

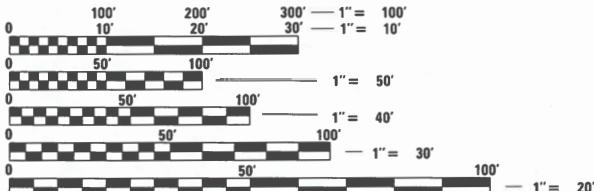
02-27-2026 LETTING ITEM 079

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.

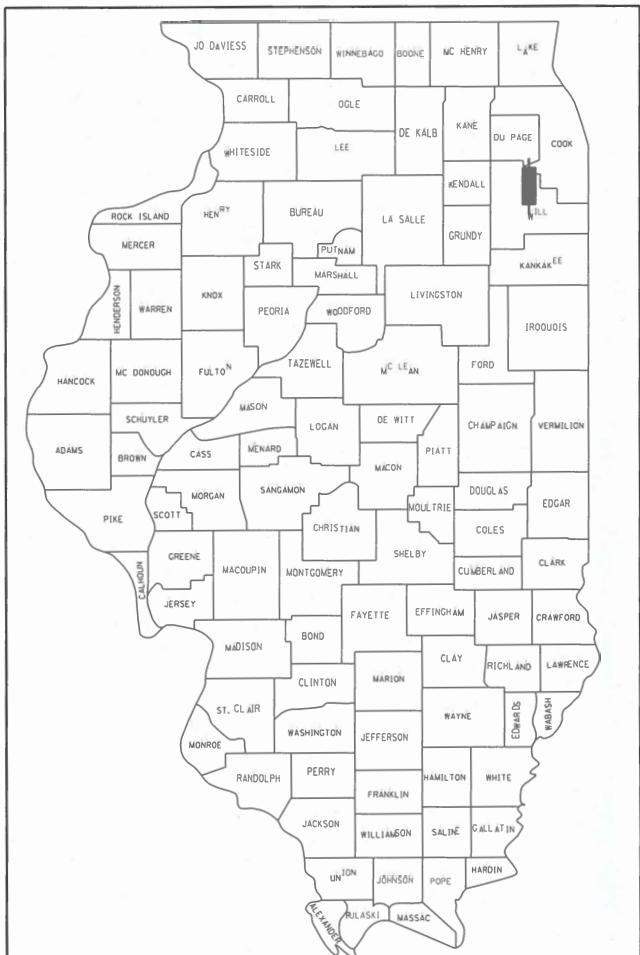
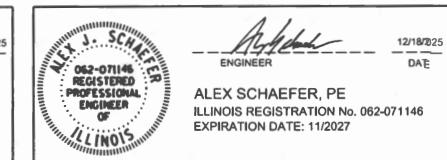
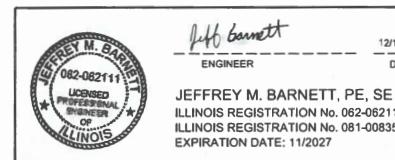
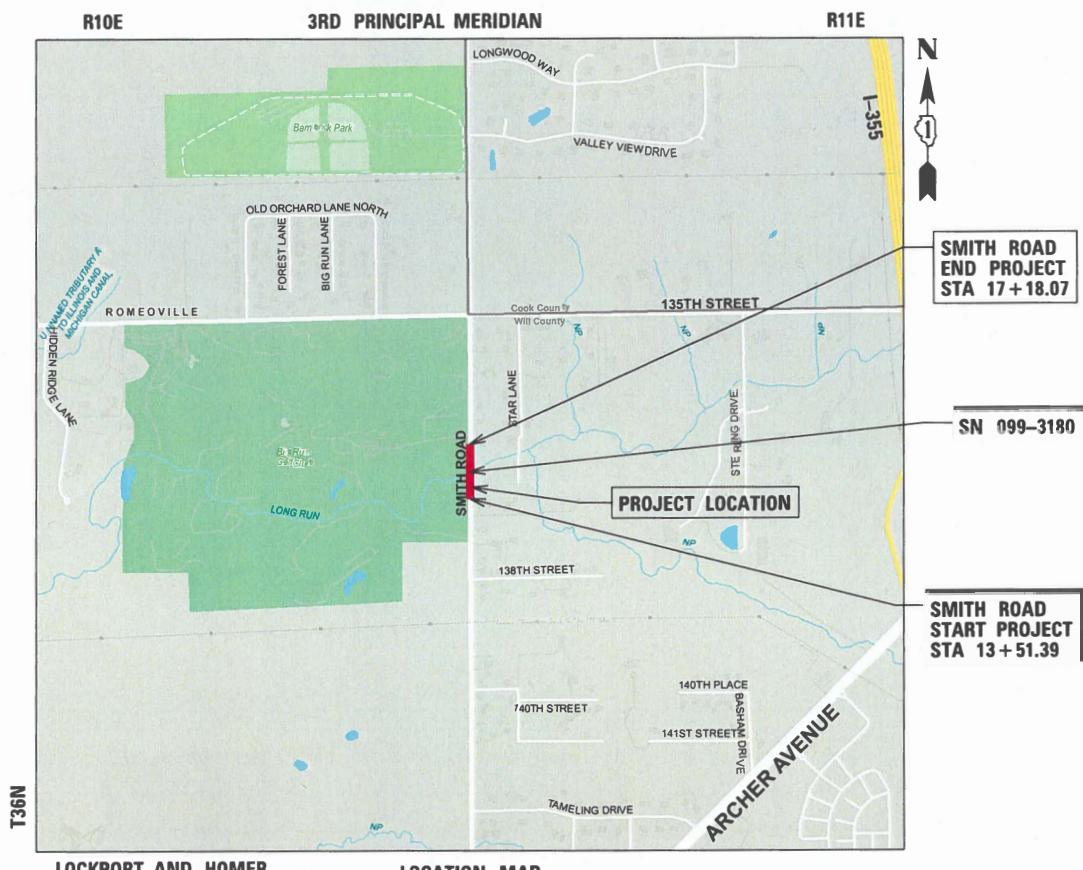
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

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

CONTRACT NO. 61M25

T.R. RTF.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
0244	16-11107-01-BR	WILL	53	1

ILLINOIS CONTRACT NO. 61M25



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	NOVEMBER 17, 2025
Lockport Township Highway Department, Highway Commissioner	
PASSED	December 19, 2025 C.F. Riddle, JAF
District 1 Engineer of Local Roads and Streets	
RELEASING FOR BID BASED ON LIMITED REVIEW	Dec 19, 2025 J. Schaefer, PE
REGIONAL ENGINEER	

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

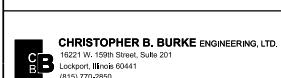
000001-09 – STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
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701001-02 – OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
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701301-04 – LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
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701901-11 – TRAFFIC CONTROL DEVICES
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720006-04 – SIGN PANEL ERECTION DETAILS
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728001-01 – TELESCOPING STEEL SIGN SUPPORT
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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 CLEARING 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.



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SMITH ROAD BRIDGE OVER LONG RUN CREEK
INDEX OF SHEETS, HIGHWAY STANDARDS, D1 STANDARDS,
AND COMMITMENTS

SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						0244	16-11107-01-BR	WILL	53	2

ILLINOIS FED. AID PROJECT

UTILITIES

- 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.
- 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.
- 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

- 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

- ALL SAWCUTTING SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL.
- LOCATIONS FOR PAVEMENT PATCHING WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 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.
- NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.
- 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.
- 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.
- 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.
- 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.
- 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.

GENERAL NOTES

- THE AGGREGATE GRADATION FOR THE LOWER 9" OF AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE CS 1 OR RR 1.
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM AXLE TRUCK.
- 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.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.
- 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).
- 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.
- 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.
- 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.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- 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

- 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.
- 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	TRAINES
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	TRAINES
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	

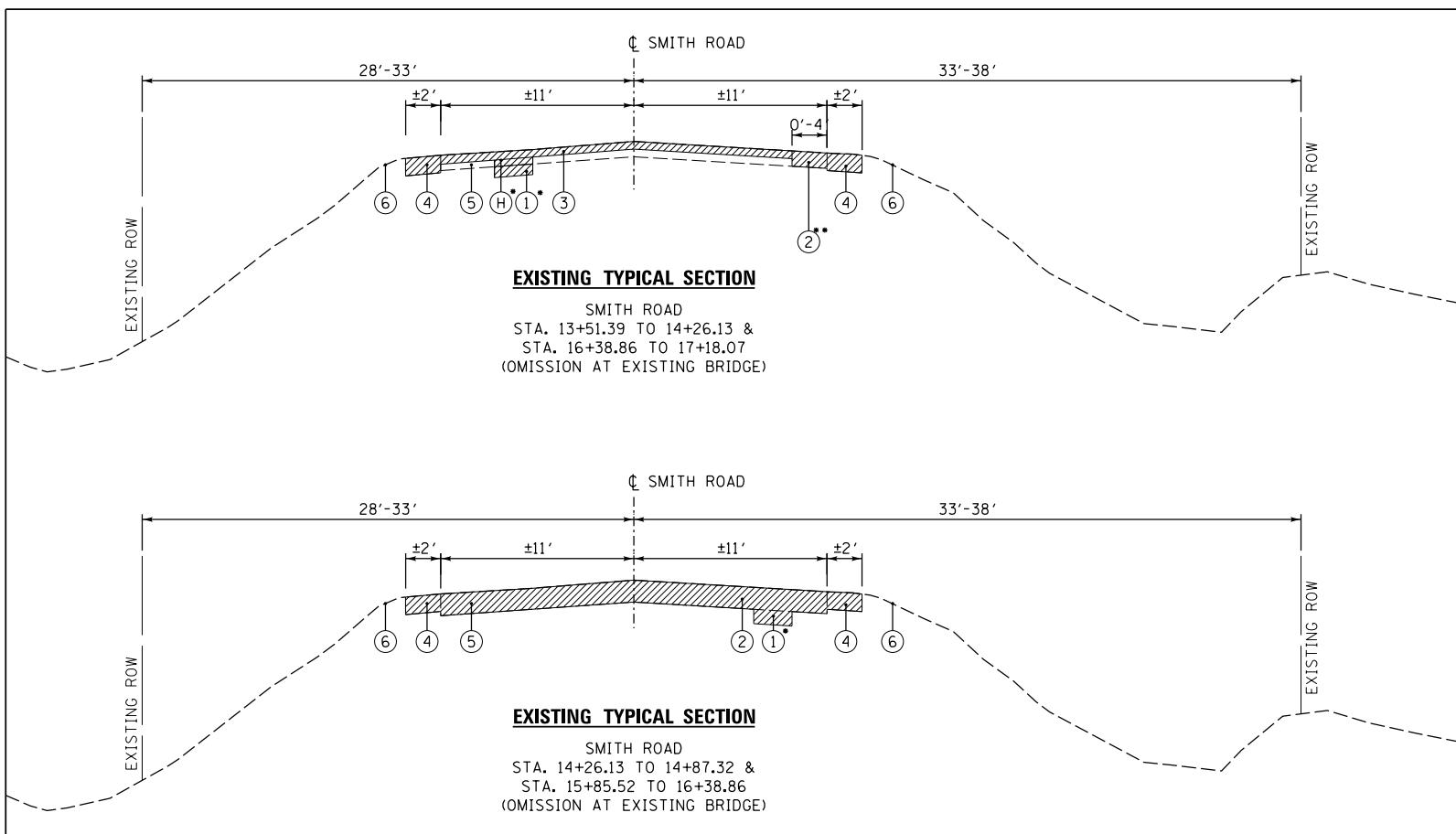
~ DENOTES SPECIALTY ITEM

FUNDING SOURCE				STP-BRIDGE		
				80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE				0005	0013	0042
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINES
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

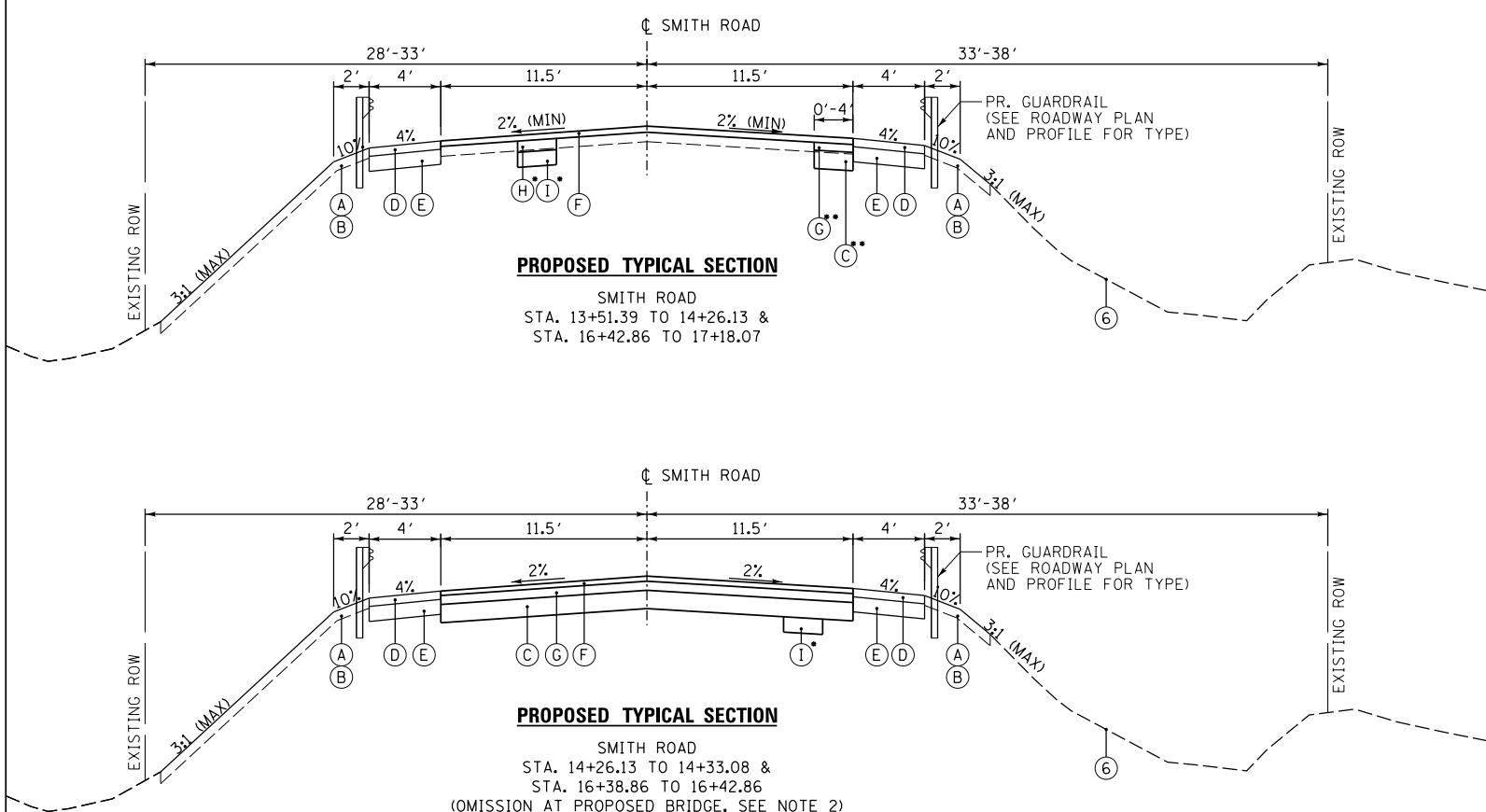
FUNDING SOURCE					STP-BRIDGE		
					80% FED 20% LOCAL		
CONSTRUCTION TYPE CODE					0005	0013	0042
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURAL	TRAINES	
~ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1870	1870			
~ 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	825	825			
~ 78200005	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	TRAINES	HOUR	500			500	
Z0076604	TRAINES TRAINING PROGRAM GRADUATE	HOUR	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 (X440198)
- 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 SHOULDER, 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)



REMOVAL ITEMS

* 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	OMP
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 SHOULDER, 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
OMP 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 SPECIFICATIONS.

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	RAILROAD SPIKE IN WEST FACE OF UTILITY	634.07
23-1	POLE THAT IS FIRST POLE SOUTH OF ADDRESS #16349 SMITH RD. ON EAST SIDE OF ROAD	

50 0 50
SCALE IN FEET

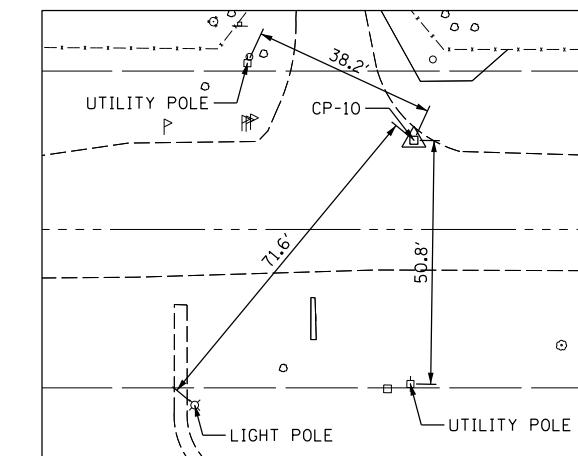
BASELINE	HORIZONTAL CONTROL POINTS					
	CP NO	NORTHING (Y)	EASTING (X)	DESCRIPTION	STATION	OFFSET
SMITH ROAD	CP-10	1 811 018.58	1 067 779.92	CHC	18+91.64	15.00' LT
	CP-11	1 810 737.38	1 067 840.10	CHC	16+09.53	16.00' RT
	CP-12	1 810 508.07	1 067 839.31	CHC	13+80.95	13.57' RT

PROP. CURVE PR_SMITH1
PI STA. = 13+64.76
 Δ = $2^\circ 51' 55''$ (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

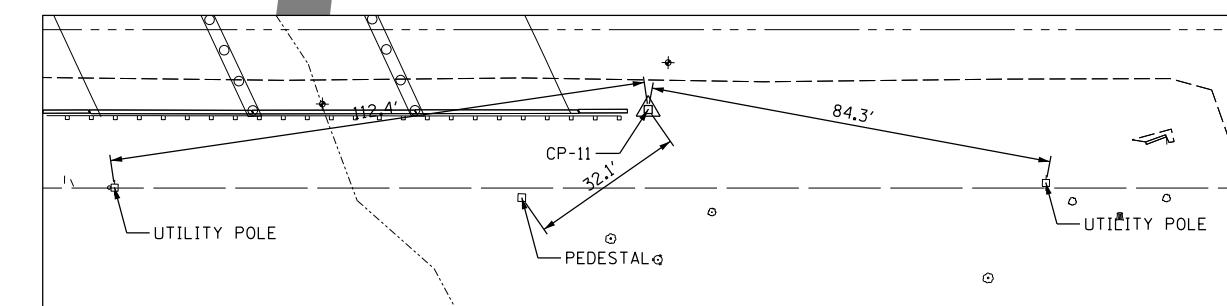
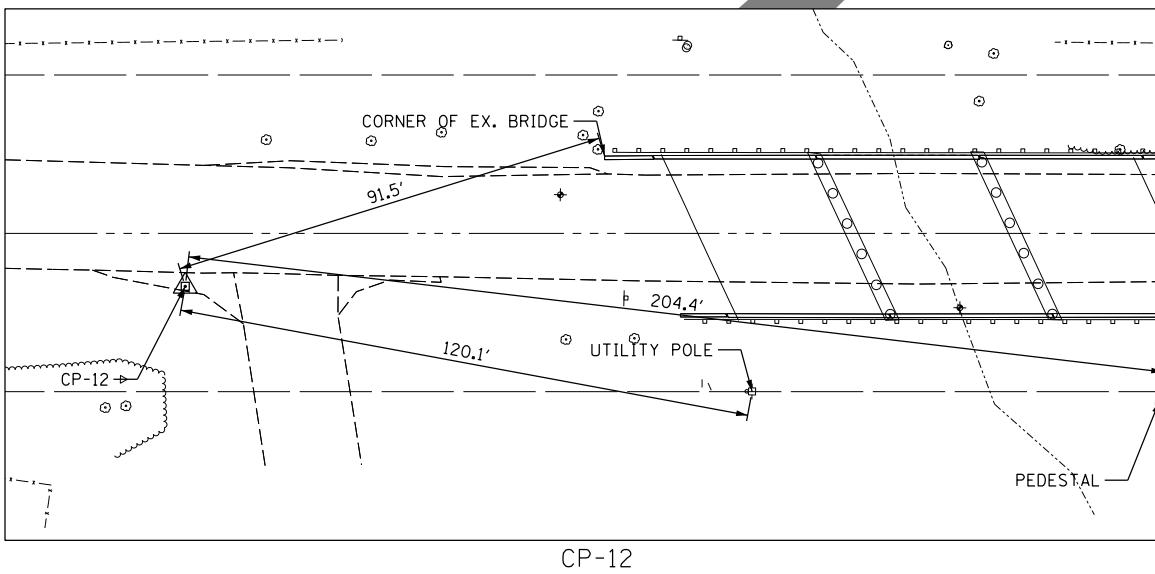
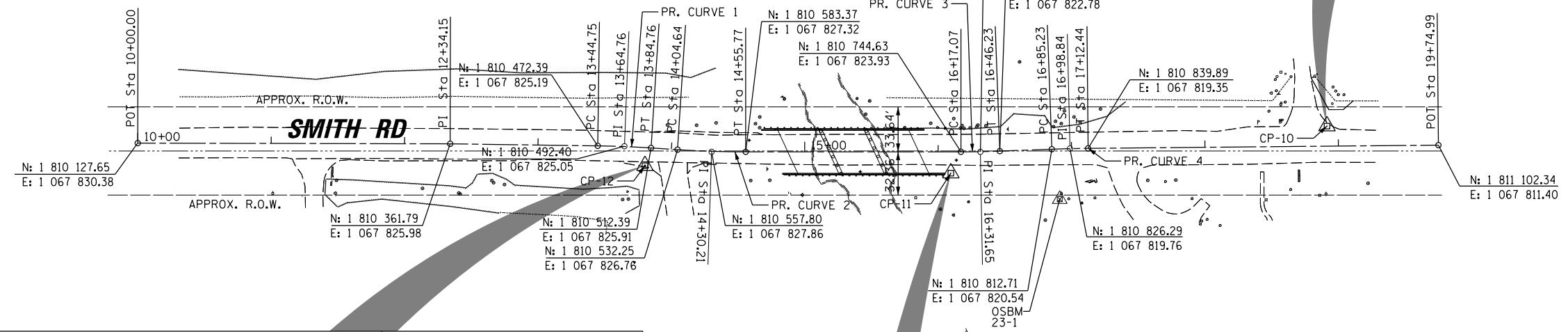
PROP. CURVE PR_SMITH2
PI STA. = 14+30.21
 Δ = $3^\circ 39' 42''$ (LT)
D = $7^\circ 09' 43''$
R = 800.00'
T = 25.57'
L = 51.13'
E = 0.41'
P.C. STA. = 14+04.64
P.T. STA. = 14+55.77

PROP. CURVE PR_SMITH3
PI STA. = 16+31.65
 Δ = $2^\circ 05' 19''$ (LT)
D = $5^\circ 43' 46''$
R = 1,000.00'
T = 14.58'
L = 29.16'
E = 0.13'
P.C. STA. = 16+17.07
P.T. STA. = 16+46.23

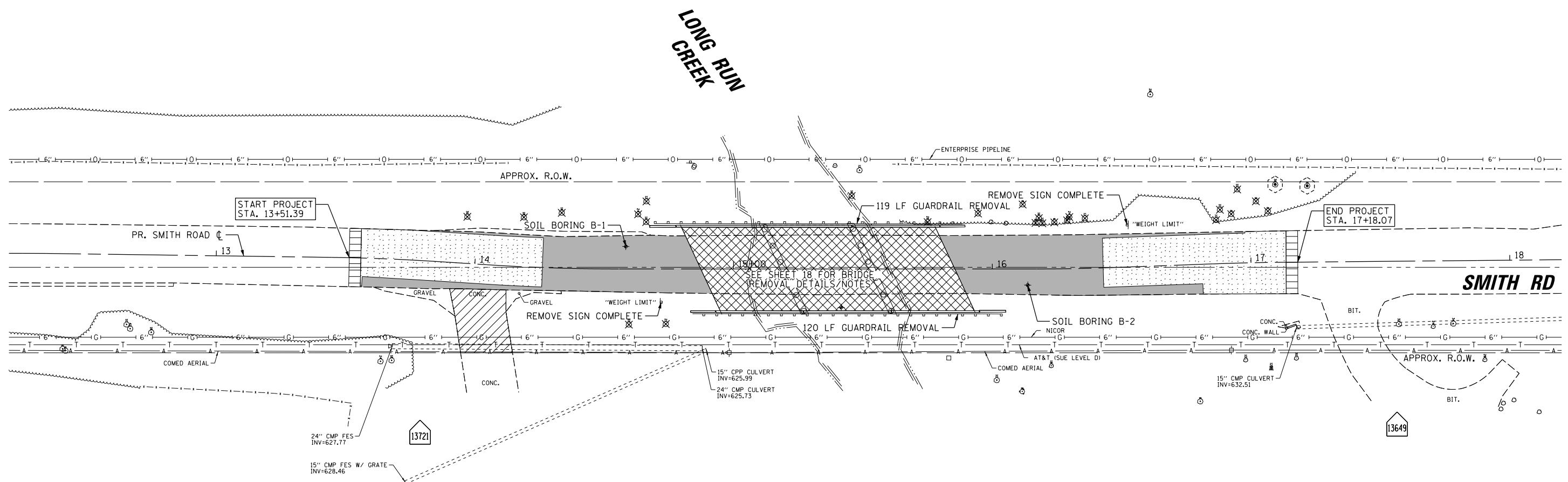
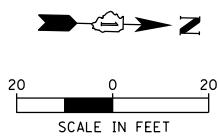
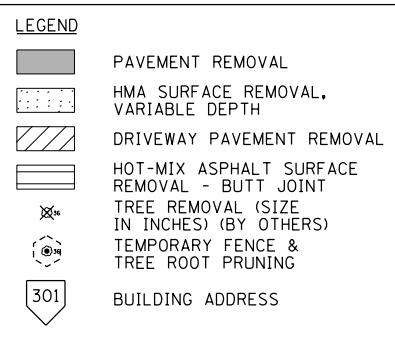
PROP. CURVE PR_SMITH4
PI STA. = 16+98.84
 Δ = $1^\circ 33' 32''$ (RT)
D = $5^\circ 43' 46''$
R = 1,000.00'
T = 13.61'
L = 27.21'
E = 0.09'
P.C. STA. = 16+85.23
P.T. STA. = 17+12.44



CP-10



CP-11



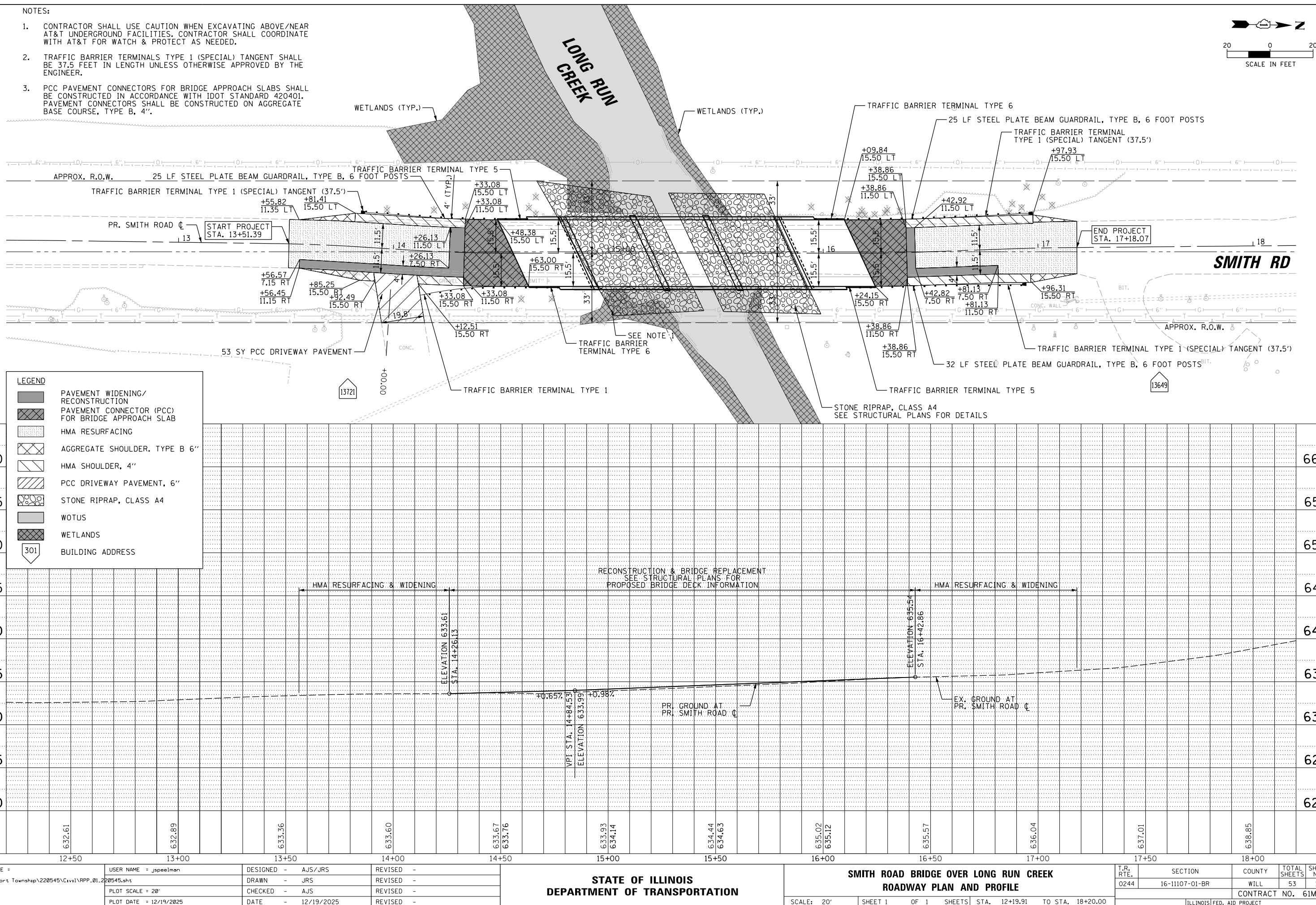
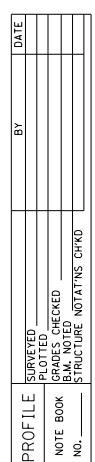
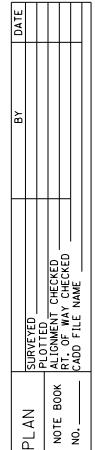
NOTES:

1. REMOVAL OF EXISTING AGGREGATE SHOULDERS SHALL BE MEASURED AND PAID FOR AS EARTH EXCAVATION.
2. ALL TREE REMOVAL SHOWN WILL BE COMPLETED PRIOR TO CONSTRUCTION BY OTHERS UNDER SEPARATE CONTRACT.

NOTES.

1. CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING ABOVE/NEAR AT&T UNDERGROUND FACILITIES. CONTRACTOR SHALL COORDINATE WITH AT&T FOR WATCH & PROTECT AS NEEDED.
2. TRAFFIC BARRIER TERMINALS TYPE 1 (SPECIAL) TANGENT SHALL BE 37.5 FEET IN LENGTH UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. 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".

A diagram of a surveying tape measure. It features a central metal clasp and a black tape with white markings. The markings show a distance of 20 feet to the left of the center, 0 feet at the center, and 20 feet to the right of the center. Below the tape is a horizontal scale with tick marks corresponding to the 20, 0, and 20 markings on the tape.



FILE NAME =
N:\Lockport Township
Default

12150

ER NAME = jspeelman
5.sht
OT SCALE = 20'
OT DATE = 12/19/202

SIGNED - AJS/
AWN - JRS
CHECKED - AJS
TE - 12/19

S	REV
	REV
	REV
2025	REV

SED -
SED -
SED -
SED -
SED -

14150

DEPARTMENT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS TRANSPORTATION

SC

10:00

1 OF 1

**OVER LONG P
AN AND PRO**

**UN CREEK
LE**

	T.R. RTE. 0244
8+20.00	

SECTION
16-11107-01-BR
ILLINOIS

	COUNTY
	WILL
	CONTRACT
ED. AID PROJECT	

TOTAL SHEETS	SHEET NO.
53	12
0.	61M25

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SMITH ROAD BRIDGE OVER LONG RUN CREEK
ROADWAY PLAN AND PROFILE**

SCALE: 20' SHEET 1 OF 1 SHEETS STA. 12+19.91 TO STA. 18+20.00

ILLINOIS FED. AID PROJECT

MAINTENANCE OF TRAFFIC GENERAL NOTES

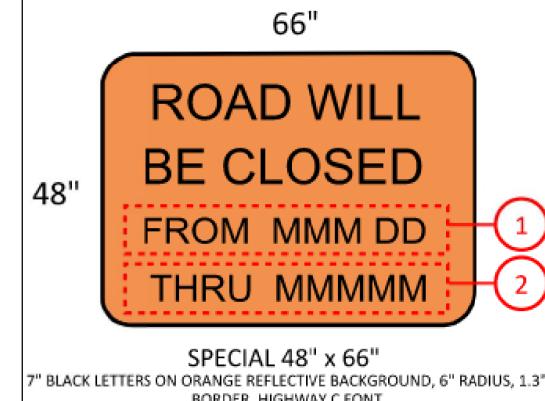
1. THE CONTRACTOR SHALL NOTIFY JAMES LOUCH AT THE LOCKPORT TOWNSHIP HIGHWAY DEPARTMENT AT 815-726-6056 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK.
2. THE SMITH ROAD BRIDGE OVER LONG RUN CREEK SHALL BE CLOSED TO ALL TRAFFIC DURING CONSTRUCTION. SMITH ROAD SHALL BE OPEN TO LOCAL TRAFFIC ONLY BETWEEN 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 CONTROL 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.

ARTERIAL ROAD INFORMATION SIGN
FOR ROADS TO BE FULLY CLOSED AND
DETOURED

PLEASE PROVIDE THIS SIGN AND NOTES AS PROVIDED.
SHALL BE PAID FOR AS TEMPORARY INFORMATION
SIGNING. ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT



SPECIAL 48" x 66"
7" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND, 6" RADIUS, 1.3" BORDER, HIGHWAY C FONT

NOTES

- OVERLAY PANEL #1 TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION [I.E. FROM APR 1]
- OVERLAY PANEL #2 TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR; MONTH ONLY [I.E. THRU NOV]
- ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS 1 & 2 IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED. SIGNS TO BE PLACED TWO WEEKS PRIOR TO FULL CLOSURE. REMOVE SIGNS ONCE THE ROAD CLOSURE IS ESTABLISHED.

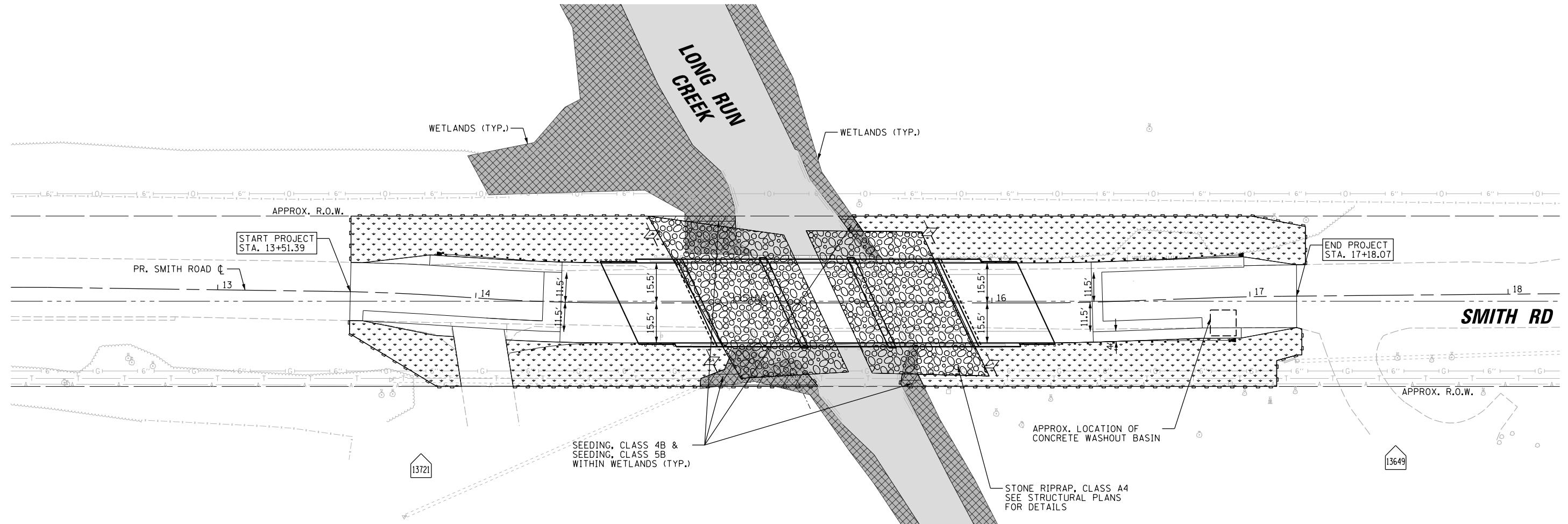
SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES

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 CESSION 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 (WCSWCD) 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 WCSWCD.
13. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE WCSWCD.
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.

20 0 20
SCALE IN FEET

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

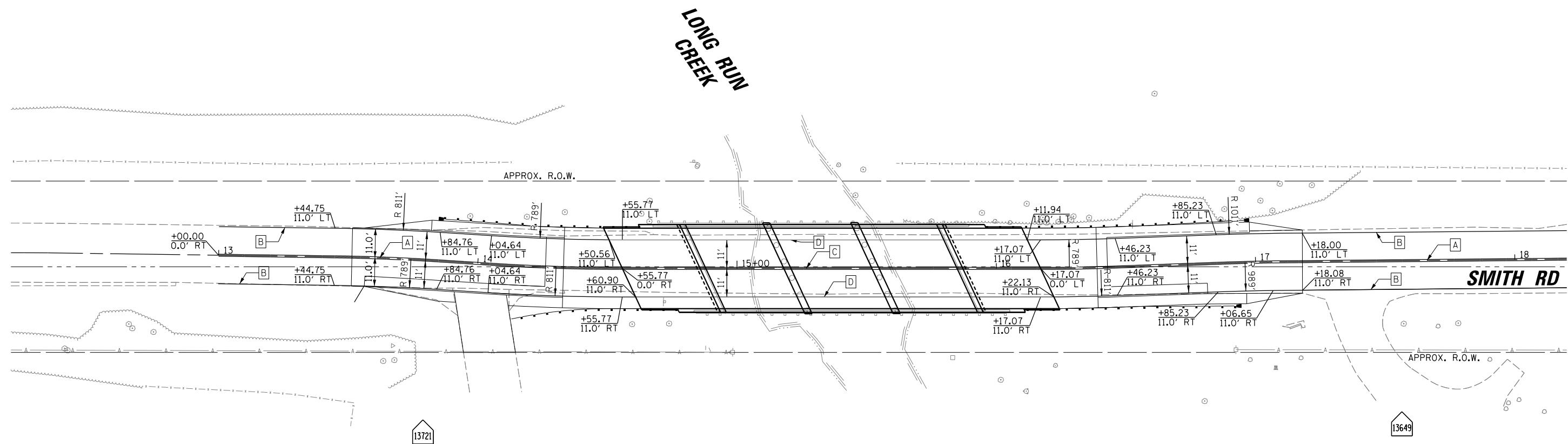


PAVEMENT MARKING LEGEND			
A	THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW		
B	THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE		
C	EPOXY PAVEMENT MARKING - LINE 4", DOUBLE YELLOW		
D	EPOXY PAVEMENT MARKING - LINE 4", WHITE		

20 0 20
SCALE IN FEET

NOTES:

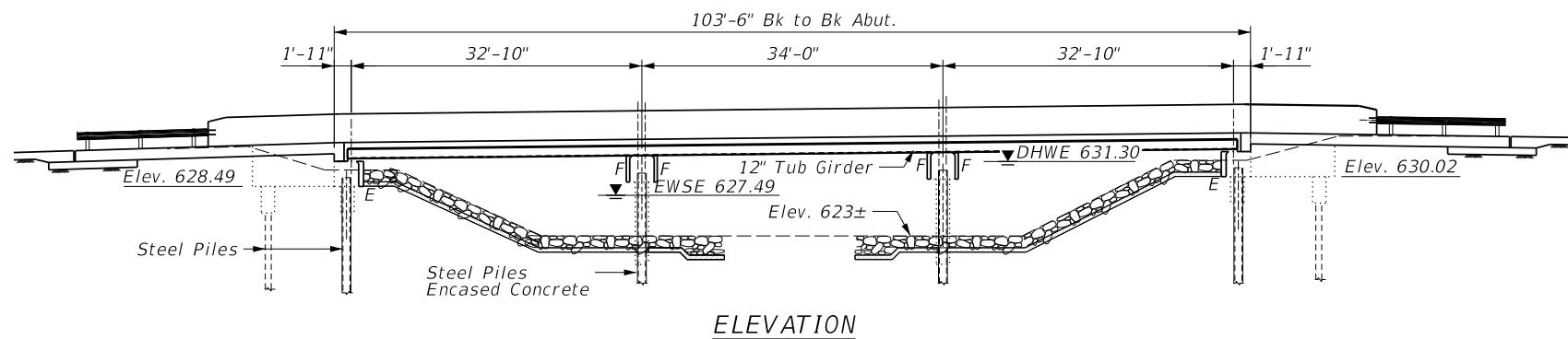
1. PROPOSED PAVEMENT MARKINGS BEGIN AT STATION 13+00.00 AND SHALL TIE INTO EXISTING PAVEMENT MARKINGS AT STATION 19+71.28 UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. PAVEMENT MARKINGS OVER BRIDGE, APPROACH SLABS AND PAVEMENT CONNECTORS (PCC) SHALL BE EPOXY. ALL OTHER PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.



Benchmark: 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. Ele. 634.07

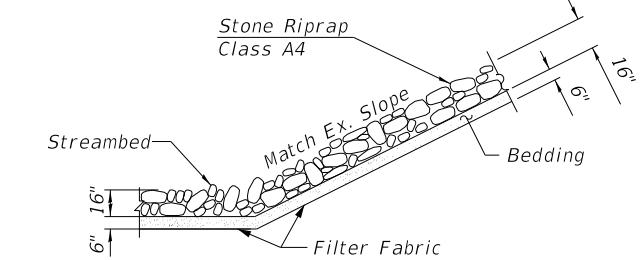
Existing Structure: The existing structure is a three simple spans, precast, reinforced concrete channel beam bridge. The existing structure carries Smith Road (SN 099-3180) over Long Run Creek and was built in 1969. There has been no repair or modification since 1969. The structure is a three-span bridge, 103'-6" back-to-back of abutments, with spans of 33'-4 1/2", 34'-0", and 33'-4 1/2". The deck is 33'-9" out-to-out and is composed of precast, reinforced concrete channel beams with a 2" bituminous overlay. The deck consists of two 11' wide lanes with a 4'-10 1/2" shoulder and 12" curb in each direction with a metal plate steel railing mounted along the outside face. The substructure consists of stub abutments and multi-column piers on H piles.

Traffic: Smith Road will be closed during construction and traffic will be detoured.



SCOPE OF WORK

1. Replace the Superstructure
2. Repair Substructure
3. Add Riprap



PROFILE GRADE

LONG RUN CREEK
RE-BUILT BY
WILL COUNTY
SEC. 16-111-07-01-BR
STR. NO. 099-3180
LOADING HS-20

NAME PLATE
See Std. 515001

DESIGN SPECIFICATIONS

2022 AASHTO LRFD Bridge Design
Specifications and Current Interims
Max LL Deflection = Span/800

DESIGN STRESSES

FIELD UNITS (New)
 $f'_c = 4,000$ psi (Superstructure)
 $f'_c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

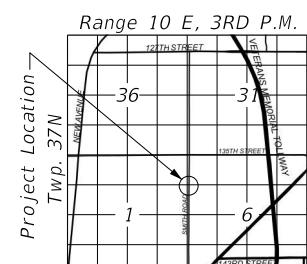
FIELD UNITS (Existing)
 $f'_c = 4,500$ psi (Precast)
 $f'_c = 3,500$ psi (Substructure)
 $f_y = 40,000$ psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.068g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.117g
Soil Site Class = C

LOADING HS-20

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



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

SMITH ROAD OVER

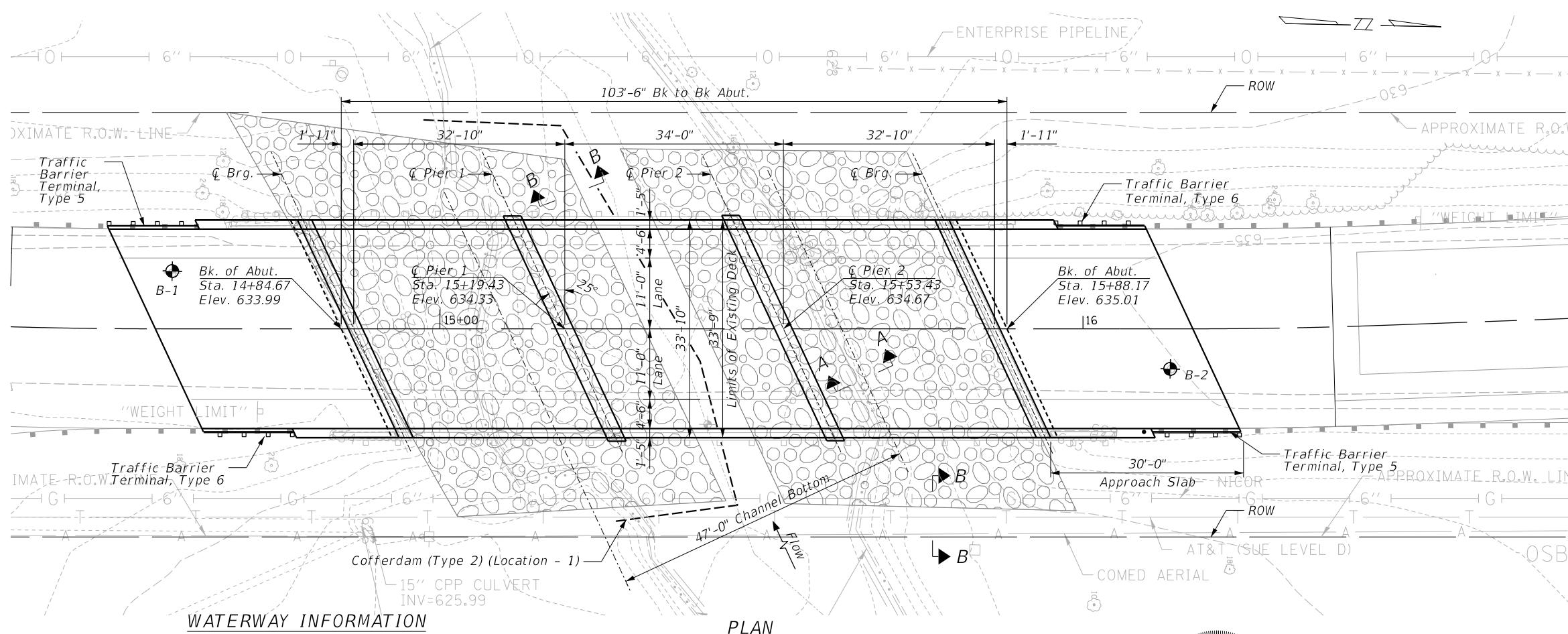
LONG RUN CREEK

SECTION 16-11107-01-BR

WILL COUNTY

STA. 15+36.43

STRUCTURE NO. 099-3180



WATERWAY INFORMATION

Drainage Area = 23.58 sq. m. Low Grade Elev. 632.55 @ Sta. 12+34.18							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²	Nat. H.W.E.	Head - Ft.	Headwater El.	
Design	30	2214	459	459	630.38	0.87	0.87 631.04
Base	100	2998	470	470	630.59	1.22	1.22 631.81
Scour	200	3465	525	525	631.04	1.53	1.53 632.57
Overtopping	>200						
Max. Calc.	500	4123	531	531	631.11	2.15	2.15 633.26

10-Year velocity through existing structure=3.86 ft/s
10-Year velocity through proposed structure=3.86 ft/s

DESIGN SCOUR ELEVATION TABLE

Event / Limit	Design Scour Elevations (ft.)			Item
	State	- Abut.	Pier -	
Q100		612.87	612.75	
Q200		611.65	611.53	
Design	628.99	620.16	620.04	630.02
Check	628.99	620.16	620.04	630.02



Jeffrey M. Barnett 11/17/2025

JEFFREY M. BARNETT
ILLINOIS REGISTRATION No. 081-008359 STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/26

I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
SMITH ROAD BRIDGE REPLACEMENT

SCALE: 1" = 10' SHEET S-1 OF S-21 SHEETS STA. 14+33.32 TO STA. 16+76.39

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	18

ILLINOIS FED. AID PROJECT

TOTAL BILL OF MATERIAL

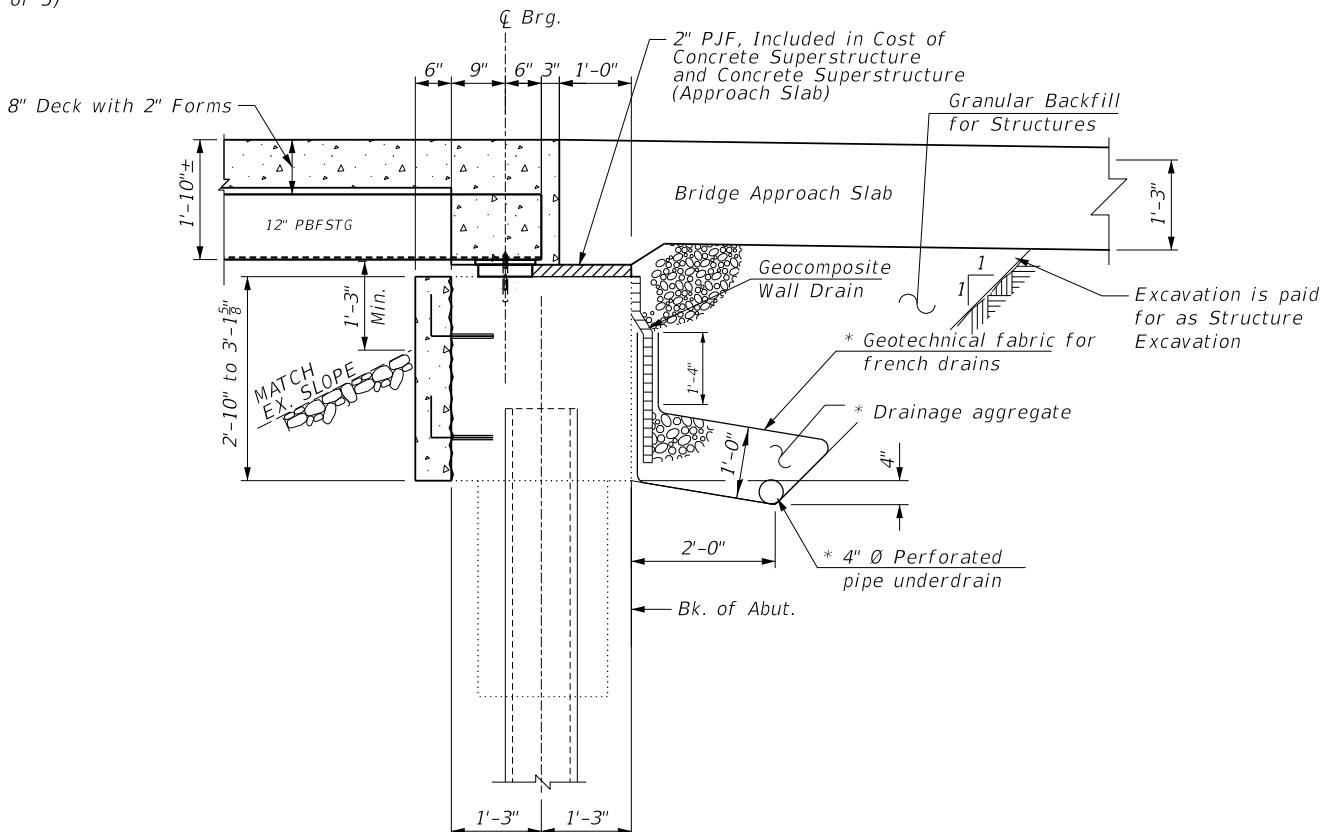
PAY ITEM	DESCRIPTION	UNIT	TOTAL
28100107	Stone Riprap, Class A4	Sq. Yd.	570
28200200	Filter Fabric	Sq. Yd.	570
50101500	Removal of Existing Superstructure	Each	1
50102400	Concrete Removal	Cu. Yd.	3.3
50200100	Structure Excavation	Cu. Yd.	74
50201121	Cofferdam (Type 2) (Location 1)	Each	2
50300225	Concrete 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 $\frac{7}{8}$ " 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 $\frac{1}{8}$ in (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)

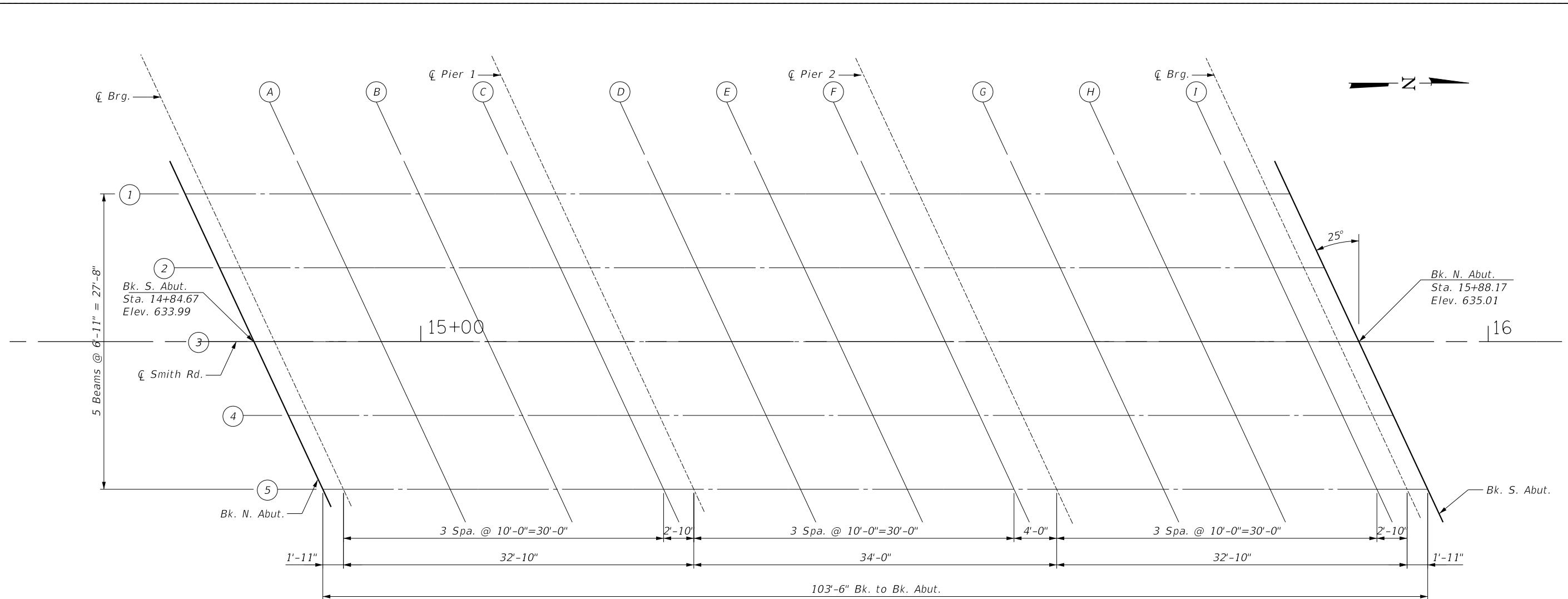


SECTION THRU ABUTMENT

(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).



BEAM

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

BEAM 2

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

PGL/ BEAM 3

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

* (-) 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.*

CHRISTOPHER B. BURKE ENGINEERING, LTD.
16221 W. 159th Street, Suite 201
Lockport, Illinois 60441
(847) 370-2020

USER NAME = jspeelman

	DESIGNED	-	MM		REVISED	-
	DRAWN	-	PRJ	DMB	REVISED	-
	CHECKED	-			REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS (1 OF 2)

TOP OF DECK ELEVATIONS (1 OF 2) SMITH ROAD BRIDGE REPLACEMENT					T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
SCALE: 1" = 5'					0244	16-11107-01-BR	WILL	53	20
SHEET S-3 OF S-21 SHEETS STA. TO STA.								CONTRACT NO. 61M25	
								ILLINOIS FED. AID PROJECT	

BEAM 4

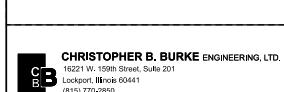
Locations	Stations	*Offset (ft)	Theoretical Grade Elevations	**Elevations Adjusted for DL Deflections
Bk. of S. Abut.	14+87.90	6.92	633.92	**
Q Brg S. Abut.	14+89.83	6.92	633.94	**
A	14+99.83	6.92	634.04	**
B	15+09.83	6.92	634.13	**
C	15+19.83	6.92	634.23	**
Q Pier 1	15+22.66	6.92	634.26	**
D	15+32.66	6.92	634.36	**
E	15+42.66	6.92	634.46	**
F	15+52.66	6.92	634.55	**
Q 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	**
Q 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	**
Q 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	**
Q 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	**
Q 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	**
Q 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.



USER NAME = jspeelman

DESIGNED - MM

REVISED -

DRAWN - PRJ DMB

REVISED -

PLOT SCALE = 5'

CHECKED -

REVISED -

PLOT DATE = 12/19/2025

DATE - 12/19/2025

REVISED -

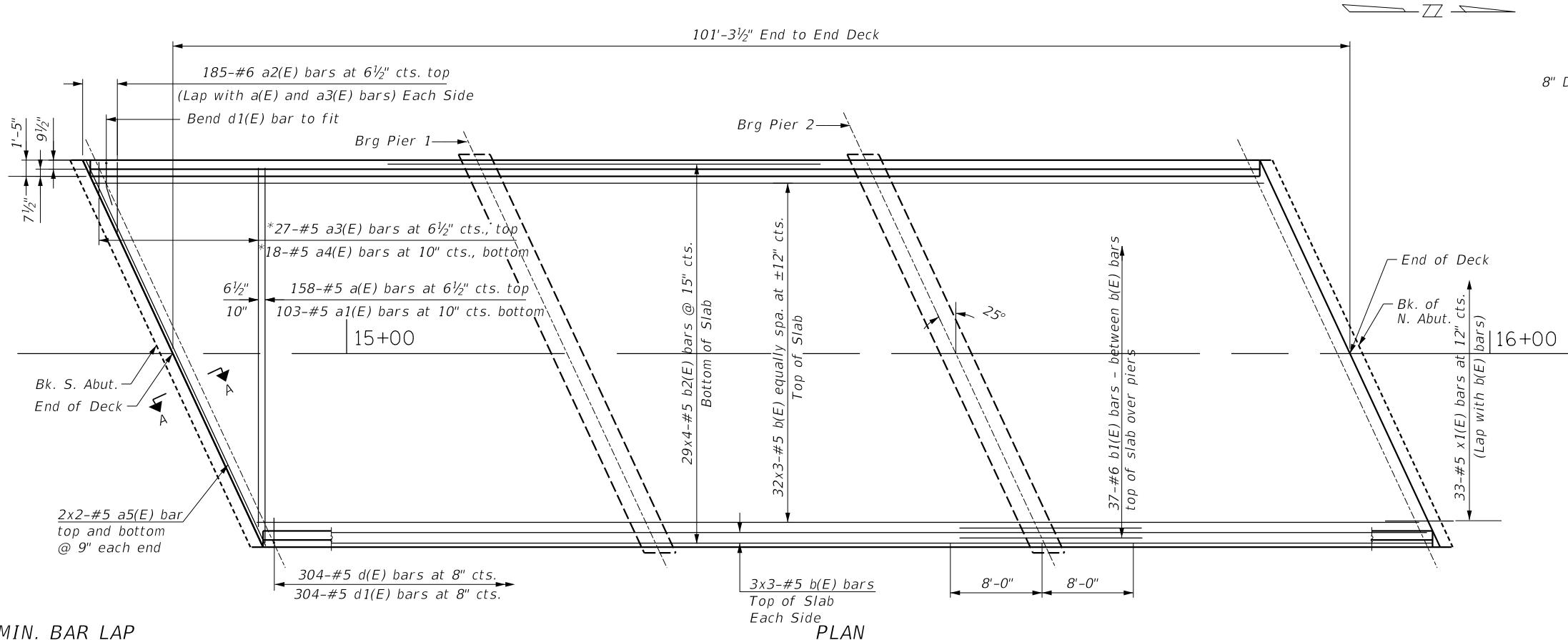
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS (2 OF 2)
SMITH ROAD BRIDGE REPLACEMENT**

SCALE: 1" = 5' SHEET S-4 OF S-21 SHEETS STA. TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	21

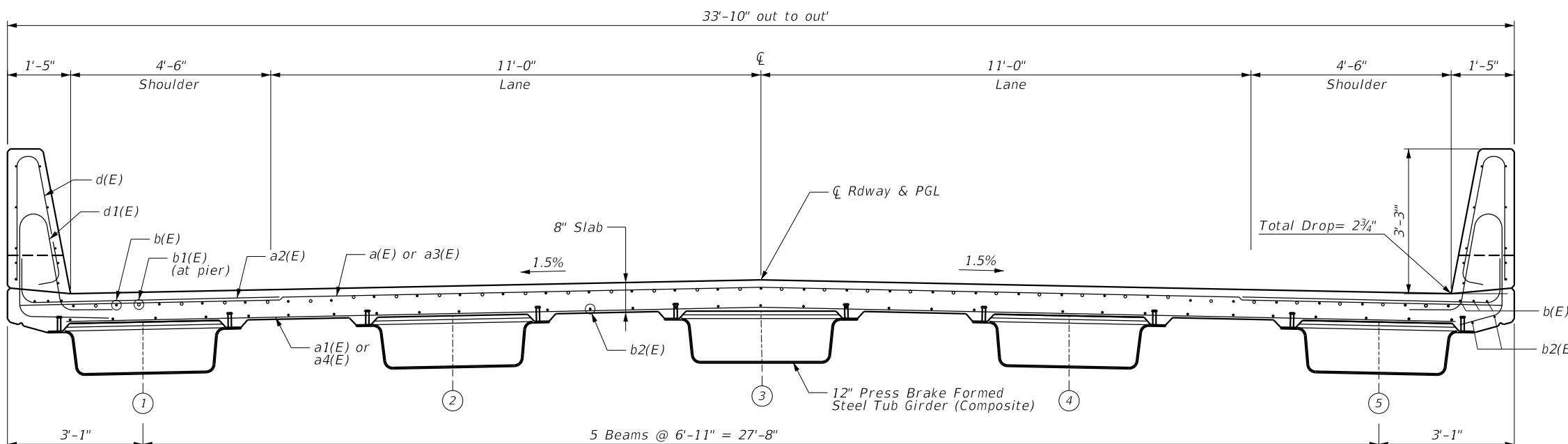
ILLINOIS FED. AID PROJECT



MIN. BAR LAP

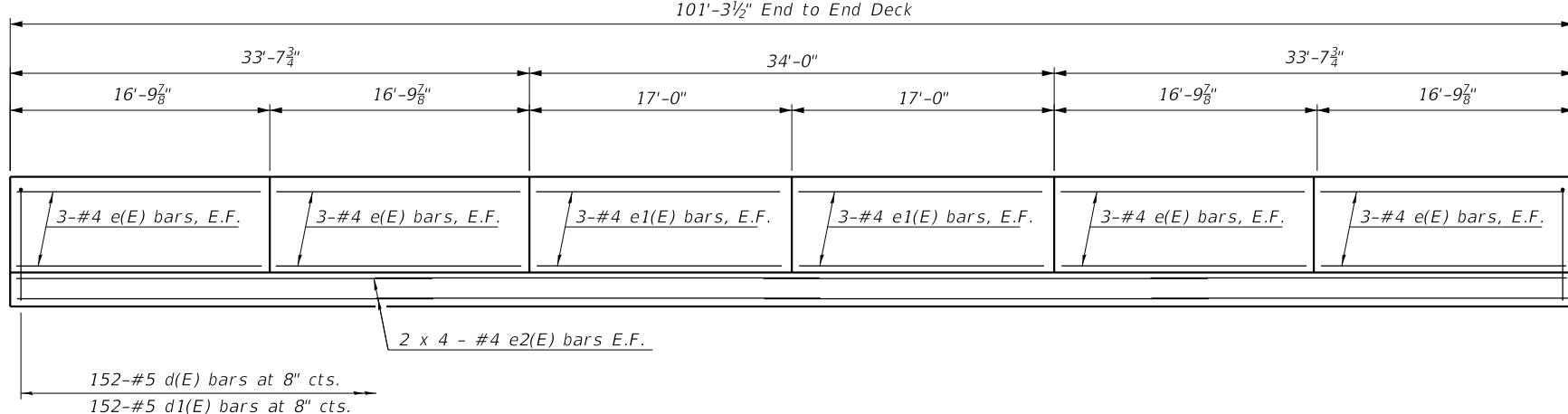
#5 Bar = 3'-6"
* See Field Cutting Diagram
on Sheet S-6

PLAN

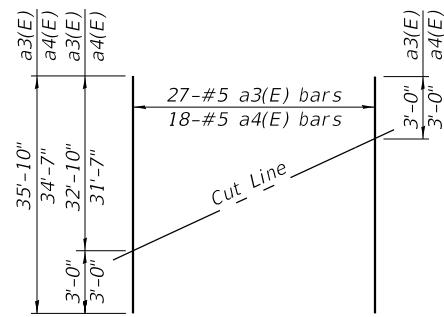


CROSS SECTION

(Looking North)



INSIDE ELEVATION OF PARAPET

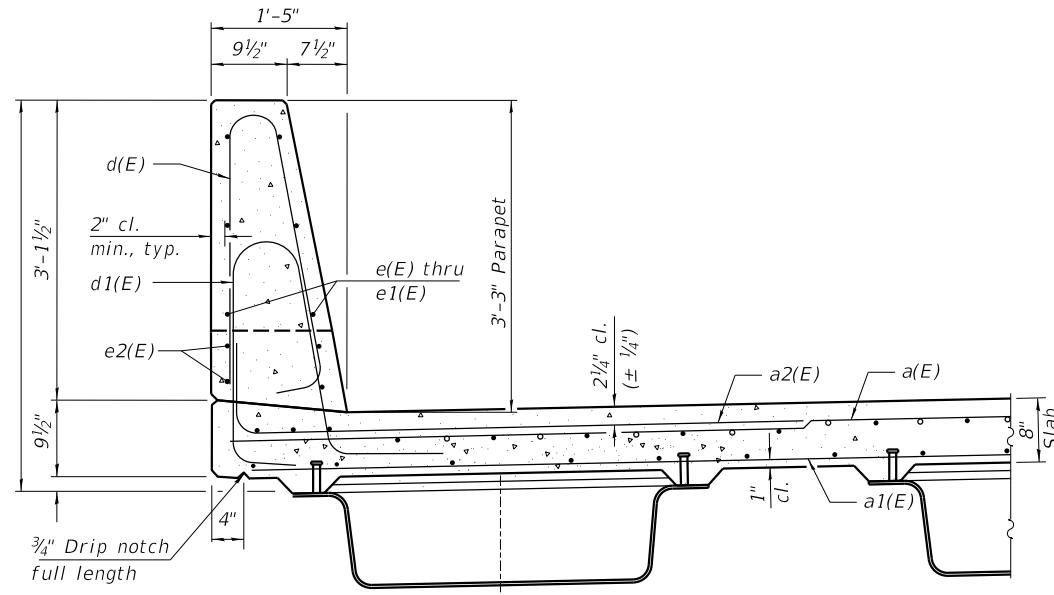


FIELD CUTTING DIAGRAM

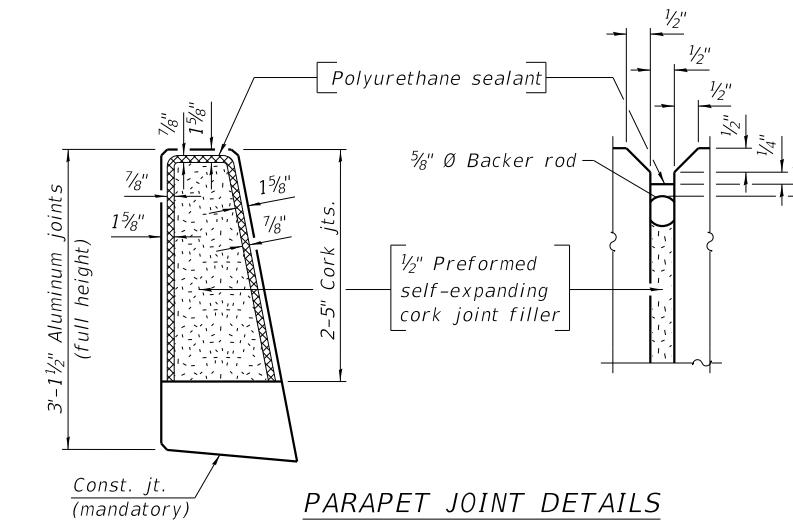
Order a3(E) and a4(E) bars full length.
Cut as shown and use remainder of
bars in opposite end of deck.

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU PARAPET



PARAPET JOINT DETAILS

Notes:

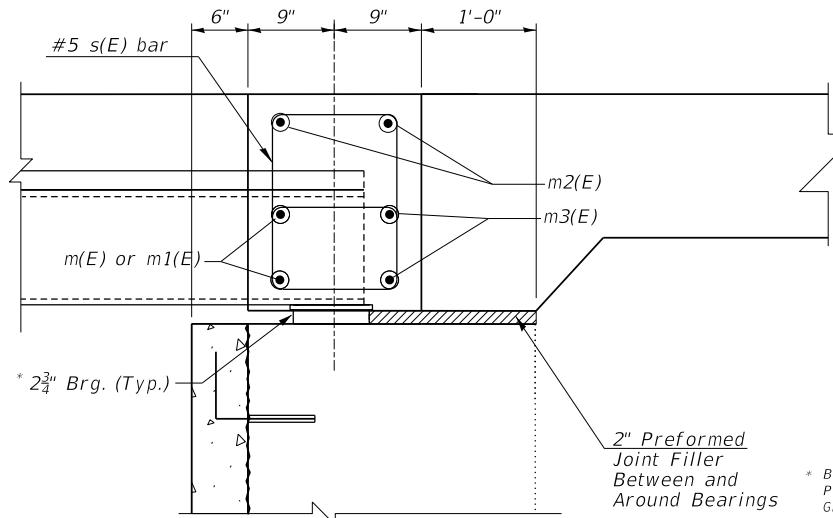
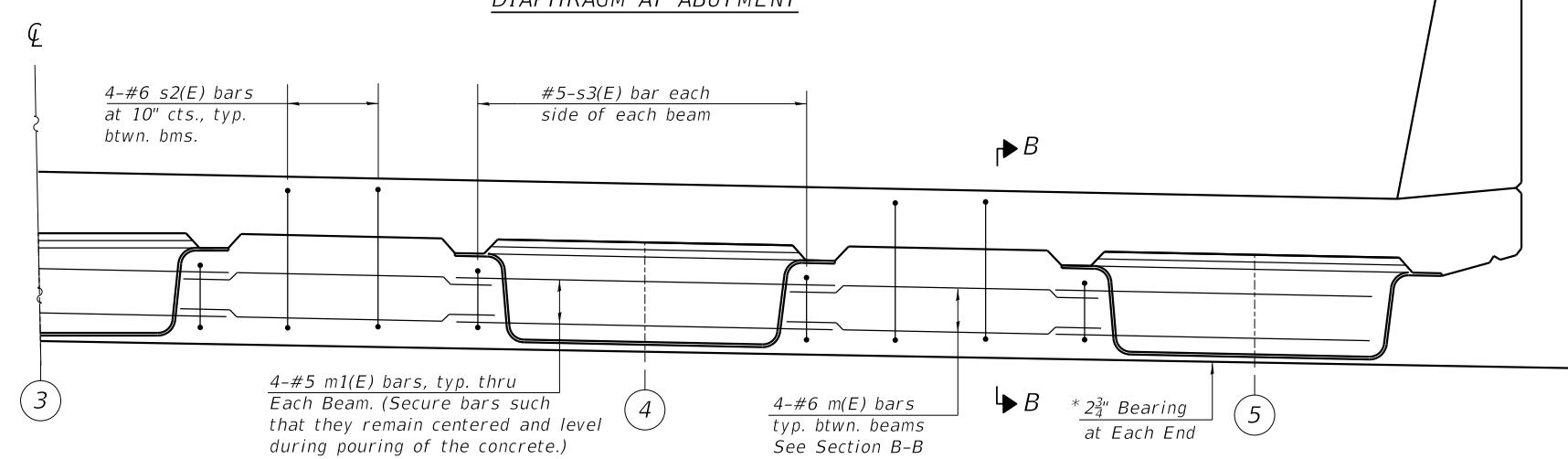
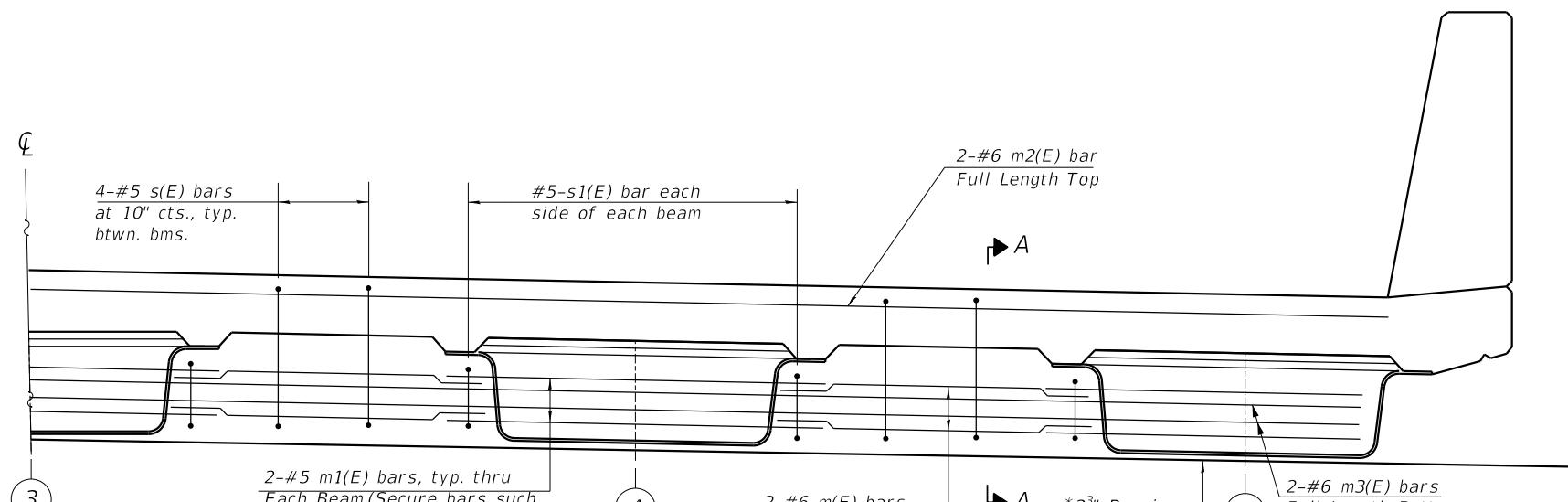
The $\frac{3}{16}$ " min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

**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"	L
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"	D
d1(E)	304	#5	8'-5"	L
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

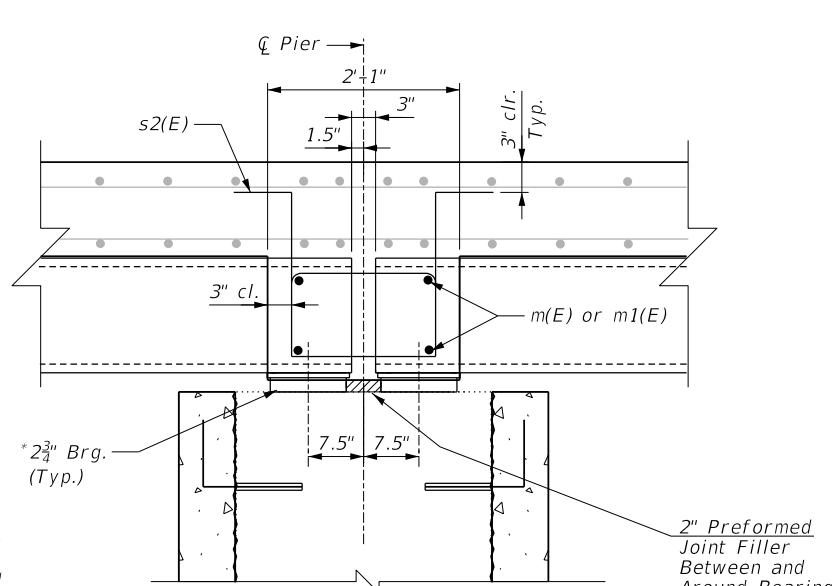
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



* Bearing depth to be confirmed by Press Brake Formed Steel Tub Girder Manufacturer. If bearing depth differs, adjustments to top of deck elevations may be required.

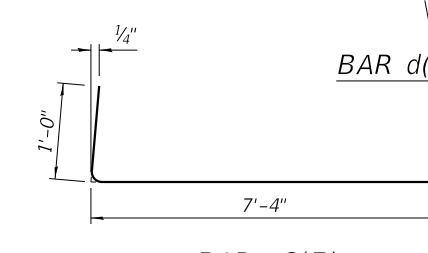
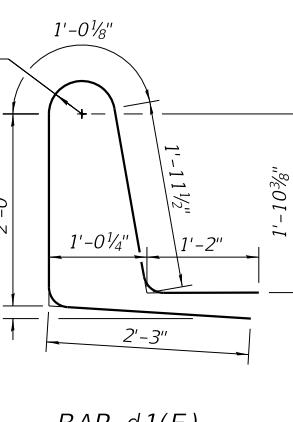
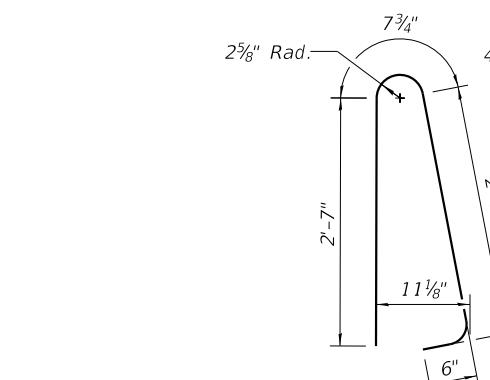
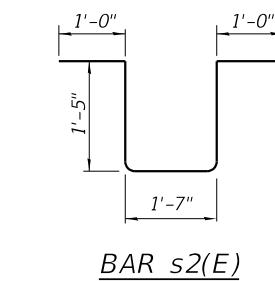
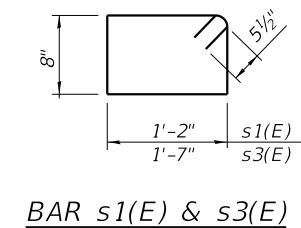
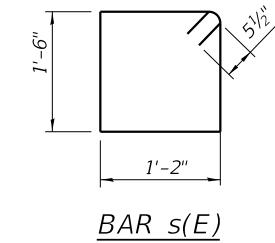
** PJF included in the cost of Concrete Superstructure and Concrete Superstructure (Approach Slab)

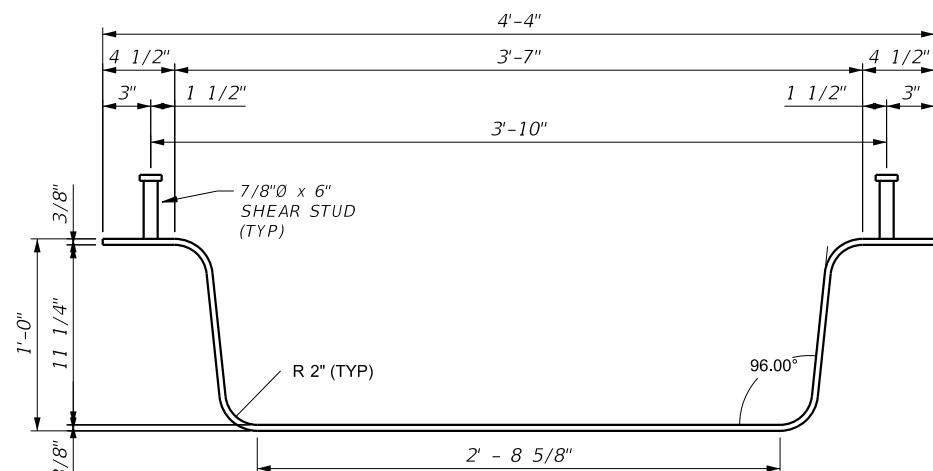
SECTION A-A



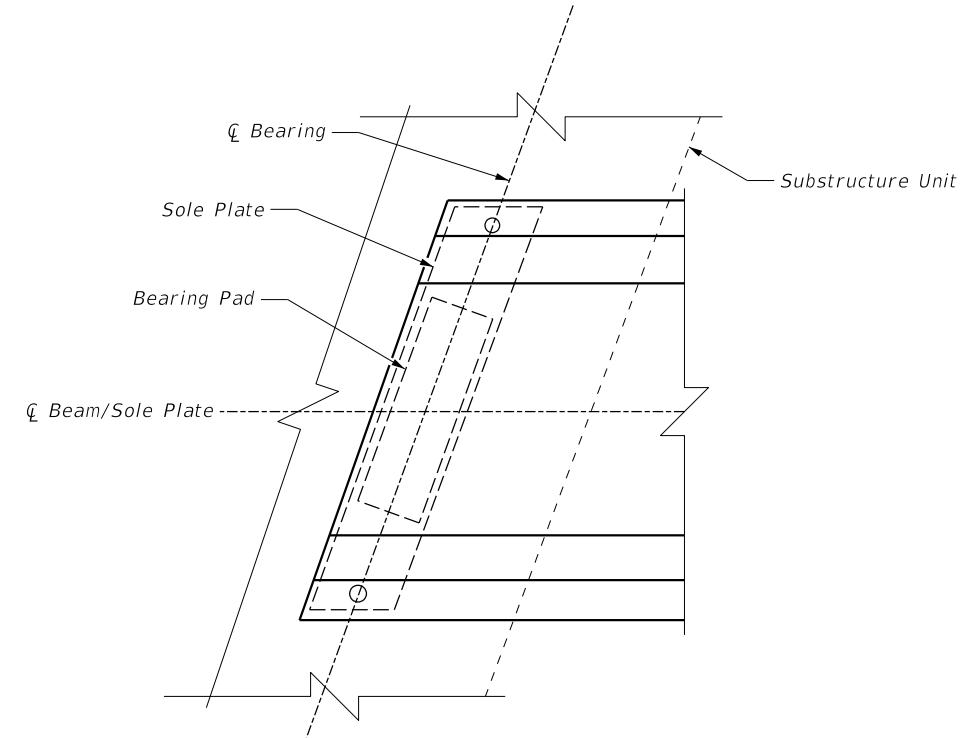
* Bearing depth to be confirmed by Press Brake Formed Steel Tub Girder Manufacturer. If bearing depth differs, adjustments to top of deck elevations may be required.

SECTION B-B

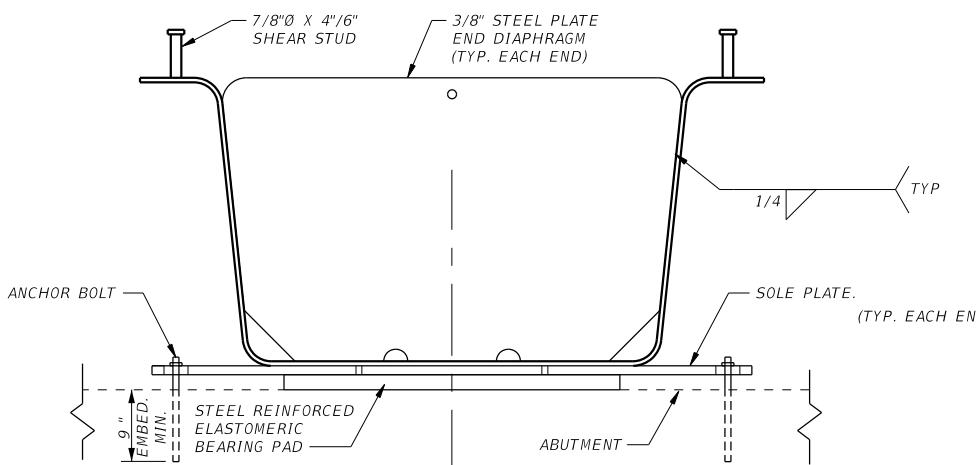




STEEL TUB GIRDER
(AASHTO M270, ASTM A709 GR50 T2)



STEEL TUB GIRDER AND BEARING ON SKEWED END



STEEL TUB GIRDER END ELEVATION (ANCHOR BOLT OPTION)

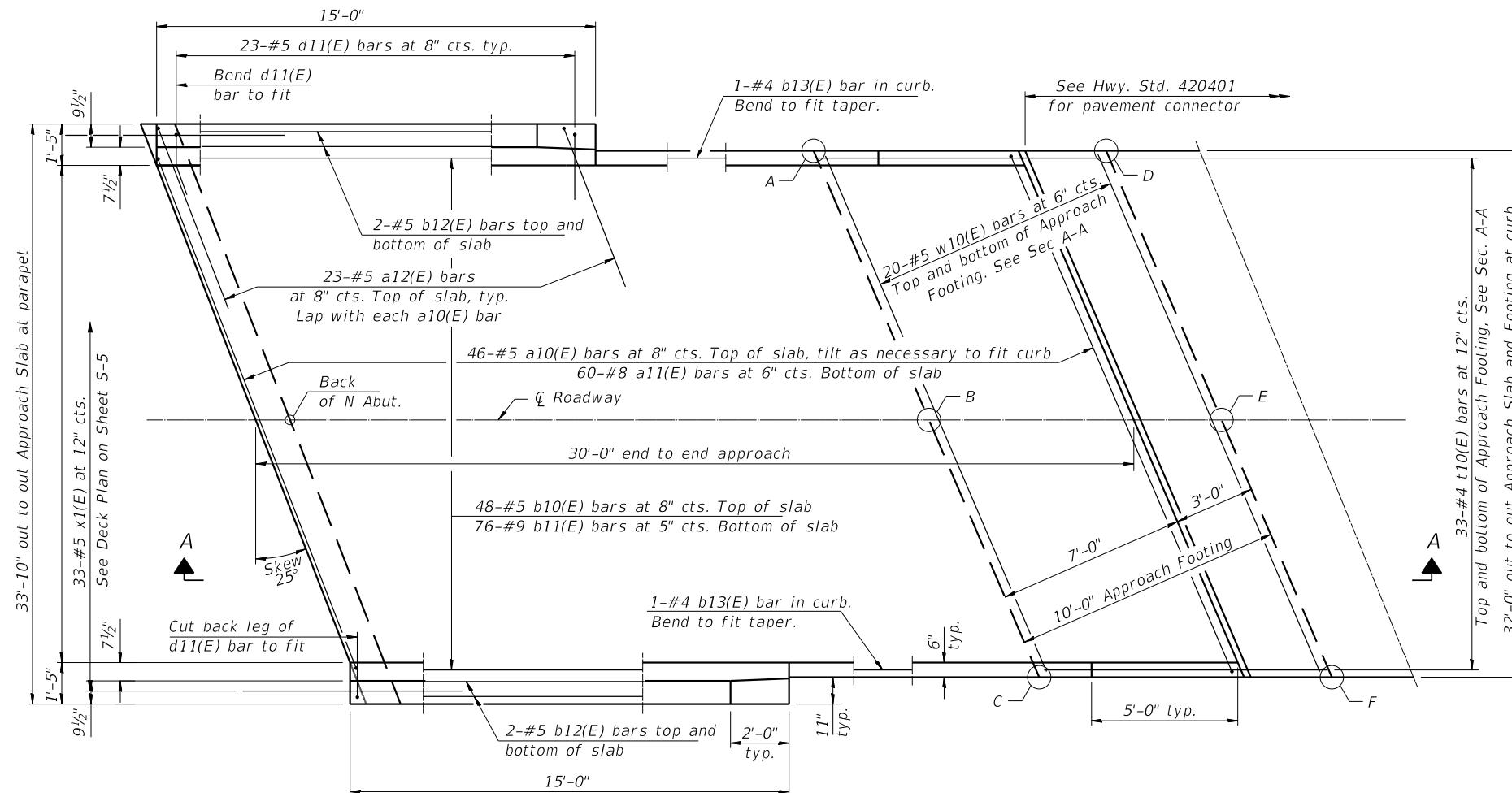
NOTE: ANCHOR BOLTS PROVIDED BY OTHERS SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION DECK FORMING, REBAR PLACEMENT OR CONCRETE PLACEMENT OPERATIONS.

NOTES:

All details shown on this sheet are conceptual and are to be finalized by the Press Brake Formed Steel Tub Girder Manufacturer.

Bearings assumed to have a total depth of 2 3/4". If bearing depth determined by Press Brake Formed Tub Girder Manufacturer differs, adjustments to top of deck elevations may be required.

Bearings have been assumed to be placed on skew.

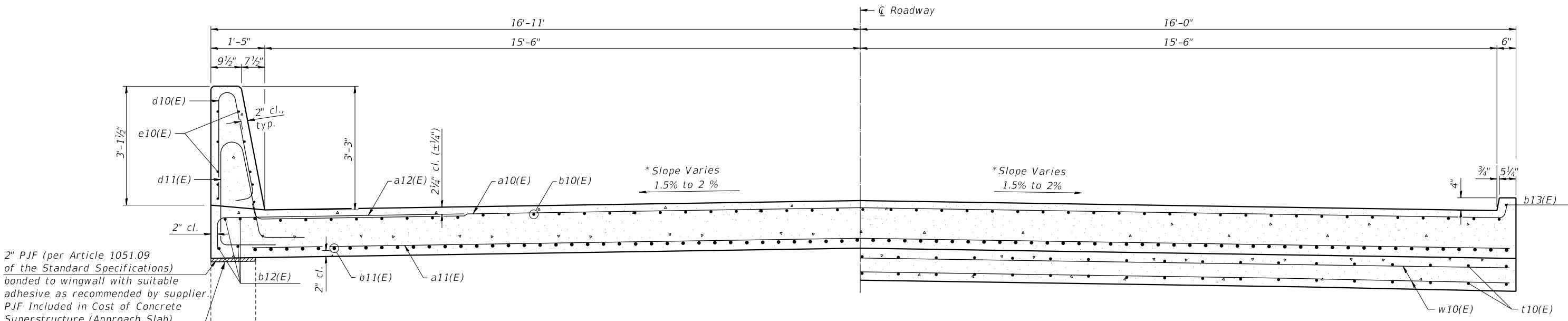


TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

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

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

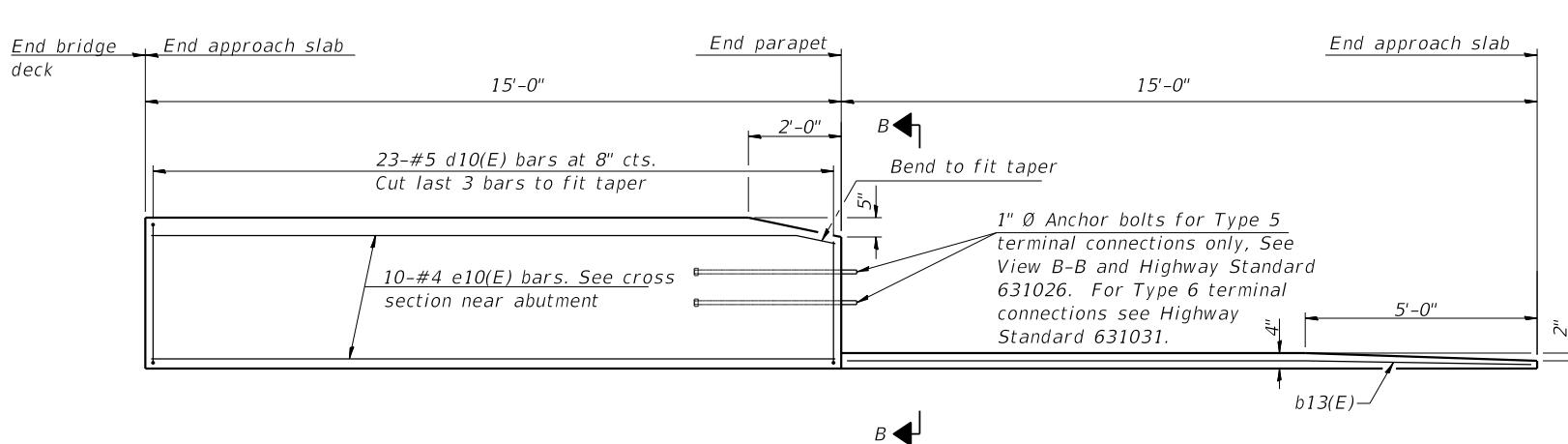


NEAR ABUTMENT

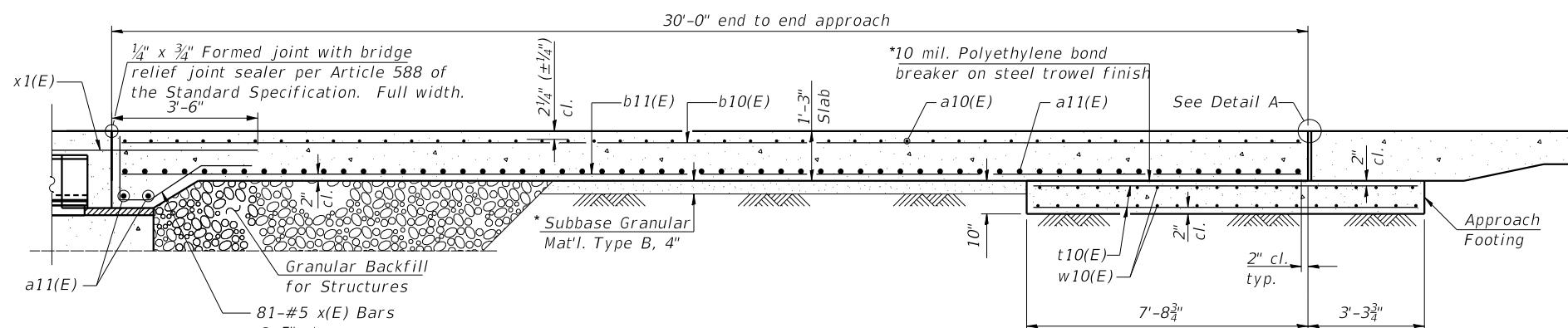
CROSS SECTION
(Looking North)

* 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.

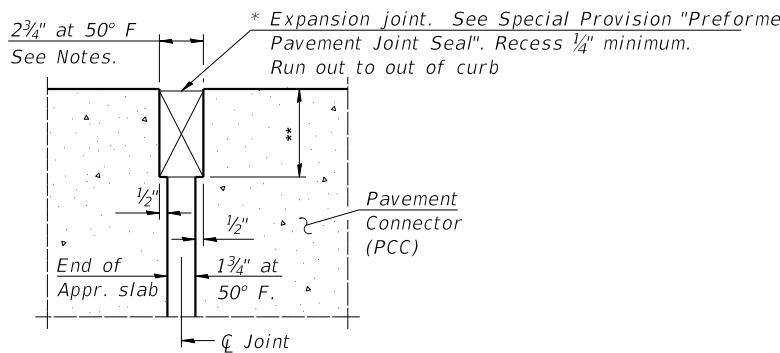
AT APPROACH FOOTING



INSIDE ELEVATION OF PARAPET AND CURB



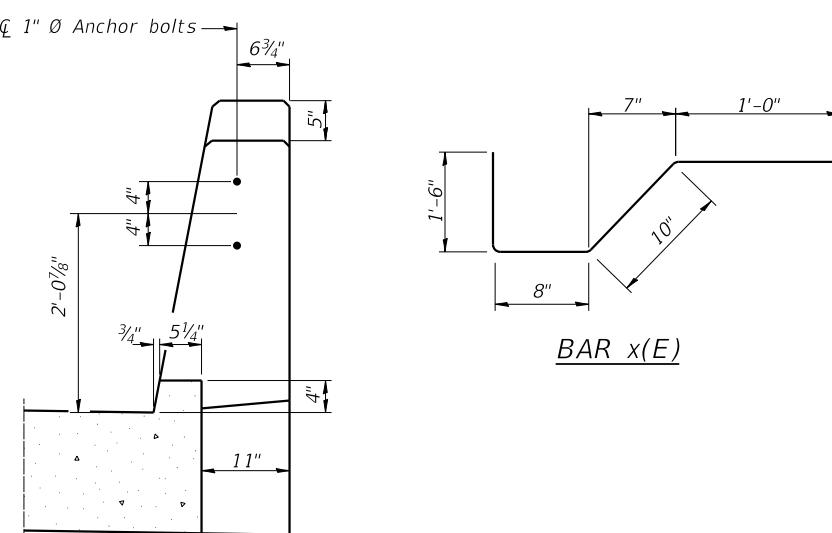
SECTION A-A



DETAIL A
(at Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations



VIEW B-B

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.

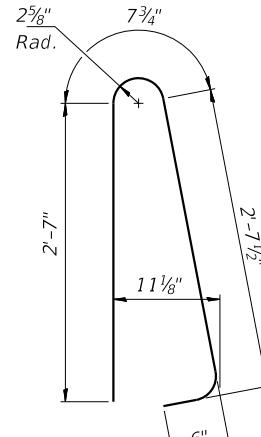
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

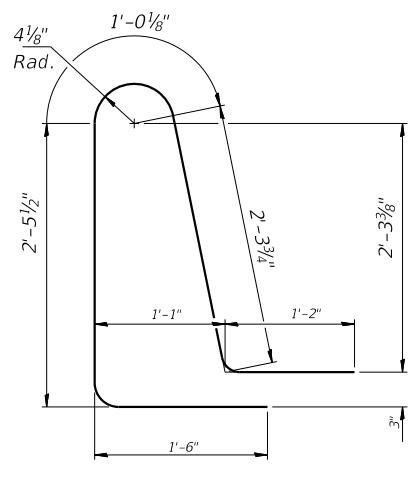
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

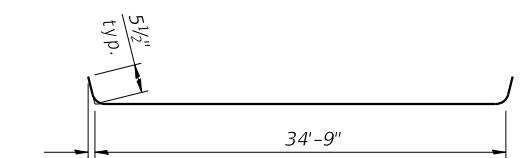
For Granular Backfill for Structures and drainage treatment details, see sheet S-2.



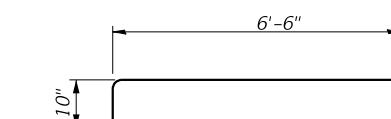
BAR d10(E)



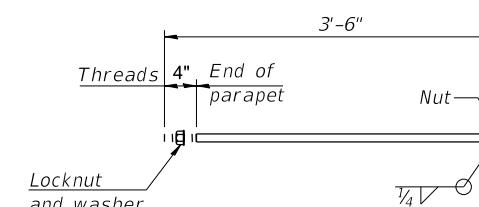
BAR d11(E)



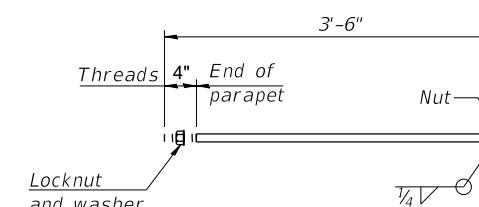
BAR a10(E)



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)

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"	Δ
d11(E)	92	#5	8'-6"	Δ
e10(E)	40	#4	14'-8"	—
t10(E)	132	#4	10'-8"	—
w10(E)	80	#5	35'-0"	—
x(E)	162	#5	4'-0"	U
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	

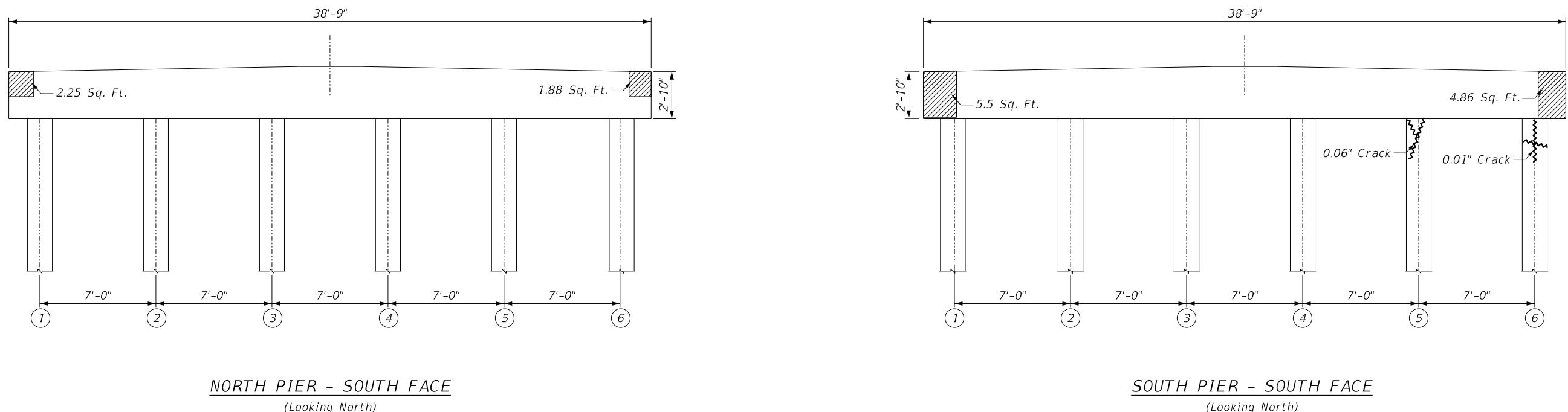
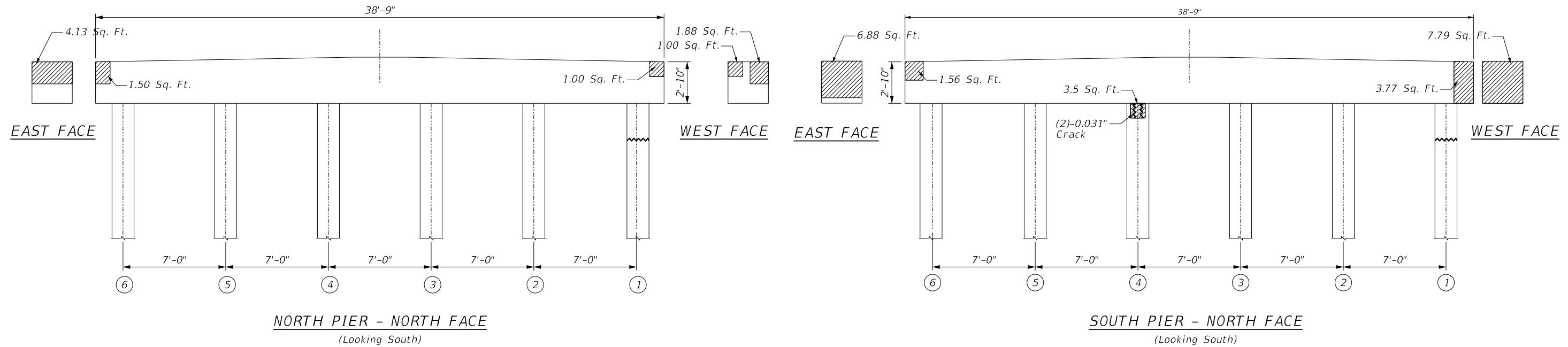
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB DETAILS
SMITH ROAD BRIDGE REPLACEMENT**

SCALE: 1" = 1' SHEET S-10 OF S-21 SHEETS STA. TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	27

ILLINOIS FED. AID PROJECT



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

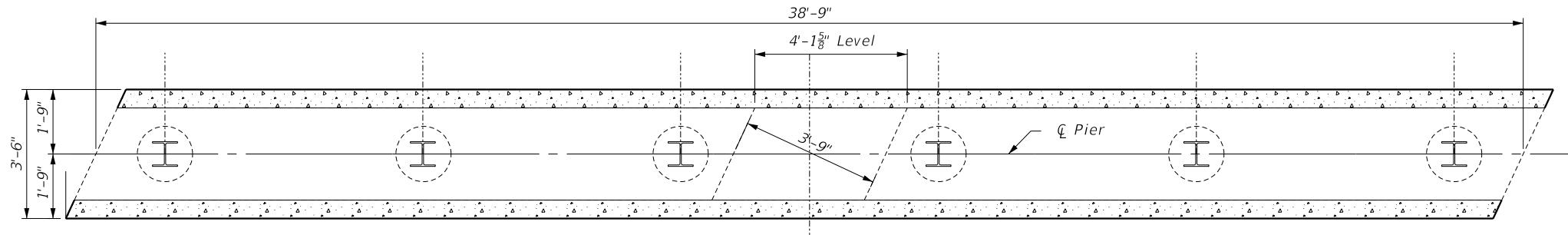


Crack: Epoxy Crack Injection

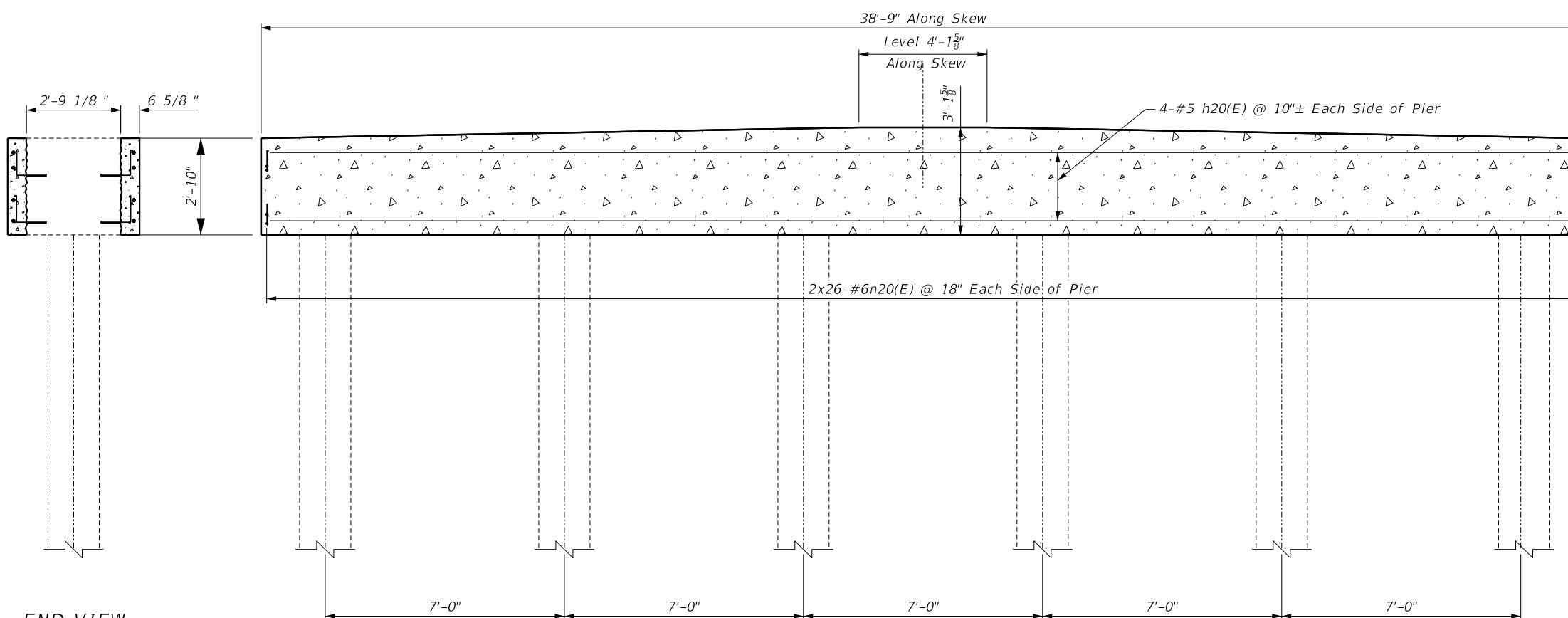
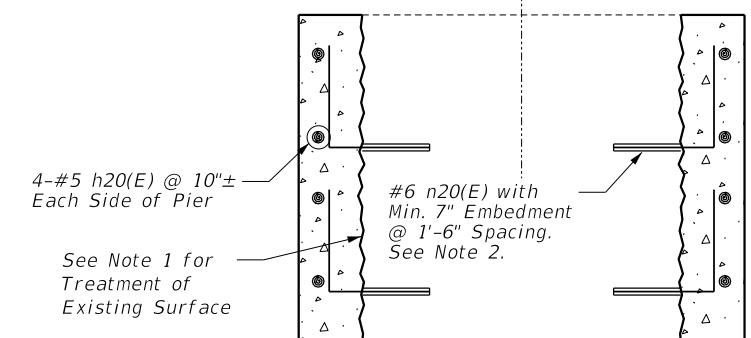
NOTES

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



END VIEW
(Along Skew)

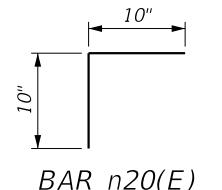
ELEVATION
(Looking North)

NOTES

1. 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.
2. The cost of drilling and installing dowel bars are included with Reinforcement Bars, Epoxy Coated.

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

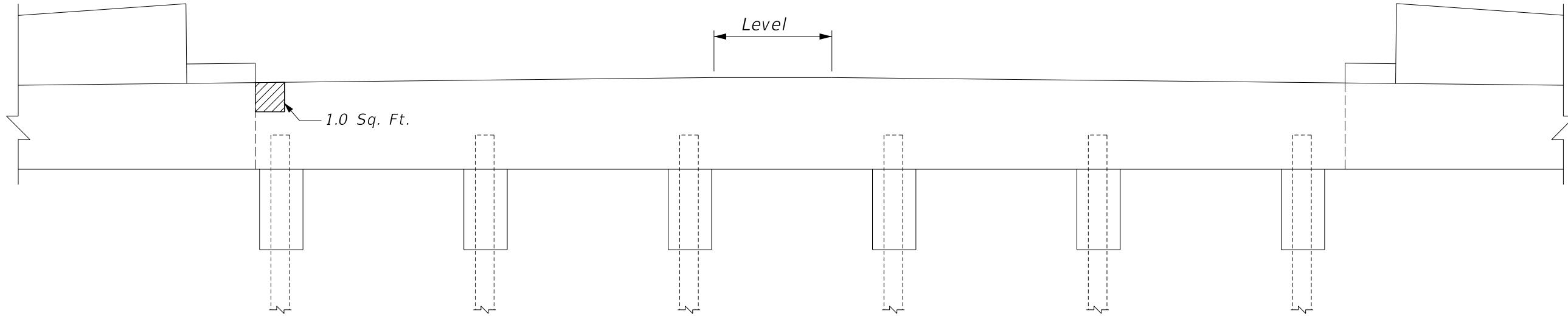


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

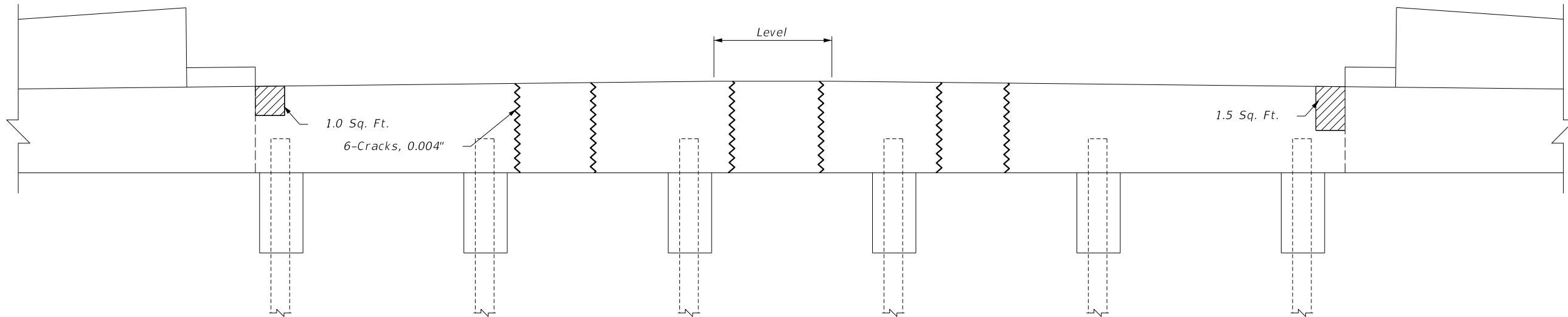
PIER DETAILS
SMITH ROAD BRIDGE REPLACEMENT

SCALE: 1" = 2' SHEET S-12 OF S-21 SHEETS STA. TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
0244	16-11107-01-BR	WILL	53	29
				CONTRACT NO. 61M25



NORTH ABUTMENT
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)



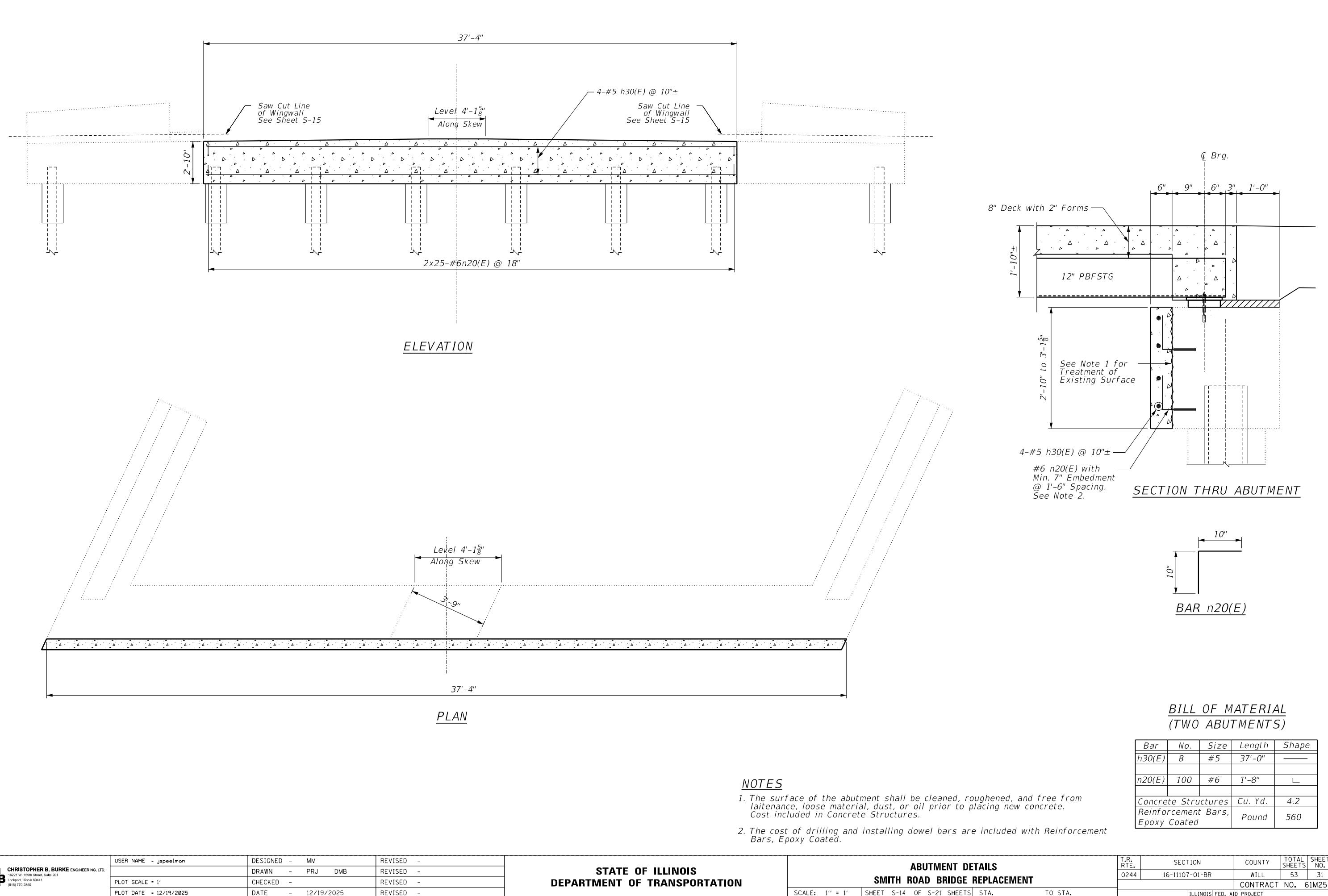
Crack: Epoxy Crack Injection

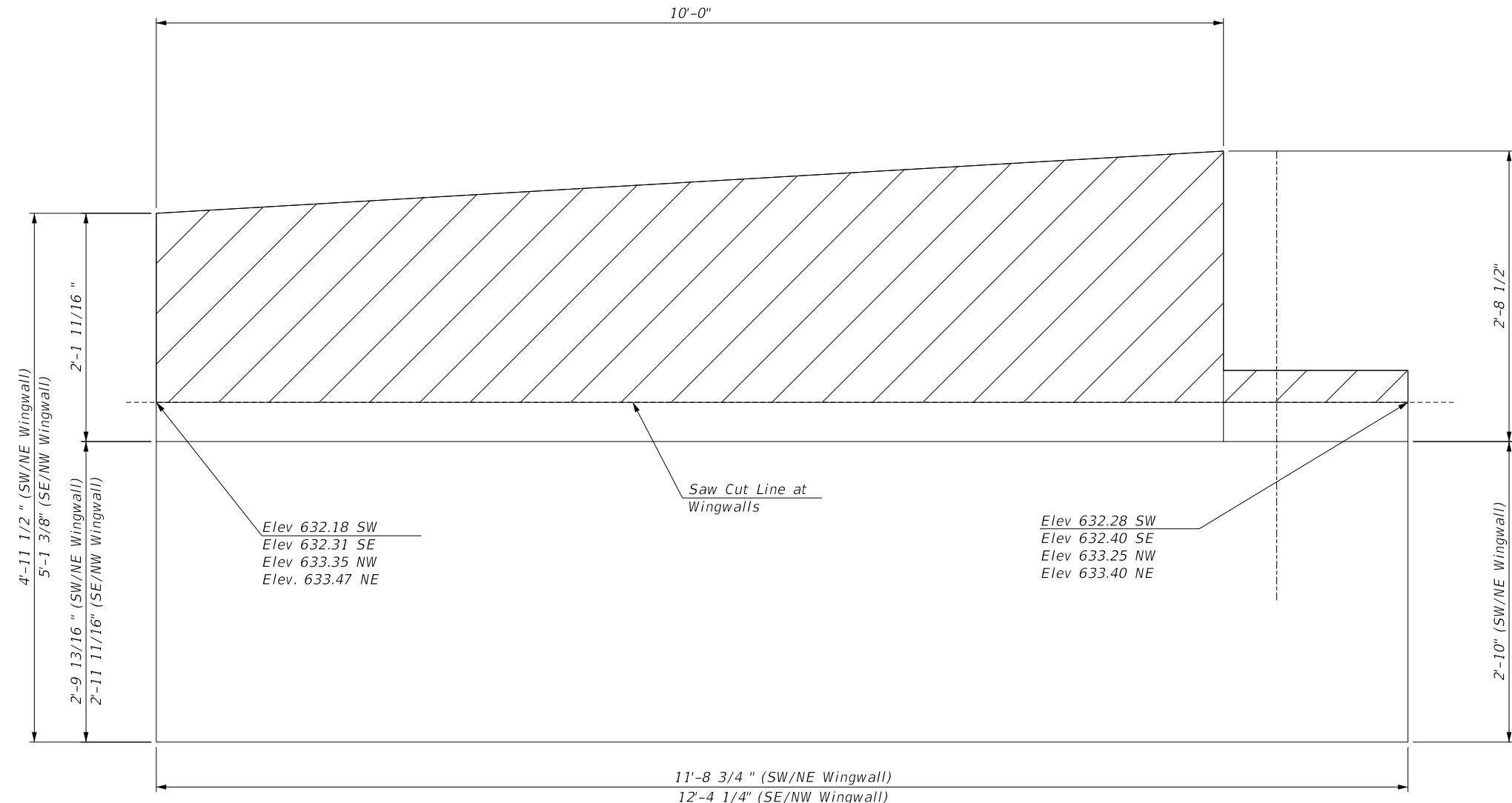
SOUTH ABUTMENT
Looking South

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.





Concrete Removal

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/19/23
Date Completed 9/19/23

ROUTE _____ DESCRIPTION Smith Road over Long Run Creek

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

Boring No.	D E P T H	N V a l u e	Qu tsf	W %	Surface Water Elev. Groundwater Elev.: when drilling at Completion after _____ Hrs.	D E P T H	N V a l u e	Qu tsf	W %
1									
Station									
Offset			ft						
Surface Elev.			635.50	ft					
5" Bituminous Concrete	635.10								
4" Crushed Stone [CA-6]	634.70								
FILL - Dark brown CLAY, LOAM, little gravel, trace organic, moist A-6	5 6 10	P 2.0	22.5		15 14 12				
	632.50								
FILL - Dark brown CLAY, trace gravel, trace organic, moist to very moist A-7-6	2 3 -5	P 1.5	30.0		12 12 13				
	630.00								
Stiff dark brown CLAY, trace gravel, trace organic, very moist A-7-6	2 2 3	B 1.37	26.5						
	627.50								
Medium stiff brown and gray CLAY, very moist A-7-6	3 3 -10	B 0.70	30.7		15 15 11				
	622.50								
Loose gray SILTY LOAM, trace to little gravel, very moist A-4	3 3 -15	P 0.75	28.4						
	597.00								
Weathered/Fractured Bedrock or Boulder Zone [Hard Drilling]					50/3"				
	595.00								
Auger Refusal at 40.5'									
	594.00								
Medium dense gray SAND and GRAVEL, wet A-1	15 13 -25								
	591.00								
Auger Refusal at 44.0'									
	590.00								

ILDOT BORING 99166 IDOT GPJ IDOT GDT 11/3/23

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/19/23
Date Completed 9/19/23

ROUTE _____ DESCRIPTION Smith Road over Long Run Creek

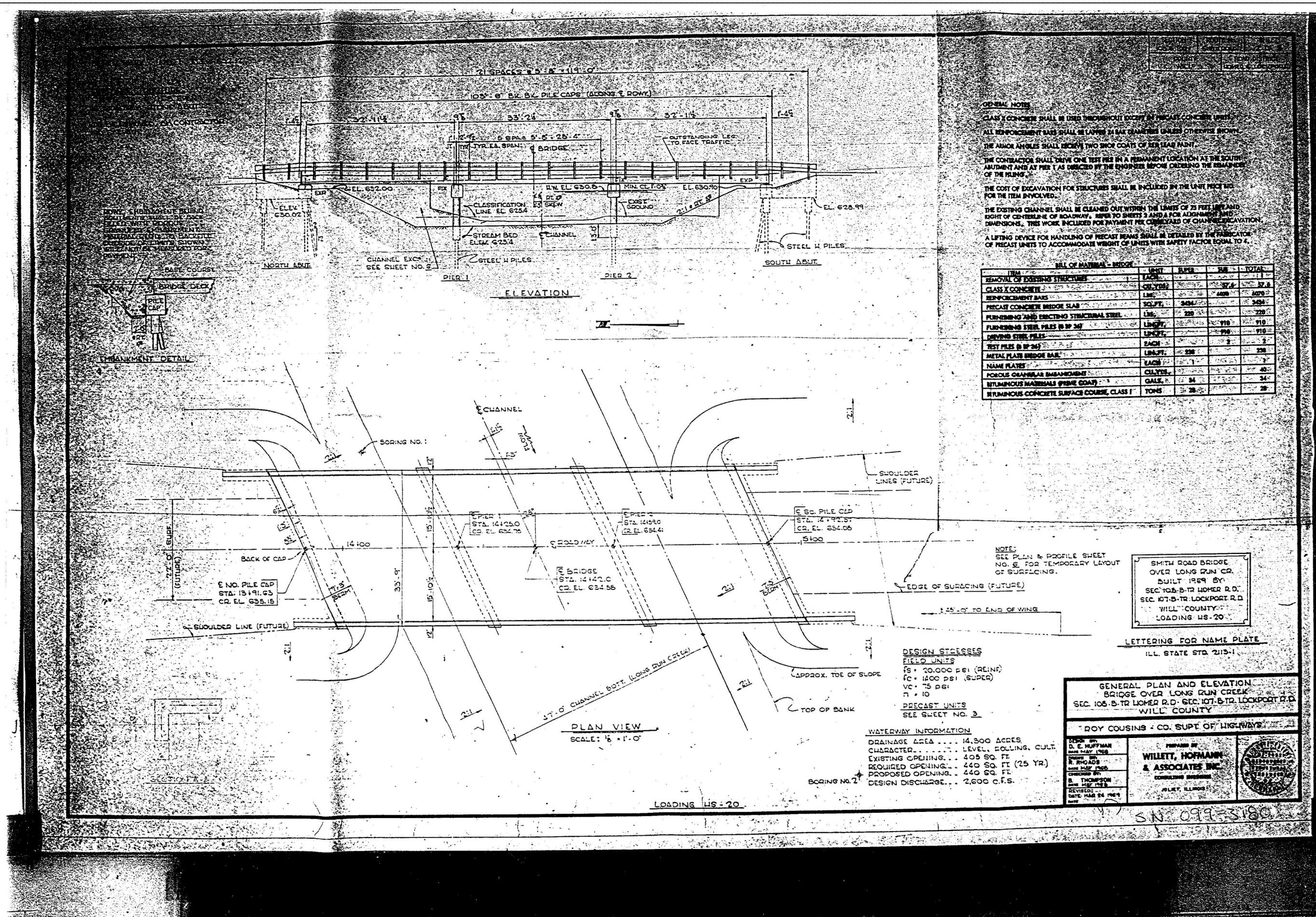
SECT. 16-11107-01-BR STRUCT. NO. 099-3180 DRILLED BY TSC L-96,166

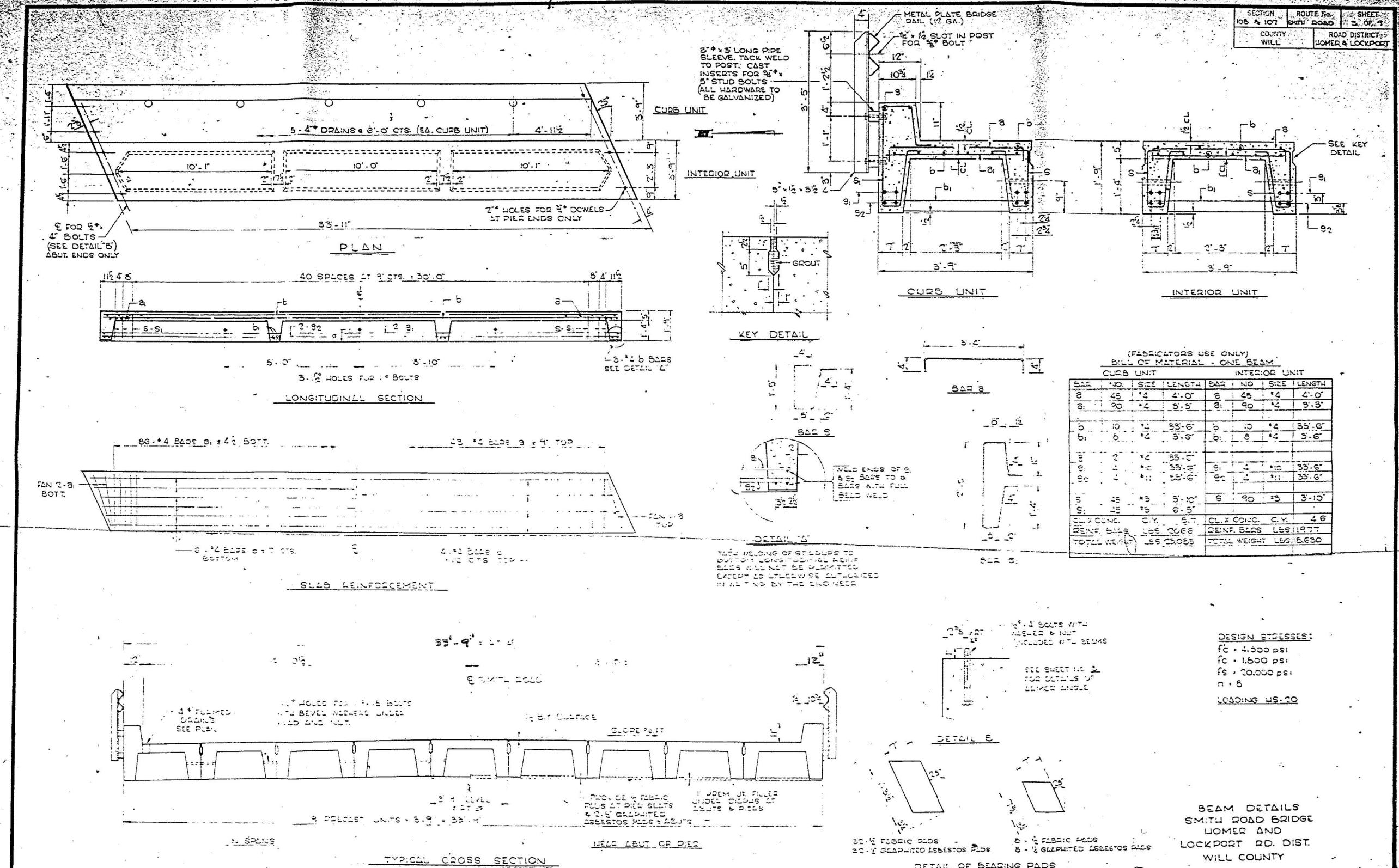
COUNTY WILL LOCATION North Abutment S. 6NE, TWP. 36N, RNG. 11E

Boring No.	D E P T H	N V a l u e	Qu tsf	W %	Surface Water Elev. Groundwater Elev.: when drilling at Completion after _____ Hrs.	D E P T H	N V a l u e	Qu tsf	W %
2									
Station									
Offset			ft						
Surface Elev.			635.00	ft					
7" Bituminous Concrete	634.40								
23" Crushed Stone [CA-6]	632.50								
FILL - Brown and gray CLAY, trace gravel, very moist A-7-6	6 5	P 1.0	27.6						
	629.50								
Stiff dark brown CLAY, trace organic, moist A-7-6	2 5	B 1.90	26.5						
	627.00								
Medium stiff brown and gray CLAY, trace gravel, very moist A-7-6	3 4 -10	B 0.91	32.1						
	624.50								
Medium dense brown and gray SANDY LOAM, some gravel, very moist to wet A-2-4	7 8 8								
	598.00								
Medium dense gray SAND and GRAVEL, wet A-1	7 7 -15								
	594.00								
Weathered/Fractured Bedrock or Boulder Zone [Hard Drilling]	4 13								
	591.00								
Auger Refusal at 44.0'									
	590.00								

ILDOT BORING 99166 IDOT GPJ IDOT GDT 11/3/23

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet





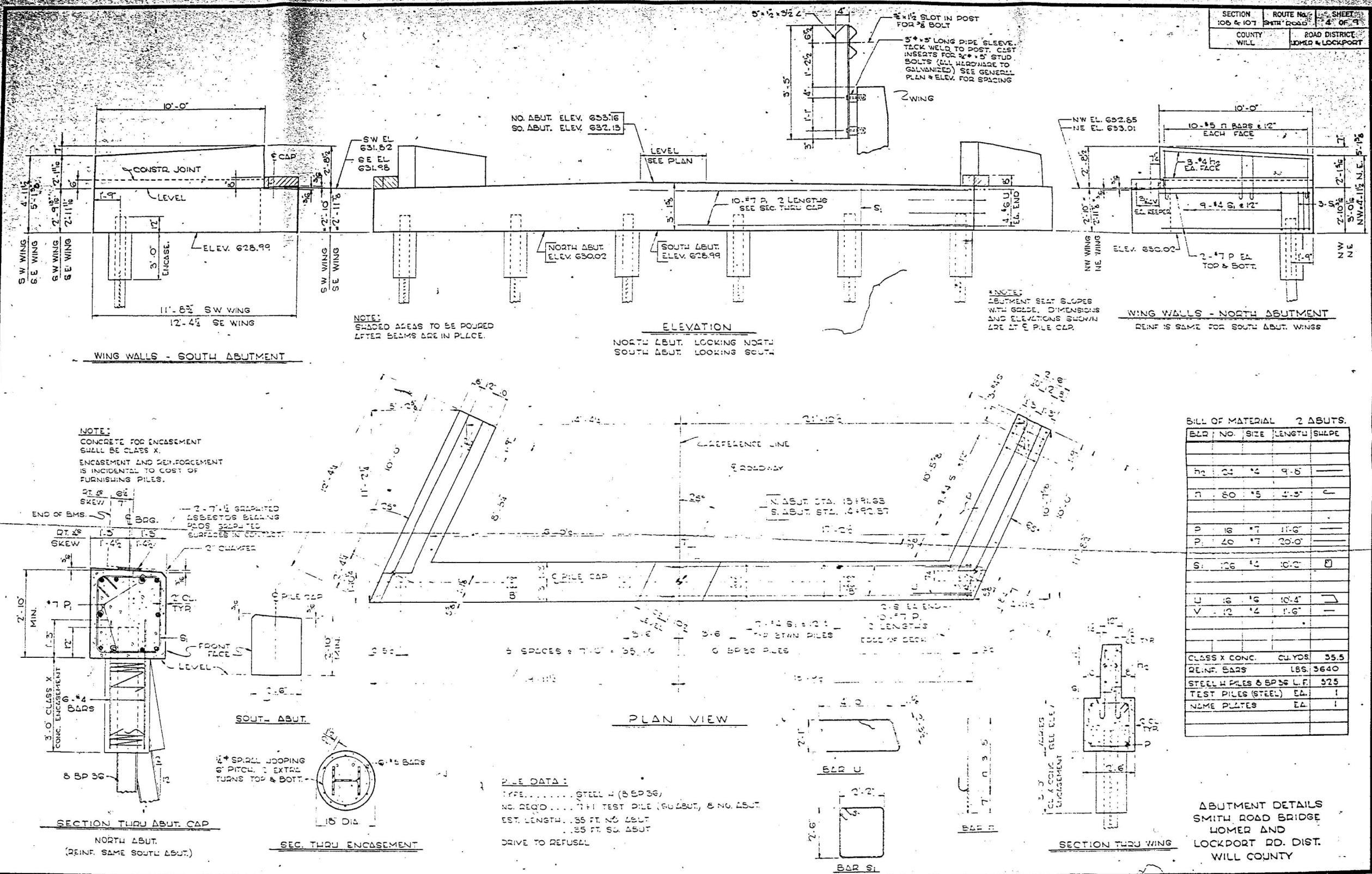
S.N. 099-3180

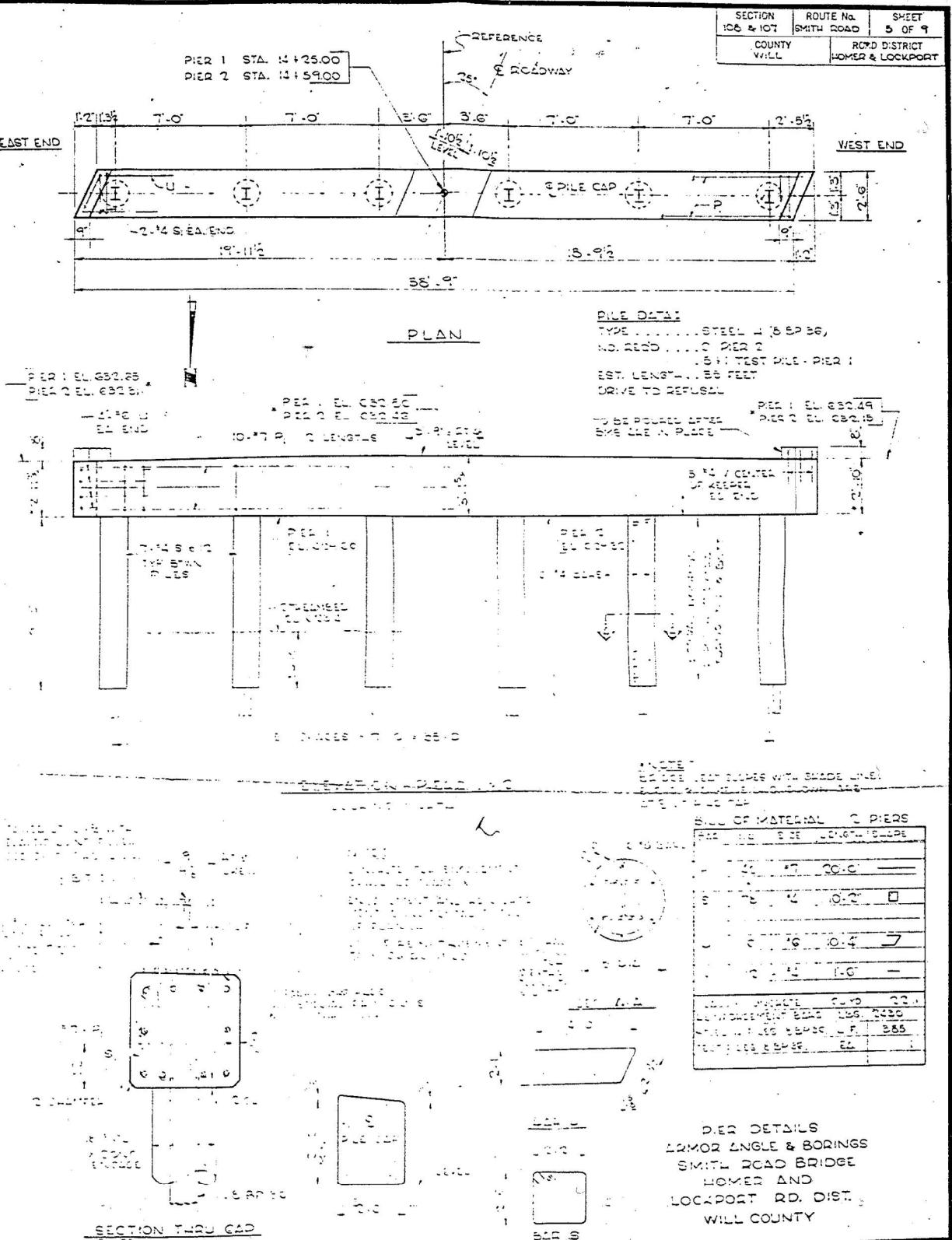
PLOT DATE = 12/19/20

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS (3 OF 5) – FOR INFORMATION ONLY
SMITH ROAD BRIDGE REPLACEMENT

EXISTING PLANS (3 OF 5) - FOR INFORMATION ONLY SMITH ROAD BRIDGE REPLACEMENT				T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
SCALE: NTS	SHEET S-19 OF S-21 SHEETS	STA.	TO STA.	0244	16-11107-01-BR	WILL	53	36
				CONTRACT NO. 61M25				ILLINOIS FED. AID PROJECT





S.N. 099-3180

PLOT DATE = 12/19/2002

USER NAME = jspeelman

PLOT SCALE = 1'

PLOT DATE = 12/19/2025

	DESIGNE
	DRAWN
	APR 20 1988

CHECKED

DATE

- MM
- PRJ DMB

42-112-12225

- 12/19/2025

REVISED	-
REVISED	-
REVISED	-

REVISED -

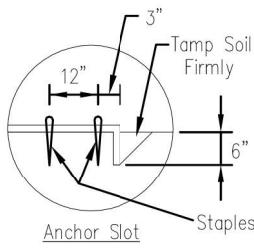
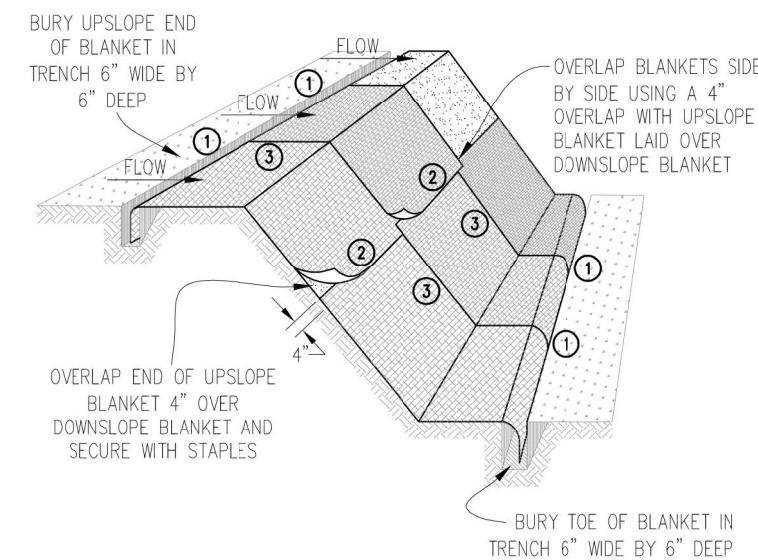
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

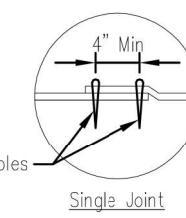
EXISTING PLANS (5 OF 5) – FOR INFORMATION ONLY
SMITH ROAD BRIDGE REPLACEMENT

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0244	16-11107-01-BR	WILL	53	38
		CONTRACT NO.	61M25	
	ILLINOIS FED. AID PROJECT			

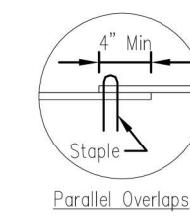
AUTOCAD2006



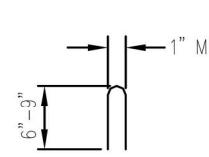
DETAIL 1



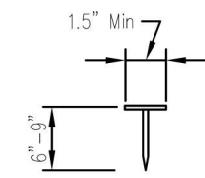
DETAIL 2



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 staples 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

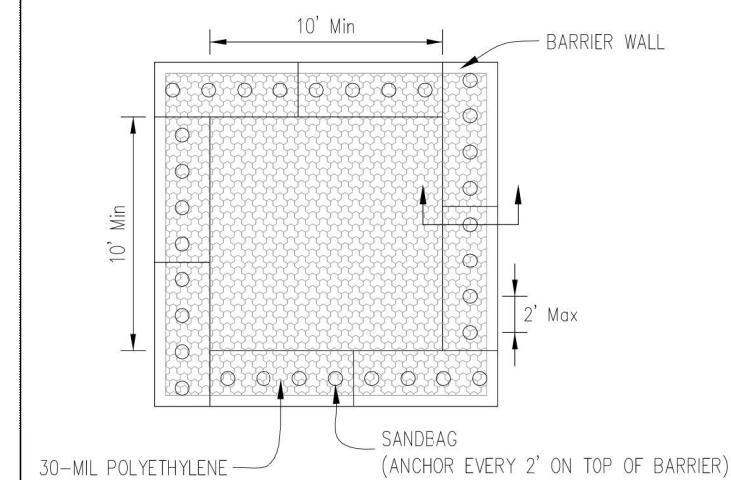
Drawing No.

File No.

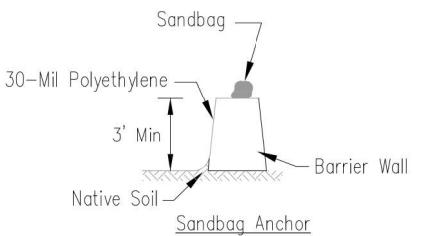
JLM-530

EROSION CONTROL
BLANKET INSTALLATION DETAILSDesigned _____
Drawn B. JOHNSON 11/08
Checked _____
Approved _____

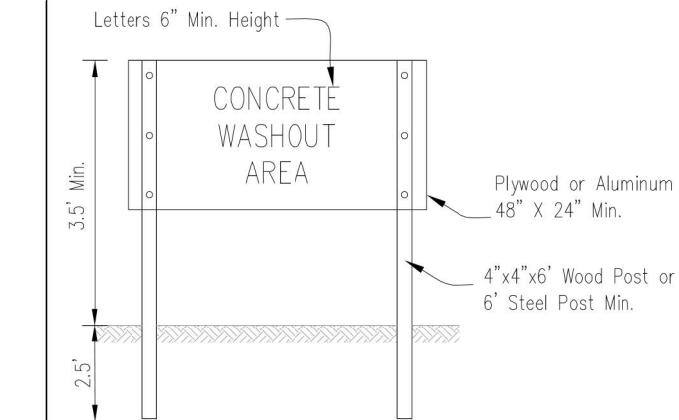
AUTOCAD2006



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.

JLM-650BW

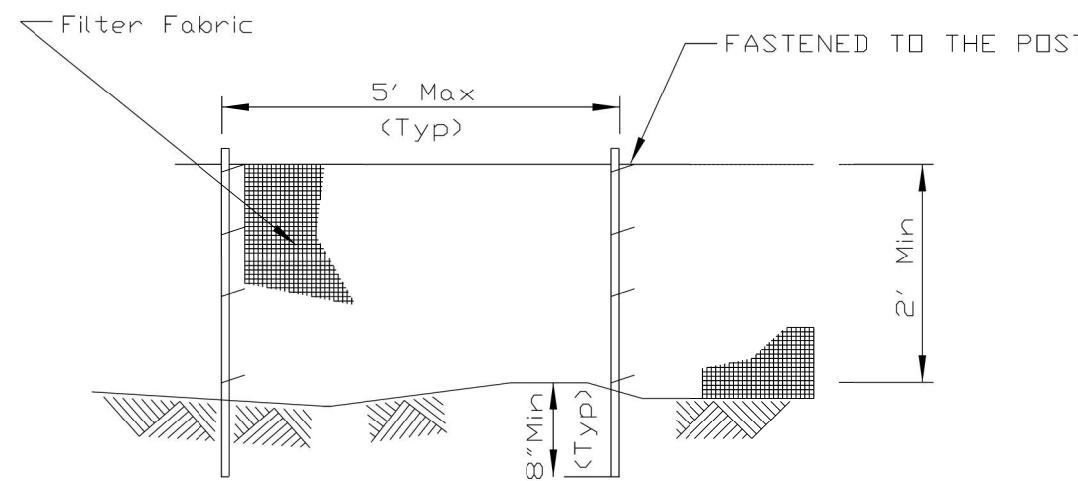
TEMPORARY CONCRETE
WASHOUT FACILITY - BARRIER WALLDesigned _____
Drawn B. JOHNSON 6/08
Checked _____
Approved _____STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATIONSMITH ROAD BRIDGE OVER LONG RUN CREEK
CONSTRUCTION DETAILS

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
0244	16-11107-01-BR	WILL	53	39
			CONTRACT NO.	61M25

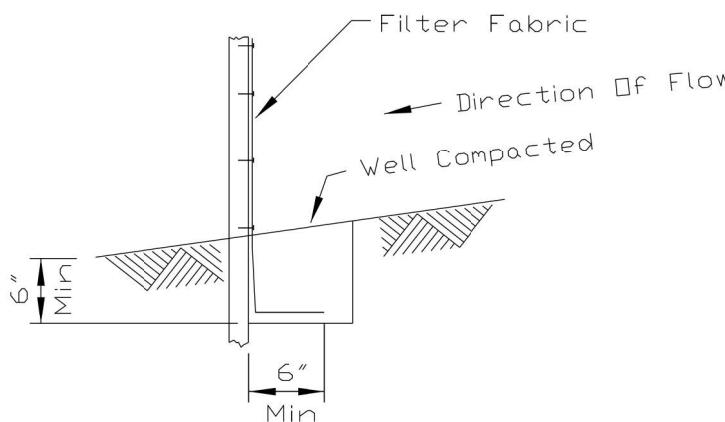
SCALE: 20' SHEET 1 OF 4 SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:

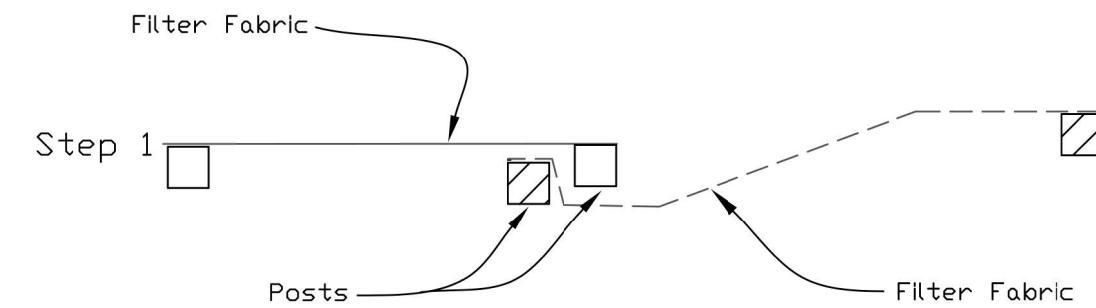
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1, Class 2.
3. Fence posts shall be either standard steel post or wood post 2" X 2" nominal.

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



STANDARD DWG. NO.
IUM-620A
 SHEET 1 OF 2
 DATE 04-15-2021

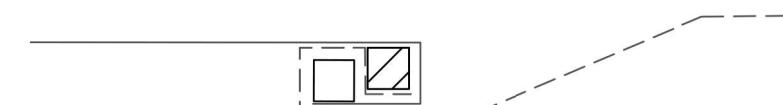
SILT FENCE - SPLICING TWO FENCES



Step 2



Step 3



ATTACHING TWO SILT FENCES

1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
4. Drive both posts a minimum of 18 inches into the ground and bury the flap.
5. Compact backfill (particularly at splices) completely to prevent stormwater piping.

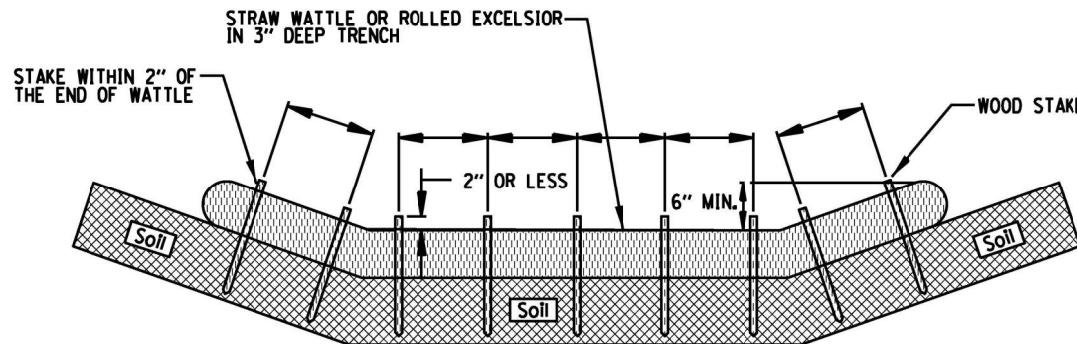
REFERENCE
 Project _____
 Designed _____ Date _____
 Checked _____ Date _____
 Approved _____ Date _____



STANDARD DWG. NO.
IUM-620B(W)
 SHEET 1 OF 1
 DATE 3-16-2012

ROLLED EROSION CONTROL PRODUCTS

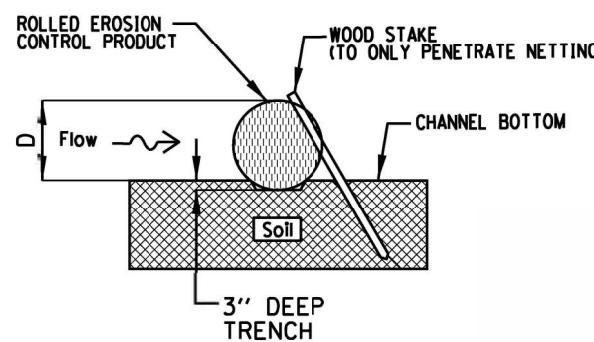
STAKING PATTERN GUIDE



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:

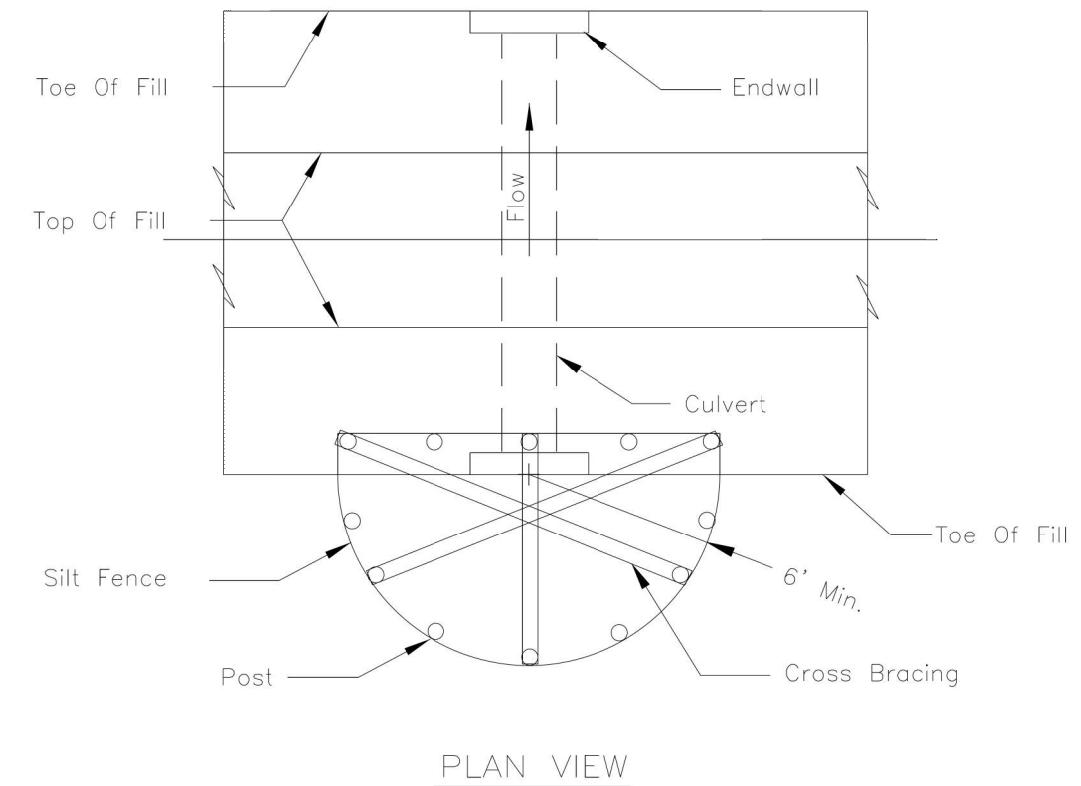
1. DRAWINGS ARE NOT TO SCALE.
2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
3. RECOMMENDED STAKES ARE 1 1/8" WIDE x 1 1/8" THICK x 30" LONG.
4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL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

REFERENCE	
Project	Date
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:

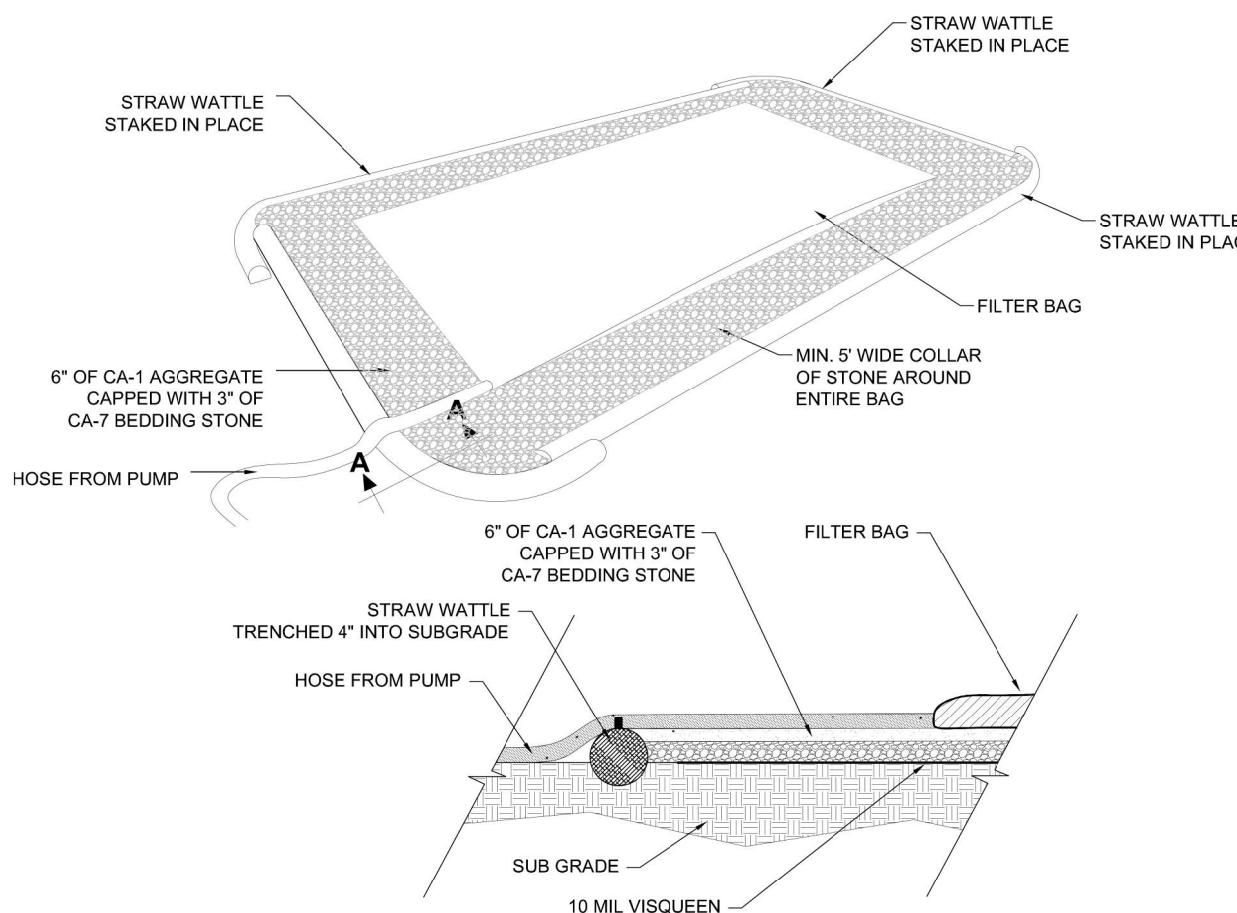
1. The silt fence shall meet the requirements as shown on standard drawing IL-620 SILT FENCE except the maximum post spacing shall be 3 feet and the tops of posts shall be cross braced.
2. Sediment shall be removed when the sediment has accumulated to one-half the height of the silt fence.
3. The maximum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

REFERENCE	
Project	Date
Designed	Date
Checked	Date
Approved	Date



Natural Resources Conservation Service

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



SECTION 'A'

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

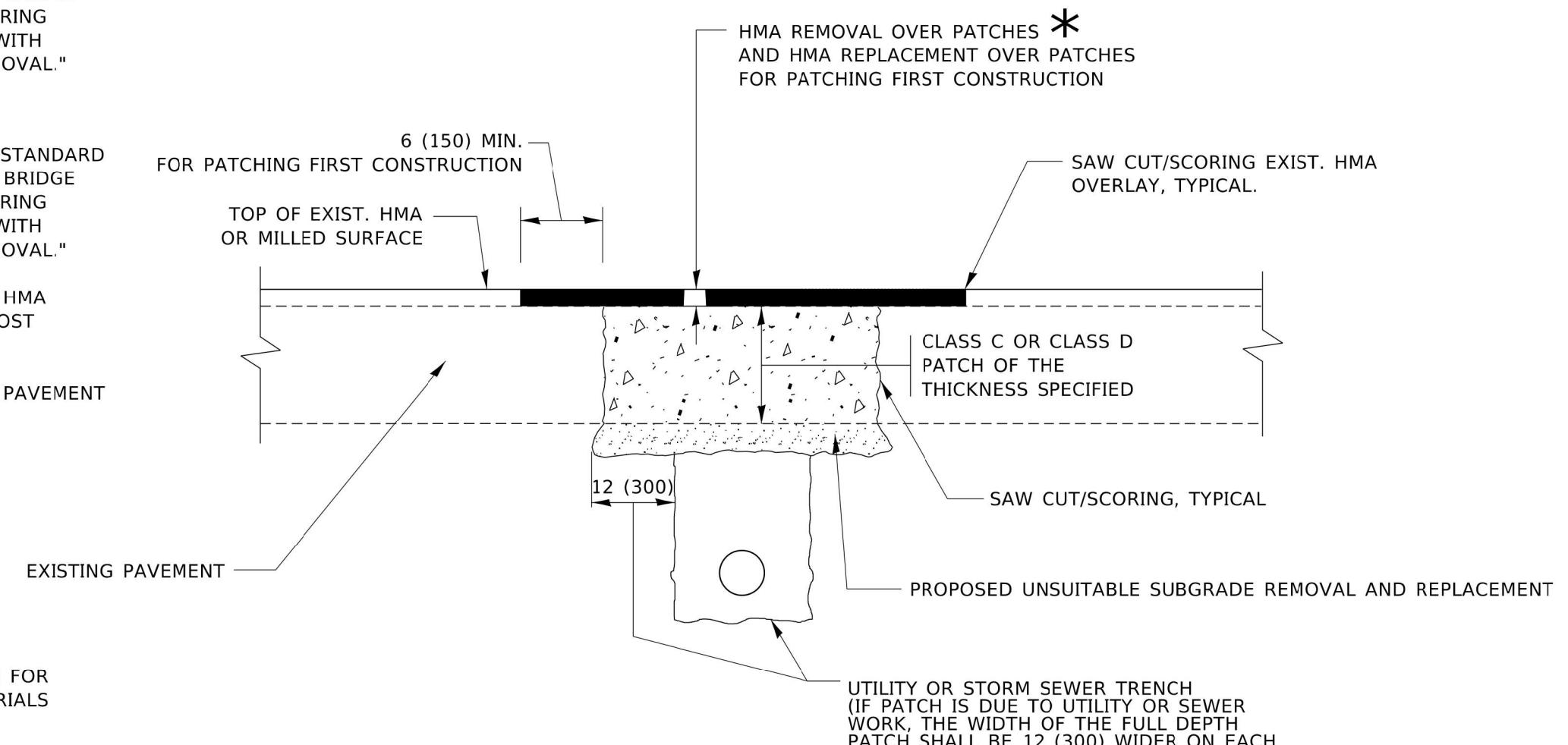
METHOD OF MEASUREMENT

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.

— HMA REMOVAL OVER PATCHES * AND HMA REPLACEMENT OVER PATCHES FOR PATCHING FIRST CONSTRUCTION



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

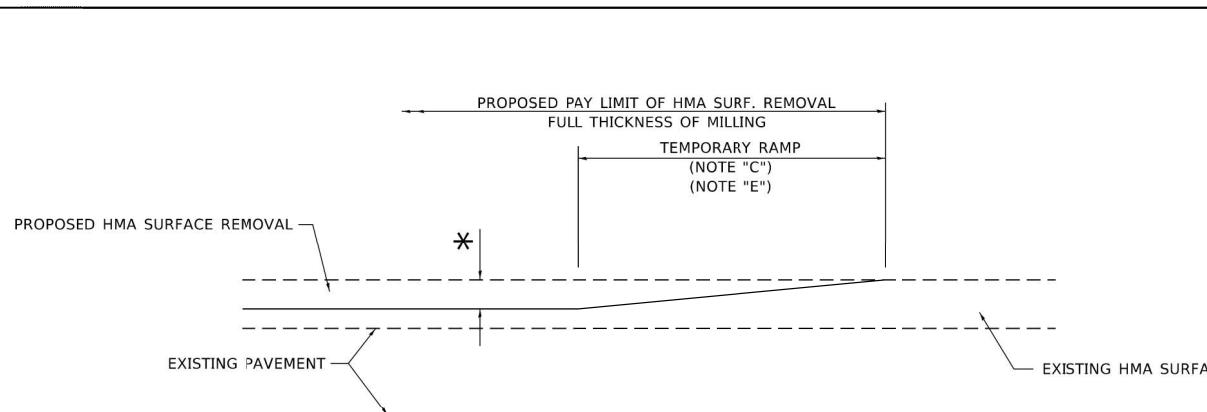
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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.

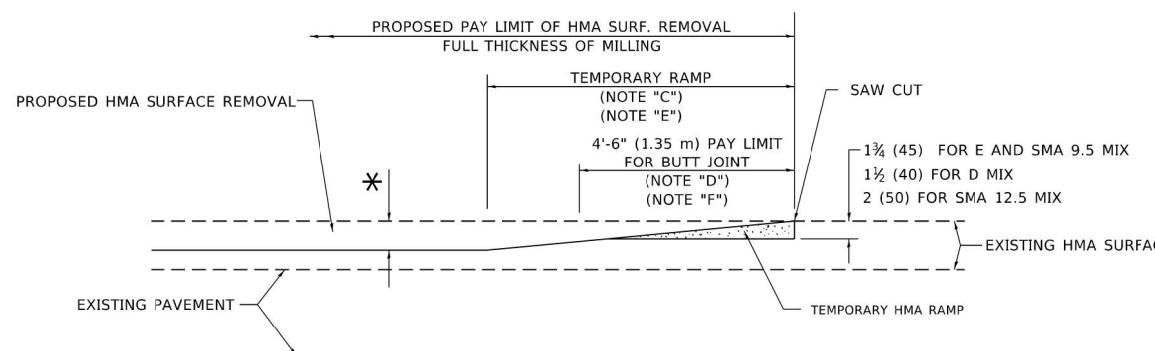
MODEL: Default	FILE NAME: pmt010d	USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -	R. BORO 09-04-07											
		PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08											
		PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22											
		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.										ILLINOIS	FED. AID PROJECT

 <p>CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-0560</p>	USER NAME = <u>jspeelman</u>	DESIGNED - <u>AJS/JRS</u>	REVISED -	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - BD-22</p>					T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	<u>JRS</u>	REVISED -							0244	16-1107-01-BR	WILL	53	43
	PLOT SCALE =	<u>CHECKED</u> -	<u>AJS</u>									CONTRACT NO.	61M25	
	PLOT DATE = <u>12/19/2025</u>	DATE -	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AID PROJECT	



MILLED TEMPORARY RAMP

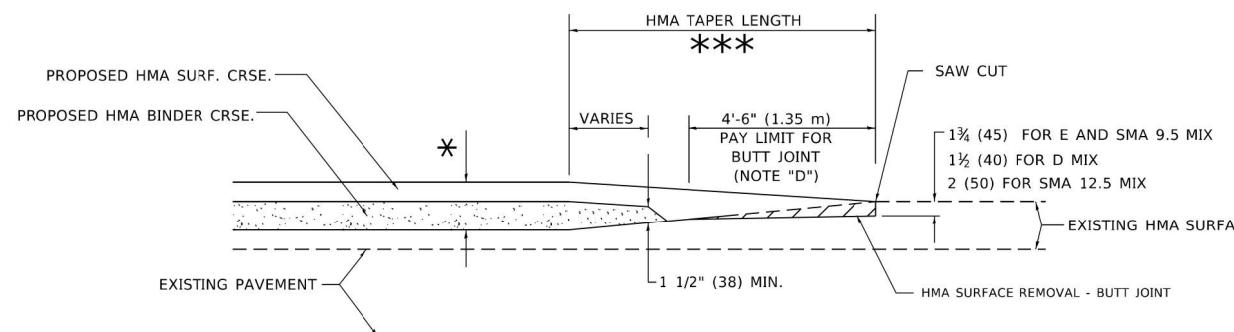
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

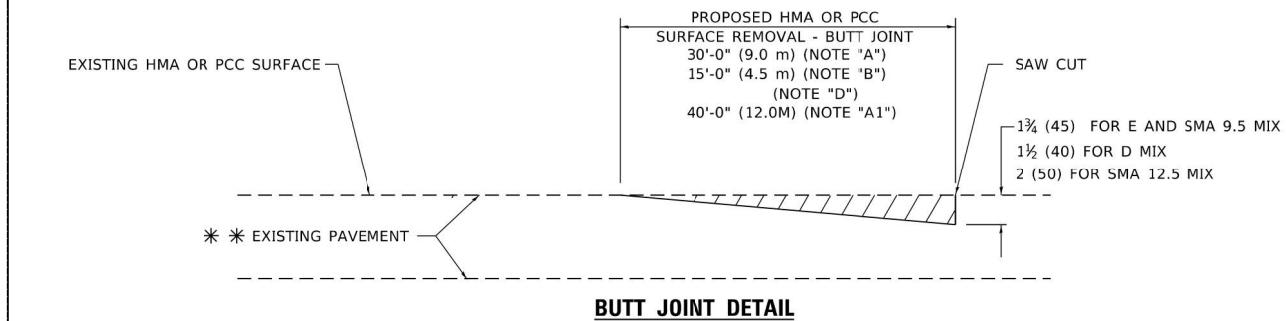
TYPICAL TEMPORARY RAMP



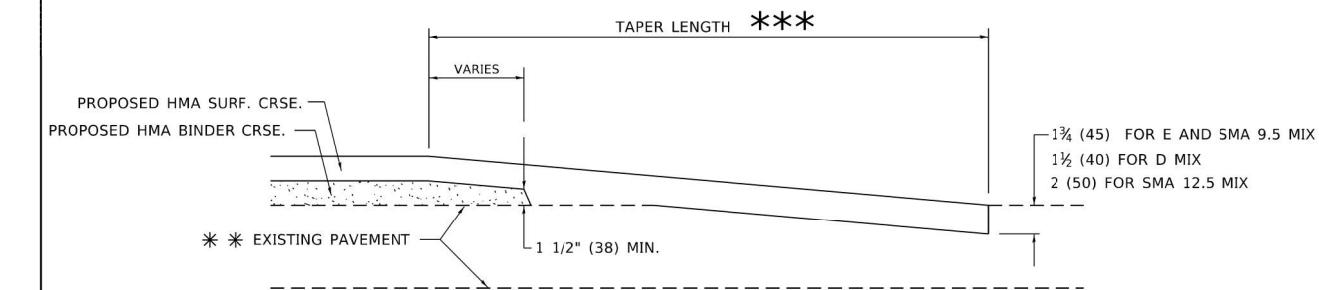
BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL: Default



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

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.

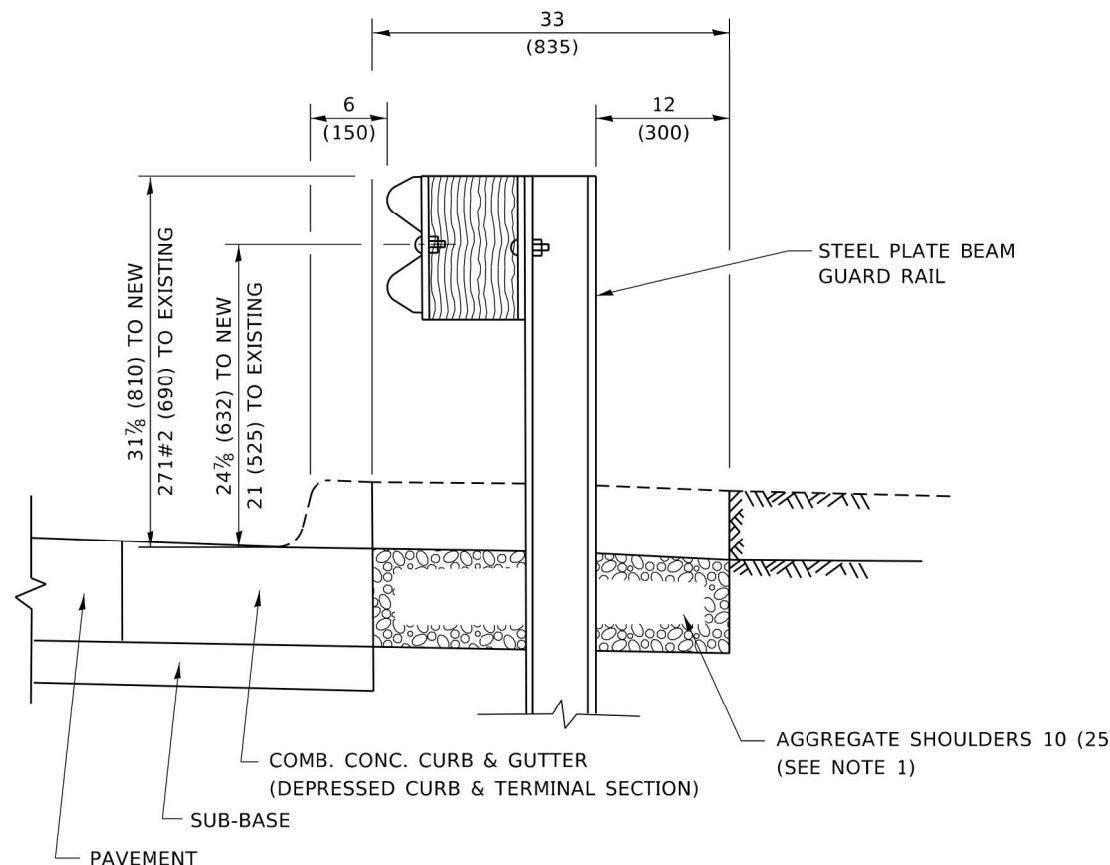
FILE NAME: pro-01101	USER NAME = Lawrence.DeManche	DESIGNED -	M. DE YONG	REVISED -	A. ABBAS 03-21-97
		DRAWN -		REVISED -	M. GOMEZ 04-06-01
	PLOT SCALE = 100.0000 ' / in.	CHECKED -		REVISED -	R. BORO 01-01-07
	PLOT DATE = 11/18/2022	DATE	06-13-90	REVISED -	K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A.	SECTION	COUNTY	TOTAL SHEETS	SH.
		BD400-05	BD-32		CONTRACT NO.	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

 CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2650	USER NAME = jspeelman	DESIGNED -	AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - BD-32	T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	JRS	REVISED -				0244	16-11107-01-BR	WILL	53	44
	PLOT SCALE =	CHECKED -	AJS	REVISED -							CONTRACT NO. 61M25
	PLOT DATE = 12/19/2025	DATE -		REVISED -			SCALE:	1	OF 1	SHEETS	STA. TO STA.



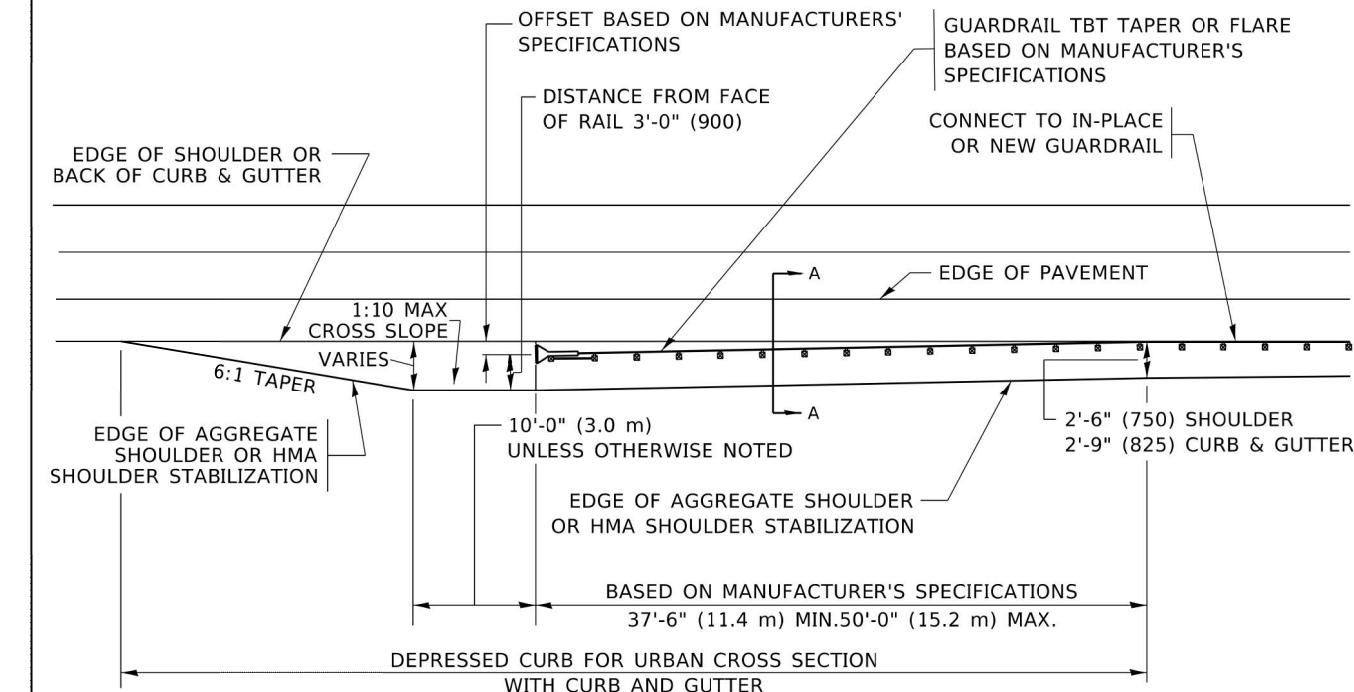
SECTION A-A

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 SECTION AND SHALL BE PAID FOR AS VERTICAL ADJUSTMENT OF EXISTING GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER

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



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

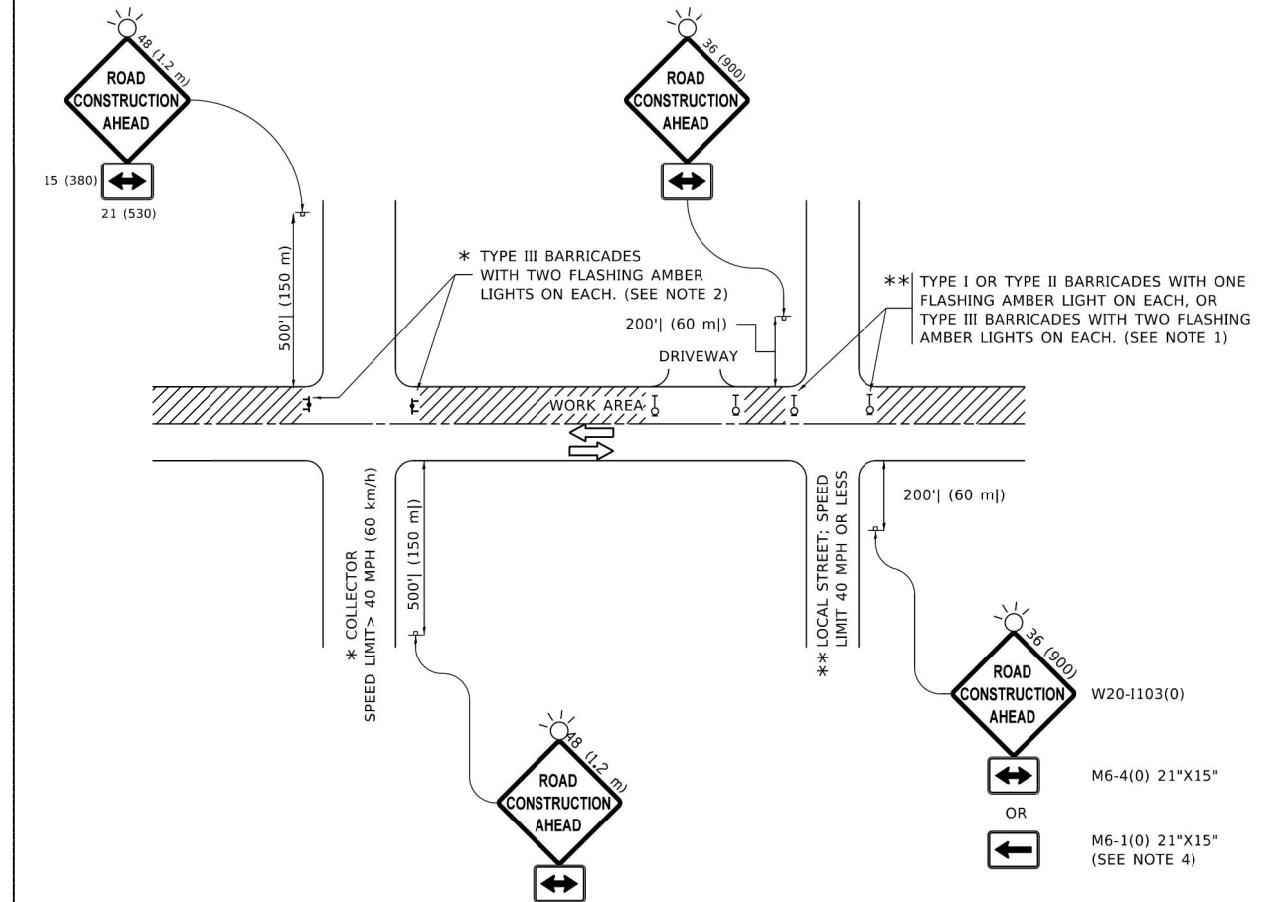
AGGREGATE SHOULDER, 10 (250) WILL BE PAID
ACCORDING TO SECTION 481.

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.

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009				
DRAWN -	REVISED -	R. BORO 08-06-2012				
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 05-08-2015				
DATE DRAWN: 08/06/2012	DATE REVISED: 05/08/2015	REVISER: K. SMITH 11-16-2015				
SCALE: NONE	SECTION: 1	CF: 1	SHEET: STA	TO STA:		

 CHRISTOPHER B. BURKE ENGINEERING, LTD. 16221 W. 159th Street, Suite 201 Lockport, Illinois 60441 (815) 770-2850	USER NAME = <i>jspeelman</i>	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	SHED NO.
		DRAWN - JRS	REVISED -		0244	16-1107-01-BR	WILL	53	45					
	PLOT SCALE =	CHECKED - AJS	REVISED -											CONTRACT NO. 61M2
	PLOT DATE = 12/19/2025	DATE -	REVISED -		SCALE:	1	OF 1	SHEETS	STA.	TO STA.				ILLINOIS FED. AID PROJECT



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.

THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY

 - b) 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. 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.

MODEL: Default

USER NAME	= Lawrence.DeManche	DESIGNED	-	L.H.A.	REVISED	-	T. RAMMACHER 01-06
PLOT SCALE	= 100,000 ' / n.	DRAWN	-		REVISED	-	A. SCHUETZE 07-01-1
PLOT DATE	= 5/20/2014	CHECKED	-		REVISED	-	A. SCHUETZE 09-15-1
		DATE	-	06-20	REVISED	-	D. SENDERAK 05-03-1

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

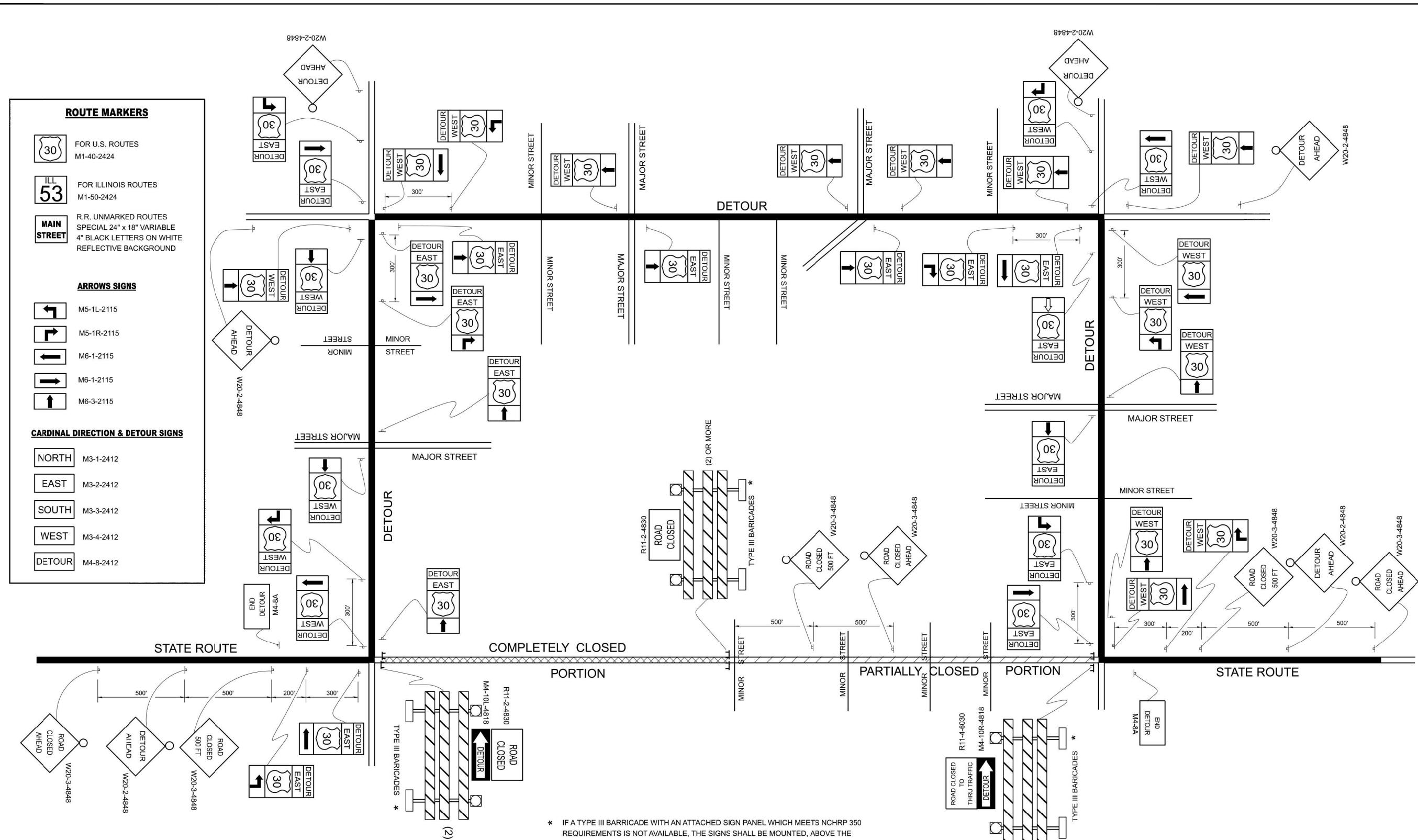
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SMITH ROAD BRIDGE OVER LONG RUN CREEK
DISTRICT ONE DETAILS - TC-10**

SMITH ROAD BRIDGE OVER LONG RUN CREEK		T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
DISTRICT ONE DETAILS - TC-10		0244	16-11107-01-BR	WILL	53	46
				CONTRACT NO. 61M25		
SCALE:	Sheet 1 of 1 Sheets	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

The logo for Christopher B. Burke Engineering, Ltd. It features a black square containing a white stylized 'C' and 'B' monogram. To the right of the logo, the company name 'CHRISTOPHER B. BURKE' is in a bold, black, sans-serif font, followed by 'ENGINEERING, LTD.' in a smaller, regular black font.

ROUTE MARKERS	
	FOR U.S. ROUTES M1-40-2424
	FOR ILLINOIS ROUTES M1-50-2424
MAIN STREET	R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND
ARROWS SIGNS	
	M5-1L-2115
	M5-1R-2115
	M6-1-2115
	M6-1-2115
	M6-3-2115
CARDINAL DIRECTION & DETOUR SIGNS	
NORTH	M3-1-2412
EAST	M3-2-2412
SOUTH	M3-3-2412
WEST	M3-4-2412
DETOUR	M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

USER NAME = brad.gagliano	DESIGNED -	REVISED - 10-18-02	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. BORO 09-14-09		SCALE: NONE	1	OF 1	SHEETS STA.	TO STA.			000
PLOT SCALE = 0.08333317 / in.	CHECKED -	REVISED -		TC-21							
PLOT DATE = 8/30/2023	DATE -	REVISED -		ILLINOIS	FED. AID PROJECT						

USER NAME = jspelman	DESIGNED - AJS/JRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - TC-21			T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - JRS	REVISED -		SCALE: NONE	1	OF 1	SHEETS STA.	TO STA.			048
PLOT SCALE =	CHECKED - AJS	REVISED -		TC-21							
PLOT DATE = 12/19/2025	DATE -	REVISED -		ILLINOIS	FED. AID PROJECT						



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 SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON 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.

			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
									TC-22				

			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SMITH ROAD BRIDGE OVER LONG RUN CREEK DISTRICT ONE DETAILS - TC-22			T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
									0244	16-11107-01-BR	WILL	53	49

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. AREA'S CHECKED	TEMP. DATE		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. AREA'S CHECKED	TEMP. DATE		

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Default

USER NAME = jspeelman

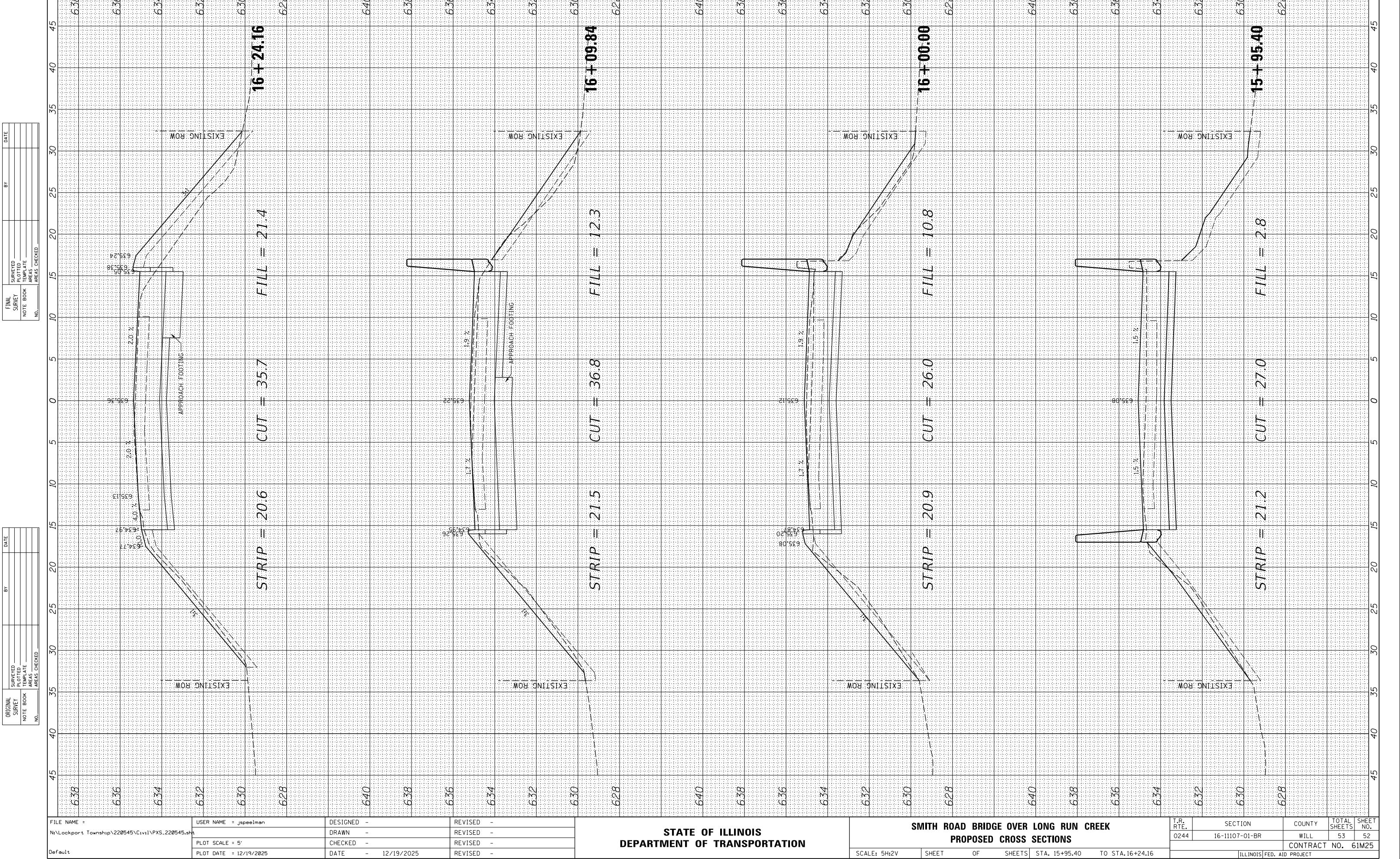
DESIGNED -

DRAWN -

REVISED -

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. AREA'S CHECKED	TEMP. DATE		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. AREA'S CHECKED	TEMP. DATE		



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

45	40	35	30	25	20	15	10	5	0	5	10	15	20	25	30	35	40	45
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FILE NAME = N:\Lockport Township\220545\Civil\PXS.220545.sht
Default

USER NAME = jspeelman
DRAWN -
PLOT SCALE = 5'
PLOT DATE = 12/19/2025

DESIGNED -
REVISED -
CHECKED -
DATE - 12/19/2025

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SMITH ROAD BRIDGE OVER LONG RUN CREEK
PROPOSED CROSS SECTIONS

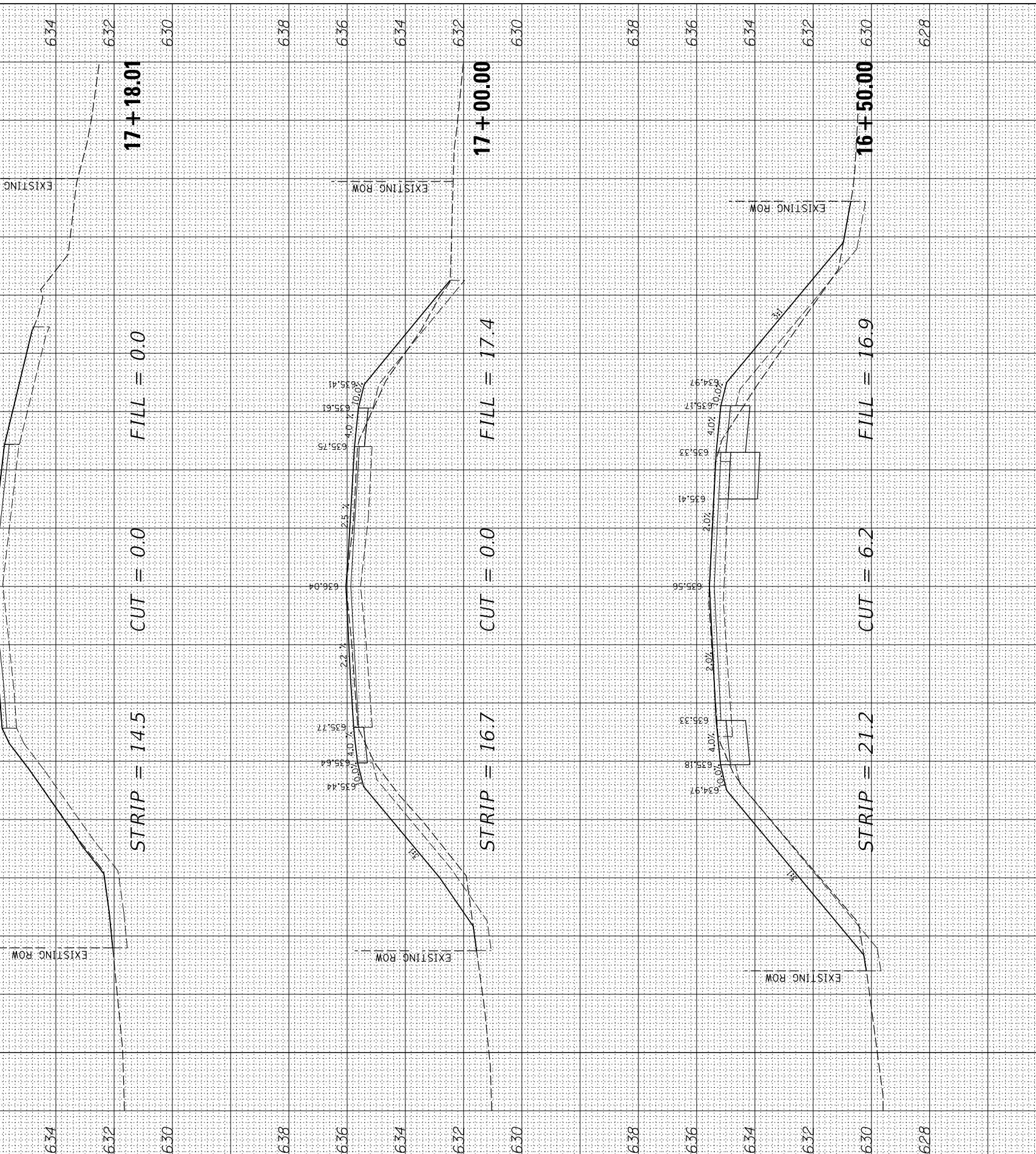
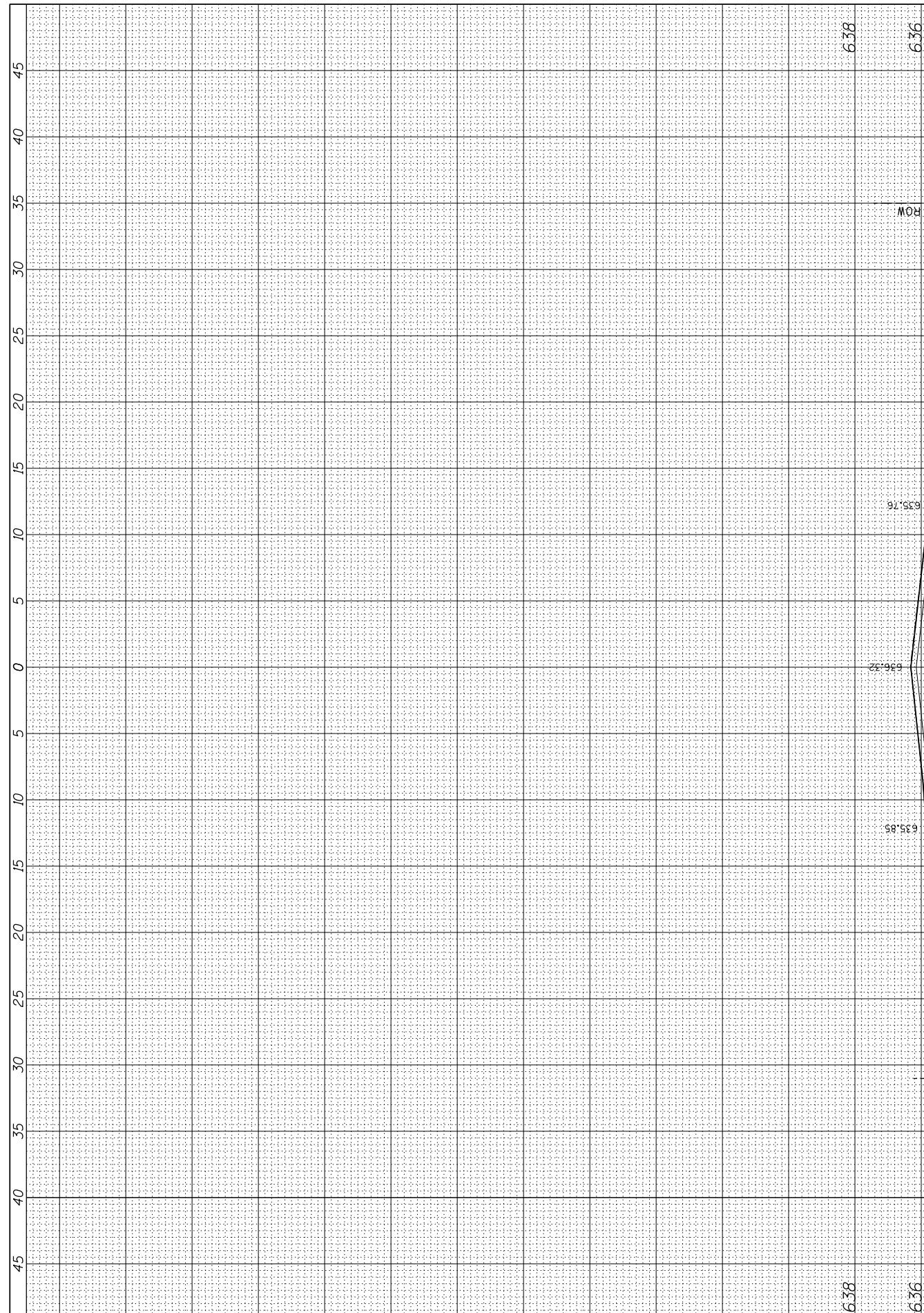
SCALE: 5H:2V SHEET OF SHEETS STA. 16+50.00 TO STA. 17+18.01

ILLINOIS FED. AID PROJECT CONTRACT NO. 61M25

STRIP = 14.5 CUT = 0.0 FILL = 0.0 17+18.01

STRIP = 21.2 CUT = 6.2 FILL = 16.9

628



628