

INDEX TO SHEETS

09-20-13 LETTING ITEM 024

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

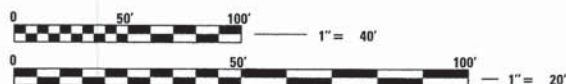
FAU 0291 / DIVISION STREET
WEST CANAL STREET TO IL ROUTE 171
BRIDGE REPLACEMENT
SECTION 10-00071-00-BR
PROJECT NO. BRM-9003 (817)
WILL COUNTY
CITY OF LOCKPORT
JOB NO: C-91-496-11

Table with columns: F.A.U. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 0291, 10-00071-00-BR, WILL, 56, 1

Table with columns: SHEET NO., DESCRIPTION. Lists sheets 1 through 48-56 with descriptions like COVER SHEET, GENERAL NOTES AND UTILITIES, etc.

HIGHWAY STANDARDS

Table with columns: STANDARD NO., DESCRIPTION. Lists standards 000001-06 through 780001-03 such as STANDARD SYMBOLS, BRIDGE APPROACH PAVEMENT CONNECTOR, etc.

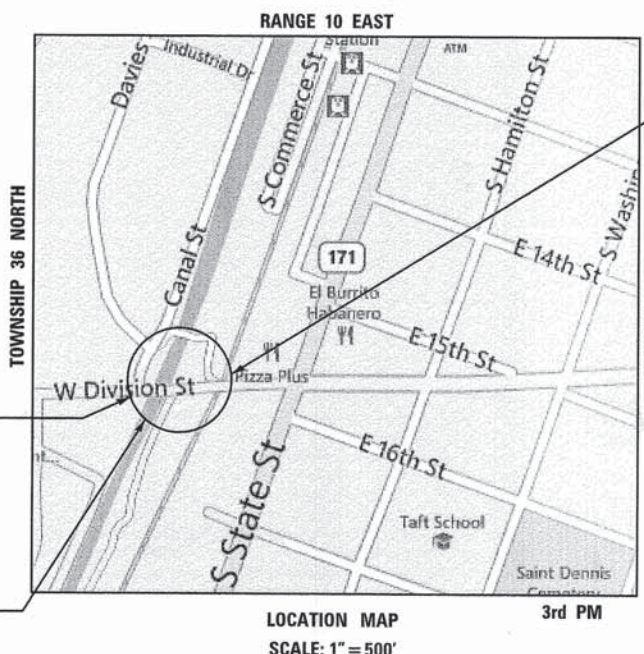


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

ADT = 2800 (2012)
4000 (2040) 3% TRUCKS
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED = 30 MPH
DESIGN DESIGNATION = URBAN COLLECTOR
CONTRACT NO. 63864

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



DIVISION STREET
IMPROVEMENT BEGINS
STATION 12+85

STATION 14+55.70
STEEL WIDE FLANGE BEAM BRIDGE
1 SPAN
LENGTH = 83'-11"
ROADWAY = 28'-0"
SKEW = 25°
EXISTING SN 099-6500
PROPOSED SN 099-6508

DIVISION STREET
IMPROVEMENT ENDS
STATION 16+45



GROSS LENGTH = 360 FT. = 0.068 MILES
NET LENGTH = 360 FT. = 0.068 MILES
PROJECT LOCATED IN THE
CITY OF LOCKPORT

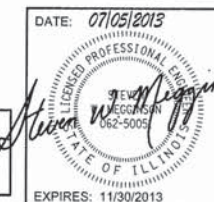
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OF THE STATE OF ILLINOIS



APPROVED [Signature] 2013
IDNR SITE SUPERINTENDENT I&M CANAL STATE TRAIL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
APPROVED [Signature] 2013
INTERIM MAYOR
CITY ADMINISTRATOR

PASSED July 22, 2013 2013
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
RELEASING FOR BID
BASED ON LIMITED
REVIEW July 29, 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER



HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS - STRUCTURAL ENGINEERS - LAND SURVEYORS
380 SHEPARD DRIVE
ELGIN, ILLINOIS 60123
847.697.6700 www.hlrengineering.com

PROJECT NUMBER: 11,0457.130 DATE: 07/05/13

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2013; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.31.

STAKING

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE BACK OF CURB; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF LOCKPORT PUBLIC WORKS DEPARTMENT ONE WEEK IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

BACKFILL

STORM SEWER, WATER MAIN, AND SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.

P.C. CONCRETE

PERPENDICULAR RAMPS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS AND DRIVEWAYS PER CURRENT IDOT STANDARDS.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, OR CURB AND GUTTER, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VADALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER AND CITY MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
3. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
4. ALL UNUSED SIGNS WILL BE RETURNED TO THE CITY OR COUNTY, AS APPLICABLE.
5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

REMOVAL

THIS WORK SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER. THE CONTRACTOR SHALL CUT THE JOINT BETWEEN THE PORTION OF THE ITEM TO BE REMOVED AND THAT TO BE LEFT IN PLACE WITH A SAWING MACHINE TO PREVENT SPALLING WHEN THE ITEM IS BROKEN OUT. THIS WORK SHALL BE DONE IN A MANNER THAT A STRAIGHT AND PERPENDICULAR JOINT WILL BE SECURED. ALL SAW CUTTING SHALL BE TO THE FULL DEPTH OF THE PAVEMENT, DRIVEWAY, SIDEWALK, OR CURB TO BE REMOVED.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING ITEM BEING REMOVED AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.

THE COST OF SAWCUTS SHALL BE INCLUDED IN THE COST OF THE ITEMS TO BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAWING REINFORCEMENT.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE HALF (1 1/2) INCHES. THE THICKNESSES OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF CONTRACT.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. THIS SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

PAVEMENT MARKING PAINT

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 105.09 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL FURNISH, AT HIS EXPENSE, WHITE, PINK OR PURPLE PAVEMENT MARKING PAINT IN AEROSOL CANS, FOR USE BY THE ENGINEER. THE CONTRACTOR AND SUBCONTRACTORS SHALL ONLY USE THESE SAME COLORS FOR THEIR OWN MARKINGS, THEREFORE NOT USING JULIE UTILITY COLORS.

PROTECTION OF EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION

ALL EXISTING DRAINAGE STRUCTURES ARE TO BE KEPT FREE OF DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO PREVENT ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT. ANY DEBRIS IN THE DRAINAGE STRUCTURES RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CONTRACTOR'S OWN EXPENSE, AND NO EXTRA COMPENSATION WILL BE ALLOWED. SHOULD RECONSTRUCTION OR ADJUSTMENT OF A DRAINAGE STRUCTURE BE REQUIRED BY THE ENGINEER IN THE FIELD, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTION 602 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

DURING CONSTRUCTION, IF THE CONTRACTOR'S FORCES ENCOUNTER OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS, OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, THEY SHALL INFORM THE ENGINEER. THE ENGINEER SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE, AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTIONS 550 AND 601 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

CONCRETE BREAKERS

WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS THAT MAY DAMAGE UNDERGROUND PUBLIC AND/OR PRIVATE UTILITIES WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON PAVEMENT OR IN ANY OTHER MANNER THAT, IN THE OPINION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.

DRIVEWAY ACCESS

THE CONTRACTOR SHALL, WHERE REQUIRED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, PROVIDE IMMEDIATE ACCESS TO DRIVEWAYS AND INTERSECTING STREETS. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE ACCESS FOR EMERGENCY VEHICLES DURING THE TIME OF CONSTRUCTION.

ANY DRIVEWAY APRON ADJACENT TO THE CURB AND GUTTER THAT IS REMOVED OR DISTURBED SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER AFTER THE NEW CURB AND GUTTER HAS BEEN CONSTRUCTED. THE CONTRACTOR MUST SCHEDULE THIS WORK SO THAT ONLY ONE SIDE OF ANY STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURB AND GUTTER, DRIVEWAY, OR SIDEWALK, WHETHER FORMED OR NOT FORMED, REMAIN OPEN MORE THAN 3 WORKING DAYS.

PRIOR TO REMOVING ANY DRIVEWAY, THE CONTRACTOR SHALL PROVIDE THE CITY SUFFICIENT TIME TO PROVIDE 24 HOURS' ADVANCE WRITTEN NOTICE TO THE RESIDENT/OWNER OF THE DRIVEWAY, ALLOWING THE RESIDENT/OWNER TIME TO REMOVE ANY VEHICLES. ACCESS SHALL BE RESTORED NO LESS THAN 4 DAYS AFTER CURB AND GUTTER HAS BEEN PLACED. IF NECESSARY, THE CONTRACTOR SHALL PLACE TEMPORARY AGGREGATE BEHIND THE NEW CURB AND GUTTER UNTIL THE DRIVEWAY IS RESTORED. THIS TEMPORARY AGGREGATE SHALL BE CONSIDERED AS INCLUDED IN THE DRIVEWAY REPLACEMENT PAY ITEM.

RAILROAD COORDINATION

IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE ILLINOIS CENTRAL RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE ILLINOIS CENTRAL RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

UTILITIES

COMMONWEALTH EDISON
TOM MAHAR
SOUTHERN REGION HEADQUARTERS
1910 SOUTH BRIGGS ST.
JOLIET, ILLINOIS 60433-9559
(815) 724-5010

NICOR GAS
CONSTANCE LANE
1844 FERRY ROAD
NAPERVILLE, IL 60563-9600
(630) 389-3830

COMCAST
THOMAS MUNAR
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
(630) 600-6316

A T & T
65 W. WEBSTER ST. FLOOR 4E
JOLIET, ILLINOIS 60432
815-774-6762

CITY OF LOCKPORT
AMY WAGNER
PUBLIC WORKS
17112 PRIME BLVD.
LOCKPORT, IL 60441
(815) 838-0549

FILE NAME = 110457-shr-cover.dgn	DESIGNED - C.C.S.	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">GENERAL NOTES AND UTILITIES DIVISION STREET</p>				FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
 HAMPTON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE ELGIN, IL 60120 ILLINOIS PROFESSIONAL DESIGN FIRM LB / PE / SE CDRP - 184-000999	USER NAME =	DRAWN - A.C.					REVISED -	0291	10-00071-00-BR	WILL	56	2
	PLOT SCALE =	CHECKED - S.W.M.					REVISED -	CITY OF LOCKPORT		CONTRACT NO. 63864		
	PLOT DATE = 8/8/2013	DATE - 08/08/13					REVISED -	ILLINOIS FED. AID PROJECT				
SCALE: NTS			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.							

SUMMARY OF QUANTITIES			
CODE NUMBER	ITEM	UNIT	QUANTITY 0011
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	29
20200100	EARTH EXCAVATION	CU YD	59
20300100	CHANNEL EXCAVATION	CU YD	380
20800150	TRENCH BACKFILL	CU YD	10
20900110	POROUS GRANULAR BACKFILL	CU YD	62
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	583
25000115	SEEDING, CLASS 1B	ACRE	0.1
25000310	SEEDING, CLASS 4	ACRE	0.1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	11
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	11
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	11
25100630	EROSION CONTROL BLANKET	SQ YD	583
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	48
28000400	PERIMETER EROSION BARRIER	FOOT	610
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	72
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	19
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	92
^ 40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	77
^ 40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	77
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	41
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	34
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2352
42400800	DETECTABLE WARNINGS	SQ FT	91
44000100	PAVEMENT REMOVAL	SQ YD	325
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	915
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	31
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	496
44000600	SIDEWALK REMOVAL	SQ FT	1753
44200089	PAVEMENT PATCHING, TYPE I, 8 INCH	SQ YD	9
44200094	PAVEMENT PATCHING, TYPE II, 8 INCH	SQ YD	9
44200099	PAVEMENT PATCHING, TYPE III, 8 INCH	SQ YD	15
44200101	PAVEMENT PATCHING, TYPE IV, 8 INCH	SQ YD	25
48101200	AGGREGATE SHOULDERS, TYPE B	TON	10
^ 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	491
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	8.0
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1
50300225	CONCRETE STRUCTURES	CU YD	113.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	297.0

^ SEE SPECIAL PROVISIONS
* SPECIALITY ITEM

SUMMARY OF QUANTITIES			
CODE NUMBER	ITEM	UNIT	QUANTITY 0011
50300260	BRIDGE DECK GROOVING	SQ YD	399
50300300	PROTECTIVE COAT	SQ YD	1099
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2286
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	71930
* 50900105	ALUMINUM RAILING, TYPE L	FOOT	213
* ^ 50900805	PEDESTRIAN RAILING	FOOT	153
51100300	SLOPE WALL 6 INCH	SQ YD	280
51201610	FURNISHING STEEL PILES HP12X63	FOOT	216
51500100	NAME PLATES	EACH	1
^ 52100520	ANCHOR BOLTS, 1"	EACH	24
* ^ 56103100	DUCTILE IRON WATER MAIN 8"	FOOT	200
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	129
* 60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2
60255500	MANHOLES TO BE ADJUSTED	EACH	1
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1
* 60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	379
* 63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	38
67100100	MOBILIZATION	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	61
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	623
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	273
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	130
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	50
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	271
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
^ Z0022800	FENCE REMOVAL	FOOT	127
^ Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	224
^ Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
^ Z0065000	SETTING PILES IN ROCK	EACH	12
* ^ Z0067500	STEEL CASINGS 16"	FOOT	7
# ^ Z0076600	TRAINEES	HOUR	500
# ^ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500
^ X0323443	PRECAST MODULAR RETAINING WALL	SQ FT	250
* ^ X5610748	WATER MAIN LINE STOP 8"	EACH	2
^ X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	193
^ XX008438	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1

^ SEE SPECIAL PROVISIONS
* SPECIALITY ITEM
CONSTRUCTION PAY CODE 0042

FILE NAME = 118457-sht-summary.dgn

USER NAME =
PLOT SCALE =
PLOT DATE = 7/5/2013

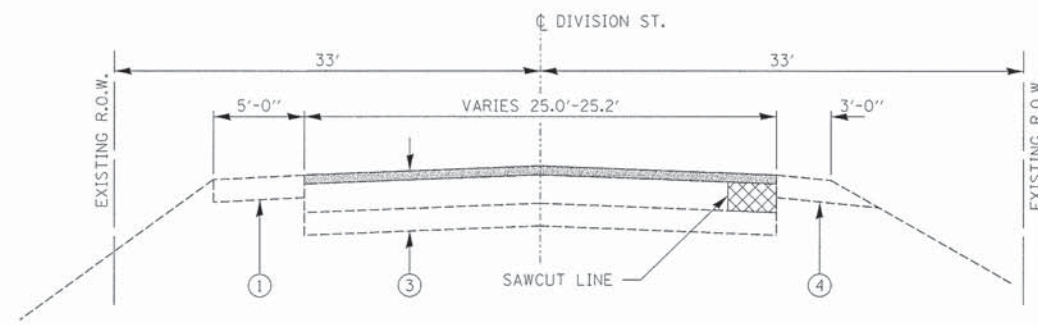
DESIGNED - J.W.F.
DRAWN - T.W.K.
CHECKED - S.W.M.
DATE - 07/05/13

REVISED -
REVISED -
REVISED -
REVISED -

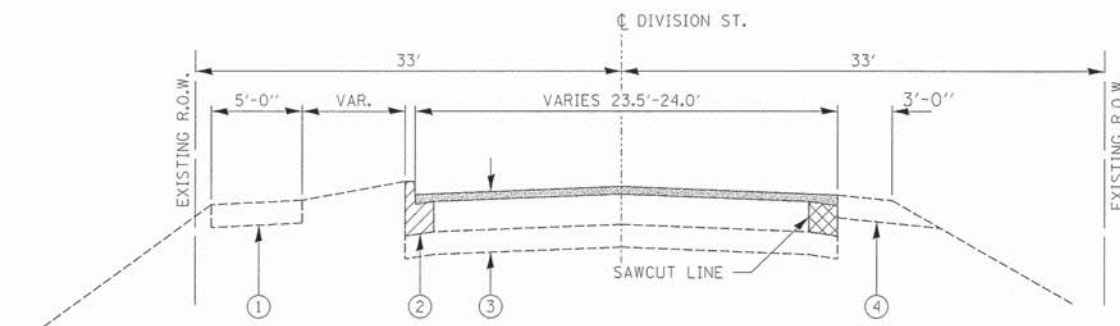
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
DIVISION STREET
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

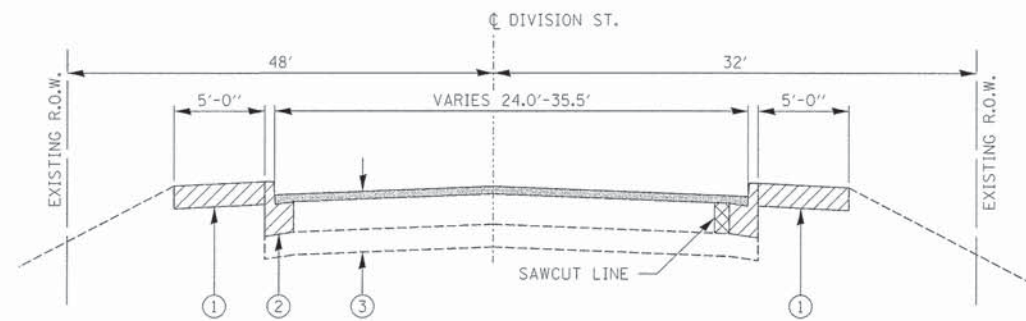
F.A.U. RTE. 0291	SECTION 10-00071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 3
CITY OF LOCKPORT			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				



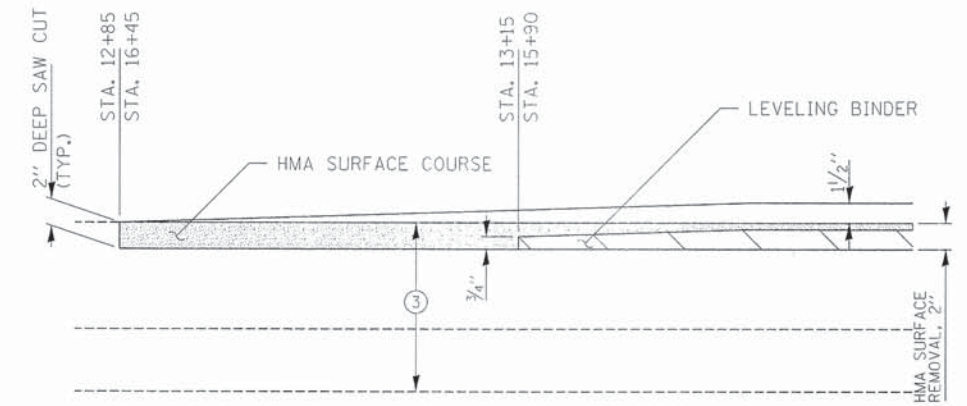
EXISTING TYPICAL SECTION
STA. 12+85 TO STA. 13+12.44



EXISTING TYPICAL SECTION
STA. 13+12.44 TO STA. 14+26.25



EXISTING TYPICAL SECTION
STA. 14+77.75 TO STA. 16+45



BUTT JOINT DETAIL

NOTE: THE COST FOR BUTT JOINT CONSTRUCTION SHALL BE INCLUDED IN THE UNIT COST FOR HMA SURFACE REMOVAL.

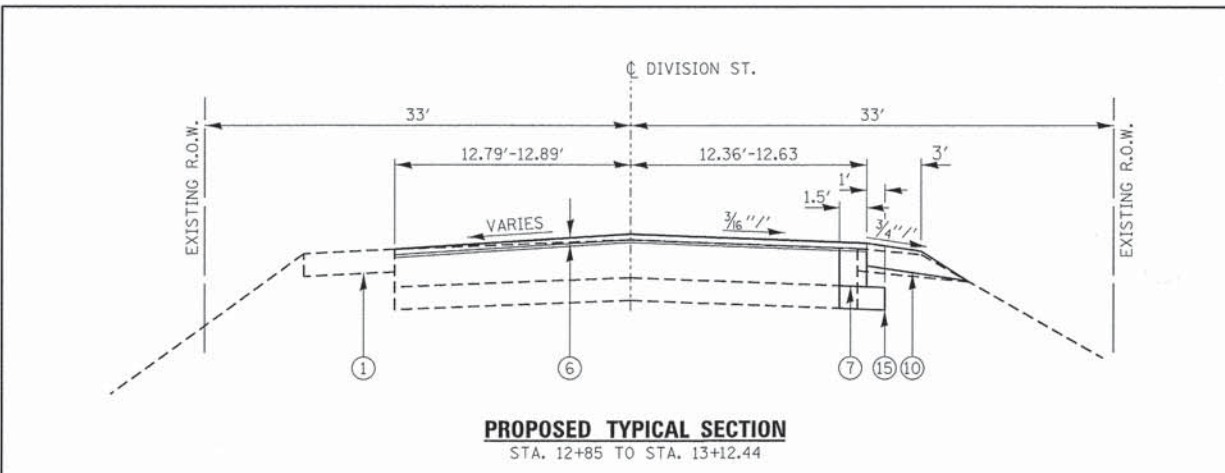
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @Ndes	THICKNESS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR	1.5"
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm)	4% @ 50 GYR	0.75" MIN.
CLASS D PATCHES (HMA BINDER IL-19.0 mm)	4% @ 70 GYR	6"

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH

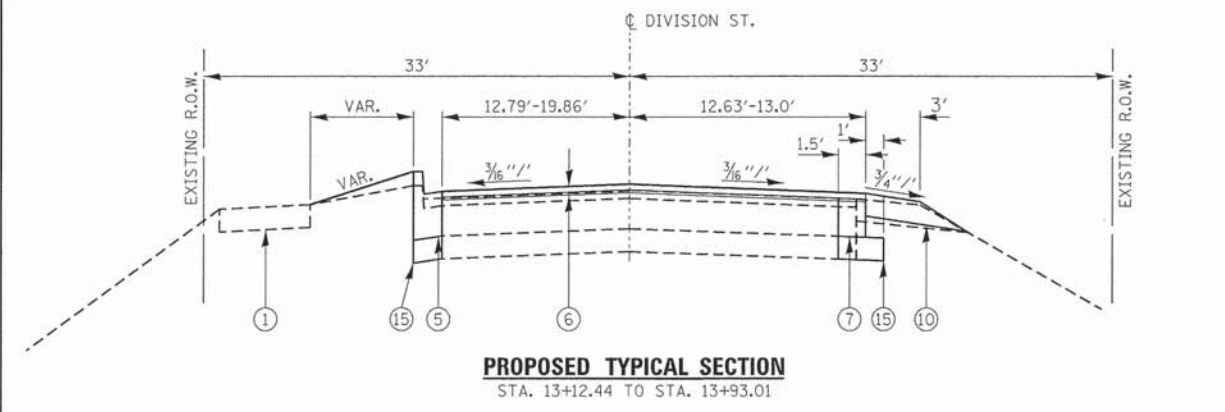
THE "AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR PERCENT OF "RAP". SEE SPECIAL PROVISIONS.

LEGEND

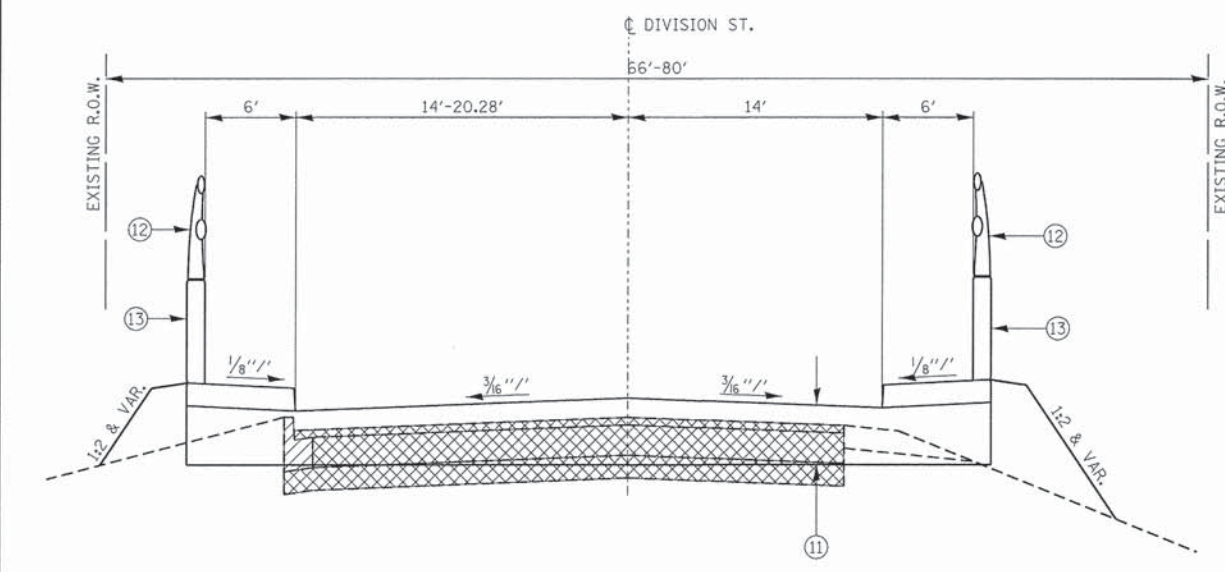
- ① EXISTING PCC SIDEWALK
- ② EXISTING PCC CURB & GUTTER
- ③ EXISTING PAVEMENT; 10" HMA & 6" AGGREGATE BASE
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑥ HMA SURFACE COURSE MIX "D" N50 (1.5") AND LEVELING BINDER (MACHINE METHOD) N50 (0.75" MIN.)
- ⑦ PCC BASE COURSE WIDENING, 8"
- ⑧ PCC SIDEWALK, 5"
- ⑨ BICYCLE RAILING
- ⑩ AGGREGATE SHOULDER, 6"
- ⑪ BRIDGE APPROACH PAVEMENT
- ⑫ ALUMINUM RAILING, TYPE L
- ⑬ CONCRETE PARAPET
- ⑭ MODULAR BLOCK RETAINING WALL
- ⑮ SUBBASE GRANULAR MATERIAL, TY A 6"
- [Hatched Pattern] HOT-MIX ASPHALT SURFACE REMOVAL 2"
- [Diagonal Lines] EXISTING CONCRETE CURB AND GUTTER AND SIDEWALK REMOVAL
- [Cross-hatch Pattern] PAVEMENT REMOVAL



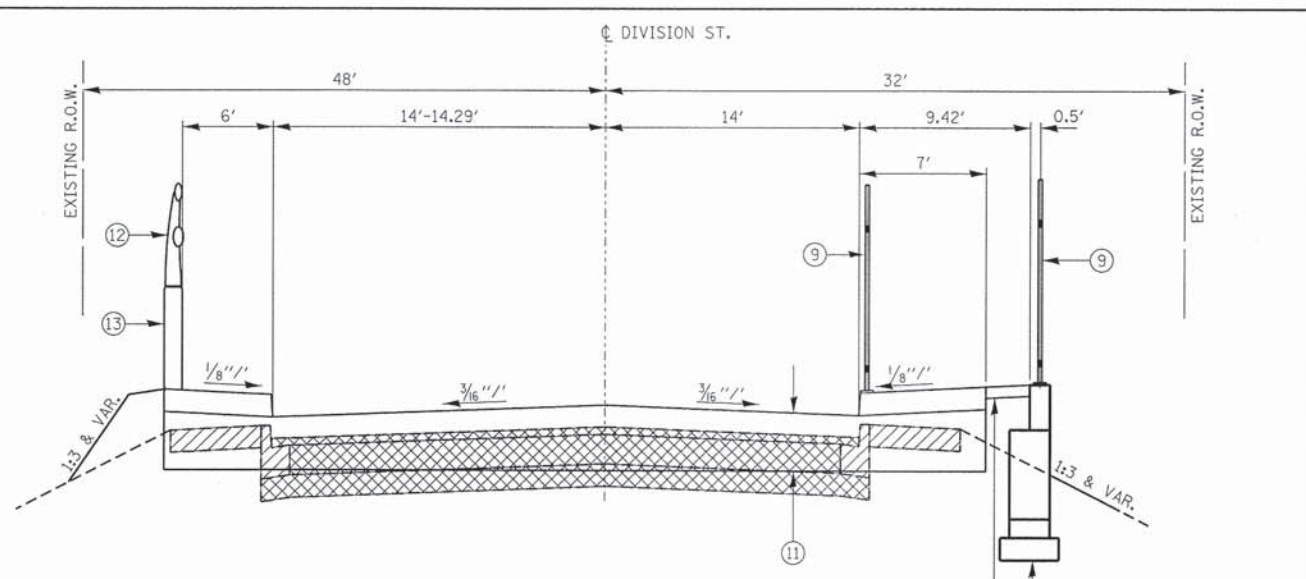
PROPOSED TYPICAL SECTION
STA. 12+85 TO STA. 13+12.44



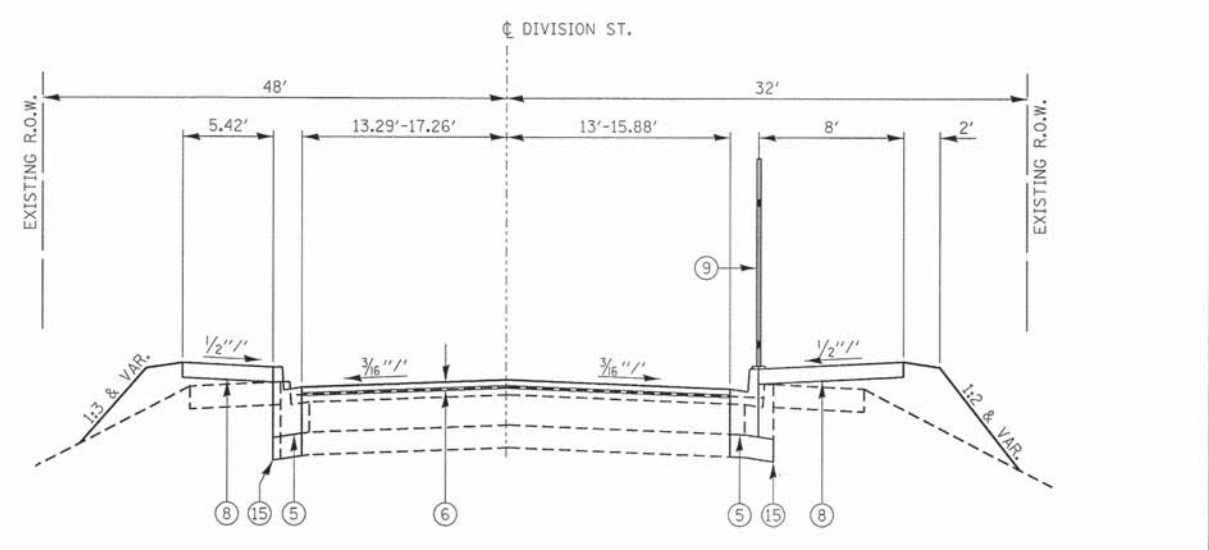
PROPOSED TYPICAL SECTION
STA. 13+12.44 TO STA. 13+93.01



PROPOSED TYPICAL SECTION
WEST APPROACH SLAB
STA. 13+93.01 TO STA. 14+13.01



PROPOSED TYPICAL SECTION
EAST APPROACH SLAB
STA. 14+98.39 TO STA. 15+28.39



PROPOSED TYPICAL SECTION
STA. 15+28.39 TO STA. 16+45

- LEGEND**
- ① EXISTING PCC SIDEWALK
 - ② EXISTING PCC CURB & GUTTER
 - ③ EXISTING PAVEMENT; 10" HMA & 6" AGGREGATE BASE
 - ④ EXISTING AGGREGATE SHOULDER
 - ⑤ COMB. CONC. CURB & GUTTER, TYPE B-6.12
 - ⑥ HMA SURFACE COURSE MIX "D" N50 (1.5") AND LEVELING BINDER (MACHINE METHOD) N50 (0.75" MIN.)
 - ⑦ PCC BASE COURSE WIDENING, 8"
 - ⑧ PCC SIDEWALK, 5"
 - ⑨ PEDESTRIAN RAILING
 - ⑩ AGGREGATE SHOULDER, 6"
 - ⑪ BRIDGE APPROACH PAVEMENT
 - ⑫ ALUMINUM RAILING, TYPE L
 - ⑬ CONCRETE PARAPET
 - ⑭ MODULAR BLOCK RETAINING WALL
 - ⑮ SUBBASE GRANULAR MATERIAL, TY A 6"

FILE NAME = 118457-ht-typsections.dgn	USER NAME =	DESIGNED - J.F.W.	REVISED -
Hampton, Lenzini and Renwick, Inc. Civil Engineers - Structural Engineers Land Surveyors - Environmental Services		DRAWN - T.W.K.	REVISED -
300 SHEPARD DRIVE ELGIN, ILLINOIS 60120 847.687.6700 www.hlrengineering.com	PLOT SCALE =	CHECKED - S.W.M.	REVISED -
	PLOT DATE = 7/5/2013	DATE - 07/05/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS DIVISION STREET	
SCALE: NTS	SHEET NO. 2 OF 2 SHEETS
STA.	TO STA.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0291	10-00071-00-BR	WILL	56	5
CITY OF LOCKPORT			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				

SEEDING SCHEDULE								
LOCATION	TOPSOIL FURNISH AND PLACE, 4"	SEEDING CLASS 1B	SEEDING CLASS 4	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
	21101615	25000115	25000310	25000400	25000500	25000600	25100630	28000250
	SQ YD	ACRE	ACRE	POUND	POUND	POUND	SQ YD	POUND
FAU 0291 \ DIVISION STREET								
RT. STA 12+85 TO RT. STA 14+14	69	0.01	0.002	1.3	1.3	1.3	69	6
LT. STA 13+12 TO LT. STA 13+75	59	0.01		1.1	1.1	1.1	59	5
LT. STA 13+95 TO LT. STA 14+43	89	0.01	0.005	1.7	1.7	1.7	89	7
RT. STA 14+93 TO RT. STA 16+32	114	0.02		2.1	2.1	2.1	114	9
LT. STA 14+87 TO LT. STA 16+53	194	0.03	0.007	3.6	3.6	3.6	194	16
78' RT. STA 14+62 TO 23' RT. STA 14+87	58		0.012	1.1	1.1	1.1	58	5
TOTAL	583	0.08	0.026	11	11	11	583	48
USE	583	0.1	0.1	11	11	11	583	48

SIDEWALK SCHEDULE			
LOCATION	PC CONCRETE SIDEWALK 5"	PCC DRIVEWAY PAVEMENT 8"	DETECTABLE WARNINGS
	42400200	42300400	4240800
	SQ FT	SQ YD	SQ FT
FAU 0291 / DIVISION STREET			
LT. STA 13+30 TO LT. STA 13+55	125		9
LT. STA 13+95 TO LT. STA 14+05	27		12
LT. STA 15+40.00 TO LT. STA 16+45.00	735		35
RT. STA 15+05.00 TO RT. STA 16+40	818		35
I&M TRAIL RT. STA 15+04	520		
ENTRANCE LT. STA 16+12	127		
LT. STA 15+97.50 TO LT. STA 16+24.50		34	
TOTAL	2352	34	91

REMOVAL SCHEDULE						
LOCATION	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	COMBINATION CURB AND GUTTER REMOVAL	DRIVEWAY PAVEMENT REMOVAL	SIDEWALK REMOVAL	FENCE REMOVAL
	44000100	44000157	44000500	44000200	44000600	Z0022800
	SQ YD	SQ YD	FOOT	SQ YD	SQ FT	FOOT
FAU 0291 / DIVISION STREET						
RT. STA 12+85.00 TO RT. STA 13+81.88	23					
12.79' LT. STA 13+12.42 TO 68.39' LT. STA 13+77.01			95			
57.64' LT. STA 14+01.13 TO 11.96' LT. STA 14+31.16			68			
CL. STA 12+85.00 TO CL. STA 14+26.25	128	505				
CL. STA 14+77.75 TO CL. STA 16+45.00	175	410				
RT. STA 14+73 TO RT. STA 15+02			167		877	101
LT. STA 14+84 TO LT. STA 15+10			166		876	26
STA 16+12 ENTRANCES				31		
RT. STA 15+04 I&M TRAIL						
TOTAL	325	915	496	31	1753	127

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	
60603800	
LOCATION	FOOT
FAU 0291 \ DIVISION STREET	
12.79' LT. STA 13+12.42 TO 69.04' LT. STA 13+75.57	93
57.44' LT. STA 14+01.57 TO 20.86' LT. STA 14+02.73	38
RT. STA 13+71.94 TO RT. STA 13+88.00	16
LT. STA 15+35.33 TO LT. STA 16+53.27	117
RT. STA 15+21.60 TO RT. STA 16+36.32	115
TOTAL	379

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @Ndes	THICKNESS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR	2"
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm)	4% @ 50 GYR	0.75" MIN.
CLASS D PATCHES (HMA BINDER IL-19.0 mm)	4% @ 70 GYR	6"

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH

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EARTHWORK SUMMARY							
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	% USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT REQUIRED	EARTHWORK BALANCE
	CUBIC YARD	CUBIC YARD			CUBIC YARD	CUBIC YARD	WASTE (+) OR SHORTAGE (-)
FAU 0291 \ DIVISION STREET							
STA 12+85 TO STA 14+25	16		15.00%	100.00%	14	26	-12
STA 14+99.49 TO STA 16+45	43		15.00%	100.00%	37	130	-93
FROM BRIDGE SUMMARY		380	15.00%	75.00%	242	0	242
TOTALS	59	380					137

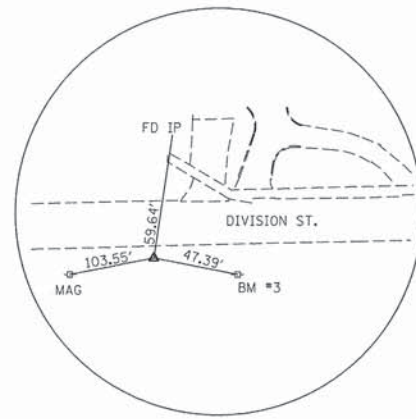
WASTE 137 CU.YD.

ROADWAY SCHEDULE						
LOCATION	PCC CONCRETE	BITUMINOUS	LEVELING BINDER	HOT-MIX ASPHALT	BRIDGE APPROACH	AGGREGATE
	BASE COURSE WIDENING 8"	MATERIALS PRIME COAT	(MACHINE METHOD) N50	SURFACE COURSE MIX "D", N50 1.5"	PAVEMENT CONNECTOR (FLEXIBLE)	SHOULDERS TYPE B 6"
	35400300	40600100	40600625	40603335	42001430	48101200
	SQ YD	GALLON	TON	TON	SQ YD	TON
FAU 0291 \ DIVISION STREET						
RT. STA 12+85.00 TO RT. STA 13+71.94	19					10
CL. STA 12+85.00 TO CL. STA 13+93.01		51	52	43	23	
CL. STA 15+28.39 TO CL. STA 16+45.00		41	25	34	18	
TOTAL	19	92	77	77	41	10

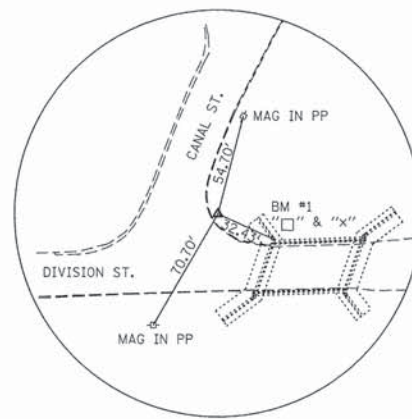
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
44' RT. STA 14+76	9
25' RT. STA 14+80	6
34' LT. STA 15+42	14
TOTAL	29

28000400 PERIMETER EROSION BARRIER	
LOCATION	FOOT
FAU 0291 \ DIVISION STREET	
RT. STA 12+85 TO RT. STA 14+13	140
LT. STA 13+30 TO LT. STA 13+75	65
LT. STA 14+02 TO LT. STA 14+43	60
RT. STA 14+93 TO RT. STA 16+32	125
LT. STA 14+90 TO LT. STA 16+52	170
29' RT. STA 14+66 TO 79' RT. STA 14+61	50
TOTAL	610

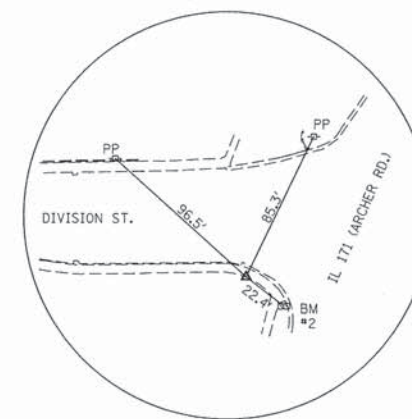
PAVEMENT MARKING SCHEDULE							
LOCATION	THERMOPLASTIC PAVMENT MARKING						POLYUREA PAVEMENT
	LETTERS AND	LINE 4"	LINE 4"	LINE 6"	LINE 12"	LINE 24"	MARKING, TYPE 1
	SYMBOLS	WHITE	YELLOW	WHITE	WHITE	WHITE	LINE 4" YELLOW
	78000100	78000200	78000200	78000400	78000600	78000200	78008210
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
FAU 0291 \ DIVISION STREET							
RT. STA 12+85.00 TO RT. STA 13+87.13		102					
LT. STA 13+55.00 TO LT. STA 14+03.00			68	86		15	
CL. STA 13+93.01.00 TO RT. STA 15+28.39							271
CL. STA 15+28.39 TO CL. STA 16+45.00			453			35	
RT. STA 15+45.00 TO RT. STA 15+65.00	61						
STA 16+08.00 TO STA 16+18.00				62	130		
LT. STA 16+18.00 TO LT. STA 16+42.00				125			
SUB TOTAL	61	102	521	273	130	50	271
TOTAL	61		623	273	130	50	271



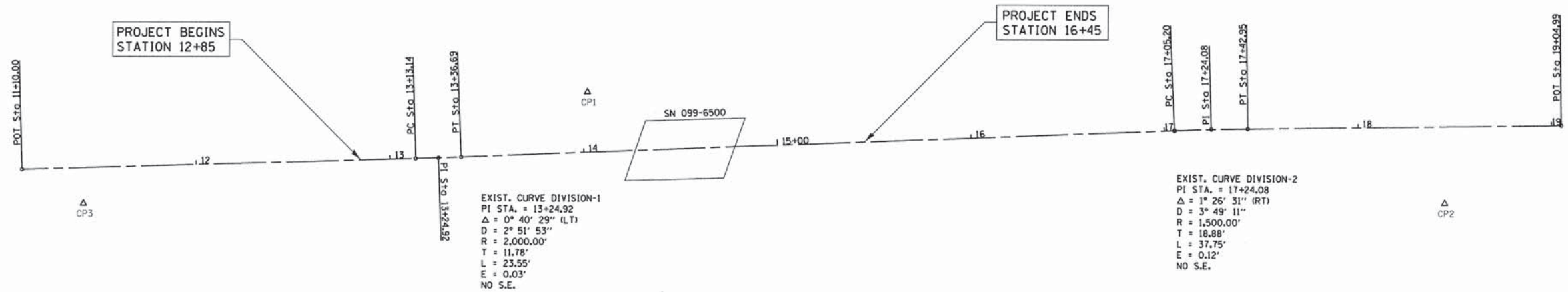
CP #3
 STA. 11+41.24, 18.36' RT
 SET IR/HLR CAP
 N. 1790490.743
 E. 1058037.210
 ELEV. 569.661



CP #1
 STA. 14+03.00, 30.87' LT
 FOUND IR
 SET HLR CAP
 N. 1790548.427
 E. 1058297.021
 ELEV. 576.394



CP #2
 STA. 18+44.29, 39.24' RT
 CROSS NOTCH ON SIDEWALK
 N. 1790493.302
 E. 1058739.923
 ELEV. 595.658



EXIST. CURVE DIVISION-1
 PI STA. = 13+24.92
 $\Delta = 0^\circ 40' 29''$ (LT)
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 11.78'$
 $L = 23.55'$
 $E = 0.03'$
 NO S.E.

EXIST. CURVE DIVISION-2
 PI STA. = 17+24.08
 $\Delta = 1^\circ 26' 31''$ (RT)
 $D = 3^\circ 49' 11''$
 $R = 1,500.00'$
 $T = 18.88'$
 $L = 37.75'$
 $E = 0.12'$
 NO S.E.

HORIZONTAL ALIGNMENT		
FAU 0291 DIVISION STREET EXISTING CENTERLINE		
POINT	NORTHING	EASTING
POT. STA. 11+10.00	1790508.192231	1058005.454190
P.C. STA. 13+13.14	1790514.063481	1058208.511967
P.I. STA. 13+24.92	1790514.403800	1058220.282600
P.T. STA. 13+36.69	1790514.882736	1058232.048432
POT. STA. 13+50.00	1790515.423916	1058245.343927
POT. STA. 14+00.00	1790517.457433	1058295.302558
POT. STA. 14+50.00	1790519.490951	1058345.261189
POT. STA. 15+00.00	1790521.524468	1058395.219820
POT. STA. 15+50.00	1790523.557985	1058445.178451
POT. STA. 16+00.00	1790525.591502	1058495.137082
POT. STA. 16+50.00	1790527.625019	1058545.095713
POT. STA. 17+00.00	1790529.658536	1058595.054344
POT. STA. 17+05.20	1790529.870121	1058600.252485
P.I. STA. 17+24.08	1790530.637800	1058619.112700
POT. STA. 17+42.95	1790530.930658	1058637.986330

FILE NAME = 118457-sht-alignment and ties.dgn

HAMPTON, LENZINI AND RENWICK, INC.
 300 SHEPARD DRIVE
 ELGIN, IL 60120
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORP. 184.000889

USER NAME =
 PLOT SCALE =
 PLOT DATE = 7/5/2013

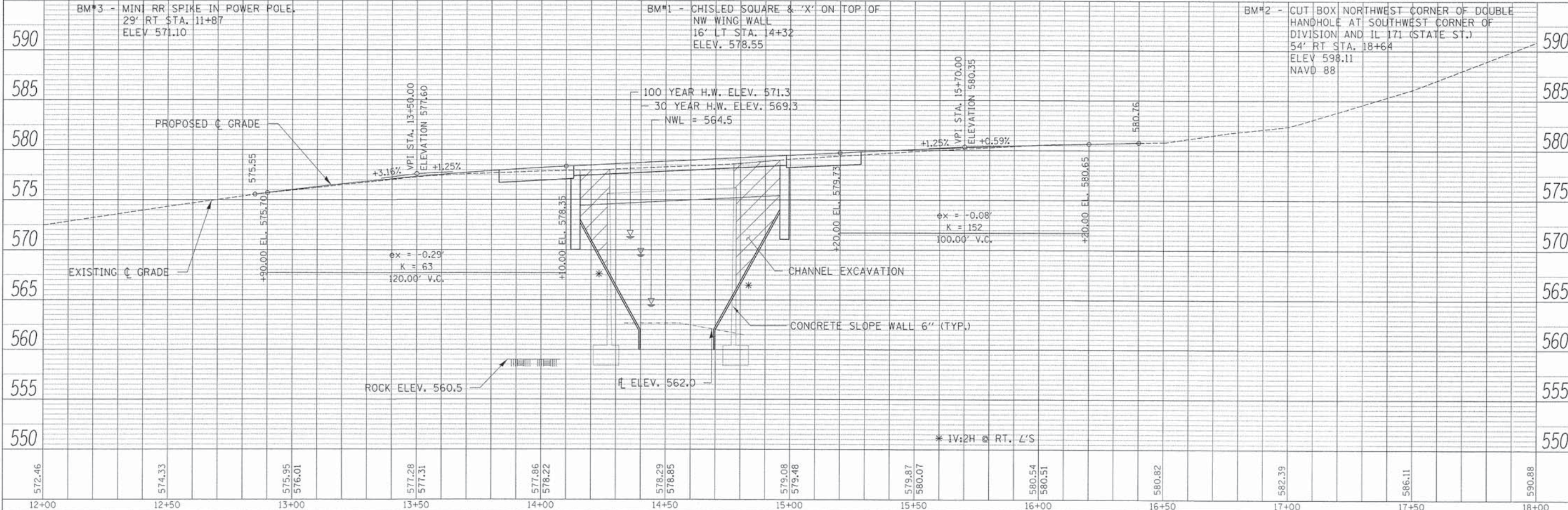
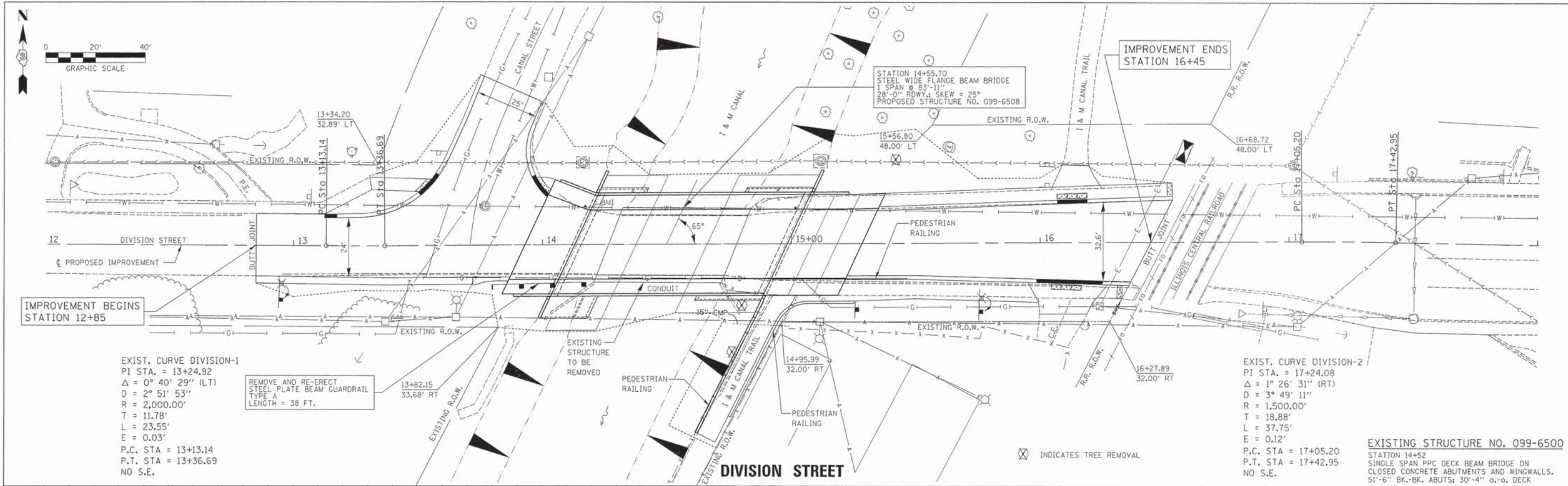
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE 07/01/13	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT AND TIES
 DIVISION STREET

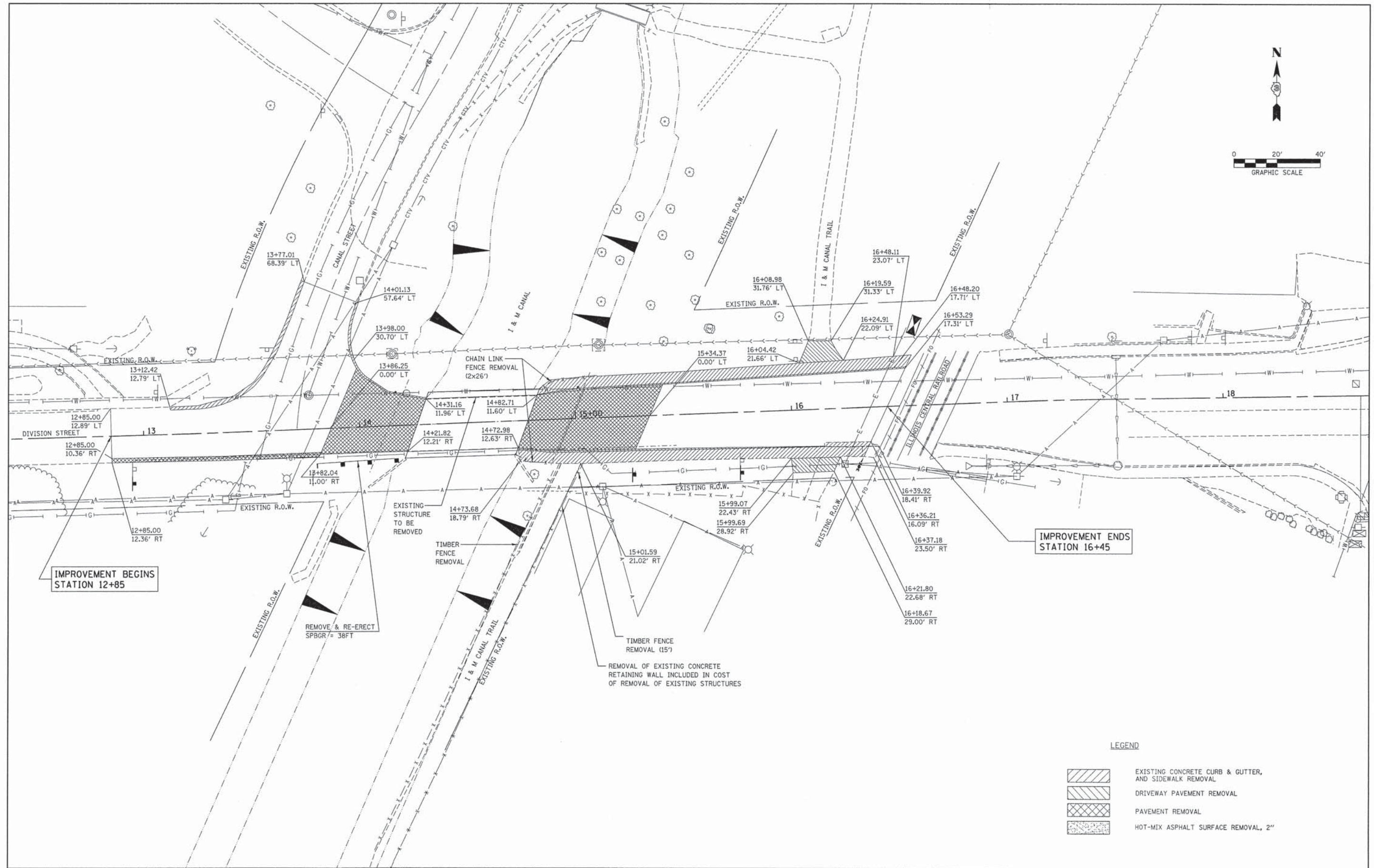
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 0291	SECTION 10-00071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 8
CITY OF LOCKPORT			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				



DATE	
BY	
DESIGNED	
PLOTTED	
ALIGNED	
CHECKED	
FILED	
NOTE BOOK NO.	
FILE NAME	





DATE	
BY	
DESIGNED	
PLOTTED	
ALIGNED	
CHECKED	
FILED	
NOTE BOOK NO.	
FILE NAME	



IMPROVEMENT BEGINS
STATION 12+85

IMPROVEMENT ENDS
STATION 16+45

LEGEND

-  EXISTING CONCRETE CURB & GUTTER, AND SIDEWALK REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  PAVEMENT REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2"

FILE NAME = 118457-sht-removal plan.dgn	DESIGNED - C.C.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 385 SHEPARD DRIVE E. OLTON, IL 60123	DRAWN - A.C.	REVISED -
USER NAME =	CHECKED - S.W.M.	REVISED -
PLOT SCALE =	DATE - 07/01/13	REVISED -
PLOT DATE = 7/5/2013		

DESIGNED - C.C.S.	REVISED -
DRAWN - A.C.	REVISED -
CHECKED - S.W.M.	REVISED -
DATE - 07/01/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN DIVISION STREET	
SCALE: NTS	TO STA.
SHEET NO. 1 OF 1 SHEETS	

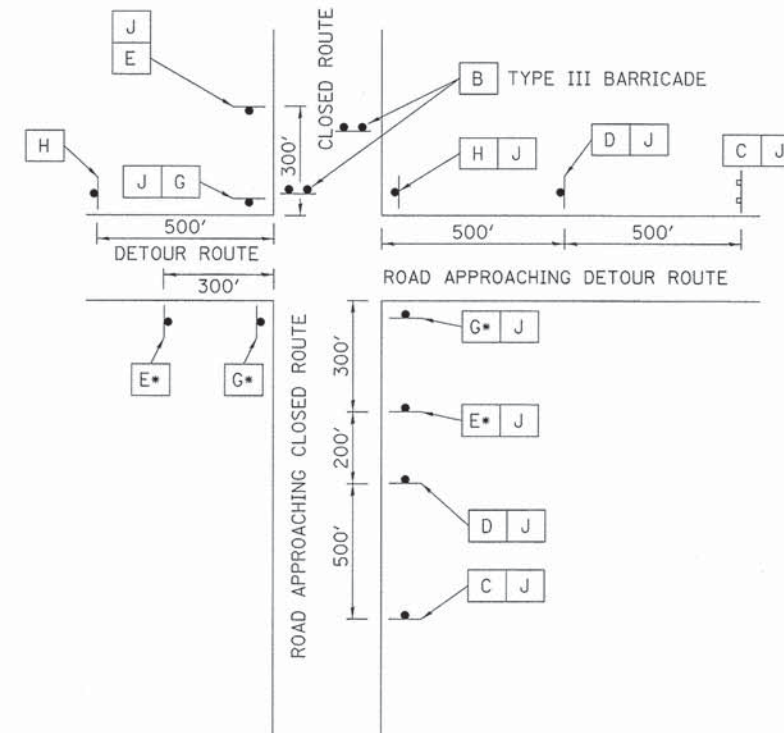
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0291	10-00071-00-BR	WILL	56	10
CITY OF LOCKPORT			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				

DETOUR GENERAL NOTES

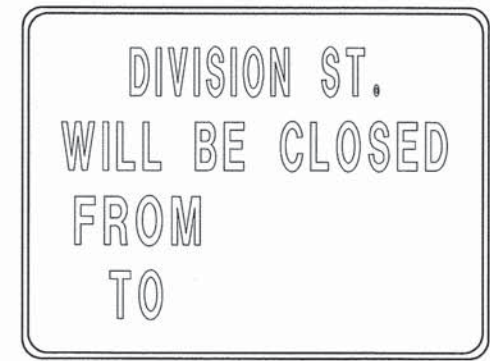
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2012", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.
- THE DURATION OF THE DETOUR SHALL NOT EXCEED 90 CALENDAR DAYS. 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 CITY OF LOCKPORT REPRESENTATIVE FOR THE DETOUR IS:

AMY WAGNER
ASSISTANT CITY ENGINEER
CITY OF LOCKPORT
PUBLIC WORKS DEPARTMENT
17112 PRIME BOULEVARD
LOCKPORT, IL 60441
(815) 838-0549
- 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 ANY 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 HIM 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 CONSIDERED 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.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- THE PENALTY FOR EXCEEDING THE TIME LIMIT, AS STATED IN DETOUR GENERAL NOTE TWO OF THESE PLANS, SHALL EQUAL THE CHARGE OF TRAFFIC CONTROL DEFICIENCY OF \$1000 PER DAY, FOR EVERY CALENDAR DAY THE DETOUR AND ROAD CLOSURE EXCEEDS THE TIME LIMIT SET IN DETOUR GENERAL NOTE TWO. THIS PENALTY CAN BE ASSESSED IN ADDITION TO THE PENALTY SPECIFIED IN THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION AND BOTH PENALTIES CAN BE CHARGED CONCURRENTLY.

- THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO INSTALLING DETOUR SIGNING.
- ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR APPROVED BY THE ENGINEER.
- TEMPORARY PAVEMENT MARKING APPLIED TO FINAL PAVEMENT SURFACES AND EXISTING PAVEMENT SURFACES TO REMAIN SHALL BE PAVEMENT MARKING TAPE, TYPE III.

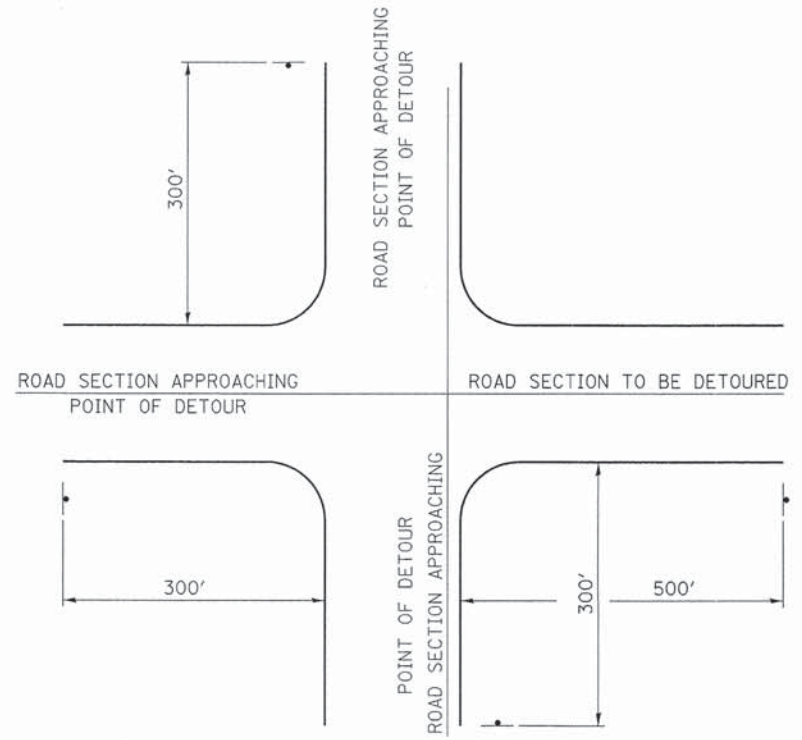


TYPICAL INTERSECTION AT POINT OF DETOUR



PRE-DETOUR INFORMATION SIGNS USE CHANGEABLE MESSAGE BOARDS
TYPICAL SIGN LAYOUT

NOTE: THIS SIGN SHALL BE INSTALLED 7-10 CALENDAR DAYS PRIOR TO THE DETOUR AND ROAD CLOSURE. THE SIGNS SHALL BE REMOVED THE DAY THE DETOUR BEGINS.

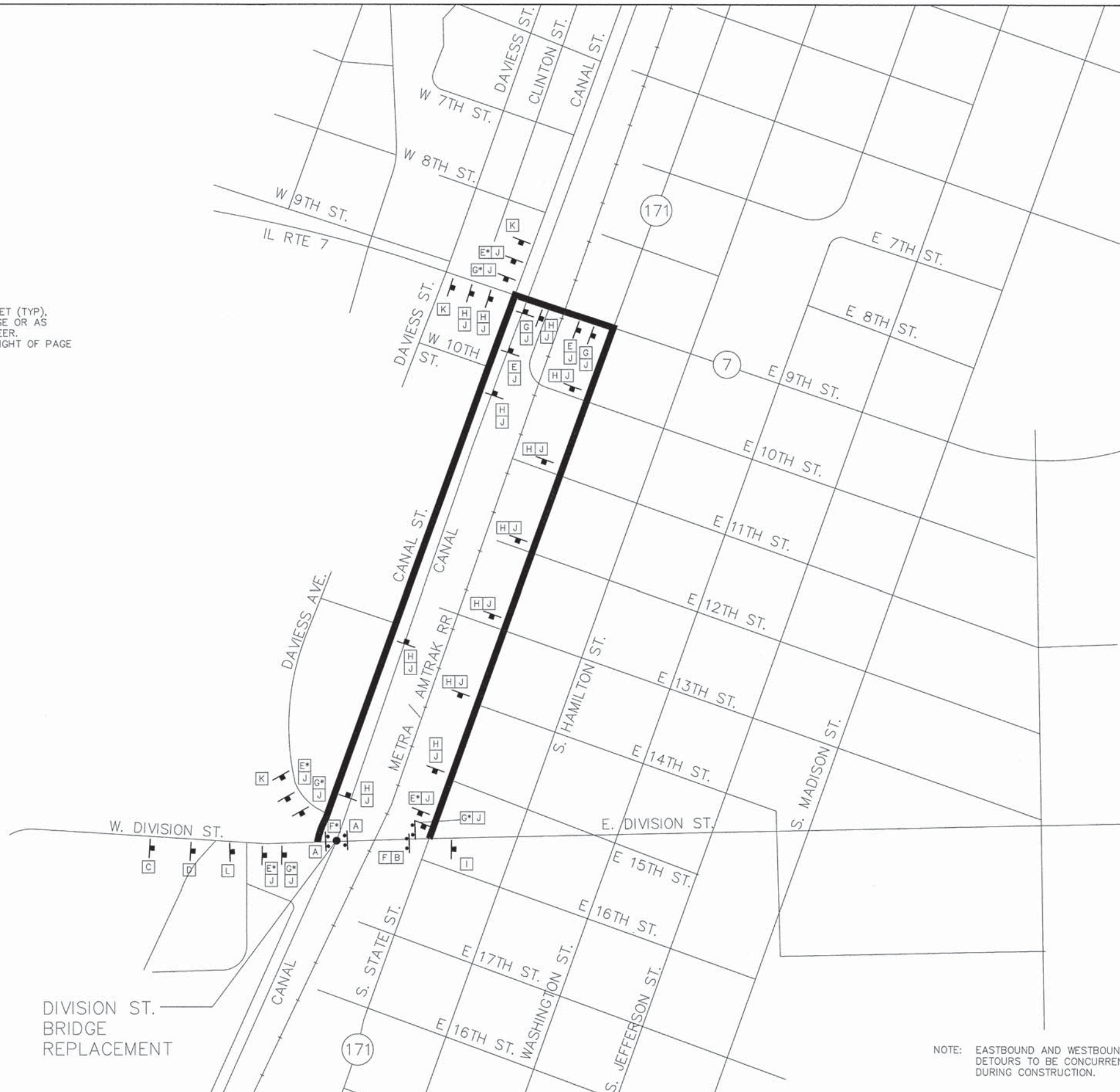


LOCATIONS OF PRE-DETOUR INFORMATION SIGNS LOCATE SIGNS BY INTERSECTION:

DIVISION ST. @ CANAL ST.
DIVISION ST. @ IL 171 / STATE ST.

FILE NAME = 118457-sht-detour.dgn	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR NOTES DIVISION STREET		FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 385 SHEPARD DRIVE ELGIN, IL 60120	USER NAME =	DRAWN - A.C.		REVISED -	SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	0291	10-00071-00-BR	WILL	56	11
ILLINOIS PROFESSIONAL DESIGN FIRM L8 / PE / SE CORP. 184.00099	PLOT SCALE =	CHECKED - S.W.M.		REVISED -	STA.	TO STA.	CITY OF LOCKPORT		CONTRACT NO. 63864		
	PLOT DATE = 7/5/2013	DATE - 07/01/13		REVISED -	[ILLINOIS] FED. AID PROJECT						

NOTE:
SIGN SPACING = 500 FEET (TYP),
UNLESS NOTED OTHERWISE OR AS
DIRECTED BY THE ENGINEER.
SEE NOTE ON BOTTOM RIGHT OF PAGE



DETOUR PLAN LEGEND

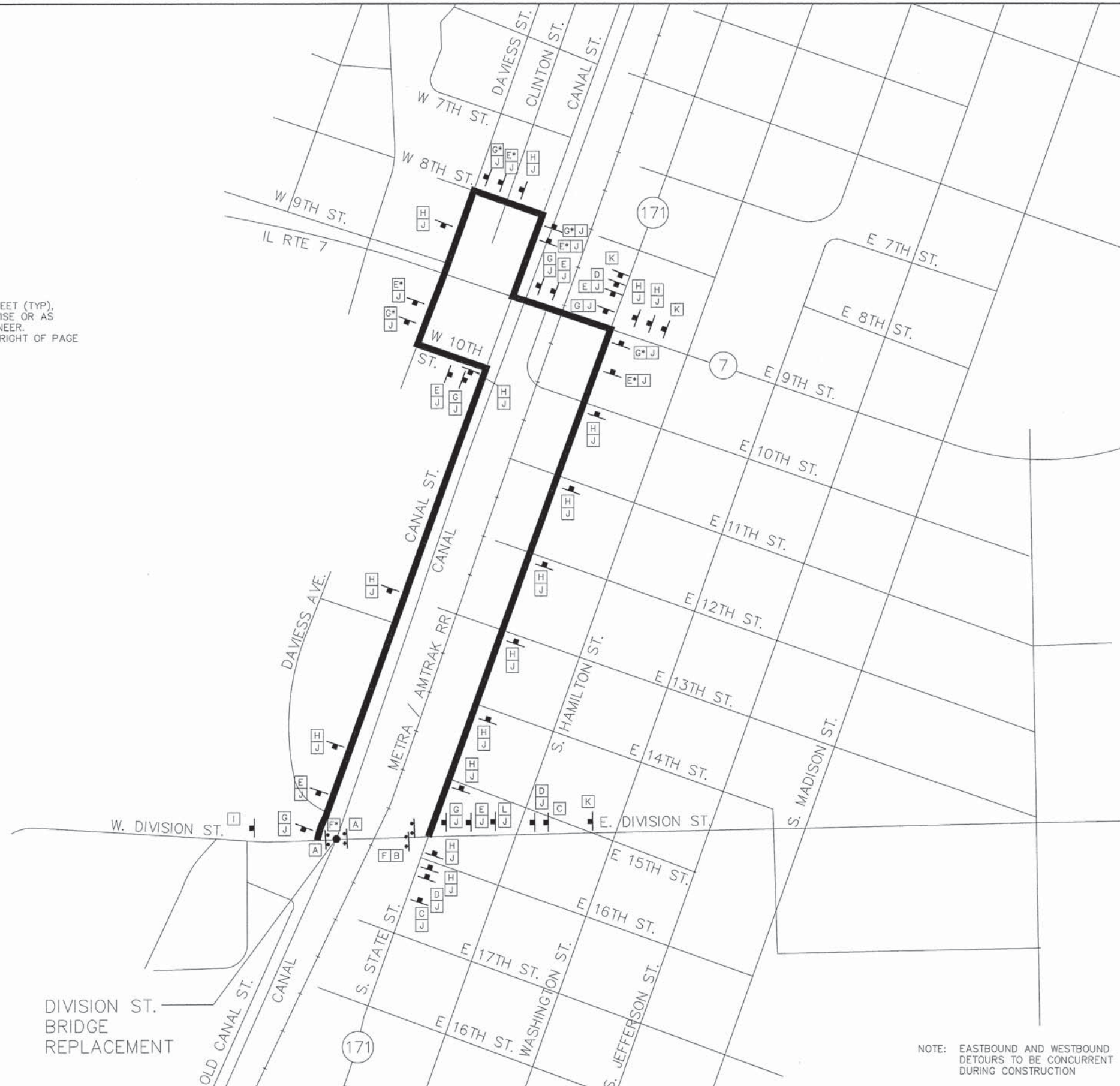
- A** SIGN DESCRIPTION (SEE BELOW)
 - SIGN
 - TYPE III BARRICADE WITH 2 HIGH INTENSITY WARNING LIGHTS & SIGNS AS NOTED
- | | |
|--|---|
| A ROAD CLOSED
R11-2
48"x30" | E * = LEFT
M4-9 (R&L)
30"x30" |
| B ROAD CLOSED TO THRU TRAFFIC
R11-4
60"x30" | F * = LEFT
M4-10 (R&L)
48"x18" |
| C ROAD CLOSED AHEAD
W20-1
48"x48"
LOW INTENSITY FLASHING LIGHT & 18"x18" ORANGE FLAG | G * = LEFT
M4-9 (R & L)
30"x24" |
| D DETOUR AHEAD
W20-2
48"x48"
LOW INTENSITY FLASHING LIGHT & 18"x18" ORANGE FLAG | H DETOUR
M4-9
30"x30" |
| | I END DETOUR
M4-8A
24"x18" |
| | J Division St
30"x12" |
| | K DIVISION STREET CLOSED BETWEEN S. STATE ST. AND CANAL ST.
48" x 24" |
| | L ROAD CLOSED 500 FT
48"x48"
LOW INTENSITY FLASHING LIGHT |

NOTE: EASTBOUND AND WESTBOUND
DETOURS TO BE CONCURRENT
DURING CONSTRUCTION.

DIVISION STREET EAST BOUND
LOCAL TRAFFIC DETOUR
NO SCALE

FILE NAME = 110457-sht-detour.dgn	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EASTBOUND DETOUR PLAN DIVISION STREET		FAU RTE. 0291	SECTION 10-00071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 12
HAMPTON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE ELGIN, IL 60120	DRAWN - A.C.	REVISED -		SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CITY OF LOCKPORT		CONTRACT NO. 63864	
USER NAME *	CHECKED - S.W.M.	REVISED -		ILLINOIS FED. AID PROJECT						
PLOT SCALE =	DATE - 07/01/13	REVISED -								

NOTE:
SIGN SPACING = 500 FEET (TYP),
UNLESS NOTED OTHERWISE OR AS
DIRECTED BY THE ENGINEER.
SEE NOTE ON BOTTOM RIGHT OF PAGE



DETOUR PLAN LEGEND

- [A] SIGN DESCRIPTION (SEE BELOW)
- [Symbol] SIGN
- [Symbol] TYPE III BARRICADE WITH 2 HIGH INTENSITY WARNING LIGHTS & SIGNS AS NOTED

[A] ROAD CLOSED R11-2 48"x30"	[E] * = LEFT M4-9 (R&L) 30"x30"
[B] ROAD CLOSED TO THRU TRAFFIC R11-4 60"x30"	[F] * = LEFT M4-10 (R&L) 48"x18"
[C] ROAD CLOSED AHEAD W20-1 48"x48" LOW INTENSITY FLASHING LIGHT & 18"x18" ORANGE FLAG	[G] * = LEFT M4-9 (R & L) 30"x24"
[D] DETOUR AHEAD W20-2 48"x48" LOW INTENSITY FLASHING LIGHT & 18"x18" ORANGE FLAG	[H] M4-9 30"x30"
	[I] END DETOUR M4-BA 24"x18"
	[J] Division St 30"x12"
	[K] DIVISION STREET CLOSED BETWEEN S. STATE ST. AND CANAL ST. 48" x 24"
	[L] ROAD CLOSED 500 FT 48"x48" LOW INTENSITY FLASHING LIGHT

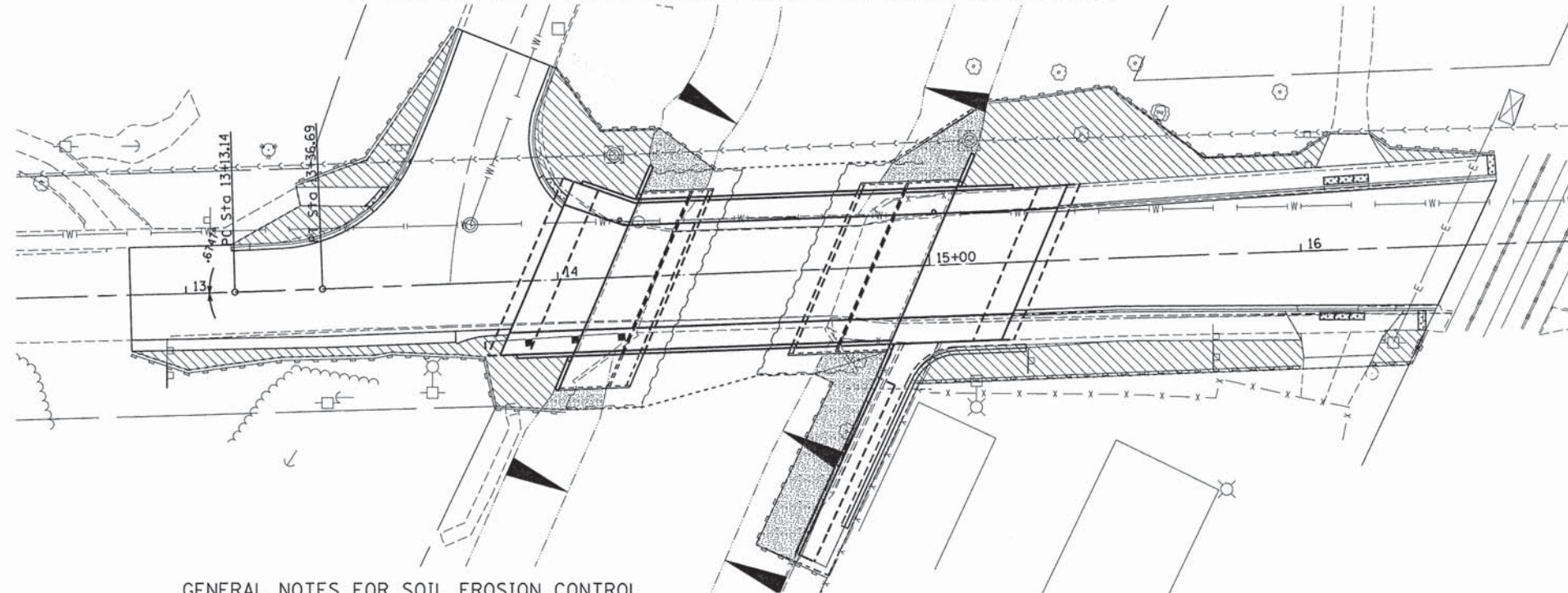
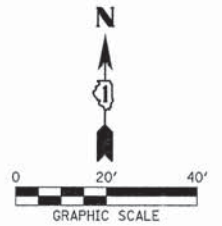
NOTE: EASTBOUND AND WESTBOUND
DETOURS TO BE CONCURRENT
DURING CONSTRUCTION

DIVISION STREET WEST BOUND
LOCAL TRAFFIC DETOUR
NO SCALE

FILE NAME = 118457-sht-detour.dgn	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTBOUND DETOUR PLAN DIVISION STREET		FAU RTE. 0291	SECTION 10-00071-00-BR	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 13
HAMPTON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE EUGENE, IL 60123	DRAWN - A.C.	REVISED -		SCALE: NTS	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	CITY OF LOCKPORT		CONTRACT NO. 63864	
USER NAME =	CHECKED - S.W.M.	REVISED -		ILLINOIS FED. AID PROJECT						
PLOT SCALE =	DATE - 07/01/13	REVISED -								
PLOT DATE = 7/5/2013										

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 ONLY NECESSARY IF A PROJECT DISTURBS 1 OR MORE ACRES OF TOTAL LAND AREA; AN NPDES STORMWATER PERMIT IS NOT REQUIRED FOR THIS PROJECT.



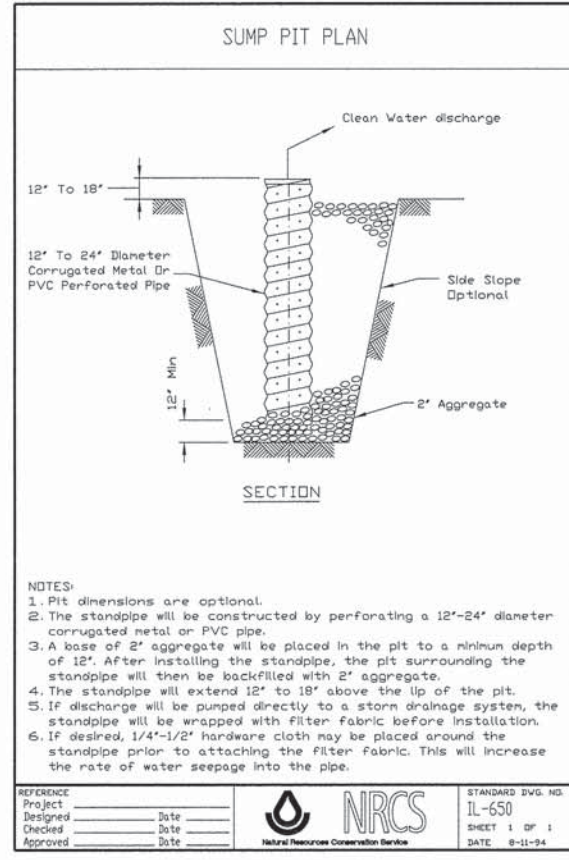
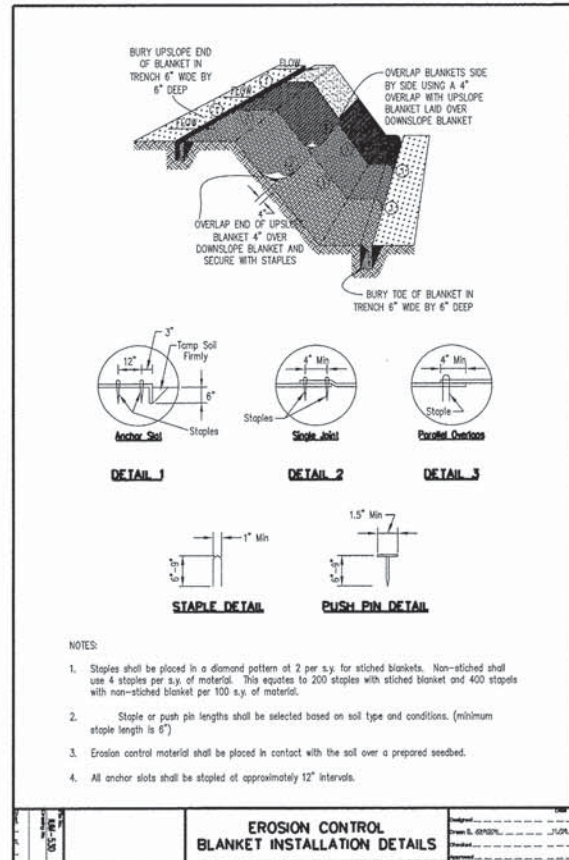
GENERAL NOTES FOR SOIL EROSION CONTROL

1. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE 2012 ILLINOIS URBAN MANUAL. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
2. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
3. A COPY OF THE APPROVED EROSION CONTROL PLAN SHALL BE MAINTAINED ON SITE AT ALL TIMES. IT SHALL BE PRESENTED UPON REQUEST FROM ANY AUTHORIZED AGENT.
4. ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL INSPECTION AND REPAIR. THE CONTRACTOR SHALL INSPECT AND COMPLETE MAINTENANCE OF ALL ITEMS A MINIMUM OF EVERY 7 DAYS AND WITHIN 24 HOURS OF A ONE-HALF INCH RAINFALL. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SEEDING IS ACHIEVED. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
5. PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 5 FEET OUTSIDE THE TOE OF SLOPE OR INSIDE THE RIGHT-OF-WAY WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTHWORK, CULVERT, OR STORM SEWER CONSTRUCTION. STAKES SHALL BE PLACED AT A MINIMUM OF 5 FOOT INTERVALS. SEE CODE 620 OF THE ILLINOIS URBAN MANUAL AND PLAN DETAILS.
6. THE PERIMETER EROSION BARRIER SHALL BE REMOVED WITHIN 30 DAYS AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AFTER THE PERIMETER EROSION BARRIER IS REMOVED, ALL AREAS DAMAGED BY THE FENCE INSTALLATION SHALL BE RESTORED BY THE CONTRACTOR.
7. THE FENCE INSTALLATION, MAINTENANCE, REMOVAL AND THE RESTORATION OF THE AREA DISTURBED BY THE FENCE INSTALLATION IS INCLUDED IN COST OF THE PAY ITEM PERIMETER EROSION BARRIER.
8. THE CONTRACTOR SHALL FURNISH AND PLACE TOPSOIL AND SHALL LAY EROSION CONTROL BLANKET ON ALL DISTURBED EARTH SLOPES. EROSION CONTROL BLANKET WITH GREEN DYE IS NOT PERMITTED.
9. REMOVAL OF TRAPPED SEDIMENT SHALL BE PAID FOR AS EARTH EXCAVATION. SEDIMENT SHALL BE REMOVED WHEN SILTATION REACHES 50% CAPACITY OF STRUCTURE. SEE APPLICABLE STANDARDS, SPECIFICATIONS, AND CONTRACT SPECIAL PROVISIONS FOR: EROSION AND SEDIMENT CONTROL, ILLINOIS URBAN MANUAL.
10. THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF. THE PAVEMENT SHALL BE CLEANED DAILY TO REMOVE EARTH MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.
11. STOCK PILES OF SOIL AND OTHER CONSTRUCTION MATERIALS TO REMAIN IN PLACE MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION & SEDIMENT CONTROL MEASURES (I.E. PER. EROS. BARR.) STOCK PILES TO REMAIN IN PLACE FOR THIRTY DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.
12. TEMPORARY SEEDING SHALL BE COMPLETED ON ALL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH CONSTRUCTION WILL BE STOPPED FOR A PERIOD OF MORE THAN 14 WORKING DAYS.
13. ALL DISTURBED AREAS SHALL BE SEEDING ACCORDING TO THE SEEDING SCHEDULE ON THE PLAN AND AS DIRECTED BY THE ENGINEER. FINAL SEEDING SHALL CONFORM TO ITEM "SEEDING, CLASS 1B " AND "SEEDING, CLASS 4" PER IDOT STANDARD SPECIFICATIONS AND CONTRACT SPECIAL PROVISIONS.
14. THE CONTRACTOR SHALL MAINTAIN AND PRESERVE ANY EXISTING SUB SURFACE DRAINAGE SYSTEMS (I.E. FIELD TILES) ACCORDING TO SECTION 611 OF THE IDOT STANDARD SPECIFICATIONS.
15. THE WORK AREA SHALL BE COMPLETELY DEWATERED PRIOR TO IN-STREAM WORK. TEMPORARY COFFERDAMS SHALL BE CONSTRUCTED OF A NON-ERODIBLE MATERIAL AND COMPLETELY REMOVED AT THE COMPLETION OF WORK. THIS WORK WILL BE CONSIDERED TO BE INCLUDED IN THE COST OF COFFERDAMS (TYPE 1). EXCAVATION REQUIRED FOR THE INSTALLATION OF THE COFFERDAMS WILL BE INCLUDED IN THE COST OF CHANNEL EXCAVATION.
16. IF PUMPING IS USED DURING DEWATERING, THE HOSE INTAKE SHALL BE PLACED IN A SUMP PIT (SEE DETAIL) AND THE OUTLET DISCHARGED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE.

LEGEND

- SEEDING CLASS 1B / EROSION CONTROL BLANKET
- SEEDING CLASS 4 / EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- TEMPORARY COFFERDAM

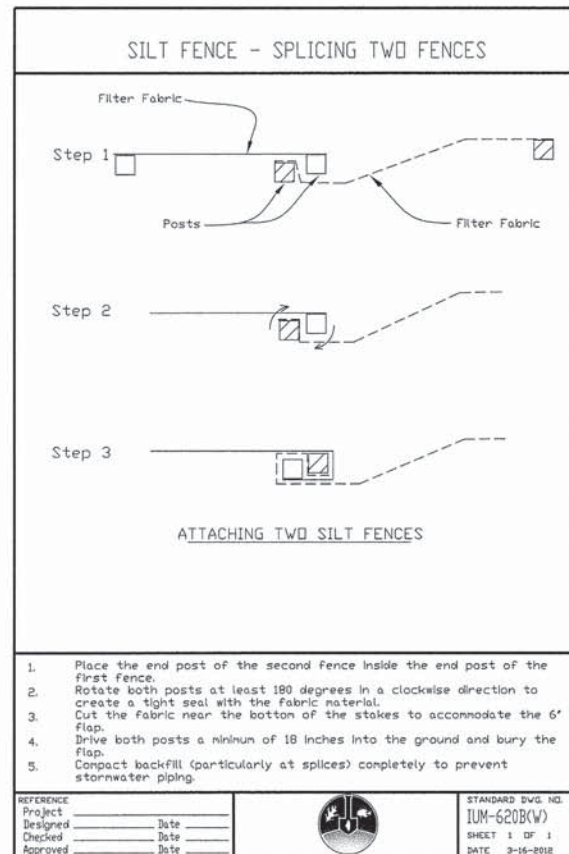
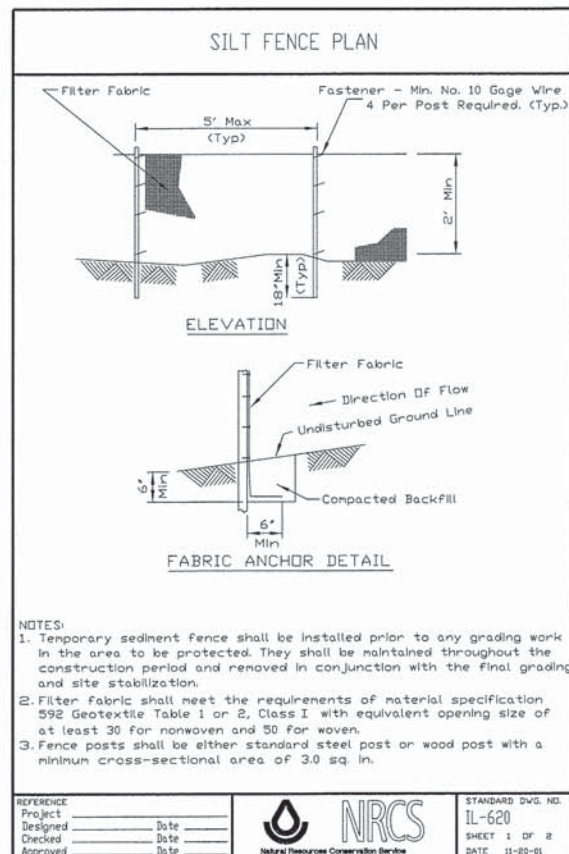
FILE NAME = 110457-ert-erosion control plan Designer: Hampton, Leinzini and Renwick, Inc. Civil Engineers - Environmental Engineers 380 SHEPARD DRIVE ELGIN, ILLINOIS 60120 847.687.6700 www.hlrengineering.com ILLINOIS PROFESSIONAL ENGINEERING BOARD LICENSE NO. 0291-00071-00-BR	DESIGNED - J.F.W. DRAWN - T.W.K. CHECKED - S.W.M. DATE - 07/01/13	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN DIVISION STREET	FAU RTE: 0291 SECTION: 10-00071-00-BR COUNTY: WILL CITY OF LOCKPORT TOTAL SHEETS: 56 SHEET NO.: 14 CONTRACT NO. 63864 ILLINOIS FED. AID PROJECT
			SCALE: 1:20	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.



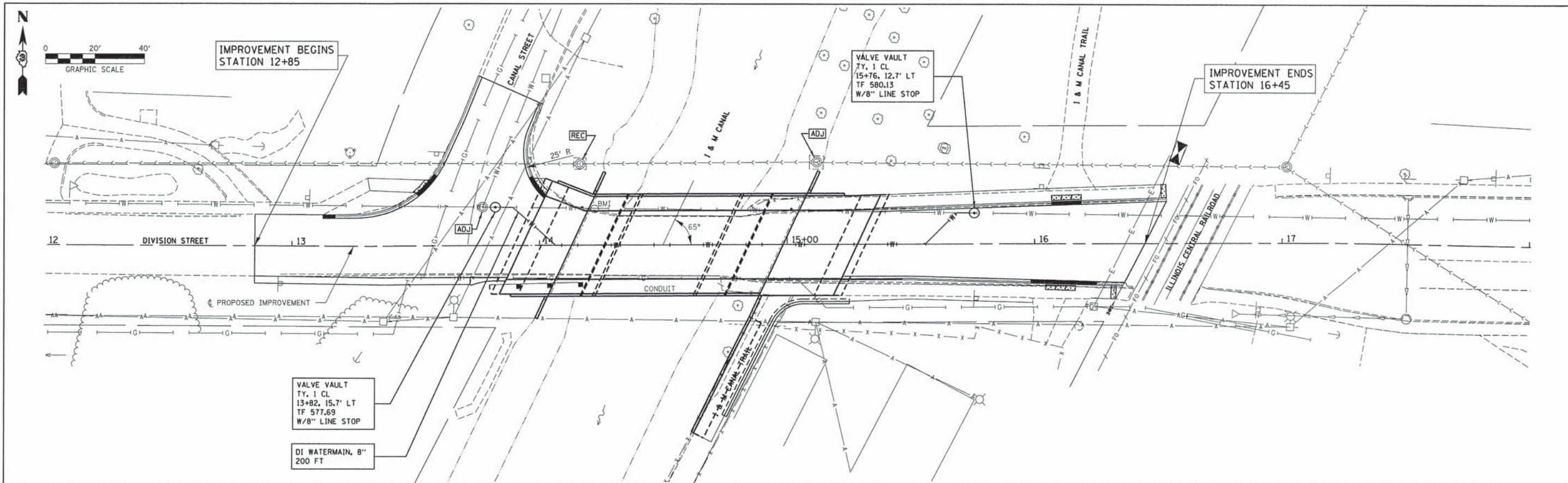
STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
PERMANENT SEEDING			A									
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C			D						
SODDING			E									
MULCHING	F											

* IRRIGATION HELD DURING JUNE AND JULY.
 ** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOO.

SOIL STABILIZATION CHART

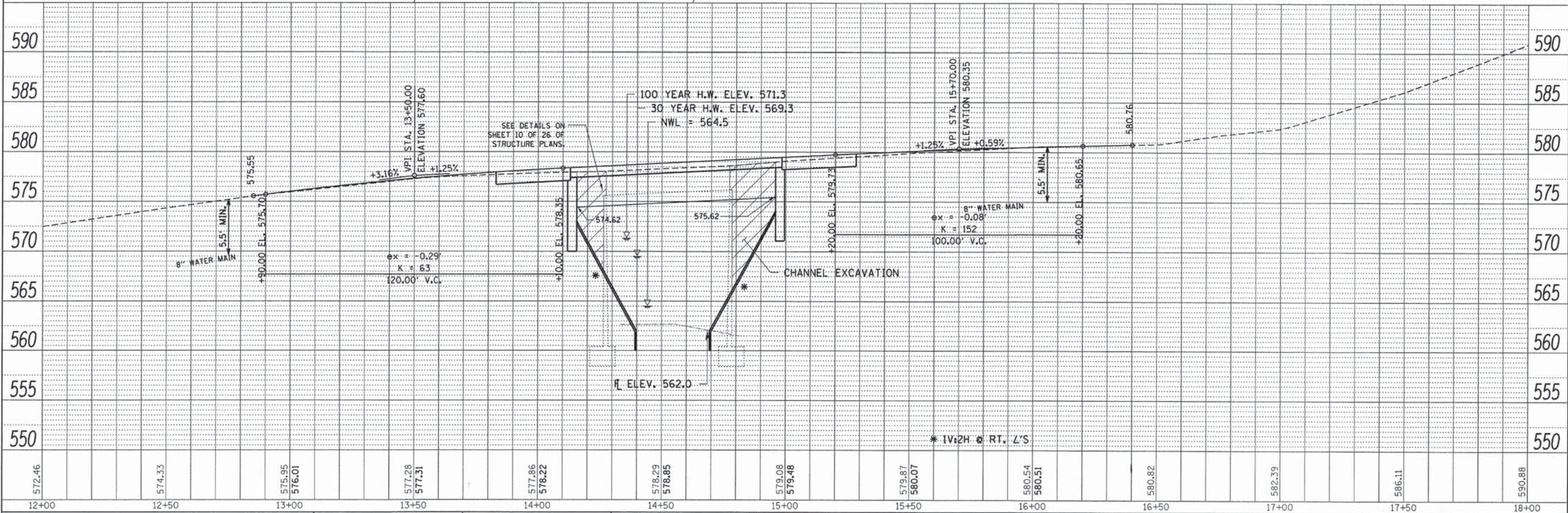


CLASS-TYPE	SEEDING MIXTURES		LBS/ACRE
	SEED		
1B LOW MAINTENANCE LAWN MIXTURE	FINE LEAF TURF-TYPE FESCUE	150 (170)	
	PERENNIAL RYEGRASS	20 (20)	
	RED TOP	10 (10)	
	CREeping RED FESCUE	20 (20)	
4 NATIVE GRASS	ANDROPOGON GERARDI (BIG BLUE STEM)	4 (4)	
	ANDROPOGON SCOPARIUS (LITTLE BLUE STEM)	5 (5)	
	BOUTELOUA CURTIPENDULA (SIDE-OATS GRAMA)	5 (5)	
	ELYMUS CANADENSIS (CANADA WILD RYE)	1 (1)	
	PANICUM VIRGATUM (SWITCH GRASS)	1 (1)	
	SORGHASTRUM NUTANS (INDIAN GRASS)	2 (2)	
	ANNUAL RYEGRASS	25 (25)	
	OATS, SPRING	25 (25)	
	PERENNIAL RYEGRASS	15 (15)	



PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	DATE	
	NOTE BOOK	
	NO. OF PAGES	
	CAD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
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	CHECKED	
	BY	
	DATE	
	NOTE BOOK	
	NO. OF PAGES	
	STRUCTURE NOTATIONS	
	CHKD	
	NO.	



572.46	574.33	575.95	577.28	577.86	578.29	579.08	579.87	580.54	580.82	582.39	586.11	590.88
12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50	18+00

FILE NAME = 118457-shr-utility plan.dgn
 HAMPSON, LENZINI AND RENWICK, INC.
 285 SHREVE DRIVE
 ELGIN, IL 60120
 ILLINOIS PROFESSIONAL DESIGN FIRM
 L3 / PE / SE CORP. 194.000999

DESIGNED - C.C.S.
 DRAWN - A.C.
 CHECKED - S.W.M.
 DATE - 07/01/13

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

UTILITY PLAN & PROFILE
 DIVISION STREET

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
291	10-00071-00-BR	WILL	56	16
CITY OF LOCKPORT			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				

SCALE: H20:V5 SHEET 1 OF 1 SHEETS STA. 12+00 TO STA. 18+00

MINIMUM PROJECT SPECIFICATION REQUIREMENTS

1. THE PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED ACCORDING TO THE ORDINANCE AND REQUIREMENTS OF THE CURRENT EDITION OF THE STATE "STANDARD SPECIFICATIONS".
2. THE CONTRACTOR SHALL NOTIFY THE CITY OF LOCKPORT PUBLIC WORKS DEPARTMENT 48 HOURS PRIOR TO START OF THE CONSTRUCTION TO ARRANGE FOR APPROPRIATE CONSTRUCTION INSPECTION.
3. THE CITY OF LOCKPORT PUBLIC WORKS DEPARTMENT SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
4. THE CONTRACTOR(S) SHALL INDEMNIFY THE CITY OF LOCKPORT PUBLIC WORKS DEPARTMENT, THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THIS WORK ON THIS PROJECT.
5. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE CITY OF LOCKPORT PUBLIC WORKS DEPARTMENT.

WATER MAIN

1. ALL WATER MAIN WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.
2. WATER MAIN SERVICES SHALL HAVE A MINIMUM OF 6.0 FEET OF COVER AND SHALL BE RUN IN STRAIGHT ALIGNMENT, UNLESS SPECIFICALLY SHOWN ON THE PLANS.
3. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION.
4. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION TO VERIFY IN THE FIELD ALL EXISTING UNDERGROUND UTILITIES WITHIN AND ADJACENT TO THE PROJECT AND BE RESPONSIBLE FOR PROTECTION OF SAME.
5. ALL STORM MANHOLE, CATCH BASIN, AND INLET FRAME ADJUSTMENTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS SET IN A FULL BED OF BUTYL ROPE JOINT SEALANT. NO MORE THAN 8" OF ADJUSTING RINGS WILL BE PERMITTED.
6. THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.
7. ALL TRENCHES UNDER CURB OR PAVEMENT WITHIN 2 FEET OF AN EXISTING OR PROPOSED CURB OR PAVEMENT ARE TO BE BACKFILLED WITH TRENCH BACKFILL.
8. AT THE COMPLETION OF THIS PROJECT, ONE SET OF PLANS WITH RECORD MEASUREMENTS IS TO BE SUBMITTED TO THE ENGINEER SHOWING THE LOCATION OF ALL OF THE SERVICES, PIPES, STRUCTURES, GRADING, AND UTILITIES.
9. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED (UP TO 8" TOTAL ADJUSTMENT) OR RECONSTRUCTED BY THE CONTRACTOR. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. CONNECTIONS TO EXISTING WATER SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, UNLESS SPECIFICALLY NOTED OTHERWISE.
11. WRITTEN NOTIFICATION MUST BE GIVEN A MINIMUM OF 24 HOURS BEFORE SERVICE INTERRUPTION.
12. WATER MAIN TIE-INS SHALL BE COMPLETED IN THE SAME WORKING DAY AND SERVICE RECONNECTED BEFORE THE END OF THE WORKDAY.
13. ALL WATER MAINS SHALL BE CEMENT-LINED DUCTILE IRON PIPE, CLASS 52 CONFORMING TO AWWA C-151 WITH PUSH-ON OR MECHANICAL JOINTS AND SHALL HAVE A MINIMUM OF 6.0 FEET OF COVER AND SHALL BE ENCASED IN POLYETHYLENE FILM IN ACCORDANCE WITH AWWA C-105-82. FITTINGS SHALL BE CEMENT-LINED, TAR-COATED CAST IRON WITH MECHANICAL JOINTS RATED 250 PSI PER AWWA C110/ANSI 21.20 (CLOW, AMERICAN, U.S. PIPE, OR EQUAL).

ALL WATER MAIN VALVES SHALL BE RESILIENT-SEAT, EPOXY-COATED, WEDGE GATE VALVE TYPE (MUELLER, KENNEDY, CLOW, OR APPROVED EQUAL). GATE VALVES SHALL BE INSTALLED IN EACH FIRE HYDRANT LEAD WITH "O" RING STUFFING BOX (MUELLER, KENNEDY, OR EQUAL). CA 6 CRUSHED, COMPACTED LIMESTONE SHALL BE UTILIZED TO BACKFILL AROUND ALL VALVES AND VALVE BOXES.
14. WATER SERVICES SHALL INCLUDE THE NECESSARY LENGTH OF TYPE "K" COPPER WATER TUBE OF THE SIZE SHOWN ON THE PLANS, CORPORATION STOP, CURB STOP, AND SERVICE BOX, ALL AS REQUIRED BY THE MUNICIPALITY, AND ALL NECESSARY LABOR, TOOLS, EQUIPMENT, EXCAVATION, AND BACKFILL FOR A COMPLETE INSTALLATION AS SHOWN ON THE PLANS. TRENCH BACKFILL WILL BE PAID FOR SEPARATELY, WHEN REQUIRED. NO SIDE YARD WATER SERVICES WILL BE ALLOWED.
15. ALL WATER MAINS SHALL BE HIGH-PRESSURE AND SYSTEM PRESSURE TESTED AND DISINFECTED IN ACCORDANCE WITH STANDARDS AND PROCEDURES MEETING THE APPROVAL OF THE MUNICIPALITY AS FOLLOWS:

TESTING AND INSPECTING WATER MAIN

- a. HYDROSTATIC TESTS:
 - (1) WHERE ANY SECTION OF A WATER LINE IS PROVIDED WITH CONCRETE THRUST BLOCKING FOR FITTINGS, DO NOT MAKE HYDROSTATIC TESTS UNTIL AT LEAST 5 DAYS AFTER INSTALLATION OF THE CONCRETE THRUST BLOCKING, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - (2) DEVISE A METHOD FOR DISPOSAL OF WASTEWATER FROM HYDROSTATIC TESTS AND FOR DISINFECTING, AS APPROVED IN ADVANCE BY THE ENGINEER.
- b. PRESSURE TESTS:
 - (1) SUBJECT THE NEW WATER MAINS AND SERVICE LINES, INCLUDING VALVES AND HYDRANTS, TO A HYDROSTATIC PRESSURE OF 150 PSI.
 - (2) HOLD THE TEST PRESSURE FOR A DURATION OF TWO HOURS WITHOUT PRESSURE LOSS OR FURTHER PRESSURE APPLICATION.
 - (3) CAREFULLY EXAMINE EXPOSED PIPE, JOINTS, FITTINGS, AND VALVES.
 - (4) REPLACE OR REMAKE JOINTS SHOWING VISIBLE LEAKAGE.
 - (5) REMOVE CRACKED PIPE, DEFECTIVE PIPE, AND CRACKED OR DEFECTIVE JOINTS, FITTINGS, AND VALVES. REPLACE WITH SOUND MATERIAL AND REPEAT THE TEST UNTIL RESULTS ARE SATISFACTORY.
 - (6) MAKE REPAIR AND REPLACEMENT WITHOUT ADDITIONAL COST TO OWNER.
- c. LEAKAGE TEST:
 - (1) CONDUCT A METERED LEAKAGE TEST AFTER THE PRESSURE TEST HAS BEEN SATISFACTORILY COMPLETED.
 - (2) DURATION OF EACH LEAKAGE TEST: AT LEAST 24 HOURS.
 - (3) DURING THE TEST, SUBJECT WATER LINES TO A NORMAL WATER PRESSURE OF THE OWNER'S WATER SYSTEM.
 - (4) MAXIMUM ALLOWABLE LEAKAGE: ONE GALLON PER INCH OF PIPE DIAMETER PER 1,000 FEET OF PIPE PER 24 HOURS AS RECORDED BY A METER APPROVED BY THE ENGINEER.
 - (5) SHOULD ANY TEST OF PIPE DISCLOSE LEAKAGE GREATER THAN THE MAXIMUM ALLOWABLE AMOUNT, LOCATE AND REPAIR THE DEFECTIVE JOINT OR JOINTS AND THEN REPEAT THE 24-HOUR METERED LEAKAGE TEST UNTIL THE LEAKAGE IS WITHIN THE SPECIFIED ALLOWANCE AND AT NO ADDITIONAL COST TO THE OWNER.
- d. TIME FOR MAKING TEST:
 - (1) EXCEPT FOR JOINT MATERIAL SETTING OR WHERE CONCRETE REACTION BACKING NECESSITATES A 5-DAY DELAY, PIPELINES JOINTED WITH RUBBER GASKETS, MECHANICAL OR PUSH-ON JOINTS OR COUPLINGS MAY BE SUBJECTED TO HYDROSTATIC PRESSURE, INSPECTED, AND TESTED FOR LEAKAGE AT ANY TIME AFTER PARTIAL COMPLETION OF BACKFILL.
 - (2) PERFORM THE PRESSURE AND LEAKAGE TESTS SATISFACTORILY PRIOR TO REQUESTING THE ENGINEER TO WITNESS THE OFFICIAL TESTS.
 - (3) NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO THE TIME OF THE REQUESTED OFFICIAL TESTS.
 - (4) DEPENDING ON TRAFFIC CONDITIONS, PUBLIC HAZARD, OR OTHER REASONS, THE ENGINEER MAY DIRECT WHEN TO CONDUCT THE TESTS AND MAY ORDER THE TESTS TO BE MADE IN RELATIVELY SHORT SECTIONS OF WATER MAINS.
16. GRANULAR TRENCH BACKFILL SHALL BE USED IN ALL LOCATIONS WHERE THE PROPOSED UNDERGROUND UTILITY IS TO BE CONSTRUCTED UNDER PERMANENT-TYPE PAVEMENTS OR IN ANY UTILITY TRENCH OVER WHICH ANOTHER UTILITY WILL PASS, OR AS DIRECTED BY THE ENGINEER. TRENCH BACKFILL SHALL BE EXTENDED TWO (2) FEET ON EACH SIDE OF THE PERMANENT-TYPE SURFACE, AS MEASURED AT THE LOWEST POINT OF THE PAVEMENT, DRIVEWAY, OR SIDEWALK.
17. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.
18. DUCTILE IRON PIPE FOR WATER MAIN INDICATED ON THE PLANS SHALL BE ENCASED IN POLYETHYLENE FILM IN ACCORDANCE WITH AWWA C-105-82 (EXCEPT FOR PIPE EXPOSED TO THE ATMOSPHERE AT THE BRIDGE CROSSING).

19. TRENCH BACKFILL WILL BE PAID FOR IN ACCORDANCE WITH THE 2012 EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

PROTECTION OF WATER MAIN AND WATER SERVICE LINES

WATER MAINS AND WATER SERVICE LINES SHALL BE PROTECTED FROM SANITARY SEWERS, STORM SEWERS, COMBINED SEWERS, HOUSE SEWER SERVICE CONNECTIONS, AND DRAINS AS FOLLOWS:

1. WATER MAINS
 - a. HORIZONTAL SEPARATION
 - (1) WATER MAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER, OR SEWER SERVICE CONNECTION.
 - (2) WATER MAINS MAY BE PAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
 - (a) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
 - (b) THE WATER MAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
 - (c) THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.
 - (3) BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (1) OR (2) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
 - b. VERTICAL SEPARATION:
 - (1) A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS, OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
 - (2) THE DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE (STORM SEWER ONLY), OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111, OR THE DRAIN OR SEWER SHALL BE SLEEVED WITH STEEL PIPE OR CONSTRUCTED OF REINFORCED CONCRETE PIPE CONFORMING TO ASTM C-76 WITH GASKETED JOINTS CONFORMING TO ASTM C-361 (STORM SEWERS ONLY), FOR A DISTANCE OF 10 FEET EITHER SIDE OF THE CONFLICT WHEN:
 - (a) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (1) ABOVE; OR
 - (b) THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.
 - (3) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
 - (4) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.
2. WATER SERVICE LINES:
 - a. THE HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER SERVICE LINES AND ALL STORM SEWERS, SANITARY SEWERS, COMBINED SEWERS, OR ANY DRAIN OR SEWER SERVICE CONNECTION SHALL BE THE SAME AS WATER MAIN SEPARATION DESCRIBED IN 1. ABOVE.
 - b. WATER PIPE DESCRIBED IN 1. ABOVE SHALL BE USED FOR SEWER SERVICE LINES WHEN MINIMUM HORIZONTAL AND VERTICAL SEPARATION CANNOT BE MAINTAINED.
3. SPECIAL CONDITIONS – ALTERNATE SOLUTIONS SHALL BE PRESENTED TO THE AGENCY WHEN EXTREME TOPOGRAPHICAL, GEOLOGICAL, OR EXISTING STRUCTURAL CONDITIONS MAKE STRICT COMPLIANCE WITH 1. AND 2. ABOVE TECHNICALLY AND ECONOMICALLY IMPRACTICAL. ALTERNATE SOLUTIONS WILL BE APPROVED, PROVIDED WATERTIGHT CONSTRUCTION STRUCTURALLY EQUIVALENT TO APPROVED WATER MAIN MATERIAL IS PROPOSED.
4. WATER MAINS SHALL BE SEPARATED FROM SEPTIC TANKS, DISPOSAL FIELDS, AND SEEPAGE BEDS BY A MINIMUM OF 25 FEET.
5. WATER MAINS AND WATER SERVICE LINES SHALL BE PROTECTED AGAINST ENTRANCE OF HYDROCARBONS THROUGH DIFFUSION THROUGH ANY MATERIAL USED IN CONSTRUCTION OF THE LINE.

FILE NAME = 118457-sht-drainage notes.dgn		DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		UTILITY NOTES AND DETAILS DIVISION STREET		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - A.C.		REVISED -	0291					10-00071-00-BR	WILL	56	17	
CHECKED - S.W.M.		REVISED -	CITY OF LOCKPORT					CONTRACT NO. 63864				
PLOT SCALE =		REVISED -	ILLINOIS FED. AID PROJECT									
PLOT DATE = 7/5/2013		DATE - 07/01/13	REVISED -	SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.					

PIPE ATTACHED TO THE BRIDGE

WHENEVER THE CONTRACTOR'S OPERATIONS ENCOUNTER WATER LINE AND/OR FORCE MAIN INSTALLATION, RELOCATION, OR ADJUSTMENTS OR SERVICE CONNECTIONS, HIS WORK, IN ADDITION TO ALL OTHER REQUIREMENTS, SHALL ALSO BE GOVERNED BY THE APPLICABLE PORTIONS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" ("STANDARD SPECIFICATIONS").

ALL WATER MAIN PIPE SHALL BE DUCTILE IRON, CLASS 56, CONFORMING TO THE REQUIREMENTS OF DIVISION IV, SECTION 40-2.02 OF THE "STANDARD SPECIFICATIONS", CENTRIFUGAL CAST WITH STANDARD THICKNESS CEMENT MORTAR LINING AND SEAL COATING (AWWA STANDARD C-104). PIPE SHALL HAVE AN EXTERIOR BITUMINOUS SEAL COAT MEETING THE REQUIREMENTS OF AWWA STANDARD C-104. MECHANICAL JOINTS WILL COMPLY WITH THE PROVISIONS OF DIVISION IV, SECTION 41-2.05B OF THE "STANDARD SPECIFICATIONS".

FITTINGS FOR DUCTILE IRON WATER MAIN SHALL BE DUCTILE IRON CONFORMING TO THE REQUIREMENTS OF AWWA STANDARD C-110, HAVE MECHANICAL RESTRAINED JOINTS CONFORMING TO AWWA STANDARD C-111, AND BE BITUMINOUS-COATED AND CEMENT-LINED IN ACCORDANCE WITH AWWA STANDARD C-104. PROVIDE AND INSTALL TYPE 304 STAINLESS STEEL TEE BOLTS, NUTS, AND WASHERS ON ALL FITTINGS. THE THREADS OF ALL STAINLESS STEEL FASTENERS SHALL BE COATED WITH MARINE-GRADE ANTI-SEIZE/LUBRICATING COMPOUND, EITHER SHOP-APPLIED OR FIELD-APPLIED.

TO ENSURE ELECTRIC CONDUCTIVITY, BRASS WEDGES SHALL BE INSTALLED PER SECTION 41-2.05C OF THE "STANDARD SPECIFICATIONS".

IN ADDITION TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS", FLANGED WATER PIPE FOR THE BRIDGE CROSSING SHALL MEET THE REQUIREMENTS OF AWWA STANDARD C-115 AND SHALL BE RATED FOR 250 PSI WORKING PRESSURE. BOLTS AND GASKETS FOR FLANGED PIPE SHALL MEET THE REQUIREMENTS OF AWWA STANDARD C-110.

EXPANSION JOINT FOR BRIDGE CROSSING SHALL BE SINGLE-END FLANGED JOINT COMPATIBLE WITH THE DUCTILE IRON WATER PIPE. EXPANSION JOINT IS TO BE PROVIDED WITH SLIP PIPE BUT WITHOUT LIMIT RODS. EXPANSION JOINT SHALL BE INSTALLED IN COMPLIANCE WITH THE MANUFACTURER'S INSTRUCTIONS. INSULATION IS TO BE PLACED TO COVER THE EXPANSION JOINT IN A MANNER THAT ALLOWS THE SLIP PIPE TO MOVE FREELY. THE PROPOSED MATERIAL SHALL BE APPROVED BY THE ENGINEER BEFORE USE.

INSULATION FOR THE FLANGED DUCTILE IRON WATER MAIN SHALL BE 3-INCH-THICK POLYURETHANE FOAM INSULATION WITH A K FACTOR 0.13, DENSITY OF 3 POUNDS PER CUBIC FOOT MINIMUM CLOSED CELL CONTENT 90-95% IN CONFORMANCE WITH MIL-1-24172, COMPLETELY FILLING THE ANNULAR SPACE BETWEEN THE PIPE AND THE JACKETING. INSULATION SHALL BE FOAMED IN PLACE BY THE PREINSULATED PIPE COMPANY, SPRAY-TYPE FOAM WILL NOT BE PERMITTED. THE INSULATED CLASS 56 WATER MAIN SHALL BE SUSPENDED USING PIPE HANGERS AS DETAILED ON THE PLANS.

THE OUTER JACKET SHALL BE ALUMINUM SPIRAL SEM WITH IMPACT AND CHEMICAL RESISTANCE EQUIVALENT TO H-14 TEMPER T-3003 IN ACCORDANCE WITH ASTM B313 SPECIFICATIONS. JACKET THICKNESS SHALL BE 18 GAUGE. NO FRP OR PLASTIC OUTER JACKETS WILL BE CONSIDERED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND PRESSURE TESTING THE DUCTILE IRON, FLANGED-JOINT, INSULATED WATER MAIN BETWEEN AND INCLUDING THE PROPOSED VALVES AND VAULTS, CATCH BASINS, OR MANHOLES AT EACH END OF THE BRIDGE AS SHOWN ON THE PLANS.

PUSH-ON, RESTRAINED, JOINT PIPE SHALL MEET THE REQUIREMENTS OF AWWA STANDARD C-141. THE JOINT SHALL COMPLY WITH ALL THE PUSH-ON JOINT REQUIREMENTS OF AWWA STANDARD C-111.

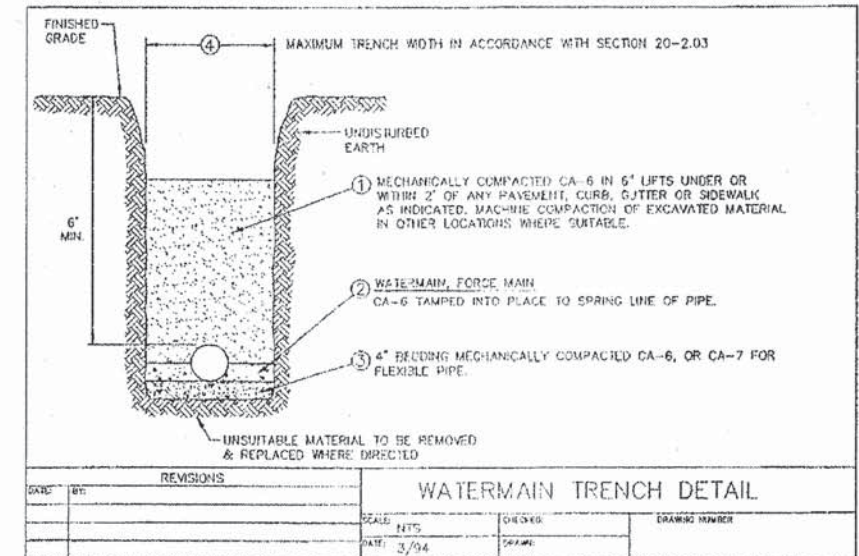
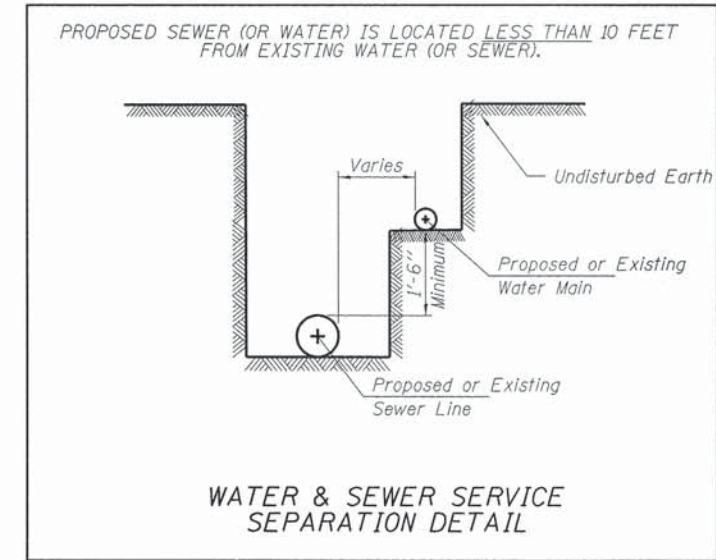
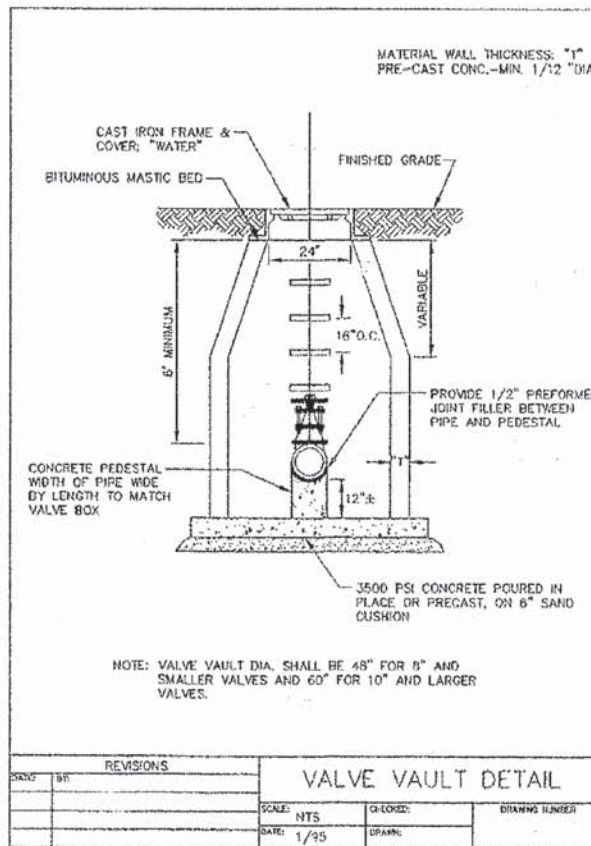
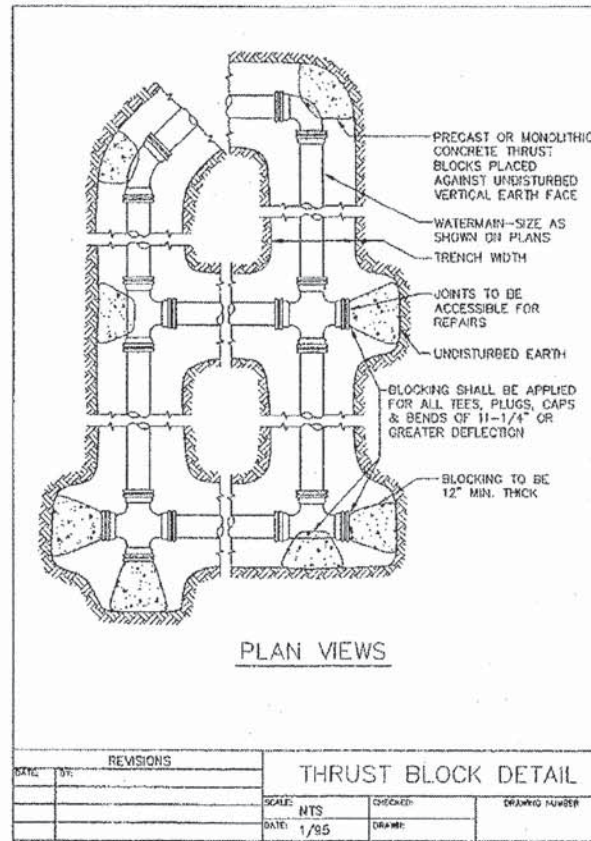
MECHANICAL JOINTS SHALL BE OF STANDARD MANUFACTURE WITH RUBBER GASKET. SERRATED BRASS CONDUCTIVITY WEDGES WILL BE REQUIRED AT EACH JOINT. NO BACKFILLING WILL BE PERMITTED UNTIL JOINT INSTALLATION HAS BEEN APPROVED BY THE CITY.

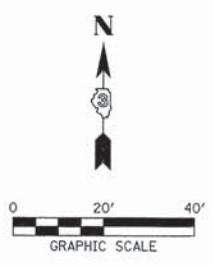
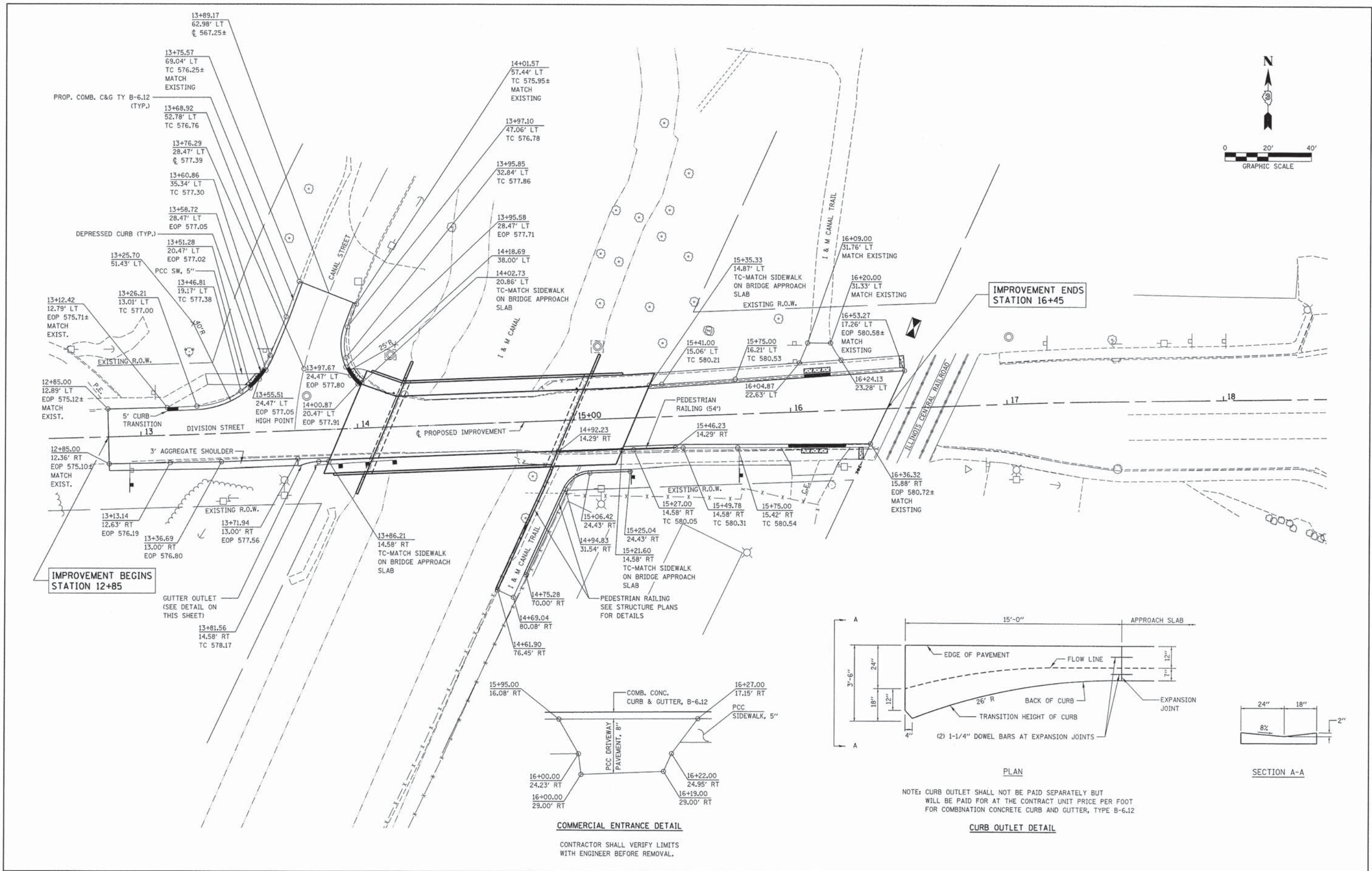
PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH SHOP DRAWINGS OF THE HEAT TRACING SYSTEM FOR APPROVAL.

PIPE HANGERS

DESCRIPTION: THIS WORK INCLUDES THE FABRICATION AND INSTALLATION OF HANGERS TO SUPPORT THE PROPOSED WATER MAIN UNDER THE EXISTING STRUCTURE. THIS WORK SHALL BE PERFORMED AS SPECIFIED HEREIN AND AS DETAILED ON THE PLANS.

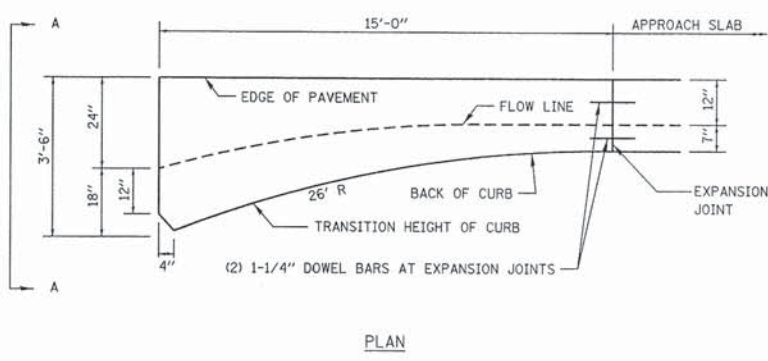
CONSTRUCTION REQUIREMENTS: ALL PLATE MATERIAL FOR THE HANGER ASSEMBLIES SHALL MEET THE REQUIREMENTS OF ASTM A36. ALL THREADED RODS AND BOLTS FOR THE HANGERS SHALL MEET THE REQUIREMENTS OF ASTM A325. EXPANSION ANCHORS SHALL HAVE A MINIMUM ULTIMATE PULLOUT AND SHEAR CAPACITY OF 3,500 POUNDS. ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.





IMPROVEMENT BEGINS STATION 12+85

IMPROVEMENT ENDS STATION 16+45



PLAN

SECTION A-A

NOTE: CURB OUTLET SHALL NOT BE PAID SEPARATELY BUT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

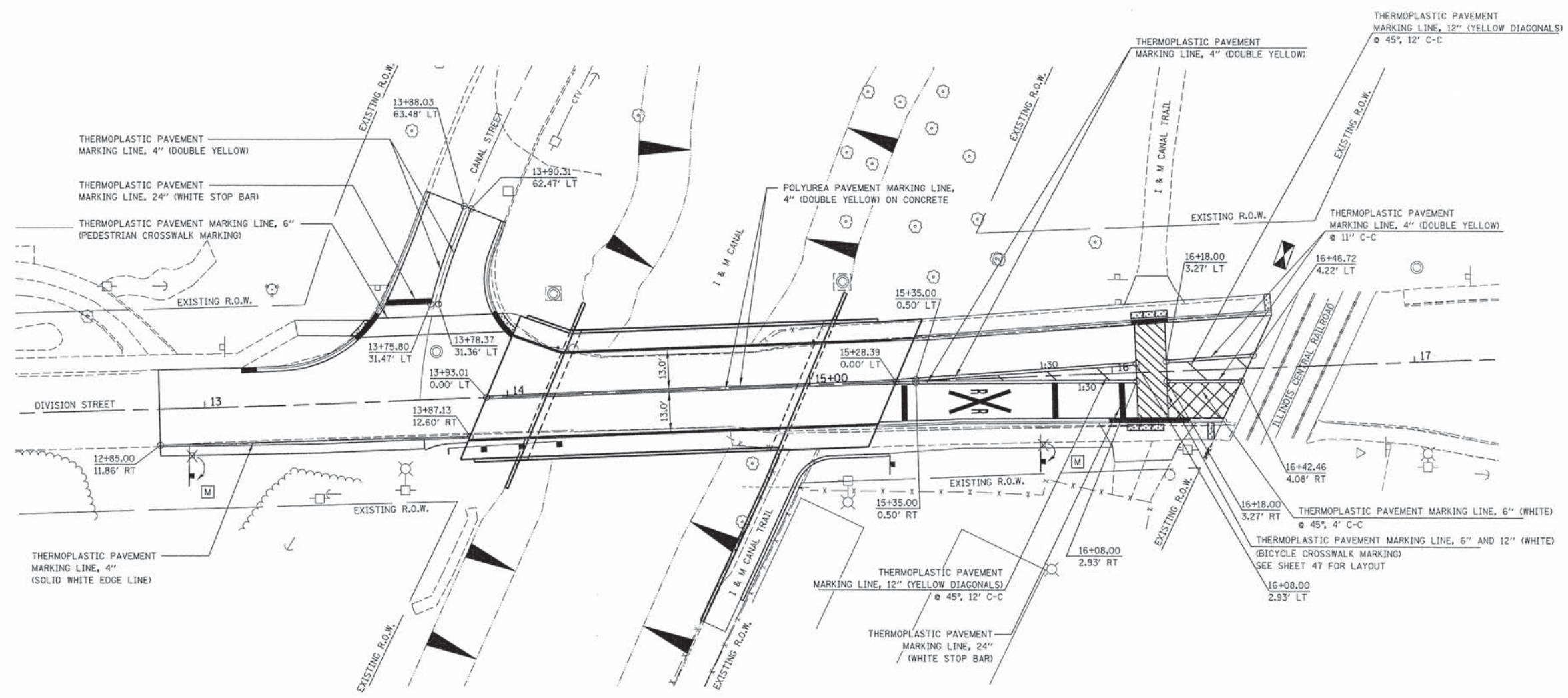
COMMERCIAL ENTRANCE DETAIL

CONTRACTOR SHALL VERIFY LIMITS WITH ENGINEER BEFORE REMOVAL.

CURB OUTLET DETAIL

FILE NAME = 110457-ahk-c&g layout.dgn		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB & GUTTER LAYOUT DIVISION STREET		FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPSON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE ELGIN, IL 60120		DRAWN -	REVISED -		0291	10-00071-00-BR	WILL	56	19		
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000355		CHECKED -	REVISED -		CITY OF LOCKPORT		CONTRACT NO. 63864				
USER NAME =		DATE 07-01-13	REVISED -		ILLINOIS FED. AID PROJECT						

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. TO STA.



LEGEND

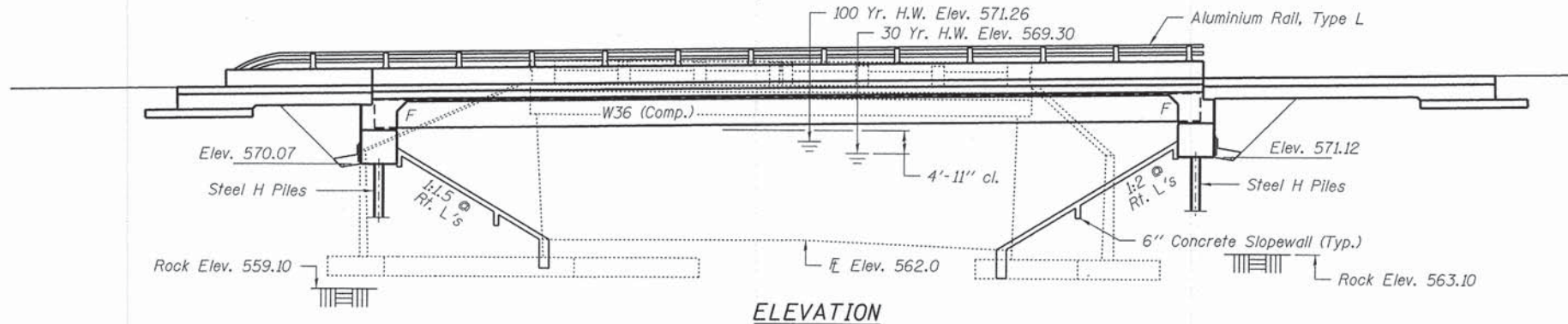
- DETECTABLE WARNING
- REMOVE SIGN PANEL ASSEMBLY
- RELOCATE SIGN PANEL ASSEMBLY

FILE NAME = 118457-shr-pvmsmrk.dgn		DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN DIVISION STREET			FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 385 SHEPARD DRIVE ELGIN, IL 60120		DRAWN - A.C.	REVISED -		SCALE: NTS			0291	10-00071-00-BR	WILL	56	20
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184-000959		CHECKED - S.W.M.	REVISED -		SHEET NO. 1 OF 1 SHEETS			CITY OF LOCKPORT		CONTRACT NO. 63864		
PLOT DATE = 7/5/2013		DATE - 07/02/13	REVISED -		STA. TO STA.			ILLINOIS FED. AID PROJECT				

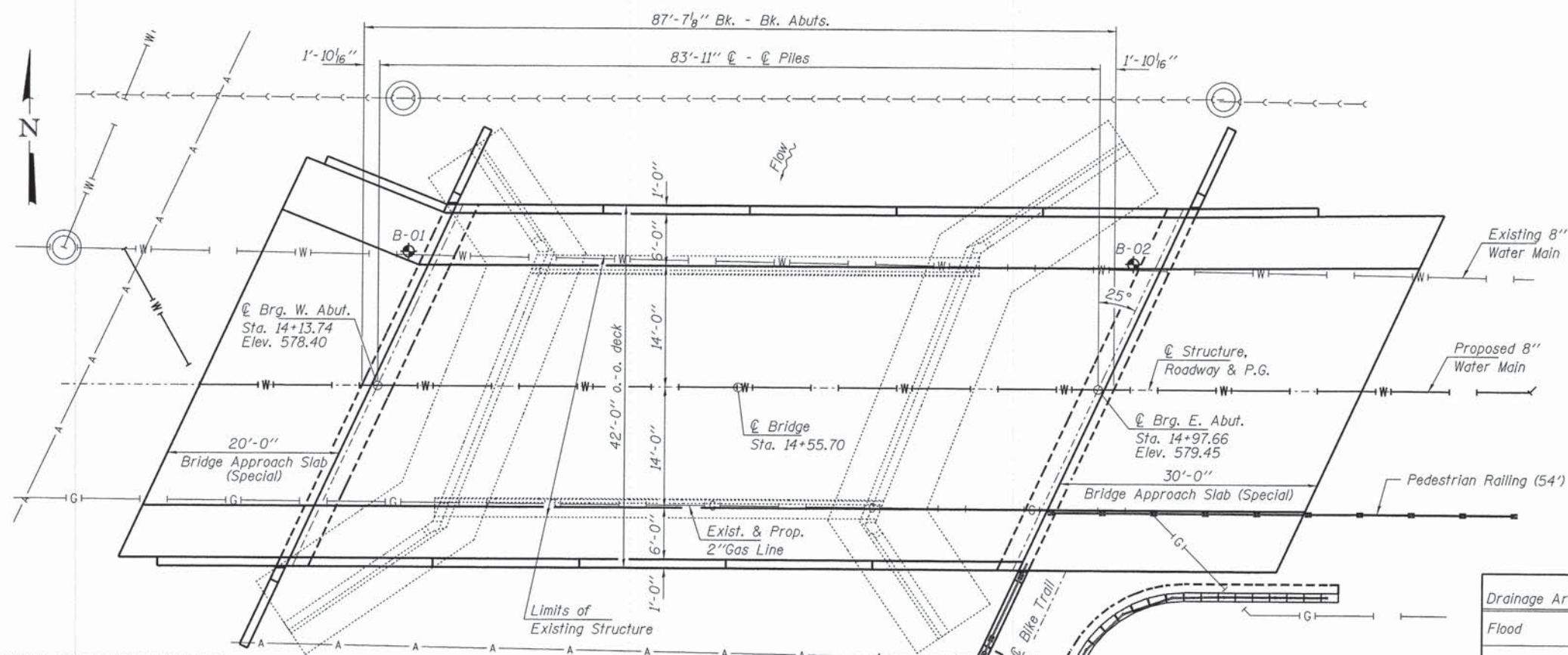
BENCHMARK: Chiseled square & "x" on top of NW wing wall of Division St bridge over I&M Canal. Elev. 578.55

EXISTING STRUCTURE: SN 099-6500 was originally constructed in 1956 under Section Number 134-B-35-A. The structure is a single span precast prestressed concrete deck beam superstructure on closed concrete abutments. The length is 51'-6" bk-bk abutments and the width is 30'-4" o-o deck. Structure is to be removed and replaced. The road will be closed and traffic detoured during construction.

Salvage: Steel support beams and brackets shall be salvaged by Contractor and delivered to city maintenance facility.



ELEVATION



PLAN

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications

LOADING HL-93

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

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi (Structural Steel M270 GR. 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.065g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.122g
 Soil Site Class = C

STATION 14+55.70
 BUILT 201. BY
 STATE OF ILLINOIS
 F.A.U. RTE. 291
 SEC. 10-00071-00-BR
 LOADING HL-93
 STR. NO. 099-6508

NAME PLATE

See Std. 515001

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."

Michael P. Cima 07/05/2013
 ILLINOIS STRUCTURAL NO. 081-5984

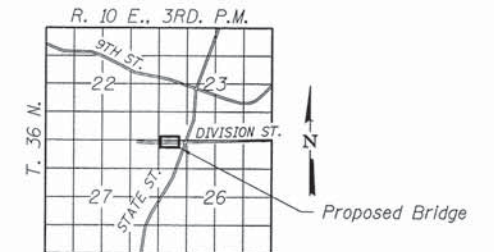


Expires 11-30-2014

For Sheets 1-20 of 26

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2. General Details
- 3-4. Top of Slab Elevations
5. Top of West Approach Slab Elevations
6. Top of East Approach Slab Elevations
7. Superstructure
- 8-10. Superstructure Details
11. Aluminum Railing, Type L
- 12-13. West Bridge Approach Slab Details
- 14-15. East Bridge Approach Slab Details
16. Structural Steel
17. Structural Steel Details
18. West Abutment
19. East Abutment
20. Abutment Details
21. Retaining Wall Details
22. Pedestrian Railing Details
23. Precast Modular Block Retaining Wall Details
24. HP Pile Details
- 25-26. Borings



LOCATION SKETCH

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut. 570.07	E. Abut. 571.12
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WATERWAY INFORMATION

Drainage Area = 38.8 Sq. Mi.		Existing Low Grade Elev. 577.3 @ Sta. 13+50		Proposed Low Grade Elev. 577.3 @ Sta. 13+50		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Natural H.W.E.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	10	868	250 230	567.50	0.03 0.09	567.53 567.59
Base	30	1500	330 330	569.30	0.08 0.09	569.38 569.63
Max. Calc.	100	2411	420 450	571.26	0.19 0.10	571.45 571.36
	500	3517	480 540	572.60	0.38 0.12	572.98 572.72

GENERAL PLAN & ELEVATION

**DIVISION STREET
 OVER I & M CANAL**

FAU ROUTE 291 - SECTION 10-00071-00-BR

CITY OF LOCKPORT

WILL COUNTY

STATION 14+55.70

STRUCTURE NO. 099-6508

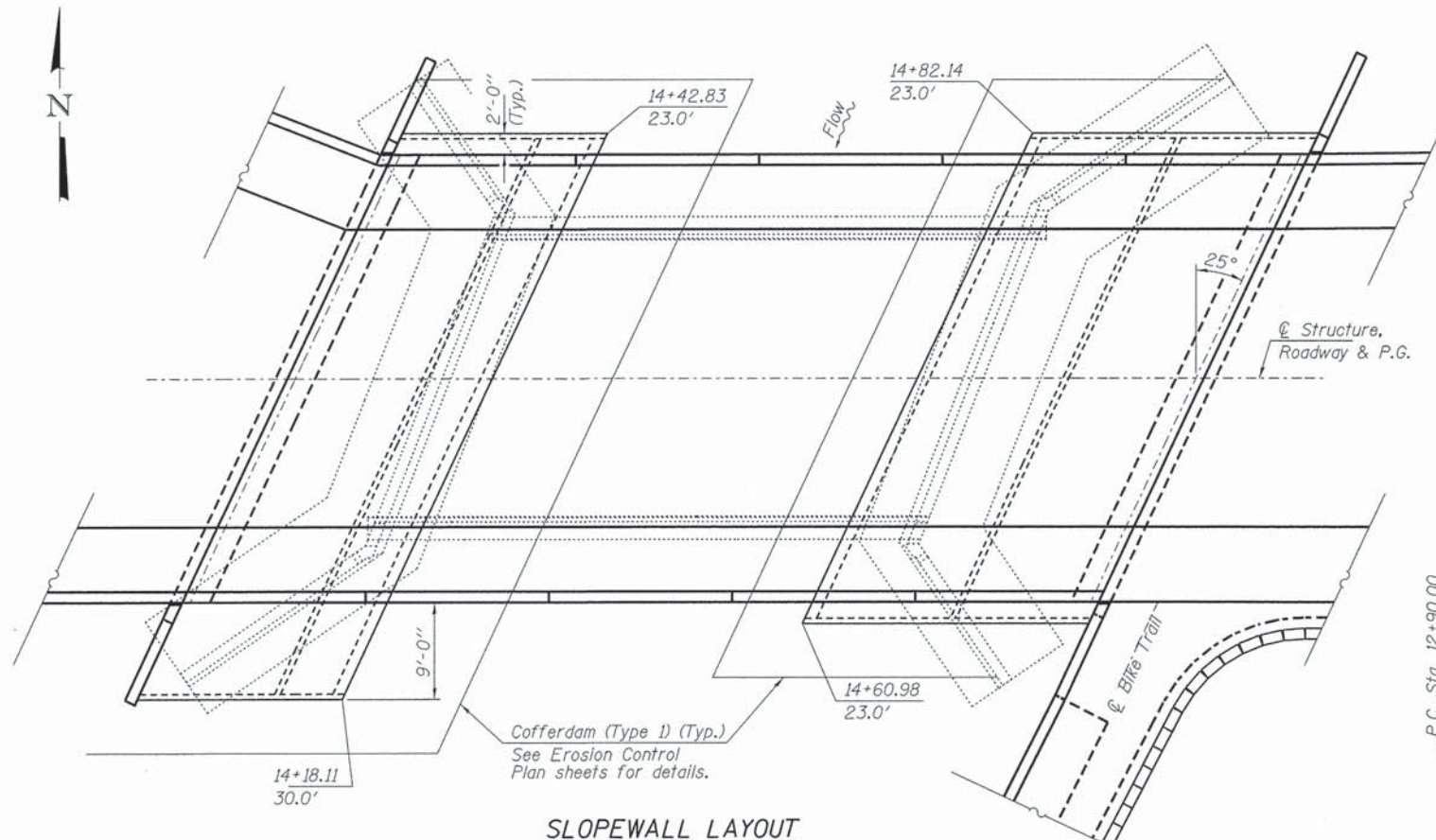
FILE NAME = 118457-sh1-bridge.dgn	USER NAME =	DESIGNED - C.C.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 398 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62769		CHECKED - D.W.T.	REVISED -
LR	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184.000899	PLOT DATE = 7/5/2013	CHECKED - M.D.C.	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN & ELEVATION
 STRUCTURE NO. 099-6508**

SHEET NO. 1 OF 26 SHEETS

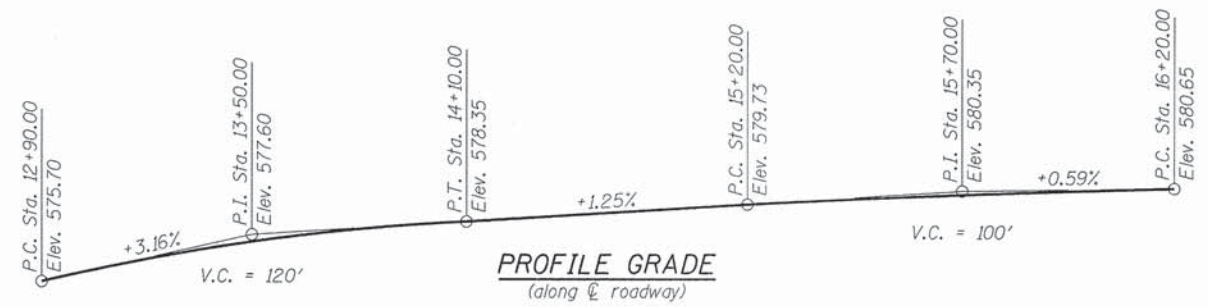
FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0291	10-00071-00-BR	WILL	56	21
DIVISION ST. OVER I&M CANAL			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				



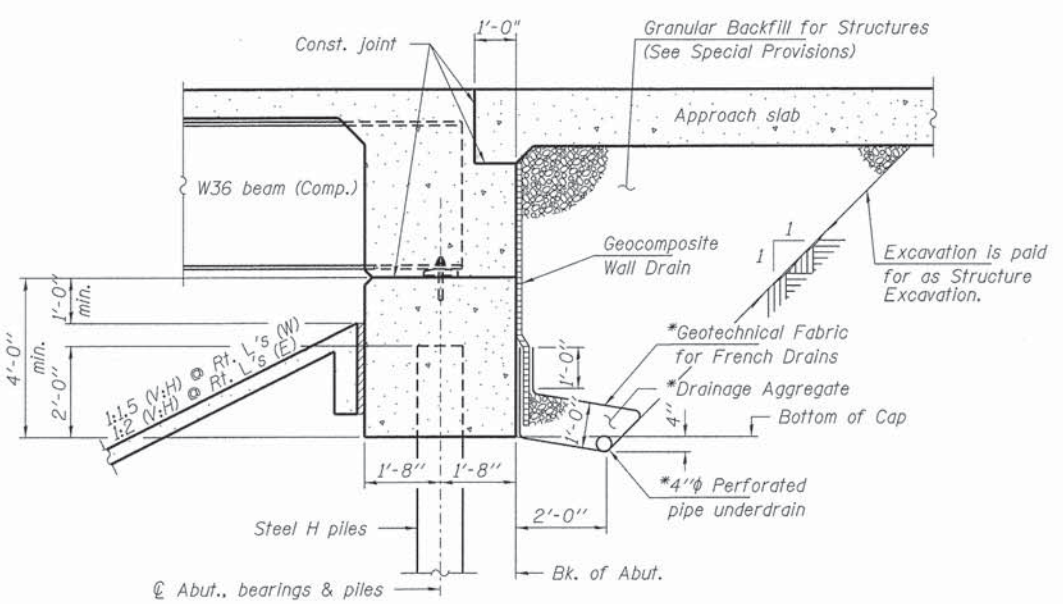
SLOPEWALL LAYOUT

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3.
 Bolts 3/4" φ, holes 1 1/8" φ, unless otherwise noted.
 Calculated weight of Structural Steel = 117,050 lbs.
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
 Slip-Forming of the parapets is not allowed.

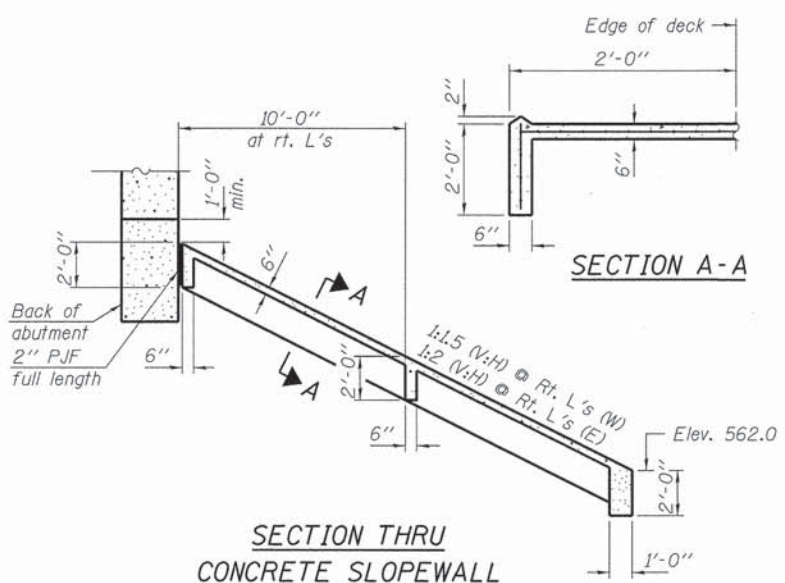


PROFILE GRADE
(along roadway)



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

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

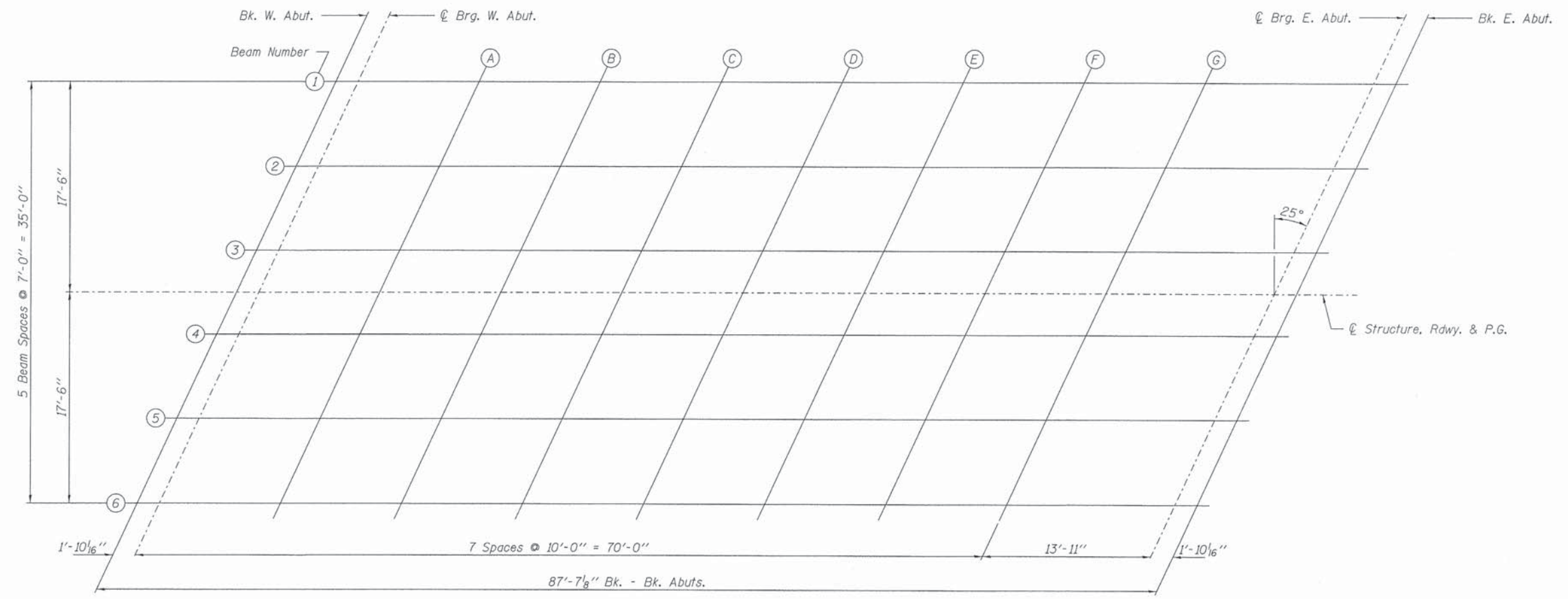


SECTION THRU CONCRETE SLOPEWALL

Note:
 Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

TOTAL BILL OF MATERIAL

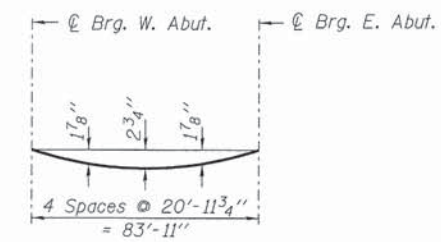
ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.			380
Porous Granular Backfill	Cu. Yd.			62
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			491
Rock Excavation for Structures	Cu. Yd.			8.0
Cofferdam (Type 1) (Location-1)	Each		1	1
Cofferdam (Type 1) (Location-2)	Each		1	1
Concrete Structures	Cu. Yd.		113.5	113.5
Concrete Superstructure	Cu. Yd.	297.0		297.0
Bridge Deck Grooving	Sq. Yd.	399		399
Protective Coat	Sq. Yd.	719		719
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2,286		2,286
Reinforcement Bars, Epoxy Coated	Pound	53,240	18,690	71,930
Aluminum Railing, Type L	Foot	213		213
Pedestrian Railing	Foot	153		153
Slopedwall 6 Inches	Sq. Yd.			280
Furnishing Steel Piles HP12x53	Foot		216	216
Name Plates	Each			1
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		129	129
Granular Backfill for Structures	Cu. Yd.		193	193
Pipe Underdrains for Structures 4"	Foot		224	224
Setting Piles in Rock	Each		12	12
Precast Modular Block Wall	Sq. Ft.	250		250



PLAN

BEAM 1

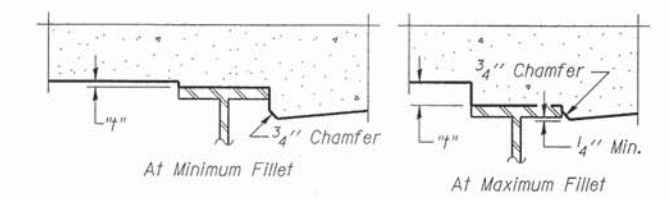
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	14+20.06	-17.50	578.36	578.36
☉ Brg. W. Abut.	14+21.90	-17.50	578.38	578.38
A	14+31.90	-17.50	578.51	578.59
B	14+41.90	-17.50	578.63	578.79
C	14+51.90	-17.50	578.76	578.96
D	14+61.90	-17.50	578.88	579.11
E	14+71.90	-17.50	579.01	579.22
F	14+81.90	-17.50	579.13	579.31
G	14+91.90	-17.50	579.26	579.37
☉ Brg. E. Abut.	15+05.82	-17.50	579.43	579.43
Bk. E. Abut.	15+07.66	-17.50	579.46	579.46



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 3 and 4 of 26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 26, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	14+05.32	-26.40	578.19
A	14+13.76	-23.06	578.36
Start of W. Approach Slab	14+22.33	-20.00	578.46

PROJECTED NORTH EDGE OF PAVEMENT

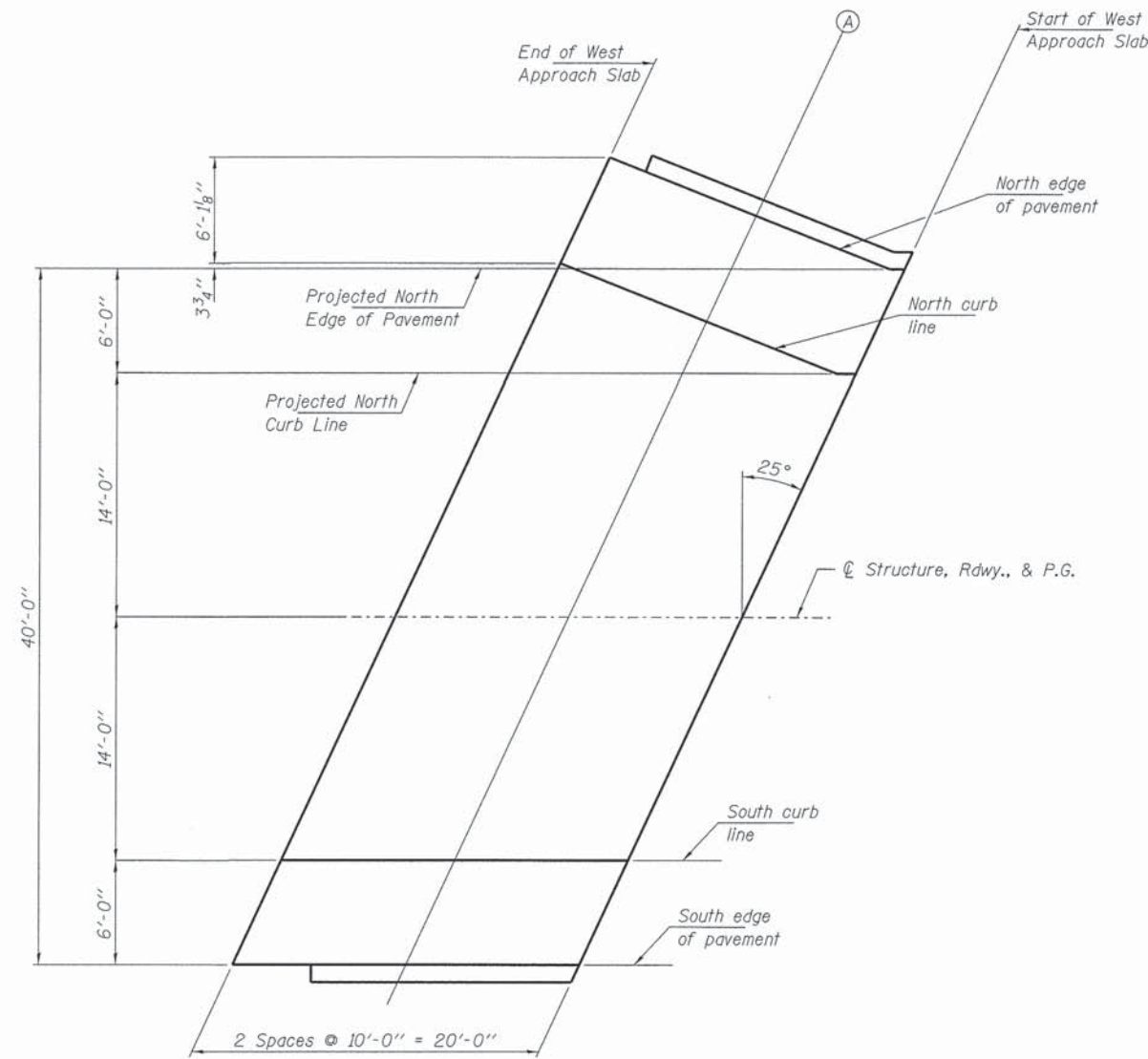
Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	14+02.33	-20.00	578.21
A	14+12.33	-20.00	578.34
Start of W. Approach Slab	14+22.33	-20.00	578.46

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	14+02.48	-20.31	577.93
A	14+10.92	-16.97	578.10
Start of W. Approach Slab	14+19.53	-14.00	578.25

PROJECTED NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	13+99.53	-14.00	577.99
A	14+09.53	-14.00	578.12
Start of W. Approach Slab	14+19.53	-14.00	578.25



WEST APPROACH SLAB - PLAN

☉ STR., RDWY. & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	13+93.01	0.00	578.11
A	14+03.01	0.00	578.25
Start of W. Approach Slab	14+13.01	0.00	578.39

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	13+86.48	14.00	577.79
A	13+96.48	14.00	577.94
Start of W. Approach Slab	14+06.48	14.00	578.08

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach Slab	13+83.68	20.00	577.92
A	13+93.68	20.00	578.08
Start of W. Approach Slab	14+03.68	20.00	578.22

FILE NAME = 118457-ah-bridge.dgn	USER NAME =	DESIGNED - C.C.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC.		CHECKED - D.W.T.	REVISED -
3383 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184.000859	PLOT DATE = 7/5/2013	CHECKED - M.D.C.	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 099-6508**

SHEET NO. 5 OF 26 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0291	10-00071-00-BR	WILL	56	25
DIVISION ST. OVER I&M CANAL			CONTRACT NO. 63864	
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start of E. Approach Slab	15+07.72	-20.00	575.53
A	15+17.72	-20.00	579.66
B	15+27.74	-20.04	579.81
End of E. Approach Slab	15+37.90	-20.38	579.93

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start of E. Approach Slab	15+04.92	-14.00	579.32
A	15+14.92	-14.00	579.44
B	15+24.92	-14.00	579.57
End of E. Approach Slab	15+35.05	-14.28	579.69

☉ STR., RDWY. & P.G.

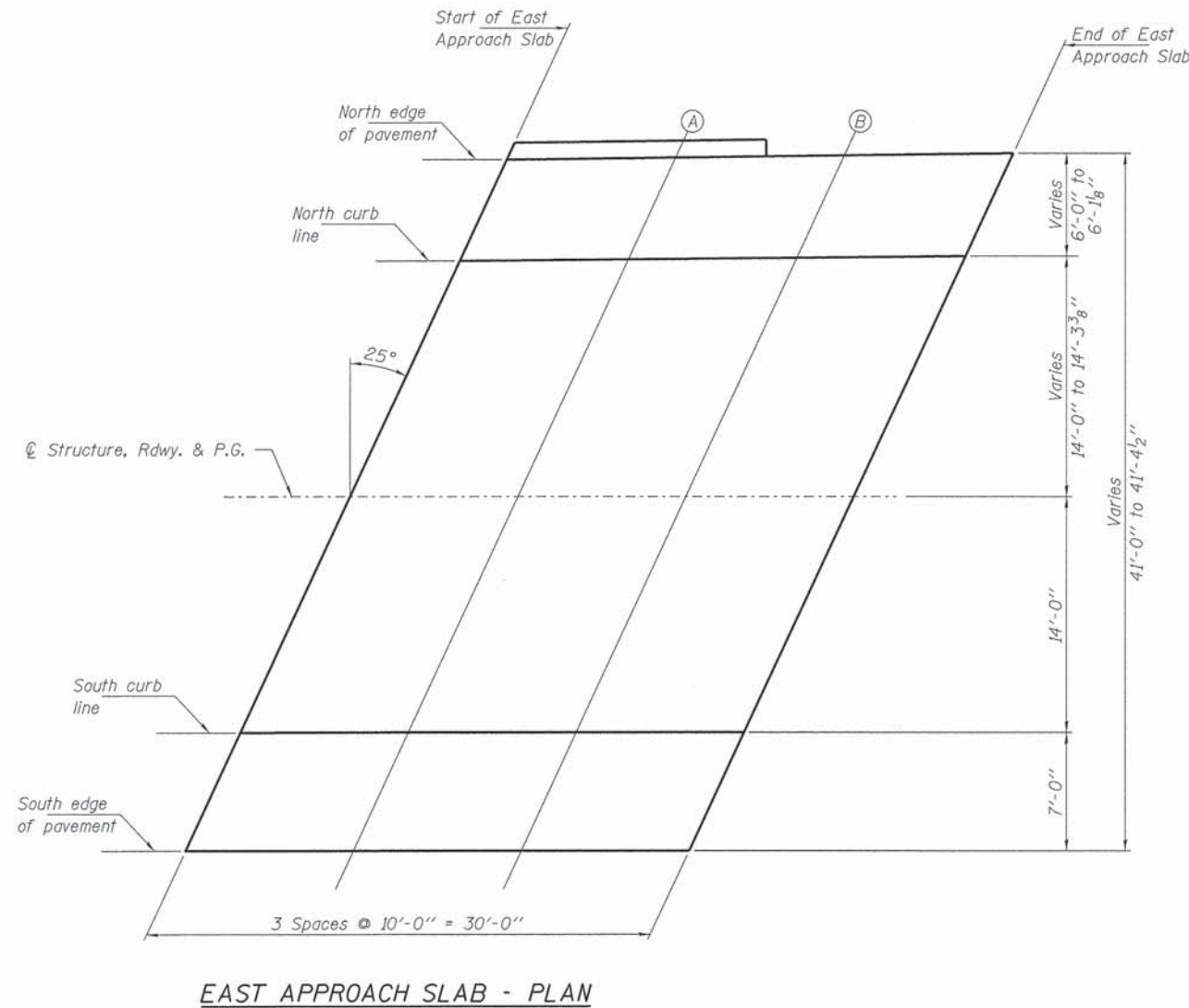
Location	Station	Offset	Theoretical Grade Elevations
Start of E. Approach Slab	14+98.39	0.00	579.45
A	15+08.39	0.00	579.58
B	15+18.39	0.00	579.70
End of E. Approach Slab	15+28.39	0.00	579.83

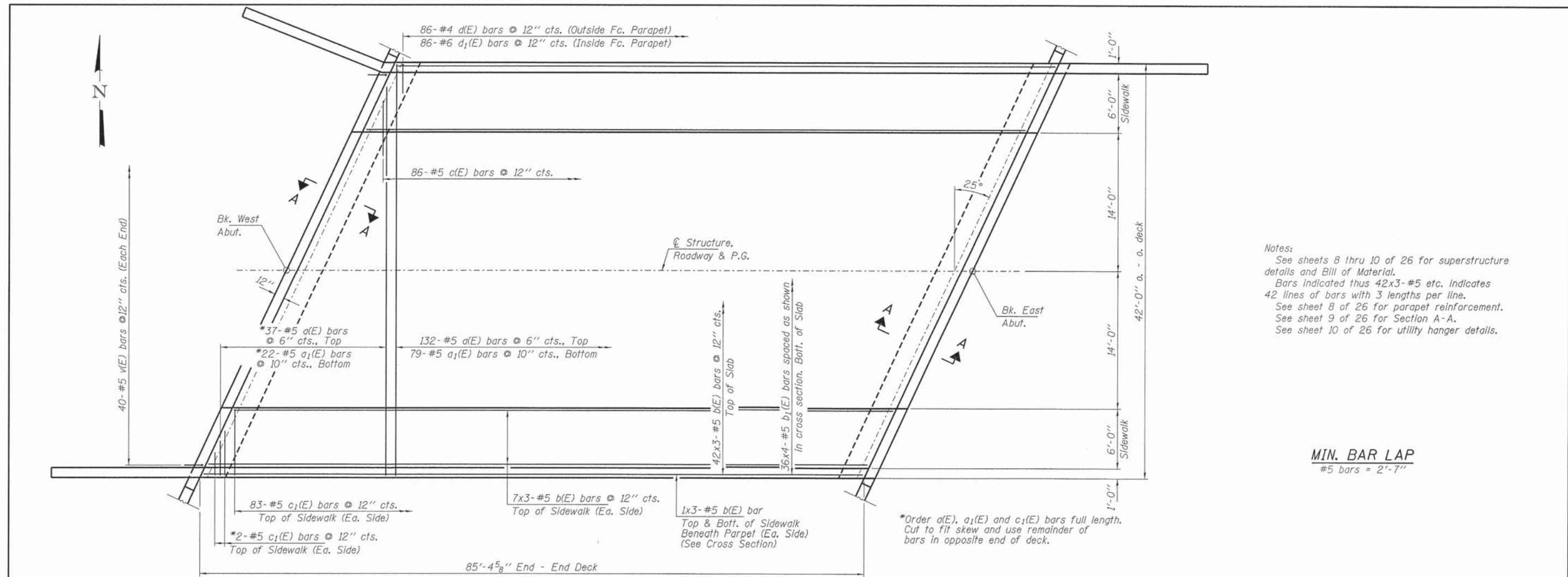
SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Start of E. Approach Slab	14+88.60	21.00	579.32
A	14+98.60	21.00	579.45
B	15+08.60	21.00	579.57
End of E. Approach Slab	15+18.60	21.00	579.70

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Start of E. Approach Slab	14+91.87	14.00	579.15
A	15+01.87	14.00	579.28
B	15+11.87	14.00	579.40
End of E. Approach Slab	15+21.87	14.00	579.53



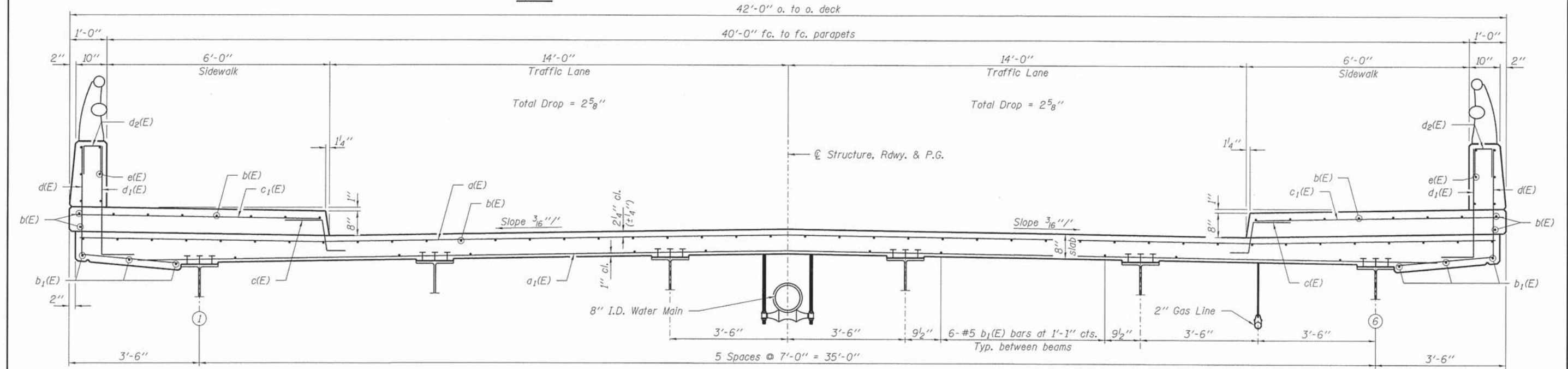


Notes:
 See sheets 8 thru 10 of 26 for superstructure details and Bill of Material.
 Bars indicated thus 42x3-#5 etc. indicates 42 lines of bars with 3 lengths per line.
 See sheet 8 of 26 for parapet reinforcement.
 See sheet 9 of 26 for Section A-A.
 See sheet 10 of 26 for utility hanger details.

MIN. BAR LAP
 #5 bars = 2'-7"

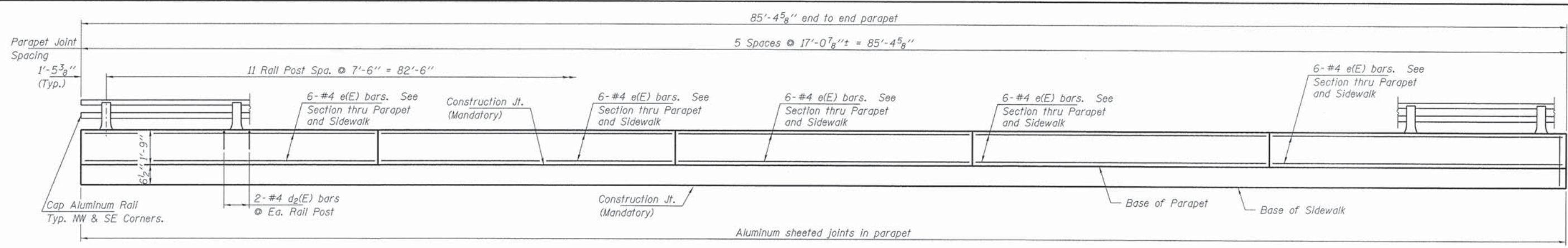
*Order a(E), a₁(E) and c₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end of deck.

PLAN



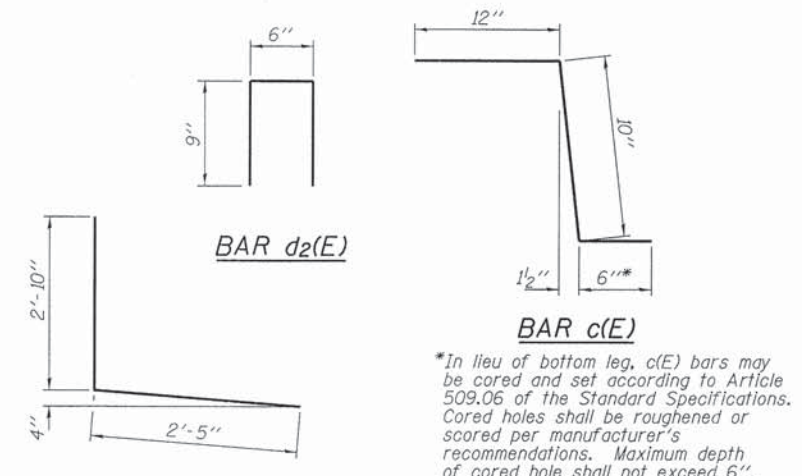
CROSS SECTION
 (Looking East)

FILE NAME = 110457-shr-bridgedgn HAMPTON, LENZINI AND RENWICK, INC. 3095 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62763 ILLINOIS PROFESSIONAL DESIGN FIRM L5 / P5 / SE CORP. 184.000099	USER NAME *	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 099-6508	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE *	CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	27	
	PLOT DATE = 7/5/2013	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL		CONTRACT NO. 63864		ILLINOIS FED. AID PROJECT	
		CHECKED - M.D.C.	REVISED -			SHEET NO. 7 OF 26 SHEETS					

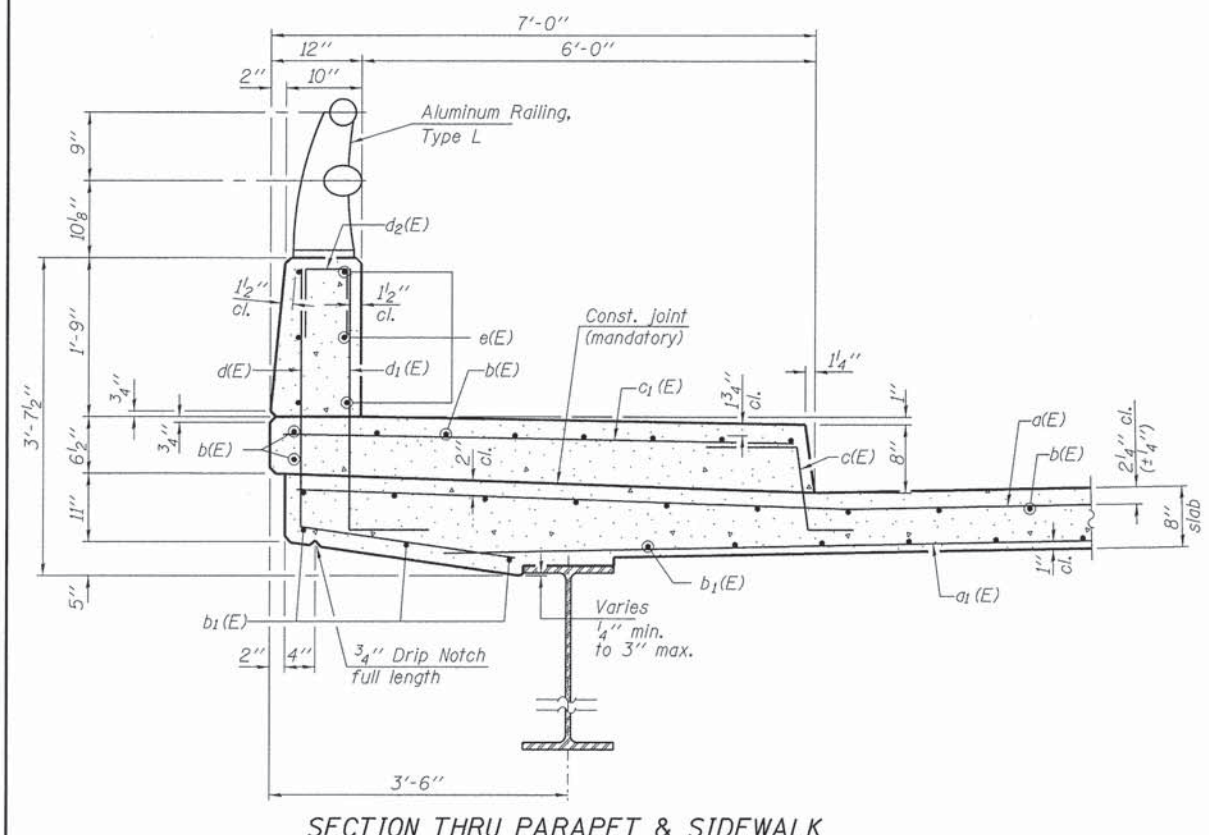


INSIDE ELEVATION OF PARAPET

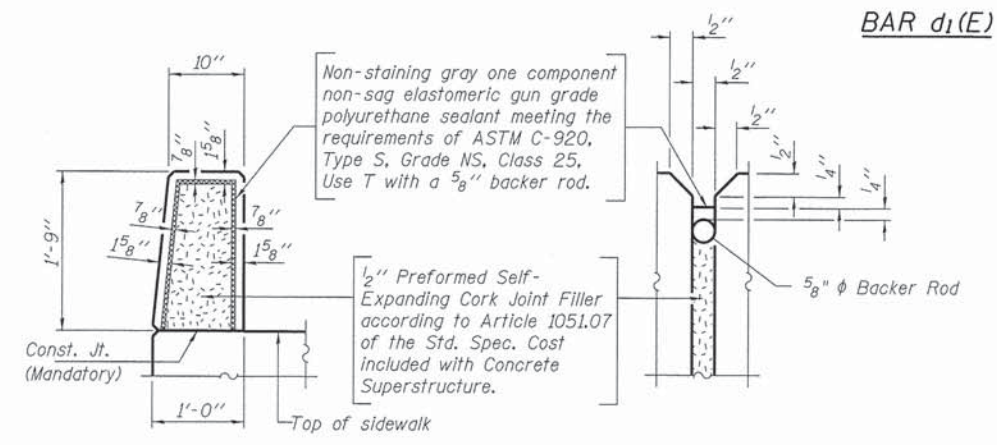
Note: See sheet 11 of 26 for Aluminum Railing, Type L details.



*In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



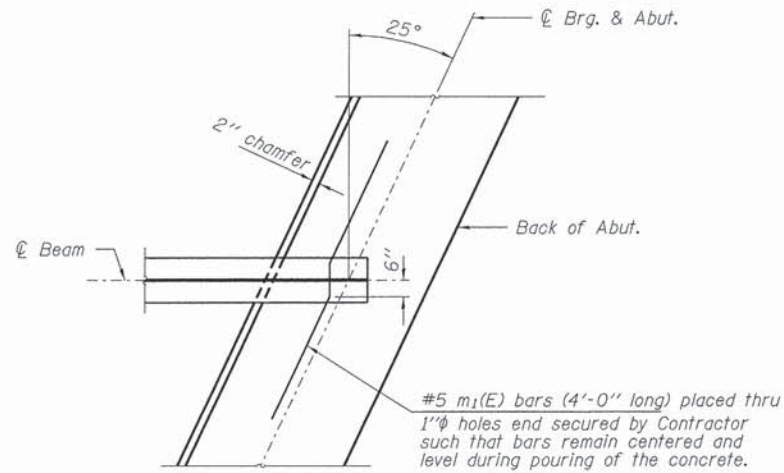
SECTION THRU PARAPET & SIDEWALK



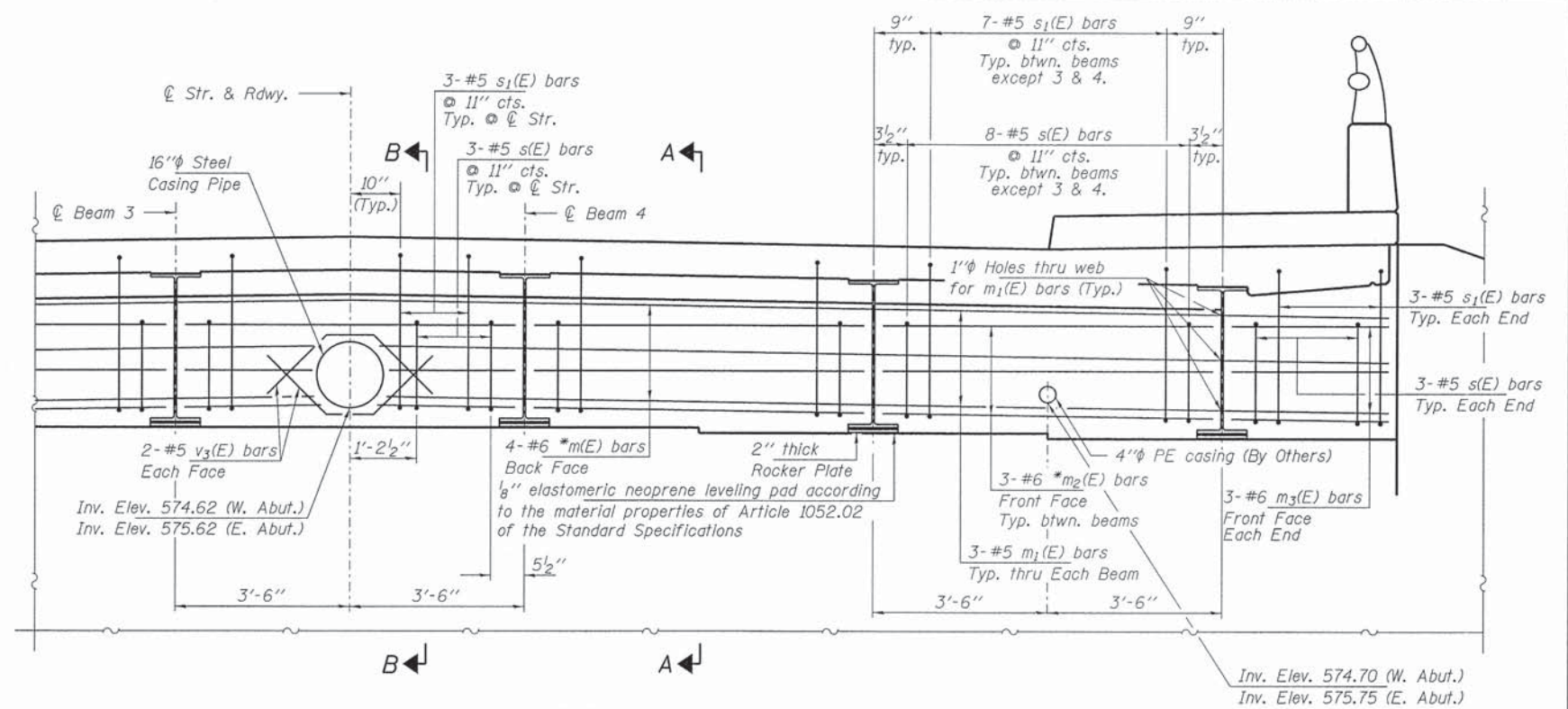
PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	169	#5	41'-4"	—
a ₁ (E)	101	#5	39'-2"	—
b(E)	180	#5	30'-1"	—
b ₁ (E)	144	#5	23'-3"	—
c(E)	172	#5	2'-4"	┌
c ₁ (E)	170	#5	6'-7"	—
d(E)	172	#4	5'-3"	┌
d ₁ (E)	172	#6	3'-9"	┌
d ₂ (E)	48	#4	2'-0"	┌
e(E)	60	#4	16'-8"	—
m(E)	8	#6	46'-0"	—
m ₁ (E)	36	#5	4'-0"	—
m ₂ (E)	30	#6	7'-4"	—
m ₃ (E)	12	#6	3'-5"	—
s(E)	88	#5	8'-7"	┌
s ₁ (E)	80	#5	10'-0"	┌
v(E)	80	#5	3'-9"	┌
v ₃ (E)	8	#5	4'-8"	┌
Concrete Superstructures			Cu. Yd.	170.9
Reinforcement Bars, Epoxy Coated			Pound	27,510
Bridge Deck Grooving			Sq. Yd.	247
Protective Coat			Sq. Yd.	465



PLAN
(Showing bottom flange of beam)

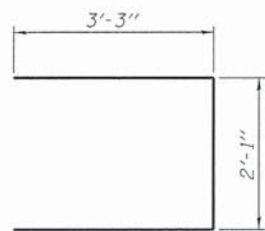


DIAPHRAGM ELEVATION AT ABUTMENT

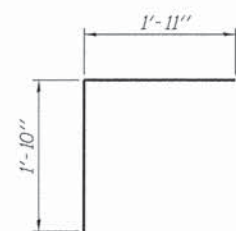
Dimensions at right angles to beams
(East Abut. shown, West Abut. similar)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 26.
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 26.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
See sheet 10 of 26 for SECTION B-B.

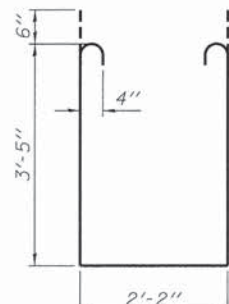
*Cut m(E) & m2(E) bars (where necessary) to fit around 16" steel casing.



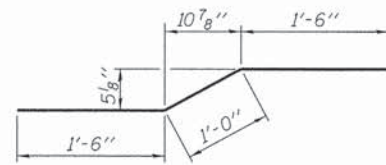
BAR s(E)



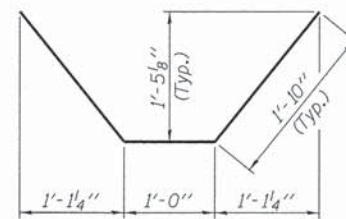
BAR v(E)



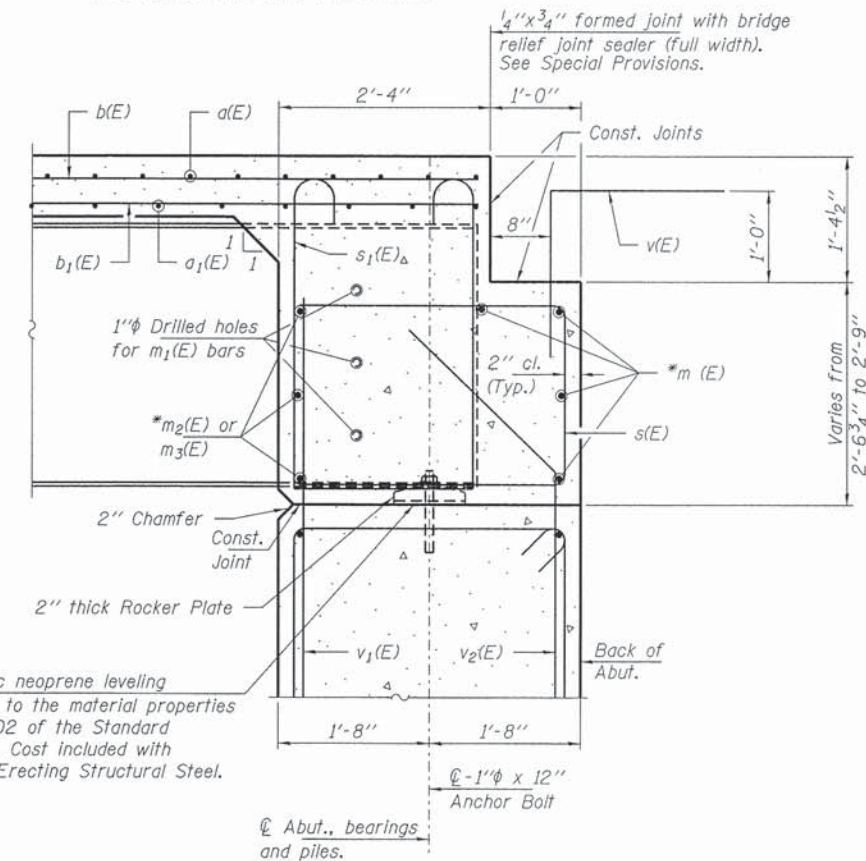
BAR s1(E)



BAR m1(E)



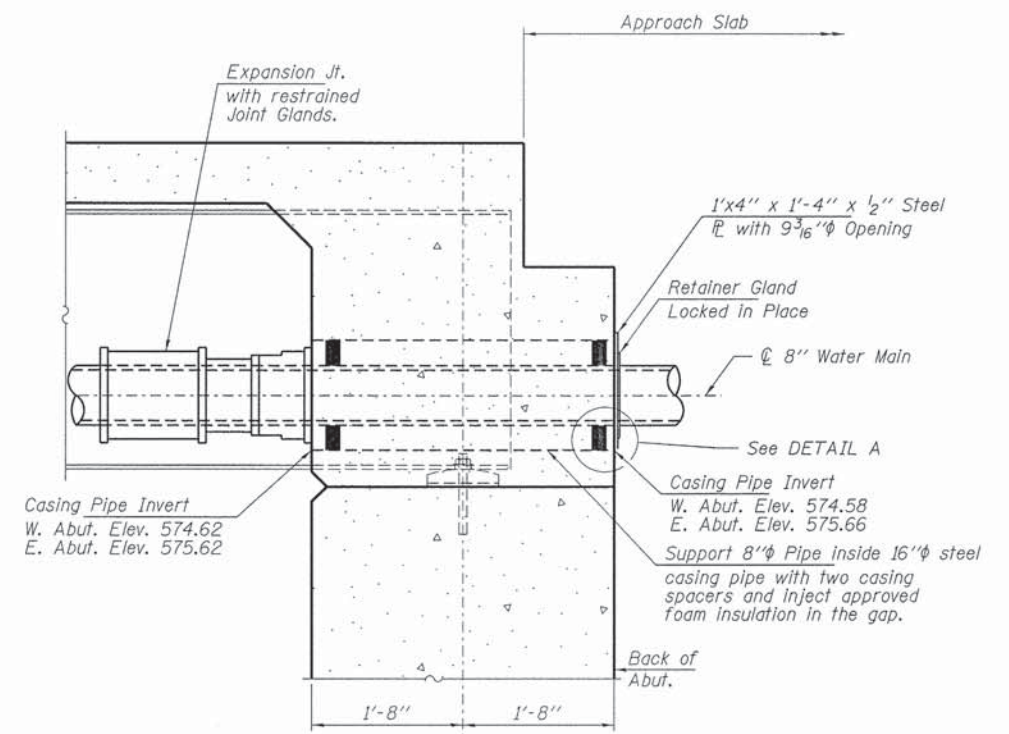
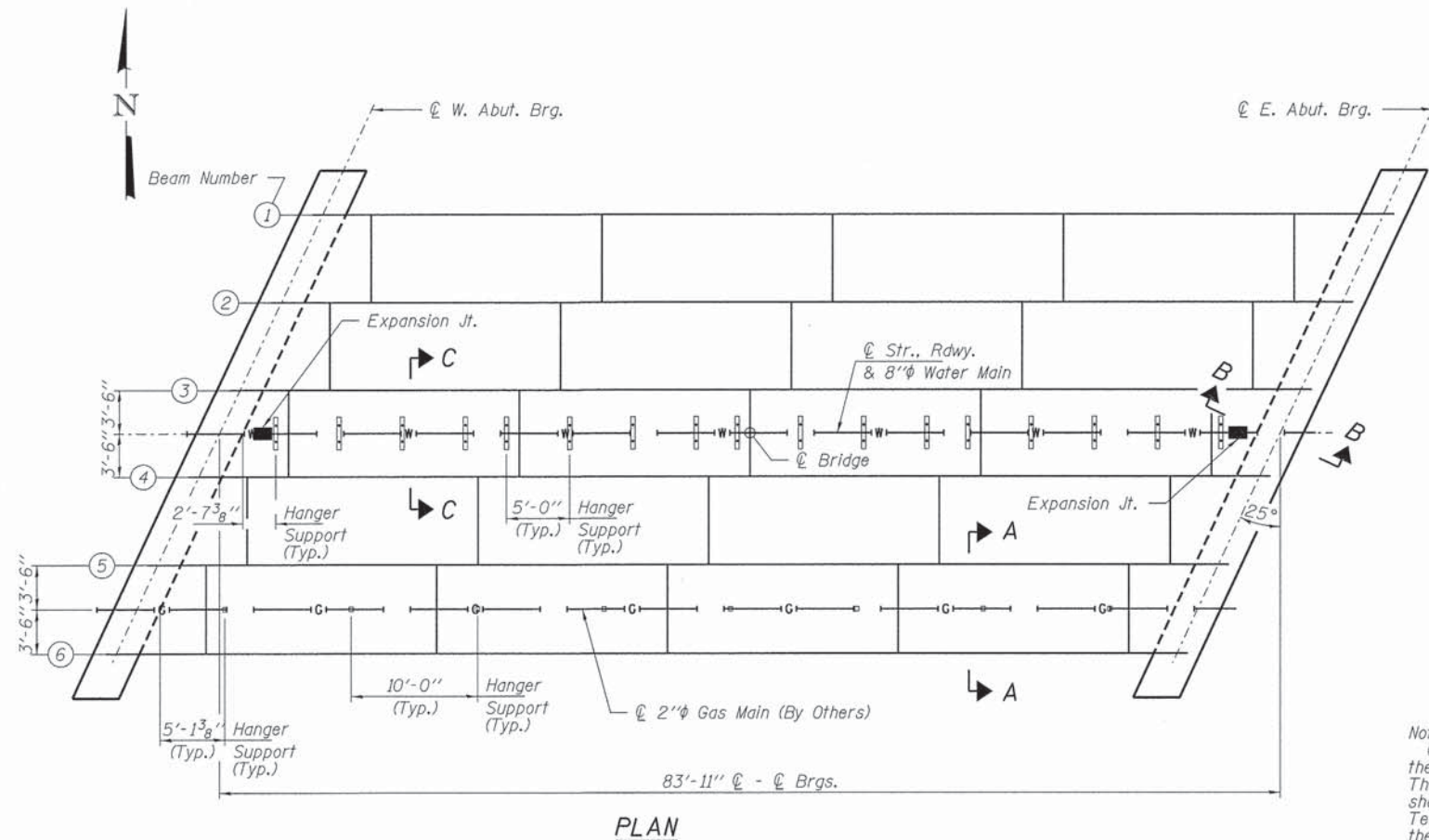
BAR v3(E)



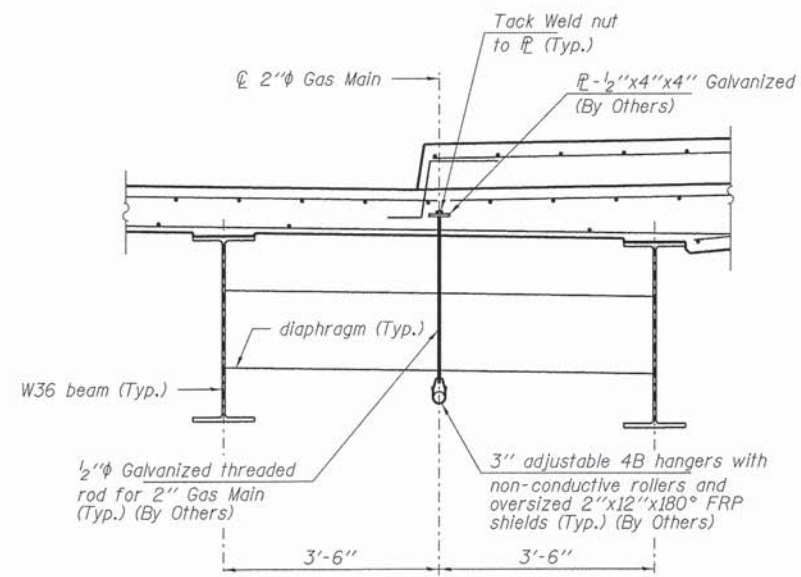
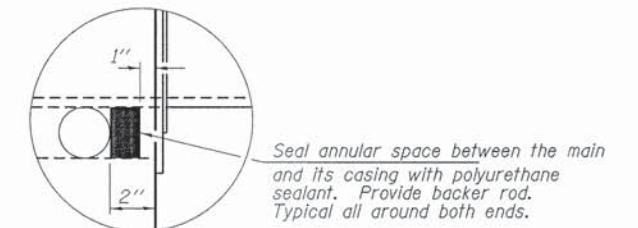
SECTION A-A

Dimensions at right angles to abutment, except as shown.

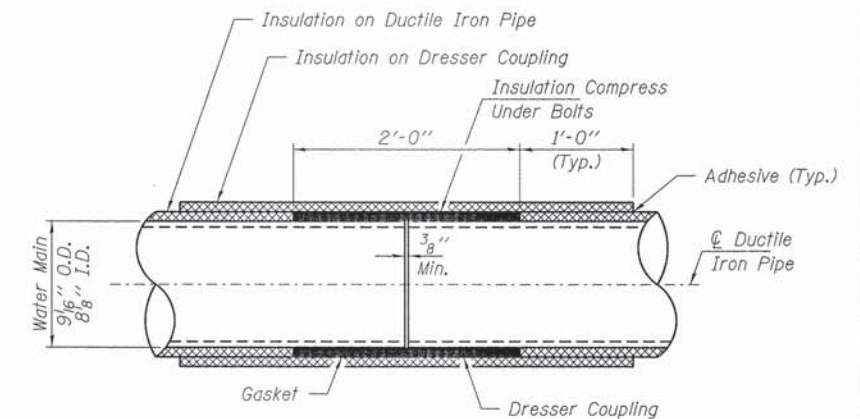
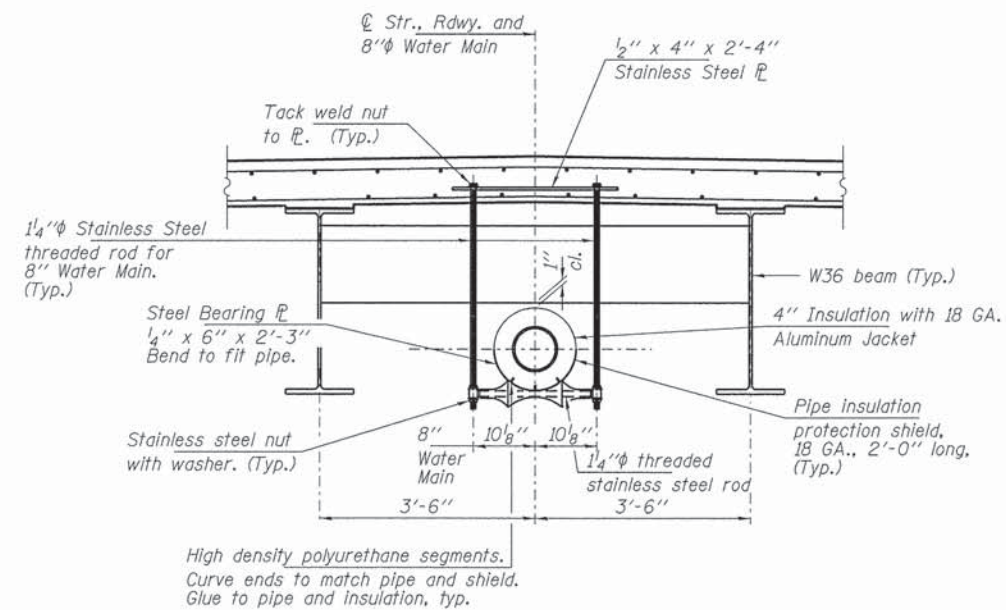
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HAMPTON, LENZINI AND RENWICK, INC. 3045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	29	
ILLINOIS PROFESSIONAL DESIGN FIRM L5 / PE / SE CORP. 184-00089	PLOT DATE = 7/5/2013	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL CONTRACT NO. 63864					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					
						SHEET NO. 9 OF 26 SHEETS					



Note:
Contractor to provide temporary support for the utilities until the concrete deck has cured. The means and methods, analysis, and calculations shall be submitted to the Engineer for approval. Temporary support costs shall be included in the cost of the roadway pay item Ductile Iron Water Main 8".

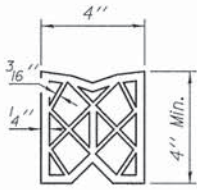
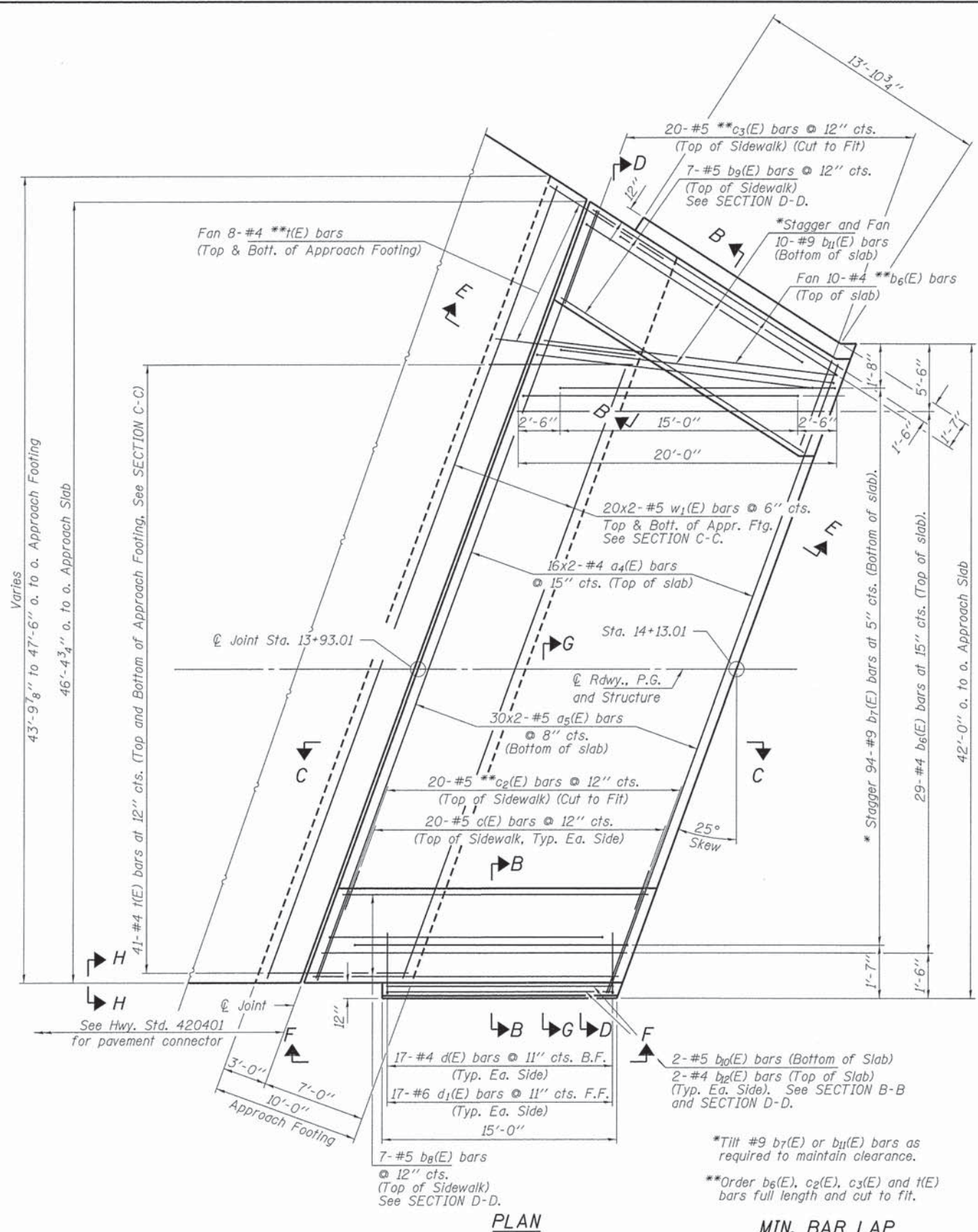


Note:
Contractor shall coordinate material purchase and hanger installation with Nicor Gas.



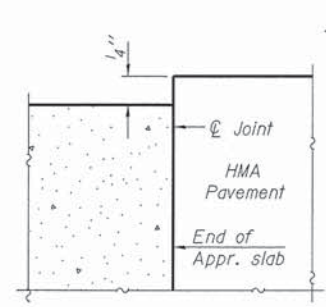
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HAMPTON, LENZINI AND RENWICK, INC. 3340 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62761	PLOT SCALE =	CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	30	
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184.000269	PLOT DATE = 7/5/2013	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL CONTRACT NO. 63864					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					

SHEET NO. 10 OF 26 SHEETS

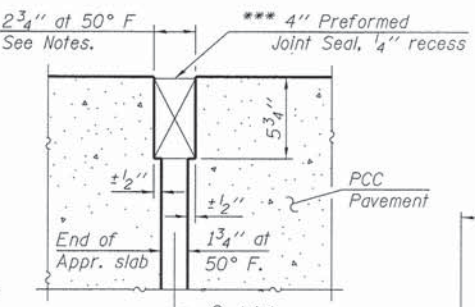


PREFORMED JOINT SEAL

Notes:
 See sheet 13 of 26 for Section C-C, SECTION D-D and SECTION G-G and VIEW E-E and VIEW F-F.
 a₄(E) and a₅(E) bar spacings measured along ϕ Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.
 Bars indicated thus 16x2-#4 etc. indicates 16 lines of bars with 2 lengths per line.
 F.F. - Front Face
 B.F. - Back Face
 *** Cost included with Concrete Superstructure.

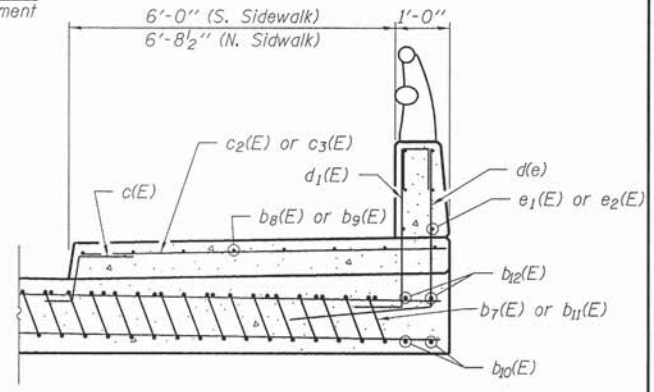


FLEXIBLE PAVEMENT

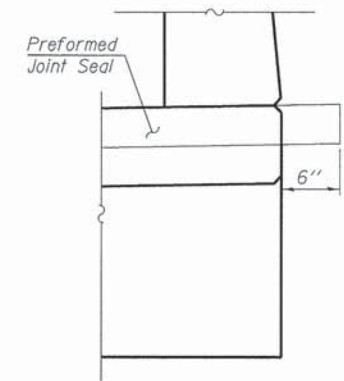


RIGID PAVEMENT

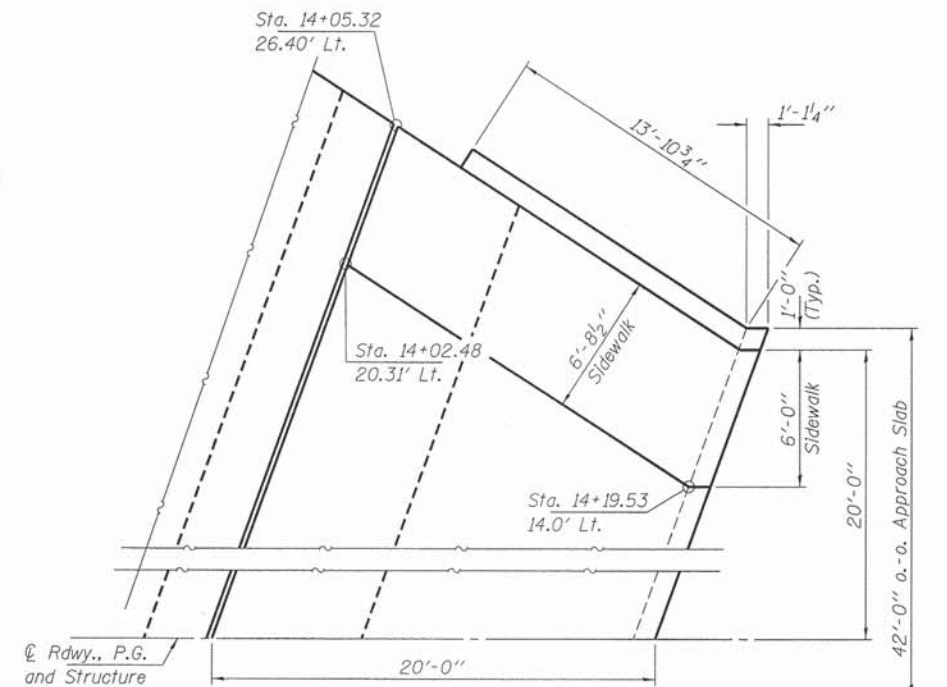
DETAIL A



SECTION B-B



VIEW H-H



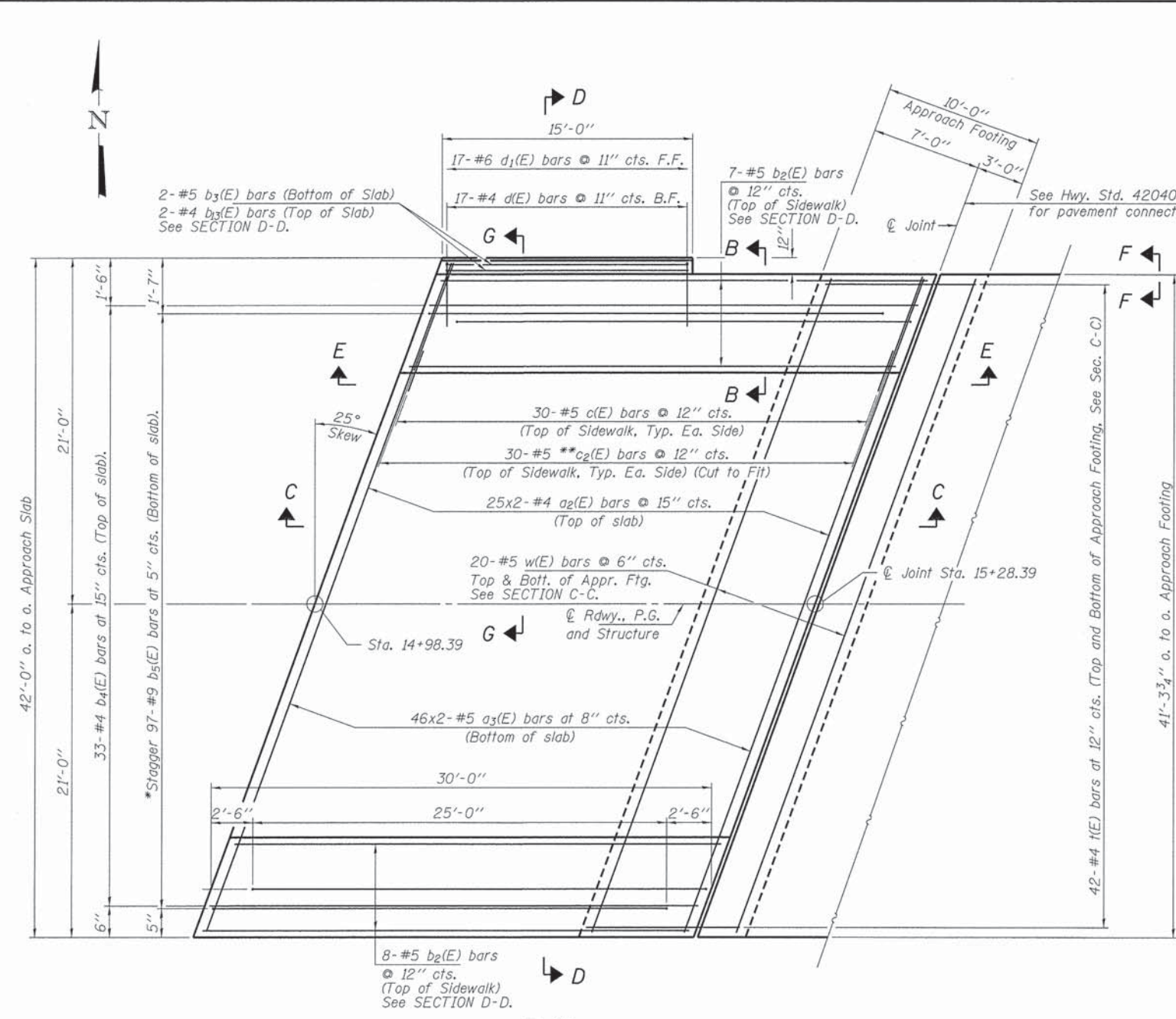
PLAN
(Showing dimensions ϕ Flare)

*Tilt #9 b₇(E) or b₁₁(E) bars as required to maintain clearance.
 **Order b₈(E), c₂(E), c₃(E) and t(E) bars full length and cut to fit.

MIN. BAR LAP
 #4 bars = 2'-1"
 #5 bars = 2'-7"

(Sheet 1 of 2)

FILE NAME = 110457-shr-bridge.dgn	USER NAME =	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 099-6508	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
HAMPTON, LENZINI AND RENWICK, INC. 2025 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	32	
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184-000899	PLOT DATE = 7/5/2013	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL CONTRACT NO. 63864					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					
						SHEET NO. 12 OF 26 SHEETS					



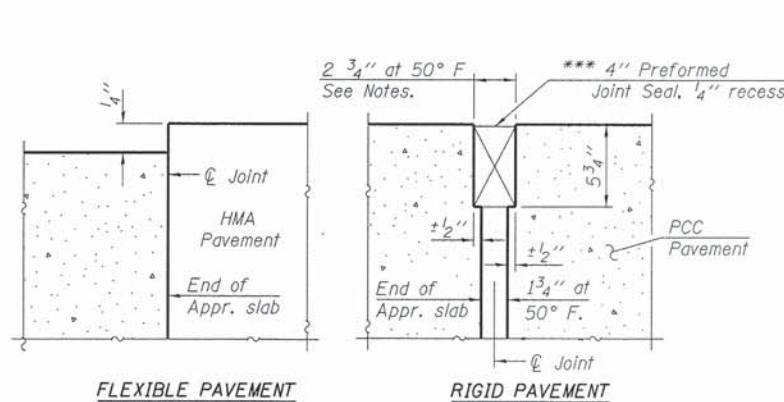
PLAN

*Tilt #9 b5(E) bars as required to maintain clearance.
 **Cut c2(E) bars to fit where necessary.

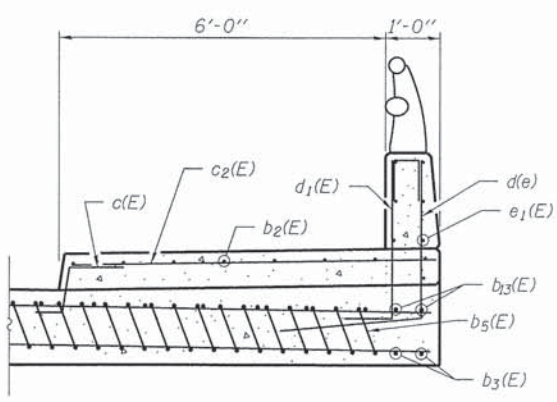
MIN. BAR LAP
 #4 bars = 2'-1"
 #5 bars = 2'-7"

Notes:
 See sheet 15 of 26 for SECTION C-C, SECTION D-D & SECTION G-G and VIEW E-E.
 a2(E) and a3(E) bar spacings measured along ϕ Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2' for installation purposes.
 Bars indicated thus 25x2-#4 etc. indicates 25 lines of bars with 2 lengths per line.
 F.F. - Front Face
 B.F. - Back Face

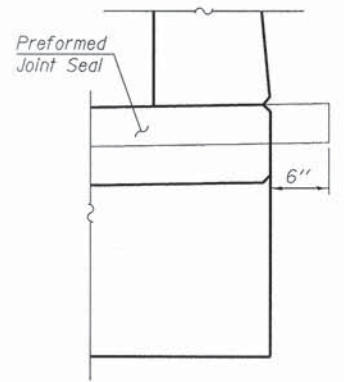
*** Cost Included with Concrete Superstructure.



DETAIL A

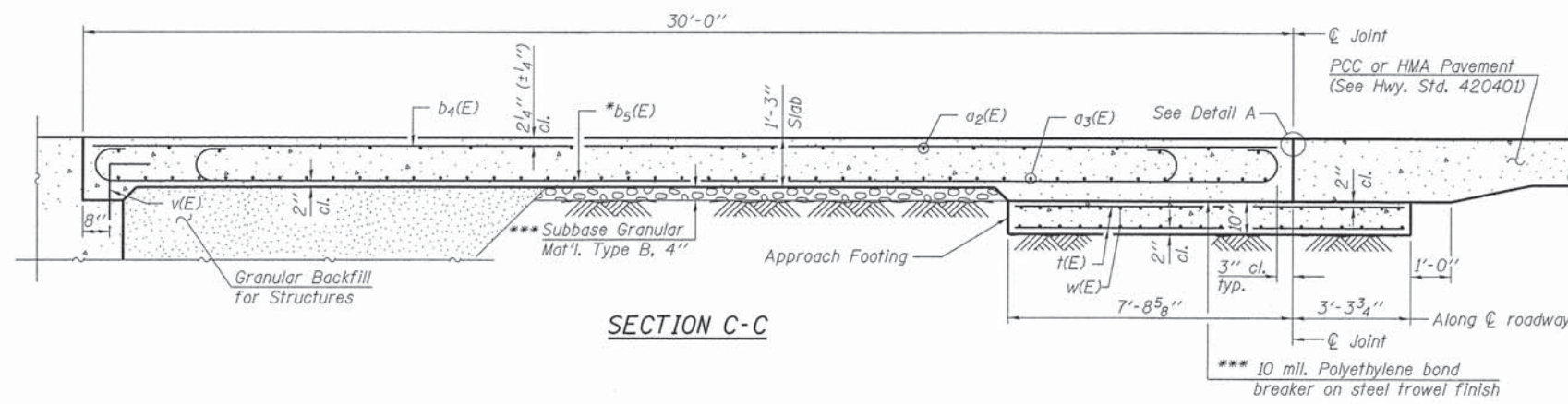


SECTION B-B



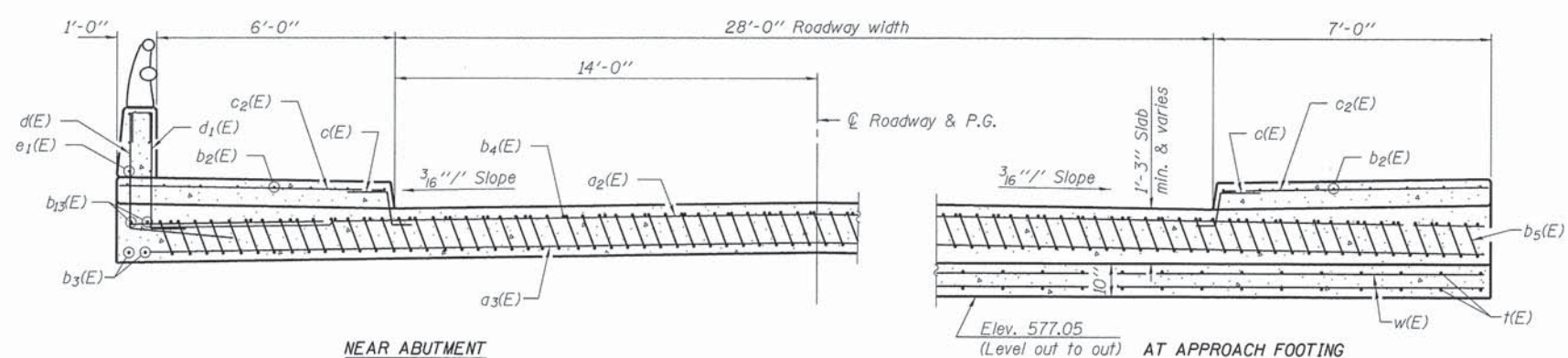
VIEW F-F

FILE NAME = 110457-sh1-brvdg.dgn USER NAME = HAMPTON, LENZINI AND RENWICK, INC. 2085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM 15 / PE / SE COMP. 184-000959		DESIGNED - C.C.S. CHECKED - D.W.T. DRAWN - D.A.B. CHECKED - M.D.C.		REVISED - REVISED - REVISED - REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		EAST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 099-6508		FAU 0291	SECTION 10-00071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 34
BA-L 12-12-12		PLOT SCALE = PLOT DATE = 7/5/2013		SHEET NO. 14 OF 26 SHEETS		DIVISION ST. OVER I&M CANAL		CONTRACT NO. 63864		ILLINOIS FED. AID PROJECT				



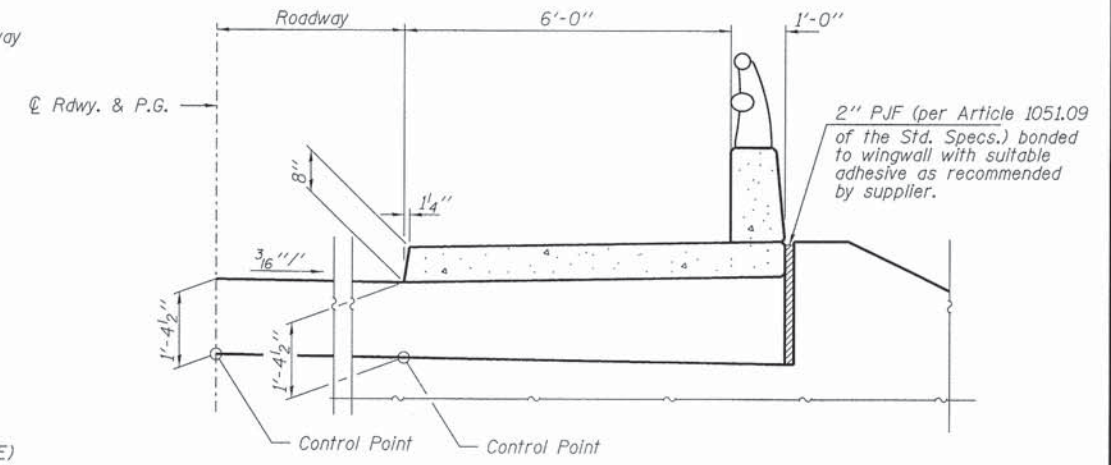
SECTION C-C

Notes:
 See sheet 14 of 26 for DETAIL A and SECTION B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 9 of 26.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26.
 For additional parapet details, see sheet 8 of 26.

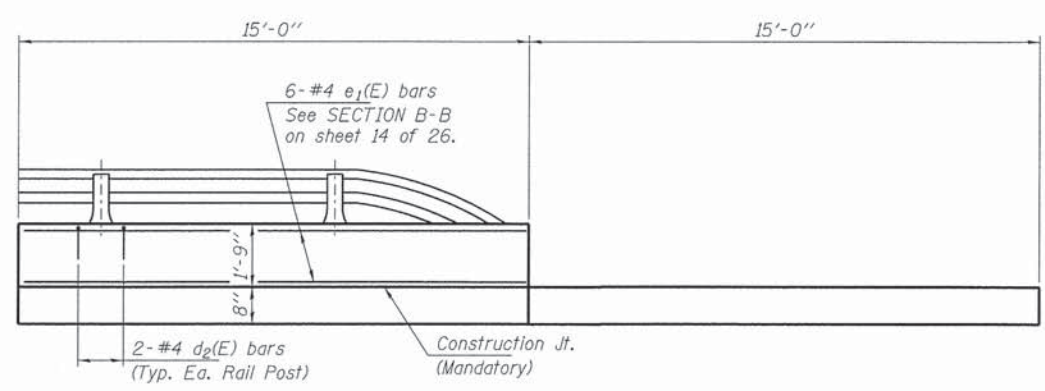


NEAR ABUTMENT

SECTION D-D
(See Plan for dimensions not shown)

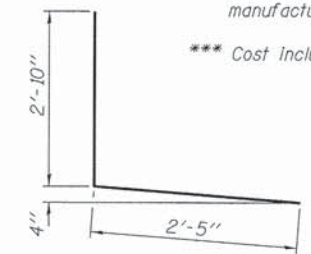


SECTION G-G
(Looking at back of abutment)

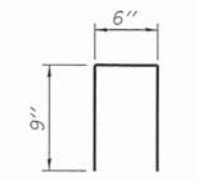


VIEW E-E

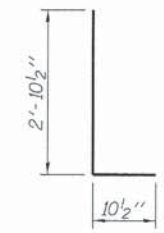
- * Tilt #9 b5(E) bars as required to maintain clearance.
- ** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendation. Maximum depth of cored hole shall not exceed 6".
- *** Cost included with Concrete Superstructure.



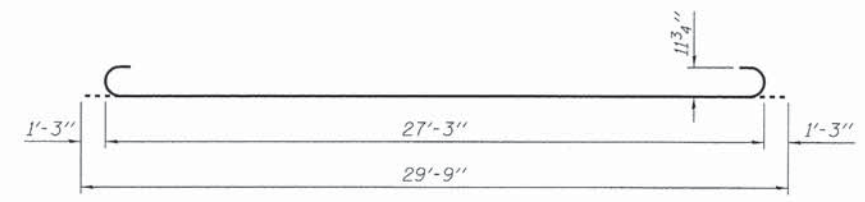
BAR d(E)



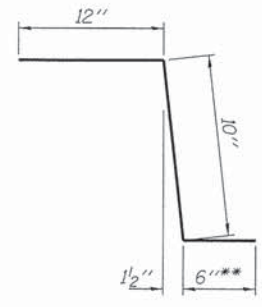
BAR d2(E)



BAR d1(E)



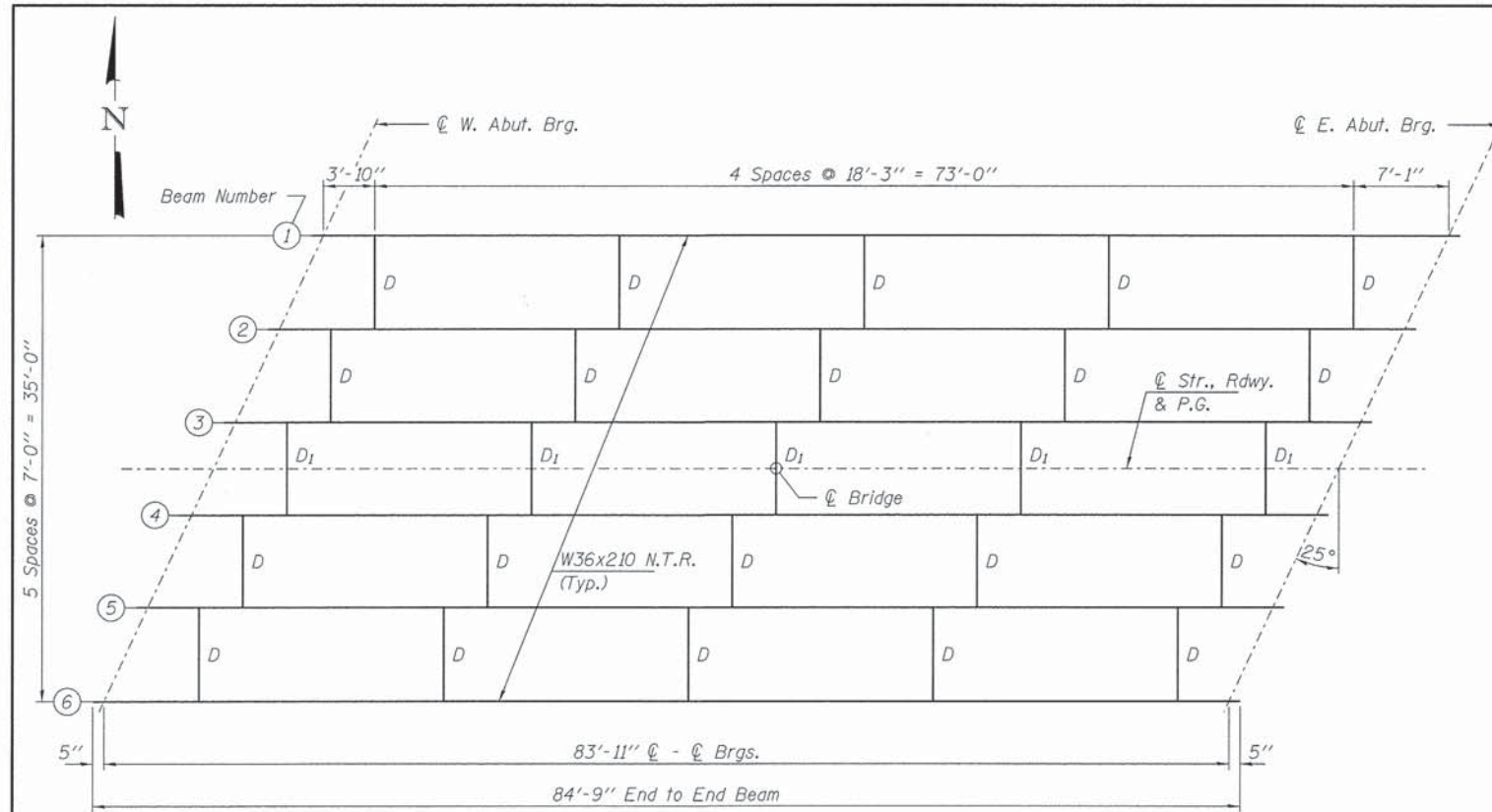
BAR b5(E)



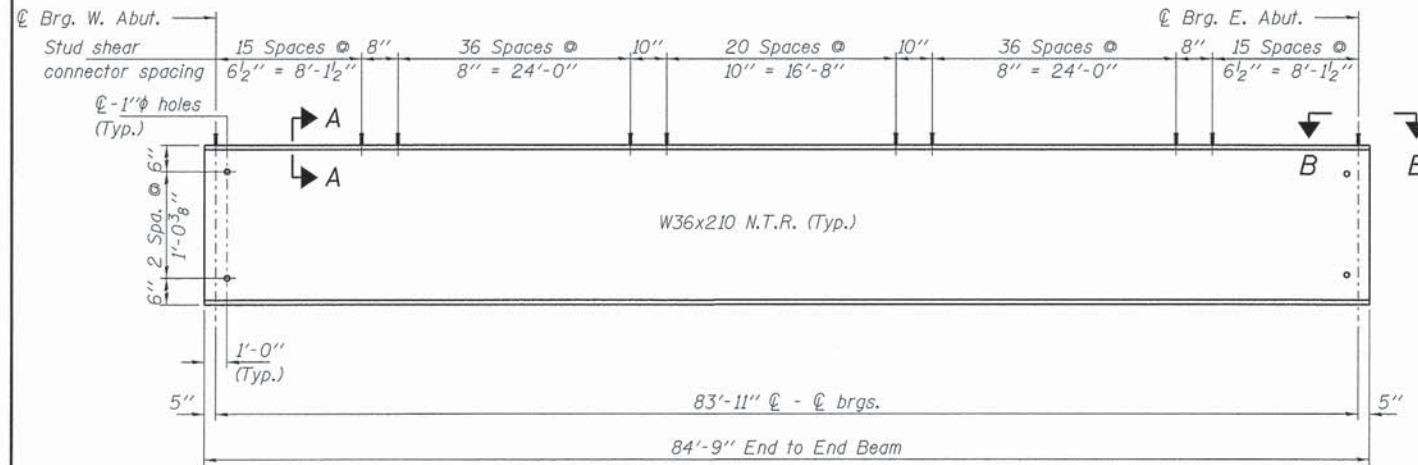
BAR c(E)

**EAST APPROACH SLAB
BILL OF MATERIAL**

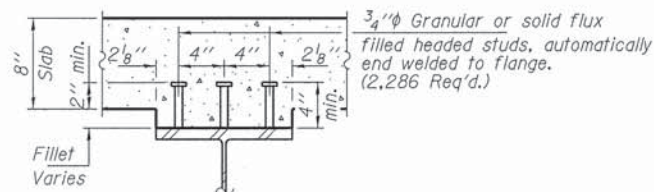
Bar	No.	Size	Length	Shape	
a2(E)	50	#4	24'-1"	—	
a3(E)	92	#5	24'-4"	—	
b2(E)	15	#5	29'-8"	—	
b3(E)	2	#5	14'-8"	—	
b4(E)	33	#4	29'-8"	—	
b5(E)	97	#9	29'-9"	—	
b3(E)	2	#4	14'-8"	—	
c(E)	60	#5	2'-4"	—	
c2(E)	60	#5	7'-3"	—	
d(E)	17	#4	5'-3"	L	
d1(E)	17	#6	3'-9"	L	
d2(E)	4	#4	2'-0"	U	
e1(E)	6	#4	14'-8"	—	
t(E)	84	#4	10'-8"	—	
w(E)	40	#5	45'-0"	—	
Concrete Superstructure				Cu. Yd.	71.8
Concrete Structures				Cu. Yd.	13.6
Reinforcement Bars, Epoxy Coated				Pound	17,410
Bridge Deck Grooving				Sq. Yd.	87
Protective Coat				Sq. Yd.	146



PLAN



ELEVATION



SECTION A-A

Location	℄ Brg. W. Abut.	℄ Brg. E. Abut.
BEAM 1	577.52	578.57
BEAM 2	577.58	578.63
BEAM 3	577.65	578.70
BEAM 4	577.61	578.66
BEAM 5	577.46	578.51
BEAM 6	577.31	578.36

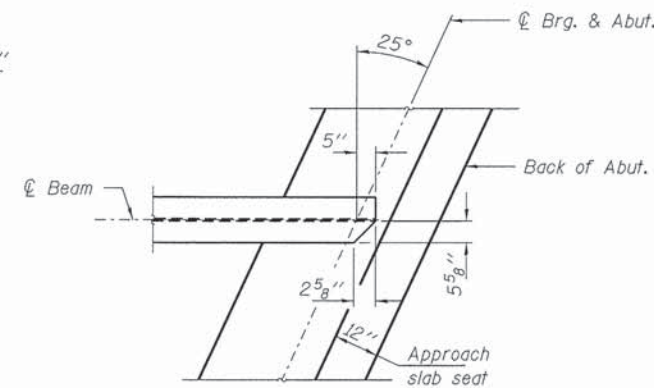
TOP OF BEAM ELEVATIONS

(For fabrication only)
(Does not include Dead Load Deflections)

INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
I_s	(in ⁴)	13,200
$I_c(n)$	(in ⁴)	31,715
$I_c(3n)$	(in ⁴)	22,972
$I_c(cr)$	(in ⁴)	-
S_s	(in ³)	719
$S_c(n)$	(in ³)	1,017
$S_c(3n)$	(in ³)	912
$S_c(cr)$	(in ³)	-
DC1	(k/')	0.98
M _{DC1}	(k)	863
DC2	(k/')	0.33
M _{DC2}	(k)	285
DW	(k/')	0.35
M _{DW}	(k)	309
$M_{\dot{L} + IM}$	(k)	1,303
M_u (Strength I)	(k)	4,179
$\phi_r M_n$	(k)	5,050
f_s DC1	(ksi)	14.4
f_s DC2	(ksi)	3.8
f_s DW	(ksi)	4.1
$f_s (\dot{L} + IM)$	(ksi)	15.4
f_s (Service II)	(ksi)	42.2
$0.95R_n F_y f$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	-
$\phi_r F_n$	(ksi)	-
V_r	(k)	56.8

* Compact sections

INTERIOR GIRDER REACTION TABLE		Abut.
R_{DC1}	(k)	41.2
R_{DC2}	(k)	13.6
R_{DW}	(k)	14.7
$R_{\dot{L} + IM}$	(k)	91.1
R_{Total}	(k)	160.6



SECTION B-B

(Showing clip of top flange of beam)

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_{\dot{L} + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\dot{L} + IM}$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_c

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

$f_s (\dot{L} + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

$M_{\dot{L} + IM} / S_c(3n)$ or $M_{\dot{L} + IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

$f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\dot{L} + IM)$

$0.95 R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

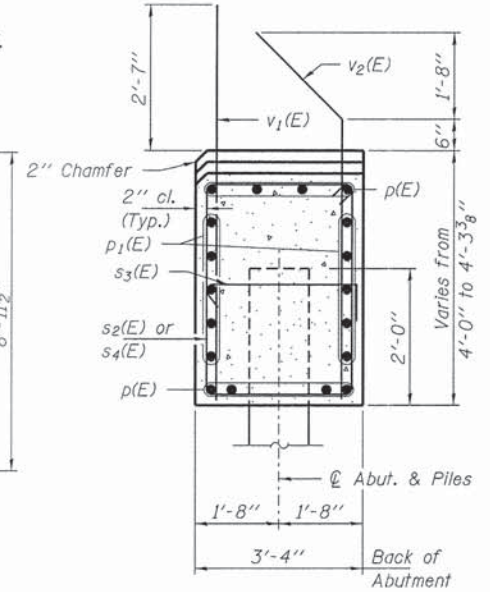
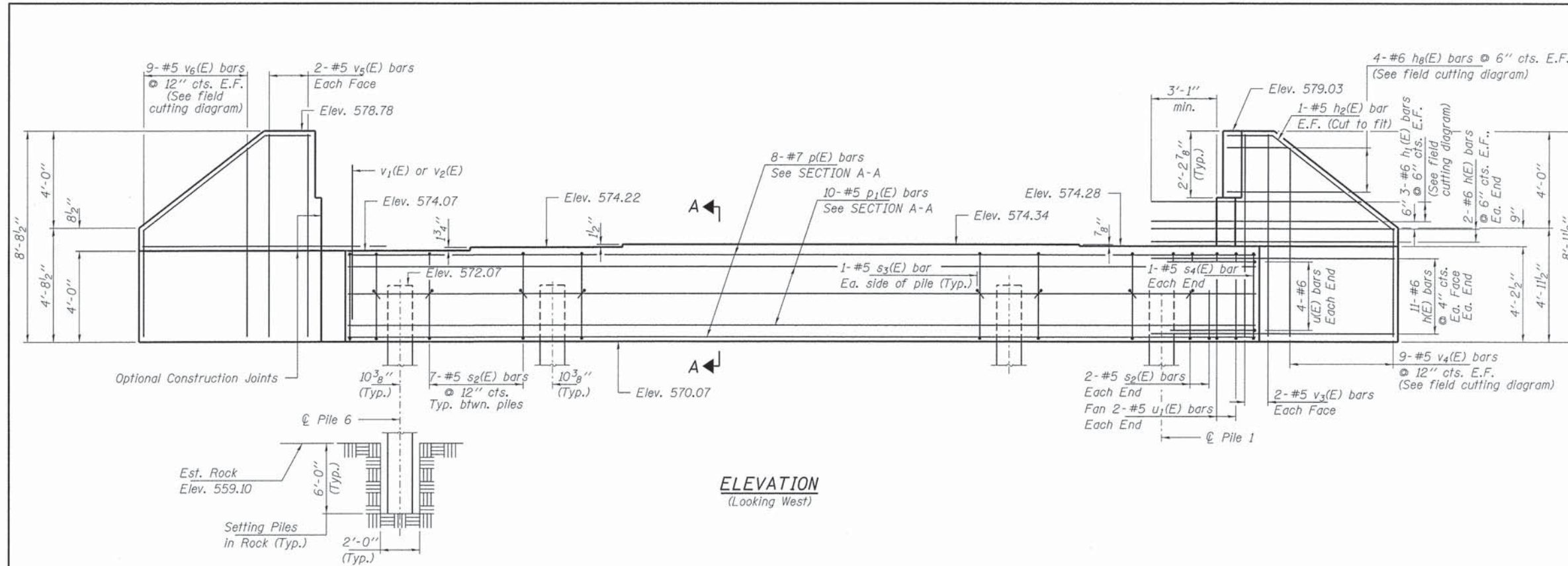
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\dot{L} + IM)$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
All steel beams and diaphragms shall be M270 Grade 50W.
All cross frames and diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
For Structural Steel details see sheet 17 of 26.

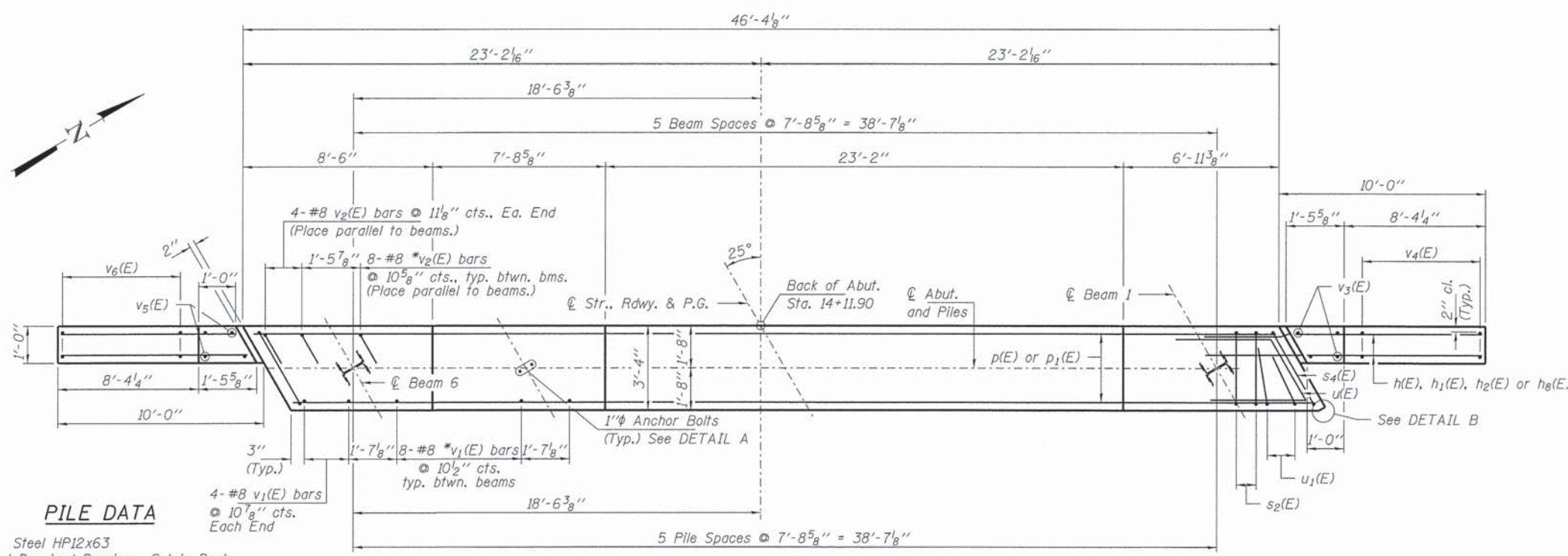


ELEVATION
(Looking West)

SECTION A-A

Dimensions at right angles to abutment.

Notes:
 Pour steps monolithically with cap.
 Space reinforcement in cap to miss anchor bolts.
 See sheet 20 of 26 for DETAIL A and DETAIL B.
 See sheet 20 of 26 for bar details.



PLAN

PILE DATA

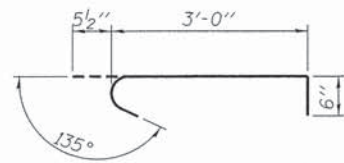
Type: Steel HP12x63
 Nominal Required Bearing: Set in Rock
 Factored Resistance Available: 273 Kips/pile
 Est. Length: 19'
 No. Production Piles: 6
 No. Test Piles: 0
 Est. Top of Rock Elevation: 559.10
 Rock Socket Depth: 6.0'
 Rock Socket Diameter: 24"

*Adjust spacing of v1(E) and v2(E) bars between beams 3 and 4 to miss steel casing pipe in concrete diaphragm.

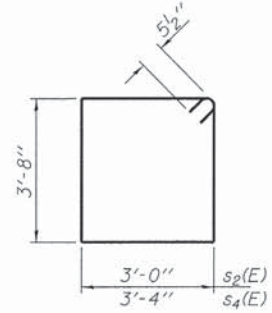
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	12'-11"	—
h1(E)	6	#6	21'-9"	—
h2(E)	4	#5	10'-3"	—
h8(E)	8	#6	7'-1"	—
p(E)	8	#7	46'-0"	—
p1(E)	10	#5	46'-0"	—
s2(E)	39	#5	14'-3"	□
s3(E)	12	#5	4'-0"	□
s4(E)	2	#5	14'-11"	□
u(E)	8	#6	10'-10"	—
u1(E)	4	#5	8'-2"	—
v1(E)	48	#8	5'-7"	—
v2(E)	48	#8	5'-10"	—
v3(E)	4	#5	8'-7"	—
v4(E)	9	#5	13'-3"	—
v5(E)	4	#5	8'-4"	—
v6(E)	9	#5	12'-9"	—
Structure Excavation		Cu. Yd.	176	
Concrete Structures		Cu. Yd.	29.0	
Reinforcement Bars, Epoxy Coated		Pound	5,170	
Furnishing Steel Piles, HP12x63		Foot	114	
Setting Piles in Rock		Each	6	

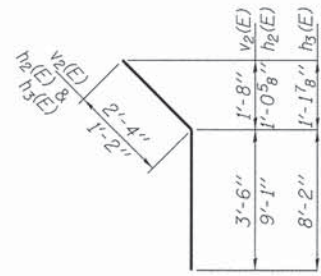
For details of piles see sheet 24 of 26.



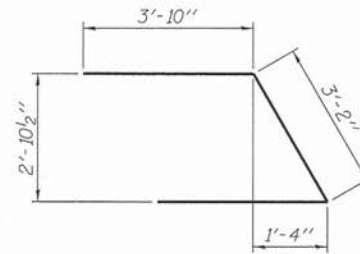
BAR $s_3(E)$



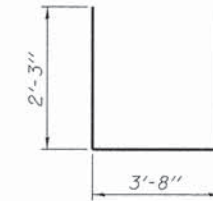
BARS $s_2(E)$ & $s_4(E)$



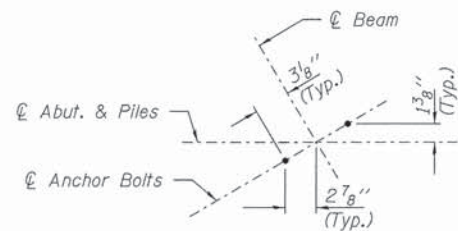
BARS $v_2(E)$, $h_2(E)$ & $h_3(E)$



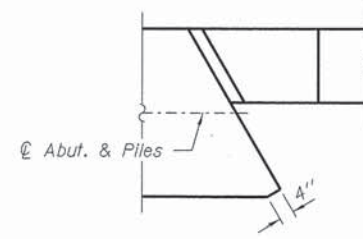
BAR $u(E)$



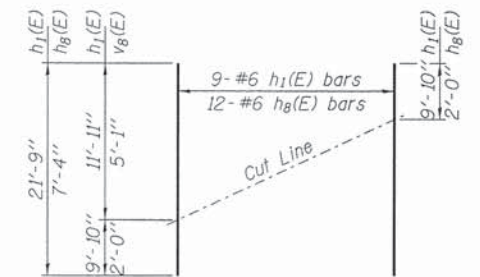
BAR $u_1(E)$



DETAIL A

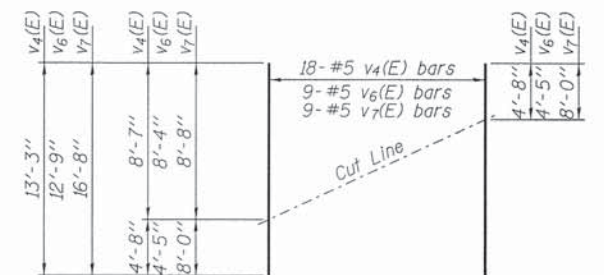


DETAIL B



FIELD CUTTING DIAGRAM

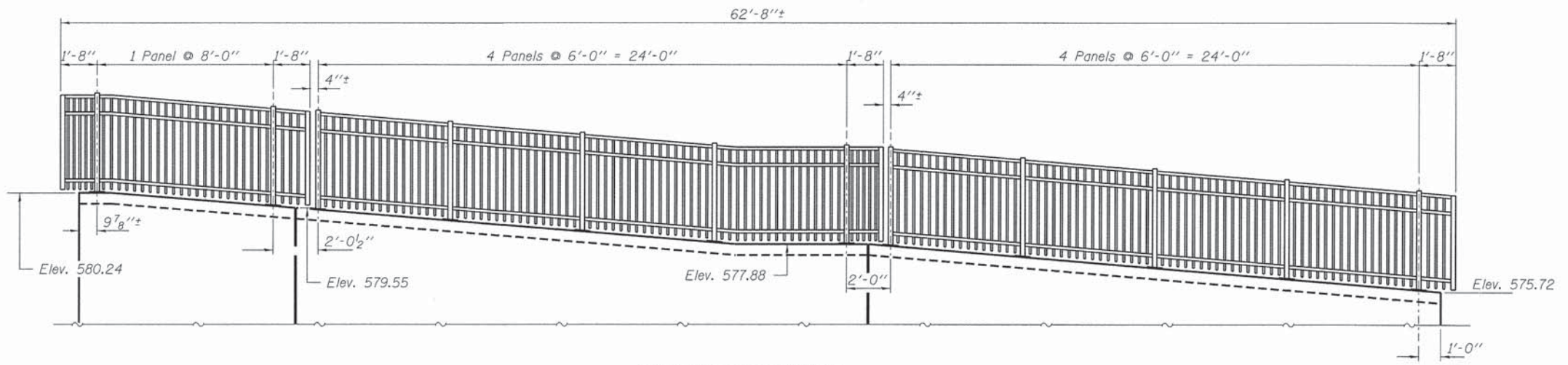
Order $h_1(E)$ and $h_8(E)$ full length. Cut as shown and use remainder of bars in opposite face.



FIELD CUTTING DIAGRAM

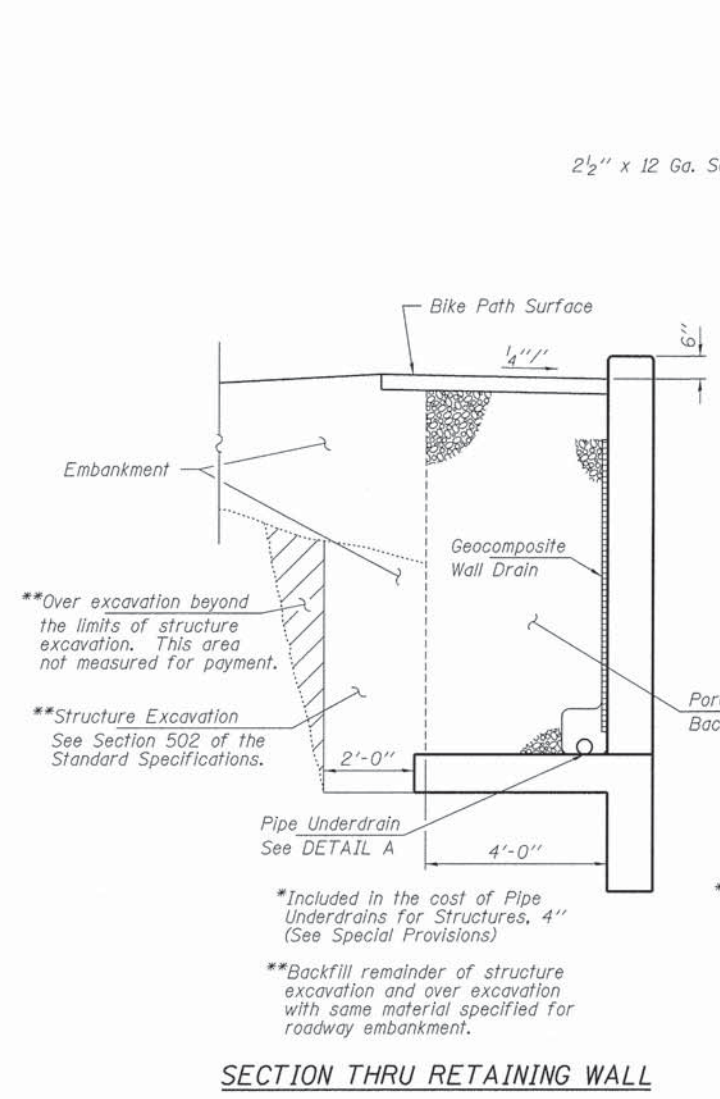
Order $v_4(E)$, $v_6(E)$ and $v_7(E)$ full length. Cut as shown and use remainder of bars in opposite face.

FILE NAME = 118457-ah-bridge.dgn	USER NAME *	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT DETAILS STRUCTURE NO. 099-6508	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3045 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	40
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184.000009	PLOT SCALE *	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL		CONTRACT NO. 63864		
	PLOT DATE = 7/5/2013	CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT				
						SHEET NO. 20 OF 26 SHEETS				



Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

RAILING ELEVATION
 (Concrete Retaining Wall - Looking East)

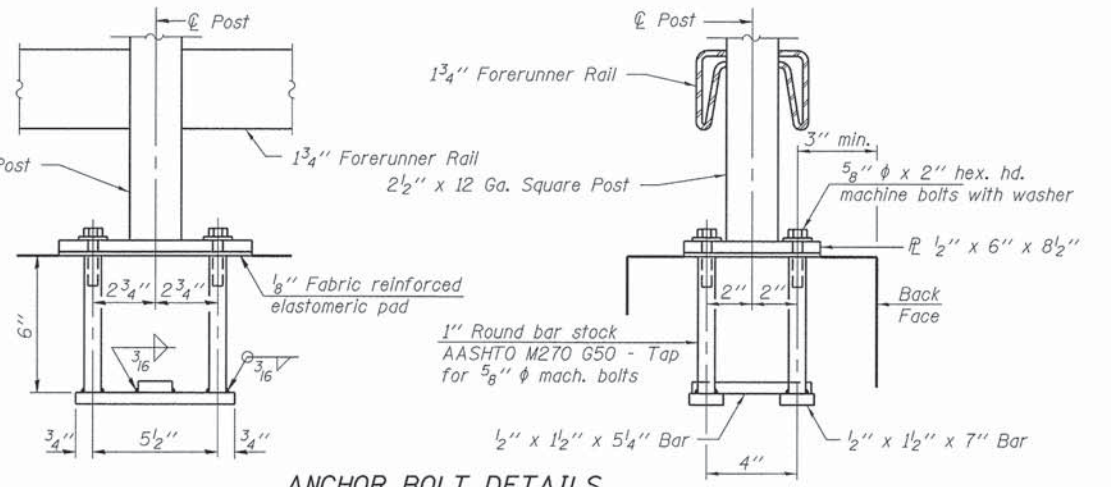


**Over excavation beyond the limits of structure excavation. This area not measured for payment.

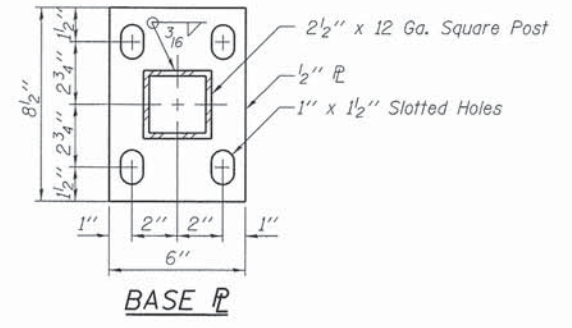
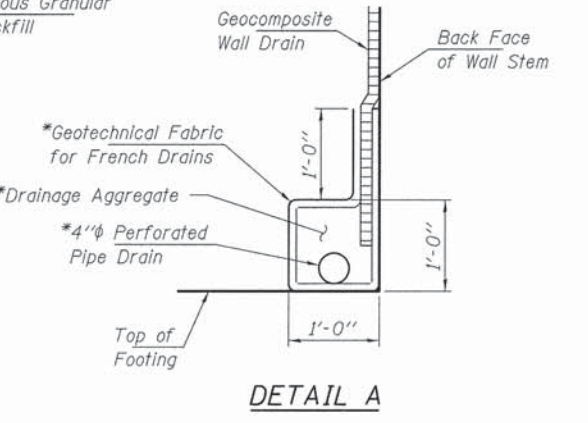
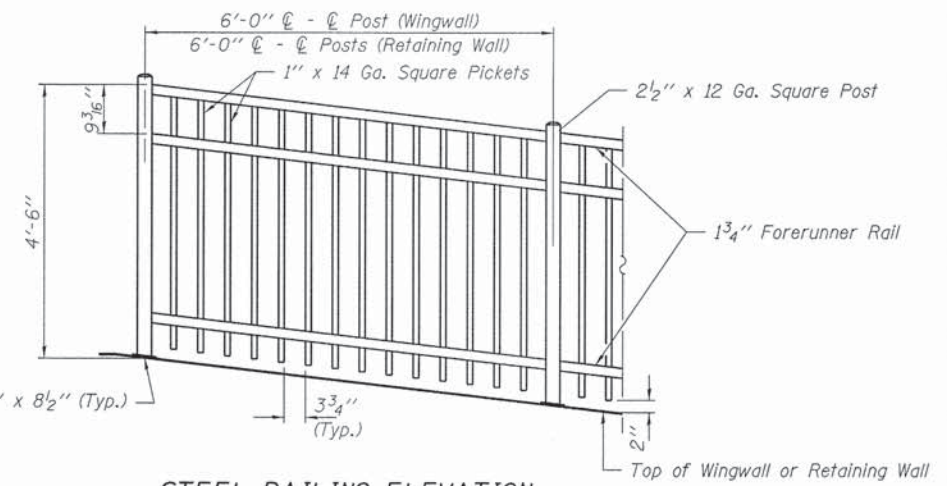
**Structure Excavation See Section 502 of the Standard Specifications.

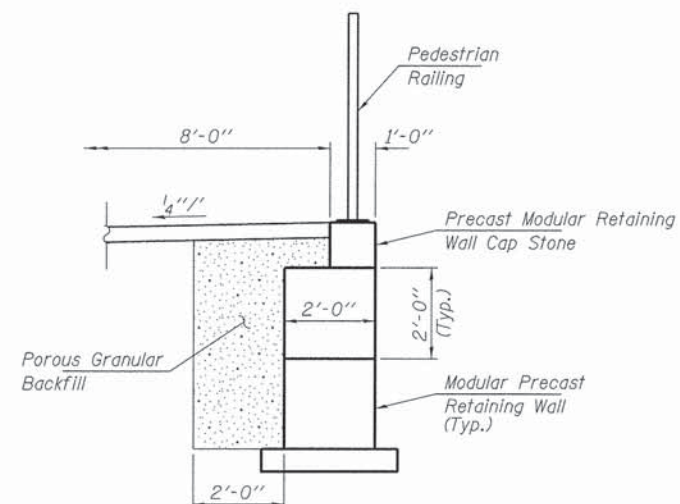
*Included in the cost of Pipe Underdrains for Structures, 4" (See Special Provisions)

**Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.

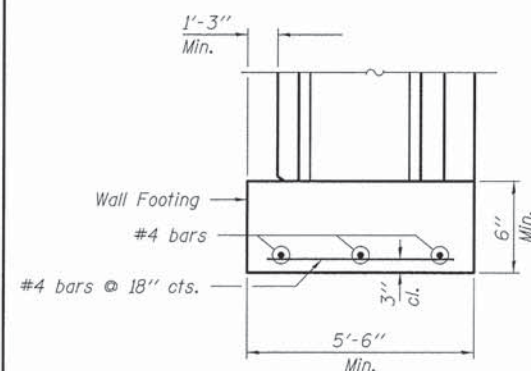


In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

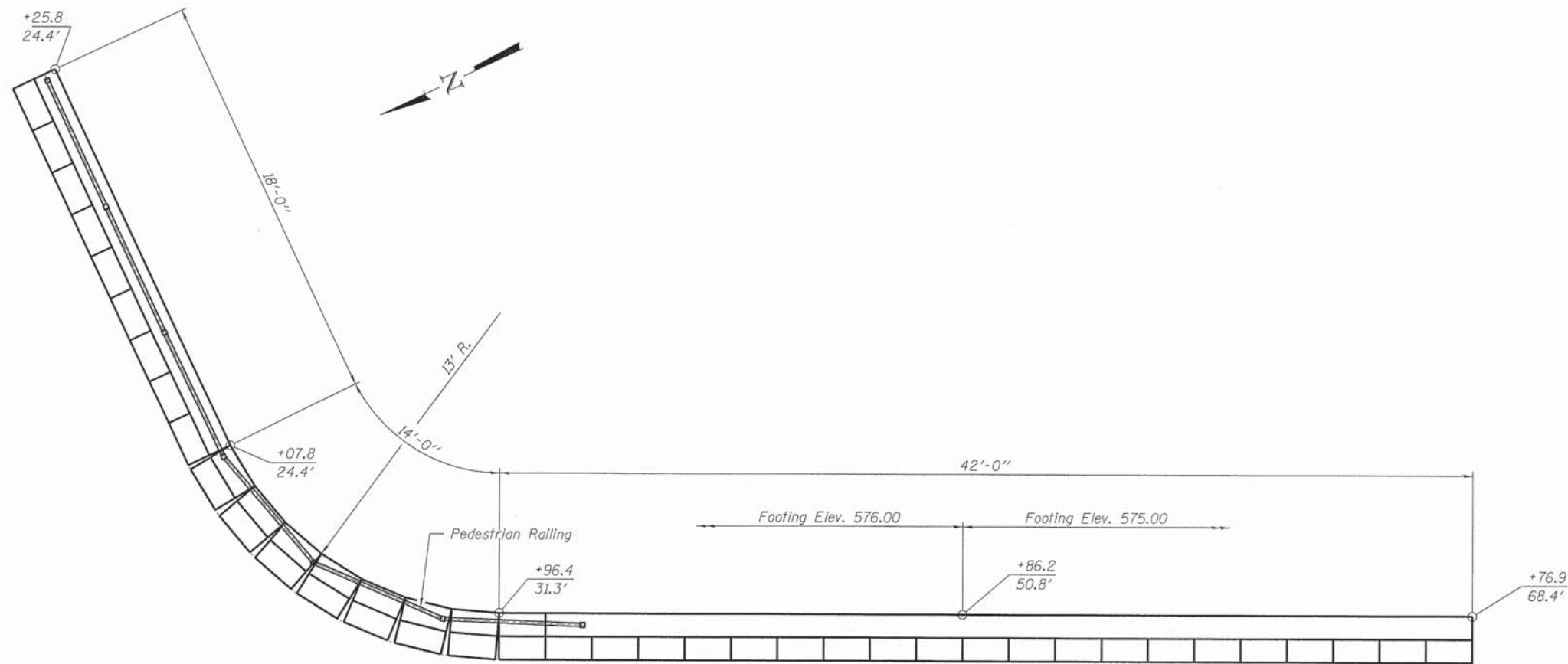




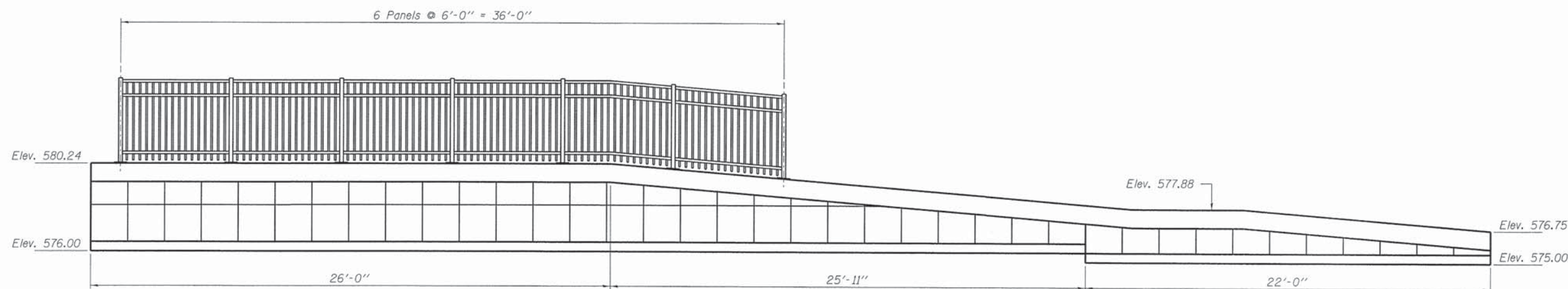
CROSS SECTION



BLOCK WALL FOOTING
(Not to Scale)



PLAN

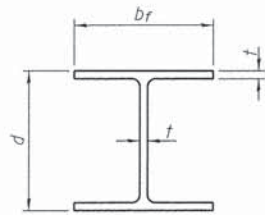


RAILING ELEVATION
(Looking East)

Notes:
Contractor shall provide shop drawings for wall and footing design. See Special Provisions.
Cap Stone may be constructed level or to sloping grade to provide adequate height of rail.
See sheet 22 of 26 for Pedestrian Railing Details.
Cost of concrete footing shall be included in cost of Modular Precast Retaining Wall.

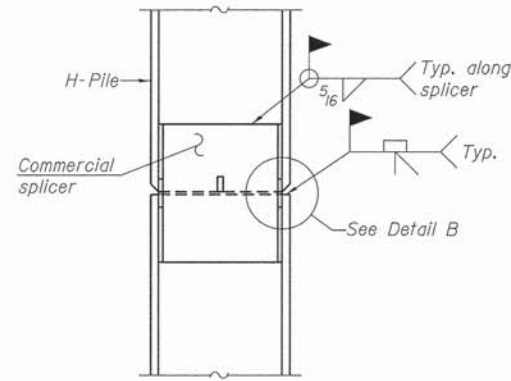
BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Railing	Foot	36
Modular Precast Retaining Wall	Sq. Ft.	250
Porous Granular Backfill	Cu. Yd.	14

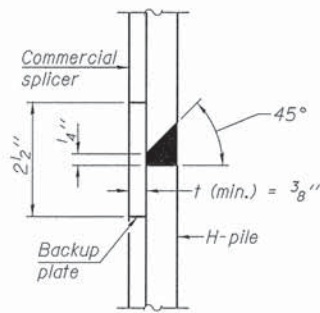


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

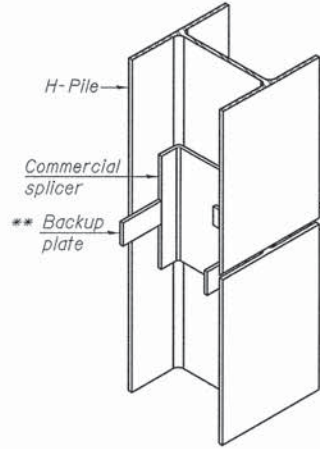


ELEVATION

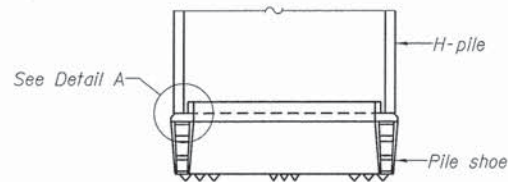


DETAIL "B"

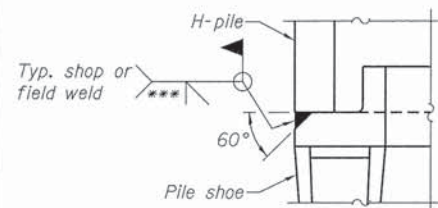
WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW

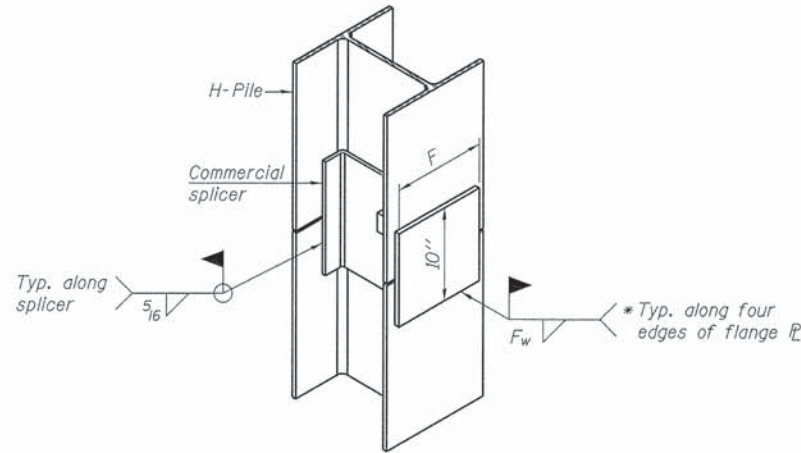


ELEVATION



DETAIL A

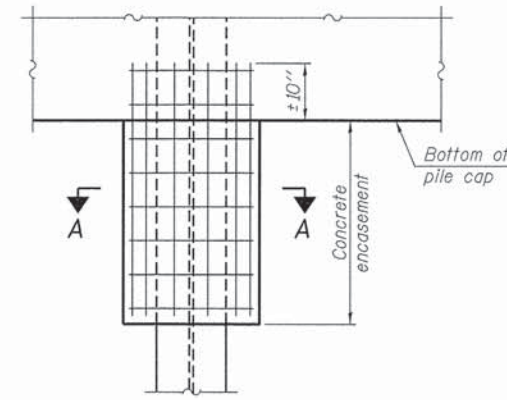
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

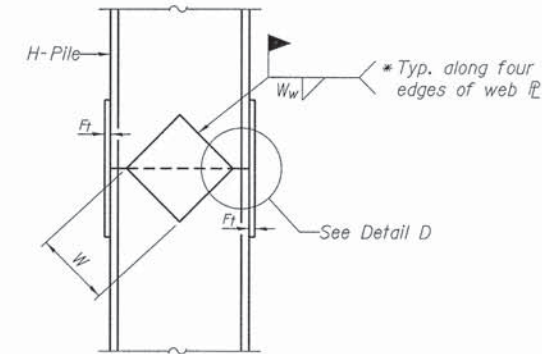
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

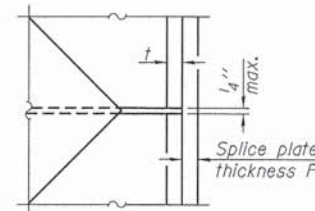


ELEVATION

PILE ENCASEMENT

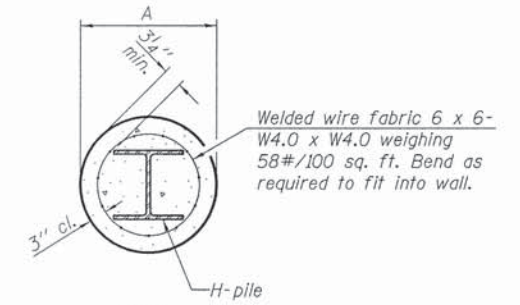


ELEVATION



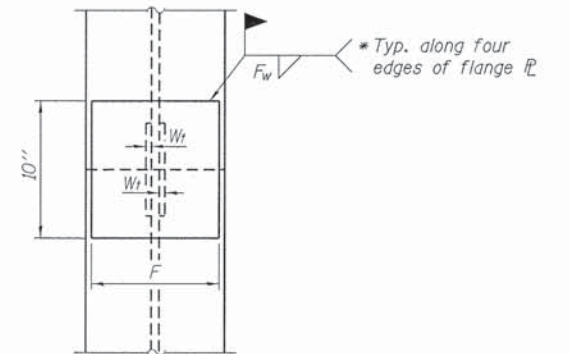
DETAIL D

WELDED PLATE FIELD SPLICE



SECTION A-A

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



END VIEW

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-27-12

FILE NAME = 118457-ah-bridge.dgn	USER NAME =	DESIGNED - C.C.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 099-6508	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC. 3545 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - D.W.T.	REVISED -			0291	10-00071-00-BR	WILL	56	44
HLR ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE COMP. 184 000899	PLOT SCALE =	DRAWN - D.A.B.	REVISED -			DIVISION ST. OVER I&M CANAL		CONTRACT NO. 63864		
	PLOT DATE = 7/5/2013	CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT				

SOIL BORING LOG

Geo Services, Inc. PAGE 1 of 1
 DATE 5/24/2012
 LOGGED BY DR
 GSI JOB No. 12086

ROUTE FAU 291 DESCRIPTION Division Street Over I & M Canal
 SECTION 10-00071-00-BR LOCATION SEC 23, T36N, R10E, SW 1/4, 3rd PM
 COUNTY Will DRILLING METHOD Hollow Stem Auger/ Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **B-01**
 Northing 1790533.7
 Easting 1058311.9
 Ground Surface Elev. 527.6

DEPTH (ft)	SOIL TYPE	REMARKS	DEPTH (ft)	SOIL TYPE	REMARKS
0.0	6.0" ASPHALT, 6.0" CRUSHED STONE		0.0		
5.0		Light gray & porous with horizontal bedding. Highly fractured throughout with some rust staining. Recovery=90.0% R.Q.D.=32.0%	5.0		
12.75			12.75		
15.0	CLAY LOAM with Gravel & Brick - dark brown & black - very loose to loose (FI)		15.0		
22.5			22.5		
26.0			26.0		
32.5			32.5		
35.0			35.0		
42.0			42.0		
50.0			50.0		
55.0			55.0		
59.0			59.0		
60.0			60.0		

Drillers Observation: Cobbles & boulders.
 ENDERS, GRAVEL & STONE - dark brown & black - very loose (FI)
 FRACTURED/WEATHERED ROCK
 Drillers Observation: Apparent Bedrock
 RUN 1 (-18.5' to -28.5')
 Siurion System Niagara Series Dolomite


ROCK CORE LOG

Geo Services, Inc. PAGE 1 of 2
 DATE 5/24/2012
 LOGGED BY DR
 GSI JOB No. 12086

ROUTE FAU 291 DESCRIPTION Division Street Over I & M Canal
 SECTION 10-00071-00-BR LOCATION SEC 23, T36N, R10E, SW 1/4, 3rd PM
 COUNTY Will CORING METHOD Rotary Wash

STRUCT. NO. ---
 Station ---
 BORING NO. **B-01**
 Northing 1790533.7
 Easting 1058311.9
 Ground Surface Elev. 527.6

DEPTH (ft)	RECOVERY (%)	REMARKS	DEPTH (ft)	RECOVERY (%)	REMARKS
18.5	90.0	Siurion System Niagara Series Dolomite	18.5	90.0	Siurion System Niagara Series Dolomite
28.5	32.0	Light gray & porous with horizontal bedding. Highly fractured throughout with some rust staining.	28.5	32.0	Light gray & porous with horizontal bedding. Highly fractured throughout with some rust staining.



Color pictures of the cores. Yes. Cores will be stored for examination for ---
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)


ROCK CORE LOG

Geo Services, Inc. PAGE 2 of 2
 DATE 5/24/2012
 LOGGED BY DR
 GSI JOB No. 12086

ROUTE FAU 291 DESCRIPTION Division Street Over I & M Canal
 SECTION 10-00071-00-BR LOCATION SEC 23, T36N, R10E, SW 1/4, 3rd PM
 COUNTY Will CORING METHOD Rotary Wash

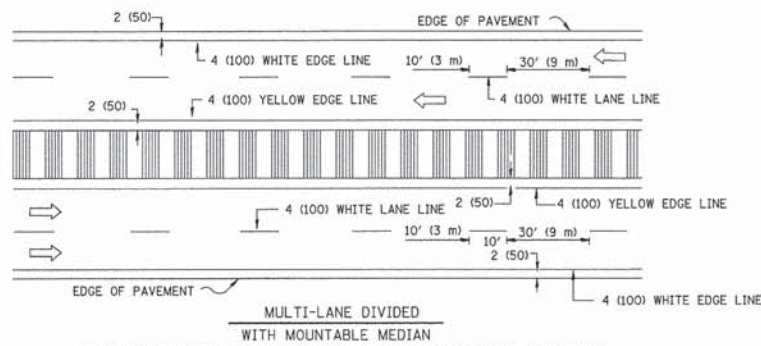
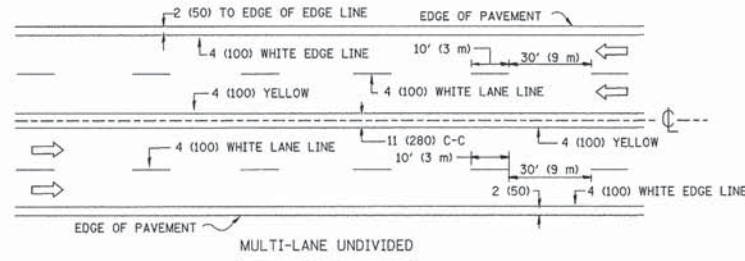
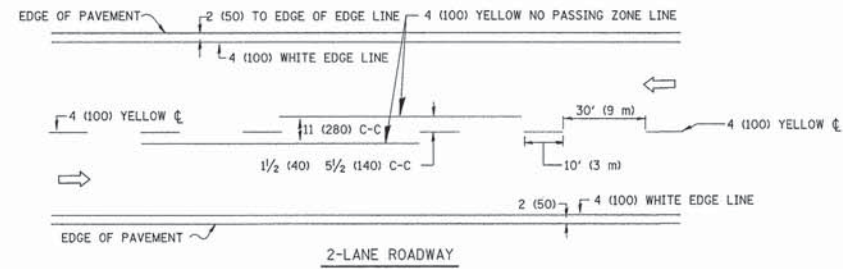
STRUCT. NO. ---
 Station ---
 BORING NO. **B-01**
 Northing 1790533.7
 Easting 1058311.9
 Ground Surface Elev. 527.6

DEPTH (ft)	RECOVERY (%)	REMARKS	DEPTH (ft)	RECOVERY (%)	REMARKS
28.5	100.0	Siurion System Niagara Series Dolomite	28.5	100.0	Siurion System Niagara Series Dolomite
32.5	100.0	Light gray & fine grained with horizontal bedding. Some chert replacement.	32.5	100.0	Light gray & fine grained with horizontal bedding. Some chert replacement.



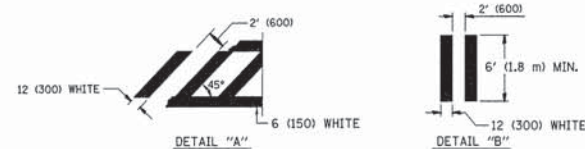
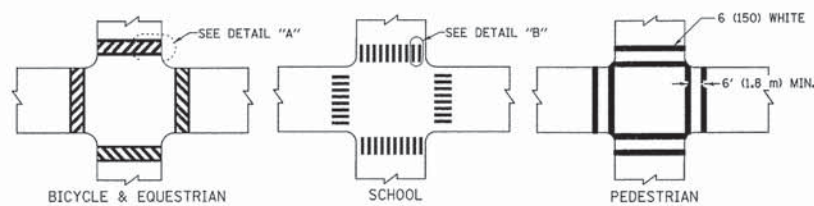
Color pictures of the cores. Yes. Cores will be stored for examination for ---
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

B-01

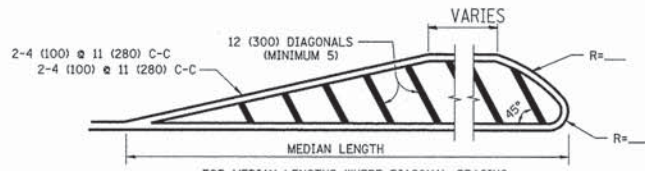
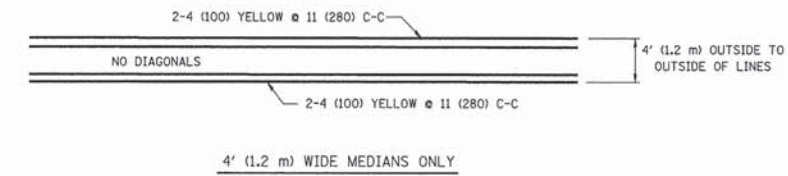


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

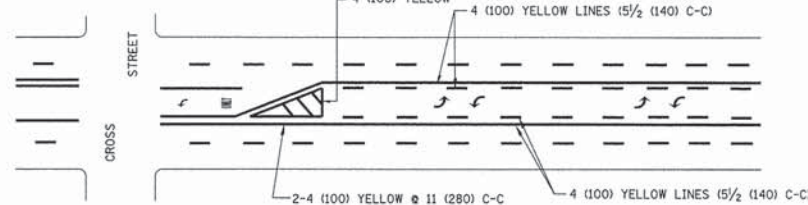


TYPICAL CROSSWALK MARKING

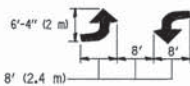


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

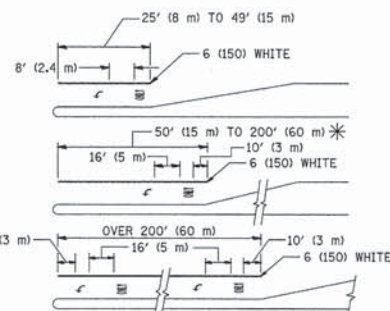


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

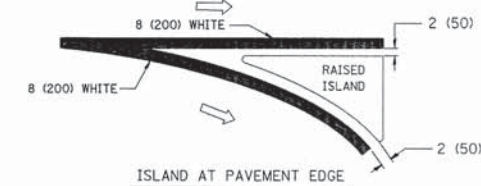
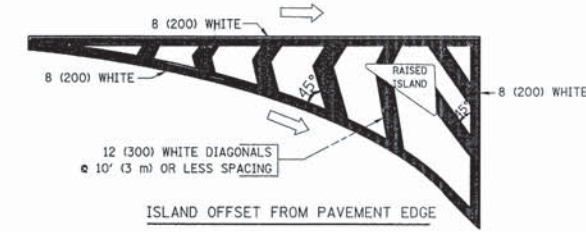
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINES; FULL SIZE LETTERS & SYMBOLS 18" (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL))	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 18 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

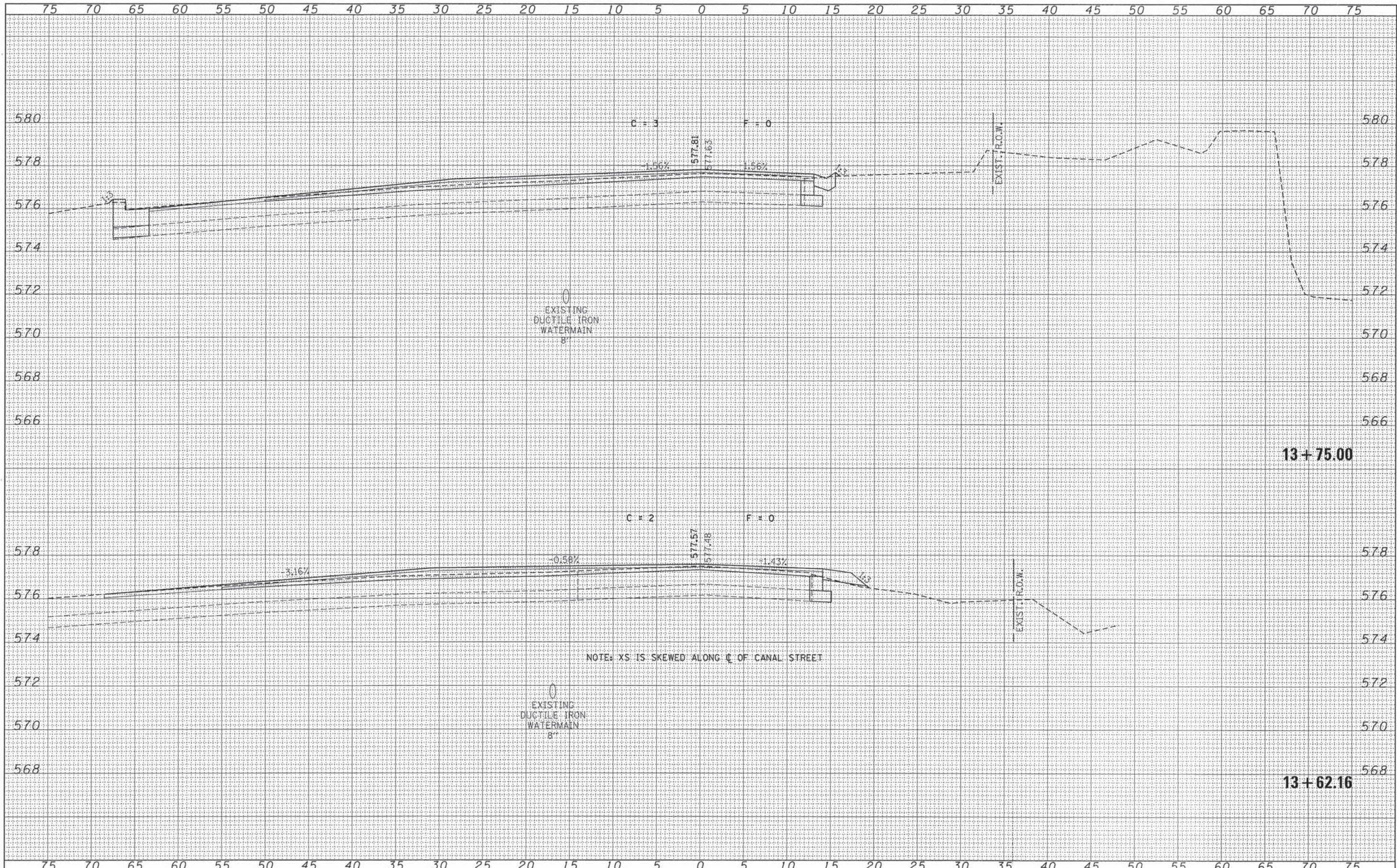
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME = 118457-sht-pvntmrk.dgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
HAMPTON, LENZINI AND RENWICK, INC. 280 SHEPARD DRIVE ELGIN, IL 60120	DRAWN -	REVISED -C. JUCIUS 09-09-09
USER NAME =	CHECKED -	REVISED -
PLOT SCALE =	DATE - 07-01-13	REVISED -
PLOT DATE = 7/5/2013		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

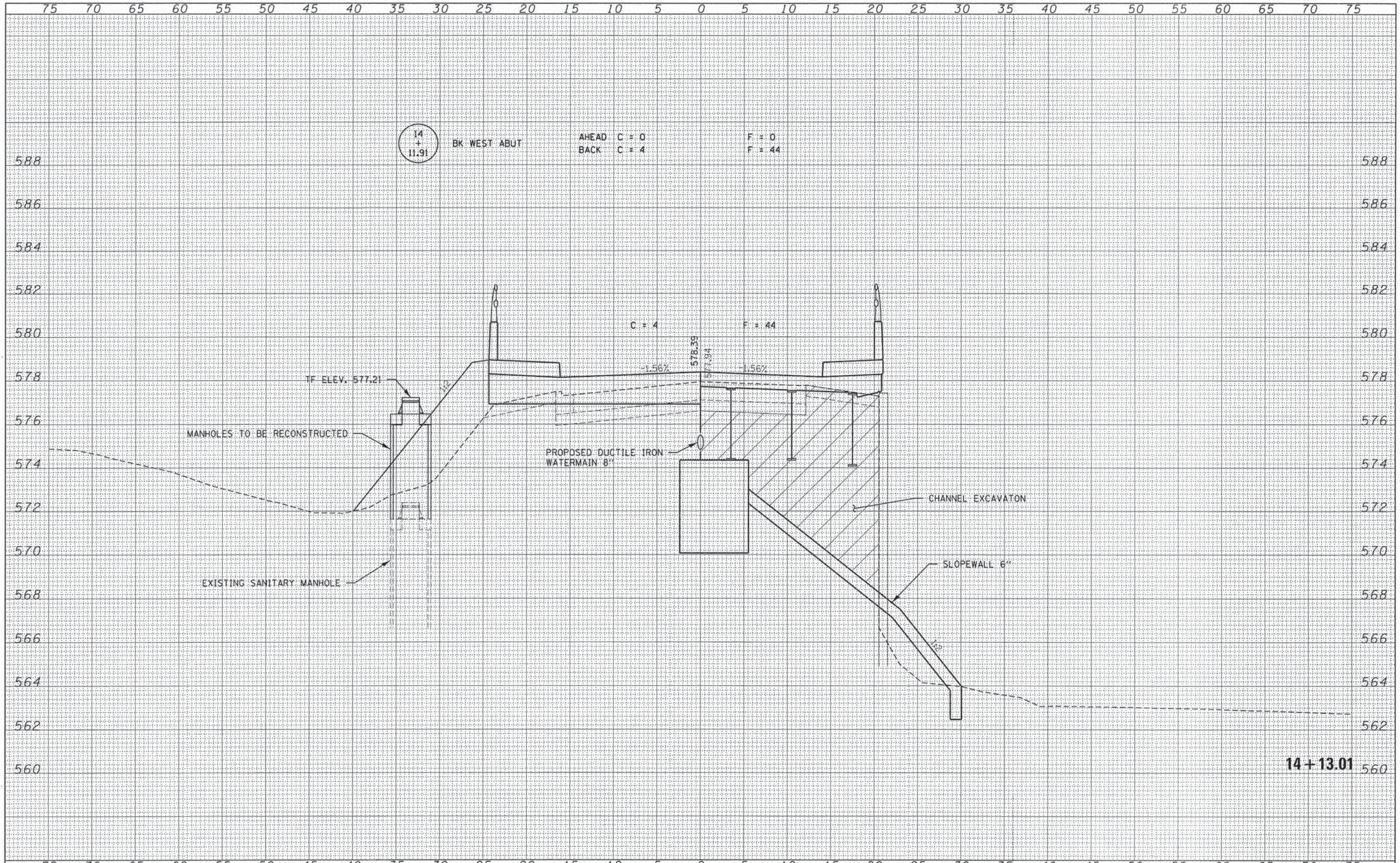
DISTRICT ONE		FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		0291	10-00071-00-BR	WILL	56	47
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		TC-13		CONTRACT NO. 63864		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						



DATE	
BY	
REVIEWED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
REVIEWED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

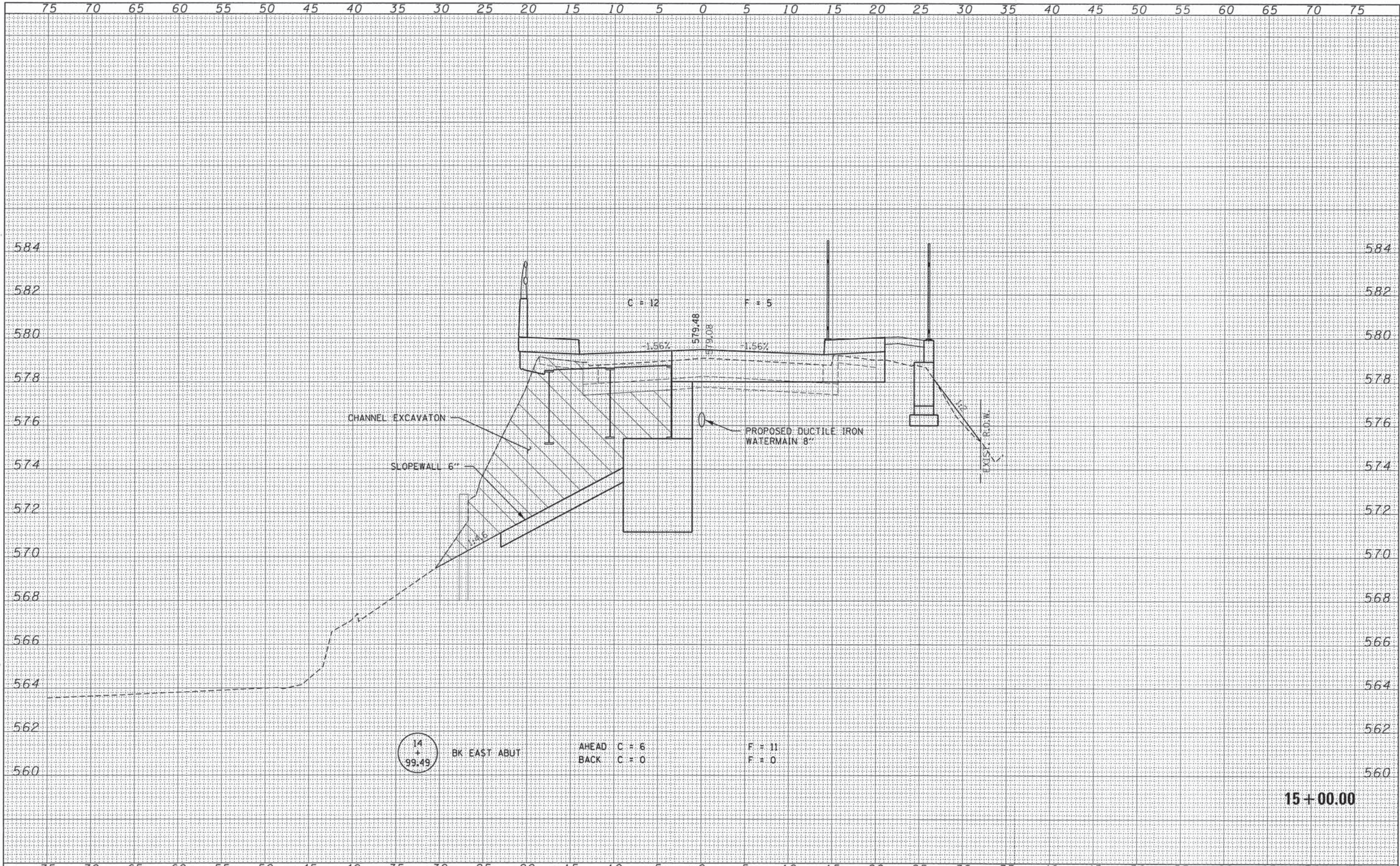
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HAMPTON, LENZINI AND RENWICK, INC. <small>1505 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62791</small>				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					0291	10-000071-00-BR	WILL	56	49
PLOT SCALE = PLOT DATE = 7/5/2013				CHECKED - S.W.M. DATE - 07/01/13				REVISED - REVISED - REVISED - REVISED -		SCALE: SHEET NO. 2 OF 9 SHEETS STA. 13+62.16 TO STA. 13+75.00			
CONTRACT NO. 63864 ILLINOIS FED. AID PROJECT													



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

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

FILE NAME = 118457-sht-ssx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STATION CROSS SECTIONS DIVISION STREET		FAS RTE 0291	SECTION 10-000071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 50	CONTRACT NO. 63864
HAMPTON, LENZINI AND RENWICK, INC. 2008 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		SCALE:	SHEET NO. 3 OF 9 SHEETS	STA. 14+13.01 TO STA. 14+13.01	ILLINOIS FED. AID PROJECT				
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184-00089	PLOT DATE = 7/5/2013	CHECKED - S.W.M.	REVISED -									
		DATE - 07/01/13	REVISED -									



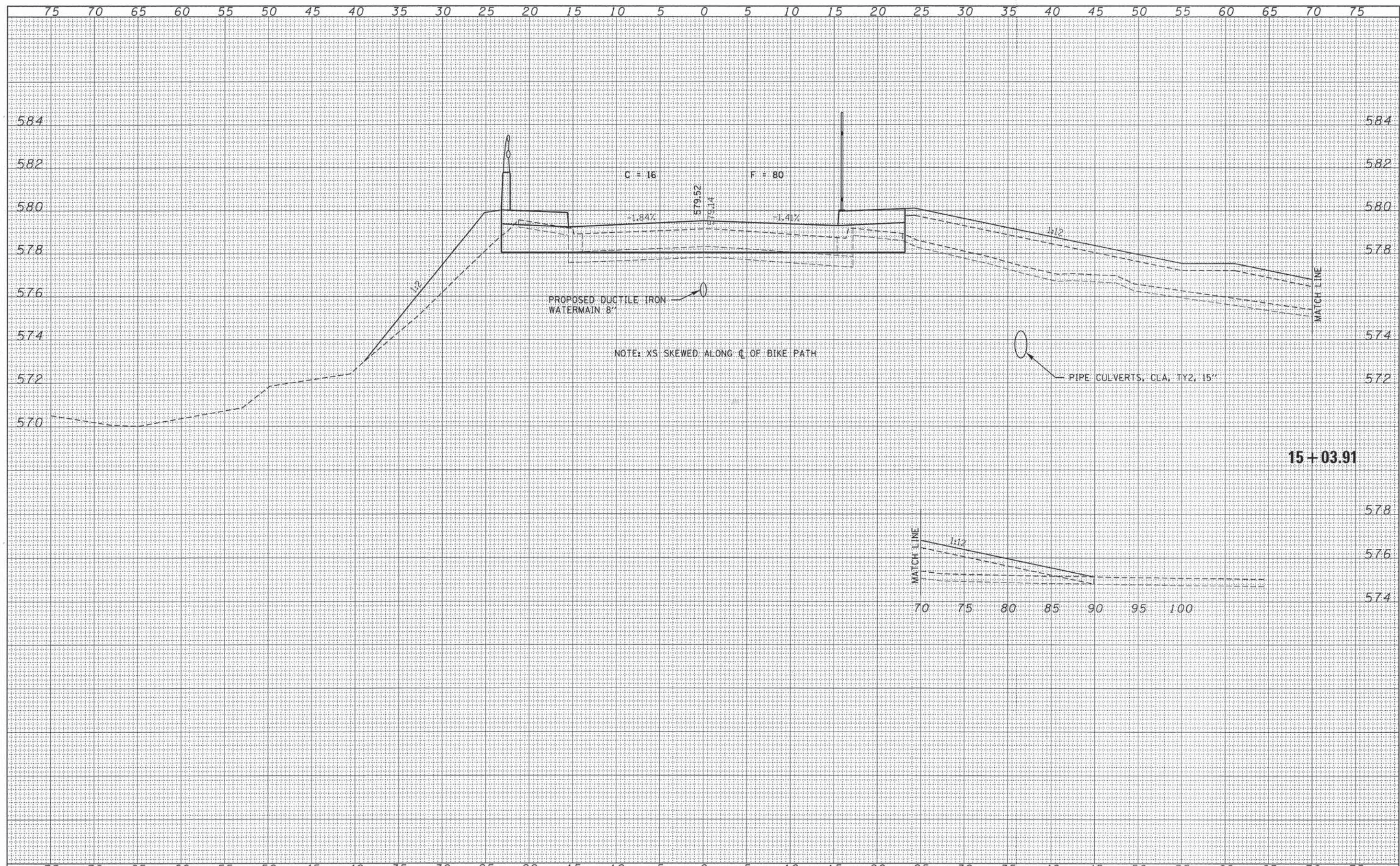
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FILE NAME = 110457-ah1-axs.dgn	USER NAME =	DESIGNED = J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STATION CROSS SECTIONS DIVISION STREET		FAS RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
 HAMPTON, LENZINI AND RENWICK, INC. 308 BREVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LG / PE / SE CORP. 184.000899	PLOT SCALE =	DRAWN = T.W.K.	REVISED -		SCALE:	SHEET NO. 4 OF 9 SHEETS	STA. 15+00.00 TO STA. 15+00.00	0291	10-000071-00-BR	WILL	56	51
	PLOT DATE = 7/5/2013	CHECKED = S.W.M.	REVISED -									
		DATE = 07/01/13	REVISED -									
											CONTRACT NO. 63864	
											ILLINOIS FED. AID PROJECT	

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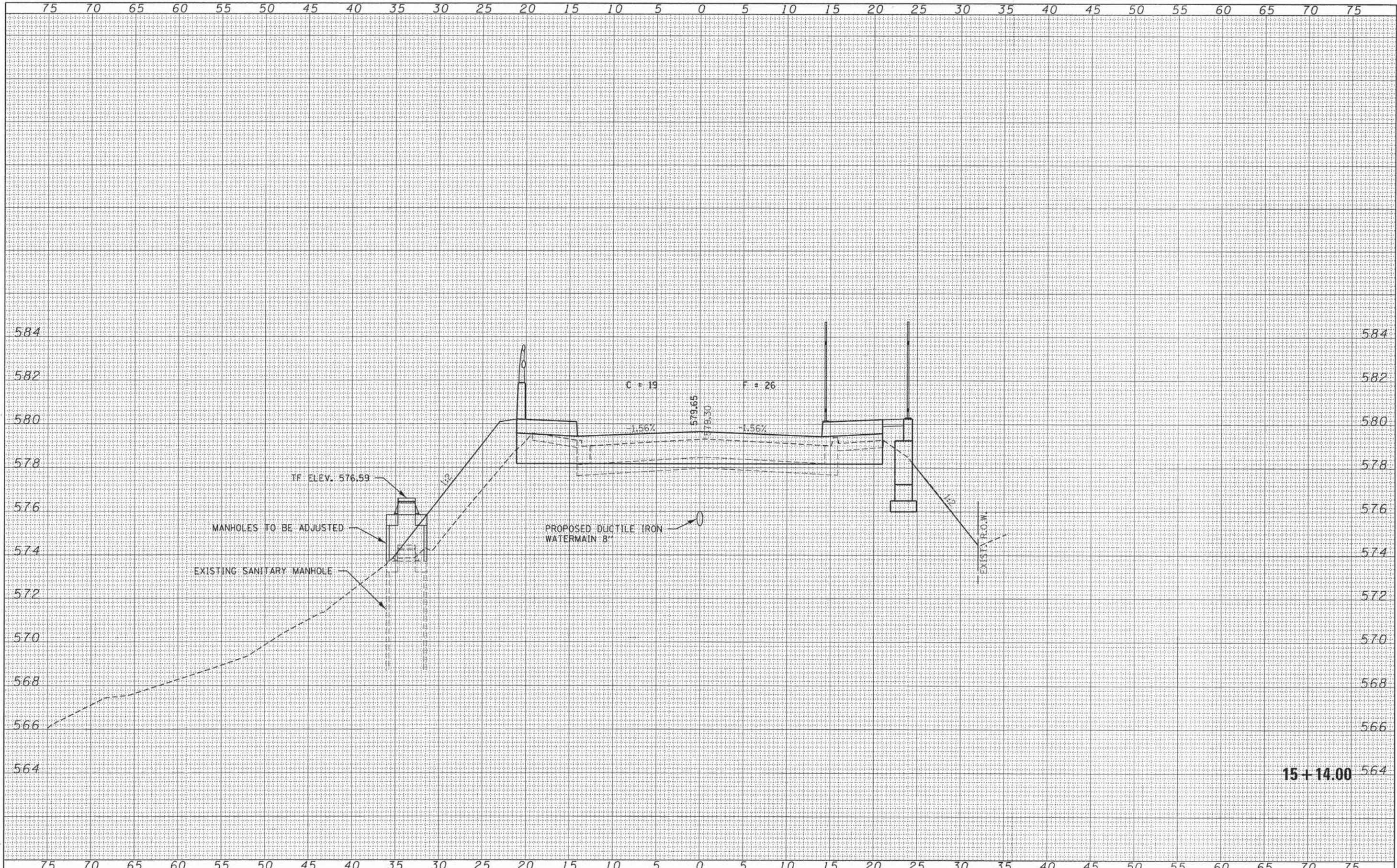
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BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = 110457-ah1-xx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		STATION CROSS SECTIONS		FAS	SECTION	COUNTY	TOTAL	SHEET	
HAMPSON, LENZINI AND RENWICK, INC. 386 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		DRAWN - T.W.K.	REVISED -			0291	10-000071-00-BR	WILL	56	52			
PLOT SCALE =		CHECKED - S.W.M.	REVISED -	SCALE:		SHEET NO. 5 OF 9 SHEETS	STA. 15+03.91	TO STA. 15+03.91	CONTRACT NO. 63864				
PLOT DATE = 7/5/2013		DATE - 07/01/13	REVISED -							ILLINOIS FED. AID PROJECT			

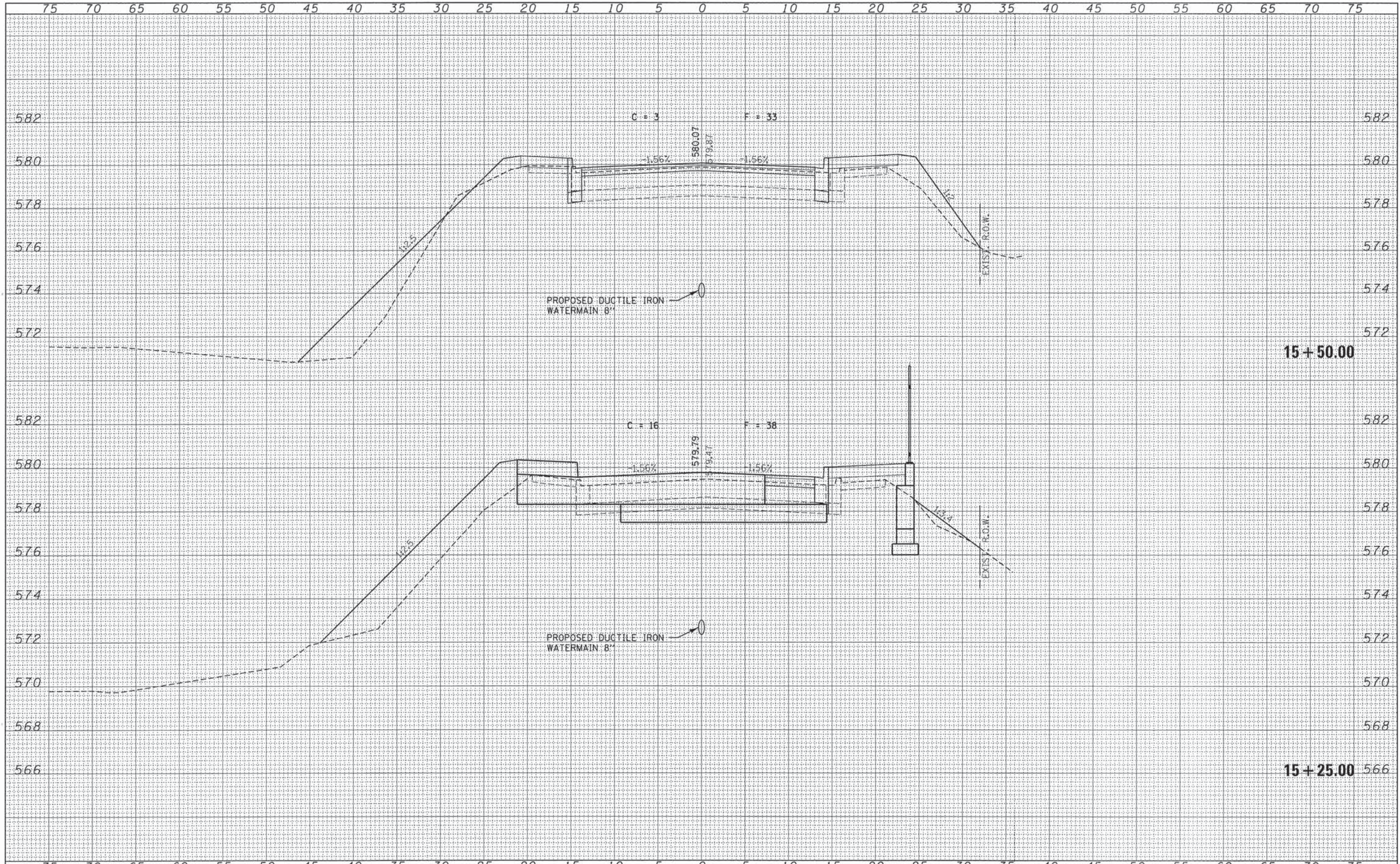
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FILE NAME	
USER NAME	
DESIGNED	
DRAWN	
CHECKED	
DATE	



15+14.00

FILE NAME = 110457-sht-sxs.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATION CROSS SECTIONS DIVISION STREET	FAS RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HAMPTON, LENZINI AND RENWICK, INC.	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		0291	10-000071-00-BR	WILL	56	53
3085 STEVENSON DRIVE, SUITE 201	PLOT DATE = 7/5/2013	CHECKED - S.W.M.	REVISED -		SCALE:	SHEET NO. 6 OF 9 SHEETS	STA. 15+14.00 TO STA. 15+14.00	CONTRACT NO. 63864	
SPRINGFIELD, ILLINOIS 62703		DATE - 07/01/13	REVISED -					ILLINOIS FED. AID PROJECT	



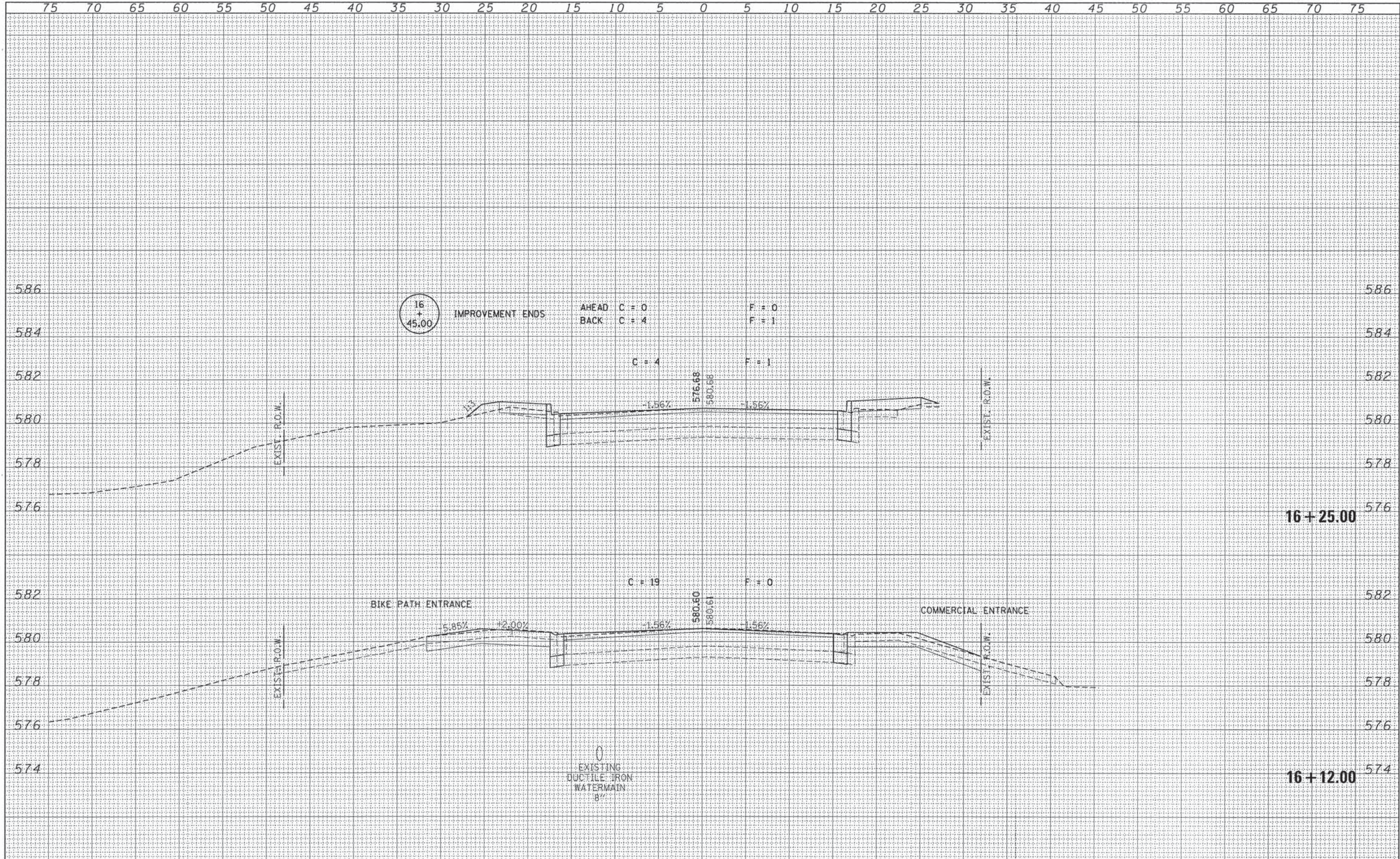
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BY	
FINISHED SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

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

FILE NAME = 110457-sht-xxx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STATION CROSS SECTIONS DIVISION STREET		FAS RTE 0291	SECTION 10-000071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 54
HAMPTON, LENZINI AND RENWICK, INC. 5001 BELLEVILLE DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	DRAWN - T.W.K.	REVISED -		SCALE:	SHEET NO. 7 OF 9 SHEETS	STA. 15+25.00 TO STA. 15+50.00	CONTRACT NO. 63864		ILLINOIS FED. AID PROJECT	
ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORP. 184-00089	PLOT DATE = 7/5/2013	CHECKED - S.W.M.	REVISED -								
		DATE - 07/01/13	REVISED -								

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

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



FILE NAME = 110457-sh1-xxx.dgn	USER NAME =	DESIGNED - J.W.F.	REVISED -	SCALE: 1" = 4'	SHEET NO. 9 OF 9 SHEETS	STA. 16+12.00 TO STA. 16+25.00	FAS RTE 0291	SECTION 10-000071-00-BR	COUNTY WILL	TOTAL SHEETS 56	SHEET NO. 56	CONTRACT NO. 63864	ILLINOIS FED. AID PROJECT	
HAMPTON, LENZINI AND RENWICK, INC. 1500 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LB / PE / SE CORP. 184-000093				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				STATION CROSS SECTIONS DIVISION STREET						
PLOT SCALE =		CHECKED - S.W.M.	REVISED -											
PLOT DATE = 7/5/2013		DATE = 07/01/13	REVISED -											