

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	1

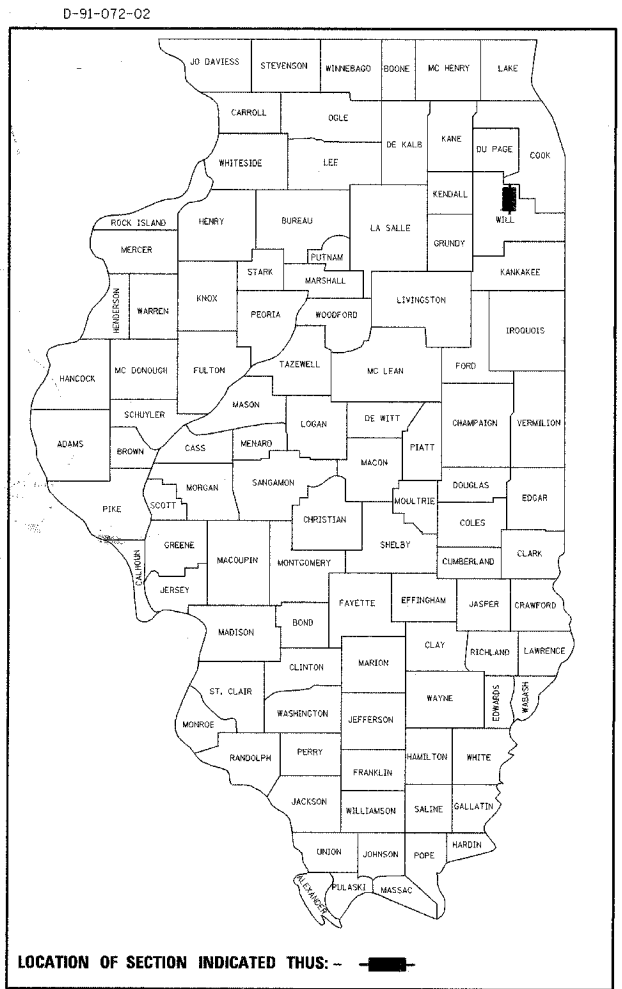
• 02-11106-01-BR CONTRACT NO. 83949

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

HIGH ROAD (TR 216A)
SECTION: 02-11106-01-BR
143RD STREET TO NORTH OF LONG RUN CREEK
PAVEMENT RECONSTRUCTION AND STRUCTURE REPLACEMENT
PROJECT BROS-0197(097)
WILL COUNTY, ILLINOIS
C-91-072-02
R10E



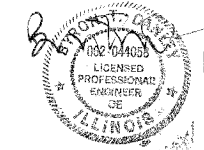
**HIGH ROAD OVER LONG RUN CREEK
REMOVE EXISTING SINGLE SPAN CONCRETE
SLAB BRIDGE WITH CLOSED ABUTMENTS
AND CONSTRUCT SINGLE SPAN PPC I-BEAM
BRIDGE WITH CLOSED ABUTMENTS**



DESIGN DESIGNATION:
960(30)LOCAL ROAD(FD-20)

TRAFFIC DATA
YEAR 2030 = 10,000 ADT
DESIGN SPEED = 50 MPH (POSTED 45 MPH)

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE.
CHICAGO, IL 60601



BYRON T. DANLEY, P.E., S.E.

EXPIRES: 11/30/07 DATE: 9/1/07

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616-0000

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
LOCAL ROADS AND STREETS

Approved: Sept. 7th 2007
Frank Warkwiler
Lockport Township, Highway Commissioner

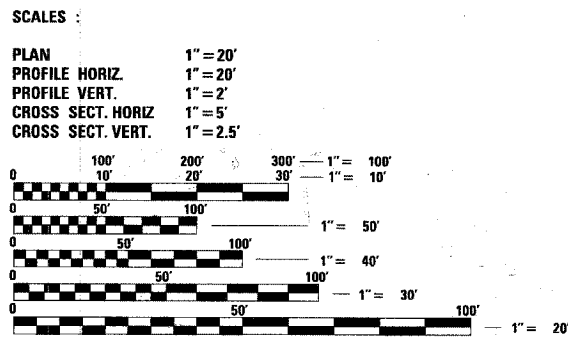
Passed: SEPTEMBER 13 2007
Christopher Holt
District One Engineer of Local Roads & Streets

Releasing For Bid Based on Limited Review: Sept 13 2007
Dione O'Keefe
Deputy Director of Highways, Region One Engineer

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

JESSICA FELICIANO
ASSOCIATE FIELD ENGINEER (847) 705-4487

PROJECT LOCATED IN
LOCKPORT TOWNSHIP, IL



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.

FOR UTILITY INFORMATION CALL J.U.L.I.E. AT (800) 892-0123
48 HOURS BEFORE DIGGING

CONTRACT NO. 83949

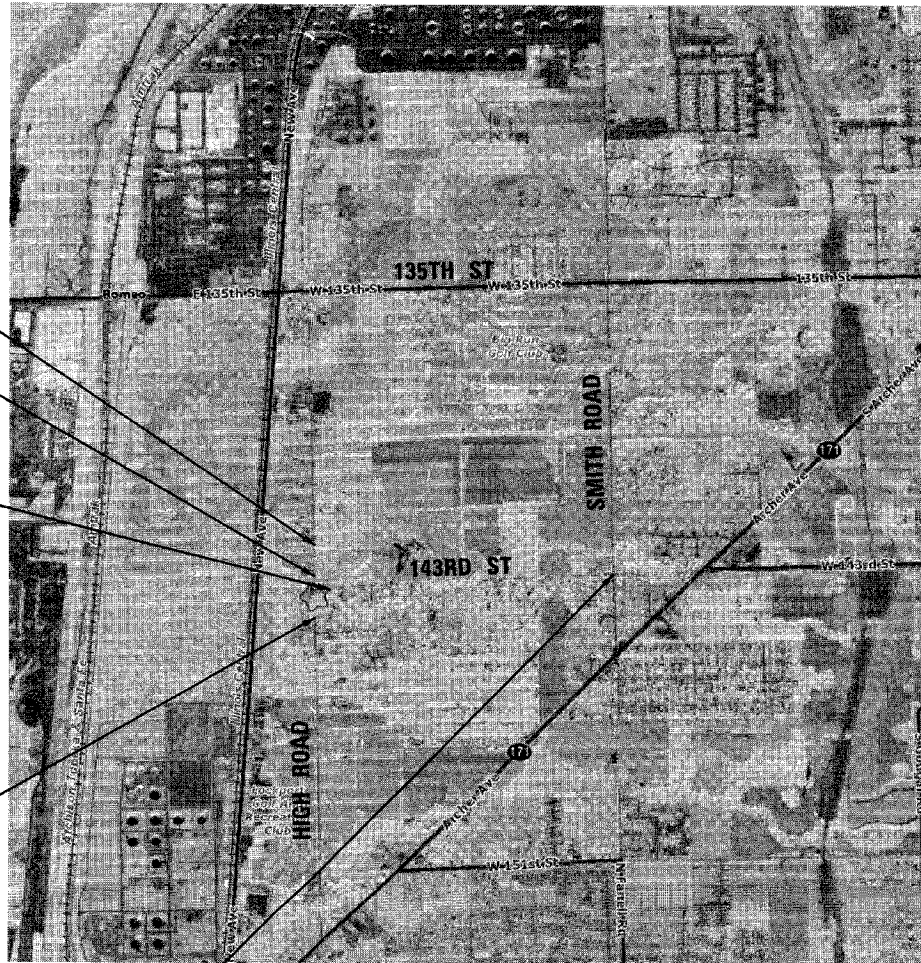
PROJECT ENDS
HIGH ROAD
STA. 13 + 40.00

EXIST STRUCTURE NO. 099-3167
PROP. STRUCTURE NO. 099-4152
FROM STATION 9 + 76.33
TO STATION 10 + 38.67

DETOUR RESURFACING
BEGINS STA. 21 + 20.00

PROJECT BEGINS
HIGH ROAD
STA. 8 + 05.00

DETOUR RESURFACING
ENDS STA. 71 + 91.00



LOCKPORT TOWNSHIP

SCALE: 1" = 1,600'

GROSS AND NET LENGTH OF IMPROVEMENT: HIGH ROAD 535 FEET (0.101 MILE)

BONDHOLD
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		

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7	ALIGNMENT AND TIES
8	EXISTING AND PROPOSED ROADWAY PLAN
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13	EROSION CONTROL, PAVEMENT MARKING & LANDSCAPING PLANS
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GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, ILLINOIS DEPARTMENT OF TRANSPORTATION, LOCKPORT TOWNSHIP AND THE WILL COUNTY DIVISION OF HIGHWAYS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON TOWNSHIP PROPERTY WITHOUT WRITTEN PERMISSION FROM THE TOWNSHIP.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED- ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- (NOT USED)
- (NOT USED)
- ALL RESIDENTIAL DRIVEWAY RADII SHALL BE 10 FT UNLESS OTHERWISE NOTED.
- ALL SIGNS IN CONFLICT WITH CONSTRUCTION ACTIVITIES SHALL BE TEMPORARILY REMOVED AND STORED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE SIGNS SHALL BE REMOVED ONLY WHEN NECESSARY, AND SHALL BE REPLACED AS SOON AS THE CONFLICT IS REMOVED. THE CONTRACTOR SHALL PROVIDE A PHOTO LOG OF EXISTING SIGNS TO THE ENGINEER PRIOR TO REMOVING ANY SIGNS. IF THE SIGNS ARE DAMAGED BY THE CONTRACTOR, THEY SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- 10 FT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT GENERAL NOTES

- THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.
- THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.
- EROSION CONTROL BLANKET SHALL BE INSTALLED TO ALL AREAS WITH SLOPES EQUAL TO OR GREATER THAN 5% AND IN CRITICAL AREAS (I.E. DETENTION BASIN PERIMETERS, STREAMBANKS, BERMS, ETC.) IMMEDIATELY UPON FINAL GRADING.
- SILT FENCE SHALL BE INSTALLED FOLLOWING THE COMPLETION AND STABILIZATION OF THE STORMWATER FACILITIES WILL REMAIN IN PLACE UNTIL THE CONTRIBUTING AREA IS STABILIZED.
- STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
- ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
- ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.
- THE USE OF SANDBAGS FOR CREATING A DIVERSION CHANNEL IS PROHIBITED. THE PROPOSED BRIDGE/CULVERT CROSSINGS MUST HAVE A COFFERDAM, OR TURBIDITY CURTAIN IN PLACE CONSTRUCTED OF A WATER FILLED BLADDER OR PORTADAM TYPE STRUCTURE AT THE TIME OF CONSTRUCTION. DURING DEWATERING OPERATIONS, WATER MUST BE PUMPED INTO THE FILTER BAGS OR SILT TRAPS OUTSIDE OF THE EXISTING CHANNEL. DEWATERING INTO DRAIN TILES IS STRICTLY PROHIBITED.
- A STAMPED AND SIGNED COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES AND BE PRESENTED WHEN REQUESTED BY WILL/SOUTH COOK SWCD, U.S. ARMY CORPS OF ENGINEERS OR ANY OTHER AUTHORIZED AGENCY.
- CONSTRUCTION OF THIS PROJECT WILL ONLY HAVE ONE PHASE. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY MEASURES OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE INSPECTED AND CLEANED WITHIN 24 HOURS OF A 0.5 INCH RAINFALL. INSPECTION AND MAINTENANCE OF THE EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

DISTRICT ONE STANDARD DETAILS

BD01	DRIVEWAY DETAILS-DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN 15 FEET (4.5 M)
BD28	RUSTICATION FINISH AND GEOCOMPOSITE DRAIN FOR RETAINING WALLS
BD32	BUTT JOINTS AND HMA TAPER
BD34	STEEL PLATE BEAM GUARDRAIL ADJACENT TO CURB AND GUTTER AND STABILIZED AT TB TTY, 1 SPL
BD51	BENCHING DETAIL FOR EMBANKMENT WIDENING
BM20	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
TC11	RAISED REFLECTIVE PAVEMENT MARKERS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC21	TYPICAL MARKING FOR CLOSING STATE HIGHWAYS

COMMITMENTS

- A DESIGNATED AREA FOR CONSTRUCTION EQUIPMENT MUST BE IDENTIFIED PRIOR TO START OF CONSTRUCTION. THE CONSTRUCTION EQUIPMENT MUST NOT DISTURB ANY NEW GRASSY AREA OR INTERFERE WITH LOCAL TRAFFIC.
- VEHICLE AND CONSTRUCTION EQUIPMENT PARKING SHALL BE IN SUCH A LOCATION THAT INADVERTENT LEAKING CONTAMINANTS OR RINSING OF VEHICLES WOULD NOT IMPACT THE LONG RUN SEEP NATURE PRESERVE AND NATURAL AREA. THIS AREA SHALL BE DESIGNATED BY THE ENGINEER.
- IN COORDINATION WITH THE IDOT LANDSCAPING EXPERT, THE RESIDENT ENGINEER WILL INSPECT THE NEWLY PLANTED AREAS TO ASCERTAIN THAT THE CONTRACTOR PLANTS NO EXOTIC OR UNWANTED SPECIES. THE ILLINOIS DEPARTMENT OF TRANSPORTATION CONTACT SHALL BE STEVEN LIPKIE (847) 705-4173.
- THE CONTRACTOR SHALL NOTIFY ALL CONSTRUCTION STAFF THAT THE AREA SURROUNDING THE PROJECT SITE IS A SENSITIVE RESOURCE AREA, AND ALL CONSTRUCTION PERSONNEL AND CONSTRUCTION EQUIPMENT IS TO STAY WITHIN THE RIGHT-OF-WAY. SIGNING FOR THIS SENSITIVE AREA SHALL BE AS NOTED IN THE EROSION CONTROL PLANS.
- THE RESIDENT ENGINEER WILL MAKE ROUTINE INSPECTIONS TO MONITOR THE IMPLEMENTATION OF EROSION CONTROL PLAN IN ORDER TO MINIMIZE SILTATION.
- DETOUR RELATED - PRIOR TO THE CLOSE OF HIGH ROAD FOR CONSTRUCTION, A TEMPORARY SCHOOL BUS TURNAROUND WILL BE REQUIRED TO BE CONSTRUCTED NORTH OF THE PROPOSED IMPROVEMENT. THIS TURNAROUND WILL BE PROVIDED BY TEMPORARILY WIDENING THE RESIDENTIAL DRIVEWAY FOR THE PROPERTY AT 14240 HIGH ROAD. THE DRIVEWAY WILL BE WIDENED IN A MANNER TO ALLOW A SCHOOL BUS TO SAFELY PULL INTO, AND BACK OUT OF THE DRIVEWAY DURING THE DURATION OF CONSTRUCTION. AFTER CONSTRUCTION OF THE BRIDGE AND ADJACENT ROADWAY IS COMPLETED, THE TEMPORARY WIDENING WILL BE REMOVED ALONG WITH THE OLD DRIVEWAY ENTRANCE APRON. A NEW ENTRANCE APRON WILL BE CONSTRUCTED AND ANY IMPACTED LANDSCAPING RESTORED. ADDITIONAL DETAILS REGARDING THE SCHOOL BUS TURNAROUND CAN BE FOUND IN THE PLANS.
- DETOUR RELATED - PRIOR TO THE COMPLETE CLOSURE OF HIGH ROAD WITHIN THE CONSTRUCTION LIMITS, THE SEGMENT OF THE PROPOSED DETOUR ROUTE ALONG 143RD STREET SHALL BE RESURFACED WITH A MINIMUM OF 2.25 INCHES OF HOT MIX ASPHALT PAVEMENT AS SHOWN IN THE PLANS.

IDOT STANDARDS

STANDARD	DESCRIPTION
000001	-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001	-03 TEMPORARY EROSION CONTROL SYSTEMS
420401	-05 BRIDGE APPROACH PAVEMENT
482001	-01 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
503001	-02 CONCRETE PARAPET SLIP-FORMING OPTION
515001	-02 NAME PLATE FOR BRIDGES
542401	METAL END SECTION FOR PIPE CULVERTS
542301	-01 PRECAST REINFORCED CONCRETE FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)
601001	-01 SUB-SURFACE DRAINS
601101	CONCRETE HEADWALL FOR PIPE DRAIN
602001	CATCH BASIN TYPE A
602701	-01 MANHOLE STEPS
604041	-01 FRAME AND GRATE TYPE 9
609006	-03 BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001	-07 STEEL PLATE BEAM GUARDRAIL
630201	-04 PCC/ HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301	-04 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
631031	-06 TRAFFIC BARRIER TERMINAL, TYPE 6
635006	-02 REFLECTOR AND TERMINAL MARKER PLACEMENT
635011	-01 REFLECTOR MARKER AND MOUNTING DETAILS
667101	PERMANENT SURVEY MARKERS
702001	-06 TRAFFIC CONTROL DEVICES
704001	-03 TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006	-01 SIGN PANEL ERECTION DETAILS
728001	TELESCOPING STEEL SIGN SUPPORT
780001	-01 TYPICAL PAVEMENT MARKINGS
781001	-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
878001	-05 CONCRETE FOUNDATION DETAILS

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR
**INDEX OF SHEETS
 GENERAL NOTES &
 HIGHWAY STANDARDS**

SCALE: N/A DRAWN BY: JB
 DATE: 9-07-2007 CHECKED BY: ACL

TENG TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 900 N. MICHIGAN AVE. CHICAGO, IL 60610
 TELEPHONE 312.642.0000

ATTORNEY GENERAL...
 9-07-2007 12:00:45
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

SUMMARY OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	WILL	64	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 02-11106-01-BR		CONTRACT NO. 83949		

PAY ITEM NO.	IDOT CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY (1000-2A)	BRIDGE X021-2A
1	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	118	118	
2	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36	36	
3	20101000	TEMPORARY FENCE	FOOT	143	143	
4	20200100	EARTH EXCAVATION	CU YD	230	230	
5	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	950	950	
6	20700220	POROUS GRANULAR EMBANKMENT	CU YD	752		752
7	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	120	120	
8	20800150	TRENCH BACKFILL	CU YD	15	15	
* 9	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	108	108	
* 10	21101805	COMPOST FURNISH AND PLACE, 2"	SQ YD	1301	1301	
11	21400100	GRADING AND SHAPING DITCHES	FOOT	200	200	
* 12	25000310	SEEDING, CLASS 4	ACRE	0.3	0.3	
* 13	25000322	SEEDING, CLASS 5A	ACRE	0.3	0.3	
* 14	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2	2	
* 15	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2	2	
* 16	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2	
* 17	25100630	EROSION CONTROL BLANKET	SQ YD	1454	1454	
* 18	25200110	SODDING, SALT TOLERANT	SQ YD	108	108	
19	25200200	SUPPLEMENTAL WATERING	UNIT	2	2	
20	28000400	PERIMETER EROSION BARRIER	FOOT	1256	1256	
21	28100107	STONE RIPRAP, CLASS A4	SQ YD	113	113	
22	28200200	FILTER FABRIC	SQ YD	113	113	
23	31101900	SUB-BASE GRANULAR MATERIAL, TYPE C	TON	25	25	
24	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5	
25	40600300	AGGREGATE (PRIME COAT)	TON	25	25	
26	40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
27	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	80	80	
28	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1059.2	1059.2	
29	40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	1205	1205	
30	42001165	BRIDGE APPROACH PAVEMENT	SQ YD	280		280
31	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	49	49	
32	44000100	PAVEMENT REMOVAL	SQ YD	1317	1317	
33	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	189	189	
34	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	48	48	
35	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	191	191	
36	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1087	1087	
37	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1

* DENOTES SPECIALTY ITEMS

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

SUMMARY OF QUANTITIES I

SCALE: N/A DRAWN BY: JB
DATE: 9-07-2007 CHECKED BY: ACL

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
805 N. MICHIGAN AVE. CHICAGO, IL 60610
TELEPHONE: 312-641-0000

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SUMMARY OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		

PAY ITEM NO.	IDOT CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY (1000-2A)	BRIDGE X021-2A
38	50105220	PIPE CULVERT REMOVAL	FOOT	62	62	
39	50200100	STRUCTURE EXCAVATION	CU YD	2,355		2,355
40	50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	270		270
41	50300225	CONCRETE STRUCTURES	CU YD	942		942
42	50300255	CONCRETE SUPERSTRUCTURE	CU YD	108		108
43	50300260	BRIDGE DECK GROOVING	SQ YD	262		262
44	50300300	PROTECTIVE COAT	SQ YD	325		325
45	50300510	RUSTICATION FINISH	SQ FT	4975		4975
46	50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1,623		1,623
47	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	142884		142884
48	50800515	BAR SPLICERS	EACH	88		88
49	51500100	NAME PLATES	EACH	1		1
50	52000110	PREFORMED JOINT STRIP SEAL	FOOT	88		88
51	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6		6
52	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2	
53	54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
54	54213867	STEEL END SECTIONS 12"	EACH	4	4	
55	5421A012	PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY)	FOOT	24	24	
56	55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	20	20	
57	55019900	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 24"	FOOT	43	43	
58	58700200	BRIDGE SEAT SEALER	SQ FT	204		204
59	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	564		564
60	60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4	
61	60100945	PIPE DRAINS 12"	FOOT	50	50	
62	60107600	PIPE UNDERDRAINS 4"	FOOT	879	879	
63	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	60	60	
64	60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	527		527
65	60200905	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 9 FRAME AND GRATE	EACH	2	2	
66	60900315	TYPE D INLET BOX, STANDARD 609006	EACH	2	2	
67	60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
68	63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	340	340	
69	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
70	63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	6	6	
71	63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	45	45	
72	63500105	DELINEATORS	EACH	6	6	
73	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
74	67100100	MOBILIZATION	L SLIM	1	1	

* DENOTES SPECIALTY ITEMS

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

SUMMARY OF QUANTITIES II

SCALE: N/A

DRAWN BY: JB

DATE: 9-07-2007

CHECKED BY: ACL



TENG & ASSOCIATES, INC.
 200 S. MICHIGAN AVE. CHICAGO, IL 60604
 TELEPHONE 312.467.4500

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SUMMARY OF QUANTITIES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		

PAY ITEM NO.	IDOT CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY (1000-2A)	BRIDGE X021-2A
75	70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
76	70400100	TEMPORARY CONCRETE BARRIER	FOOT	72	72	
77	72000100	SIGN PANEL - TYPE 1	SQ FT	12	12	
78	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	75	75	
79	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22591	22591	
80	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	34	34	
81	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	240	240	
82	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	18	18	
83	78200410	GUARDRAIL MARKERS, TYPE A	EACH	14	14	
84	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
* 85	A2C108G3	TREE, JUGLANS CINEREA (BUTTERNUT HICKORY), CONTAINER GROWN, 3-GALLON	EACH	17	17	
* 86	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1	
87	X0321475	PIPE ELBOW, 12"	EACH	4	4	
88	X0322671	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	192	192	
89	X0323817	SEDIMENT CONTROL, SILT CURTAIN	EACH	1	1	
90	X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	4068		4068
91	X0324045	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE REMOVAL	EACH	3	3	
92	X0325560	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER	EACH	4	4	
93	X0712400	TEMPORARY PAVEMENT	SQ YD	39	39	
94	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	521	521	
	50200300	COFFERDAM EXCAVATION	CU YD	840		840
96	70102550	TRAFFIC CONTROL & PROTECTION FOR TEMPORARY DETOUR	EACH	1	1	
97	XX005656	INLET FILTER CLEANING	EACH	4	4	
98	50200500	COFFERDAMS	EACH	2		2
99	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	2380	2380	
100	Z0005215	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	347	347	
101	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
102	Z0038700	PERMANENT BENCH MARKS	EACH	1	1	
Δ 103	Z0076600	TRAINEES	HOUR	1500	1500	
104	Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	60	60	
105	XX007108	ERECTING HYBRID-COMPOSITE BEAMS, 42"	L SUM	1		1

* DENOTES SPECIALTY ITEMS
 Δ Y080

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

SUMMARY OF QUANTITIES III

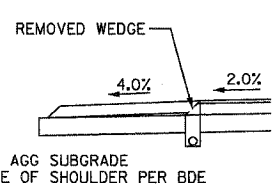
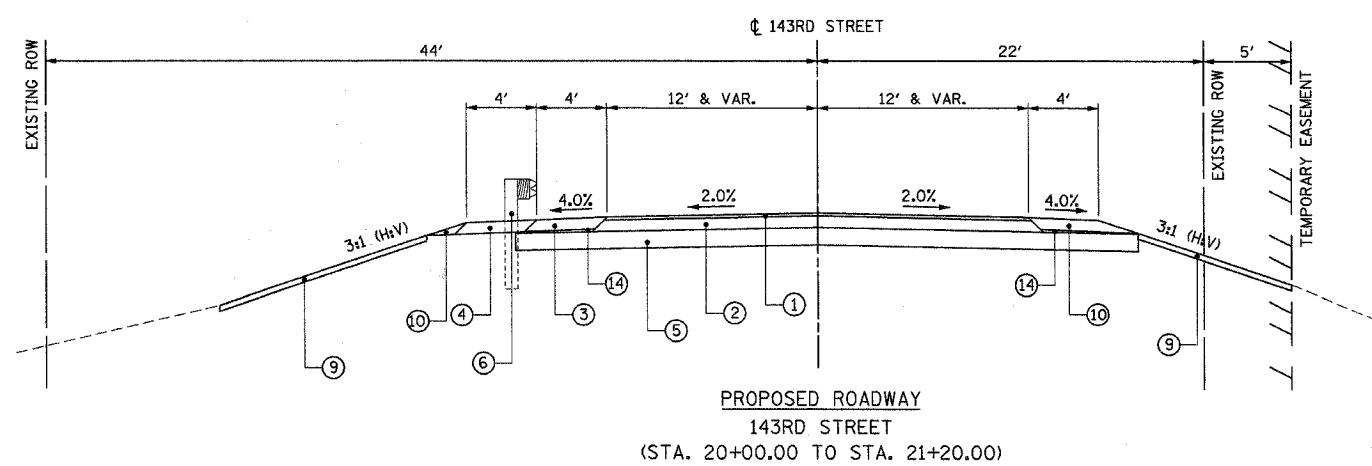
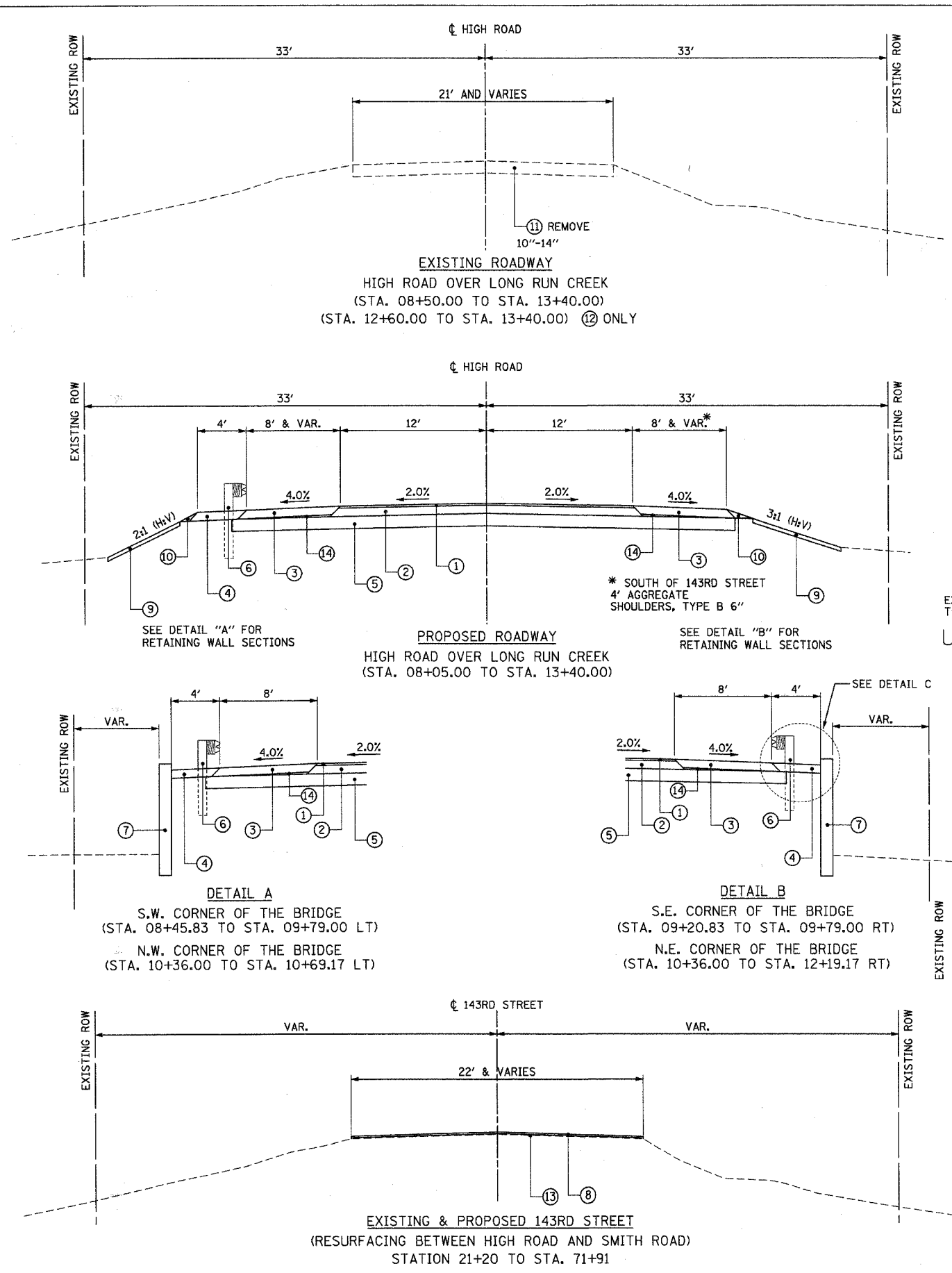
SCALE: N/A
 DATE: 9-07-2007

DRAWN BY: JB
 CHECKED BY: ACL

TENG
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 300 N. MICHIGAN AVE. CHICAGO, IL 60601
 TELEPHONE: 312.642.1000

S:\00000000\02329902\CIVIL\BGM\SC000RHLDJDN
 9-07-2007 10:53
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 B0101110

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	WILL	64	6	
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* 02-11106-01-BR CONTRACT NO. 83949				

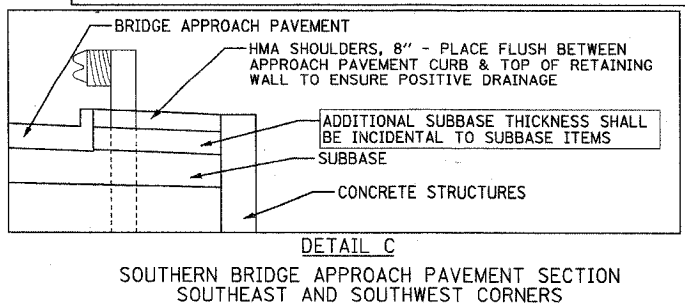


NOTES:
1. SHOULDER TRANSITION FROM 4.0% TO 2.0% AT APPROACH PVMT.
STA. 09+14.33 TO 09+46.33 & 10+68.67 TO 11+00.67 RT AND LT.
2. FOR EXISTING AND PROPOSED HIGH ROAD BRIDGE AND APPROACH
PAVEMENT TYPICAL SECTIONS, SEE STRUCTURAL SHEETS 17 TO 44.

MIXTURE TYPE	THICKNESS	AC TYPE	AIR VOIDS
HMA PAVEMENT (FULL-DEPTH), 10"			
HMA SURFACE COURSE, MIX "D", N50	IL 9.5MM	64-22	4% AT 50GYR
HMA BINDER COURSE, IL-19, N50, 8" (3 LIFTS)	8"	64-22/58-22 *	4% AT 50GYR
HOT-MIX ASPHALT SHOULDERS, 8"	8"	64-22/58-22 *	2% AT 30GYR
BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL	6"	64-22/58-22 *	2% AT 30GYR
TEMPORARY PAVEMENT FULL DEPTH (NO SURFACE COURSE REQUIRED)			
HMA BINDER COURSE, IL-19, N50	6"	64-22/58-22 *	4% AT 50GYR
HMA SURFACE COURSE, MIX "D", N50 (RESURFACING)	IL 9.5MM	64-22	4% AT 50GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	0.75"	64-22/58-22	4% AT 50GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

- LEGEND
- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"
 - ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8" (3 LIFTS)
 - ③ HOT-MIX ASPHALT SHOULDERS, 8"
 - ④ BITUMINOUS STABILIZATION 8" AT SPGR (PAID AS HMA SHOULDERS, 8" ADJACENT TO PROP HMA SHOULDER 8") OR BIT STAB 6" AT SPGR AS NOTED
 - ⑤ AGGREGATE SUBGRADE 12"
 - ⑥ STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑦ CONCRETE STRUCTURES
 - ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1.5"
 - ⑨ SEEDING, CLASS 4 & 5A COMPOST FURNISH AND PLACE 2"
 - ⑩ AGGREGATE SHOULDERS, TYPE B 6"
 - ⑪ EXISTING PAVEMENT
 - ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
 - ⑬ POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50
 - ⑭ SUBBASE GRANULAR MATERIAL, TYPE C



NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

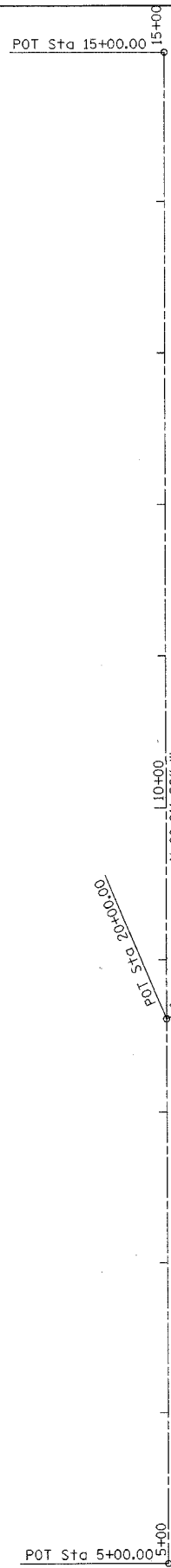
**TYPICAL SECTIONS
HIGH ROAD &
143RD STREET**

SCALE: N/A
DATE: 9-07-2007
DRAWN BY: JB
CHECKED BY: ACL

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 S. MICHIGAN AVE. CHICAGO, IL 60604
TELEPHONE: 312.644.0000

ATTORNEYS: DONALDSON, TSCORRE, DONALDSON, YSCORRE & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS
205 S. MICHIGAN AVE. CHICAGO, IL 60604
TEL: 312.644.0000 FAX: 312.644.0001
WWW.TENG-AND-ASSOCIATES.COM

ATTBORR.DGN, ALTOORR.DGN, BOWDOOR.DGN, SUDORR.DGN, TPOORR.DGN, VALTOORR.DGN, VPOORR.DGN, WPOORR.DGN, XTOORR.DGN, YTOORR.DGN, ZTOORR.DGN, AAALTOORR.DGN, AALTOORR.DGN, AATOORR.DGN, BONDHUKO
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EXIST. CURVE CL143RD-1
PI STA. = 24+12.32
Δ = 2° 24' 15" (RT)
D = 1° 13' 09"
R = 4,700.00'
T = 98.63'
L = 197.22'
E = 1.03'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 23+13.69
P.T. STA. = 25+10.92

BENCHMARK INFORMATION:

1. BRASS DISK SET IN NORTHEAST WINGWALL
OF HIGH ROAD BRIDGE OVER LONG RUN CREEK.
DISK MARKED "U.S. COAST & GEODETIC
SURVEY BENCHMARK (L-140)." EL. 609.40



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 02-11106-01-BR		CONTRACT NO. 83949		

STA. 15+00 (SET PKN)

SET PKN IN EAST FACE OF WOOD PLP

50.75'

ASPHALT DRIVE FOR # 14224

SET PKN IN WEST FACE OF 12" TREE

CENTER OF MAIL BOX POST # 14224

STA. 23+13.69 PC (SET PKN)

SET PKN IN SOUTH FACE OF WOOD PP

19.90'

TRAFFIC SIGN POST (WEIGHT & SPEED LIMIT)

SET PKN IN NORTH FACE OF 6" TREE

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

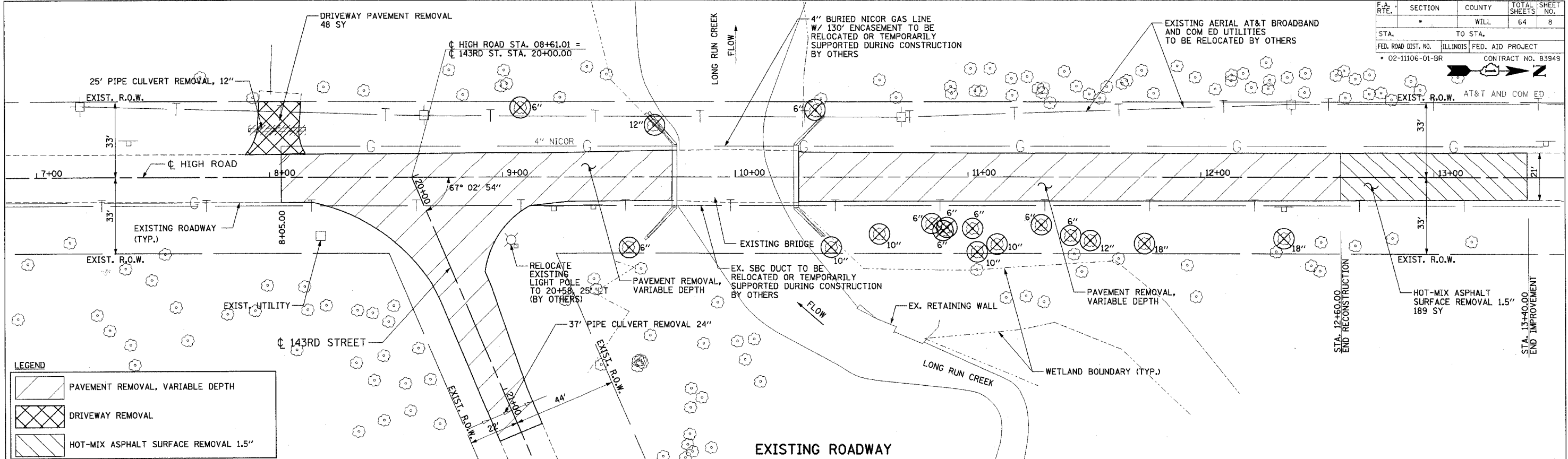
ALIGNMENT & TIES HIGH ROAD

SCALE: 1"=50'
DATE: 9-07-2007

DRAWN BY: JB
CHECKED BY: ACL

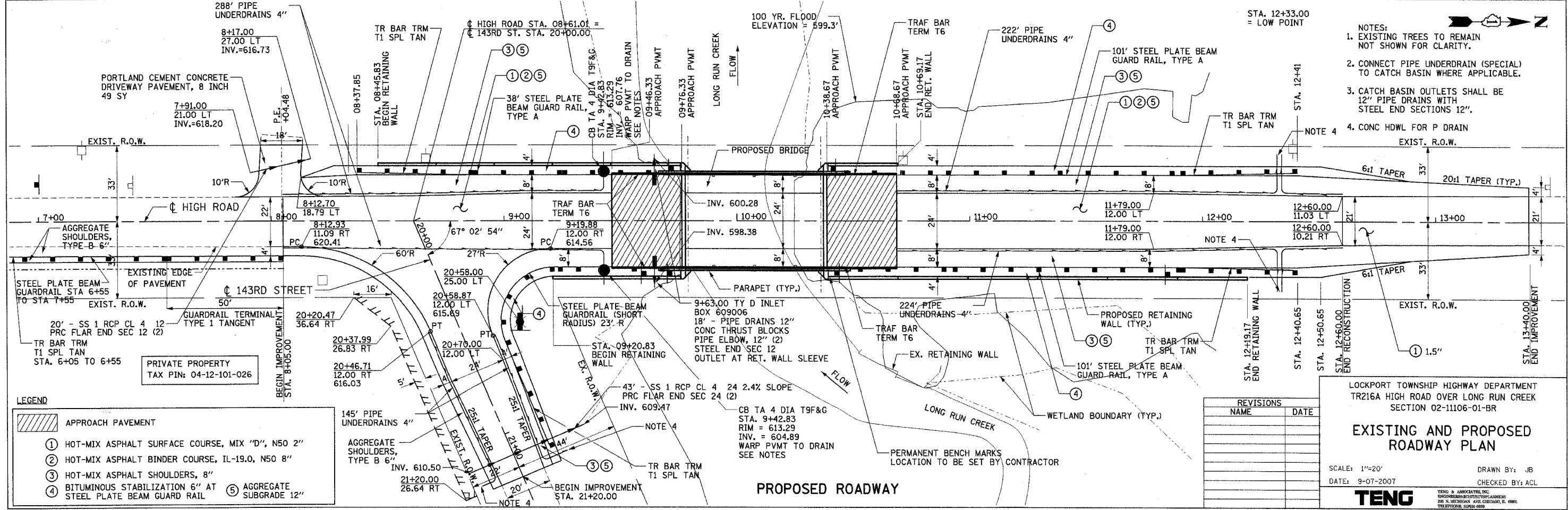
TENGE & ASSOCIATES, INC.
ENGINEERING ARCHITECTURE PLANNING
305 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.638.8897

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	WILL	64	8	
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		



LEGEND

[Hatched pattern]	PAVEMENT REMOVAL, VARIABLE DEPTH
[Cross-hatched pattern]	DRIVEWAY REMOVAL
[Diagonal hatched pattern]	HOT-MIX ASPHALT SURFACE REMOVAL 1.5"



LEGEND

[Hatched pattern]	APPROACH PAVEMENT
①	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"
②	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8"
③	HOT-MIX ASPHALT SHOULDERS, 8"
④	BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
⑤	AGGREGATE SUBGRADE 12"

- NOTES:**
- EXISTING TREES TO REMAIN NOT SHOWN FOR CLARITY.
 - CONNECT PIPE UNDERDRAIN (SPECIAL) TO CATCH BASIN WHERE APPLICABLE.
 - CATCH BASIN OUTLETS SHALL BE 12" PIPE DRAINS WITH STEEL END SECTIONS 12".
 - CONC HDWL FOR P DRAIN

REVISIONS

NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

EXISTING AND PROPOSED ROADWAY PLAN

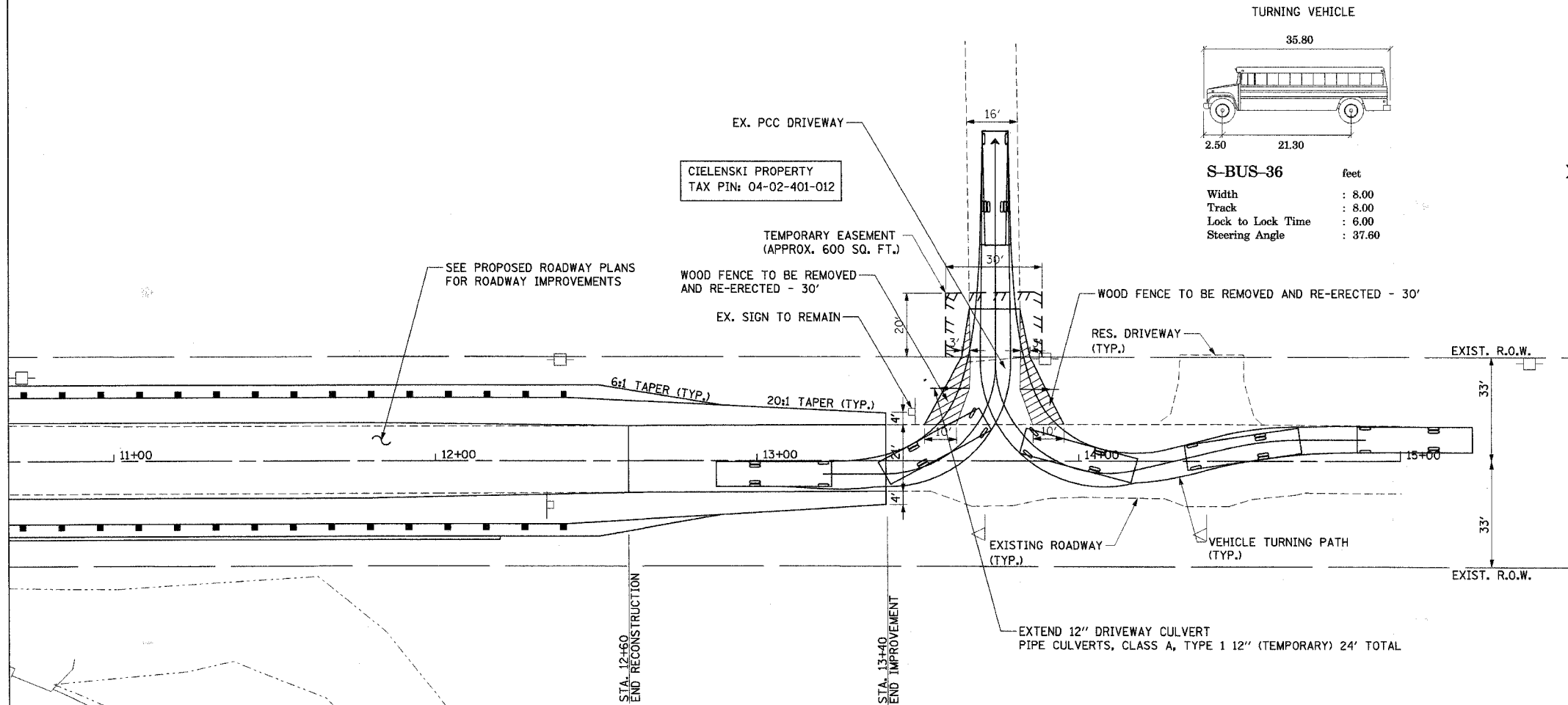
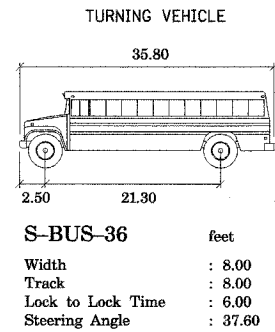
SCALE: 1"=20'
 DATE: 9-07-2007

DRAWN BY: JB
 CHECKED BY: ACL

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 200 N. WASHINGTON AVE. CHICAGO, IL 60601
 TELEPHONE: 312.955.8888

I:\PROJECTS\02-11106-01-BR\TR216A\DWG\TR216A_01.DWG
 PLOT DATE: 9/7/2007 10:29:40
 PLOT BY: JTB
 PLOT SCALE: 1"=20'
 PLOT SHEET: 1 OF 8
 PLOT TITLE: TR216A HIGH ROAD OVER LONG RUN CREEK SECTION 02-11106-01-BR
 PLOT USER: JTB
 PLOT DEVICE: HPGLASER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	WILL		64	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



- QUANTITIES**
- TEMPORARY PAVEMENT = 39 SY
 - SODDING, SALT TOLERANT = 39 SY
 - NITROGEN FERTILIZER NUTRIENT 0.5 LBS
 - PHOSPHORUS FERTILIZER NUTRIENT 0.5 LBS
 - POTASSIUM FERTILIZER NUTRIENT 0.5 LBS
 - TOPSOIL FURNISH AND PLACE 4" = 39 SY
 - PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY) 24' TOTAL
 - WOOD FENCE TO BE REMOVED AND RE-ERECTED - 60'



- NOTES**
1. THE CONTRACTOR SHALL TAKE EXTRA PRECAUTION TO AVOID DAMAGE TO PRIVATE PROPERTY.
 2. AFTER REMOVAL OF THE TEMPORARY PAVEMENT, THE CONTRACTOR SHALL RESTORE THE LANDSCAPING AS CLOSE AS POSSIBLE TO THE EXISTING CONDITIONS.
 3. THE CONTRACTOR SHALL NOTE THAT UTILITY LINES MAY BE BURIED CLOSE TO THE SURFACE NEAR AND/OR UNDER THE EXISTING DRIVEWAY.

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

SCHOOL BUS TURNAROUND

SCALE: 1"=20'
DATE: 9-07-2007

DRAWN BY: JB
CHECKED BY: ACL

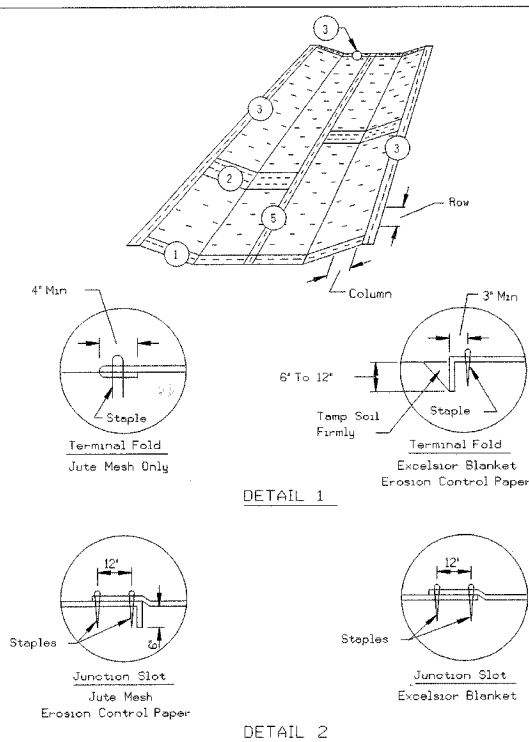
TENG

TENG & ASSOCIATES, INC.
ENGINEERING ARCHITECTURE
200 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.666.0100

I:\PROJECTS\02-11106-01-BR\DRAWING\TR216A\TR216A-01-BR.DWG
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 BONDHULLO
 605.616.6263

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
* 02-11106-01-BR			CONTRACT NO. 83949	

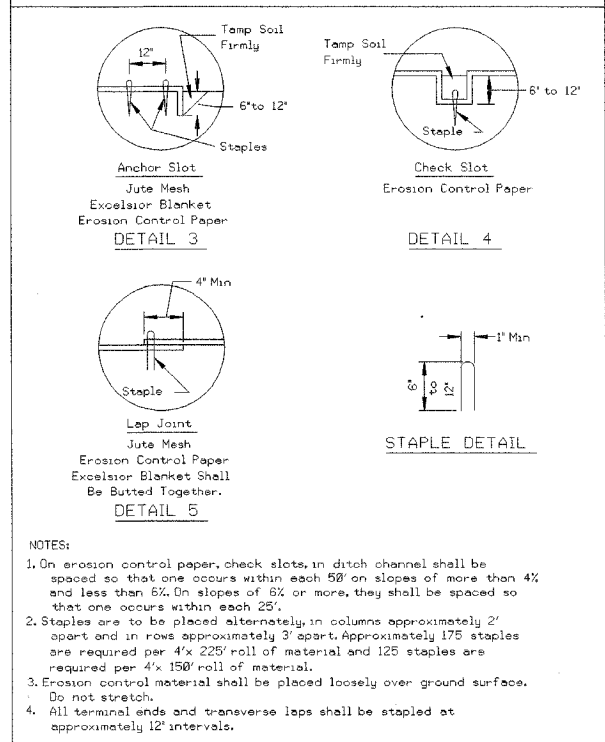
EROSION BLANKET PLAN



REFERENCE	STANDARD DWG. NO.
Project	IL-530
Designed	SHEET 1 OF 2
Checked	DATE 5-24-94
Approved	



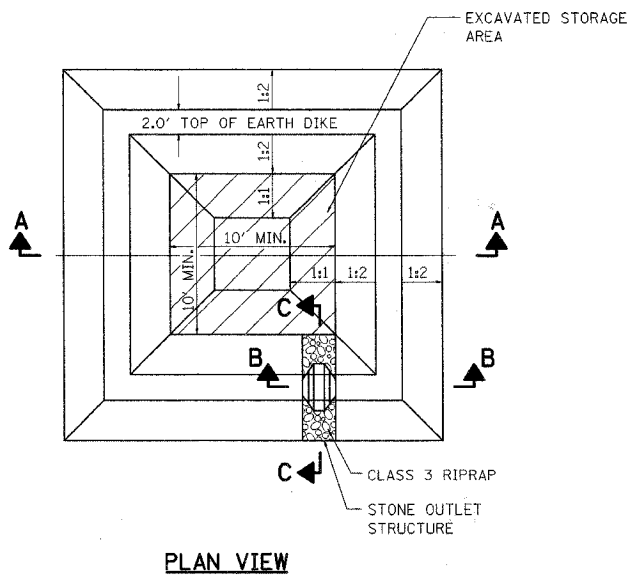
EROSION BLANKET PLAN



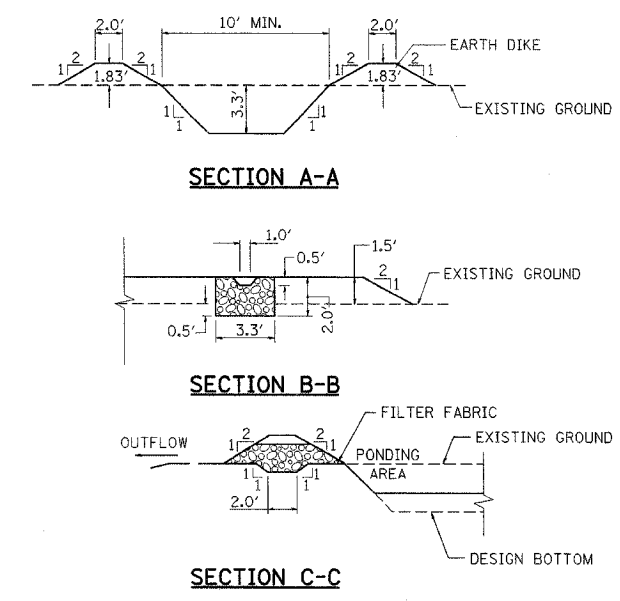
REFERENCE	STANDARD DWG. NO.
Project	IL-530
Designed	SHEET 2 OF 2
Checked	DATE 3-1-95
Approved	



- NOTES:
- On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
 - Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4' x 225' roll of material and 125 staples are required per 4' x 150' roll of material.
 - Erosion control material shall be placed loosely over ground surface. Do not stretch.
 - All terminal ends and transverse laps shall be stapled at approximately 12' intervals.

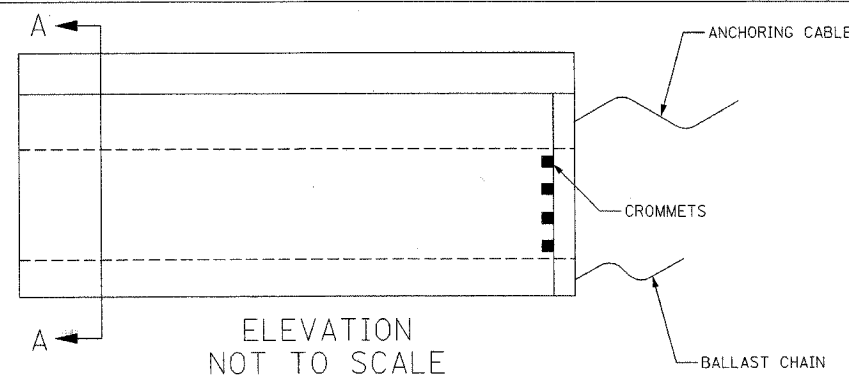
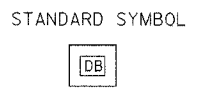


PLAN VIEW

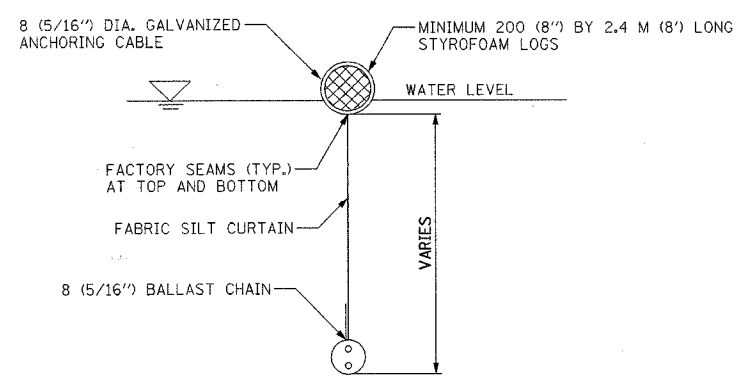


- NOTES:
- ANY DEWATERING OF THE CONSTRUCTION AREA SHALL BE FILTERED THROUGH A DEWATERING BASIN PRIOR TO ENTERING THE WATERWAY.
 - PUMPING INTO THESE BASINS SHALL CEASE WHEN THE EFFLUENT FROM THE BASIN BECOMES SEDIMENT LADEN. THE BASIN MAY BE BYPASSED IF THE WATER BEING PUMPED IS NON SEDIMENT LADEN AND THERE IS A STABILIZED OUTFALL. SURFACE FLOWS SHALL BE DIVERTED AROUND THE DEVICE.
 - THE DEWATERING BASIN SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 3 FT WITH A FLAT BOTTOM.
 - ONCE THE DEWATERING BASIN BECOMES FILLED TO 1/2 OF THE EXCAVATED DEPTH, ACCUMULATED SEDIMENT SHALL BE REMOVED.
 - THE OUTFALL FROM THE BASIN(S) SHALL HAVE A STABILIZED CONVEYANCE TO RECEIVING WATERS.
 - THE MINIMUM VOLUME OF THE CONSTRUCTION DEWATERING DISCHARGE BASIN (DEAD VOLUME) SHALL BE CALCULATED AS: DEWATERING PUMP CAPACITY IN GAL/MINUTE X 16 = REQUIRED VOLUME IN CUBIC FEET
 - DEWATERING BASINS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR "UNDERWATER STRUCTURE EXCAVATION PROTECTION."

DEWATERING BASINS



ELEVATION NOT TO SCALE



SECTION A-A NOT TO SCALE

SEDIMENT CONTROL, SILT CURTAIN DETAIL

- NOTES:
- SILT CURTAIN SHALL BE ANCHORED TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. ANCHORAGES SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE.
 - SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN OR APPROVED EQUAL. STREAM ANCHORS SHALL BE SUFFICIENT SIZE TO STABILIZE THE BARRIER WITH NUMBER AND SPACING DEPENDANT ON CURRENT VELOCITIES.
 - FABRIC SECTIONS SHALL BE CONNECTED END TO END WITH MINIMUM 8 (5/16'') DIAMETER POLYPROPYLENE ROPE.
 - DESIGN OF CURTAIN AND ANCHORAGE SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. BOTTOM OF BOOM SHALL REACH BOTTOM OF WATERWAY USING ONE OR TWO VERTICAL SECTIONS AS REQUIRED.
 - MAINTENANCE SHALL BE PERFORMED AS NEEDED. THE CONTRACTOR SHALL REMOVE THE BOOM AT COMPLETION OF WORK IN A MANNER THAT WILL PREVENT SILTATION OF THE WATERWAY.
 - ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
- APPLICATION: SILT CURTAIN TO BE USED TO CONTROL SILT AND DEBRIS WHEN WORKING IN WATERWAYS.

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

EROSION AND SEDIMENT CONTROL DETAIL

SCALE: N/A DRAWN BY: JB
DATE: 9-07-2007 CHECKED BY: ACL

BONDHILL
 2007-07-20 10:53:52
 C:\DOCUMENTS\102398023\CHILDRAN\0210081.W3D
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RIGHT-OF-WAY PARCEL PLAT










HIGH RD. (TR 216A)




THROUGH PART OF THE NORTHWEST QUARTER OF SECTION 12,
TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN.

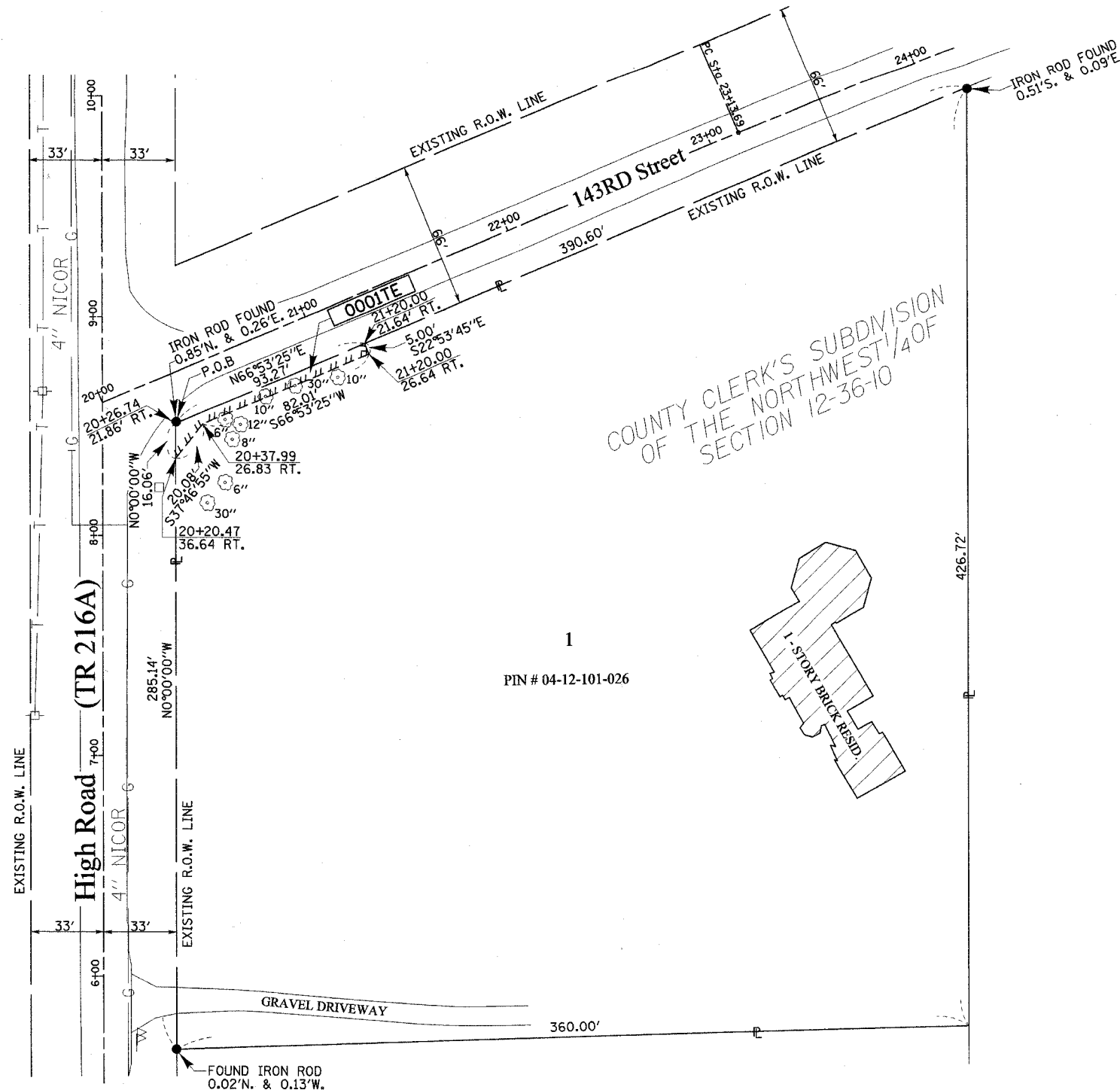
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02-11106-01-BR	WILL	64	15

CONTRACT NO. 83949

LEGEND

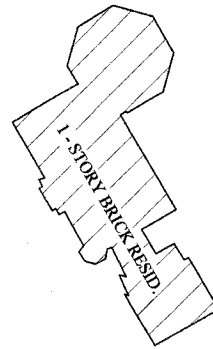
	SECTION CORNER MARKERS
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER, QUARTER SECTION LINE
	PLATTED LOT LINES
	PROPERTY (DEED) LINE
	CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE

129.32	MEASURED DIMENSION
129.32 (COMP)	COMPUTED DIMENSION
(129.32)	RECORDED DIMENSION
	IRON PIPE TO BE SET
	'PK' NAIL FOUND
	IRON PIPE OR ROD FOUND



COUNTY CLERK'S SUBDIVISION
OF THE NORTHWEST 1/4 OF
SECTION 12-36-10

1
PIN # 04-12-101-026




NOTE: I have made no independent search of the records for easements, encumbrances, ownership, or any other facts which an accurate and current title search may disclose as part of this survey, but have relied upon the information supplied to me by the owner's representative. I also state that a Title Commitment dated February 21, 2007, Policy No. MAM-2007WL-1534.0 was furnished as part of this survey.

STATE OF ILLINOIS }
COUNTY OF COOK } S.S.

I, JACK A. ZLOTEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

CHICAGO, ILLINOIS, THIS 8TH DAY OF MAY A.D. 2007


JACK A. ZLOTEK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3186
LICENSE EXPIRATION: NOVEMBER 30, 2008



PARCEL NUMBER	OWNER	TOTAL HOLDING	TEMPORARY EASEMENT	TAX NUMBER
0001TE	KAZIMIERZ MALIK AND BOHDAN FEDIRKO AS TENANTS IN COMMON	2.938 AC.+/-	537 S.F. = 0.012 ACRE	PIN NO. 04-12-101-026

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP ROAD DISTRICT

RIGHT OF WAY
PARCEL PLAT
WILL COUNTY

SCALE: 1"=30'
DATE: 9-7-2007

DRAWN BY: J.S.
CHECKED BY: J.A.Z.

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.616.0000

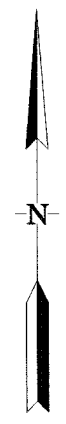
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02-11106-01-BR	WILL	64	16

CONTRACT NO. 83949

RIGHT-OF-WAY PARCEL PLAT

HIGH RD. (TR 216A)

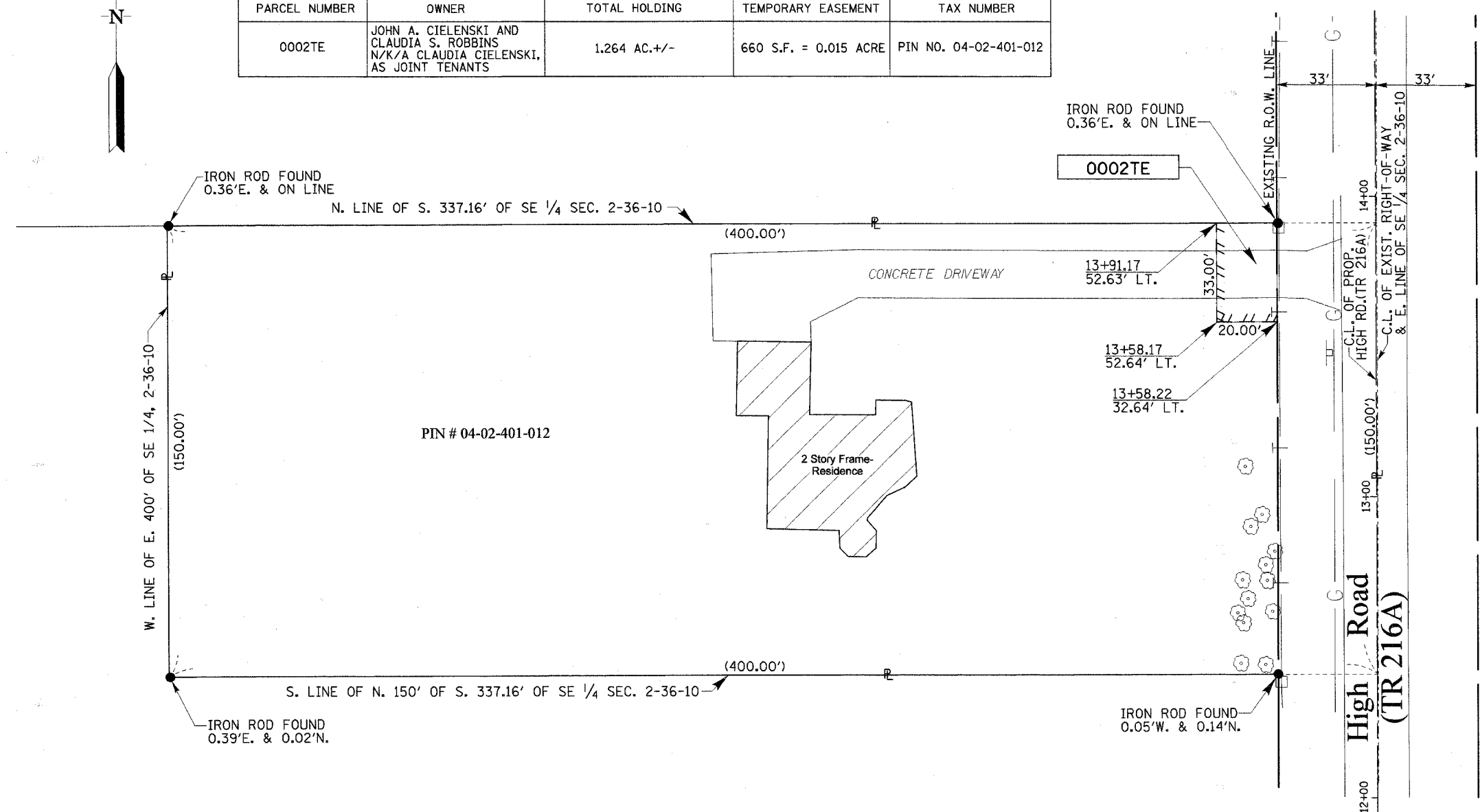
THROUGH PART OF THE SOUTHEAST QUARTER OF SECTION 2,
TOWNSHIP 36 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN.



PARCEL NUMBER	OWNER	TOTAL HOLDING	TEMPORARY EASEMENT	TAX NUMBER
0002TE	JOHN A. CIELENSKI AND CLAUDIA S. ROBBINS N/K/A CLAUDIA CIELENSKI, AS JOINT TENANTS	1.264 AC. +/-	660 S.F. = 0.015 ACRE	PIN NO. 04-02-401-012

LEGEND

- SECTION CORNER MARKERS
 - SECTION LINE
 - QUARTER SECTION LINE
 - QUARTER, QUARTER SECTION LINE
 - PLATTED LOT LINES
 - PROPERTY (DEED) LINE
 - CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
-
- 129.32 MEASURED DIMENSION
 - 129.32 (COMP) COMPUTED DIMENSION
 - (129.32) RECORDED DIMENSION
 - IRON PIPE TO BE SET
 - 'PK' NAIL FOUND
 - IRON PIPE OR ROD FOUND



NOTE: I have made no independent search of the records for easements, encumbrances, ownership, or any other facts which an accurate and current title search may disclose as part of this survey, but have relied upon the information supplied to me by the owner's representative. I also state that a Title Commitment dated February 21, 2007, Policy No. MAM-2007WL-1535.0 was furnished as part of this survey.

STATE OF ILLINOIS }
 COUNTY OF COOK } S.S.
 I, JACK A. ZLOTEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.
 CHICAGO, ILLINOIS, THIS 8TH DAY OF MAY A.D. 2007
 JACK A. ZLOTEK
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3186
 LICENSE EXPIRATION: NOVEMBER 30, 2008



REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP ROAD DISTRICT

RIGHT OF WAY
PARCEL PLAT
WILL COUNTY

SCALE: 1"=20'
DATE: 9-7-2007

DRAWN BY: J.Z.
CHECKED BY: J.A.Z.

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 305 N. MICHIGAN AVE. CHICAGO, IL 60601
 TELEPHONE: 312.616.0000

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	17
STA. TO STA.		ILLINOIS FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		

BENCHMARK

Brass disk set in northeast wingwall of High Road bridge over Long Run Creek. Disk marked "U.S. Coast & Geodetic Survey Benchmark (L-140)." El. 609.40

EXISTING STRUCTURE

S.N. 099-3167 built in 1935 is a single span reinforced concrete slab bridge on closed abutments. 50 feet clear between abutments. 28 feet out to out of deck.

The structure is to be removed and replaced. Traffic is to be detoured.

No salvage.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

HIGHWAY CLASSIFICATION

TR 216A (High Road)
Functional Class: Local Road Urban
ADT: 5,600 (2006); 10,600 (2030)
DHV: 960 (2030)
ADTT: 34%
Design Speed: 50 mph
Posted Speed: 45 mph

DESIGN SPECIFICATIONS

AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2002

CONSTRUCTION SPECIFICATIONS

Illinois Department of Transportation, Standard Specifications for Road and Bridge Construction, Adopted January 1, 2007.

DESIGN LOADS

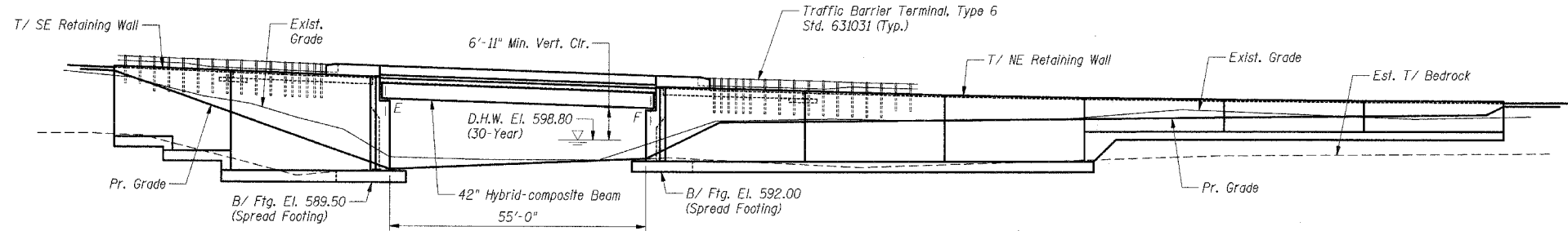
Live Loads = HS20-44
Allowance for future wearing surface = 50#/sq.ft.
Seismic Data
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.06g
Site Coefficient (S) = 1.0

DESIGN STRESSES

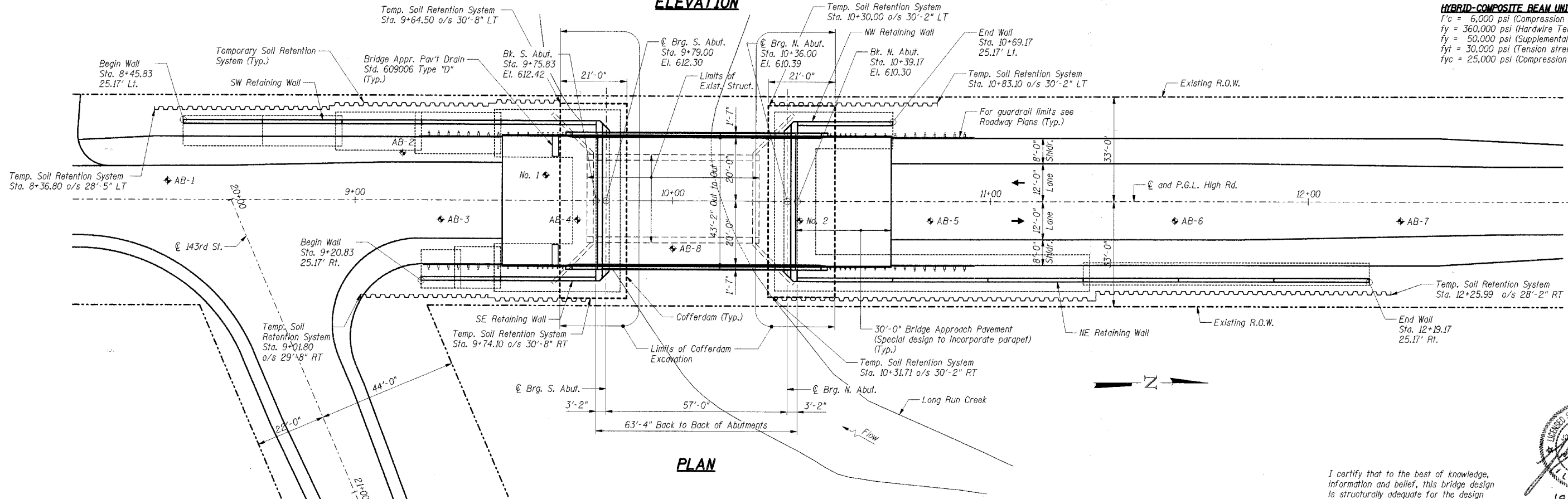
FIELD UNITS
f'c = 3,500 psi
fy = 50,000 psi (M270 Grade 50)
fy = 60,000 psi (reinforcement)

HYBRID-COMPOSITE BEAM UNITS

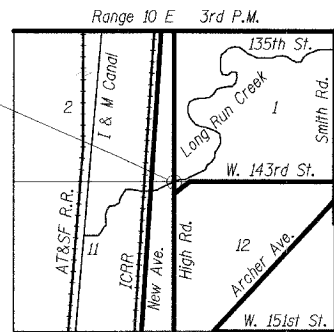
f'c = 6,000 psi (Compression Reinforcement)
fy = 360,000 psi (Hardwire Tension Reinforcement)
fy = 50,000 psi (Supplemental Deflection Reinforcement)
fyt = 30,000 psi (Tension strength of FRP Shell)
fyc = 25,000 psi (Compression strength of FRP Shell)



ELEVATION



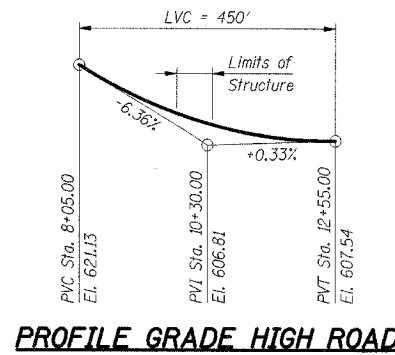
PLAN



LOCATION MAP

LEGEND

- ◆ Soil Boring Location
- ~ Temporary Soil Retention System
- - - Underwater Structure Excavation Protection



PROFILE GRADE HIGH ROAD

WATERWAY INFORMATION

Drainage Area = 24 sq. mi. Low Grade El. 605.56 @ Sta. 12+60									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	1700	259.0	284.9	598.18	0.14	0.20	598.32	598.38
	30	2300	290.0	319.0	598.80	0.28	0.35	599.08	599.15
	50	2617	303.5	333.9	599.07	0.40	0.47	599.47	599.54
Base	100	3055	322.0	354.2	599.44	0.59	0.68	600.03	600.12

DESIGN SCOUR ELEVATION TABLE

	S. Abut.	N. Abut.
Design Scour Elevation (ft.)	590.50	593.00

I certify that to the best of 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 Standard Specifications for Highway Bridges.



EXPIRES 11/30/08

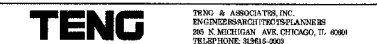
SHT. S-01 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

GENERAL PLAN AND ELEVATION

SCALE: DATE: 10-19-2007 DRAWN BY: CCE CHECKED BY: JRH



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	18
STA.	TO STA.			
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
• 02-11106-01-BR CONTRACT NO. 83949				

INDEX OF SHEETS

- S-01 GENERAL PLAN AND ELEVATION
- S-02 GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL
- S-03 TEMPORARY SOIL RETENTION SYSTEM
- S-04 TOP OF DECK ELEVATIONS
- S-05 TOP OF SOUTH APPROACH PAVEMENT ELEVATIONS
- S-06 TOP OF NORTH APPROACH PAVEMENT ELEVATIONS
- S-07 DECK PLAN AND CROSS SECTION
- S-08 PARAPET AND DECK DETAILS
- S-09 PREFORMED JOINT STRIP SEAL
- S-10 FRAMING PLAN
- S-11 42" HYBRID-COMPOSITE BEAM ELEVATION AND DETAILS
- S-12 BEARING DETAILS
- S-13 SOUTH ABUTMENT FOUNDATION
- S-14 SOUTH ABUTMENT PLAN, ELEVATION AND DETAILS
- S-15 SOUTHWEST RETAINING WALL PLAN AND ELEVATION 1
- S-16 SOUTHWEST RETAINING WALL PLAN AND ELEVATION 2
- S-17 SOUTHEAST RETAINING WALL PLAN AND ELEVATION
- S-18 NORTH ABUTMENT FOUNDATION
- S-19 NORTH ABUTMENT PLAN, ELEVATION AND DETAILS
- S-20 NORTHEAST RETAINING WALL PLAN AND ELEVATION 1
- S-21 NORTHEAST RETAINING WALL PLAN AND ELEVATION 2
- S-22 ABUTMENT AND RETAINING WALL TYPICAL DETAILS
- S-23 ABUTMENT AND RETAINING WALL BILL OF MATERIAL
- S-24 BRIDGE APPROACH PAVEMENT
- S-25 BAR SPLICER ASSEMBLY DETAILS
- S-26 SOIL BORING LOGS 1
- S-27 SOIL BORING LOGS 2

GENERAL NOTES

1. The Hybrid-Composite Beams represent an experimental element to be used in this project and are funded through the FHWA, Innovative Bridge Research and Deployment (IBRD) program. No substitutions or value engineering will be allowed on this item.
2. Calculated weight of Structural Steel = 1,623 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50.
4. No field welding is permitted except as specified in the contract documents.
5. No field cutting or drilling of the Hybrid-Composite Beams is permitted except as specified in the contract documents.
6. Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.
7. The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
8. Reinforcement Bars shall conform to the requirements of ASTM A 706, Grade 60 (IL Modified). See Special Provisions.
9. Reinforcement bars designated (E) shall be epoxy coated.
10. Plan dimensions and details relative to existing structures have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
11. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
12. Concrete Sealer shall be applied to the designated areas of the abutments.
13. All construction joints shall be bonded.
14. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of materials for run-grounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number shown in the contract plans.

TOTAL BILL OF MATERIAL

Item	Unit	Substructure	Superstructure	Total
Porous Granular Embankment	Cu Yd	752	0	752
Bridge Approach Pavement	Sq Yd	280	0	280
Removal of Existing Structures	Each	1	0	1
Structure Excavation	Cu Yd	2,355	0	2,355
Rock Excavation for Structures	Cu Yd	270	0	270
Concrete Structures	Cu Yd	942	0	942
Concrete Superstructure	Cu Yd	0	108	108
Bridge Deck Grooving	Sq Yd	0	262	262
Protective Coat	Sq Yd	0	325	325
Rustication Finish	Sq Ft	4,975	0	4,975
Erecting Hybrid-composite Beams, 42"	L Sum	0	1	1
Furnishing and Erecting Structural Steel	Pound	0	1,623	1,623
Reinforcement Bars, Epoxy Coated	Pound	122,494	20,390	142,884
Bar Splicers	Each	88	0	88
Name Plates	Each	0	1	1
Preformed Joint Strip Seal	Foot	0	88	88
Elastomeric Bearing Assembly, Type 1	Each	0	6	6
Bridge Seat Sealer	Sq Ft	204	0	204
Geocomposite Wall Drain	Sq Yd	564	0	564
Pipe Underdrains for Structures 4"	Foot	527	0	527
Temporary Soil Retention System	Sq Ft	4,068	0	4,068
Cofferdams	Each	2	0	2
Cofferdam Excavation	Cu Yd	840	0	840

LONG RUN CREEK
BUILT 20 BY
LOCKPORT TOWNSHIP HIGHWAY COMMISSION
WILL COUNTY
SEC. 02-11106-01-BR
STATION 10+00
STR.NO. 099-4152 LOADING HS-20

NAME PLATE

See Std. 515001
For location, see Sht. S-08

SHT. S-02 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**GENERAL NOTES,
INDEX OF SHEETS AND
TOTAL BILL OF MATERIAL**

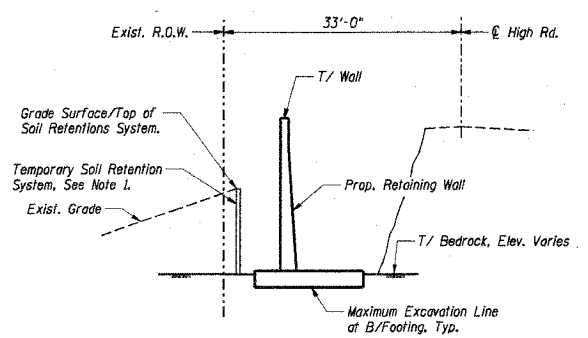
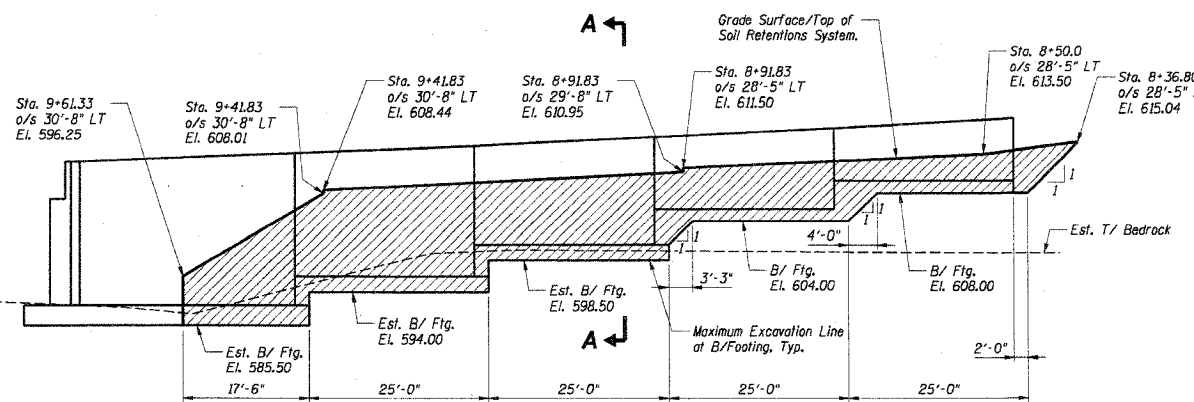
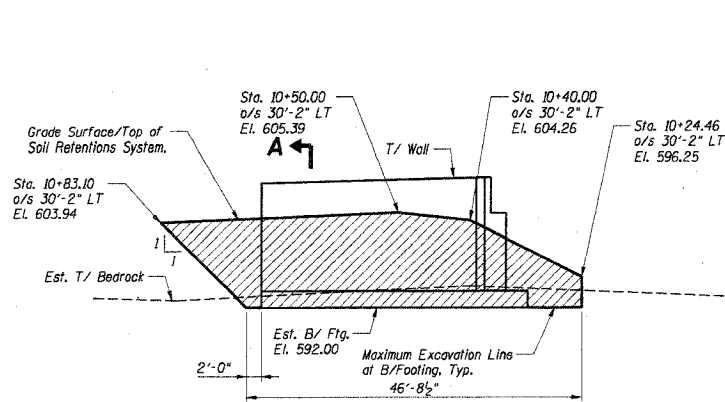
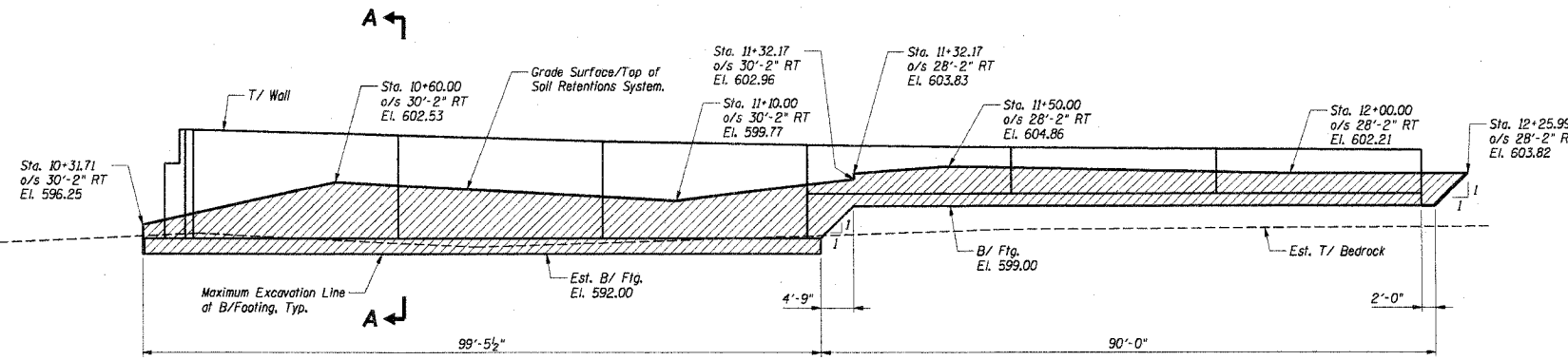
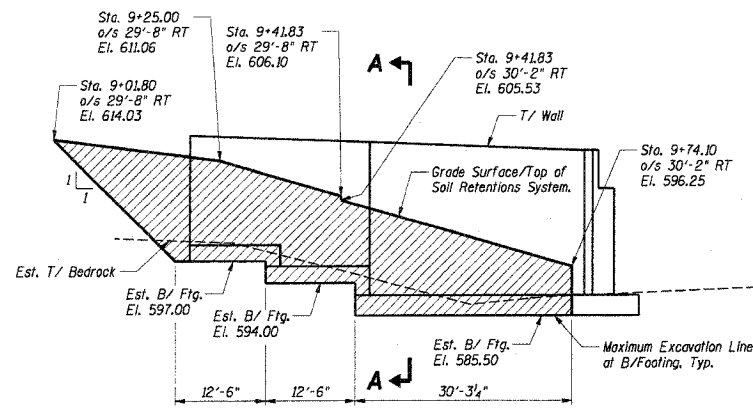
SCALE: _____ DRAWN BY: CCE
DATE: 10-19-2007 CHECKED BY: JRH

TENG

TENG & ASSOCIATES, INC.
3110 W. BROADWAY, SUITE 200
MILWAUKEE, WI 53212
TEL: 414.224.8800

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F.A. No.	SECTION	COUNTY	TOTAL SHEET No.
RT.		WILL	64 19
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
02-11106-01-BR		CONTRACT NO. 63949	



Notes:

1. A cantilever sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the engineer.
2. The contractor shall coordinate the limits and design of the Temporary Soil Retention System adjacent to the Cofferdams to accommodate the constructibility of both systems. The cost of such coordination and associated design and details of the Temporary Soil Retention System shall be included with Temporary Soil Retention System.

SHT. S-03 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

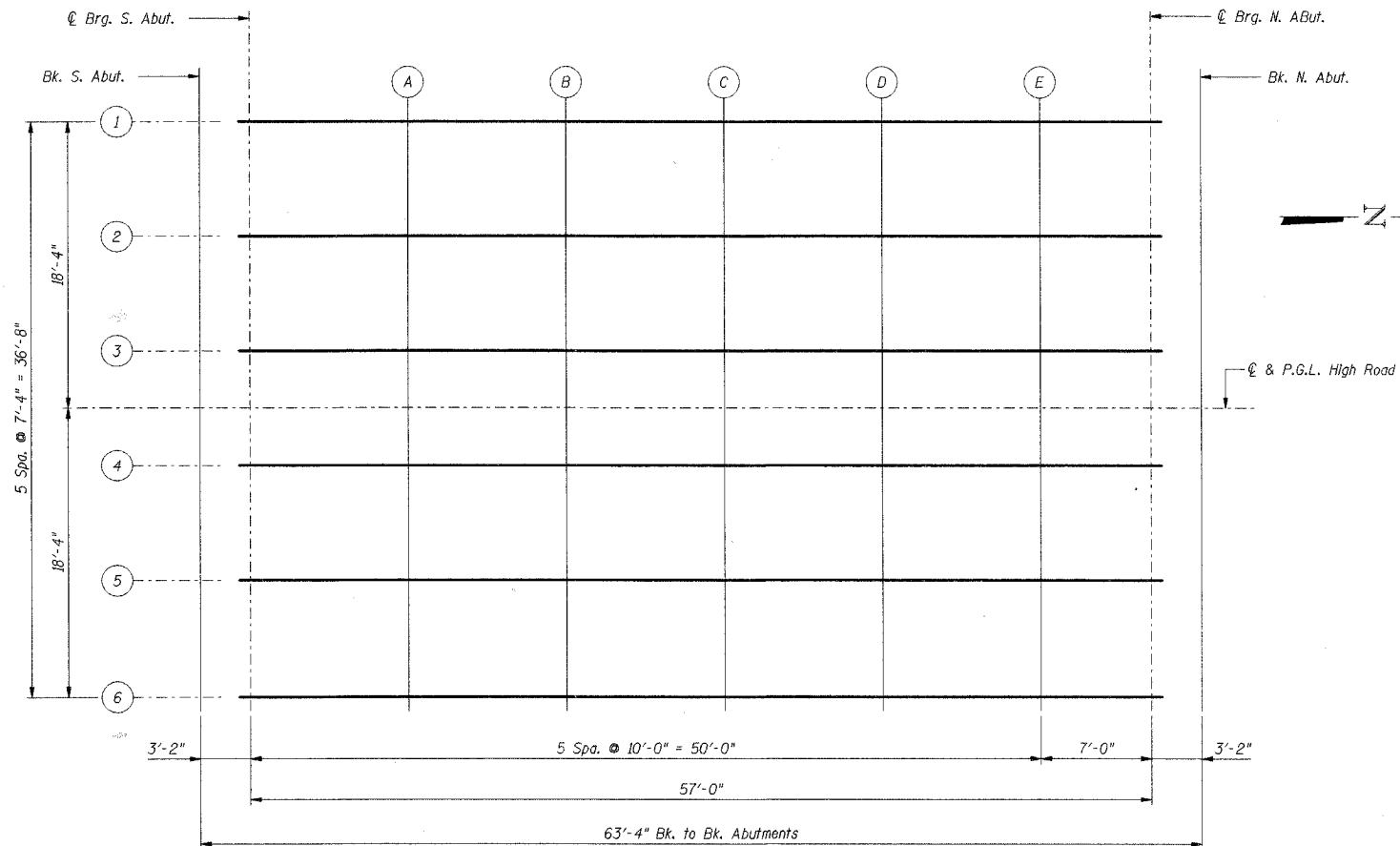
TEMPORARY SOIL RETENTION SYSTEM

SCALE: DRAWN BY: BCK
 DATE: 10-19-2007 CHECKED BY: CCE

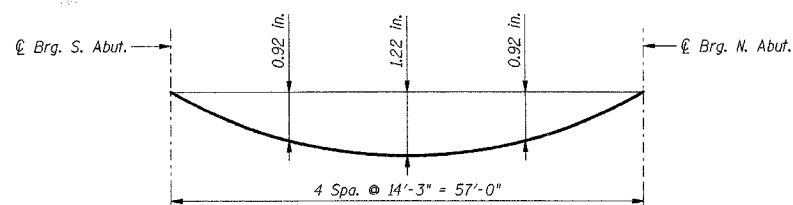
TENG

TENG & ASSOCIATES, INC.
 REGISTERED PROFESSIONAL ENGINEERS
 200 N. ROCKFORD AVE. CHICAGO, IL 60610
 TEL: 312.345.1000 FAX: 312.345.1001

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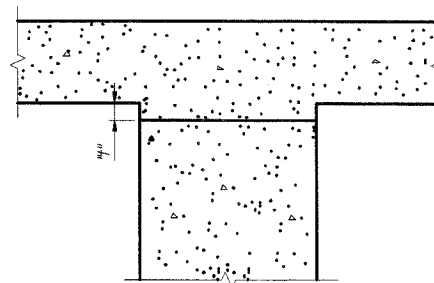
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete deck, excluding beams).

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 shown on this sheet.



FILLET HEIGHTS

To determine "h": After all hybrid-composite beams have 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 this sheet, minus the slab thickness, equals the fillet heights "h" above the top flanges of the beams.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	-18.33	612.06	612.06
CL. Of S. Brg.	9+79.00	-18.33	611.94	611.94
A	9+89.00	-18.33	611.57	611.63
B	9+99.00	-18.33	611.21	611.31
C	10+09.00	-18.33	610.87	610.97
D	10+19.00	-18.33	610.55	610.63
E	10+29.00	-18.33	610.24	610.28
CL. Of N. Brg.	10+36.00	-18.33	610.03	610.03
Bk. N. Abut.	10+39.17	-18.33	609.94	609.94

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	-11.00	612.20	612.20
CL. Of S. Brg.	9+79.00	-11.00	612.08	612.08
A	9+89.00	-11.00	611.71	611.77
B	9+99.00	-11.00	611.36	611.45
C	10+09.00	-11.00	611.02	611.12
D	10+19.00	-11.00	610.69	610.78
E	10+29.00	-11.00	610.38	610.43
CL. Of N. Brg.	10+36.00	-11.00	610.17	610.17
Bk. N. Abut.	10+39.17	-11.00	610.08	610.08

P.G.L. HIGH ROAD

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	0.00	612.42	612.42
CL. Of S. Brg.	9+79.00	0.00	612.30	612.30
A	9+89.00	0.00	611.93	611.99
B	9+99.00	0.00	611.58	611.67
C	10+09.00	0.00	611.24	611.34
D	10+19.00	0.00	610.91	611.00
E	10+29.00	0.00	610.60	610.65
CL. Of N. Brg.	10+36.00	0.00	610.39	610.39
Bk. N. Abut.	10+39.17	0.00	610.30	610.30

BEAM 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	11.00	612.20	612.20
CL. Of S. Brg.	9+79.00	11.00	612.08	612.08
A	9+89.00	11.00	611.71	611.77
B	9+99.00	11.00	611.36	611.45
C	10+09.00	11.00	611.02	611.12
D	10+19.00	11.00	610.69	610.78
E	10+29.00	11.00	610.38	610.43
CL. Of N. Brg.	10+36.00	11.00	610.17	610.17
Bk. N. Abut.	10+39.17	11.00	610.08	610.08

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	-3.67	612.35	612.35
CL. Of S. Brg.	9+79.00	-3.67	612.23	612.23
A	9+89.00	-3.67	611.86	611.92
B	9+99.00	-3.67	611.51	611.60
C	10+09.00	-3.67	611.17	611.27
D	10+19.00	-3.67	610.84	610.93
E	10+29.00	-3.67	610.53	610.57
CL. Of N. Brg.	10+36.00	-3.67	610.32	610.32
Bk. N. Abut.	10+39.17	-3.67	610.23	610.23

BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	3.67	612.35	612.35
CL. Of S. Brg.	9+79.00	3.67	612.23	612.23
A	9+89.00	3.67	611.86	611.92
B	9+99.00	3.67	611.51	611.60
C	10+09.00	3.67	611.17	611.27
D	10+19.00	3.67	610.84	610.93
E	10+29.00	3.67	610.53	610.57
CL. Of N. Brg.	10+36.00	3.67	610.32	610.32
Bk. N. Abut.	10+39.17	3.67	610.23	610.23

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted For Dead Load Deflection
Bk. S. Abut.	9+75.83	18.33	612.06	612.06
CL. Of S. Brg.	9+79.00	18.33	611.94	611.94
A	9+89.00	18.33	611.57	611.63
B	9+99.00	18.33	611.21	611.31
C	10+09.00	18.33	610.87	610.97
D	10+19.00	18.33	610.55	610.63
E	10+29.00	18.33	610.24	610.28
CL. Of N. Brg.	10+36.00	18.33	610.03	610.03
Bk. N. Abut.	10+39.17	18.33	609.94	609.94

SHT. S-04 OF 28

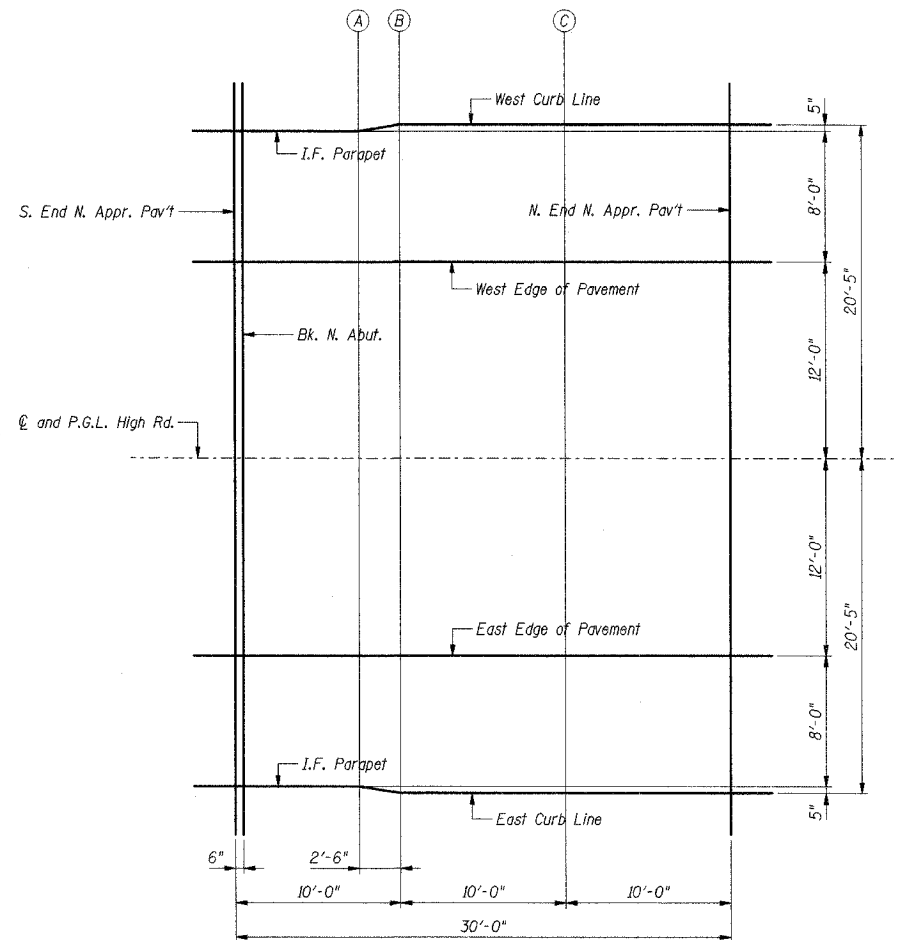
REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

TOP OF DECK ELEVATIONS

SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY: JRH

TENG
TENG & ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEERS
200 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.281.4000



PLAN
NORTH APPROACH PAVEMENT

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Appr. Pav't	10+38.67	-20.00	609.92
A	10+46.17	-20.00	609.71
B	10+48.67	-20.42	609.63
C	10+58.67	-20.42	609.36
N. End N. Appr. Pav't	10+68.67	-20.42	609.11

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Appr. Pav't	10+38.67	-12.00	610.08
A	10+46.17	-12.00	609.87
B	10+48.67	-12.00	609.80
C	10+58.67	-12.00	609.53
N. End N. Appr. Pav't	10+68.67	-12.00	609.28

C. AND P.G.L. HIGH RD.

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Appr. Pav't	10+38.67	0.00	610.32
A	10+46.17	0.00	610.11
B	10+48.67	0.00	610.04
C	10+58.67	0.00	609.77
N. End N. Appr. Pav't	10+68.67	0.00	609.52

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Appr. Pav't	10+38.67	12.00	610.08
A	10+46.17	12.00	609.87
B	10+48.67	12.00	609.80
C	10+58.67	12.00	609.53
N. End N. Appr. Pav't	10+68.67	12.00	609.28

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevation
S. End N. Appr. Pav't	10+38.67	-20.00	609.92
A	10+46.17	-20.00	609.71
B	10+48.67	-20.42	609.63
C	10+58.67	-20.42	609.36
N. End N. Appr. Pav't	10+68.67	-20.42	609.11

SHT. 5-06 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**TOP OF NORTH APPROACH
PAVEMENT ELEVATIONS**

SCALE: DRAWN BY: CCE
DATE: 9-07-2007 CHECKED BY:



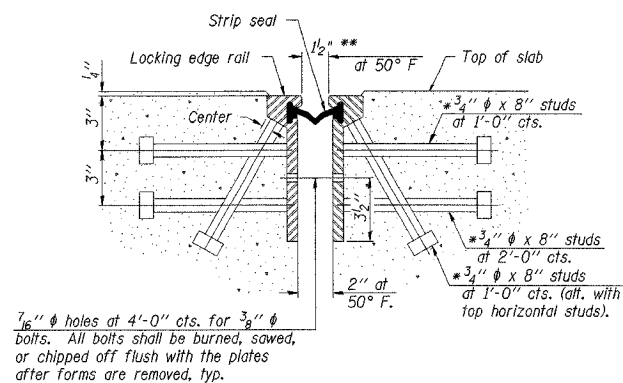
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
510 N. MEYERDAVE AVE. CHICAGO, IL 60610
TEL: 312.354.4900

ERWINCC

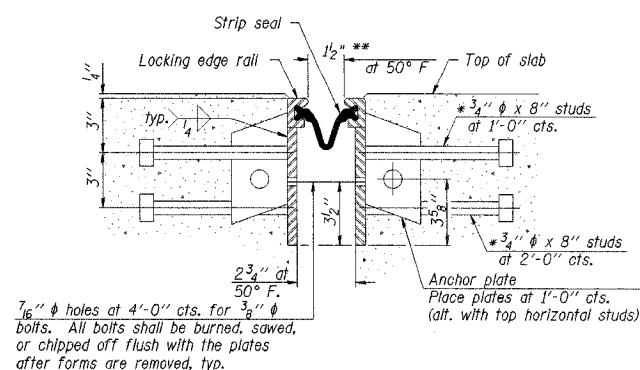
S:\ALTCORP\CONV\1110606\CONV\1110606\STRUCT\02\11106-01\BR\TOP OF NORTH APPROACH PAVEMENT ELEVATIONS.DWG
9/07/2007 11:58:00

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

** When joint is fixed, dimension is set at 1 1/2".

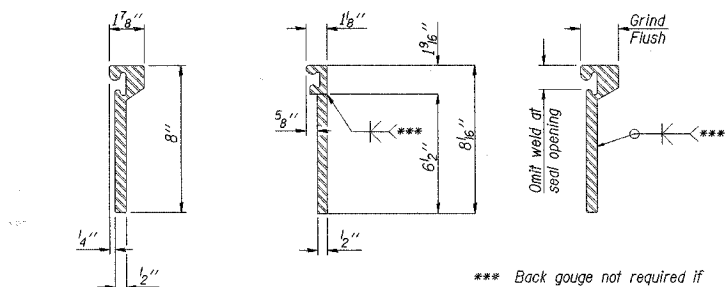


SECTION THRU ROLLED RAIL JOINT



SECTION THRU WELDED RAIL JOINT

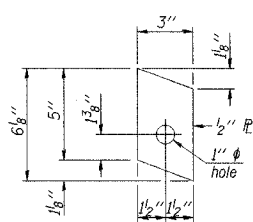
Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
 The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



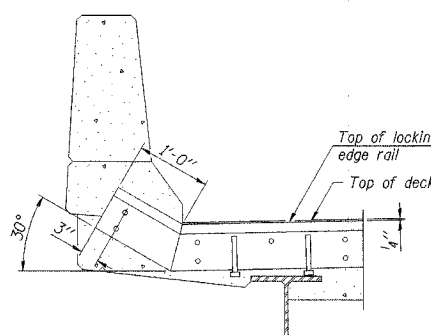
ROLLED (EXTRUDED) RAIL WELDED RAIL LOCKING EDGE RAIL SPLICE

*** Back gouge not required if complete joint penetration is verified by mock-up.

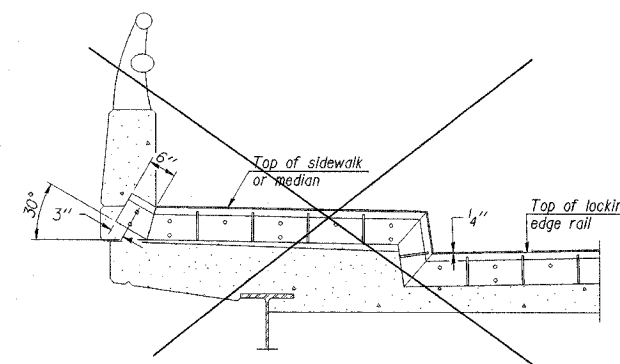
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE (for welded rail)



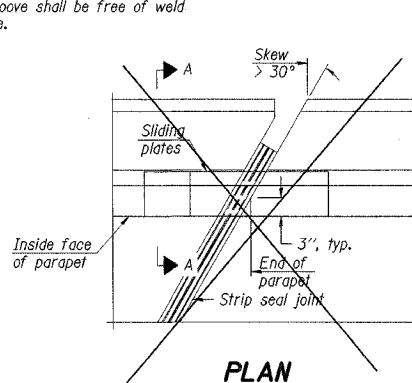
AT PARAPET



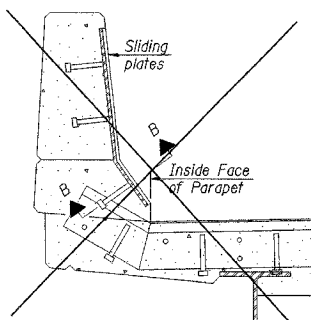
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAILS

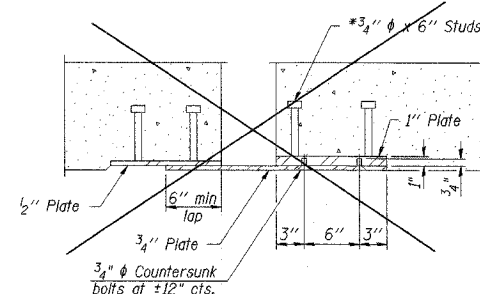


PLAN



SECTION A-A

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	88

POINT BLOCK DETAILS (for skew > 30°)

EJ-SSJ

11-1-06

SHT. 5-09 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

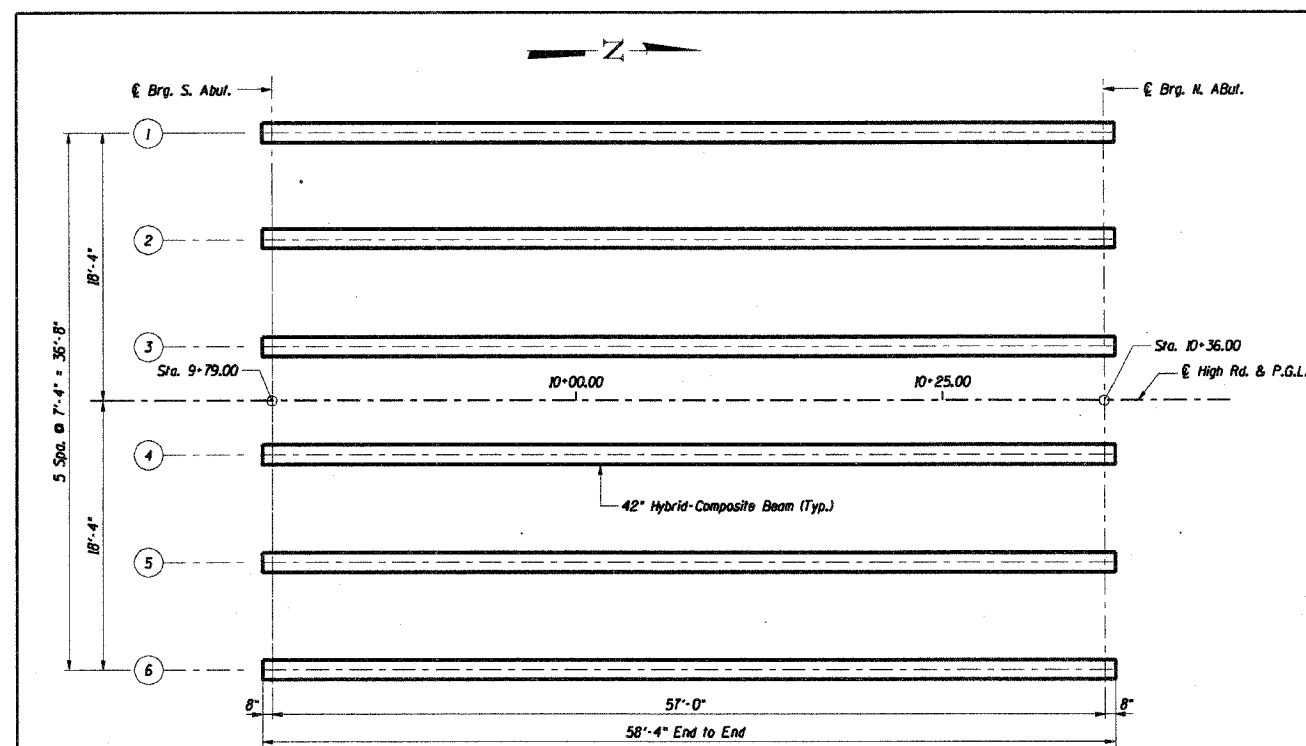
PREFORMED JOINT STRIP SEAL

SCALE: DRAWN BY:
 DATE: 9-07-2007 CHECKED BY: JRH



TENG & ASSOCIATES, INC.
 REGISTERED PROFESSIONAL ENGINEERS
 281 N. HICKORY AVE. CHICAGO, IL 60610
 TELEPHONE: 312-640-4000

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR				CONTRACT NO. 83949



FRAMING PLAN

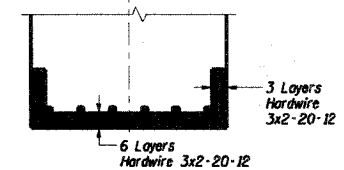
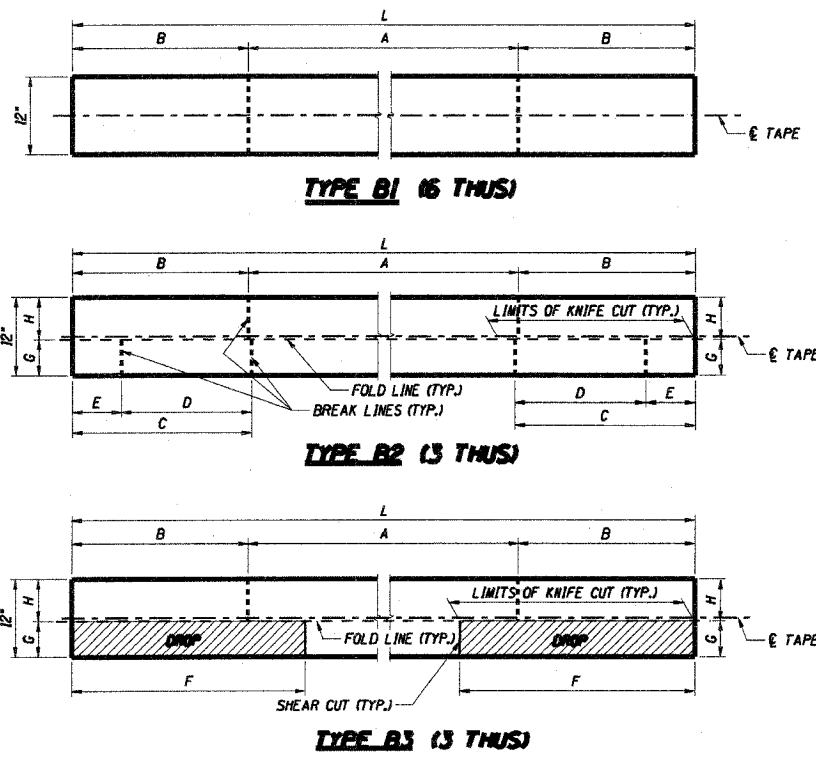
INTERIOR BEAM MOMENT TABLE

0.5 Span		
I _{HCB}	(in ⁴)	68134
I _c	(in ⁴)	104024
S _b HCB	(in ³)	
S _b c	(in ³)	
S _t HCB	(in ³)	
S _t c	(in ³)	
DL	(k-ft)	0.9M
M DL	(k-ft)	371
s DL	(k-ft)	0.470
M _s DL	(k-ft)	191
M LL	(k-ft)	504
M (Imp)	(k-ft)	136
S _t (Mu+I)	(k-ft)	1065
M _o	(k-ft)	2119
M _u	(k-ft)	5201

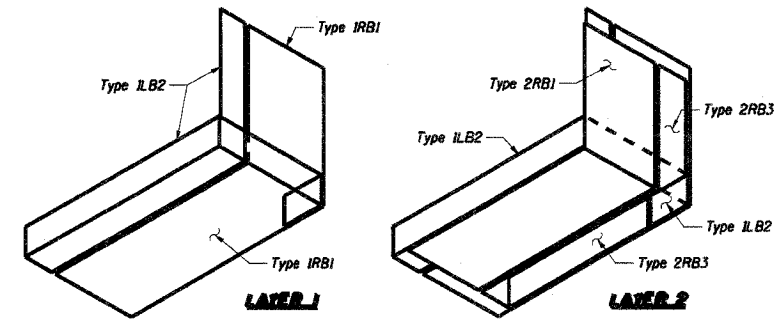
I_{HCB} is the moment of inertia of the HCB beam section.
 I_c is the moment of inertia of the HCB acting compositely with the deck slab.
 S_b and S_t are the non-composite section modulus for the bottom fiber of the HCB.
 S_t and S_t' are the non-composite and composite section modulus for the top fiber of the HCB.
 M DL is the moment due to dead loads on the composite prestressed beam. It is conservatively calculated as 0.5 of the span.
 M_s DL is the moment due to dead loads on the composite section.
 M LL is the moment due to live load on the composite section.
 M (Imp) is the moment due to live load impact on the composite section.
 M_o (applied moment) = 1.3 [M DL + M_s DL + 5/3 (M LL + M)].
 M_u is the full ultimate moment capacity for Hybrid-composite beam acting compositely with the deck slab.

INTERIOR BEAM REACTION TABLE

R. or S. Abut.		
R DL	(k)	39.4
R LL	(k)	38.6
Imp.	(k)	10.4
R (Total)	(k)	88.4



SECTION THRU BEAM



HARDWARE BENDING & LAY-UP SCHEMATIC

HARDWARE BENDING TABLE (all dimensions in inches)

LAYER	TYPE	L	A	B	C	D	E	F	G	H
1 R	B1	782.14	699.61	41.26	-	-	-	-	-	-
1 L	B2	782.14	699.61	41.26	41.31	19.46	21.85	-	6.00	6.00
2 R	B3	781.94	699.51	41.21	-	-	-	63.11	5.95	6.05
2 L	B1	781.94	699.51	41.21	-	-	-	-	-	-
3 R	B1	781.74	699.41	41.16	-	-	-	-	-	-
3 L	B3	781.74	699.41	41.16	-	-	-	62.96	5.90	6.10
4 R	B2	781.54	699.31	41.11	41.16	19.36	21.80	-	5.85	6.15
4 L	B1	781.54	699.31	41.11	-	-	-	-	-	-
5 R	B1	781.34	699.21	41.06	-	-	-	-	-	-
5 L	B2	781.34	699.21	41.06	41.11	19.26	21.85	-	5.80	6.20
6 R	B3	781.14	699.11	41.01	-	-	-	62.96	5.75	6.25
6 L	B1	781.14	699.11	41.01	-	-	-	-	-	-

Work this sheet with Sht. S-11.

SHT. S-10 OF 20

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

FRAMING PLAN

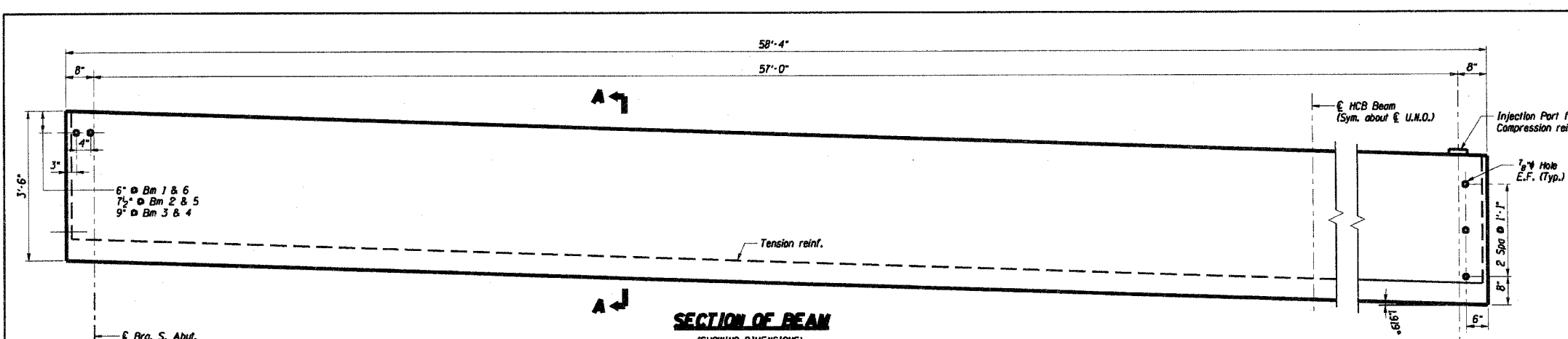
SCALE: DATE: 9-07-2007 DRAWN BY: KK, HBJ CHECKED BY: JRH

TENG

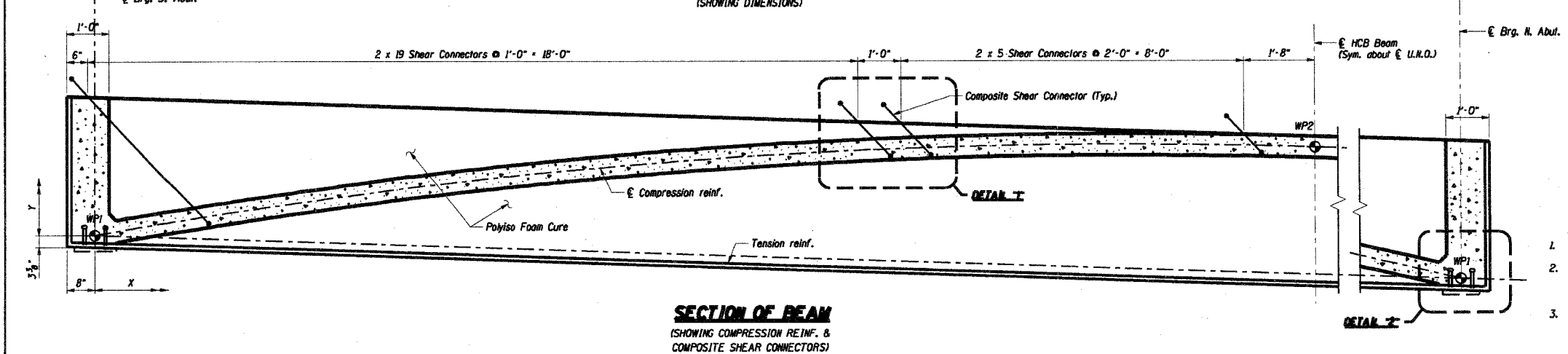
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 110 N. MICHIGAN AVE. CHICAGO, IL 60602
 TELEPHONE: 312.467.4000

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	27
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR			CONTRACT NO. 83949	

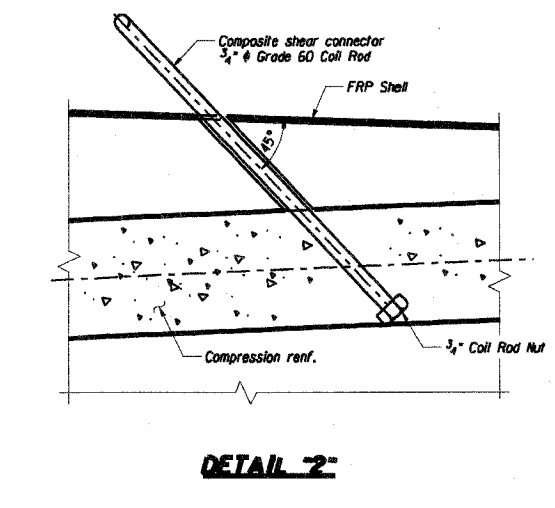
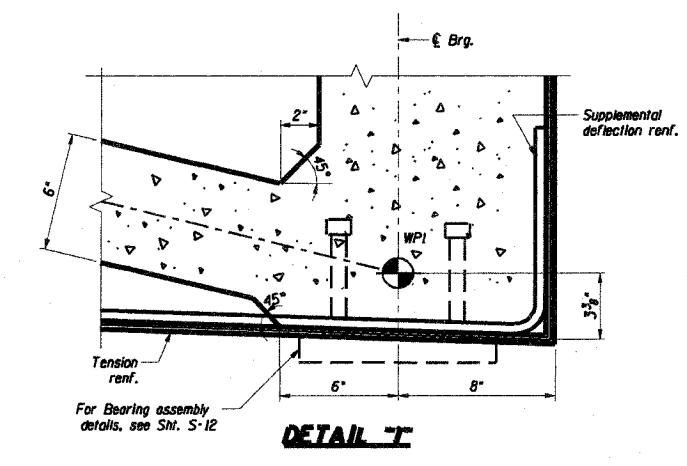
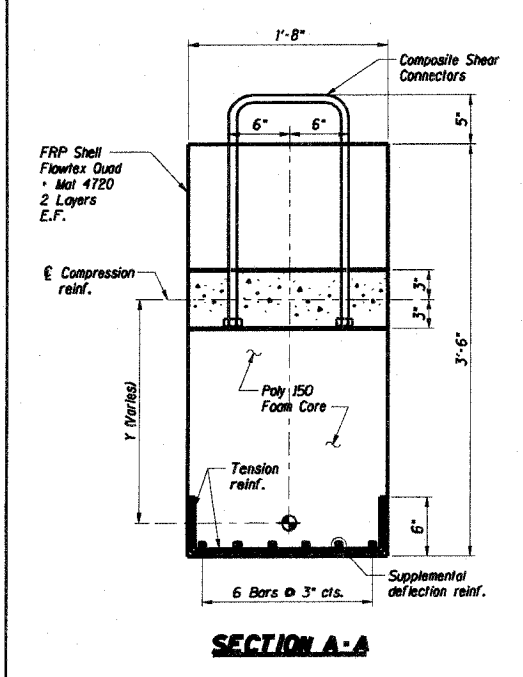


ARCH GEOMETRY	
Z (ft.)	T (ft.)
0	0
34.2	6.77
68.4	12.82
102.6	18.16
136.8	22.79
171.0	26.71
205.0	29.91
239.4	32.40
273.6	34.18
307.8	35.25
342.0	35.61



BILL OF MATERIAL		
Item	Unit	Quantity
Erecting Hybrid-Composite Beams - 42"	L.S.	1

- Work this sheet with the Framing Plan.
- Hybrid-Composite Beams shall be fabricated and erected under separate contracts and shall be paid for according to the Special Provisions Furnishing Hybrid-Composite Beams and Erecting Hybrid-Composite Beams.
- Composite Shear Connectors shall be furnished by the Fabrication Contractor and installed by the Erection Contractor as part of the erection contract.
- Elastomeric bearings shall be furnished and installed by the Erection Contractor as part of the erection contract.
- The concrete compression reinforcement in the HCB's shall be furnished and installed by the Erection Contractor. The compression reinforcement will not be paid for separately, but shall be included in the cost of Erecting Hybrid-Composite Beams.
- Compression reinforcement in the HCB shall be Self-Consolidating Concrete, $f_c = 6,000$ psi.
- Tension reinforcement in the HCB shall be Hardwire Steel Reinforcement, 3 x 2 High Density Tape.
- Supplemental deflection reinforcement may be AASHTO M270 Grade 50 or ASTM A706 Grade 60 and shall be zinc-coated (galvanized) in accordance with ASTM A767.
- The FRP Shell laminate shall be a glass reinforced, vinyl ester polymer conforming to the requirement of the Special Provisions for Furnishing Hybrid-Composite Beams.
- See Sheet 5-07 for Reinforcement Steel in diaphragms.
- Weight of FRP Shell without compression reinforcement is approximately 3,300 lbs.



REVISIONS	
NAME	DATE

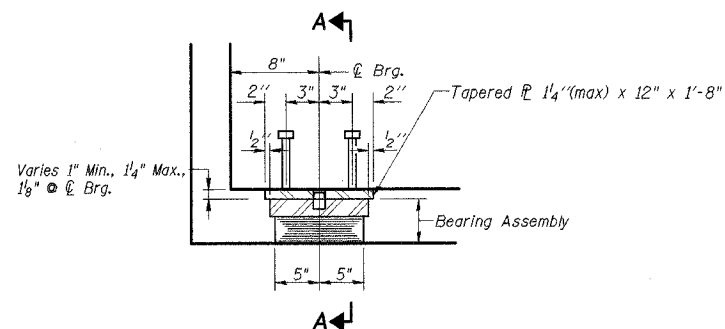
LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**42" HYBRID-COMPOSITE BEAM
ELEVATION AND DETAILS**

SCALE: DATE: 9-07-2007 DRAWN BY: HBJ CHECKED BY: JRH

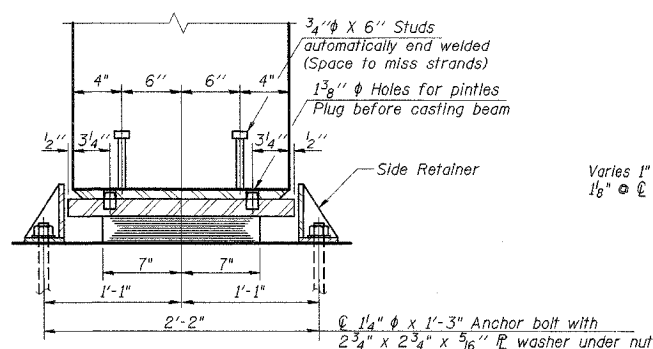
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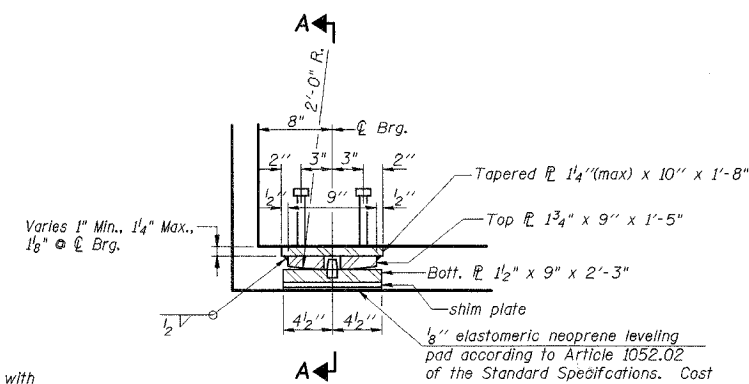
SECTION AT ABUT.

TYPE I ELASTOMERIC EXP. BRG.



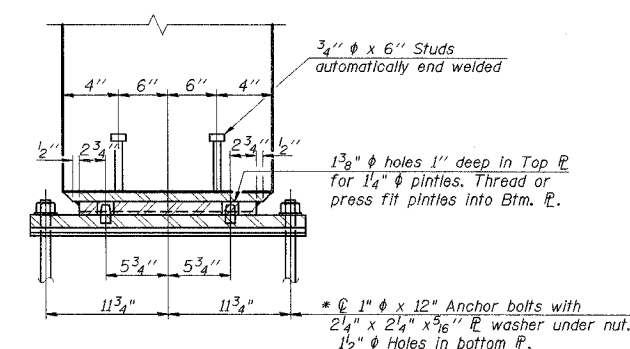
SECTION A-A

Notes:
After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. See sheet of for anchor bolt installation.



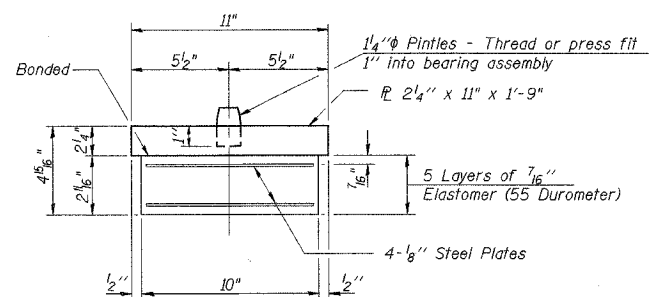
SECTION AT ABUT.

FIXED BEARING



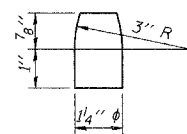
SECTION A-A

* Anchor bolts may be built into the masonry or drilled in place after all beams have been erected. See sheet of for anchor bolt installation.

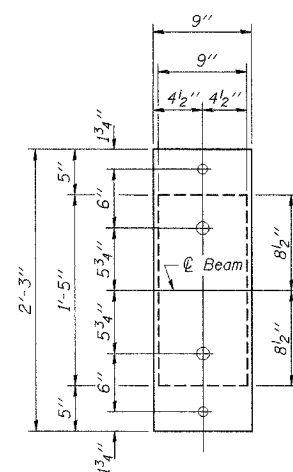


BEARING ASSEMBLY

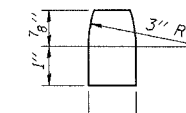
Note: Shim plates shall not be placed under Bearing Assembly.



PINTLE



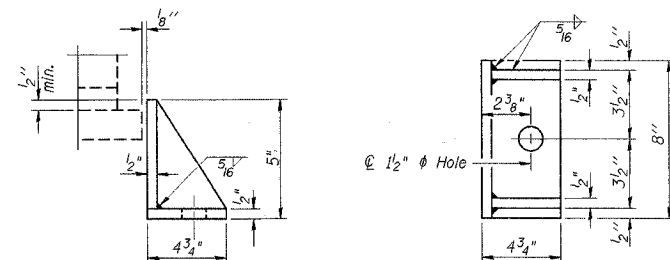
PLAN OF TOP & BOTTOM PLATES



PINTLE

Notes:

- All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M298 (as applicable).
- H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6

SHT. S-12 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

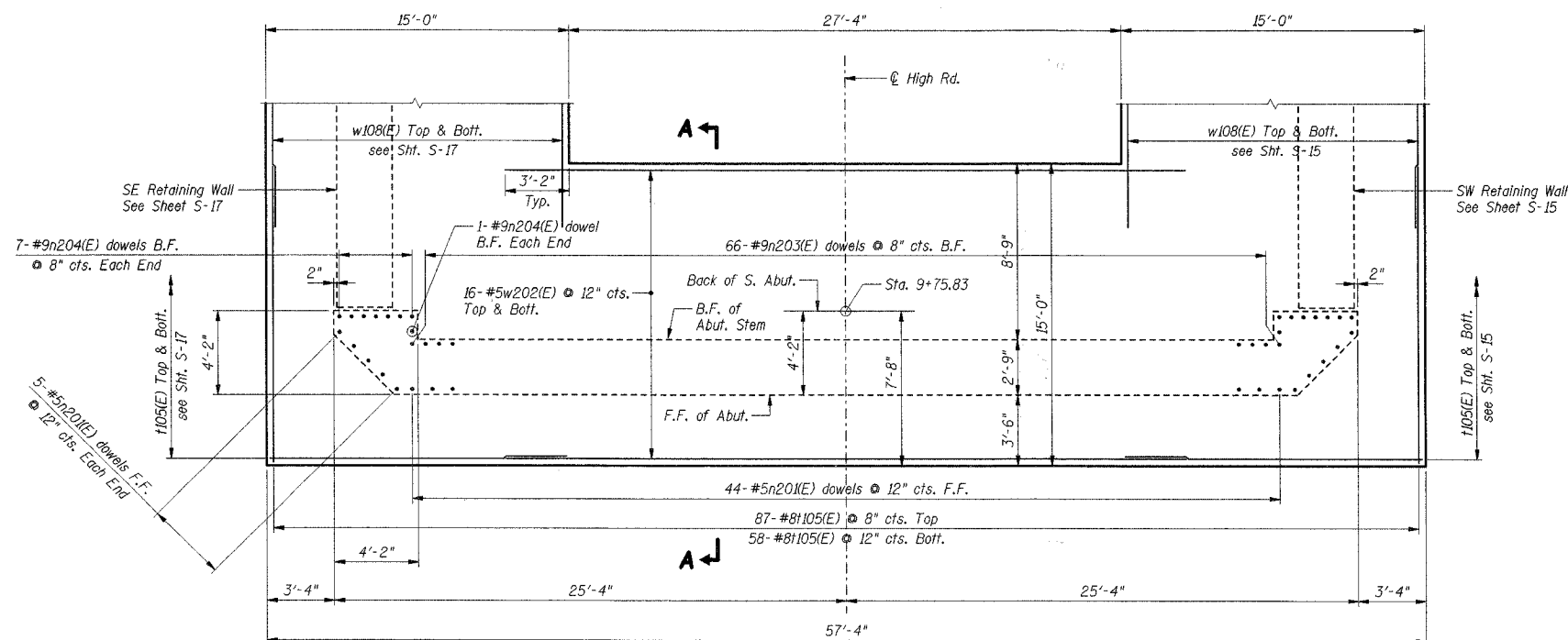
BEARING DETAILS

SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY: JRH

TENG TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
261 S. MICHIGAN AVE. CHICAGO, IL 60601
TEL: 312.943.8800 FAX: 312.943.8801

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 S:\DOCUMENTS\02329902\STRUCT\02A.BRG\02A.DGN
 ERW/ACC

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	29
STA. TO STA.				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		



FOOTING PLAN - SOUTH ABUTMENT

Notes:

1. Work this sheet with Shts. S-14 thru S-24.
2. Maximum applied bearing pressure: 7.5 ksf @ El. 589.50.
3. For Section A-A, see Sheet S-14.
4. For Bar List & Bill of Material, see Sheet S-24.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. F.F. denotes Front Face.
B.F. denotes Back Face.

SHT. S-13 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

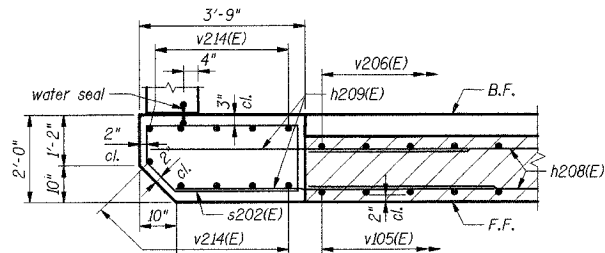
**SOUTH ABUTMENT
FOUNDATION**

SCALE: DRAWN BY: CCE
DATE: 9-07-2007 CHECKED BY:

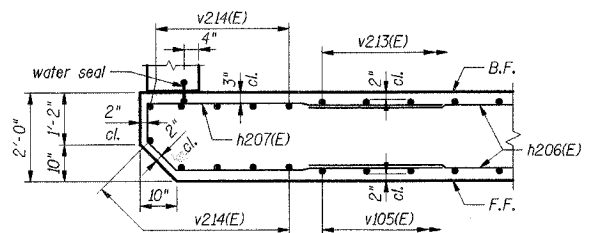
TENG

TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS SURVEYORS
300 N. MERIDIAN AVE. CHICAGO, IL 60601
TEL: 312.953.3000 FAX: 312.953.3001

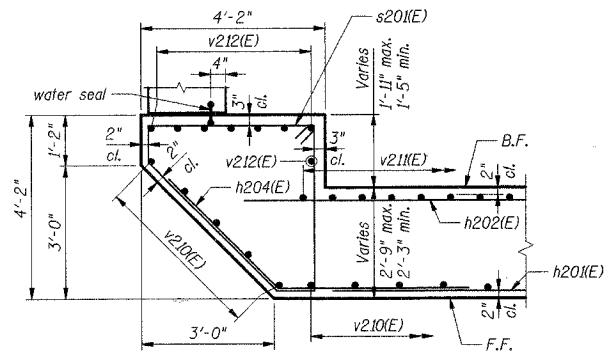
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	30
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* 02-11106-01-BR		CONTRACT NO. 83949		



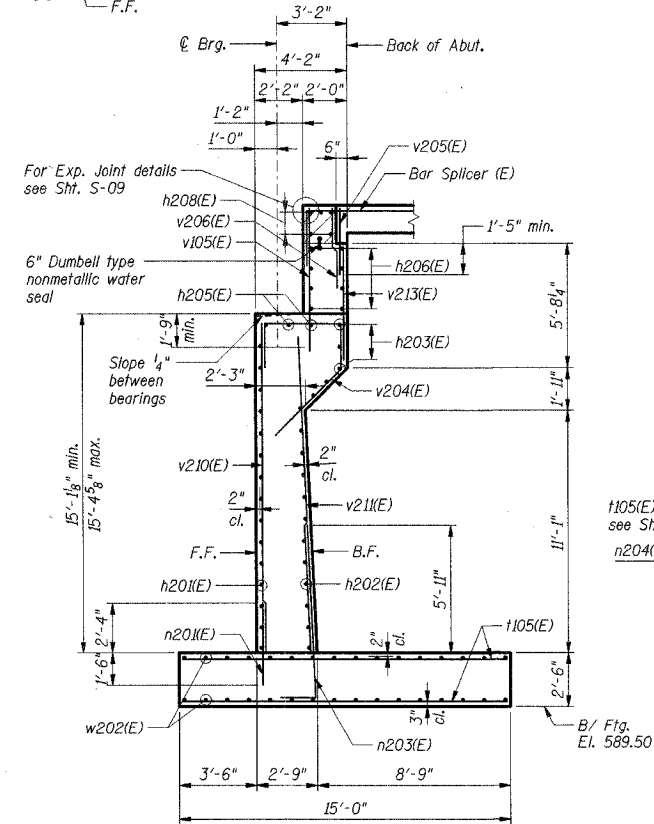
SECTION D-D



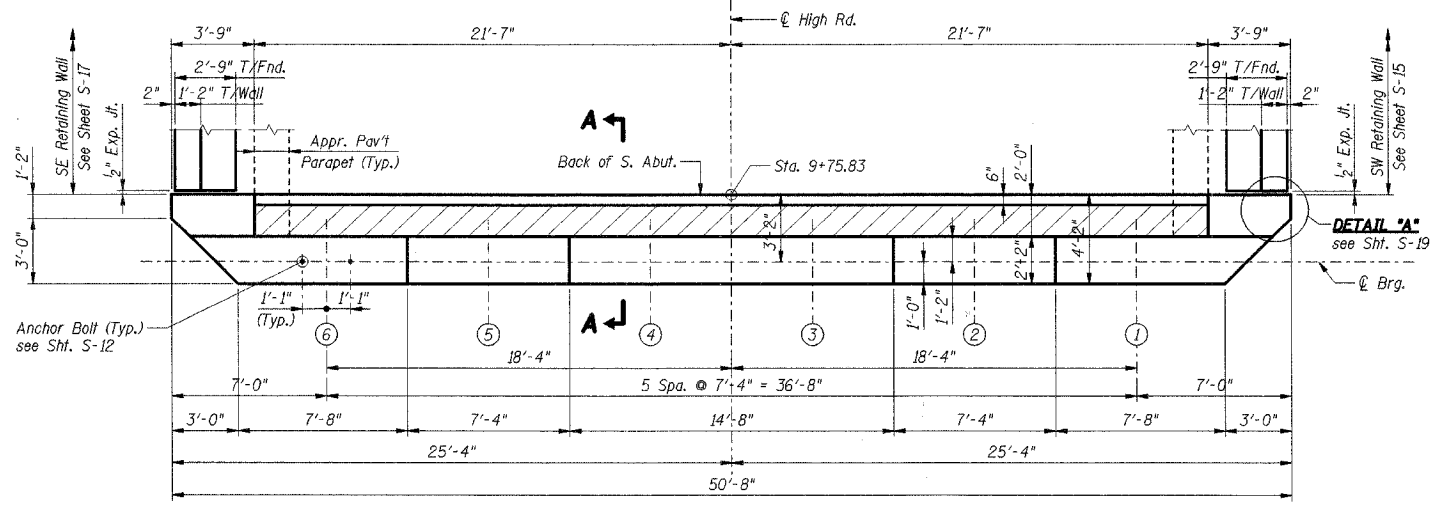
SECTION C-C



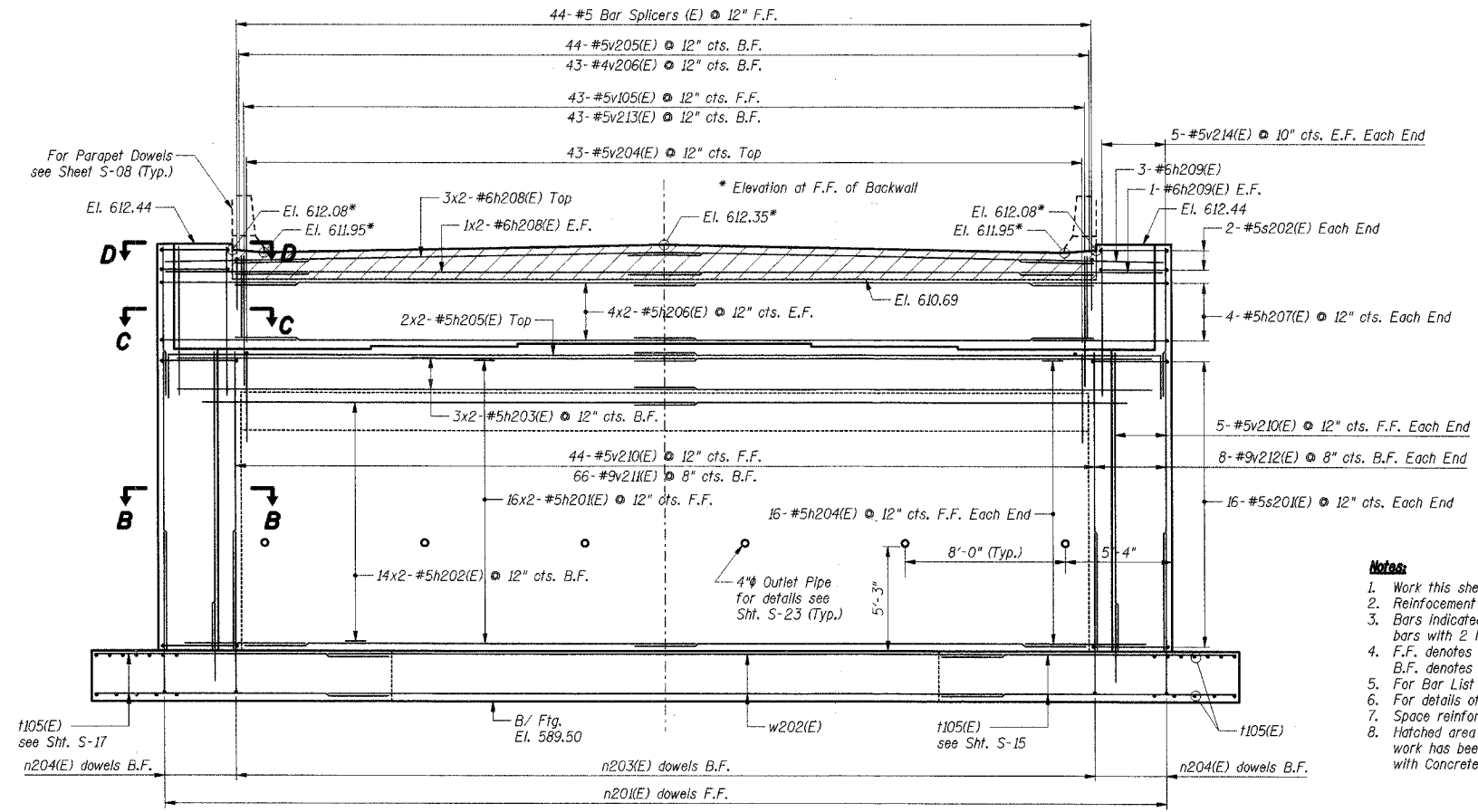
SECTION B-B



SECTION A-A



TOP PLAN - SOUTH ABUTMENT



ELEVATION - SOUTH ABUTMENT

BEARING SEAT ELEVATIONS	
Beam	S. Abut.
1	607.10
2	607.24
3	607.39
4	607.39
5	607.24
6	607.10

- Notes:**
1. Work this sheet with Shts. S-13 thru S-24.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 16x2-#5 etc. indicates 16 lines of bars with 2 lengths per line.
 4. F.F. denotes Front Face.
B.F. denotes Back Face.
 5. For Bar List & Bill of Material, see Sht. S-24.
 6. For details of Bar Splicers, see Sht. S-26.
 7. Space reinforcement in cap to miss anchor bolts.
 8. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.

Lap Lengths		
Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

SH. S-14 OF 28	
REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
 TR216A HIGH ROAD OVER LONG RUN CREEK
 SECTION 02-11106-01-BR

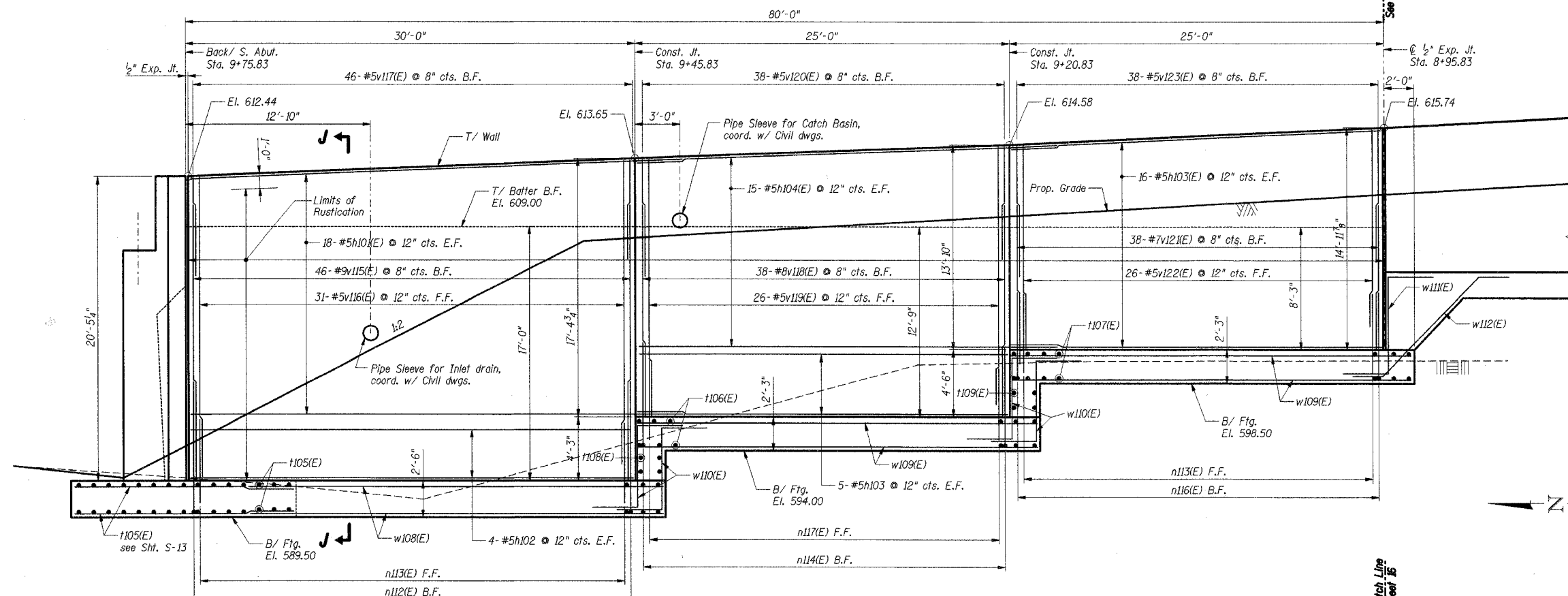
**SOUTH ABUTMENT
 PLAN, ELEVATION AND DETAILS**

SCALE: _____ DRAWN BY: CCE
 DATE: 9-07-2007 CHECKED BY: _____

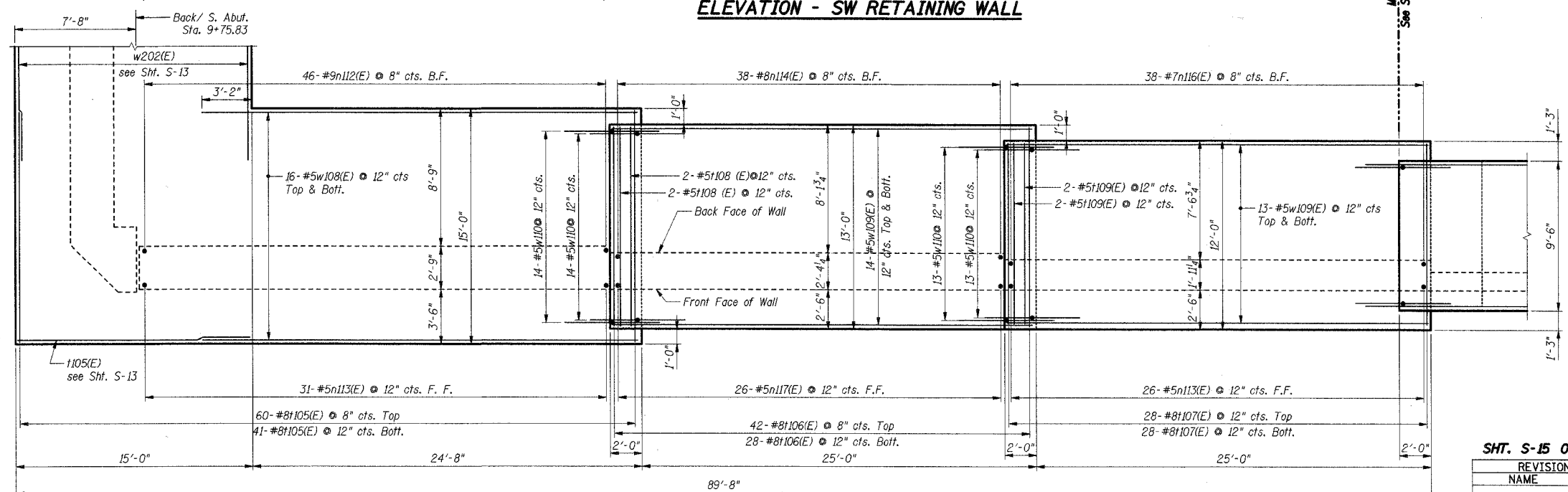
TENG

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	31
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		



ELEVATION - SW RETAINING WALL



FOOTING PLAN - SW RETAINING WALL

Lap Lengths		
Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-

- Notes:**
1. Work this sheet with Shts. S-13 thru S-24.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. F.F. denotes Front Face.
B.F. denotes Back Face.
 4. For Bar List & Bill of Material, see Sht. S-24.
 5. For Section J-J, see Sht. S-23.

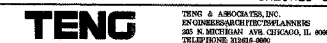
SHT. S-15 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

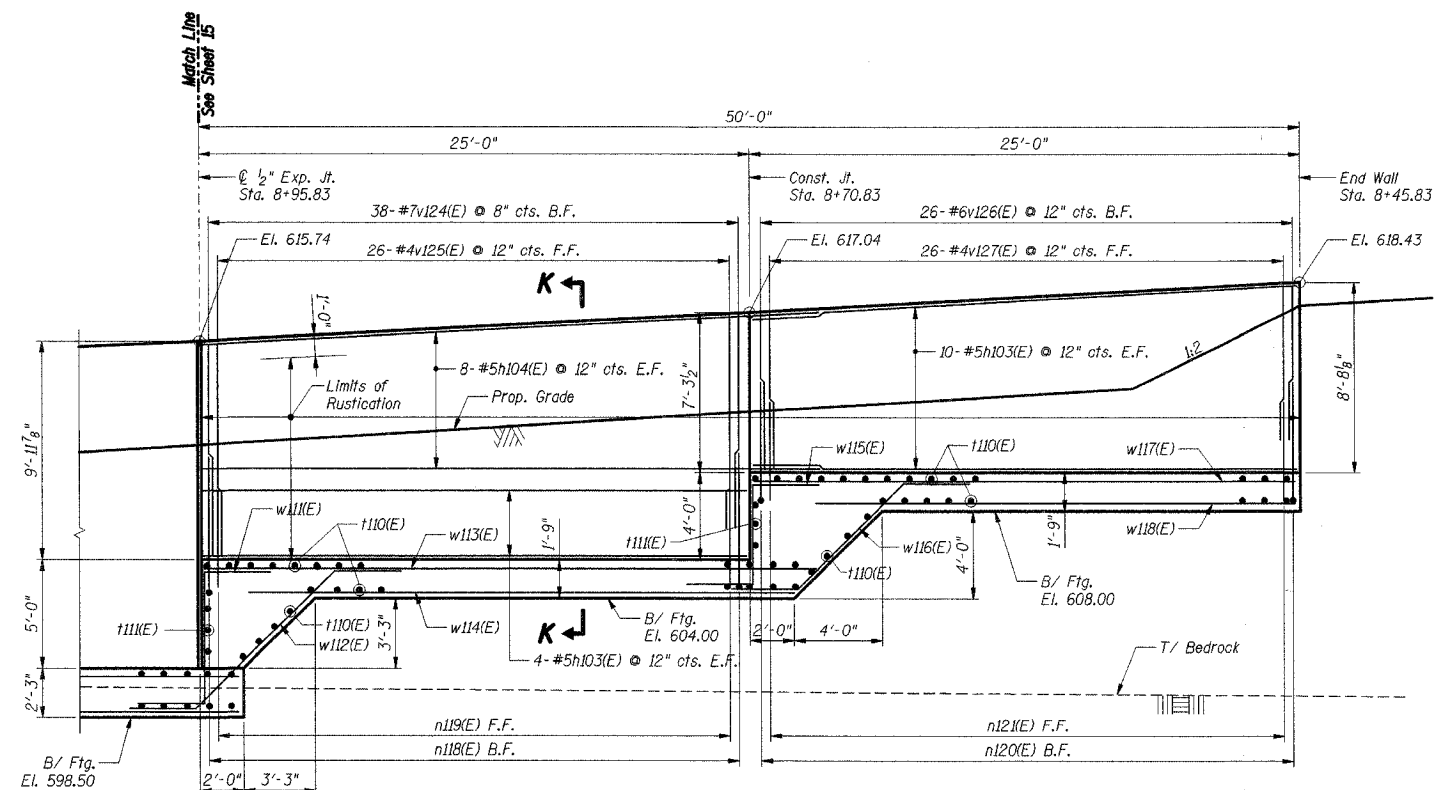
**SOUTHWEST RETAINING WALL
PLAN AND ELEVATION 1**

SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY: CCE

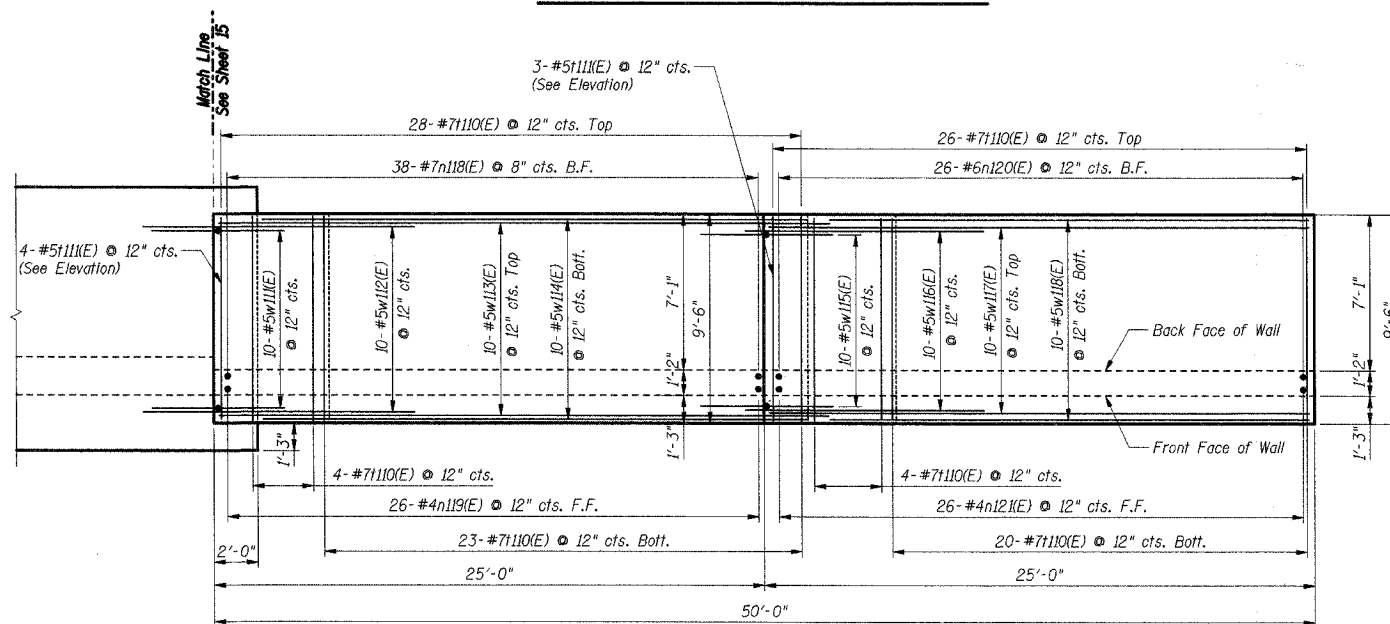


ERWINCC
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	32
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		



ELEVATION - SW RETAINING WALL



FOOTING PLAN - SW RETAINING WALL

- Notes:**
1. Work this sheet with Shts. S-13 thru S-24.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. F.F. denotes Front Face.
B.F. denotes Back Face.
 4. For Bar List & Bill of Material, see Sht. S-24.
 5. For Section K-K, see Sht. S-23.

SHT. S-16 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**SOUTHWEST RETAINING WALL
PLAN AND ELEVATION 2**

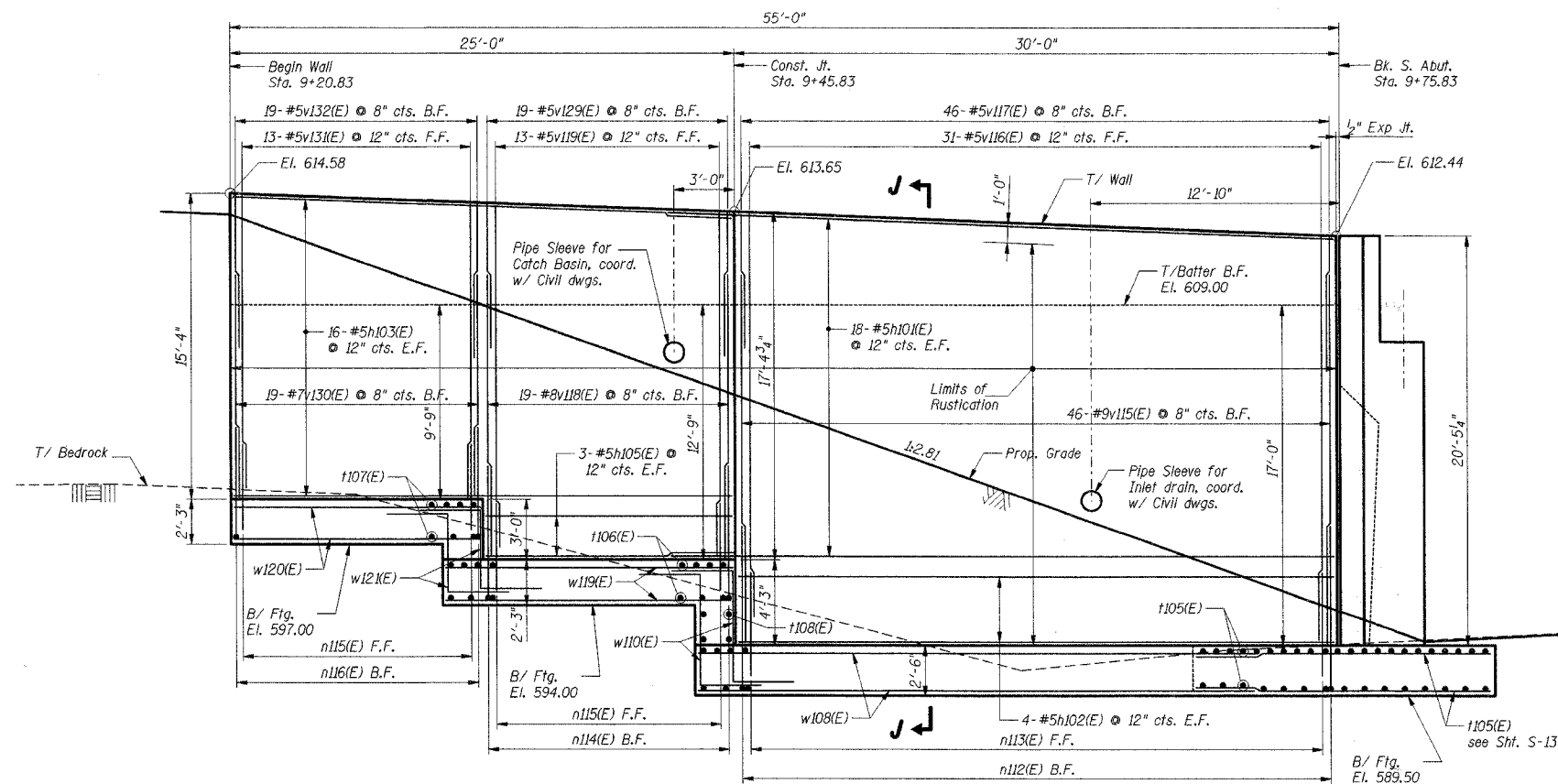
SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY:

TENG
TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
300 N. MICHIGAN AVE. CHICAGO, IL 60610
TELEPHONE: 312.587.1100

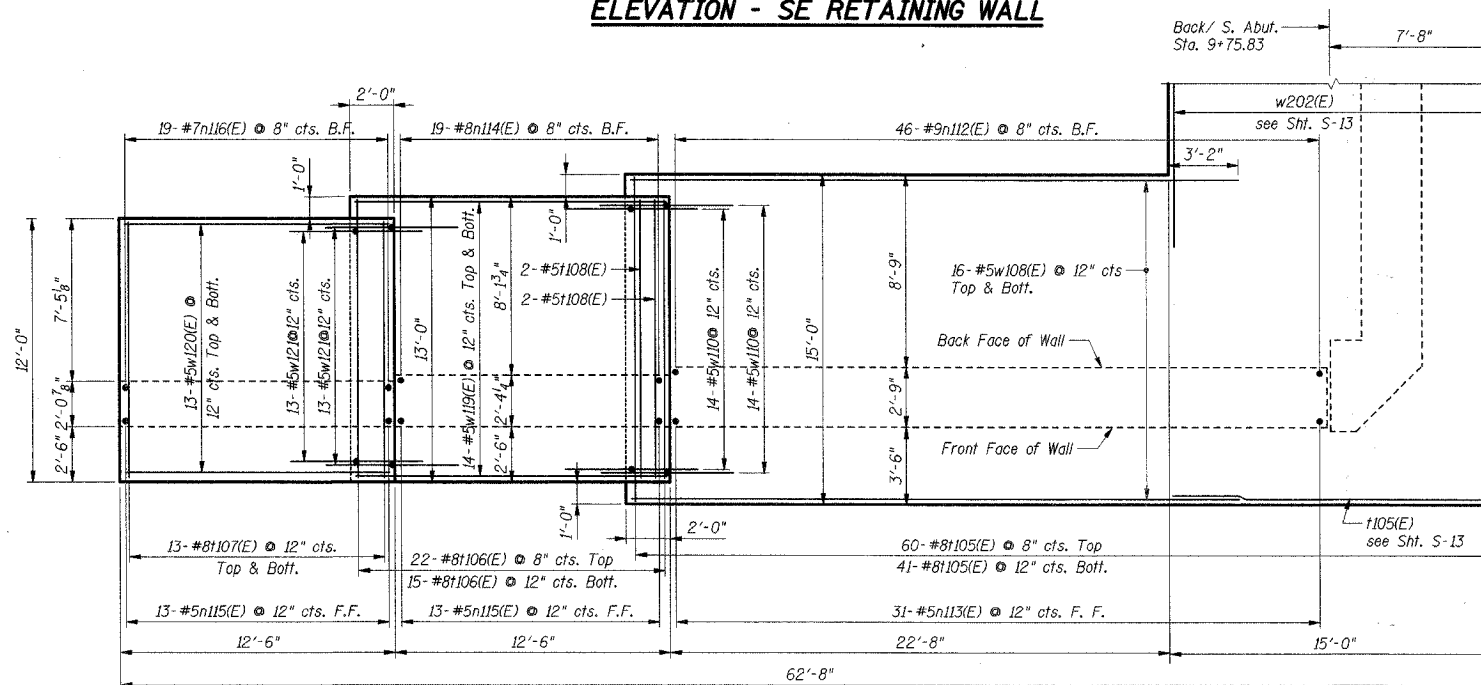
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*		64	33
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



ELEVATION - SE RETAINING WALL



FOOTING PLAN - SE RETAINING WALL

Notes:

1. Work this sheet with Shts. S-13 thru S-24.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. F.F. denotes Front Face.
B.F. denotes Back Face.
4. For Bar List & Bill of Material, see Sht. S-24.
5. For Section J-J, see Sht. S-23.

SHT. S-17 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**SOUTHEAST RETAINING WALL
PLAN AND ELEVATION**

SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY:

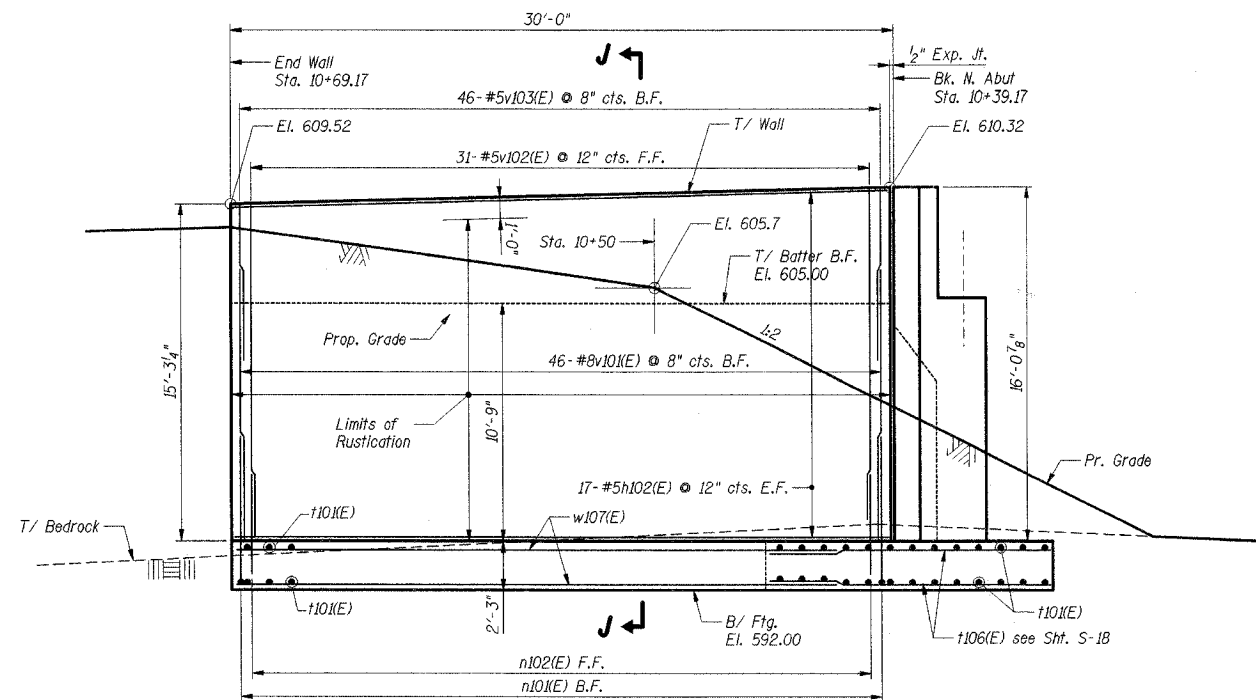


TENG & ASSOCIATES, INC.
ENGINEERS & ARCHITECTS
300 N. MERIDIAN AVE., CHICAGO, IL 60610
TEL: 312.329.1000 FAX: 312.329.1001

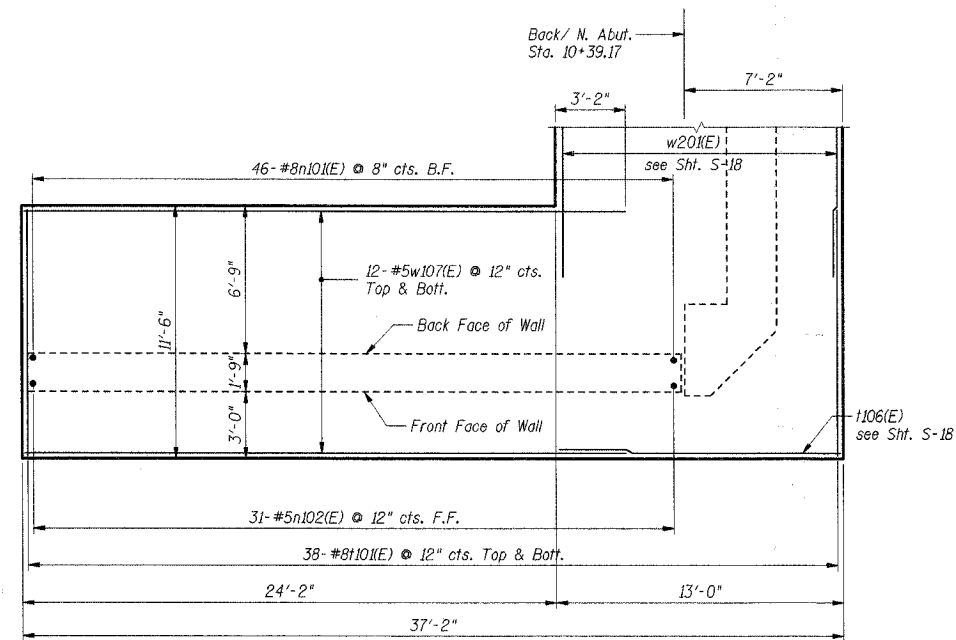
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



ELEVATION - NW RETAINING WALL



FOOTING PLAN - NW RETAINING WALL

Notes:

1. Work this sheet with Shts. S-18 thru S-24.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. F.F. denotes Front Face.
B.F. denotes Back Face.
4. For Bar List & Bill of Material, see Sht. S-24.
5. For Section J-J, see Sht. S-23.

SHT. S-20 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

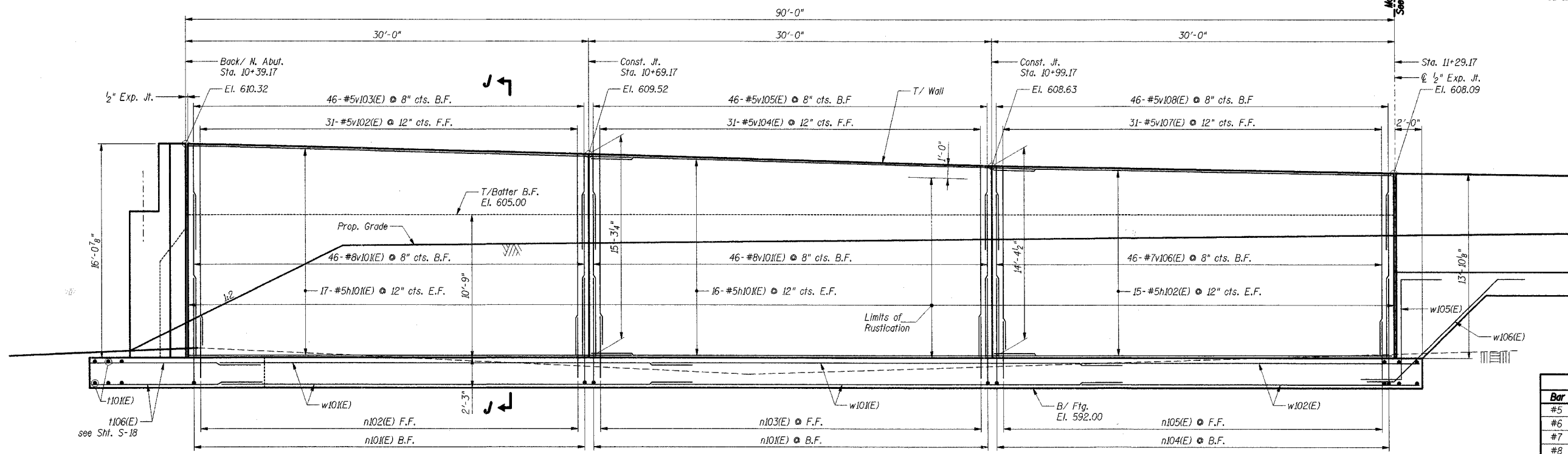
**NORTHWEST RETAINING WALL
PLAN AND ELEVATION**

SCALE: DATE: 9-07-2007 DRAWN BY: KK CHECKED BY: CCE



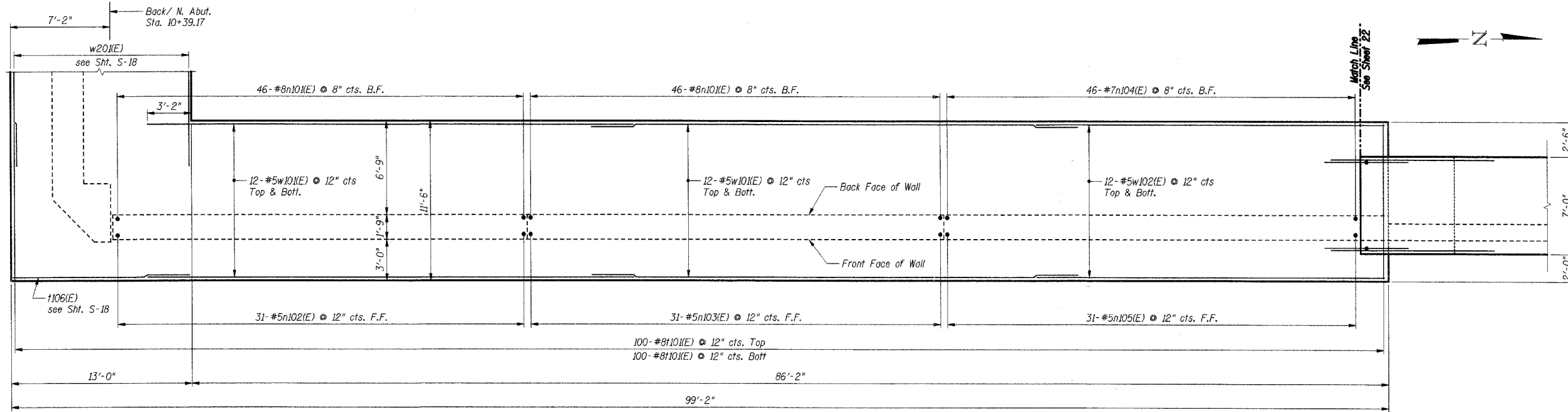
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	37
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



ELEVATION - NE RETAINING WALL

Lap Lengths		
Bar	Min. Vert. Lap	Min. Hor. Lap
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"
#7	3'-5"	-
#8	4'-6"	4'-6"
#9	5'-9"	-



FOOTING PLAN - NE RETAINING WALL

- Notes:**
1. Work this sheet with Shts. S-18 thru S-24.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. F.F. denotes Front Face.
B.F. denotes Back Face.
 4. For Bar List & Bill of Material, see Sht. S-24.
 5. For Section J-J, see Sht. S-23.

SHT. S-21 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**NORTHEAST RETAINING WALL
PLAN AND ELEVATION 1**

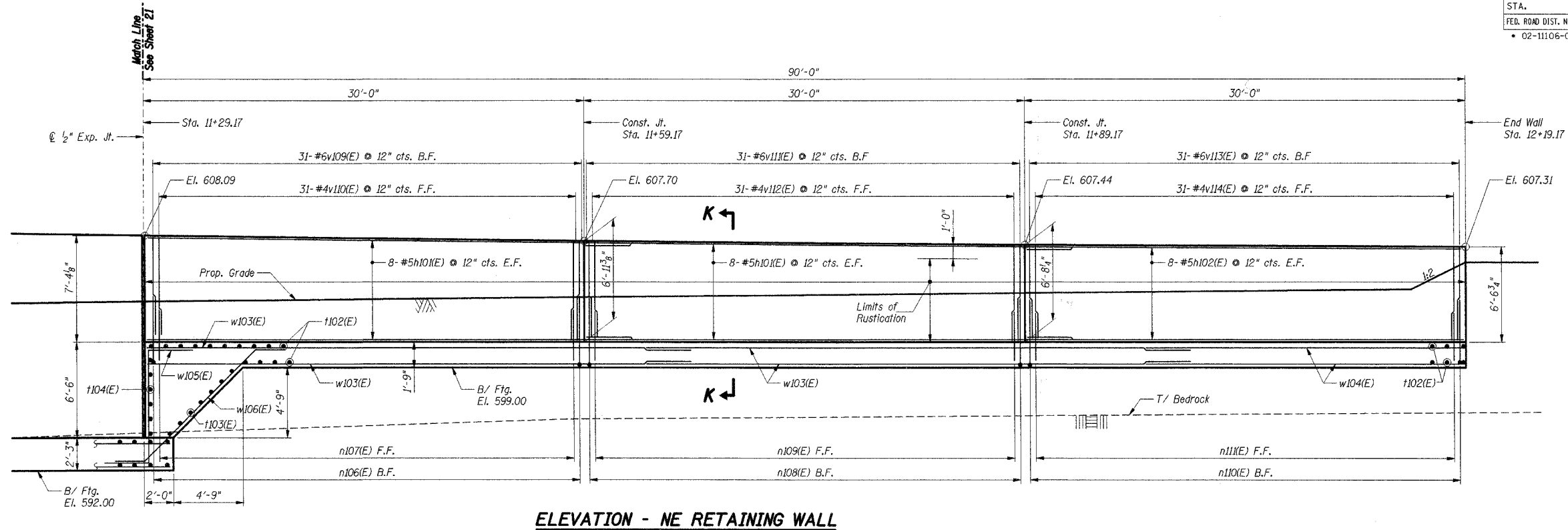
SCALE: DATE: 9-07-2007 DRAWN BY: KK CHECKED BY: CCE

TENG

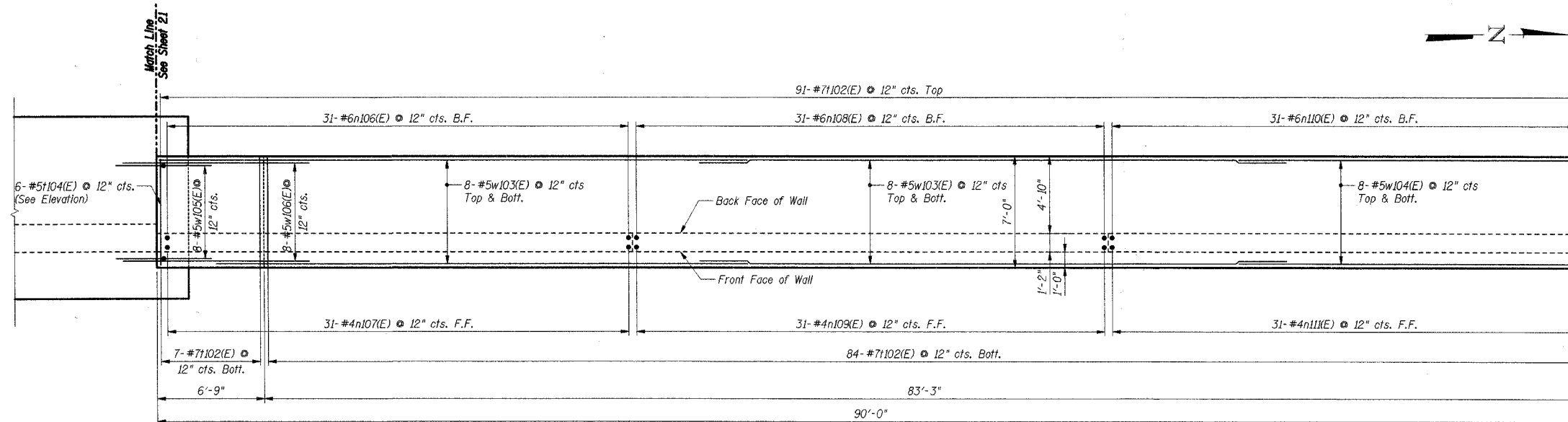
TENG & ASSOCIATES, INC.
385 N. MICHIGAN AVE., CHICAGO, IL 60611
TEL: 312.587.8000 FAX: 312.587.8000

EFWINC
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	38
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR			CONTRACT NO. 83949	



ELEVATION - NE RETAINING WALL



FOOTING PLAN - NE RETAINING WALL

Notes:

1. Work this sheet with Shts. S-18 thru S-24.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. F.F. denotes Front Face, B.F. denotes Back Face.
4. For Bar List & Bill of Material, see Sht. S-24.
5. For Section K-K, see Sht. S-23.

SHT. S-22 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**NORTHEAST RETAINING WALL
PLAN AND ELEVATION 2**

SCALE: DATE: 9-07-2007 DRAWN BY: KK CHECKED BY: CCE

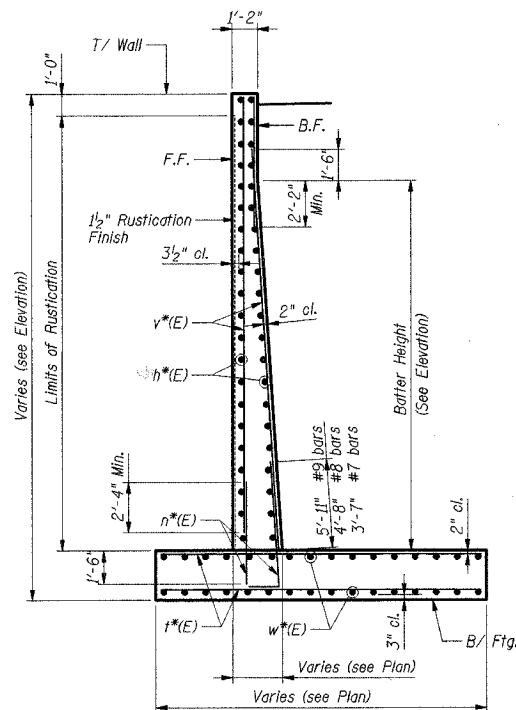


TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
200 N. SHERIDAN AVE. CHICAGO, IL 60604
TELEPHONE 312.616.9000

ERWINCC

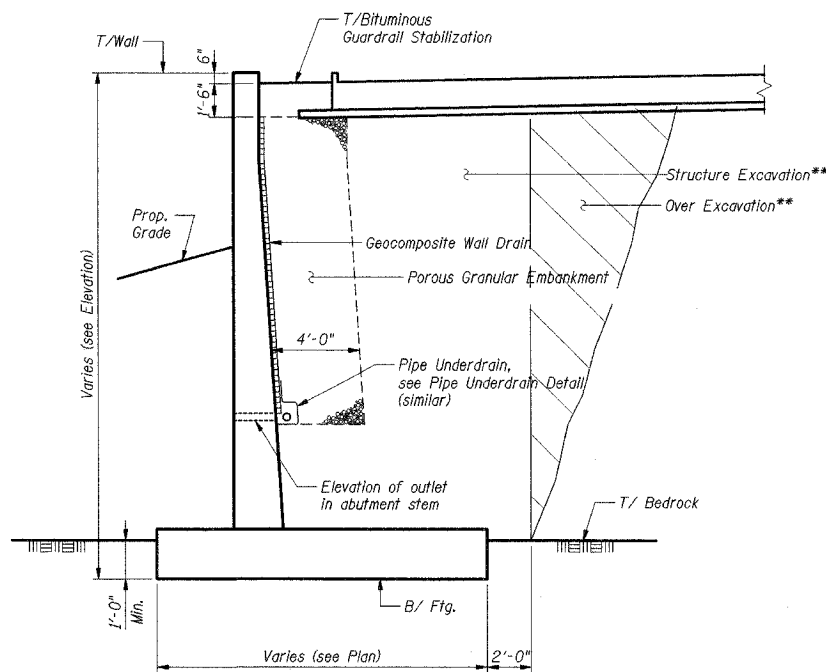
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9-07-2007 11:38:52

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		



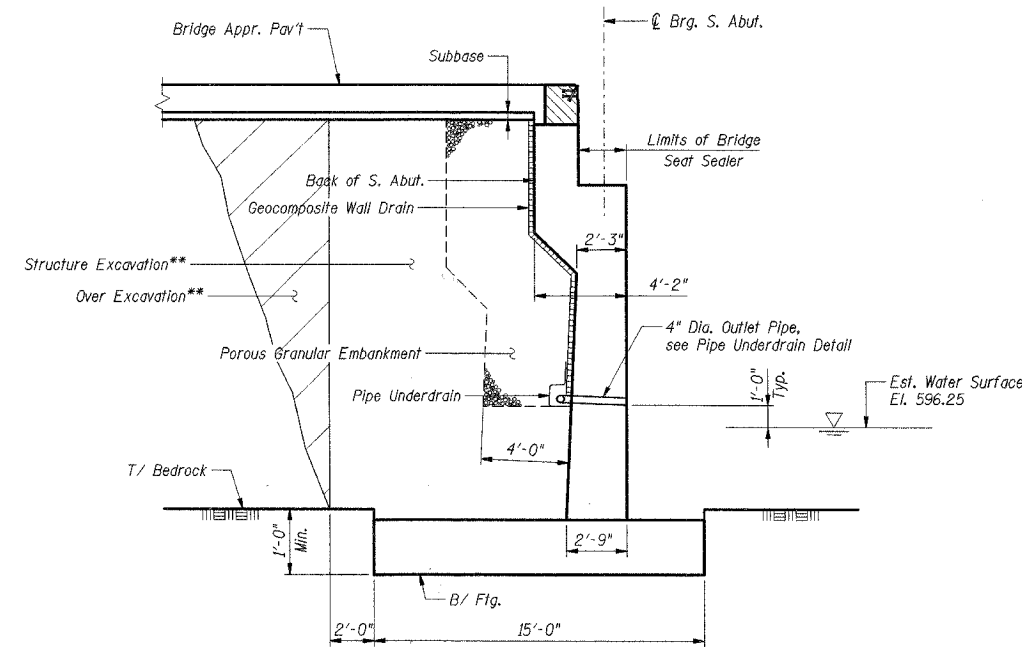
SECTION J-J

(Spread Footing on Bedrock)



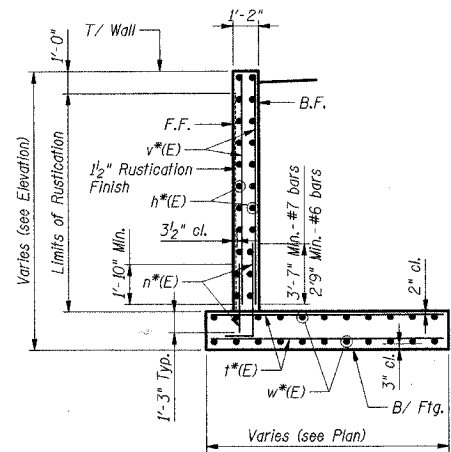
TYP. SECTION THRU RETAINING WALL

(Spread Footing on Bedrock)



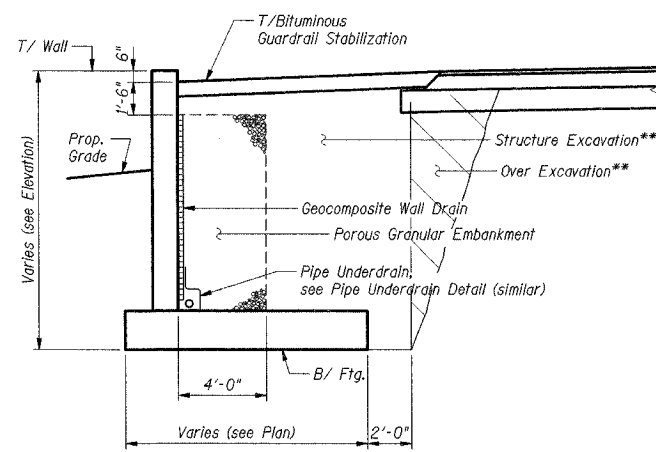
SECTION THRU SOUTH ABUTMENT

SECT. THRU NORTH ABUT. - SIMILAR



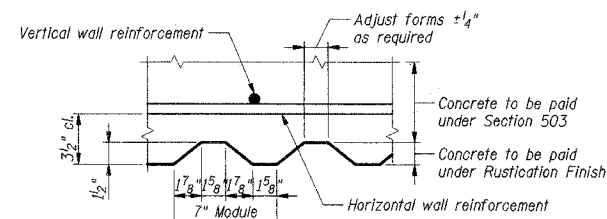
SECTION K-K

(Spread Footing on Soil)

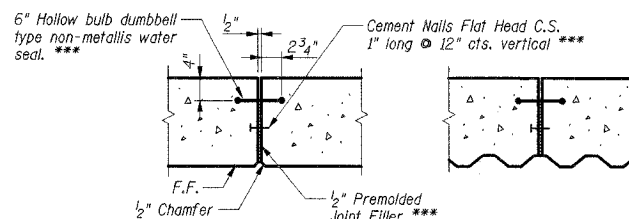


TYP. SECTION THRU RETAINING WALL

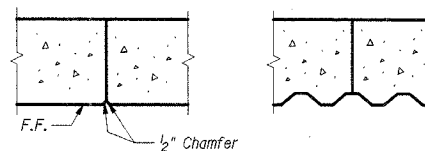
(Spread Footing on Soil)



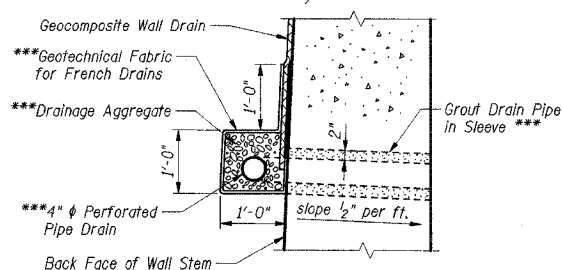
HORIZ. SECTION THRU RET. WALL



EXPANSION JOINT DETAIL



CONSTRUCTION JOINT DETAIL



PIPE UNDERDRAIN DETAIL

- * For location of bars, identification and quantity see foundation plans and wall elevations.
- ** Backfill remainder of structure excavation and over excavation with same material specified for roadway embankment.
- *** Included in cost of Pipe Underdrains for Structures. See Special Provisions for material and aggregate gradation specifications.

SHT. S-23 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

**ABUTMENT AND RETAINING WALL
TYPICAL DETAILS**

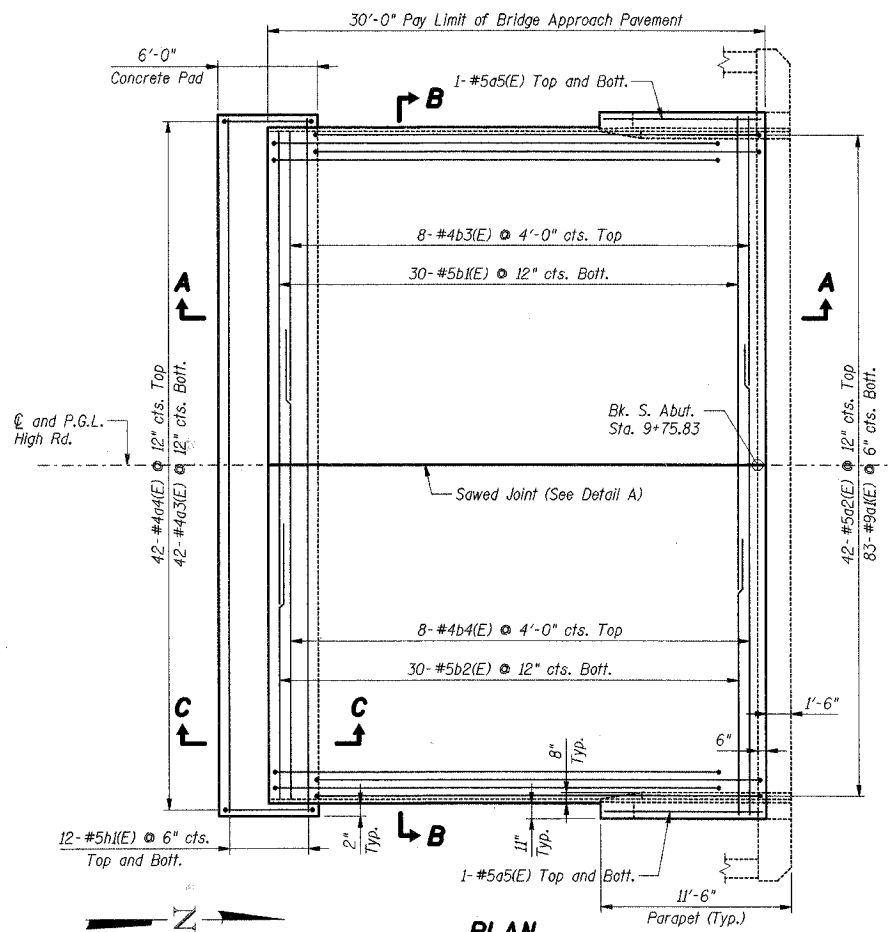
SCALE: DRAWN BY: KK
DATE: 9-07-2007 CHECKED BY: CCE

TENG

TENG & ASSOCIATES, INC.
ENGINEERS AND ARCHITECTS
303 N. MICHIGAN AVE. CHICAGO, IL 60610
TELEPHONE: 312.467.4000

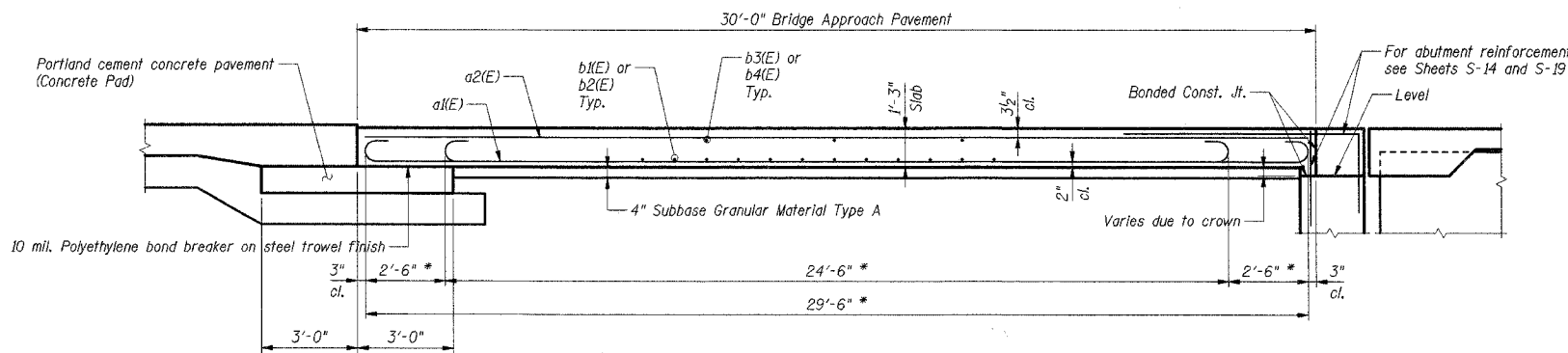
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 ERWINCC

F.A. RY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	41
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 02-11106-01-BR		CONTRACT NO. 83949		

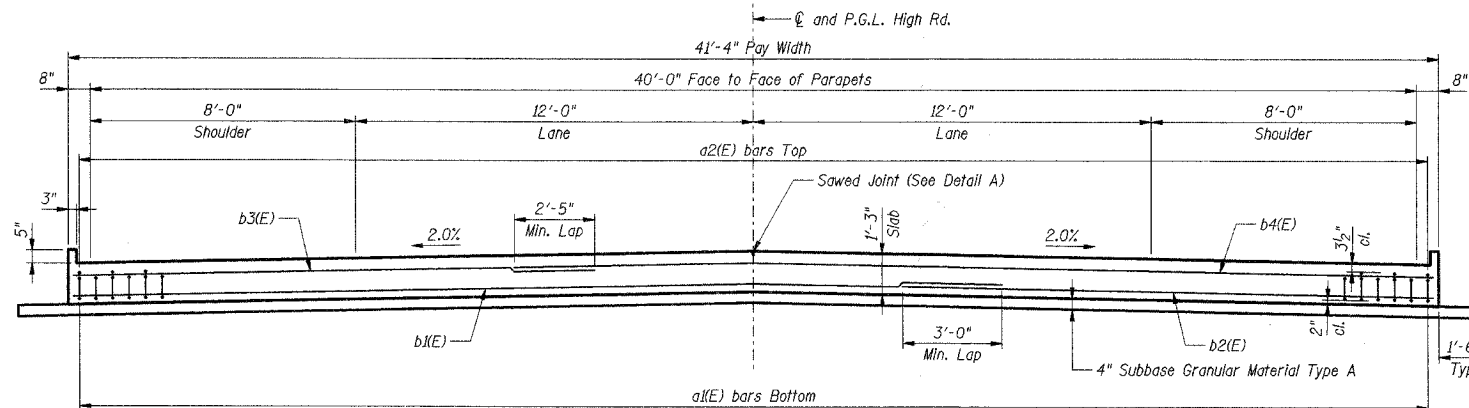


PLAN

South Approach Pavement shown, North Approach Pavement similar.



SECTION A-A



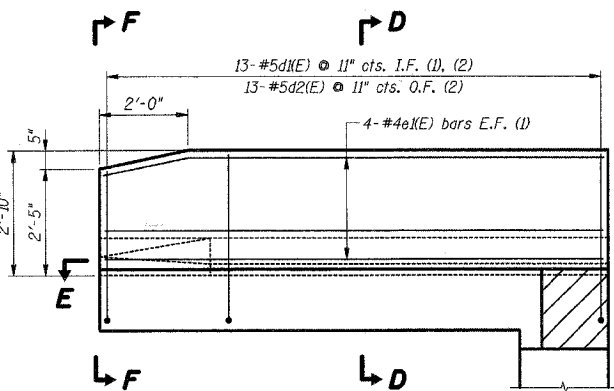
SECTION B-B

BAR LIST

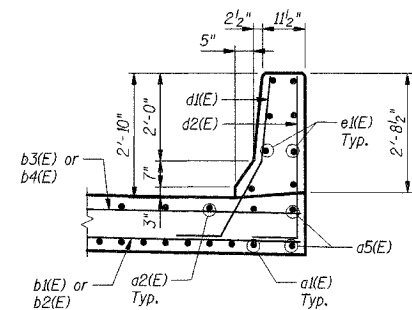
Bar	No.	Size	Length	Shape
a1(E)	166	#9	29'-6"	—
a2(E)	84	#5	29'-6"	—
a3(E)	84	#4	6'-8"	—
a4(E)	84	#4	5'-8"	—
a5(E)	8	#5	9'-6"	—
b1(E)	60	#5	29'-0"	—
b2(E)	60	#5	17'-0"	—
b3(E)	16	#4	16'-8"	—
b4(E)	16	#4	28'-8"	—
d1(E)	52	#5	4'-10"	J
d2(E)	52	#5	4'-8"	J
e1(E)	32	#4	11'-2"	—
h1(E)	48	#5	41'-4"	—

BILL OF MATERIAL

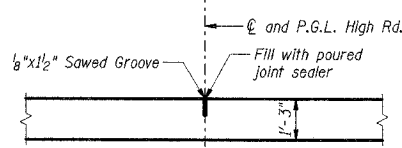
Item	Unit	Total
Bridge Approach Pavement	Sq Yd	280
Concrete Superstructure	Cu Yd	5
Protective Coat	Sq Yd	13
Reinforcement Bars, Epoxy Coated	Pound	594



PARAPET OUTSIDE ELEVATION

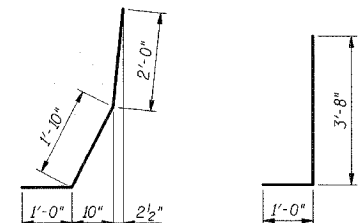


SECTION D-D

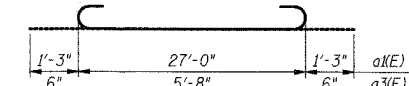


DETAIL A

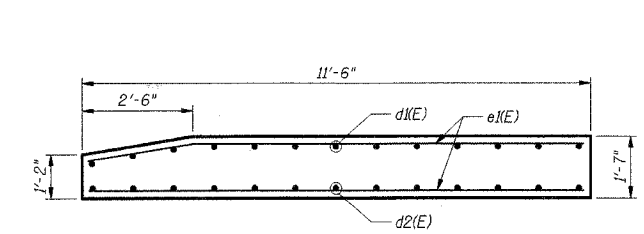
(Reinforcement not shown)



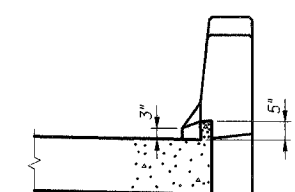
BAR d1(E) BAR d2(E)



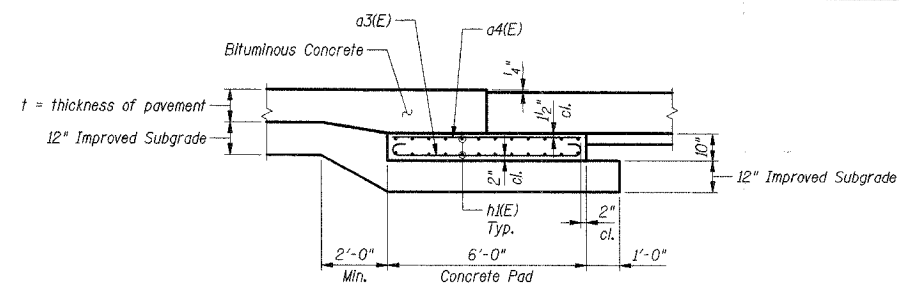
BARS a1(E) AND a3(E)



SECTION E-E



VIEW F-F



SECTION C-C

Reinforcement Notes:

- (1) Bend bars in field to fit.
- (2) Cut bars in field to fit.

Notes:

- 1. Reinforcement bars a5(E), d1(E), and d2(E) paid for as Reinforcement Bars, Epoxy Coated.
- 2. Concrete in approach pavement parapets paid for as Concrete Superstructure.
- 3. Protective coat applied to approach pavement parapets paid for as Protective Coat.
- 4. I.F. denotes Inside Face, O.F. denotes Outside Face, E.F. denotes Each Face.

SHT. S-25 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

BRIDGE APPROACH PAVEMENT

SCALE: DATE: 9-07-2007 DRAWN BY: CCE CHECKED BY:



TENG & ASSOCIATES, INC.
180 S. MORTIMER AVE. CHICAGO, IL 60608
TELEPHONE: 312.644.0000

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LOG OF BORING NO. 1		Page 1 of 1	
CLIENT Teng & Associates, Inc High Road and 143rd Street Lockport, Illinois		PROJECT High Road Bridge Replacement	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 600 ft		
0.5	Approx. 9" Asphalt pavement LEAN CLAY, TRACE SAND AND GRAVEL brown and brownish gray very stiff	CL 1 SS 8 13 18	5000*
5	with occasional sand and silt seams	CL 2 SS 12 10 13	7000*
		CL 3 SS 8 12 22	7000*
10		CL 4 SS 10 14 18	8000*
13	SILTY CLAY, TRACE SAND AND GRAVEL gray medium stiff	CL 5 SS 12 5 24	2000*
16	HIGHLY WEATHERED TO WEATHERED LIMESTONE, WITH CLAY AND SAND FILLED JOINTS AND FRACTURES grayish white, trace rusty brown moderately hard to hard Vuggy to porous	6 SS 1 20 12	2700*** psi
20		7 DB 100% RQD 39%	
25		8 DB 98% RQD 38%	9200*** psi
35	BOTTOM OF BORING		
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 9-16-03	
WL 12.5 WS 12.5 AB	BORING COMPLETED 9-16-03		
WL 12.5 WS 12.5 AB	RIG MADS 48 FOREMAN Larry		
WL 12.5 WS 12.5 AB	APPROVED NRL JOB # 11035176		

LOG OF BORING NO. 2		Page 1 of 1	
CLIENT Teng & Associates, Inc High Road and 143rd Street Lockport, Illinois		PROJECT High Road Bridge Replacement	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 600 ft		
0.5	Approx. 10" Asphalt pavement LEAN CLAY, TRACE SAND AND GRAVEL brown, trace brownish gray stiff to very stiff	CL 1 SS 8 13 23	5000*
5		CL 2 SS 8 7 22	3550*
		CL 3 SS 7 13 12	6000*
10		CL 4 SS 10 7 20	3500*
14	HIGHLY WEATHERED TO WEATHERED LIMESTONE, WITH CLAY AND SAND FILLED JOINTS AND FRACTURES grayish white, trace rusty brown moderately hard to hard Vuggy to porous	6 SS 6 20 18	
15		6 DB 100% RQD 15%	
25		7 DB 100% RQD 45%	2500*** psi
30		8 DB 98% RQD 0%	9200*** psi
35	BOTTOM OF BORING		
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 9-16-03	
WL 13.5 WS 12.5 AB	BORING COMPLETED 9-16-03		
WL 13.5 WS 12.5 AB	RIG MADS 48 FOREMAN Larry		
WL 13.5 WS 12.5 AB	APPROVED NRL JOB # 11035176		

LOG OF BORING NO. AB-1		Page 1 of 1	
CLIENT Teng High Road over Long Run Creek Lockport, Illinois		PROJECT High Road Bridge Retaining Walls	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 618.0 ft		
0.5	Approx. 14" Asphalt	PA	
1.5	Approx. 4" Crushed stone base course LEAN CLAY, TRACE SAND TO SANDY LEAN CLAY, TRACE GRAVEL, grayish brown, brown and dark brown, hard to very stiff (Possible Fill)	CL 1 SS 14 15 17	9000*
5	LEAN CLAY, TRACE SAND AND GRAVEL, brown, very stiff	CL 2 SS 6 13 13	7000*
10		CL 3 SS 14 8 19	4000*
15		CL 4 SS 18 10 17	5000*
20		CL 5 SS 18 12 16	8000*
25	LEAN CLAY, TRACE SAND AND GRAVEL, gray, very stiff	CL 6 SS 8 14 16	6500*
30		CL 7 SS 12 15 11	8000*
35	BOTTOM OF BORING	8 SS NR 500*	
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 12-14-06	
WL 12.3 WS 15.0 AB	BORING COMPLETED 12-14-06		
WL 12.3 WS 15.0 AB	RIG 94 FOREMAN MD		
WL 12.3 WS 15.0 AB	APPROVED SAB JOB # 11066250		

LOG OF BORING NO. AB-2		Page 1 of 1	
CLIENT Teng High Road over Long Run Creek Lockport, Illinois		PROJECT High Road Bridge Retaining Walls	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 613.5 ft		
0.5	Approx. 8" Topsoil	PA	
1.5	Approx. 4" Crushed stone base course LEAN CLAY, TRACE SAND TO SANDY LEAN CLAY, TRACE GRAVEL, brown, very stiff (Possible Fill)	CL 1 SS 8 10 12	6000*
5		CL 2 SS 14 7 17	9000*
7.5	LEAN CLAY, TRACE SAND AND GRAVEL, brown, very stiff	CL 3 SS NR 6 18 17	
10.5	GRAVELLY SAND, brown, medium dense (possible highly weathered limestone)	CL 4 SS 14 7 22	5000*
13.5	BOTTOM OF BORING	5 SS 10 24 5	
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 12-14-06	
WL 12 WS 12.5 AB	BORING COMPLETED 12-14-06		
WL 12 WS 12.5 AB	RIG 94 FOREMAN MD		
WL 12 WS 12.5 AB	APPROVED SAB JOB # 11066250		

LOG OF BORING NO. AB-3		Page 1 of 1	
CLIENT Teng High Road over Long Run Creek Lockport, Illinois		PROJECT High Road Bridge Retaining Walls	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 612.5 ft		
0.5	Approx. 10" Asphalt	PA	
1.5	Approx. 3" Crushed stone base course LEAN CLAY, TRACE TO WITH SAND, TRACE GRAVEL, brown, very stiff (Possible Fill)	CL 1 SS 10 11 20	4000*
5		CL 2 SS 8 14 12	9000*
10		CL 3 SS 14 9 21	6000*
10	LEAN CLAY, WITH SAND, TRACE GRAVEL, brown, stiff	CL 4 SS 12 4 24	2500*
10	GRAVELLY FINE TO MEDIUM SAND, brown, medium dense (possible highly weathered limestone)	5 SS 8 28 4	
13	BOTTOM OF BORING	PA	
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 12-14-08	
WL 10 WS 12 AB	BORING COMPLETED 12-14-08		
WL 10 WS 12 AB	RIG 94 FOREMAN MD		
WL 10 WS 12 AB	APPROVED SAB JOB # 11066250		

LOG OF BORING NO. AB-4		Page 1 of 1	
CLIENT Teng High Road over Long Run Creek Lockport, Illinois		PROJECT High Road Bridge Retaining Walls	
DEPT. LOG	DESCRIPTION	DEPTH, ft.	TESTS
	Approx. Surface Elev.: 611.0 ft		
0.5	Approx. 12" Asphalt	PA	
1.5	Approx. 5" Crushed stone base course LEAN CLAY, WITH SAND, TRACE GRAVEL, brown, very stiff to stiff (Possible Fill)	CL 1 SS 15 7 17	9000*
5		CL 2 SS 10 8 19	4000*
10		CL 3 SS 14 5 18	4000*
10		CL 4 SS 6 10 18	3000*
10		CL 5 SS 10 5 21	4000*
13	LEAN CLAY, WITH SAND, TRACE GRAVEL AND ORGANICS, dark brown/gray (Possible Buried Topsoil)	CL 6 SS 18 4 20	2000*
16	SAND, WITH GRAVEL, brown, medium dense (possible highly weathered limestone)	SP 7 SS 5 20 7	
19	BOTTOM OF BORING	SP 8 SS NR 600*	
<small>The stratification lines represent the approximate boundary lines between soil and rock types. In situ, the transition may be gradual.</small>			
WATER LEVEL OBSERVATIONS, ft		BORING STARTED 12-14-06	
WL 11 WS 14 AB	BORING COMPLETED 12-14-06		
WL 11 WS 14 AB	RIG 94 FOREMAN MD		
WL 11 WS 14 AB	APPROVED SAB JOB # 11066250		

SHT. 5-27 OF 28

REVISIONS	
NAME	DATE

LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

SOIL BORING LOGS 1

SCALE: _____ DRAWN BY: _____
DATE: 9-07-2007 CHECKED BY: JRB

TENG
TENG & ASSOCIATES, INC.
2000 W. WASHINGTON ST., SUITE 200
CHICAGO, IL 60604
TEL: 773.345.4400

S:\DOCUMENT\02329902\STRUCT\DRY\BORING\LOGS\LOG OF BORING NO. 1.DWG
9-07-2007, 08:37:04
E:\WINCC

LOG OF BORING NO. AB-5 Page 1 of 1									
CLIENT			PROJECT						
Teng			High Road Bridge Retaining Walls						
SITE			Lockport, Illinois						
High Road over Long Run Creek			Approx. Boring Location: Boring offset 24' W						
DESCRIPTION			SAMPLES						
Approx. Surface Elev.: 609.0 ft			TESTS						
Approx. 13" Asphalt									
1.1			609						
1.2			607.5						
1.3			607.5						
3.2			605.5						
5			605						
11			600						
13			594						
15			590						
Approx. 2" Crushed stone base course			1	SS	10	12	8	20	9000*
LEAN CLAY WITH SAND, TRACE GRAVEL, brown and reddish brown, hard (Possible Fill)			2	SS	14	12	18	9000*	
LEAN CLAY WITH TO TRACE SAND, TRACE GRAVEL, brown, hard			3	SS	16	10	18	9000*	
LEAN CLAY WITH SAND, TRACE GRAVEL AND SILT SEAMS, brown to gray and bluish gray, very stiff to stiff			4	SS	10	10	18	9000*	
LEAN CLAY WITH SAND, TRACE GRAVEL AND SILT SEAMS, brown to gray and bluish gray, very stiff to stiff			5	SS	12	5	17	7000*	
LEAN CLAY WITH SAND, TRACE GRAVEL AND SILT SEAMS, brown to gray and bluish gray, very stiff to stiff			6	SS	18	8	25	3000*	
DRILLER'S DESCRIPTION: POSSIBLE WEATHERED ROCK									
BOTTOM OF BORING									
Auger refusal at 18 feet on apparent weathered rock									

Water level observations: WL 1 NONE, WL 2 NONE, WL 3 NONE, WL 4 NONE, WL 5 NONE, WL 6 NONE, WL 7 NONE, WL 8 NONE, WL 9 NONE, WL 10 NONE, WL 11 NONE, WL 12 NONE, WL 13 NONE, WL 14 NONE, WL 15 NONE

BORING STARTED 12-14-06, BORING COMPLETED 12-14-06, RIG 94 FOREMAN MD, APPROVED SAB JOB # 11085259

LOG OF BORING NO. AB-6 Page 1 of 1									
CLIENT			PROJECT						
Teng			High Road Bridge Retaining Walls						
SITE			Lockport, Illinois						
High Road over Long Run Creek			Approx. Boring Location: Boring offset 22' W						
DESCRIPTION			SAMPLES						
Approx. Surface Elev.: 608.0 ft			TESTS						
Approx. 12" Asphalt									
1.1			608						
1.2			607						
3			605						
5			605						
10			595						
12.5			595.5						
Approx. 2" Crushed stone base course			1	SS	12	10	21	9000*	
LEAN CLAY, TRACE SAND AND GRAVEL, brown, hard (Possible Fill)			2	SS	12	10	16	7000*	
LEAN CLAY, TRACE SAND AND GRAVEL, brown, very stiff			3	SS	14	8	18	6000*	
LEAN CLAY, TRACE SAND AND GRAVEL, brown, very stiff			4	SS	10	20	21	8000*	
SANDY GRAVEL AND CLAY, brown, very dense (possible weathered limestone)			5	SS	9	11/8"	18		
BOTTOM OF BORING									
Split upon refusal at 12.5 feet on apparent weathered rock									

Water level observations: WL 1 NONE, WL 2 NONE, WL 3 NONE, WL 4 NONE, WL 5 NONE, WL 6 NONE, WL 7 NONE, WL 8 NONE, WL 9 NONE, WL 10 NONE, WL 11 NONE, WL 12 NONE, WL 13 NONE, WL 14 NONE, WL 15 NONE

BORING STARTED 12-14-06, BORING COMPLETED 12-14-06, RIG 94 FOREMAN MD, APPROVED SAB JOB # 11085259

LOG OF BORING NO. AB-7 Page 1 of 1									
CLIENT			PROJECT						
Teng			High Road Bridge Retaining Walls						
SITE			Lockport, Illinois						
High Road over Long Run Creek			Approx. Boring Location: Boring offset 23.5' W						
DESCRIPTION			SAMPLES						
Approx. Surface Elev.: 607.5 ft			TESTS						
Approx. 12" Asphalt									
1.2			607.5						
3			604.5						
7.5			600						
11.5			596						
Approx. 2" Crushed stone base course			1	SS	10	11	18	3000*	
LEAN CLAY, TRACE SAND AND GRAVEL, brown, hard (Possible Fill)			2	SS	14	8	20	5000*	
LEAN CLAY, TRACE SAND AND GRAVEL, brown, very stiff			3	SS	10	28	19	4000*	
SANDY GRAVEL WITH CLAY, brown, very dense (possible highly weathered limestone)			4	SS	10	68	13		
SANDY GRAVEL WITH CLAY, brown, very dense (possible highly weathered limestone)			5	SS	NR	150"			
BOTTOM OF BORING									
Auger refusal at 11.5 feet on apparent bedrock									

Water level observations: WL 1 NONE, WL 2 NONE, WL 3 NONE, WL 4 NONE, WL 5 NONE, WL 6 NONE, WL 7 NONE, WL 8 NONE, WL 9 NONE, WL 10 NONE, WL 11 NONE, WL 12 NONE, WL 13 NONE, WL 14 NONE, WL 15 NONE

BORING STARTED 12-14-06, BORING COMPLETED 12-14-06, RIG 94 FOREMAN MD, APPROVED SAB JOB # 11085259

LOG OF BORING NO. AB-8 Page 1 of 1									
CLIENT			PROJECT						
Teng			High Road Bridge Retaining Walls						
SITE			Lockport, Illinois						
High Road over Long Run Creek			Approx. Boring Location: Boring offset 22' W						
DESCRIPTION			SAMPLES						
Approx. Surface Elev.: 609.0 ft			TESTS						
Boring not drilled through bridge deck - measurement taken from top of deck to exposed rock at creek bottom on east side of bridge									
22			587						
BOTTOM OF BORING									
Apparent bedrock exposed at bottom of creek at 22 feet									

Water level observations: WL 1 NONE, WL 2 NONE, WL 3 NONE, WL 4 NONE, WL 5 NONE, WL 6 NONE, WL 7 NONE, WL 8 NONE, WL 9 NONE, WL 10 NONE, WL 11 NONE, WL 12 NONE, WL 13 NONE, WL 14 NONE, WL 15 NONE

BORING STARTED 12-14-06, BORING COMPLETED 12-14-06, RIG 94 FOREMAN MD, APPROVED SAB JOB # 11085259

SHT. 5-28 OF 28

REVISIONS	
NAME	DATE

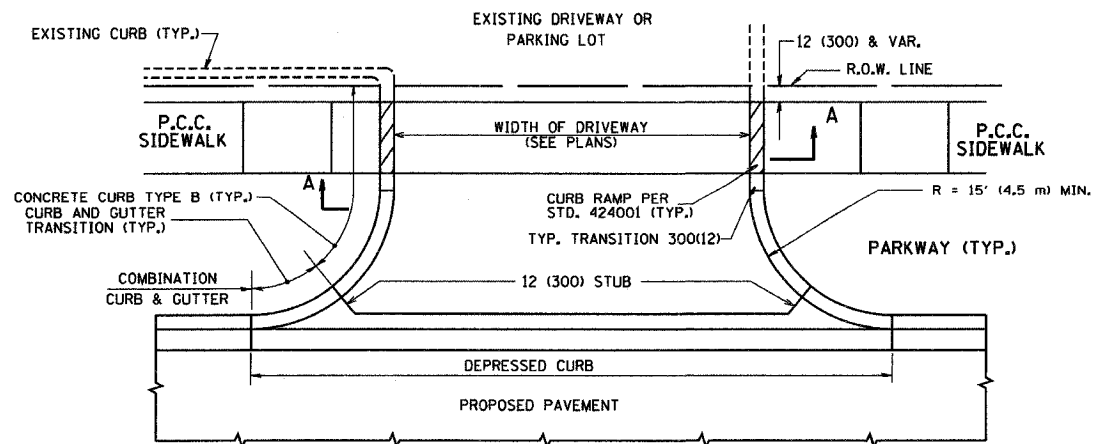
LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT
TR216A HIGH ROAD OVER LONG RUN CREEK
SECTION 02-11106-01-BR

SOIL BORING LOGS 2

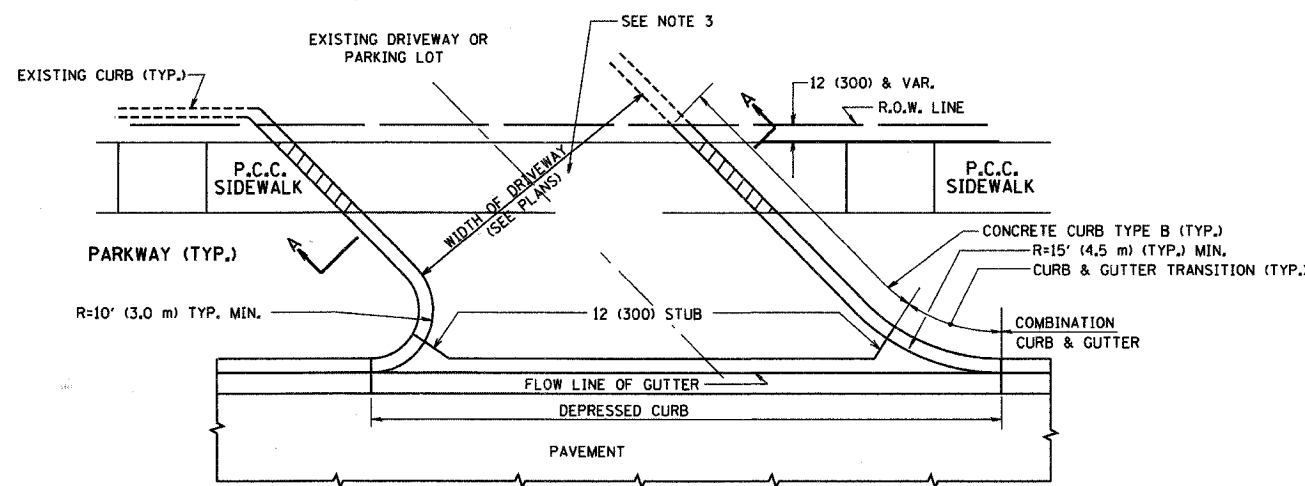
SCALE: _____ DRAWN BY: _____
DATE: ##DATE## CHECKED BY: _____

TENG
TENG & ASSOCIATES, INC.
INCORPORATED IN ILLINOIS
305 S. MORRISON AVE., CHICAGO, IL 60606
TEL: 312.329.1500 FAX: 312.329.1501

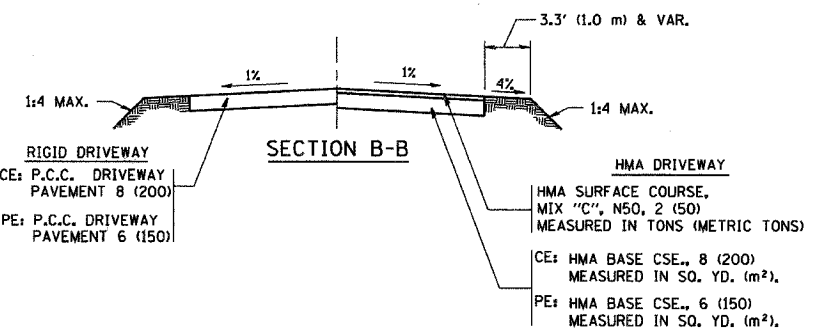
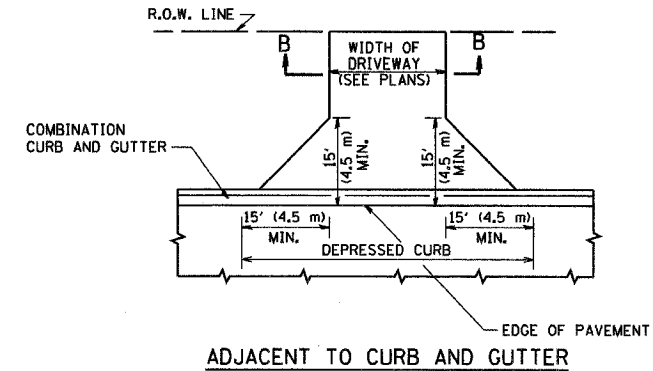
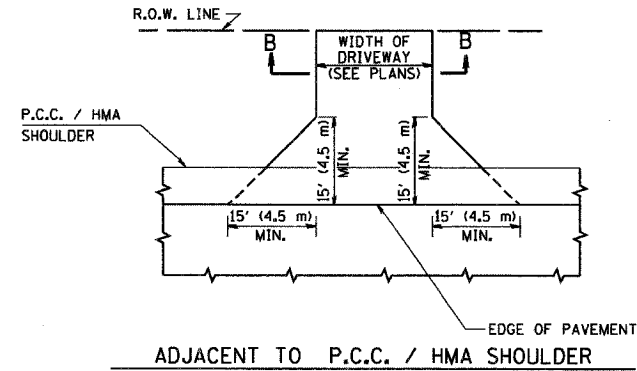
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	45
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

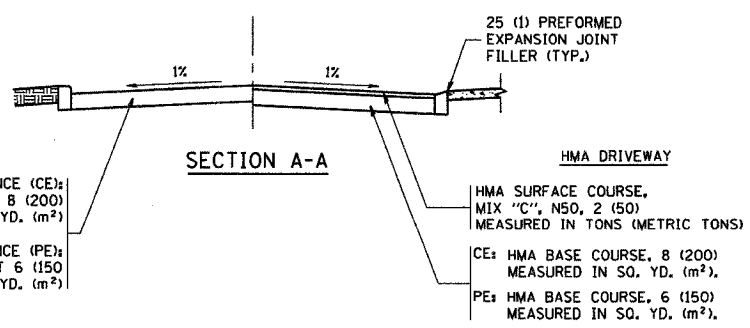
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

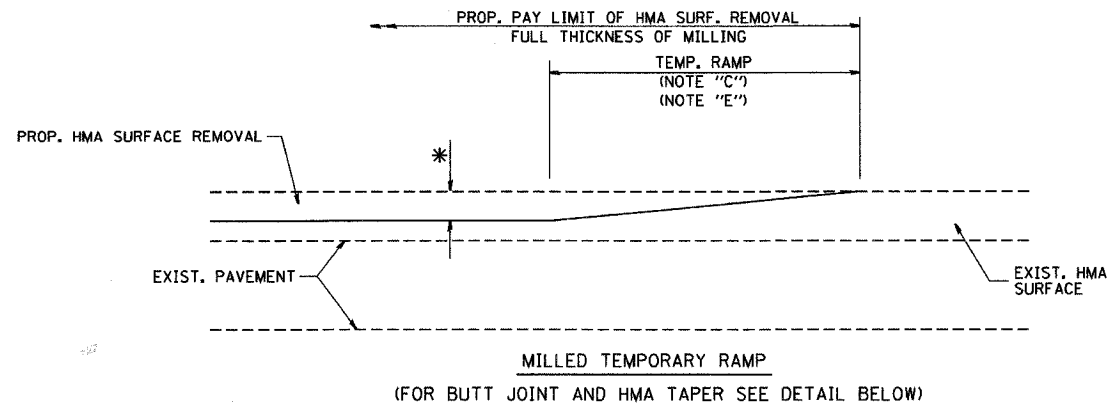
REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LOFLEUR	04-15-03
R. BORO	01-01-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

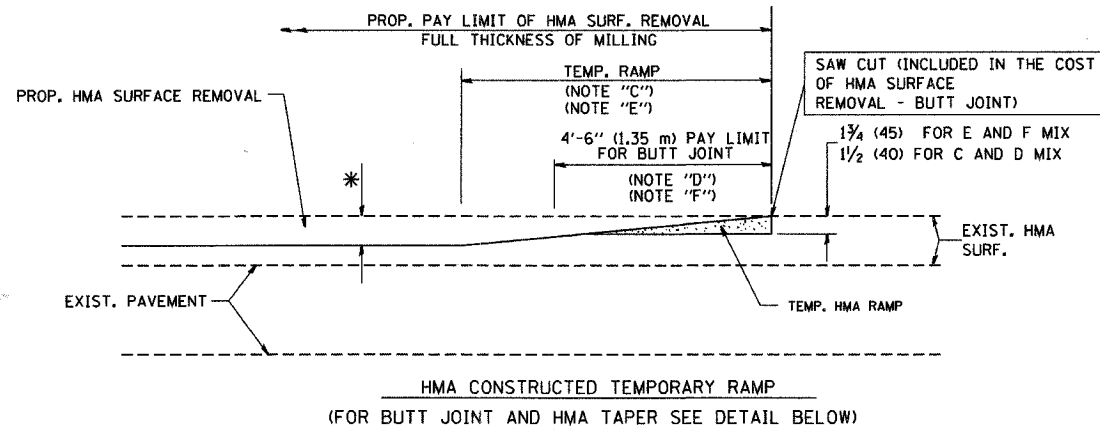
SCALE: VERT. NONE
 HORIZ.
 DRAWN BY
 CHECKED BY

PLOT DATE = 4/11/2007
 FILE NAME = c:\p\projects\83949\bd0156.dgn
 PLOTTER = HP DesignJet 5000
 USER NAME = g1111111

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

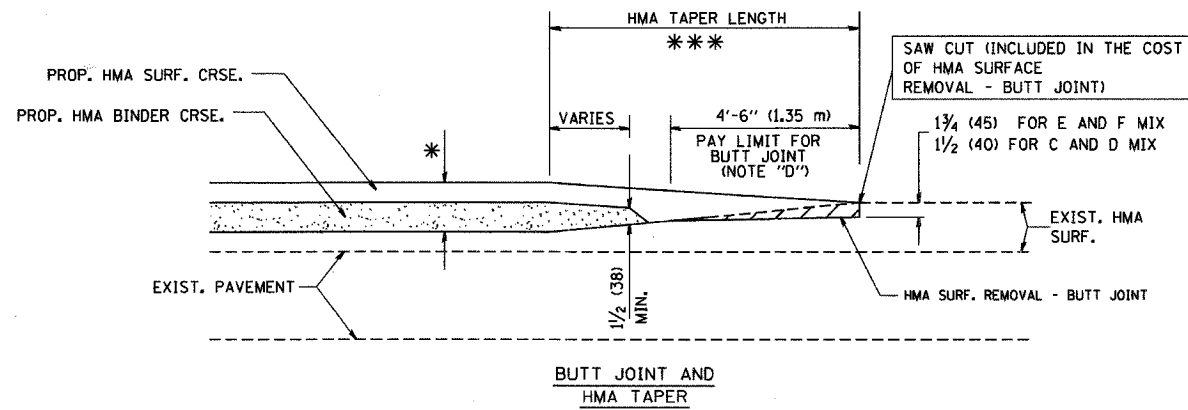


OPTION 1

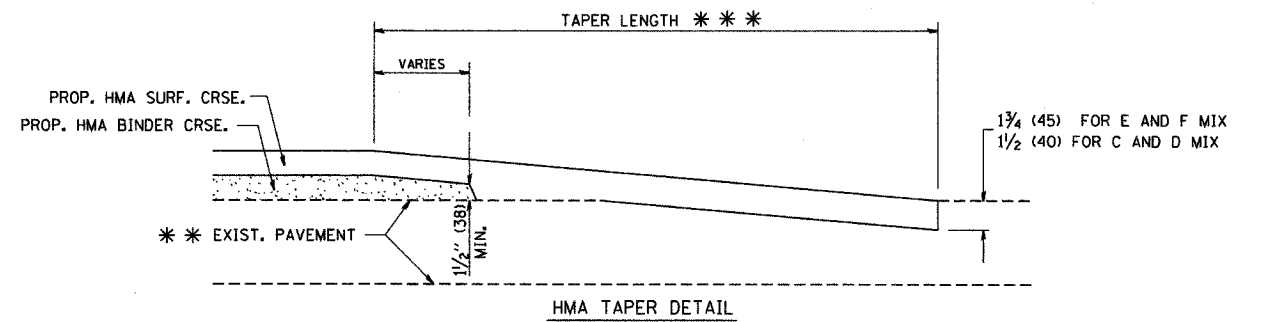
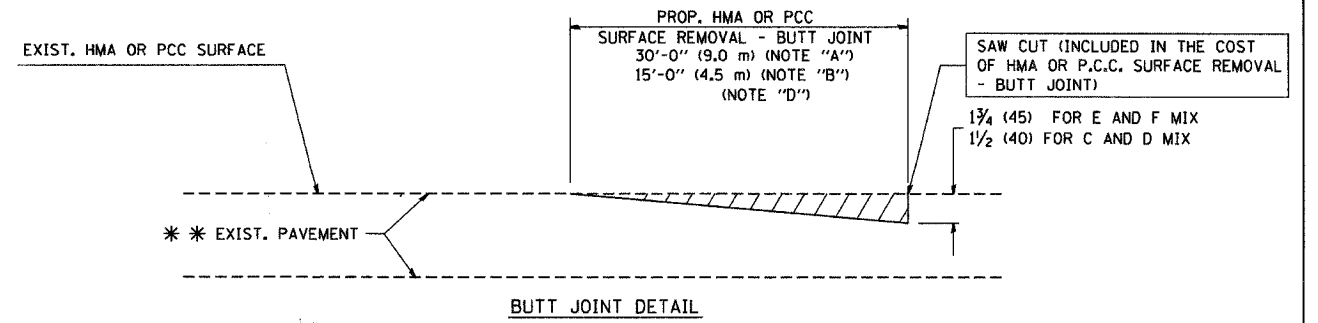


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR 'HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT'.
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

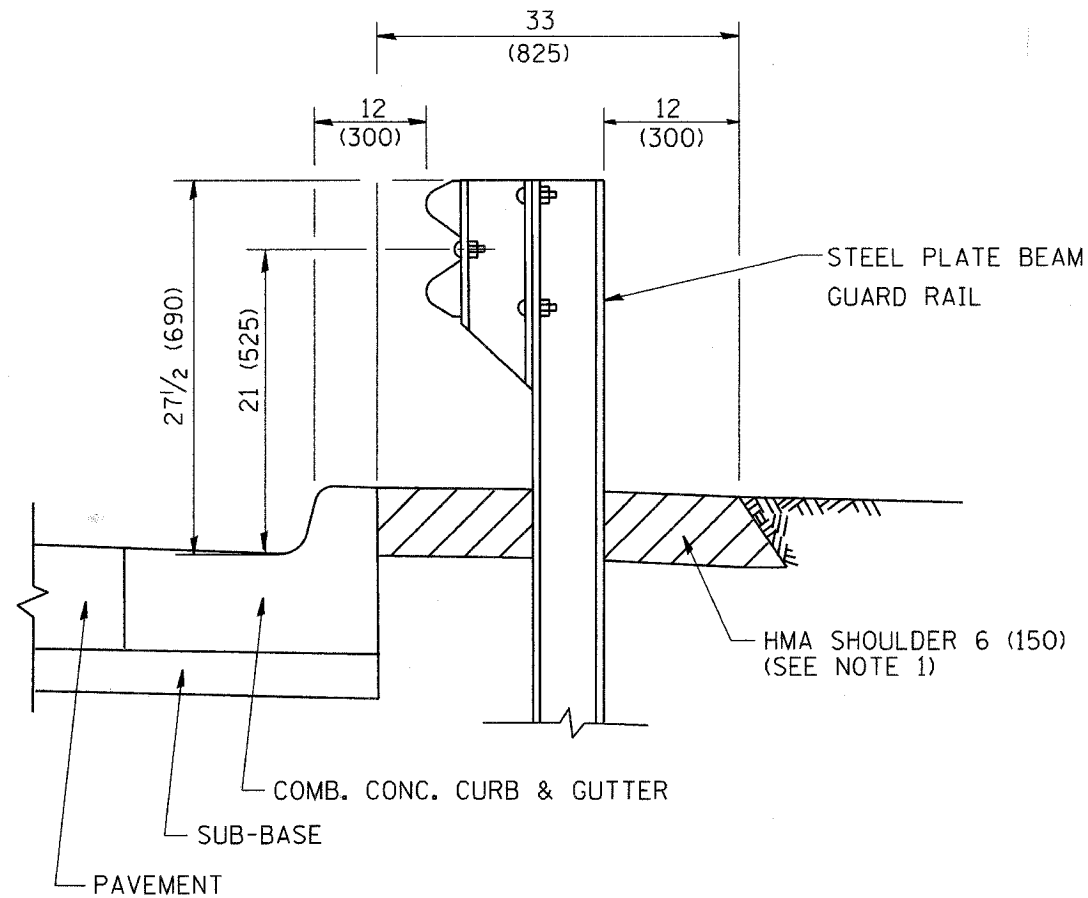
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
 HORIZ.

DRAWN BY
 CHECKED BY

BD400-05 (V1-BD32)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	48
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

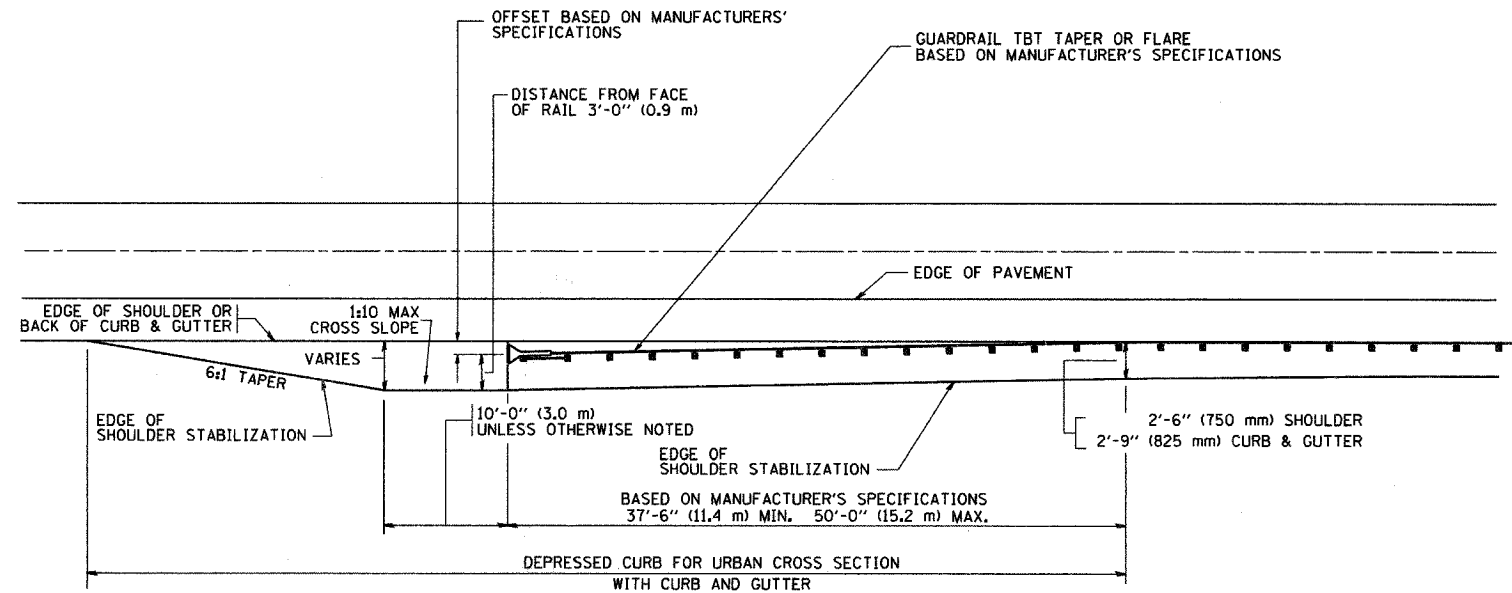


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

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

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



STABILIZATION AT TBT TY. 1 SPL.

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

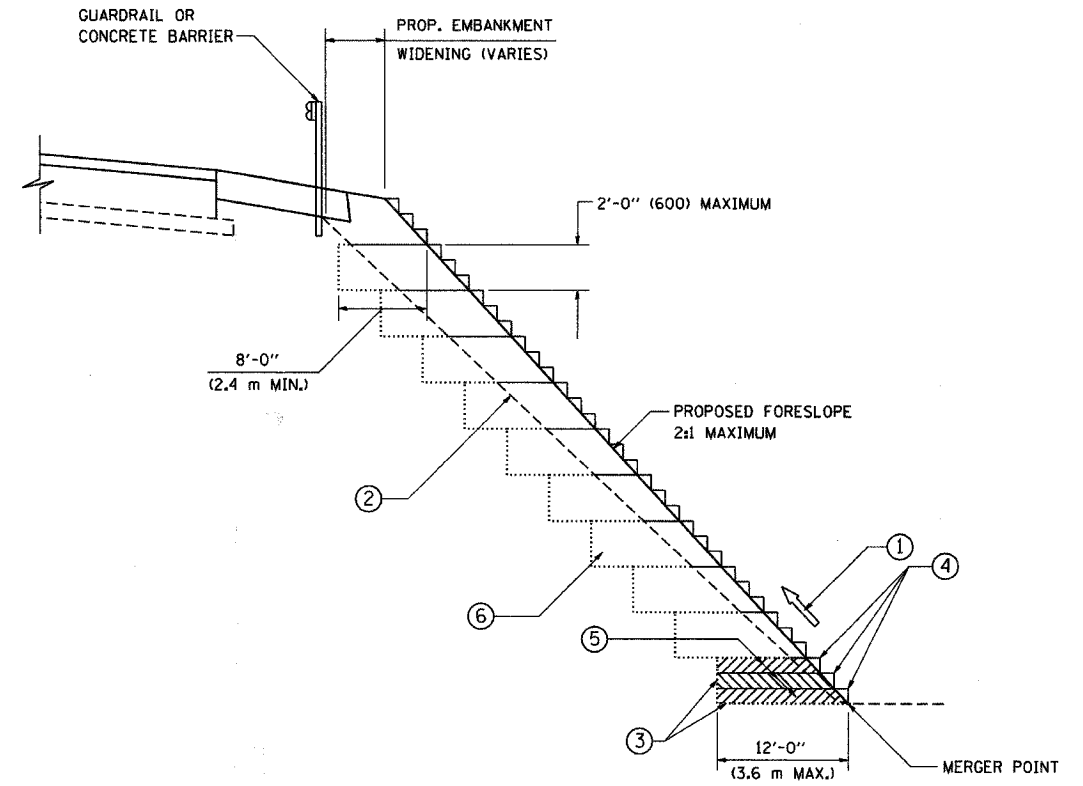
REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.

SCALE: VERT. NONE
 HORIZ. DRAWN BY jjs
 CHECKED BY

PLOT DATE = 3/6/2007
 FILE NAME = C:\Users\jjs\Documents\83949\83949.dgn
 USER NAME = jjs

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	49
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

REVISIONS	
NAME	DATE
	06/16/04

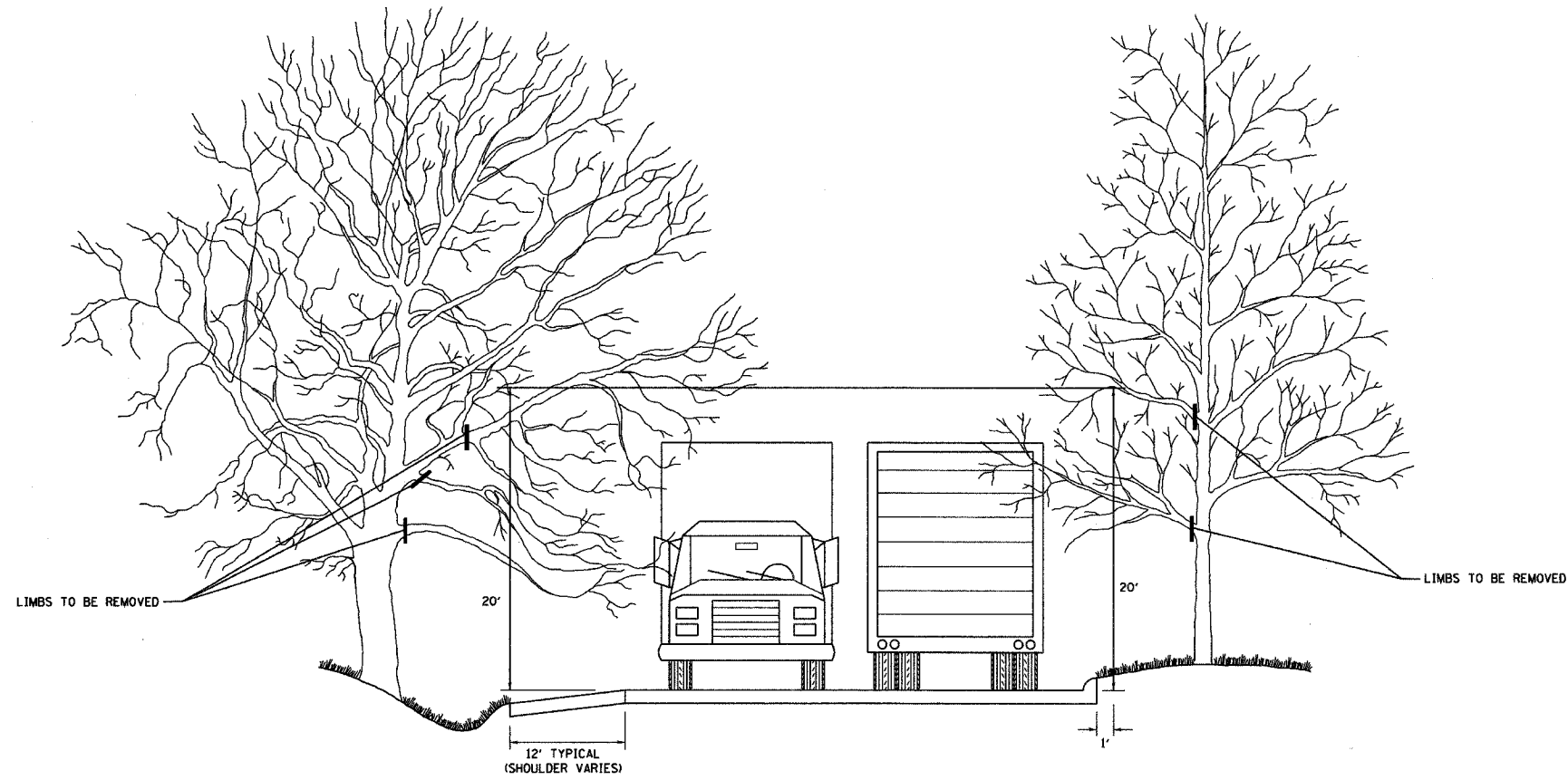
ILLINOIS DEPARTMENT OF TRANSPORTATION

**BENCHING DETAIL
FOR EMBANKMENT
WIDENING**

SCALE: VERT. NONE
HORIZ.

DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	50
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE
R. BORO	10/31/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PRUNING FOR SAFETY AND
EQUIPMENT CLEARANCE**

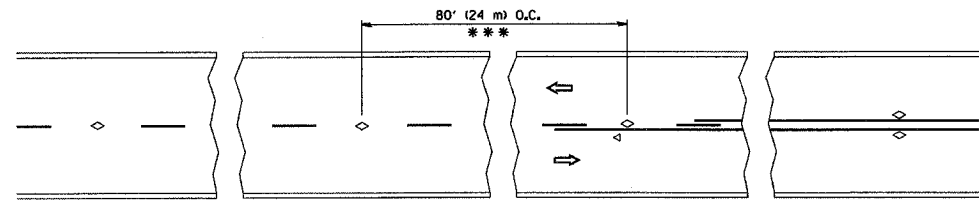
SCALE: NONE

DRAWN BY CADD

CHECKED BY

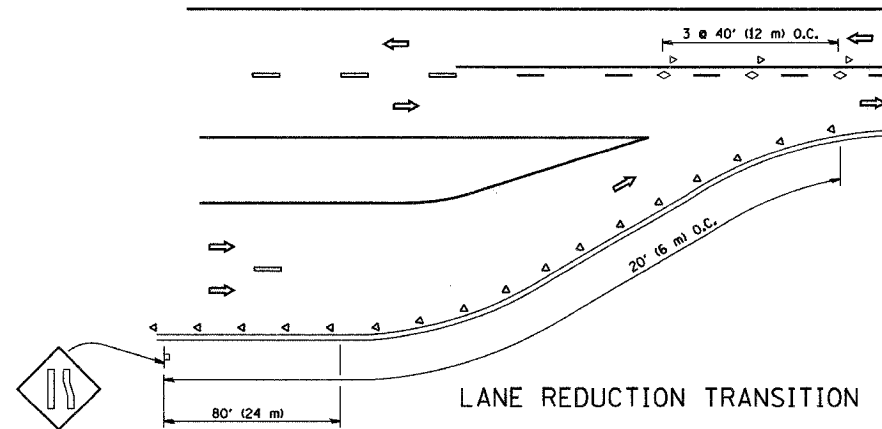
BM-20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	51
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

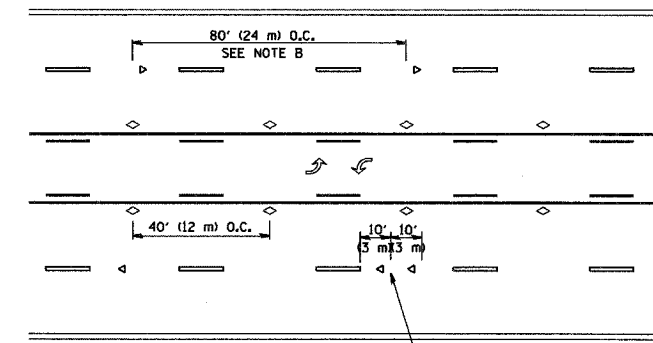


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

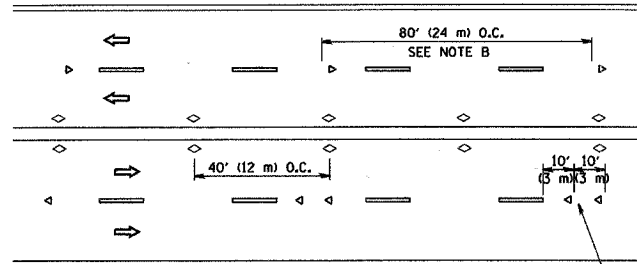
TWO-LANE/TWO-WAY



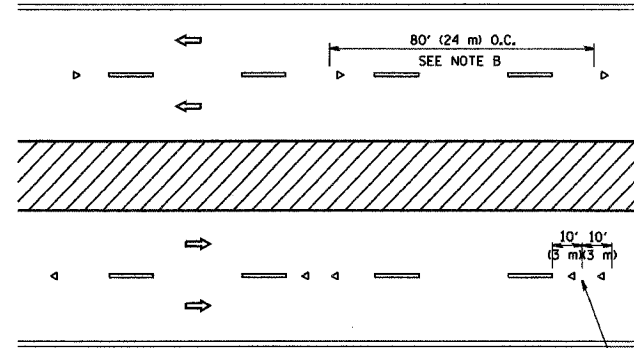
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

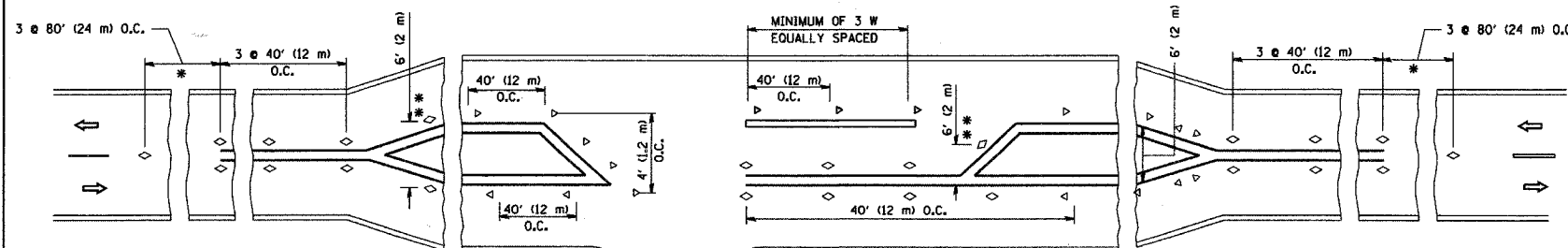
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/D)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

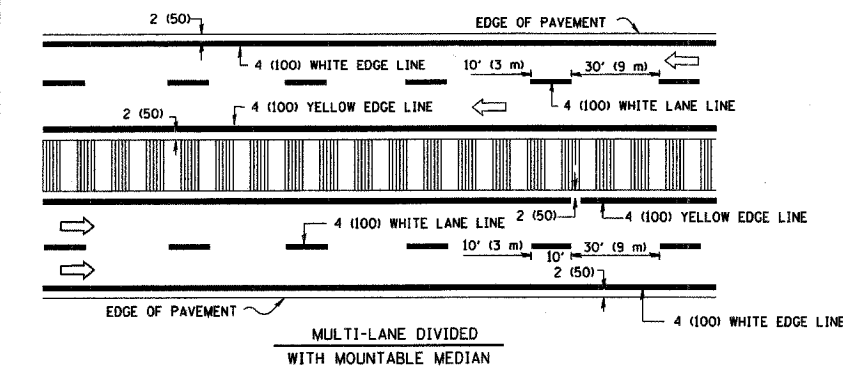
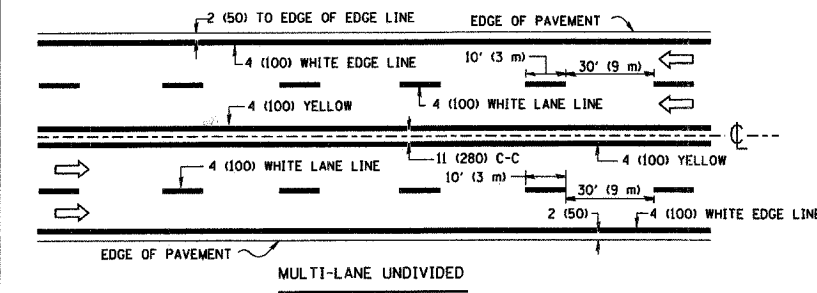
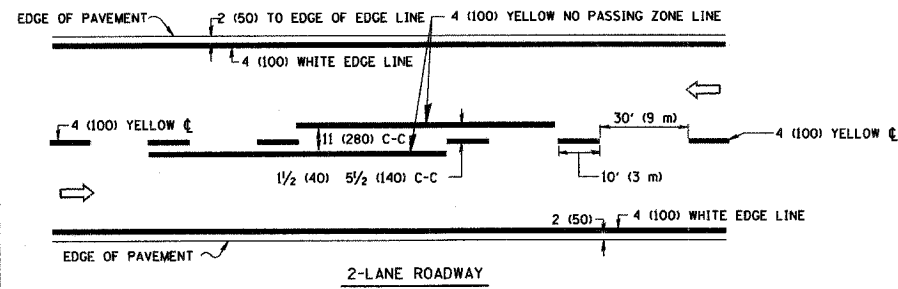
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

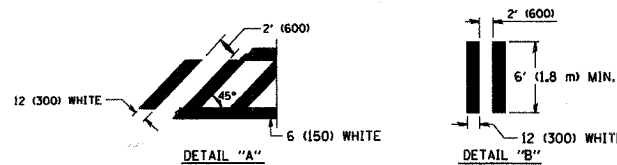
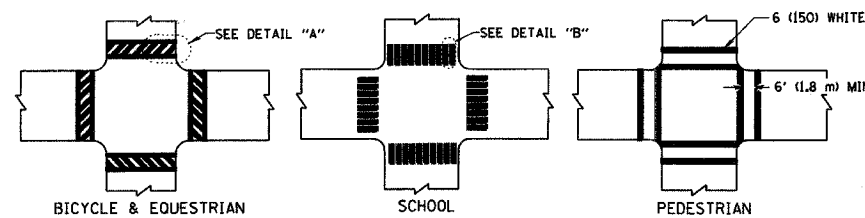
DRAWN BY CADD
 CHECKED BY
 TC-11

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

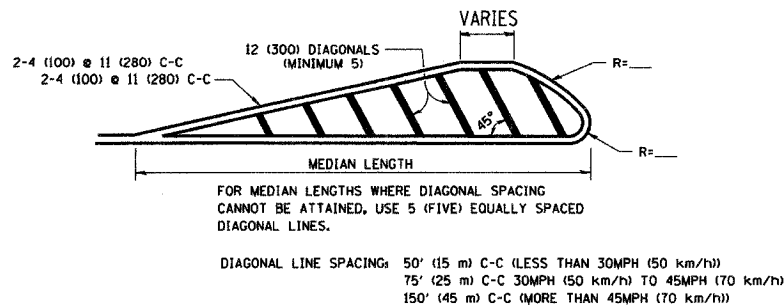
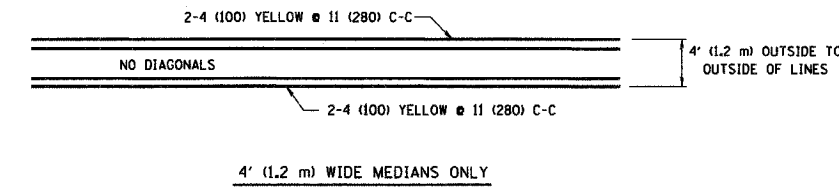


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

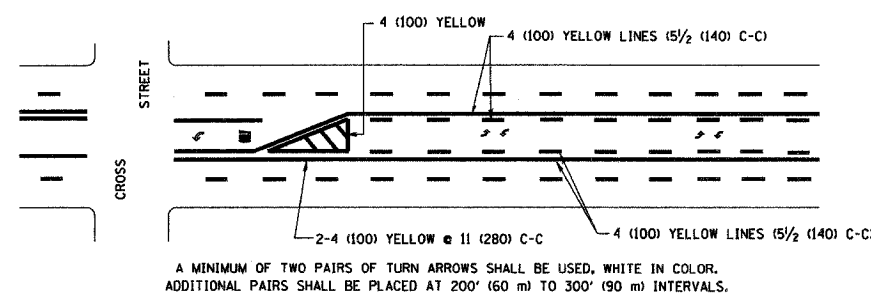
TYPICAL LANE AND EDGE LINE MARKING



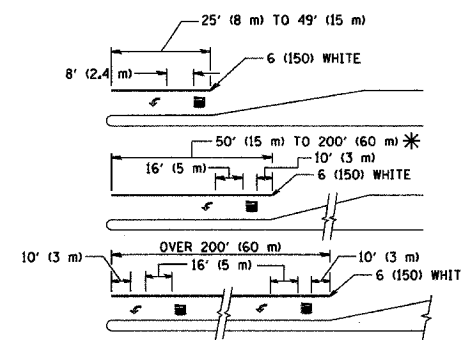
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



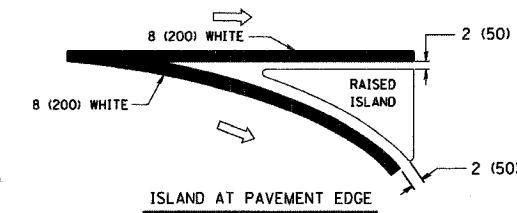
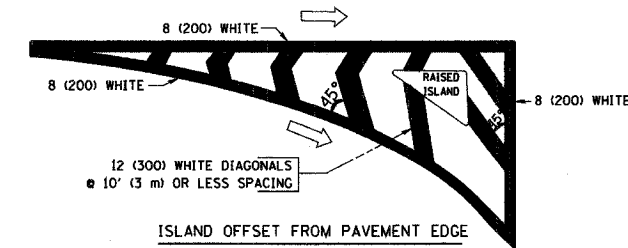
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) 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 (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	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.

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	53
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

ROUTE MARKERS

FOR U.S. ROUTES MI-40-2424

FOR ILLINOIS ROUTES MI-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1L-2115

M6-1R-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

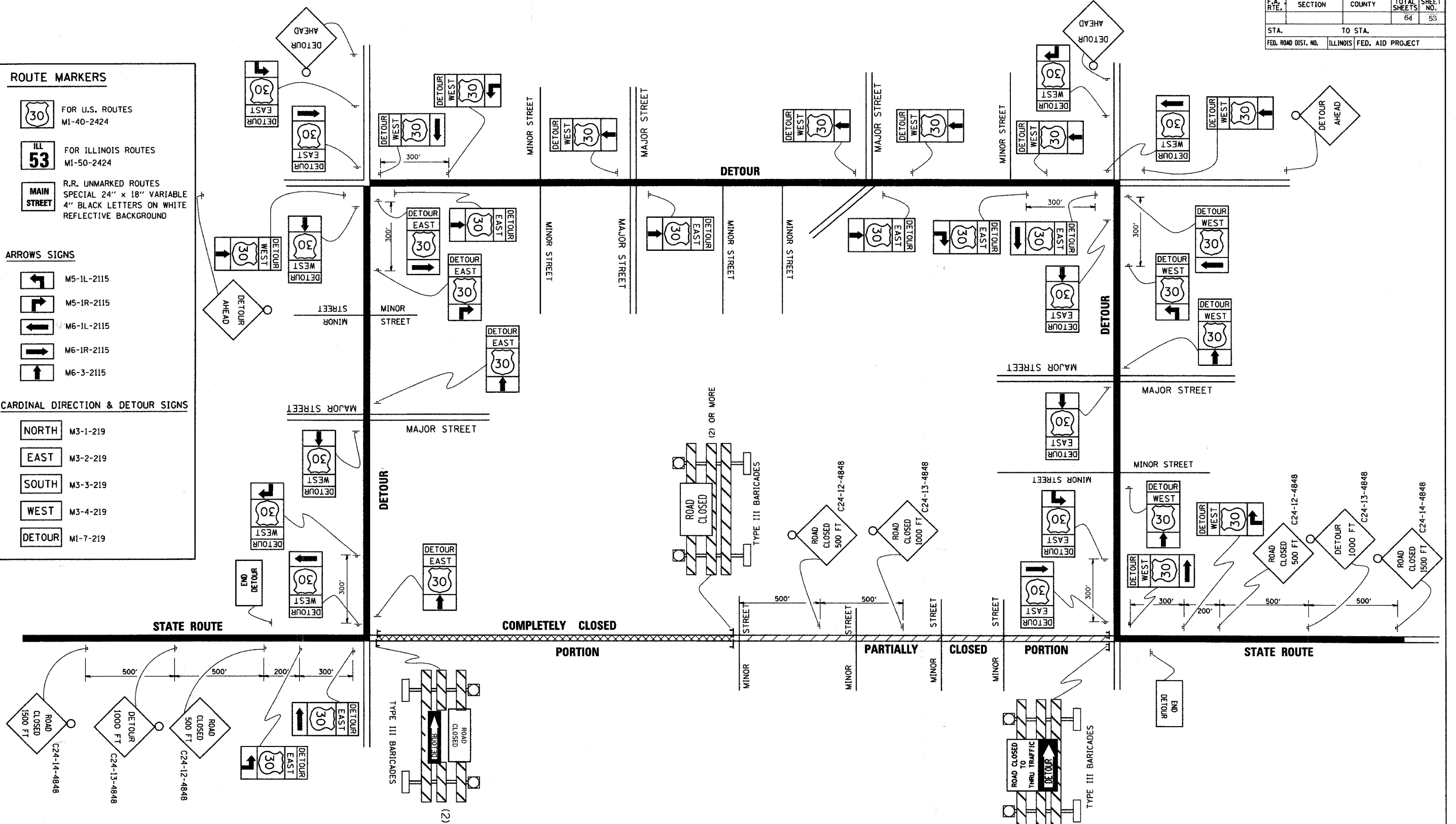
NORTH M3-1-219

EAST M3-2-219

SOUTH M3-3-219

WEST M3-4-219

DETOUR MI-7-219



REVISIONS	
NAME	DATE
	10/18/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL MARKING FOR CLOSING STATE HIGHWAYS

SCALE: NONE

DRAWN BY _____
CHECKED BY _____

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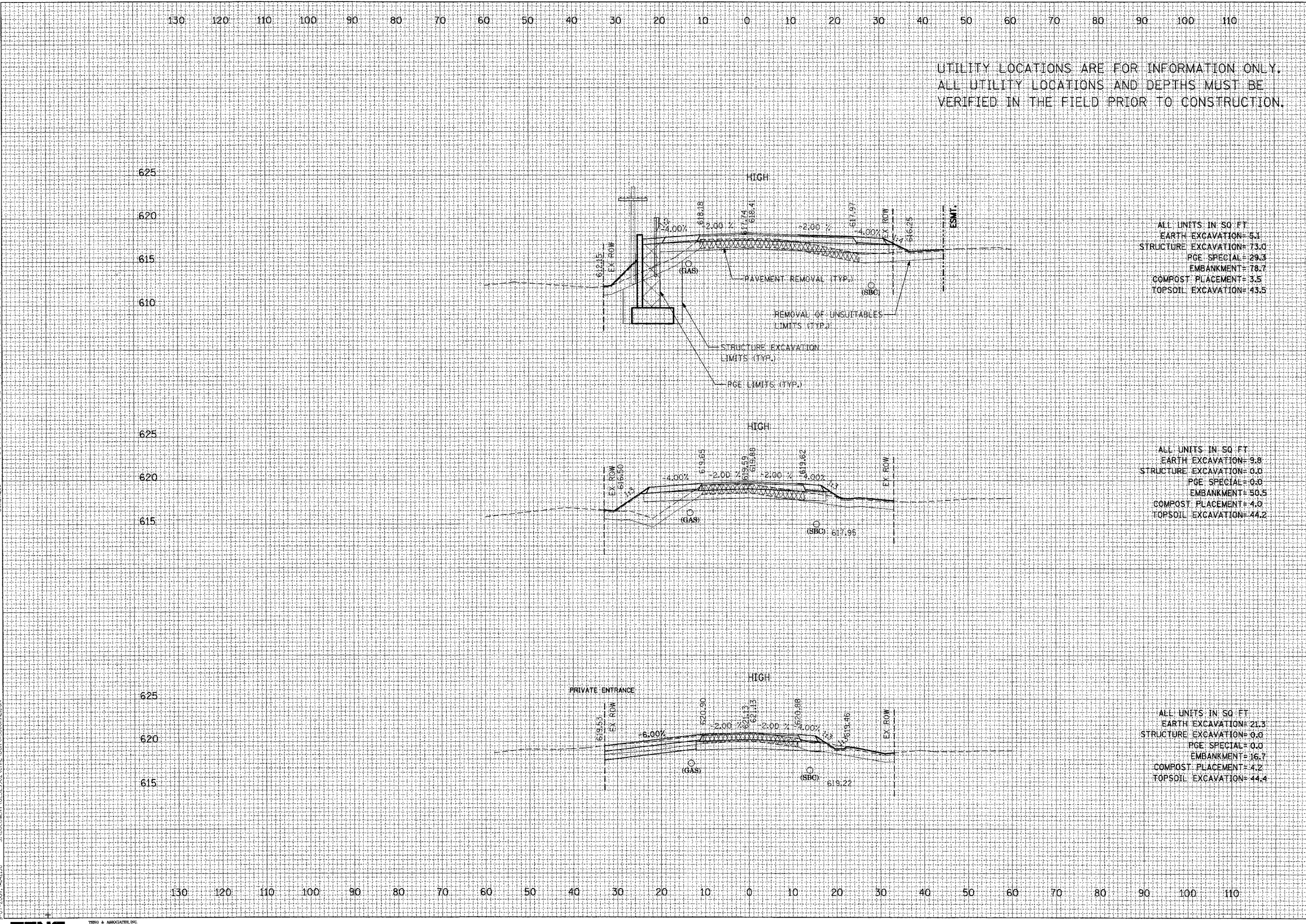
REVISIONS	DATE
NAME	

BY	DATE

BY	DATE

9-07-2007 14:42:58

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UTILITY LOCATIONS ARE FOR INFORMATION ONLY.
ALL UTILITY LOCATIONS AND DEPTHS MUST BE
VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION.

ALL UNITS IN SQ. FT.
EARTH EXCAVATION=5.1
STRUCTURE EXCAVATION=73.0
PGE SPECIAL=29.3
EMBANKMENT=78.7
COMPOST PLACEMENT=3.5
TOPSOIL EXCAVATION=43.5

ALL UNITS IN SQ. FT.
EARTH EXCAVATION=9.8
STRUCTURE EXCAVATION=0.0
PGE SPECIAL=0.0
EMBANKMENT=50.5
COMPOST PLACEMENT=4.0
TOPSOIL EXCAVATION=44.2

ALL UNITS IN SQ. FT.
EARTH EXCAVATION=21.3
STRUCTURE EXCAVATION=0.0
PGE SPECIAL=0.0
EMBANKMENT=16.7
COMPOST PLACEMENT=4.2
TOPSOIL EXCAVATION=44.4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	•	WILL	64	54
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
• 02-11106-01-BR			CONTRACT NO. 83949	

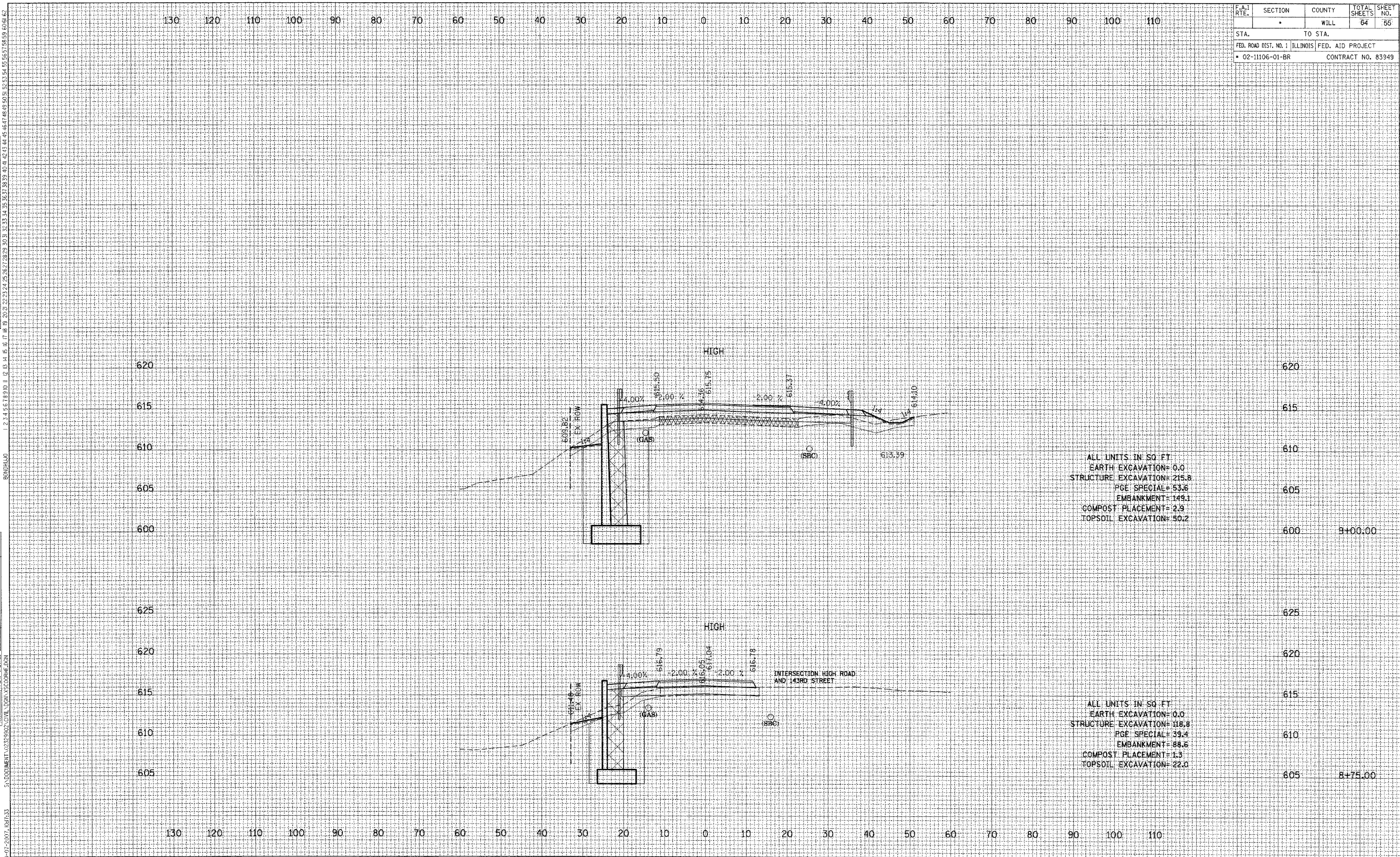
625
620
615
610
8+50.00
625
620
615
8+25.00
625
620
615
8+05.00

REVISIONS	DATE

BY	DATE

BY	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	55
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
02-11106-01-BR			CONTRACT NO. 83949	

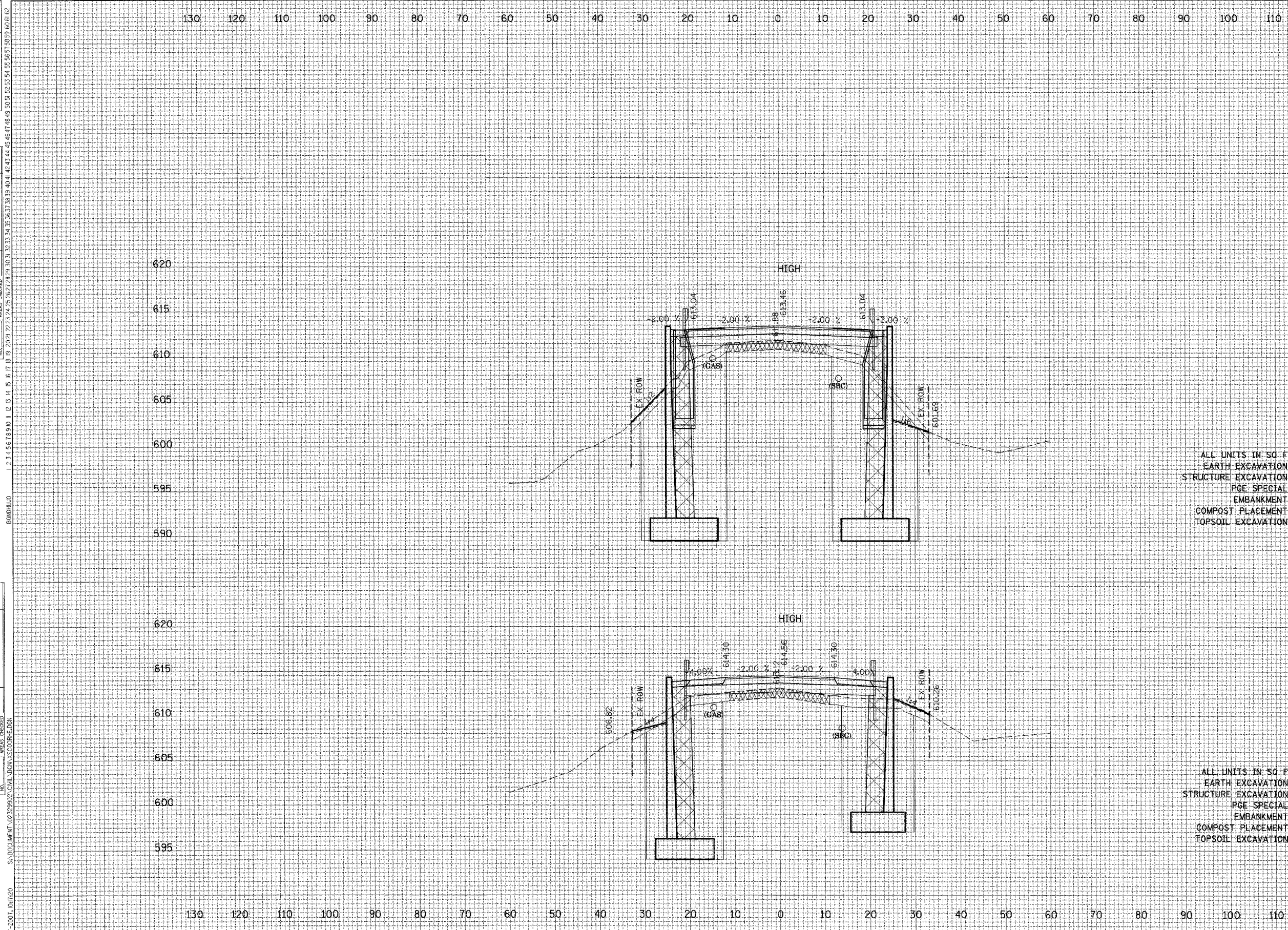


REVISIONS	DATE

BY	DATE

DATE

9-07-2007 08:12:20



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. TO STA.				
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		

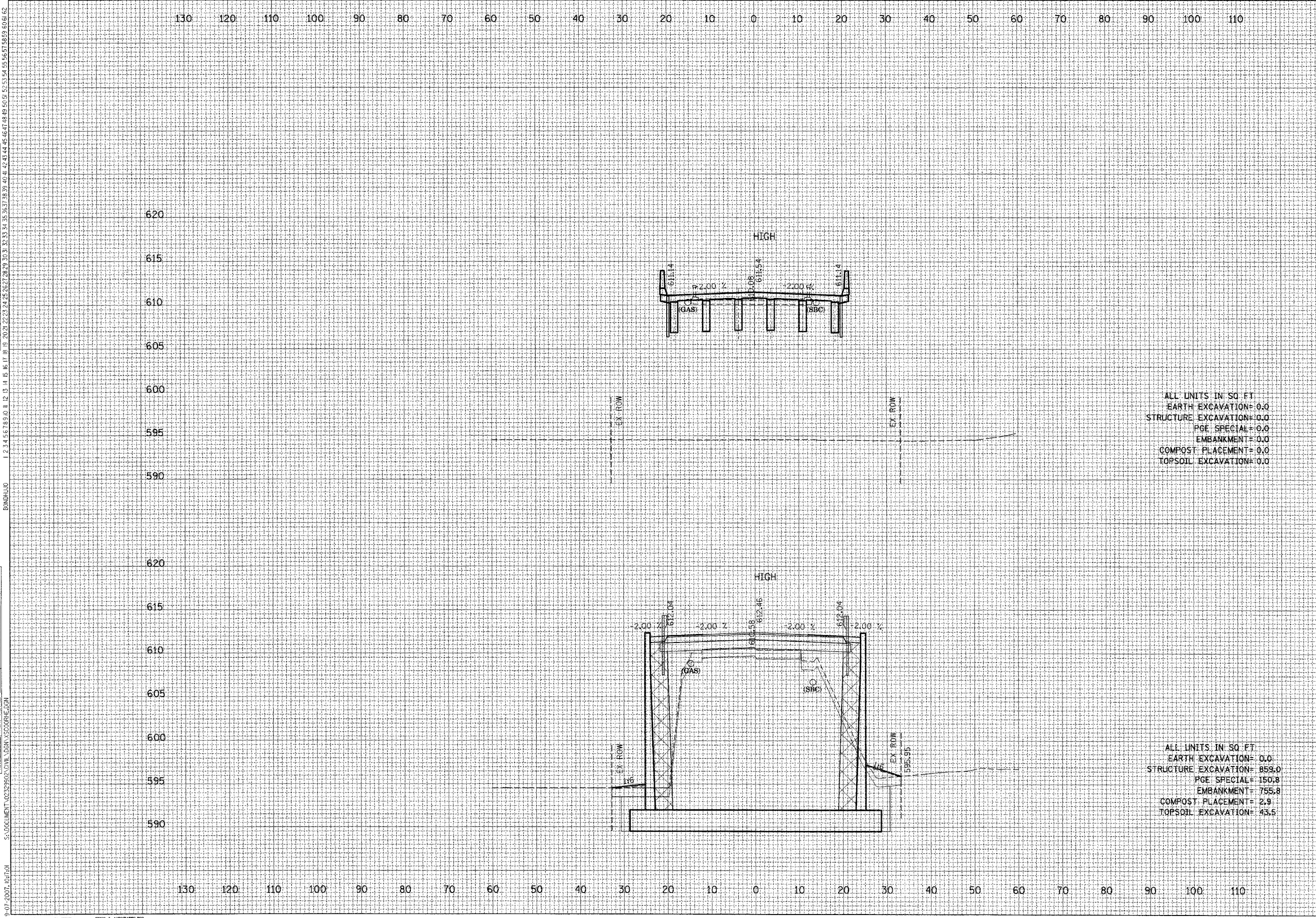
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 PGE SPECIAL= 158.8
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 COMPOST PLACEMENT= 3.2
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ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 0.0
 STRUCTURE EXCAVATION= 500.0
 PGE SPECIAL= 121.4
 EMBANKMENT= 324.9
 COMPOST PLACEMENT= 2.8
 TOPSOIL EXCAVATION= 43.6

REVISIONS	DATE
NAME	

BY	DATE

BY	DATE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	57

STA.	TO STA.

FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
02-11106-01-BR	CONTRACT NO. 83949

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 0.0
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 0.0
 COMPOST PLACEMENT= 0.0
 TOPSOIL EXCAVATION= 0.0

10+00.00

ALL UNITS IN SQ. FT.
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 EMBANKMENT= 755.8
 COMPOST PLACEMENT= 2.9
 TOPSOIL EXCAVATION= 43.5

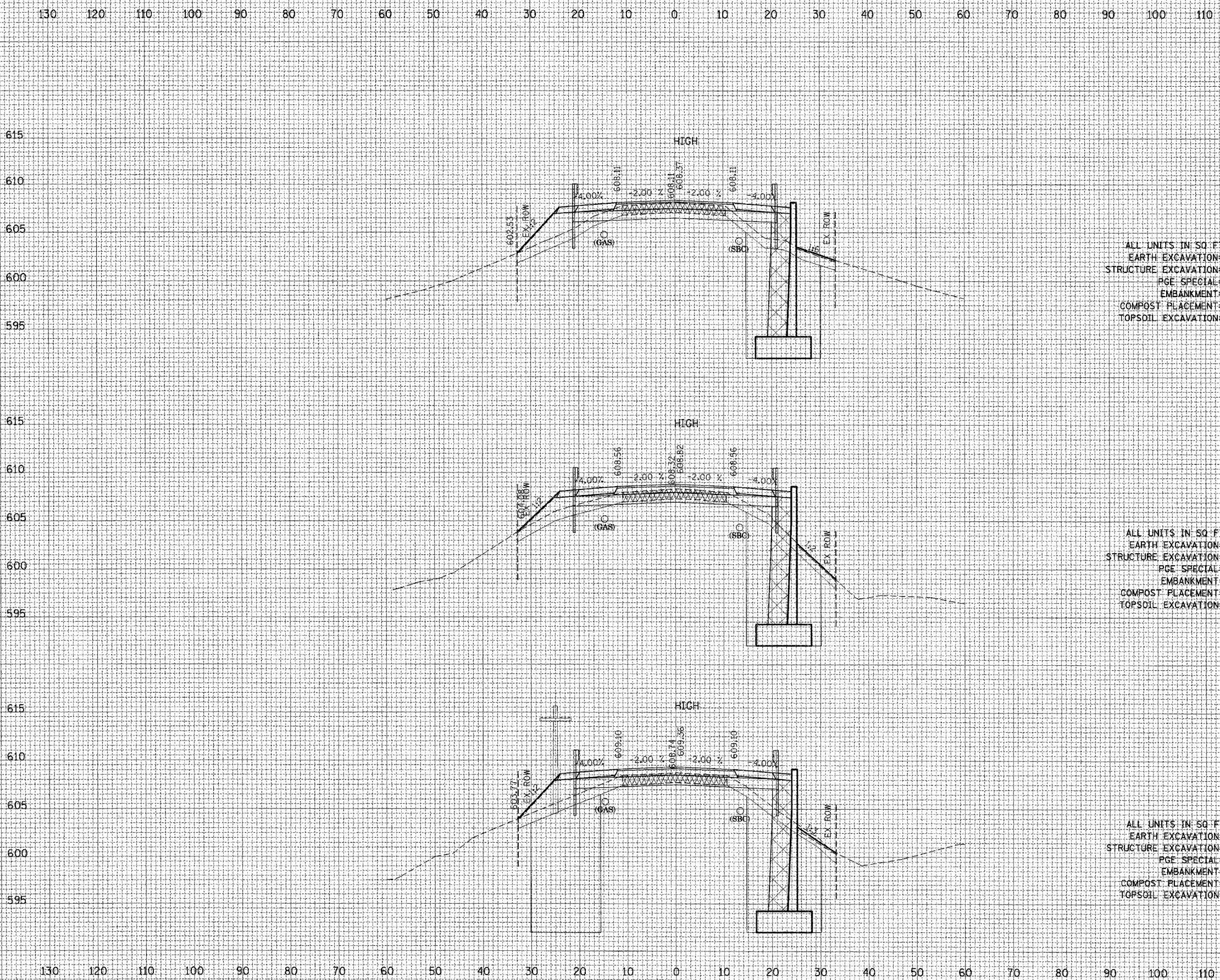
9+75.00

REVISIONS	NAME	DATE

BY	DATE

BY	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	*	WILL	64	59
STA. TO STA.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* 02-11106-01-BR CONTRACT NO. 83949				



ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 12.6
 STRUCTURE EXCAVATION= 171.6
 PGE SPECIAL= 50.1
 EMBANKMENT= 142.9
 COMPOST PLACEMENT= 3.3
 TOPSOIL EXCAVATION= 44.7

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 7.0
 STRUCTURE EXCAVATION= 170.6
 PGE SPECIAL= 51.9
 EMBANKMENT= 125.3
 COMPOST PLACEMENT= 3.1
 TOPSOIL EXCAVATION= 45.0

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 4.4
 STRUCTURE EXCAVATION= 367.9
 PGE SPECIAL= 54.1
 EMBANKMENT= 335.9
 COMPOST PLACEMENT= 3.3
 TOPSOIL EXCAVATION= 44.2

11+25.00

11+00.00

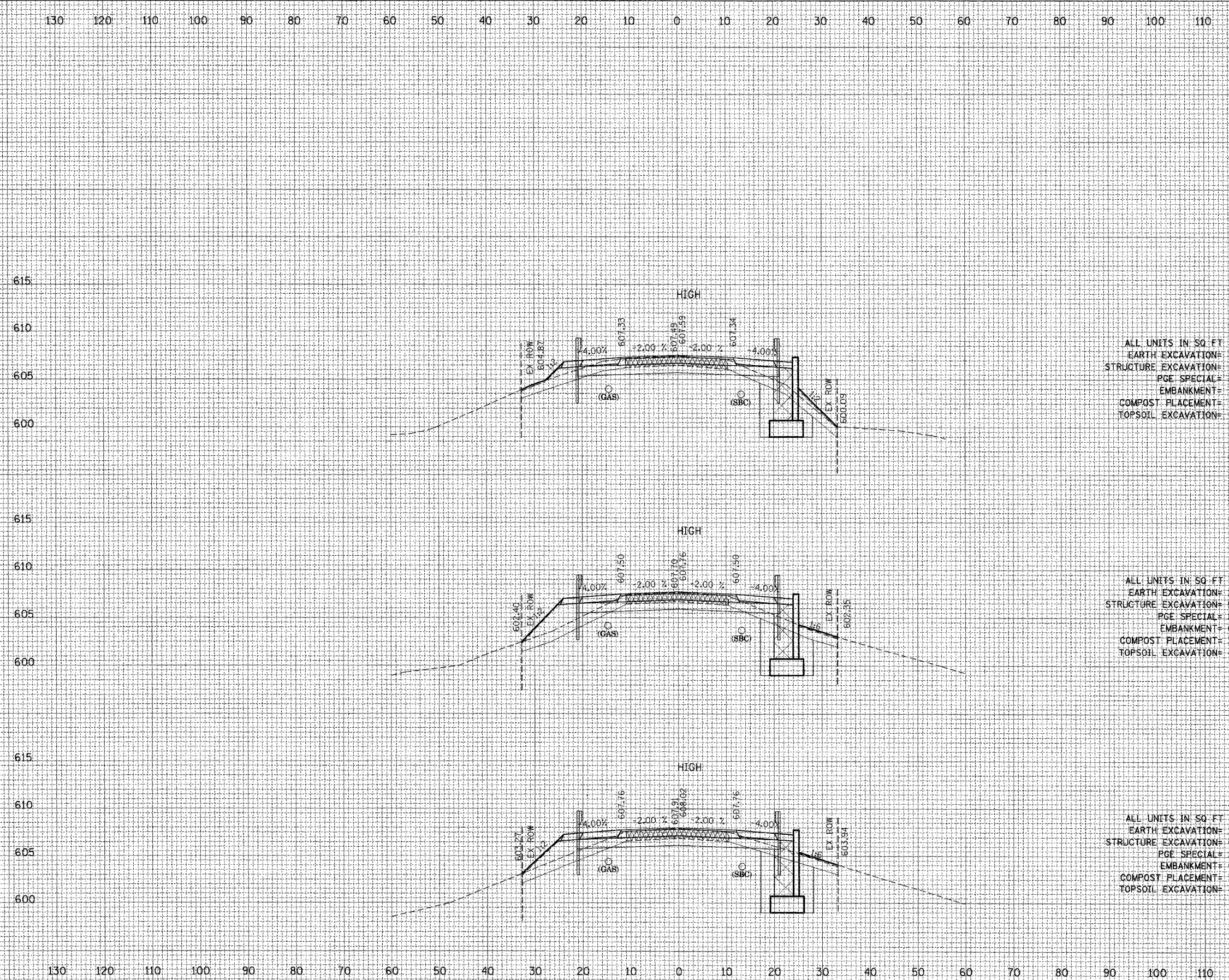
10+75.00

REVISIONS	DATE

BY	DATE

BY	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	60
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 19.7
 STRUCTURE EXCAVATION= 45.9
 PGE SPECIAL= 20.9
 EMBANKMENT= 40.0
 COMPOST PLACEMENT= 3.4
 TOPSOIL EXCAVATION= 44.4

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 18.1
 STRUCTURE EXCAVATION= 52.9
 PGE SPECIAL= 21.6
 EMBANKMENT= 69.6
 COMPOST PLACEMENT= 3.2
 TOPSOIL EXCAVATION= 44.8

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 EARTH EXCAVATION= 17.3
 STRUCTURE EXCAVATION= 62.3
 PGE SPECIAL= 22.7
 EMBANKMENT= 67.2
 COMPOST PLACEMENT= 3.1
 TOPSOIL EXCAVATION= 44.5

REVISIONS	DATE
NAME	

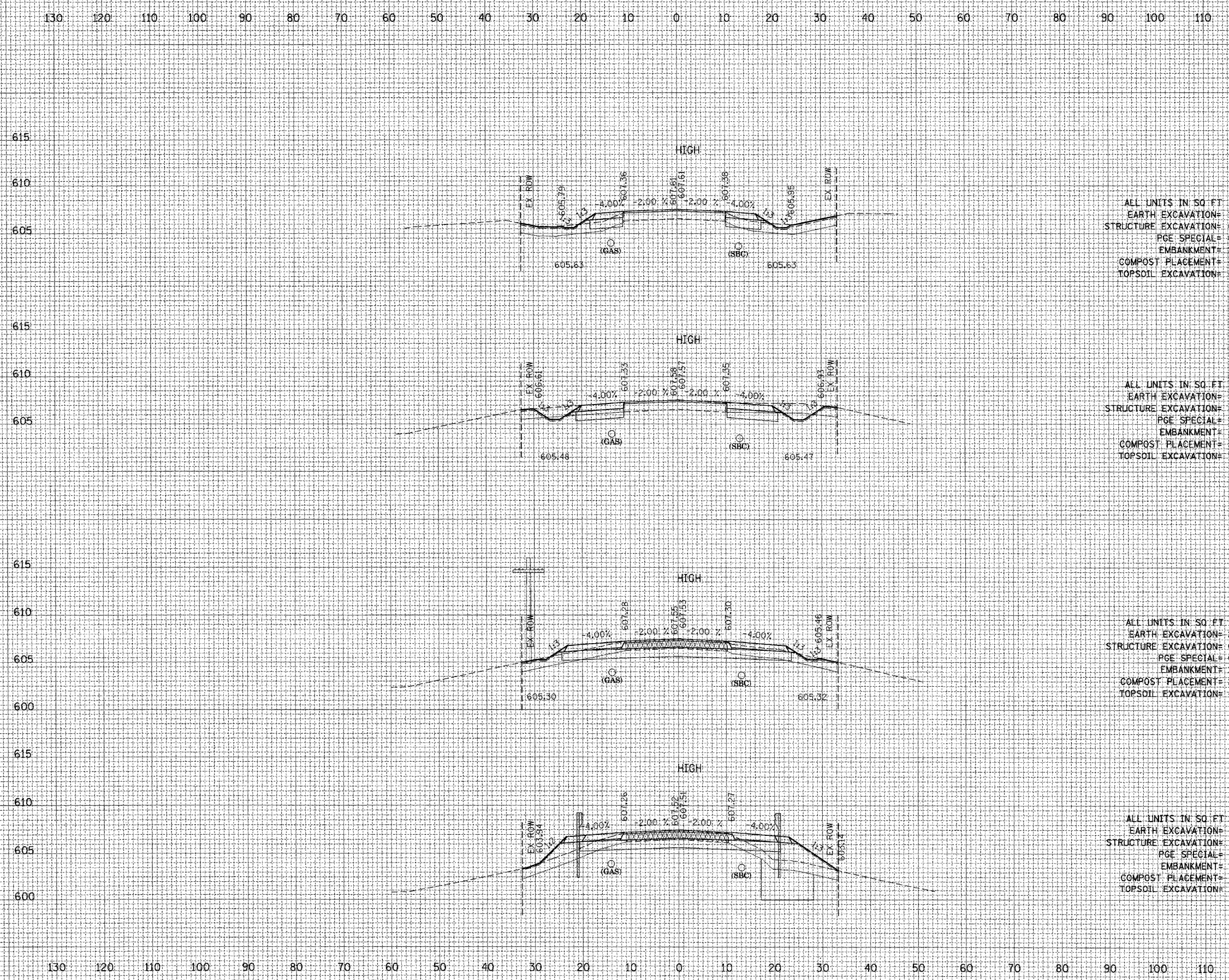
DATE	BY

DATE	BY

9-01-2007 10:54:48

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	61
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
02-11106-01-BR		CONTRACT NO. 83949		



ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 1.3
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 26.1
 COMPOST PLACEMENT= 4.7
 TOPSOIL EXCAVATION= 44.8

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 15.4
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 6.6
 COMPOST PLACEMENT= 3.6
 TOPSOIL EXCAVATION= 44.6

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 25.8
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 15.3
 COMPOST PLACEMENT= 2.8
 TOPSOIL EXCAVATION= 44.9

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 21.3
 STRUCTURE EXCAVATION= 36.8
 PGE SPECIAL= 0.0
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 COMPOST PLACEMENT= 3.3
 TOPSOIL EXCAVATION= 44.6

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610	610	
605	605	13+00.00
615	615	
610	610	
605	605	12+75.00
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REVISIONS	DATE

BY	DATE

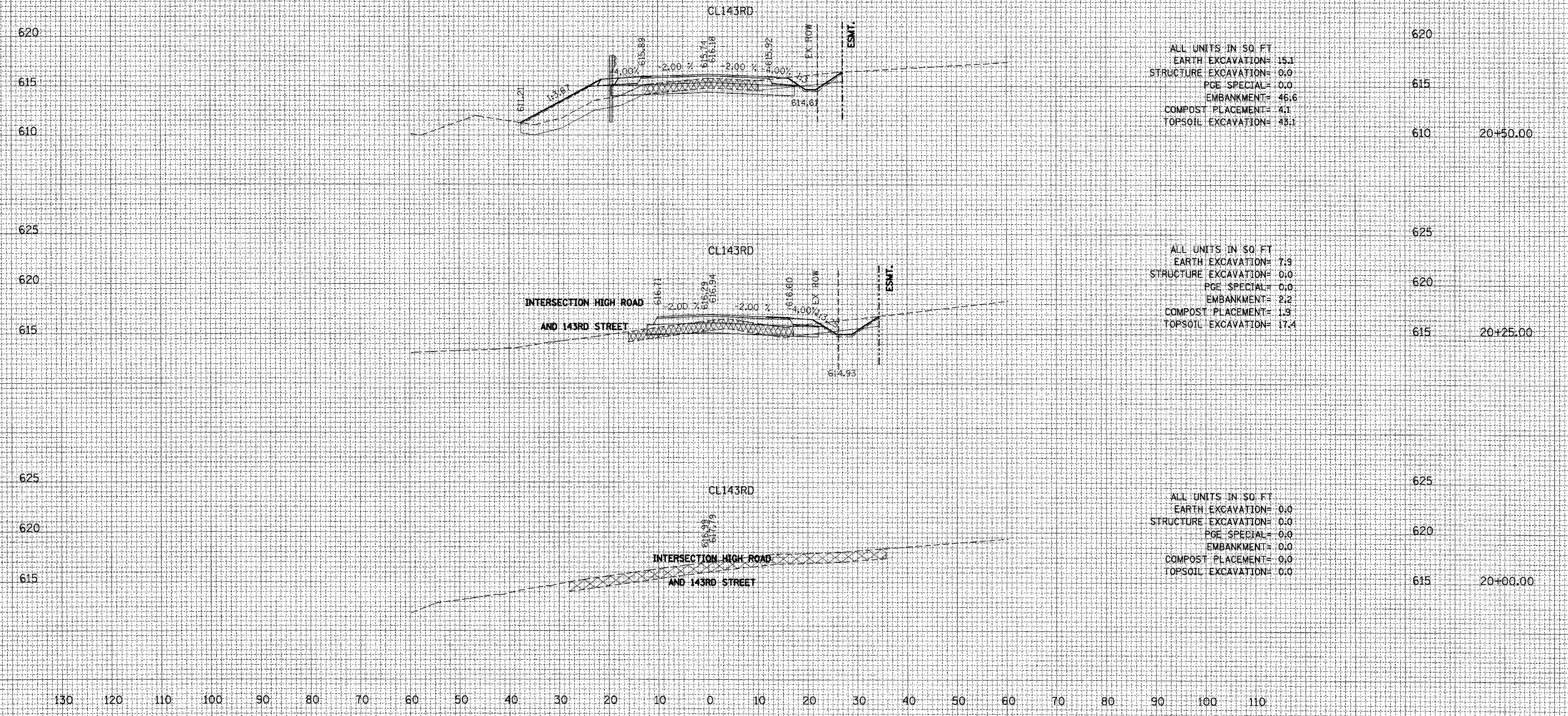
BY	DATE

9-07-2007, DDB:27

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130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			64	63
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
02-11106-01-BR		CONTRACT NO. 83949		

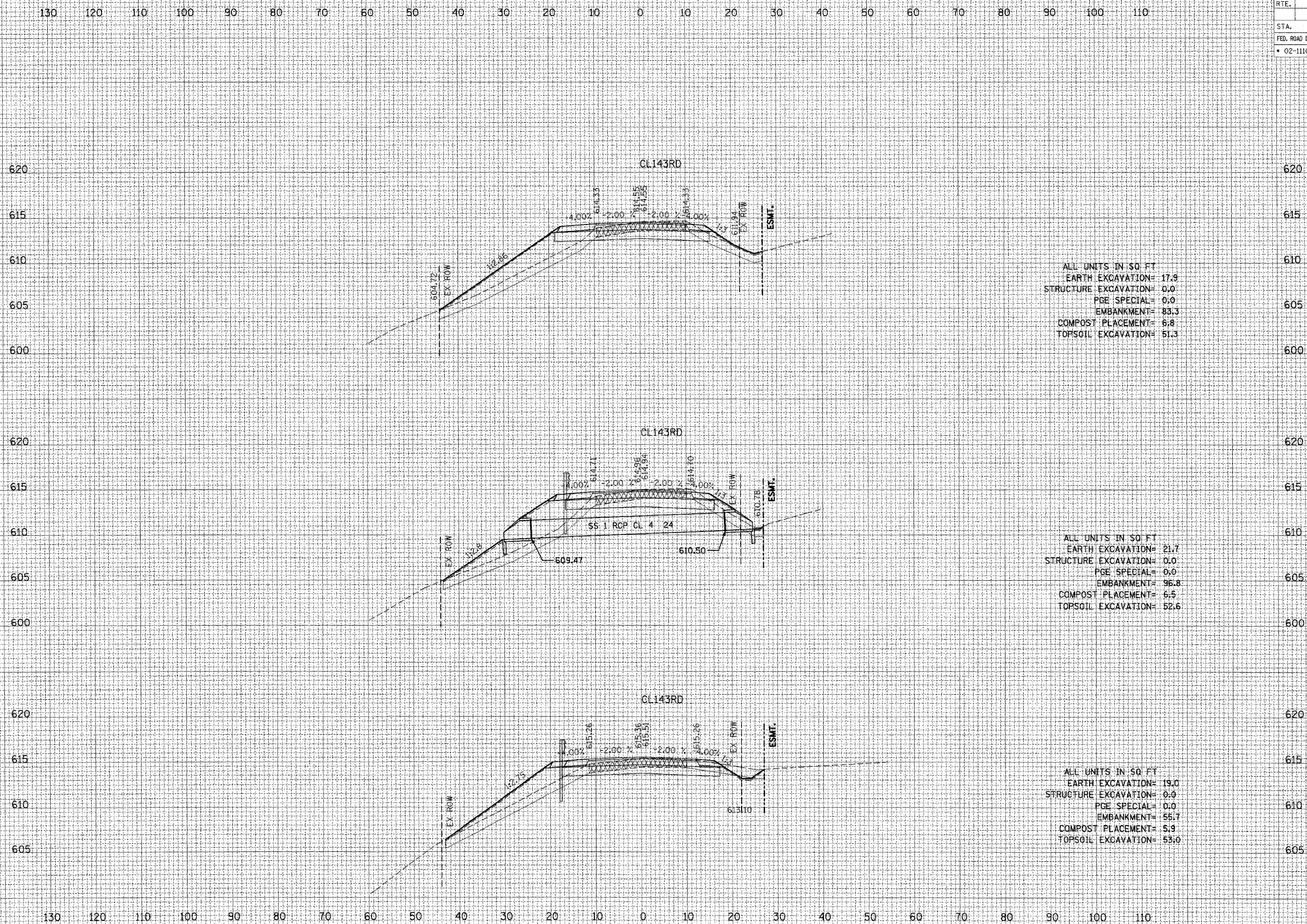


REVISIONS	DATE
NAME	

BY	DATE
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	

BY	DATE
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	64	64
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
• 02-11106-01-BR CONTRACT NO. 83949				



ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 17.9
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 83.3
 COMPOST PLACEMENT= 6.8
 TOPSOIL EXCAVATION= 51.3

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 21.7
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 96.8
 COMPOST PLACEMENT= 6.5
 TOPSOIL EXCAVATION= 52.6

ALL UNITS IN SQ. FT.
 EARTH EXCAVATION= 19.0
 STRUCTURE EXCAVATION= 0.0
 PGE SPECIAL= 0.0
 EMBANKMENT= 55.7
 COMPOST PLACEMENT= 5.9
 TOPSOIL EXCAVATION= 53.0

9-07-2007 14:58:06