

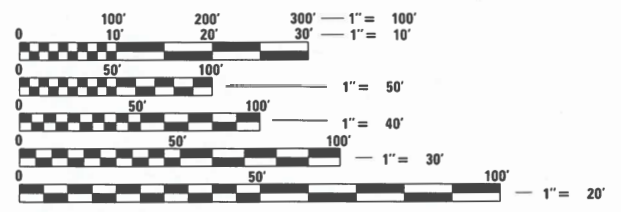
T.R. RTF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	1
		ILLINOIS	CONTRACT NO.	61M25

02-27-2026 LETTING ITEM 079

FOR INDEX OF SHEETS SEE SHEET 2
FOR LIST OF APPLICABLE HIGHWAY
STANDARDS SEE SHEET 2

TRAFFIC DATA (SMITH ROAD)
FUNCTIONAL CLASSIFICATION: LOCAL ROAD
POSTED SPEED = 35 MPH
ADT = 2200 (2023, SMITH ROAD)
ADT = 3000 (2050, SMITH ROAD)

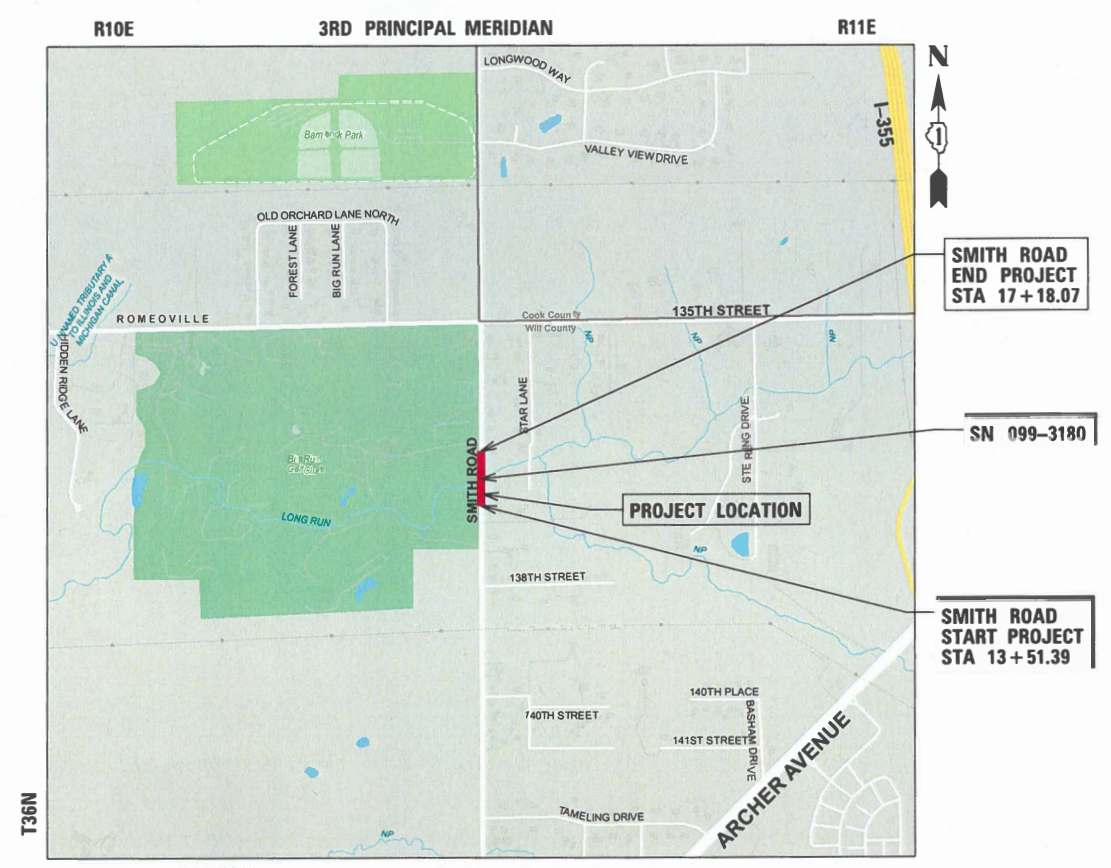
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**
SMITH ROAD BRIDGE OVER LONG RUN CREEK
BRIDGE REHABILITATION
SECTION 16-11107-01-BR
PROJECT NO: H406(985)
LOCKPORT TOWNSHIP HIGHWAY DEPT.
WILL COUNTY
JOB NO: C-91-158-23



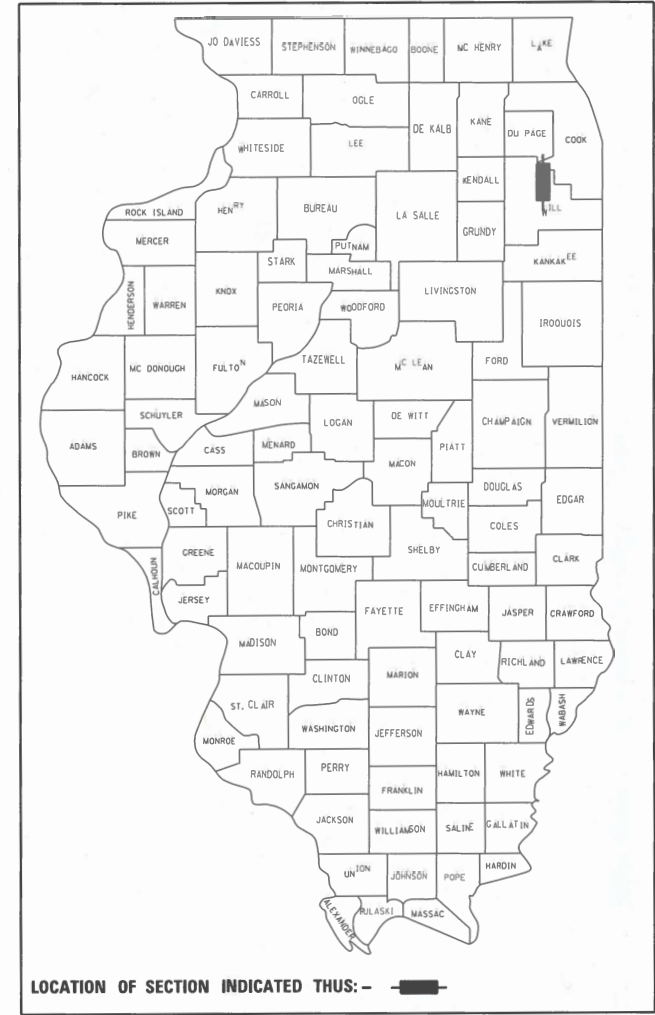
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CHRISTOPHER B. BURKE ENGINEERING, LTD.
16221 W. 159th Street, Suite 201
Lockport, Illinois 60441
(815) 770-2850
PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/27



LOCKPORT AND HOMER
LOCATION MAP
N.T.S.
GROSS LENGTH = 366.68 FT = 0.07 MILE
NET LENGTH = 366.68 FT = 0.07 MILE



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	NOVEMBER 17, 2025
LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT HIGHWAY COMMISSIONER	
PASSED	December 19, 2025 C.F. Rittler JAF
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS	
RELEASING FOR BID BASED ON LIMITED REVIEW	Dec 19, 2025 R. R. Rittler JR REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

 JEFFREY M. BARNETT, PE, SE ILLINOIS REGISTRATION No. 062-062111 ILLINOIS REGISTRATION No. 081-008359 EXPIRATION DATE: 11/2027	 ALEX SCHAEFER, PE ILLINOIS REGISTRATION No. 062-071146 EXPIRATION DATE: 11/2027
--	---

CONTRACT NO. 61M25

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

INDEX OF SHEETS

DESCRIPTION	SHEET NO.
COVER SHEET	1
INDEX OF SHEETS, HIGHWAY STANDARDS, D1 STANDARDS & COMMITMENTS	2
GENERAL NOTES	3
SUMMARY OF QUANTITIES	4 – 7
TYPICAL SECTIONS	8
EARTHWORK SCHEDULE	9
ALIGNMENTS, TIES AND BENCHMARKS	10
EXISTING CONDITIONS AND REMOVAL PLAN	11
ROADWAY PLAN AND PROFILE	12
MAINTENANCE OF TRAFFIC GENERAL NOTES	13
DETOUR PLAN	14
SEDIMENT AND EROSION CONTROL NOTES	15
LANDSCAPING AND EROSION CONTROL PLANS	16
PAVEMENT MARKING PLAN	17
STRUCTURAL PLANS	18-33
EXISTING BRIDGE PLANS	34-38
CONSTRUCTION DETAILS	39-42
PAVEMENT PATCHING FOR HMA SURFACED ROADS (BD-22)	43
BUTT JOINT AND HMA TAPER DETAILS (BD-32)	44
DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL. (BD-34)	45
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	46
DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	47
DETOUR SIGNING FOR CLOSING STATE HIGHWAY (TC-21)	48
ARTERIAL ROAD INFORMATION SIGN (TC-22)	49
CROSS SECTIONS	50-53

HIGHWAY STANDARDS

000001-09 – STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07 – TEMPORARY EROSION CONTROL SYSTEMS
420401-13 – PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
442201-04 – CLASS C AND D PATCHES
630001-13 – STEEL PLATE BEAM GUARDRAIL
630301-09 – SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631026-06 – TRAFFIC BARRIER TERMINAL, TYPE 5
631031-18 – TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02 – OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15’ AWAY
701006-05 – OFF-ROAD OPERATIONS, 2L, 2W, 15’ TO 24” FROM PAVEMENT EDGE
701301-04 – LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03 – LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
701426-09 – LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, SPEED ≥ 45 MPH
701501-06 – URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-11 – TRAFFIC CONTROL DEVICES
720001-01 – SIGN PANEL MOUNTING DETAILS
720006-04 – SIGN PANEL ERECTION DETAILS
725001-01 – OBJECT AND TERMINAL MARKERS
728001-01 – TELESCOPING STEEL SIGN SUPPORT
782006-01 – GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 23-4 – TRAFFIC BARRIER TERMINAL TYPE 1

DISTRICT 1 STANDARD DETAILS

BD-22 – PAVEMENT PATCHING FOR HMA SURFACED ROADS
BD-32 – BUTT JOINT AND HMA TAPER DETAILS
BD-34 – DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.
TC-10 – TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13 – DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-21 – DETOUR SIGNING FOR CLOSING STATE HIGHWAY
TC-22 – ARTERIAL ROAD INFORMATION SIGN

COMMITMENTS

1.

AT LEAST 48 HOURS PRIOR TO ROAD CLOSURE, ENGINEER SHALL COORDINATE WITH PUBLIC SERVICE PROCESS. CONTACT INFORMATION WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING.
2.

TREES THREE INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 TO SEPTEMBER 30.
3.

NO TREE CLEARNIG BEYOND 100 FEET OF THE EDGE OF PAVEMENT WILL OCCUR.
4.

SHOULD THE PROJECT REQUIRE TEMPORARY OR PERMANENT LIGHTING, ALL LIGHTING SHALL BE INSTALLED IN ACCORDANCE WITH FEDERAL HIGHWAY ADMINISTRATION GUIDE FOR BATS WHICH RECOMMENDS THAT LIGHTING DOES NOT INCREASE ILLUMINATION ABOVE AMBIENT CONDITIONS AND THAT INCORPORATES FULL CUT OFF, DOWNWARD FACING LIGHTS DIRECTED AWAY FROM FORESTED AREAS.
5.

WHERE FEASIBLE, THE PROJECT SHALL BE RE-SEEDED IN ACCORDANCE WITH IDOTS SSRBC WITH A CLASS 5 OR 5B SEED MIX WHICH CONTAINS NATIVE FORBS AND MILKWEED.

GENERAL NOTES

UTILITIES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.
2. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE TOWNSHIP AND ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL “JULIE” AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATIONS IS REQUIRED). THE CONTRACTOR SHALL CONTACT IDOT’S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

WATER FOR CONSTRUCTION PURPOSES

4. THE CONTRACTOR CAN OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NO “WATERING BAN” IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. THE CONTRACTOR MAY OBTAIN WATER ONLY UNDER THE DIRECTION OF THE CITY OF LOCKPORT’S PUBLIC WORKS DEPARTMENT AT THE TIME OF CONSTRUCTION. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CITY RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF CITY WATER IF DEEMED NECESSARY. THE CONTRACTOR SHALL COORDINATE ALL WATER USAGE WITH BOTH THE CITY OF LOCKPORT AND TOWNSHIP HIGHWAY DEPARTMENT.

MISCELLANEOUS

5. ALL SAWCUTTING SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL.
6. LOCATIONS FOR PAVEMENT PATCHING WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
7. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED. THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON THE PAVEMENT OR IN ANY OTHER MANNER WHICH MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.
8. NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.
9. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR.
11. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS OR MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS AND MAILBOXES DURING CONSTRUCTION OPERATIONS. IF EXISTING SIGNS, MAILBOXES, OR MAILBOX POSTS ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT PROCESS, THE SIGN, MAILBOX, OR MAILBOX POST SHALL BE REPLACED.
12. DURING THE CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS CAUSED BY THE CONSTRUCTION.
13. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR’S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.

14. THE AGGREGATE GRADATION FOR THE LOWER 9” OF AGGREGATE SUBGRADE IMPROVEMENT 12” SHALL BE CS 1 OR RR 1.
15. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM AXLE TRUCK.
16. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
17. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.
18. PHOSPHORUS FERTILIZER HAS BEEN INTENTIONALLY OMITTED FROM THE CONTRACT DUE TO THE PROXIMITY TO THE EXISTING WETLANDS. A PHOSPHORUS-FREE FERTILIZER SHALL BE USED (MIDDLE NUMBER SHOULD EQUAL 0).
19. AT THE END OF EACH DAY, IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO ASSURE THAT ALL STREETS, SIDEWALKS, AND PARKING LOTS ADJACENT TO THE PROJECT ARE FREE OF ALL CONSTRUCTION RELATED DEBRIS INCLUDING DIRT, STONE, NAILS, ETC.
20. THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AFFECTED BY THE WORK.
21. PAVEMENT AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND, IF DAMAGED, SHALL BE REPLACED PROMPTLY BY THE CONTRACTOR IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
22. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
23. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE, SEE RECORD PLANS ON SHEETS 34-38.

DRAINAGE AND UTILITIES GENERAL NOTES

24. ANY EXISTING DRAINAGE FACILITIES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR. THIS WORK SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER.
25. ALL EXISTING STORM SEWER TO REMAIN SHALL BE INSPECTED BY THE CONTRACTOR BEFORE CONSTRUCTION STARTS. ANY EXISTING ACCUMULATED MATERIAL SHALL BE DOCUMENTED BY THE CONTRACTOR. ANY UNDOCUMENTED ACCUMULATION OF MATERIAL FOUND IN THE STRUCTURES OR PIPES AFTER CONSTRUCTION IS COMPLETED SHALL BE REMOVED BY THE CONTRACTOR.

FUNDING SOURCE					STP-BRIDGE		
					80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE					0005	0013	0042
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINEES
	20101000	TEMPORARY FENCE	FOOT	80	80		
	20101200	TREE ROOT PRUNING	EACH	2	2		
	20200100	EARTH EXCAVATION	CU YD	176	176		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	180	180		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	225	225		
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1450	1450		
	25000110	SEEDING, CLASS 1A	ACRE	0.25	0.25		
	25000314	SEEDING, CLASS 4B	ACRE	0.25	0.25		
	25000324	SEEDING, CLASS 5B	ACRE	0.25	0.25		
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	25	25		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	25	25		
	28000305	TEMPORARY DITCH CHECKS	FOOT	150	150		
	25100645	WILDLIFE FRIENDLY EROSION CONTROL BLANKET	SQ YD	1450	1450		
	28000400	PERIMETER EROSION BARRIER	FOOT	950	950		
	28100107	STONE RIPRAP, CLASS A4	SQ YD	570		570	
	28200200	FILTER FABRIC	SQ YD	570		570	
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	10	10		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	85	85		
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	210	210		
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	105	105		

~ DENOTES SPECIALTY ITEM

FUNDING SOURCE					STP-BRIDGE		
					80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE					0005	0013	0042
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINEES
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	200	200		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	25	25		
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	18	18		
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	49	49		
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	155	155		
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	55	55		
	44000100	PAVEMENT REMOVAL	SQ YD	365	365		
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	56	56		
	44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	20	20		
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	20	20		
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	20	20		
	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	35	35		
	48203013	HOT-MIX ASPHALT SHOULDERS, 4"	SQ YD	95	95		
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1	
	50102400	CONCRETE REMOVAL	CU YD	3.3		3.3	
	50200100	STRUCTURE EXCAVATION	CU YD	74		74	
	50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	2		2	
	50300225	CONCRETE STRUCTURES	CU YD	34.5		34.5	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	138.8		138.8	
	50300260	BRIDGE DECK GROOVING	SQ YD	527		527	

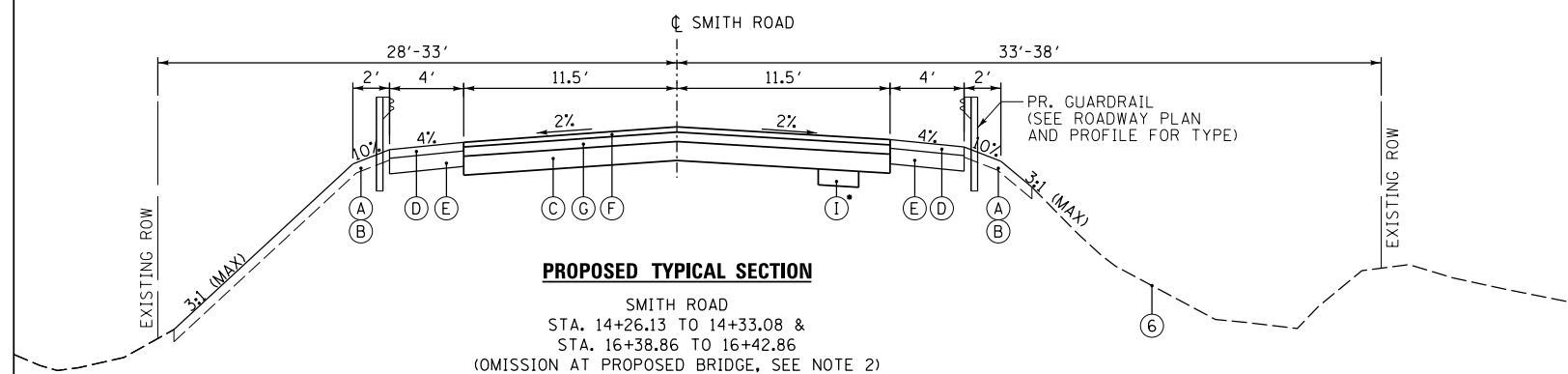
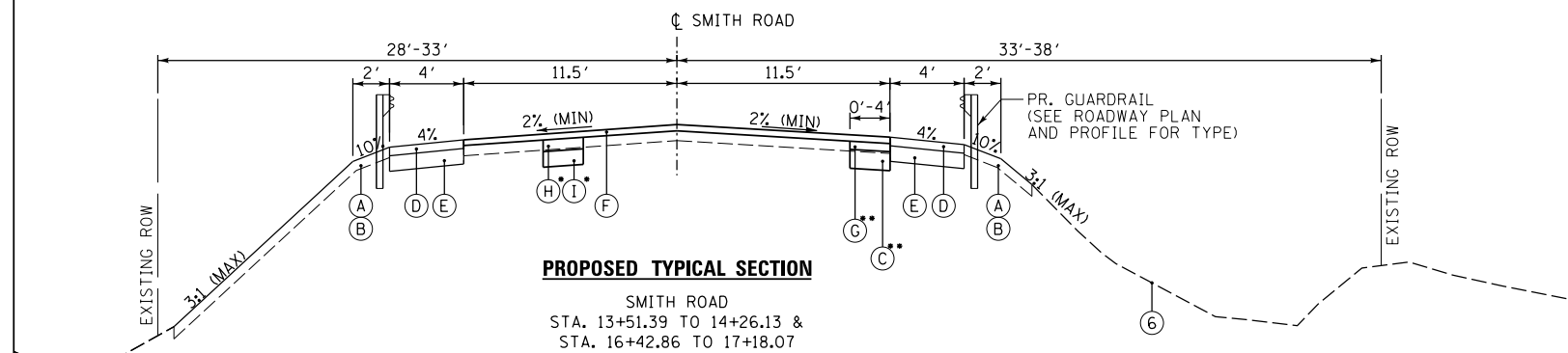
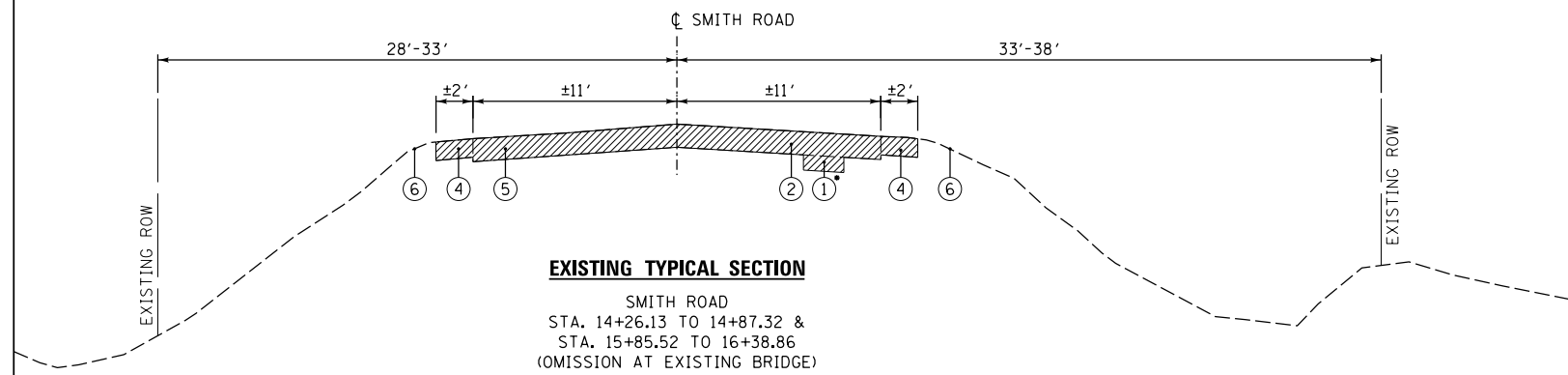
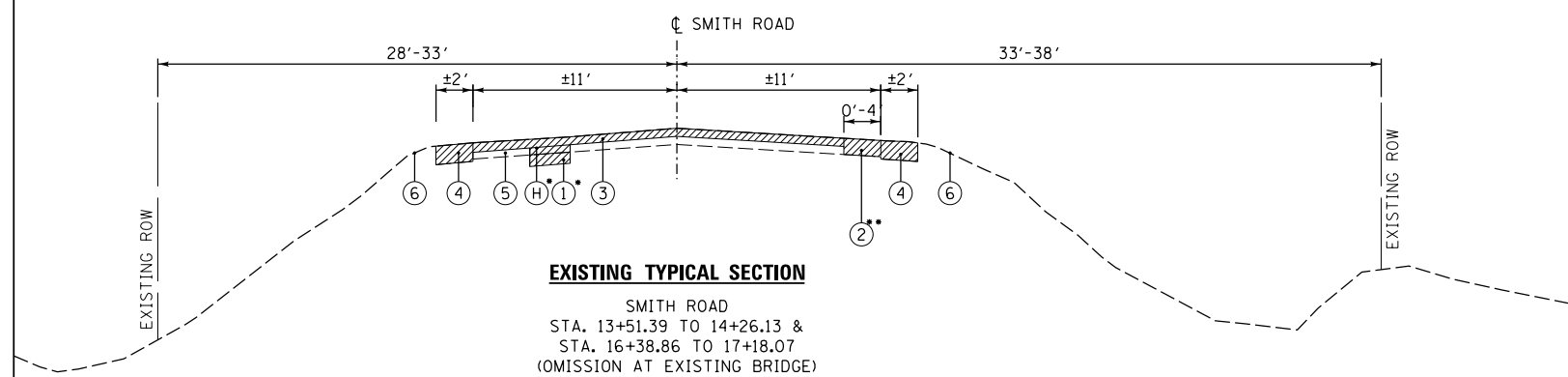
~ DENOTES SPECIALTY ITEM

FUNDING SOURCE					STP-BRIDGE		
					80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE					0005	0013	0042
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINEES
	50300300	PROTECTIVE COAT	SQ YD	868		868	
	50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	93.2		93.2	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	76840		76840	
	51500100	NAME PLATES	EACH	1		1	
	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	20		20	
	53212755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	70		70	
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	64		64	
	59000200	EPOXY CRACK INJECTION	FOOT	98		98	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	42		42	
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4		4	
	60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	164		164	
~	63000007	STEEL PLATE BEAM GUARDRAIL, TYPE B, 6 FOOT POSTS	FOOT	82	82		
~	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2		
~	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
~	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3		
~	63200310	GUARDRAIL REMOVAL	FOOT	240	240		
	67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6	6		
	67100100	MOBILIZATION	L SUM	1	1		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	370	370		
~	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		

~ DENOTES SPECIALTY ITEM

FUNDING SOURCE					STP-BRIDGE		
					80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE					0005	0013	0042
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINEES
~	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1870	1870		
~	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	825	825		
~	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8		
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	100	100		
	X0326806	WASHOUT BASIN	L SUM	1	1		
	X2030300	CHANNEL EXCAVATION (SPECIAL)	CU YD	390	390		
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1		
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	375	375		
~	X6310164	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1	1		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	107	107		
	X7240205	REMOVE SIGN COMPLETE	EACH	2	2		
~	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2		
	XX008195	EXPLORATION EXCAVATION (UTILITY)	FOOT	50	50		
	XX009569	PRESS BREAK FORMED STEEL TUB GIRDER (PBFSTG) SYSTEM	SQ FT	3427		3427	
	Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	40		40	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0076600	TRAINEES	HOOR	500			500
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOOR	500			500

~ DENOTES SPECIALTY ITEM



EXISTING LEGEND

- ① REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
- ② PAVEMENT REMOVAL (44000100)
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (X4401198)
- ④ AGGREGATE/TURF SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION, 20200100)
- ⑤ EXISTING HMA PAVEMENT (SEE PAVEMENT CORES)
- ⑥ EXISTING GROUND

PROPOSED LEGEND

- (A) TOPSOIL FURNISH AND PLACE, 6" (21101625)
- (B) SEEDING, CLASS 1A (25000110) & WILDLIFE FRIENDLY EROSION CONTROL BLANKET (25100645)
- (C) AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (D) HOT-MIX ASPHALT SHOULDERS, 4" (48203013)
- (E) AGGREGATE BASE COURSE, TYPE B 8" (35102000)
- (F) HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50; 2" (40604060)
- (G) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4" (40603080)
- (H) CLASS D PATCHES (TYPES I, II, & III) (44201737, 44201741, 44201745)
- (I) AGGREGATE SUBGRADE IMPROVEMENT (30300001)



- * AT LOCATIONS AS DIRECTED BY THE ENGINEER
** SEE NOTE 1

NOTES:

1. WIDENING IS PROPOSED ONLY FOR STATIONS 13+56.57 TO 14+26.13 AND 16+42.86 TO 16+81.13.
2. THE PROPOSED BRIDGE, APPROACH SLABS AND PCC PAVEMENT CONNECTORS ARE OMITTED FROM TYPICAL SECTIONS. SEE STRUCTURAL DRAWINGS FOR PROPOSED BRIDGE TYPICAL SECTION AND DETAILS. OMISSION FOR PROPOSED BRIDGE IS FROM STA. 14+33.08 TO STA. 16+38.86.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QMP
HOT-MIX ASPHALT PAVEMENT RECONSTRUCTION & WIDENING		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50; 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT PAVEMENT (RESURFACING)		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50; 2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT SHOULDERS, 4"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 1 1/2"	4% @ 50 GYR.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"	4% @ 50 GYR.	LR 1030-2
CLASS D PATCHES, 8"		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8"	4% @ 70 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE PER LR 1030-2		


HMA TABLE NOTES:

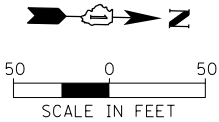
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LB/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON POLYMERIZED HMA THE AC TYPE SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICAITONS.


EARTHWORK SCHEDULE								
STATION			20201200	20200100				
			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	EARTH EXCAVATION	EARTH EXCAVATION VOLUME USED (15% SHRINKAGE)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	
			(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	
13+51	TO	14+00	18	16	14	13	1	
14+00	TO	14+50	29	50	43	21	22	
14+50	TO	14+63	11	18	15	5	10	
14+63	TO	14+77	12	17	14	7	7	
14+77	TO	14+92	6	7	6	4	2	
14+92	TO	15+81	OMISSION DUE TO BRIDGE					
15+81	TO	15+95	6	7	6	1	5	
15+95	TO	16+00	4	5	4	1	3	
16+00	TO	16+10	8	11	9	4	5	
16+10	TO	16+24	11	19	16	9	7	
16+24	TO	16+50	20	20	17	18	-1	
16+50	TO	17+00	35	6	5	32	-27	
17+00	TO	17+18	10	0	0	6	-6	
TOTALS			170	176	149	121	28	

SUMMARY			
20201200	20200100		X2030300
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	EARTH EXCAVATION	EMBANKMENT	CHANNEL EXCAVATION (SPECIAL)
(CU YD)	(CU YD)	(CU YD)	(CU YD)
170	176	121	390

BASED ON ASSUMED TOPSOIL DEPTHS, A QUANTITY OF 170 CY OF TOPSOIL SHALL BE STRIPPED TO CONSTRUCT THE PROPOSED ROADWAY IMPROVEMENTS. EARTHWORK SCHEDULE AND SUMMARY INDICATE THE TOPSOIL STRIPPING AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS. ADDITIONAL QUANTITY FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS HAS BEEN INCLUDED FOR ROADWAY UNDERCUTS. EMBANKMENT SHALL NOT BE PAID FOR SEPARATELY, IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. CHANNEL EXCAVATION (SPECIAL) HAS BEEN INCLUDED FOR ALL EXCAVATION REQUIRED BELOW THE BRIDGE TO PLACE PROPOSED RIP RAP AS SHOWN IN THE PLANS AND SHALL INCLUDE ALL EXCAVATION OF SOIL, DEBRIS, STONE, ETC REQUIRED TO PLACE THE RIP RAP.

	ELEVATION BENCHMARKS DATUM: NAVD '88 (GPS OBSERVED)	
NO.	DESCRIPTION	ELEV.
OSBM 23-1	RAILROAD SPIKE IN WEST FACE OF UTILITY POLE THAT IS FIRST POLE SOUTH OF ADDRESS 16349 SMITH RD. ON EAST SIDE OF ROAD	634.07



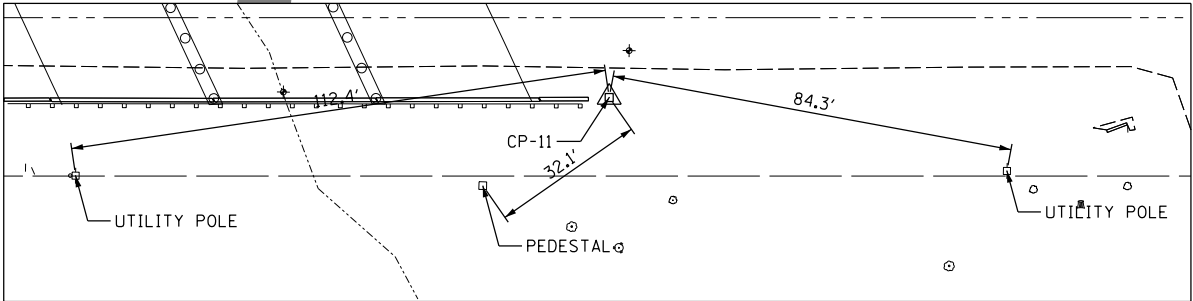
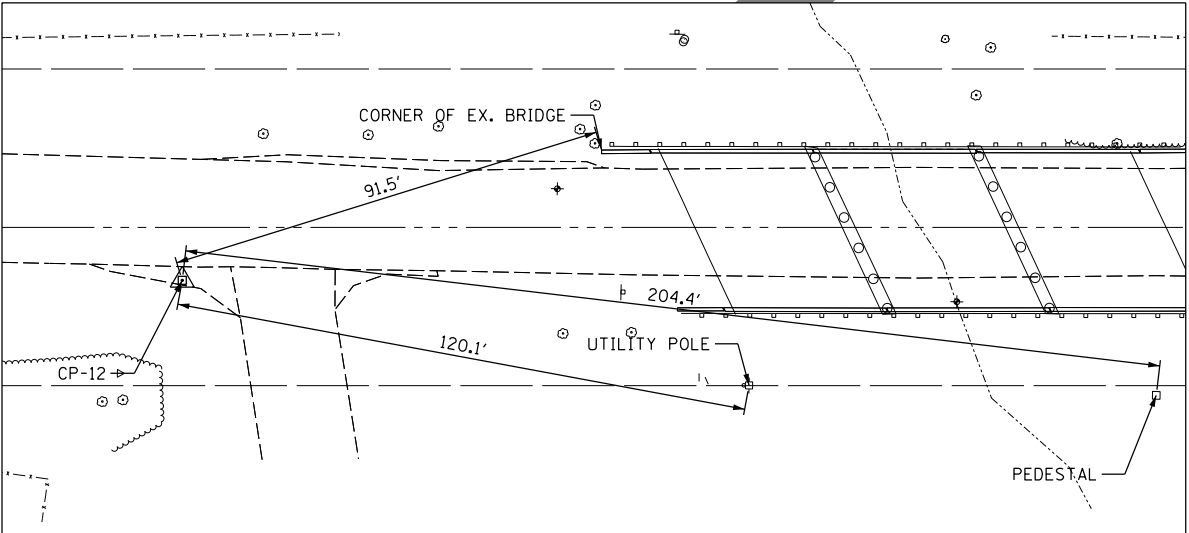
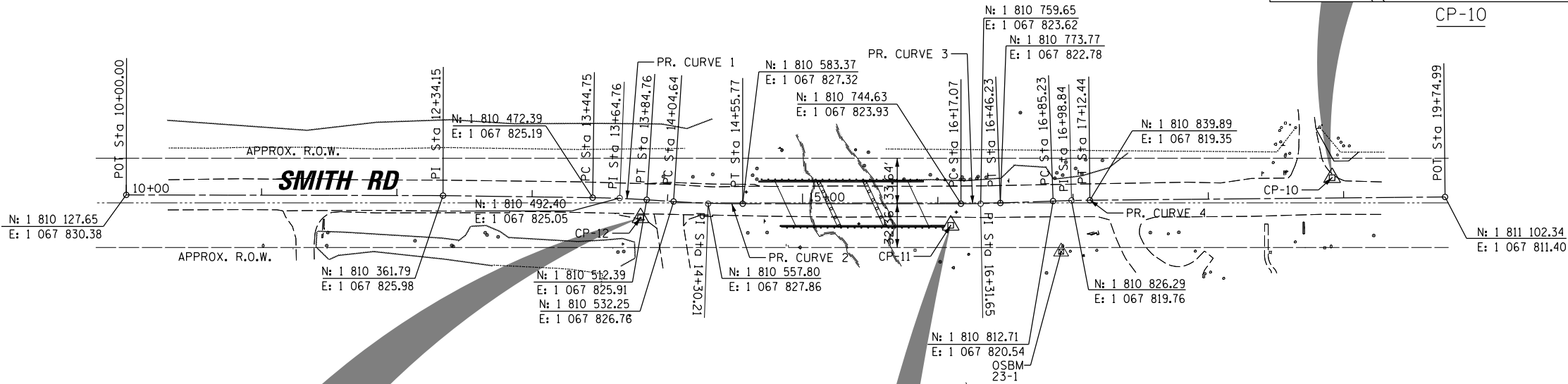
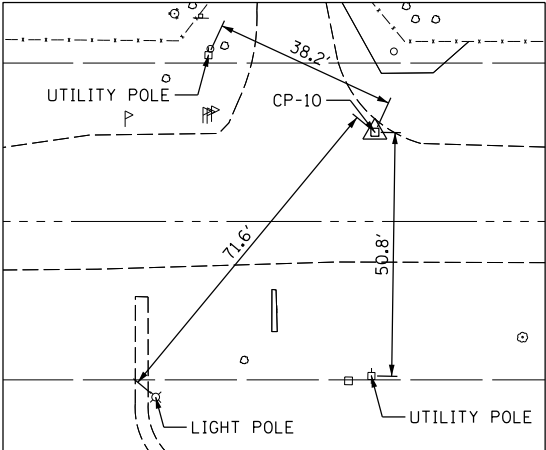
BASELINE	HORIZONTAL CONTROL POINTS					
	 CP NO	NORTHING (Y)	EASTING (X)	DESCRIPTION	STATION	OFFSET
SMITH ROAD	CP-10	1 811 018.58	1 067 779.92	CHC	18+91.64	15.00' LT
	CP-11	1 810 737.38	1 067 840.10	CHC	16+09.53	16.00' RT
	CP-12	1 810 508.07	1 067 839.31	CHC	13+80.95	13.57' RT

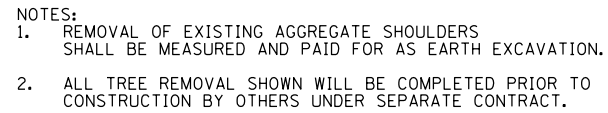
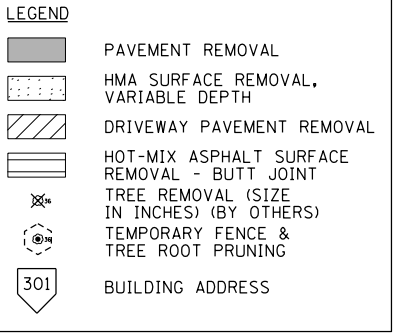
PROP. CURVE PR.SMITH1
PI STA. = 13+64.76
 $\Delta = 2^\circ 51' 55''$ (RT)
 $D = 7^\circ 09' 43''$
 $R = 800.00'$
 $T = 20.01'$
 $L = 40.01'$
 $E = 0.25'$
P.C. STA. = 13+44.75
P.T. STA. = 13+84.76

PROP. CURVE PR.SMITH2
PI STA. = 14+30.21
 $\Delta = 3^\circ 39' 42''$ (LT)
 $D = 7^\circ 09' 43''$
 $R = 800.00'$
 $T = 25.57'$
 $L = 51.13'$
 $E = 0.41'$
P.C. STA. = 14+04.64
P.T. STA. = 14+55.77

PROP. CURVE PR.SMITH3
PI STA. = 16+31.65
 $\Delta = 2^\circ 05' 19''$ (LT)
 $D = 7^\circ 09' 43''$
 $R = 800.00'$
 $T = 14.58'$
 $L = 29.16'$
 $E = 0.13'$
P.C. STA. = 16+17.07
P.T. STA. = 16+46.23

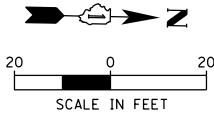
PROP. CURVE PR.SMITH4
PI STA. = 16+98.84
 $\Delta = 1^\circ 33' 32''$ (RT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 13.61'$
 $L = 27.21'$
 $E = 0.09'$
P.C. STA. = 16+85.23
P.T. STA. = 17+12.44





NOTES:

- CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING ABOVE/NEAR AT&T UNDERGROUND FACILITIES. CONTRACTOR SHALL COORDINATE WITH AT&T FOR WATCH & PROTECT AS NEEDED.
- TRAFFIC BARRIER TERMINALS TYPE 1 (SPECIAL) TANGENT SHALL BE 37.5 FEET IN LENGTH UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- PCC PAVEMENT CONNECTORS FOR BRIDGE APPROACH SLABS SHALL BE CONSTRUCTED IN ACCORDANCE WITH IDOT STANDARD 420401. PAVEMENT CONNECTORS SHALL BE CONSTRUCTED ON AGGREGATE BASE COURSE, TYPE B, 4".

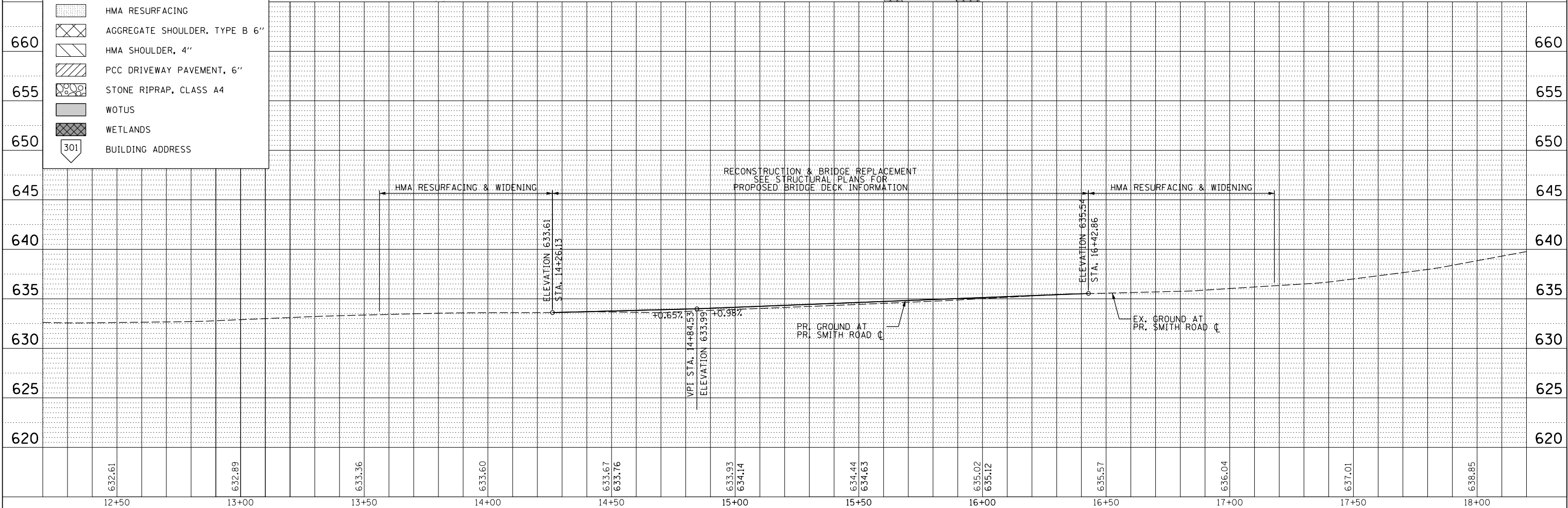


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	PAID FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKO		
	NO.		

LEGEND

- PAVEMENT WIDENING/RECONSTRUCTION
- PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- HMA RESURFACING
- AGGREGATE SHOULDER, TYPE B 6"
- HMA SHOULDER, 4"
- PCC DRIVEWAY PAVEMENT, 6"
- STONE RIPRAP, CLASS A4
- WOTUS
- WETLANDS
- BUILDING ADDRESS



FILE NAME =	USER NAME = jspeelman	DESIGNED -	AJS/JRS	REVISED -		SMITH ROAD BRIDGE OVER LONG RUN CREEK				T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lockport Township\220545\Civil\VRPP_01.220545.sht		DRAWN -	JRS	REVISED -		ROADWAY PLAN AND PROFILE				0244	16-11107-01-BR	WILL	53	12
Default	PLOT SCALE = 28"	CHECKED -	AJS	REVISED -		SCALE: 20'				SHEET 1 OF 1 SHEETS		STA. 12+19.91 TO STA. 18+20.00		CONTRACT NO. 61M25
	PLOT DATE = 12/19/2025	DATE -	12/19/2025	REVISED -								ILLINOIS FED. AID PROJECT		

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY JAMES LOUCH AT THE LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT AT 815-726-6056 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK.
2. THE SMITH ROAD BRIDGE OVER LONG RUN CREEK SHALL BE CLOSED TO ALL TRAFFIC DURING CONSTRUCTION. SMITH ROAD SHALL BE OPEN TO LOCAL TRAFFIC ONLY BETWEEN 143RD STREET AND 135TH STREET FOR THE DURATION OF CONSTRUCTION. CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE DRIVEWAY ACCESS TO RESIDENTS WITHIN THE PROJECT LIMITS DURING CONSTRUCTION. RESIDENTS SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF EVERY OVERNIGHT DRIVEWAY CLOSURE.
3. THE CLOSURE OF SMITH ROAD SHALL NOT EXCEED 4 MONTHS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. ROADWORK REQUIRING A CLOSURE OF A LANE (IN ADDITION TO THE STAGING SHOWN IN THE PLANS), WHICH HAS BEEN OPENED PREVIOUSLY TO TRAFFIC, WILL BE ALLOWED AT THE DISCRETION OF THE ENGINEER AND UNDER THE FOLLOWING CONDITIONS:

a. THE LANE CLOSURE SHALL ONLY BE IN EFFECT WHILE WORKERS ARE PRESENT IN OR WITHIN TWO (2) FEET OF TRAFFIC.

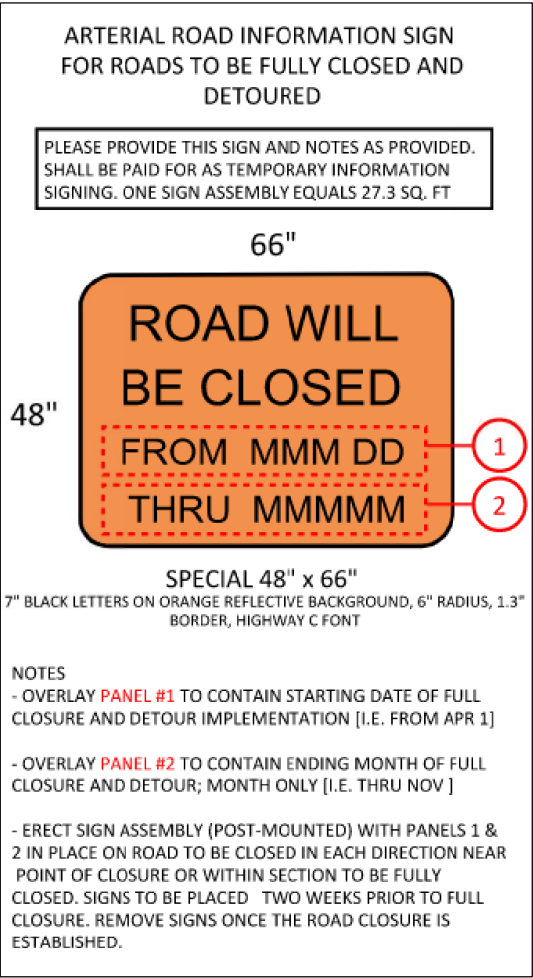
b. ALL TRAFFIC CONTROL DEVICES PERTAINING TO THE LANE CLOSURE SHALL BE REMOVED FROM THE ROADWAY AT THE END OF THE WORKDAY.

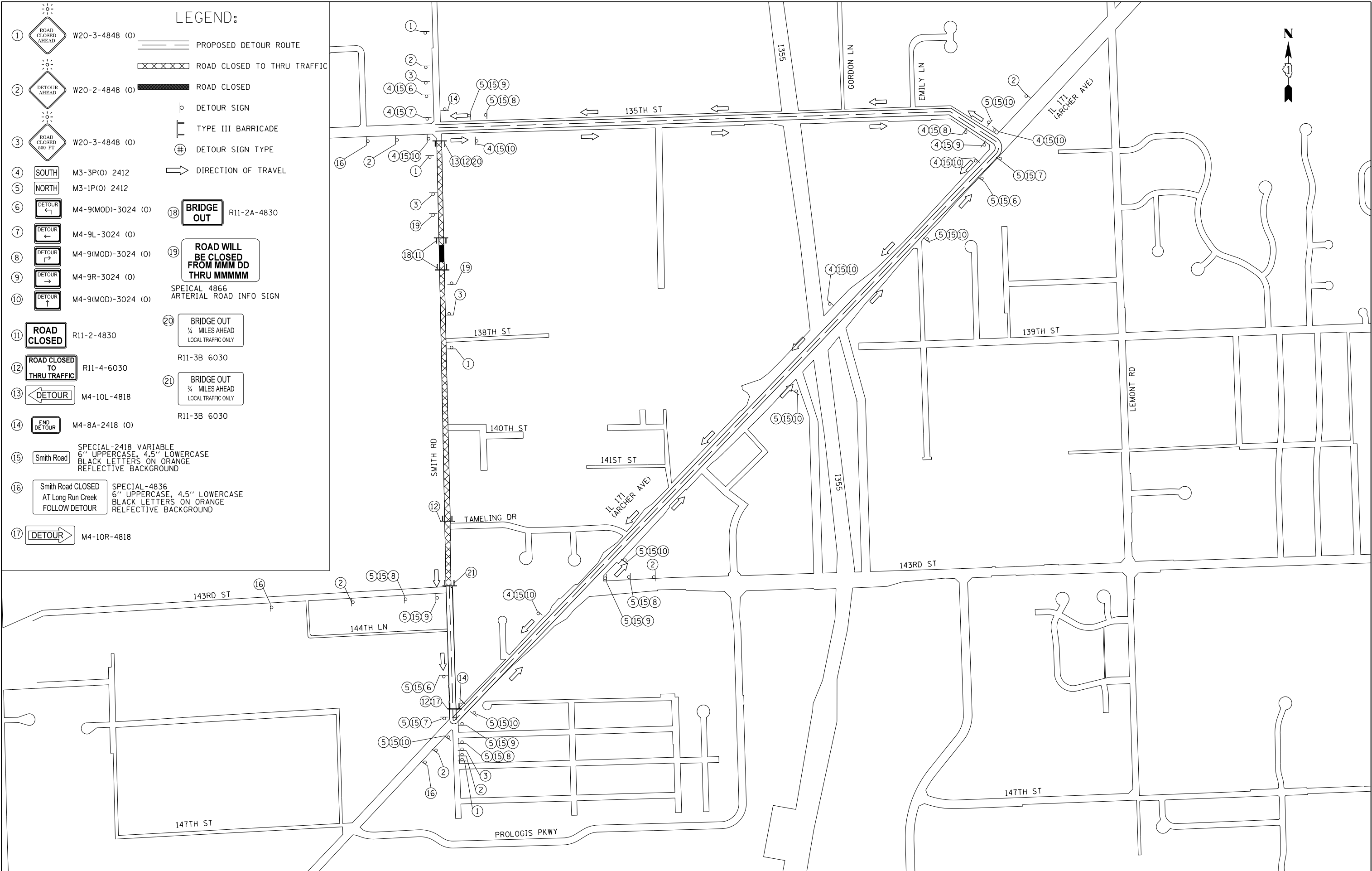
c. LANE CLOSURES SHALL BE IN ACCORDANCE WITH IDOT STANDARDS 701001, 701006, 701101, AND 701501, AND AS DIRECTED BY THE ENGINEER.
5. DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES THROUGH THE USE OF “TEMPORARY ACCESS (PRIVATE ENTRANCE)”.
6. ALL SIGNAGE TO BE IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). MAINTENANCE OF TRAFFIC SHOWN IS THE MINIMUM REQUIRED; THE CONTRACTOR SHALL PROVIDE ADDITIONAL TRAFFIC CONTROL MEASURES AS DIRECTED BY RESIDENT ENGINEER.
7. SEE HIGHWAY STANDARDS AND DISTRICT ONE DETAILS FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
8. TRAFFIC CONTROL AND PROTECTION WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL) WHICH SHALL INCLUDE INSTALLATION, RELOCATION, OR REMOVAL OF ALL TRAFFIC CONTROL AND PROTECTION SIGNAGE, DEVICES, OR MARKINGS AS SHOWN ON THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.
9. SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS SHALL BE COVERED OR REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE ALL SIGNS AS SHOWN IN THE TRAFFIC CONTROL PLANS AND ANY ADDITIONAL SIGNS AS REQUIRED BY THE LISTED HIGHWAY STANDARDS OR AS DIRECTED BY THE ENGINEER. SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH HIGHWAY STANDARD 701901.
10. TRAFFIC CONTROL MAY BE ADJUSTED AS NECESSARY TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED WHICH ARE NOT ASSOCIATED WITH ANY TRAFFIC CONTROL STANDARDS.

11. THE WORK ZONES SHOWN ON THE TRAFFIC CONTROL PLANS AND THE PLACEMENT OF SIGNS, BARRICADES, AND OTHER TRAFFIC ONTROL DEVICES DEPICTED ARE SCHEMATIC IN NATURE. REFER TO THE TRAFFIC CONTROL STANDARDS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE MUTCD FOR PLACEMENT STANDARDS.
- DETOUR NOTES
12. ALL SIGNING MUST BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS “STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION” ADOPTED JANUARY 1, 2022, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE IDOT BUREAU OF DESIGN AND ENVIRONMENT HIGHWAY STANDARDS AND THE LATEST EDITION OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES”.
13. DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
14. THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
15. A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE CLOSURE OF SMITH RD, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN, AND/OR ARTERIAL ROAD INFORMATION SIGN FOR ROADS TO BE FULLY CLOSED AND DETOURED, AT EACH END OF THE PROJECT ALONG SMITH RD AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CLOSURE. THE MESSAGE FOR CHANGEABLE MESSAGE SIGNS SHALL BE APPROVED BY THE ENGINEER. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY FOR CHANGEABLE MESSAGE SIGN AND/OR PER SQUARE FOOT FOR THE ARTERIAL ROAD INFORMATION SIGN ASSEMBLY.
16. TEMPORARY TRAFFIC SIGNAL TIMING IS TO BE IMPLEMENTED AT THE FOLLOWING INTERSECTIONS:

• IL 171 & 135TH STREET

• IL 171 & SMITH ROAD
17. LOCAL ACCESS SHALL BE PROVIDED AT ALL TIMES TO RESIDENTS AND BUSINESSES ALONG SMITH ROAD.
18. TYPE 3 BARRICADE PLACEMENT SHALL FOLLOW HIGHWAY STANDARD 701901.
19. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.





SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES

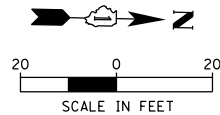
1. SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
2. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
3. THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE TOWNSHIP, OR THEIR AUTHORIZED REPRESENTATIVE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.
4. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL.
5. DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE PLACED IN A STABILIZED SUMP PIT OR FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR “WATERS OF THE US” IS PROHIBITED.
6. SEDIMENT CONTROL BMPs SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE. THESE LOCATIONS SHALL BE DETERMINED IN THE FIELD, AS NEEDED. GRAVELED ROADS, RUMBLE STRIPS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.
7. STOCK PILES OR SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S., UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER SEDIMENT BARRIER MUST BE PROVIDED AT THE CONTRACTOR’S EXPENSE.
8. ALL PROPOSED AND EXISTING STORM SEWER INLET STRUCTURES (INCLUDING INLETS LOCATED WITHIN THE HAUL ROUTES) MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS.

9. STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:

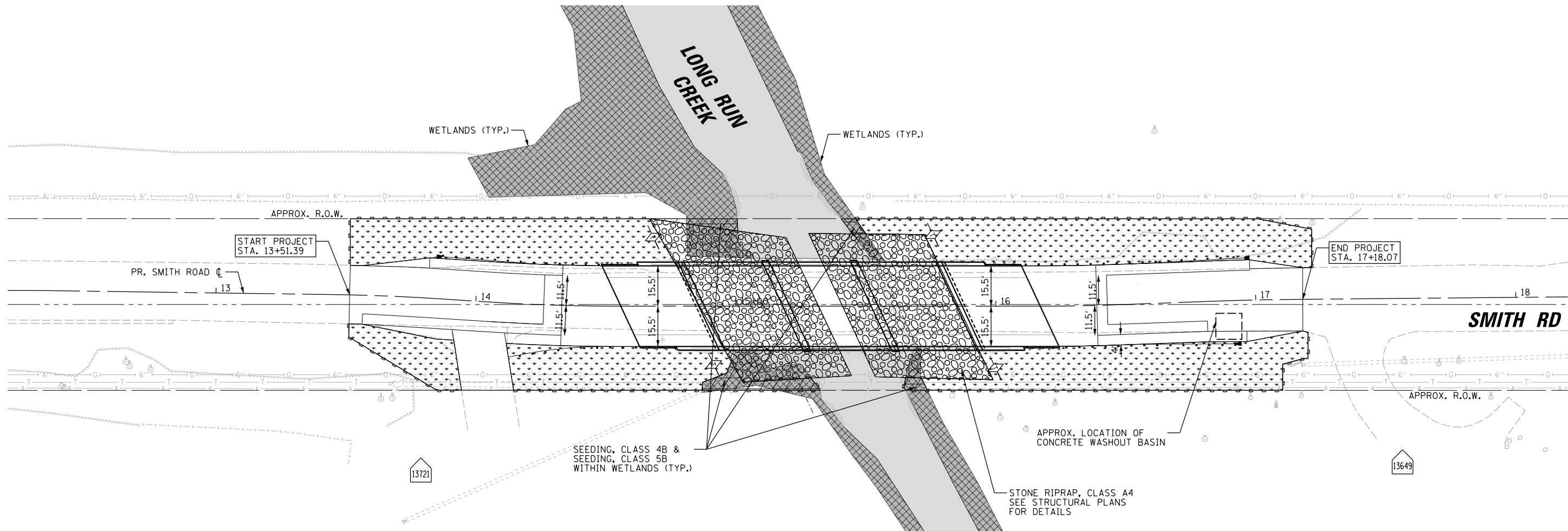
WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.

ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
10. THE TOWNSHIP SHALL PROVIDE A QUALIFIED PERSON WHO WILL BE RESPONSIBLE FOR CONDUCTING SITE INSPECTIONS IN COMPLIANCE WITH THE ILR10 NPDES PERMIT. AFTER EACH INSPECTION, A REPORT SHOULD BE PREPARED BY THE PERSON WHO PERFORMED THE INSPECTION. THE INSPECTION REPORT SHOULD BE MAINTAINED ON SITE AS PART OF THE PLAN. INSPECTIONS SHOULD BE CONDUCTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER.

INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5” OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.
11. THE WILL / SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT (WSCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION MEETING, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
12. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS, A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE WSCSWCD.
13. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE WSCSWCD.
14. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S), WHO MAY PERFORM WORK ON THIS SITE/PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
15. CONTRACTOR IS RESPONSIBLE FOR COFFERDAM INSTALLATION AND SHALL SUBMIT AN IN-STREAM WORK PLAN AND COFFERDAM DETAIL TO WILL-SOUTH COOK COUNTY SWCD PRIOR TO THE START OF WORK.



LEGEND	
	PERIMETER EROSION CONTROL BARRIER
	SEEDING, CLASS 1A WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET
	SEEDING, CLASS 4B & SEEDING, CLASS 5B WITH WILDLIFE FRIENDLY EROSION CONTROL BLANKET
	TEMPORARY DITCH CHECK
	STONE RIPRAP, CLASS A4
	WOTUS
	WETLANDS
	BUILDING ADDRESS



TOTAL BILL OF MATERIAL

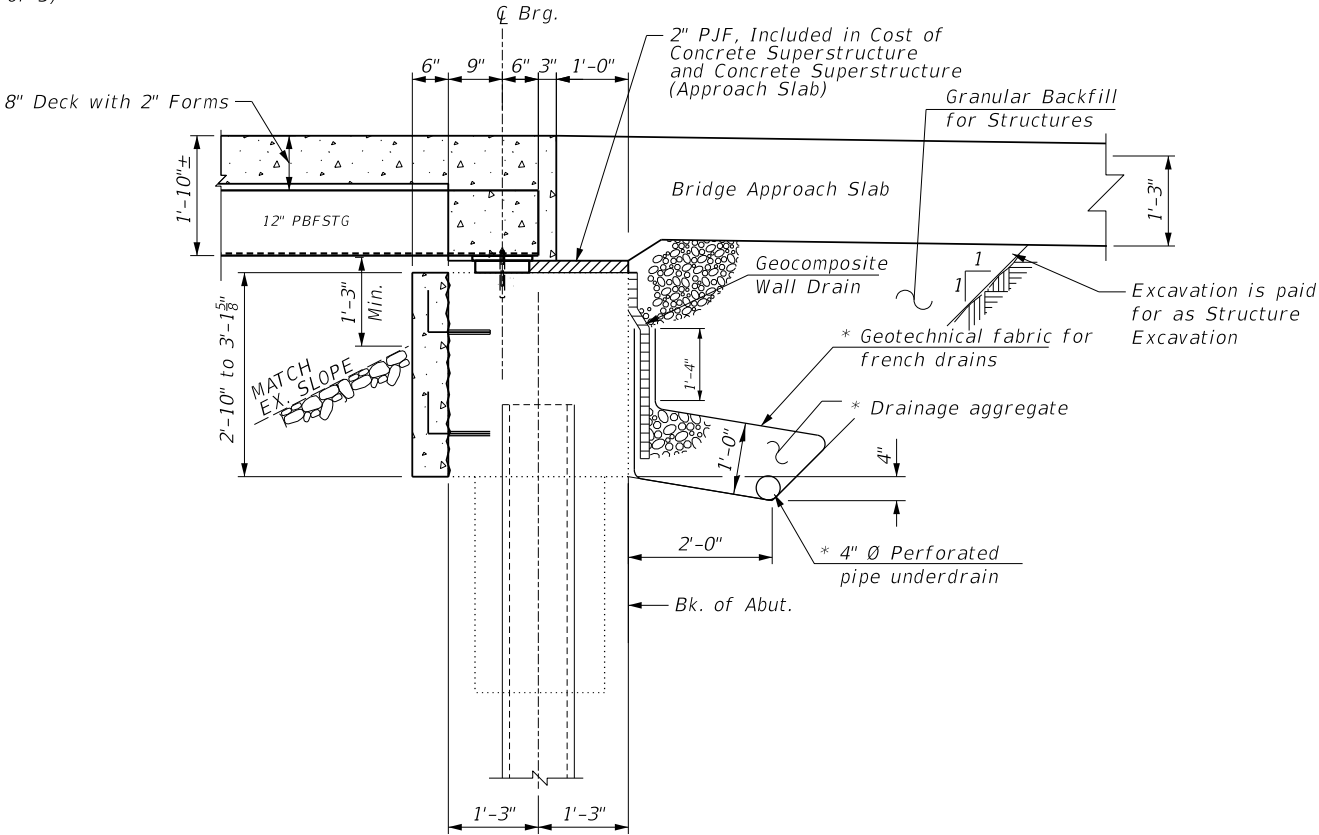
PAY ITEM	DESCRIPTION	UNIT	TOTAL
28100107	Stone Riprap, Class A4	Sq. Yd.	570
28200200	Filter Fabric	Sq. Yd.	570
50101500	Removal of Existing Superstructure	Each	1
50102400	Concrete Removal	Cu. Yd.	3.3
50200100	Structure Excavation	Cu. Yd.	74
50201121	Cofferdam (Type 2) (Location 1)	Each	2
50300225	Concrete Structures	Cu. Yd.	34.5
50300255	Concrete Superstructure	Cu. Yd.	138.8
50300260	Bridge Deck Grooving	Sq. Yd.	527
50300300	Protective Coat	Sq. Yd.	868
50301350	Concrete Superstructure (Approach Slab)	Cu. Yd.	93.2
50800205	Reinforcement Bars, Epoxy Coated	Pound	76,840
51500100	Name Plate	Each	1
53212754	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	20
53212755	Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	70
58600101	Granular Backfill for Structures	Cu. Yd.	64
59000200	Epoxy Crack Injection	Foot	98
59100100	Geocomposite Wall Drain	Sq. Yd.	42
60100060	Concrete Headwalls for Pipe Drains	Each	4
60146304	Pipe Underdrains for Structures 4"	Foot	164
XX009569	Press Brake Formed Steel Tub Girder (PBFSTG) System	Sq. Ft.	3427
Z0001900	Asbestos Bearing Pad Removal	Each	40

GENERAL NOTES

1. Fastener's shall be ASTM F3125, Grade 325, Type 1. Fasteners shall be hot-dipped galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts 7/8" diameter, unless otherwise noted.
2. Calculated weight of structural steel = TBD by Fabricator
3. All structural steel shall be AASHTO M 270 Grade 50 and shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."
4. No fielding welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Load carrying components designated "CVN" shall conform to Charpy-V-Notch Impact Energy Requirement, Zone 2.
7. The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between the beams at all tie locations in each bay for the full width of the deck pour.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8in (0.01 ft). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
10. All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
11. Layout of the slope protection system may be varied to suit the ground conditions in the field as directed by the Engineer.
12. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
13. Plans are for a Press Brake Formed Steel Tub Girder (PBFSTG) superstructure. The provided details and layout are for the general design and layout and maybe modified as required for the actual prefabricated bridge system that is used. All adjustment shall be submitted to the Engineer for review and approval and will not be cause for additional compensation for a change in scope of the work. However, the Contractor will be paid for the quantity actually furnished as the unit price bid for the work. Information to be provided by PBFSTG manufacturer, See Special Provision.
14. Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal. Refer to Section 508.04 for treatment of cut epoxy coated bars. Treatment of cut ends of epoxy coated bars included in cost of Concrete Structures or applicable concrete repair items.

INDEX OF SHEETS

S-1	General Plan and Elevation
S-2	General Notes And Details
S-3	Top of Deck Elevations 1 of 2
S-4	Top of Deck Elevations 2 of 2
S-5	Superstructure
S-6	Superstructure Details 1 of 2
S-7	Superstructure Details 2 of 2
S-8	Tub Girder Details
S-9	Approach Slab
S-10	Approach Slab Details
S-11	Pier Repair
S-12	Pier Details
S-13	Abutment Repair
S-14	Abutment Details
S-15	Wingwall Details
S-16	Boring Logs
S-17	Existing Plans (1 of 5)
S-18	Existing Plans (2 of 5)
S-19	Existing Plans (3 of 5)
S-20	Existing Plans (4 of 5)
S-21	Existing Plans (5 of 5)

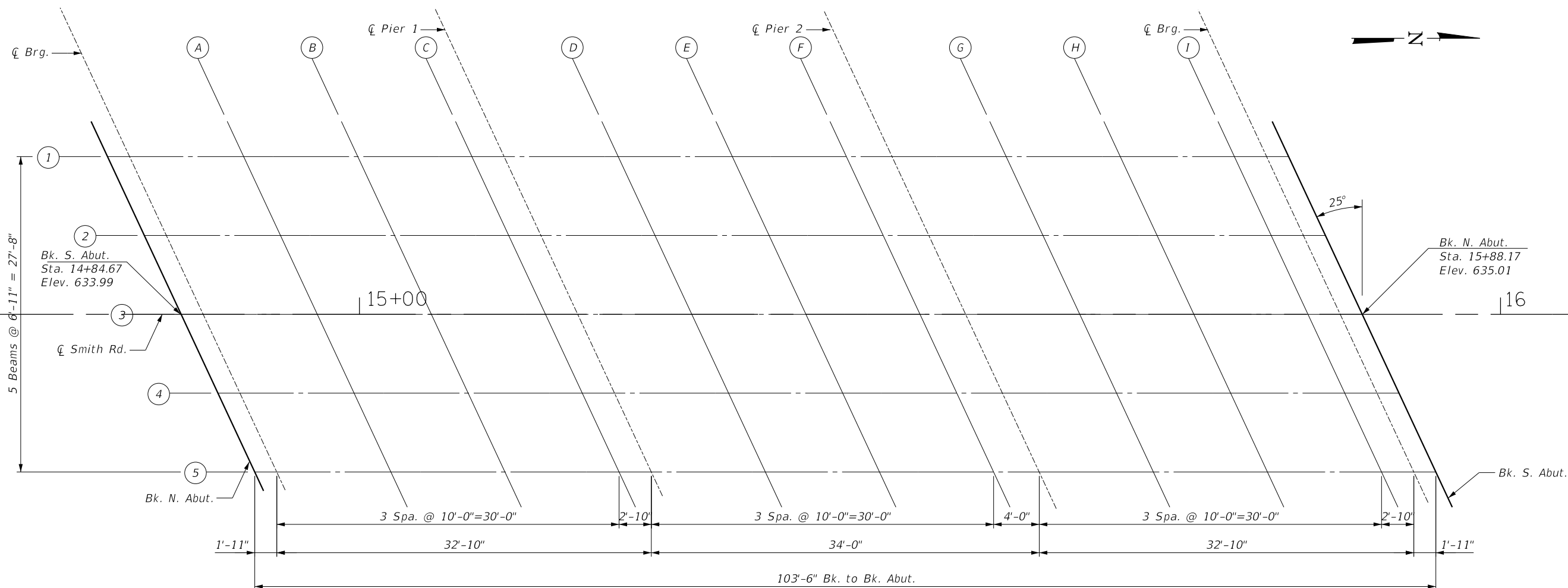


SECTION THRU ABUTMENT

(Horiz. dim. at Rt. L's)

Note:

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



<i>Locations</i>	<i>Stations</i>	<i>*Offset (ft)</i>	<i>Theoretical Grade Elevations</i>	<i>**Elevations Adjusted for DL Deflections</i>
<i>Bk. of S. Abut.</i>	<i>14+78.22</i>	<i>-13.83</i>	<i>633.74</i>	<i>**</i>
<i>└ Brg S. Abut.</i>	<i>14+80.15</i>	<i>-13.83</i>	<i>633.75</i>	<i>**</i>
<i>A</i>	<i>14+90.15</i>	<i>-13.83</i>	<i>633.84</i>	<i>**</i>
<i>B</i>	<i>15+00.15</i>	<i>-13.83</i>	<i>633.94</i>	<i>**</i>
<i>C</i>	<i>15+10.15</i>	<i>-13.83</i>	<i>634.03</i>	<i>**</i>
<i>└ Pier 1</i>	<i>15+12.98</i>	<i>-13.83</i>	<i>634.06</i>	<i>**</i>
<i>D</i>	<i>15+22.98</i>	<i>-13.83</i>	<i>634.16</i>	<i>**</i>
<i>E</i>	<i>15+32.98</i>	<i>-13.83</i>	<i>634.26</i>	<i>**</i>
<i>F</i>	<i>15+42.98</i>	<i>-13.83</i>	<i>634.36</i>	<i>**</i>
<i>└ Pier 2</i>	<i>15+46.98</i>	<i>-13.83</i>	<i>634.39</i>	<i>**</i>
<i>G</i>	<i>15+56.98</i>	<i>-13.83</i>	<i>634.49</i>	<i>**</i>
<i>H</i>	<i>15+66.98</i>	<i>-13.83</i>	<i>634.59</i>	<i>**</i>
<i>I</i>	<i>15+76.98</i>	<i>-13.83</i>	<i>634.69</i>	<i>**</i>
<i>└ Brg N. Abut.</i>	<i>15+79.79</i>	<i>-13.83</i>	<i>634.72</i>	<i>**</i>
<i>Bk. of N. Abut.</i>	<i>15+81.72</i>	<i>-13.83</i>	<i>634.73</i>	<i>**</i>

<i>Locations</i>	<i>Stations</i>	<i>*Offset (ft)</i>	<i>Theoretical Grade Elevations</i>	<i>**Elevations Adjusted for DL Deflections</i>
<i>Bk. of S. Abut.</i>	<i>14+81.44</i>	<i>-6.92</i>	<i>633.87</i>	<i>**</i>
<i>└ Brg S. Abut.</i>	<i>14+83.38</i>	<i>-6.92</i>	<i>633.88</i>	<i>**</i>
<i>A</i>	<i>14+93.38</i>	<i>-6.92</i>	<i>633.97</i>	<i>**</i>
<i>B</i>	<i>15+03.38</i>	<i>-6.92</i>	<i>634.07</i>	<i>**</i>
<i>C</i>	<i>15+13.38</i>	<i>-6.92</i>	<i>634.17</i>	<i>**</i>
<i>└ Pier 1</i>	<i>15+16.21</i>	<i>-6.92</i>	<i>634.20</i>	<i>**</i>
<i>D</i>	<i>15+26.21</i>	<i>-6.92</i>	<i>634.29</i>	<i>**</i>
<i>E</i>	<i>15+36.21</i>	<i>-6.92</i>	<i>634.39</i>	<i>**</i>
<i>F</i>	<i>15+46.21</i>	<i>-6.92</i>	<i>634.49</i>	<i>**</i>
<i>└ Pier 2</i>	<i>15+50.21</i>	<i>-6.92</i>	<i>634.53</i>	<i>**</i>
<i>G</i>	<i>15+60.21</i>	<i>-6.92</i>	<i>634.63</i>	<i>**</i>
<i>H</i>	<i>15+70.21</i>	<i>-6.92</i>	<i>634.73</i>	<i>**</i>
<i>I</i>	<i>15+80.21</i>	<i>-6.92</i>	<i>634.82</i>	<i>**</i>
<i>└ Brg N. Abut.</i>	<i>15+83.01</i>	<i>-6.92</i>	<i>634.85</i>	<i>**</i>
<i>Bk. of N. Abut.</i>	<i>15+84.94</i>	<i>-6.92</i>	<i>634.87</i>	<i>**</i>

<i>Locations</i>	<i>Stations</i>	<i>*Offset (ft)</i>	<i>Theoretical Grade Elevations</i>	<i>**Elevations Adjusted for DL Deflections</i>
<i>Bk. of S. Abut.</i>	<i>14+84.67</i>	<i>0.00</i>	<i>633.99</i>	<i>**</i>
<i>└ Brg S. Abut.</i>	<i>14+86.60</i>	<i>0.00</i>	<i>634.01</i>	<i>**</i>
<i>A</i>	<i>14+96.60</i>	<i>0.00</i>	<i>634.11</i>	<i>**</i>
<i>B</i>	<i>15+06.60</i>	<i>0.00</i>	<i>634.21</i>	<i>**</i>
<i>C</i>	<i>15+16.60</i>	<i>0.00</i>	<i>634.30</i>	<i>**</i>
<i>└ Pier 1</i>	<i>15+19.43</i>	<i>0.00</i>	<i>634.33</i>	<i>**</i>
<i>D</i>	<i>15+29.43</i>	<i>0.00</i>	<i>634.43</i>	<i>**</i>
<i>E</i>	<i>15+39.43</i>	<i>0.00</i>	<i>634.53</i>	<i>**</i>
<i>F</i>	<i>15+49.43</i>	<i>0.00</i>	<i>634.63</i>	<i>**</i>
<i>└ Pier 2</i>	<i>15+53.43</i>	<i>0.00</i>	<i>634.67</i>	<i>**</i>
<i>G</i>	<i>15+63.43</i>	<i>0.00</i>	<i>634.76</i>	<i>**</i>
<i>H</i>	<i>15+73.43</i>	<i>0.00</i>	<i>634.86</i>	<i>**</i>
<i>I</i>	<i>15+83.43</i>	<i>0.00</i>	<i>634.96</i>	<i>**</i>
<i>└ Brg N. Abut.</i>	<i>15+86.24</i>	<i>0.00</i>	<i>634.99</i>	<i>**</i>
<i>Bk. of N. Abut.</i>	<i>15+88.17</i>	<i>0.00</i>	<i>635.01</i>	<i>**</i>

* (-) denotes offset left of centerline
(+) denotes offset right of centerline

** Elevations to be provided by Press Brake
Formed Steel Tub Girder Manufacturer.
See special provisions.

BEAM 4

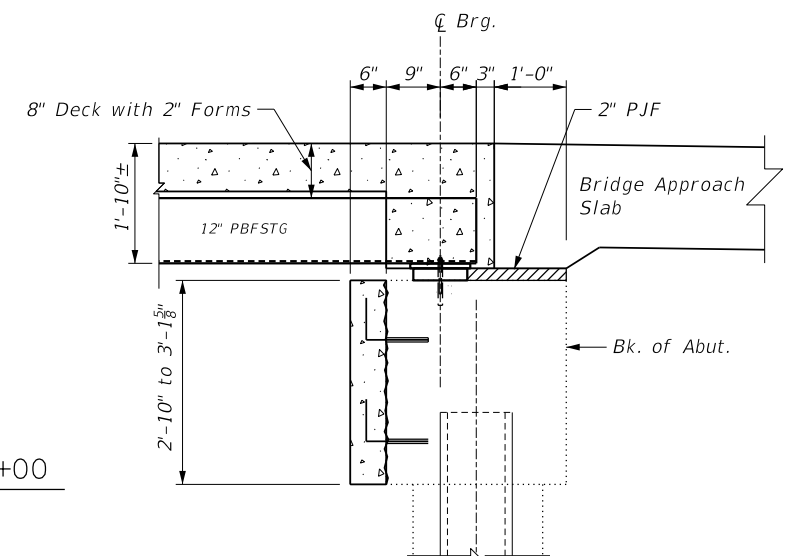
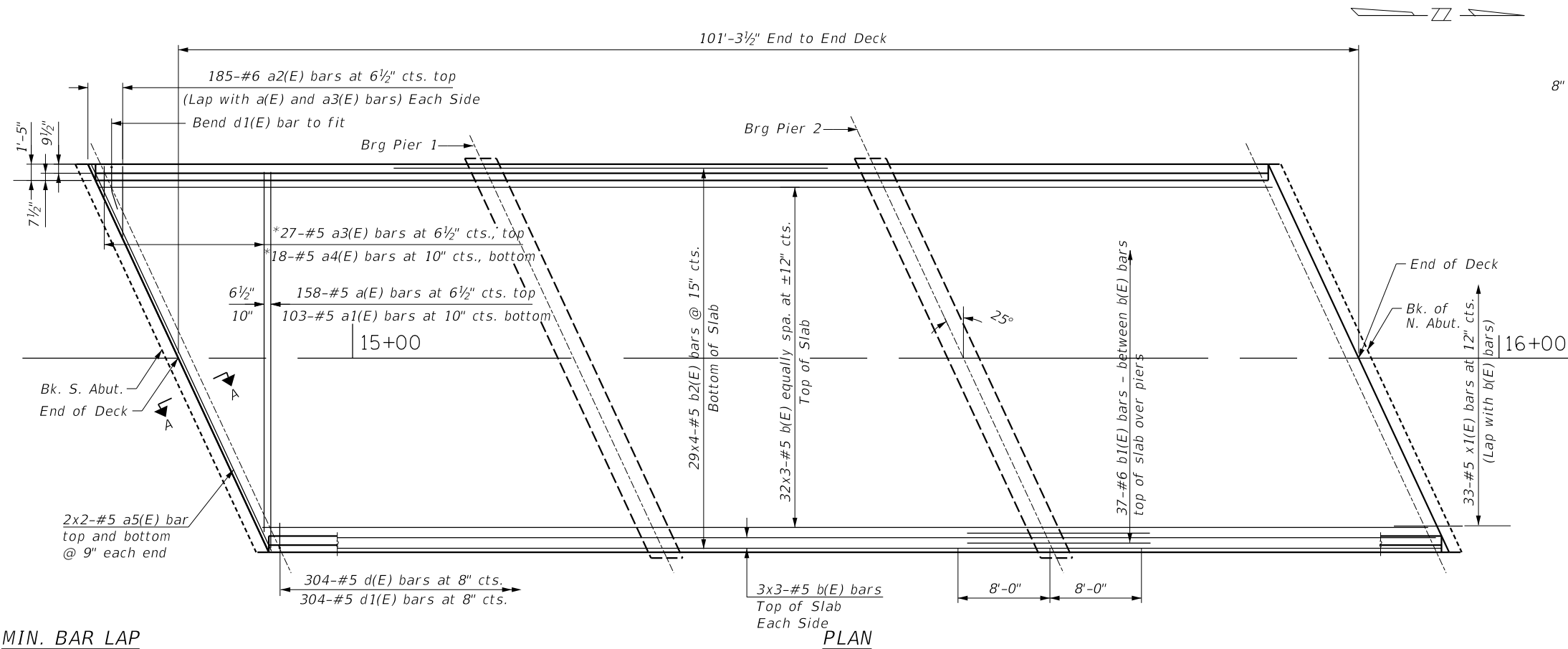
Locations	Stations	*Offset (ft)	Theoretical Grade Elevations	**Elevations Adjusted for DL Deflections
Bk. of S. Abut.	14+87.90	6.92	633.92	**
⊘ Brg S. Abut.	14+89.83	6.92	633.94	**
A	14+99.83	6.92	634.04	**
B	15+09.83	6.92	634.13	**
C	15+19.83	6.92	634.23	**
⊘ Pier 1	15+22.66	6.92	634.26	**
D	15+32.66	6.92	634.36	**
E	15+42.66	6.92	634.46	**
F	15+52.66	6.92	634.55	**
⊘ Pier 2	15+56.66	6.92	634.59	**
G	15+66.66	6.92	634.69	**
H	15+76.66	6.92	634.79	**
I	15+86.66	6.92	634.89	**
⊘ Brg N. Abut.	15+89.46	6.92	634.91	**
Bk. of N. Abut.	15+91.40	6.92	634.93	**

BEAM 5

Locations	Stations	*Offset (ft)	Theoretical Grade Elevations	**Elevations Adjusted for DL Deflections
Bk. of S. Abut.	14+91.12	13.83	633.85	**
⊘ Brg S. Abut.	14+93.05	13.83	633.87	**
A	15+03.05	13.83	633.96	**
B	15+13.05	13.83	634.06	**
C	15+23.05	13.83	634.16	**
⊘ Pier 1	15+25.88	13.83	634.19	**
D	15+35.88	13.83	634.29	**
E	15+45.88	13.83	634.38	**
F	15+55.88	13.83	634.48	**
⊘ Pier 2	15+59.88	13.83	634.52	**
G	15+69.88	13.83	634.62	**
H	15+79.88	13.83	634.72	**
I	15+89.88	13.83	634.81	**
⊘ Brg N. Abut.	15+92.69	13.83	634.84	**
Bk. of N. Abut.	15+94.62	13.83	634.86	**

* (-) denotes offset left of centerline
(+) denotes offset right of centerline

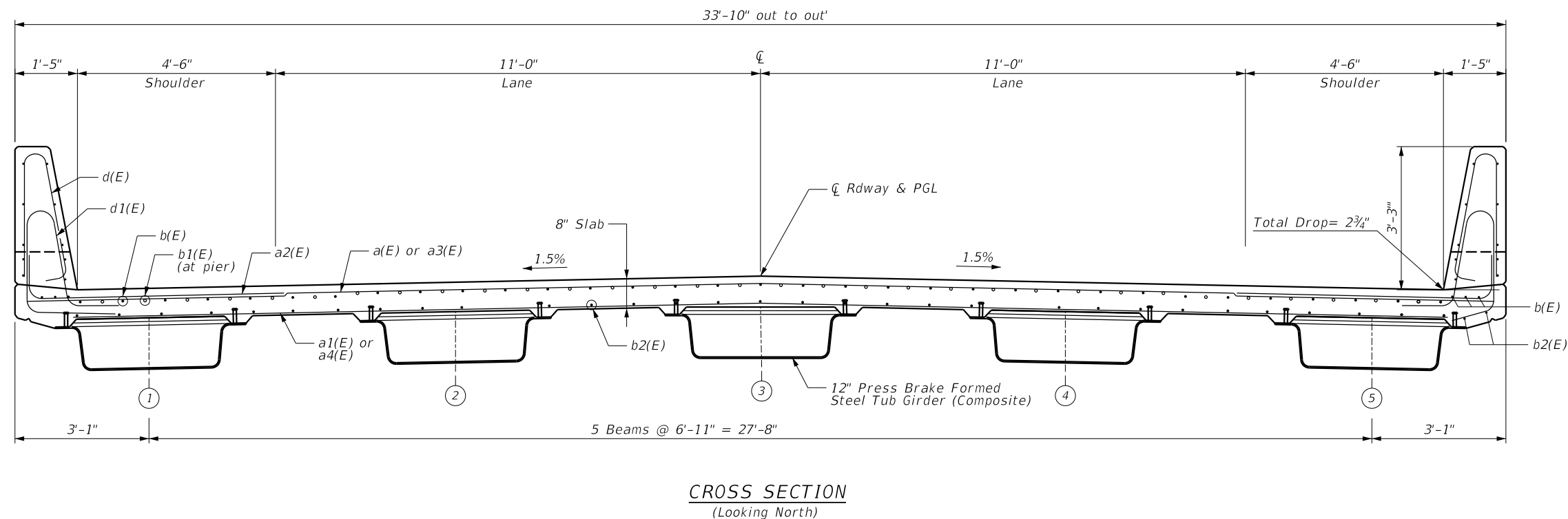
** Elevations to be provided by Press Brake
Formed Steel Tub Girder Manufacturer.
See special provisions.




MIN. BAR LAP

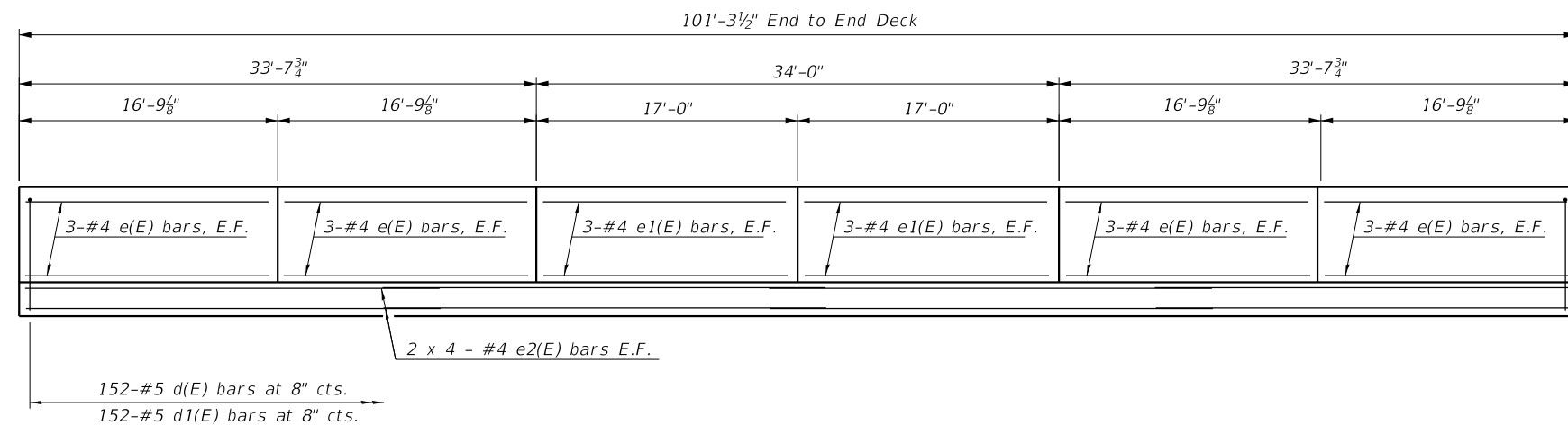
#5 Bar = 3'-6"

* See Field Cutting Diagram
on Sheet S-6



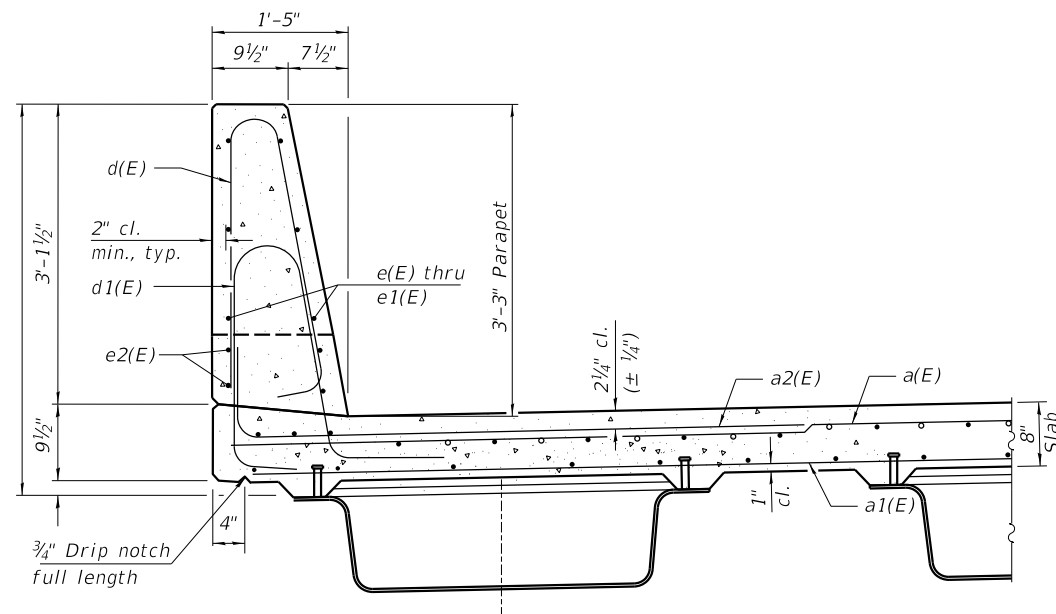
 CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 109th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = jspeelman	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE SMITH ROAD BRIDGE REPLACEMENT			T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PRJ DMB	REVISED -					0244	16-11107-01-BR	WILL	53	22
	PLOT SCALE = 1'	CHECKED -	REVISED -				CONTRACT NO. 61M25					
	PLOT DATE = 12/19/2025	DATE - 12/19/2025	REVISED -		SCALE: 1" = 1'		SHEET S-5 OF S-21 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			

N:\Lockport Township\220545\Struct\05-220545-Super-01.sht

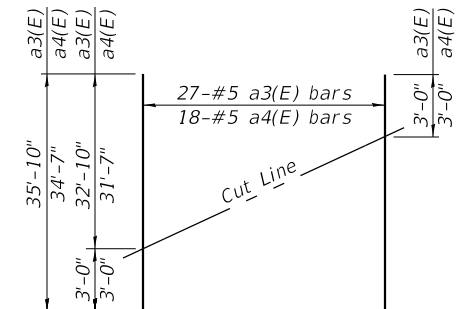


INSIDE ELEVATION OF PARAPET

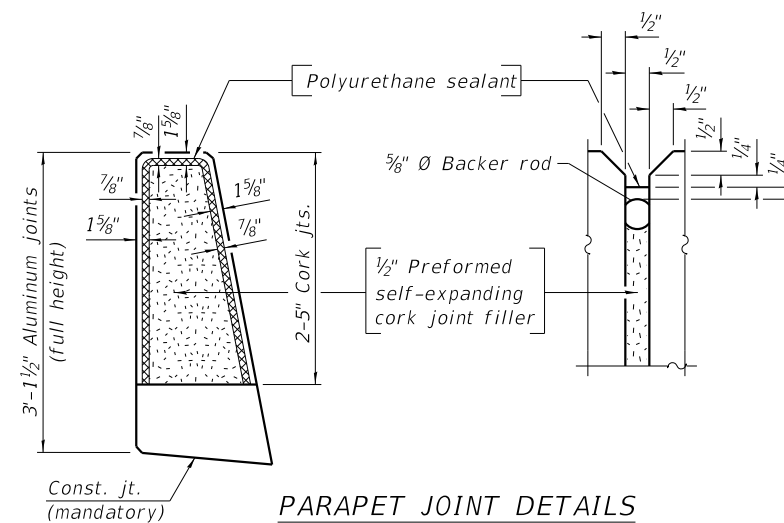
MINIMUM BAR LAP
#4 bar = 2'-5"



SECTION THRU PARAPET

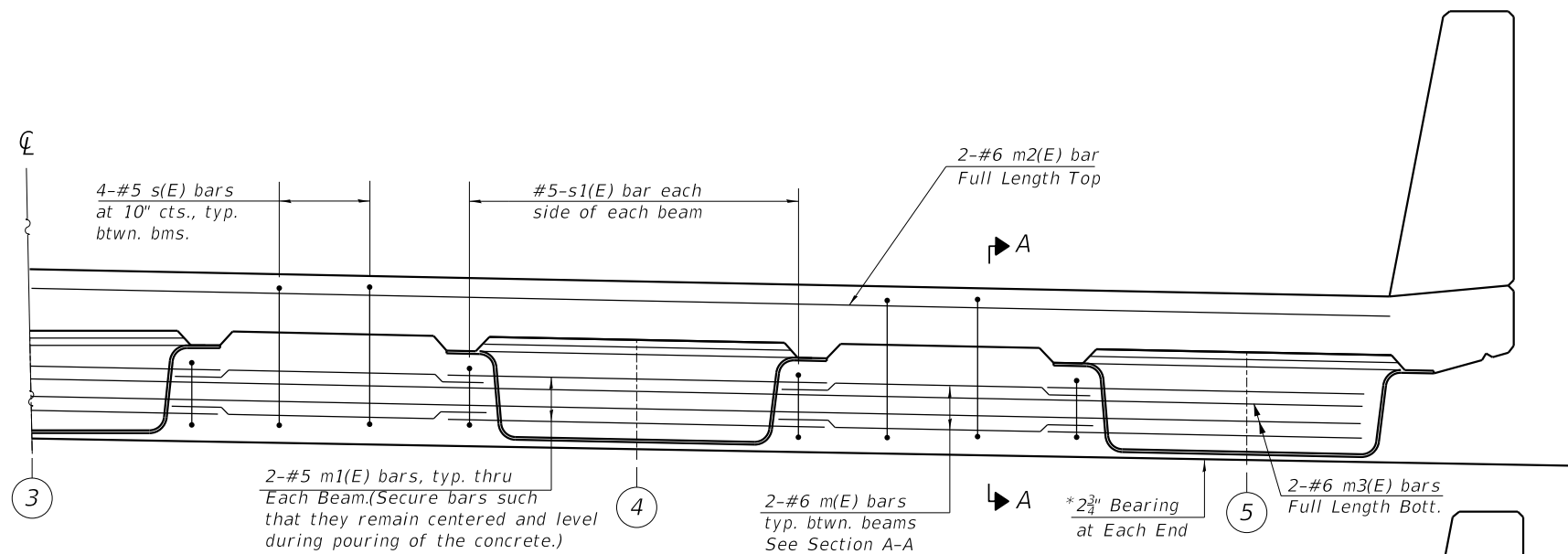


FIELD CUTTING DIAGRAM
Order a3(E) and a4(E) bars full length.
Cut as shown and use remainder of bars in opposite end of deck.

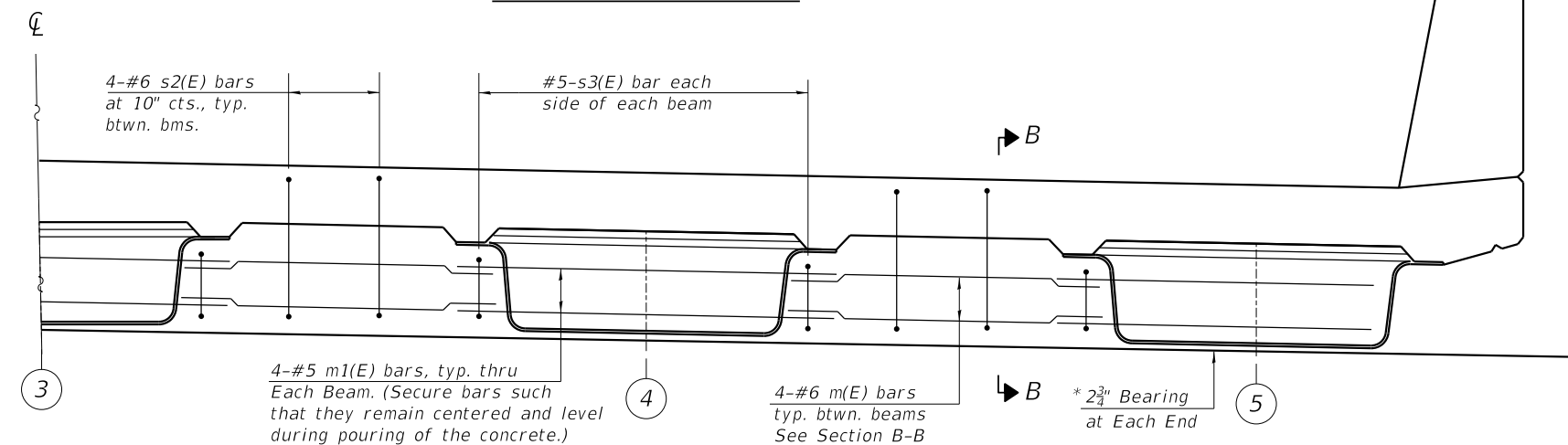


Notes:
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

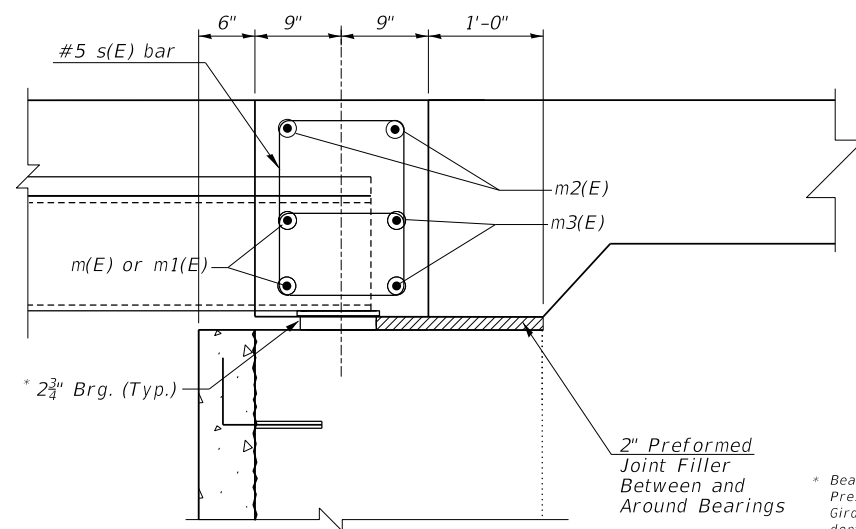
CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = jspeelman		DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS (1 OF 2)		T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - PRJ DMB		REVIS	ED		SMITH ROAD BRIDGE REPLACEMENT		0244	16-11107-01-BR	WILL	53	23
	PLOT SCALE = 1"		CHECKED -	REVISED -				CONTRACT NO. 61M25				
	PLOT DATE = 12/19/2025		DATE - 12/19/2025	REVISED -		SCALE: 1" = 1'		SHEET S-6	OF S-21 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT



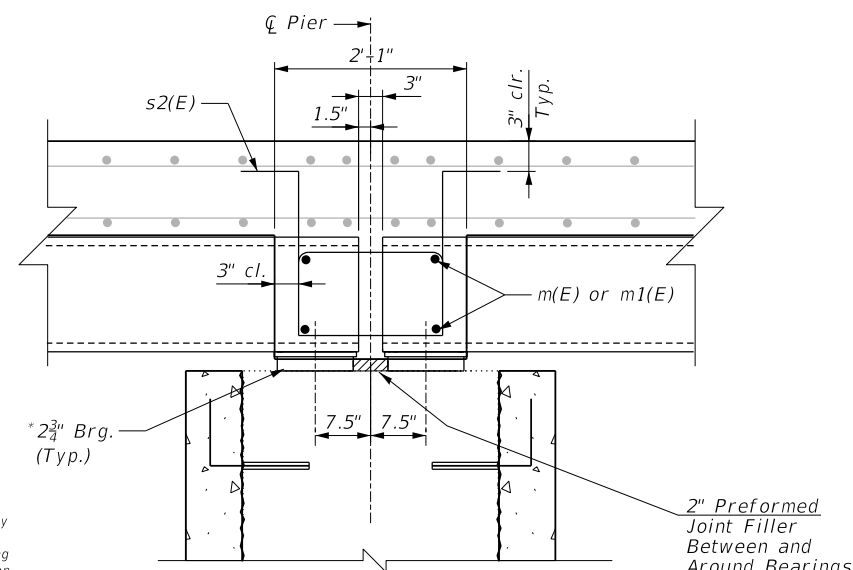
DIAPHRAGM AT ABUTMENT



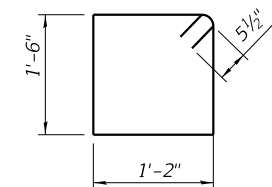
DIAPHRAGM AT PIER



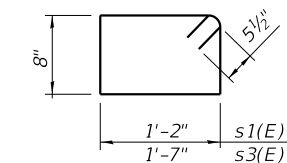
SECTION A-A



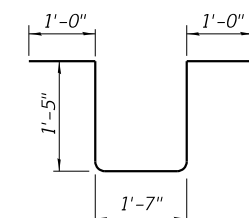
SECTION B-B



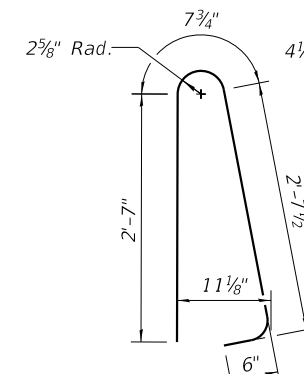
BAR s(E)



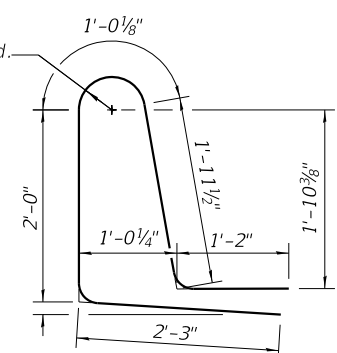
BAR s1(E) & s3(E)



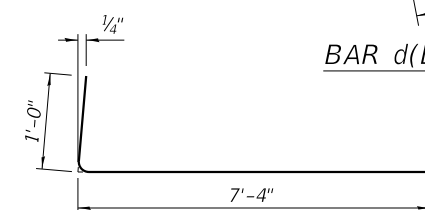
BAR s2(E)



BAR d(E)



BAR d1(E)

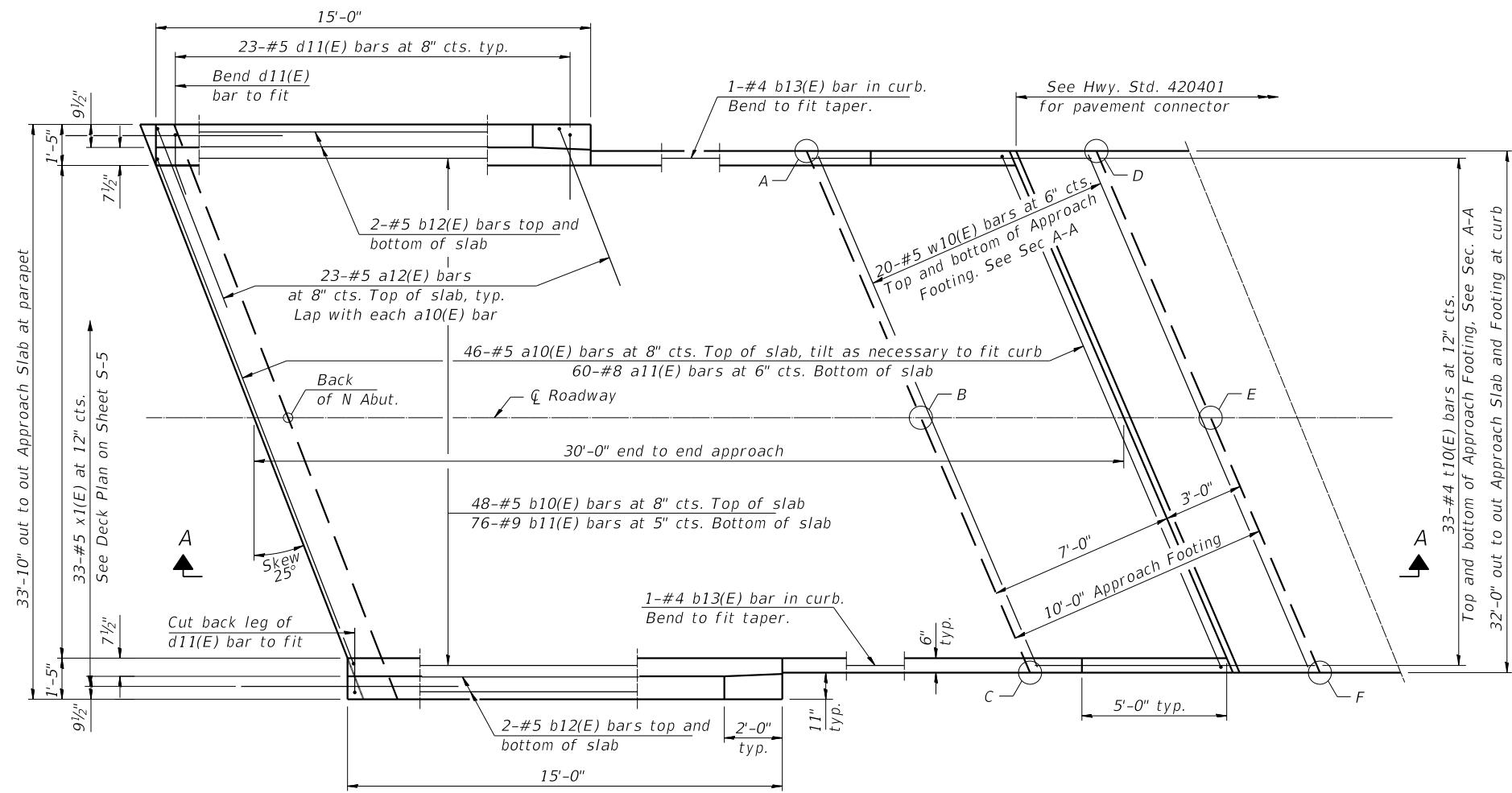


BAR a2(E)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	158	#5	33'-6"	
a1(E)	103	#5	33'-2"	
a2(E)	370	#6	8'-4"	
a3(E)	26	#5	35'-10"	
a4(E)	17	#5	34'-7"	
a5(E)	8	#5	36'-10"	
b(E)	114	#5	36'-0"	
b1(E)	74	#6	16'-0"	
b2(E)	116	#5	28'-0"	
d(E)	304	#5	6'-4"	
d1(E)	304	#5	8'-5"	
e(E)	48	#4	16'-6"	
e1(E)	24	#4	16'-8"	
e2(E)	32	#4	27'-2"	
m(E)	48	#6	3'-9"	
m1(E)	48	#5	4'-10"	
m2(E)	4	#6	36'-10"	
m3(E)	4	#6	34'-4"	
s(E)	32	#5	6'-3"	
s1(E)	16	#5	4'-7"	
s2(E)	32	#6	6'-5"	
s3(E)	16	#5	5'-5"	
Reinforcement Bars, Epoxy Coated		Lbs.	34,470	
Concrete Superstructure		Cu. Yds.	130.3	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

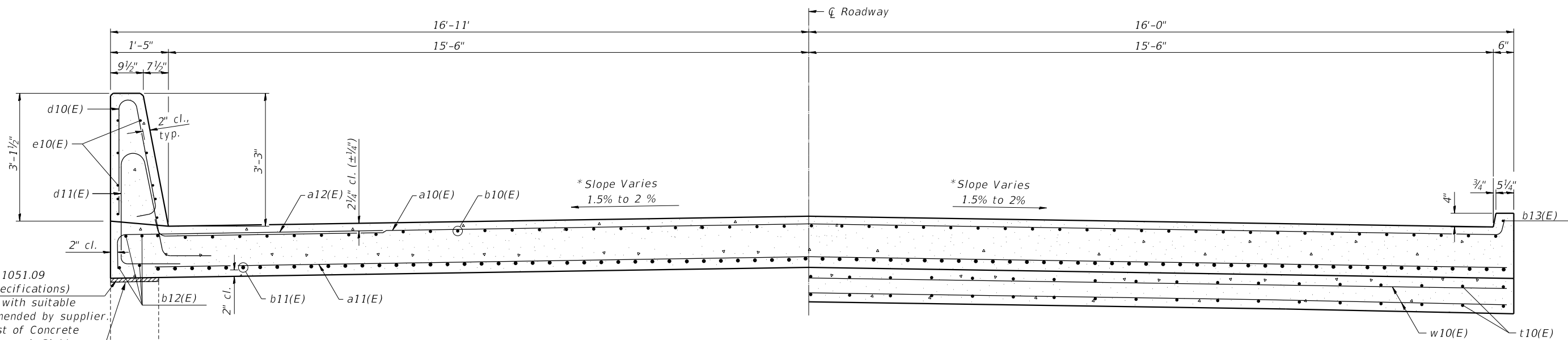


PLAN
(North approach slab shown; South approach slab similar by 180° rotation)

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

North Approach		
Point/Location	Top	Bottom
A - Sta. 16+01.89, 16.00' LT	633.63	632.80
B - Sta. 16+09.35, 0.00' LT	633.97	633.14
C - Sta. 16+16.81, 16.00' RT	633.74	632.91
D - Sta. 16+12.92, 16.00' LT	633.71	632.88
E - Sta. 16+20.38, 0.01' RT	634.07	633.24
F - Sta. 16+27.63, 16.07' RT	633.82	632.99

South Approach		
Point/Location	Top	Bottom
A - Sta. 14+56.03, 16.00' LT	632.25	631.42
B - Sta. 14+63.49, 0.00' LT	632.60	631.77
C - Sta. 14+70.95, 16.00' RT	632.39	631.56
D - Sta. 14+44.78, 15.93' LT	632.16	631.33
E - Sta. 14+52.46, 0.01' RT	632.53	631.70
F - Sta. 14+59.92, 16.00' RT	632.29	631.46



CROSS SECTION
(Looking North)

AT APPROACH FOOTING

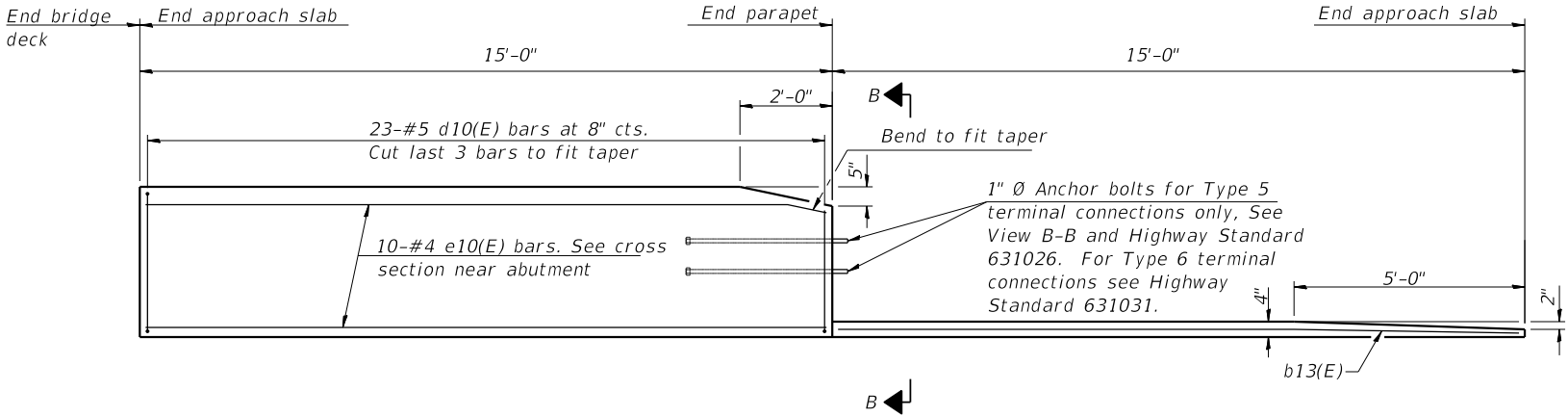
* Cross slope varies from 2% at Sta. 14+48.16 to 1.5% at Sta. 14+77.88.
Cross slope varies from 1.5% at Sta. 15+94.96 to 2% at Sta. 16+24.39.

2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier. PJF Included in Cost of Concrete Superstructure (Approach Slab)

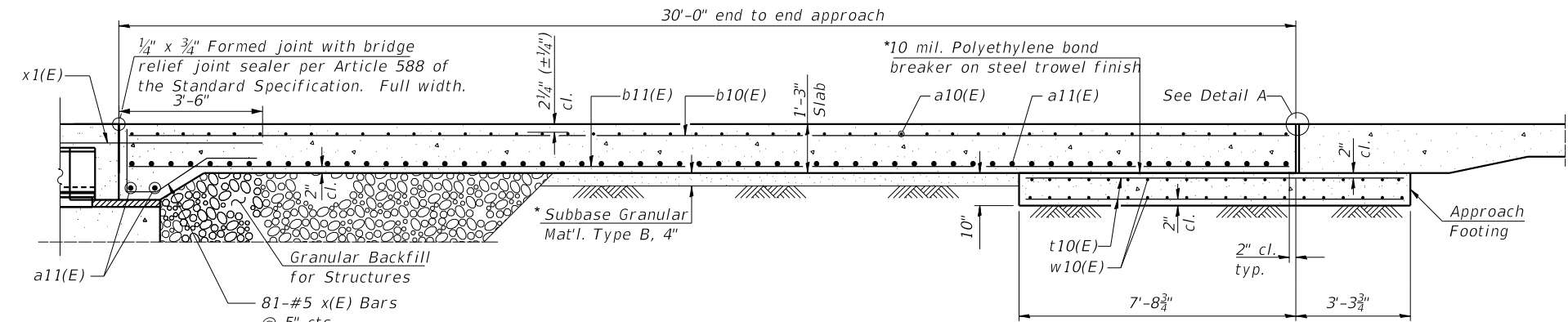
Patch cut/exposed ends of exist. bars using a two-part epoxy according to ASTM D 3963 and Section 508.04 of the Standard Specifications. This Shall be Included in the Cost of Concrete Removal.

USER NAME = jspeelman	DESIGNED - MM	REVISED -
	DRAWN - PRJ DMB	REVISED -
PLOT SCALE = 1"	CHECKED -	REVISED -
PLOT DATE = 12/19/2025	DATE - 12/19/2025	REVISED -

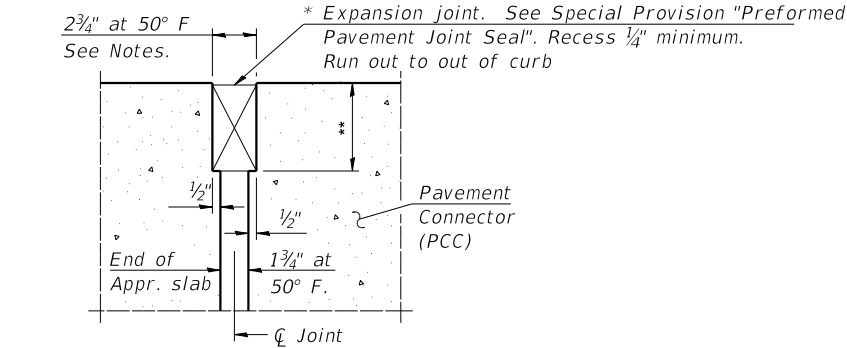
T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	26
CONTRACT NO. 61M25				
ILLINOIS FED. AID PROJECT				



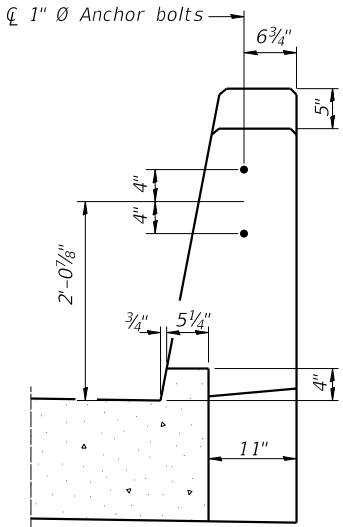
INSIDE ELEVATION OF PARAPET AND CURB



SECTION A-A



DETAIL A
(at Rt. L's)



VIEW B-B

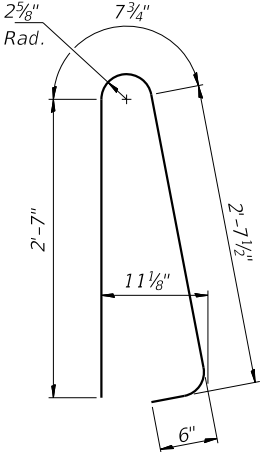
* Cost included with Concrete Superstructure (Approach Slab).

**Per manufacturer recommendations

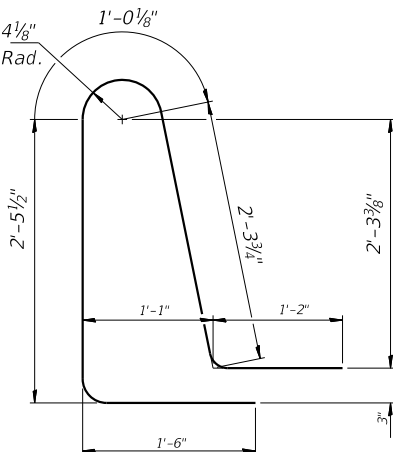
Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

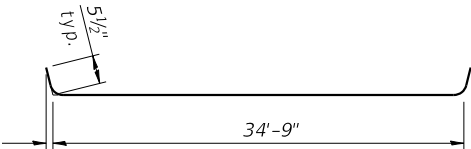
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet S-2.



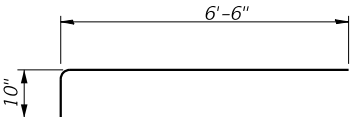
BAR d10(E)



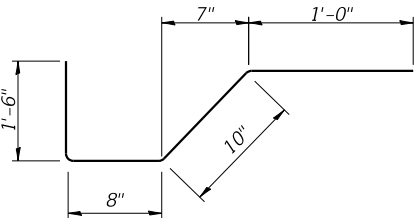
BAR d11(E)



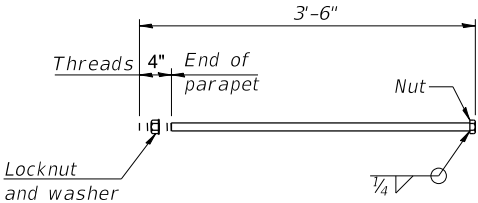
BAR a10(E)



BAR a12(E)



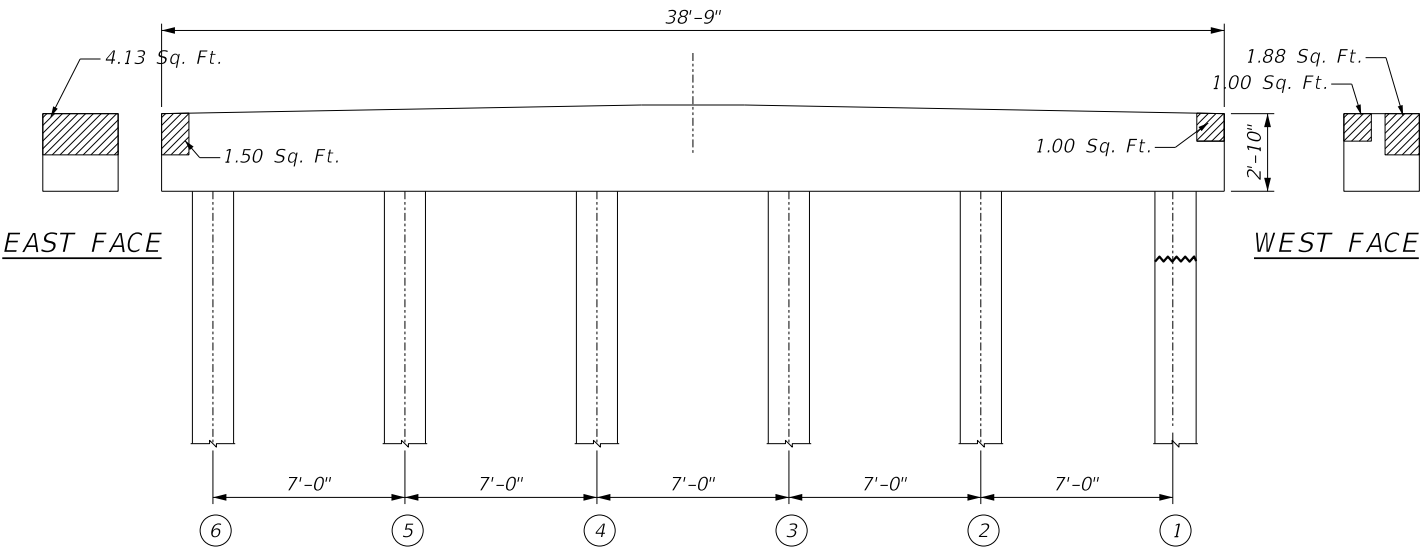
BAR x(E)



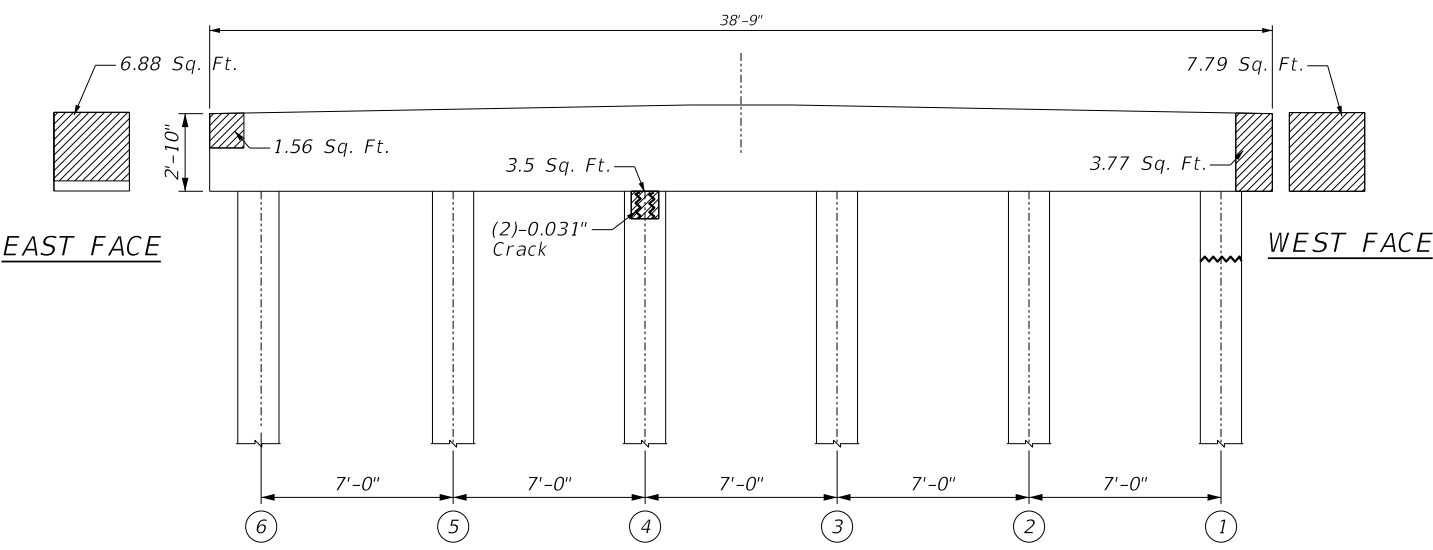
* 1" Ø ANCHOR BOLT
(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

TWO APPROACHES
BILL OF MATERIAL

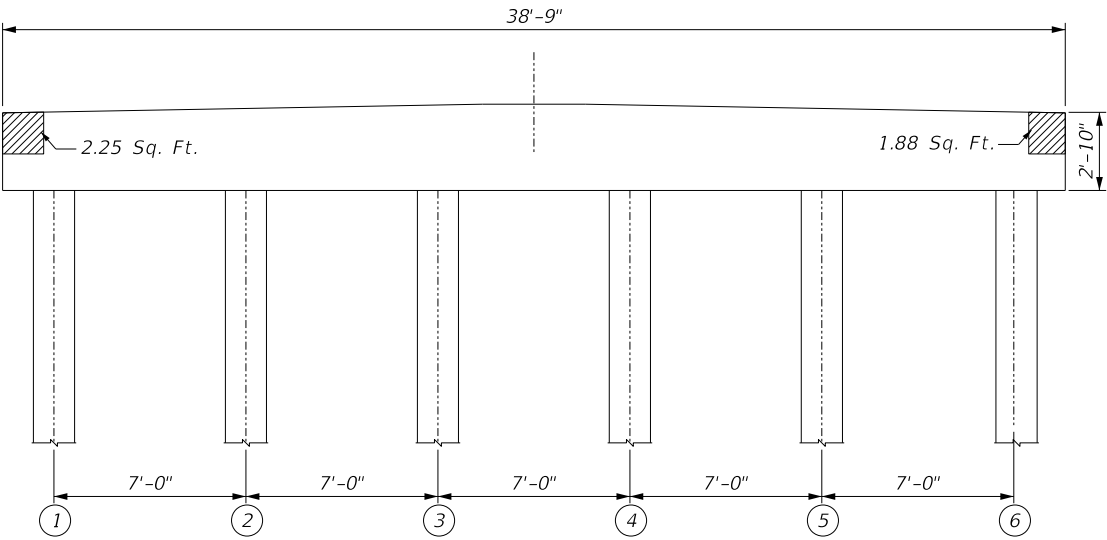
Bar	No.	Size	Length	Shape
a10(E)	92	#5	35'-8"	
a11(E)	120	#8	34'-9"	
a12(E)	92	#5	7'-4"	
b10(E)	96	#5	29'-8"	
b11(E)	152	#9	29'-8"	
b12(E)	16	#5	14'-10"	
b13(E)	4	#4	14'-10"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	132	#4	10'-8"	
w10(E)	80	#5	35'-0"	
x(E)	162	#5	4'-0"	
x1(E)	66	#5	7'-0"	
Concrete Superstructure			Cu. Yd.	8.5
Concrete Superstructure (Approach Slab)			Cu. Yd.	93.2
Concrete Structures			Cu. Yd.	21.7
Reinforcement Bars, Epoxy Coated			Pound	40,650



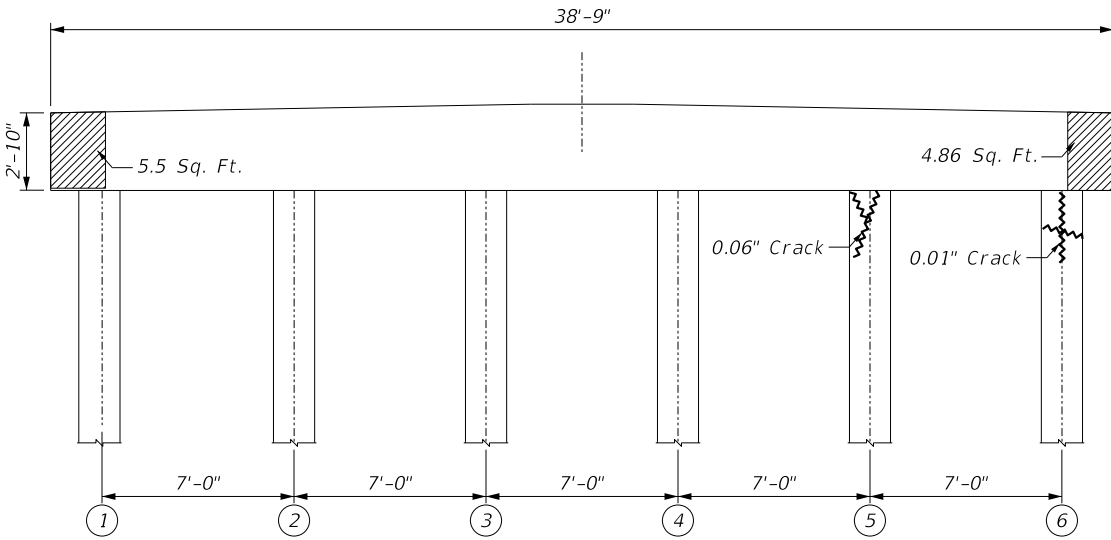
NORTH PIER - NORTH FACE
(Looking South)




SOUTH PIER - NORTH FACE
(Looking South)




NORTH PIER - SOUTH FACE
(Looking North)



SOUTH PIER - SOUTH FACE
(Looking North)

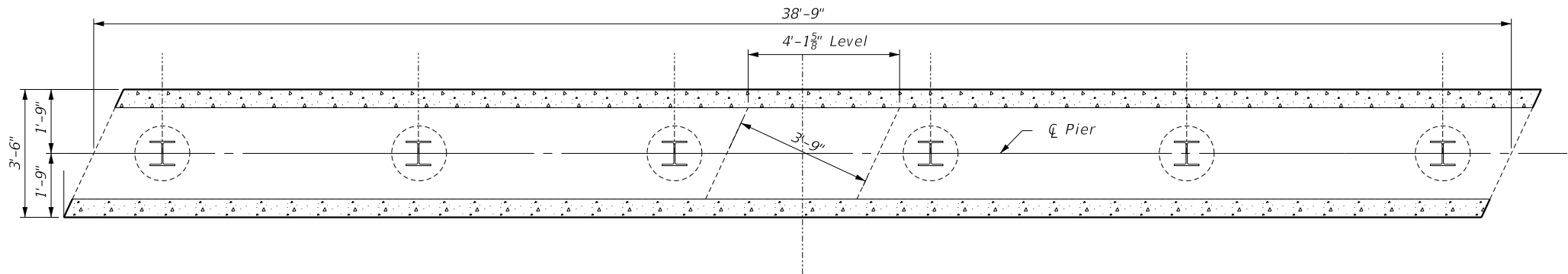
 Spalling/Delamination:
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
or
Structural Repair of Concrete (Depth Greater Than 5 Inches)

 Crack: Epoxy Crack Injection

NOTES

Repairs at ends of pier caps are assumed to be greater than 5 inches.

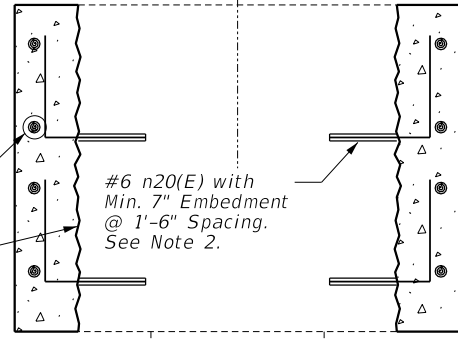
Provisional quantities for Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches), Structural Repair of Concrete (Depth Greater than 5 Inches), and Epoxy Crack Injection have been included for use by the Engineer.



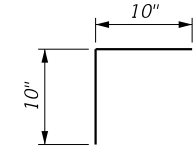
TOP PLAN

4-#5 h20(E) @ 10"±
Each Side of Pier

See Note 1 for
Treatment of
Existing Surface



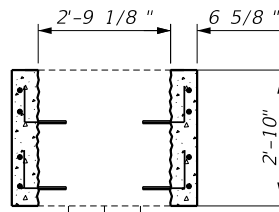
SECTION THRU PIER



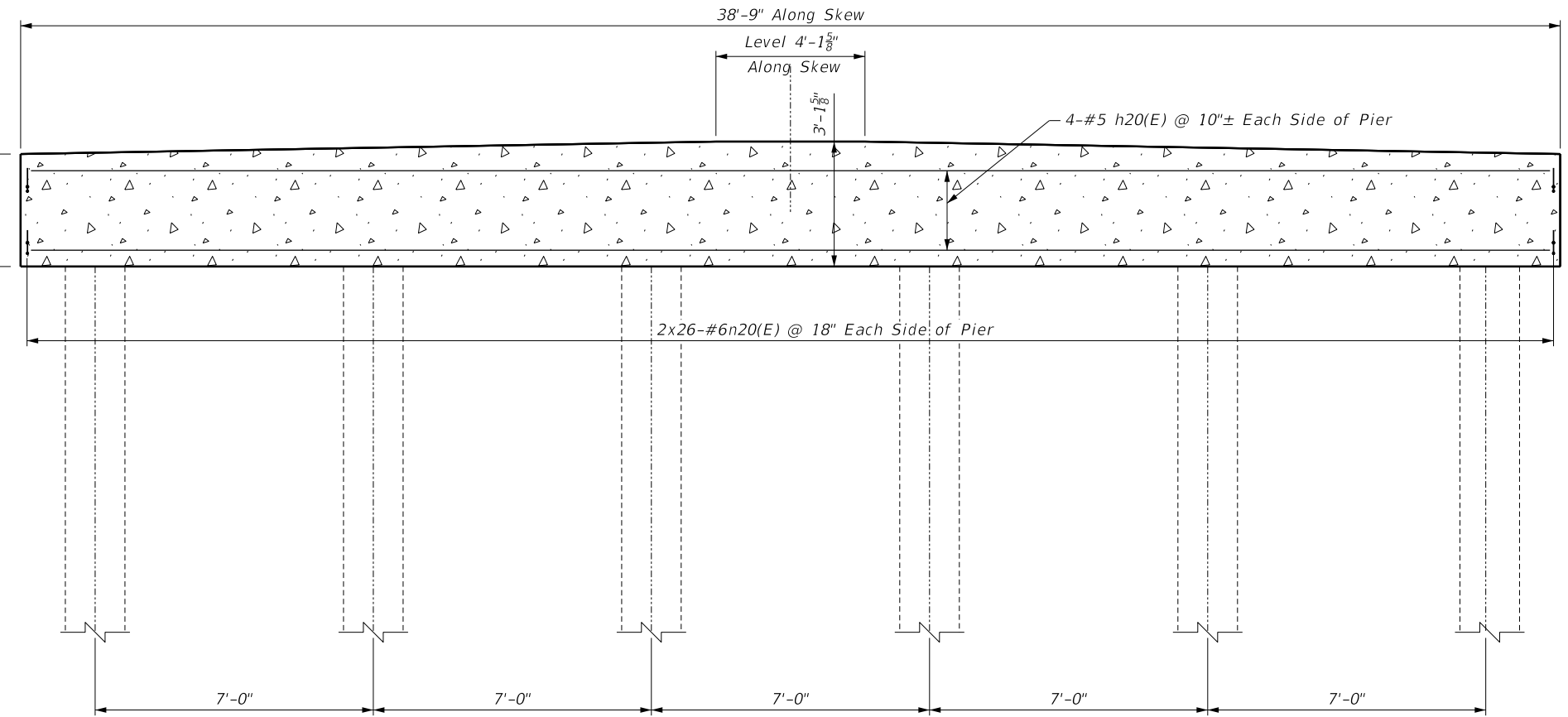
BAR n20(E)

BILL OF MATERIAL
(TWO PIERS)

Bar	No.	Size	Length	Shape
h20(E)	16	#5	38'-5"	—
n20(E)	208	#6	1'-8"	L
Concrete Structures			Cu. Yd.	8.6
Reinforcement Bars, Epoxy Coated			Pound	1,160



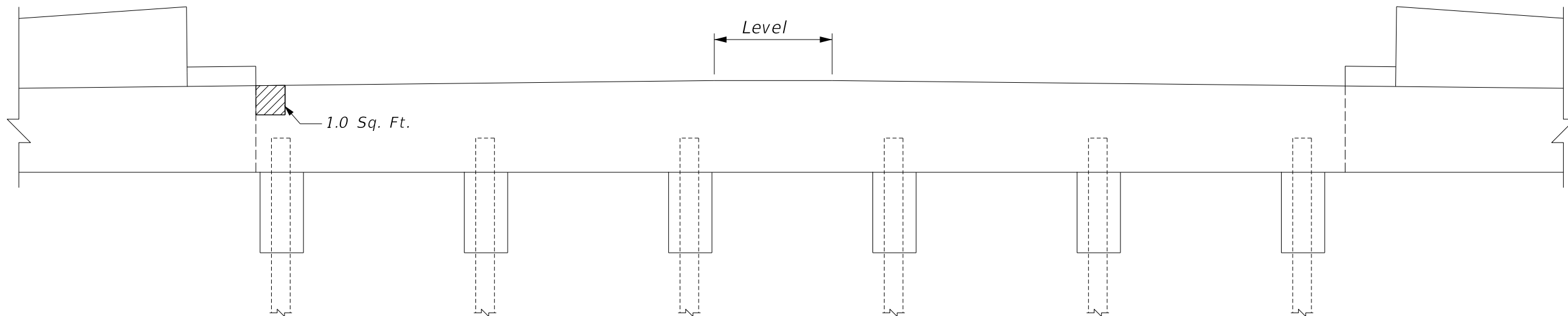
END VIEW
(Along Skew)



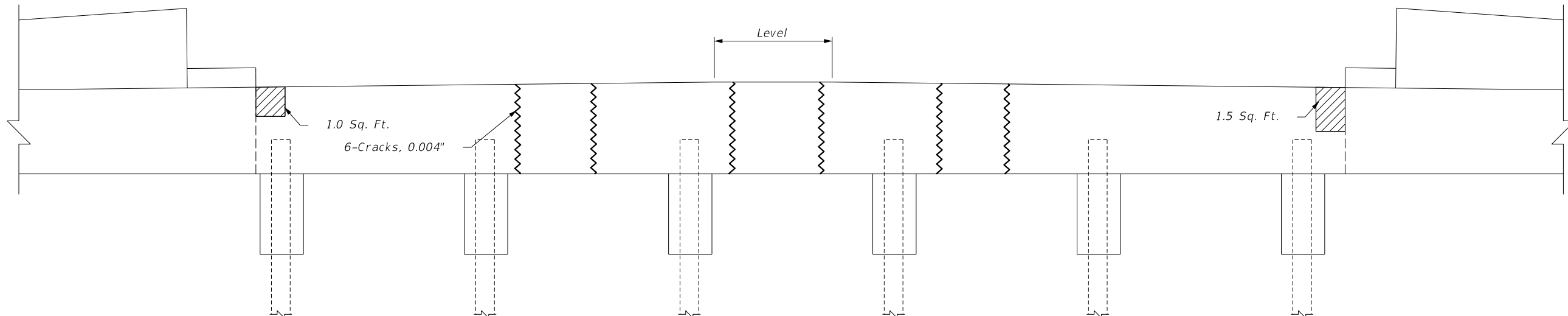
ELEVATION
(Looking North)

NOTES

- The surface of the pier shall be cleaned, roughened, and free from laitance, loose material, dust, or oil prior to placing new concrete. Cost included in Concrete Structures.
- The cost of drilling and installing dowel bars are included with Reinforcement Bars, Epoxy Coated.



NORTH ABUTMENT
Looking North



SOUTH ABUTMENT
Looking South



Spalling/Delamination:
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
or
Structural Repair of Concrete (Depth Greater Than 5 Inches)




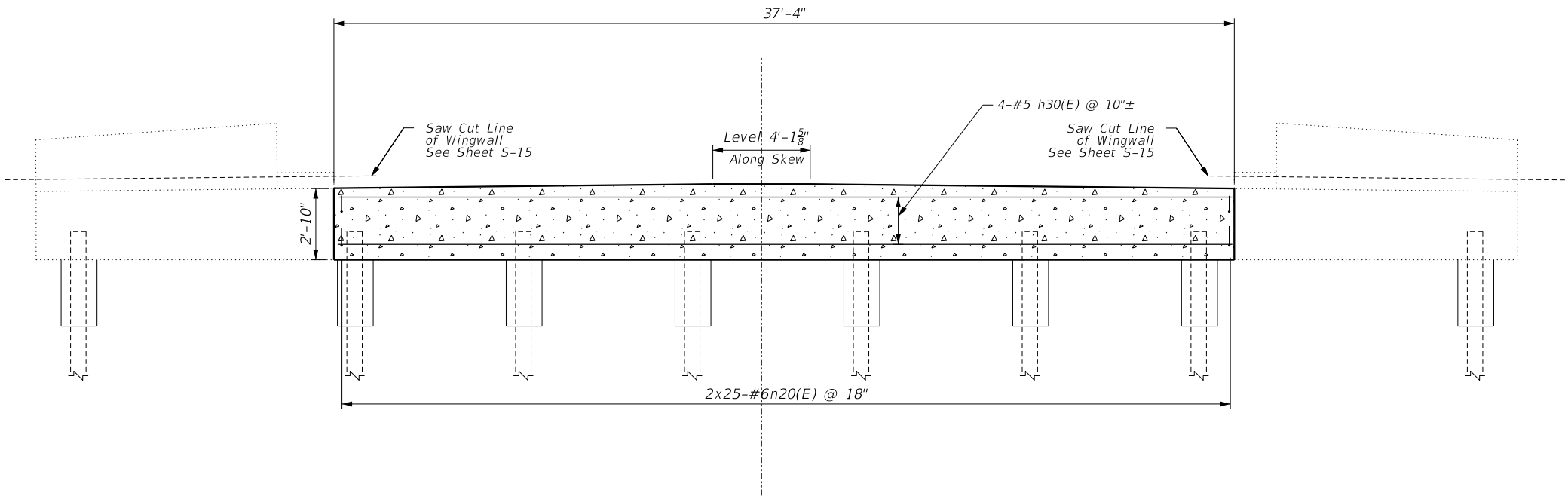
Crack: Epoxy Crack Injection

NOTES

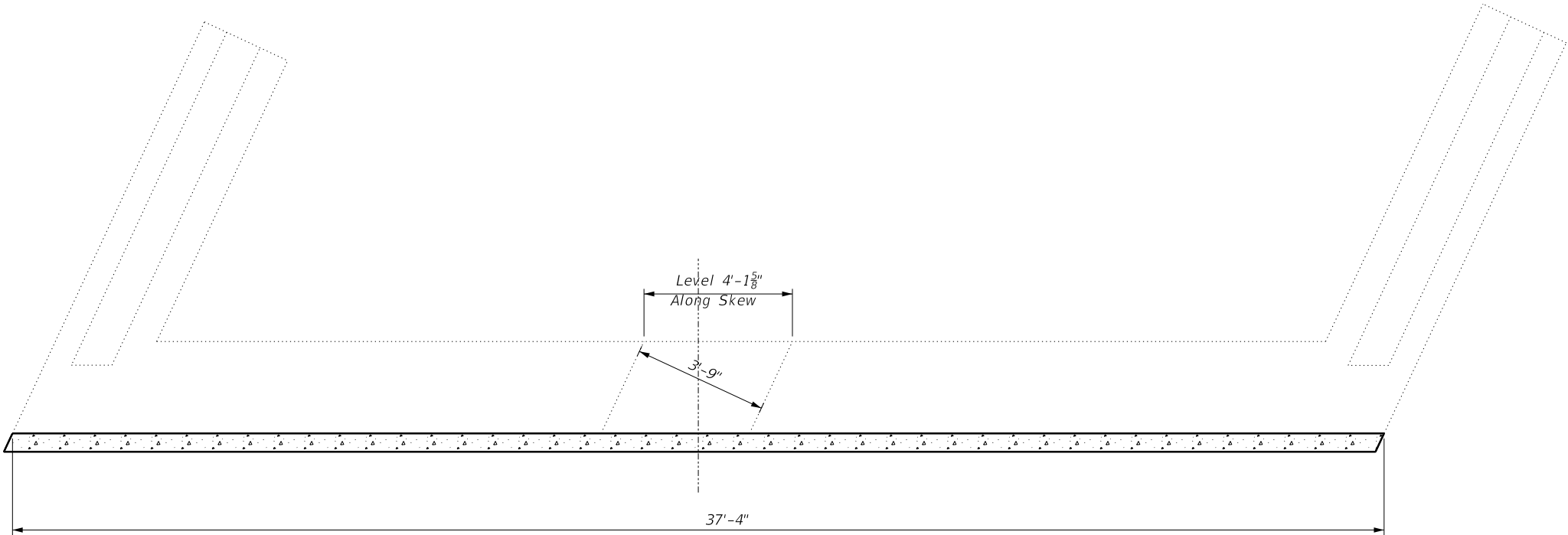
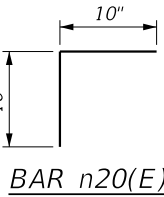
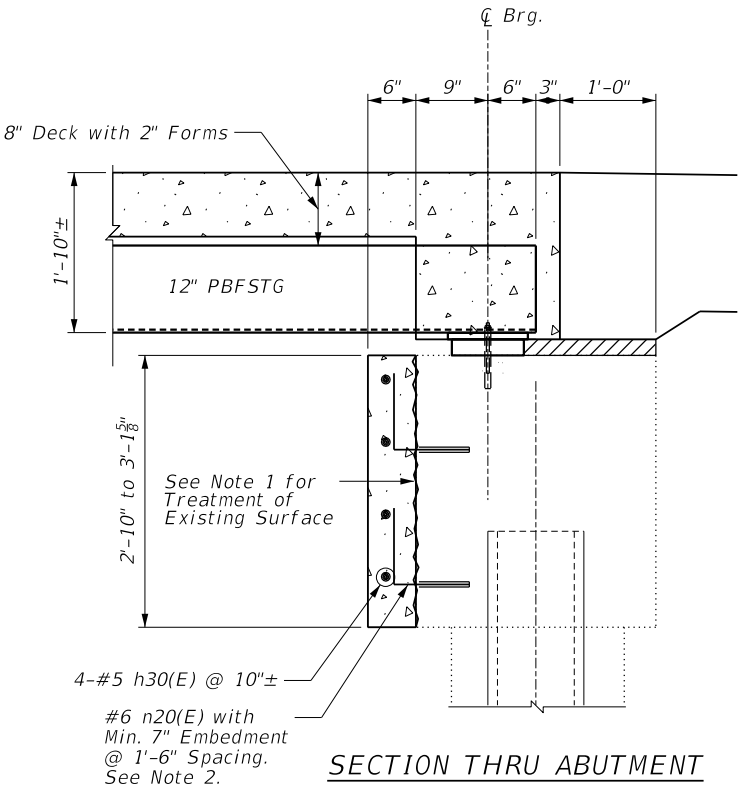
Repairs at ends of abutments are assumed to be greater than 5 inches.

Provisional quantities for Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches), Structural Repair of Concrete (Depth Greater than 5 Inches), and Epoxy Crack Injection have been included for use by the Engineer.

 CHRISTOPHER B. BURKE ENGINEERING, LTD. <small>16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850</small>	USER NAME = jspeelman	DESIGNED - MM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT REPAIRS SMITH ROAD BRIDGE REPLACEMENT		T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1'	DRAWN - PRJ DMB	REVISED -				0244	16-11107-01-BR	WILL	53	30
	PLOT DATE = 12/19/2025	CHECKED -	REVISED -		SCALE:		SHEET S-13 OF S-21 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT
	DATE = 12/19/2025	DATE - 12/19/2025	REVISED -								CONTRACT NO. 61M25



ELEVATION



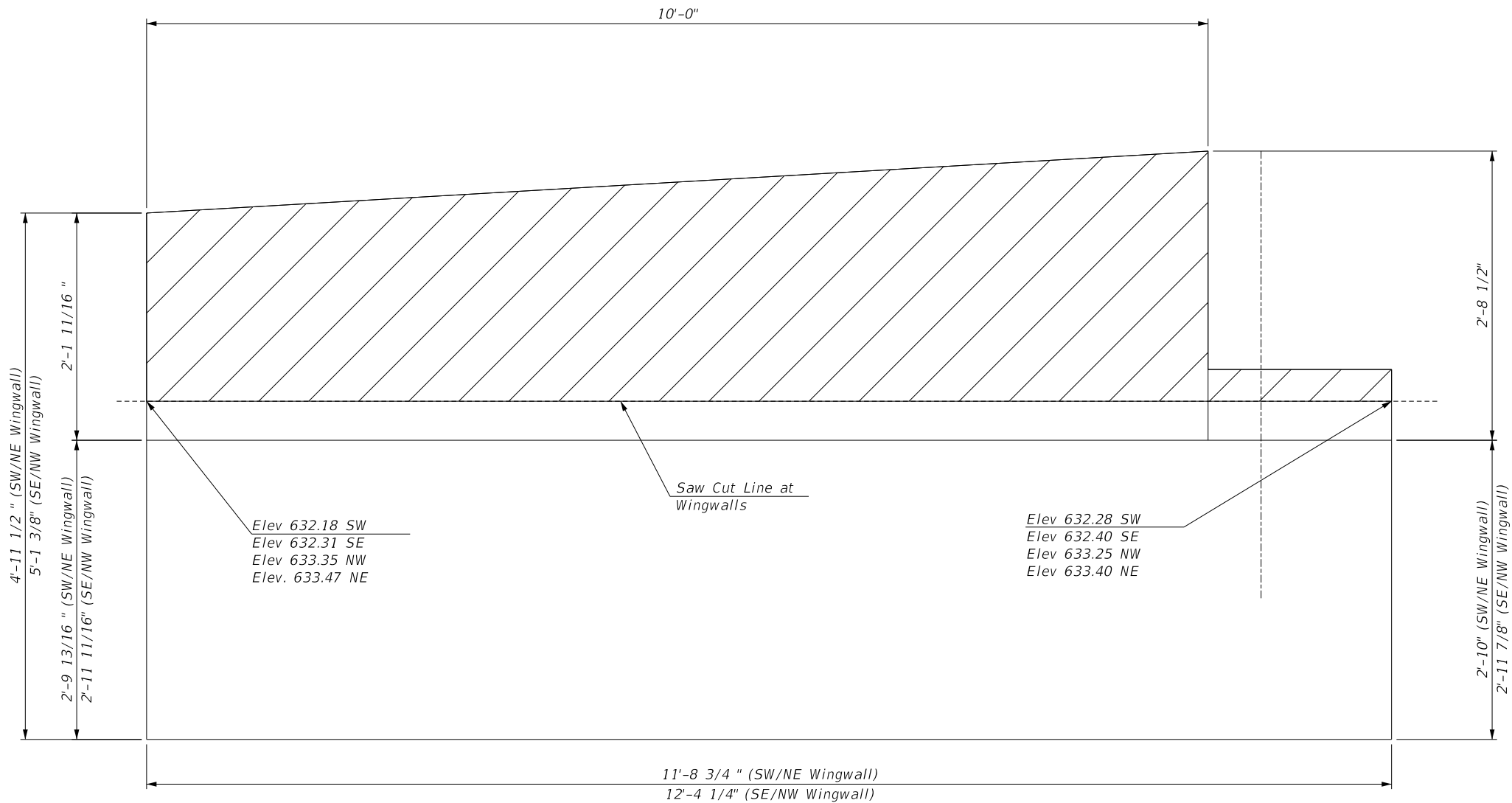
PLAN

BILL OF MATERIAL
(TWO ABUTMENTS)

Bar	No.	Size	Length	Shape
h30(E)	8	#5	37'-0"	—
n20(E)	100	#6	1'-8"	L
Concrete Structures			Cu. Yd.	4.2
Reinforcement Bars, Epoxy Coated			Pound	560

NOTES

- The surface of the abutment shall be cleaned, roughened, and free from laitance, loose material, dust, or oil prior to placing new concrete. Cost included in Concrete Structures.
- The cost of drilling and installing dowel bars are included with Reinforcement Bars, Epoxy Coated.



WINGWALL ELEVATION (Typ.)

 Concrete Removal

STRUCTURE BORING LOG

Date Started 9/19/23

Date Completed 9/19/23

ROUTE _____ DESCRIPTION Smith Road over Long Run Creek Date Completed 9/19/23

SECT. 16-11107-01-BR STRUCT. NO. 099-3180 DRILLED BY TSC L-96,166

COUNTY WILL LOCATION South Abutment S. 6NE , TWP. 36N , RNG. 11E

IILDOT BORING 96166.IDOT.GPJ IDOT.GDT 11/3/23

STRUCTURE BORING LOG

Date Started 9/19/23

Date Completed 9/19/23

ROUTE _____ DESCRIPTION Smith Road over Long Run Creek Date Completed 9/19/23

SECT. 16-11107-01-BR STRUCT. NO. 099-3180 DRILLED BY TSC L-96,166

COUNTY WILL LOCATION North Abutment S. 6NE , TWP. 36N , RNG. 11E

ILDOT BORING 96166.IDOT.GPJ IDOT.GDT 11/3/23

PLANS FOR PROPOSED IMPROVEMENT

SECTION 108-B-TR HOMER ROAD DIST.

SECTION 107-B-TR LOCKPORT ROAD DIST.

WILL COUNTY

1969

NET LENGTH = 325 FT (0.062 MILE)

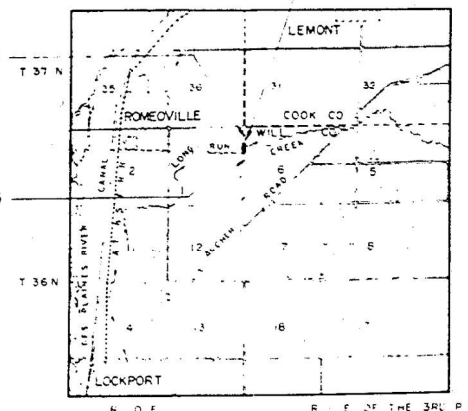
SUMMARY OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	REMOVAL OF EXISTING STRUCTURES
57.6	CU. YDS.	CLASS X CONCRETE
6070	LBS.	REINFORCEMENT BARS
3434	SQ. FT.	PRECAST CONCRETE BRIDGE SLAB
220	LBS.	FURNISHING AND ERECTING STRUCTURAL STEEL
910	LIN. FT.	FURNISHING STEEL PILES (6 BP 36)
910	LIN. FT.	DRIVING STEEL PILES
2	EACH	TEST PILES (6 BP 36)
238	LIN. FT.	METAL PLATE BRIDGE RAIL
1	EACH	NAME PLATES
40	CU. YDS.	POROUS GRANULAT EMBANKMENT
265	GAIS.	BITUMINOUS MATERIALS (PRIME CO.)
263	TONS	BITUMINOUS CONCRETE SURFACE COURSE, CLASS I
63	CU. YDS.	EARTH EXCAVATION
321	CU. YDS.	BORROW EXCAVATION
562	CU. YDS.	CHANNEL EXCAVATION
343	TONS	AGGREGATE BASE COURSE, TYPE B

PROPOSED IMPROVEMENT INCLUDES:
 1. BRIDGE STA 14+42 A 3 SPAN
 PRECAST CONCRETE BRIDGE DECK
 ON PILE BENT ABUTMENTS AND
 PIERS, SKEWED 25° AHEAD ON RT.
 WITH APPROACHES THERETO

IMPROVEMENT
 BEGINS AT
 STATION 12+50

IMPROVEMENT
 ENDS AT
 STATION 15+75



LOCATION MAP

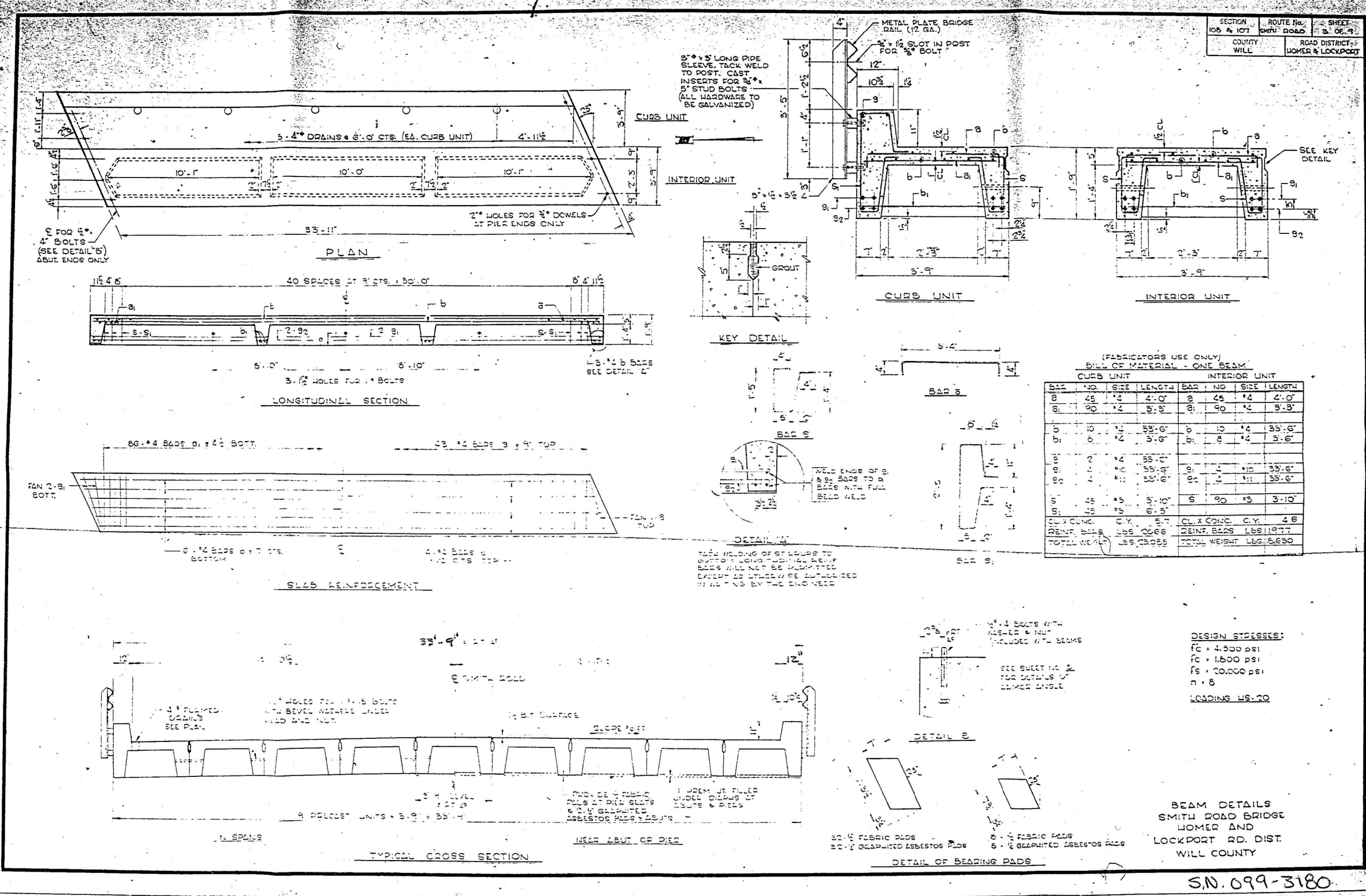
INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	GENERAL PLAN AND ELEVATION
3	BEAM DETAILS
4	ABUTMENT DETAILS
5	PIER DETAILS - ROZINGS
6	PLAN AND PROFILE
7	CROSS SECTIONS
8	STANDARDS 2110-1 NAME PLATE
9	STANDARDS 2206-2 BARRICADE
10	NAME PLATE ATTACHMENT

REVISED M.L.R. 04 1969

SN. 099-3180

Reel P-1024



SECTION 108 & 107	ROUTE No. SMITH ROAD	SHEET 3 OF 4
COUNTY WILL	ROAD DISTRICT HOMER & LOCKPORT	

(FABRICATORS USE ONLY)
BILL OF MATERIAL - ONE BEAM

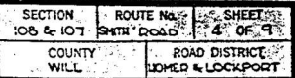
CURB UNIT				INTERIOR UNIT			
BAR	NO.	SIZE	LENGTH	BAR	NO.	SIZE	LENGTH
8	45	#4	4'-0"	8	45	#4	4'-0"
9	90	#4	3'-3"	9	90	#4	3'-3"
10	10	#4	33'-6"	10	10	#4	33'-6"
11	0	#4	3'-6"	11	0	#4	3'-6"
12	2	#4	33'-6"	12	2	#4	33'-6"
13	1	#4	33'-6"	13	1	#4	33'-6"
14	1	#4	33'-6"	14	1	#4	33'-6"
15	45	#5	3'-10"	15	45	#5	3'-10"
16	45	#5	6'-5"	16	45	#5	6'-5"
CL. CONC.	C.Y.	5.7		CL. CONC.	C.Y.	4.6	
REINF. BARS	LB	2066		REINF. BARS	LB	1977	
TOTAL WEIGHT	LB	23,055		TOTAL WEIGHT	LB	22,630	

DESIGN STRESSES:

f_c	4,500 psi
f_s	1,500 psi
f_s	20,000 psi
n	8
LOADING	WS-20

BEAM DETAILS
SMITH ROAD BRIDGE
HOMER AND
LOCKPORT RD. DIST.
WILL COUNTY

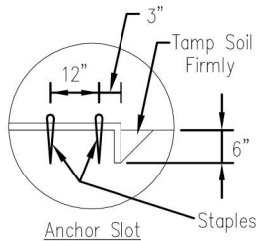
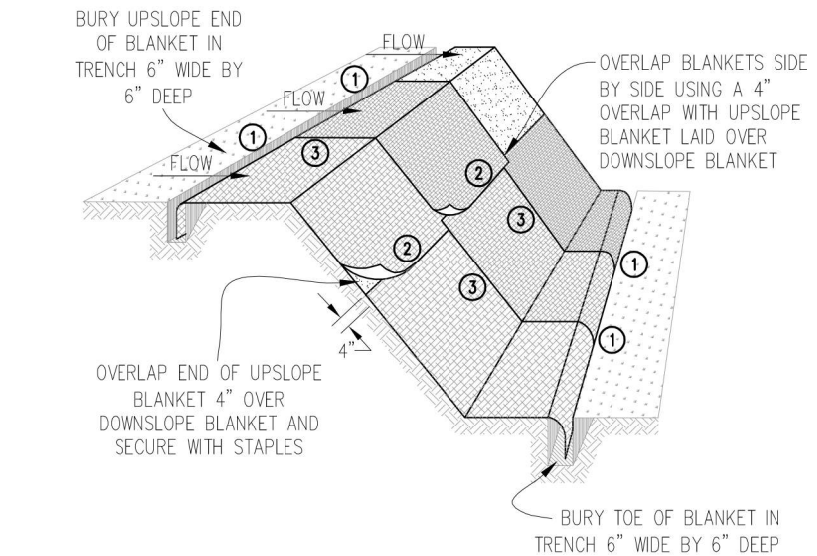
S.N. 099-3180



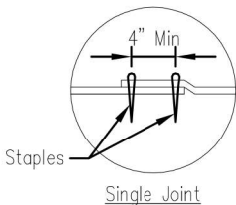
BILL OF MATERIAL				2 ABUTS.
BLD.	NO.	SIZE	LENGTH	SHPLE
	24	"4	9'-6"	—
	80	"5	4'-3"	C
P	16	"7	11'-6"	—
P	40	"7	25'-0"	—
S	126	"4	10'-0"	U
U	16	"6	10'-4"	—
V	12	"4	1'-6"	—
CLASS X CONC.			CY. YDS.	35.5
REINF. BARS			LSB.	3640
STEEL W PILES 6 SP26 L.F.				325
TEST PILES (STEEL)			EA.	1
NOME PLATES			EA.	1

ABUTMENT DETAILS
SMITH ROAD BRIDGE
HOMER AND
LOCKPORT RD. DIST.
WILL COUNTY

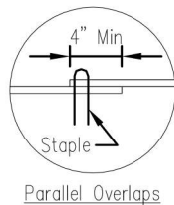
S.N. 099-3180



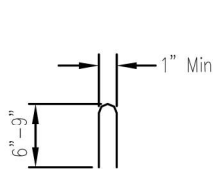
DETAIL 1



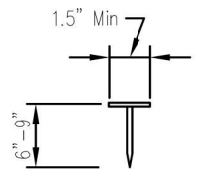
DETAIL 2



DETAIL 3



STAPLE DETAIL



PUSH PIN DETAIL

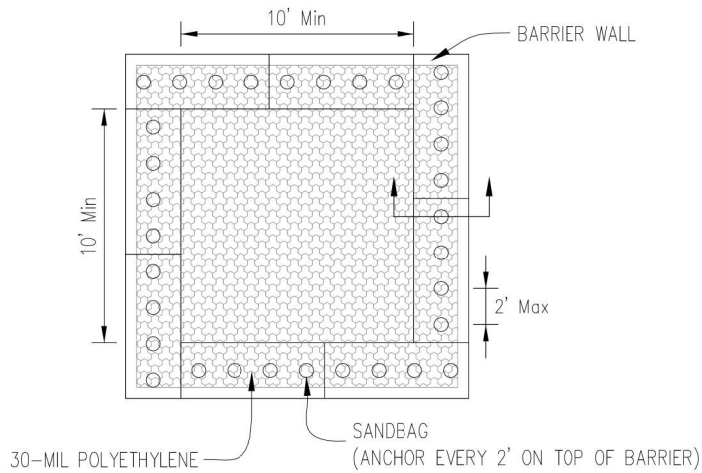
NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

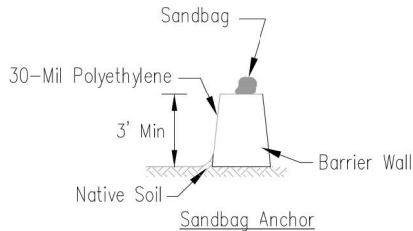
Sheet 1 of 1
Drawing No.
File No.
JUM-530

EROSION CONTROL
BLANKET INSTALLATION DETAILS

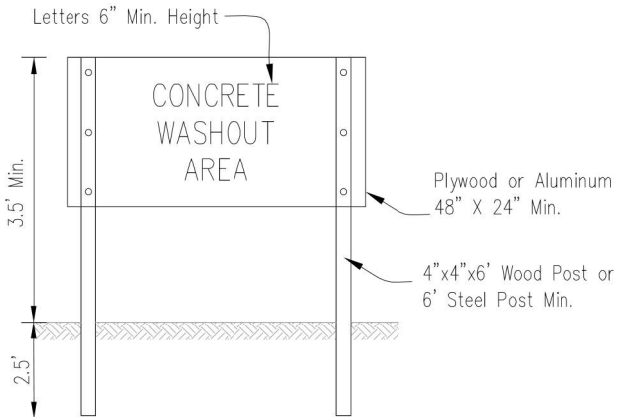
Designed _____ Date _____
Drawn B. JOHNSON 11/08
Checked _____
Approved _____



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

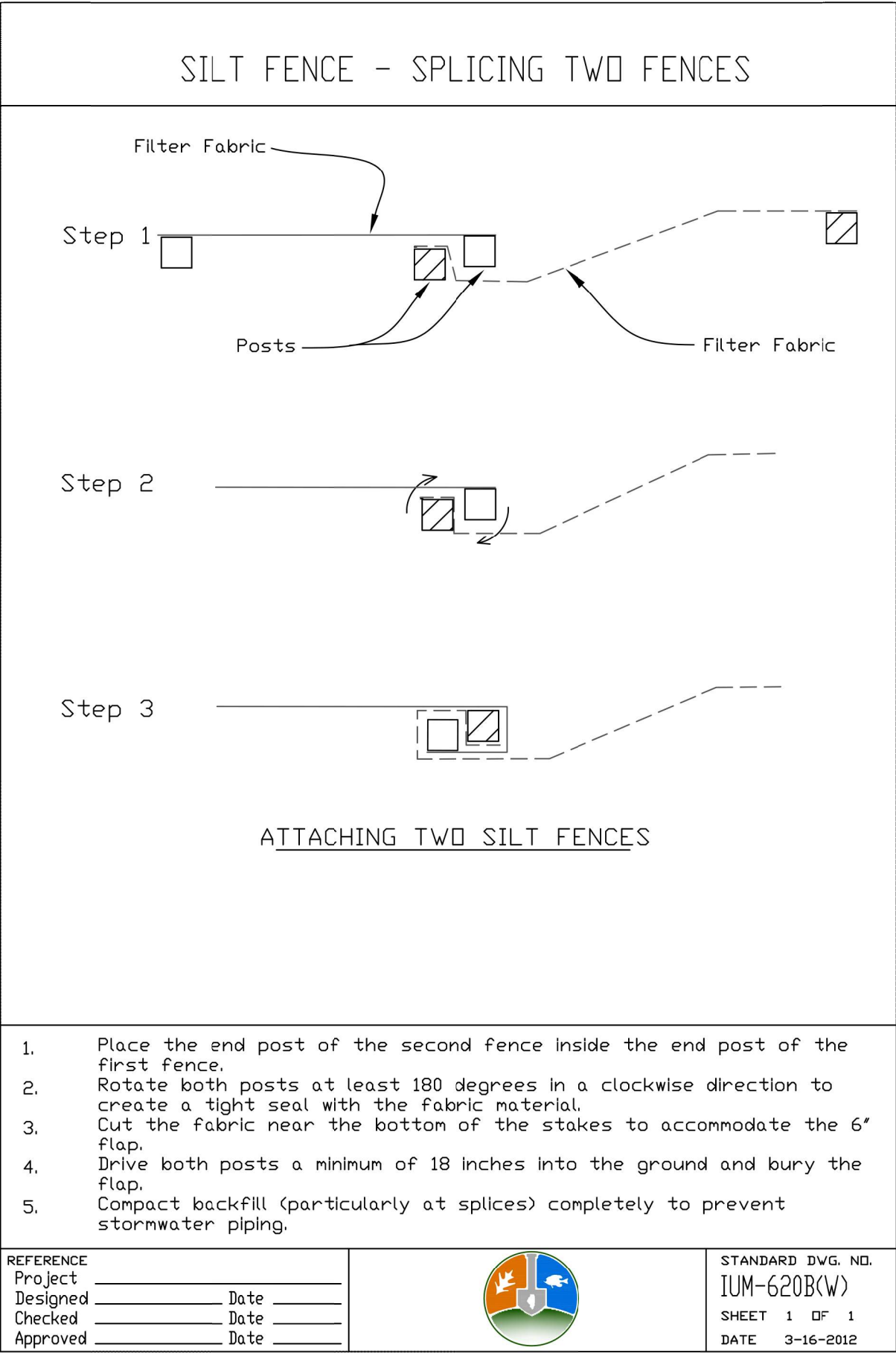
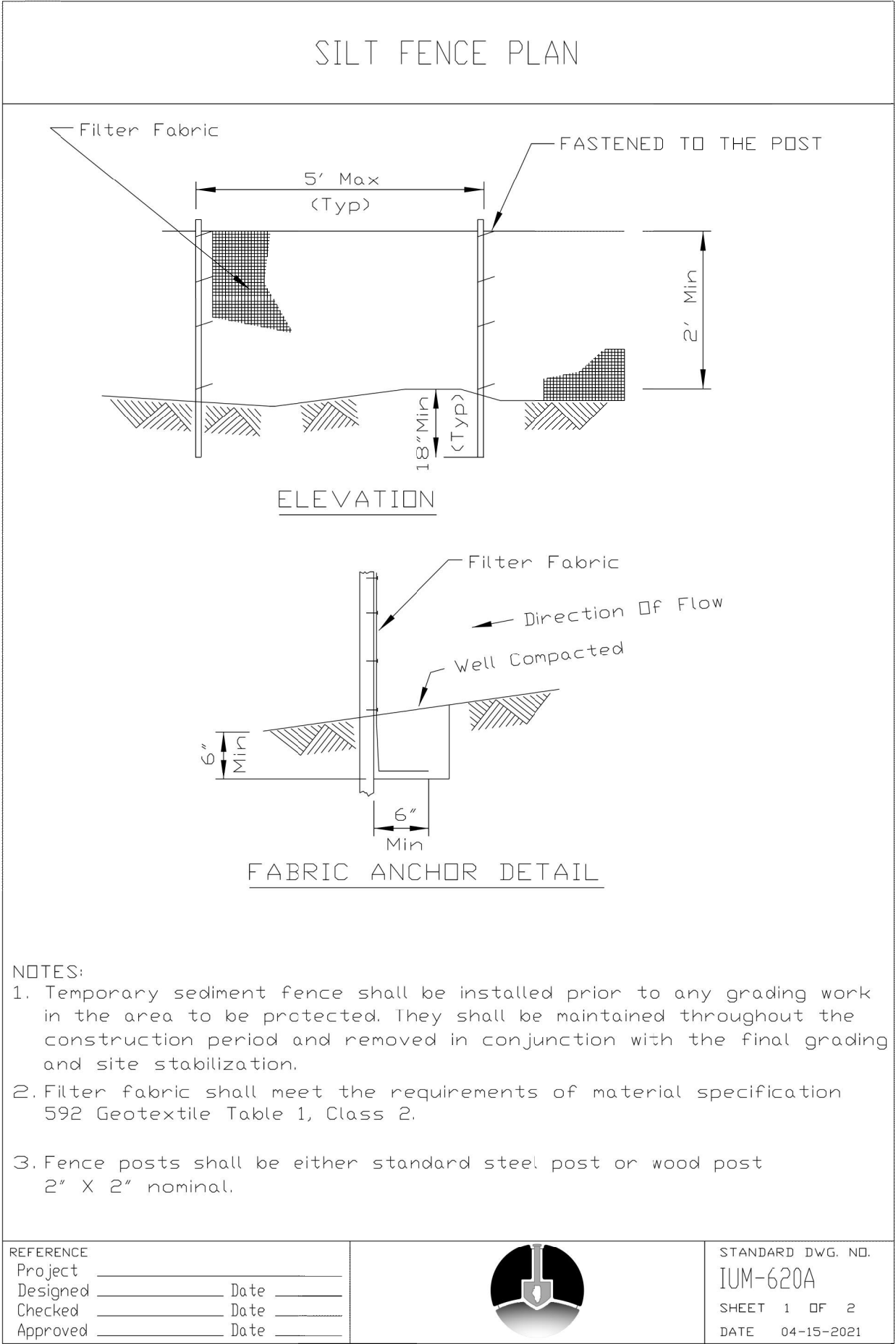
Sheet 3 of 3
Drawing No.
File No.
JUM-554BW

TEMPORARY CONCRETE
WASHOUT FACILITY – BARRIER WALL

Designed _____ Date _____
Drawn B. JOHNSON 6/08
Checked _____
Approved _____

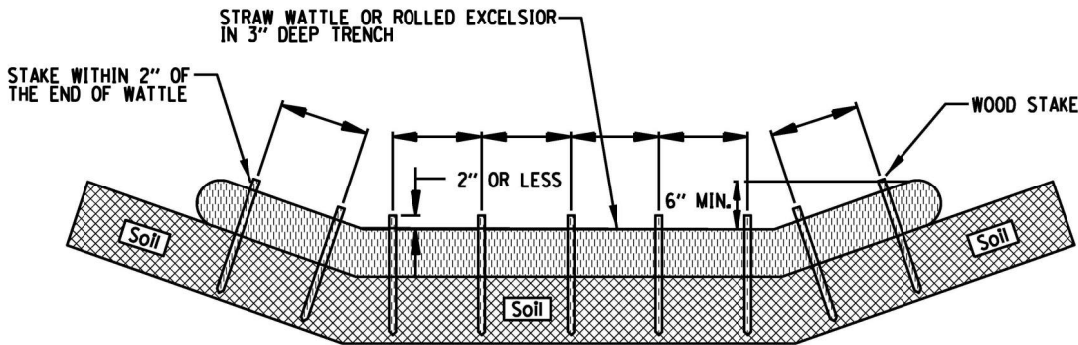
USER NAME = jspeelman	DESIGNED - AJS/JRS	REVISED -
	DRAWN - JRS	REVISED -
PLOT SCALE = 28"	CHECKED - AJS	REVISED -
PLOT DATE = 12/19/2025	DATE -	REVISED -

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	39
CONTRACT NO. 61M25				
ILLINOIS FED. AID PROJECT				



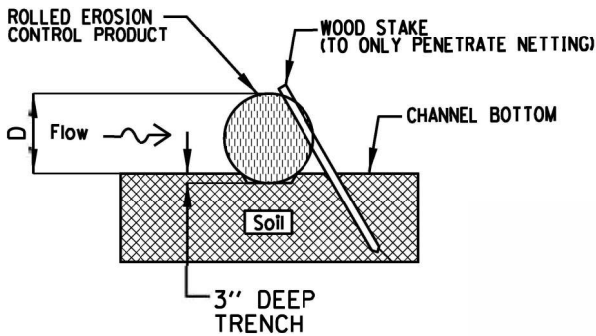
ROLLED EROSION CONTROL PRODUCTS

STAKING PATTERN GUIDE



- NOTES:
- 1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
 - 2. 4' SPACING FOR WATTLES.
 - 3. 2' SPACING FOR ROLLED EXCELSIOR.
 - 4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

STAKE DETAIL



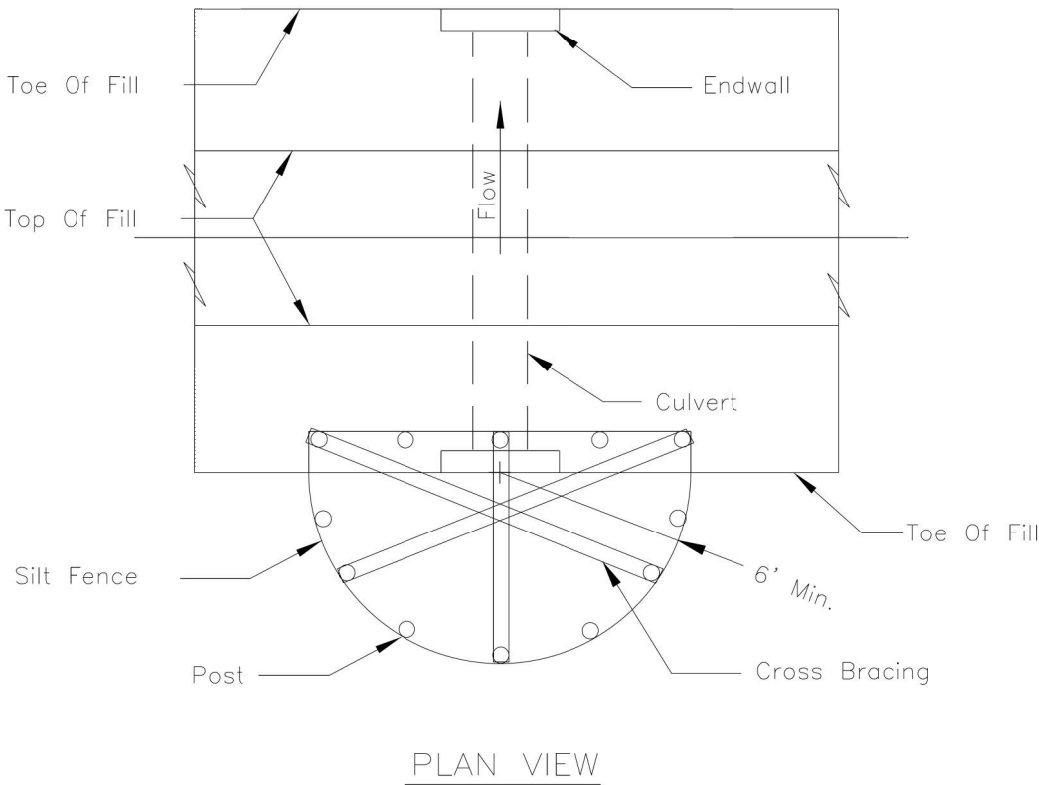
- NOTES:
- 1. DRAWINGS ARE NOT TO SCALE.
 - 2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
 - 3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
 - 4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
 - 5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.	IUM-514
SHEET	1 OF 1
DATE	08-2-2019

CULVERT INLET PROTECTION - SILT FENCE

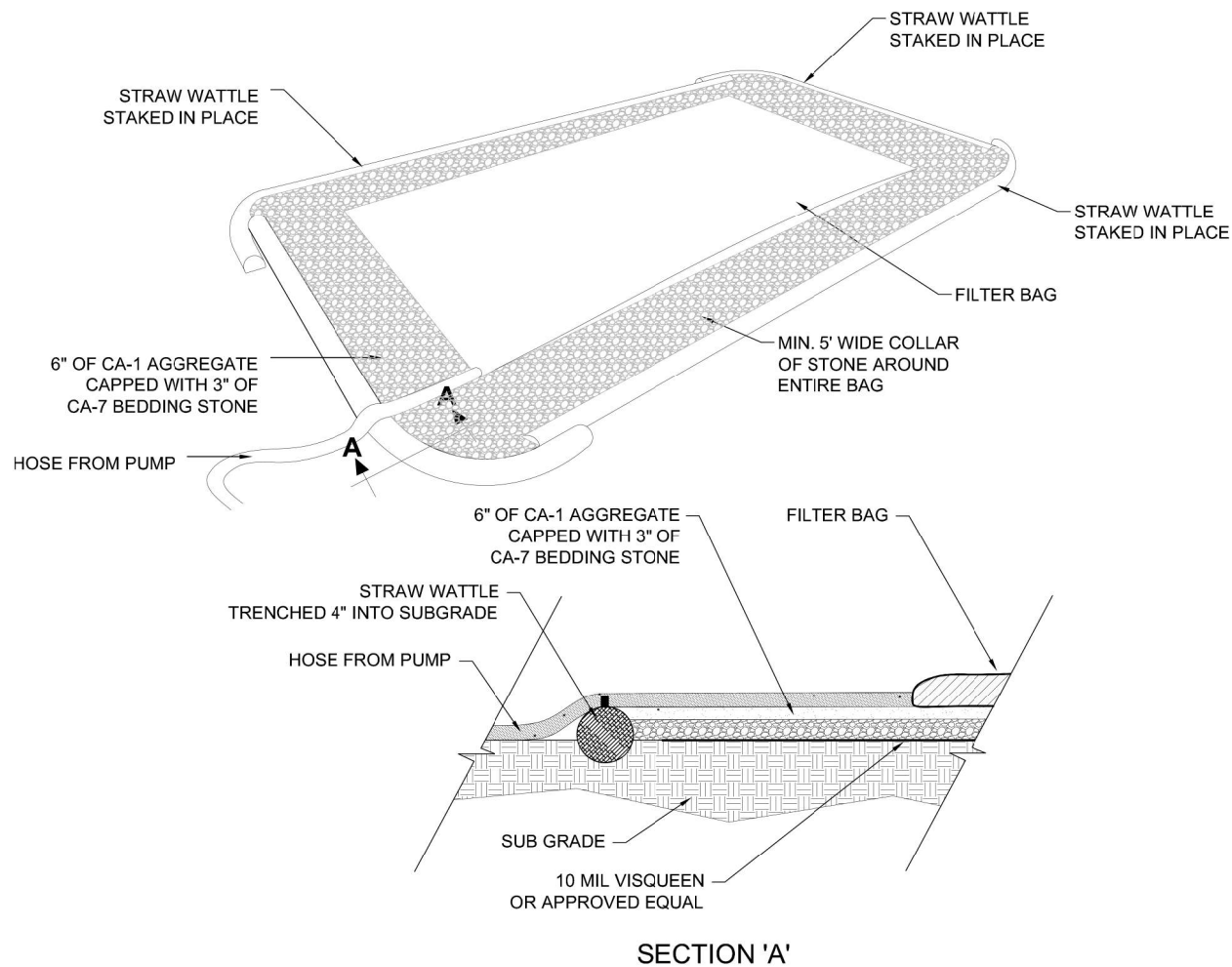


- NOTES:
- 1. The silt fence shall meet the requirements as shown on standard drawing IL-620 SILT FENCE except the maximum post spacing shall be 3 feet and the tops of posts shall be cross braced.
 - 2. Sediment shall be removed when the sediment has accumulated to one-half the height of the silt fence.
 - 3. The maximum drainage area to the culvert being protected is 1 acre.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____




STANDARD DWG. NO.	IL-508SF
SHEET	1 OF 1
DATE	1-29-99



NOTES:
 (1) ACTUAL SIZE AND LAYOUT DETERMINED IN THE FIELD
 (2) PUMP INTAKE HEAD SHOULD BE FLOATED AT SURFACE OR PLACED IN A STABILIZED SUMP PIT

DEWATERING FILTER PAD

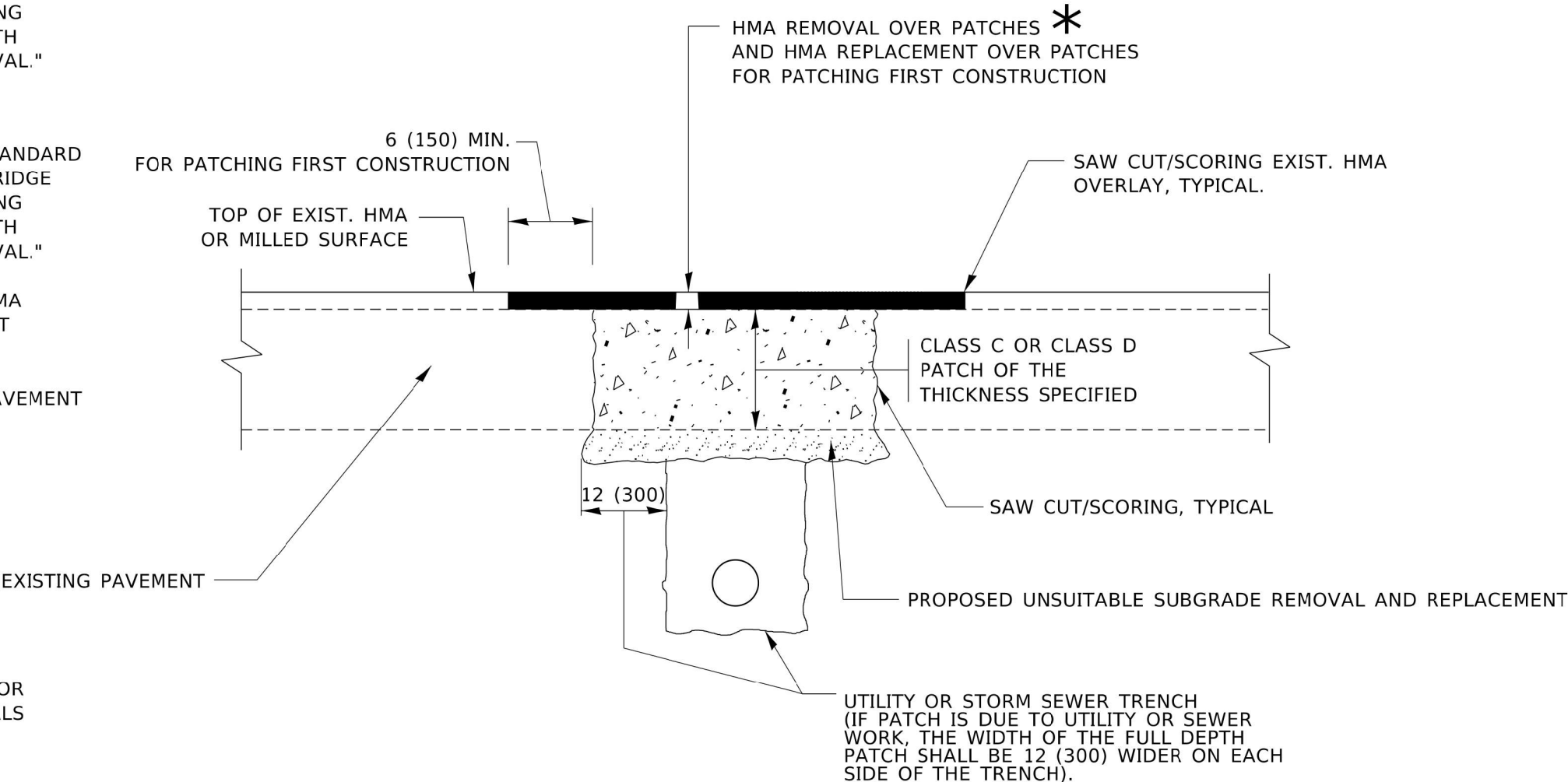
 CHRISTOPHER B. BURKE ENGINEERING, LTD. <small>10221 W. 159th Street, Suite 201 Lockport, Illinois 60461 (815) 770-2850</small>	USER NAME = jspeelman	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK CONSTRUCTION DETAILS		T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20'	DRAWN - JRS	REVISED -				0244	16-11107-01-BR	WILL	53	42
	PLOT DATE = 12/19/2025	CHECKED - AJS	REVISED -		SCALE: 20'		SHEET 4 OF 4 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT
		DATE -	REVISED -						CONTRACT NO. 61M25		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- 2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

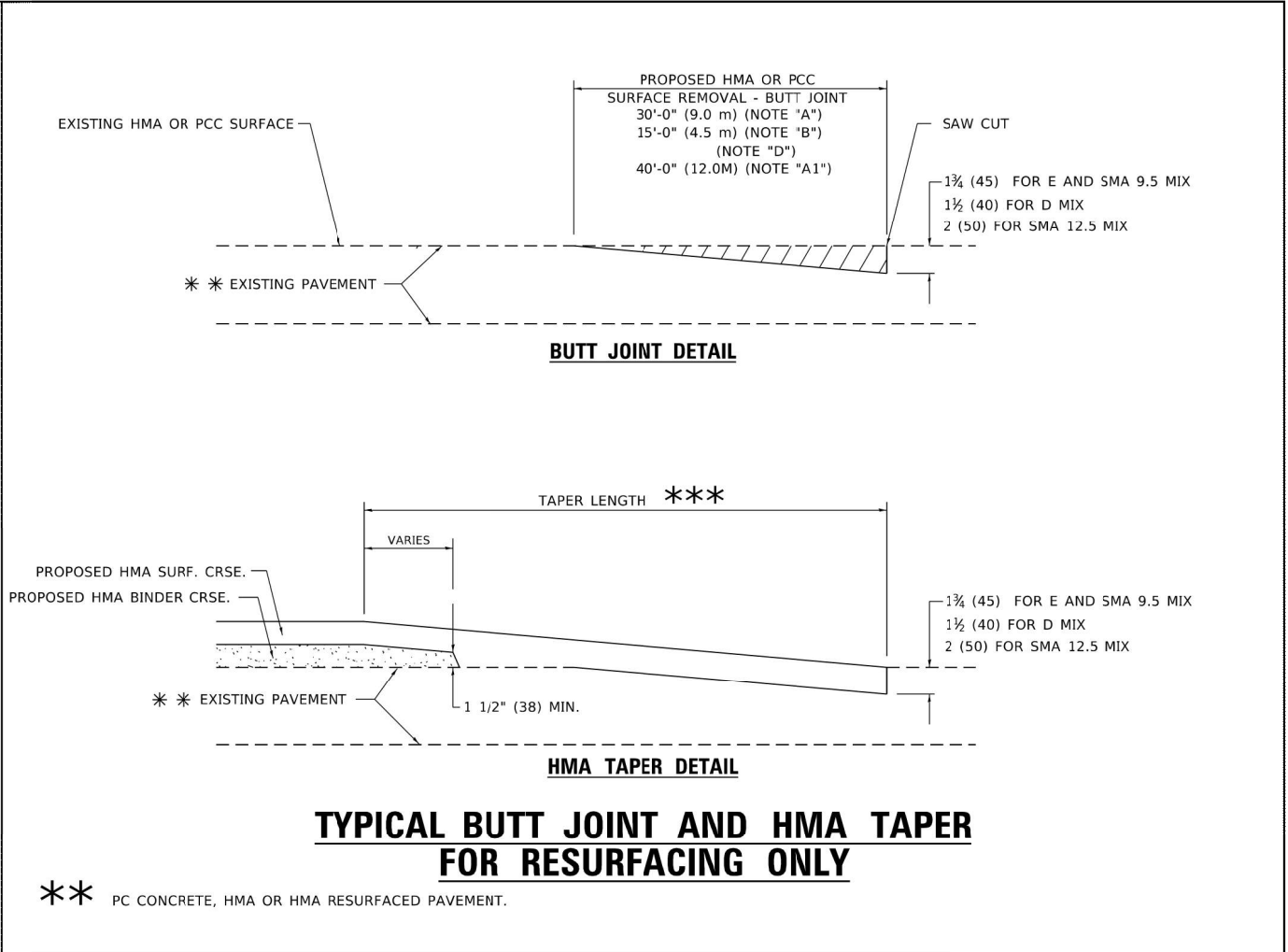
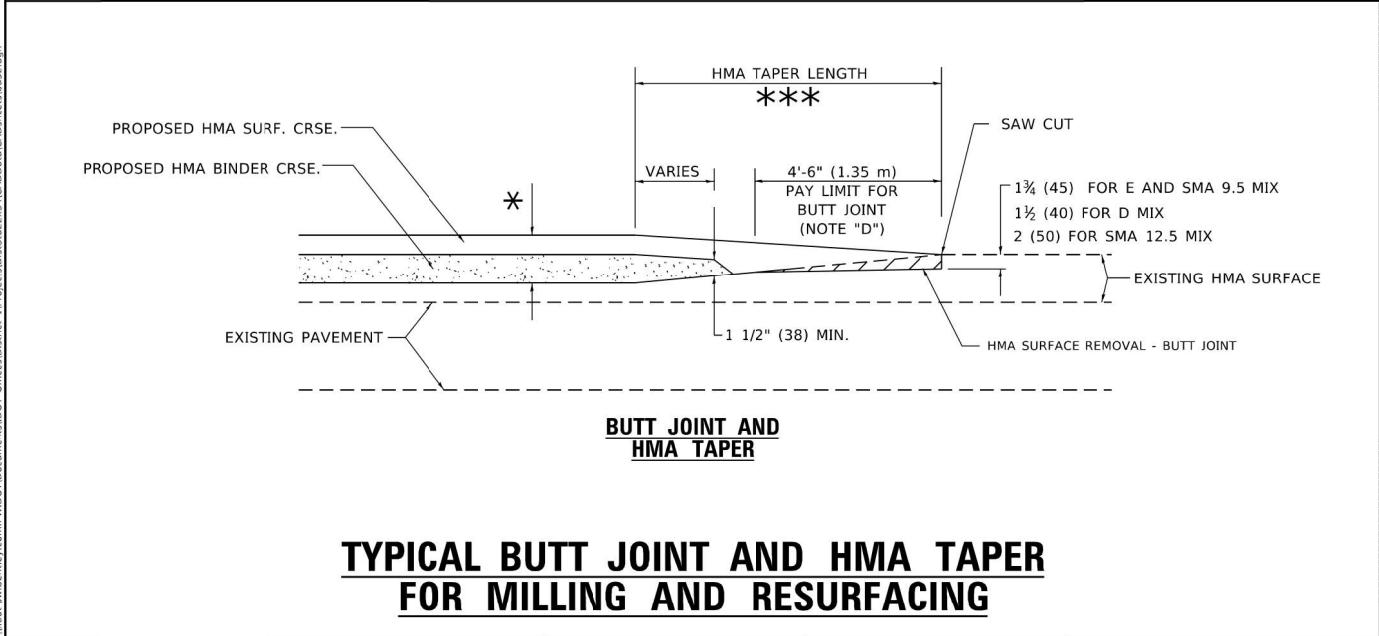
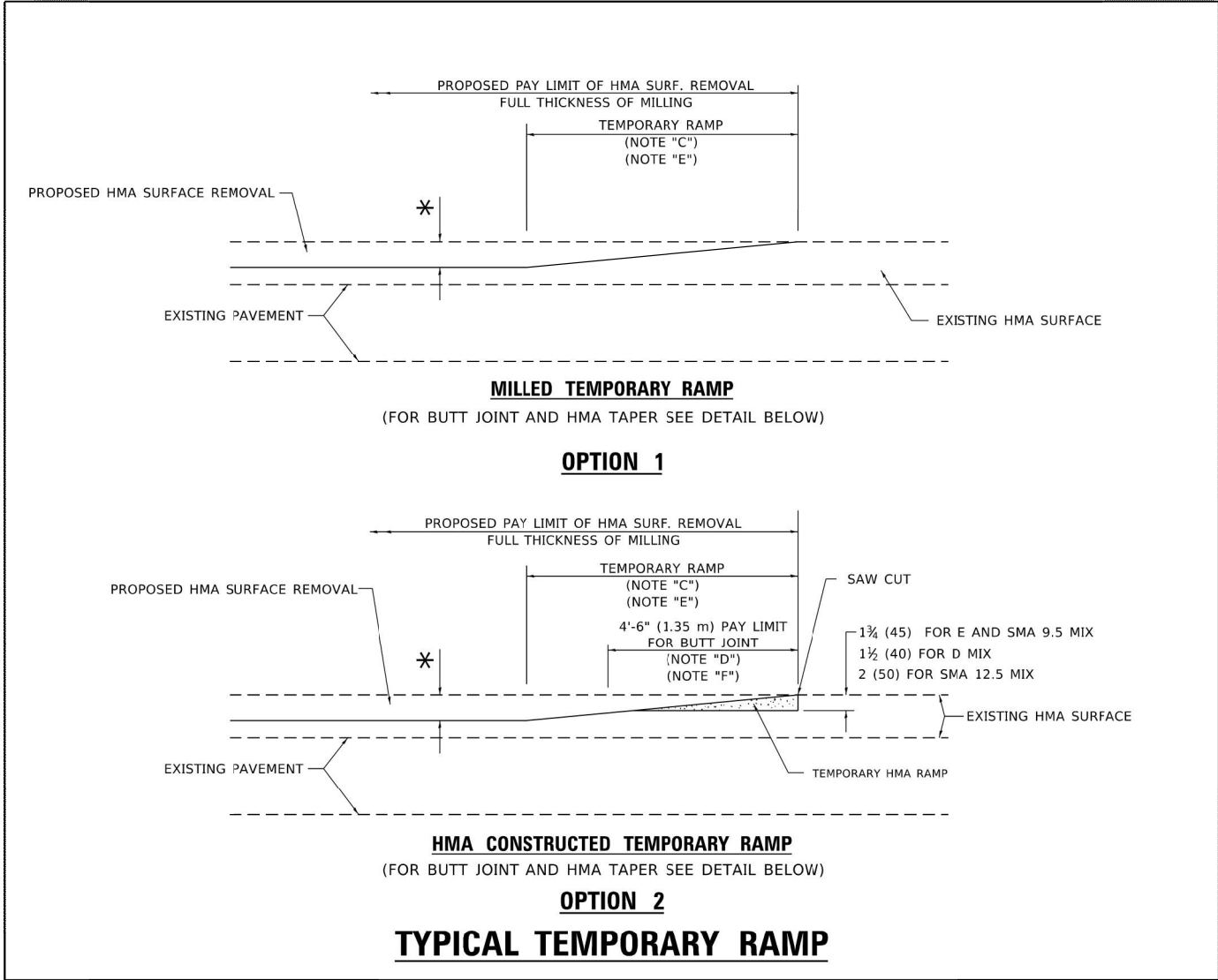
- 1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

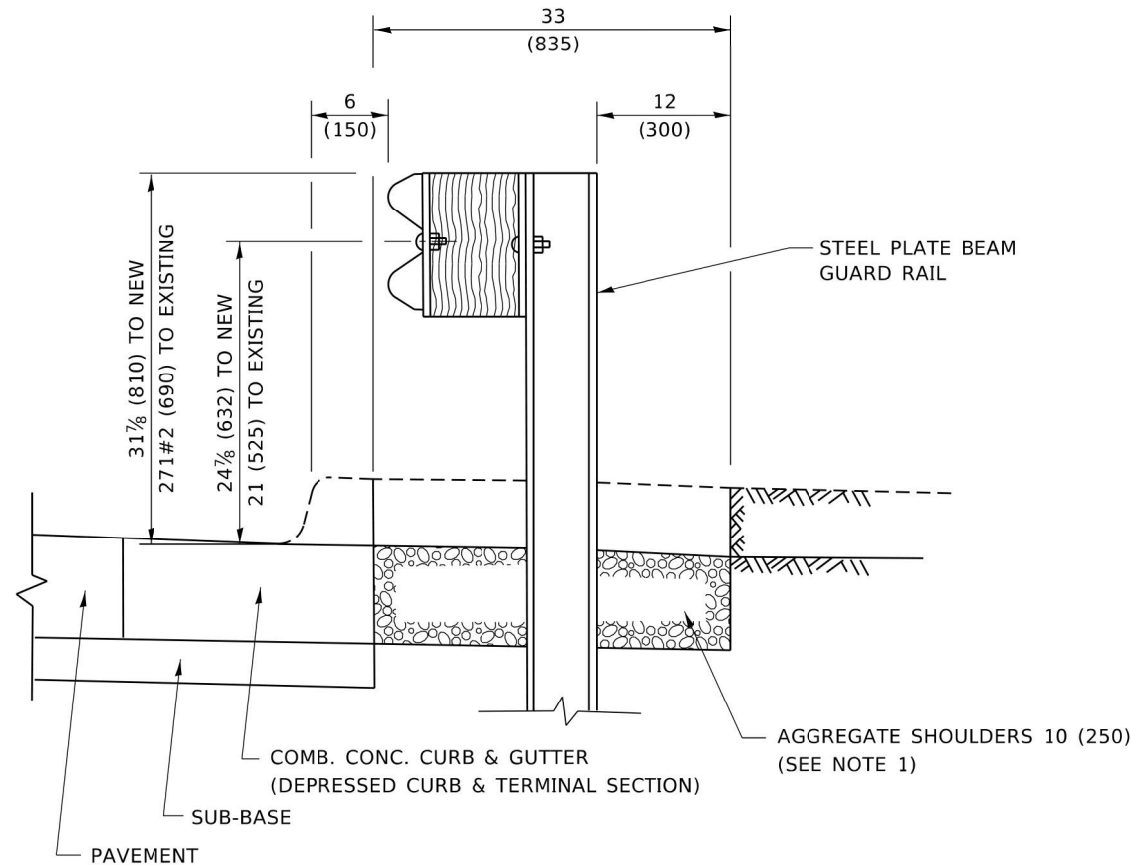
MODEL: Default
FILE NAME: pavm162-jan-bentley.com-PWDOT\Documents\DOT Office\District 1\Project\BID\BID22-3\CA\001a\CA\Drawings\BID2.dgn

	USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 09-04-07									
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08					BD400-04 (BD-22)		CONTRACT NO.		
	PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22					ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.				

<div><div>CBE</div><div>CHRISTOPHER B. BURKE ENGINEERING, LTD.</div><div>16221 W. 159th Street, Suite 201</div><div>Lockport, Illinois 60441</div><div>(815) 770-2850</div></div>	USER NAME = jspeelman	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - BD-22		T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JRS	REVISED -				0244	16-11107-01-BR	WILL	53	43
	PLOT SCALE =	CHECKED - AJS	REVISED -				CONTRACT NO. 61M25				
	PLOT DATE = 12/19/2025	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
N:\Lockport Township\220545\Civil\DET.D1.220545.sht					SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.	



GENERAL NOTES			
A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.			
A1. INTERSTATES			
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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS. * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.			
F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT". *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")			
BASIS OF PAYMENT			
1. 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".			
2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.			
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.			
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE		SHEET 1 OF 1 SHEETS STA. TO STA.	
		BD400-05 BD-32 CONTRACT NO. ILLINOIS FED. AID PROJECT	

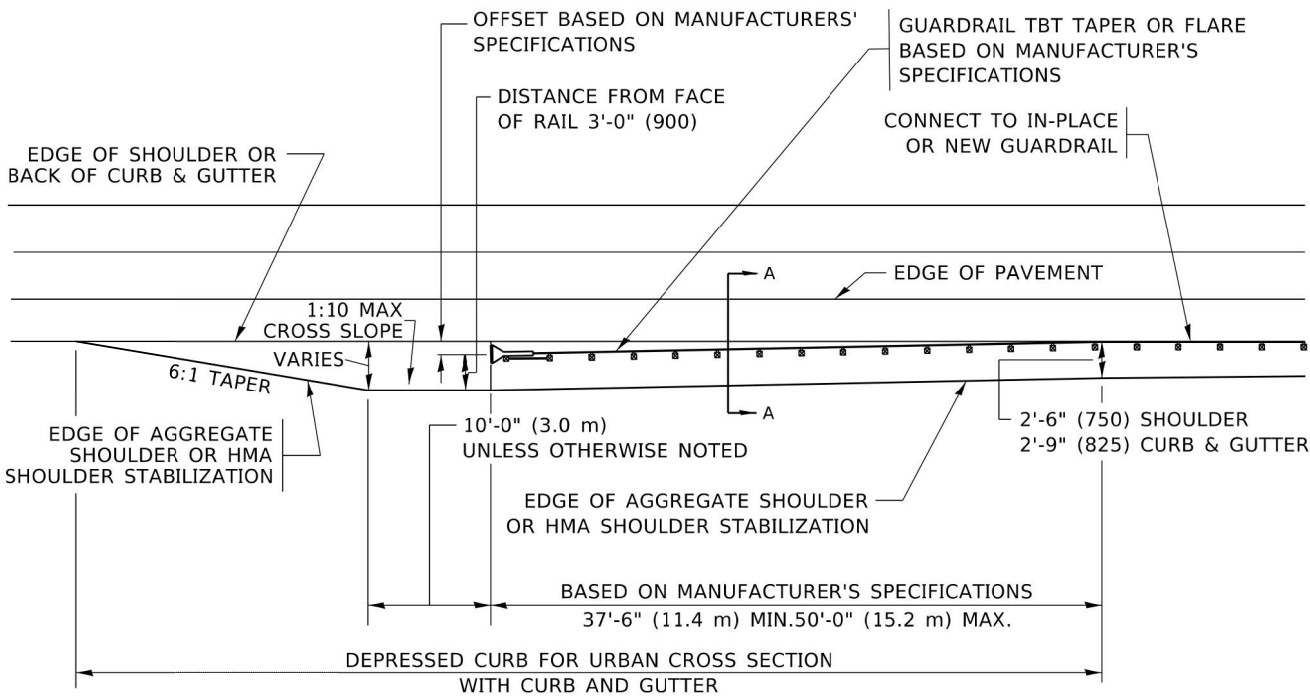


SECTION A-A

NOTES:

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

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



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

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

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

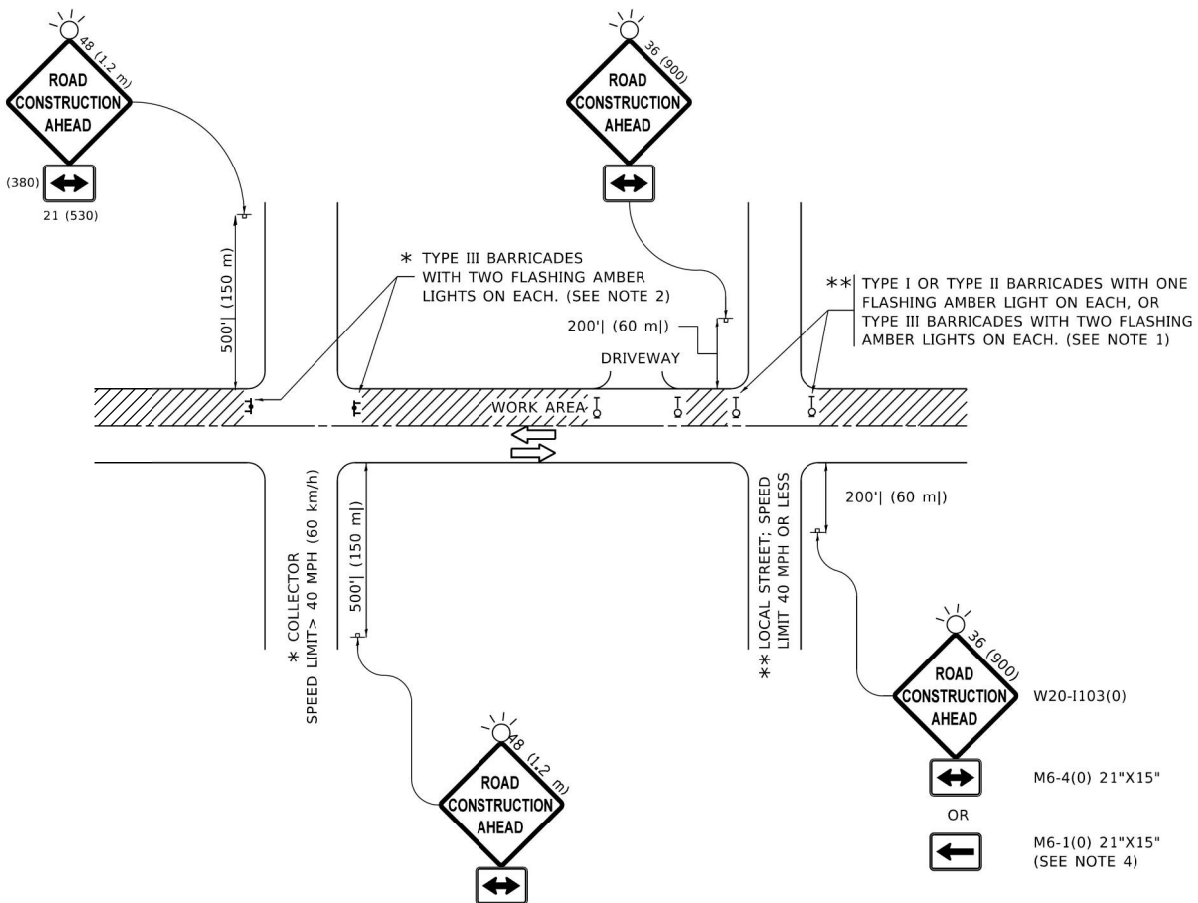
COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

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

MODEL: Default
FILE NAME: p:\projects\220545\civ1\1\DET.01.220545.sht
PROJECT: 220545
SHEET: 45
DATE: 12/19/2025
DRAWN: JRS
CHECKED: AJS
DESIGNED: M. DE YONG
REVISIONS: R. BORO 09-14-2009, R. BORO 08-06-2012, R. BORO 05-08-2015, K. SMITH 11-18-22

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 08-06-2012		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22							

CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = jspeelman	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - BD-34	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AJS	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.
	PLOT DATE = 12/19/2025	DATE -	REVISED -							




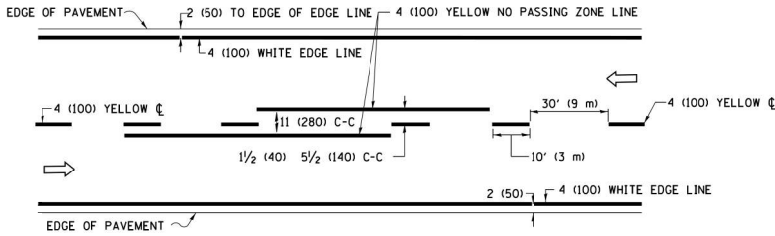
NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

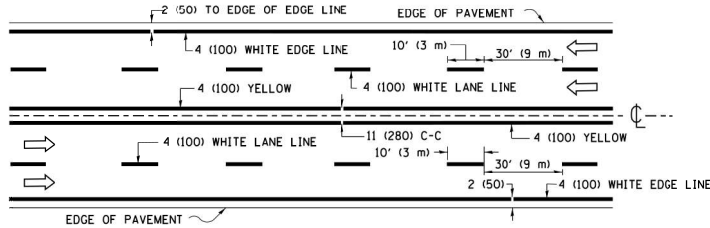
All dimensions are in inches (millimeters) unless otherwise shown.

	USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13										
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16		TC-10					CONTRACT NO.			
	PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.			ILLINOIS	FED. AID PROJECT

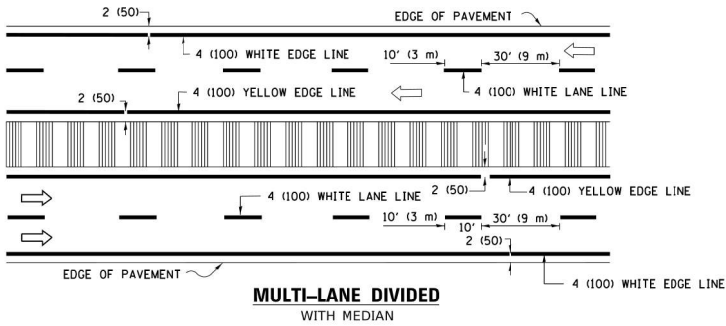
 CHRIS B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = jspheelmon	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - TC-10				T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JRS	REVISED -						0244	16-11107-01-BR	WILL	53	46
	PLOT SCALE =	CHECKED - AJS	REVISED -		CONTRACT NO. 61M25								
	PLOT DATE = 12/19/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



2-LANE ROADWAY

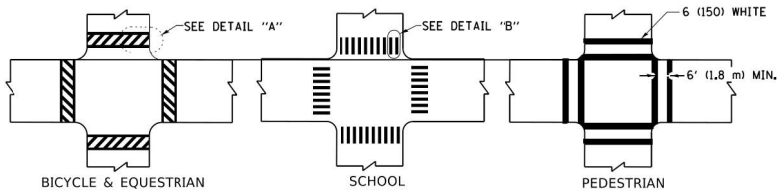


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

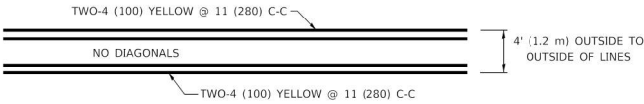


DETAIL "A"

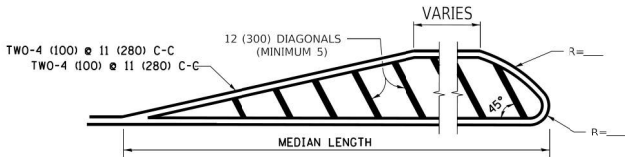
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

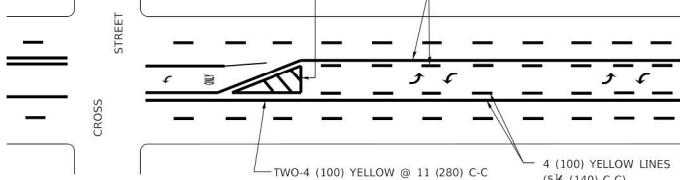


4' (1.2 m) WIDE MEDIANS ONLY



DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

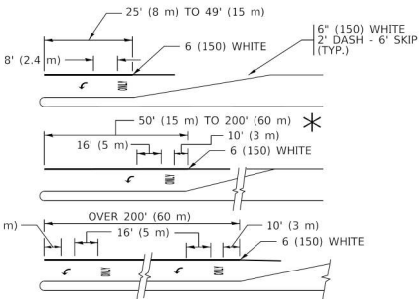
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

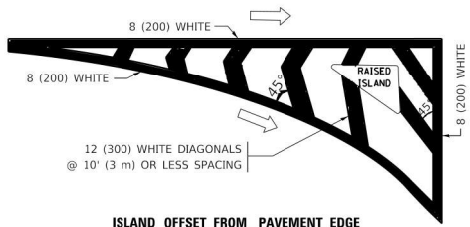
TYPICAL PAINTED MEDIAN MARKING



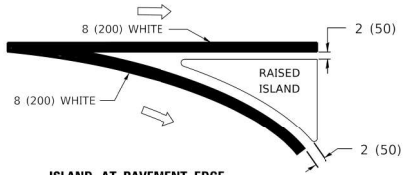
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 3" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

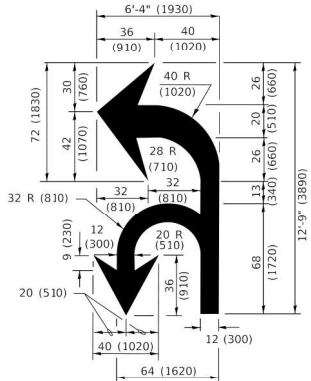


ISLAND OFFSET FROM PAVEMENT EDGE

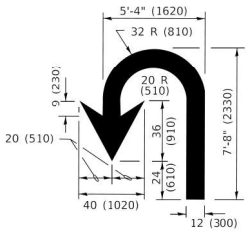


ISLAND AT PAVEMENT EDGE

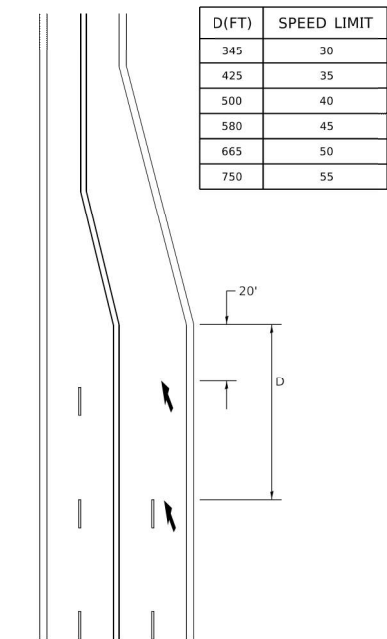
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK. IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

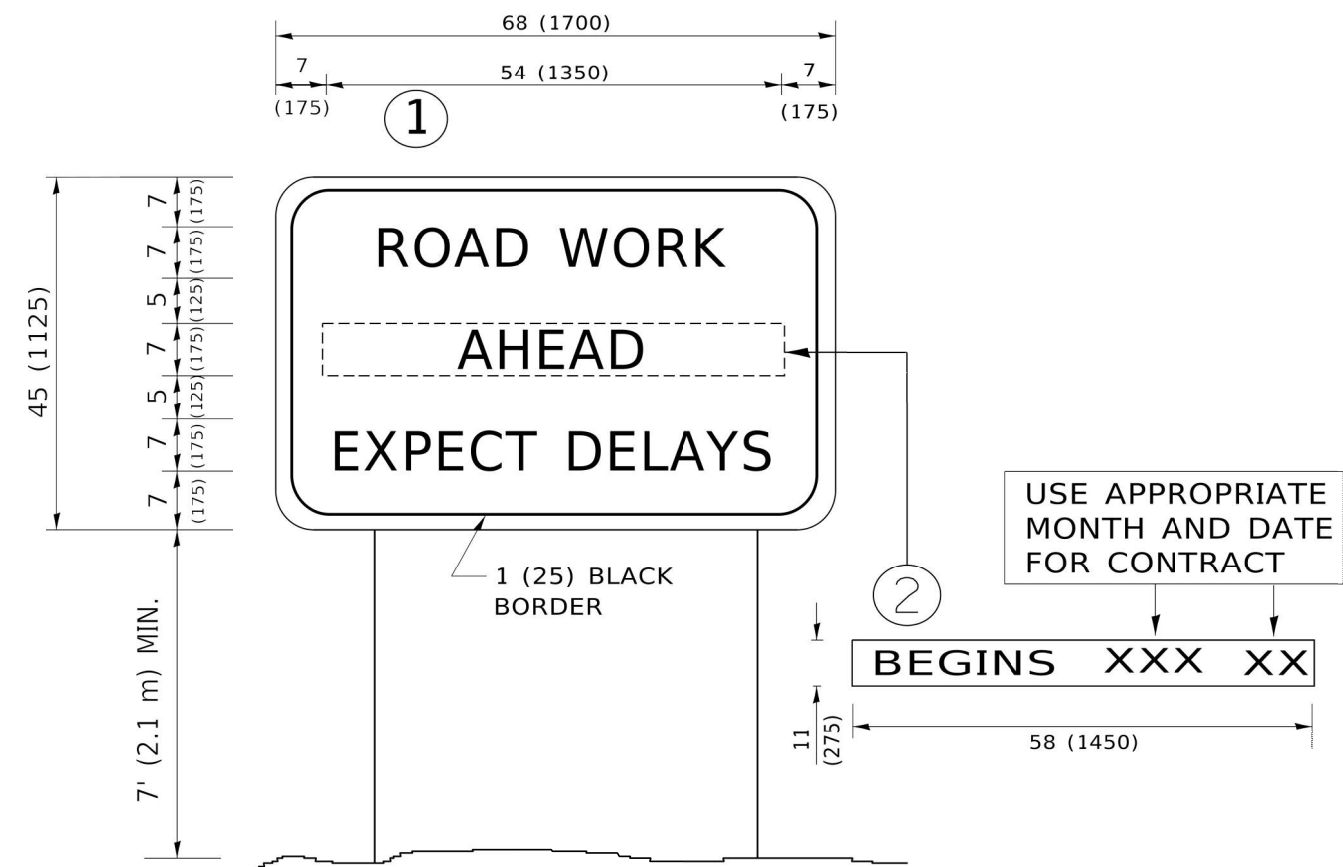
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

MODEL: Default
FILE NAME: p:\work\BIDDING\Illinois.gov\PROJECTS\Documents\TODT Offices\District 10\Projects\District 10\CAD\DATA\CAD\Sheet\TC-13.dgn
C:\Users\jburke\OneDrive\Documents\TODT Offices\District 10\Projects\District 10\CAD\DATA\CAD\Sheet\TC-13.dgn

USER NAME = footenj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - JRS	CHECKED -	REVISED - C. JUCIUS 07-01-13		SCALE: NONE	SHEET 1 OF 2 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	
PLOT SCALE = 50.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15								
PLOT DATE = 3/4/2019		REVISED - C. JUCIUS 04-12-16								

Model: Default
File Name: P:\VULB\MED\B\DATEG\Illinois.gov\PIV\DOT\Documents\UDDOT_Offices\District_10\Projects\DATEG\62231\CAAD\B\A\CAD\Sheet1c22.dgn
1/20/2019 10:48:10 AM User: ffootemj



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

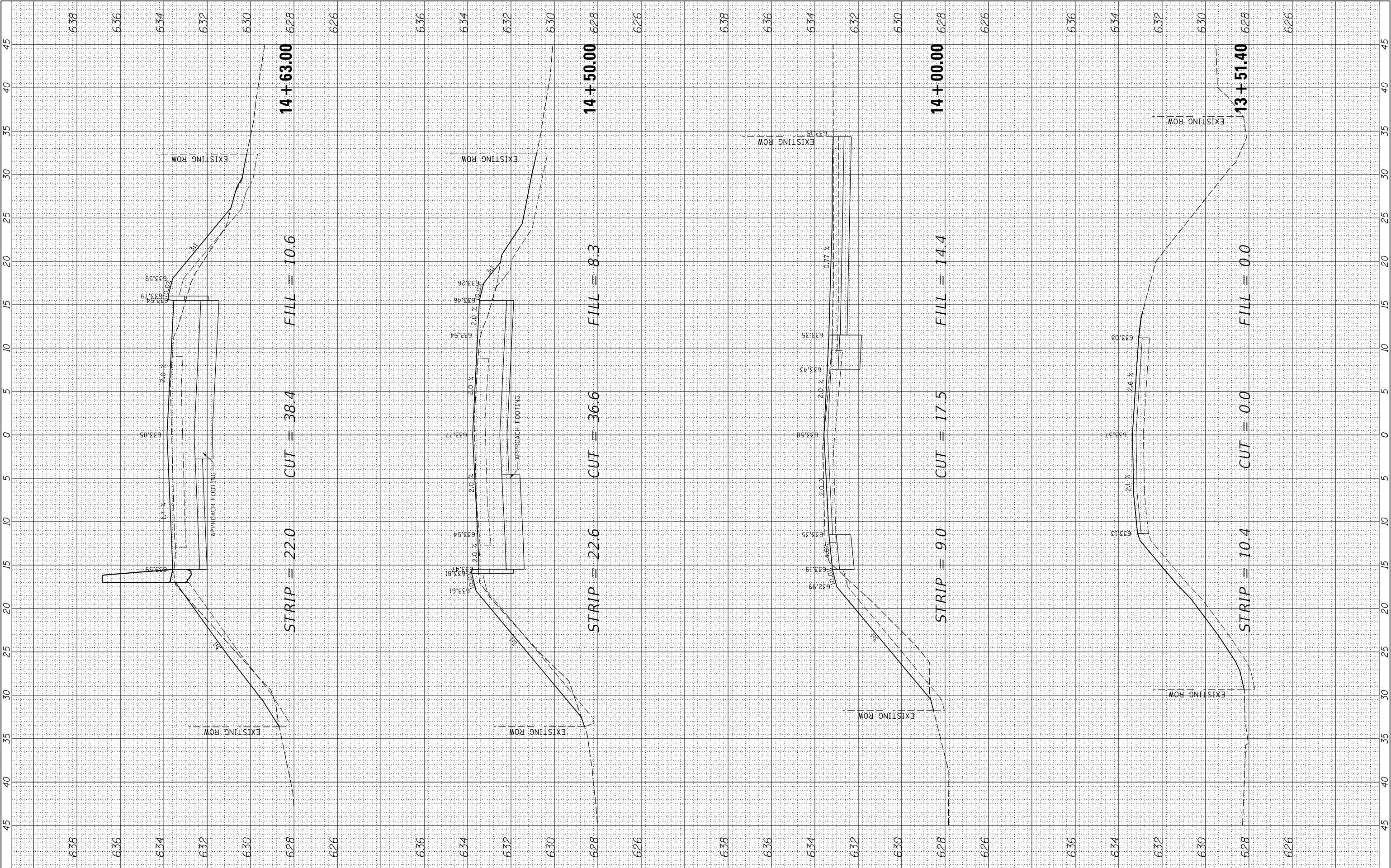
FILE NAME: D:\PROJECTS\2019\02-02-99\02-02-99.dwg	USER NAME = ffootemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97											
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99							TC-22		CONTRACT NO.		
	PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07							ILLINOIS FED. AID PROJECT				

 CHRISTOPHER B. BURKE ENGINEERING, LTD. 6221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = jspeelman	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - TC-22	SCALE:	SHEET 1 OF 1 SHEETS	STA. TO STA.	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JRS	REVISED -						0244	16-11107-01-BR	WILL	53	49
	PLOT SCALE =	CHECKED - AJS	REVISED -						CONTRACT NO. 61M25				
	PLOT DATE = 12/19/2025	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

N:\Lockport_Township\220545\Civ1\1\DET_01.220545.sht

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

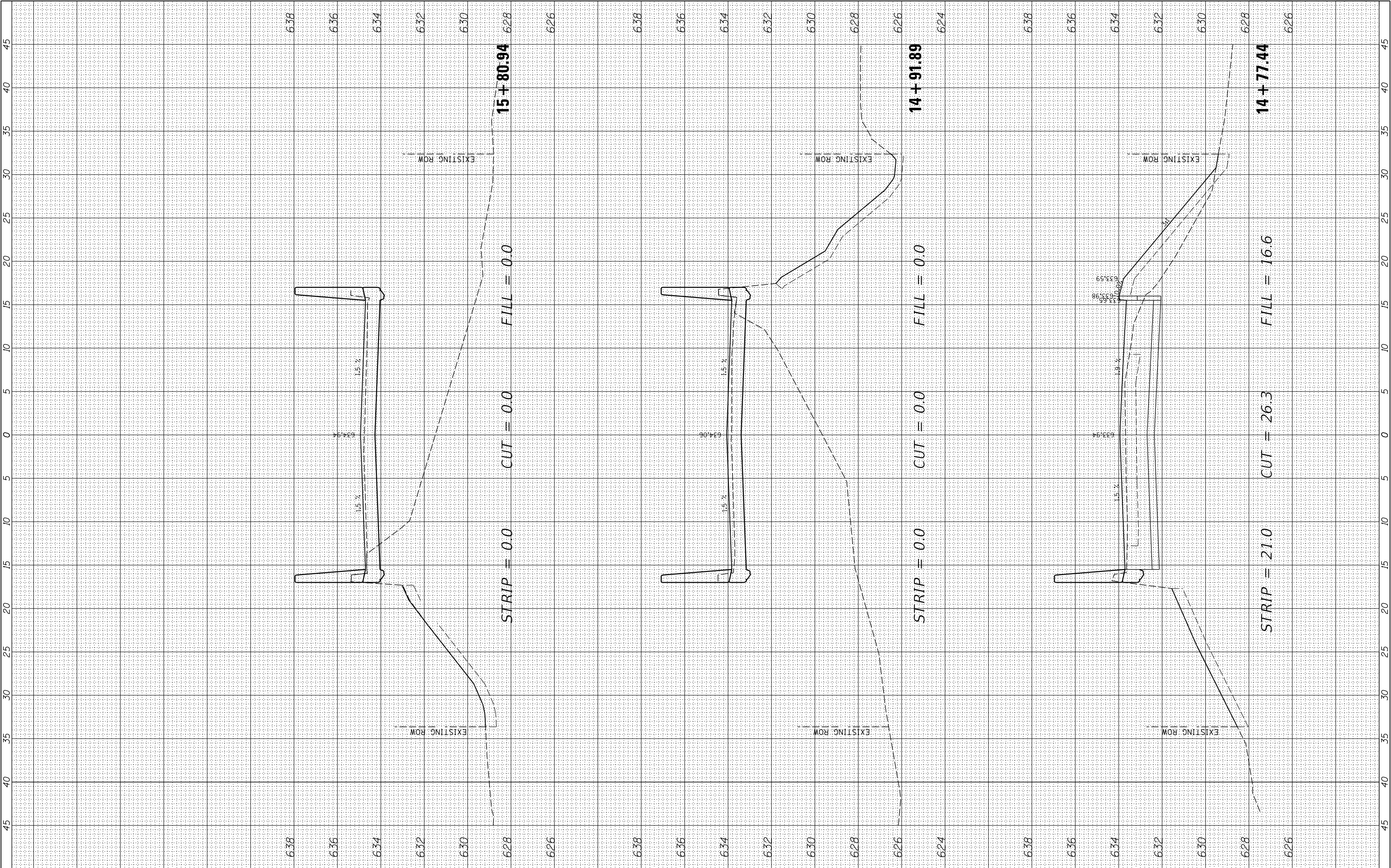
ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	



FILE NAME =	USER NAME = jspeelman	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK PROPOSED CROSS SECTIONS				T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lockport Township\220545\Civil\XPXS_220545.shx		DRAWN -	REVISED -						0244	16-11107-01-BR	WILL	53	50
	PLOT SCALE = 5'	CHECKED -	REVISED -		CONTRACT NO. 61M25								
Default	PLOT DATE = 12/19/2025	DATE - 12/19/2025	REVISED -										
					SCALE: 5H:2V	SHEET	OF	SHEETS	STA. 13+51.40	TO STA.14+63.00	ILLINOIS FED. AID PROJECT		

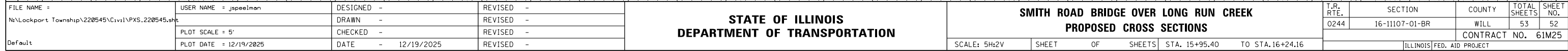
FINAL SURVEY NO.	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

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



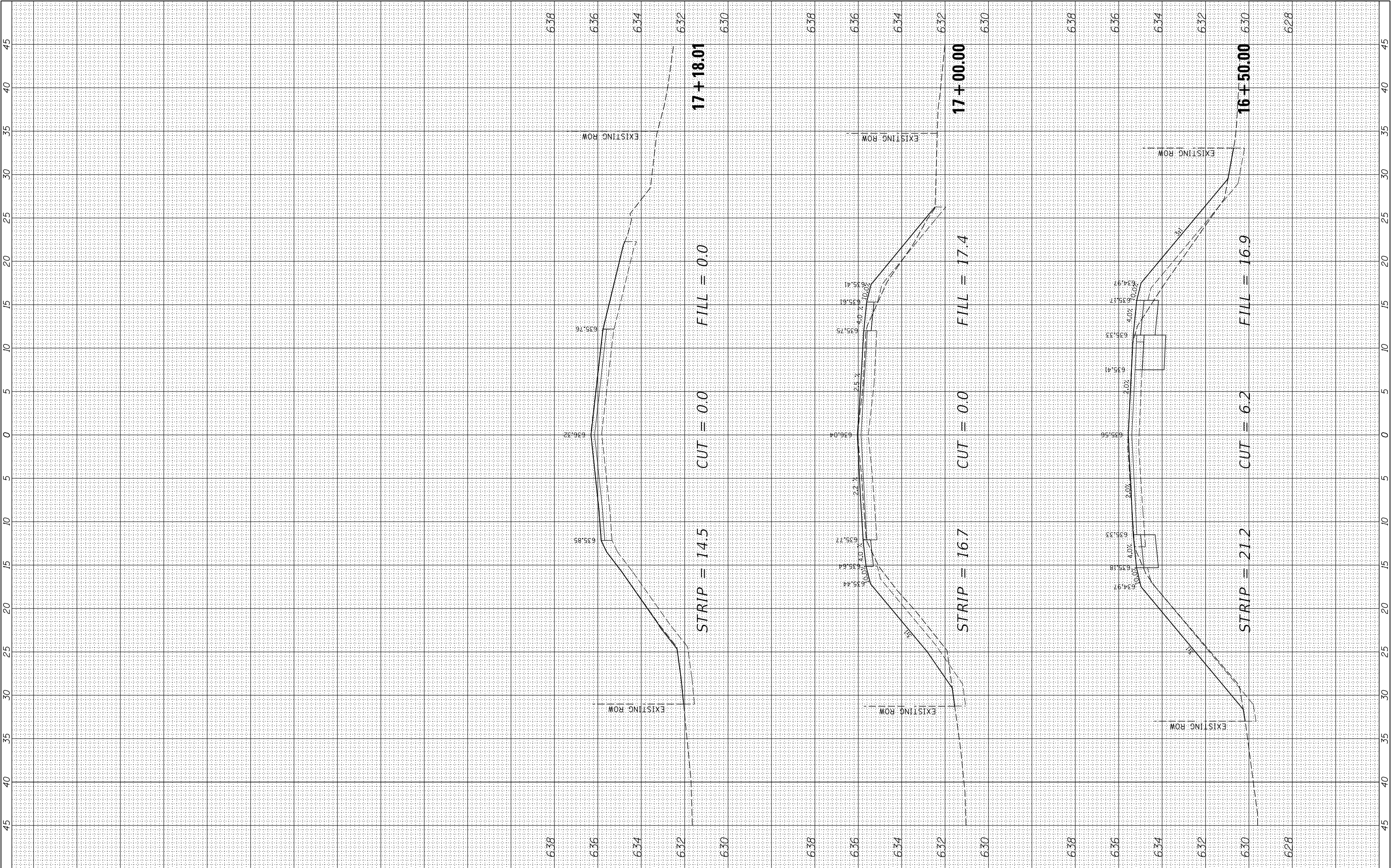
FILE NAME =	USER NAME = jspeelman	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK PROPOSED CROSS SECTIONS				T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Lockport Township\220545\Civil\PXS_220545.shx		DRAWN -	REVISED -						0244	16-11107-01-BR	WILL	53	51
	PLOT SCALE = 5'	CHECKED -	REVISED -						CONTRACT NO. 61M25				
Default	PLOT DATE = 12/19/2025	DATE = 12/19/2025	REVISED -										
									SCALE: 5H:2V	SHEET	OF	SHEETS	STA. 14+77.44

ORIGINAL SURVEY	SURVEYED _____ PLOTTED _____ TEMPLATE _____ AREAS _____ AREAS CHECKED _____	BY _____	DATE _____
NOTE BOOK			
N.O.			



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

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



FILE NAME =	USER NAME = jspeelman	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK				T.R.	SECTION	COUNTY	TOTAL	SHEET
N:\Lockport Township\220545\Civil\VPXS_220545.shx		DRAWN -	REVISED -		PROPOSED CROSS SECTIONS				0244	16-11107-01-BR	WILL	53	53
	PLOT SCALE = 5'	CHECKED -	REVISED -						CONTRACT NO. 61M25				
Default	PLOT DATE = 12/19/2025	DATE - 12/19/2025	REVISED -		SCALE: 5H:2V SHEET OF SHEETS STA. 16+50.00 TO STA.17+18.01				ILLINOIS FED. AID PROJECT				