

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

04-27-12 LETTING ITEM 165

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY BRIDGE PROGRAM

**BRIDGE RECONSTRUCTION
T.R. 193 (HINCKLEY ROAD) OVER W. BR. BIG ROCK CREEK
SECTION 07-03011-01-BR
PROJECT BROS-0089(138)
BIG ROCK ROAD DISTRICT
KANE COUNTY
EXISTING STRUCTURE NO. 045-3104
C-91-175-09**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T.R. 193	07-03011-01-BR	KANE	29	1
FED. ROAD DIST. NO.		ILLINOIS CONTRACT NO. 63699		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	SUMMARY OF QUANTITIES & GENERAL NOTES
3.	TYPICAL CROSS SECTIONS
4.	SCHEDULE OF QUANTITIES
5.	PLAN AND PROFILE
6.-7.	DETOUR PLAN
8.-9.	EROSION CONTROL PLAN
10.-17.	BRIDGE PLANS
18.-19.	BORINGS
20.-24.	EXISTING BRIDGE PLANS
25.-29.	STATION CROSS SECTIONS

HIGHWAY STANDARDS:

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
515001-03	NAME PLATE FOR BRIDGES
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
701901-02	TRAFFIC CONTROL DEVICES
BLR-21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 27-1	TRAFFIC BARRIER TERMINAL, TYPE 5A

UTILITIES

COMED
PUBLIC RELOCATION GROUP
123 ENERGY AVENUE
ROCKFORD, IL 61109
(815) 490-2869
ATTN: MIKE LENOX

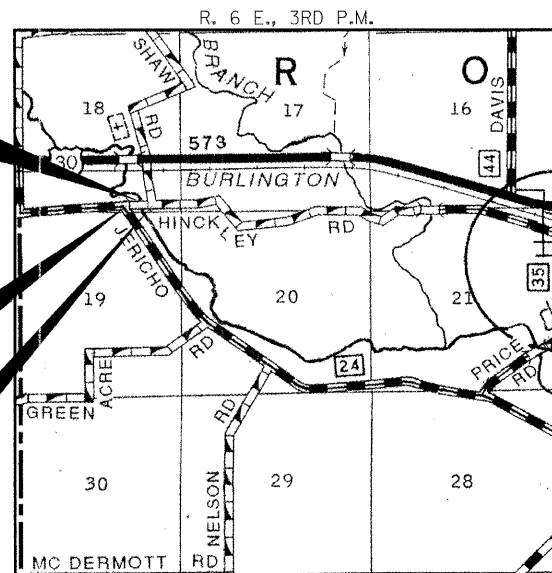
AT&T
LEGAL MANDATE ENGINEERING
255 EAST CHICAGO STREET
FLOOR 2
ELGIN, IL 60120

FITZGERALD ELECTRICAL
06S865 SHAW ROAD
BIG ROCK, IL 60511

STA. 10+00
CONTINUOUS REINFORCED CONCRETE SLAB
SUPERSTRUCTURE AND PILE BENT PIER
REPLACEMENT.
TWO SPANS: 33'-5 1/4", 33'-5 1/4"
27'-0" RDWY.; SKEW = 15°
EXISTING STRUCTURE NO. 045-3104

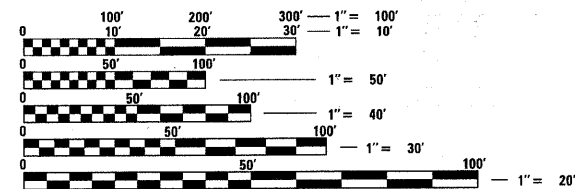
IMPROVEMENT BEGINS
STATION 8+54

IMPROVEMENT ENDS
STATION 11+48



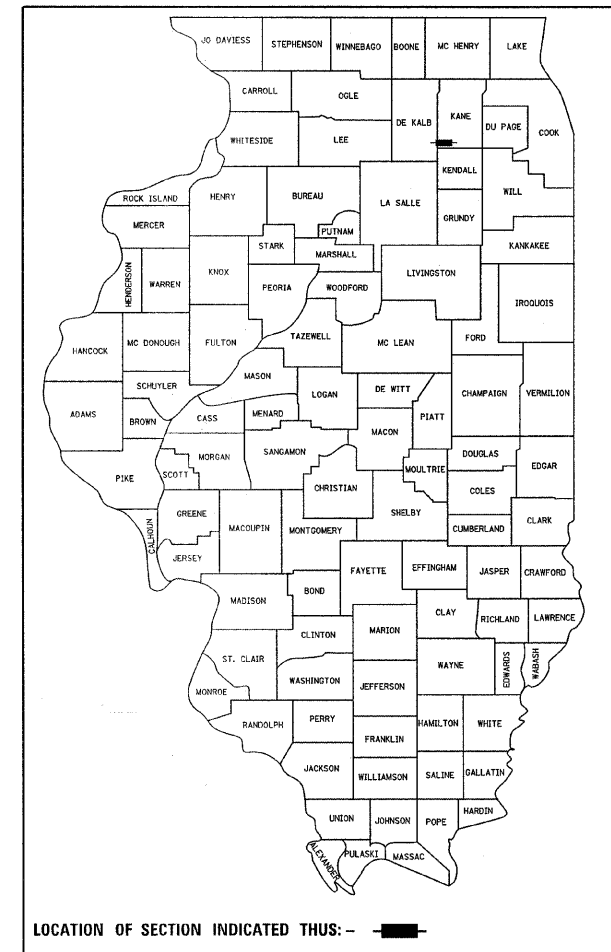
LOCATION MAP

APPROXIMATE SCALE: 0 1/2 MILE
GROSS AND NET LENGTH OF SECTION = 294 FEET = (0.056 MILES)



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.

CONTRACT NO. 63699



LOCATION OF SECTION INDICATED THUS: - ■ -

FUNCTIONAL CLASSIFICATION: LOCAL ROAD (250-400 ADT)
DESIGN SPEED: 30 MPH
DESIGN TRAFFIC: 250 ADT (2005)

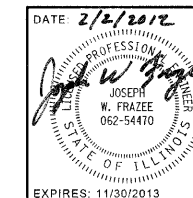


**STATE OF ILLINOIS
DIVISION OF HIGHWAYS
DEPARTMENT OF TRANSPORTATION**

APPROVED: Feb 3 2012
Ron Roper
TOWNSHIP ROAD COMMISSIONER

PASSED: FEBRUARY 10 2012
Ch. O. Champagne
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review: FEBRUARY 14, 2012
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS
HLR
3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
217.546.3400 www.hirengineering.com
184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

DATE: 2/2/2012
EXPIRES: 11/30/2013

PROJECT NUMBER: 10.0031.130
DATE: 02/01/12

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OF THE STATE OF ILLINOIS**

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION CODE 0014	
		UNIT	TOTAL QUANTITY
20200100	EARTH EXCAVATION	CU YD	54
20300100	CHANNEL EXCAVATION	CU YD	95
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	801
^ 25100115	MULCH, METHOD 2	ACRE	0.7
^ 25100630	EROSION CONTROL BLANKET	SQ YD	801
^ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	67
28000400	PERIMETER EROSION BARRIER	FOOT	343
28200200	FILTER FABRIC	SQ YD	549
35101400	AGGREGATE BASE COURSE, TYPE B	TON	32
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	55
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	132
^ 40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	33
^ 40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	54
48101200	AGGREGATE SHOULDERS, TYPE B	TON	90
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50102400	CONCRETE REMOVAL	CU YD	2.2
^ 50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	7.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	97.8
50300260	BRIDGE DECK GROOVING	SQ YD	193
50300280	CONCRETE ENCASEMENT	CU YD	6.8
50300300	PROTECTIVE COAT	SQ YD	229
50600205	REINFORCEMENT BARS, EPOXY COATED	POUND	34580
* 50900205	STEEL RAILING, TYPE S1	FOOT	143

SUMMARY OF QUANTITIES			
CODE NO.	ITEM	CONSTRUCTION CODE 0014	
		UNIT	TOTAL QUANTITY
51200959	FURNISHING METAL SHELL PILES 14"x0.312"	FOOT	135
51202305	DRIVING PILES	FOOT	135
51203200	TEST PILE METAL SHELLS	EACH	1
^ 51500100	NAME PLATES	EACH	1
* 63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	244
67100100	MOBILIZATION	LSUM	1
^ 70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
Z0013798	CONSTRUCTION LAYOUT	LSUM	1
^ X2070302	POROUS GRANULAR EMBANKMENT, SPECIAL	TON	30
^ X2501020	SEEDING, CLASS 2A (SPECIAL)	ACRE	0.2
^ X2810208	STONE RIPRAP, CLASS A4 (SPECIAL)	TON	385
* ^ X6310195	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT), MODIFIED	EACH	4
^ XX008438	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1

^ SEE SPECIAL PROVISIONS
* SPECIALITY ITEM

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2012", THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL CLEARING AND GRUBBING AND REMOVAL OF EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. ALL MATERIAL SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN A METHOD APPROVED BY THE ENGINEER.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, TELEPHONE LINES, ELECTRIC LINES, WATER SERVICE LINES, GAS MAINS, AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THE LOCATIONS ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE INDIVIDUAL UTILITY COMPANIES AND BY FIELD INSPECTION. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION TO HAVE THE LOCATIONS OF EXISTING UTILITIES MARKED.
- 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 MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE AREA TO BE SEEDED SHALL CONSIST OF ALL EARTH SURFACES WITHIN THE RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITIES: SEEDING, CLASS 2A (SPECIAL) = 0.2 ACRE
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:
STONE RIPRAP, CLASS A4 1.75 TON/CU YD.
HOT-MIX ASPHALT 112 LBS/INCH DEPTH/SQ. YD.
BITUMINOUS MATERIALS (PRIME COAT) 0.1 GAL/SQ. YD.
AGGREGATE SHOULDERS 2.05 TON/CU YD.
- EXPOSED EDGES OF NEW CONCRETE SHALL BE CHAMFERED 3/4" EXCEPT WHERE SHOWN OTHERWISE. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.
- THE CONTRACTOR SHALL NOT MOUNT CONSTRUCTION TRAFFIC CONTROL SIGNS ON EXISTING SIGNS.
- THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS. ALL ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER AND MUST NOT CONFLICT WITH SIDE ROADS, INTERSECTIONS, DRIVEWAYS, OR DRAINAGE. ALL OPERATIONS SHALL BE SUBJECT TO REGULATORY REQUIREMENTS PERMITTED FOR THIS PROJECT.
- ALL PROPOSED TRAFFIC BARRIER TERMINALS OF THE TYPE SPECIFIED SHALL HAVE GUARDRAIL DELINEATION INSTALLED AND PAID FOR ACCORDING TO THE SPECIAL PROVISION GUARDRAIL DELINEATION.
- CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER RAINFALL OR EQUIVALENT SNOWFALL.
- CONSTRUCTION MATERIALS AND OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAMBANKS OR IN THE PATH OF STREAMFLOW.
- DISTURBED AREAS SHALL RECEIVE PERMANENT STABILIZATION WITHIN 7 DAYS OF COMPLETION OF CONSTRUCTION ACTIVITIES. TEMPORARY STABILIZATION IS REQUIRED FOR ALL WORK AREAS REMAINING UNDISTURBED FOR 14 DAYS, UNLESS WORK RESUMES WITHIN 21 DAYS. TEMPORARY STABILIZATION MUST BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREET WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT CLEAR OF DEBRIS.
- ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING OR SODDING SHALL BE CONSTRUCTED TO 4" BELOW FINISHED GRADE LINE TO ALLOW TOP SOIL PLACEMENT.
- IT IS THE INTENT THAT THIS PROJECT BE CONSTRUCTED IN AN ORDERLY AND TIMELY MANNER. TOWARD THIS END, THE CONTRACTOR SHALL TAKE SPECIAL NOTE OF THE PROVISIONS OF ARTICLE 105.06, ARTICLE 108.01 (PARAGRAPH 2) AND ARTICLE 108.02 OF THE "STANDARD SPECIFICATIONS", WHICH SHALL BE ADHERED TO.
- THE CONTRACTOR SHALL COORDINATE ALL WORK BETWEEN HIS FORCES AND SUBCONTRACTORS TO ENABLE THE SECTION TO BE COMPLETED BY THE DATE IN SPECIAL PROVISIONS.
- PAVEMENT MARKING WILL BE DONE BY OTHERS IN ACCORDANCE WITH STANDARD SPECIFICATIONS.

LEGEND

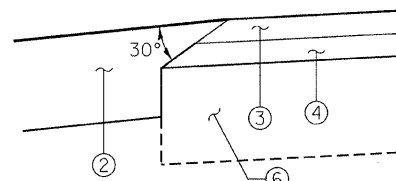
1. TRAFFIC BARRIER TERMINALS TYPE 5A AND TYPE 1, SPECIAL (TANGENT), MODIFIED
2. AGGREGATE SHOULDERS, TYPE B (6")
3. HMA SURFACE COURSE, MIX "D", N50 (1 1/2" MINIMUM)
4. HMA BINDER COURSE, IL-19.0, N50 (2 1/4" MINIMUM)
5. BITUMINOUS MATERIALS (PRIME COAT)
6. EXISTING ASPHALT PAVEMENT AND AGGREGATE BASE
7. TOPSOIL FURNISH AND PLACE, 4"
8. AGGREGATE BASE COURSE, TYPE B (12")

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm)	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR

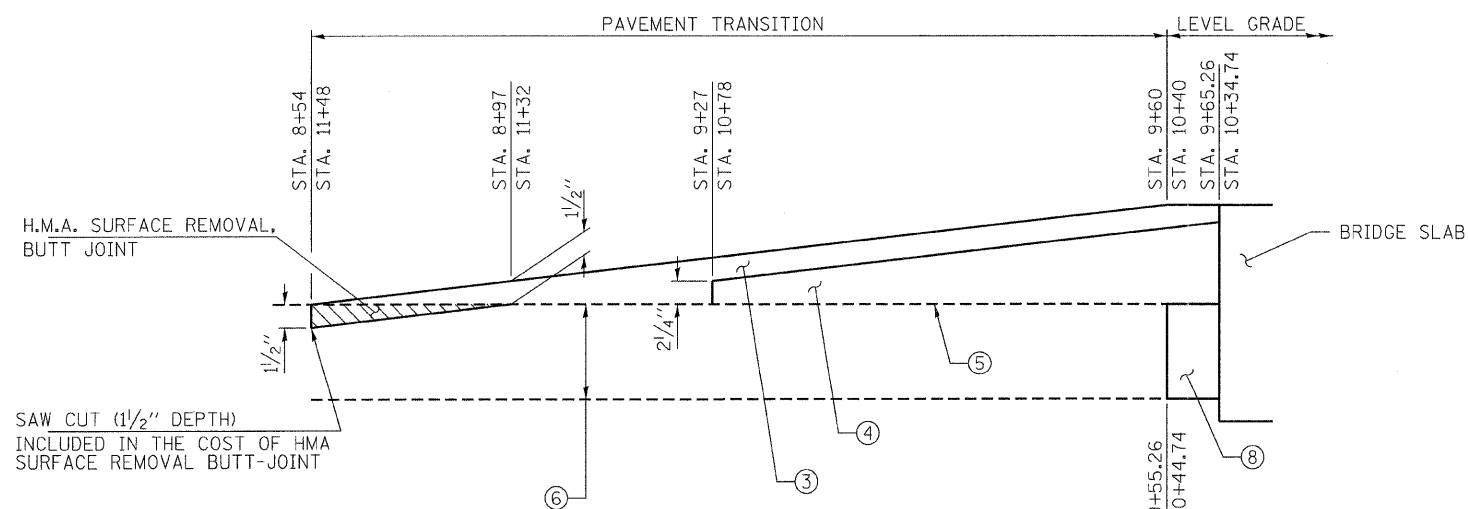
NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE QUANTITIES IS 112 LBS/SQ YD/INCH
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.



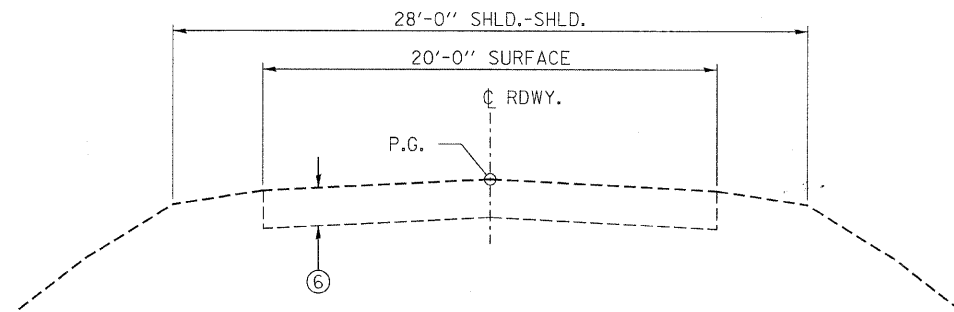
SAFETY EDGE DETAIL

SEE SPECIAL PROVISIONS



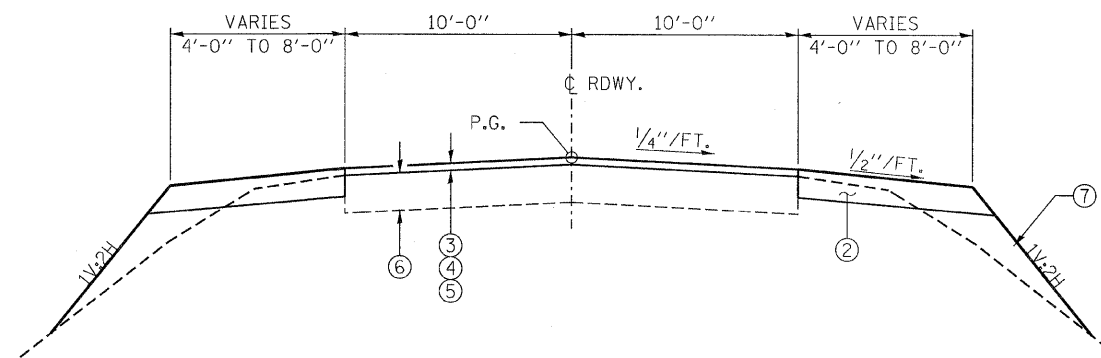
BUTT JOINT DETAIL

NOT TO SCALE



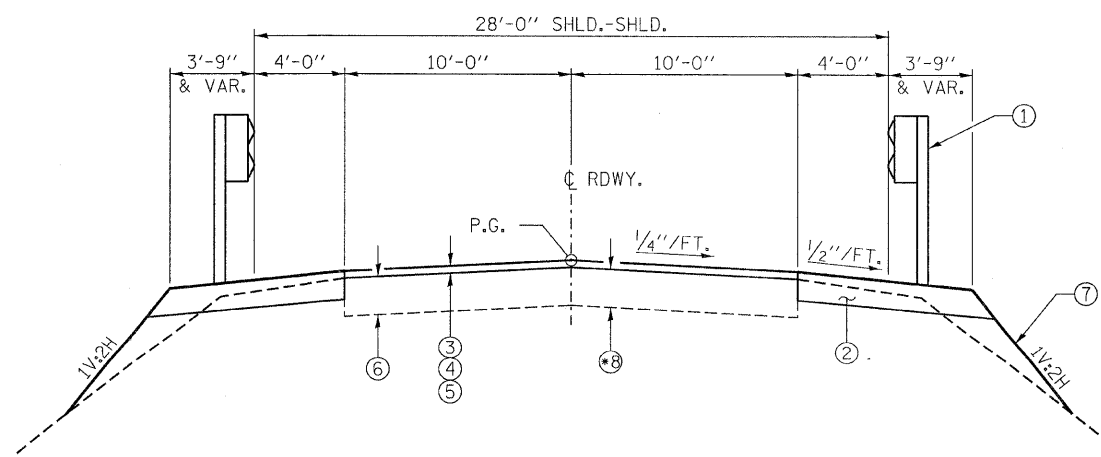
EXISTING TYPICAL CROSS SECTION

STA 7+00 TO STA 13+00 - HINCKLEY ROAD



PROPOSED TYPICAL CROSS SECTION

STA 8+54 TO STA 9+00 - HINCKLEY ROAD
STA 11+00 TO STA 11+48 - HINCKLEY ROAD



PROPOSED TYPICAL CROSS SECTION

STA 9+00 TO STA 9+65.26 - HINCKLEY ROAD
STA 10+34.74 TO STA 10+44.74 - HINCKLEY ROAD

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

*STA 9+55.26 TO STA 9+65.26
STA 10+34.74 TO STA 10+44.74

SUGGESTED FILL SECTION
CONSTRUCT AS SHOWN IN
STATION CROSS SECTIONS

FILE NAME = 102031-shr-typsections.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS T.R. 193 / HINCKLEY ROAD	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 2045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - D.T.M.	REVISED -			193	07-03011-01-BR	KANE	29	3
ILLINOIS PROFESSIONAL DESIGN FIRM LS/P&E/SE CORP. 184-000989	PLOT DATE = 2/23/2012	CHECKED - S.W.M.	REVISED -			BIG ROCK TOWNSHIP		CONTRACT NO. 63699		
		DATE - 02/23/12	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

ROADWAY SCHEDULE						
LOCATION	AGGREGATE BASE COURSE, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JONT	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50	AGGREGATE SHOULDERS TYPE B
	35101400	40600100	40600982	40603080	40603335	48101200
	TON	GALLON	SQ YD	TON	TON	TON
STA 8+54.00 TO STA 9+65.26	16	27	96	16	25	60
STA 10+34.74 TO STA 11+48.00	16	28	36	18	29	30
TOTAL	32	55	132	33	54	90

GUARDRAIL SCHEDULE				
LOCATION	TRAFFIC BARRIER TERMINAL, TYPE 5A	GUARDRAIL REMOVAL	TERMINAL MARKER DIRECT APPLIED	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) MODIFIED
	63100075	63200310	78201000	X6310195
	EACH	FOOT	EACH	EACH
LT. STA 8+97.43 TO LT. STA 10+95.34	2	121	2	2
RT. STA 9+04.66 TO RT. STA 11+02.57	2	123	2	2
TOTAL	4	244	4	4

EARTHWORK SUMMARY							
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	% USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE(25%)	EMBANKMENT REQUIRED	EARTHWORK BALANCE WASTE (+) OR SHORT AGE (-)
	CUBIC YARD	CUBIC YARD			CUBIC YARD	CUBIC YARD	CUBIC YARD
TR 193							
STA 8+54.00 TO STA 9+65.27	23		25.00%	100.00%	17	23	-6
STA 9+65.27 TO STA 10+34.73	0		25.00%	100.00%	0	0	0
STA 10+34.73 TO STA 11+48.00	31		25.00%	100.00%	23	18	5
CHANNEL EXCAVATION		95	25.00%	70.00%	50	0	50
	54	95			90	41	49

WASTE 49 CU.YD.

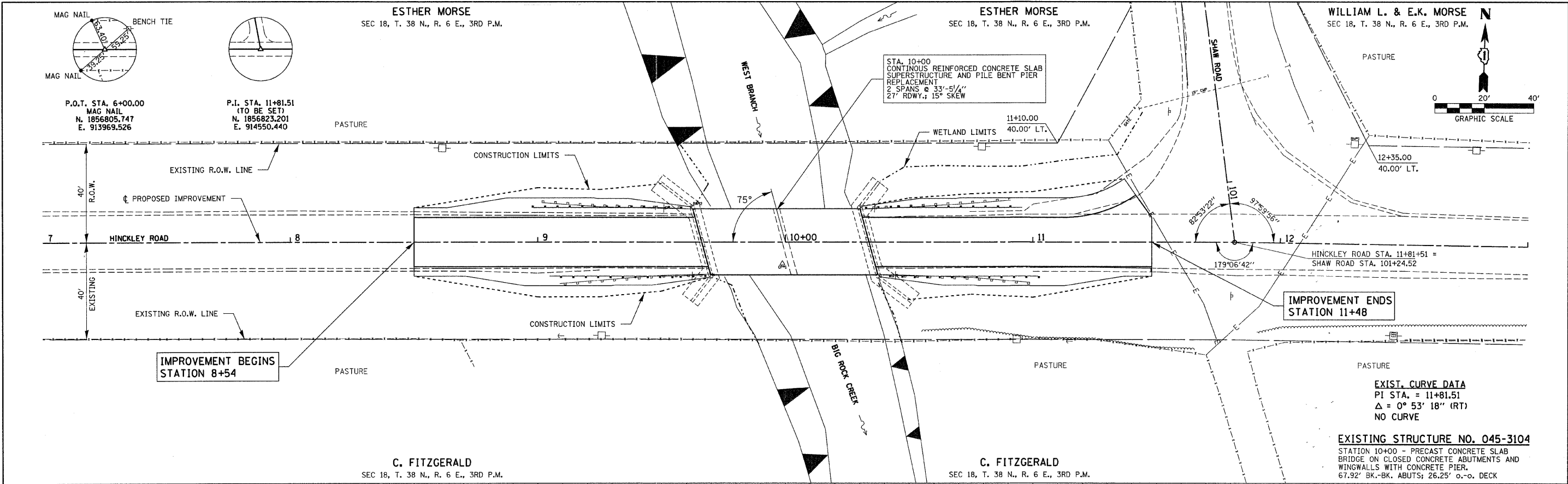
THE CONTRACTOR SHALL DISPOSE OF WASTE EXCAVATION IN A METHOD APPROVED BY THE ENGINEER.

SEEDING SCHEDULE					
LOCATION	TOPSOIL FURNISH AND PLACE, 4"	MULCH, METHOD 2 *	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING *	SEEDING CLASS 2A (SPECIAL)
	21101615	25100115	25100630	28000250	X2501020
	SQ YD	ACRE	SQ YD	POUND	ACRE
LT. STA 8+54 TO LT. STA 9+61.65	243	0.20	243	20	0.05
RT. STA 8+56 TO RT. STA 9+68.89	236	0.20	236	20	0.05
LT. STA 10+31.11 TO LT. STA 11+13	107	0.09	107	9	0.02
RT. STA 10+38.35 TO RT. STA 11+48	215	0.18	215	18	0.04
TOTAL	801	0.67	801	67	0.16
USE	801	0.7	801	67	0.2

* 4 APPLICATIONS

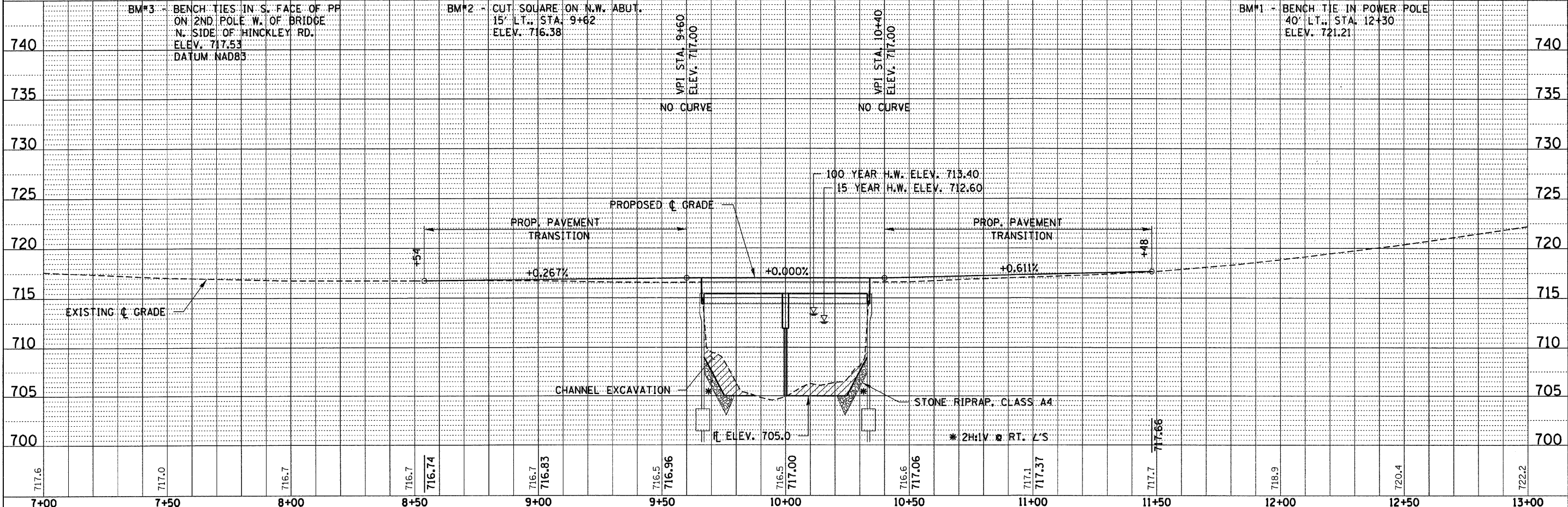
PERIMETER EROSION BARRIER	
LOCATION	28000400 FOOT
LT. STA 8+54 TO STA 9+48	94
RT. STA 8+56 TO STA 9+47	91
LT. STA 10+38 TO STA 11+13	76
LT. STA 10+66 TO STA 11+48	82
TOTAL	343

FILE NAME = 122031-sht-schedule.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES T.R. 193 / HINCKLEY ROAD			T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - D.T.M.	REVISED -					193	07-03011-01-BR	KANE	29	4	
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / P.E. / S.E. CORP. 184.000939	PLOT DATE = 2/2/2012	CHECKED - S.W.M.	REVISED -					BIG ROCK TOWNSHIP			CONTRACT NO. 63699		
		DATE - 02/01/12	REVISED -					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT BROS-00891381

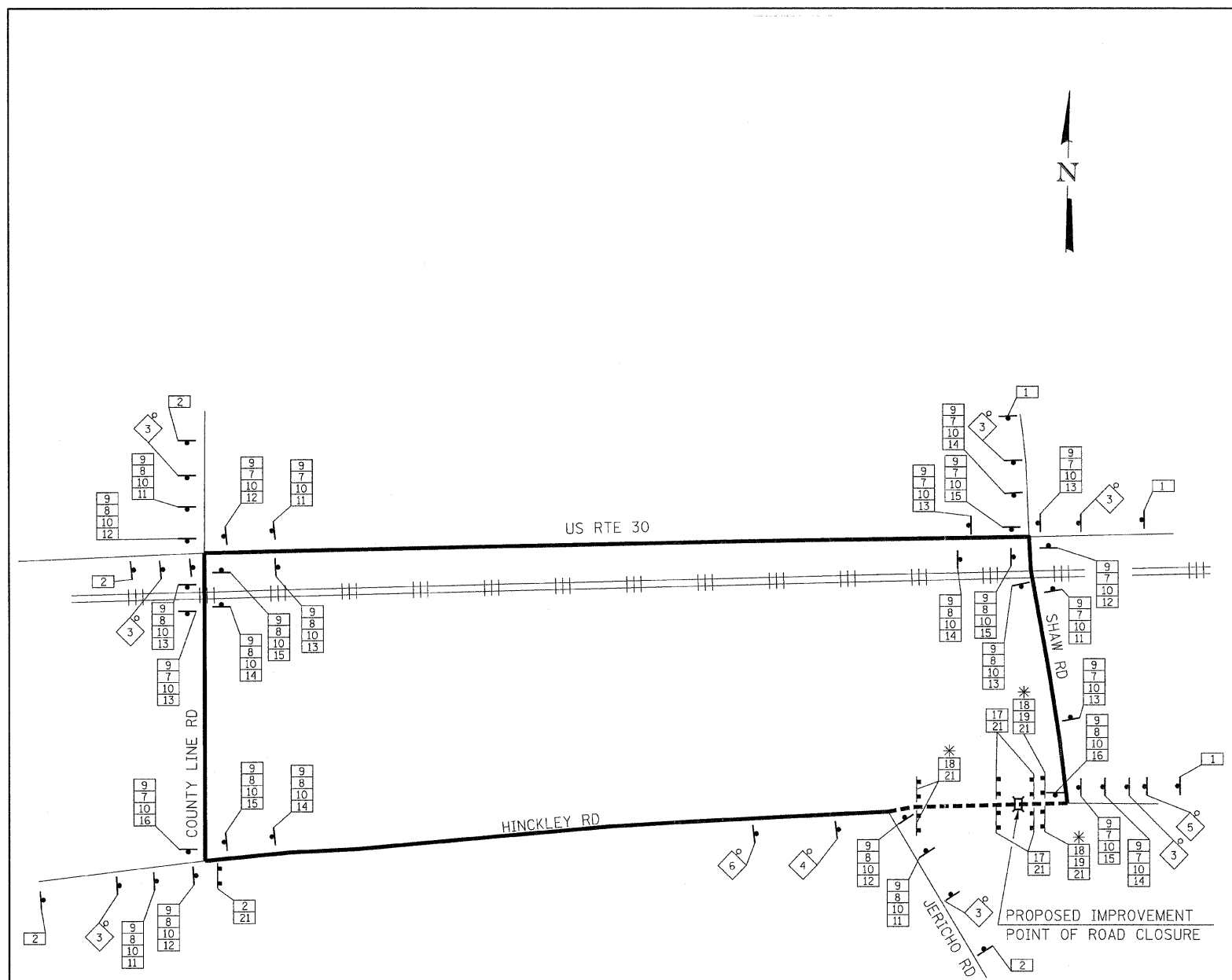


DATE	BY
REVISION	BY
NO.	DATE
PLAN	NO.
NO.	DATE
NO.	DATE
NO.	DATE
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DATE	BY
REVISION	BY
NO.	DATE
PROFILE	NO.
NO.	DATE
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NO.	DATE



FILE NAME = 100031-ahp-p2.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE T.R. 193 / HINCKLEY ROAD		T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - D.T.M.	REVISED -		193	07-03011-01-BR	KANE	29	5			
3305 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -		SCALE: H20V5		SHEET NO. OF SHEETS		STA. 7+00 TO STA. 13+00		CONTRACT NO. 63699	
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184-000993		DATE = 02/23/12	REVISED -		ILLINOIS FED. AID PROJECT							



PLAN
SEE SHEET 7 FOR PRE-DETOUR INFORMATION

*NOTE: STAGGER BARRICADES TO ALLOW LOCAL TRAFFIC TO PROCEED.
NO WORKERS SHALL BE WITHIN 50 FT OF RAILROAD.

SIGN LEGEND

①		R11-3 WITH 2 AMBER FLASHING LIGHTS. (3 REQ'D)	⑪		M5-1 L (5 REQ'D)
②		R11-3 WITH 2 AMBER FLASHING LIGHTS. (5 REQ'D)	⑫		M6-1 (5 REQ'D)
③		W20-2, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (7 REQ'D)	⑬		M6-3 (8 REQ'D)
④		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (1 REQ'D)	⑭		M5-1 R (5 REQ'D)
⑤		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (1 REQ'D)	⑮		M6-1 (5 REQ'D)
⑥		W20-3, 48" x 48" WITH AMBER FLASHING LIGHT AND FLAG. (1 REQ'D)	⑯		M4-8A (2 REQ'D)
⑦		M3-4 (13 REQ'D)	⑰		R11-2 (4 REQ'D)
⑧		M3-2 (17 REQ'D)	⑱		M4-10R (2 REQ'D)
⑨		M4-8 (30 REQ'D)	⑳		M4-10L (0 REQ'D)
⑩		M1-I100 (30 REQ'D)	㉑		TYPE III BARRICADES WITH TWO FLASHING LIGHTS EACH. HIGHWAY STD. 701901 (9 REQ'D)

LEGEND

- DETOUR ROUTE
- ROAD OPEN TO LOCAL TRAFFIC ONLY
- SIGNALIZED INTERSECTION
- 48" x 48" CONSTRUCTION WARNING SIGN, WITH AMBER FLASHING LIGHT AND ORANGE WARNING FLAG (OPTIONAL) NUMBER DENOTES SIGN TYPE
- MULTIPLE DETOUR SIGNS WITH DIRECTION AND ROAD NAME PLATES NUMBER DENOTES TYPE
- SINGLE DETOUR SIGN, NUMBER DENOTES TYPE
- TYPE III BARRICADE W/AMBER FLASHING LIGHT

SPECIAL DETOUR NOTES

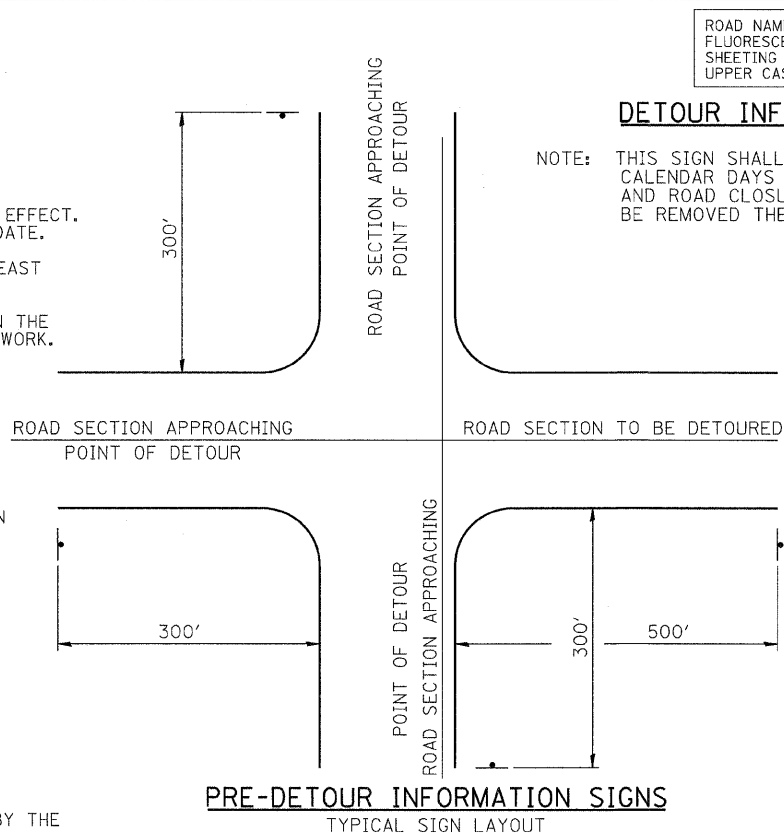
1. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DETOUR GENERAL NOTES, SEE SHEET 7 FOR THE DETOUR GENERAL NOTES.
2. SEE SHEET 7 FOR INFORMATION ON THE DESIGN AND LOCATION OF THE DETOUR INFORMATION SIGNS.
3. NINE (9) TYPE III BARRICADES WILL BE NEEDED FOR THIS DETOUR AND ROAD CLOSURE. THE TYPE III BARRICADES SHALL BE INSTALLED AS WING BARRICADES.
4. PRIOR TO AND AT THE CONCLUSION OF THIS ROAD CLOSURE AND DETOUR, ALL EXISTING TRAFFIC SIGNS SHALL BE IN EFFECT. DETOUR SIGNING SHALL NOT INTERFERE WITH EXISTING SIGNING.
5. ALL DETOUR SIGNS SHALL BE COMPLETELY COVERED AT ALL TIMES THE ROADWAY IS NOT CLOSED TO TRAFFIC.

FILE NAME = 122031-sht-detour.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR PLAN T.R. 193 / HINCKLEY ROAD		T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 385 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE =	DRAWN - D.A.B.	REVISED -		193	07-03011-01-BR	KANE	29	6		
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000969	PLOT DATE = 2/11/2012	CHECKED - S.W.M.	REVISED -		SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.		BIG ROCK TOWNSHIP		CONTRACT NO. 63699		
		DATE - 02/01/12	REVISED -				ILLINOIS		FED. AID PROJECT BR05-00891381		

DETOUR GENERAL NOTES

- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2012", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 1990", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL SCHEDULE ALL WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES FOR APPROVAL OF SUCH DATE.
- IF DEEMED NECESSARY BY THE ENGINEER A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.
- THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK. THE BIG ROCK TOWNSHIP REPRESENTATIVE FOR THE DETOUR IS:

RICK RAUSCH
BIG ROCK TOWNSHIP HIGHWAY DEPARTMENT
47 W 860 E 2ND ST.
PO BOX 63
BIG ROCK, ILLINOIS 60511
(630) 556-4331
- IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ALL SIGNS.
- LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY THE CONTRACTOR ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT ARE DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".
- 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.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 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.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 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 1084.01 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.
- THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THE PLANS ARE 18" BY 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 8'-0" IN WIDTH EACH, FOR A SINGLE APPROACH LANE.
- 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.
- THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" BY VARIABLE OR A 12" BY VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.
- 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.
- CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK: STANDARD 701901, BLR 21
- THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) DAYS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

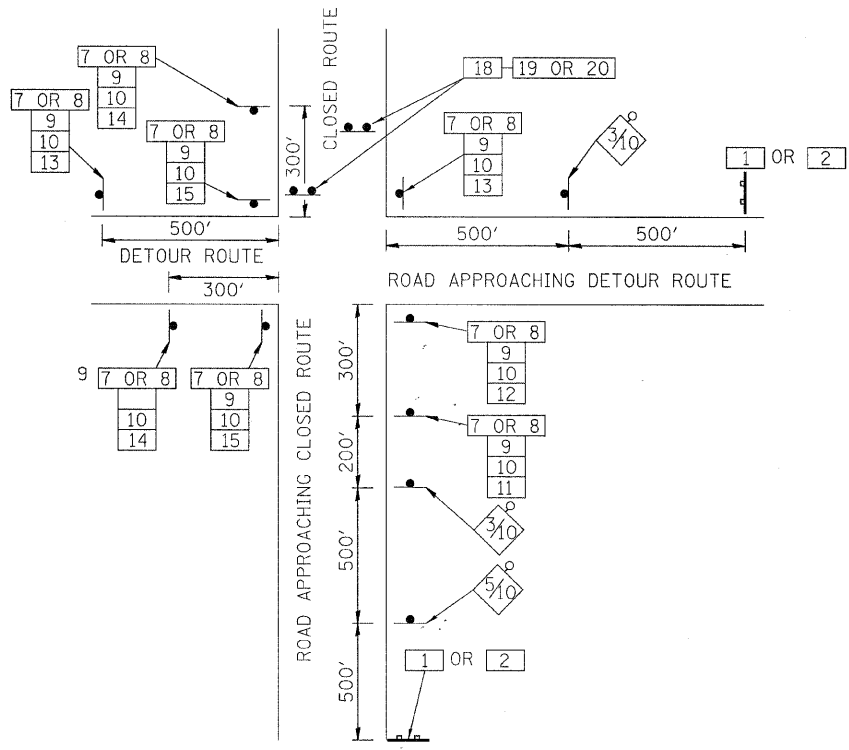


DIMENSIONS

	A	B	C	D	E	F	G	H	J	K	L	M	N
STD	48"	36"	5/8"	7/8"	4 1/8"	5"	2 5/8"	9 3/4"	12"	6 7/8"	5 1/2"	8 1/2"	2 1/4"

LOCATIONS OF PRE-DETOUR INFORMATION SIGNS
LOCATE SIGNS BY INTERSECTION:

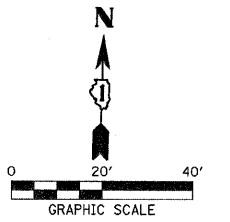
HINCKLEY RD. @ COUNTY LINE RD.
HINCKLEY RD. @ SHAW RD.



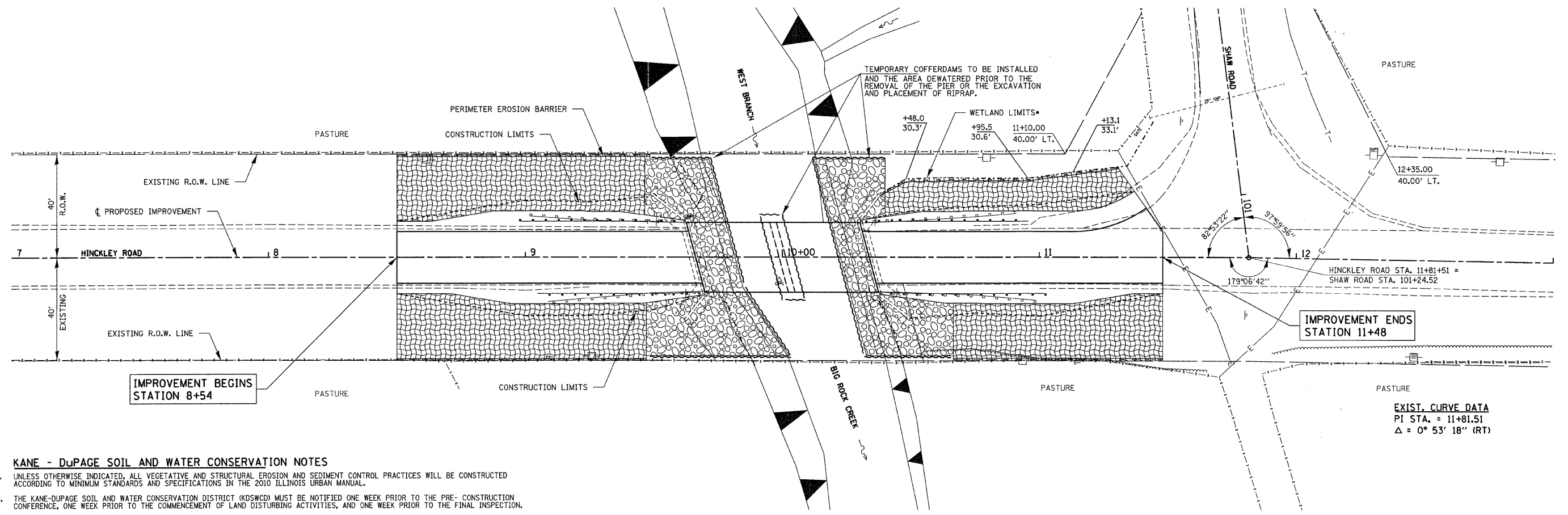
TYPICAL INTERSECTION AT POINT OF DETOUR

EROSION CONTROL PLAN & STORMWATER POLLUTION PREVENTION PLAN

THIS PROJECT DISTURBS 0.3 ACRES OF TOTAL LAND AREA. COMPLIANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT IS NECESSARY IF A PROJECT DISTURBS 1 OR MORE ACRES OF TOTAL LAND AREA; AN NPDES STORMWATER PERMIT WILL NOT BE REQUIRED FOR THIS PROJECT.

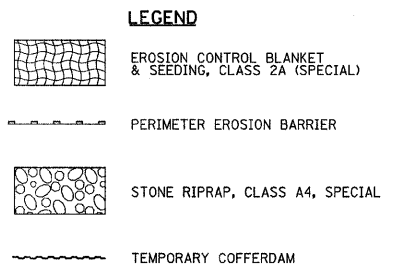


NOTE: CONTRACTOR SHALL NOT ENCRoACH IN WELAND AREAS DESIGNATED.

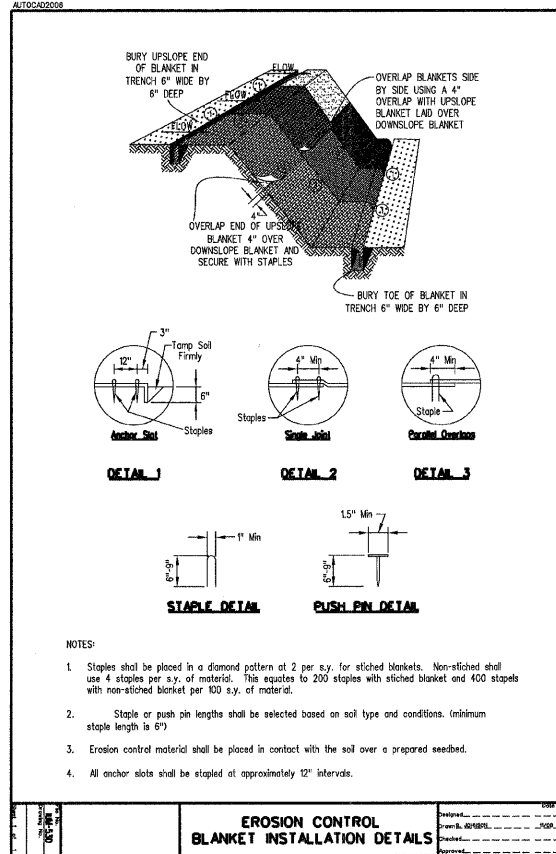
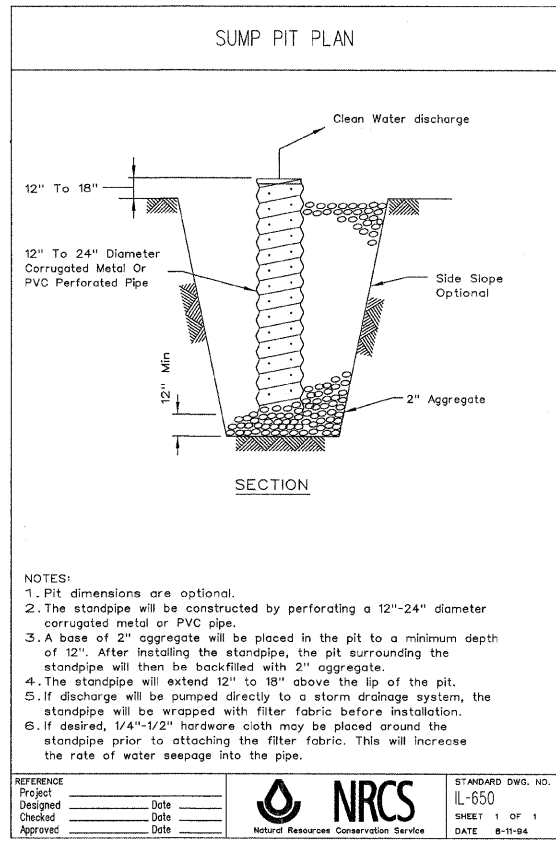
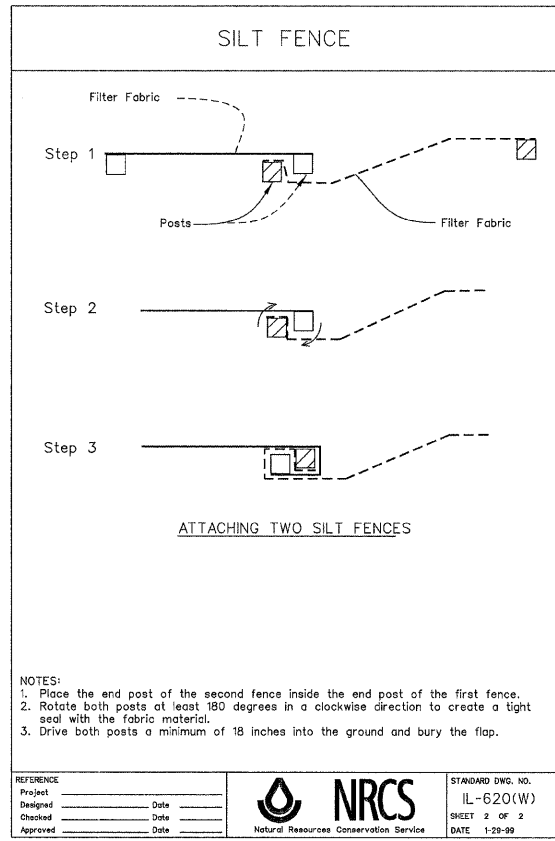
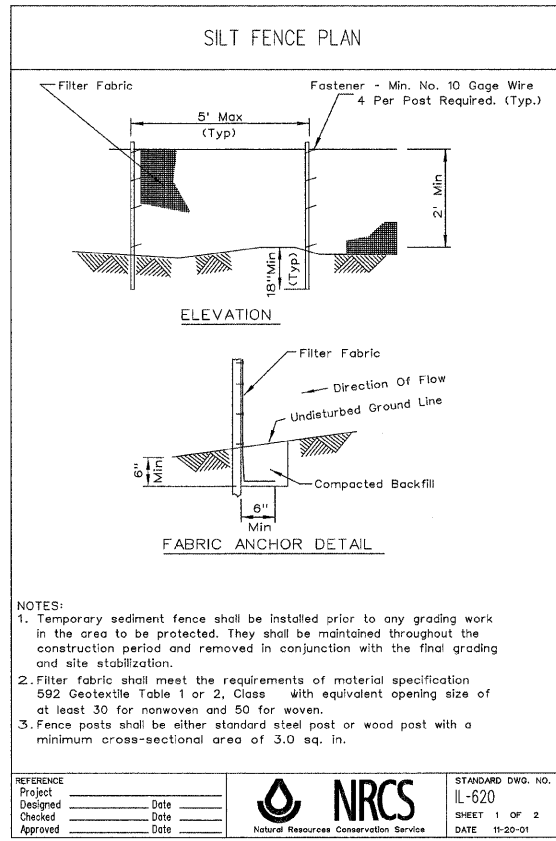


- KANE - DuPAGE SOIL AND WATER CONSERVATION NOTES**
1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE 2010 ILLINOIS URBAN MANUAL.
 2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE- CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
 3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
 4. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
 5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
 6. THE WORK AREA SHOULD BE COMPLETELY DEWATERED PRIOR TO EXCAVATION AND DISCHARGE WATER SHOULD BE MONITORED CONTINUOUSLY AND PLACED ON AN ENERGY DISSIPATING SURFACE.
 7. DURING DEWATERING ALL WATER MUST BE FILTERED USING SEDIMENT COLLECTION TRAPS OR TANKS, A FILTER BAG WITH SECONDARY CONTAINMENT, OR A DESIGNED POLYMER SYSTEM FOR SEDIMENT CONTROL. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING RETURNED TO THE CREEK.
 8. OVERALL AND EXACT MEANS/METHODS FOR COFFERDAM, DEWATERING OPERATION, AND ACCESS PAD THAT ARE DETERMINED BY THE CONTRACTOR SHOULD BE CONVEYED AND APPROVED BY THE KDSWCD PRIOR TO STARTING WORK. THIS CAN BE A PHONE CALL, PRE-CONSTRUCTION MEETING, OR SHOP DRAWING SUBMITTAL AT LEAST 72 HOURS PRIOR TO THE START OF WORK.
 9. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
 10. IN STREAM WORK SHALL BE TIMED TO TAKE PLACE DURING LOW FLOW OR NO-FLOW CONDITIONS.
 11. IF A STREAM BYPASS VIA PUMPING IS USED, THE HOSE INTAKE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET DISCHARGED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE.
 12. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

- GENERAL NOTES FOR SOIL EROSION CONTROL**
- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
 - B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ON UPLAND AREAS.
 - C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
 - D. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
 - E. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED.
 - F. ANY SEDIMENT OR SOIL REACHING ON THE PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
 - G. DURING DEWATERING, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
 - H. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
 - I. THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT SHALL BE NOTIFIED ONE DAY PRIOR TO DEWATERING ACTIVITIES.
 - J. ALL AQUATIC LIFE WITH THE EXCEPTION OF INVASIVE SPECIES LIKE CARP OR ASIAN FINGERNAIL CLAM SHALL BE TRANSPLANTED TO THE ACTIVE STREAM AFTER DEWATERING.



FILE NAME = 100031-sht-erosion.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN T.R. 193 / HINCKLEY ROAD	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. <small>3308 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763</small>	PLOT SCALE =	DRAWN - D.T.M.	REVISED -			193	07-03011-01-BR	KANE	29	8	
ILLINOIS PROFESSIONAL DESIGN FIRM <small>LS / PE / SE CORP. 184.000959</small>	PLOT DATE = 2/1/2012	CHECKED - S.W.M.	REVISED -			BIG ROCK TOWNSHIP CONTRACT NO. 63699					
		DATE - 02/01/12	REVISED -			ILLINOIS FED. AID PROJECT BROS-0089138					
						SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.					



STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING			A									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E**									
MULCHING	F											

A KENTUCKY BLUEGRASS 90 LBS./ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS./ACRE. C SPRING OATS 100 LBS./ACRE * IRRIGATION NEEDED DURING JUNE AND JULY.

B KENTUCKY BLUEGRASS 135 LBS./ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS./ACRE + 2 TONS STRAW MULCH/ACRE. D WHEAT OR CEREAL RYE 150 LBS./ACRE. ** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD.

E SOD F STRAW MULCH 2 TONS/ACRE.

SOIL STABILIZATION CHART

FILE NAME = 100031-ent-erosion.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3008 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - D.T.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184-000999	PLOT DATE = 2/1/2012	CHECKED - S.W.M.	REVISED -
		DATE - 02/01/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
 T.R. 193 / HINCKLEY ROAD**

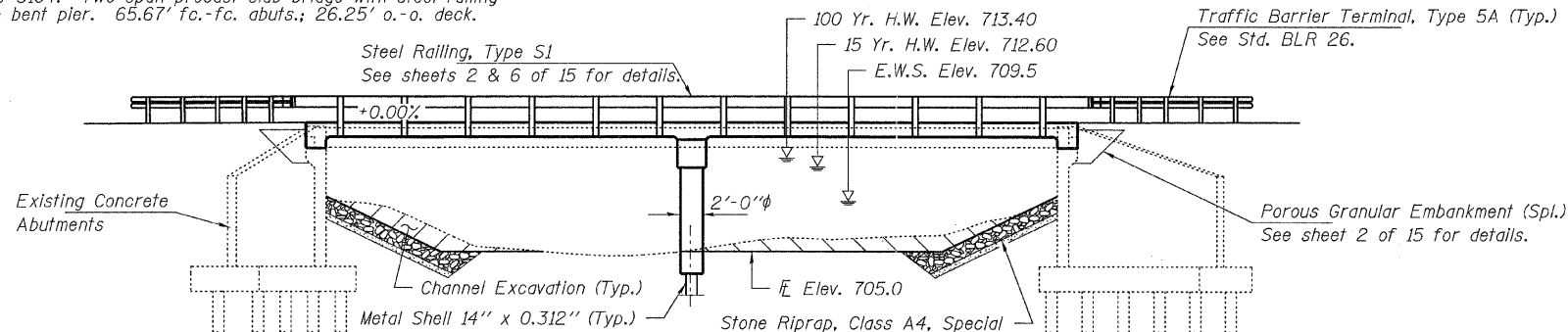
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
193	07-03011-01-BR	KANE	29	9
BIG ROCK TOWNSHIP		CONTRACT NO. 63699		
ILLINOIS		FED. AID PROJECT BR05-0089138		

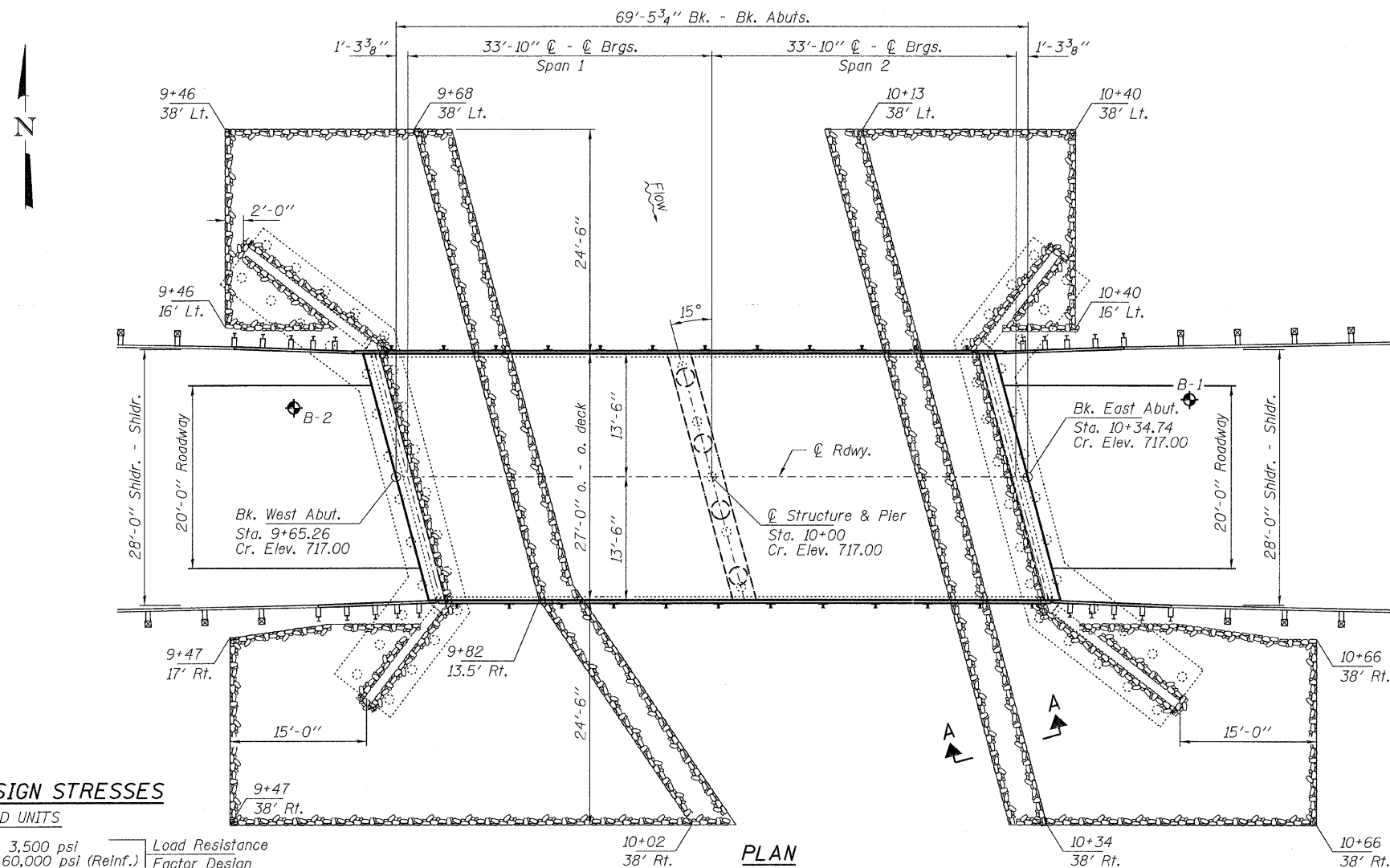
BENCHMARK: Cut square on NW Abutment. 15' Lt., Sta. 9+62, Elev. 716.38

EXISTING STRUCTURE: 045-3104. Two span precast slab bridge with steel railing on closed abutments and pile bent pier. 65.67' fc.-fc. abutts.; 26.25' o.-o. deck. Structure closed to traffic.

No Salvage



ELEVATION



PLAN

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	1170	360	370	712.39	0.13	0.12	712.52	712.51
Base	15	1300	370	380	712.60	0.16	0.16	712.76	712.76
Max. Calc.	100	1900	420	430	713.40	0.29	0.28	713.69	713.68
	500	2390	460	470	713.94	0.38	0.37	714.32	714.31

Drainage Area = 26.1 Sq. Mi. Existing Low Grade Elev. 716.5 @ Sta. 9+50
Proposed Low Grade Elev. 716.7 @ Sta. 9+00

10 Year Velocity through Existing Bridge = 3.3 fps 10 Year Velocity through Proposed Bridge = 3.2 fps

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier	E. Abut.
	701.4	697.6	701.4

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi Load Resistance
fy = 60,000 psi (Reinf.) Factor Design

LOADING HL-93

Design Specifications: 2010 AASHTO LRFD with all applicable Interims.
50#/Sq. Ft. included in dead load for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.091g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.163g
Soil Site Class = D

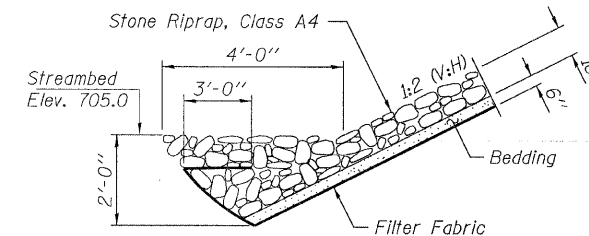
INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. General Details
3. Slab Elevations
4. Superstructure
5. Superstructure Details
6. Steel Railing, Type S1
7. Abutment Details
8. Steel HP Pile Details
- 9-10. Borings
- 11-15. Existing Bridge Plans

W. BR. BIG ROCK CREEK
BUILT 201 BY
KANE COUNTY
HINCKLEY ROAD
SEC. 07-03011-01-BR
STR. NO. 045-3104
LOADING HL-93

NAME PLATE

See Std. 515001

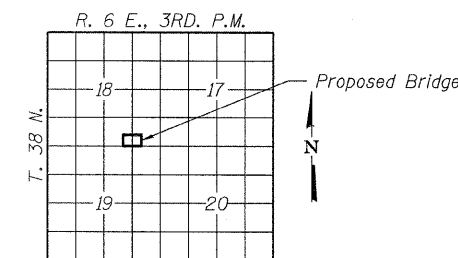


SECTION A-A

Note: See Special Provisions for Stone Riprap, Class A4.



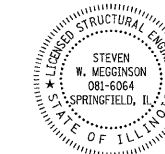
PROFILE GRADE



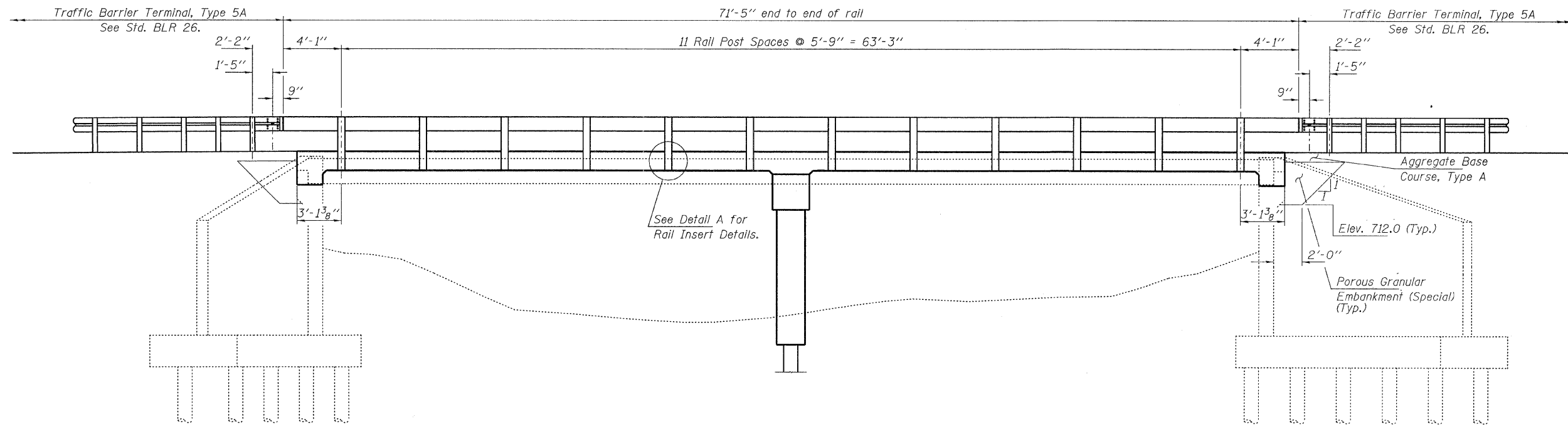
LOCATION SKETCH

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 Specifications."

Steven W. Meigs 2/23/2012
ILLINOIS STRUCTURAL NO. 081-6064 Expires 11-30-2012



FILE NAME = 100031-shr-bridge.dgn	USER NAME =	DESIGNED - D.W.T.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 045-3104	T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3348 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	DESIGNED - A.S.L.	CHECKED - A.S.L.	REVISED -			193	07-03011-01-BR	KANE	29	10
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 164-000959	DRAWN - D.A.B.	CHECKED - S.W.M.	REVISED -			HINCKLEY ROAD		CONTRACT NO. 63699		
	PLOT SCALE =					SHEET NO. 1 OF 15 SHEETS		ILLINOIS FED. AID PROJECT BROS-0089(138)		



ELEVATION

Showing Rail Post Spaces

See sheet 6 of 15 for Railing Details.

GENERAL NOTES

Excavation required to construct the pier encasement shall be included in this item. No additional compensation will be allowed for Structure Excavation.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at Pier 1 or approved by the Engineer before ordering the remainder of piles.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

All proposed construction activities shall be in accordance with Regional Permits 3 and 7 of the Department of the Army authorized under Section 404 of the Clean Water Act. The IEPA has issued Section 401 Water Quality Certification for this activity. See Special Provisions for conditions.

The top surface of the deck shall be screeded with a straight edge and then finished with a wooden hand float. Further finishing shall be delayed until the water sheen appears, but not to the point of rendering further manipulation ineffective. The surface then shall be roughened with a suitable stiff-bristled broom or wire brush drawn in transverse direction removing any laitance present and breaking up the water sheen. The corrugations formed shall be uniform in appearance and in no case more than 1/4" in depth.

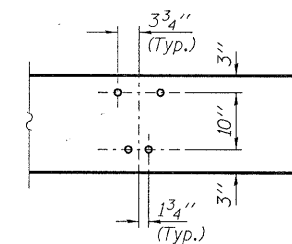
Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The Contractor shall not allow any materials to be dropped into the stream during removal operations or during construction procedures. A Regional Permit from the Army Corp. of Engineers is required for any material dropped into the stream.

The existing metal shell pile coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Contractor shall excavate behind the abutments to the elevations shown prior to the removal of the existing superstructure. The excavation shall be backfilled with Porous Granular Embankment, Special after superstructure construction has been completed. The excavation required behind the abutments shall be included with Porous Granular Embankment.

All construction joints shall be bonded, except as noted. Protective Coat shall be applied to the bridge surface and fascia.



DETAIL A

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.			27
Channel Excavation	Cu. Yd.			95
Stone Riprap, Class A4, Special	Ton			385
Filter Fabric	Sq. Yd.			549
Removal of Existing Structures	Each			1
Concrete Removal	Cu. Yd.		2.2	2.2
Cofferdam (Type 1) (Location-1)	Each			1
Concrete Structures	Cu. Yd.		7.2	7.2
Concrete Superstructures	Cu. Yd.	97.3	0.5	97.8
Concrete Encasement	Cu. Yd.		6.8	6.8
Bridge Deck Grooving	Sq. Yd.	193		193
Reinforcement Bars, Epoxy Coated	Pound	33,050	1,530	34,580
Steel Railing, Type S1	Foot	143		143
Furnishing Metal Shell 14" x 0.312"	Foot		135	135
Driving Piles	Foot		135	135
Test Pile Metal Shells	Each		1	1
Name Plates	Each		1	1
Protective Coat	Sq. Yd.			229

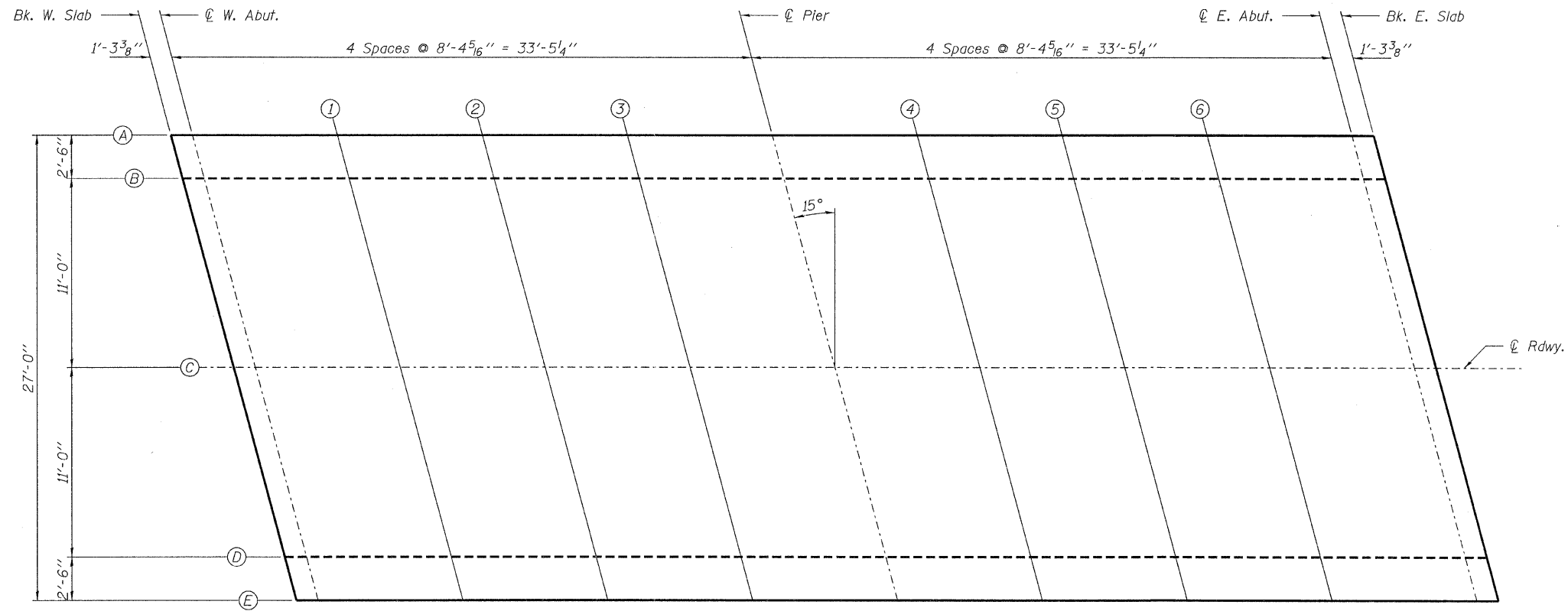
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3036 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000959	PLOT DATE = 2/2/2012	CHECKED - S.W.M.	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DETAILS
STRUCTURE NO. 045-3104**

SHEET NO. 2 OF 15 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
193	0T-03011-01-BR	KANE	29	11
HINCKLEY ROAD		CONTRACT NO. 63699		
		[ILLINOIS] FED. AID PROJECT BROS-0089(138)		



PLAN

TABLE OF ELEVATIONS

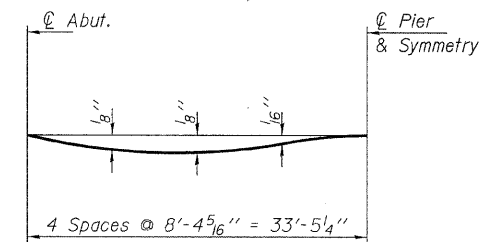
LINE A	BK ABT 1	ABUT 1	1	2	3	PIER 1	4	5	6	ABUT 2	BK ABT 2
LT. STATION	9+61.65	9+62.95	9+71.30	9+79.66	9+88.02	9+96.38	10+04.74	10+13.10	10+21.46	10+29.82	10+31.11
THEO. CR ELEV	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719
ADJ. FOR DL DEFL	716.719	716.719	716.730	716.732	716.725	716.719	716.725	716.732	716.730	716.719	716.719
BOTTOM OF SLAB	715.385	715.385	715.396	715.399	715.391	715.385	715.391	715.399	715.396	715.385	715.385

LINE B	BK ABT 1	ABUT 1	1	2	3	PIER 1	4	5	6	PIER 2	BK ABT 2
LT. STATION	9+62.32	9+63.62	9+71.97	9+80.33	9+88.69	9+97.05	10+05.41	10+13.77	10+22.13	10+30.49	10+31.78
THEO. CR ELEV	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771
ADJ. FOR DL DEFL	716.771	716.771	716.782	716.784	716.777	716.771	716.777	716.784	716.782	716.771	716.771
BOTTOM OF SLAB	715.438	715.438	715.448	715.451	715.443	715.438	715.443	715.451	715.448	715.438	715.438

CL RDWY - LINE C	BK ABT 1	ABUT 1	1	2	3	PIER 1	4	5	6	PIER 2	BK ABT 2
CL STATION	9+65.27	9+66.56	9+74.92	9+83.28	9+91.64	10+00.00	10+08.36	10+16.72	10+25.08	10+33.44	10+34.73
THEO. CR ELEV	717.000	717.000	717.000	717.000	717.000	717.000	717.000	717.000	717.000	717.000	717.000
ADJ. FOR DL DEFL	717.000	717.000	717.011	717.013	717.006	717.000	717.006	717.013	717.011	717.000	717.000
BOTTOM OF SLAB	715.667	715.667	715.678	715.680	715.673	715.667	715.673	715.680	715.678	715.667	715.667

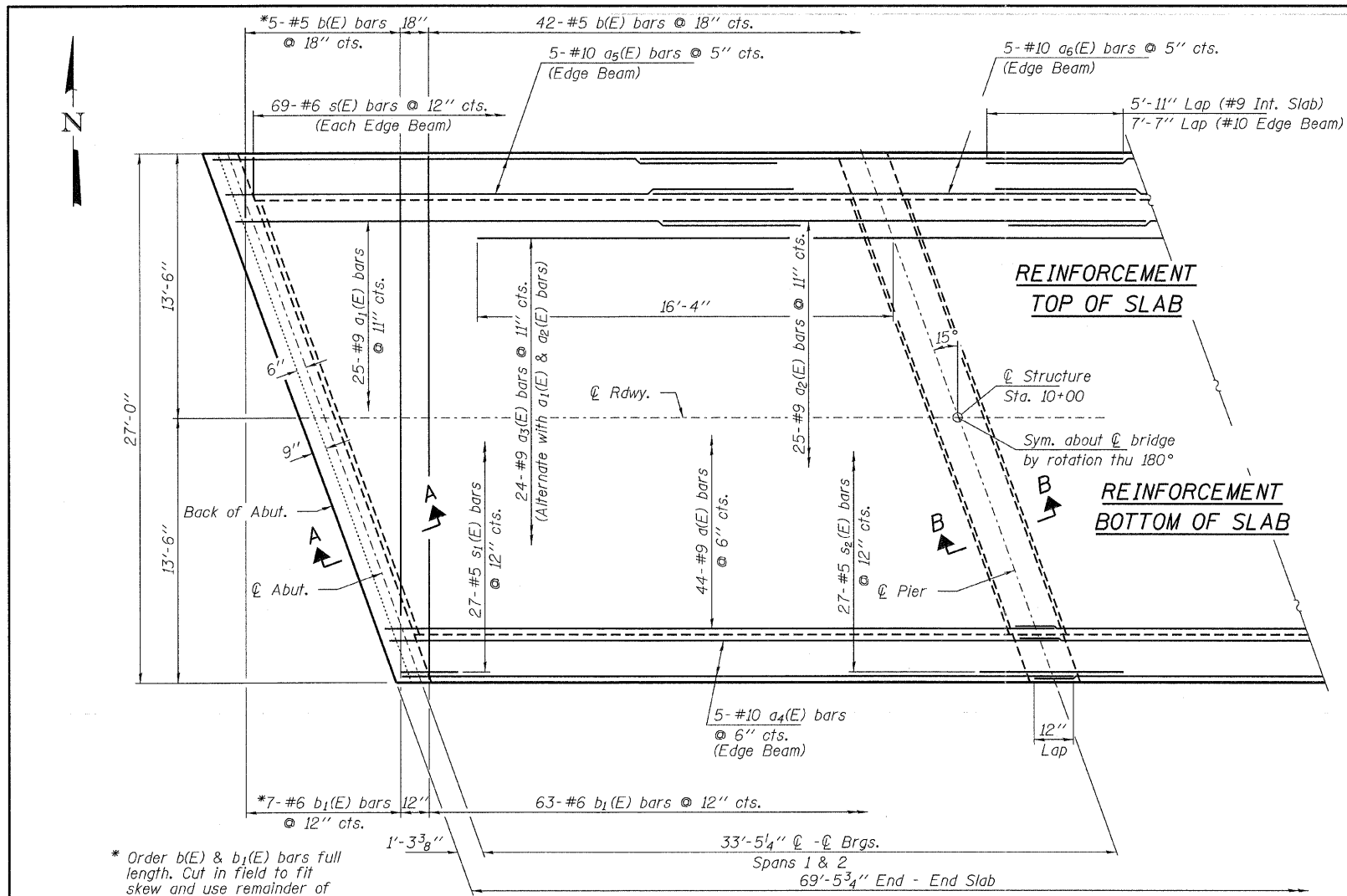
LINE D	BK ABT 1	ABUT 1	1	2	3	PIER 1	4	5	6	PIER 2	BK ABT 2
RT. STATION	9+68.22	9+69.51	9+77.87	9+86.23	9+94.59	10+02.95	10+11.31	10+19.67	10+28.03	10+36.38	10+37.68
THEO. CR ELEV	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771	716.771
ADJ. FOR DL DEFL	716.771	716.771	716.782	716.784	716.777	716.771	716.777	716.784	716.782	716.771	716.771
BOTTOM OF SLAB	715.438	715.438	715.448	715.451	715.443	715.438	715.443	715.451	715.448	715.438	715.438

LINE E	BK ABT 1	ABUT 1	1	2	3	PIER 1	4	5	6	PIER 2	BK ABT 2
RT. STATION	9+68.89	9+70.18	9+78.54	9+86.90	9+95.26	10+03.62	10+11.98	10+20.34	10+28.70	10+37.05	10+38.35
THEO. CR ELEV	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719	716.719
ADJ. FOR DL DEFL	716.719	716.719	716.730	716.732	716.725	716.719	716.725	716.732	716.730	716.719	716.719
BOTTOM OF SLAB	715.385	715.385	715.396	715.399	715.391	715.385	715.391	715.399	715.396	715.385	715.385



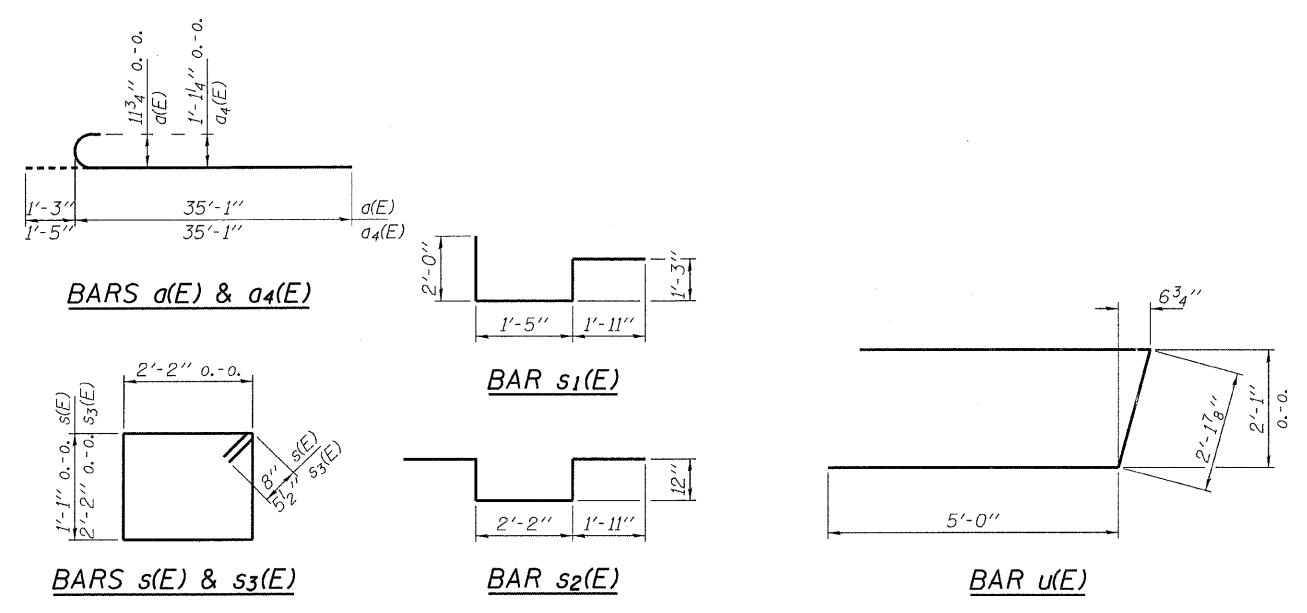
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Notes:
The 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.
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework in addition to allowance for dead load deflection.



* Order b(E) & b₁(E) bars full length. Cut in field to fit skew and use remainder of bars in opposite end of deck.

PLAN

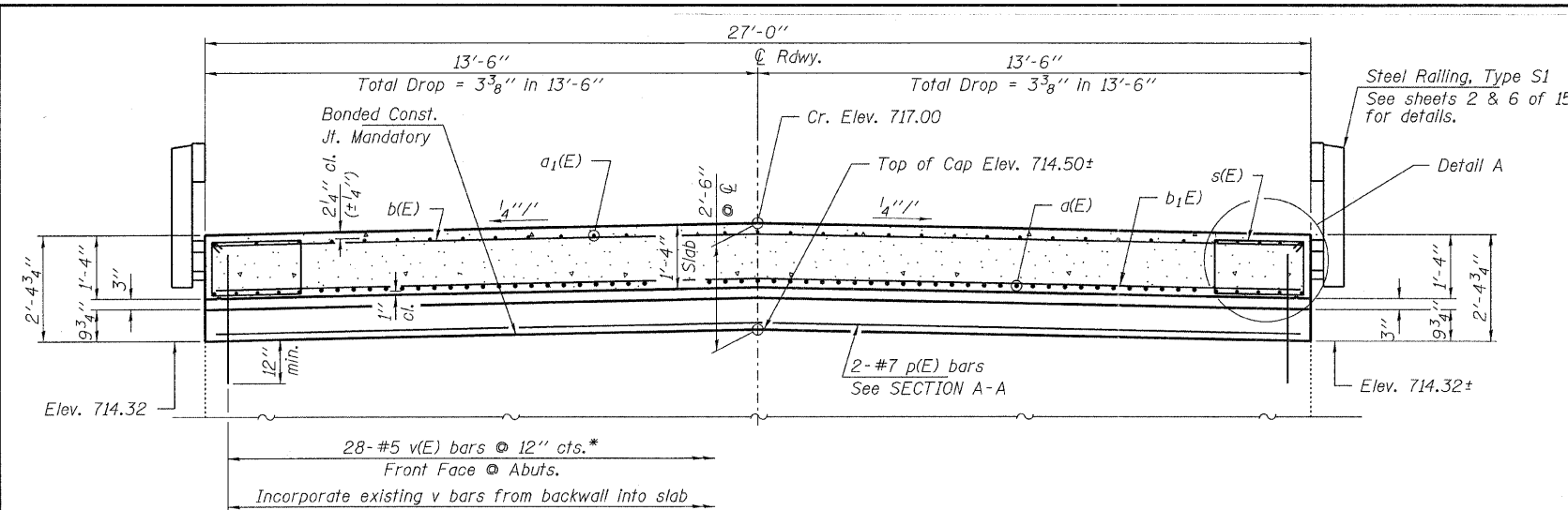


MIN. BAR LAPS
 #9 = 5'-11"
 #10 = 7'-7"

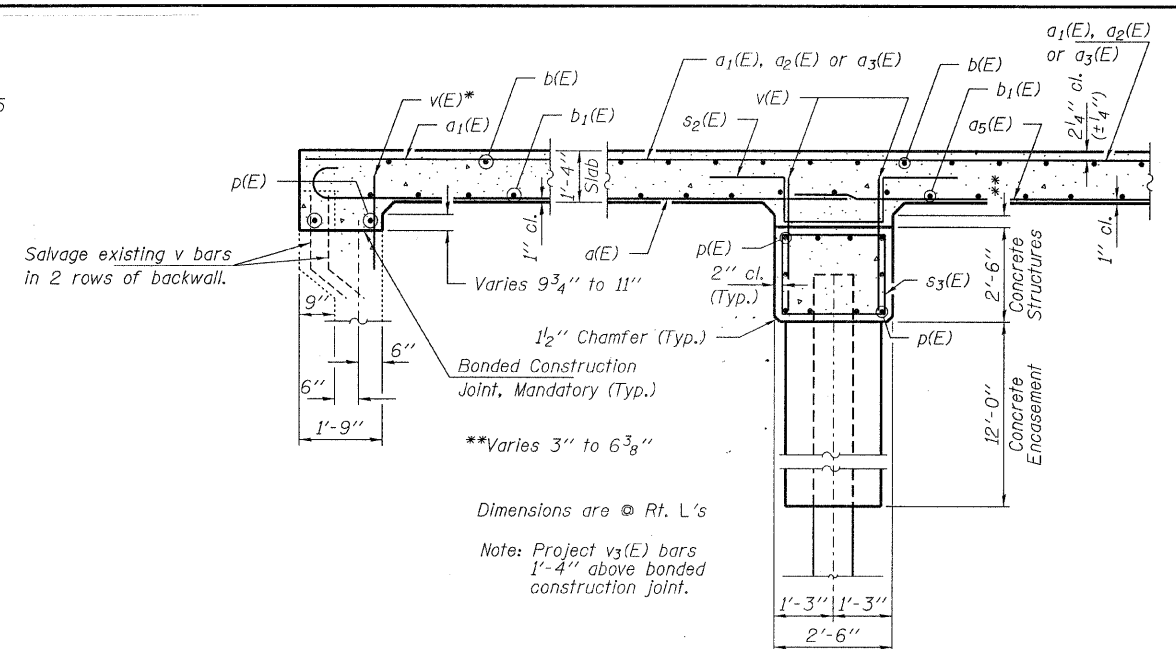
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	88	#9	36'-4"	C
a ₁ (E)	50	#9	29'-7"	—
a ₂ (E)	25	#9	21'-11"	—
a ₃ (E)	24	#9	32'-8"	—
a ₄ (E)	20	#10	36'-6"	C
a ₅ (E)	20	#10	30'-3"	—
a ₆ (E)	10	#10	23'-10"	—
b(E)	47	#5	26'-8"	—
b ₁ (E)	70	#6	26'-8"	—
p(E)	14	#7	27'-7"	—
s(E)	138	#6	7'-10"	□
s ₁ (E)	54	#5	6'-7"	┌
s ₂ (E)	27	#5	8'-0"	└
s ₃ (E)	16	#5	9'-7"	□
u(E)	6	#6	12'-2"	┌
v(E)	112	#5	4'-0"	—
Concrete Structures			Cu. Yd.	7.2
Concrete Superstructure			Cu. Yd.	97.3
Bridge Deck Grooving			Sq. Yd.	193
Concrete Encasement			Cu. Yd.	6.8
Protective Coat			Sq. Yd.	229
Reinforcement Bars, Epoxy Coated			Pound	34,580
Metal Shell 14" x 0.312"			Foot	135
Test Pile Metal Shells			Each	1
Name Plates			Each	1

Reinforcement bars designated (E) shall be epoxy coated.
 For Elevations, Sections A-A, and B-B see sheet 5 of 15.
 For Edge Beam Details see Detail A on sheet 5 of 15.

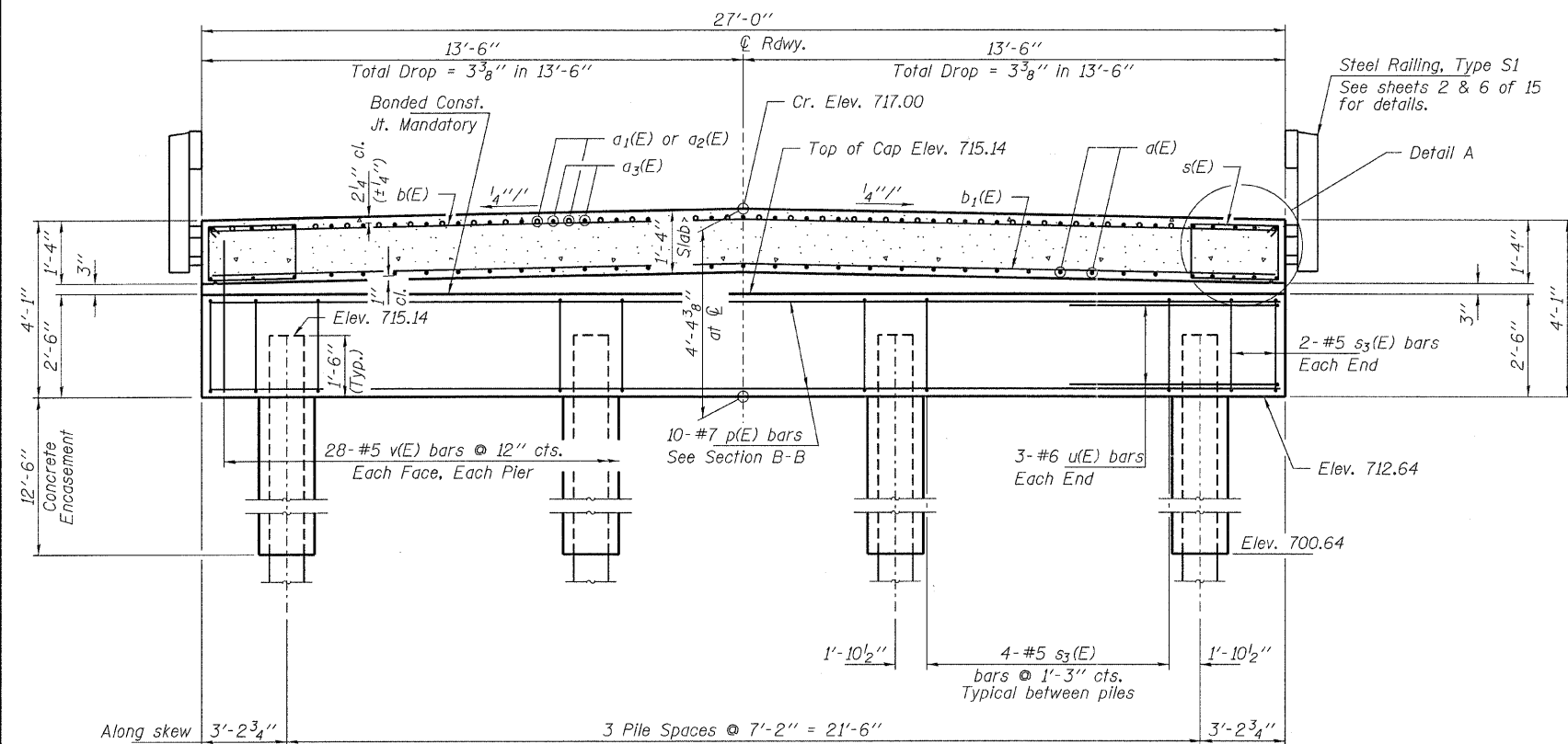


CROSS SECTION AT ABUTMENTS

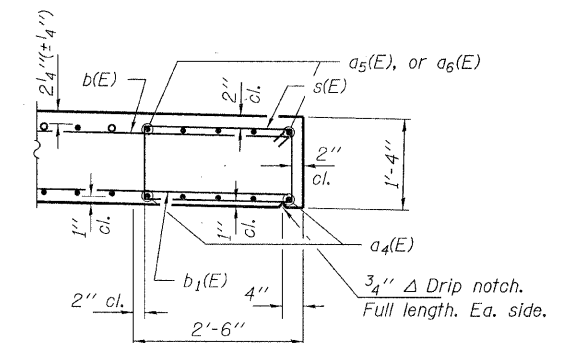


SECTION A-A

SECTION B-B



CROSS SECTION AT PIER



DETAIL A

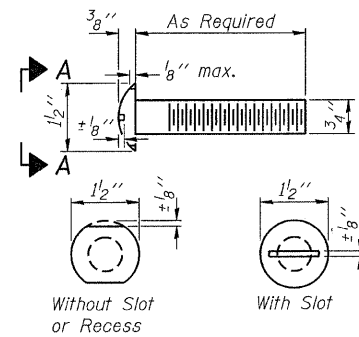
PILE DATA

Type and Size ----- Metal Shell 14" x 0.312"
 No. Req'd. ----- *4
 Factored Resistance Available (Rf) ----- 225 Kips/Pile
 Nominal Required Bearing (Rn) ----- 419 Kips/Pile
 Est. Lengths ----- 45 Ft./Pile

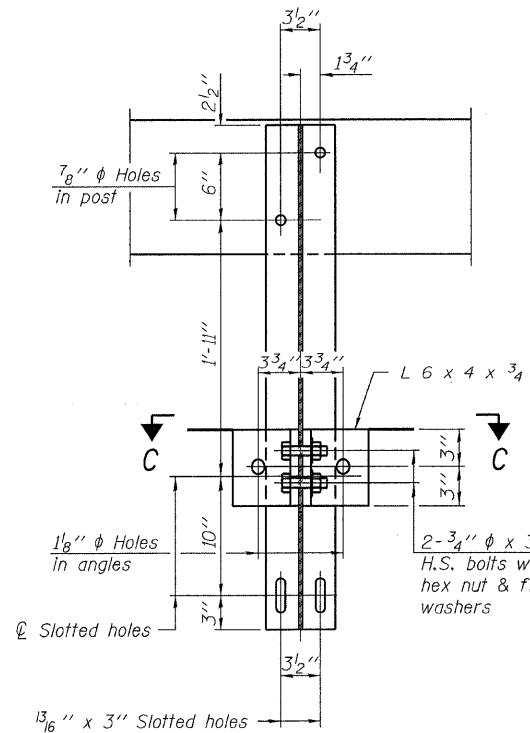
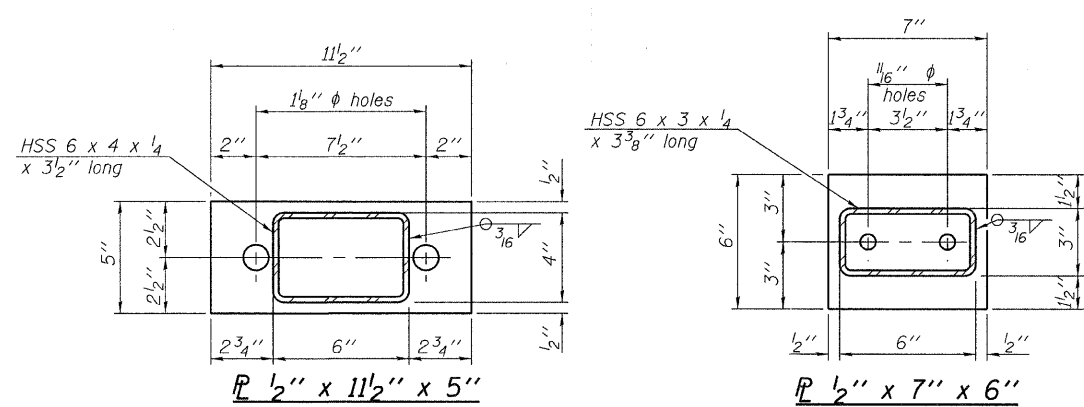
Note:
 *Drill 1" ϕ x 12" min. hole into existing cap. A grout approved by the Department or epoxy grout in accordance with Section 584 of the Standard Specifications, shall be used. The method of grout application shall be approved by the Engineer. Drilling and grouting of reinforcement bars into existing concrete shall be included in the cost of reinforcement bars.

Notes: **Includes one test pile to be driven in a permanent location at Pier.
 The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
 Use Cofferdam - Type 1 - Loc. 1 at pier during removal of existing pier and construction of new pier.

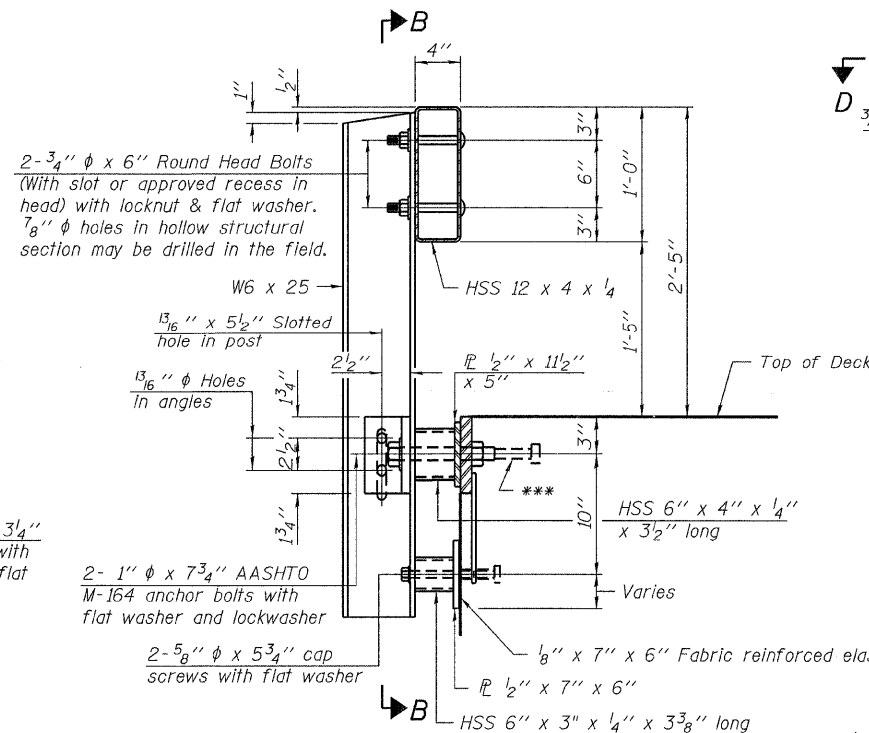
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HAMPTON, LENZINI AND RENWICK, INC. 3300 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62709	PLOT SCALE =	CHECKED - A.S.L.	REVISED -			193	07-03011-01-BR	KANE	29	14	
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184 000989	PLOT DATE = 2/2/2012	DRAWN - D.A.B.	REVISED -			HINCKLEY ROAD CONTRACT NO. 63699					
		CHECKED - S.W.M.	REVISED -			ILLINOIS FED. AID PROJECT BROS-0089(138)					



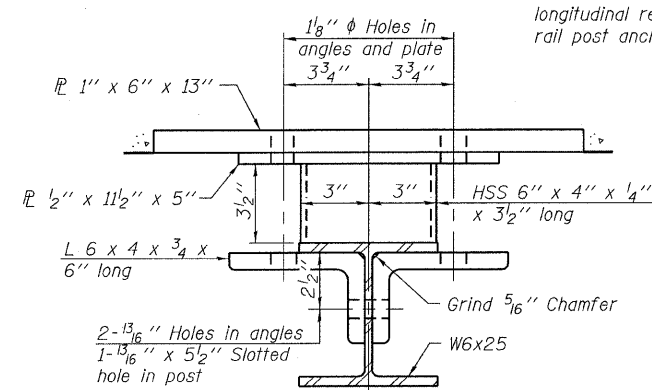
**VIEW A-A
ROUND HEAD BOLT**



SECTION B-B

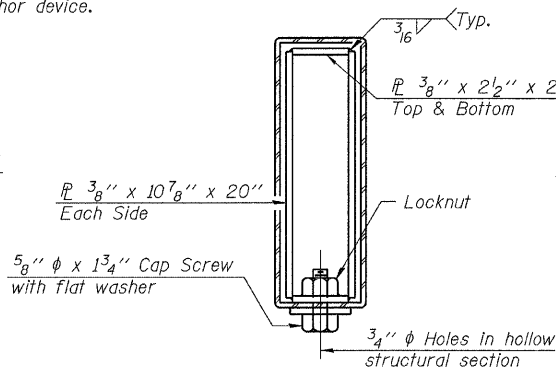


SECTION AT RAILING POST

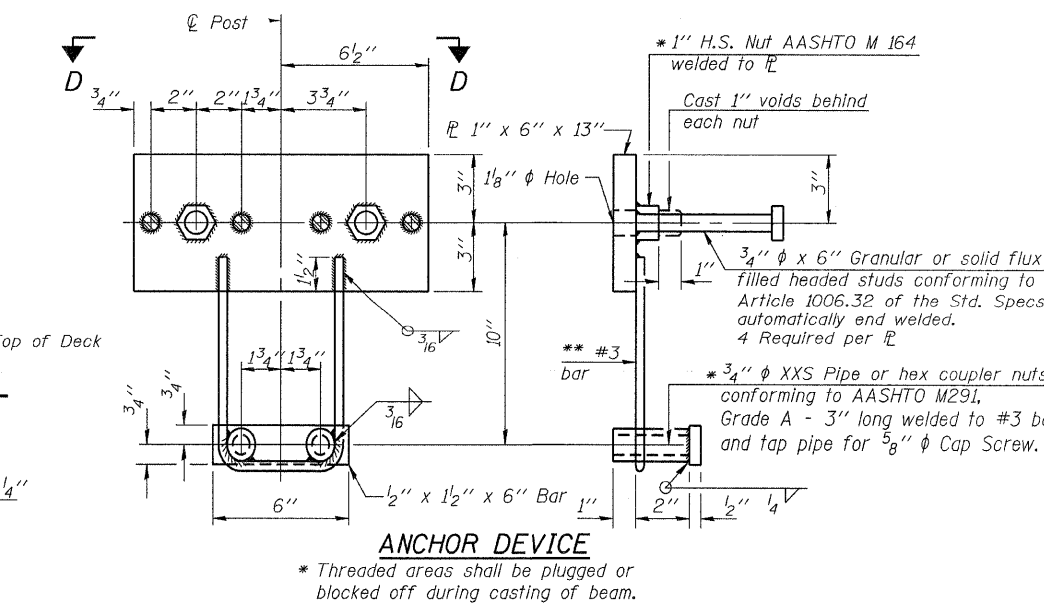


SECTION C-C

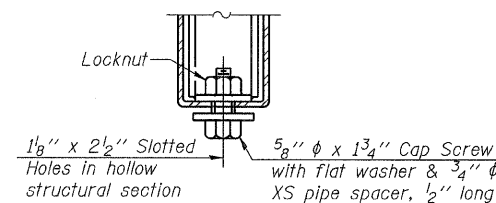
Reinforcement bars in the top of the slab may be placed with a 1/2 inch minimum clearance in the area of the rail post anchor devices. The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



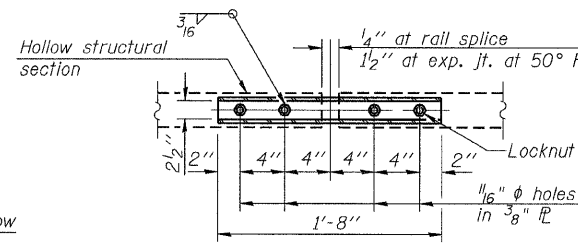
SECTIONS AT RAIL SPLICE



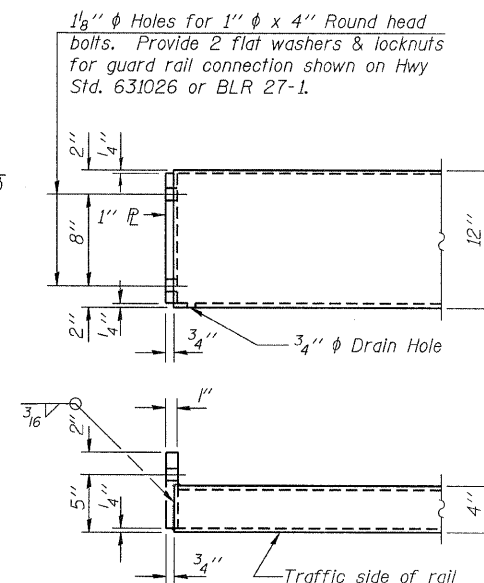
ANCHOR DEVICE



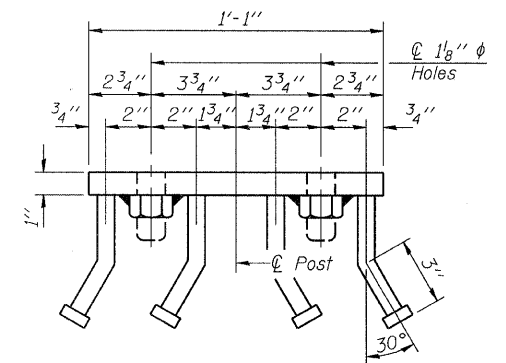
**RAIL SPLICE CONNECTION
AT EXPANSION JT.**



**PLAN-BOTT. SPLICE R
TYPICAL**



END OF RAIL DETAILS



VIEW D-D

Notes:
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4 inch x 6 inch x 1-2 inch galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type S-1.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
*** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S-1	Foot	143

R-23A 7-1-10 (10'-9" Maximum Post Spacing)

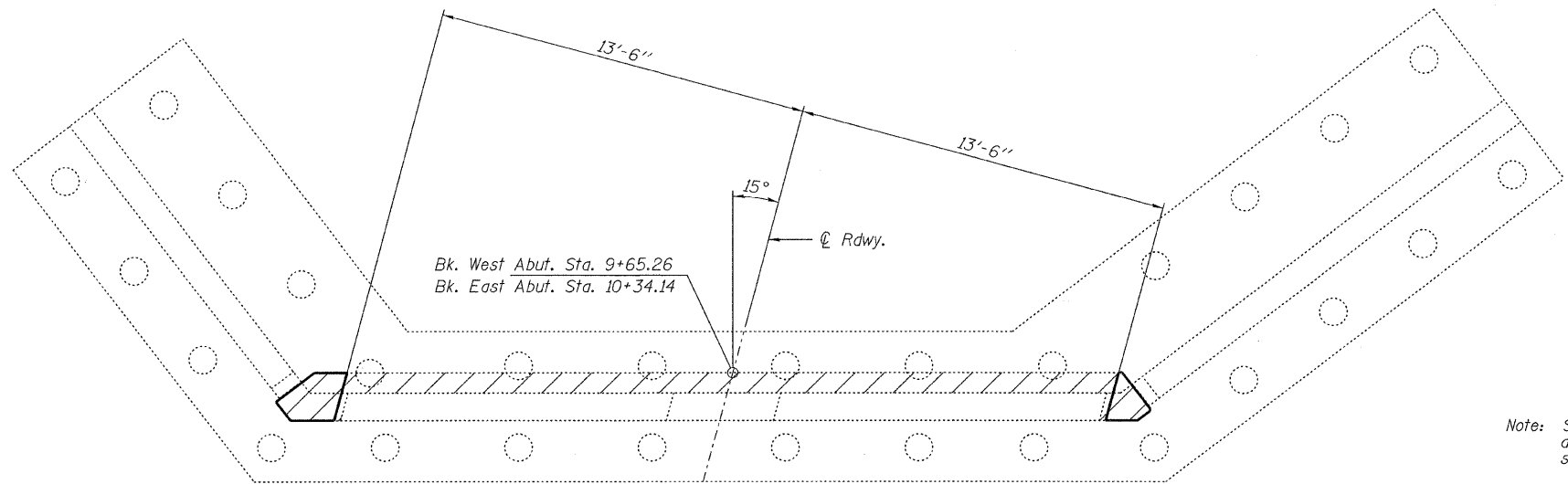
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ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000959	PLOT DATE = 2/2/2012	DRAWN - D.A.B.	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

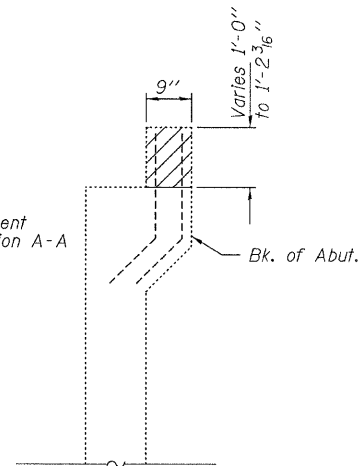
**STEEL RAILING, TYPE S1
STRUCTURE NO. 045-3104**

SHEET NO. 6 OF 15 SHEETS

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
193	07-03011-01-BR	KANE	29	15
HINCKLEY ROAD			CONTRACT NO. 63699	
[ILLINOIS] FED. AID PROJECT BROS-0089(138)				



Note: See reinforcement detail on Section A-A sheet 5 of 15.



Note: Concrete above construction joint shall be placed after beams are in place.

Notes:

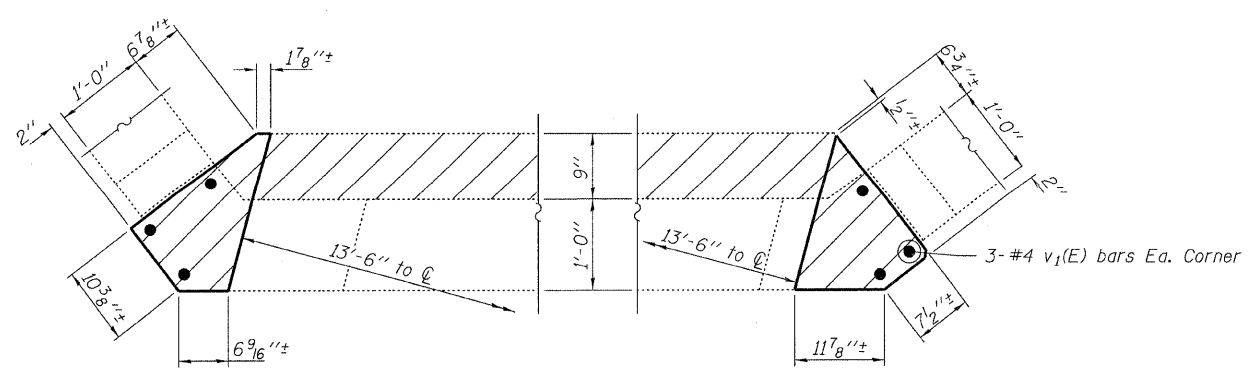
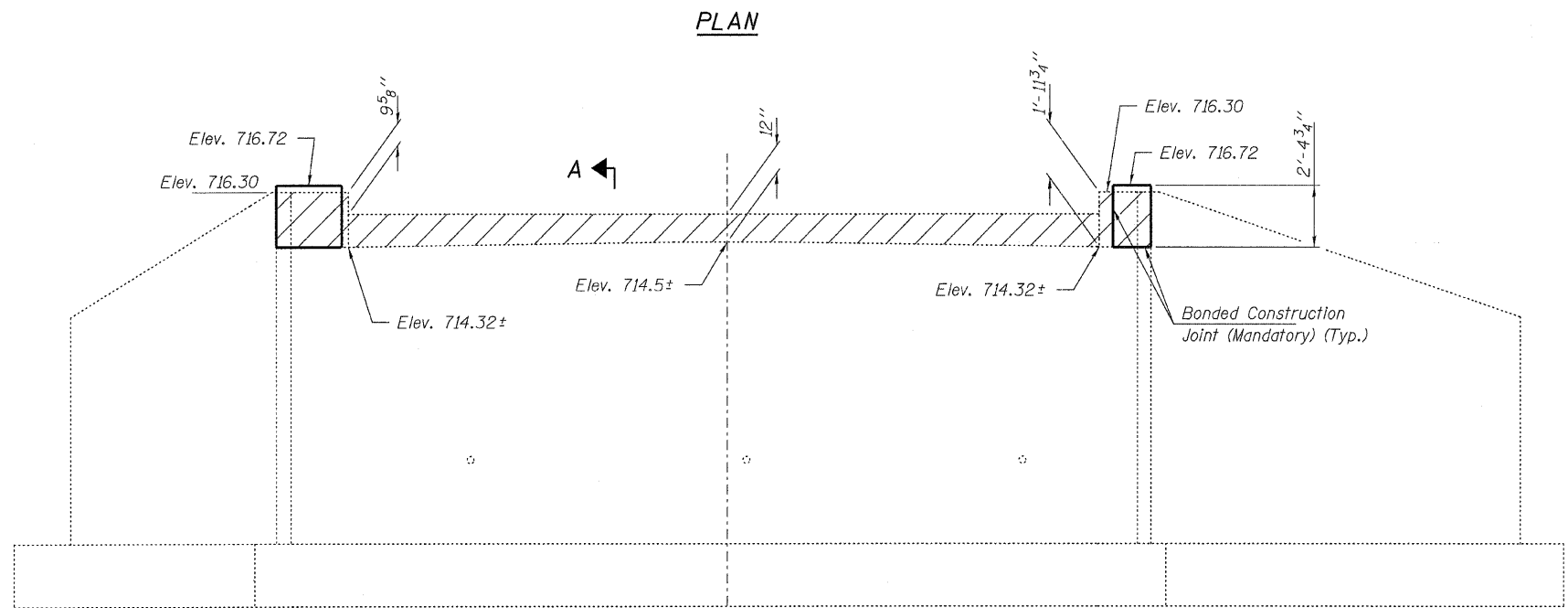
Upon removal of the existing superstructure, the bearing areas of the abutments and piers shall be inspected by the Engineer. Surface areas deemed unsound by the Engineer shall be repaired as described in these Notes.

Existing vertical reinforcing to remain in place. If vertical reinforcement is damaged, it shall be replaced, at the Contractor's expense. Replacement bars shall be drilled and grouted as detailed on sheet 5 of 15.

The areas to be repaired shall have all loose, unsound concrete removed completely by the use of an electric chisel or other mechanical tools approved by the Engineer. All exposed reinforcing bars shall be thoroughly cleaned and undercut to a depth that will permit a minimum of one inch (1") of plastic concrete over the reinforcing bars. When removing the existing concrete, the contractor shall provide a 1" deep saw cut along the outside edge of the repair area. After removing the unsound concrete from the surface, the contractor shall thoroughly clean by sandblasting all areas involved. This work will be paid for at the contract unit price per cubic yard of Concrete Removal.

The formwork shall provide a smooth and uniform concrete finish most nearly matching the existing surface of the concrete structures. Formwork shall be completely mortar tight and closely fitted where they adjoin the existing concrete surface to prevent leakage. The Contractor may use exterior vibration, as approved by the Engineer, to release air pockets that may be entrapped.

Spall repair concrete shall be poured monolithically with Cap Extension. Formwork and concrete placement will be paid for at the contract unit price per cubic yard of Concrete Superstructures.

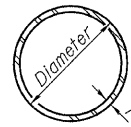


Hatched area indicates Concrete Removal

BILL OF MATERIAL - 2 ABUTS.

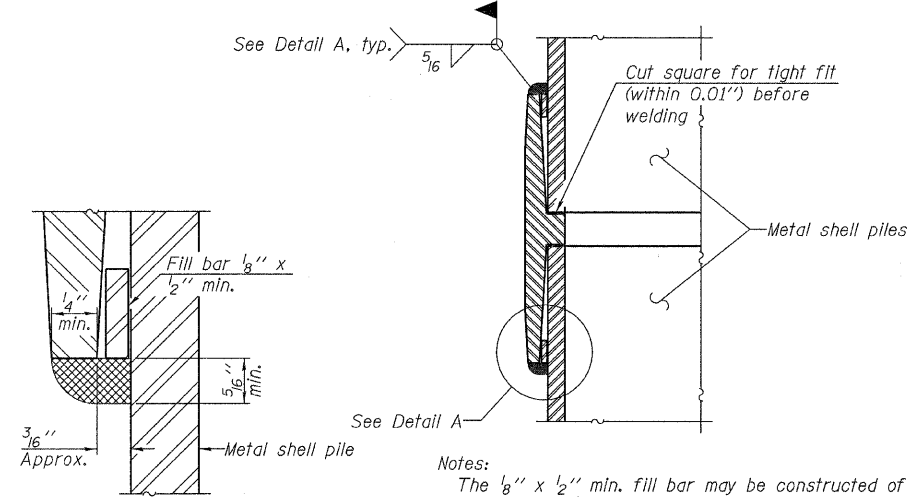
BAR	NO.	SIZE	LENGTH	SHAPE
v ₁ (E)	12	#4	2'-0"	—
Concrete Removal			Cu. Yd.	2.2
Concrete Superstructure			Cu. Yd.	0.5
Reinforcement Bars, Epoxy Coated			Pound	20

Contractor has the option of pouring the abutment corners with the slab.



METAL SHELL PILE TABLE

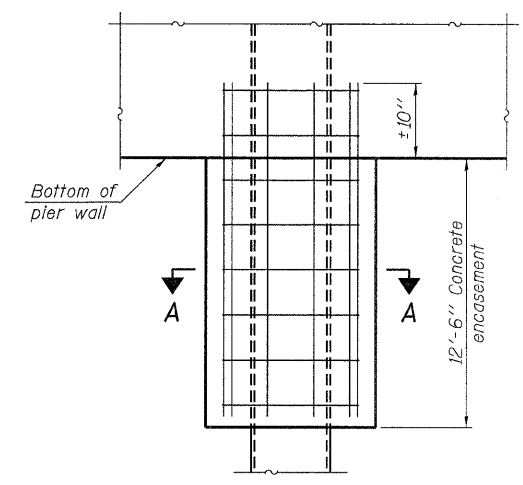
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



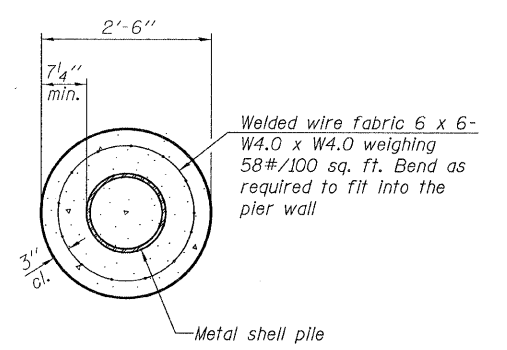
Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

DETAIL A

WELDED COMMERCIAL SPLICE



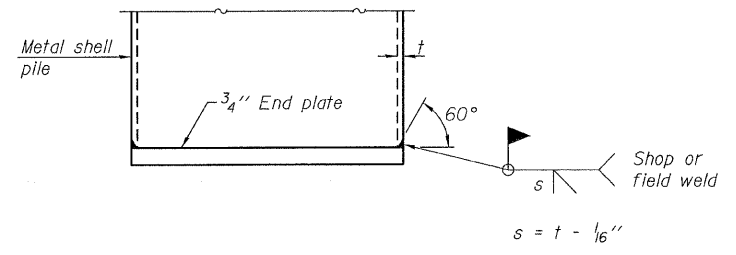
ELEVATION



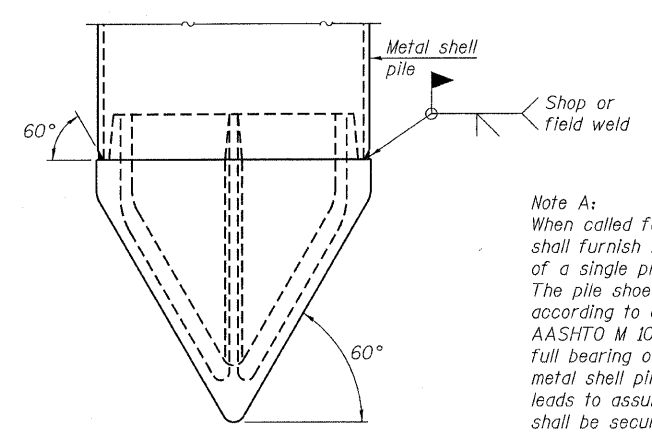
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS

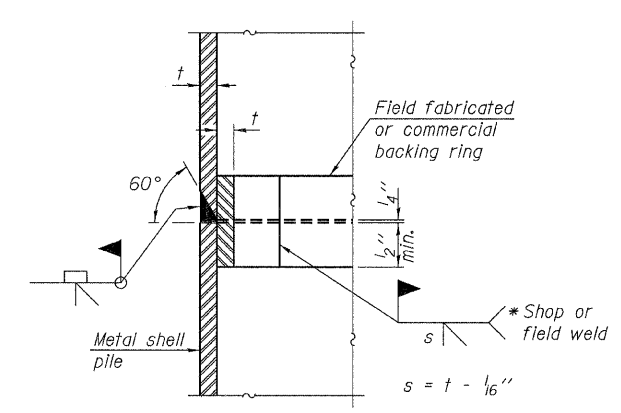


END PLATE ATTACHMENT

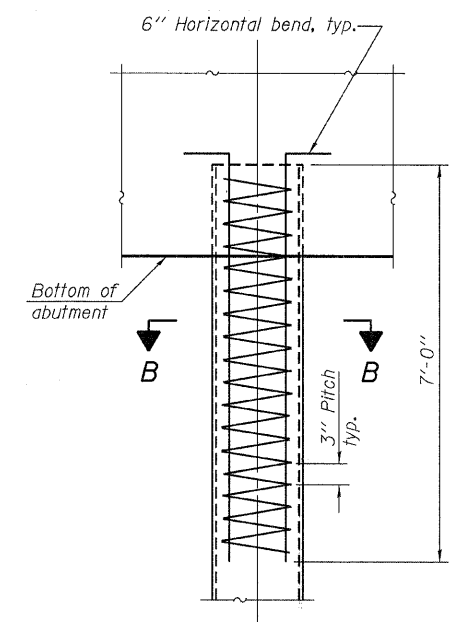


METAL SHELL PILE SHOE ATTACHMENT
 (See Note A)

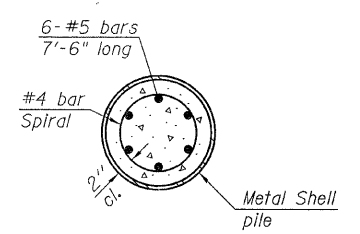
Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over 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.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

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

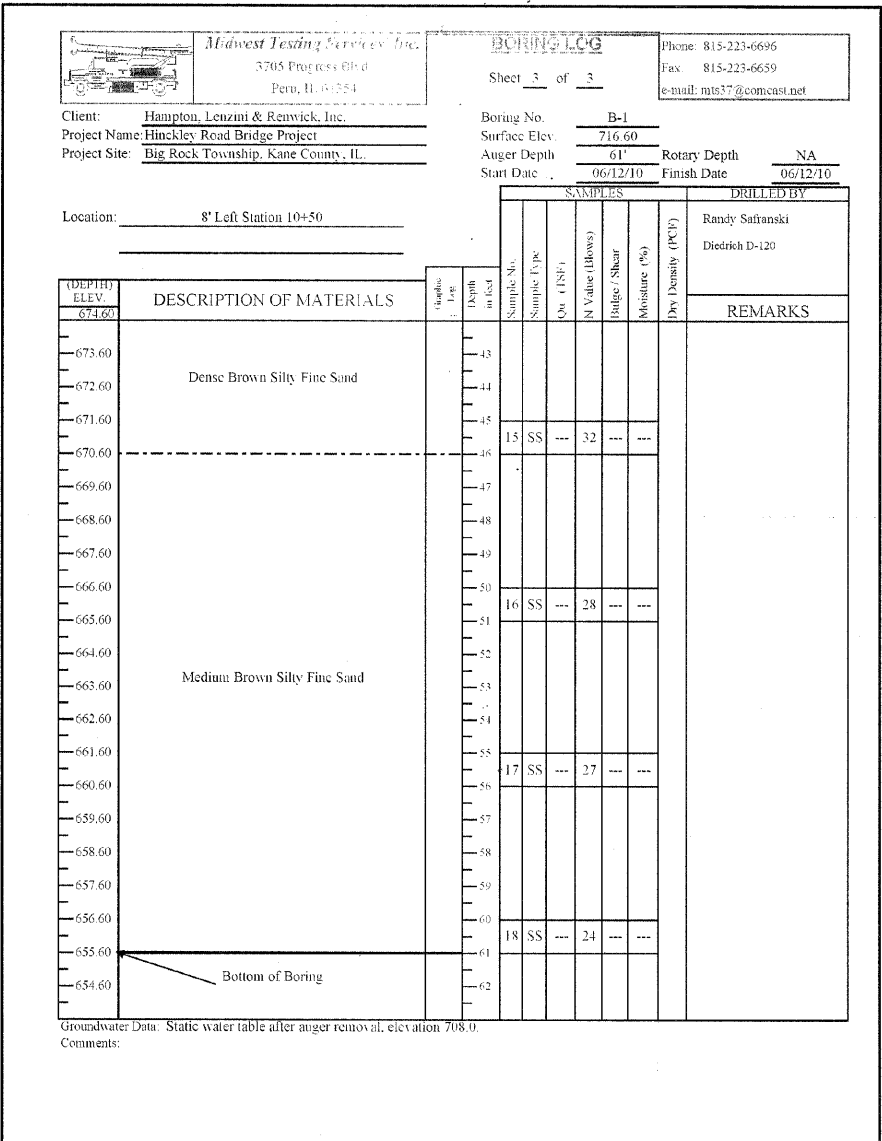
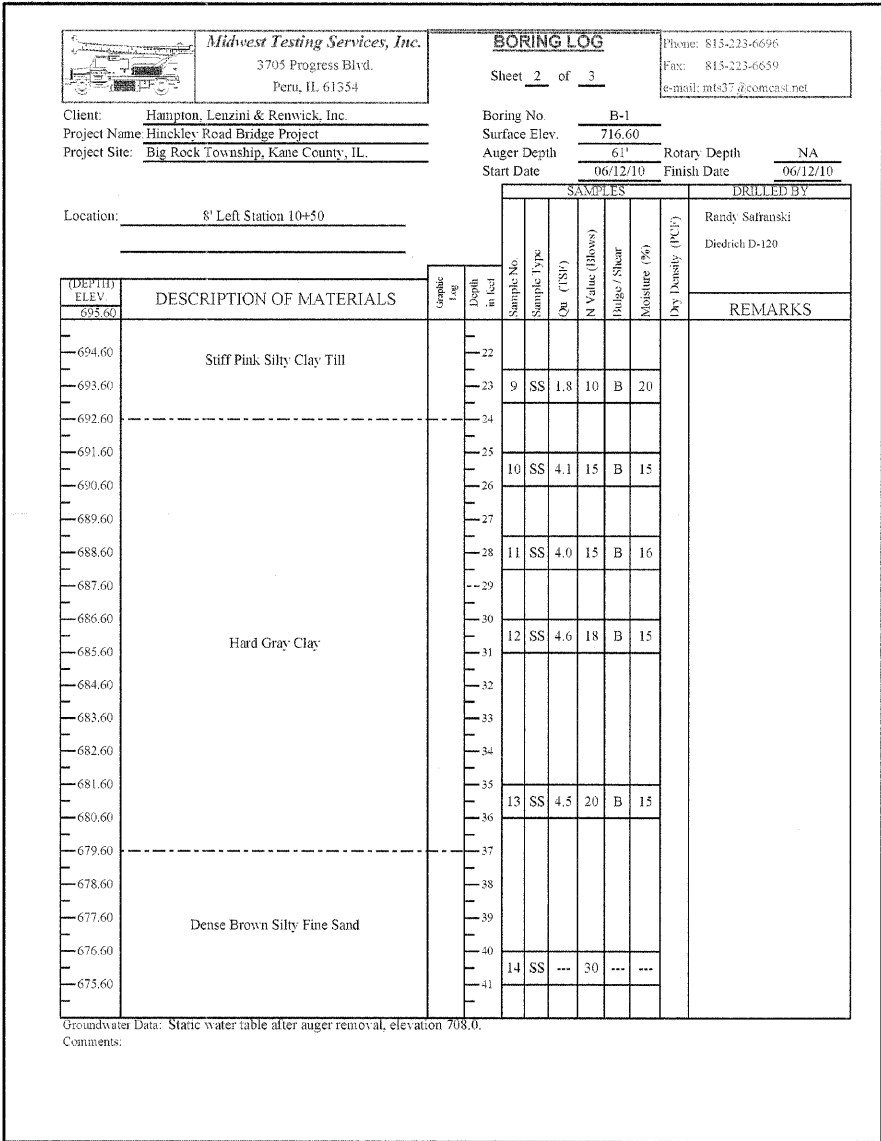
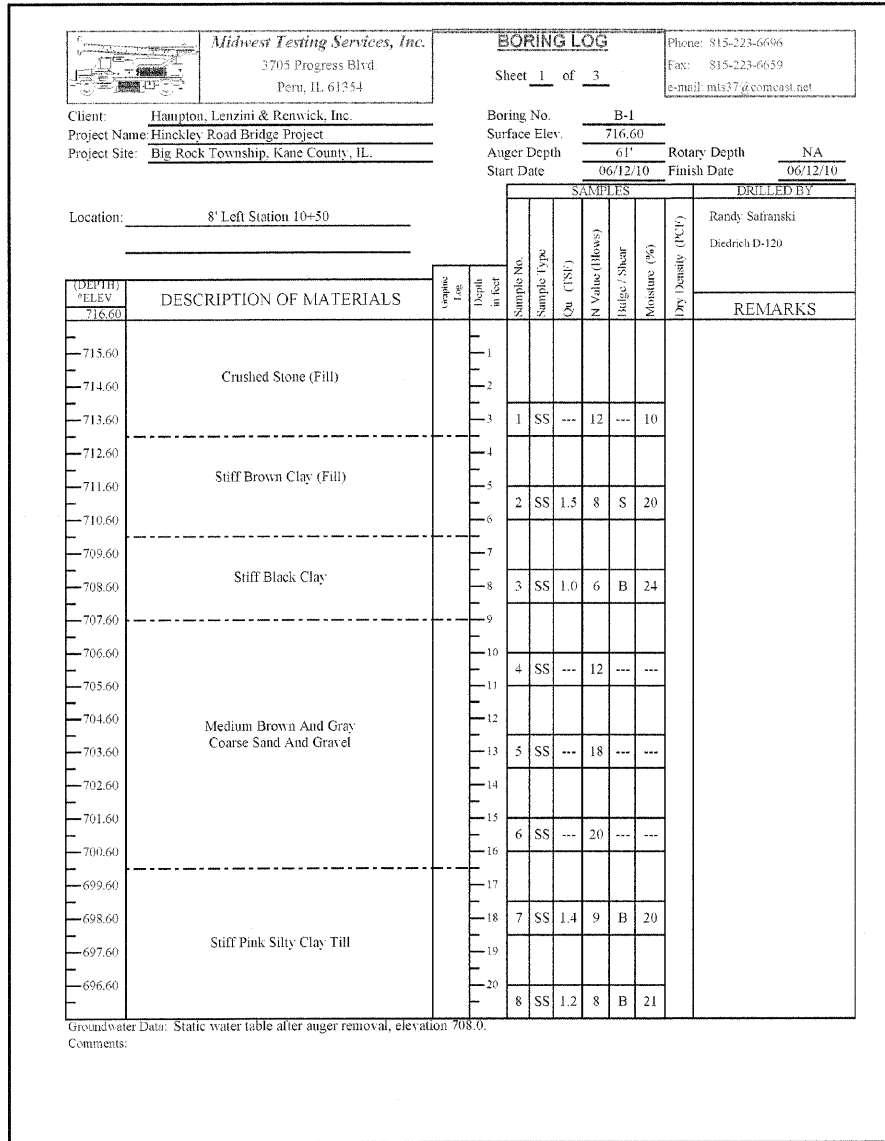
F-MS 7-1-10

FILE NAME = 180031-ah-bridge.dgn	USER NAME =	DESIGNED - D.W.T.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - A.S.L.	REVISED -
2685 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000988	PLOT DATE = 2/2/2012	CHECKED - S.W.M.	REVISED -

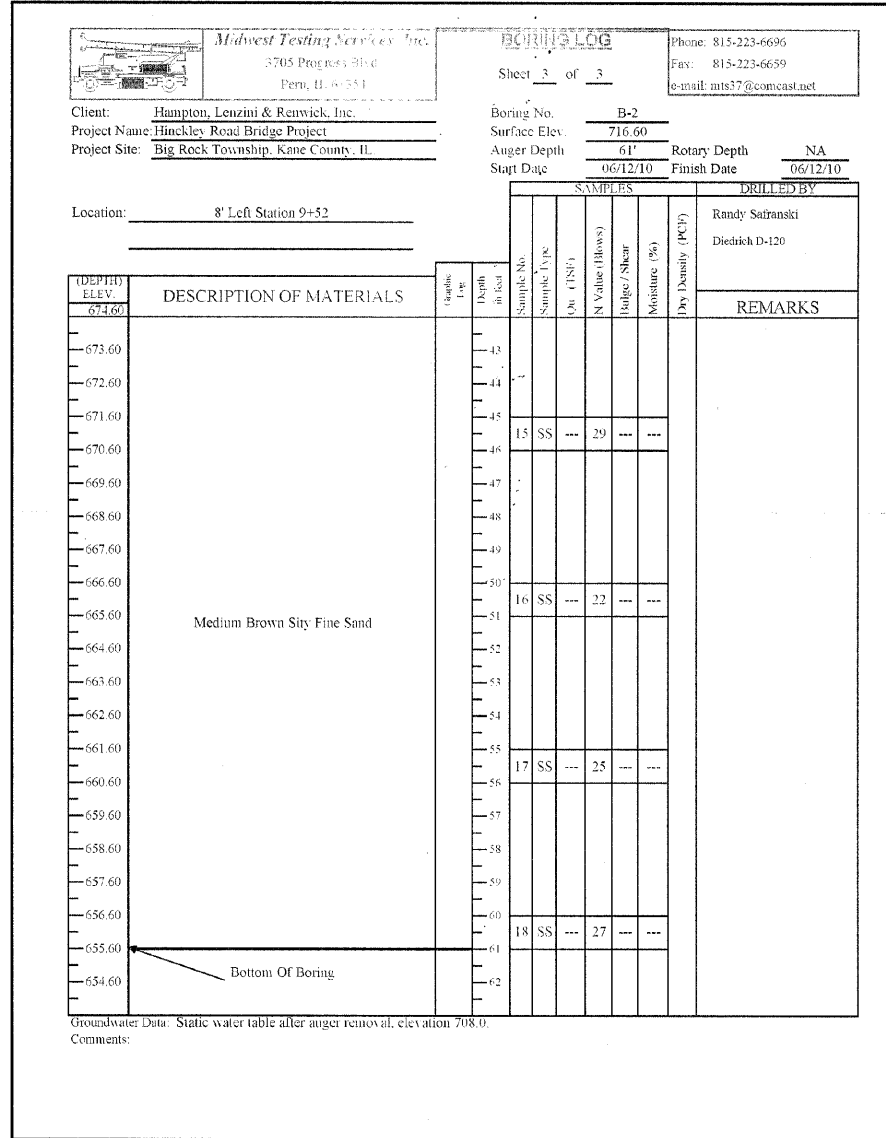
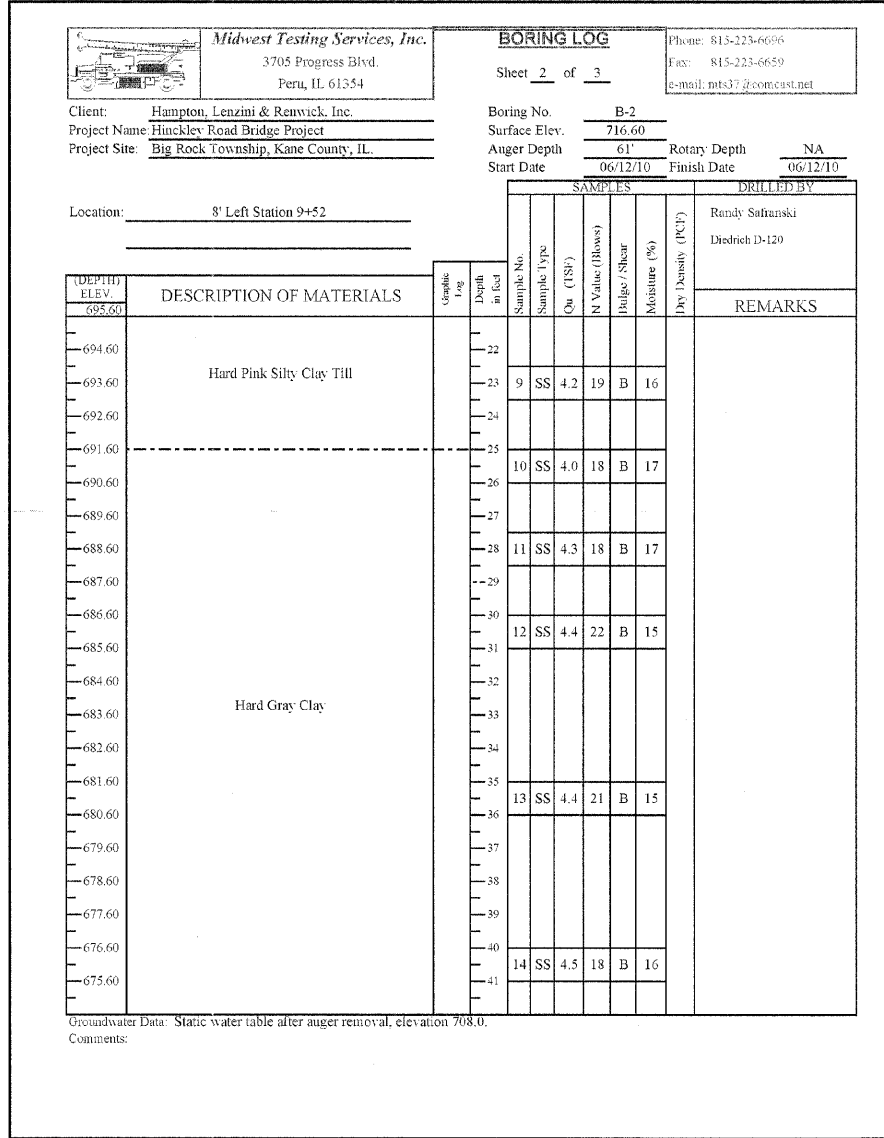
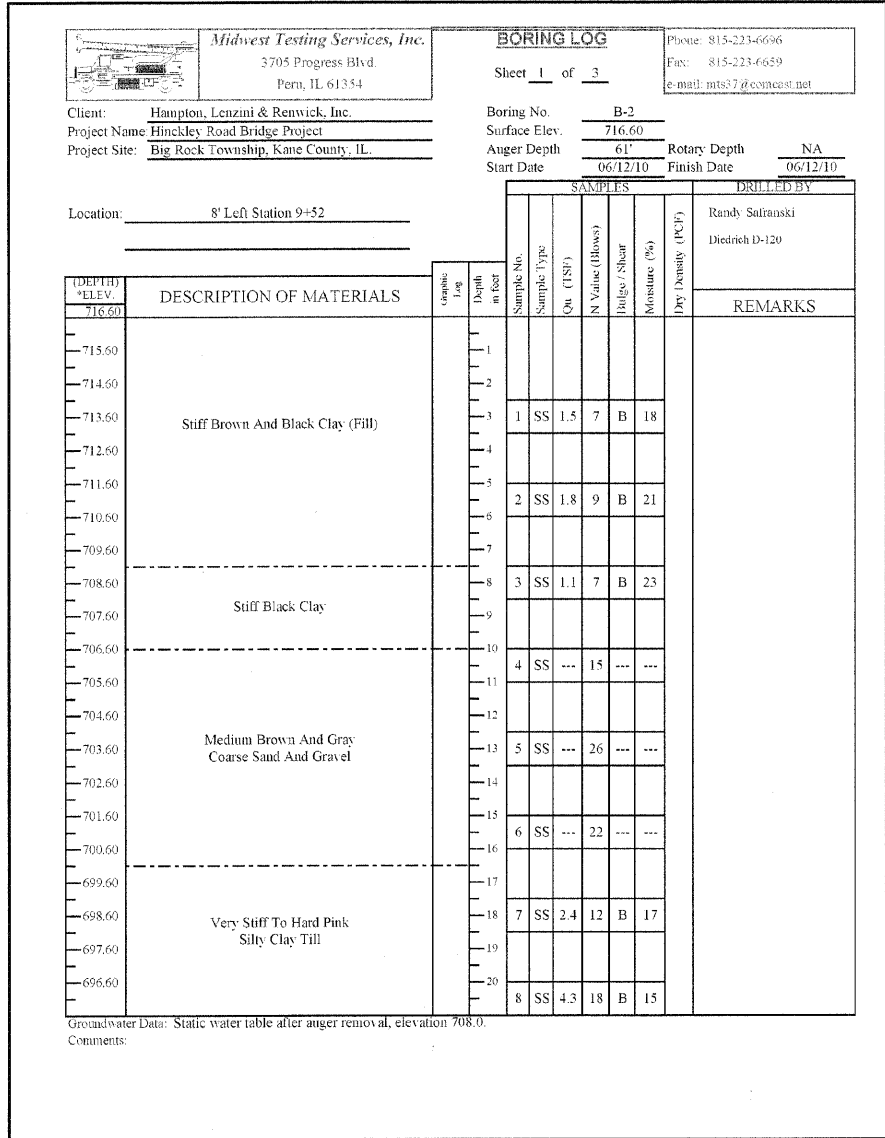
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 STRUCTURE NO. 045-3104
 SHEET NO. 8 OF 15 SHEETS**

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
193	07-03011-01-BR	KANE	29	17
HINCKLEY ROAD			CONTRACT NO. 63699	
ILLINOIS FED. AID PROJECT BROS-0089138				



BORING 1

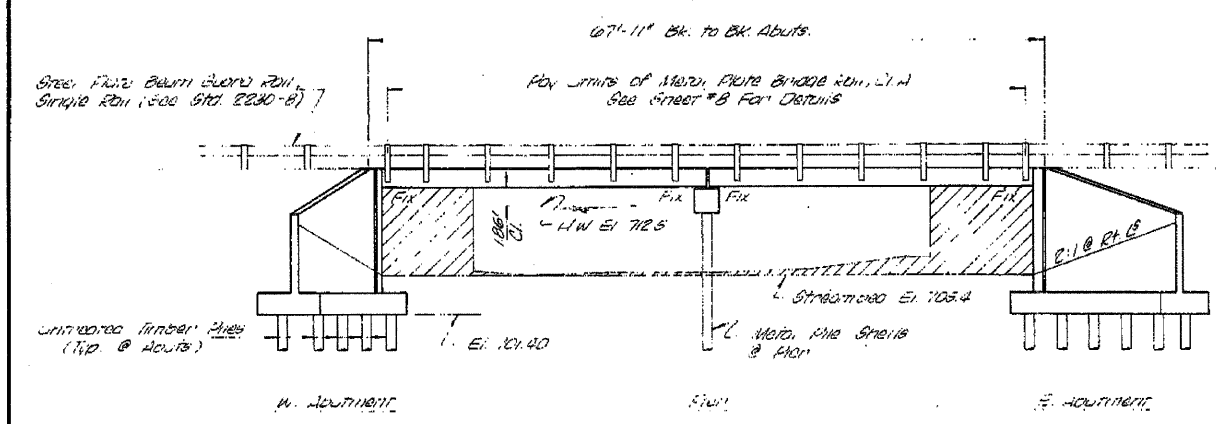


BORING 2

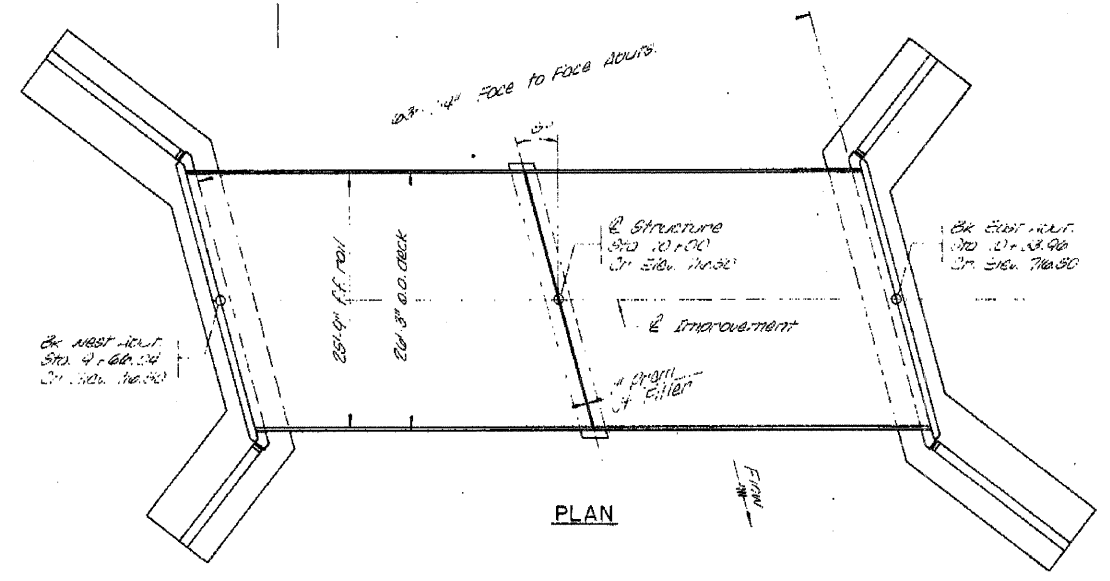
B.M. - RR SIGN IN POWER POLE
 25' LT. 570.10-87
 Elev. 718.19

Existing Structures - Single span party
 mass, 31' x 4', with finished
 floor on wood stone concrete
 construction shall remove existing
 constructing new bridge.

ROUTE NO.	DIST.	COUNTY	TOTAL SHEETS	SHEET NO.
193	07	KANE	29	20
ROAD DIST. BIG ROCK				



ELEVATION



PLAN

WATERWAY DATA

Channel Area	38 Sq. Ft.
Required Opening (13' x 5')	435 Sq. Ft.
Present Opening	325 Sq. Ft.
Proposed Opening	435 Sq. Ft.
Computed Discharge	2,250 CFS

STRUCTURE NO. 3104
 WEST BRANCH BIG ROCK CREEK
 SECTION 11B-1-TR BUILT 1977
 BIG ROCK ROAD DISTRICT
 KANE COUNTY
 LOADING HS 20

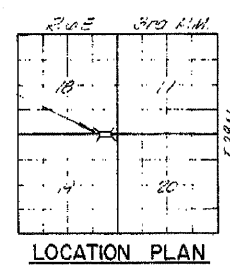
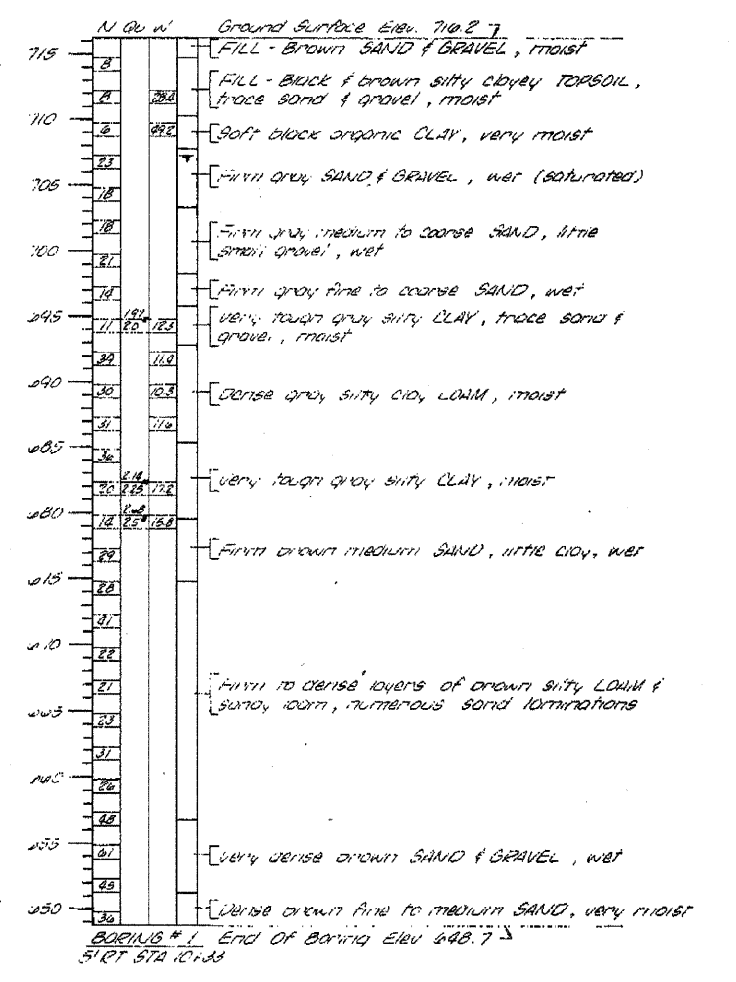
LETTERING FOR NAME PLATE
 300 STA 3113

GENERAL NOTES

All reinforcement shall be lapped 24 diameters unless otherwise shown.
 Boring Data is shown only as a guide to bidders in estimating soil conditions which may be encountered in the work.
 No backfill or embankment shall be placed against the abutments until the abutments are in place, dowels grouted and abutment notch poured. See Art. 502.11 of the Standard Specifications.
 The decks of the abutments and wingwalls shall be waterproofed in accordance with Art. 503.11 of the Standard Specifications.
 The construction shall have two test piles. One tension test pile in a permanent location of the west abutment and one shear and test pile shall be driven in a permanent location of the pier, as directed by the engineer, before ordering the remainder of the piles.
 Pier pile shall be driven a minimum of .5 feet below streambed.

BORING DATA

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 40" nominal boring 30".
 CU - Unconfined Compressive Strength - t 1 sf
 W - Water Content - Percentage of oven dry weight %
 * - Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.



TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Bridge Deck	Sq. Ft.	1,781		1,781
Class II Concrete	Cu Yd.		123.1	123.1
Reinforcement Bars	Pounds		7,085	7,085
Wing Plates	Each	1		1
Metal Plate Bridge Rail, Class II	Lin. Ft.	129		129
Untreated Piles up to 30 Feet	Lin. Ft.		880	880
Test Piles (Shear)	Each		1	1
Metal Plate Sillings 12"	Lin. Ft.		192	192
Test Piles (Tension)	Each		1	1
Structure Excavation	Cu Yd.		550	550
Excavation of Existing Structures	Each		1	1
Continuous Mixture Concrete	Ton	28		28
Metal Braces	Each		55	55
Structural Mortar (Frame Coat)	Gallon	20		20

DESIGN STRESSES

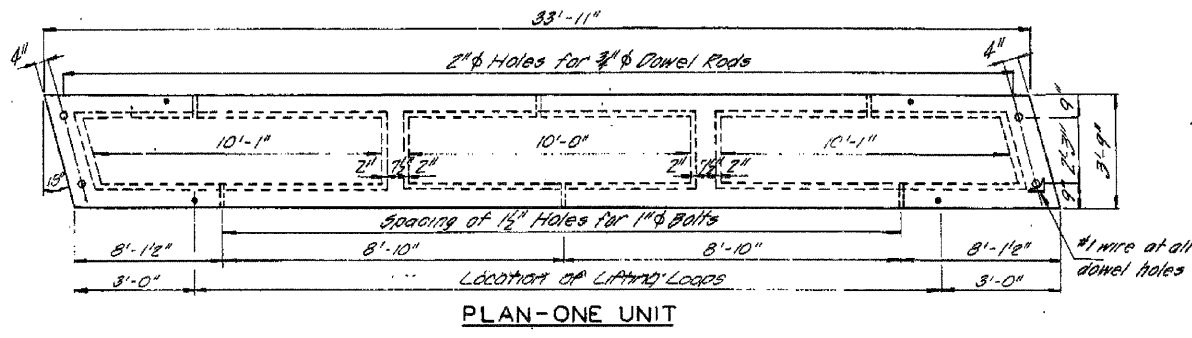
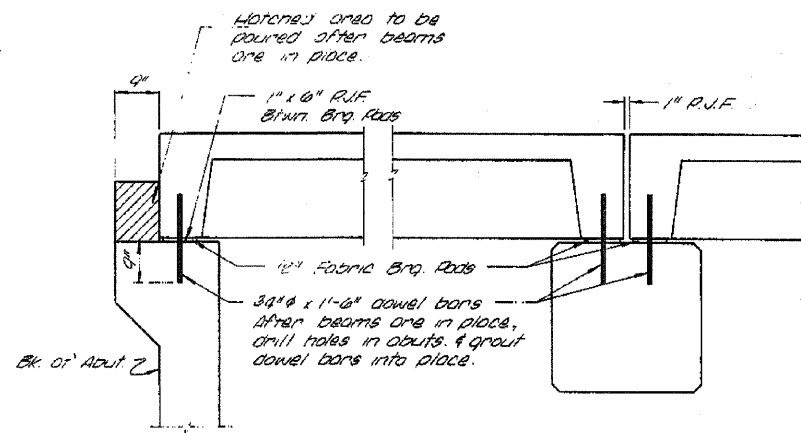
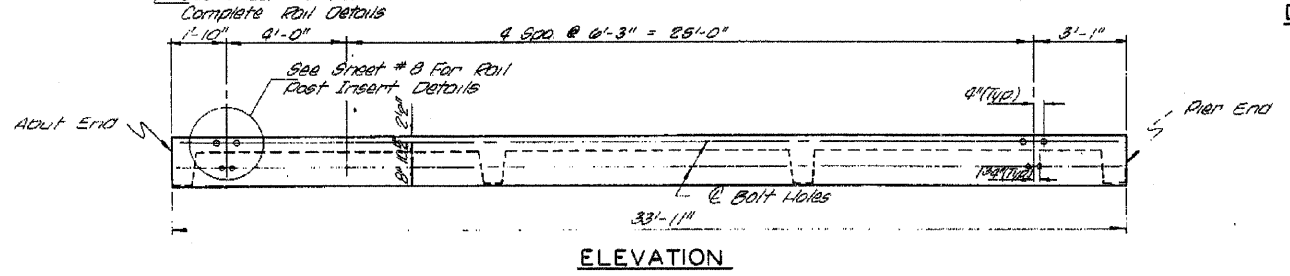
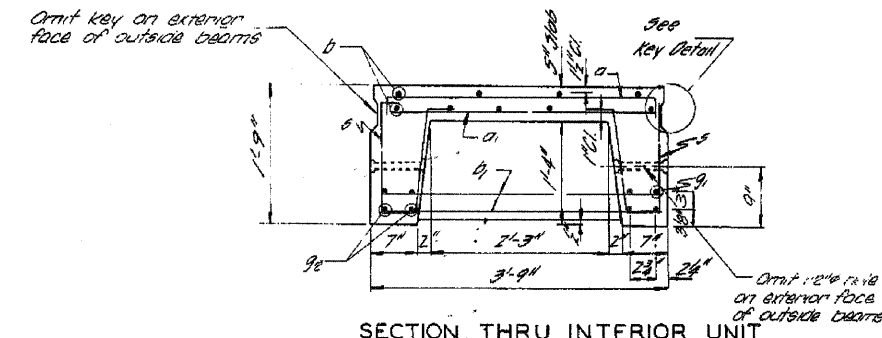
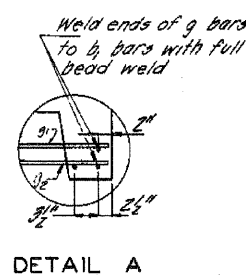
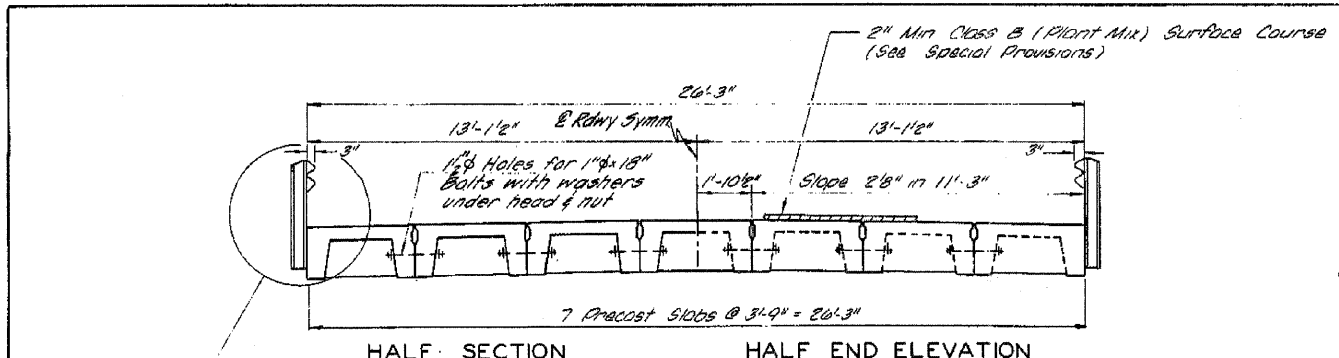
$F_c = 1,500$ psi (Abutments)
 $F_c = 1,800$ psi (Prestress Slab)
 $F_c = 1,400$ psi (Class II Concrete)
 $F_s = 30,000$ psi (Reinforcement)
 $w = 15$ ppi (Ftg.)
 $n = 9$ (Class II Concrete)
 $n = 8$ (Prestress Slab)
 Allow. St. 20-100
 Allow. St. 20-100
 Illinois Structure No. 2434

GENERAL PLAN & ELEVATION
 SECTION 11B-1-TR
 BIG ROCK ROAD DISTRICT
 KANE COUNTY
 STATION 10+00

COLLINS AND RICE
 CONSULTING ENGINEERS

DESIGNED J.S. DATE 11-14-11
 CHECKED V.R. DATE 1-14-12
 DRAWN J.F. DATE 1-14-12

ROUTE NO.	TR.	COUNTY	TOTAL SHEETS	SHEET NO.
118-1	TR	KANE	10	7
ROAD DIST. BIG ROCK				



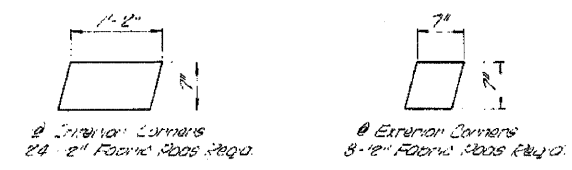
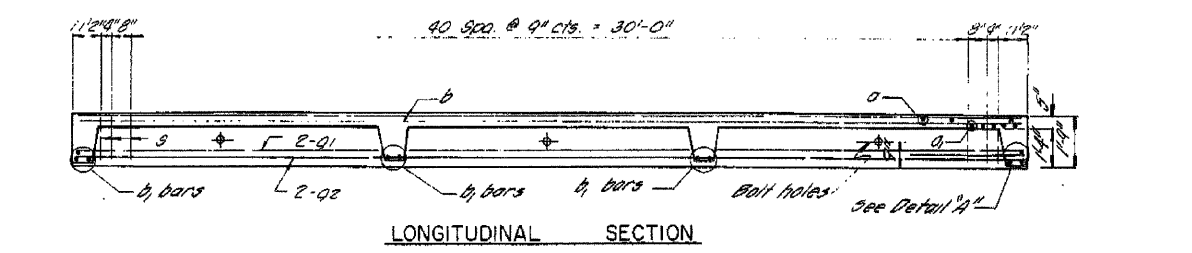
BILL OF MATERIAL - SUPERSTRUCTURE

Precast Concrete Bridge Slab	Sq. Ft.	1,781
Bituminous Mixture Complete	Ton	28
Bituminous Materials (Prime Coat) Gallon		20

***ESTIMATED QUANTITIES**

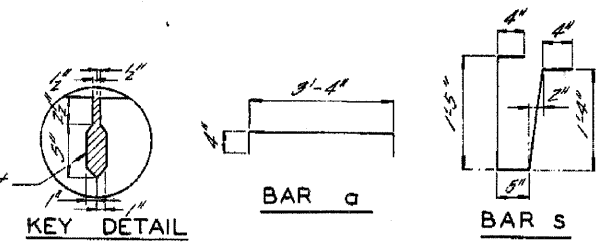
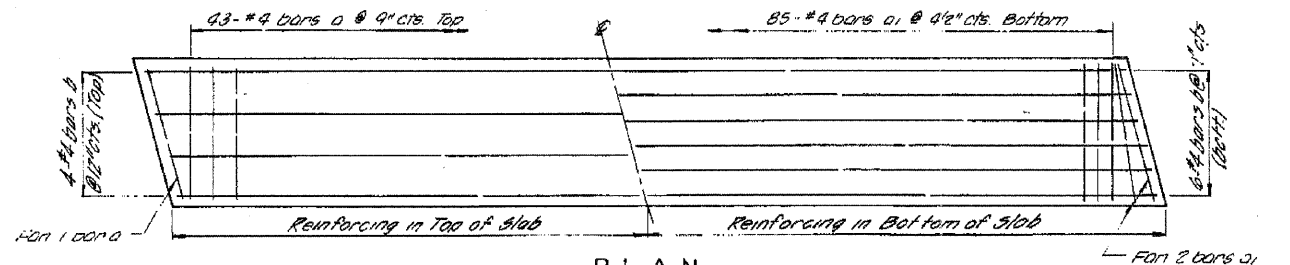
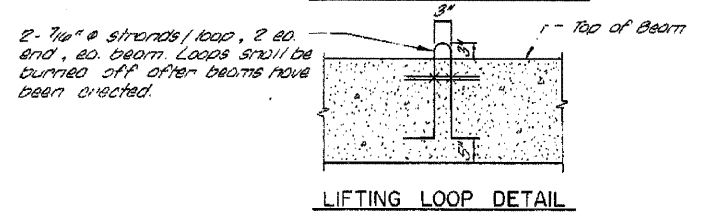
	Concrete Cu. Yds.	Reinf. Bars lbs.
One Unit	4.2	1,980

* For information of suppliers of precast slab units only.



BILL OF REINFORCEMENT BARS

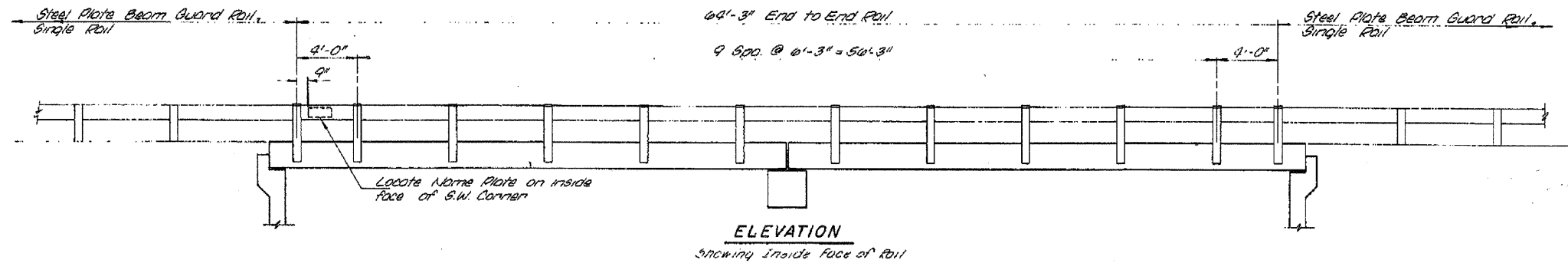
BAR SIZE	NO.	LENGTH
a #4	45	41'-0"
q1 #4	89	3'-3"
b #4	10	33'-6"
b1 #4	10	3'-6"
q1 #10	4	33'-6"
q2 #11	4	33'-6"
s #3	90	3'-10"



Note: Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.

SUPERSTRUCTURE
SECTION III B-1- TR
BIG ROCK ROAD DISTRICT
KANE COUNTY
STATION 10+00
COLLINS AND RICE
CONSULTING ENGINEERS
CHECKED F.S. DATE 1-18-74 BY 877
DRAWN J.F.

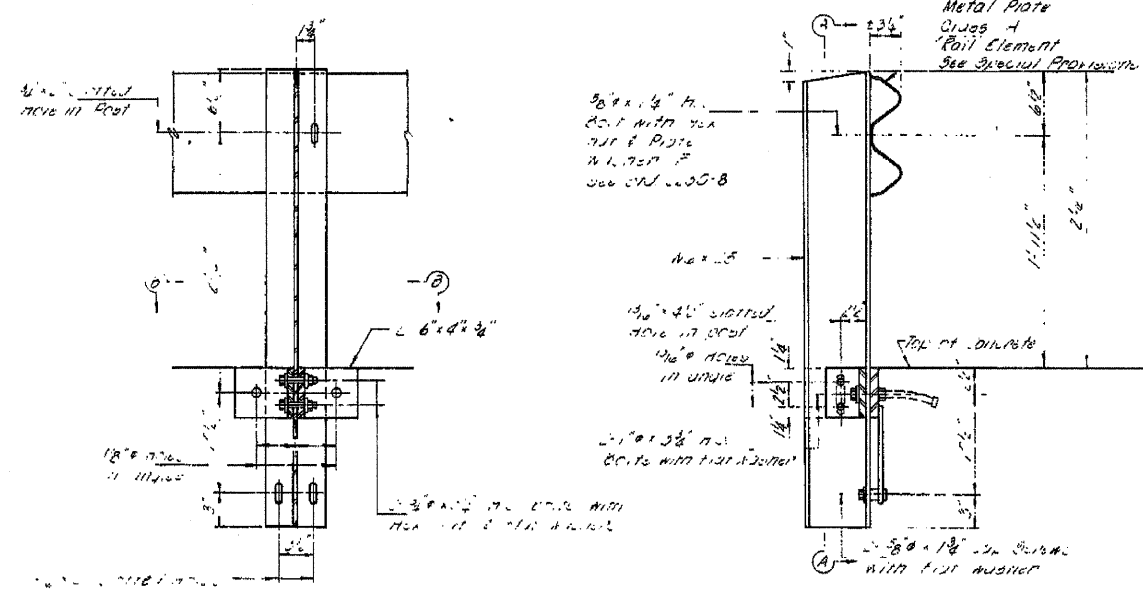
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1118-1	-TR	KANE	10	8
ROAD DIST. BIG ROCK				



ELEVATION
Snowing Inside Face of Rail

NOTES

All steel shapes and plates used herein shall conform to the requirements of A.S.T.M. designation A-36 except posts shall conform to A.S.T.M. A-441. Bolts, cap screws, and nuts shall conform to the requirements of A.S.T.M. designation A-307 except for high strength bolts, nuts, and washers noted shall conform to A.S.T.M. designation A-325. The lower portion of the post flange in contact with concrete shall receive two coats of epoxy paint conforming to Section 114.08 Type B or piece 'B' epoxy bonding set between the post and concrete. The 1/2" high strength bolts used to connect the 2" x 2" x 1/2" angles to the post shall be tightened in accordance with Article 70.11 of the standard specifications. The 1/2" high strength bolts connecting the angle to the concrete shall be tightened to 70% of their yield strength.

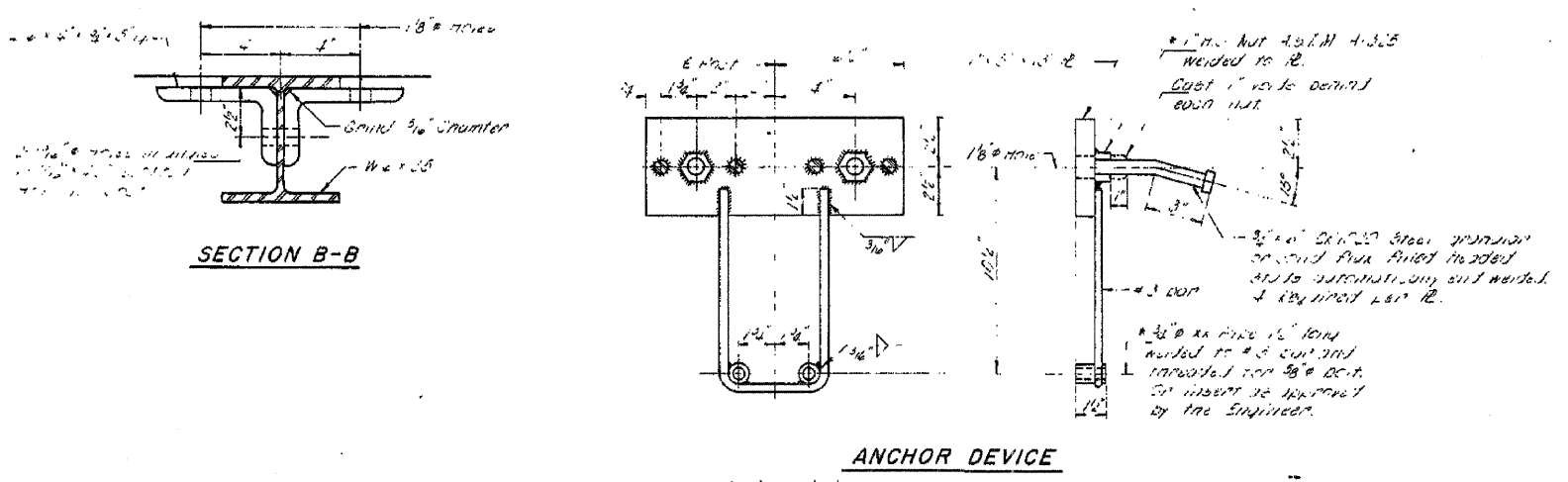


SECTION A-A

SECTION AT RAIL POST

BILL OF MATERIAL

Item	Unit	Quantity
Metal Plate Bridge	sq. Ft.	129

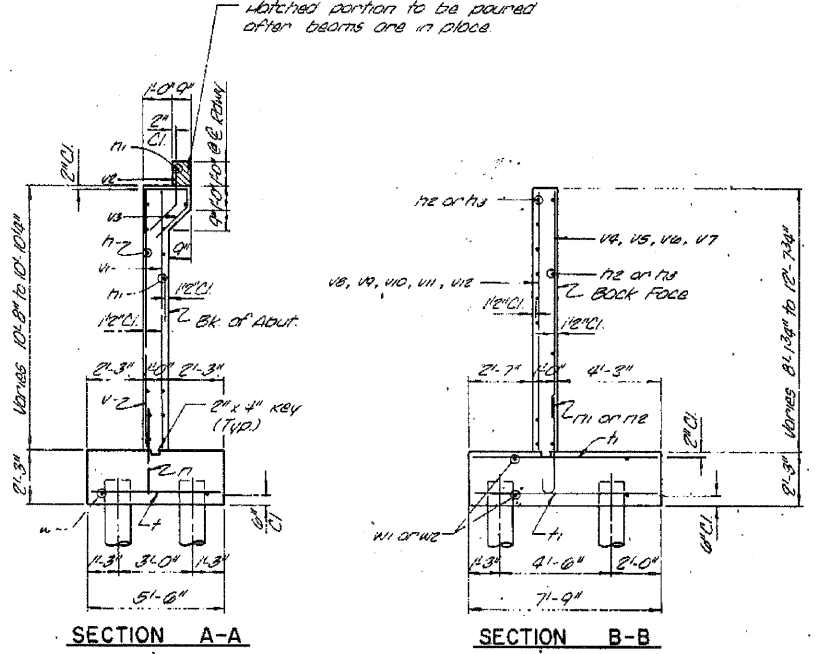
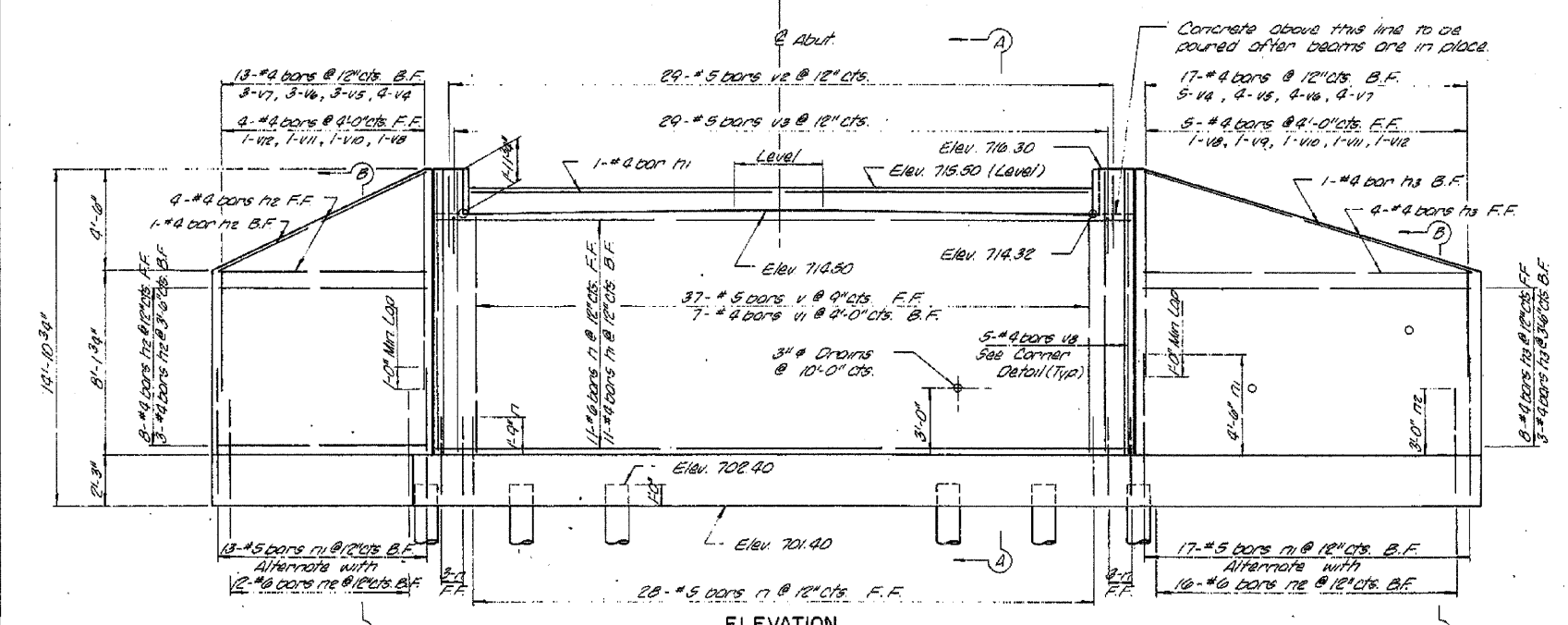


SECTION B-B

ANCHOR DEVICE

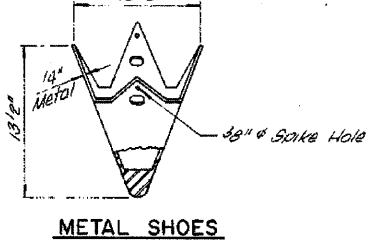
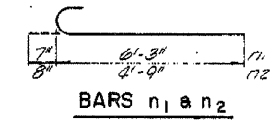
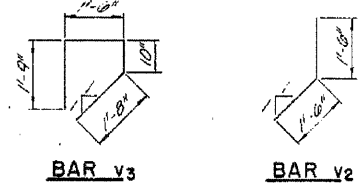
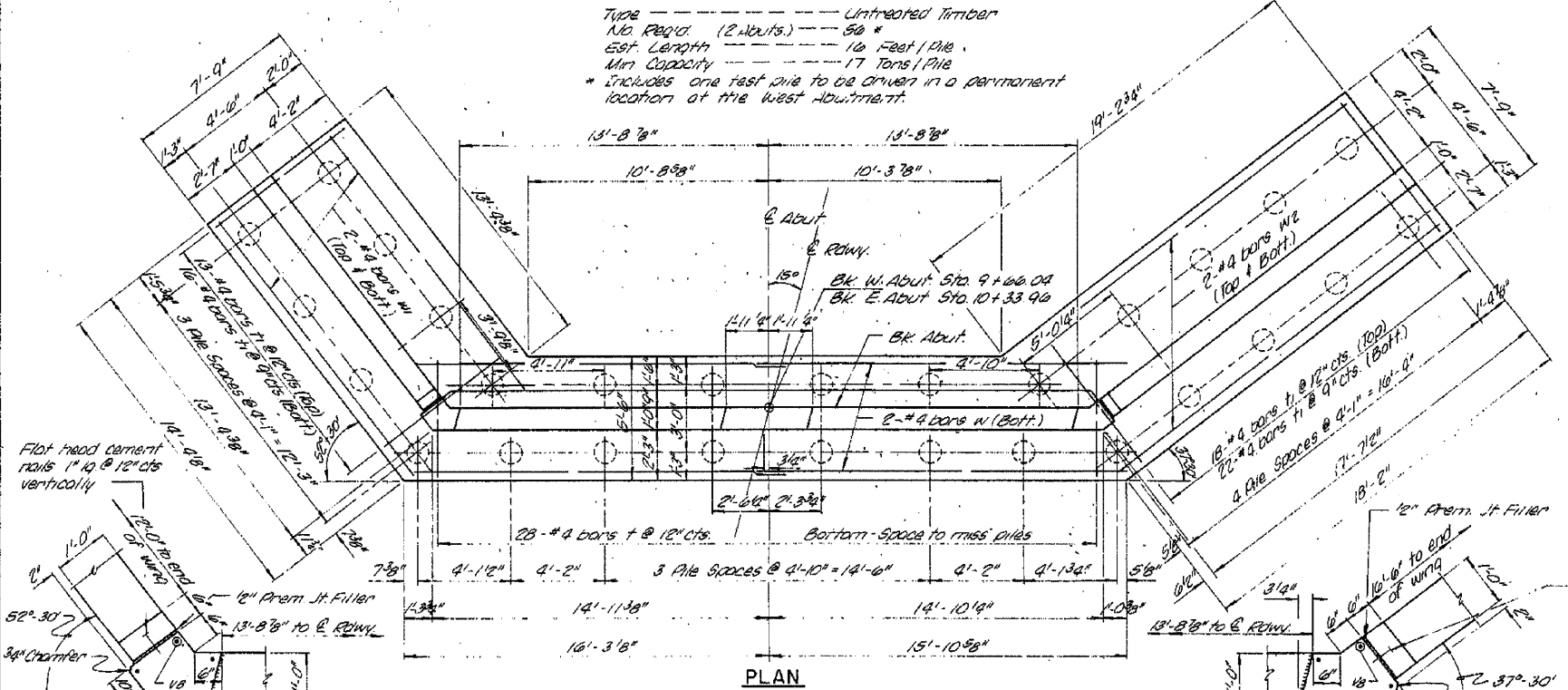
RAILING DETAILS	
SECTION 1118-1-TR	
BIG ROCK ROAD DISTRICT	
KANE COUNTY	
STATION 10+00	
COLLINS AND RICE	
CONSULTING ENGINEERS	
DESIGNED F.B. DRAWN J.F.	ORDERED M.B. DATE 1-18-74 NO. 877

ROUTE NO.	NO.	COUNTY	TOTAL SHEETS	SHEET NO.
117B-1	178	KANE	10	9
ROAD DIST. BIG ROCK				



PILE DATA

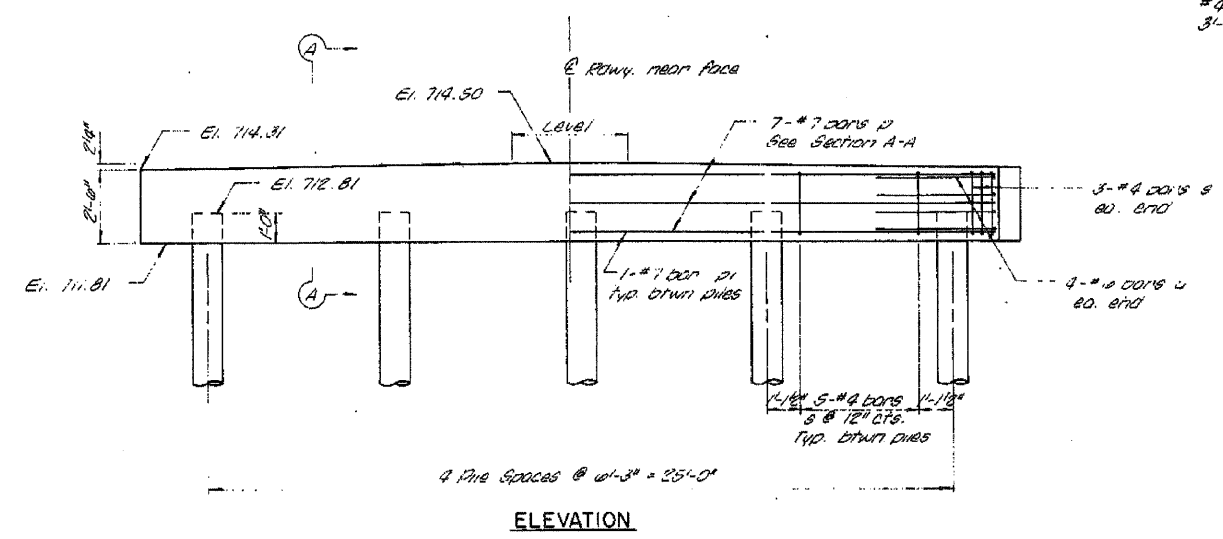
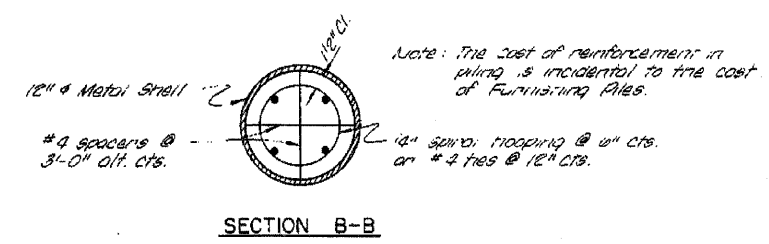
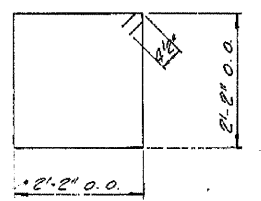
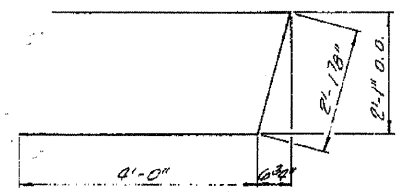
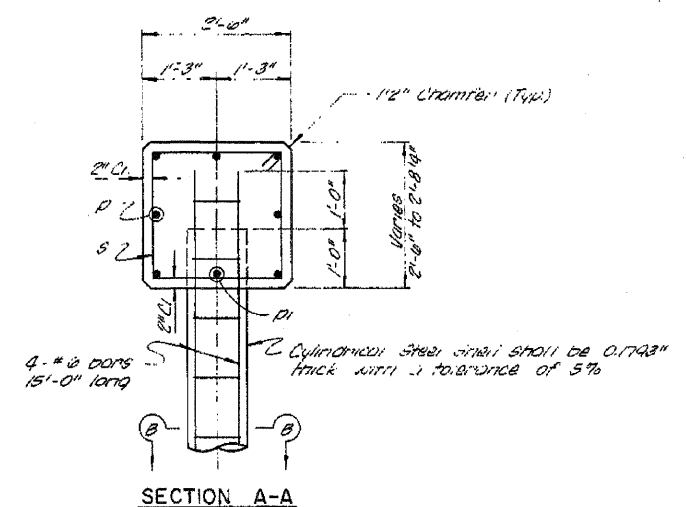
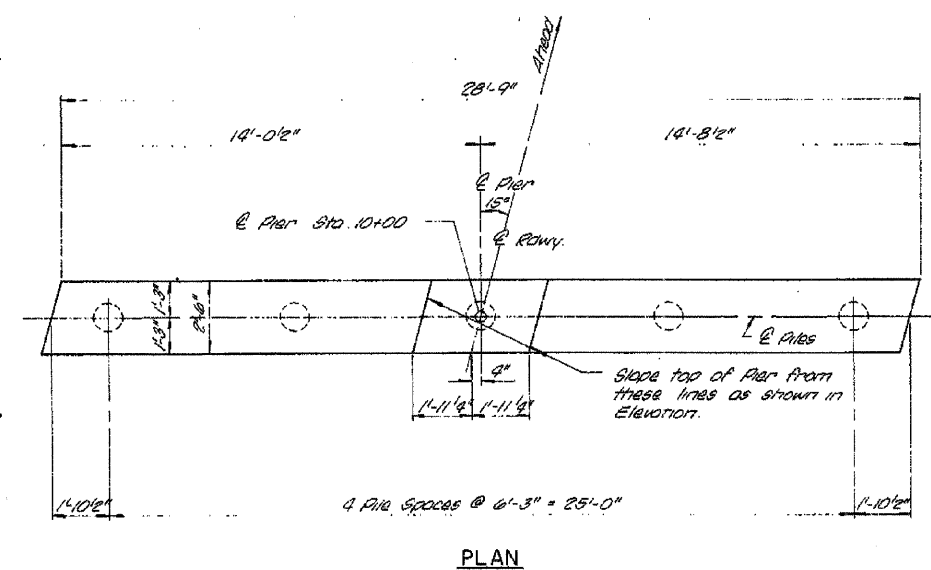
Type --- Untreated Timber
 No. Req'd. (2 Abutts.) --- 50 #
 Est. Length --- 16 Feet / Pile
 Min. Capacity --- 17 Tons / Pile
 * Includes one test pile to be driven in a permanent location at the west abutment.



BILL OF MATERIAL - 2 ABUTTS.

BAR	NO	SIZE	LENGTH	SHAPE
n1	20	#6	20'-0"	
n2	20	#6	20'-0"	
v1	35	#6	18'-0"	
v2	35	#6	18'-0"	
v3	20	#6	31'-0"	
v4	20	#6	31'-0"	
v5	20	#6	31'-0"	
v6	20	#6	31'-0"	
v7	20	#6	31'-0"	
v8	20	#6	31'-0"	
v9	20	#6	31'-0"	
v10	20	#6	31'-0"	
v11	20	#6	31'-0"	
v12	20	#6	31'-0"	
n	8	#6	18'-0"	
n1	8	#6	18'-0"	
n2	8	#6	18'-0"	
v	8	#6	18'-0"	
v1	8	#6	18'-0"	
v2	8	#6	18'-0"	
v3	8	#6	18'-0"	
v4	8	#6	18'-0"	
v5	8	#6	18'-0"	
v6	8	#6	18'-0"	
v7	8	#6	18'-0"	
v8	8	#6	18'-0"	
v9	8	#6	18'-0"	
v10	8	#6	18'-0"	
v11	8	#6	18'-0"	
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n2	8	#6	18'-0"	
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n	8	#6	18'-0"	
n1	8	#6	18'-0"	
n2	8	#6	18'-0"	
v	8	#6	18'-0"	
v1	8	#6	18'-0"	
v2	8	#6	18'-0"	
v3	8	#6	18'-0"	
v4	8	#6	18'-0"	
v5	8	#6	18'-0"	
v6	8	#6	18'-0"	
v7	8	#6	18'-0"	
v8	8	#6	18'-0"	
v9	8	#6	18'-0"	
v10	8	#6	18'-0"	
v11	8	#6	18'-0"	
v12	8	#6	18'-0"	
n	8	#6	18'-0"	
n1	8	#6	18'-0"	
n2	8	#6	18'-0"	
v	8	#6	18'-0"	
v1	8	#6	18'-0"	
v2	8	#6	18'-0"	
v3	8	#6	18'-0"	
v4	8	#6	18'-0"	
v5	8	#6	18'-0"	
v6	8	#6	18'-0"	
v7	8	#6	18'-0"	
v8	8	#6	18'-0"	
v9	8	#6	18'-0"	
v10	8	#6	18'-0"	
v11	8	#6	18'-0"	
v12	8	#6	18'-0"	
n	8	#6	18'-0"	
n1	8	#6	18'-0"	
n2	8	#6	18'-0"	
v	8	#6	18'-0"	
v1	8	#6	18'-0"	
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v9	8	#6	18'-0"	
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v9	8	#6	18'-0"	
v10	8	#6	18'-0"	
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v1	8	#6	18'-0"	
v2	8	#6	18'-0"	
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v9	8	#6	18'-0"	
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v1	8	#6	18'-0"	
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n	8	#6	18'-0"	
n1	8	#6	18'-0"	
n2	8	#6	18'-0"	
v	8	#6	18'-0"	
v1	8	#6	18'-0"	
v2	8	#6	18'-0"	
v3	8	#6	18'-0"	

SHEET NO.	SUB.	COUNTY	TOTAL SHEETS	SHEET NO.
118-1-52		KANE	10	10
ROAD DIST. BIG ROCK				



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
D	7	#7	28'-5"	
D1	4	#7	8'-0"	
U	8	#6	10'-2"	
S	20	#4	9'-5"	

Class X Concrete Cu Yd. 0.8
 Reinforcement Bars Round 730
 Metal Pile Shells 12" Lin Ft. 192
 Test Piles Metal Shell Each 1

PILE DATA

Type ----- Metal Shell Cast-in-Place Concrete
 No. Piles (1 Pier) ----- 4 + 1 Test
 Est. Length ----- 38 Feet / Pile
 Min. Capacity ----- 32 Tons / Pile

Note: One Metal Shell test pile shall be driven in a permanent location at the Pier.

PIER

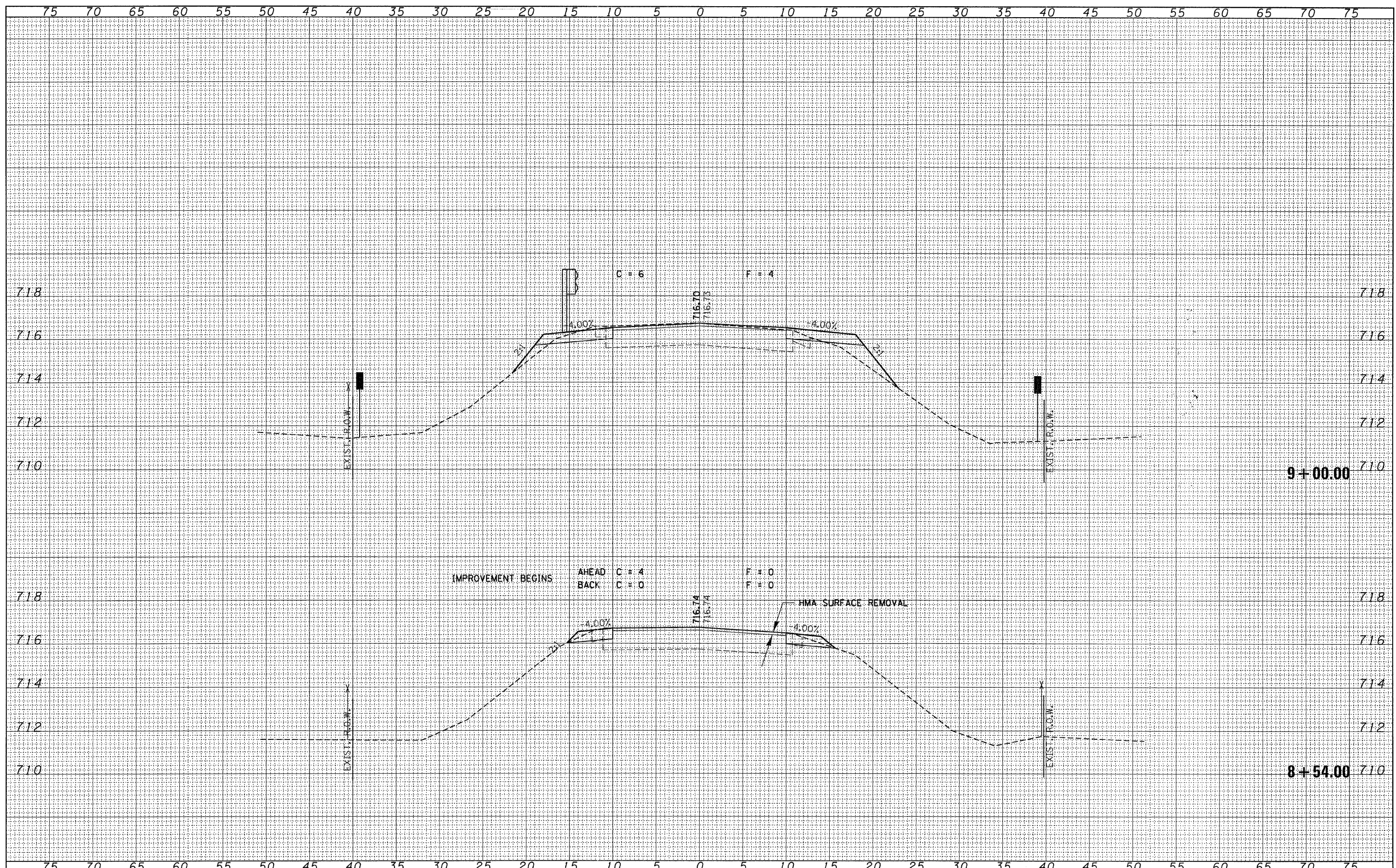
SECTION 118-1- TR
 BIG ROCK ROAD DISTRICT
 KANE COUNTY
 STATION 10+00

COLLINS AND RICE
 CONSULTING ENGINEERS

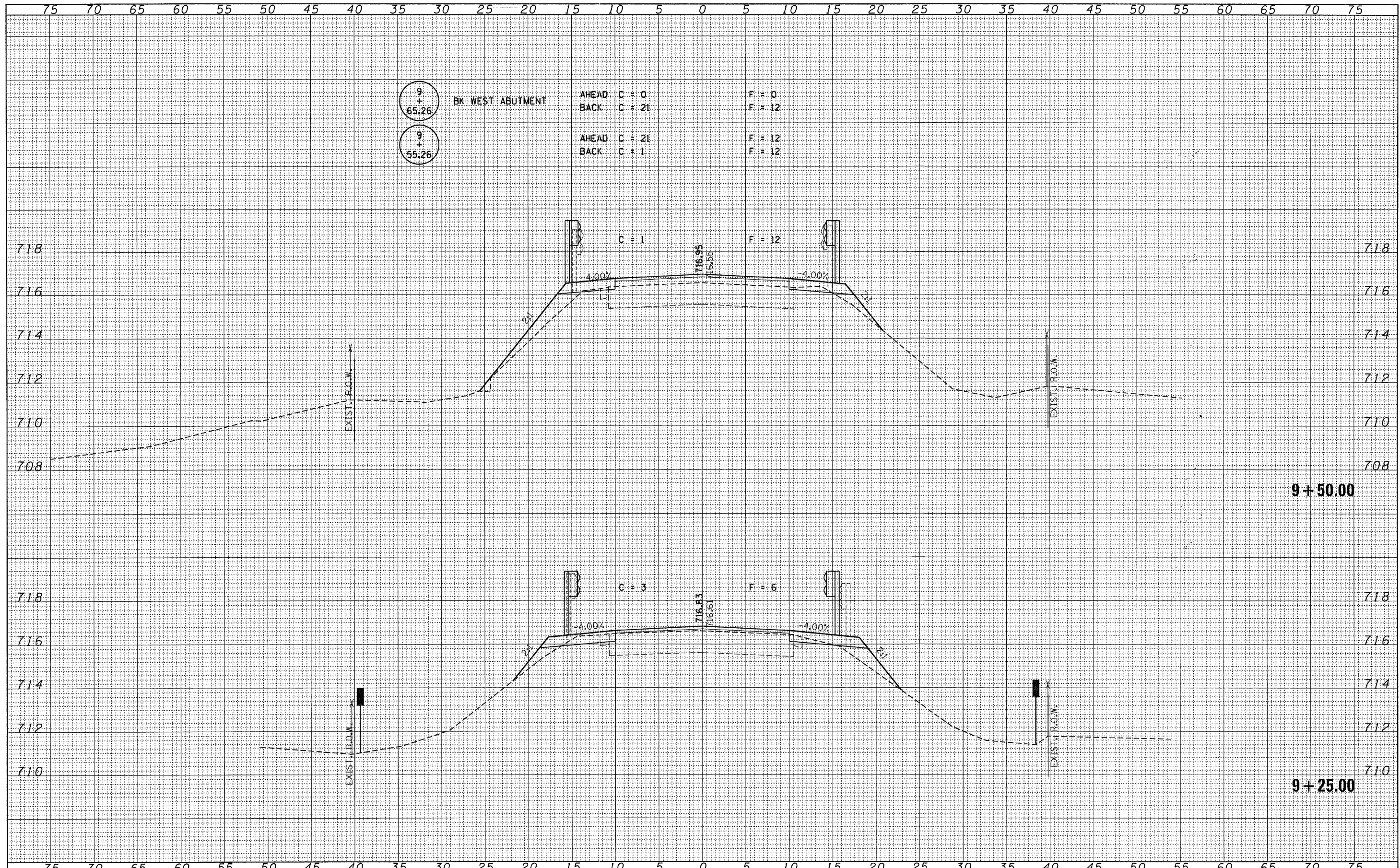
DESIGNED F.S. CHECKED M.B.
 DRAWN J.F. DATE 1-18-12 No. 877

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

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



FILE NAME = 100031-ah1-xxx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STATION CROSS SECTIONS T.R. 193 / HINCKLEY ROAD		T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
HLR HAMPSON, LENZINI AND RENWICK, INC. 3080 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62709 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000899		DRAWN - D.T.M.	REVISED -		SCALE: H5:V2	SHEET NO.	OF	SHEETS	STA. 8+50.00	TO STA. 9+00.00	193	07-03011-01-BR	KANE	29	25
	PLOT SCALE =	CHECKED - S.W.M.	REVISED -								BIG ROCK TOWNSHIP		CONTRACT NO. 69633		
	PLOT DATE = 2/1/2012	DATE - 02/01/12	REVISED -								[ILLINOIS] FED. AID PROJECT BROS-00891398				



9 + 65.26
9 + 55.26

BK WEST ABUTMENT

AHEAD C = 0
BACK C = 21

F = 0
F = 12

AHEAD C = 21
BACK C = 1

F = 12
F = 12

C = 1

F = 12

C = 3

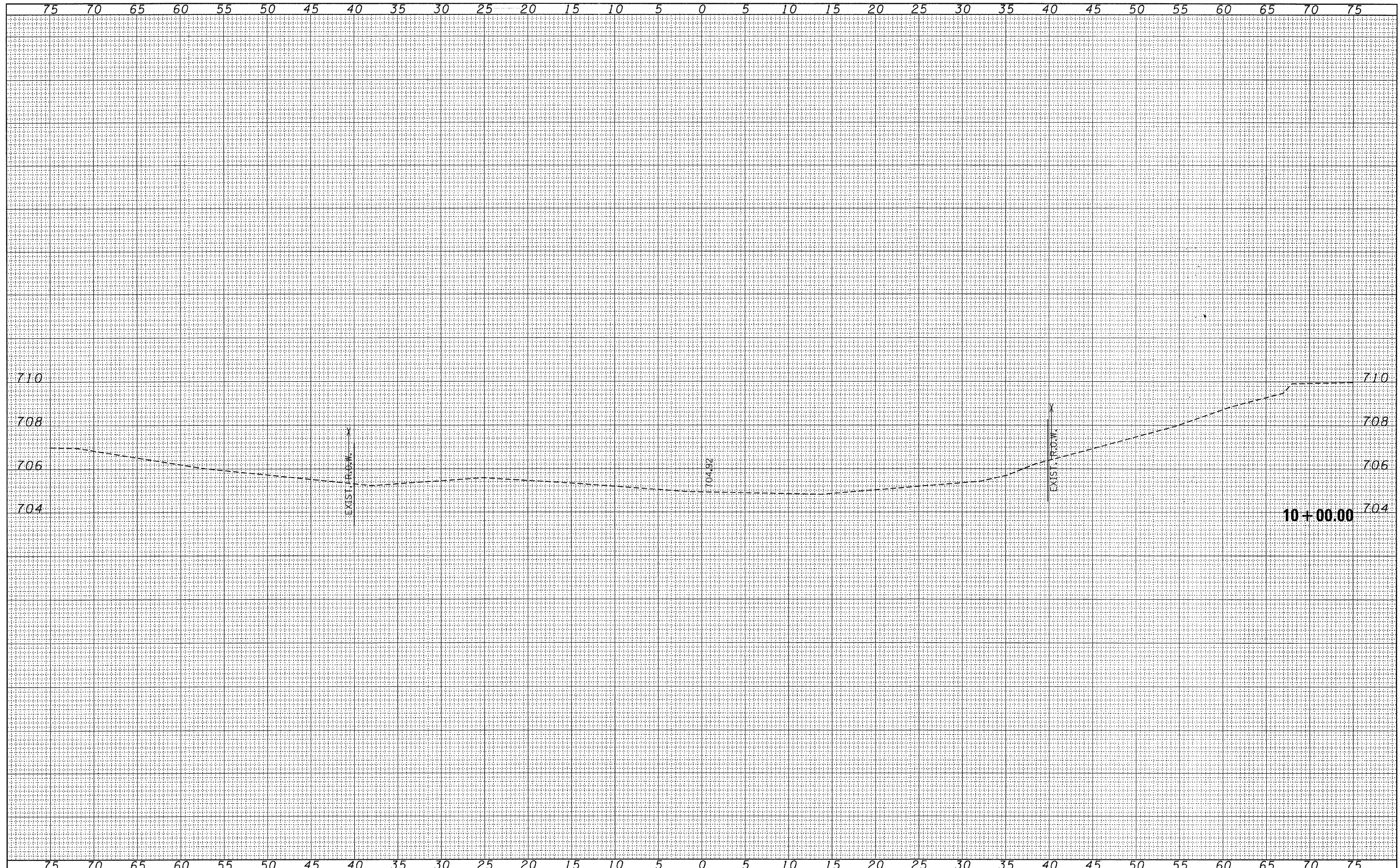
F = 6

9+50.00

9+25.00

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

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



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

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

FILE NAME = 100031-shr-ssa.dgn
 HAMPTON, LENZINI AND RENWICK, INC.
 388 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62709
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LE / PE / SE CORP. 184-009999

USER NAME =	DESIGNED - J.W.F.	REVISED -
PLOT SCALE =	DRAWN - D.T.M.	REVISED -
PLOT DATE = 2/1/2012	CHECKED - S.W.M.	REVISED -
	DATE - 02/01/12	REVISED -

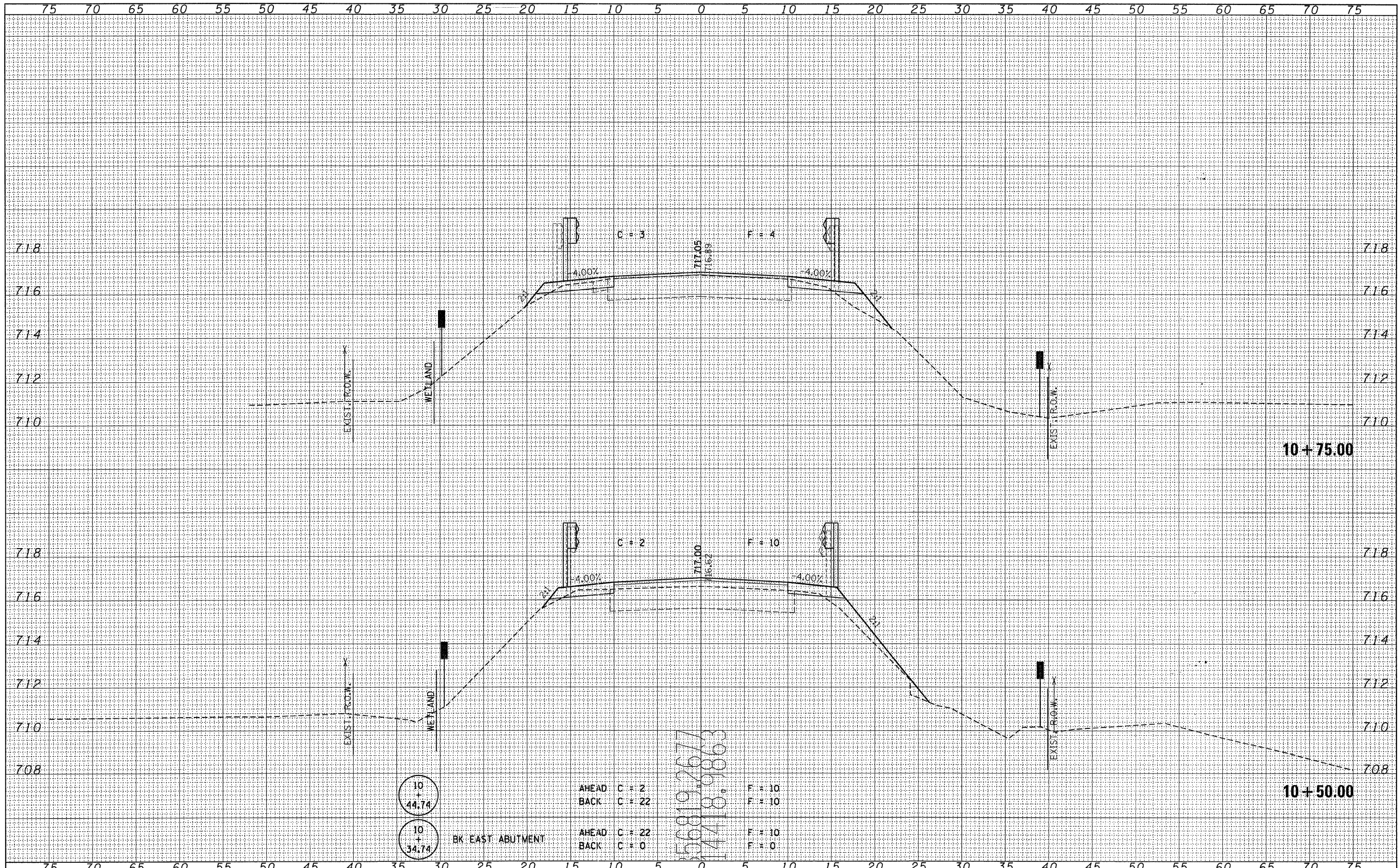
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STATION CROSS SECTIONS
 T.R. 193 / HINCKLEY ROAD
 SCALE: H5:V2 SHEET NO. OF SHEETS STA. 9+75.00 TO STA. 10+25.00

T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
193	07-03011-01-BR	KANE	29	27
BIG ROCK TOWNSHIP			CONTRACT NO. 63699	
ILLINOIS FED. AID PROJECT BROS-00891381				

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

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



10 + 44.74

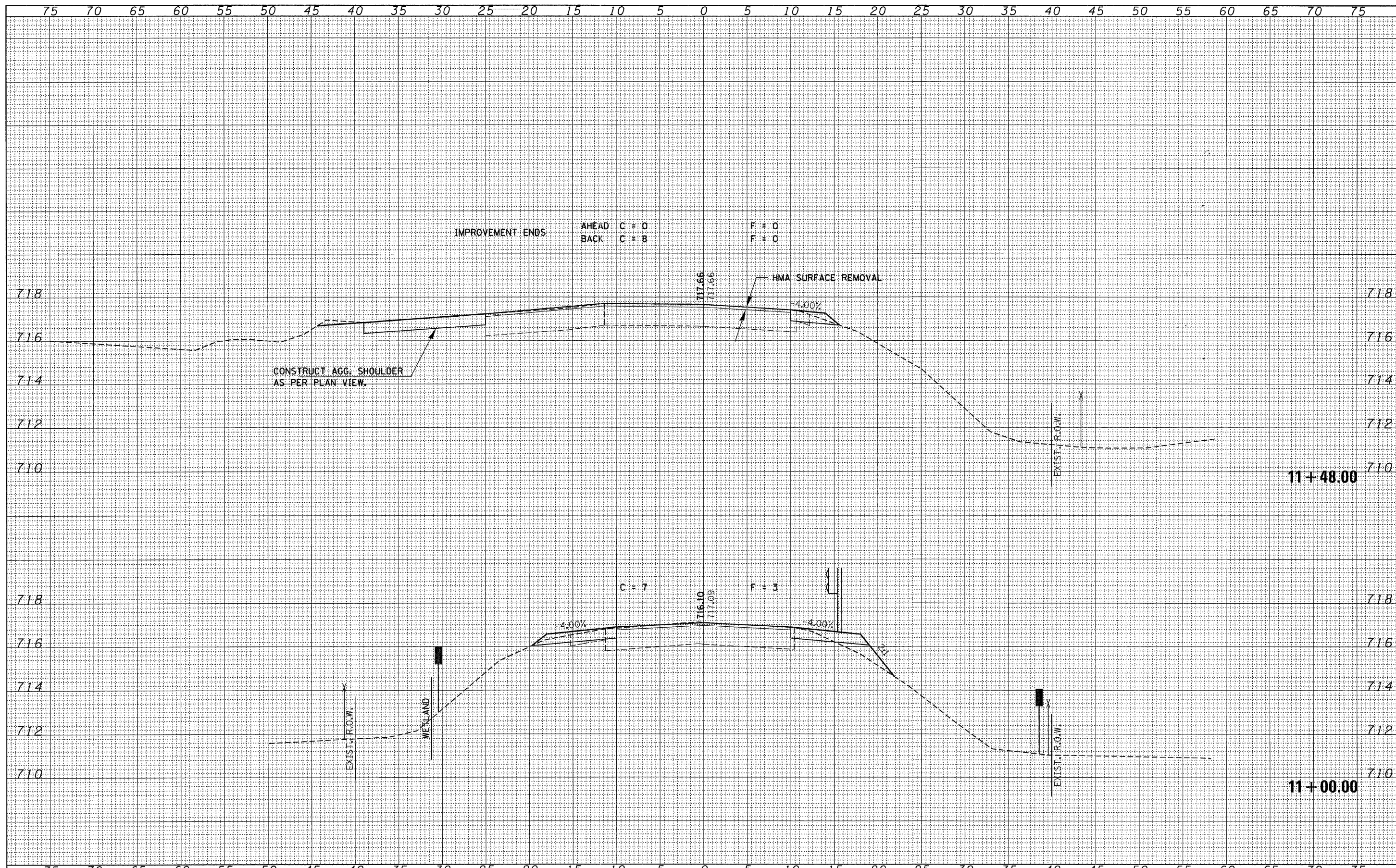
10 + 34.74

BK EAST ABUTMENT

AHEAD C = 2 F = 10
 BACK C = 22 F = 10
 AHEAD C = 22 F = 10
 BACK C = 0 F = 0

569192677
 174189863

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HAMPTON, LENZINI AND RENWICK, INC. 3583 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000859	PLLOT SCALE =	DRAWN - D.T.M.	REVISED -		SCALE: H5:V2	SHEET NO.	OF	SHEETS	STA. 10+50.00	TO STA. 10+75.00	193	07-03011-01-BR	KANE	29	28
PLLOT DATE = 2/2/2012	DATE - 02/01/12	CHECKED - S.W.M.	REVISED -		BIG ROCK TOWNSHIP			CONTRACT NO. 63699		ILLINOIS FED. AID PROJECT BR05-00891381					
		DATE - 02/01/12	REVISED -												



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

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

FILE NAME = 100031-sht-ssx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STATION CROSS SECTIONS T.R. 193 / HINCKLEY ROAD			T.R.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - D.T.M.	REVISED -		193	07-03011-01-BR	KANE	29	29			
200 S. STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62709	PLOT SCALE =	CHECKED - S.W.M.	REVISED -		BIG ROCK TOWNSHIP			CONTRACT NO. 63699				
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184-000088	PLOT DATE = 2/1/2012	DATE - 02/01/12	REVISED -		SCALE: H5:V2			SHEET NO.	OF SHEETS	STA. 11+00.00 TO STA. 11+50.00	[ILLINOIS] FED. AID PROJECT BR05-00891381	