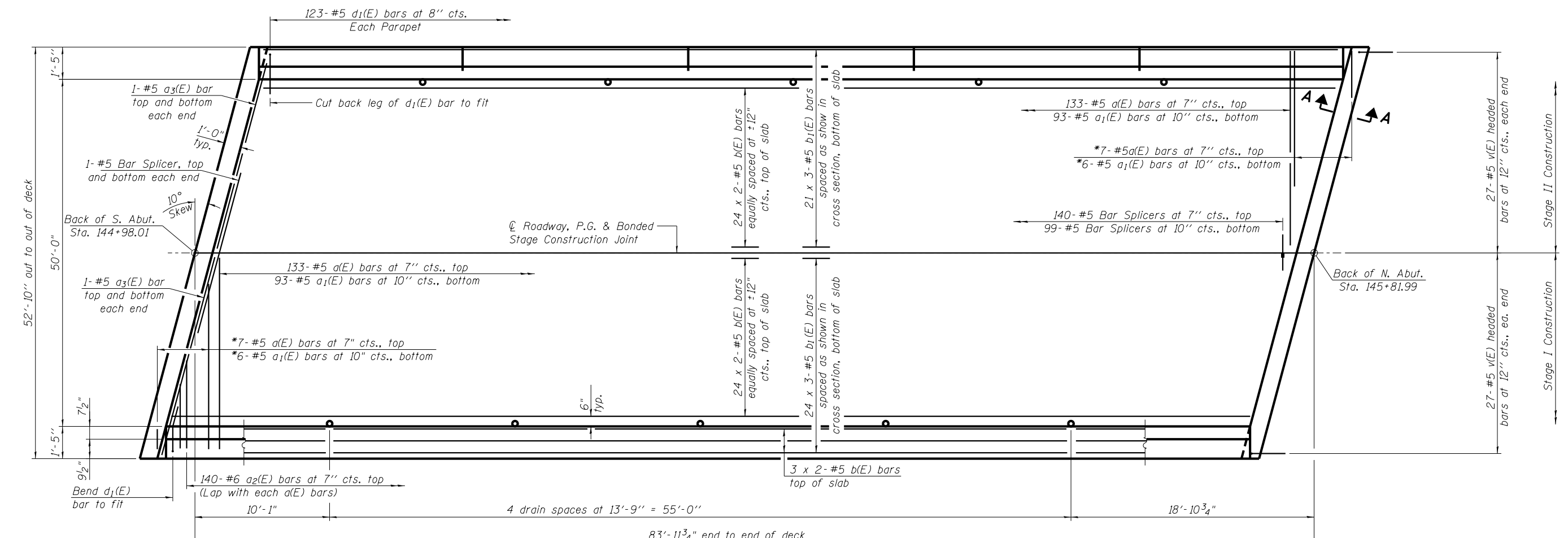
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

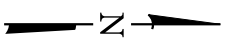
**TOP OF NORTH APPROACH SLAB ELEVATIONS**

STRUCTURAL SHEET NO. 8 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	47
<b>CONTRACT NO. 61B94</b>				
		ILLINOIS	FED. AID PROJECT AITS(173)	

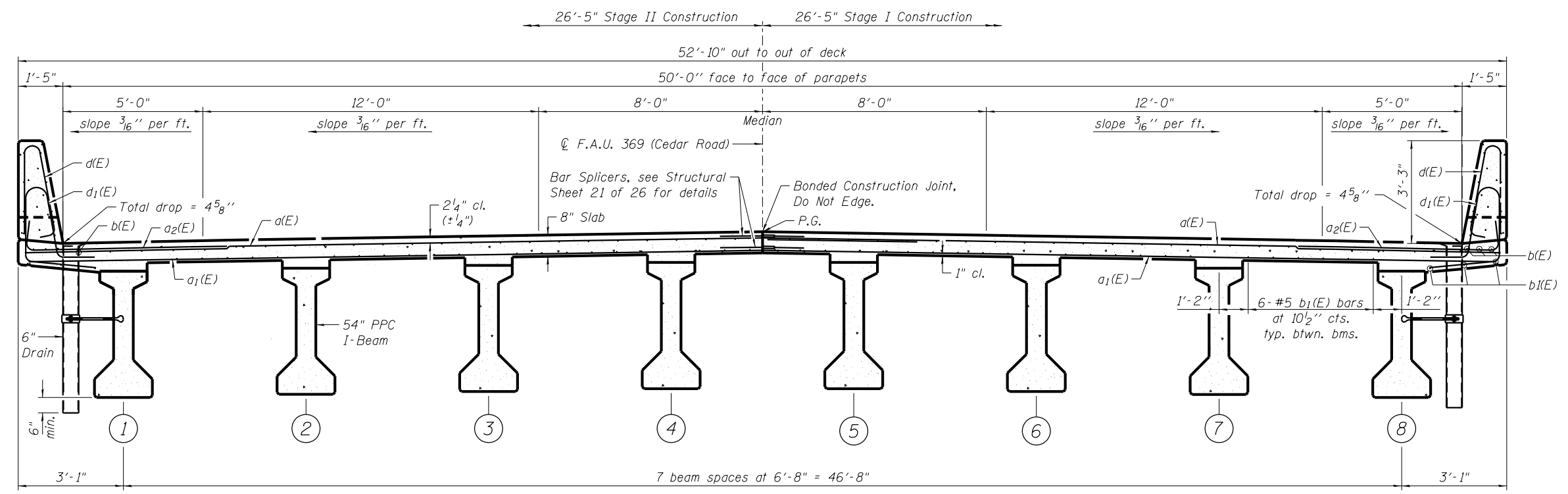


**PLAN**



**MINIMUM BAR LAP**

#5 bar = 3'-6"  
#4 bar = 2'-11"



**AT ABUTMENT**

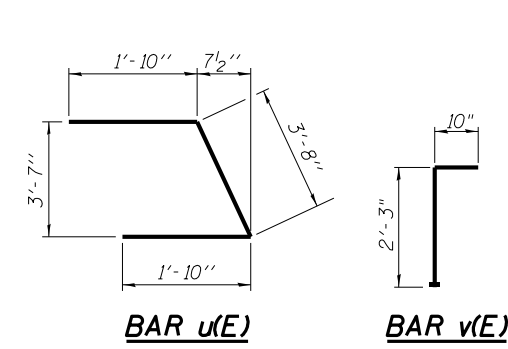
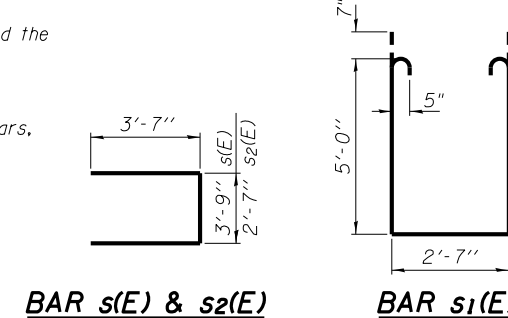
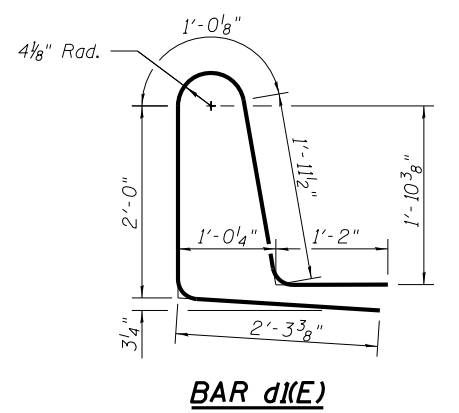
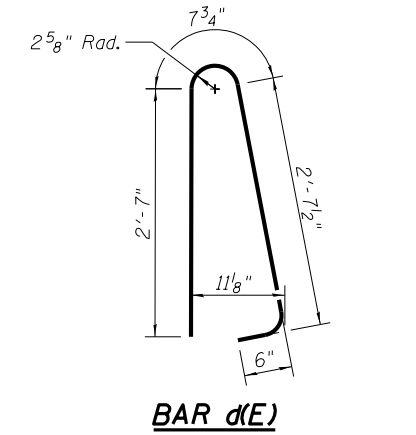
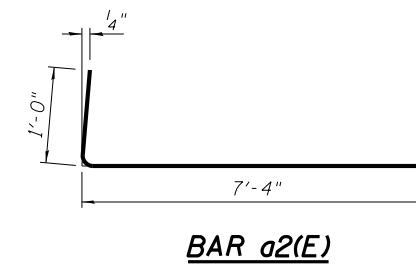
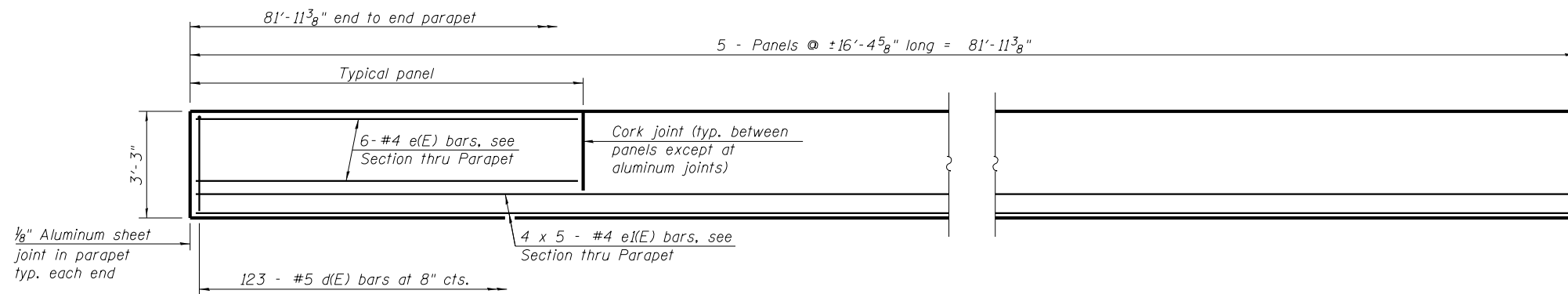
**CROSS SECTION**  
(Looking North)

**AT MIDSPAN**

**NOTES:**  
See Structural Sheet 10 of 26 for Superstructure Details and Bill of Material.  
For Section A-A and Diaphragm Details, see Structural Sheet 11 of 26.  
See Structural Sheet 10 of 26 for parapet reinforcement.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
\* Order a(E) and a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

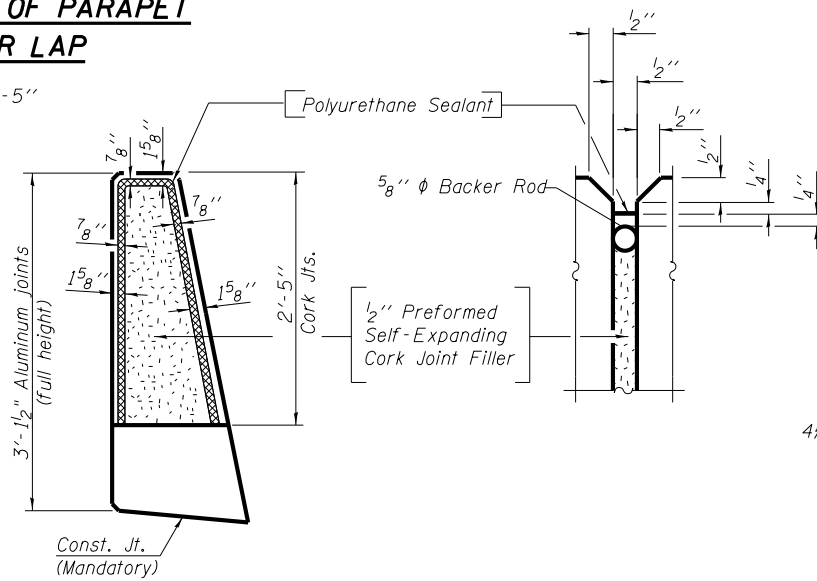
DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	48
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

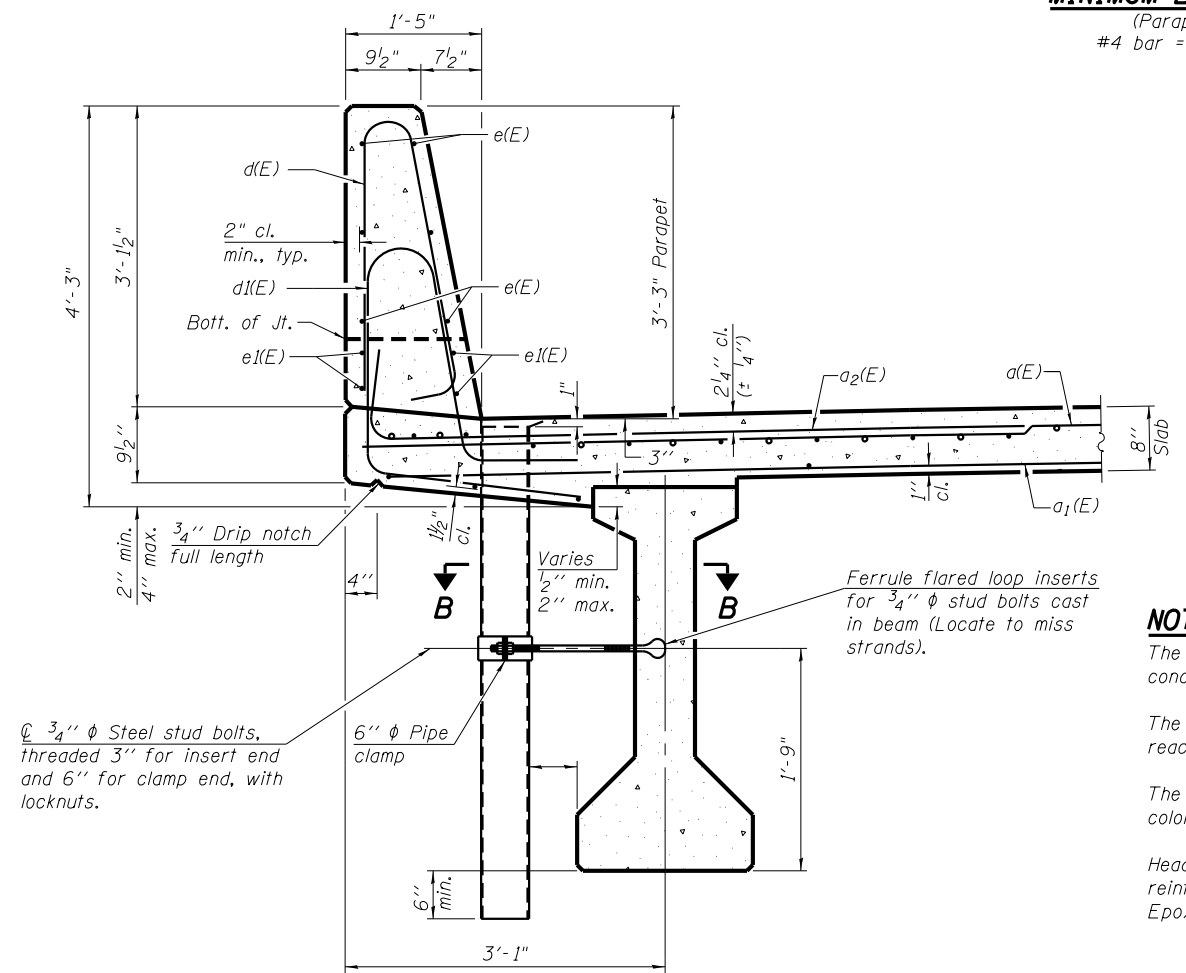


**INSIDE ELEVATION OF PARAPET  
MINIMUM BAR LAP**

(Parapet)  
#4 bar = 2'-5"



**PARAPET JOINT DETAILS**



**SECTION THRU PARAPET**

**NOTES:**

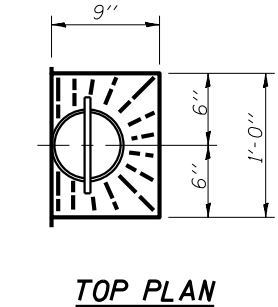
- The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
- The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

**SUPERSTRUCTURE  
BILL OF MATERIAL**

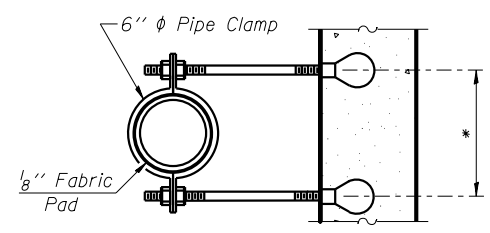
Bar	No.	Size	Length	Shape
a(E)	280	#5	26'-1"	—
a1(E)	198	#5	26'-0"	—
a2(E)	280	#6	8'-4"	—
a3(E)	8	#5	26'-6"	—
b(E)	108	#5	42'-7"	—
b1(E)	144	#5	29'-7"	—
d(E)	246	#5	6'-5"	—
d1(E)	246	#5	8'-5"	—
e(E)	60	#4	16'-1"	—
e1(E)	40	#4	18'-4"	—
m(E)	24	#6	36'-6"	—
m1(E)	48	#6	6'-0"	—
m2(E)	16	#6	3'-0"	—
m3(E)	12	#6	4'-6"	—
m4(E)	4	#6	2'-2"	—
m5(E)	32	#5	4'-0"	—
s(E)	168	#5	10'-11"	—
s1(E)	84	#5	13'-9"	—
s2(E)	32	#5	9'-9"	—
u(E)	20	#6	7'-4"	—
v(E)	108	#5	3'-1"	—
Floor Drains			Each	10
Concrete Superstructure			Cu. Yd.	203.8
Bridge Deck Grooving			Sq. Yd.	749
Protective Coat			Sq. Yd.	686
Reinforcement Bars, Epoxy Coated			Pound	36,960
Bar Splicers			Each	265

**NOTES:**

- Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- The exterior surfaces of the floor drains shall be pigmented by the manufacturer with a color that matches the concrete.
- The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device and inserts included with Floor Drains.
- Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.

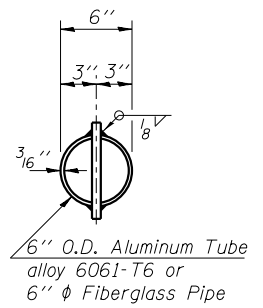


**TOP PLAN**



**SECTION B-B**

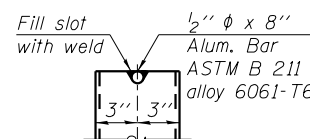
\*Dimension as required by Pipe Clamp



**TOP PLAN**

(Showing Aluminum Tube)

**FIBERGLASS PIPE**



**ALUMINUM TUBE**

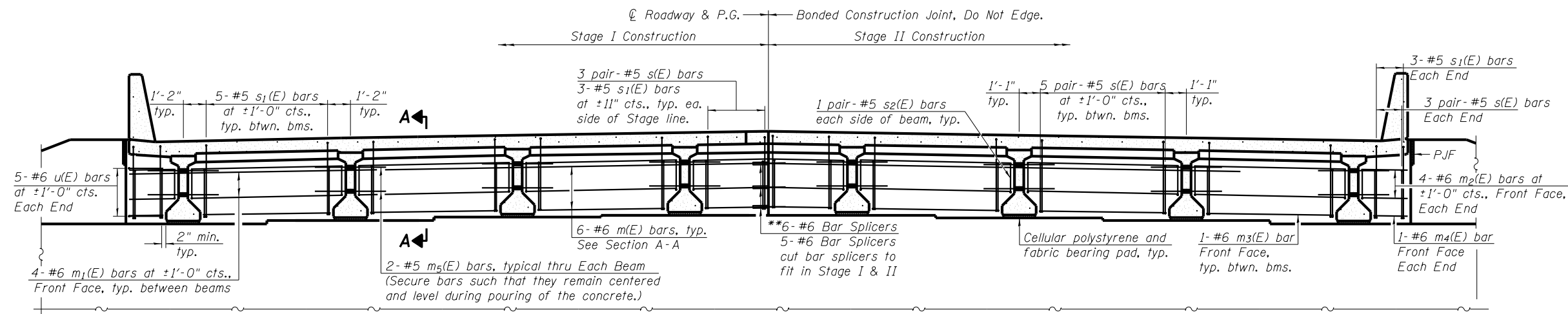
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS**

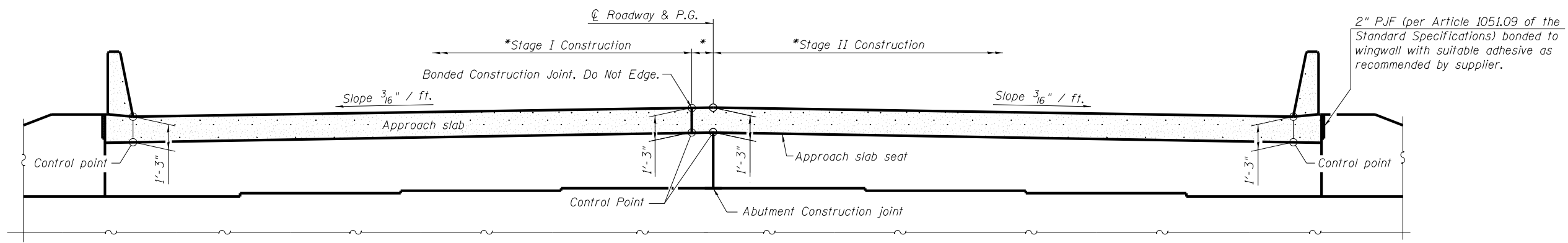
STRUCTURAL SHEET NO. 10 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	49
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

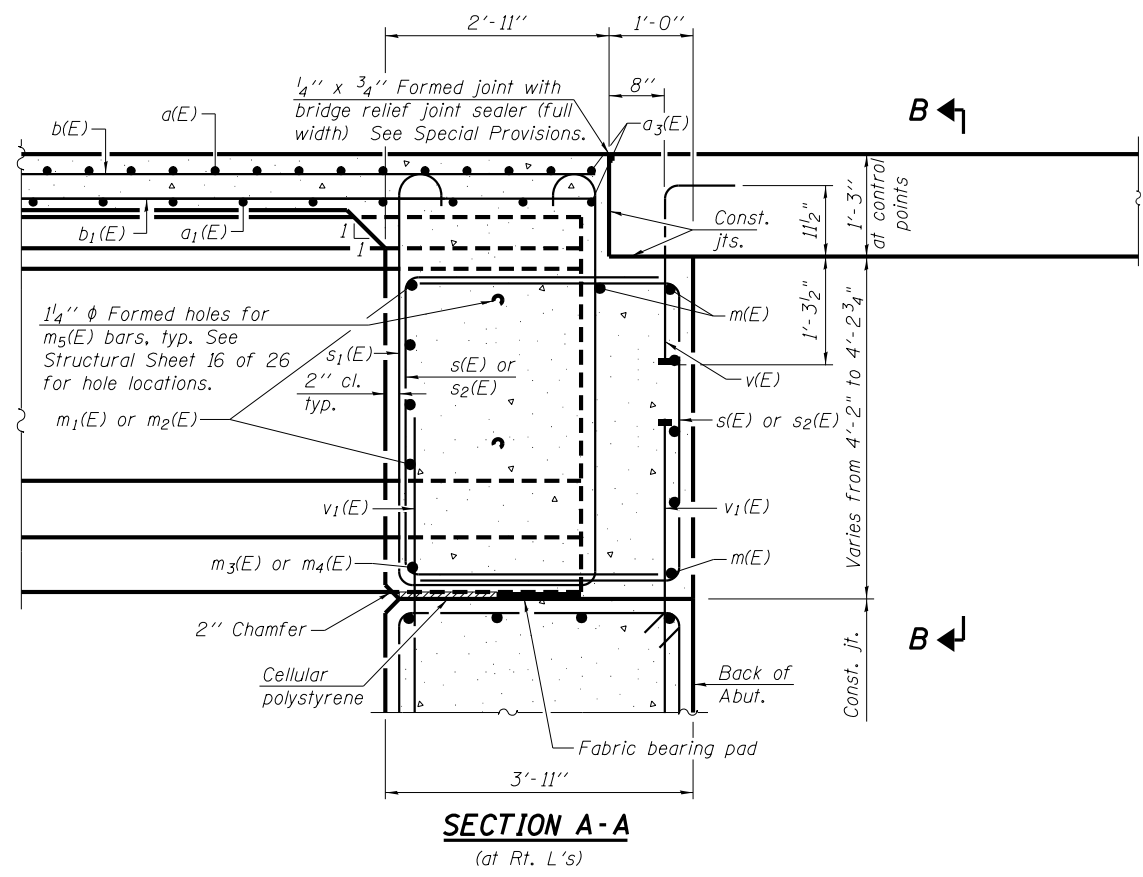
DESIGNED - EEL	REVISD -
CHECKED - DCB	REVISD -
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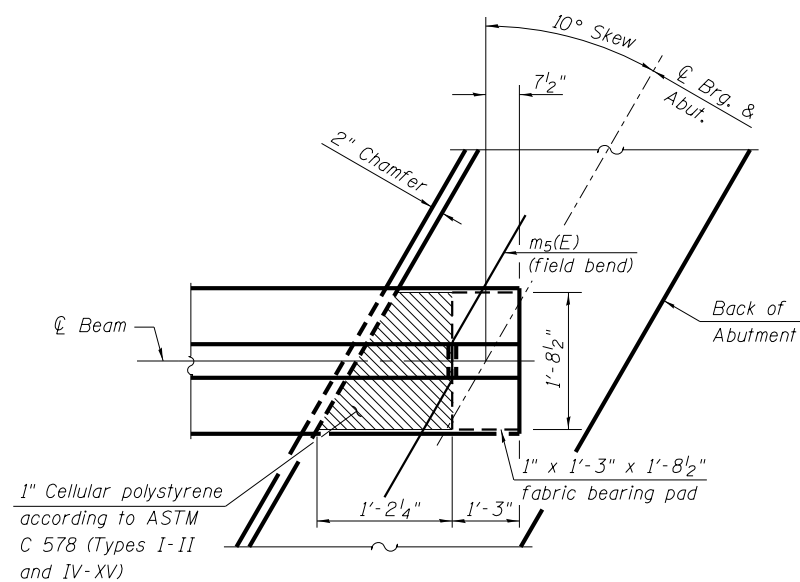
**DIAPHRAGM ELEVATION AT ABUTMENT**  
(South Elevation Shown, North Elevation Mirrored)



**SECTION B-B**  
(South Abutment Shown, North Abutment Mirrored)



**SECTION A-A**  
(at Rt. L's)



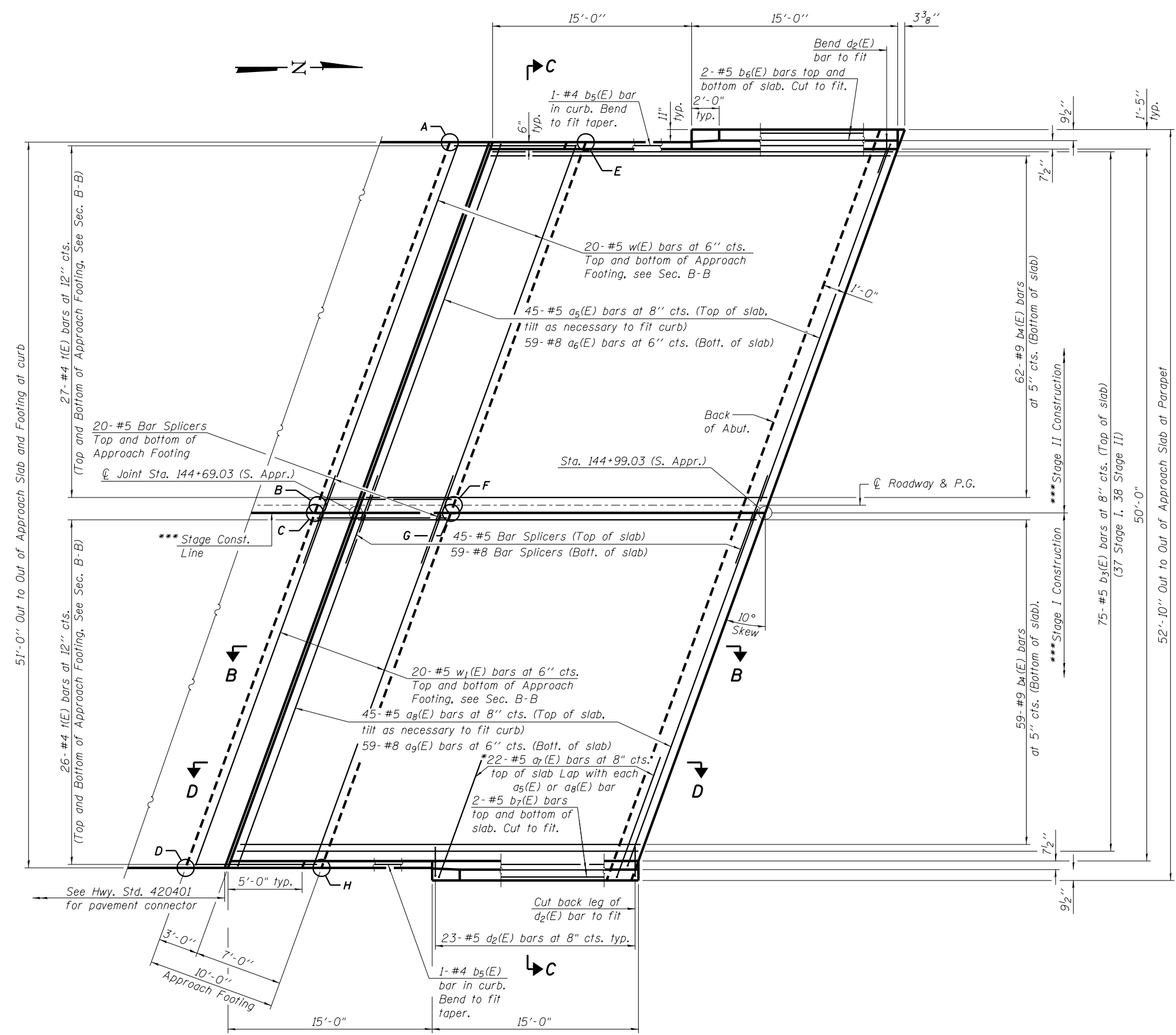
**PARTIAL PLAN AT ABUTMENT**  
(Showing bottom flange of beam)

**MINIMUM BAR LAP**  
#6 Bars = 3'-6"

**NOTE:**  
Reinforcement bars in diaphragm are billed with superstructure on Structural Sheet 10 of 26.  
Concrete in diaphragm is included with Concrete Superstructure on Structural Sheet 10 of 26.  
For details of bars s(E), s1(E) and v(E) see Structural Sheet 10 of 26.  
The s(E) and s1(E) bars shall be placed parallel to the beams; Spacing for these bars shall be at right angles to the beams.  
The approach slab seat shall have a constant slope determined from the control points shown.  
Cost of cellular polystyrene is included with Concrete Superstructure.  
\*See Bridge Approach Slab Details Sheet for any Stage Construction line offset variations.  
\*\*Bar Splicers to be placed in Section A-A as follows:  
#6 Bar Splicers in lieu of m(E) bars.  
#5 Bar Splicers in lieu of m1(E), m2(E), m3(E) or m4(E) bars.

DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

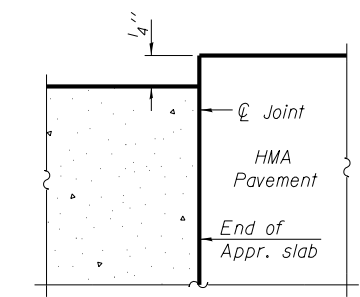
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	50
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T51173	



**PLAN**

\*Space between  $a_5(E)$  &  $a_8(E)$  bars, typ. each parapet.  
 \*\*\*Stage Construction Line at bridge approach pavements is 0.50' Offset Rt. from Sta. 144+69.03 to Sta. 144+99.03.

**NOTES:**  
 See Structural Sheet 14 of 26 for Sections B-B & C-C and View D-D.  
 $a_5(E)$  thru  $a_9(E)$  bar spacings measured along  $\varnothing$  Rdwy.



**FLEXIBLE PAVEMENT  
 DETAIL A**

(Sheet 1 of 3)



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

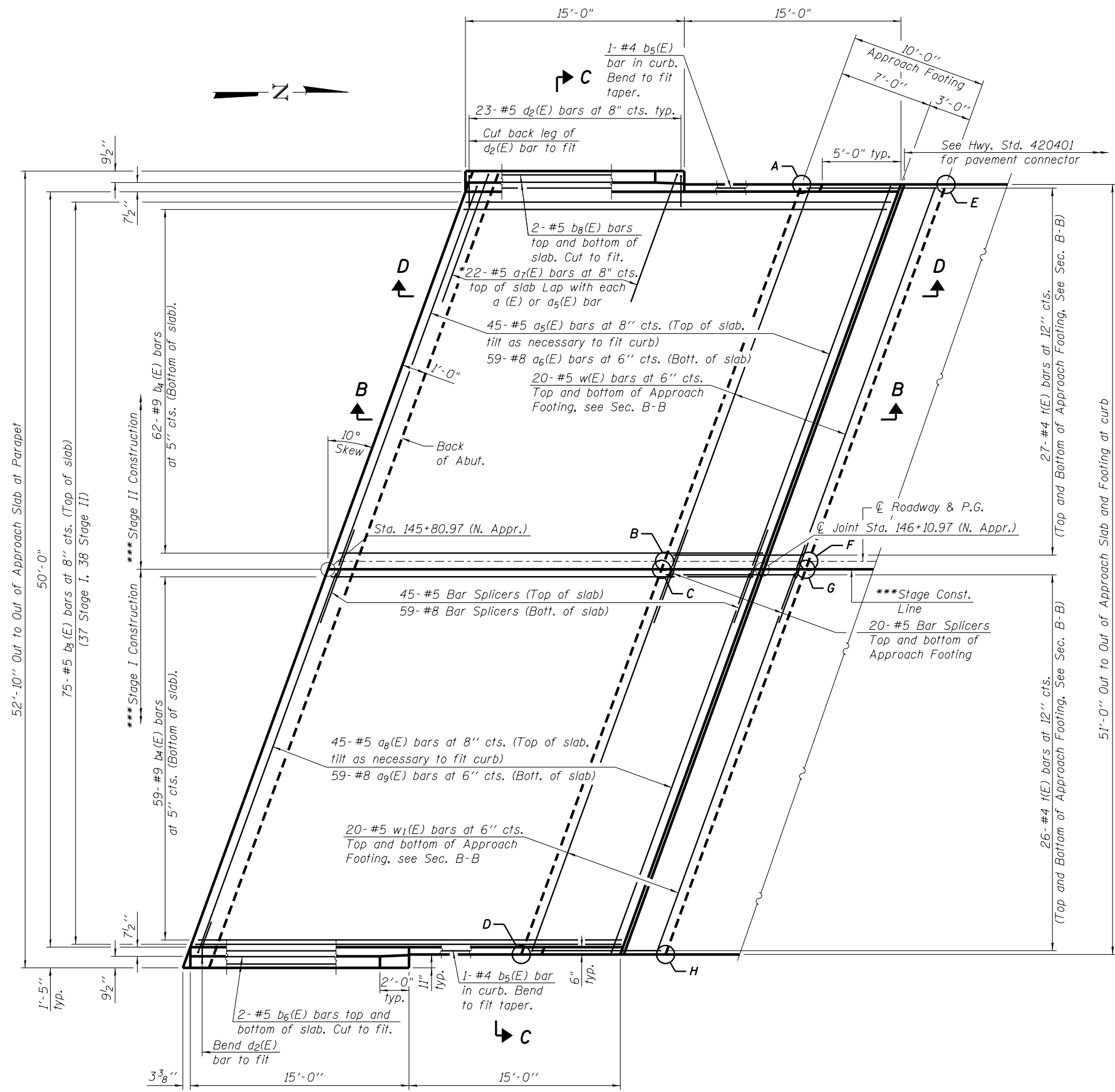
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOUTH BRIDGE APPROACH SLAB DETAILS**

STRUCTURAL SHEET NO. 12 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	51
<b>CONTRACT NO. 61894</b>				

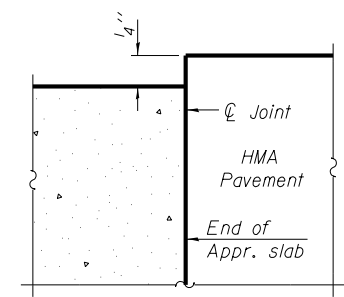
ILLINOIS FED. AID PROJECT A1T5(173)



**PLAN**

\*Space between a<sub>5</sub>(E) & a<sub>8</sub>(E) bars, typ. each parapet.  
 \*\*\*Stage Construction Line at bridge approach pavements is 0.50' Offset Rt. from Sta. 145+80.97 to Sta. 145+10.97.

**NOTES:**  
 See Structural Sheet 14 of 26 for Sections B-B & C-C and View D-D.  
 a<sub>5</sub>(E) thru a<sub>9</sub>(E) bar spacings measured along  $\perp$  Rdwy.



**FLEXIBLE PAVEMENT  
 DETAIL A**

(Sheet 2 of 3)



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

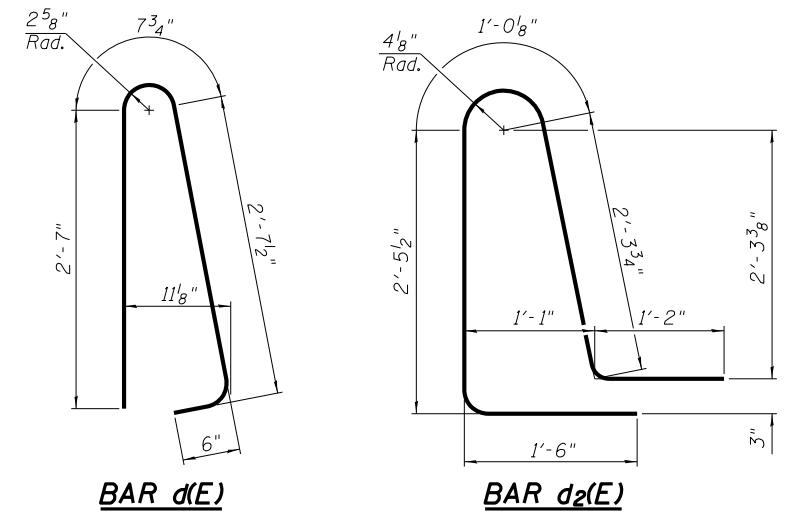
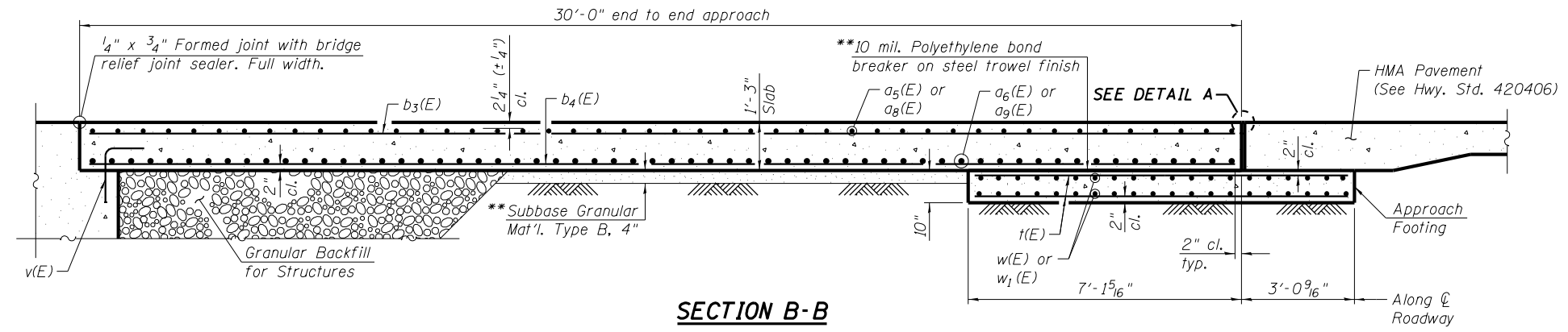
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB DETAILS**

STRUCTURAL SHEET NO. 13 OF 26 SHEETS

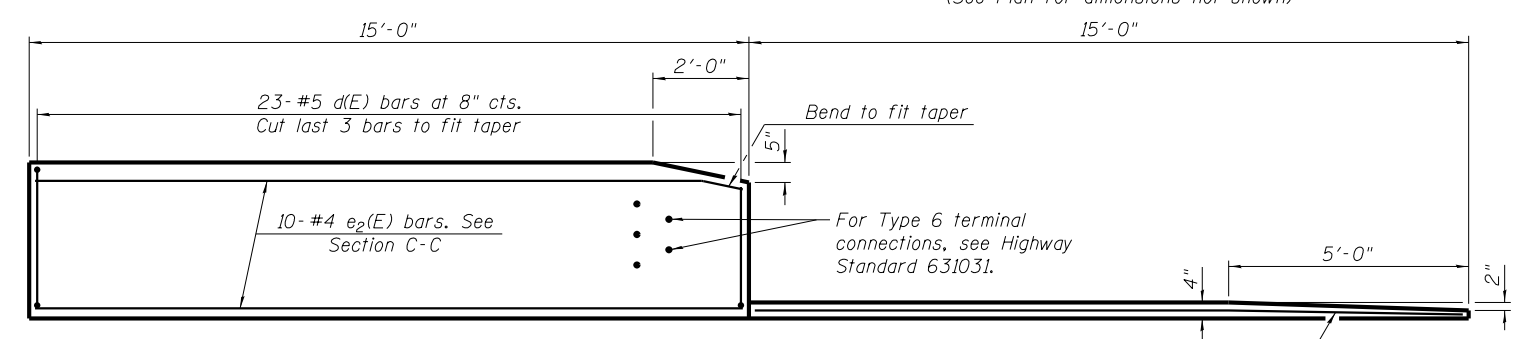
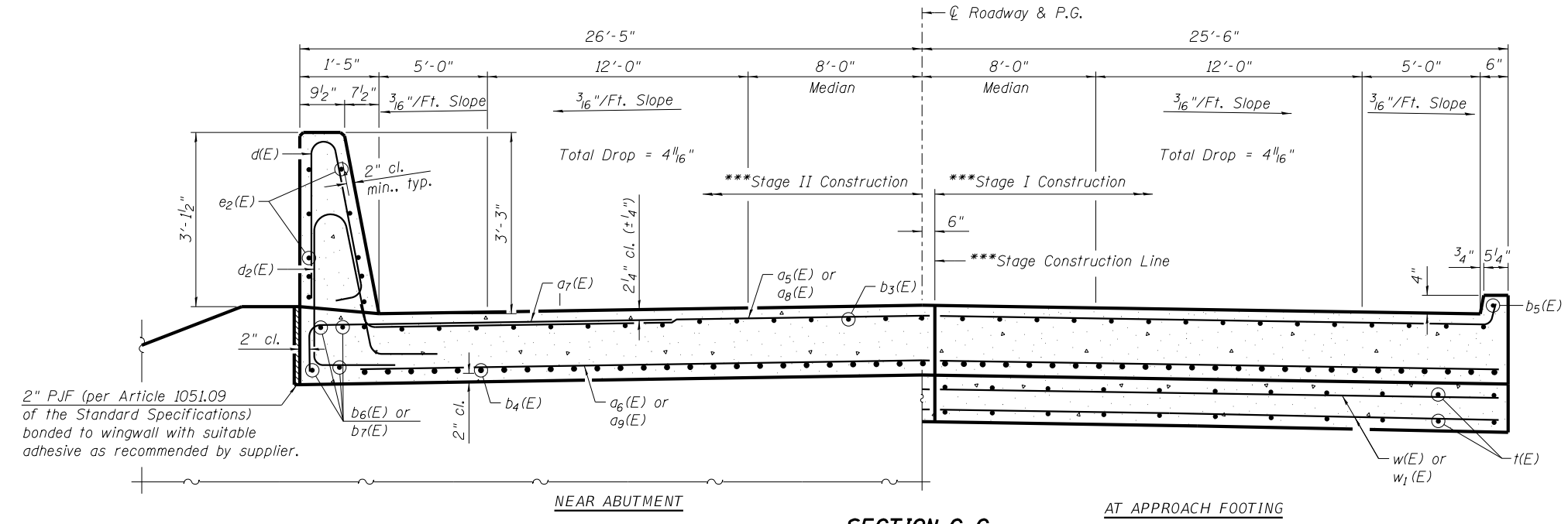
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	52
<b>CONTRACT NO. 61894</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

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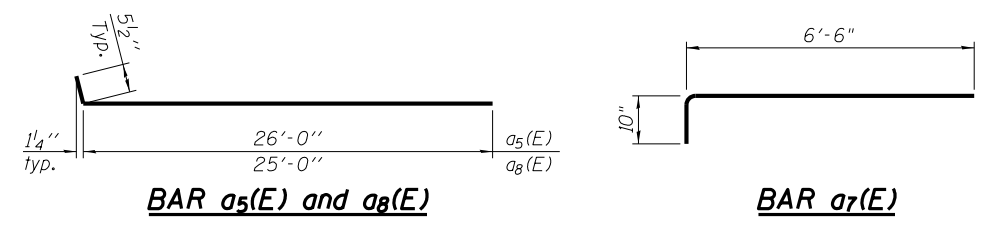
**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a5(E)	90	#5	26'-6"	—
a6(E)	118	#8	26'-0"	—
a7(E)	88	#5	7'-4"	—
a8(E)	90	#5	25'-6"	—
a9(E)	118	#8	25'-0"	—
b3(E)	150	#5	29'-8"	—
b4(E)	242	#9	29'-8"	—
b5(E)	4	#4	14'-8"	—
b6(E)	8	#5	14'-11"	—
b7(E)	8	#5	14'-5"	—
d(E)	92	#5	6'-5"	∧
d2(E)	92	#5	8'-6"	∧
e2(E)	40	#4	14'-8"	—
t(E)	212	#4	9'-8"	—
w(E)	80	#5	25'-8"	—
w1(E)	80	#5	24'-8"	—
Concrete Structures		Cu. Yd.	32.0	
Concrete Superstructure		Cu. Yd.	7.8	
Bridge Deck Grooving		Sq. Yd.	309	
Protective Coat		Sq. Yd.	184	
Concrete Superstructure (Approach Slab)		Cu. Yd.	144.2	
Reinforcement Bars, Epoxy Coated		Pound	58,350	
Bar Splicers		Each	288	



**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	670.97	670.14	672.35	671.51
B	671.35	670.51	672.68	671.85
C	671.34	670.51	672.67	671.84
D	670.93	670.10	672.21	671.38
E	671.02	670.19	672.50	671.67
F	671.40	670.56	672.83	672.00
G	671.39	670.56	672.82	671.99
H	670.98	670.14	672.36	671.53



**NOTES:**

See Structural Sheets 12 & 13 of 26 for Detail A.

Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Parapet concrete shall be paid for as Concrete Superstructure.

Approach footing concrete shall be paid for as Concrete Structures.

Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

For v(E) bar details, see Structural Sheet 10 of 26.

The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

For bar splicer details, see Structural Sheet 21 of 26.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see Structural Sheet 4 of 26.

For additional parapet details, see Structural Sheet 10 of 26.

\*\* Cost included with Concrete Superstructure.

\*\*\* Stage Construction Line at bridge approach pavements is 0.50' Offset Rt. from Sta. 144+69.03 to Sta. 144+99.03 & from Sta. 145+80.97 to Sta. 146+10.97.

(Sheet 3 of 3)



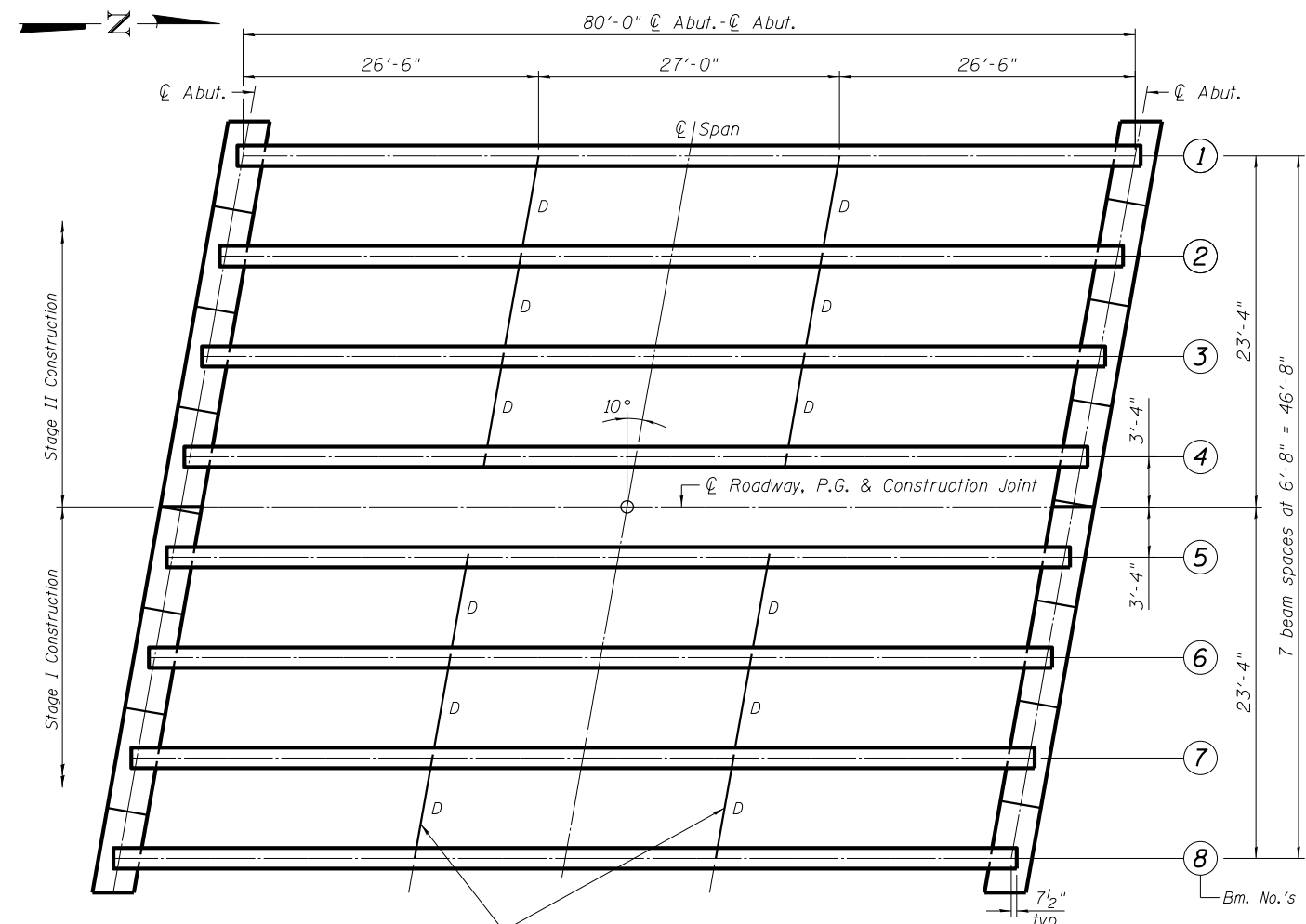
DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS

STRUCTURAL SHEET NO. 14 OF 26 SHEETS

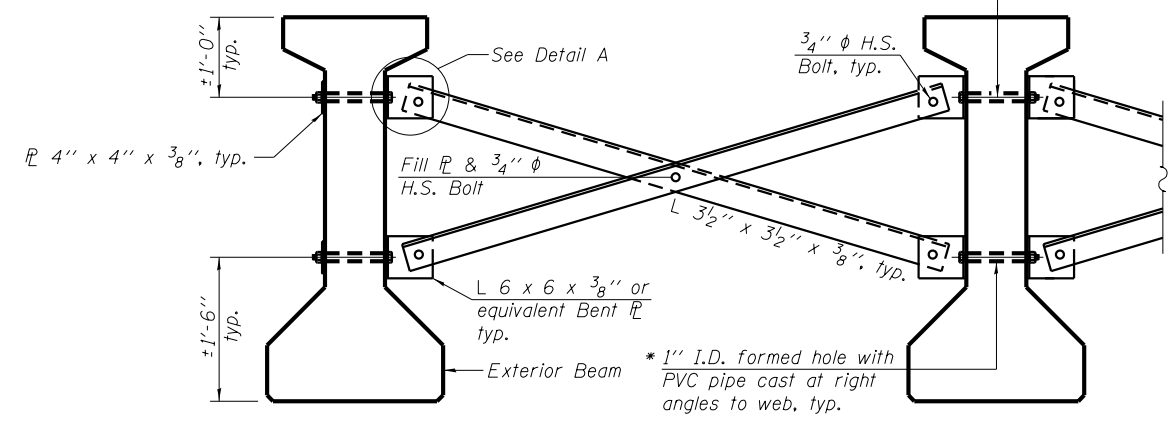
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	53
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				



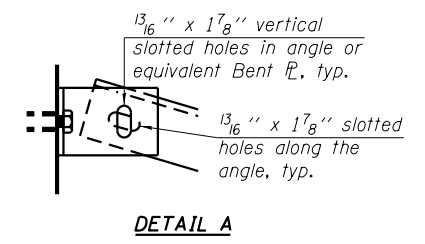
**FRAMING PLAN**

\* Fabricator shall locate to miss strands within permissible tolerances.

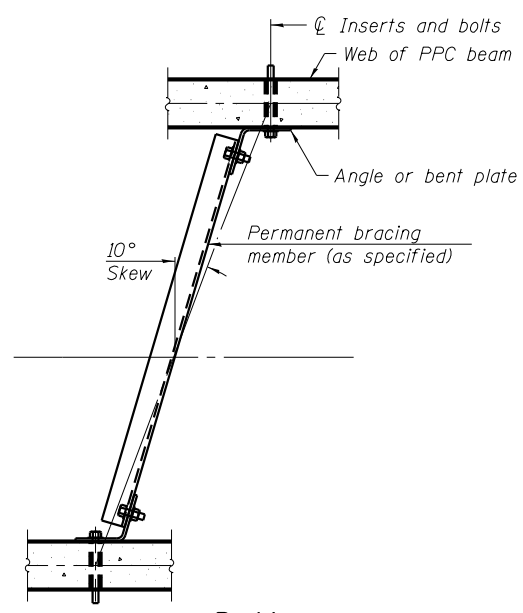
$\frac{3}{4}$ "  $\phi$  A307 Bolts with lock nuts, typ. Bolts through the concrete web shall be tightened to snug tight only.



**PERMANENT BRACING DETAILS**



**DETAIL A**



**PLAN**

(When skewed bracing is specified)

**NOTES:**

- All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
- Two hardened washers are required for each set of oversized holes.
- All holes shall be  $\frac{15}{16}$ "  $\phi$  unless otherwise noted.
- $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
- All bolts shall be galvanized according to AASHTO M232.
- Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
- Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.

BEAM MOMENT TABLE		Interior 0.5 Span
I	(in <sup>4</sup> )	213,715
I'	(in <sup>4</sup> )	521,751
S <sub>b</sub>	(in <sup>3</sup> )	8,559
S <sub>b</sub> '	(in <sup>3</sup> )	12,915
S <sub>t</sub>	(in <sup>3</sup> )	7,362
S <sub>t</sub> '	(in <sup>3</sup> )	38,364
DC1	(k/')	1.333
M <sub>DC1</sub>	(k)	1,066.4
DC2	(k/')	0.131
M <sub>DC2</sub>	(k)	104.8
DW	(k/')	0.333
M <sub>DW</sub>	(k)	266.4
M( $\xi \cdot 1M$ ) <sub>1</sub>	(k)	1,257.6
M( $\xi \cdot 1M$ ) <sub>2</sub>	(k)	1,553.4

BEAM REACTION TABLE		Interior at Abut.
R <sub>DC1</sub>	(k)	53.3
R <sub>DC2</sub>	(k)	5.4
R <sub>DW</sub>	(k)	13.4
R( $\xi \cdot 1M$ ) <sub>1</sub>	(k)	67.4
R( $\xi \cdot 1M$ ) <sub>2</sub>	(k)	89.8
R <sub>Total</sub>	(k)	161.2

Note:  
 $(\xi \cdot 1M)$ <sub>1</sub> - Designates the HL93 design loading that was used in the STRENGTH I Limit State.  
 $(\xi \cdot 1M)$ <sub>2</sub> - Designates the 120k permit truck with lane load that was used in the STRENGTH II & SERVICE III Limit States.

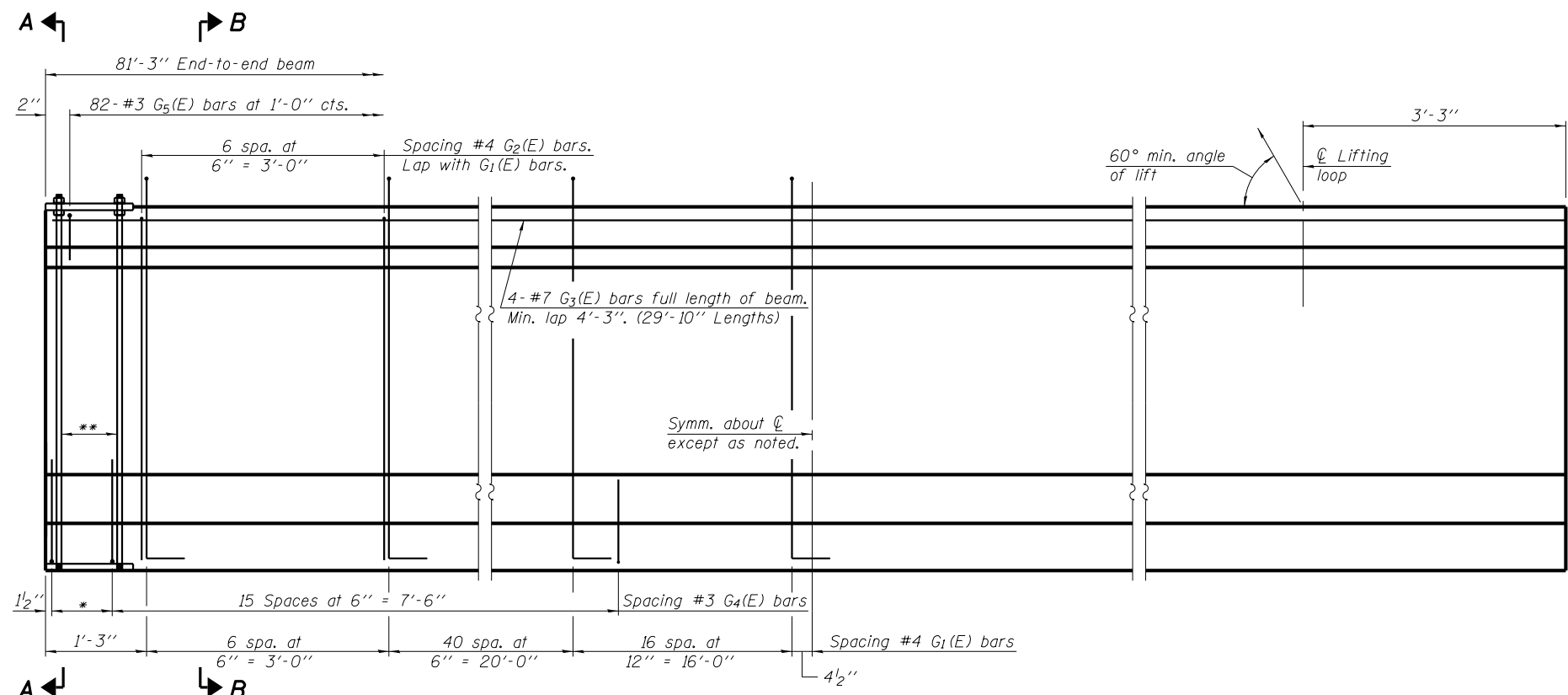
- I: Non-composite moment of inertia of beam section (in<sup>4</sup>).
- I': Composite moment of inertia of beam section (in<sup>4</sup>).
- S<sub>b</sub>: Non-composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).
- S<sub>b</sub>': Composite section modulus for the bottom fiber of the prestressed beam (in<sup>3</sup>).
- S<sub>t</sub>: Non-composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).
- S<sub>t</sub>': Composite section modulus for the top fiber of the prestressed beam (in<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M $\xi \cdot 1M$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	54
<b>CONTRACT NO. 61B94</b>				
		ILLINOIS	FED. AID PROJECT A1T51173	

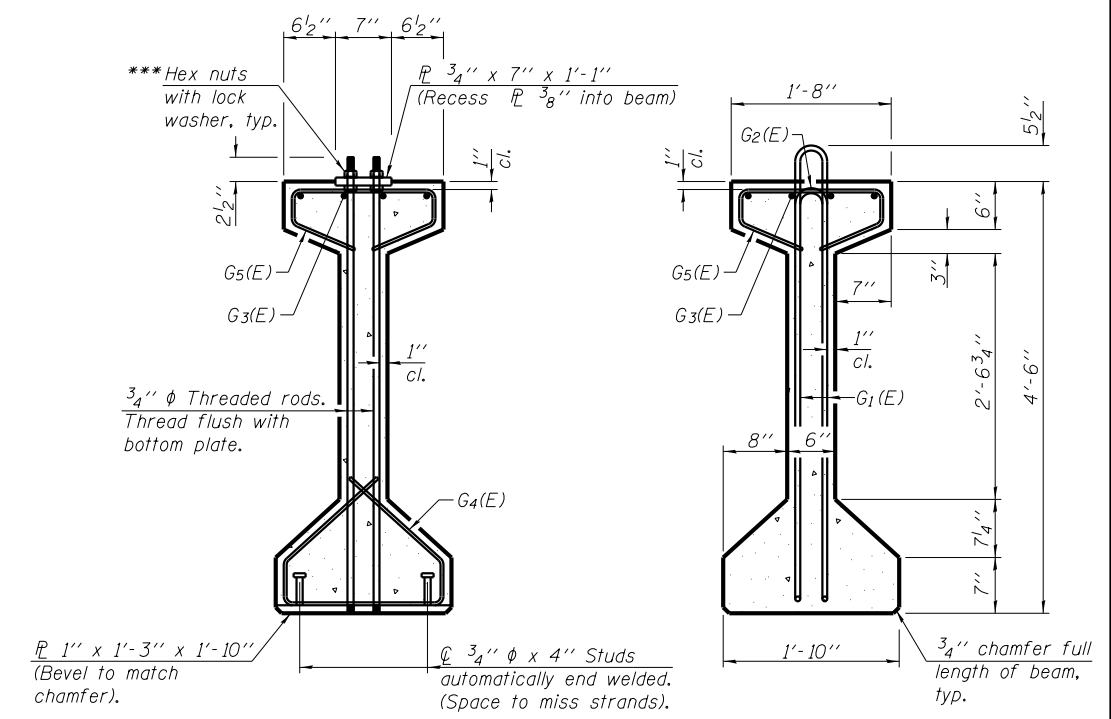


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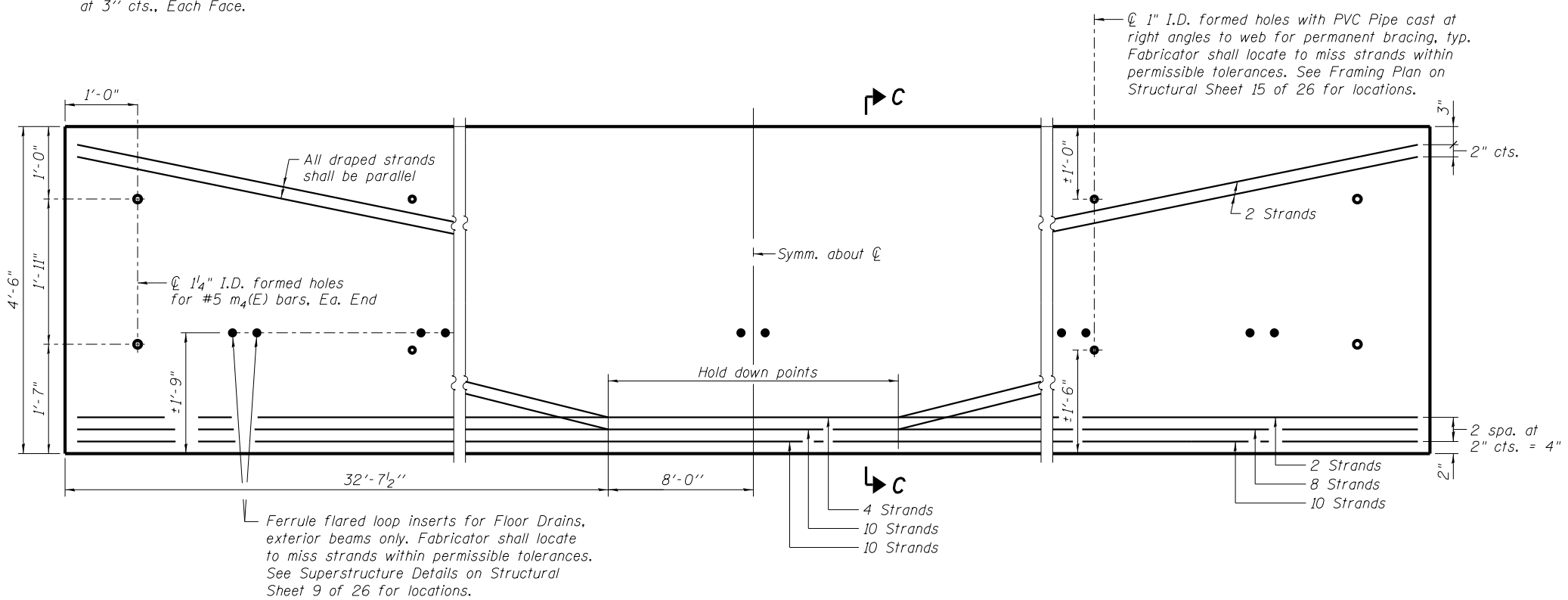
**ELEVATION OF BEAM**  
 (Showing reinforcement & dimensions)

\* 3 spaces at 3" = 9".  
 \*\* 4-3/4"  $\phi$  threaded dowel rods at 3" cts., Each Face.



**SECTION A-A**  
 \*\*\*Only tighten sufficiently to compress lock washer

**SECTION B-B**



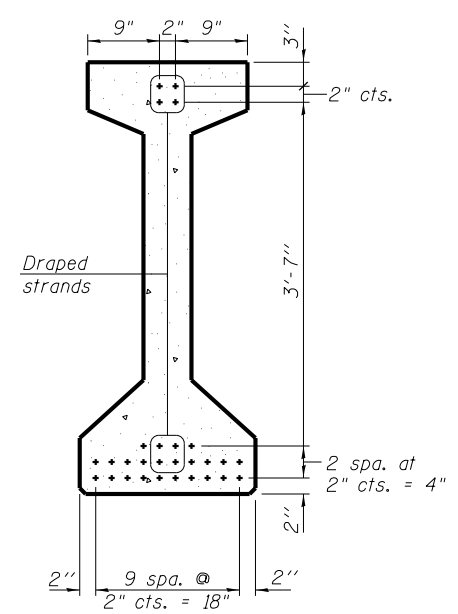
**ELEVATION OF BEAM**  
 (Showing prestressing steel)

**BAR LIST ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G <sub>1</sub> (E)	126	#4	10'-7"	⌈
G <sub>2</sub> (E)	14	#4	8'-8"	⌈
G <sub>3</sub> (E)	12	#7	29'-10"	—
G <sub>4</sub> (E)	38	#3	4'-11"	⌈
G <sub>5</sub> (E)	82	#3	3'-5"	⌈

\*\*\*\*For information only

**NOTES:**  
 See Structural Sheet 17 of 26 for additional details and Bill of Material.  
 Required release strength, f'ci, shall be 5,000 psi.



**SECTION C-C**



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

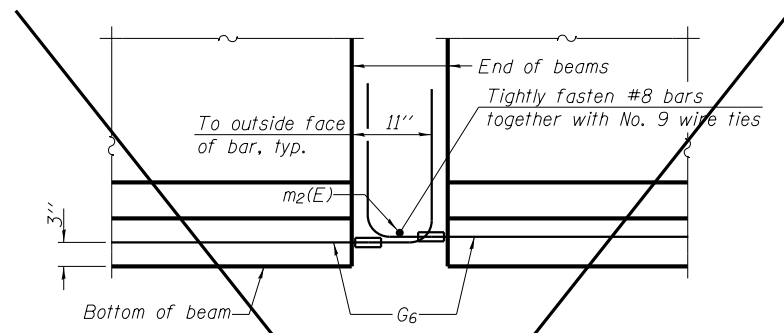
54" PPC I-BEAM

STRUCTURAL SHEET NO. 16 OF 26 SHEETS

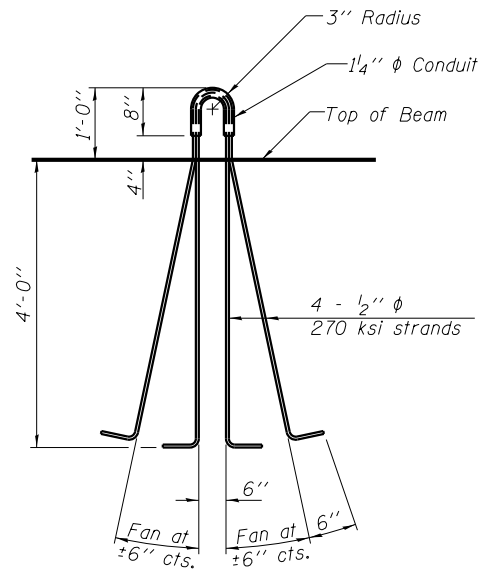
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	55
CONTRACT NO. 61894				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

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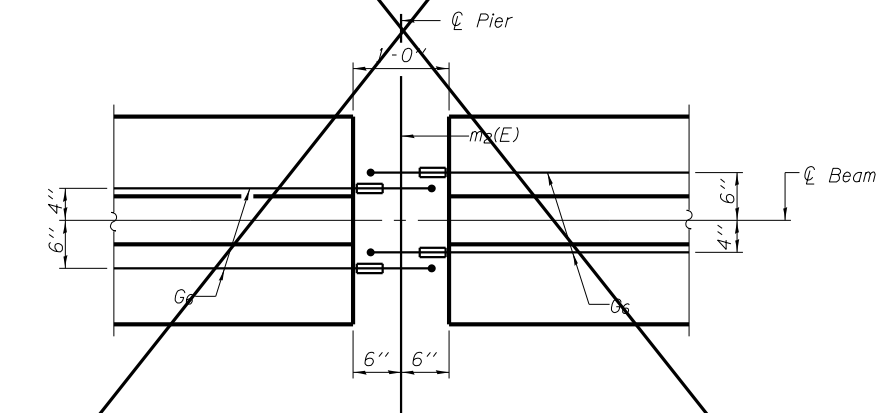
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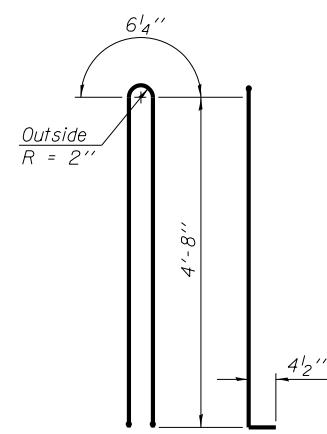
**ELEVATION OF BEAM AT PIER**



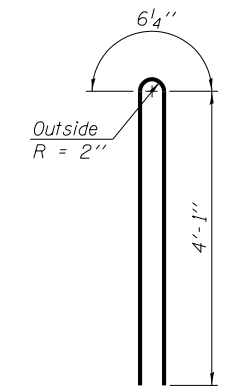
**LIFTING LOOP DETAIL**



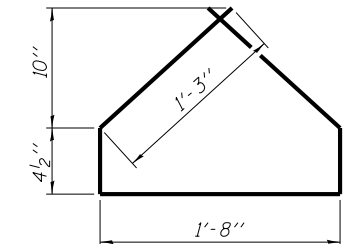
**PLAN OF BEAM AT PIER**



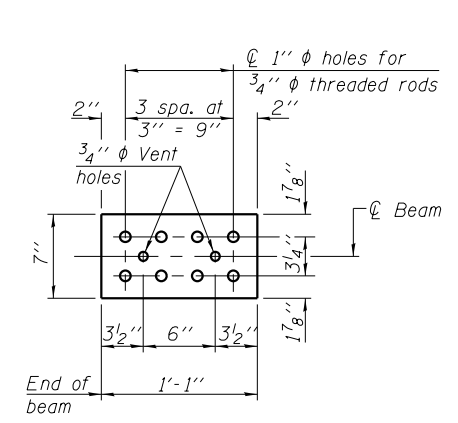
**BAR G1(E)**



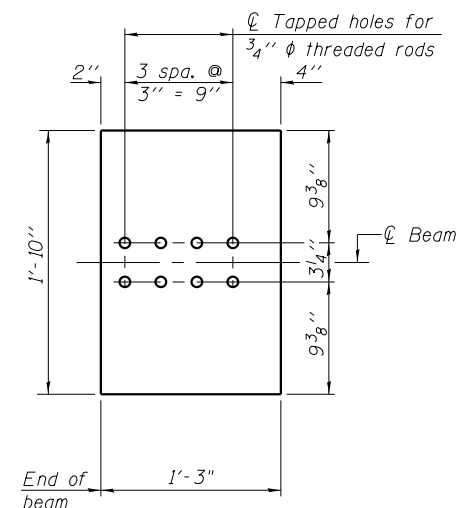
**BAR G2(E)**



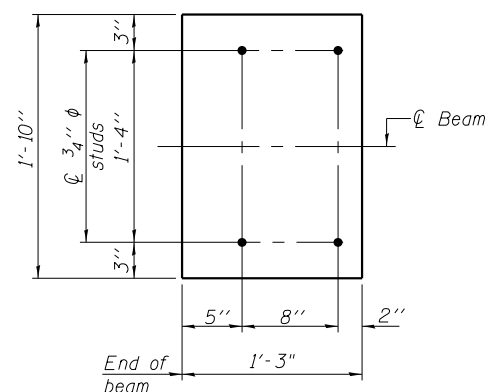
**BAR G4(E)**



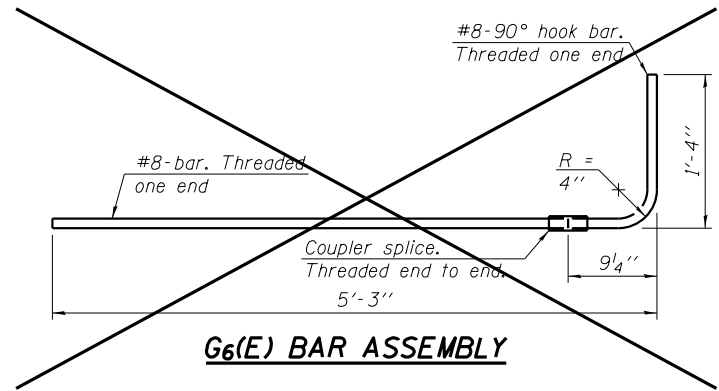
**TOP PLATE**



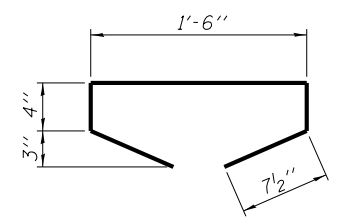
**BOTTOM PLATE**  
(Showing threaded rods)



**BOTTOM PLATE**  
(Showing studs)



**G6(E) BAR ASSEMBLY**



**BAR G5(E)**

**NOTES**

Inserts for 3/4"  $\phi$  threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

The beams shall have a final compressive strength,  $f'c$  of 6,000 psi and a release concrete compressive strength,  $f'ci$  of 5,000 psi.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum 2 1/2"  $\phi$  lifting pin shall be used to engage the lifting loops during handling. The top and bottom plates shall be AASHTO M270 Grade 50.

The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.

Threaded rods shall be ASTM F 1554 Grade 55.

The G6(E) bar assembly shall be capable of developing 125 percent of the yield strength of the grade 60 reinforcement bar components. The assembly shall allow completion of the splice without turning of the hook bar. The hook bar shall be threaded such that the entire coupler can be threaded onto the hook bar.

**BILL OF MATERIAL**

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54"	Ft.	650

FILE = S:\S\p\uc\1034\04\DESIGN\CAD\SHEETS\1034004\_PPC I-Beam Details.dgn



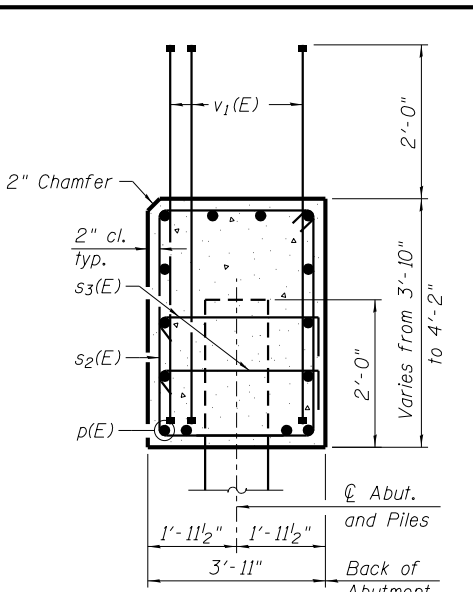
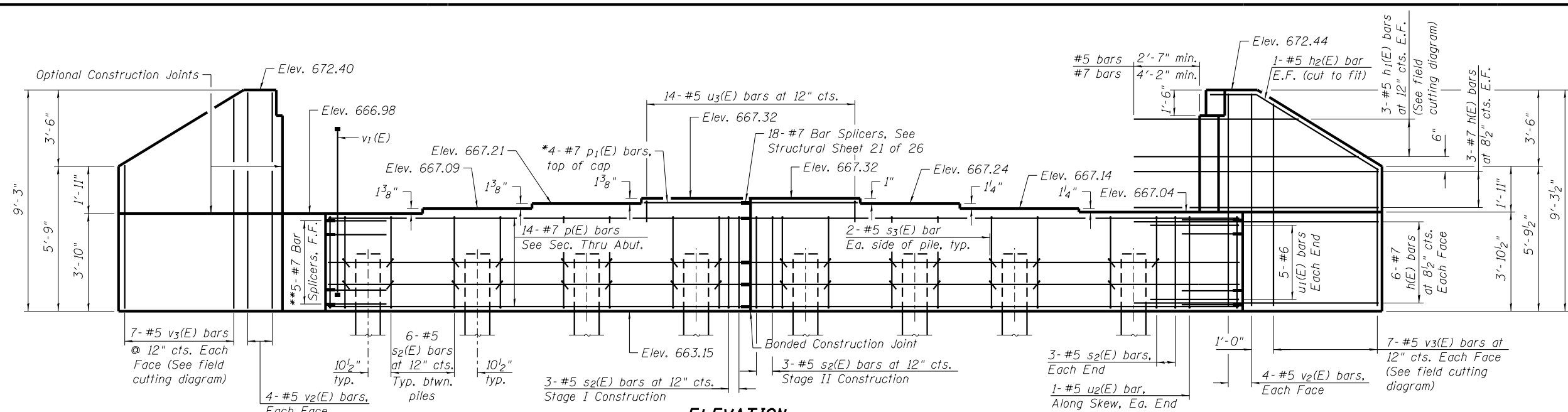
DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**54" PPC I-BEAM DETAILS**

STRUCTURAL SHEET NO. 17 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	56
<b>CONTRACT NO. 61B94</b>				
		ILLINOIS	FED. AID PROJECT A1TS(173)	



**SEC. THRU ABUT.**  
Dimensions at right L's. to abutment

**BILL OF MATERIAL**

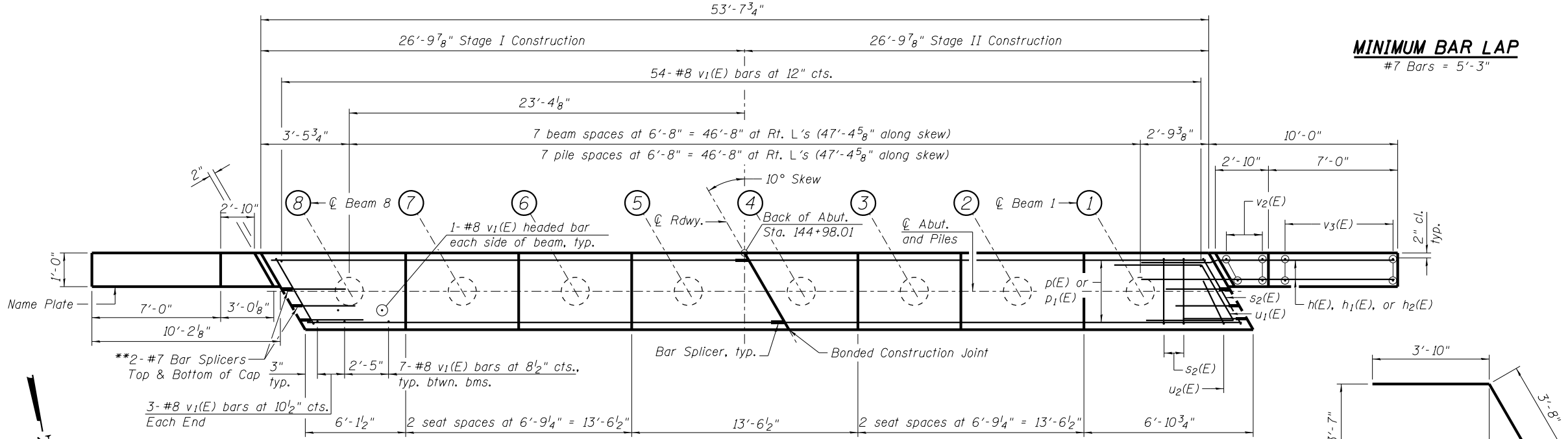
Bar	No.	Size	Length	Shape
h(E)	36	#7	14'-4"	—
h1(E)	6	#5	18'-5"	—
h2(E)	4	#5	10'-5"	—
p(E)	28	#7	26'-7"	—
p1(E)	4	#7	13'-2"	—
s2(E)	48	#5	15'-1"	□
s3(E)	32	#5	4'-7"	┌
u1(E)	10	#6	11'-4"	┌
u2(E)	2	#5	10'-10"	┌
u3(E)	14	#5	7'-7"	┌
v1(E)	125	#8	5'-5"	—
v2(E)	16	#5	8'-11"	—
v3(E)	14	#5	13'-11"	—
Structure Excavation		Cu. Yd.	211	
Concrete Structures		Cu. Yd.	37.2	
Reinforcement Bars, Epoxy Coated		Pound	6,200	
Bar Splicers		Each	32	
Furnishing Metal Shell		Foot	217	
Piles, 14" x 0.312"		Foot	217	
Driving Piles		Each	1	
Test Pile Metal Shells		Each	1	
Name Plate		Each	1	
Granular Backfill for Structures		Cu. Yd.	133	
Geocomposite Wall Drain		Sq. Yd.	63	
Pipe Underdrains for Structures 4"		Foot	80	

**NOTES:**  
For details of Bar Splicers, see Structural Sheet 21 of 26.  
For details of Piles and Concrete Encasement, see Structural Sheet 20 of 26.  
For drainage details, see Riprap & Pile Layout on Structural Sheet 4 of 26.  
\*\*Bar Splicers for future expansion of structure. Upon completion of construction, install galvanized 7/8" φ bolt in splicers. Cost included with Bar Splicers.  
Pour steps monolithically with cap.  
All exposed edges shall have standard 3/4" chamfers, except as noted.

\*Stage I - cut to fit  
Stage II - use remaining length

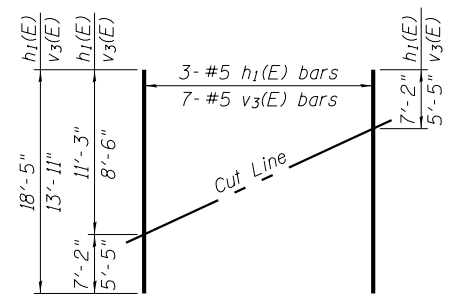
**ELEVATION**  
(Looking South)

**MINIMUM BAR LAP**  
#7 Bars = 5'-3"

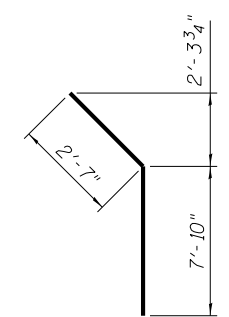


**PLAN**

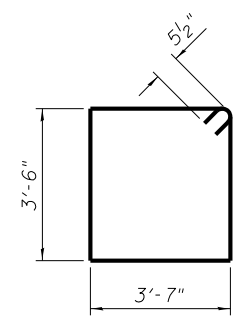
**PILE DATA**  
Type: Metal Shell 14" φ x 0.312" walls  
Nominal Required Bearing: 489 kips  
Factored Resistance Available: 269 kips  
Est. Length: 31'  
No. Production Piles: 7  
No. Test Piles: 1



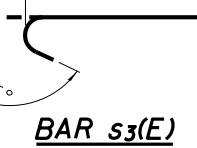
**FIELD CUTTING DIAGRAM**  
Order h1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



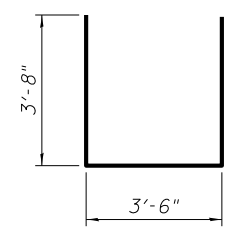
**BAR h2(E)**



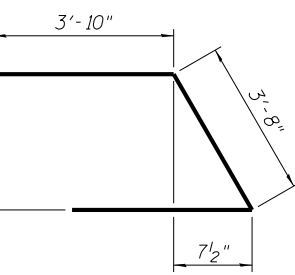
**BAR s2(E)**



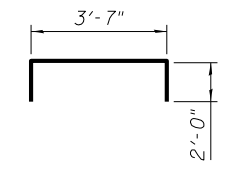
**BAR s3(E)**



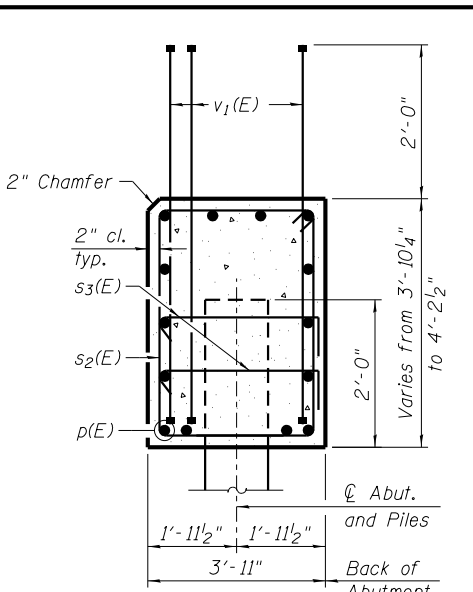
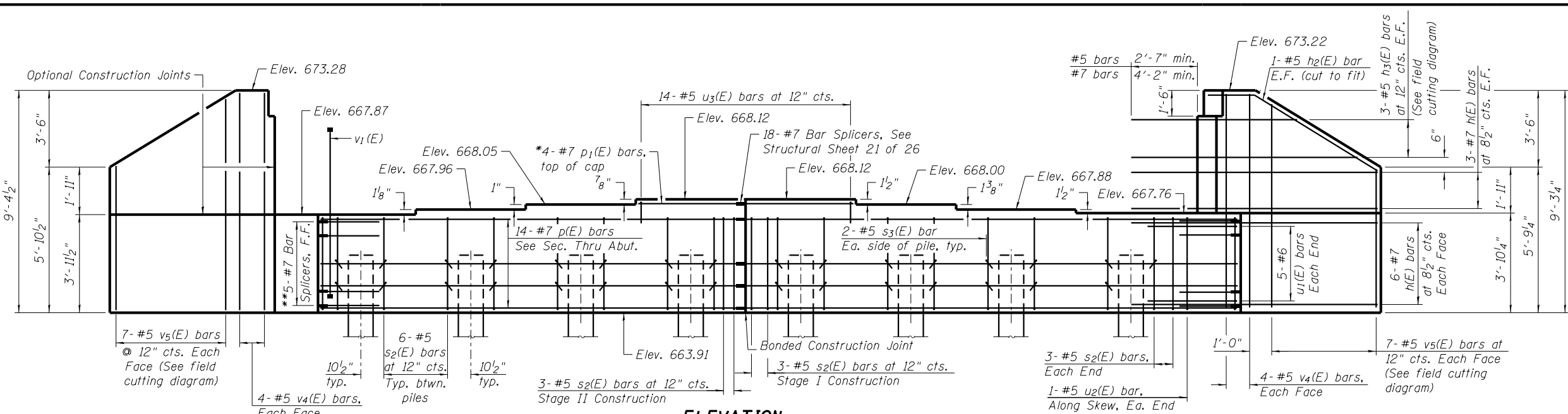
**BAR u2(E)**



**BAR u1(E)**



**BAR u3(E)**

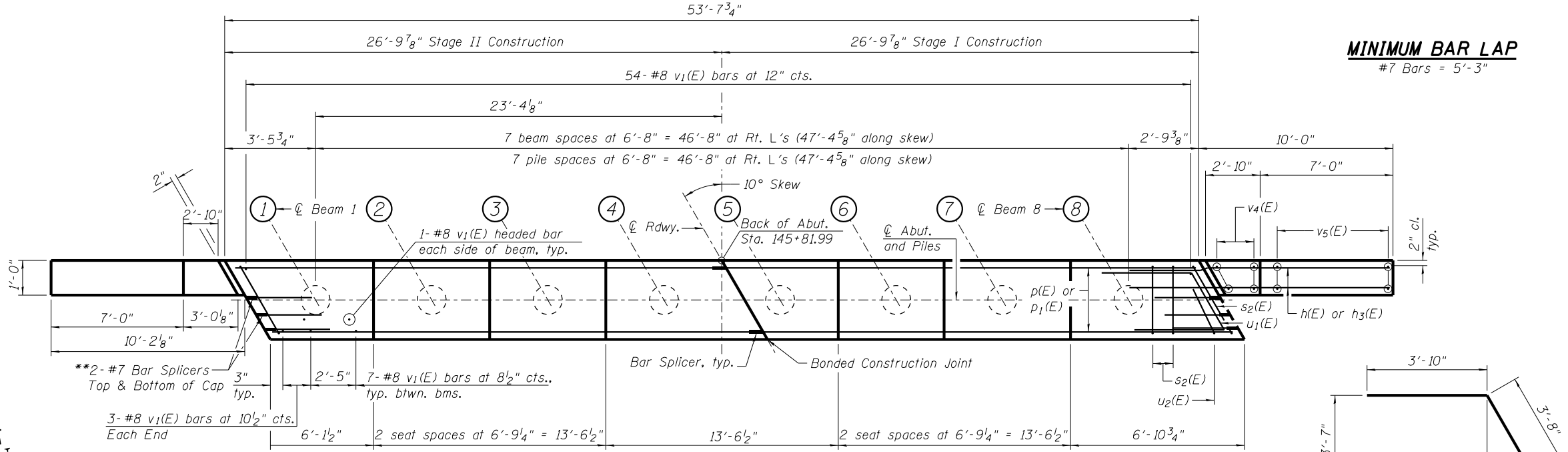


**SEC. THRU ABUT.**  
Dimensions at right L's. to abutment

\*Stage I - cut to fit  
Stage II - use remaining length

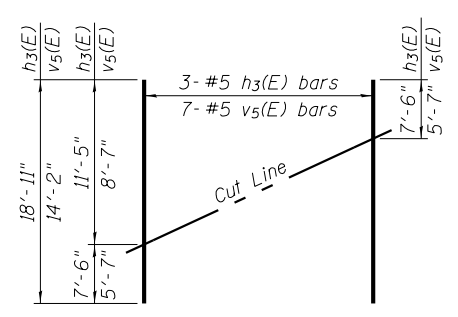
**ELEVATION**  
(Looking North)

**MINIMUM BAR LAP**  
#7 Bars = 5'-3"



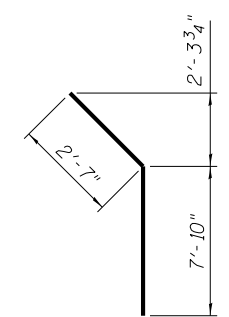
**PLAN**

**PILE DATA**  
Type: Metal Shell 14"  $\phi$  x 0.312" walls  
Nominal Required Bearing: 490 kips  
Factored Resistance Available: 270 kips  
Est. Length: 24'  
No. Production Piles: 7  
No. Test Piles: 1

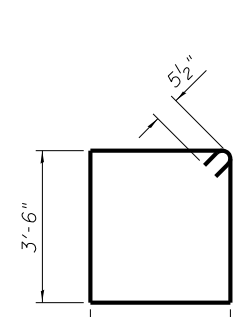


**FIELD CUTTING DIAGRAM**

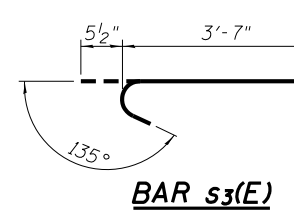
Order h3(E) and v5(E) full length. Cut as shown and use remainder of bars in opposite face.



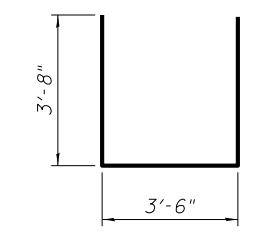
**BAR h2(E)**



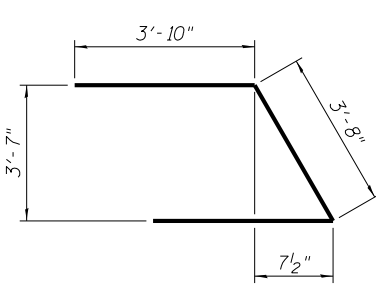
**BAR s2(E)**



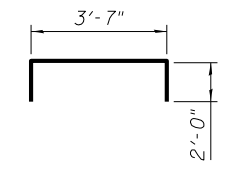
**BAR s3(E)**



**BAR u2(E)**



**BAR u1(E)**



**BAR u3(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	36	#7	14'-4"	—
h2(E)	4	#5	10'-5"	—
h3(E)	6	#5	18'-11"	—
p(E)	28	#7	26'-7"	—
p1(E)	4	#7	13'-2"	—
s2(E)	48	#5	15'-1"	⌊
s3(E)	32	#5	4'-7"	⌊
u1(E)	10	#6	11'-4"	⌊
u2(E)	2	#5	10'-10"	⌊
u3(E)	14	#5	7'-7"	⌊
v1(E)	125	#8	5'-5"	—
v2(E)	16	#5	9'-0"	—
v3(E)	14	#5	14'-2"	—
Structure Excavation		Cu. Yd.	228	
Concrete Structures		Cu. Yd.	37.6	
Reinforcement Bars, Epoxy Coated		Pound	6,230	
Bar Splicers		Each	32	
Furnishing Metal Shell Piles, 14" x 0.312"		Foot	168	
Driving Piles		Foot	168	
Test Pile Metal Shells		Each	1	
Granular Backfill for Structures		Cu. Yd.	137	
Geocomposite Wall Drain		Sq. Yd.	64	
Pipe Underdrains for Structures 4"		Foot	80	

**NOTES:**  
For details of Bar Splicers, see Structural Sheet 21 of 26.  
For details of Piles and Concrete Encasement, see Structural Sheet 20 of 26.  
For drainage details, see Riprap & Pile Layout on Structural Sheet 4 of 26.  
\*\*Bar Splicers for future expansion of structure. Upon completion of construction, install galvanized 7/8"  $\phi$  bolt in splicers. Cost included with Bar Splicers.  
Pour steps monolithically with cap.  
All exposed edges shall have standard 3/4" chamfers, except as noted.



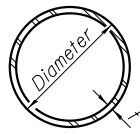
DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS

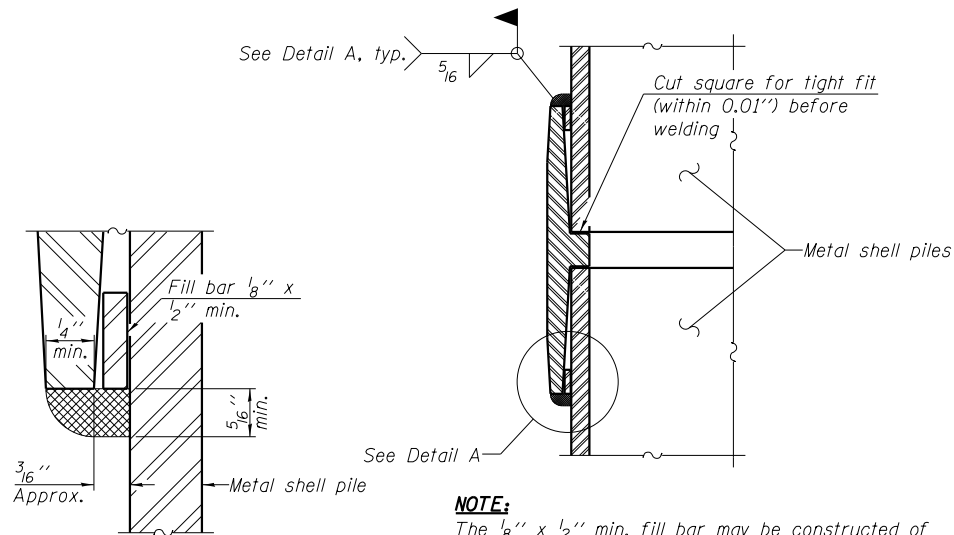
STRUCTURAL SHEET NO. 19 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	58
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT A1T5(173)		



**METAL SHELL PILE TABLE**

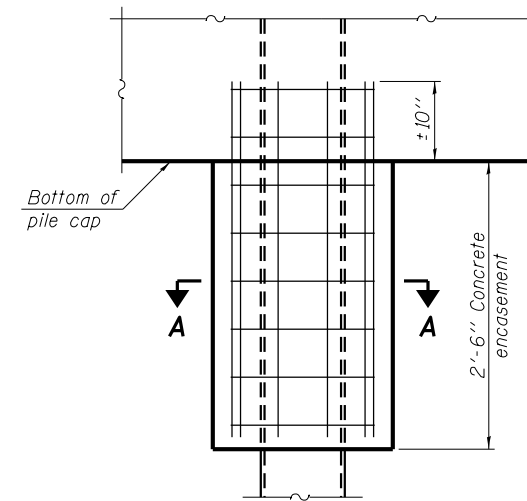
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



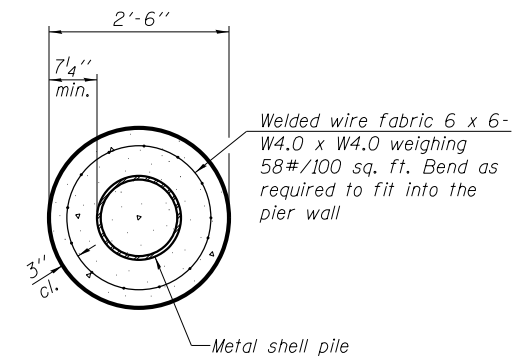
**DETAIL A**

**NOTE:**  
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.  
Pile segments shall be driven to solid contact with splicer before welding.

**WELDED COMMERCIAL SPLICE**



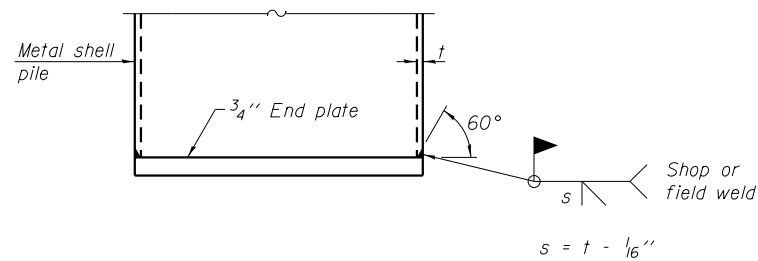
**ELEVATION**



**SECTION A-A**

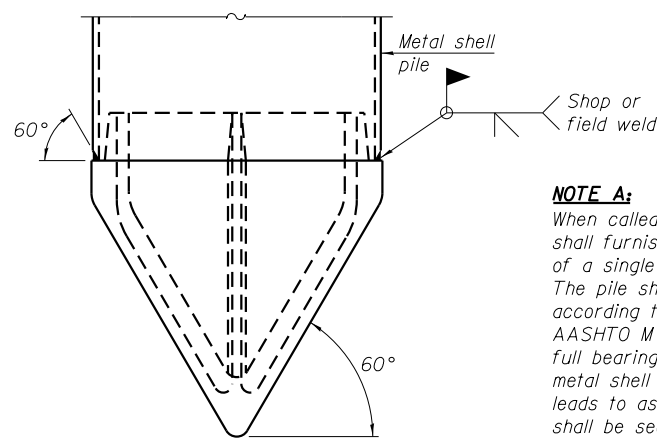
**NOTE:**  
Forms for encasement may be omitted when soil conditions permit.

**CONCRETE ENCASEMENT AT ABUTMENTS**



**END PLATE ATTACHMENT**

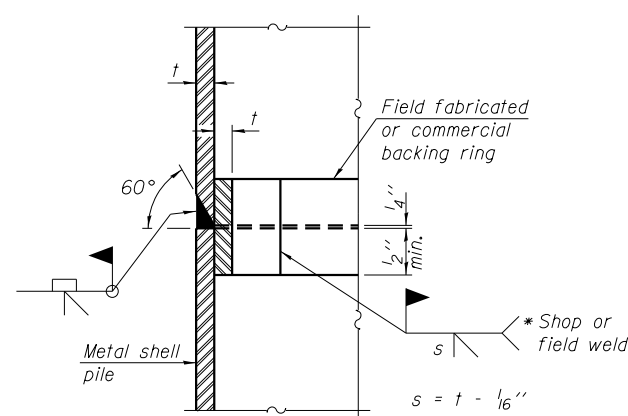
$s = t - 1/16''$



**METAL SHELL PILE SHOE ATTACHMENT**

(See Note A)

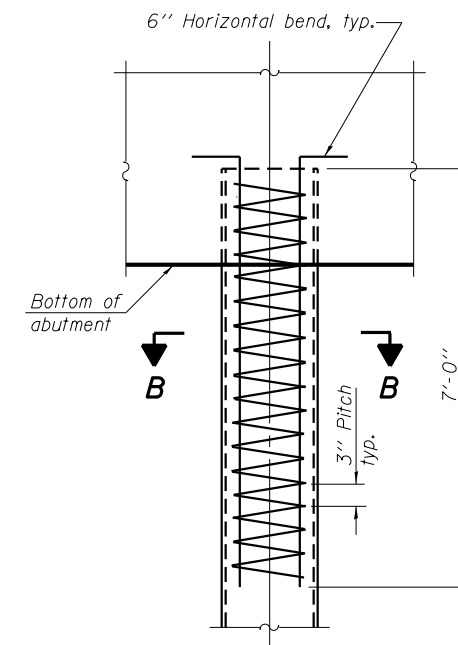
**NOTE A:**  
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



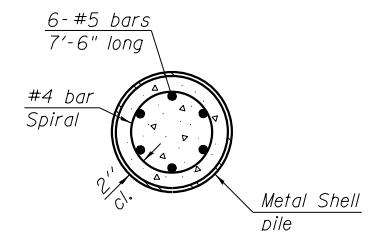
**COMPLETE PENETRATION WELD SPLICE**

\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

**NOTE:**  
The metal shell piles shall be according to ASTM A 252 Grade 3.



**ELEVATION**



**SECTION B-B**

**METAL SHELL REINFORCEMENT AT ABUTMENTS**



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

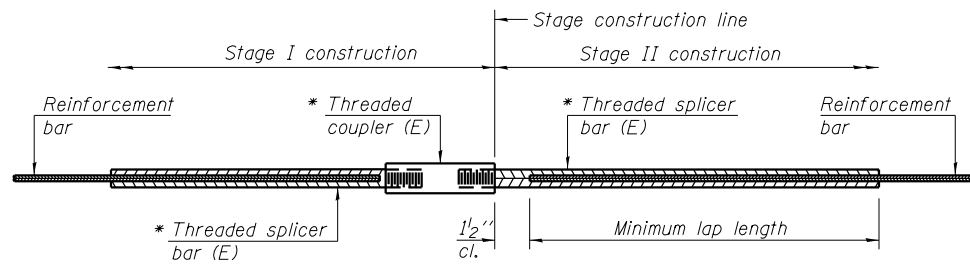
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS**

STRUCTURAL SHEET NO. 20 OF 26 SHEETS

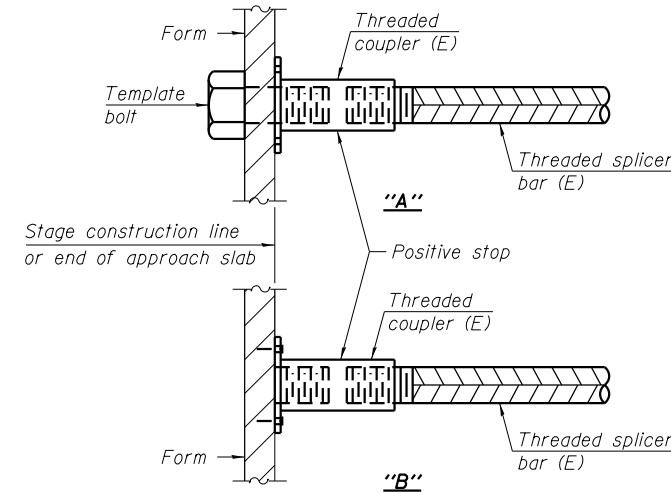
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	59
<b>CONTRACT NO. 61B94</b>				
		ILLINOIS	FED. AID PROJECT A1T5(173)	

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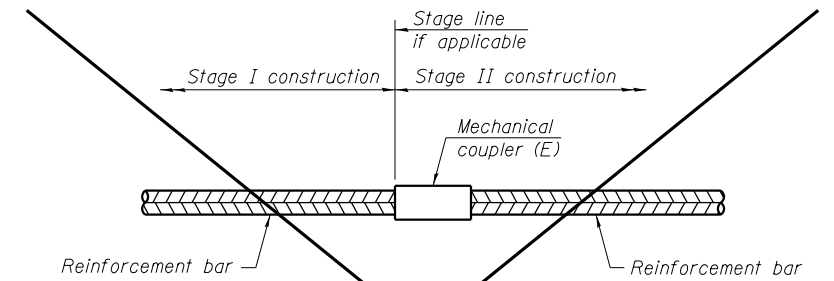
**STANDARD BAR SPLICER ASSEMBLY**

\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.



**INSTALLATION AND SETTING METHODS**

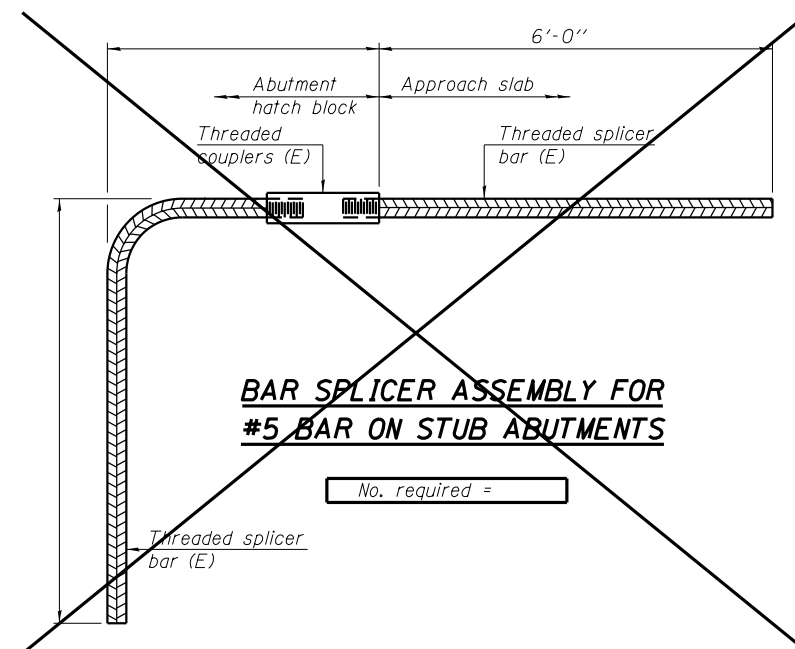
"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required

Location	Bar size	No. assemblies required	Minimum lap length
Deck - Top Bars	#5	144	2'-11"
Deck - Bottom Bars	#5	99	2'-11"
Diaphragm - Front Face	#6	10	3'-6"
Diaphragm - Back Face	#6	12	3'-6"
South Abutment	#7	32	5'-3"
North Abutment	#7	32	5'-3"
Appr. Slabs - Top Bars	#5	90	2'-11"
Appr. Slabs - Bott. Bars	#8	118	6'-9"
Appr. Slab Footing Bars	#5	80	2'-11"



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

STRUCTURAL SHEET NO. 21 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	60
CONTRACT NO. 61B94				
ILLINOIS		FED. AID PROJECT A1T5(173)		

testing engineers, inc

FOUNDATION BORINGS AND REPORTS  
MATERIAL TESTING AND REPORTS  
SOIL SURVEYS AND ANALYSIS

1417 CHICAGO AVE., P.O.BOX 548 DIXON, ILLINOIS 61021 PHONE 815/288-1489  
2447 N. CENTRAL AVENUE ROCKFORD, ILLINOIS 61101 PHONE 815/964-8030

LOG OF BORING NO. B1

PROJECT: PROPOSED BRIDGE, SECTION 01-00051-01-BR, HOMER R.D. JOB NO. 4593.04

OWNER: WILL COUNTY HIGHWAY DEPARTMENT ORDER NO. \_\_\_\_\_

ARCHITECT-ENGINEER: WILLETT, HOFMANN & ASSOCIATES, INC.

LOCATION: NE 1/4 OF SEC. 33, T36N, R11E OF THE 3RD P.M.; WILL COUNTY, ILLINOIS

BORING 6' LEFT OF STATION 145+70

DATUM: B.M. = CENTER OF CEDAR ROAD AT STATION 145+40, ESTIMATED ELEVATION = 672.0

ELEV.	SOIL DESCRIPTION	DEPTH	SAMPLE		DIST.	REC.	N	Q <sub>u</sub>	w%
			NO.	TYPE					
671.7	BITUMINOUS PAVEMENT = 7.0"	0.0							
	AGGREGATE BASE = 12.0"								
670.1	FILL - Medium to stiff dark brown SILTY CLAY	1.6	1	SS			6	0.97	23.9
			2	SS			9	1.40	24.8
665.7	FILL - Stiff to very stiff yellowish brown SILTY CLAY, trace sand, trace gravel	5.0	3	SS			9	1.47	19.7
		6.0	4	SS			6	2.5 P	21.4
660.7	Stiff black ORGANIC SILTY CLAY	10.0	5	SS			6	1.01	29.6
659.2	Stiff yellow and gray SANDY CLAY, trace gravel, trace roots	11.0	6	SS			3	1.0 P	34.7
		12.5							
653.7	Medium dense yellowish gray SAND and GRAVEL	15.0	7	SS			25		
		18.0	8	SS			29		
646.7	Medium dense yellow SAND and fine to medium GRAVEL	20.0	9	SS			16		
		25.0	10	SS			18		
641.7	Very dense yellow and gray COBBLES, some sand	30.0	11	SS			52		
		35.0							
632.7	Medium dense gray SAND, some fine to medium gravel	39.0	12	SS			26		
		40.0							
	Continued on Sheet 2								

Drilled By GROFF Checked JAC  
Inspector \_\_\_\_\_  
Boring Started 11/15/02  
Boring Completed 11/15/02  
Sheet 1 of 2 Sheets



WATER LEVELS  
While Drilling -25.0' (646.7)  
On Completion NONE  
After \_\_\_\_\_ Hours BACKFILLED  
After \_\_\_\_\_ Hours \_\_\_\_\_

testing engineers, inc

FOUNDATION BORINGS AND REPORTS  
MATERIAL TESTING AND REPORTS  
SOIL SURVEYS AND ANALYSIS

1417 CHICAGO AVE., P.O.BOX 548 DIXON, ILLINOIS 61021 PHONE 815/288-1489  
2447 N. CENTRAL AVENUE ROCKFORD, ILLINOIS 61101 PHONE 815/964-8030

LOG OF BORING NO. B1

PROJECT: PROPOSED BRIDGE, SECTION 01-00051-01-BR, HOMER R.D. JOB NO. 4593.04

OWNER: WILL COUNTY HIGHWAY DEPARTMENT ORDER NO. \_\_\_\_\_

ARCHITECT-ENGINEER: WILLETT, HOFMANN & ASSOCIATES, INC.

LOCATION: NE 1/4 OF SEC. 33, T36N, R11E OF THE 3RD P.M.; WILL COUNTY, ILLINOIS

BORING 6' LEFT OF STATION 145+70

DATUM: B.M. = CENTER OF CEDAR ROAD AT STATION 145+40, ESTIMATED ELEVATION = 672.0

ELEV.	SOIL DESCRIPTION	DEPTH	SAMPLE		DIST.	REC.	N	Q <sub>u</sub>	w%
			NO.	TYPE					
	Continued from Sheet 1	40.0							
	Medium dense gray SAND, some fine to medium gravel	45.0	13	SS			25		
624.7	Very dense gray fine to coarse SAND	47.0	14	SS			100/6"		
622.7	END OF BORING	49.0							

Drilled By GROFF Checked JAC  
Inspector \_\_\_\_\_  
Boring Started 11/15/02  
Boring Completed 11/15/02  
Sheet 2 of 2 Sheets



WATER LEVELS  
While Drilling -25.0' (646.7)  
On Completion NONE  
After \_\_\_\_\_ Hours BACKFILLED  
After \_\_\_\_\_ Hours \_\_\_\_\_



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS

STRUCTURAL SHEET NO. 22 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	61
CONTRACT NO. 61B94				
ILLINOIS FED. AID PROJECT A1T5(173)				

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testing engineers, inc

FOUNDATION BORINGS AND REPORTS  
MATERIAL TESTING AND REPORTS  
SOIL SURVEYS AND ANALYSIS

1417 CHICAGO AVE., P.O.BOX 548 DIXON ILLINOIS 61021 PHONE 815/288-1489  
2447 N. CENTRAL AVENUE ROCKFORD ILLINOIS 61101 PHONE 815/964-8030

LOG OF BORING NO. B2

PROJECT: PROPOSED BRIDGE, SECTION 01-00051-01-BR, HOMER R.D. JOB NO. 4593.04

OWNER: WILL COUNTY HIGHWAY DEPARTMENT ORDER NO. \_\_\_\_\_

ARCHITECT-ENGINEER: WILLETT, HOFMANN & ASSOCIATES, INC.

LOCATION: NE 1/4 OF SEC. 33, T36N, R11E OF THE 3RD P.M.; WILL COUNTY, ILLINOIS

BORING 8' RIGHT OF STATION 145+14

DATUM: B.M. = CENTER OF CEDAR ROAD AT STATION 145+40, ESTIMATED ELEVATION = 672.0

ELEV.	SOIL DESCRIPTION	DEPTH	SAMPLE		DST.	REC.	N	Q <sub>u</sub>	w%
			NO.	TYPE					
671.7	BITUMINOUS SURFACE = 8.0"	0.0							
	AGGREGATE BASE = 12.0"								
670.0		1.7	1	SS			6	1.55	21.7
			2	SS			9	2.3 P	26.2
		5	3	SS			10	1.78	26.3
	FILL - Stiff to very stiff black and dark brown SILTY CLAY, trace sand, trace gravel		4	SS			9	1.86	18.8
		10	5	SS			8	0.5 P	29.6
657.7	Medium black ORGANIC SILTY CLAY, trace roots	14.0	6	SS			4	0.78	33.8
654.7	Loose yellowish brown SILTY SAND and GRAVEL, trace clay	17.0	7	SS			6		
649.7		22.0	8	SS			44		
		25							
	Dense to medium dense yellowish gray SAND and GRAVEL, wet at -26.0'	30	9	SS			25		
		35	10	SS			22		
632.7	Medium dense gray SAND and GRAVEL	39.0	11	SS			28		
		40							

Drilled By GROFF Checked JAC  
Inspector \_\_\_\_\_  
Boring Started 11/15/02  
Boring Completed 11/15/02  
Sheet 1 of 2 Sheets



WATER LEVELS  
While Drilling -26.0' (645.7)  
On Completion NONE  
After \_\_\_\_\_ Hours BACKFILLED  
After \_\_\_\_\_ Hours \_\_\_\_\_

testing engineers, inc

FOUNDATION BORINGS AND REPORTS  
MATERIAL TESTING AND REPORTS  
SOIL SURVEYS AND ANALYSIS

1417 CHICAGO AVE., P.O.BOX 548 DIXON ILLINOIS 61021 PHONE 815/288-1489  
2447 N. CENTRAL AVENUE ROCKFORD ILLINOIS 61101 PHONE 815/964-8030

LOG OF BORING NO. B2

PROJECT: PROPOSED BRIDGE, SECTION 01-00051-01-BR, HOMER R.D. JOB NO. 4593.04

OWNER: WILL COUNTY HIGHWAY DEPARTMENT ORDER NO. \_\_\_\_\_

ARCHITECT-ENGINEER: WILLETT, HOFMANN & ASSOCIATES, INC.

LOCATION: NE 1/4 OF SEC. 33, T36N, R11E OF THE 3RD P.M.; WILL COUNTY, ILLINOIS

BORING 8' RIGHT OF STATION 145+14

DATUM: B.M. = CENTER OF CEDAR ROAD AT STATION 145+40, ESTIMATED ELEVATION = 672.0

ELEV.	SOIL DESCRIPTION	DEPTH	SAMPLE		DST.	REC.	N	Q <sub>u</sub>	w%
			NO.	TYPE					
	Continued from Sheet 1	40							
	Medium dense gray SAND and GRAVEL	45	12	SS			15		
621.7	Medium dense gray SAND, some fine to medium gravel	50.0	13	SS			24		
616.7	Dense gray fine to coarse SAND	55.0	14	SS			24		
611.7	END OF BORING	60.0	15	SS			47		

Drilled By GROFF Checked JAC  
Inspector \_\_\_\_\_  
Boring Started 11/15/02  
Boring Completed 11/15/02  
Sheet 2 of 2 Sheets



WATER LEVELS  
While Drilling -26.0' (645.7)  
On Completion NONE  
After \_\_\_\_\_ Hours BACKFILLED  
After \_\_\_\_\_ Hours \_\_\_\_\_



DESIGNED - EEL  
CHECKED - DCB  
DRAWN - FDL  
CHECKED - EEL

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS

STRUCTURAL SHEET NO. 23 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	62
CONTRACT NO. 61B94				
ILLINOIS FED. AID PROJECT A1T5(173)				

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FILE : SAS11034084.DESIGN.CAD.SHEETS\1034084.Existing Plans.dgn

B.M. #20 - R.R. spike in 10" walnut 23' Lt. Sta. 145+02 ; El. 667.27  
 Existing Bridge - Pony Truss, Span @ 24'-0" with a 16'-0" Rdwy.  
 Stone masonry abuts. & wing walls. To be removed by  
 Bridge Contractor at beginning of construction. No material to be  
 Salvaged or stored.

STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
 DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 369	51B-1	WILL	7	3
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	S-641(2)	

STATION 145+40  
 SPRING CREEK  
 BUILT 195  
 F.A.S. RT. 295 SEC. 51B-1  
 F.R. PROJ. S-641 (2)  
 LOADING H20-44

NAME PLATE  
 Std. 2113

**GENERAL NOTES**

Class 'X' concrete shall be used throughout except where noted.

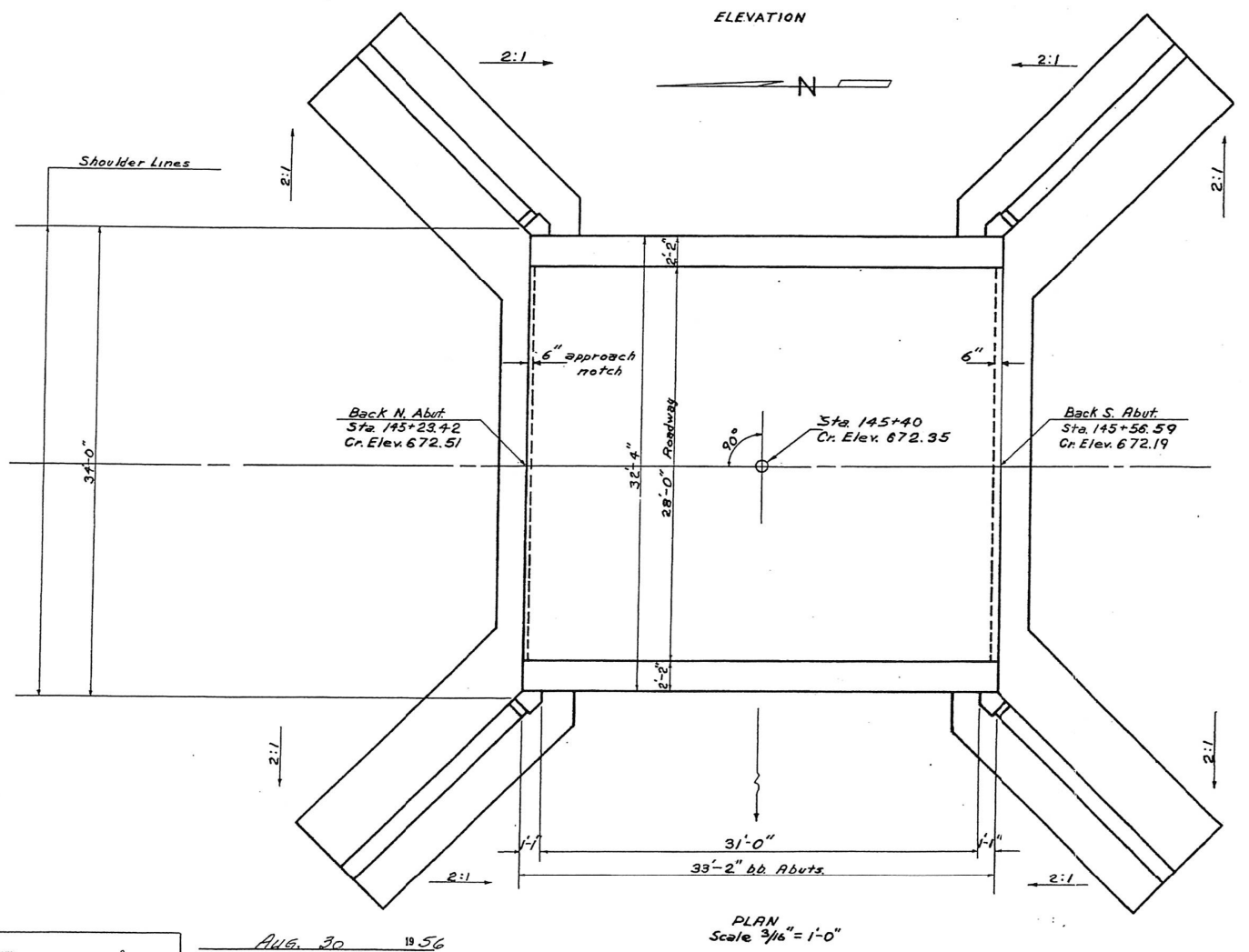
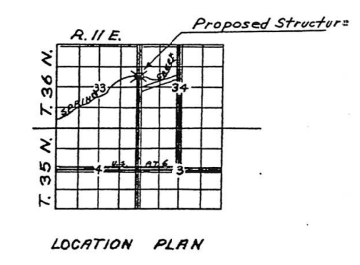
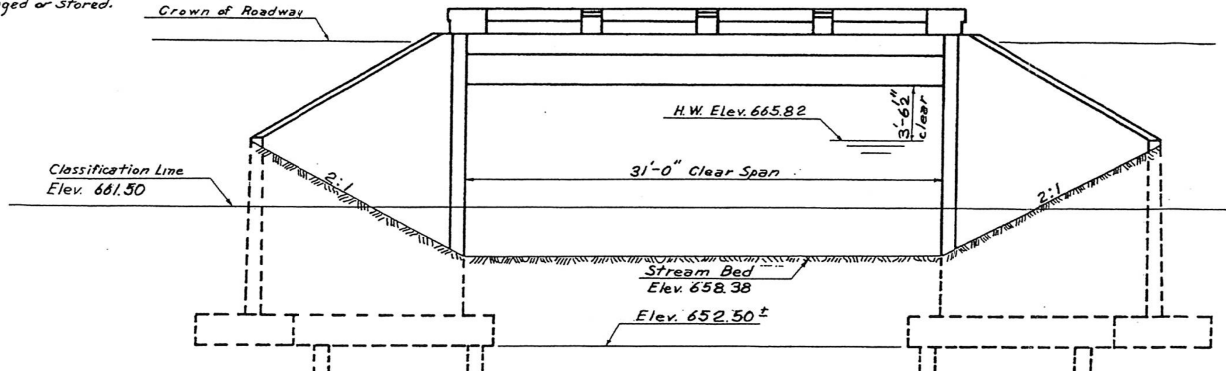
Handrail concrete shall be used in rail and posts. The concrete floor slab shall be finished in accordance with art. 51-18'a' of the standard specifications. Drain openings shall be constructed in accordance with article 51-15 of the standard specifications. Back filling shall be done in accordance with art. 50-10 of the standard specifications.

The following surfaces of the Bridge shall be water-proofed: The back of the abutments and wing-walls from the ground line to the top of the footing. Water-proofing shall be done in accordance with art. 51-20 of the standard specifications.

The contractor shall drive one test pile in a permanent location as directed by the engineer before ordering the remainder of piles.

The concrete in the slab and girders shall be poured in one continuous operation.

All piles shall be untreated.



**WATERWAY INFORMATION**

Drainage Area: 7000 acres  
 Character: level, clay, wooded, cultivated  
 Required opening: 230' (15 year flood)  
 Present opening: 117'  
 Proposed opening: 230'

**BORING DATA**

Test Hole #1	Test Hole #2
15' Lt. Sta. 145+23	9' Lt. Sta. 145+46
660.28 Top of ground	660.27 Top of ground
659.86	659.93
Loam	Loam
Yellow Clay	Yellow clay & fine gravel
656.86	657.93
Clay & fine gravel	Clay & gravel
653.90	653.83

**TOTAL BILL OF MATERIAL**

ITEM	Unit	Super.	Sub.	Total
Class 'X' Concrete	cu. yd.	465	190	236.5
Handrail Concrete	cu. yd.	1.6		1.6
Reinforcement Bars	lbs.	12050	13750	25800
Class 'A' Excavation	cu. yd.		416	416
Class 'B' Excavation	cu. yd.		719	719
Untreated Piles	lin. ft.		1605	1605
Timber Test Piles	each		1	1
Removal of Exist. Struct.	each			1
Name Plates	each	1		1

**STRESSES**

f<sub>c</sub> - 4000 psi. superstructure  
 f<sub>c</sub> - 8000 psi. substructure  
 f<sub>s</sub> - 20000 psi. reinforcement  
 f<sub>s</sub> - 18,000 psi. structural steel  
 n = 10

Loading H 20-44

DESIGNED J.M. [Signature]  
 CHECKED R.H. [Signature]  
 DRAWN J.M. [Signature]  
 CHECKED [Signature]

EXAMINED [Signature] AUG. 30 1956  
 PASSED [Signature]  
 APPROVED [Signature]

FOR REFERENCE ONLY

**GENERAL PLAN & ELEVATION  
 SPRING CREEK  
 PROJ. S-641 (2)  
 F.A.S. RT. 295 (S.A. RT. 4) SEC. 51B-1  
 WILL COUNTY  
 STA. 145+40**



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

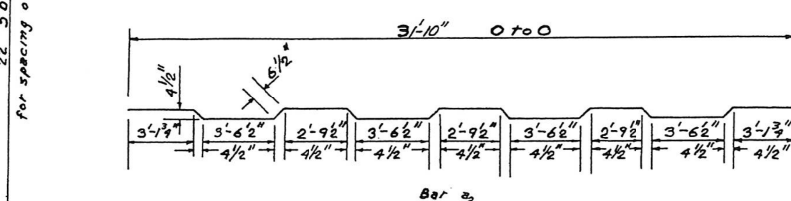
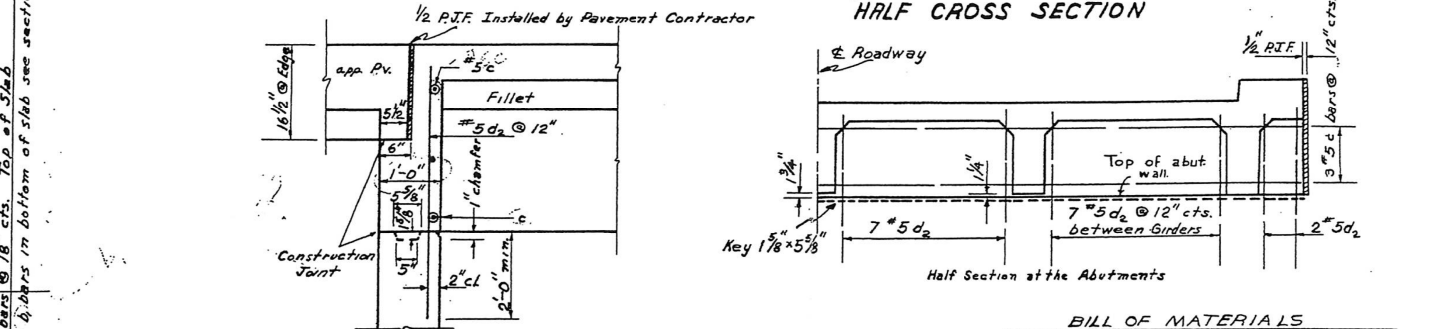
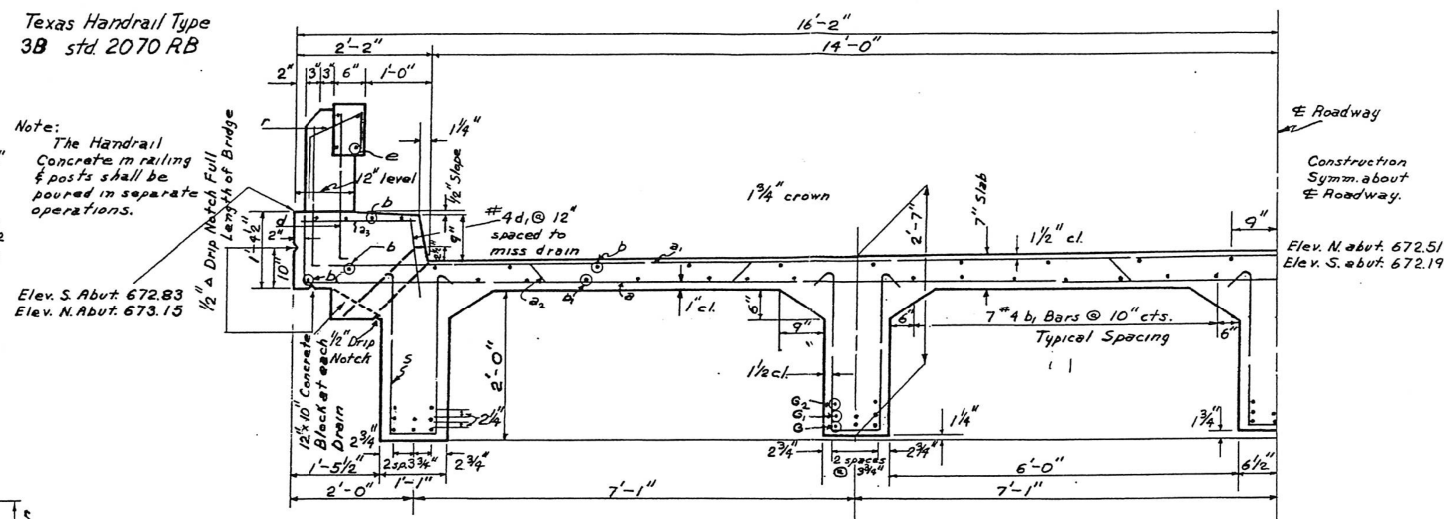
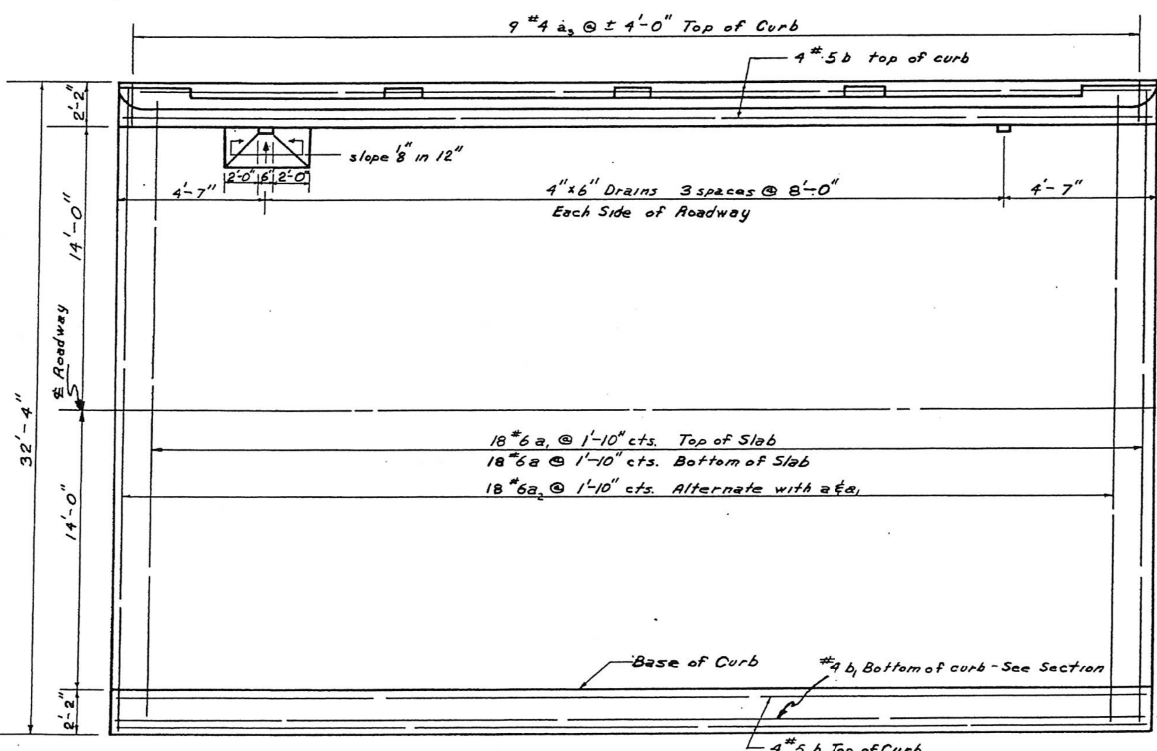
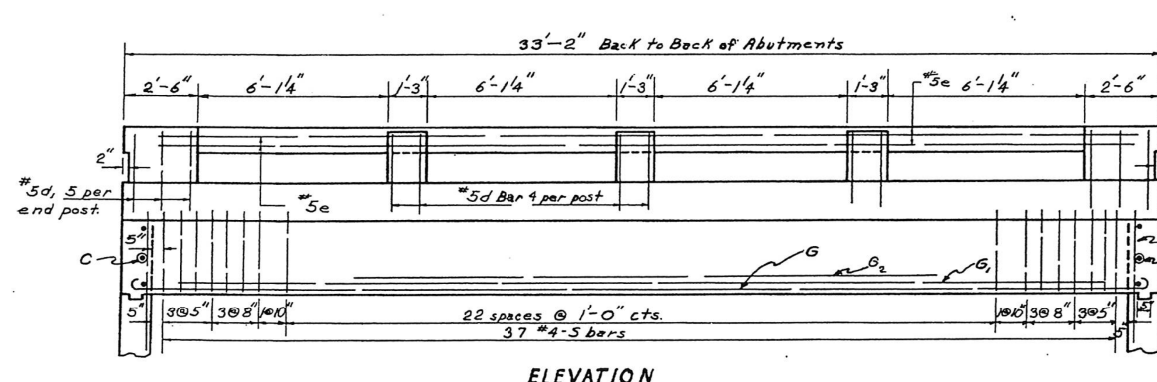
EXISTING PLANS  
 STRUCTURAL SHEET NO. 24 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	63
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT AITS(173)		

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 295	51B-1	WILL	7	4
FED. ROAD DIST. NO. 7	BLDG. NO.	FED. AID PROJECT	5-641 (2)	

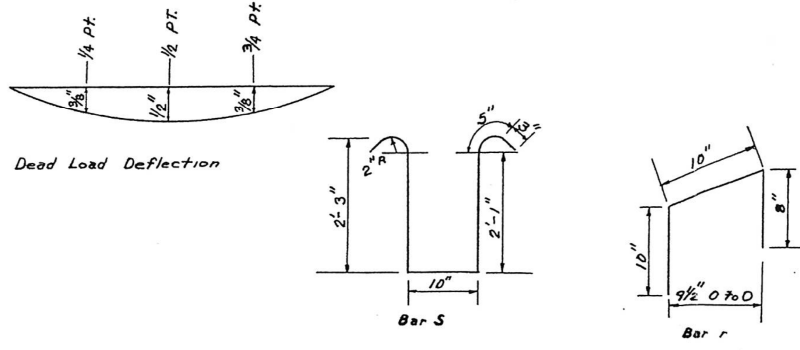
SHEET NO. 4  
7 SHEETS



**BILL OF MATERIALS**

Bar	No.	Size	Length	Shape
a	18	#6	39'-2"	U
a	18	#6	30'-6"	—
a <sub>2</sub>	18	#6	33'-2"	U
a <sub>3</sub>	13	#6	1'-10"	—
b	30	#5	32'-10"	—
b	30	#4	32'-10"	—
c	6	#5	32'-0"	—
d	44	#5	3'-0"	—
d	68	#4	1'-3"	—
d <sub>2</sub>	64	#4	4'-9"	—
e	8	#5	31'-6"	—
G	15	#11	36'-0"	—
G <sub>1</sub>	15	#11	30'-6"	—
G <sub>2</sub>	10	#9	16'-6"	—
r	20	#4	2'-4"	—
s	185	#4	6'-4"	—

Class X Concrete cu yd. 46.5  
Handrail Concrete cu yd. 1.6  
Reinforcement Bars lb. 12050  
Name Plate each 1



**FOR REFERENCE ONLY**

DESIGNED J.M. Trammets  
CHECKED R.L. Davis  
DRAWN J.M.J. D. Ballard  
CHECKED AED

EXAMINED *W. Romine*  
PASSED *C. Schuyler*  
APPROVED *R.L. Bantel*

AUG 30 1956

**SUPERSTRUCTURE  
SPRING CREEK**  
PROJ. S-641(2)  
F.A.S. Rt. 295 S.A. Rt. 4 SEC. 51B-1  
WILL CO. STA. 145+40



DESIGNED - EEL	REVISED -
CHECKED - DCB	REVISED -
DRAWN - FDL	REVISED -
CHECKED - EEL	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

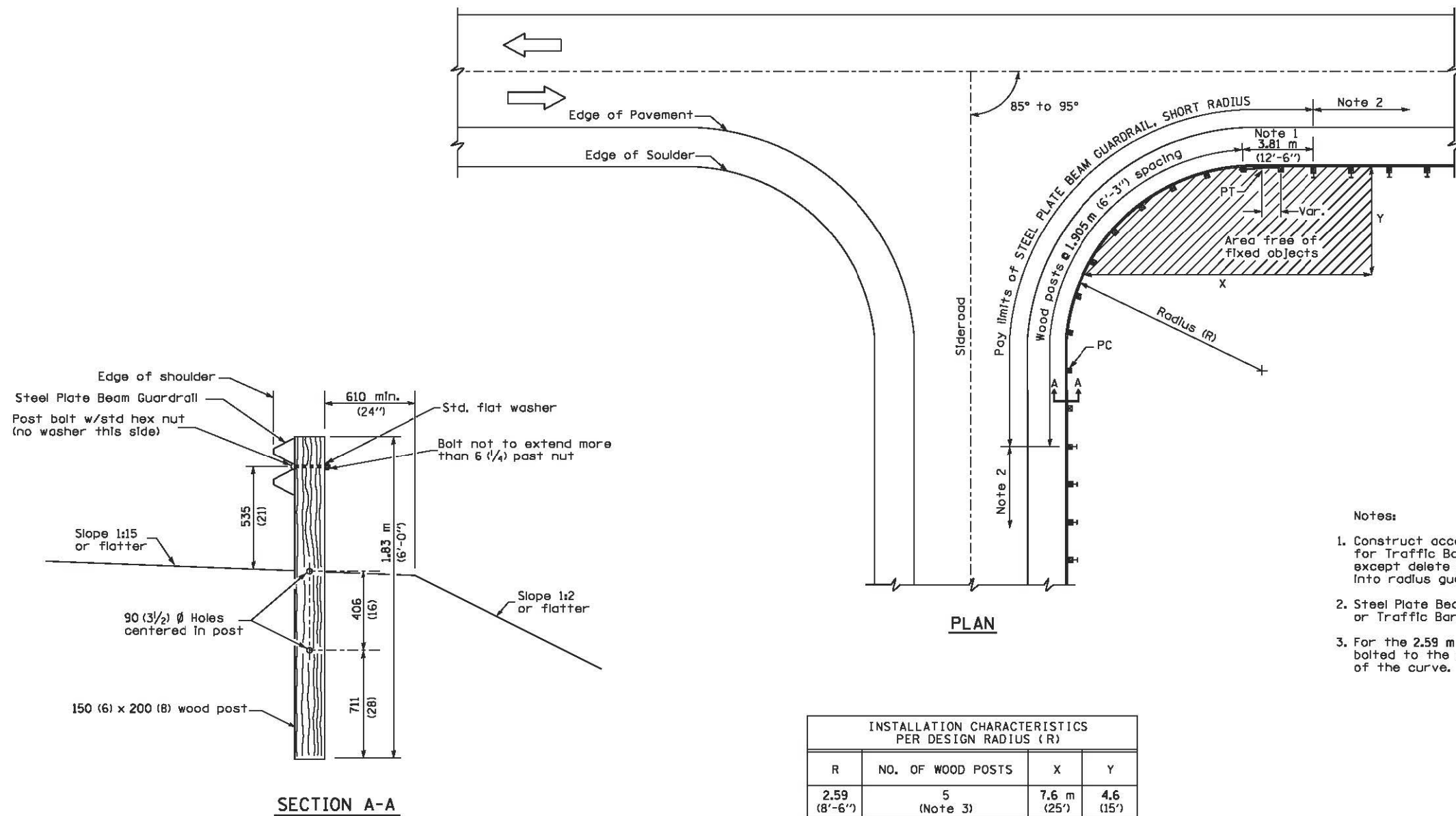
EXISTING PLANS

STRUCTURAL SHEET NO. 25 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	64
CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT AIT5(173)		



APPLIES AT 1120E & 2920N.  
STA. 42+90.80.



- Notes:
1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
  2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
  3. For the 2.59 m (8'-6'') radius, the rail is not bolted to the post located at the midpoint of the curve.

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
2.59 (8'-6'')	5 (Note 3)	7.6 m (25')	4.6 (15')
5.18 (17'-0'')	6	9.1 m (30')	4.6 (15')
7.77 (25'-6'')	8	12.2 m (40')	6.1 (20')
10.67 (35'-0'')	11	15.2 m (50')	6.1 (20')

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).  
All dimensions are in millimeters (Inches) unless otherwise shown.

GUARDRAIL SHORT RADIUS.DGN



DESIGNED - GBG	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

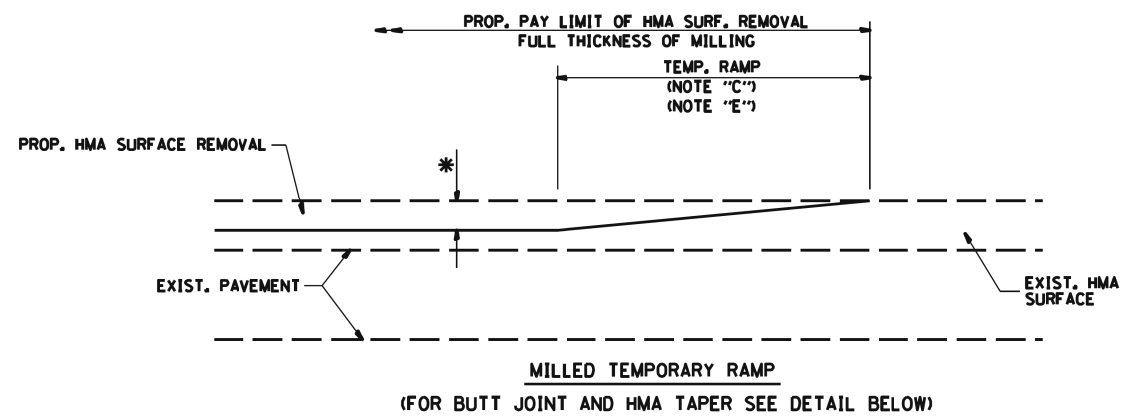
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STEEL PLATE BEAM GUARDRAIL, SHORT RADIUS

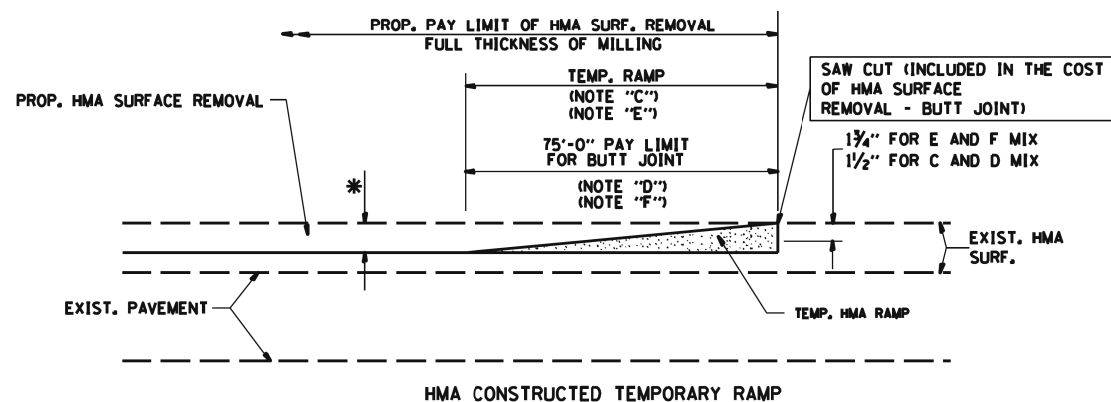
SHEET NO. 1 OF 1 SHEETS

BDE Memo 36-03 Attachment A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	66
CONTRACT NO. 61894				
ILLINOIS			FED. AID PROJECT A1TS(173)	



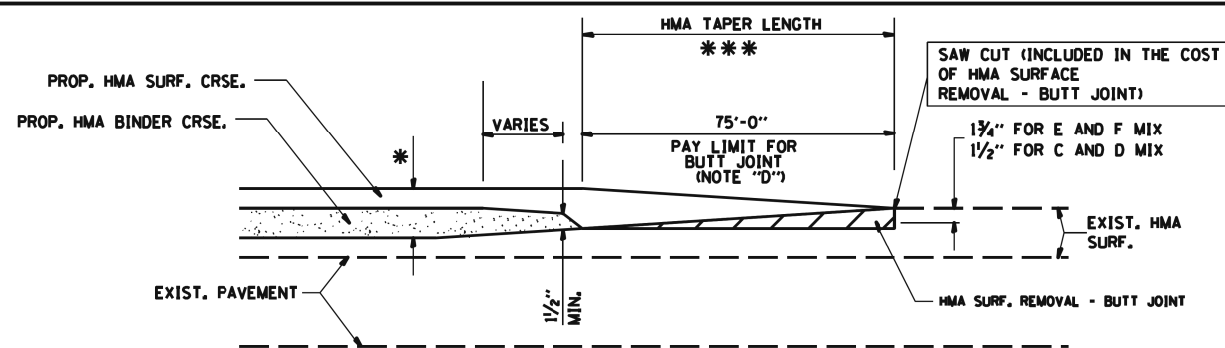
**OPTION 1**



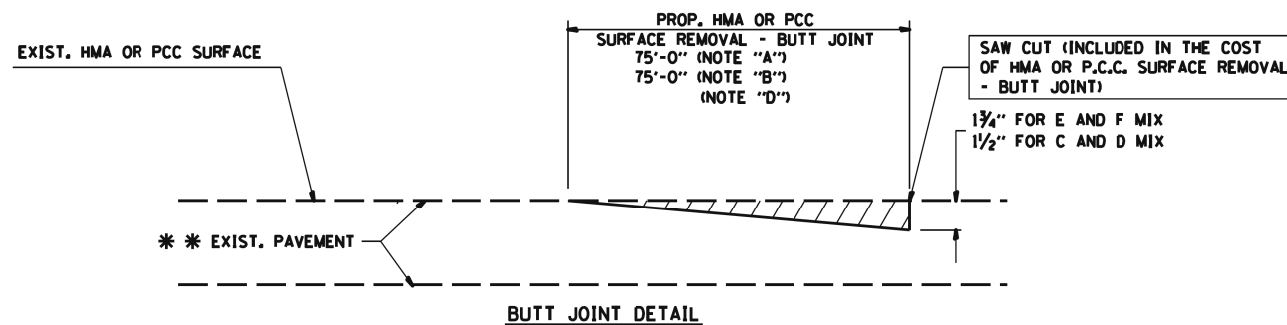
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

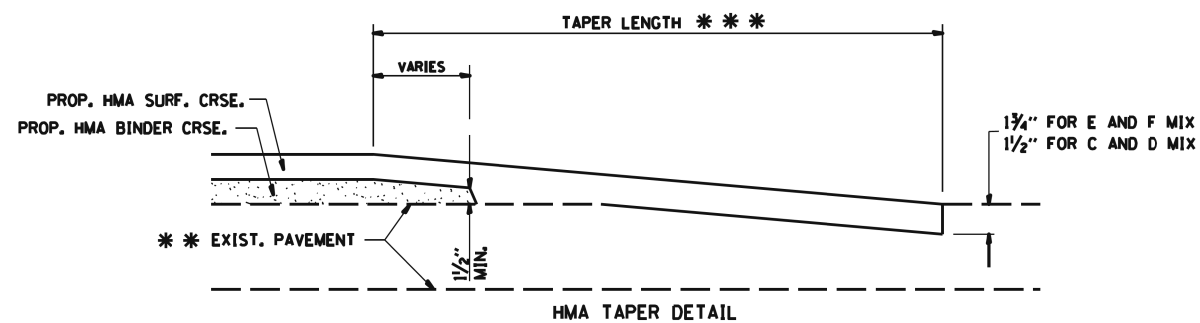
**TYPICAL TEMPORARY RAMP**



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



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**NOTES**

- A<sub>1</sub> MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B<sub>1</sub> MINOR SIDE ROADS.
- C<sub>1</sub> THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D<sub>1</sub> THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E<sub>1</sub> TAPER THE TEMP. RAMP AT A RATE OF 50'-0" PER 1 INCH OF MILLING THICKNESS.
- F<sub>1</sub> INSTALLATION AND REMOVAL OF THE 30'-0" TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G<sub>1</sub> 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.
- \*\*\* 50'-0" PER 1" RESURFACING (NOTE "A")  
50'-0" PER 1" 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".

WC-00406



WILL COUNTY  
DIVISION OF TRANSPORTATION

**BUTT JOINT AND HMA TAPER DETAIL**

DATE	REVISIONS
6/22/2015	STANDARD CREATED



DESIGNED - GBG  
CHECKED - GFS  
DRAWN - GBG  
CHECKED - GFS

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WILL COUNTY DOT - BUTT JOINT AND HMA TAPER DETAIL

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	67
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1TS1173				

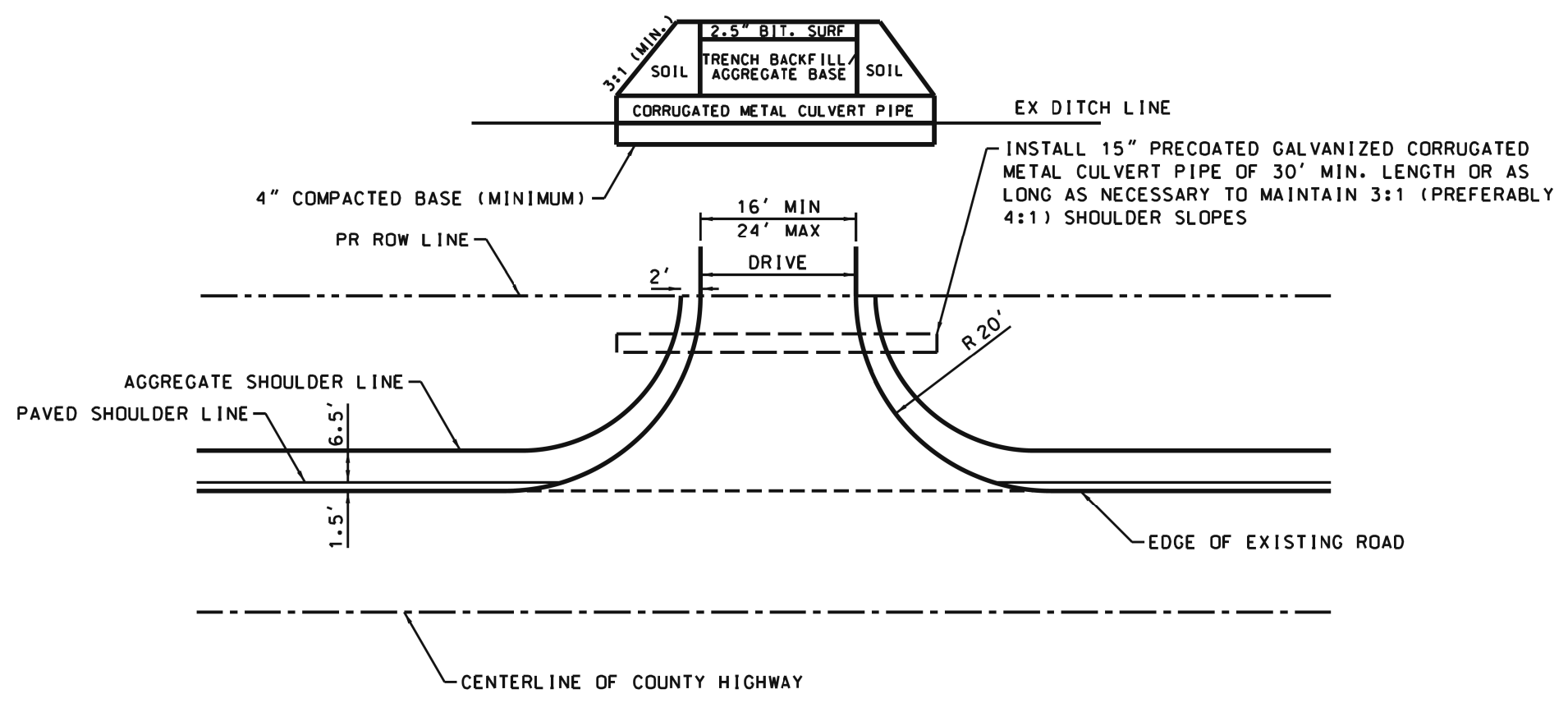
**NOTES:** ALL CONSTRUCTION TO BE DONE ACCORDING TO THE MOST RECENT VERSION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"

REMOVE SHOULDER MATERIAL. INSTALL 12" AGGREGATE BASE COURSE, AND PAVE WITH 2 1/2" BITUMINOUS SURFACE COURSE TO THE PROPOSED ROW LINE

SAWCUT EXISTING PAVEMENT AT WHITE EDGE LINE: MINIMUM OF 6" FROM THE EDGE OF PAVEMENT

ALL DISTURBED GROUND WITHIN THE COUNTY RIGHT OF WAY SHALL BE RE-SEEDED, FERTILIZED, AND EXCELSIOR BLANKET INSTALLED TO THE SATISFACTION OF THE WILL COUNTY DIVISION OF TRANSPORTATION AND TEPA REQUIREMENTS

PAVEMENT TO SLOPE AWAY FROM THE COUNTY HIGHWAY AT A RATE OF 1/4" PER FOOT (2%) MINIMUM



WILL COUNTY  
DIVISION OF TRANSPORTATION

MINIMUM ACCESS DETAIL  
ON NON-CURBED ROAD

DATE	REVISIONS
7/2/2015	WCDOT REVISION
9/8/2006	REVISED

WC-00432



DESIGNED - GBG  
CHECKED - GFS  
DRAWN - GBG  
CHECKED - GFS

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WILL COUNTY DOT - MINIMUM ACCESS DETAIL ON NON-CURBED ROAD

SHEET NO. 1 OF 1 SHEETS

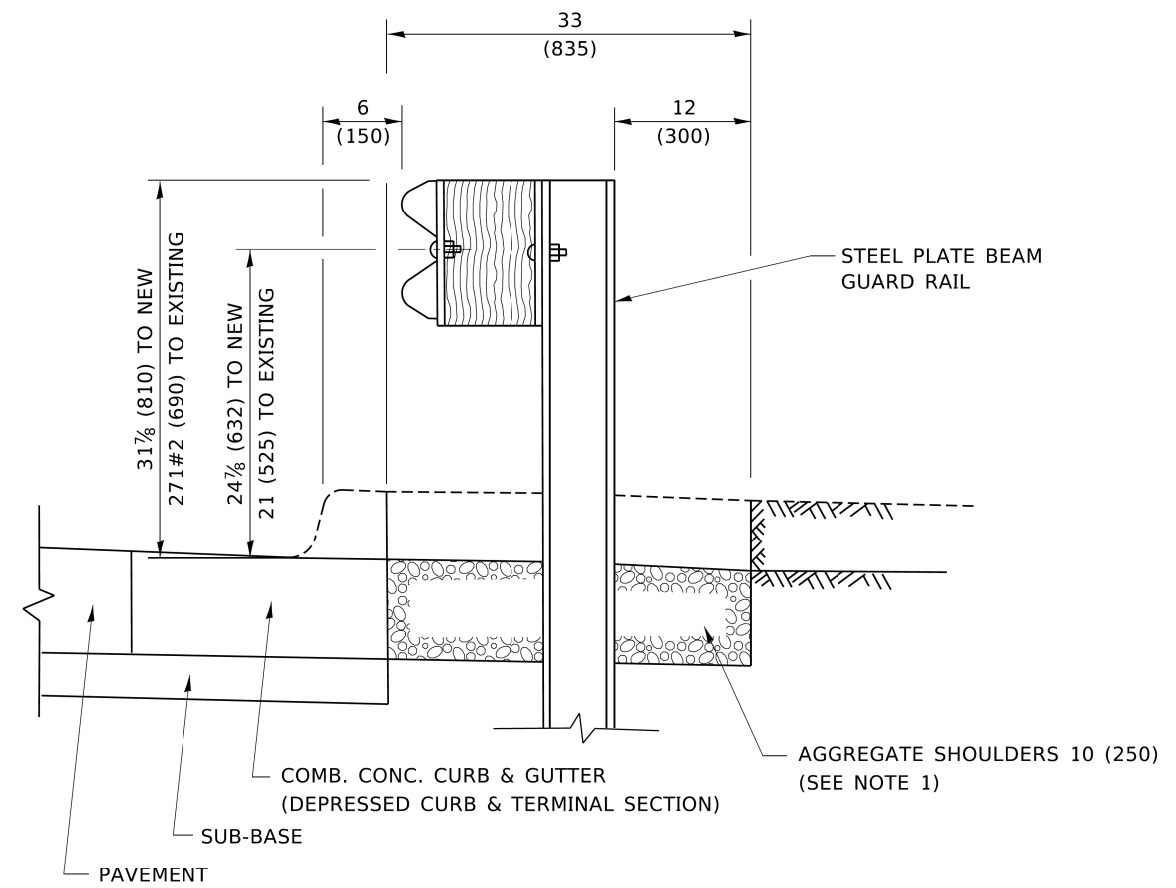
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	68

CONTRACT NO. 61894

ILLINOIS FED. AID PROJECT A1TS1173



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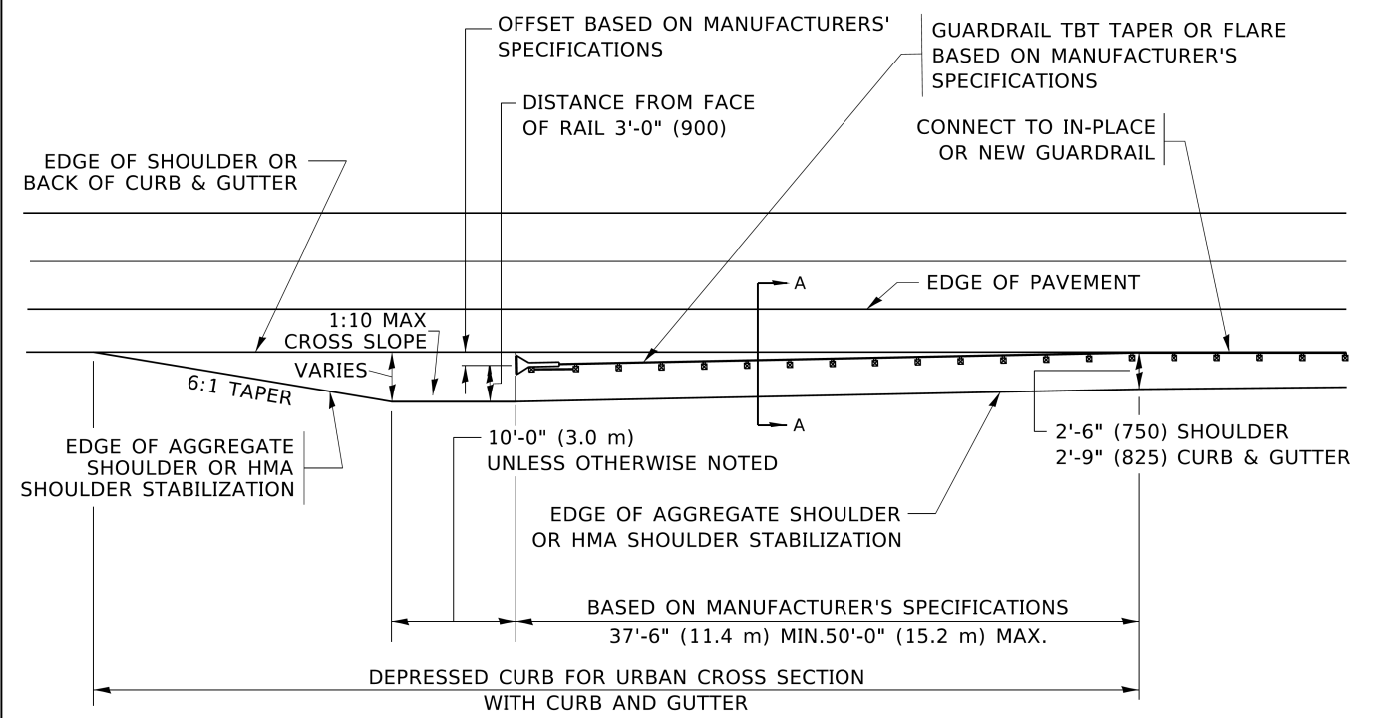


**SECTION A-A**

**NOTES:**

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM  
 GUARD RAIL ADJACENT TO CURB AND GUTTER  
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**



**DEPRESSED CURB AND GUTTER AND  
 SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL  
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = [rootem]	DESIGNED - M. DE YONG	REVISED - R. BORO 12-08-2008
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 09-14-2009
PLOT DATE = 3/27/2019	DATE - 09-22-90	REVISED - R. BORO 08-06-2012
		REVISED - R. BORO 05-08-2015

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND  
 SHOULDER TREATMENT AT TBT TY. 1 SPL.**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	69
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61894	



DESIGNED - GBG	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

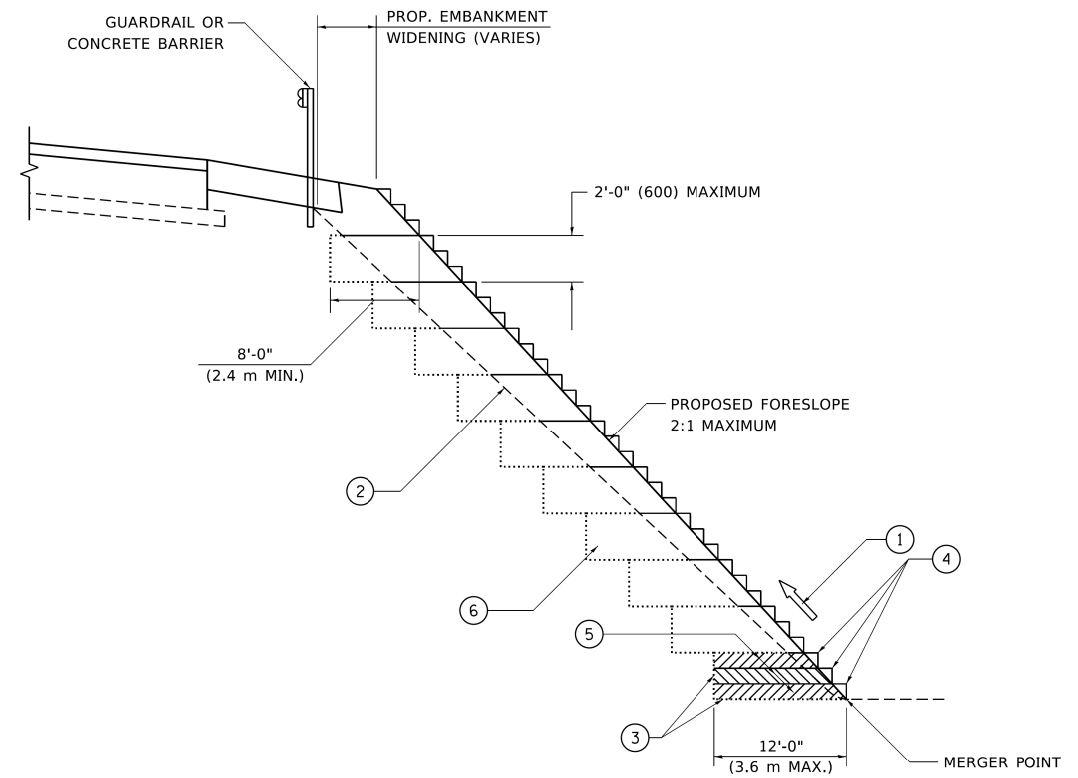
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE DETAIL BD-34**

SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	69
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61894	

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**TYPICAL BENCHING DETAIL  
 FOR EMBANKMENT**

**NOTES:**

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

USER NAME = [rootem]	DESIGNED -	REVISED -
PLOT SCALE = 50.0000' / in.	DRAWN - CADD	REVISED -
PLOT DATE = 3/27/2019	CHECKED - S.E.B.	REVISED -
	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>BENCHING DETAIL          FOR EMBANKMENT WIDENING</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO.		

ILLINOIS	FED. AID PROJECT
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DESIGNED - GBG	REVISED -
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CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

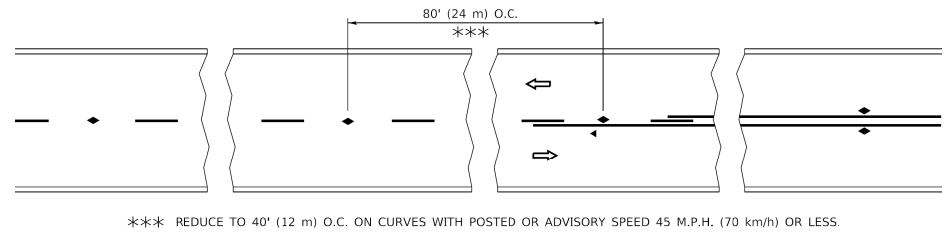
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SHEET NO. 1 OF 1 SHEETS

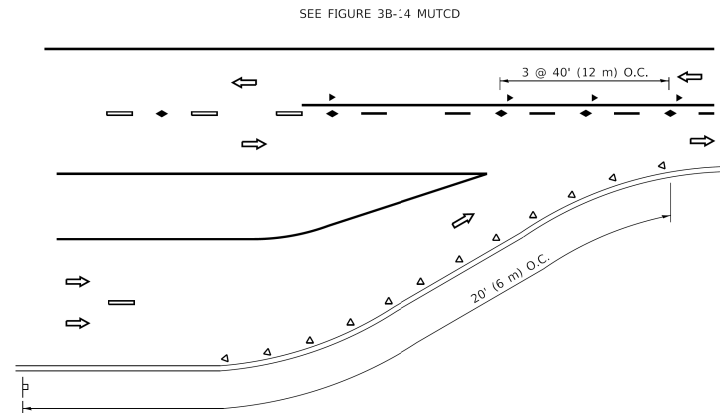
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CONTRACT NO. 61894				
ILLINOIS		FED. AID PROJECT AITS(173)		



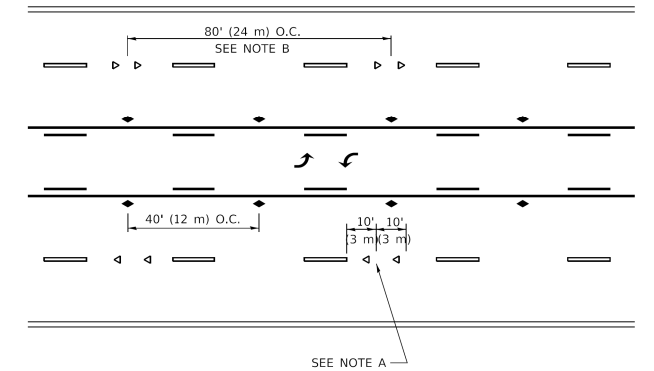
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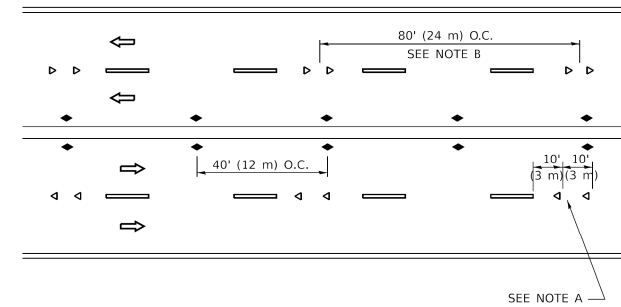
**TWO-LANE/TWO-WAY**



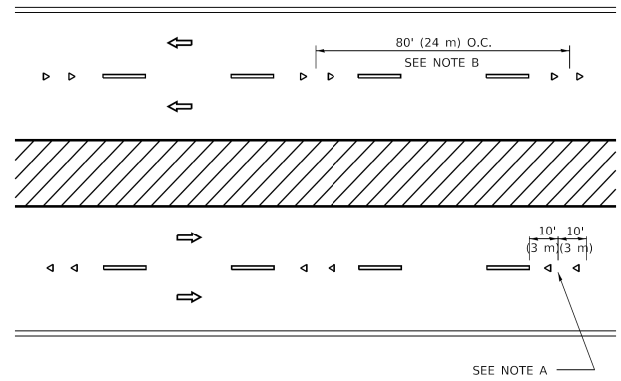
**LANE REDUCTION TRANSITION**



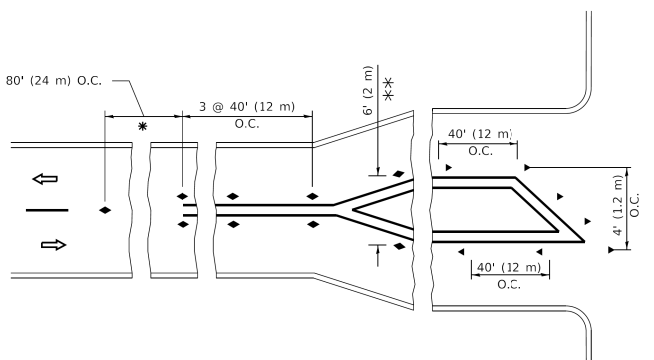
**TWO-WAY LEFT TURN**



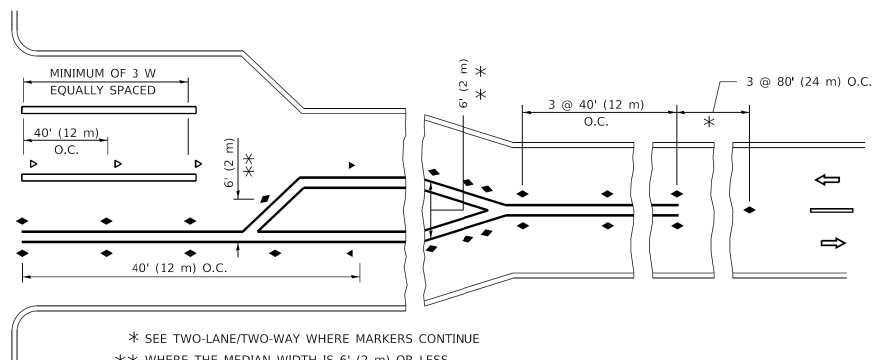
**MULTI-LANE/UNDIVIDED**



**MULTI-LANE/DIVIDED**



**TURN LANES**



**GENERAL NOTES**

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES.

**SYMBOLS**

- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ▶ TWO-WAY AMBER MARKER

**LANE MARKER NOTES**

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

**DESIGN NOTES**

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

USER NAME = [username]	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 50.0000" / in.	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				

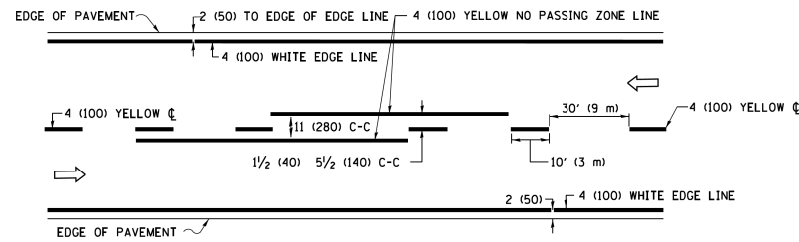


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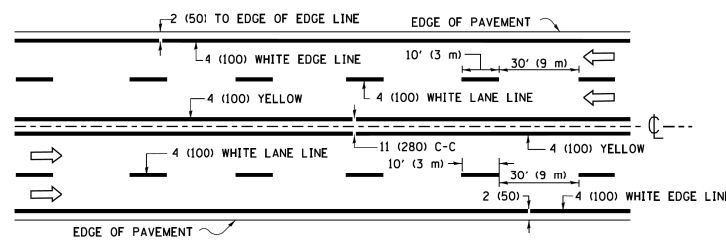
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE DETAIL TC-11**

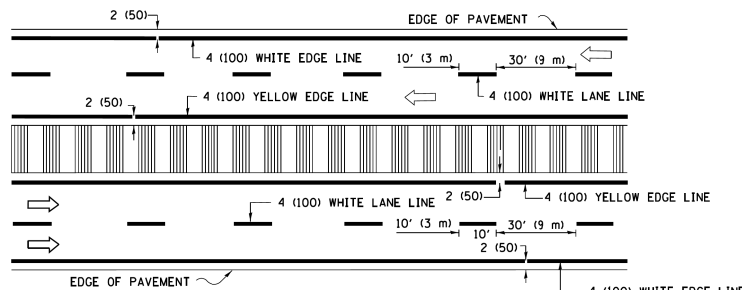
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369	01-00051-04-BR	WILL	83	71
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				



**2-LANE ROADWAY**

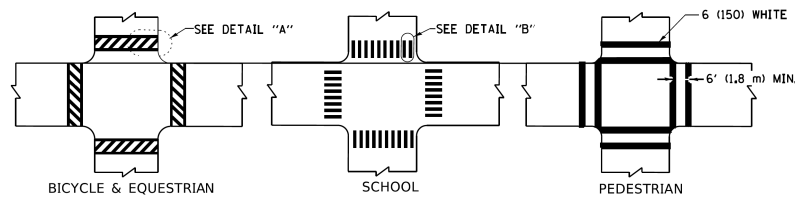


**MULTI-LANE UNDIVIDED**



**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

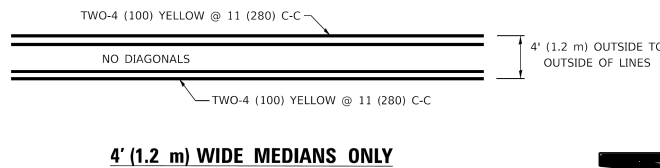


**DETAIL "A"**

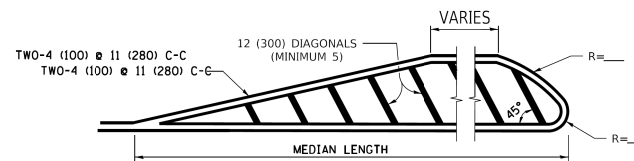
**DETAIL "B"**

**TYPICAL CROSSWALK MARKING**

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



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

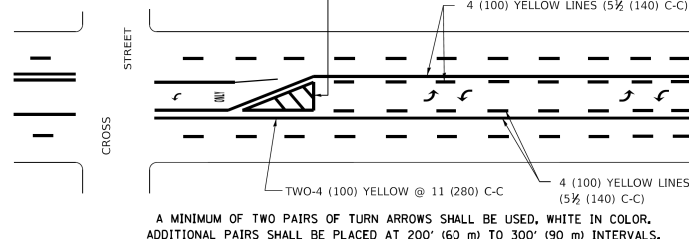


**MEDIANS OVER 4' (1.2 m) WIDE**

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))

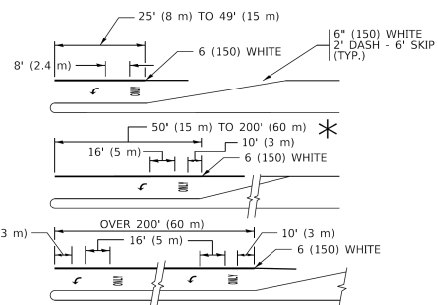
**MEDIANS OVER 4' (1.2 m) WIDE**



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**

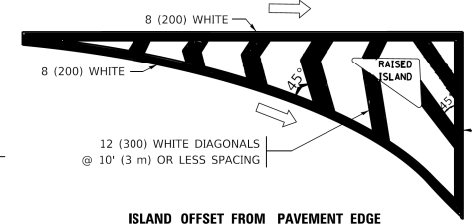


**TYPICAL LEFT (OR RIGHT) TURN LANE**

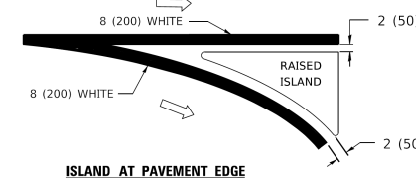
**TYPICAL TURN LANE MARKING**

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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".

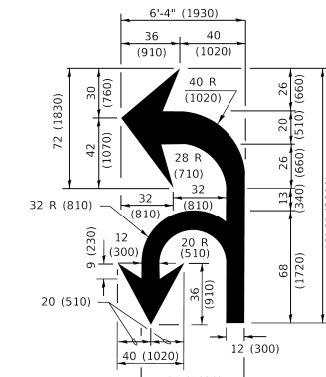


**ISLAND OFFSET FROM PAVEMENT EDGE**

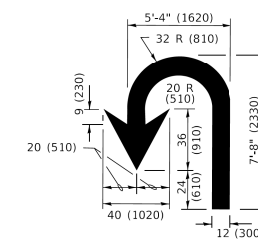


**ISLAND AT PAVEMENT EDGE**

**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)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6" (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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 5F
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 5F

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

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

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PLOT SCALE = 50.0000' / in.	CHECKED -	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  
TYPICAL PAVEMENT MARKINGS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-13		CONTRACT NO.		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE DETAIL TC-13**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	72
		CONTRACT NO. 61894		
		ILLINOIS FED. AID PROJECT AITS(173)		

SHEET NO. 1 OF 1 SHEETS



DESIGNED - GBS	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBS	REVISED -
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**ROUTE MARKERS**

FOR U.S. ROUTES  
M1-40-2424

FOR ILLINOIS ROUTES  
M1-50-2424

**MAIN STREET**  
R.R. UNMARKED ROUTES  
SPECIAL 24" x 18" VARIABLE  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND

**ARROWS SIGNS**

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

**CARDINAL DIRECTION & DETOUR SIGNS**

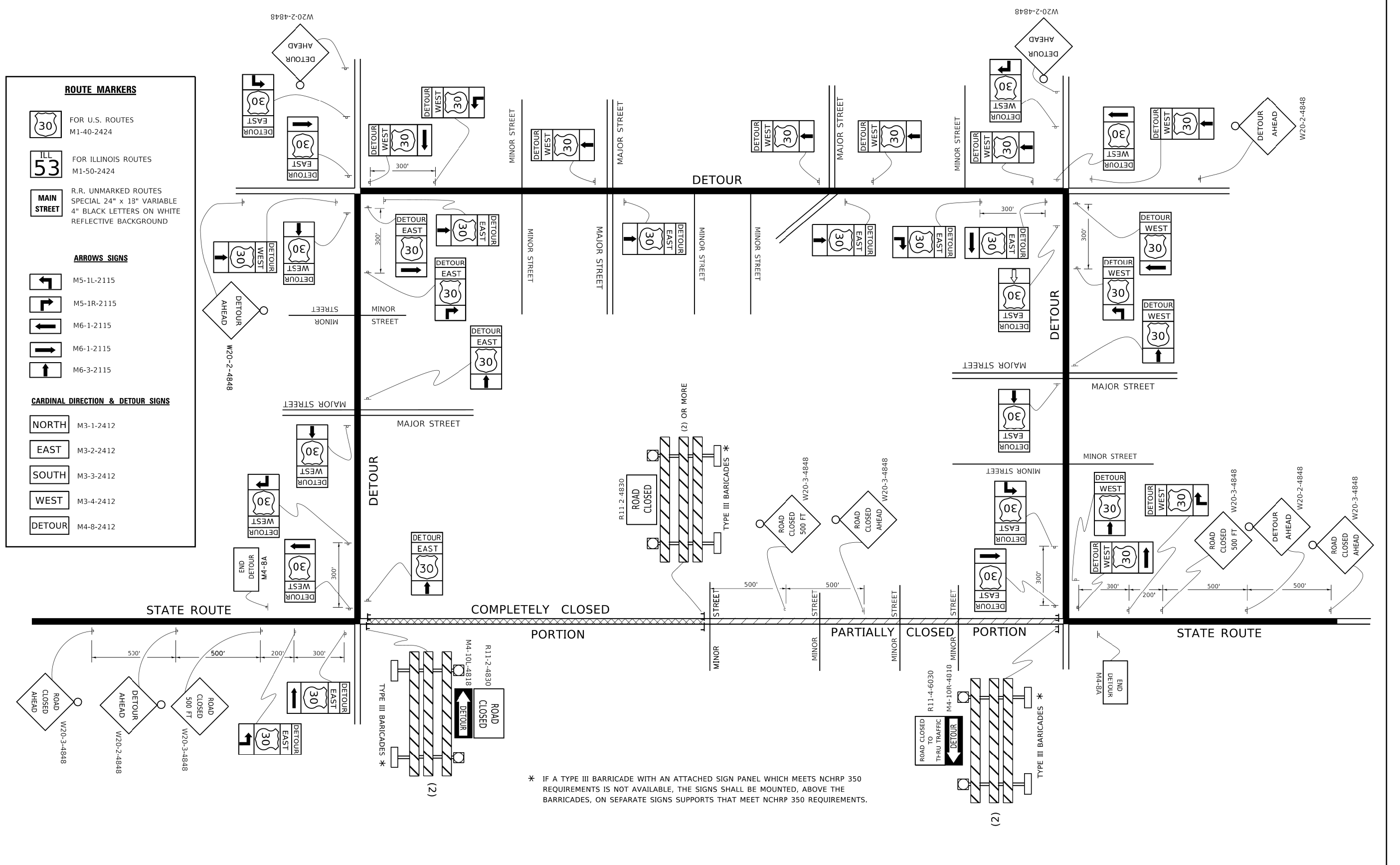
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



\* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

USER NAME = footemj	DESIGNED -	REVISED - 10-18-02
PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - R. BORO 09-14-09
PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETOUR SIGNING  
FOR CLOSING STATE HIGHWAYS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-21				
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



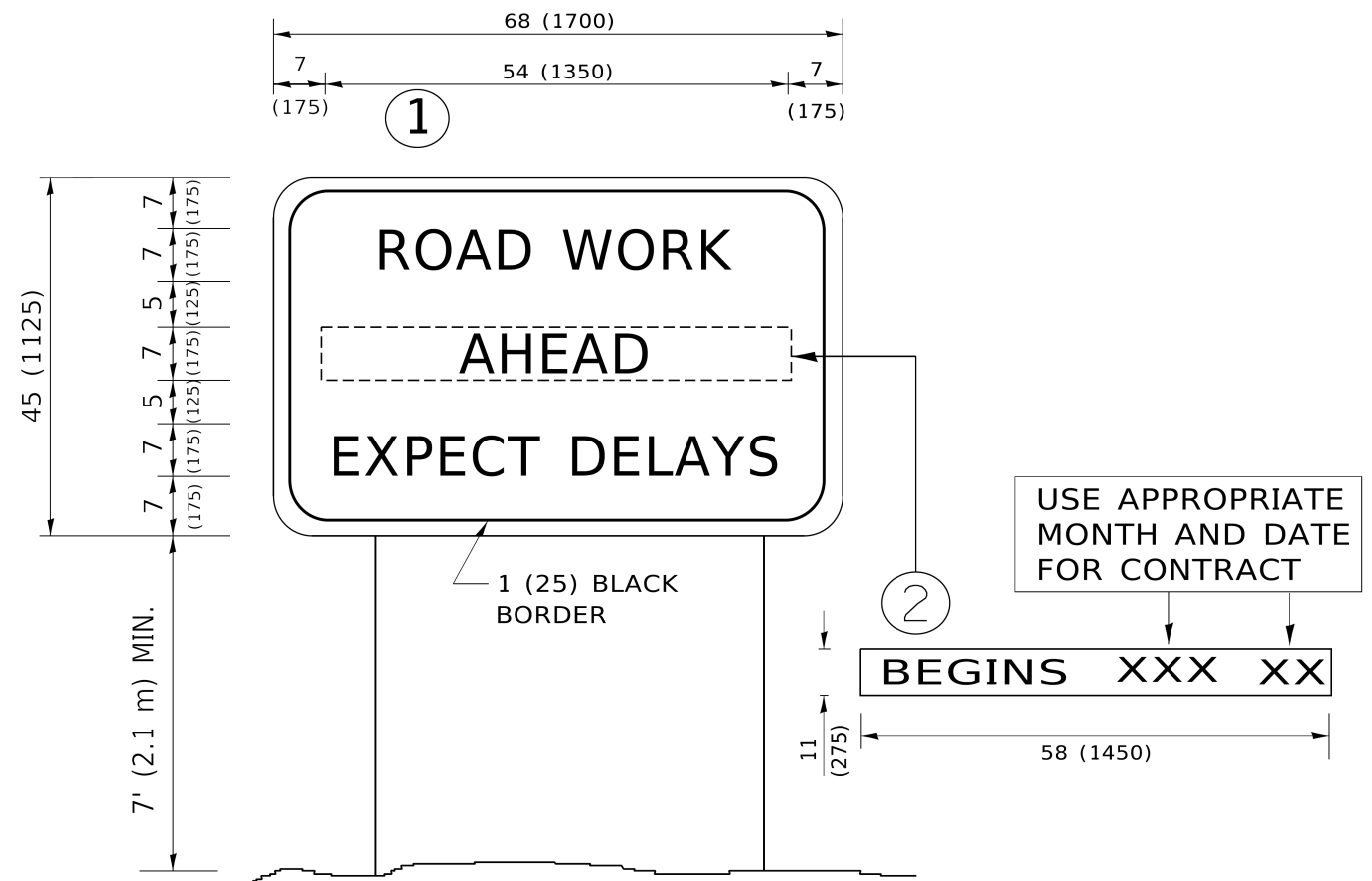
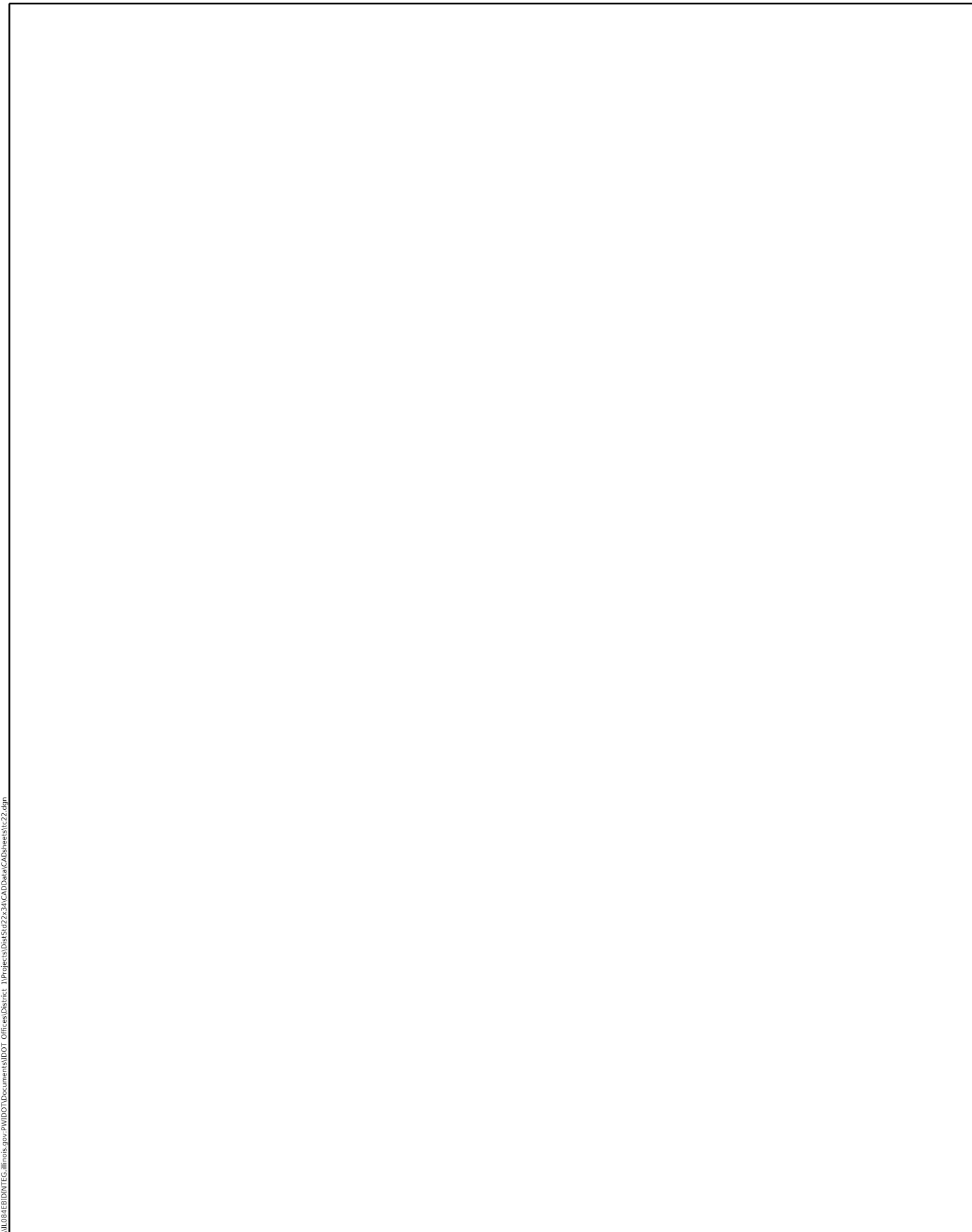
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	73
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	73
CONTRACT NO. 61894				
ILLINOIS FED. AID PROJECT A1T5(173)				

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**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.

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000" / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
 INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-22			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				



DESIGNED - GBG	REVISED -
CHECKED - GFS	REVISED -
DRAWN - GBG	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE DETAIL TC-22**

SHEET NO. 1 OF 1 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	74
			CONTRACT NO. 61894	
ILLINOIS FED. AID PROJECT A1TS(173)				

MODEL: D:\dwg\...  
 FILE NAME: p:\1\1034004\DESIGN\CAD\_SHEETS\1034004\_Special\_Details.dgn



**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. 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 = footej	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**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-10			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

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



DESIGNED - LGN	REVISED -
CHECKED - GFS	REVISED -
DRAWN - LGN	REVISED -
CHECKED - GFS	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE DETAIL TC-10**

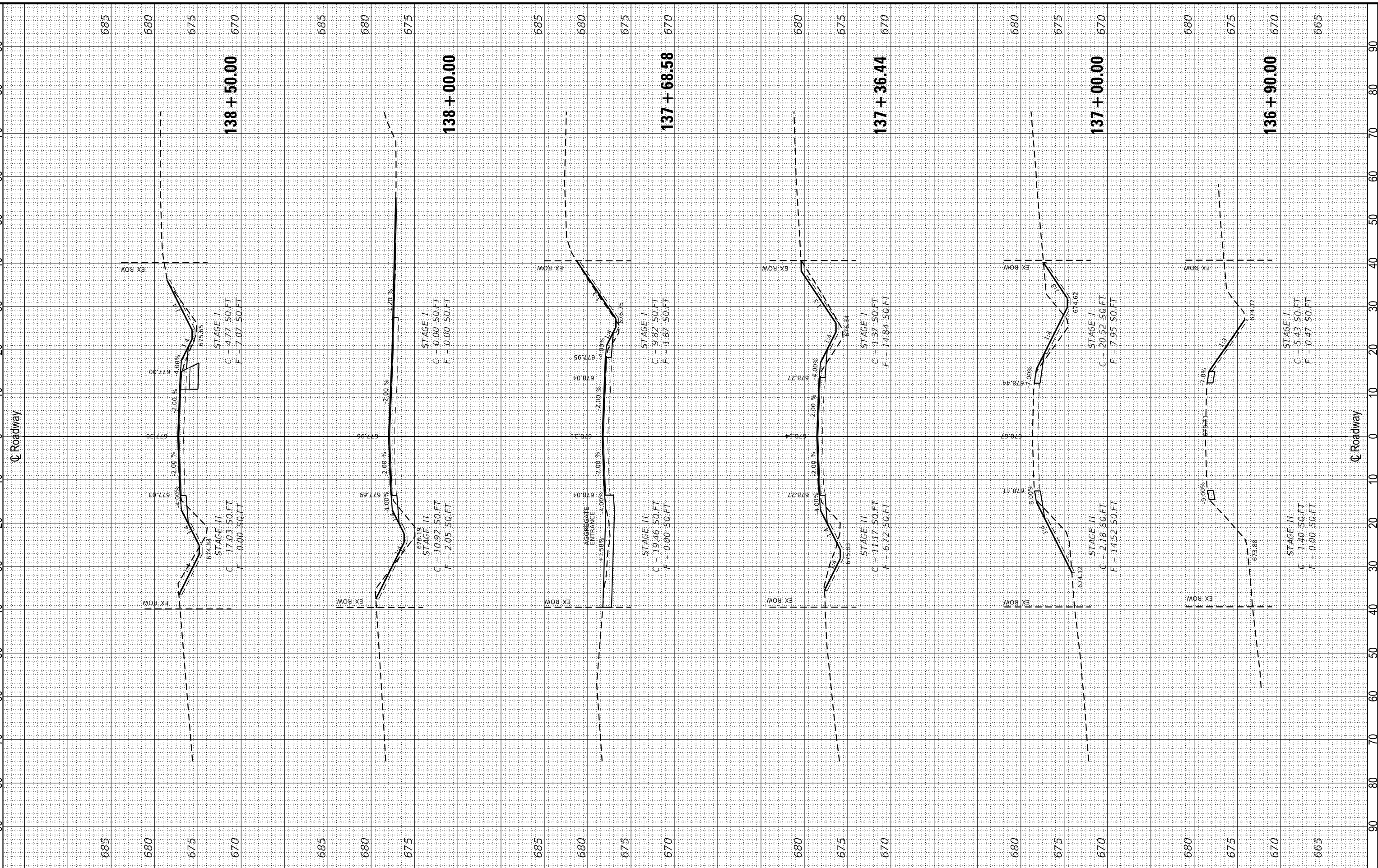
SHEET NO. 1 OF 1 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	75
			CONTRACT NO. 61894	
ILLINOIS FED. AID PROJECT A1TS1173				

BY	DATE

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

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DESIGNED	- LGN	REVISED	-
CHECKED	- GFS	REVISED	-
DRAWN	- GBC	REVISED	-
CHECKED	- GFS	REVISED	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

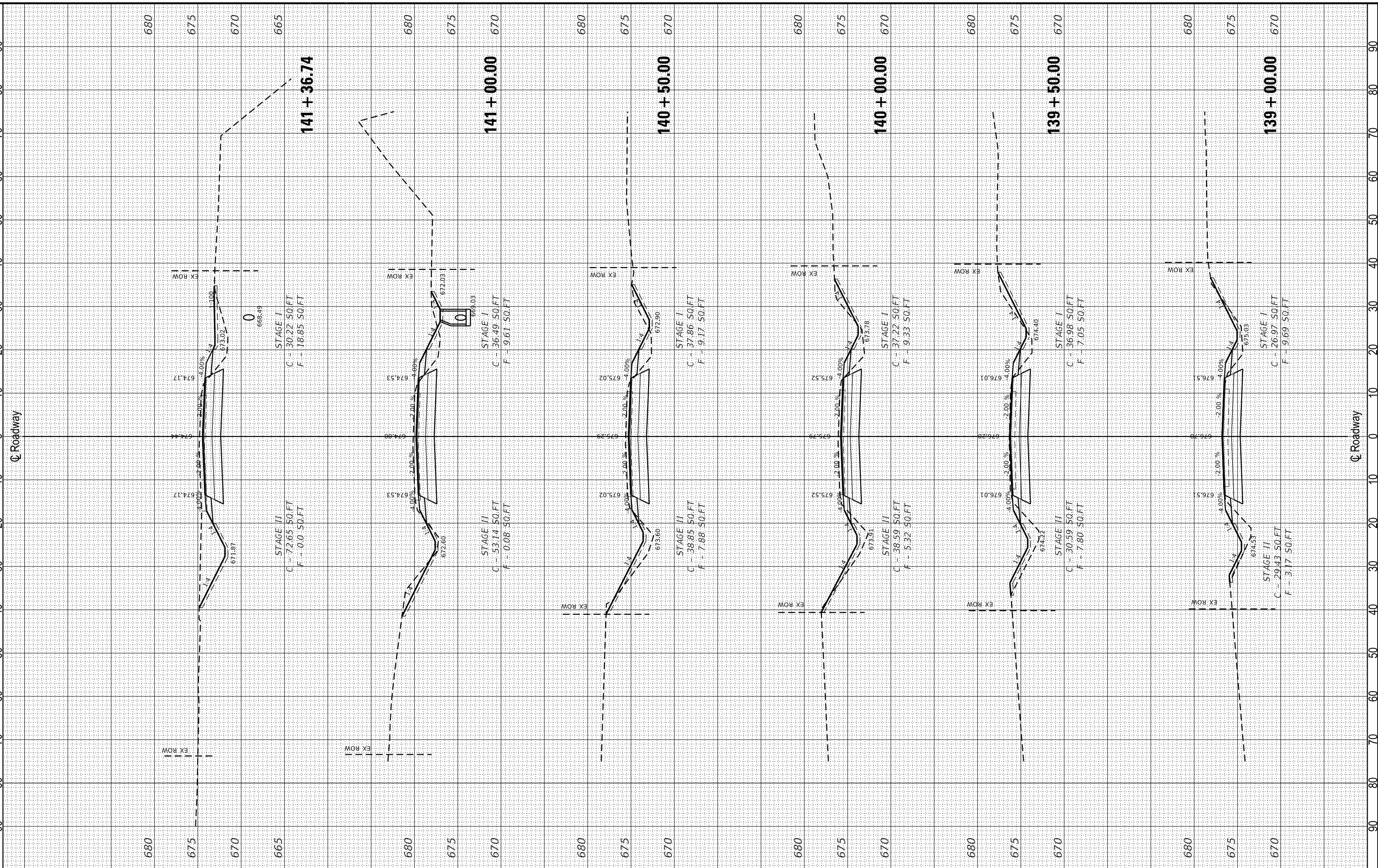
SHEET NO. 1 OF 8 SHEETS  
STA. 136+90.00 TO STA. 138+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	76
WHA* 1034004		CONTRACT NO. 61B94		
ILLINOIS		FED. AID PROJECT AITS(173)		

BY	DATE

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

FILE = S:\Svcs\1024404\DESIGN\CAD\_SHEETS\1034004\_Cross Section Sheets.dgn  
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DESIGNED	-	LGN	REVISED	-
CHECKED	-	GFS	REVISED	-
DRAWN	-	GBC	REVISED	-
CHECKED	-	GFS	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**

SHEET NO. 2 OF 8 SHEETS      STA. 139+00.00 TO STA. 141+36.74

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	01-00051-04-BR	WILL	83	77
WHA* 1034004		CONTRACT NO. 61B94		
ILLINOIS		FED. AID PROJECT AITS(173)		

















