# 4-29-05 Letting, Item 064

| ROUTE NO | SECTION | COUNTY | SHEET NO. |
|---|---|---|---|
| F.A.U. 9376 | 00-00017-00-RP | ST. CLAIR | 1 |
| FEDERAL AID PROJECT | | | |
| CONTRACT NO. 97242 | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 9376
CITY OF MASCOUTAH
ST. CLAIR COUNTY
SECTION 00-00017-00-RP
PROJECT NO. M-5011(186)
JOB NO. C-98-303-05

SCALES UNLESS OTHERWISE NOTED

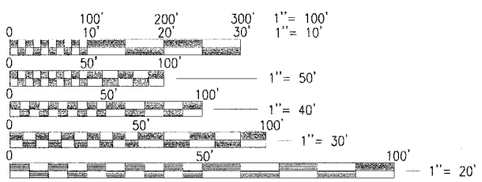
| | |
|---|---|
| PLAN | 1"=20' |
| PROFILE HORIZ. | 1"=20' |
| PROFILE VERT. | 1"= 5' |
| CROSS SECTIONS | 1"= 5' HORIZ. |
| | 1"= 2' VERT. |

INDEX OF SHEETS



STANDARDS

| | |
|---|---|
| 000001-04 | 604036-01 |
| 420001-05 | 604091-01 |
| 424001-03 | 606001-02 |
| 542301 | 701606-04 |
| 602301 | 701801-03 |
| 602306 | 702001-05 |
| 602401 | 720001 |
| 602406-01 | 720006 |
| 602601 | 780001-01 |
| 602701 | |

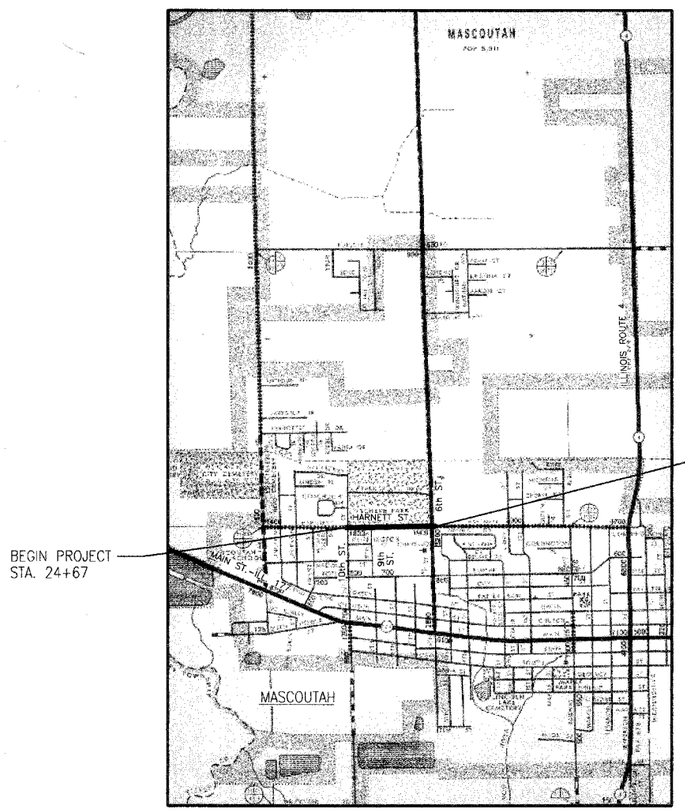



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

F.A.U. ROUTE 9376
ROADWAY CLASSIFICATION = URBAN COLLECTOR
DESIGN SPEED = 30 M.P.H.
CURRENT TRAFFIC (ADT) = 2050
DESIGN TRAFFIC (ADT) = 3050

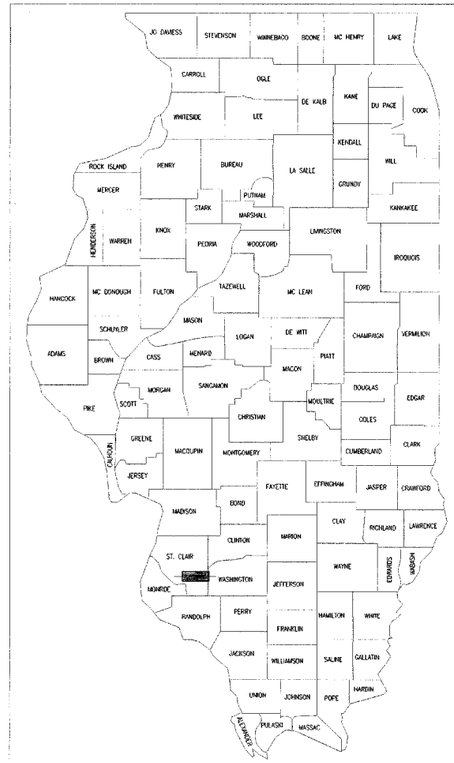
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 97242




LOCATION MAP

NET LENGTH OF PROJECT = 1,697.30 FEET = 0.321 MILES




LOCATION OF SECTION INDICATED THUS: –

APPROVED 2/14 20 05
Gerald E. Daugherty
LOCAL OFFICIAL

PASSED 2-24 20 05
Jennifer Oberkrom
ENGINEER OF LOCAL ROADS

APPROVED 2-24 20 05
Mary C. Lamie
MARY C. LAMIE, P.E.
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

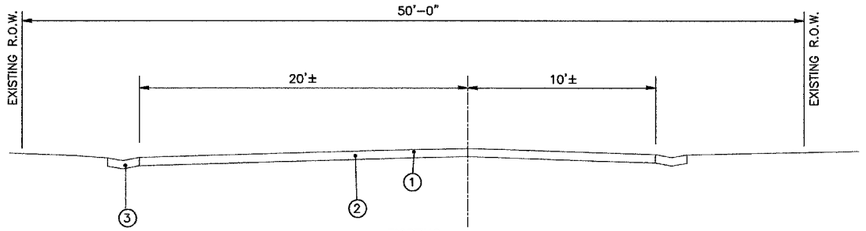
PROFESSIONAL ENGINEER
ROBERT S. DeCONCINI
0062-051574
STATE OF ILLINOIS

Robert S. DeConcini
ROBERT S. DeCONCINI, P.E. NO. 62-51574 DATE: 2/12/2005
EXPIRES NOVEMBER 30, 2005

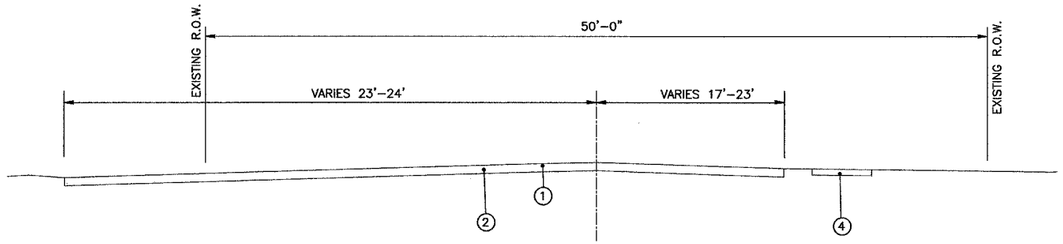
THOUVENOT, WADE & MOERCHEN, INC.

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | |

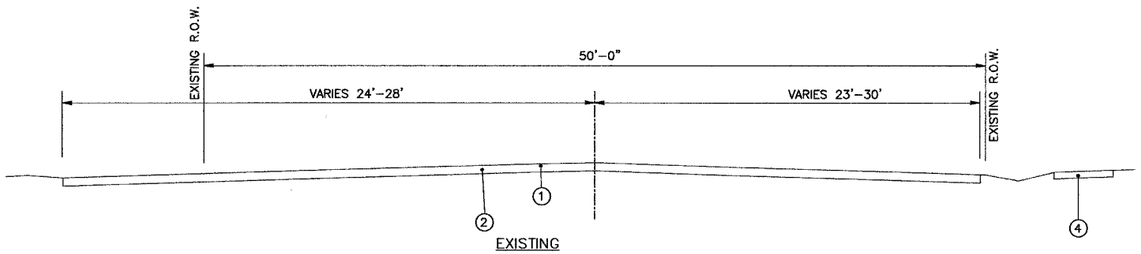
CONTRACT NO. 972



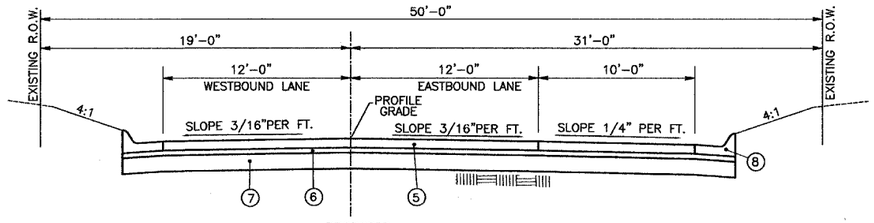

EXISTING
STA. 25+20 TO STA. 25+56



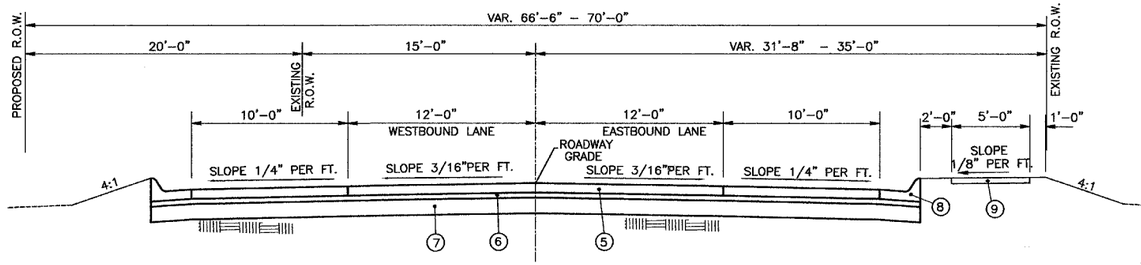

EXISTING
STA. 25+56 TO STA. 32+00



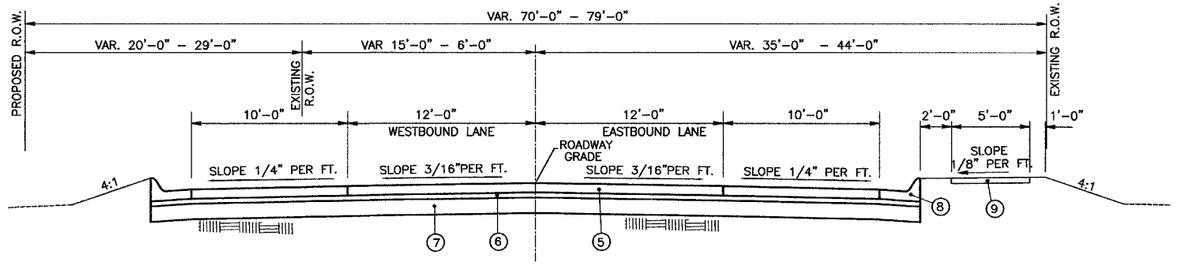

EXISTING
STA. 32+00 TO STA. 41+64




PROPOSED
STA. 25+20 TO STA. 26+05.29

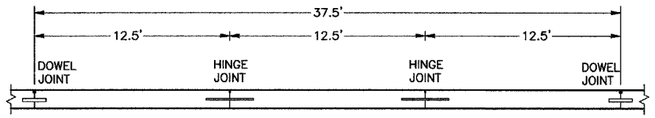



PROPOSED
STA. 26+05.29 TO STA. 36+71.04

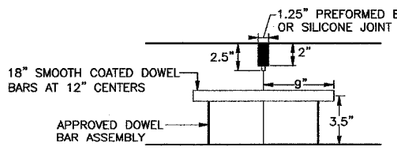



PROPOSED
STA. 36+71.04 TO STA. 41+64.30

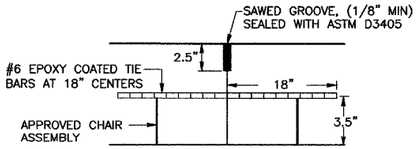
HINGE JOINTED PCC PAVEMENT DETAIL




LONGITUDINAL CROSS-SECTION



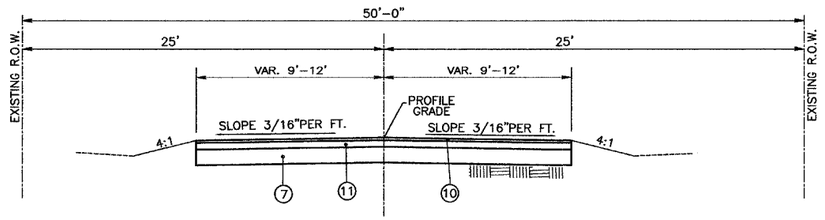

DOWEL JOINT DETAIL




HINGE JOINT DETAIL

**LEGEND**

1. EXISTING BITUMINOUS SURFACE TREATMENT
2. EXISTING AGGREGATE BASE COURSE
3. EXISTING PCC GUTTER
4. EXISTING PCC SIDEWALK
5. PROPOSED PCC PAVEMENT, 7"
6. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 4"
7. PROPOSED MODIFIED SOIL, 12"
8. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
9. PROPOSED PCC SIDEWALK, 4"
10. PROPOSED BIT. CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 2"
11. PROPOSED BIT. CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50, 5"




PROPOSED BITUMINOUS PAVEMENT TRANSITIONS
10TH ST.: STA 9+07.46 TO STA 9+78.26
10TH ST.: STA 10+21.68 TO STA 10+98.86
9TH ST.: STA 8+92.14 TO STA 9+78.00

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2014
PV=2,499(98%) SU=48(1.9%) MU=3(0.1%)
LOAD LIMIT=73,280 LB
ROADWAY CLASSIFICATION: CLASS II
TRAFFIC FACTOR: TF=0.07
SUBGRADE SUPPORT RATING: SSR=POOR
RECOMMENDED PAVEMENT THICKNESS: 7"

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

# TYPICAL SECTIONS

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

# SUMMARY OF QUANTITIES

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | 3 |
| SUMMARY OF QUANTITIES | | | | |

CONTRACT NO. 97242

## SUMMARY OF QUANTITIES

J000-2A

| CODE NO | ITEM | UNIT | QTY |
|---|---|---|---|
| 20200100 | EARTH EXCAVATION | CU YD | 3,777 |
| 20800150 | TRENCH BACKFILL | CU YD | 737 |
| 21400100 | GRADING AND SHAPING DITCHES | FOOT | 25 |
| 25000100 | SEEDING, CLASS 1 | ACRE | 0.6 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 47 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 47 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 47 |
| 25100115 | MULCH, METHOD 2 | ACRE | 0.6 |
| 28000200 | EARTH EXCAVATION FOR EROSION CONTROL | CU YD | 75 |
| 28000255 | TEMPORARY EROSION CONTROL SEEDING | ACRE | 0.6 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 3,000 |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 55 |
| 28100705 | STONE DUMPED RIPRAP, CLASS A3 | SQ YD | 8 |
| 28200100 | FILTER FABRIC FOR USE WITH RIPRAP | SQ YD | 8 |
| 30200650 | PROCESSING MODIFIED SOILS 12" | SQ YD | 10,031 |
| 31001500 | LIME | TON | 194 |
| 31100100 | SUB-BASE GRANULAR MATERIAL, TYPE A | TON | 2,150 |
| 40200700 | AGGREGATE SURFACE COURSE, TYPE A 8" | SQ YD | 15 |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 136 |
| 42000200 | PORTLAND CEMENT CONCRETE PAVEMENT 7" | SQ YD | 8,667 |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 138 |
| 42301100 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, SPECIAL (4 INCH) | SQ YD | 135 |
| 42400100 | PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH | SQ FT | 8,796 |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 155 |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 470 |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 1,918 |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 5 |
| 50105220 | PIPE CULVERT REMOVAL | FOOT | 113 |
| 54213663 | PRECAST REINFORCED CONCRETE FLARED END SECTION 18" | EACH | 2 |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 892 |
| 550A0070 | STORM SEWERS, CLASS A, TYPE 1 15" | FOOT | 237 |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18" | FOOT | 282 |
| 55034300 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 30, RISE 19 | FOOT | 1,118 |
| 55034400 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 34, RISE 22 | FOOT | 276 |
| 56107100 | REMOVE AND RELOCATE WATERMAIN, 6" | FOOT | 150 |
| 56107200 | REMOVE AND RELOCATE WATERMAIN, 8" | FOOT | 115 |
| 56107400 | REMOVE AND RELOCATE WATERMAIN, 12" | FOOT | 80 |

## SUMMARY OF QUANTITIES

J000-2A

| CODE NO | ITEM | UNIT | QTY |
|---|---|---|---|
| 60224039 | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 1 |
| 60224090 | MANHOLES, TYPE A, 6'-DIAMETER, WITH SPECIAL FRAME AND GRATE | EACH | 1 |
| 60235700 | INLETS, TYPE A, TYPE 3 FRAME AND GRATE | EACH | 11 |
| 60236200 | INLETS, TYPE A, TYPE 8 GRATE | EACH | 6 |
| 60240220 | INLETS, TYPE B, TYPE 3 FRAME AND GRATE | EACH | 5 |
| 60240328 | INLETS, TYPE B, TYPE 24 FRAME AND GRATE | EACH | 12 |
| 60242500 | INLETS, SPECIAL, NO. 1 | EACH | 15 |
| 60242600 | INLETS, SPECIAL, NO. 2 | EACH | 1 |
| 60242700 | INLETS, SPECIAL, NO. 3 | EACH | 2 |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 3,483 |
| 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | L SUM | 1 |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 |
| 70103700 | TRAFFIC CONTROL COMPLETE | L SUM | 1 |
| 70104490 | TRAFFIC CONTROL AND PROTECTION (SPECIAL), LOCATION 1 | EACH | 1 |
| 70104495 | TRAFFIC CONTROL AND PROTECTION (SPECIAL), LOCATION 2 | EACH | 1 |
| 70104500 | TRAFFIC CONTROL AND PROTECTION (SPECIAL), LOCATION 3 | EACH | 1 |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 60 |
| 70300200 | TEMPORARY PAVEMENT MARKING | FOOT | 4815 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 20 |
| 72000100 | SIGN PANEL-TYPE 1 | SQ FT | 31 |
| 72900100 | METAL POST-TYPE A | FOOT | 64 |
| 78001100 | PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 42 |
| 78001110 | PAINT PAVEMENT MARKING - LINE 4" | FOOT | 6,012 |
| 78001130 | PAINT PAVEMENT MARKING - LINE 6" | FOOT | 769 |
| 78001150 | PAINT PAVEMENT MARKING - LINE 12" | FOOT | 249 |
| X4066414 | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 | TON | 40 |
| X4066618 | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N90 | TON | 100 |
| XX002053 | LANDSCAPE RESTORATION | L SUM | 1 |
| Z0000990 | AGGREGATE FOR TEMPORARY ACCESS | TON | 95 |
| Z0077700 | WOOD FENCE TO BE REMOVED AND REERECTED | FOOT | 135 |
| XX006174 | PEDESTRIAN BRIDGE REMOVAL | EACH | 1 |

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | 4 |

CONTRACT NO. 97

## DRAINAGE STRUCTURE SCHEDULE

| NO. | STATION | OFFSET (FEET) | | MANHOLE, TYPE A, 6'Ø | | INLET, TYPE A, 2'Ø | | INLET, TYPE B, 3'Ø | | 5'X5' BOX | 6'X6' BOX | 12'X6' BOX | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | TYPE 24 F&G | SPECIAL F&G | TYPE 3 F&G | TYPE 8 GRATE | TYPE 3 F&G | TYPE 24 F&G | OPEN THROAT | OPEN THROAT | OPEN THROAT | TOG FL | TOS | INVERT |
| 1 | 25+51.84 | 23.00 | RT | | | | | | 1 | | | | 423.79 | | 420.15 |
| 2 | 25+43.70 | 13.00 | LT | | | | | | 1 | | | | 424.07 | | 420.08 |
| 3 | 25+66.12 | 26.08 | RT | | | | | | 1 | | | | 423.36 | | 420.09 |
| 4 | 25+86.88 | 27.21 | LT | | | | | | 1 | | | | 423.10 | | 419.99 |
| 5 | 28+50.20 | 23.00 | RT | | | | | | 1 | | | | 422.35 | | 419.55 |
| 6 | 26+40.73 | 23.97 | LT | | | | | | 1 | | | | 423.10 | | 419.87 |
| 7 | 26+30.33 | 32.64 | RT | | | | | | 1 | | | | 422.99 | | 419.96 |
| 8 | 27+03.17 | 23.00 | RT | | | | | | 1 | | | | 422.83 | | 419.84 |
| 9 | 27+03.17 | 27.58 | LT | | | | | | | 1 | | | | 423.33 | 419.74 |
| 10 | 27+65.64 | 23.00 | RT | | | | | | 1 | | | | 422.57 | | 419.72 |
| 11 | 28+32.21 | 23.00 | RT | | | | | | 1 | | | | 422.36 | | 419.59 |
| 12 | 28+40.20 | 27.58 | LT | | | | | | | 1 | | | | 422.85 | 419.47 |
| 13 | 28+90.62 | 23.00 | RT | | | | | | 1 | | | | 422.41 | | 419.47 |
| 14 | 29+53.41 | 23.00 | RT | | | | | 1 | | | | | 422.48 | | 419.34 |
| 15 | 29+53.40 | 27.58 | LT | | | | | | | 1 | | | | 423.04 | 419.24 |
| 16 | 30+31.60 | 38.94 | RT | | | 1 | | | | | | | 422.09 | | 419.21 |
| 17 | 30+67.42 | 37.13 | RT | | | | | 1 | | | | | 422.09 | | 419.13 |
| 18 | 30+71.81 | 27.58 | LT | | | | | | | 1 | | | | 422.94 | 419.00 |
| 19 | 31+90.45 | 23.00 | RT | | | 1 | | | | | | | 422.02 | | 418.86 |
| 20 | 31+90.46 | 27.58 | LT | | | | | | | 1 | | | | 422.58 | 418.76 |
| 21 | 33+09.07 | 23.00 | RT | | | 1 | | | | | | | 421.66 | | 418.62 |
| 22 | 33+09.07 | 27.58 | LT | | | | | | | 1 | | | | 422.22 | 418.52 |
| 23 | 34+27.71 | 23.00 | RT | | | 1 | | | | | | | 421.43 | | 418.38 |
| 24 | 34+27.71 | 27.58 | LT | | | | | | | 1 | | | | 421.98 | 418.28 |
| 25 | 34+37.71 | 23.00 | RT | | | | | 1 | | | | | 421.43 | | 418.36 |
| 26 | 34+37.71 | 27.58 | LT | | | | | | | 1 | | | | 421.98 | 418.26 |
| 27 | 35+16.83 | 23.00 | RT | | | 1 | | | | | | | 421.52 | | 418.20 |
| 28 | 35+16.83 | 27.58 | LT | | | | | | | 1 | | | | 422.08 | 418.10 |
| 29 | 36+21.83 | 28.08 | RT | | | | | | | | | 1 | | 422.36 | 417.78 |
| 30 | 36+21.83 | 28.08 | LT | | | | | | | | | 1 | | 422.36 | 417.89 |
| 31 | 38+27.68 | 27.58 | RT | | | | | | | 1 | | | | 422.27 | 417.37 |
| 32 | 38+27.68 | 23.00 | LT | | | 1 | | | | | | | 421.71 | | 417.59 |
| 33 | 39+27.70 | 27.58 | RT | | | | | | | 1 | | | | 421.88 | 417.17 |
| 34 | 39+27.70 | 23.00 | LT | | | 1 | | | | | | | 421.32 | | 417.39 |
| 35 | 40+26.99 | 27.58 | RT | | | | | | | 1 | | | | 421.27 | 416.97 |
| 36 | 40+26.99 | 23.00 | LT | | | 1 | | | | | | | 420.71 | | 417.07 |
| 37 | 41+14.07 | 27.58 | RT | | | | | | | 1 | | | | 420.76 | 416.80 |
| 38 | 41+18.46 | 23.93 | LT | | | | | 1 | | | | | 420.14 | | 416.91 |
| 39 | 41+24.07 | 27.58 | RT | | | | | | | 1 | | | | 420.75 | 416.78 |
| 40 | 41+28.28 | 25.37 | LT | | | | | 1 | | | | | 420.15 | | 416.93 |
| 41 | 41+40.79 | 30.96 | RT | | 1 | | | | | | | | 420.11 | | 416.72 |
| 42 | 28+50.20 | 27.58 | LT | | | | | | | 1 | | | | 422.85 | 419.45 |
| 43 | 27+04.49 | 36.54 | RT | | | | 1 | | | | | | 422.90 | | 420.90 |
| 44 | 27+65.76 | 38.39 | RT | | | | 1 | | | | | | 422.65 | | 420.65 |
| 45 | 28+28.25 | 39.00 | RT | | | | 1 | | | | | | 422.50 | | 420.50 |
| 46 | 28+90.74 | 39.00 | RT | | | | 1 | | | | | | 422.50 | | 420.50 |
| 47 | 29+53.69 | 39.00 | RT | | | | 1 | | | | | | 422.09 | | 420.09 |
| 48 | 25+89.22 | 36.30 | LT | | | 1 | | | | | | | 423.15 | | 420.03 |
| 49 | 26+26.91 | 31.94 | LT | | | | | | 1 | | | | 423.00 | | 419.90 |
| 50 | 41+59.46 | 53.98 | RT | 1 | | | | | | | | | 420.76 | | 416.68 |
| 51 | 41+38.36 | 31.37 | LT | | | | | | | | 1 | | | 419.43 | 416.15 |
| 52 | 25+93.31 | 56.78 | RT | | | 1 | | | | | | | 422.52 | | 420.10 |
| 53 | 26+20.55 | 56.32 | RT | | | 1 | | | | | | | 422.52 | | 420.04 |
| 54 | 30+35.83 | 97.22 | RT | | | | 1 | | | | | | | | |
| | | | TOTALS: | 1 | 1 | 11 | 6 | 5 | 12 | 15 | 1 | 2 | | | |

## STORM SEWER SCHEDULE

| FROM STATION | OFFSET (FEET) | | TO STATION | OFFSET (FEET) | | TYPE | SIZE AND LENGTH OF PIPE (FEET) | | | | | PRECAST REINF. CONC. FLARED END SECTION (EACH) | TRENCH BACKFILL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 12"Ø | 15"Ø | 18"Ø | 19"x30" | 22"x34" | 18"Ø | (CUBIC YARD) |
| 25+43.70 | 23.00 | LT | 25+86.88 | 27.21 | LT | RCCP, TYPE 1, CLASS IV | | 42 | | | | | 11.59 |
| 25+89.22 | 36.30 | LT | 25+86.88 | 27.21 | LT | RCCP, TYPE 1, CLASS IV | 7 | | | | | | 1.41 |
| 25+86.88 | 27.21 | LT | 26+26.91 | 31.94 | LT | RCCP, TYPE 1, CLASS IV | | | 37 | | | | 6.91 |
| 26+26.91 | 31.94 | LT | 26+40.73 | 23.97 | LT | RCCP, TYPE 1, CLASS IV | | | 13 | | | | 2.19 |
| 26+40.73 | 23.97 | LT | 27+03.17 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | 58 | | | | 11.60 |
| 25+51.64 | 23.00 | RT | 25+66.12 | 26.08 | RT | RCCP, TYPE 1, CLASS IV | | 24 | | | | | 6.34 |
| 25+66.12 | 26.08 | RT | 26+30.33 | 32.64 | RT | RCCP, TYPE 1, CLASS IV | | 52 | | | | | 14.14 |
| 26+30.33 | 32.64 | RT | 27+03.17 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | | 73 | | | | | 11.06 |
| 27+04.49 | 36.54 | RT | 27+03.17 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 11 | | | | | | 2.09 |
| 27+03.17 | 23.00 | RT | 27+03.17 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | 46 | | | | | 8.78 |
| 27+03.17 | 27.58 | LT | 28+40.20 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | 132 | | | | 23.21 |
| 28+40.20 | 27.58 | LT | 28+50.20 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 5 | | | 1.37 |
| 27+65.76 | 38.39 | RT | 27+65.64 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 13 | | | | | | 2.57 |
| 27+65.64 | 23.00 | RT | 28+32.21 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 63 | | | | | | 10.88 |
| 28+28.25 | 39.00 | RT | 28+32.21 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 14 | | | | | | 2.54 |
| 28+32.21 | 23.00 | RT | 28+50.20 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 15 | | | | | | 2.55 |
| 28+50.20 | 23.00 | RT | 28+50.20 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 47 | | | | | | 8.24 |
| 28+50.20 | 27.58 | LT | 29+53.40 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 98 | | | 21.95 |
| 28+90.74 | 39.00 | RT | 28+90.62 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 13 | | | | | | 2.73 |
| 28+90.62 | 23.00 | RT | 29+53.40 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 59 | | | | | | 11.90 |
| 29+53.69 | 39.00 | RT | 29+53.40 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 14 | | | | | | 3.00 |
| 29+53.40 | 23.00 | RT | 29+53.40 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 10.08 |
| 29+53.40 | 27.58 | LT | 30+71.81 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 113 | | | 32.81 |
| 30+31.60 | 38.94 | RT | 30+67.32 | 37.13 | RT | RCCP, TYPE 1, CLASS IV | 33 | | | | | | 7.55 |
| 30+67.32 | 37.13 | RT | 30+71.81 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 61 | | | | | | 14.13 |
| 30+71.81 | 27.58 | LT | 31+90.45 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 113 | | | 30.53 |
| 31+90.45 | 23.00 | RT | 31+90.45 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 10.18 |
| 31+90.45 | 27.58 | LT | 33+09.07 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 113 | | | 28.30 |
| 33+09.07 | 23.00 | RT | 33+09.07 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 9.60 |
| 33+09.07 | 27.58 | LT | 34+27.71 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 113 | | | 28.52 |
| 34+27.71 | 27.58 | LT | 34+37.71 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 5 | | | 0.97 |
| 34+27.71 | 23.00 | RT | 34+37.71 | 23.00 | RT | RCCP, TYPE 1, CLASS IV | 7 | | | | | | 1.39 |
| 34+37.71 | 23.00 | RT | 34+37.71 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 47 | | | | | | 9.68 |
| 34+37.71 | 27.58 | LT | 35+16.83 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 74 | | | 19.45 |
| 35+16.83 | 23.00 | RT | 35+16.83 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 10.95 |
| 35+16.83 | 27.58 | LT | 36+21.83 | 27.58 | LT | RCCP, TYPE 1, CLASS IV | | | | 97 | | | 31.36 |
| 36+21.83 | 27.58 | LT | 36+21.83 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | | 150 | | 41.88 |
| 36+21.83 | 27.58 | RT | 38+27.68 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | 199 | | | 83.12 |
| 38+27.68 | 23.00 | LT | 38+27.68 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 15.39 |
| 38+27.68 | 27.58 | RT | 39+27.70 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | 95 | | | 39.79 |
| 39+27.70 | 23.00 | LT | 39+27.70 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 14.47 |
| 39+27.70 | 27.58 | RT | 40+26.99 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | 93 | | | 48.61 |
| 40+26.99 | 23.00 | LT | 40+26.99 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | 46 | | | | | | 12.51 |
| 40+26.99 | 27.58 | RT | 41+14.07 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | | 82 | | 24.20 |
| 41+14.07 | 27.58 | RT | 41+24.07 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | | | | | 5 | | 1.08 |
| 41+28.28 | 25.37 | LT | 41+18.46 | 23.93 | LT | RCCP, TYPE 1, CLASS IV | 7 | | | | | | 1.55 |
| 41+18.46 | 23.93 | LT | 41+24.07 | 27.58 | RT | RCCP, TYPE 1, CLASS IV | 48 | | | | | | 8.61 |
| 41+24.07 | 27.58 | RT | 41+40.79 | 30.96 | RT | RCCP, TYPE 1, CLASS IV | | | | | 25 | | 8.56 |
| 41+40.79 | 30.96 | RT | 41+59.46 | 53.98 | RT | RCCP, TYPE 1, CLASS IV | | | | | 14 | | 4.86 |
| 41+38.36 | 31.37 | LT | 41+04.00 | 32.41 | LT | RCCP, TYPE 1, CLASS IV | | | 42 | | | 2 | |
| 25+93.31 | 56.78 | RT | 26+20.55 | 56.32 | RT | RCCP, TYPE 1, CLASS IV | 28 | | | | | | 8.92 |
| 26+20.55 | 56.32 | RT | 26+30.33 | 32.64 | RT | RCCP, TYPE 1, CLASS IV | 25 | | | | | | 8.17 |
| 30+35.83 | 97.22 | RT | 30+31.60 | 38.94 | RT | RCCP, TYPE 1, CLASS IV | 58 | | | | | | 2.54 |
| | | | | | | TOTALS: | 892 | 237 | 282 | 1118 | 276 | 2 | 736.81 |

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |

STORM SEWER SCHEDULES

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | |
| STA. | TO STA. | | | |

CONTRACT NO. 9

## DRIVEWAY PAVEMENT SCHEDULE

| LOCATION | ENTRANCE TYPE | EXISTING ENTRANCE WIDTH AT R.O.W. | PROPOSED ENTRANCE WIDTH AT R.O.W. | EXISTING SURFACE TYPE | PAVEMENT REMOVAL (SQ YD) | P.C.C. DRIVEWAY PAVEMENT, 6" (SQ YD) | P.C.C. DRIVEWAY PAVEMENT, SPECIAL (4") (SQ YD) | AGGREGATE SURFACE COURSE, 8" (SQ YD) | AGGREGATE FOR TEMPORARY ACCESS (TONS) |
|---|---|---|---|---|---|---|---|---|---|
| 25+36.81 RT | PRIVATE | 18.0' | 18.0' | CONCRETE | 52.06 | 17.88 | 30.84 | | 17.92 |
| 25+58.19 LT | PRIVATE | 18.0' | 18.0' | CONCRETE | 34.36 | 16.44 | 18.68 | | 11.19 |
| 26+88.33 RT | PRIVATE | 10.9' | 12.0' | CONCRETE | 14.36 | 13.22 | 14.63 | | 13.04 |
| 27+20.33 RT | PRIVATE | 9.5' | 12.0' | CONCRETE | 10.04 | 13.22 | 11.22 | | 13.04 |
| 27+79.36 RT | PRIVATE | 9.9' | 12.0' | CONCRETE | 8.57 | 13.22 | 10.28 | | 13.04 |
| 28+42.00 RT | PRIVATE | 9.9' | 12.0' | CONCRETE | 7.89 | 13.22 | 10.24 | | 13.04 |
| 29+04.43 RT | PRIVATE | 9.8' | 12.0' | CONCRETE | 6.78 | 13.22 | 10.18 | | 13.04 |
| 31+72.89 RT | PRIVATE | 20.5' | 20.5' | CONCRETE | 20.33 | 19.88 | 28.33 | | |
| 37+66.92 LT | PRIVATE | 17.0' | 17.0' | AGGREGATE | | 17.42 | | 14.98 | |
| | | | | TOTAL: | 154.39 | 137.72 | 134.40 | 14.98 | 94.31 |

## STRIPING SCHEDULE

| LOCATION | 4" DOUBLE SOLID YELLOW PAINT (FOOT) | 4" SOLID WHITE PAINT (FOOT) | 4" WHITE SKIP DASH (2'-6') PAINT (FOOT) | 6" SOLID WHITE PAINT (FOOT) | 6" SOLID YELLOW PAINT (FOOT) | 12" SOLID WHITE PAINT (FOOT) | RIGHT TURN ARROW (SQ FT) |
|---|---|---|---|---|---|---|---|
| STA 24+67 TO STA 25+75.70 | 217.40 | | | | | | |
| STA 24+67 RT TO STA 25+15.03 RT | | 65.51 | | | | | |
| STA 25+75.70 RT | | | | | | 23.06 | |
| STA 25+80.37 TO STA 26+38.20 | | | | 364.51 | | | |
| STA 25+87.79 LT TO STA 26+04.27 LT | | | | | | 17.00 | |
| STA 26+04.27 LT | 56.34 | | | | | | |
| STA 26+07.32 RT | 53.74 | | | | | | |
| STA 26+07.32 RT TO STA 26+23.49 RT | | | | | | 17.00 | |
| STA 26+42.87 LT | | | | | | 22.00 | |
| STA 26+42.87 TO STA 41+51.07 | 3016.42 | | | | | | |
| STA 26+58.20 LT TO STA 37+31.31 LT | | 1093.11 | | | | | |
| STA 38+01.73 LT TO STA 40+81.25 LT | | 299.52 | | | | | |
| STA 27+37.86 RT TO STA 27+61.86 RT | | 44.00 | | | | | |
| STA 27+98.69 RT TO STA 28+22.69 RT | | 44.00 | | | | | |
| STA 29+21.34 RT TO STA 30+13.27 RT | | | | | 91.93 | | |
| STA 28+61.23 RT TO STA 28+85.23 RT | | 44.00 | | | | | |
| STA 30+21.55 RT TO STA 30+76.97 RT | | | | 96.46 | | | |
| STA 30+48.63 RT TO STA 30+66.17 RT | | | | | | 17.54 | |
| STA 30+84.14 RT TO STA 31+51.61 RT | | | | | 67.47 | | |
| STA 32+01.18 RT TO STA 40+36.10 RT | | 855.21 | | | | | |
| STA 39+31.14 RT TO STA 40+36.10 RT | | | 26.00 | | | 50.26 | |
| STA 40+36.10 RT TO STA 41+51.48 RT | | 115.38 | | | | | |
| STA 40+58.09 RT | | | | | | | 20.83 |
| STA 40+81.25 LT TO STA 41+54.65 LT | | 80.73 | | | | 74.61 | |
| STA 41+28.09 RT | | | | | | | 20.83 |
| STA 41+51.10 RT | | | | | | 26.96 | |
| STA 41+58.76 | | | | 148.69 | | | |
| TOTAL: | 3343.90 | 2641.46 | 26.00 | 609.66 | 159.40 | 248.43 | 41.66 |

## SIGN SCHEDULE

| STATION | OFFSET | TYPE | SIGN PANEL, TY. 1 (SQ FT) | METAL POST, TY. A (FT) |
|---|---|---|---|---|
| 26+72.52 | 25.58 RT | S1-1, SCHOOL ADVANCE WARNING SIGN, WITH S16-9p, "AHEAD" | 14.00 | 15 |
| 29+22.99 | 25.58 RT | R7-1, 12"x18", "NO PARKING ANY TIME" | 1.50 | 12 |
| 30+69.56 | 38.26 RT | R1-I100, 30"x18", "CROSS TRAFFIC DOES NOT STOP" | 3.75 | - |
| 30+96.57 | 27.13 LT | R2-1, 24"x30", "SPEED LIMIT 25" | 5.00 | 13 |
| 31+96.91 | 25.58 RT | R7-1, 12"x18", "NO PARKING ANY TIME" | 1.50 | 12 |
| 40+81.25 | 25.58 LT | R7-1, 12"x18", "NO PARKING ANY TIME" | 1.50 | 12 |
| 41+46.11 | 28.08 RT | R1-I100, 30"x18", "CROSS TRAFFIC DOES NOT STOP" | 3.75 | - |
| | | TOTAL: | 31.00 | 64 |

## PIPE CULVERT REMOVAL

| LOCATION | QUANTITY (FOOT) |
|---|---|
| 25+90.64 LT TO 26+28.90 LT | 37.61 |
| 30+22.58 RT TO 30+22.69 LT | 60.71 |
| 41+40.94 RT TO 41+58.98 RT | 14.31 |
| TOTAL: | 112.63 |

## LANDSCAPING RESTORATION SCHEDULE

| STATION | OFFSET |
|---|---|
| 28+97.80 | 35.36 RT |
| 29+10.94 | 35.95 RT |

## STRUCTURE REMOVAL

| STATION | OFFSET | QUANTITY (EACH) |
|---|---|---|
| 25+90.06 | 47.11' LT | 1 |
| 30+22.41 | 29.00' RT | 1 |
| 41+38.92 | 31.01' LT | 1 |
| 41+40.94 | 49.96' RT | 1 |
| 41+58.98 | 53.95' RT | 1 |
| | TOTAL: | 5 |

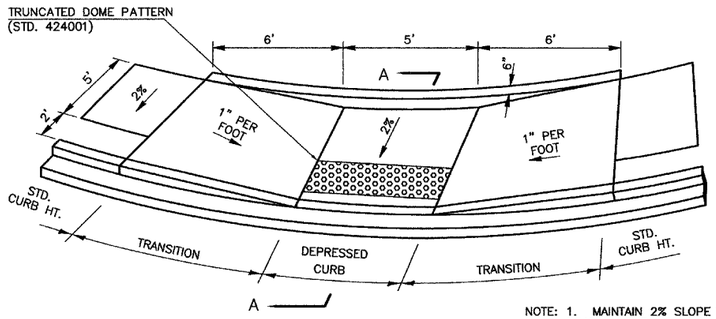
| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |

# MISCELLANEOUS SCHEDULES

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

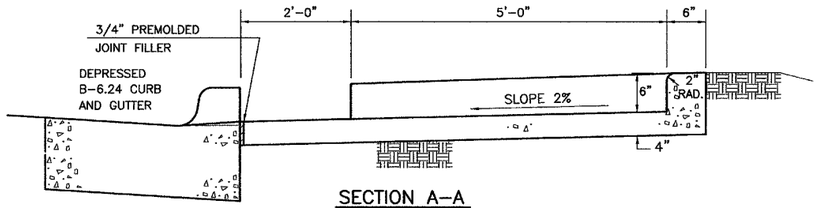
| FAP ROUTE | SECTION | COUNTY | TOTAL SHEETS | |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | |
| STA. | | TO STA. | | |

CONTRACT NO. 97242



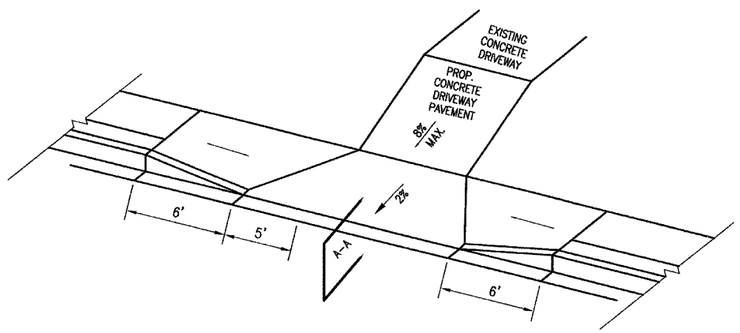

ISOMETRIC VIEW

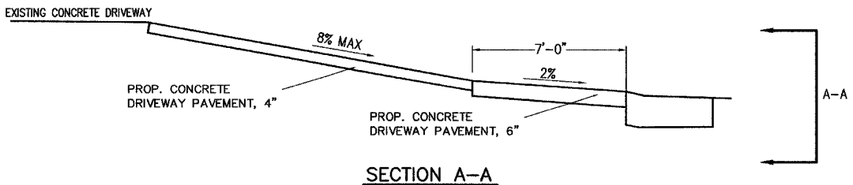
NOTE: 1. MAINTAIN 2% SLOPE TOWARD THE ROADWAY THROUGH THE RAMP STRUCTURE.
2. WALL SHALL BE POURED MONOLITHIC WITH RAMP STRUCTURE.




SECTION A-A

SIDEWALK RAMP DETAILS




SECTION A-A

PRIVATE ENTRANCE

# GENERAL NOTES

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF ANY SUCH FACILITY IN THEIR REMOVAL AND REARRANGE HIS OPERATIONS IN ORDER THAT THE UTILITY'S OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER.

THE TYPE, SIZE, AND LOCATION OF UTILITIES AS DELINEATED IN THESE TOPOGRAPHIC LAND SURVEY DOCUMENTS AND/OR CIVIL ENGINEERING DESIGN DOCUMENTS HAVE BEEN DETERMINED BY REVIEW OF AVAILABLE EXISTING "AS-BUILT" OR RECORD DRAWINGS; FIELD SURVEY OF J.U.L.I.E. MARKED UTILITIES; OR FIELD SURVEY OF ABOVE GROUND SURFACE UTILITY FEATURES. THE OWNER AND ENGINEER HAVE NOT UNDERTAKEN SUBSURFACE EXPLORATORY INVESTIGATIONS TO CONFIRM OR VERIFY THE UTILITIES SHOWN ON THESE DOCUMENTS, THEREFORE THEIR EXACT LOCATION, SIZE AND FUNCTION MUST BE CONSIDERED APPROXIMATE AND MUST BE FIELD CONFIRMED BY THE CONTRACTOR.

THE ENGINEER AND OWNER FURTHER DO NOT WARRANT THAT ALL UTILITIES HAVE BEEN ILLUSTRATED ON THESE DOCUMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONTACTING J.U.L.I.E. FOR FIELD VERIFICATION OF ALL UTILITIES ON THE SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION. IF THE CONTRACTOR DETERMINES THAT SUBSTANTIAL DISCREPANCY EXISTS BETWEEN FIELD VERIFIED UTILITIES AND THESE PLANS WHICH WOULD SIGNIFICANTLY AFFECT THE FUNCTION, COST, OR PERFORMANCE OF THE PROJECT, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE ENGINEER FOR CLARIFICATION AND PROJECT DIRECTION.

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 AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR OR AGENT, HAVE WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED WITHIN THE CONSTRUCTION LIMIT LINES, AS SHOWN ON PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

ALL EXISTING ROADWAY FEATURES SUCH AS CULVERTS, HEADWALLS, RIPRAP, CURB, PAVEMENT, FENCING, ETC. LOCATED WITHIN THE CONSTRUCTION LIMITS ARE TO BE REMOVED UNLESS NOTED OTHERWISE ON THE PLANS.

THE CONTRACTOR SHALL REMOVE, MAINTAIN IN A TEMPORARY LOCATION AND PERMANENTLY RESET ALL MAILBOXES AND TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

EVERY TREE SHALL BE SAVED IF POSSIBLE. THE ENGINEER IN THE FIELD WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. SHOULD THE ENGINEER'S DECISION INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED FROM THE PLANS, THE CONTRACTOR SHALL ACCEPT PAYMENT AS STATED IN ARTICLE 104.03 OF THE STANDARD SPECIFICATIONS. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER.

ALL CLEARING OF LOGS, SHRUBS, BUSHES, SAPLINGS, GRASS, WEEDS, OTHER VEGETATION AND STUMPS OF LESS THAN 6 INCHES IN DIAMETER WILL NOT BE MEASURED FOR PAYMENT.

THE SAW CUTTING OF EXISTING PAVEMENT NECESSARY FOR ITS REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE ITEM FOR WHICH THE SAWCUT IS BEING MADE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL EROSION AND DISPLACED SEDIMENT DOES NOT MIGRATE OFF SITE. IF UNEXPECTED EROSION OR SEDIMENTATION OCCURS, OR IF THE EROSION PLAN STRUCTURES BECOME DAMAGED, THE CONTRACTOR SHALL PROVIDE SUFFICIENT MEASURES TO REPAIR, REPLACE, OR INSTALL EROSION CONTROL STRUCTURES TO INSURE OFF-SITE DAMAGE DOES NOT OCCUR. ANY SEDIMENT OR EROSION DAMAGE WHICH OCCURS OFF-SITE SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

THE RESIDENT ENGINEER WILL FIELD LOCATE ALL SILT FENCE, STRAW BALE DITCH CHECKS, RIP-RAP DITCHES AND DITCH CHECKS.

ALL EARTH SURFACES DISTURBED BY CONSTRUCTION OR AS DIRECTED BY THE ENGINEER SHALL BE SEEDED.

| | |
|---|---|
| 0.6 ACRES | SEEDING CL 1 |
| 0.6 ACRES | MULCH METHOD 2 |
| 47 POUNDS | NITROGEN FERTILIZER NUTRIENT |
| 47 POUNDS | PHOSPHORUS FERTILIZER NUTRIENT |
| 47 POUNDS | POTASSIUM FERTILIZER NUTRIENT |

SEEDING DATES: FALL: AUG. 16 – DEC. 31
SPRING: JAN. 1 – MAY 31
NO SEEDING SHALL BE DONE BETWEEN JUNE 1 – AUG. 15.

IT IS INTENDED THAT ANY CULVERTS DAMAGED BY OR REMOVED BY THE CONTRACTOR OTHER THAN THOSE NOTED ON THE PLANS TO BE REMOVED WILL HAVE TO BE REMOVED AND/OR REPLACED AT THE CONTRACTOR'S SOLE EXPENSE.

ALL MATERIALS SUCH AS FRAMES AND GRATES AND STORM SEWER PIPE SCHEDULED FOR REMOVAL, THAT ARE CONSIDERED TO BE SUITABLE FOR FUTURE USE, SHALL BE SALVAGED AND STOCKPILED AS DIRECTED BY THE ENGINEER. ALL OTHER MATERIALS SCHEDULED FOR REMOVAL BUT NOT SALVAGED, SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE.

ALL STORM SEWER AND CULVERT PIPE TO BE REMOVED WHICH THE ENGINEER DEEMS FIT FOR RE-USE SHALL BE SALVAGED IN ACCORDANCE WITH ARTICLES 501.02 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL OTHER STORM SEWER AND CULVERT PIPE SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03.

FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS ON PROPOSED MANHOLES AND INLETS. THEREFORE, PRECAST REINFORCED CONCRETE FLAT SLAB TOPS ARE REQUIRED. THE TOP OF GRATE ELEVATIONS SHOWN ON THE PLANS REFER TO THE ELEVATION OF THE FRAME AND GRATE FLOWLINE. ALL DITCHES SHALL BE RE-GRADED/SHAPED TO ENSURE ALL STORM WATER RUNOFF ENTERS THE INTENDED DITCH INLET (TYPE 8 GRATE).

ALL TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, WORK ZONE, TEMPORARY, AND PERMANENT, SHALL BE FURNISHED, INSTALLED, MAINTAINED, RELOCATED, AND/OR REMOVED IN ACCORDANCE WITH SECTION 700 OF THE LATEST EDITION OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES WITH APPROPRIATE LIGHTING.

NO OVERNIGHT LANE CLOSURES SHALL BE ALLOWED. LANE CLOSURES SHALL BE RESTRICTED TO THE HOURS FROM 9:00 AM TO 2:00 PM LOCAL TIME, MONDAY THROUGH FRIDAY.

TRAFFIC CONTROL SIGNS SHALL BE 48" FLUORESCENT ORANGE.

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE CITY OF MASCOUTAH AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES OR WORK REQUIRING INSPECTION OR APPROVAL BY THE AFFECTED UNITS OF GOVERNMENT.

## BITUMINOUS MIXTURES REQUIREMENT TABLE

| MIXTURE USE | SURFACE | BINDER |
|---|---|---|
| AC/PG | PG 64-22 | PG 64-22 |
| RAP% (MAX) | | 15% |
| DESIGN AIR VOIDS | 4.0% @ Ndes=50 | 4.0% @ Ndes=90 |
| MIX COMPOSITION (GRADATION MIXTURE) | IL 9.5 | |
| FRICTION AGG | MIXTURE C | MIXTURE C |

## EARTHWORK SCHEDULE

| EARTH EXCAVATION | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE | EMBANKMENT | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) |
|---|---|---|---|
| 3,777 C.Y. | 2,833 C.Y. | 112 C.Y. | +2,721 C.Y. |

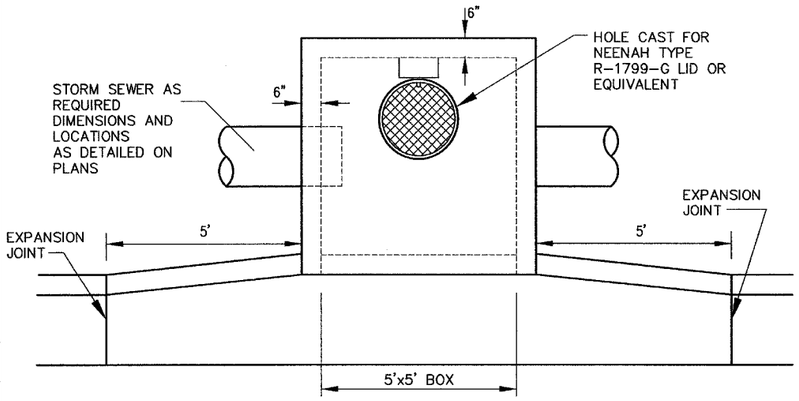
| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

GENERAL NOTES AND MISCELLANEOUS DETAILS

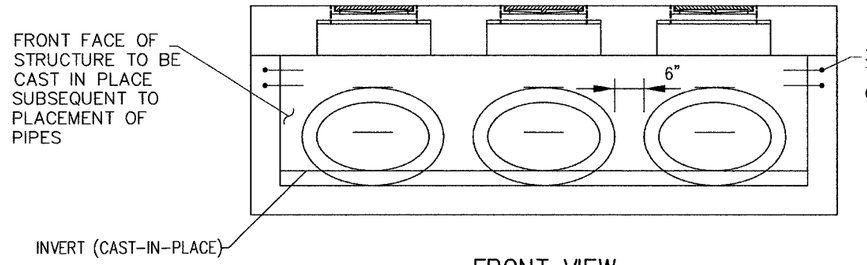
HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAP ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. | | TO STA. | |

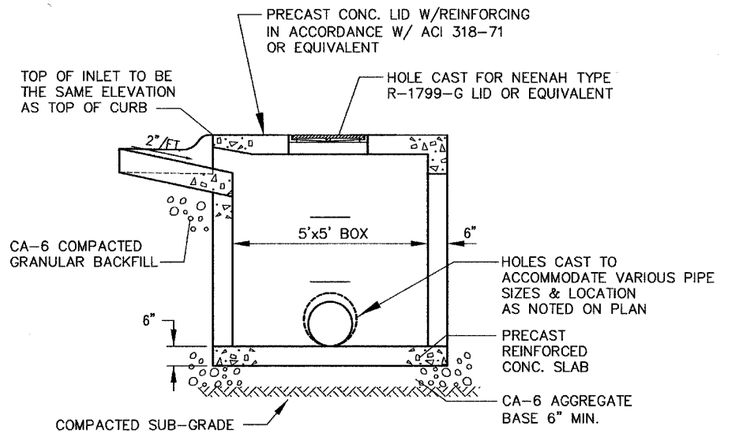
CONTRACT NO. 97242




PLAN




FRONT VIEW



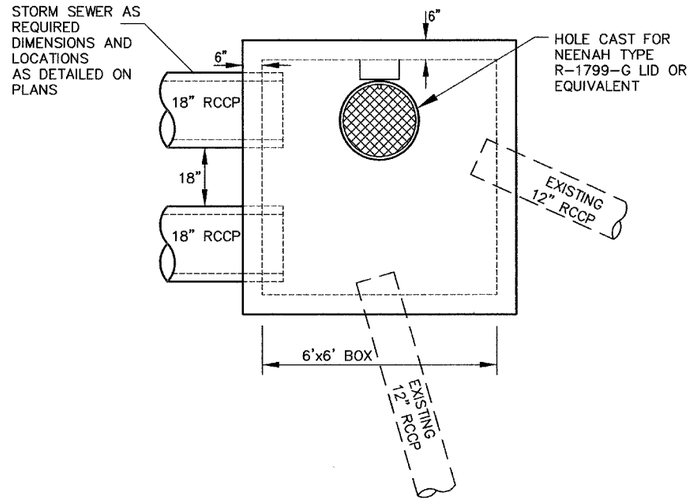

ELEVATION

SPECIFICATIONS:
PRE-CAST INLET SHALL CONFORM TO ASTM C-478

EXECUTION:
ALL WORK SHALL CONFORM TO ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

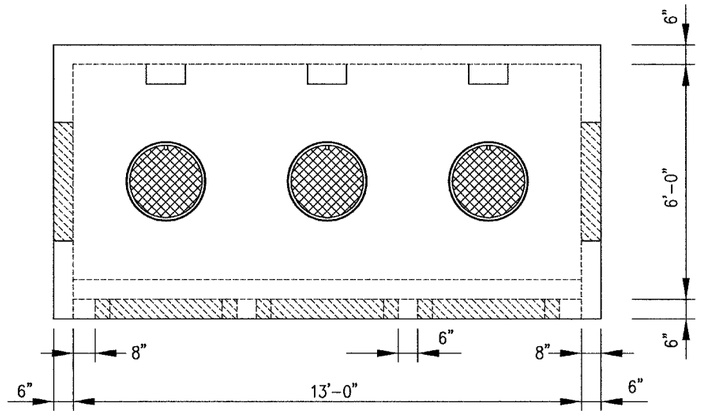
## TYPICAL OPEN THROAT INLET

## INLET, SPECIAL #1
VARIOUS LOCATIONS




PLAN

## INLET, SPECIAL #2
STA 41+38.36 LT




TOP VIEW

## INLET, SPECIAL #3
STA 36+21.83 LT & RT

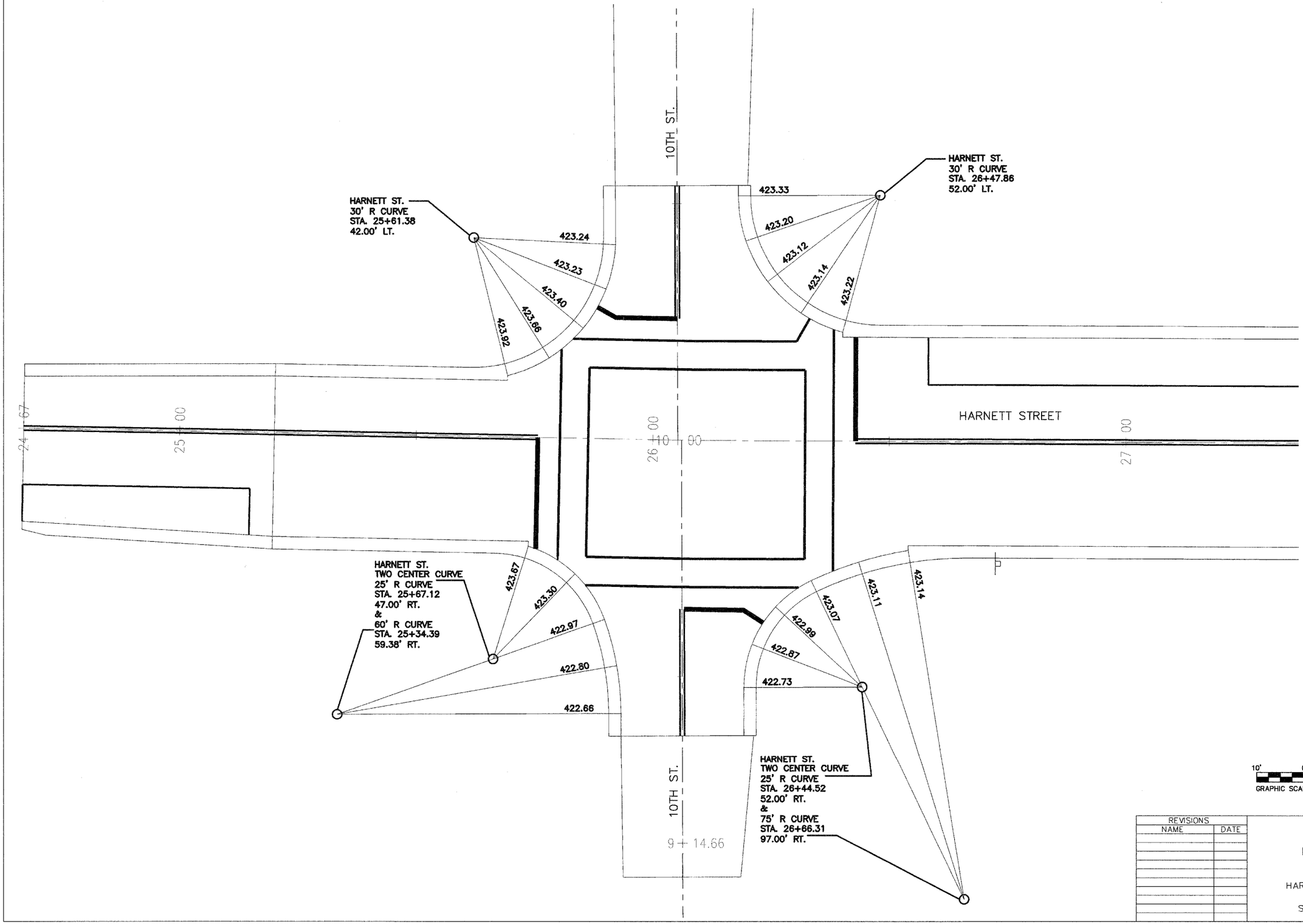
| REVISIONS NAME | DATE |
|---|---|
| | |

STORM SEWER DETAILS

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| HARNETT ST./10TH ST. | | | |

CONTRACT NO. 97242



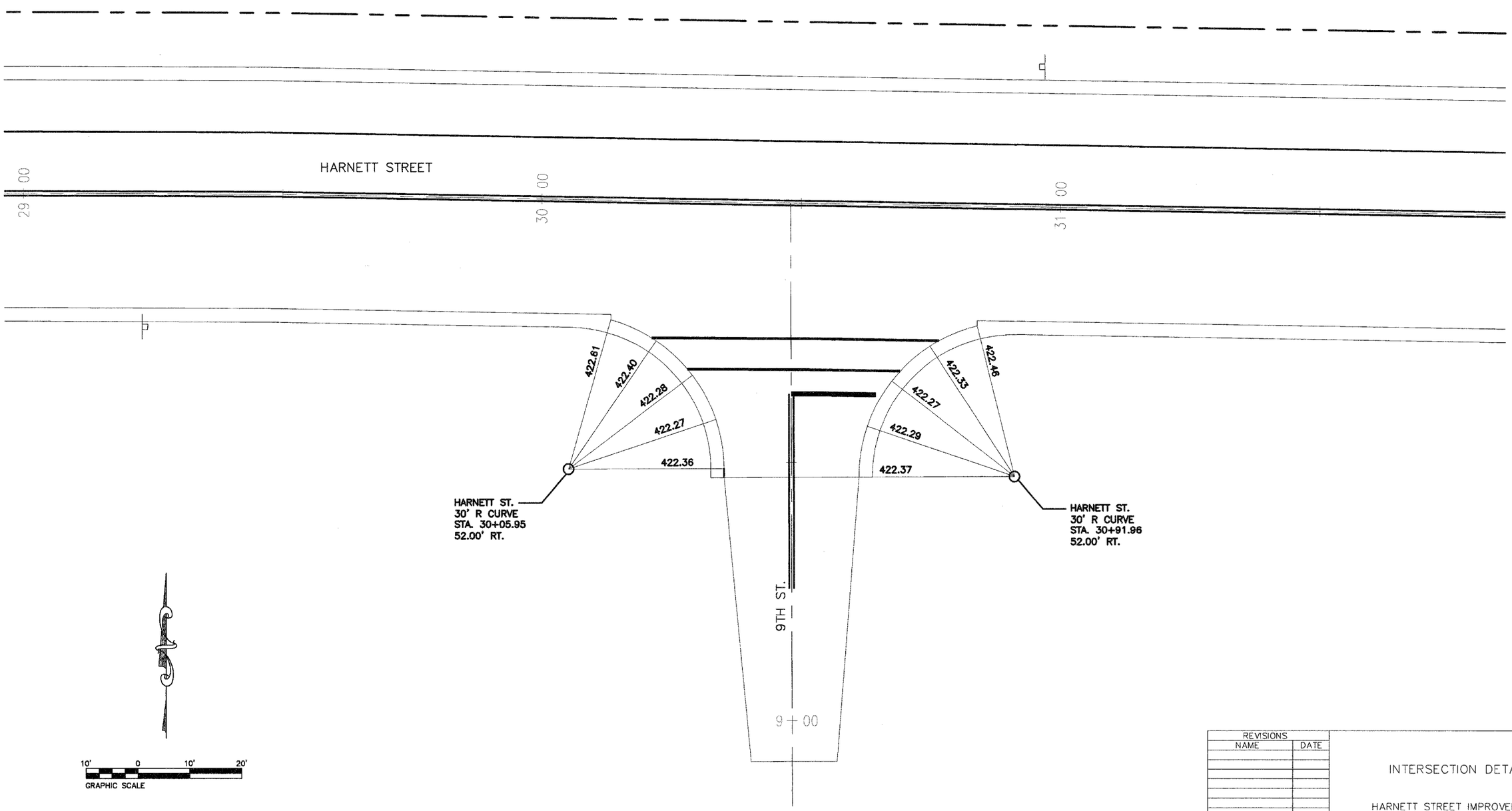

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

INTERSECTION DETAIL

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| HARNETT ST./9TH ST. | | | |

CONTRACT NO. 97242



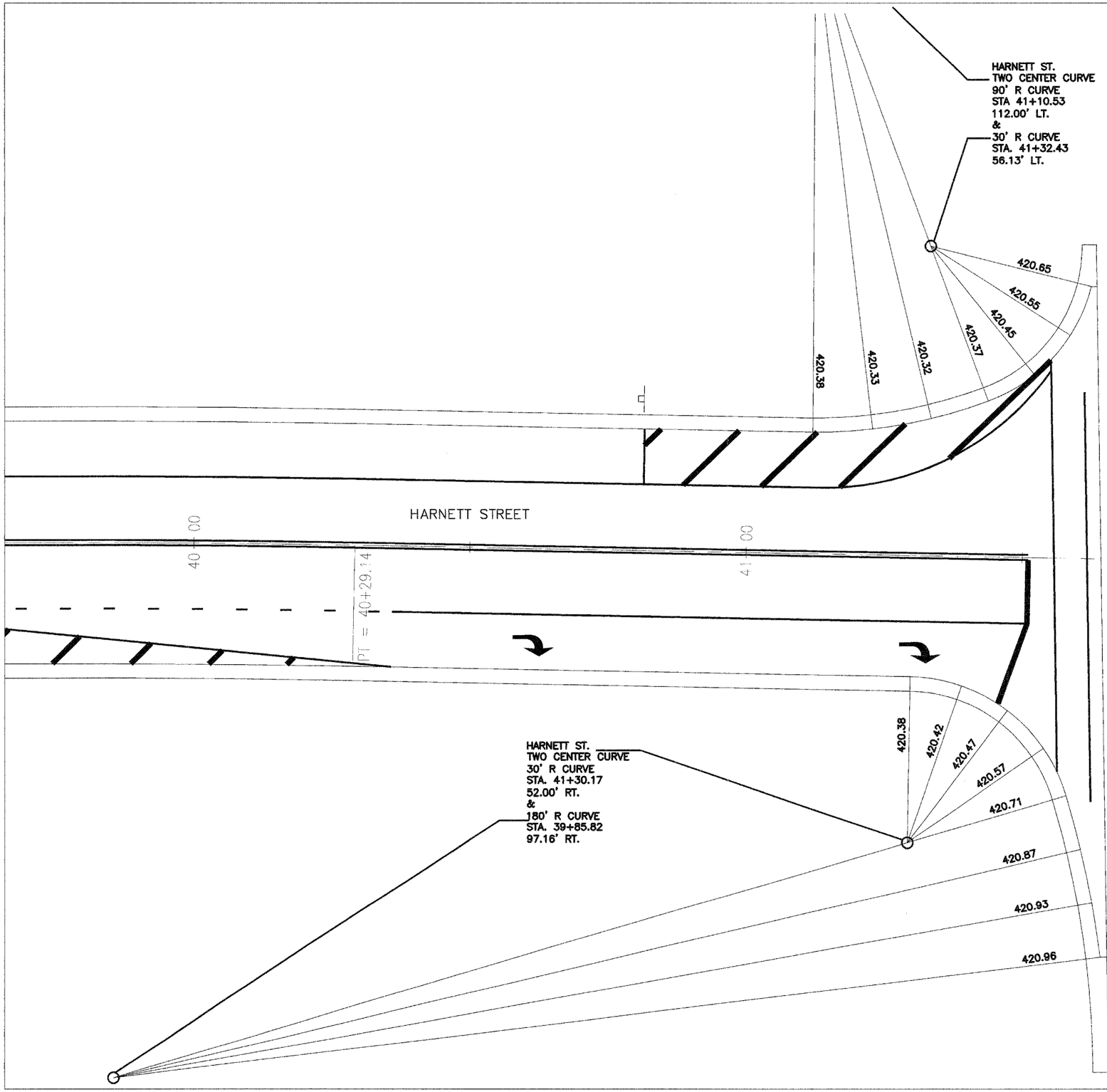

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

INTERSECTION DETAIL

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | |
| HARNETT ST./6TH ST. | | | | |

CONTRACT NO. 97242




10' 0 10' 20'

GRAPHIC SCALE

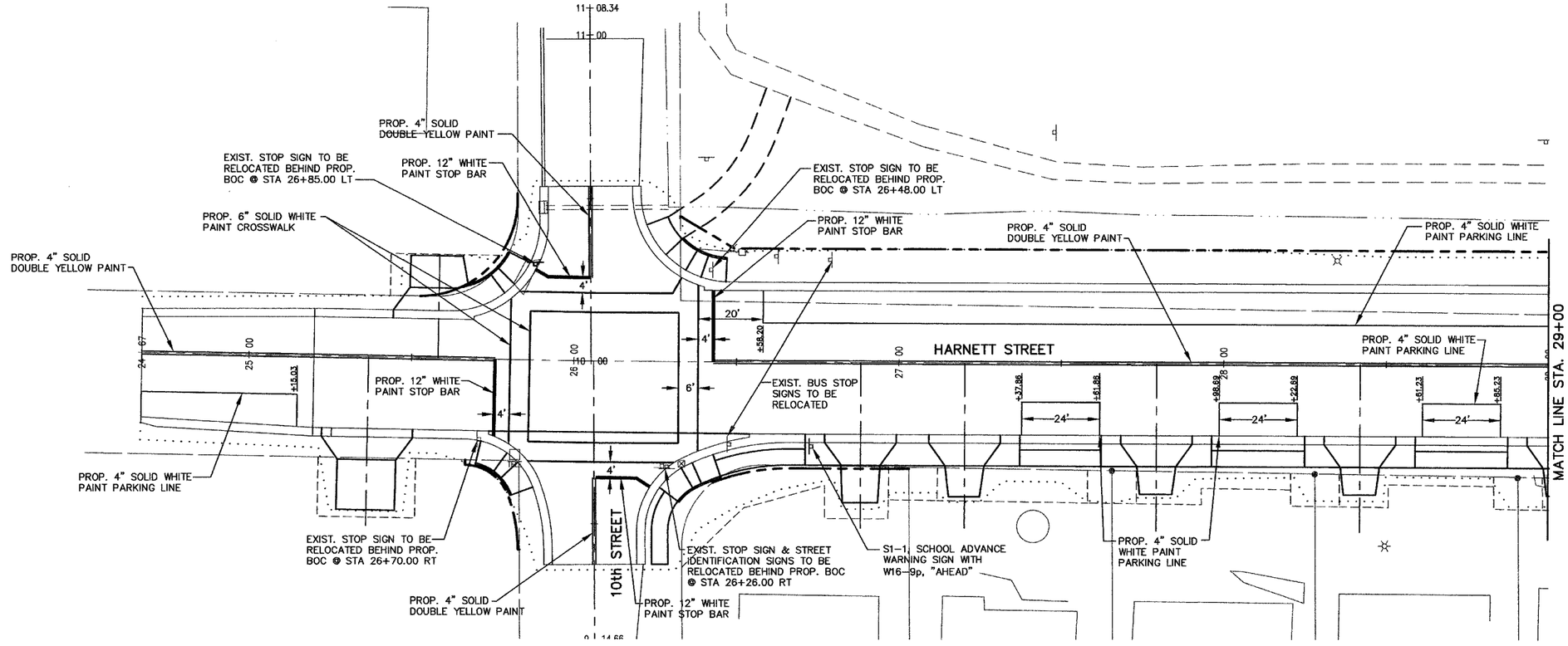
| REVISIONS | |
|---|---|
| NAME | DATE |
| | |

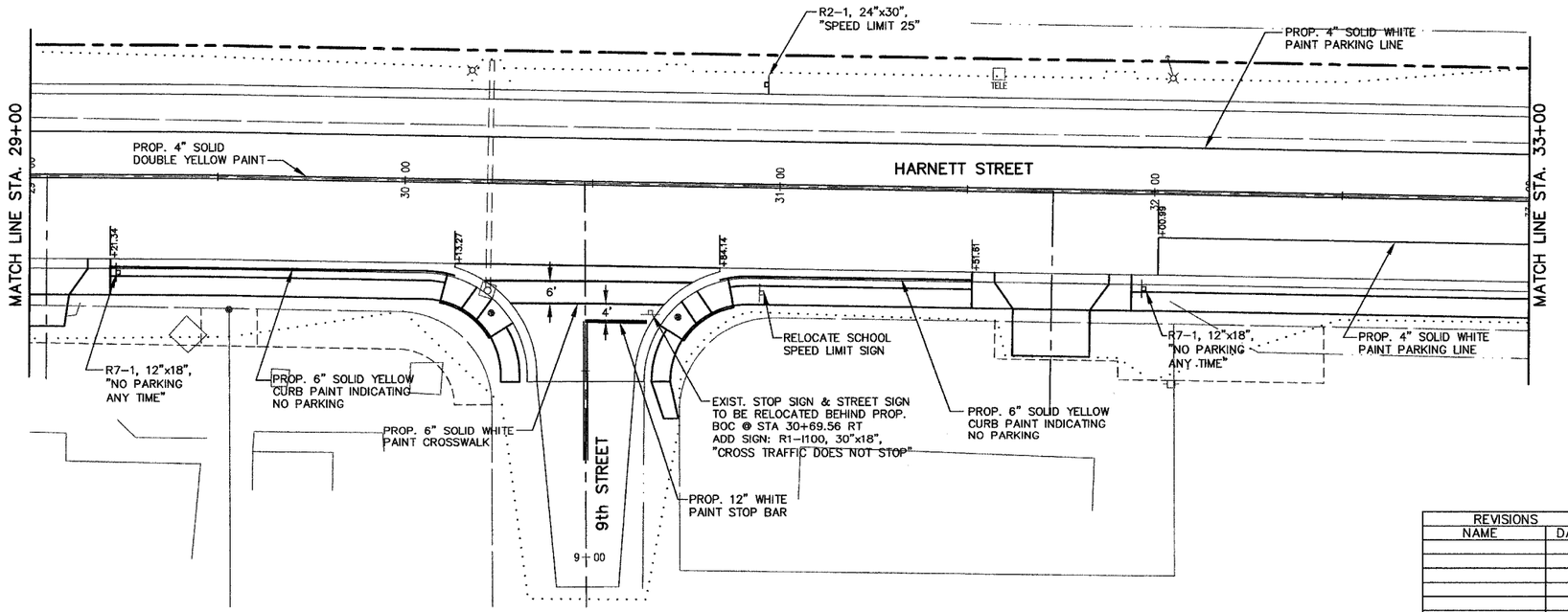
INTERSECTION DETAIL

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 24+67 | | TO STA. 33+00 | |
| PAVEMENT MARKING AND SIGNAGE DETAIL | | | |

CONTRACT NO. 97242




20' 0 20'
GRAPHIC SCALE

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |

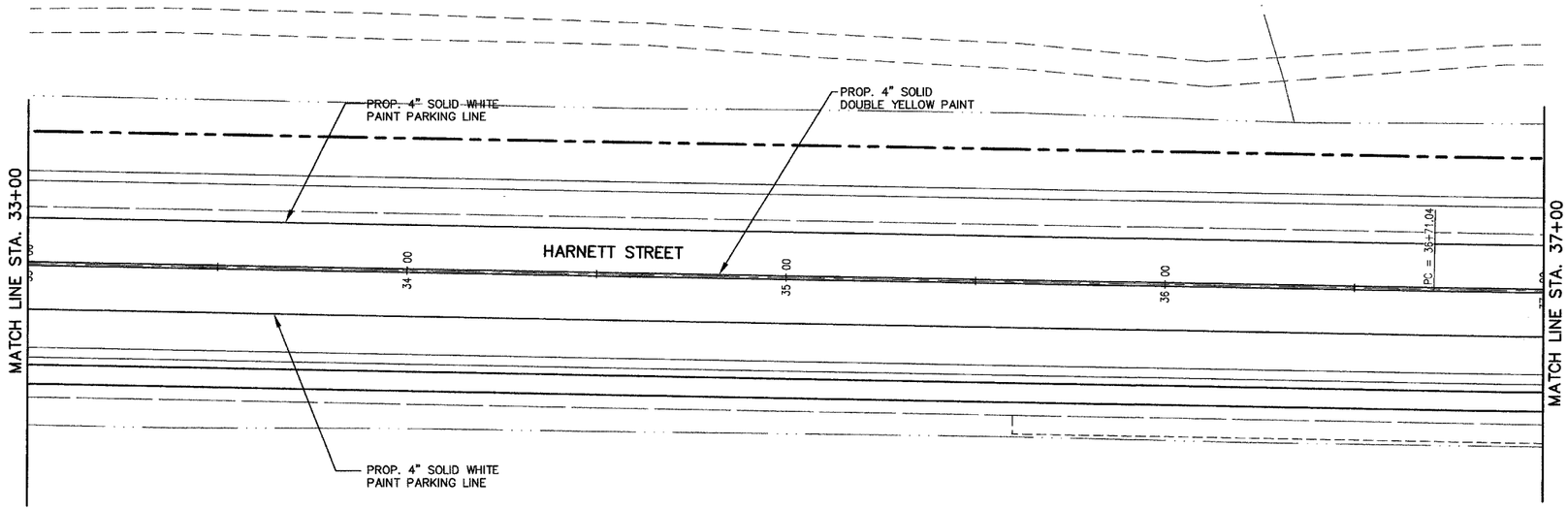
PAVEMENT MARKING AND SIGNAGE DETAILS

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

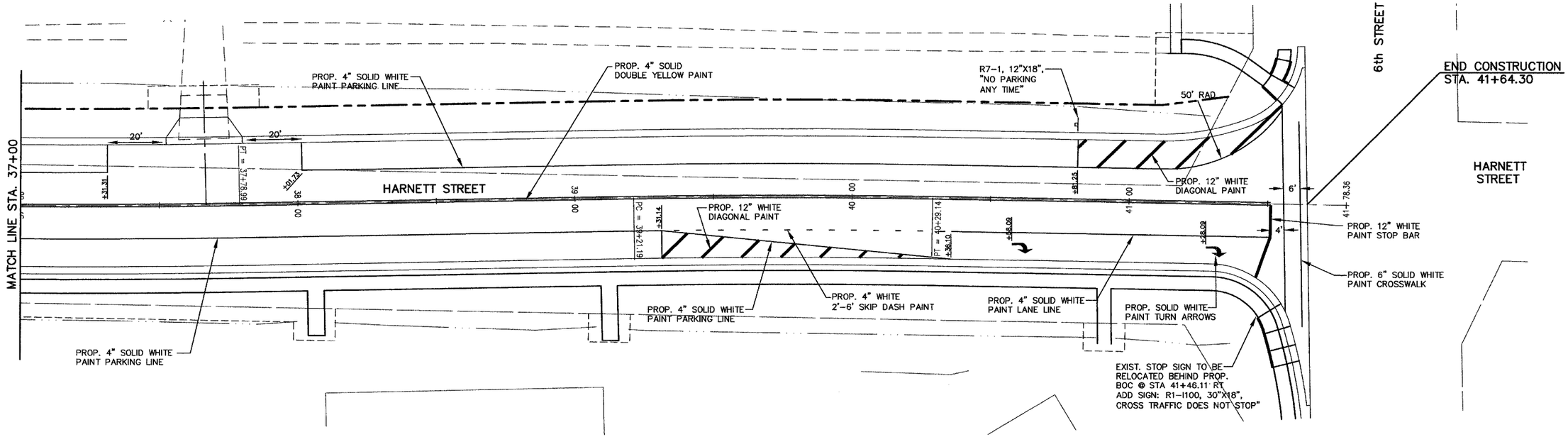
P:\98191a\dwg\98191APM01.dwg 2/11/2005 1:56:38 PM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 33+00 | | TO STA. 41+64.30 | |
| PAVEMENT MARKING AND SIGNAGE DETAIL | | | |

CONTRACT NO. 97242




20' 0 20' 40'
GRAPHIC SCALE




| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

# PAVEMENT MARKING AND SIGNAGE DETAILS

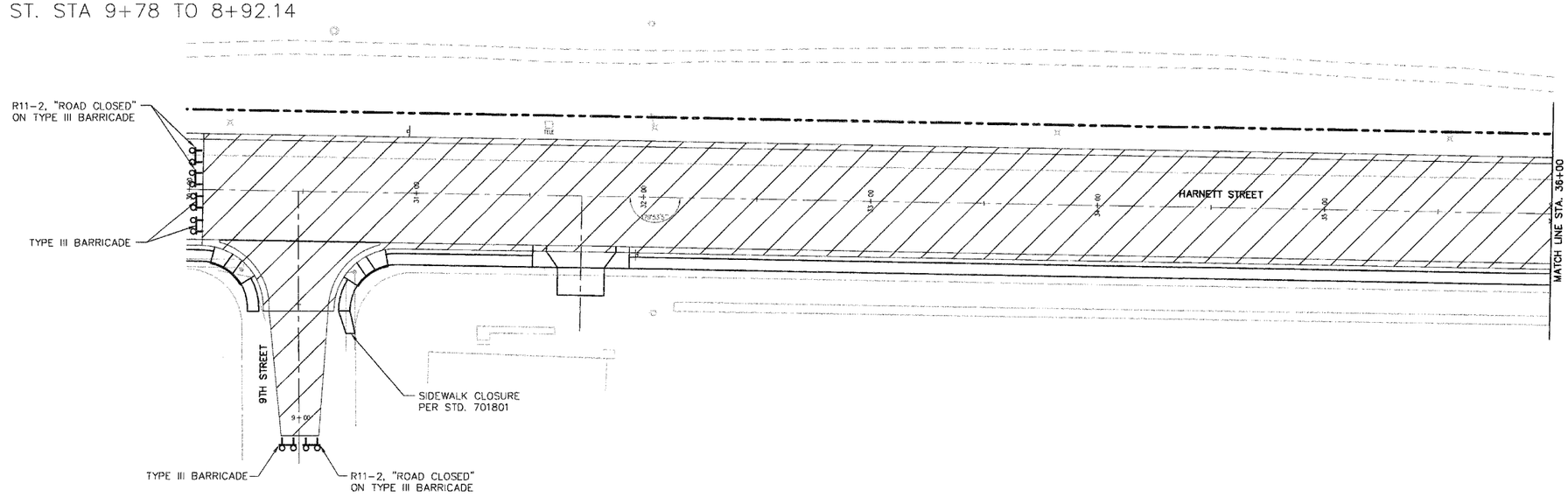
HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

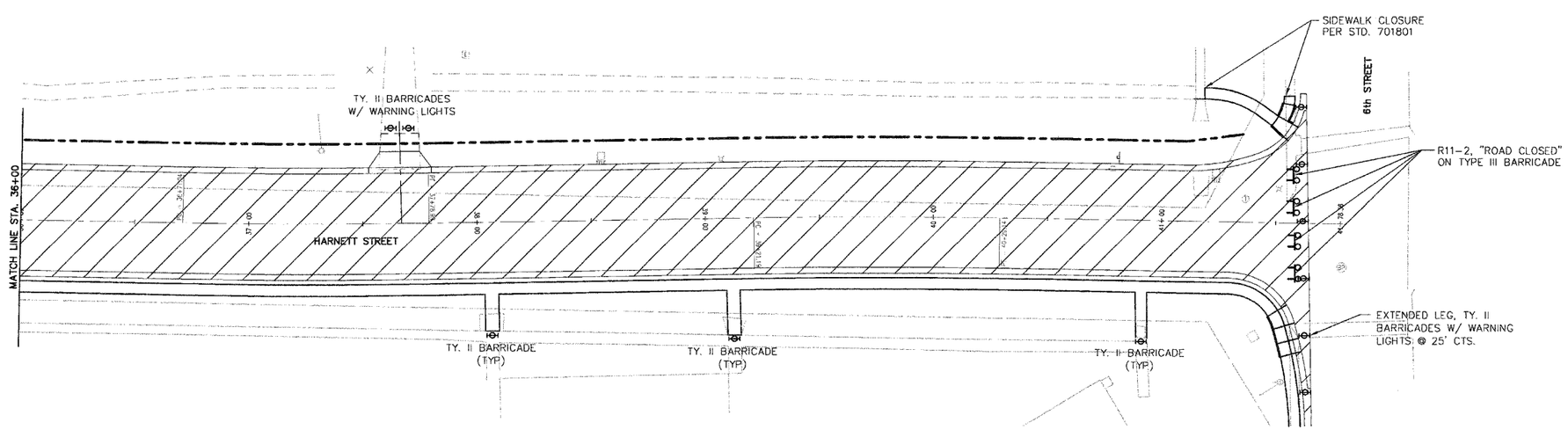
P:\98191a\dwg\98191aPM02.dwg 2/11/2005 11:06:12 AM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 30+05.95 | | TO STA. 41+64.30 | |
| STAGE 1 | | | |

CONTRACT NO. 97242

# STAGE 1 CONSTRUCTION
## HARNETT ST. STA 30+05.95 TO 41+64.30
## 9TH ST. STA 9+78 TO 8+92.14




LEGEND

PAVEMENT TO BE COMPLETED THIS STAGE

NOTE: STAGE 1 PAVEMENT IS TO BE MARKED ACCORDING TO SHEET #12 WITH TEMPORARY PAVEMENT MARKING

30' 0' 30' 60'
SCALE: 1" = 30'

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

CONSTRUCTION STAGING PLAN STAGE 1

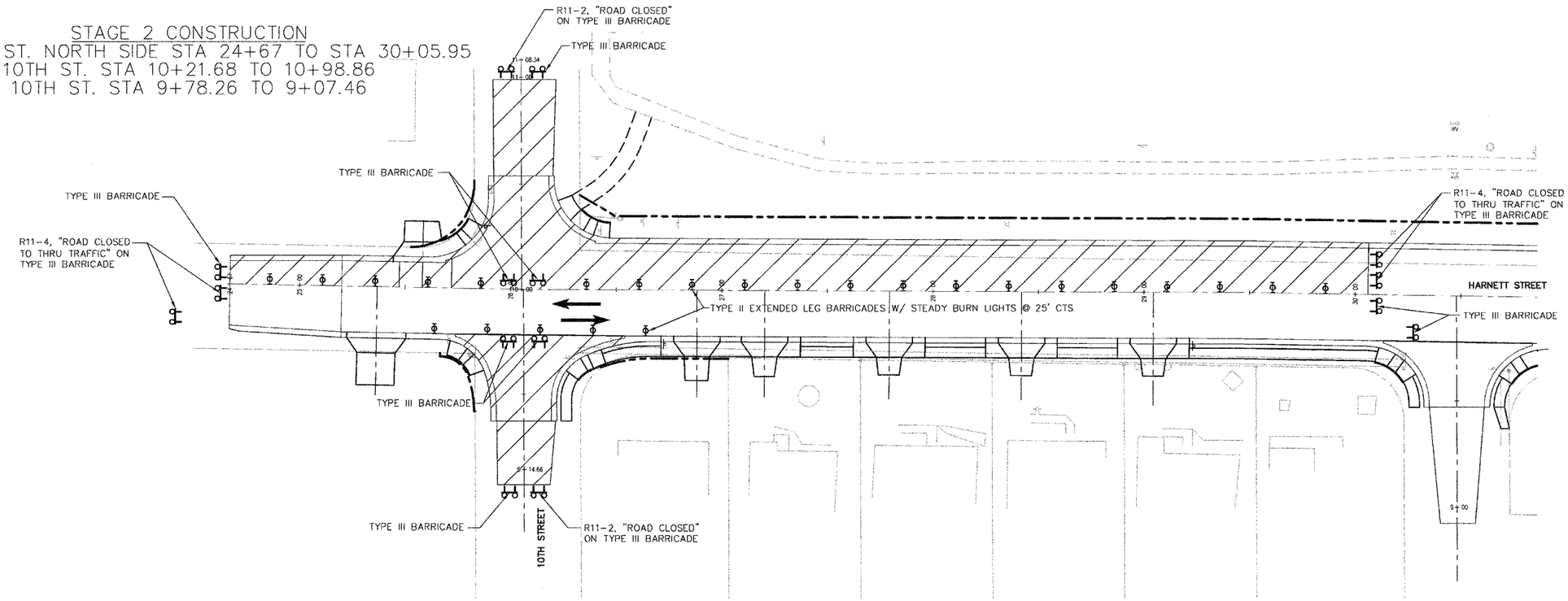
HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

P:\98191\dwg\98191STAGE01.dwg 2/11/2005 12:25:54 PM CST

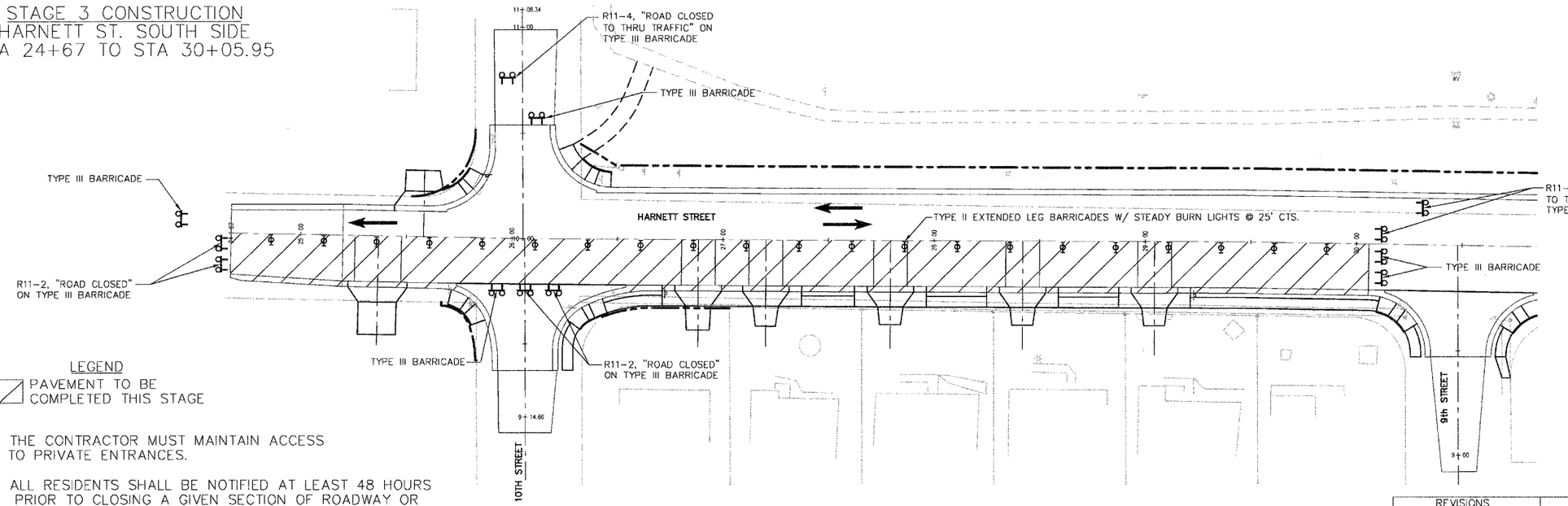
| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 9378 | 00-00017-00-RP | ST. CLAIR | 33 | 14 |
| STA 24+67 | | TO STA 30+05.95 | | |
| STAGE 2 AND STAGE 3 | | | | |

CONTRACT NO. 97242

## STAGE 2 CONSTRUCTION
HARNETT ST. NORTH SIDE STA 24+67 TO STA 30+05.95
10TH ST. STA 10+21.68 TO 10+98.86
10TH ST. STA 9+78.26 TO 9+07.46




## STAGE 3 CONSTRUCTION
HARNETT ST. SOUTH SIDE
STA 24+67 TO STA 30+05.95




LEGEND

PAVEMENT TO BE COMPLETED THIS STAGE

NOTES:
1. THE CONTRACTOR MUST MAINTAIN ACCESS TO PRIVATE ENTRANCES.
2. ALL RESIDENTS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO CLOSING A GIVEN SECTION OF ROADWAY OR RECONSTRUCTING AN INDIVIDUAL'S DRIVEWAY.
3. SHORT TERM PAVEMENT MARKING FOR CL STRIPING TO BE USED ON STAGE 2 & STAGE 3 CONSTRUCTION IN ACCORDANCE WITH SECTION 703.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

30' 0' 30' 60'
SCALE: 1" = 30'

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

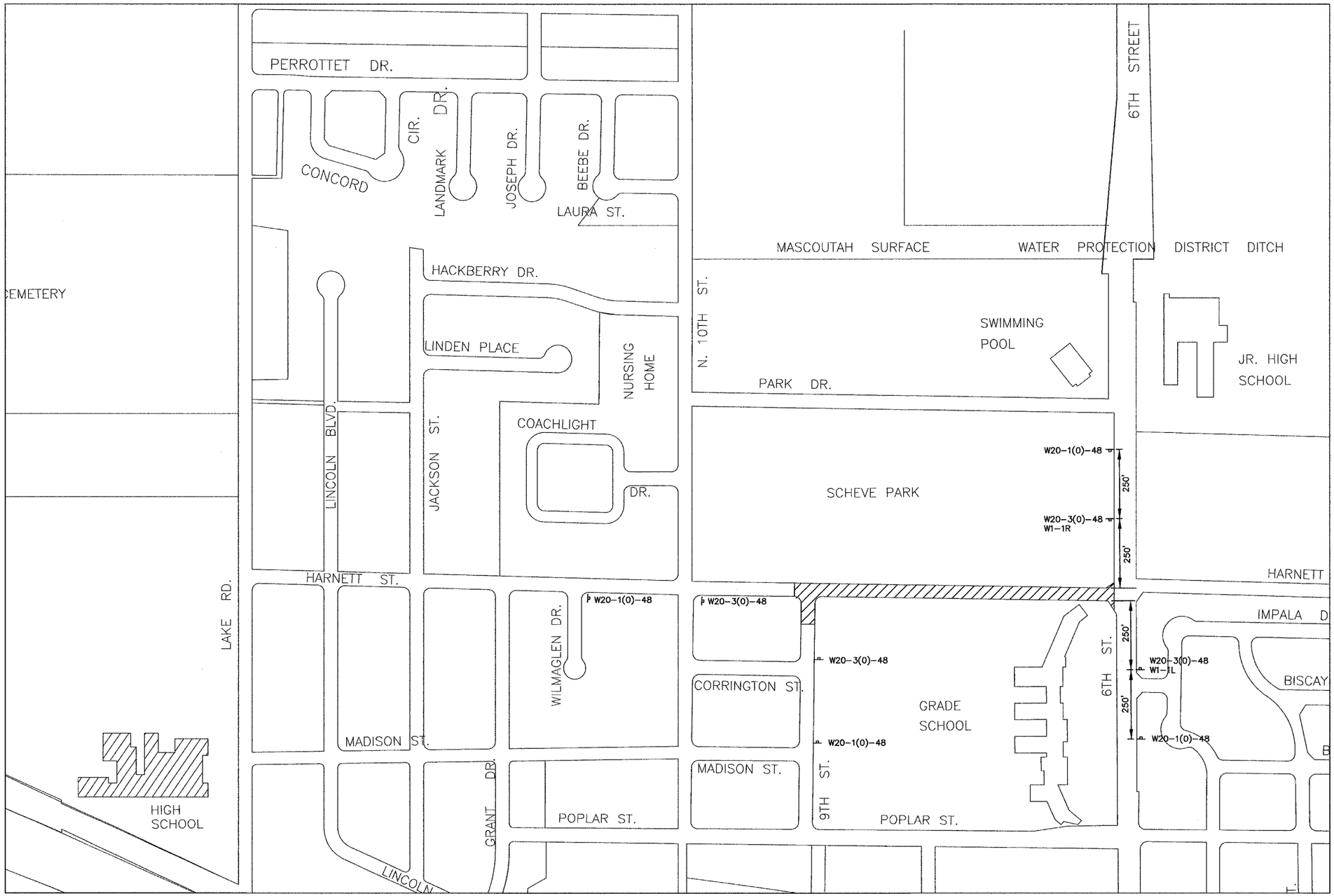
CONSTRUCTION
STAGING PLAN
STAGES 2 AND 3

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

P:\98191\dwg\98191ASTAGE23.dwg 2/11/2005 12:37:14 PM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. | TO STA. | | |
| TRAFFIC CONTROL PLAN | | | |

CONTRACT NO. 97242




▨ DENOTES STAGE 1 CONSTRUCTION LIMITS

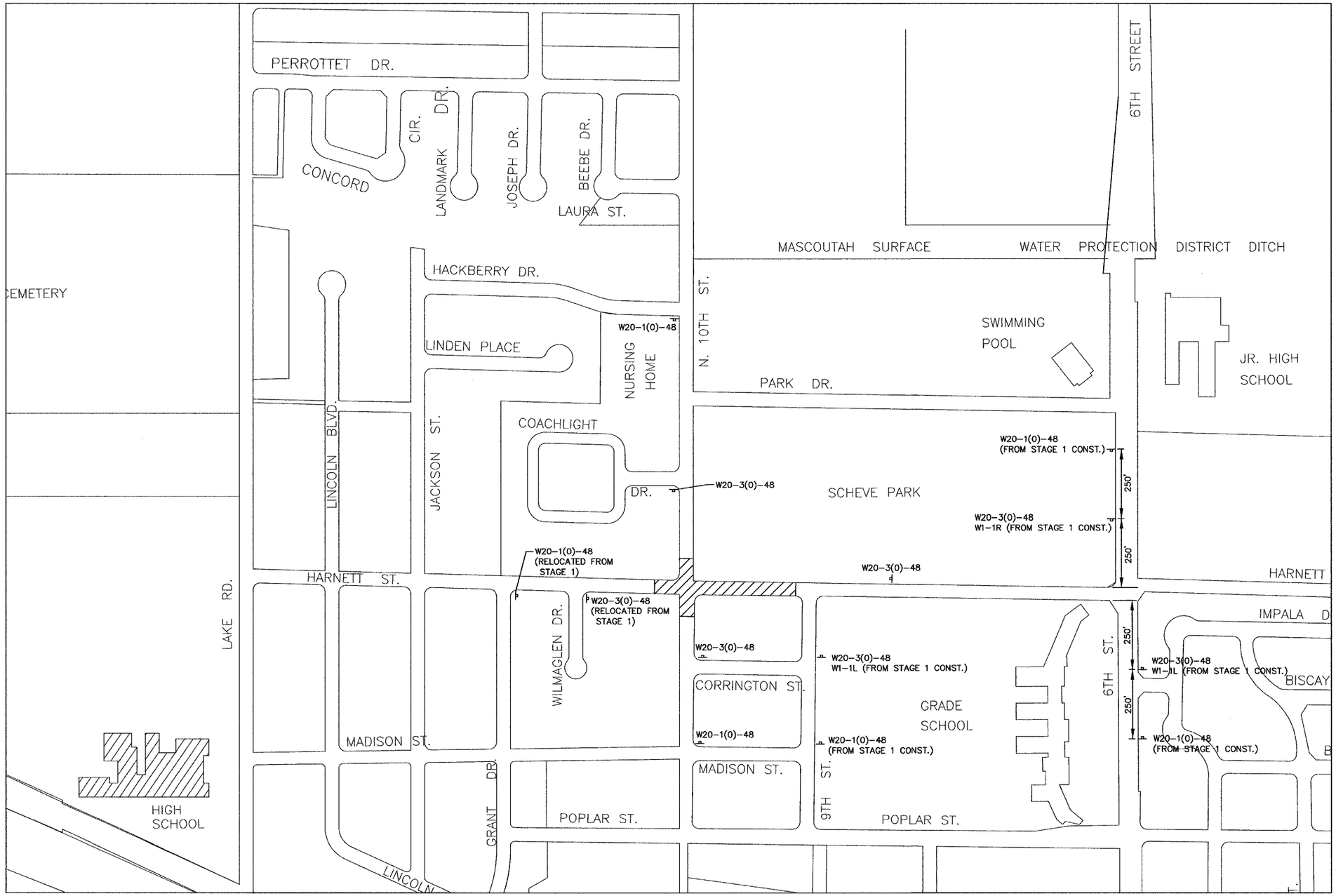
| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |

TRAFFIC CONTROL PLAN
STAGE 1
HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

P:\98191d\dwg\98191ATRCONT1.dwg 1/19/2005 7:52:07 AM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. | TO STA. | | |
| TRAFFIC CONTROL PLAN | | | |

CONTRACT NO. 97242




▨ DENOTES STAGE 2 AND STAGE 3 CONSTRUCTION LIMITS

| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

# TRAFFIC CONTROL PLAN STAGE 2 AND 3

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

P:\98191a\dwg\98191ATRCONT23.dwg 1/19/2005 7:53:54 AM CST

| FAP ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. | | TO STA. | |

CONTRACT NO.

# 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 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 CONTRACTORS 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.

## SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITIES

1. THE PROPOSED PROJECT CONSISTS OF RECONSTRUCTING HARNETT STREET WITH A NEW RIGID PAVEMENT AND CURB AND GUTTER AS WELL AS THE CONSTRUCTION OF A NEW STORM SEWER SYSTEM AND SIDEWALKS.
2. CONSTRUCTION CONSISTS OF EARTHWORK, DITCHES, PAVEMENT, CURB AND GUTTER, STORM SEWERS AND OTHER MISCELLANEOUS ITEMS TO COMPLETE THE WORK.

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

1. CONSTRUCT PROPOSED EMBANKMENT, STORM SEWERS, AND DRAINAGE STRUCTURES ALONG ENTIRE LENGTH OF PROJECT.
2. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN UP OF TEMPORARY EROSION CONTROL SUCH AS INLET AND PIPE PROTECTION.
3. PAVEMENT CONSTRUCTION INCLUDING CURB AND GUTTER.
4. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
5. PLACEMENT OF PERMANENT EROSION CONTROL SUCH AS RIP RAP, SEEDING, ETC.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE TO BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES IS ESTIMATED TO BE 2.85 ACRES.

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

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

## CONTROLS – EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

1. THE DRAINAGE 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, MULCHING, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE ON PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN SEVEN DAYS AFTER THE CONSTRUCTION ACTIVITY ON 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.
   (c) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
   (d) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
   (e) 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 OVERSEEDING CAN BE COMPLETED.
3. A THIRD BENEFIT OF THESE AREAS IS THAT THEY WILL BEGIN TO PROVIDE A SCREEN AND BUFFER. THEY WILL HELP PROTECT THE CONSTRUCTION SITE FROM WINDS AND EXCESS SUN AND MITIGATE CONSTRUCTION NOISE AND DUST.

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.

1. 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.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
   (a) PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
   (b) TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
   (c) CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
   (d) TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
4. 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 SEVEN DAYS.
5. 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.
6. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF $\frac{1}{4}$ INCH OR GREATER (OR EQUIVALENT SNOWFALL) AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BIWEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
7. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION FOR EROSION CONTROL.
8. 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 VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STABILIZATION PRACTICES AFTER FINAL GRADING

1. 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.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS, AS PROPOSED IN THE PLANS, ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED, AND DISTURBED TURF RESEEDED (UNLESS NOTED OTHERWISE).

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE IS RECEIVED AT THE FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS./ACRE (UNLESS NOTED OTHERWISE).
2. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER, AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), AND/OR ANY OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
3. SEDIMENT COLLECTED DURING CONSTRUCTION BY 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 PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION FOR EROSION CONTROL.
4. 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.

| TEMPORARY EROSION CONTROL | | | | PERMANENT EROSION CONTROL | | | | |
|---|---|---|---|---|---|---|---|---|
| EARTH EXC. FOR EROSION CONTROL | TEMP. EROSION CONTROL SEEDING | INLET AND PIPE PROTECTION | PERIMETER EROSION BARRIER | SEEDING CL 1 | NITROGEN, PHOSPHORUS, & POTASSIUM NUTRIENTS | MULCH, METHOD 2 | STONE RIP RAP CLASS A4 | FILTER FABRIC FOR USE WITH RIP RAP |
| (CU YD) | (AC.) | (EA.) | (FT.) | (AC.) | (LBS.) | (AC.) | (SQ. YD.) | (SQ. YD.) |
| | | | | | | | | |
| 75 | 0.60 | 55 | 3,000 | 0.6 | 47 | 0.6 | 8 | 8 |

NOTE: MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNATURE Donald E. Daugherty

DATE 2/14/05

PREPARED BY:

THOUVENOT, WADE & MOERCHEN, INC.

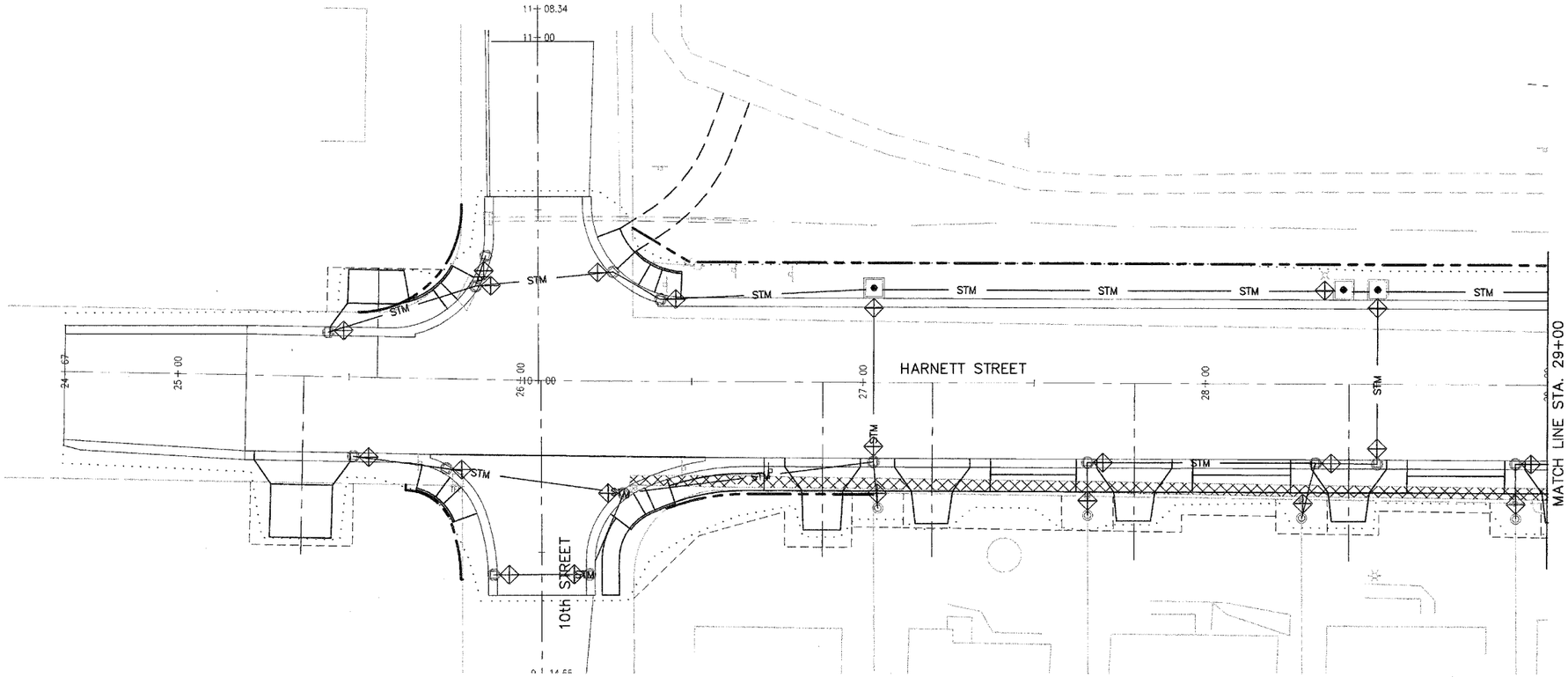
| REVISIONS | |
|---|---|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

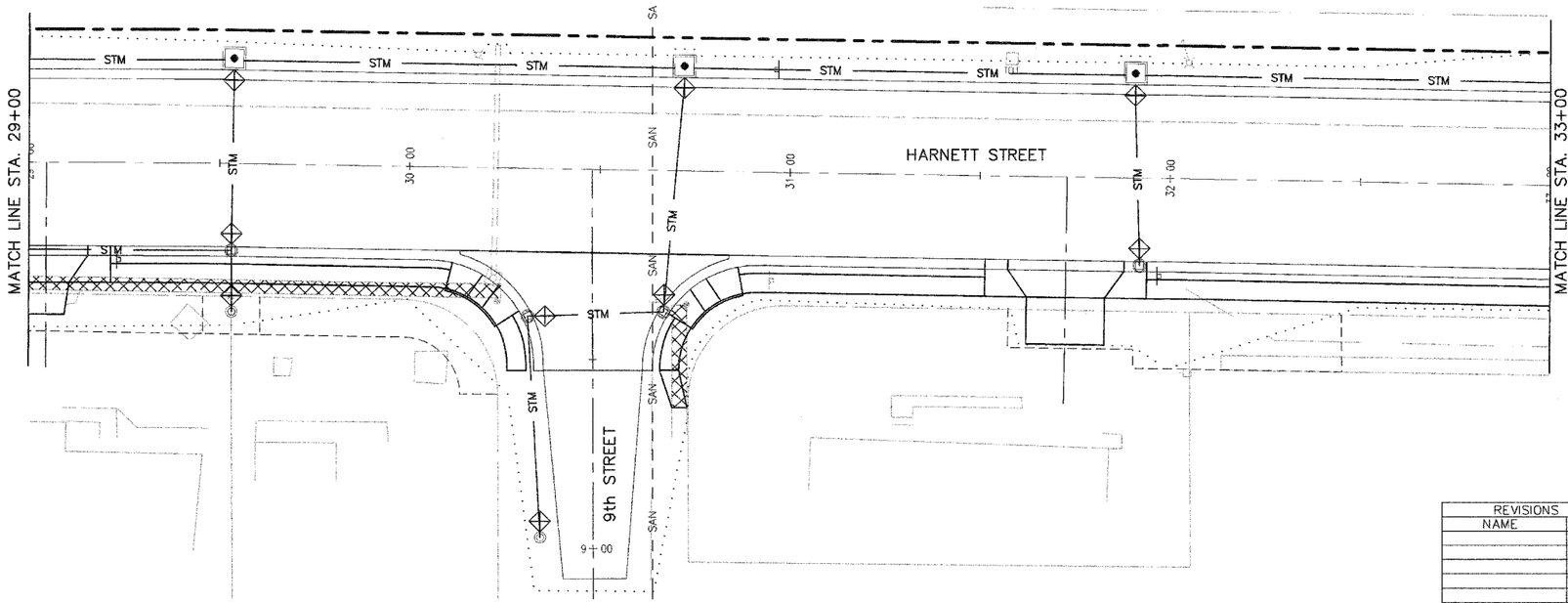
STORM WATER POLLUTION PREVENTION PLAN

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS | |
|---|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 | |
| STA. 24+67 | | TO STA. 33+00 | | |
| STORM WATER POLLUTION PREVENTION PLAN | | | | |

CONTRACT NO. 97242




## LEGEND

INLET & PIPE PROTECTION

| REVISIONS NAME | DATE |
|---|---|
| | |

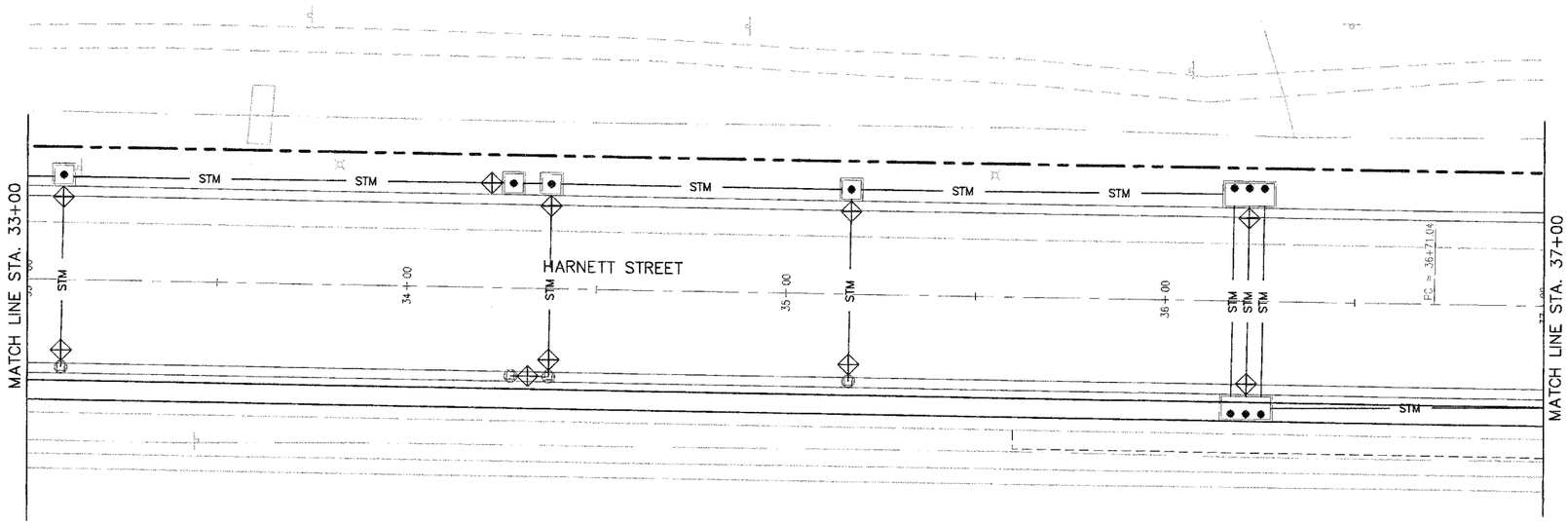
STORM WATER POLLUTION PREVENTION PLAN

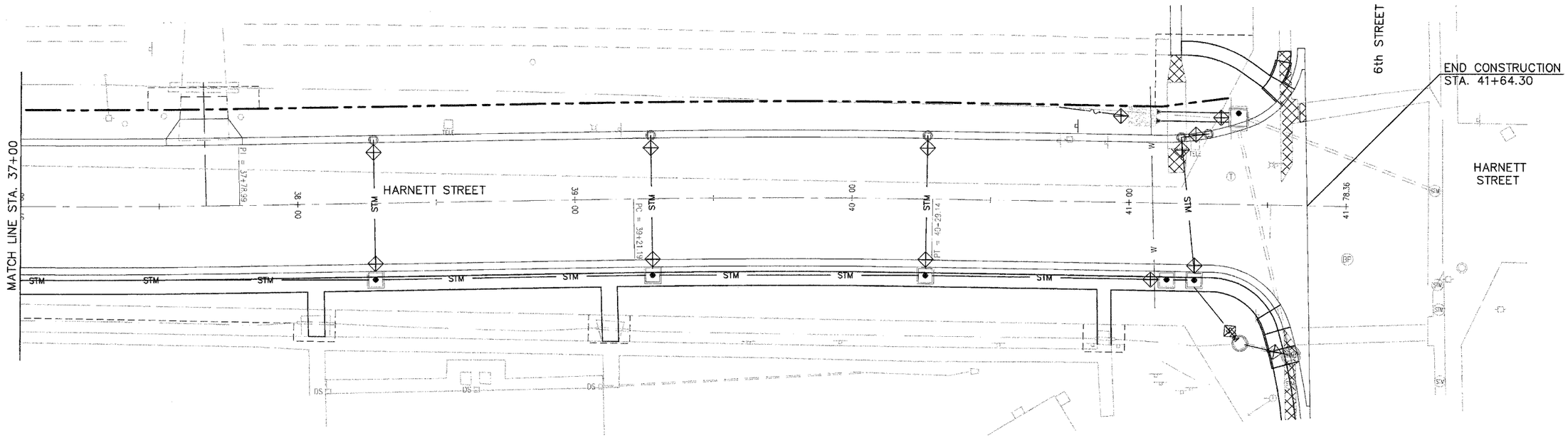
HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

F:\9819\d\dwg\98191ASWPP01.dwg 1/10/2005 7:57:14 AM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 33+00 | TO STA. 41+64.30 | | |
| STORM WATER POLLUTION PREVENTION PLAN | | | |

CONTRACT NO. 97242




## LEGEND

INLET & PIPE PROTECTION

| REVISIONS NAME | DATE |
|---|---|
| | |

STORM WATER POLLUTION PREVENTION PLAN

HARNETT STREET IMPROVEMENTS
CITY OF MASCOUTAH
ST. CLAIR COUNTY, ILLINOIS

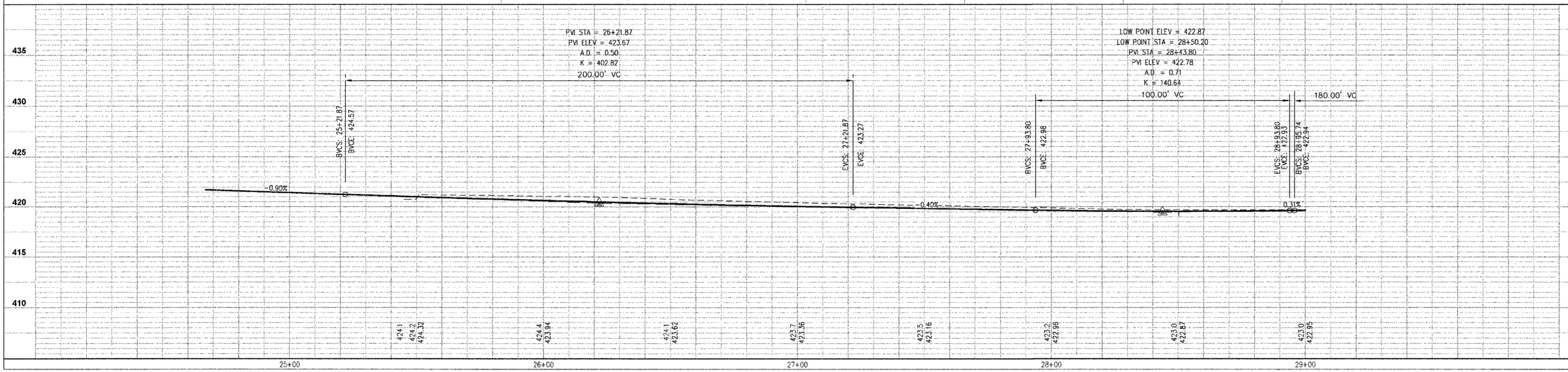
P:\98191c\dwg\98191ASWPP02.dwg 1/19/2005 7:58:24 AM CST

| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 24+67 | TO STA. 29+00 | | |
| STREET PLAN AND PROFILE | | | |

CONTRACT NO. 97242

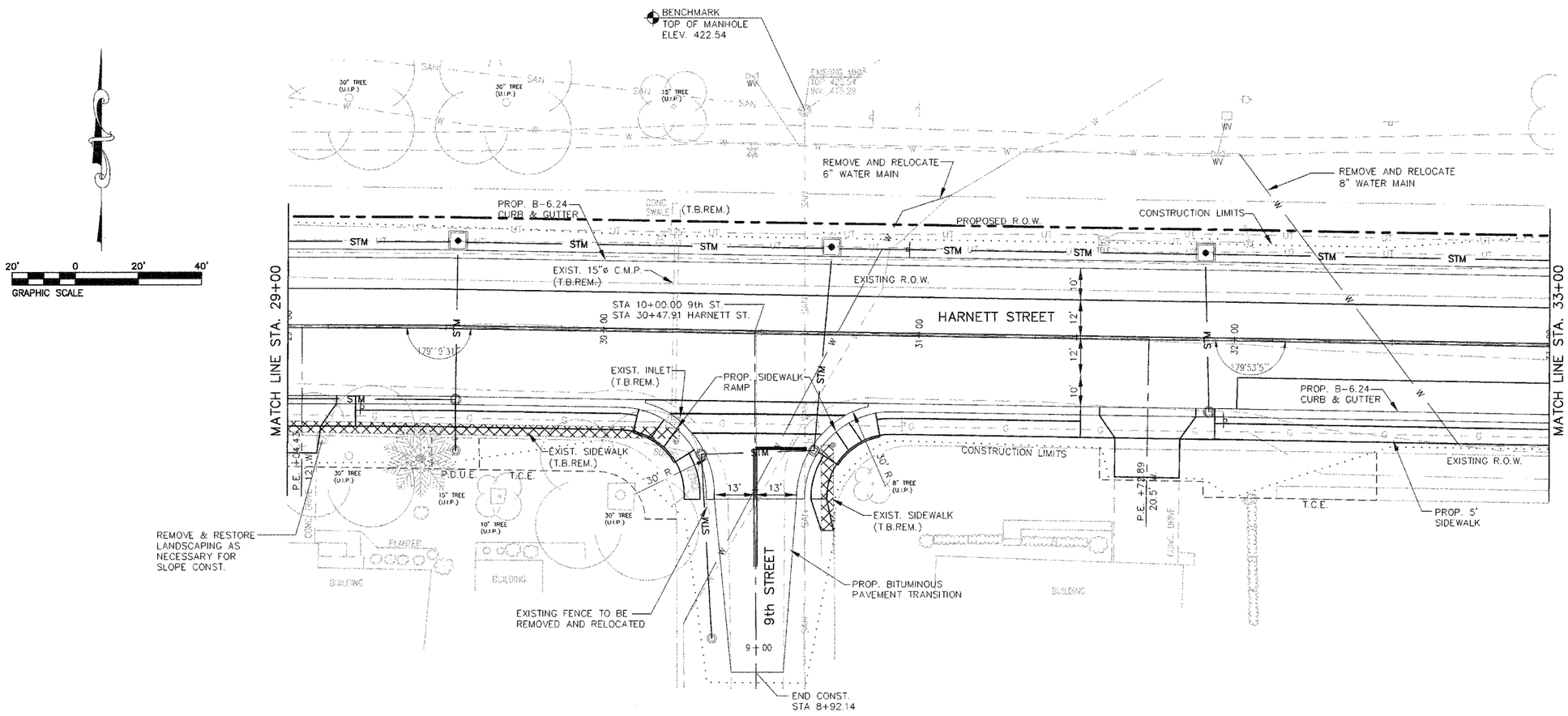
20' 0 20' 40'
GRAPHIC SCALE

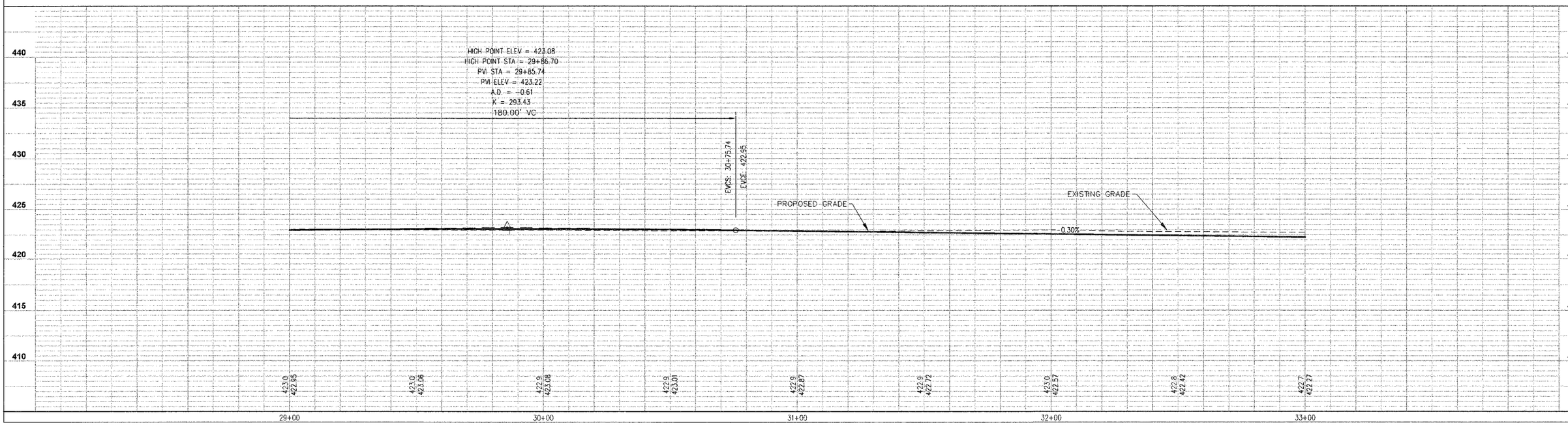
11+08.34 END CONST. STA 10+98.86
11+00
PROP. BITUMINOUS PAVEMENT TRANSITION
EXIST. 15"ø C.M.P. TO BE REMOVED
CULVERT AND SIDEWALK BY OTHERS
EXIST. INLET (T.B.R.)
PLANTER (T.B.REM.)
PROP. SIDEWALK RAMP
PROP. R.O.W.
EXISTING R.O.W.
PROP. SIDEWALK RAMP
STA 10+00 10th ST.
STA 26+06.08 HARNETT ST.
EXIST. TELEPHONE RISER TO BE RELOCATED BY OTHERS
PROP. SIDEWALK RAMP
PROP. B-6.24 CURB & GUTTER
CONSTRUCTION LIMITS
PROPOSED R.O.W.
PROP. B-6.24 CURB & GUTTER
HARNETT STREET
PROP. 5' SIDEWALK
MATCH LINE STA. 29+00
REMOVE & RESTORE LANDSCAPING AS NECESSARY FOR SLOPE CONST.
SHRUB (D.N.D.)
EXIST. SIDEWALK (T.B.REM.)
BUSH (T.B.REM.)
EXISTING FENCE TO BE REMOVED AND RELOCATED
25'-60' TWO-CENTERED CURVE OFFSET 2'
25'-75' TWO-CENTERED CURVE OFFSET 5'
REMOVE AND RESET BOARD FENCE AS NEEDED FOR IMPROVEMENTS
PROP. BITUMINOUS PAVEMENT TRANSITION
9+14.66
END CONST. STA 9+07.46
10th STREET



| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-RP | ST CLAIR | 33 |
| STA 29+00 | TO STA 33+00 | | |
| STREET PLAN AND PROFILE | | | |

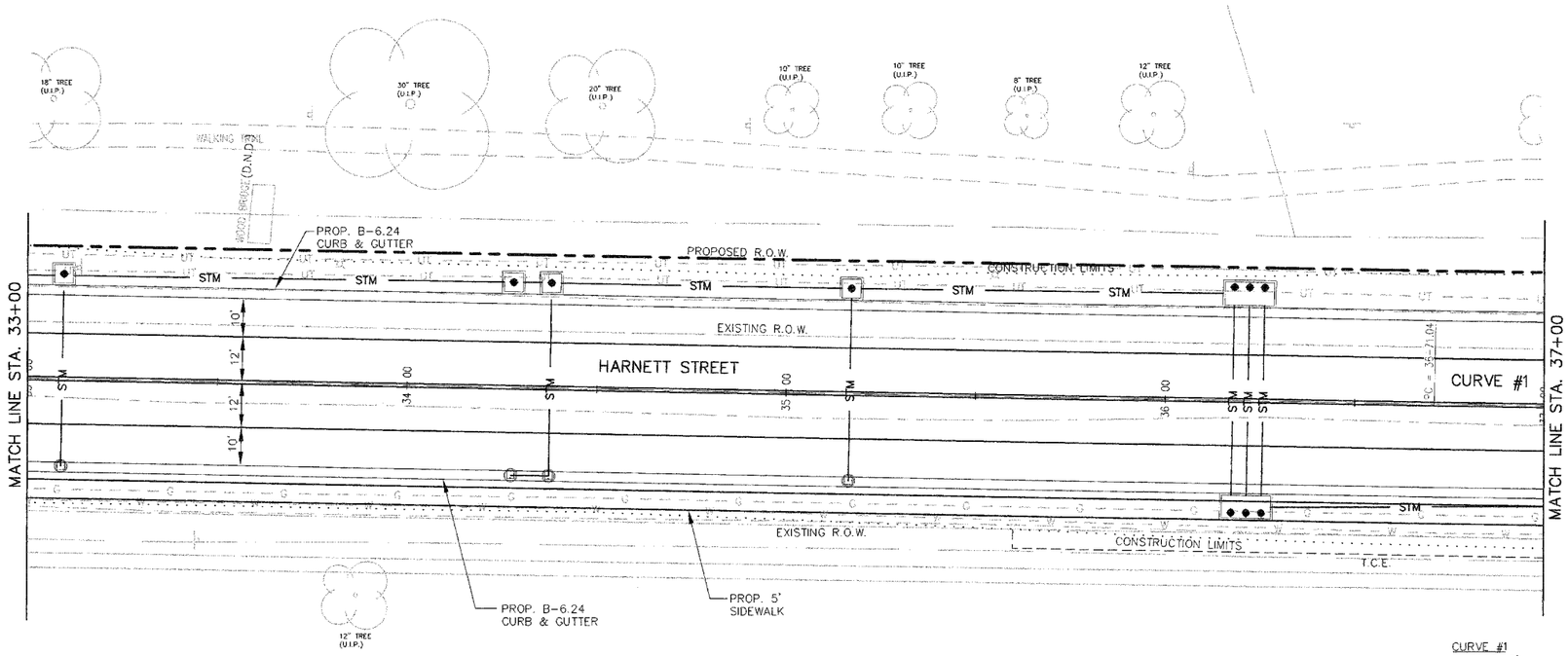
CONTRACT NO. 97242

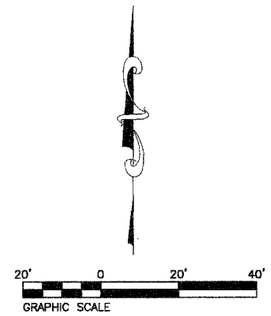


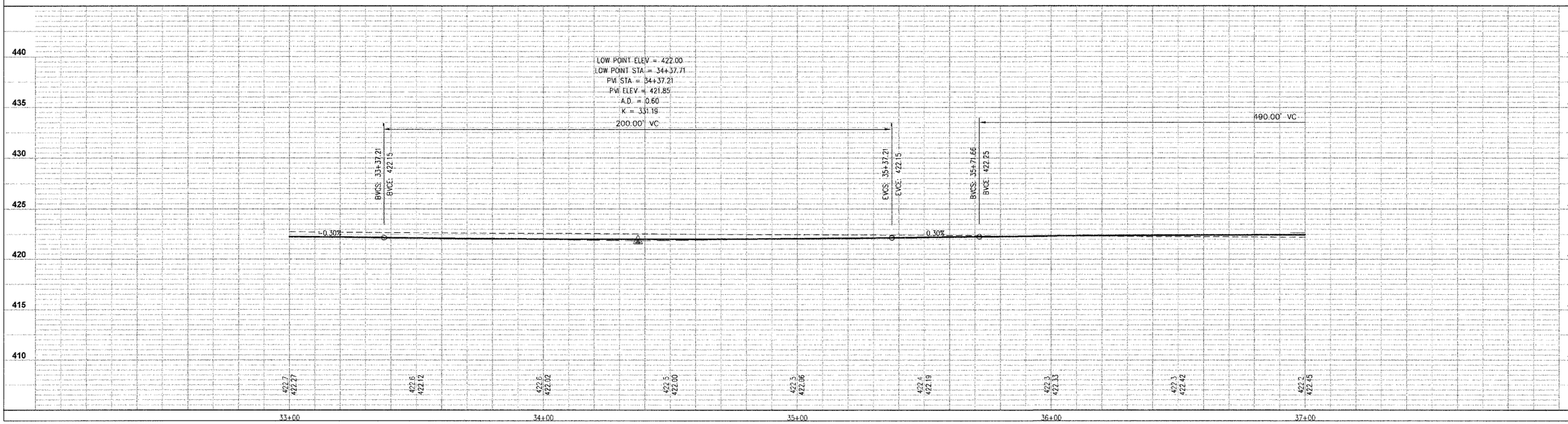
| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 33+00 | TO STA. 37+00 | | |
| STREET PLAN AND PROFILE | | | |

CONTRACT NO. 97242



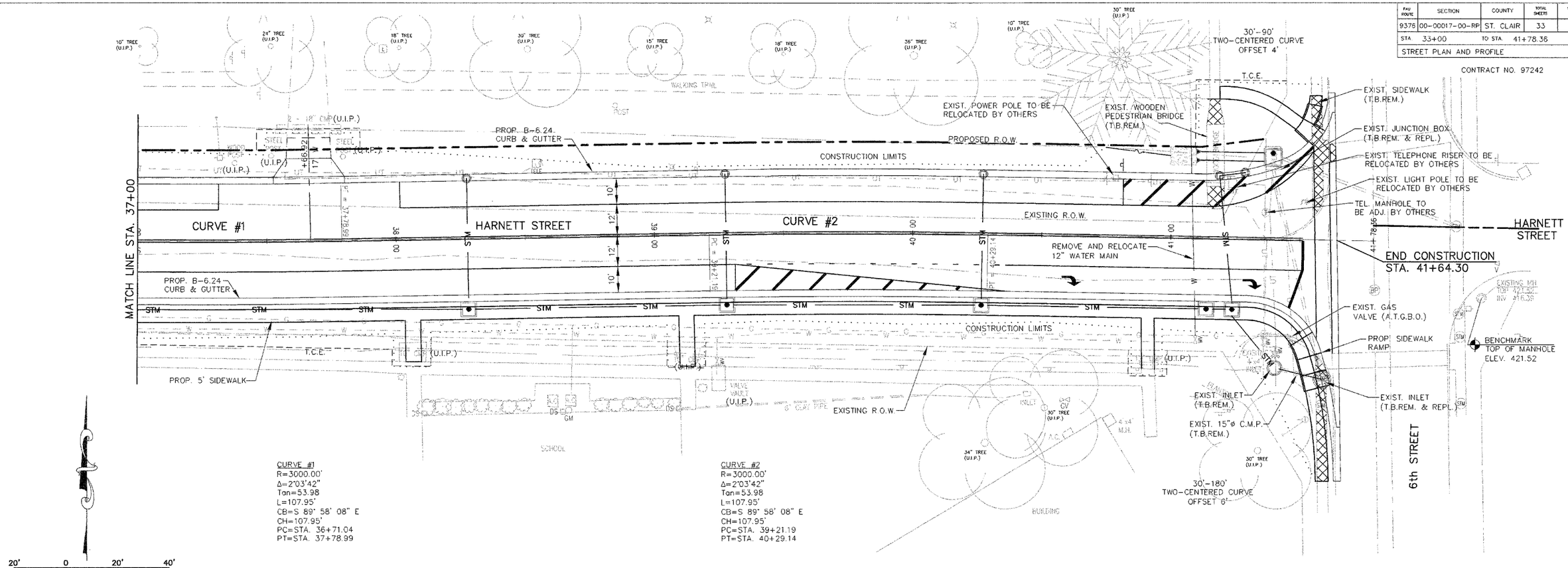




CURVE #1
R=3000.00'
Δ=2°03'42"
Tan=53.98
L=107.95'
CB=S 89° 58' 08" E
CH=107.95'
PC=STA. 36+71.04
PT=STA. 37+78.99



| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9378 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 33+00 | | TO STA. 41+78.36 | |
| STREET PLAN AND PROFILE | | | |

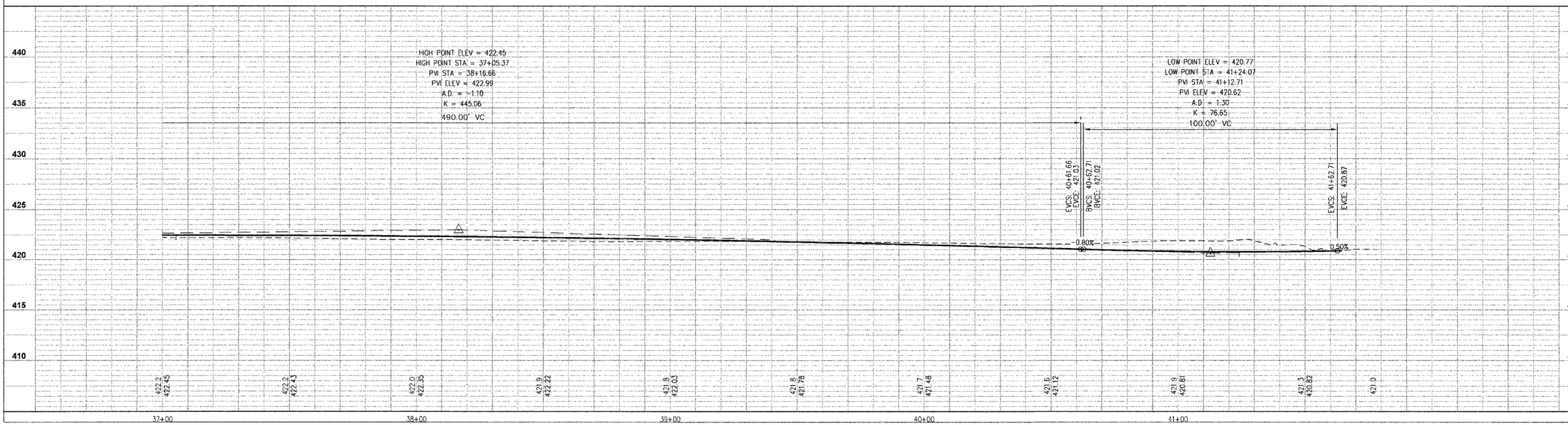
CONTRACT NO. 97242




CURVE #1
R=3000.00'
Δ=2°03'42"
Tan=53.98
L=107.95'
CB=S 89° 58' 08" E
CH=107.95'
PC=STA. 36+71.04
PT=STA. 37+78.99

CURVE #2
R=3000.00'
Δ=2°03'42"
Tan=53.98
L=107.95'
CB=S 89° 58' 08" E
CH=107.95'
PC=STA. 39+21.19
PT=STA. 40+29.14

20' 0 20' 40'
GRAPHIC SCALE



| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA 24+67 | TO STA 29+00 | | |
| DRAINAGE PLAN AND PROFILE | | | |

CONTRACT NO. 97242

STRUCTURE #48
TYPE A INLET
TYPE 3 F&G
STA 25+89.22
OFFSET 36.30' LT
TOG FL=423.15
INV=420.03

STRUCTURE #4
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 25+86.88
OFFSET 27.21' LT
TOG FL=423.10
INV=419.99

STRUCTURE #2
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 25+43.70
OFFSET 13.00' LT
TOG FL=424.07
INV=420.08

11+08.34
11+00
10TH STREET

7 LF-12"ø RCCP,
TY 1 @ 0.44%

37 LF-18"ø RCCP,
TY 1 @ 0.20%

STRUCTURE #49
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 26+26.91
OFFSET 31.94' LT
TOG FL=423.00
INV=419.90

STRUCTURE #6
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 26+40.73
OFFSET 23.97' LT
TOG FL=423.10
INV=419.87

STRUCTURE #9
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 27+03.17
OFFSET 27.58' LT
TOS=423.33
SILL ELEV=422.52
INV=419.74

132 LF-18"ø RCCP,
TY 1 @ 0.20%

5 LF-19"x30" RCCP,
TY 1 @ 0.20%

STRUCTURE #12
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 28+40.20
OFFSET 27.58' LT
TOS=422.85
SILL ELEV=422.04
INV=419.47

STRUCTURE #42
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 28+50.20
OFFSET 27.58' LT
TOS=422.85
SILL ELEV=422.04
INV=419.45

98 LF-19"x30" RCCP,
TY 1 @ 0.20%

42 LF-15"ø RCCP,
TY 1 @ 0.20%

13 LF-18"ø RCCP,
TY 1 @ 0.20%

58 LF-18"ø RCCP,
TY 1 @ 0.20%

46 LF-15"ø RCCP,
TY 1 @ 0.20%

HARNETT STREET

MATCH LINE STA. 29+00

24 LF-15"ø RCCP,
TY 1 @ 0.20%

73 LF-15"ø RCCP,
TY 1 @ 0.20%

52 LF-15"ø RCCP,
TY 1 @ 0.20%

11 LF-12"ø RCCP,
TY 1 @ 9.64%

13 LF-12"ø RCCP,
TY 1 @ 7.15%

63 LF-12"ø RCCP,
TY 1 @ 0.20%

47 LF-12"ø RCCP,
TY 1 @ 0.20%

STRUCTURE #13
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 28+90.62
OFFSET 23.00' RT
TOG FL=422.41
INV=419.47

16 LF-12"ø RCCP,
TY 1 @ 8.58%

STRUCTURE #1
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 25+51.64
OFFSET 23.00' RT
TOG FL=423.79
INV=420.15

STRUCTURE #3
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 25+66.12
OFFSET 26.08' RT
TOG FL=423.36
INV=420.09

STRUCTURE #7
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 26+30.33
OFFSET 32.64' RT
TOG FL=422.99
INV=419.96

STRUCTURE #8
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 27+03.17
OFFSET 23.00' RT
TOG FL=422.83
INV=419.84

STRUCTURE #10
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 27+65.64
OFFSET 23.00' RT
TOG FL=422.57
INV=419.72

STRUCTURE #11
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 28+32.21
OFFSET 23.00' RT
TOG FL=422.36
INV=419.59

STRUCTURE #5
TYPE B INLET
(FLAT SLAB TOP)
TYPE 24 F&G
STA 28+50.20
OFFSET 23.00' RT
TOG FL=422.35
INV=419.55

15 LF-12"ø RCCP,
TY 1 @ 0.20%

14 LF-12"ø RCCP,
TY 1 @ 6.50%

STRUCTURE #46
TYPE A INLET
TYPE B GRATE
STA 28+90.74
OFFSET 39.00' RT
TOG FL=422.50
INV=420.50

STRUCTURE #52
TYPE A INLET
TYPE 3 F&G
STA 25+93.31
OFFSET 56.78' RT
TOG FL=422.52
INV=420.10

9+44.66
10TH STREET

STRUCTURE #53
TYPE A INLET
TYPE 3 F&G
STA 26+20.55
OFFSET 56.32' RT
TOG FL=422.52
INV=420.04

25 LF-12"ø RCCP,
TY 1 @ 0.20%

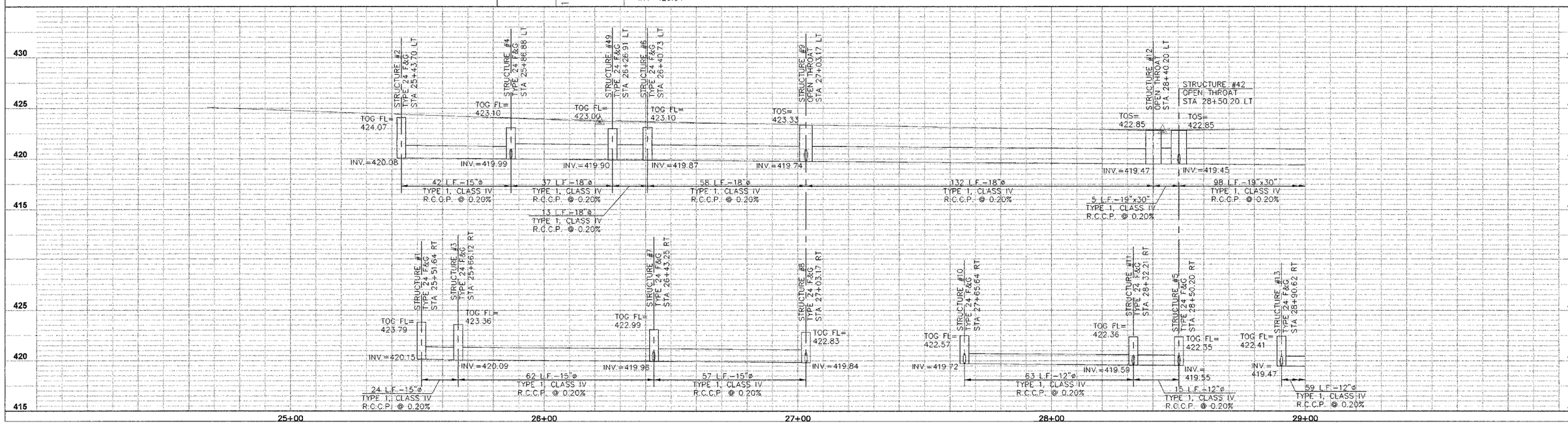
STRUCTURE #43
TYPE A INLET
TYPE B GRATE
STA 27+04.49
OFFSET 36.54' RT
TOG FL=422.90
INV=420.90

STRUCTURE #44
TYPE A INLET
TYPE B GRATE
STA 27+65.76
OFFSET 38.39' RT
TOG FL=422.65
INV=420.65

STRUCTURE #45
TYPE A INLET
TYPE B GRATE
STA 28+28.25
OFFSET 39.00' RT
TOG FL=422.50
INV=420.50

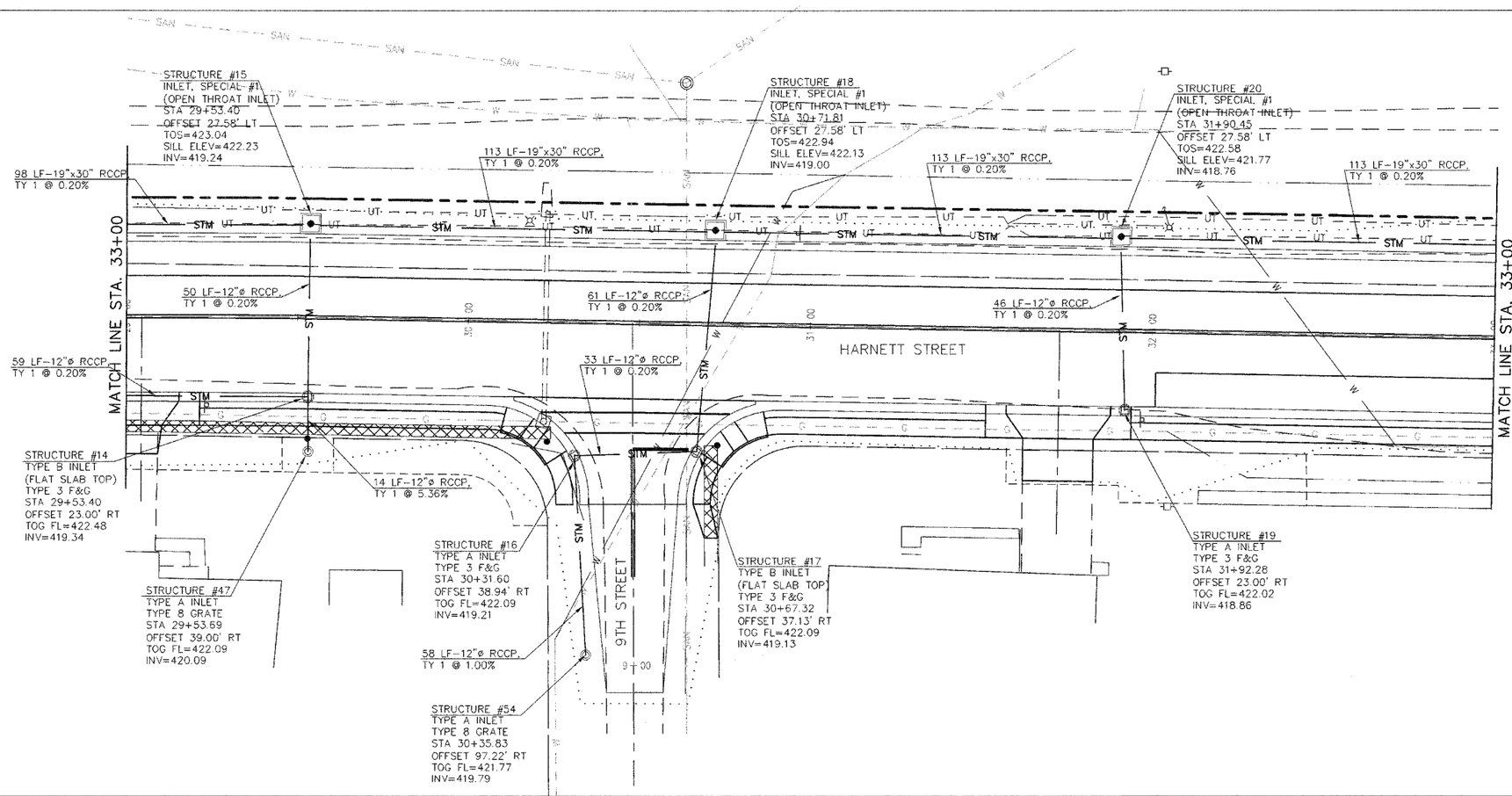
28 LF-12"ø RCCP,
TY 1 @ 0.20%

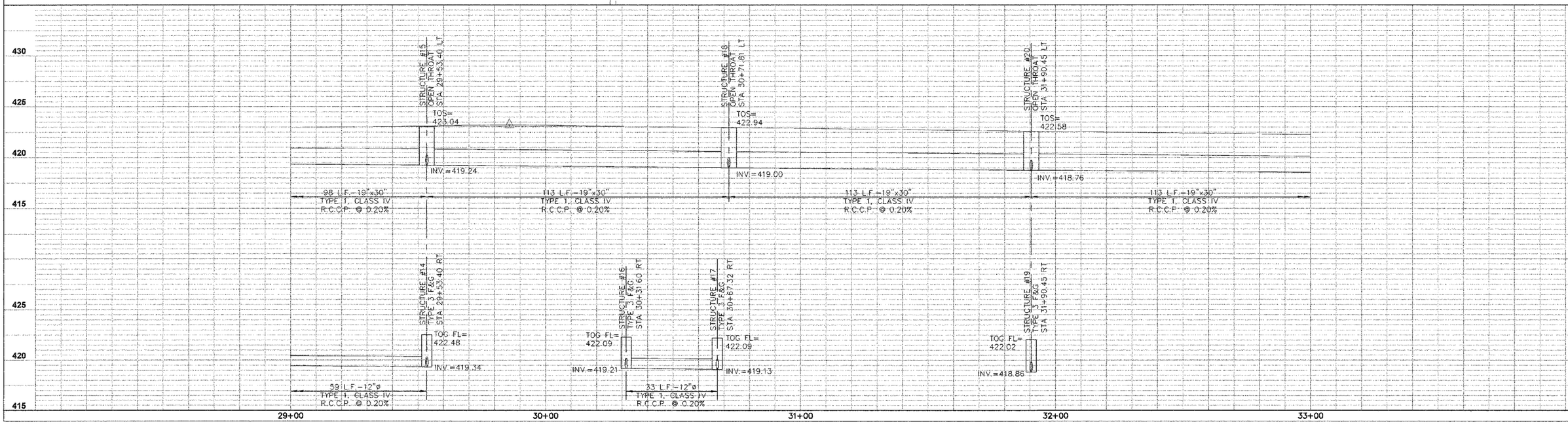
20' 0 20'
GRAPHIC SCALE



| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 29+00 | TO STA. 33+00 | | |
| DRAINAGE PLAN AND PROFILE | | | |

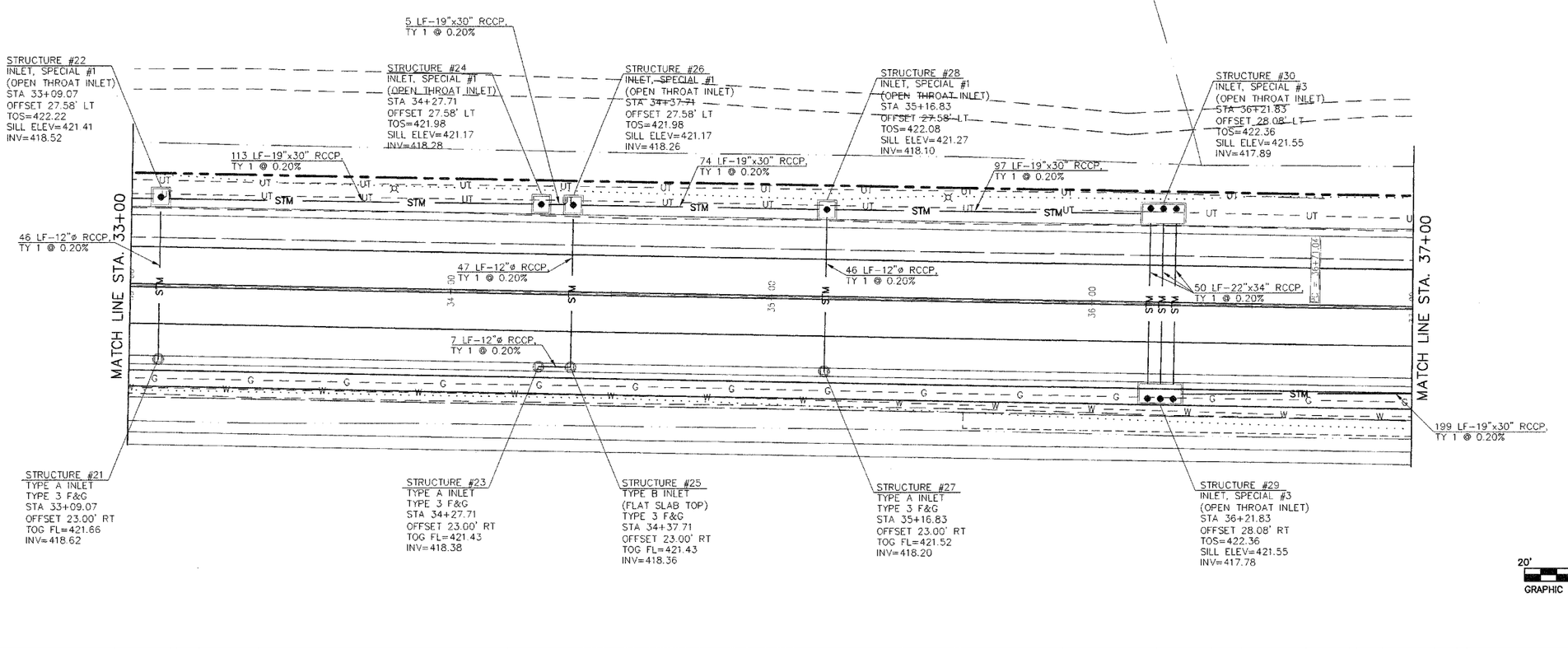
CONTRACT NO. 97242

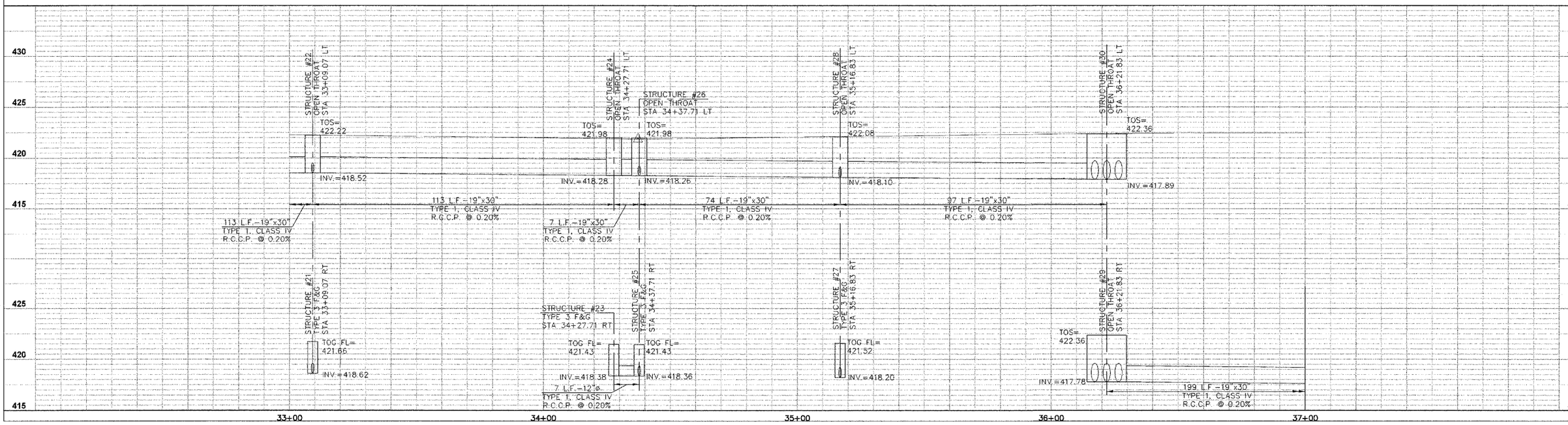


| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 33+00 | TO STA. 37+00 | | |
| DRAINAGE PLAN AND PROFILE | | | |

CONTRACT NO. 97242



| FAU ROUTE | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| 9376 | 00-00017-00-RP | ST. CLAIR | 33 |
| STA. 37+00 | TO STA. 41+78.36 | | |
| DRAINAGE PLAN AND PROFILE | | | |

CONTRACT NO. 97242

MATCH LINE STA. 37+00

STRUCTURE #32
TYPE A INLET
TYPE 3 F&G
STA 38+27.68
OFFSET 23.00' LT
TOG FL=421.71
INVERT=417.59

STRUCTURE #34
TYPE A INLET
TYPE 3 F&G
STA 39+27.70
OFFSET 23.00' LT
TOG FL=421.32
INVERT=417.39

STRUCTURE #36
TYPE A INLET
TYPE 3 F&G
STA 40+26.99
OFFSET 23.00' LT
TOG FL=420.71
INVERT=417.07

STRUCTURE #38
TYPE B INLET
(FLAT SLAB TOP)
TYPE 3 F&G
STA 41+18.46
OFFSET 23.93' LT
TOG FL=420.14
INVERT=416.91

18"ø F.E.S.
INVERT=418.85

8 SQ. YD.
RR3 RIPRAP

21 LF-18"ø RCCP,
TY 1 @ 7.50%

STRUCTURE #51
INLET, SPECIAL #2
(JUNCTION BOX)
TYPE 1 F&L
STA 41+38.36
OFFSET 31.37' LT
TOS=419.43
INVERT=416.15
INFLOW (WEST)=416.86

CONNECT EXISTING
12" R.C.C.P.

STRUCTURE #40
TYPE A INLET
TYPE 3 F&G
STA 41+28.28
OFFSET 25.37' LT
TOG FL=420.15
INVERT=416.93

7 LF-12"ø RCCP,
TY 1 @ 0.20%

48 LF-12"ø RCCP,
TY 1 @ 0.20%

25 LF-22"x34" RCCP,
TY 1 @ 0.20%

CONNECT EXISTING
12" R.C.C.P.

STRUCTURE #50 (REM. EXIST. STRUCTURE)
TYPE A MANHOLE-6'ø
(FLAT SLAB TOP)
TYPE 24 F&G
STA 41+59.46
OFFSET 53.98' RT
TOG FL=420.76
INVERT=416.68

CONNECT EXISTING
30" C.M.P.

14 LF-22"x34" RCCP,
TY 1 @ 0.20%

46 LF-12"ø RCCP,
TY 1 @ 0.44%

46 LF-12"ø RCCP,
TY 1 @ 0.44%

46 LF-12"ø RCCP,
TY 1 @ 0.20%

93 LF-19"x30" RCCP,
TY 1 @ 0.20%

82 LF-22"x34" RCCP,
TY 1 @ 0.20%

95 LF-19"x30" RCCP,
TY 1 @ 0.20%

5 LF-22"x34" RCCP,
TY 1 @ 0.20%

199 LF-19"x30" RCCP,
TY 1 @ 0.20%

STRUCTURE #31
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 38+27.68
OFFSET 27.58' RT
TOS=422.27
SILL ELEV=421.46
INVERT=417.37

STRUCTURE #33
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 39+27.70
OFFSET 27.58' RT
TOS=421.88
SILL ELEV=421.07
INVERT=417.17

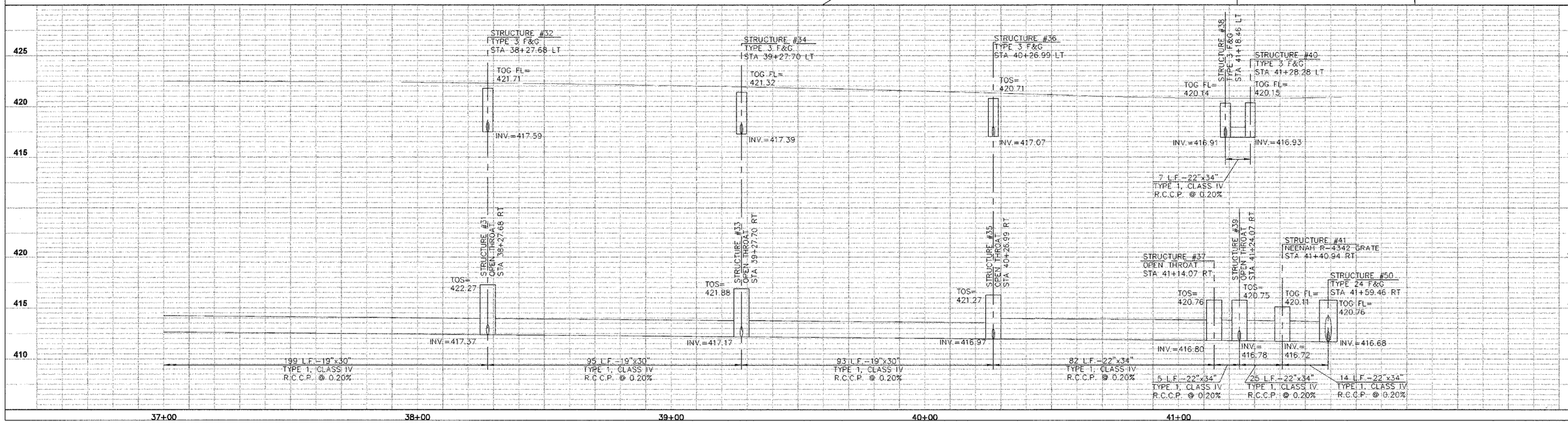
STRUCTURE #35
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 40+26.99
OFFSET 27.58' RT
TOS=421.27
SILL ELEV=420.46
INVERT=416.97

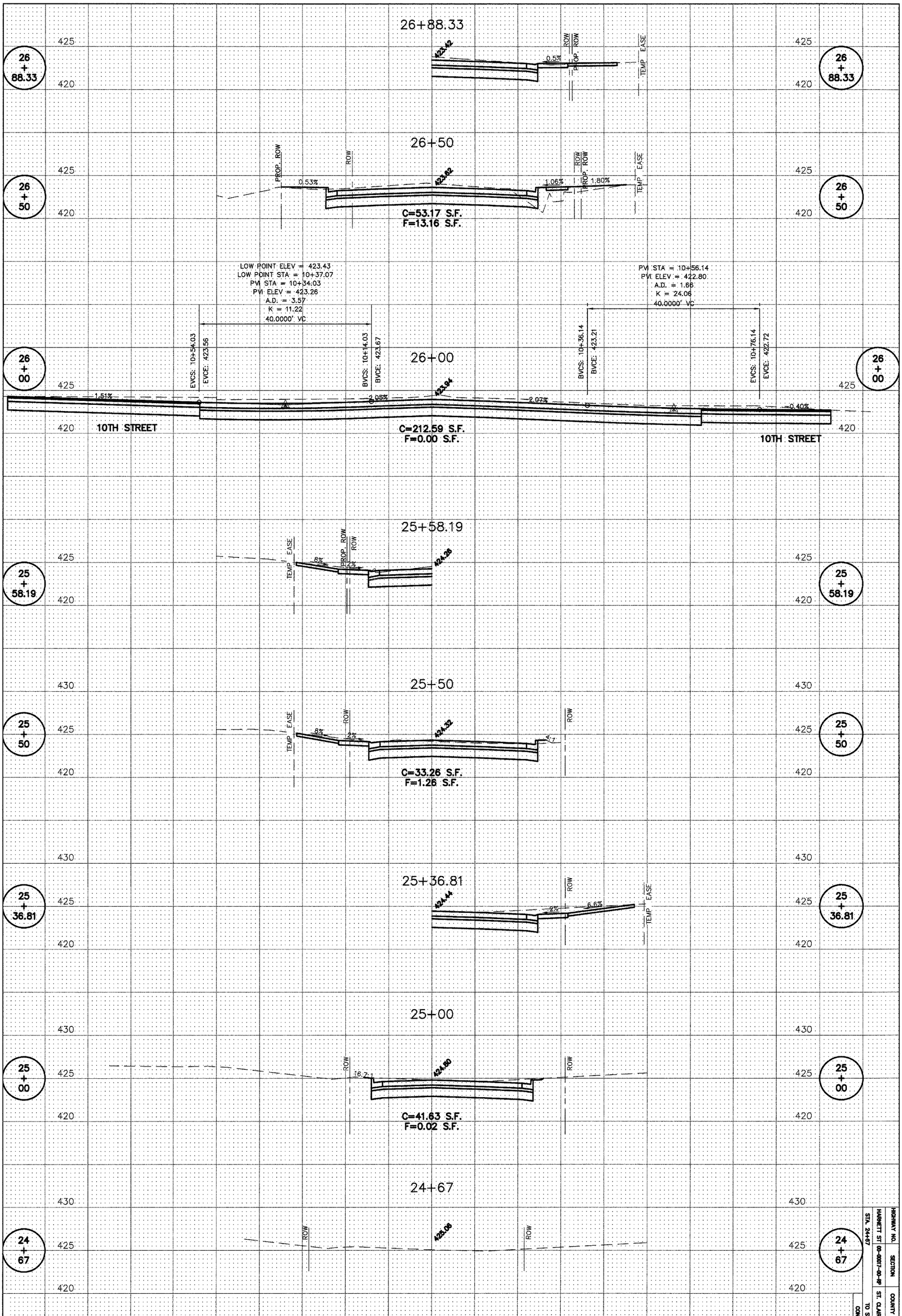
STRUCTURE #37
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 41+14.07
OFFSET 27.58' RT
TOS=420.76
SILL ELEV=419.95
INVERT=416.80

STRUCTURE #39
INLET, SPECIAL #1
(OPEN THROAT INLET)
STA 41+24.07
OFFSET 27.58' RT
TOS=420.75
SILL ELEV=419.94
INVERT=416.78

STRUCTURE #41
(REM. EXIST. STRUCTURE)
TYPE A MANHOLE-6'ø
(FLAT SLAB TOP)
NEENAH R-4342 GRATE
STA 41+40.79
OFFSET 30.96' RT
TOG FL=420.11
INVERT=416.72

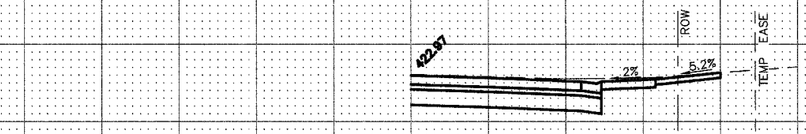
20' 0 20' 40'
GRAPHIC SCALE



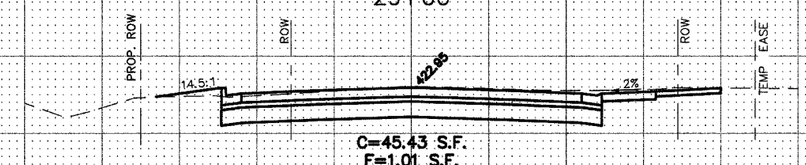



| | |
|---|---|
| HIGHWAY NO. | HARNETT ST. |
| SECTION | 00-0007-00-RP |
| COUNTY | ST. CLAIR |
| TOTAL SHEETS | 33 |
| CONTRACT NO. | STA. 24+67 TO STA. 26+88.33 |

29+04.43

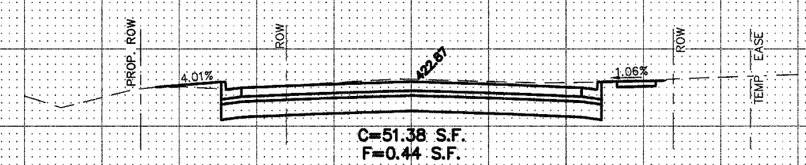



29+00



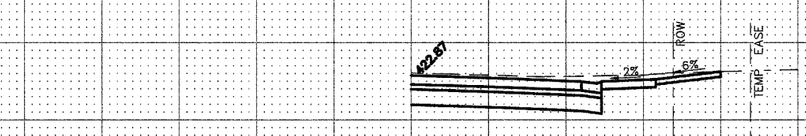

C=45.43 S.F.
F=1.01 S.F.

28+50

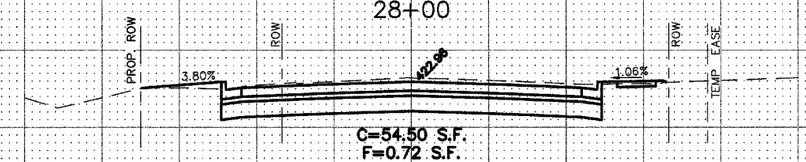



C=51.38 S.F.
F=0.44 S.F.

28+42.00

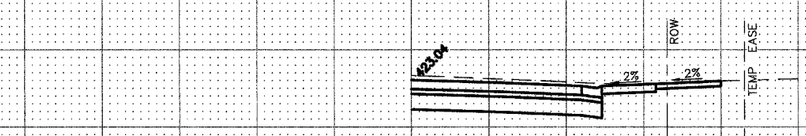



28+00

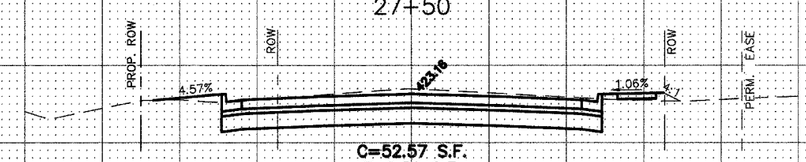



C=54.50 S.F.
F=0.72 S.F.

27+79.36

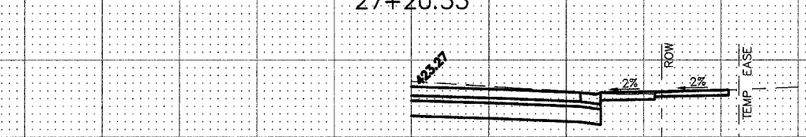



27+50

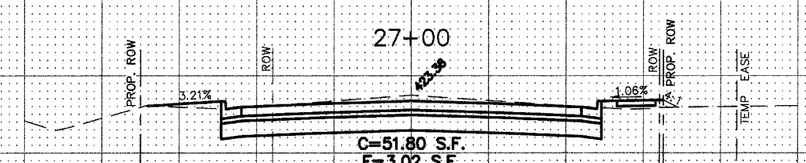



C=52.57 S.F.
F=2.59 S.F.

27+20.33




27+00

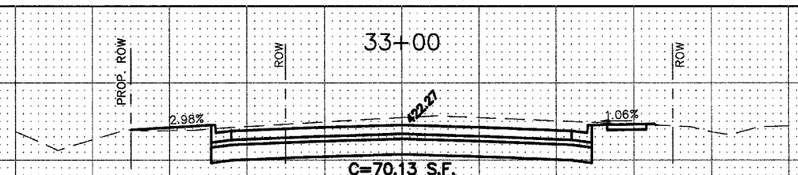



C=51.80 S.F.
F=3.02 S.F.

HARNETT STREET

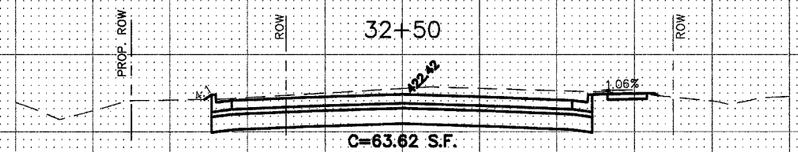
| HIGHWAY NO. | SECTION |
|---|---|
| HARNETT ST | 00-0001-00-PE |
| STA. 27+00 | ST. CLAIR |
| TO STA. 29+04.43 | 33 |
| CONTRACT NO. | TOTAL SHEETS |

33+00



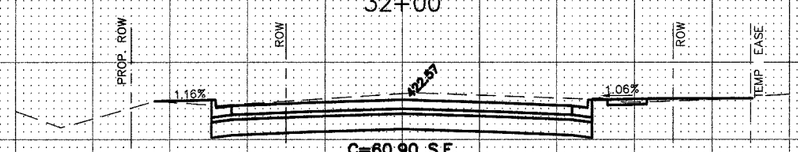

C=70.13 S.F.
F=0.10 S.F.

32+50



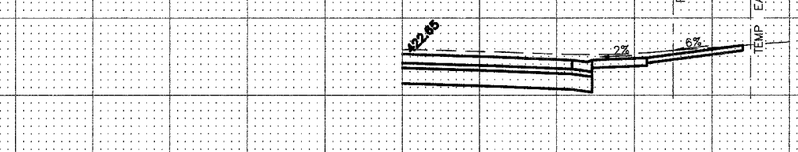

C=63.62 S.F.
F=0.25 S.F.

32+00

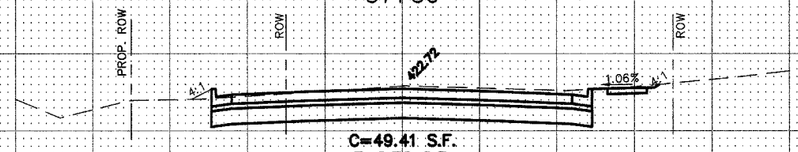



C=60.90 S.F.
F=0.40 S.F.

31+72.89

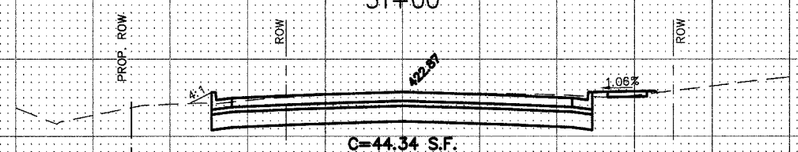



31+50




C=49.41 S.F.
F=0.70 S.F.

31+00

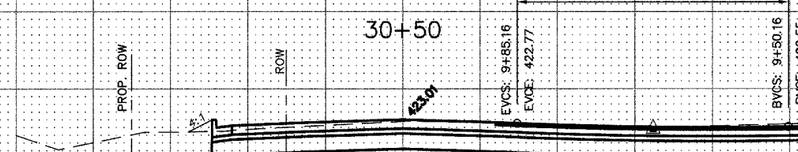



C=44.34 S.F.
F=1.71 S.F.

LOW POINT ELEV = 422.51
LOW POINT STA = 9+59.90
PVI STA = 9+67.66
PVI ELEV = 422.41
A.D. = 2.85
K = 12.29
35.0000' VC

PVI STA = 9+12.14
PVI ELEV = 422.85
A.D. = -0.14
K = 280.69
40.0000' VC

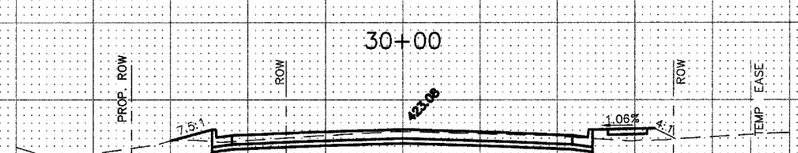
30+50




C=103.26 S.F.
F=0.87 S.F.

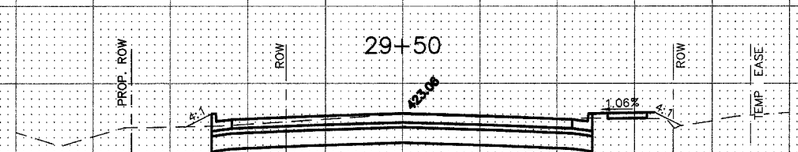
9TH STREET

30+00




C=35.33 S.F.
F=5.55 S.F.

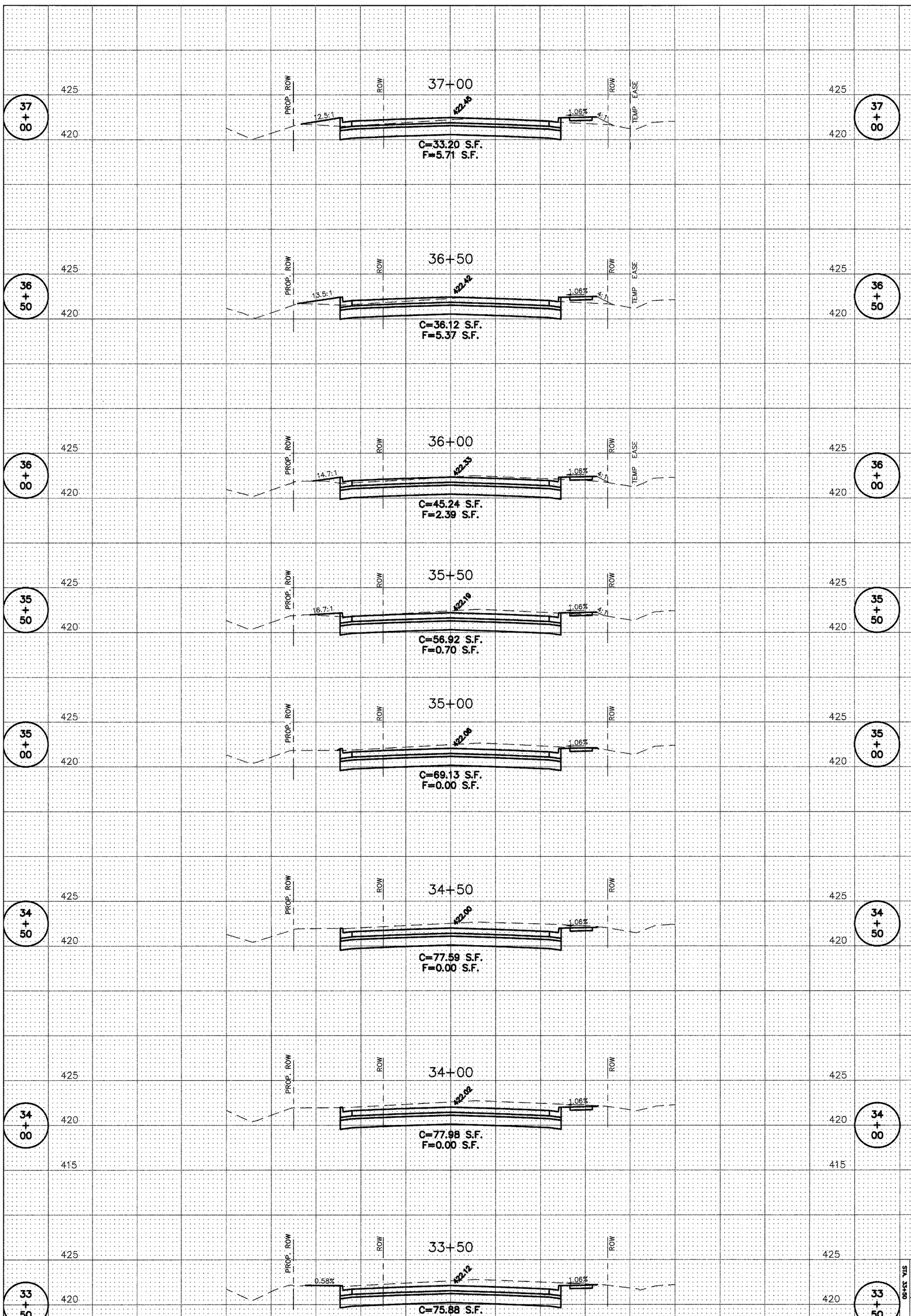
29+50




C=38.23 S.F.
F=2.57 S.F.

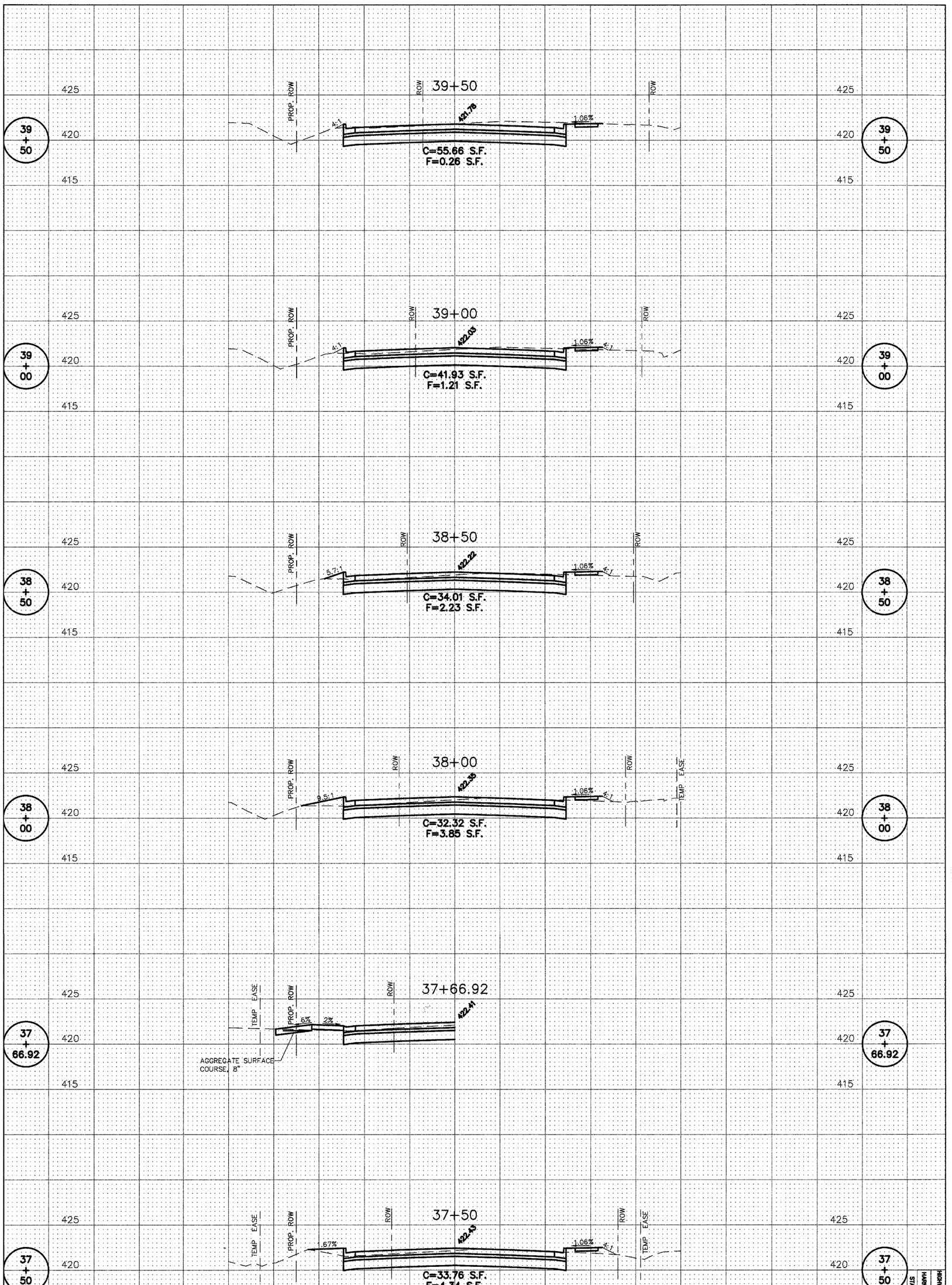
HARNETT STREET

| | |
|---|---|
| HIGHWAY NO. | HARNETT ST. STA. 29+50 |
| SECTION | 09-0007-00-PP |
| COUNTY | ST. CLAIR |
| TOTAL SHEETS | 33 |
| CONTRACT NO. | TO STA. 33+00 |




HARNETT STREET

| | |
|---|---|
| HIGHWAY NO. | HARNETT ST |
| SECTION | 09-00007-00-RP |
| COUNTY | ST. CLAIR |
| TOTAL SHEETS | 33 |
| CONTRACT NO. | STA. 33+50 TO STA. 37+00 |



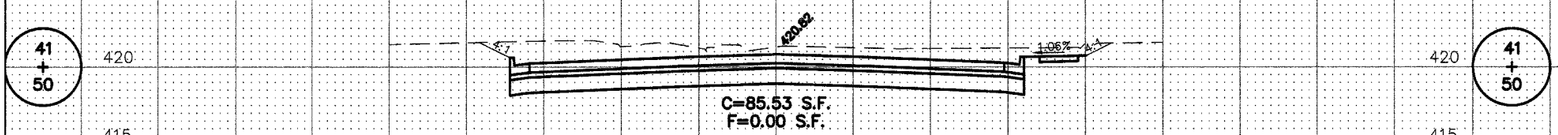

HARNETT STREET

| HIGHWAY NO. | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| HARNETT ST. STA. 37+50 TO STA. 39+50 | 00-0001-00-RP | ST. CLAIR | 33 |

CONTRACT NO.

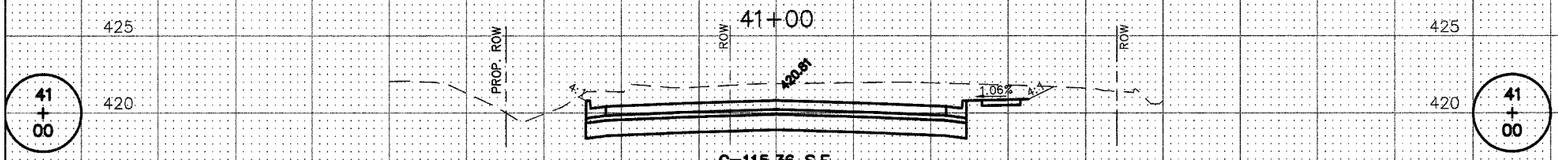
41+78.36


41+50



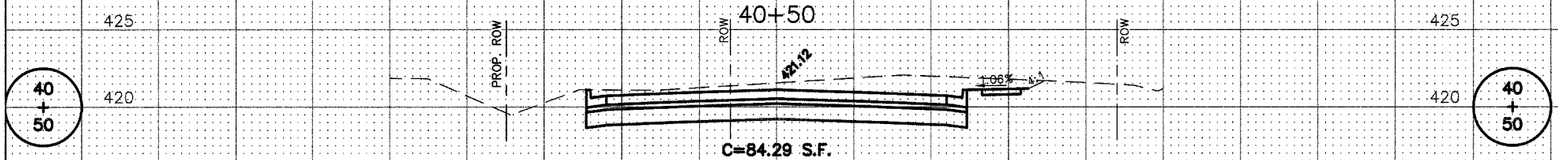

C=85.53 S.F.
F=0.00 S.F.

41+00



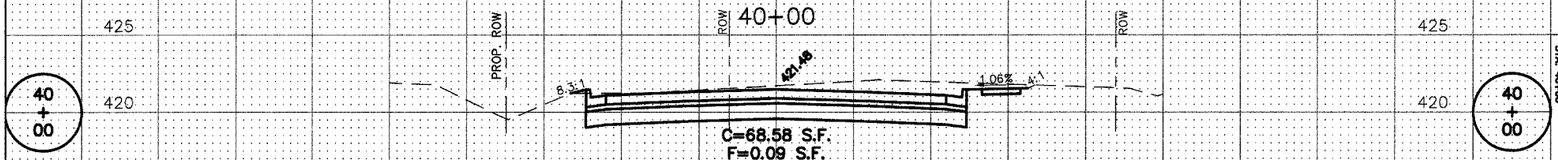

C=115.36 S.F.
F=0.00 S.F.

40+50




C=84.29 S.F.
F=0.00 S.F.

40+00




C=68.58 S.F.
F=0.09 S.F.

HARNETT STREET

| HIGHWAY NO. | SECTION | COUNTY | TOTAL SHEETS |
|---|---|---|---|
| HARNETT ST | 09-0007-60-RP | ST. CLAIR | 33 |
| STA. 40+00 | | TO STA. 41+78.36 | CONTRACT NO. |