

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	00-P4003-00-BT	WILL	57	1
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 83532

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

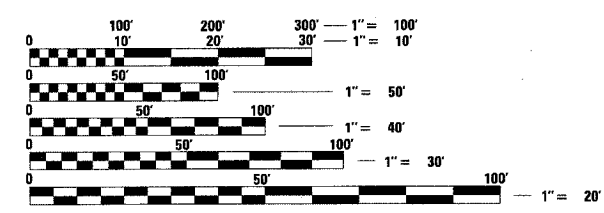
**DELLWOOD PARK WEST BIKE PATH
I & M CANAL TOW PATH TO EXISTING
STONE ROADWAY
"BIKE TRAIL CONSTRUCTION"
L.A. SECTION No. 00-P4003-00-BT
PROJECT No. TE-0001(565)
C-91-287-00**

**LOCKPORT TOWNSHIP PARK DISTRICT
WILL COUNTY**



TRAFFIC DATA
ADT (YEAR) = NA
SPEED LIMIT = NA

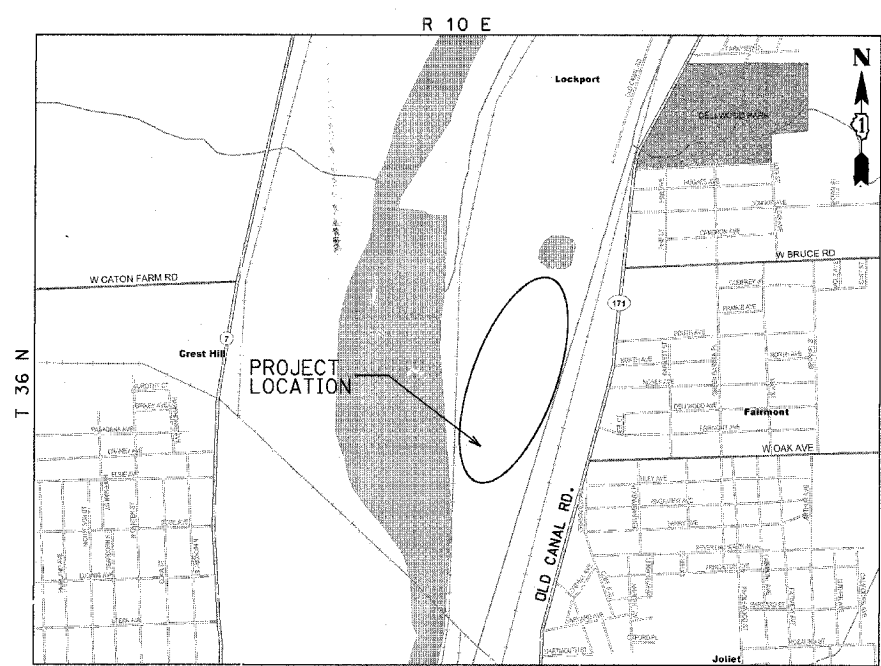
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FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 83532



LOCATION MAP
N.T.S.

GROSS LENGTH OF PROJECT = 8300 FEET (1.6 MI)
NET LENGTH OF PROJECT = 8300 FEET (1.6 MI)

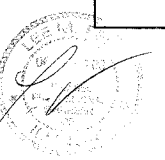
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Jan. 9th 2006
Sue M. ...
PARK DISTRICT

APPROVED FEBRUARY 24 2006
CHT
LOCAL ROADS AND STREETS

APPROVED Feb. 24 2006
Diane M. O'Keefe/CJL
DEPUTY DIRECTOR OF HIGHWAYS,
REGION ENGINEER

SEAL



IDOT FEDERAL-AID DESIGN ENGINEER: KEVIN STALLWORTH (847) 705-4169

CB CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	00-P4003-00-BT	WILL	57	2
STA. ---		TO STA. ---		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

83532

GENERAL NOTES

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE LOCKPORT TOWNSHIP PARK DISTRICT IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE LOCKPORT TOWNSHIP PARK DISTRICT MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

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 LOCKPORT TOWNSHIP PARK DISTRICT DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE LOCKPORT TOWNSHIP PARK DISTRICT. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, CABLE, TELEVISION FACILITIES, WATER, SANITARY AND STORM LOCATES AT 847-963-0500.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE LOCKPORT TOWNSHIP PARK DISTRICT, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED, AND SHALL BE AS INDICATED ON THE PLANS. ELEVATIONS SHOWN AT POINT OF CURVE, ETC. ARE BACK OF CURB UNLESS OTHERWISE NOTED.

WATER, STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED PATH.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE THE COST OF THE PROPOSED PATH.

ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE LOCKPORT TOWNSHIP PARK DISTRICT.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE CITY WATER DEPARTMENT. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS (ROAD).

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

THE THICKNESSES OF BITUMINOUS MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". STOP SIGNS, SPEED LIMIT SIGNS, AND STREET NAME SIGNS SHALL BE UP AND VISIBLE AT ALL TIMES. THIS WORK SHALL BE INCLUDED TO THE CONTRACT.

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED, IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED. THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL TRAFFIC CONTROL AND PROTECTION SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED BIKE PATH.

SUMMARY OF QUANTITIES

IDOT PAY ITEM	ITEM	DESCRIPTION	UNIT	SFTY-10 QUANTITY
20101100	1	TREE TRUNK PROTECTION	EACH	10
20200100	2	EARTH EXCAVATION	CY	2400
20201200	3	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CY	1615
20700420	4	POROUS GRANULAR EMBANKMENT, SUBGRADE	CY	615
21101615	5	TOPSOIL FURNISH AND PLACE, 4"	SY	400
21101505	6	TOPSOIL EXCAVATION AND PLACEMENT	CY	1800
25000400	7	NITROGEN FERTILIZER NUTRIENT	POUND	110
25000500	8	PHOSPHORUS FERTILIZER NUTRIENT	POUND	110
25000600	9	POTASSIUM FERTILIZER NUTRIENT	POUND	110
25100115	10	MULCH, METHOD 2	ACRE	1.2
25200200	11	SUPPLEMENTAL WATERING	UNIT	100
28000400	12	PERIMETER EROSION BARRIER	FOOT	2500
28100105	13	STONE RIPRAP, CLASS A3	SY	150
28200200	14	FILTER FABRIC	SY	150
35102000	15	AGGREGATE BASE COURSE, TYPE B 8"	SY	6000
40200800	16	AGGREGATE SURFACE COURSE, TYPE B	TON	150
50100100	17	REMOVAL OF EXISTING STRUCTURES	EACH	2
50200100	18	STRUCTURE EXCAVATION	CY	40
50200400	19	ROCK EXCAVATION FOR STRUCTURES	CY	10
50300225	20	CONCRETE STRUCTURES	CY	21
50800105	21	REINFORCING BARS	POUND	2100
72000100	22	SIGN PANEL - TYPE 1	SF	40
72900100	23	METAL POST - TYPE A	FOOT	90
* X0322508	24	PEDESTRIAN TRUSS SUPERSTRUCTURE	SF	1212
Z0013798	25	CONSTRUCTION LAYOUT	L. SUM	1
* XX001011	26	BICYCLE RACKS	EACH	6
XX 00 66 13	27	AGGREGATE SURFACE COURSE, TYPE B, 2" (SPECIAL)	SY	5800
15000830	28	HYDRAULIC SEEDING	ACRE	1.2
XX005443	29	WOOD CHIPS	SY	2900

* SPECIALTY ITEM

IDOT STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-04	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
701301-02	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701501-03	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701606-04	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE FOR SPEEDS * 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
B.L.R. 17-3	TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION
B.L.R. 22-4	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

REVISIONS NAME	DATE
STRUCTURE REVISIONS	7/5/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES, GENERAL NOTES AND IDOT STANDARDS
 SCALE: VERT. ---
 HORIZ. ---
 DATE 5/23/2006
 DRAWN BY JOC
 CHECKED BY LMF

N:\HLOCKPORT\101-258\DESIGN\0125.dwg.guo

EARTHWORK SCHEDULE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-- 00-P4003-00-BT	WILL	57	3	
STA. ---	TO STA. ---			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83632				

STATION	EARTH EXCAVATION CY	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT CY	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION AND PLACEMENT CY	UNSUITABLE MATERIAL CY
10+00	135.8	115.5	0.0	115.5	20.3	-0.1
10+50	131.1	111.4	99.8	11.6	27.9	0.0
11+00	0.0	0.0	152.8	-152.8	22.1	6.3
11+50	0.0	0.0	65.6	-65.6	16.2	6.2
12+00	3.4	2.9	12.9	-10.0	11.5	6.1
12+50	7.7	6.5	0.4	6.2	9.8	6.1
13+00	10.9	9.3	0.2	9.1	12.1	6.1
13+50	10.8	9.2	0.3	8.9	12.2	6.1
14+00	113.9	96.8	0.3	96.5	16.5	6.1
14+50	192.0	163.2	0.0	163.2	22.3	6.2
15+00	97.0	82.5	0.0	82.5	17.5	6.2
15+50	19.6	16.7	0.0	16.7	13.1	6.1
16+00	13.3	11.3	0.0	11.3	12.6	6.1
16+50	21.5	18.3	0.0	18.3	17.4	6.1
17+00	18.1	15.4	0.1	15.3	16.4	6.4
17+50	9.4	8.0	0.1	7.9	10.1	6.4
18+00	7.6	6.5	1.1	5.3	10.4	6.1
18+50	7.2	6.1	3.3	2.8	11.3	6.1
19+00	7.2	6.1	3.1	3.1	11.0	6.2
19+50	6.6	5.6	1.5	4.1	10.5	6.2
20+00	6.7	5.7	1.0	4.6	10.4	6.2
20+50	7.7	6.5	0.5	6.1	10.2	6.3
21+00	4.7	4.0	3.4	0.6	10.6	6.2
21+50	3.1	2.6	4.4	-1.8	10.7	6.1
22+00	10.2	8.7	1.0	7.6	12.1	6.1
22+50	8.7	7.4	2.0	5.4	12.4	6.2
23+00	5.3	4.5	2.0	2.4	10.4	6.2
23+50	17.1	14.6	0.0	14.6	12.8	8.8
24+00	20.1	17.1	0.0	17.1	14.3	8.8
24+50	7.1	6.1	7.2	-1.2	12.7	6.1
25+00	9.4	8.0	7.3	0.7	14.4	9.3
25+50	10.8	9.2	2.2	7.0	13.6	9.3
26+00	1.5	1.3	14.9	-13.6	12.1	6.1
26+50	0.0	0.0	19.2	-19.2	12.8	6.1
27+00	0.0	0.0	10.6	-10.6	12.0	6.2
27+50	0.5	0.4	6.5	-6.1	11.3	6.3
28+00	0.8	0.7	4.2	-3.5	10.9	6.2
28+50	0.9	0.8	3.3	-2.5	10.6	6.1
29+00	2.9	2.4	2.0	0.4	10.6	6.2
29+50	3.4	2.9	3.4	-0.5	11.4	6.2
30+00	1.4	1.2	6.0	-4.8	12.0	6.1
30+50	1.4	1.2	4.8	-3.6	11.5	6.2
31+00	1.4	1.2	3.2	-2.1	13.2	6.2
31+50	1.3	1.1	3.6	-2.5	13.4	6.2
32+00	46.9	39.9	6.1	33.8	20.9	9.3
32+50	58.0	49.3	4.6	44.6	21.2	9.3
33+00	61.0	51.9	0.5	51.4	14.4	6.2
33+50	49.2	41.8	17.7	24.1	16.9	6.2
34+00	4.9	4.2	34.7	-30.6	16.9	6.3
34+50	18.0	15.3	24.4	-9.2	24.5	6.2
35+00	26.3	22.4	27.0	-4.7	30.9	6.1
35+50	21.2	18.0	27.0	-9.0	26.4	6.2
36+00	24.3	20.6	7.4	13.2	19.7	6.2
36+50	22.0	18.7	0.2	18.5	15.2	6.1
37+00	9.2	7.8	0.9	6.9	12.0	6.2
37+50	3.3	2.8	4.5	-1.7	11.7	6.2
38+00	6.1	5.2	3.8	1.4	11.4	6.1
38+50	7.3	6.2	2.2	4.0	10.6	6.2
39+00	2.9	2.4	5.3	-2.8	11.7	6.2
39+50	3.0	2.5	7.3	-4.8	12.3	6.2
40+00	6.2	5.3	4.4	0.8	11.2	6.2
40+50	73.1	62.2	0.2	62.0	17.9	12.3
41+00	137.0	116.5	0.0	116.5	25.1	12.3
41+50	74.0	62.9	0.0	62.9	17.6	6.2
42+00	13.7	11.6	0.0	11.6	11.2	6.2
42+50	17.3	14.7	0.0	14.7	11.3	6.1
43+00	15.6	13.2	0.0	13.2	10.6	6.1
43+50	6.8	5.7	5.1	0.7	11.5	6.1
44+00	0.1	0.1	18.5	-18.4	13.6	6.1
44+50	0.0	0.0	100.5	-100.5	26.0	17.5
45+00	0.0	0.0	96.5	-96.5	25.1	17.5
45+50	0.0	0.0	9.4	-9.4	6.3	3.1
45+60	0.0	0.0	0.0	0.0	0.0	0.0
63+33	10.8	9.2	0.0	9.2	11.5	7.2
64+50	16.2	13.8	0.0	13.8	10.6	6.1
65+00	19.1	16.2	0.0	16.2	10.9	6.1
65+50	10.7	9.1	0.6	8.6	10.3	6.1
66+00	8.4	7.2	0.6	6.6	10.6	6.1
66+50	9.1	7.7	0.4	7.3	10.6	6.1
67+00	11.2	9.5	0.4	9.2	10.3	6.2
67+50	16.4	13.9	0.0	13.9	10.6	6.2
68+00	16.3	13.9	0.0	13.9	10.5	6.1
68+50	10.9	9.3	0.2	9.1	10.5	6.1
69+00	8.0	6.8	0.4	6.4	10.3	6.1
69+50	8.0	6.8	0.6	6.2	9.9	6.1
70+00	7.3	6.2	0.9	5.3	9.9	6.1
70+50	5.6	4.7	1.8	3.0	10.2	6.1
71+00	5.2	4.4	2.1	2.3	10.6	6.1
71+50	7.9	6.7	0.9	5.8	10.5	6.2
72+00	10.9	9.3	0.0	9.3	10.5	6.2
72+50	8.8	7.5	0.6	6.9	10.6	6.1
73+00	2.5	2.1	4.3	-2.1	10.5	6.1
73+50	9.4	8.0	3.7	4.3	10.3	6.1
74+00	9.4	8.0	0.0	8.0	4.9	3.1

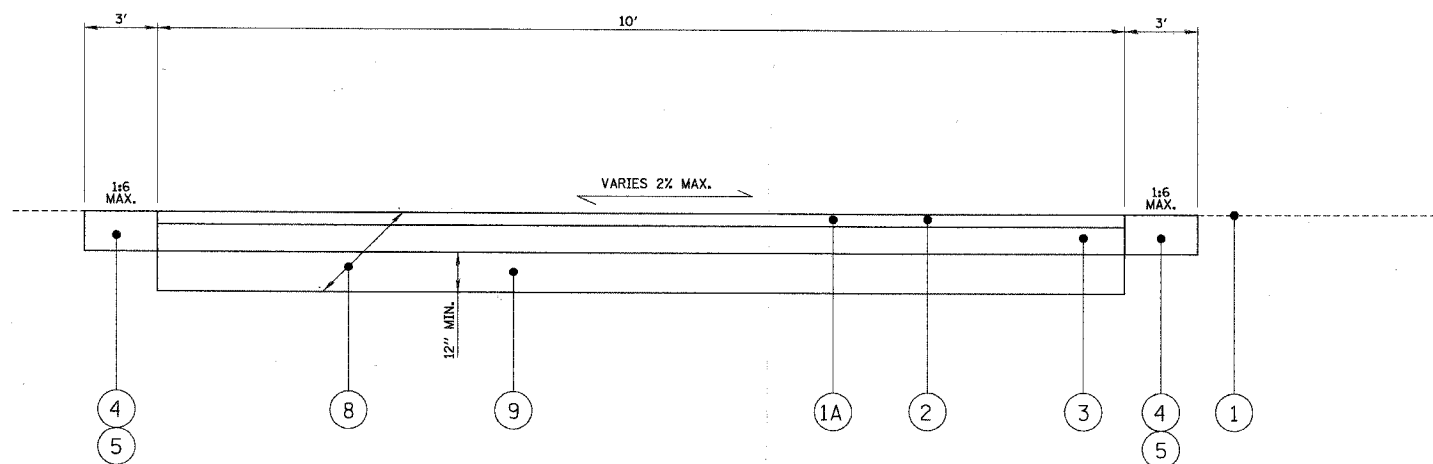
STATION	EARTH EXCAVATION CY	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%)	EMBANKMENT CY	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	TOPSOIL EXCAVATION AND PLACEMENT CY	UNSUITABLE MATERIAL CY
74+37.57	0.0	0.0	0.0	0.0	0.0	0.0
80+36.21	4.2	3.5	0.2	3.4	5.2	3.1
81+00	11.9	10.1	0.2	9.9	10.7	6.2
81+50	10.3	8.7	0.6	8.1	10.6	6.2
82+00	4.9	4.2	9.2	-5.0	12.5	6.2
82+50	2.3	2.0	8.5	-6.6	7.4	3.1
82+55.8	0.0	0.0	0.0	0.0	0.0	0.0
90+00	3.1	2.6	0.8	1.8	5.2	3.1
90+50	4.4	3.8	3.1	0.6	10.7	6.2
91+00	1.4	1.2	2.3	-1.1	5.6	3.1
95+00	4.5	3.9	0.1	3.8	5.1	3.1
95+50	11.9	10.2	0.1	10.1	10.3	6.2
96+00	7.4	6.3	0.0	6.3	5.2	3.1
96+59.25	0.0	0.0	0.0	0.0	0.0	0.0
100+16	0.7	0.6	5.4	-4.8	4.7	3.4
100+50	1.5	1.3	0.0	1.3	5.2	4.9
101+00	0.9	0.8	0.1	0.7	5.2	4.8
101+50	0.6	0.5	3.3	-2.9	5.8	4.9
102+00	1.9	1.7	3.2	-1.6	5.7	4.9
102+50	20.9	17.8	0.0	17.8	7.0	4.9
103+00	19.7	16.8	0.0	16.8	7.1	5.0
103+50	4.8	4.1	0.0	4.1	5.7	5.0
104+00	4.2	3.5	0.7	2.8	6.9	4.9
104+50	1.3	1.1	0.7	0.4	6.3	4.9
105+00	1.8	1.5	0.2	1.3	5.4	5.0
105+50	0.6	0.5	0.6	-0.2	5.5	4.9
106+00	1.3	1.1	0.5	0.6	5.2	4.9
106+50	1.7	1.4	0.1	1.3	5.2	5.0
107+00	3.5	3.0	0.1	2.9	5.6	4.9
107+50	4.1	3.5	0.0	3.5	5.5	4.8
108+00	5.1	4.3	0.0	4.3	5.6	4.9
108+50	5.1	4.3	0.0	4.3	5.6	4.9
109+00	2.4	2.0	0.0	2.0	5.0	4.9
109+50	2.0	1.7	0.0	1.7	5.1	5.0
110+00	6.0	5.1	0.0	5.1	6.2	5.0
110+50	6.9	5.8	0.0	5.8	6.1	4.9
111+00	11.3	9.6	0.0	9.6	8.7	4.8
111+39.86	7.8	6.7	0.0	6.7	4.9	1.9
120+05	1.9	1.6	0.0	1.6	4.6	4.5
120+50	2.8	2.4	0.0	2.4	5.2	5.0
121+00	3.4	2.9	0.0	2.9	5.2	5.0
121+50	4.4	3.8	0.0	3.8	5.5	4.9
122+00	5.8	5.0	0.0	5.0	5.7	4.8
122+50	4.3	3.6	0.0	3.6	5.5	4.9
123+00	2.5	2.1	0.0	2.1	5.2	5.0
123+50	3.2	2.8	0.0	2.8	5.4	5.0
124+00	2.6	2.2	0.0	2.2	5.4	5.0
124+50	1.7	1.4	0.0	1.4	5.1	4.9
125+00	2.2	1.9	0.0	1.9	5.0	4.8
125+50	3.0	2.5	0.0	2.5	5.1	4.9
126+00	1.8	1.5	1.5	0.0	5.7	5.0
126+50	0.8	0.7	1.5	-0.8	5.7	5.0
127+00	2.4	2.0	0.8	1.2	5.9	5.1
127+50	2.9	2.4	0.0	2.4	5.3	5.0
128+00	3.1	2.6	0.0	2.6	5.2	4.9
128+50	2.2	1.9	0.0	1.9	4.9	4.8
129+00	3.0	2.5	0.0	2.5	5.0	4.9
129+50	5.4	4.6	0.0	4.6	5.7	5.0
130+00	7.2	6.1	0.0	6.1	6.4	5.0
130+50	5.7	4.9	0.0	4.9	6.1	5.0
131+00	2.2	1.9	0.7	1.1	5.6	5.0
131+50	0.1	0.1	0.7	-0.7	2.8	2.5
131+70.99	0.0	0.0	0.0	0.0	0.0	0.0
140+00	48.2	41.0	0.0	41.0	14.0	4.9
140+50	46.4	39.4	0.1	39.3	13.8	4.9
141+00	2.8	2.4	0.1	2.3	6.1	5.0
141+50	4.4	3.8	0.0	3.8	6.3	5.0
142+00	2.9	2.4	0.3	2.2	5.4	5.0
142+50	1.8	1.5	0.3	1.2	5.2	4.9
143+00	5.6	4.7	0.0	4.7	5.7	4.8
143+50	5.6	4.7	0.1	4.6	5.8	4.8
144+00	0.8	0.7	0.1	0.6	2.7	2.4
144+09.66	0.0	0.0	0.0	0.0	0.0	0.0
150+00	3.2	2.8	0.0	2.8	5.2	4.9
150+50	2.8	2.4	0.0	2.4	5.0	4.8
151+00	1.7	1.4	0.0	1.4	2.5	2.4
151+42.63	0.0	0.0	0.0	0.0	0.0	0.0
160+00	1.2	1.0	7.5	-6.5	6.2	4.9
160+50	1.1	0.9	0.0	0.9	2.5	2.4
160+62.72	0.0	0.0	0.0	0.0	0.0	0.0
170+00	20.6	17.5	0.0	17.5	9.5	4.9
170+50	58.4	49.7	0.0	49.7	16.2	5.0
171+00	54.4	46.3	0.0	46.3	13.9	5.0
171+50	3.9	3.3	1.2	2.1	6.4	4.9
172+00	2.4	2.0	1.2	0.8	3.8	2.4
172+12.17	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	2384.3	2026.7	936.3	1090.3	1757.2	971.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	00-P4003-00-BT	WILL	57	4
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

83532

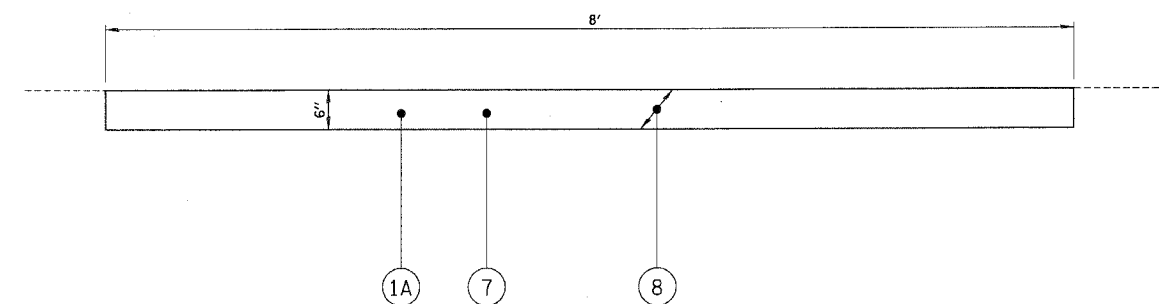
LEGEND:

- ① EXISTING GRADE
- ①A EXISTING PATH
- ② AGGREGATE SURFACE COURSE, TYPE B (SPECIAL)
- ③ PROPOSED AGGREGATE BASE COURSE TYPE B, 8"
- ④ PROPOSED TOPSOIL EXCAVATION AND PLACEMENT, 4"
- ⑤ PROPOSED HYDRO SEEDING W/MULCH, METHOD 2
- ⑦ PROPOSED WOOD CHIPS 6"
- ⑧ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ⑨ PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE



EXISTING AND PROPOSED BIKE PATH TYPICAL CROSS SECTION

STA. 10+00 TO STA. 45+40.09
 STA. 63+52.52 TO STA. 74+38.38
 STA. 80+36.26 TO STA. 82+55.80
 STA. 90+00 TO STA. 91+30.87
 STA. 95+00 TO STA. 96+59.25



EXISTING AND PROPOSED WALKING PATH TYPICAL CROSS SECTION

STA. 100+00 TO STA. 111+39.86
 STA. 120+00 TO STA. 131+70.99
 STA. 140+00 TO STA. 144+09.66
 STA. 150+00 TO STA. 151+42.62
 STA. 160+00 TO STA. 160+62.72
 STA. 170+00 TO STA. 172+12.17

SOILS NOTE:

POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE MANUAL). IF UNSUITABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGE AND GROUND FABRIC FOR GROUND STABILIZATION. IF UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

REVISIONS NAME	DATE
STRUCTURE REVISIONS	7/5/02

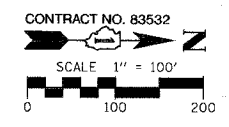
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: VERT. N.T.S.
 HORIZ. N.T.S.
 DATE 5/23/2006

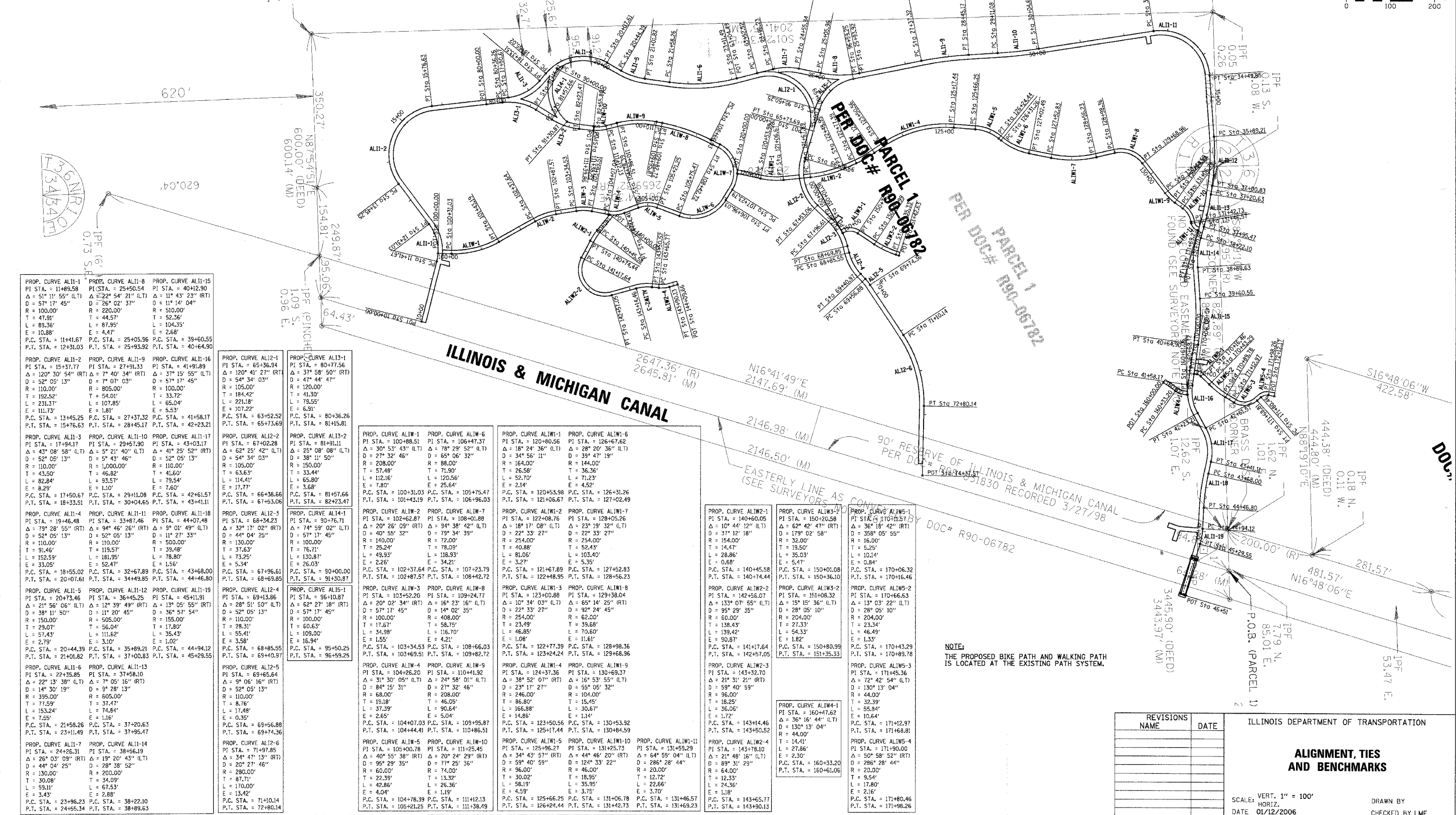
DRAWN BY JOC
 CHECKED BY LMF

NH\lockport\001-2580\DESIGN\0125-dpw.txd



ELEVATION BENCHMARKS
 DATUM: NAVD OF 1988

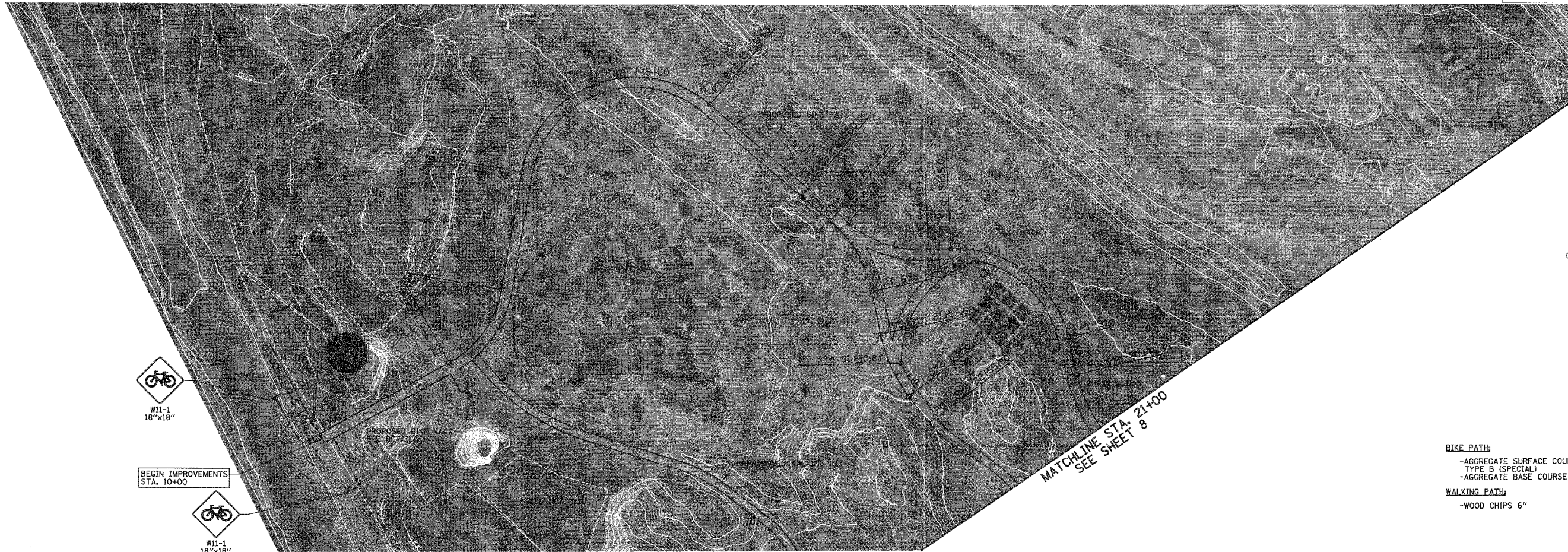
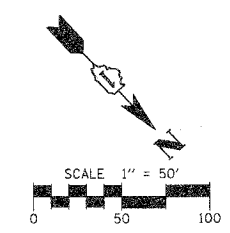
NO.	DESCRIPTION	ELEV.
BM1	SQUARE CUT ON CONCRETE FOUNDATION CORNER ON NORTHEAST CORNER OF STATE STREET AND ROUTE 7	602.34
OSBM1	ARROW BOLT OF FIRE HYDRANT AT SOUTHEAST CORNER OF RAILROAD TRACKS AND ROUTE 7	590.17
OSBM2	SQUARE CUT ON NORTHEAST CORNER OF TRAFFIC CONTROL BOX NEAR BUILDING	583.85



PROP. CURVE ALII-1 PI STA. = 11+89.58 Δ = 51° 11' 55" (LT) D = 57° 17' 45" R = 100.00' T = 47.91' L = 89.36' E = 10.88' P.C. STA. = 11+41.67 P.T. STA. = 12+31.03	PROP. CURVE ALII-2 PI STA. = 15+37.77 Δ = 120° 30' 54" (RT) D = 52° 05' 13" R = 110.00' T = 192.52' L = 231.37' E = 111.73' P.C. STA. = 13+45.25 P.T. STA. = 15+76.63	PROP. CURVE ALII-3 PI STA. = 17+94.17 Δ = 43° 08' 58" (LT) D = 52° 05' 13" R = 110.00' T = 43.50' L = 82.84' E = 8.29' P.C. STA. = 17+50.67 P.T. STA. = 18+33.51	PROP. CURVE ALII-4 PI STA. = 19+46.48 Δ = 79° 28' 55" (RT) D = 52° 05' 13" R = 110.00' T = 91.46' L = 152.59' E = 33.05' P.C. STA. = 18+55.02 P.T. STA. = 20+07.61	PROP. CURVE ALII-5 PI STA. = 20+73.46 Δ = 21° 56' 06" (LT) D = 38° 11' 50" R = 150.00' T = 29.07' L = 57.49' E = 2.79' P.C. STA. = 20+44.39 P.T. STA. = 21+01.82	PROP. CURVE ALII-6 PI STA. = 22+35.85 Δ = 22° 13' 38" (LT) D = 14° 30' 19" R = 395.00' T = 77.59' L = 153.24' E = 7.55' P.C. STA. = 21+58.26 P.T. STA. = 23+11.49	PROP. CURVE ALII-7 PI STA. = 24+26.31 Δ = 26° 03' 09" (RT) D = 44° 04' 25" R = 130.00' L = 30.08' E = 59.11' P.C. STA. = 23+96.23 P.T. STA. = 24+56.34	PROP. CURVE ALII-8 PI STA. = 25+50.54 Δ = 22° 54' 21" (LT) D = 26° 02' 37" R = 220.00' T = 44.57' L = 87.95' E = 4.47' P.C. STA. = 25+05.96 P.T. STA. = 25+93.92	PROP. CURVE ALII-9 PI STA. = 27+91.33 Δ = 7° 07' 03" D = 57° 17' 45" R = 805.00' T = 54.01' L = 107.85' E = 1.81' P.C. STA. = 27+37.32 P.T. STA. = 28+45.17	PROP. CURVE ALII-10 PI STA. = 29+57.90 Δ = 57° 21' 40" (LT) D = 52° 05' 13" R = 110.00' T = 46.82' L = 93.57' E = 1.10' P.C. STA. = 29+11.08 P.T. STA. = 30+04.65	PROP. CURVE ALII-11 PI STA. = 33+87.46 Δ = 94° 46' 26" (RT) D = 52° 05' 13" R = 110.00' T = 111.27' L = 181.95' E = 52.47' P.C. STA. = 32+67.89 P.T. STA. = 34+49.85	PROP. CURVE ALII-12 PI STA. = 36+45.25 Δ = 12° 39' 49" (RT) D = 11° 20' 45" R = 505.00' T = 56.04' L = 111.84' E = 3.10' P.C. STA. = 35+89.21 P.T. STA. = 37+00.83	PROP. CURVE ALII-13 PI STA. = 37+58.10 Δ = 7° 05' 16" (RT) D = 9° 28' 13" R = 605.00' T = 37.47' L = 74.84' E = 1.16' P.C. STA. = 37+20.63 P.T. STA. = 37+95.47	PROP. CURVE ALII-14 PI STA. = 38+56.19 Δ = 19° 20' 43" (LT) D = 28° 38' 52" R = 200.00' T = 34.09' L = 67.53' E = 2.88' P.C. STA. = 38+22.10 P.T. STA. = 38+89.63	PROP. CURVE ALII-15 PI STA. = 40+12.90 Δ = 11° 43' 23" (RT) D = 11° 14' 04" R = 510.00' T = 52.36' L = 104.35' E = 2.68' P.C. STA. = 39+60.55 P.T. STA. = 40+64.90	PROP. CURVE ALII-16 PI STA. = 41+91.89 Δ = 37° 15' 55" (LT) D = 57° 17' 45" R = 100.00' T = 33.72' L = 65.04' E = 5.53' P.C. STA. = 41+58.17 P.T. STA. = 42+23.21	PROP. CURVE ALII-17 PI STA. = 43+03.17 Δ = 41° 25' 52" (RT) D = 52° 05' 13" R = 110.00' T = 41.60' L = 79.54' E = 7.60' P.C. STA. = 42+56.57 P.T. STA. = 43+41.11	PROP. CURVE ALII-18 PI STA. = 44+07.48 Δ = 9° 01' 49" (LT) D = 11° 27' 33" R = 500.00' T = 39.48' L = 78.80' E = 1.56' P.C. STA. = 43+68.00 P.T. STA. = 44+46.80	PROP. CURVE ALII-19 PI STA. = 45+11.91 Δ = 13° 05' 55" (RT) D = 36° 57' 54" R = 155.00' T = 17.80' L = 35.43' E = 1.02' P.C. STA. = 44+94.12 P.T. STA. = 45+29.55	PROP. CURVE ALII-20 PI STA. = 46+15.86 Δ = 28° 51' 50" (LT) D = 52° 05' 13" R = 110.00' T = 28.31' L = 55.41' E = 3.58' P.C. STA. = 46+85.55 P.T. STA. = 46+94.97	PROP. CURVE ALII-21 PI STA. = 47+19.85 Δ = 9° 06' 16" (RT) D = 52° 05' 13" R = 110.00' T = 8.76' L = 17.48' E = 0.35' P.C. STA. = 46+96.88 P.T. STA. = 47+43.36	PROP. CURVE ALII-22 PI STA. = 47+91.85 Δ = 34° 47' 13" (RT) D = 20° 27' 46" R = 280.00' T = 87.71' L = 110.00' E = 13.42' P.C. STA. = 47+10.14 P.T. STA. = 47+80.14	PROP. CURVE ALII-23 PI STA. = 48+56.19 Δ = 19° 20' 43" (LT) D = 20° 27' 46" R = 280.00' T = 87.71' L = 110.00' E = 13.42' P.C. STA. = 48+10.14 P.T. STA. = 48+80.14	PROP. CURVE ALII-24 PI STA. = 49+19.85 Δ = 11° 25' 45" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 49+12.13 P.T. STA. = 49+38.49	PROP. CURVE ALII-25 PI STA. = 50+00.78 Δ = 40° 55' 38" (RT) D = 95° 29' 35" R = 60.00' T = 22.39' L = 42.86' E = 4.04' P.C. STA. = 50+00.78 P.T. STA. = 50+21.25	PROP. CURVE ALII-26 PI STA. = 51+25.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 51+25.45 P.T. STA. = 51+41.23	PROP. CURVE ALII-27 PI STA. = 52+45.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 52+45.25 P.T. STA. = 52+71.51	PROP. CURVE ALII-28 PI STA. = 53+65.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 53+65.05 P.T. STA. = 53+91.33	PROP. CURVE ALII-29 PI STA. = 54+84.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 54+84.85 P.T. STA. = 55+11.11	PROP. CURVE ALII-30 PI STA. = 56+04.65 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 56+04.65 P.T. STA. = 56+30.43	PROP. CURVE ALII-31 PI STA. = 57+24.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 57+24.45 P.T. STA. = 57+50.23	PROP. CURVE ALII-32 PI STA. = 58+44.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 58+44.25 P.T. STA. = 58+70.03	PROP. CURVE ALII-33 PI STA. = 59+64.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 59+64.05 P.T. STA. = 60+00.00	PROP. CURVE ALII-34 PI STA. = 60+83.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 60+83.85 P.T. STA. = 61+09.25	PROP. CURVE ALII-35 PI STA. = 62+03.65 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 62+03.65 P.T. STA. = 62+33.43	PROP. CURVE ALII-36 PI STA. = 63+23.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 63+23.45 P.T. STA. = 63+53.63	PROP. CURVE ALII-37 PI STA. = 64+43.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 64+43.25 P.T. STA. = 64+73.43	PROP. CURVE ALII-38 PI STA. = 65+63.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 65+63.05 P.T. STA. = 65+93.23	PROP. CURVE ALII-39 PI STA. = 66+82.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 66+82.85 P.T. STA. = 67+13.03	PROP. CURVE ALII-40 PI STA. = 68+02.65 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 68+02.65 P.T. STA. = 68+32.83	PROP. CURVE ALII-41 PI STA. = 69+22.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 69+22.45 P.T. STA. = 69+52.63	PROP. CURVE ALII-42 PI STA. = 70+42.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 70+42.25 P.T. STA. = 70+72.43	PROP. CURVE ALII-43 PI STA. = 71+62.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 71+62.05 P.T. STA. = 71+91.83	PROP. CURVE ALII-44 PI STA. = 72+81.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 72+81.85 P.T. STA. = 73+11.63	PROP. CURVE ALII-45 PI STA. = 74+01.65 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 74+01.65 P.T. STA. = 74+31.43	PROP. CURVE ALII-46 PI STA. = 75+21.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 75+21.45 P.T. STA. = 75+51.23	PROP. CURVE ALII-47 PI STA. = 76+41.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 76+41.25 P.T. STA. = 76+71.03	PROP. CURVE ALII-48 PI STA. = 77+61.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 77+61.05 P.T. STA. = 77+90.83	PROP. CURVE ALII-49 PI STA. = 78+80.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 78+80.85 P.T. STA. = 79+10.63	PROP. CURVE ALII-50 PI STA. = 80+00.65 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 80+00.65 P.T. STA. = 80+30.43	PROP. CURVE ALII-51 PI STA. = 81+20.45 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 81+20.45 P.T. STA. = 81+50.23	PROP. CURVE ALII-52 PI STA. = 82+40.25 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 82+40.25 P.T. STA. = 82+70.03	PROP. CURVE ALII-53 PI STA. = 83+60.05 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 83+60.05 P.T. STA. = 83+89.83	PROP. CURVE ALII-54 PI STA. = 84+79.85 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 84+79.85 P.T. STA. = 85+09.63	PROP. CURVE ALII-55 PI STA. = 86+00.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 86+00.00 P.T. STA. = 86+29.43	PROP. CURVE ALII-56 PI STA. = 87+19.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 87+19.80 P.T. STA. = 87+49.23	PROP. CURVE ALII-57 PI STA. = 88+39.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 88+39.60 P.T. STA. = 88+69.03	PROP. CURVE ALII-58 PI STA. = 89+59.40 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 89+59.40 P.T. STA. = 89+88.83	PROP. CURVE ALII-59 PI STA. = 90+79.20 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 90+79.20 P.T. STA. = 91+08.63	PROP. CURVE ALII-60 PI STA. = 91+99.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 91+99.00 P.T. STA. = 92+28.43	PROP. CURVE ALII-61 PI STA. = 93+18.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 93+18.80 P.T. STA. = 93+48.23	PROP. CURVE ALII-62 PI STA. = 94+38.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 94+38.60 P.T. STA. = 94+68.03	PROP. CURVE ALII-63 PI STA. = 95+58.40 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 95+58.40 P.T. STA. = 95+87.83	PROP. CURVE ALII-64 PI STA. = 96+78.20 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 96+78.20 P.T. STA. = 97+07.63	PROP. CURVE ALII-65 PI STA. = 97+98.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 97+98.00 P.T. STA. = 98+27.43	PROP. CURVE ALII-66 PI STA. = 99+17.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 99+17.80 P.T. STA. = 99+47.23	PROP. CURVE ALII-67 PI STA. = 100+37.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 100+37.60 P.T. STA. = 100+67.03	PROP. CURVE ALII-68 PI STA. = 101+57.40 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 101+57.40 P.T. STA. = 101+86.83	PROP. CURVE ALII-69 PI STA. = 102+77.20 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 102+77.20 P.T. STA. = 102+106.63	PROP. CURVE ALII-70 PI STA. = 103+97.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 103+97.00 P.T. STA. = 104+26.43	PROP. CURVE ALII-71 PI STA. = 105+16.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 105+16.80 P.T. STA. = 105+46.23	PROP. CURVE ALII-72 PI STA. = 106+36.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 106+36.60 P.T. STA. = 106+66.03	PROP. CURVE ALII-73 PI STA. = 107+56.40 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 107+56.40 P.T. STA. = 107+85.83	PROP. CURVE ALII-74 PI STA. = 108+76.20 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 108+76.20 P.T. STA. = 108+105.63	PROP. CURVE ALII-75 PI STA. = 109+96.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 109+96.00 P.T. STA. = 110+25.43	PROP. CURVE ALII-76 PI STA. = 111+15.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 111+15.80 P.T. STA. = 111+45.23	PROP. CURVE ALII-77 PI STA. = 112+35.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 112+35.60 P.T. STA. = 112+65.03	PROP. CURVE ALII-78 PI STA. = 113+55.40 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 113+55.40 P.T. STA. = 113+84.83	PROP. CURVE ALII-79 PI STA. = 114+75.20 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 114+75.20 P.T. STA. = 114+104.63	PROP. CURVE ALII-80 PI STA. = 115+95.00 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 115+95.00 P.T. STA. = 116+24.43	PROP. CURVE ALII-81 PI STA. = 117+14.80 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 117+14.80 P.T. STA. = 117+44.23	PROP. CURVE ALII-82 PI STA. = 118+34.60 Δ = 20° 24' 29" (RT) D = 71° 25' 36" R = 74.00' T = 23.39' L = 42.86' E = 4.04' P.C. STA. = 118+34.60 P.T. STA. = 118+64.03	PROP. CURVE ALII-83 PI STA. = 119+54.40
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F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-8T	WILL	57	7
STA.	10+00	TO STA.	21+00	
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

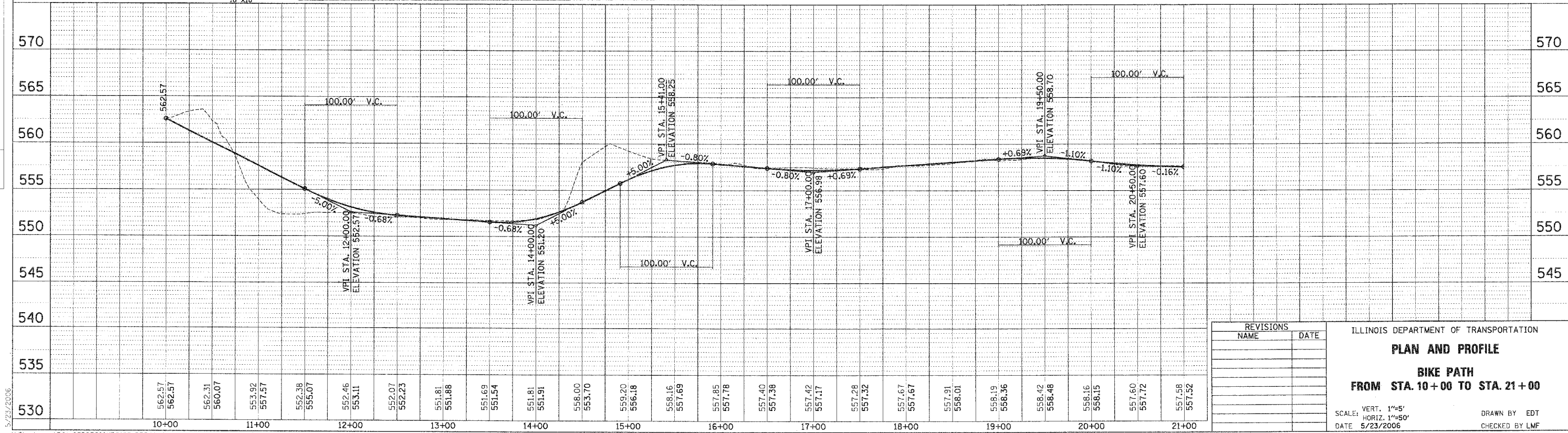
83532



- BIKE PATH:**
 -AGGREGATE SURFACE COURSE, TYPE B (SPECIAL)
 -AGGREGATE BASE COURSE TYPE B, 8"
- WALKING PATH:**
 -WOOD CHIPS 6"

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

PROFILE	DATE
NO.	
NOTE BOOK NO. OF PAGES CHECKED	
STRUCTURE NOTATION	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

BIKE PATH

FROM STA. 10+00 TO STA. 21+00

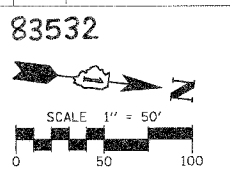
SCALE: VERT. 1"=5'
 HORIZ. 1"=50'

DATE 5/23/2006

DRAWN BY EDT
 CHECKED BY LMF

5/23/2006
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	8
STA.	21+00	TO STA.	34+00	
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

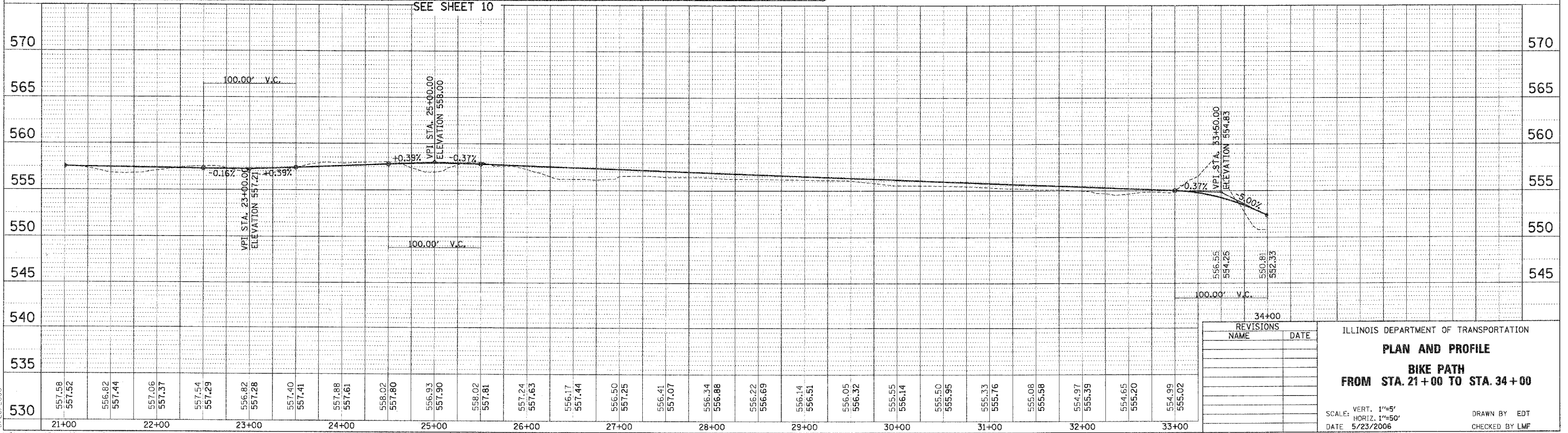


PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	BY		
	DATE		

PROFILE	DATE
NOTE BOOK NO.	



- BIKE PATH:**
- AGGREGATE SURFACE COURSE, TYPE B (SPECIAL)
 - AGGREGATE BASE COURSE TYPE B, 8"
- WALKING PATH:**
- WOOD CHIPS 6"



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

BIKE PATH

FROM STA. 21+00 TO STA. 34+00

SCALE: VERT. 1"=5'
 HORIZ. 1"=50'

DATE 5/23/2006

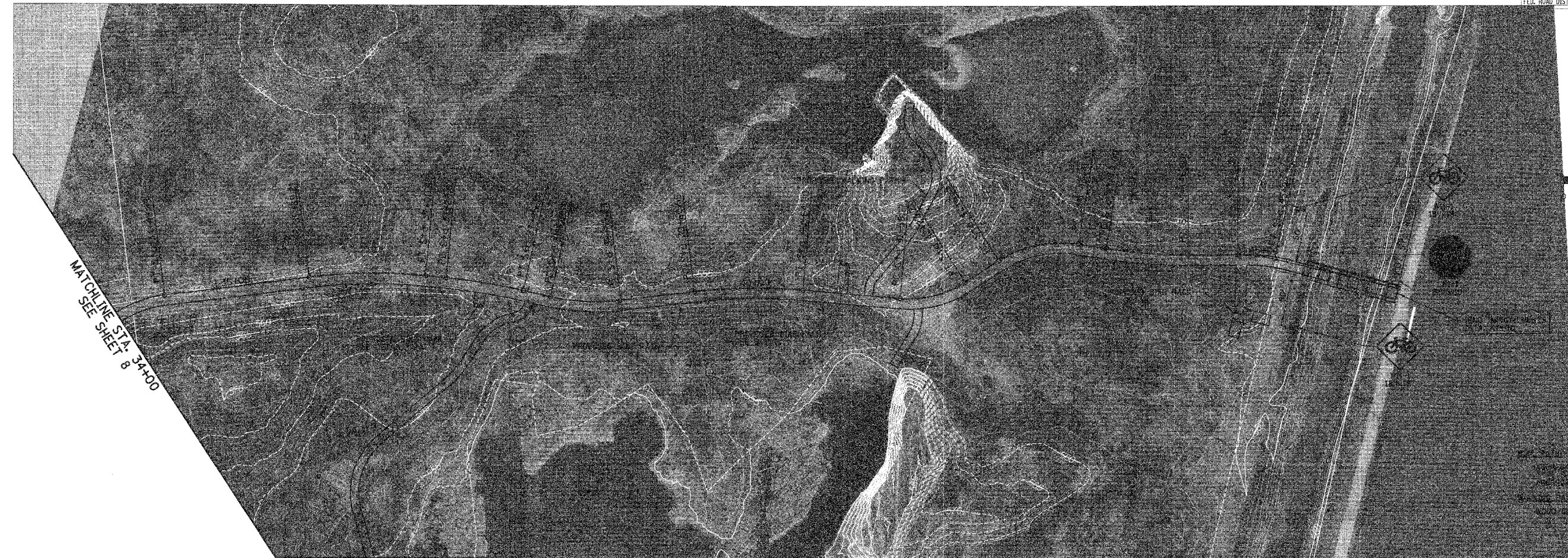
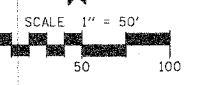
DRAWN BY EDT
 CHECKED BY LMF

5/23/2006

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F.A.W. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL	57	9	
STA. 34+00	TO STA. 47+19.57			
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

83532

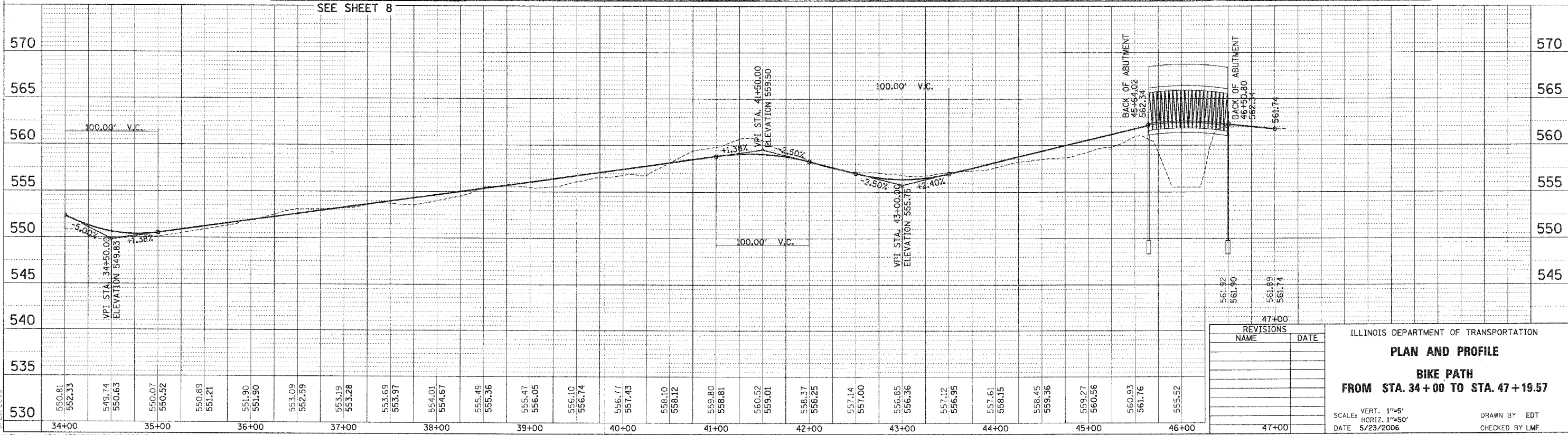


MATCHLINE STA 34+00
SEE SHEET 8

SURFACE COURSE,
SPECIAL
BASE COURSE TYPE B, 8"
ADDITIONAL 6"

PLAN	SURVEYED	DATE
NOTED	BY	
NOTE BOOK NO.	PLANNED	
NO.	BY	
	DATE	

PROFILE	DATE
NOTED	BY
NOTE BOOK NO.	PLANNED
NO.	BY
	DATE



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
BIKE PATH
FROM STA. 34+00 TO STA. 47+19.57

SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 5/23/2006

DRAWN BY EDT
 CHECKED BY LMF

5/23/2006

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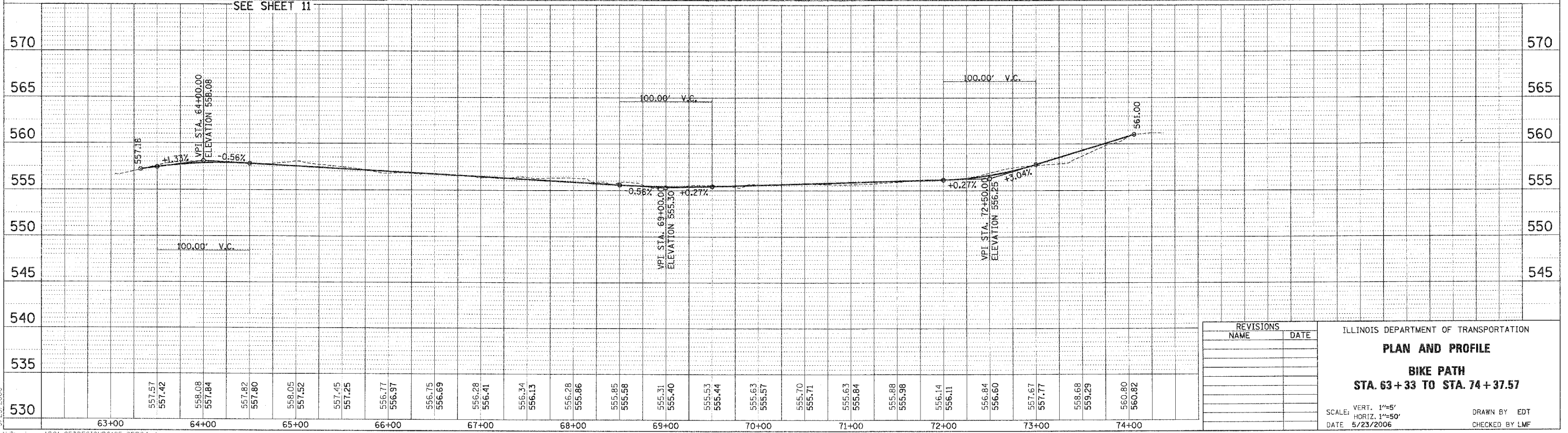
83532

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	10
STA. 63+33		TO STA. 74+37.57		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SEE SHEET 11



SEE SHEET 11



PLAN	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

PROFILE	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

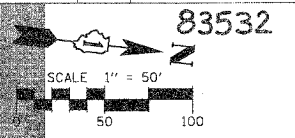
5/23/2006

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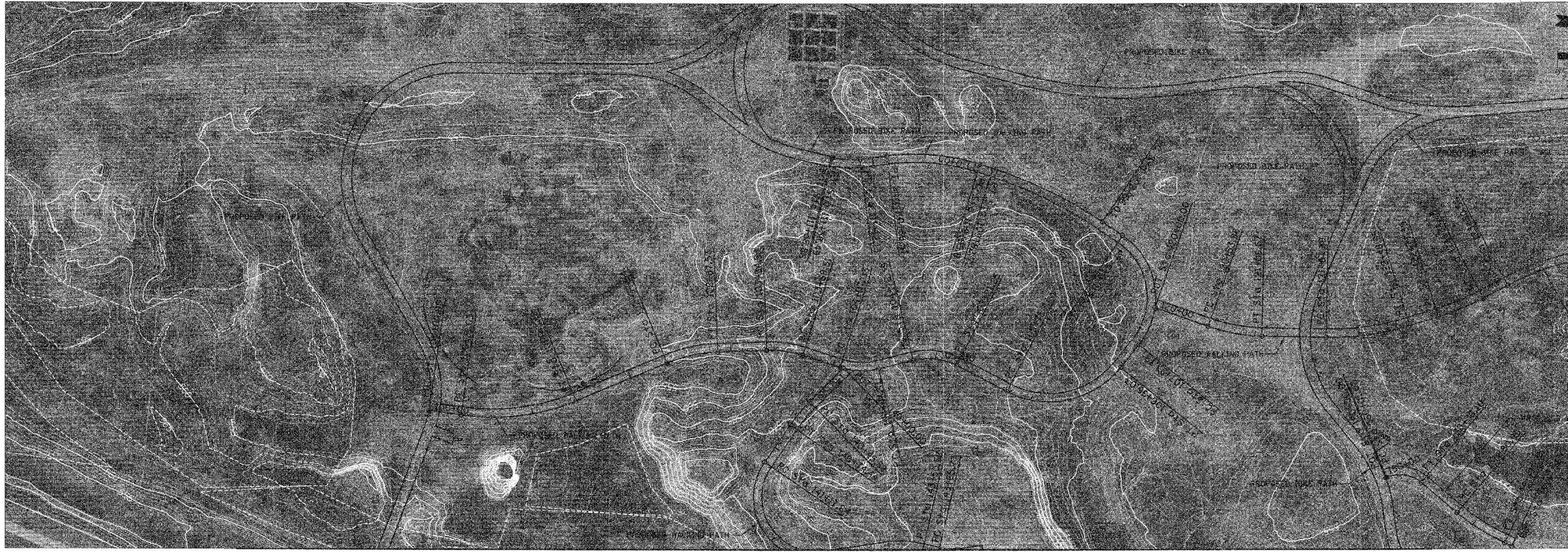
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
BIKE PATH
STA. 63+33 TO STA. 74+37.57
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE: 5/23/2006
 DRAWN BY: EDT
 CHECKED BY: LMF

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	12
STA.	100+00	TO STA.	111+39.86	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



83532



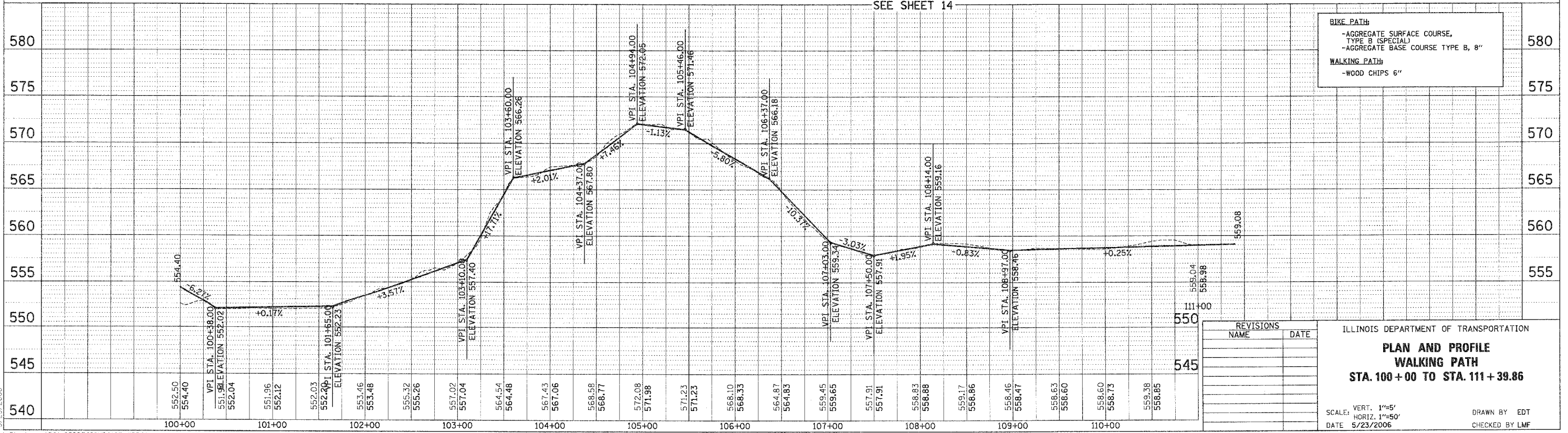
SEE SHEET 13

PROPOSED WALKING PATH
WALKING PATH

DATE	
BY	
PLAN SURVEYED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO. OF WAYS CHECKED	
ADD FILE NAME	

DATE	
BY	
PROFILE BORNEVED	
PLOTTED	
CHECKED	
NOTE BOOK	
NO. OF WAYS CHECKED	
STRUCTURE NOTATION CTRD	

SEE SHEET 14



BIKE PATH:
-AGGREGATE SURFACE COURSE, TYPE B (SPECIAL)
-AGGREGATE BASE COURSE TYPE B, 8"

WALKING PATH:
-WOOD CHIPS 6"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE
WALKING PATH
STA. 100+00 TO STA. 111+39.86**

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE 5/23/2006

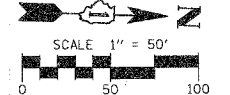
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CHECKED BY LMF

5/23/2006

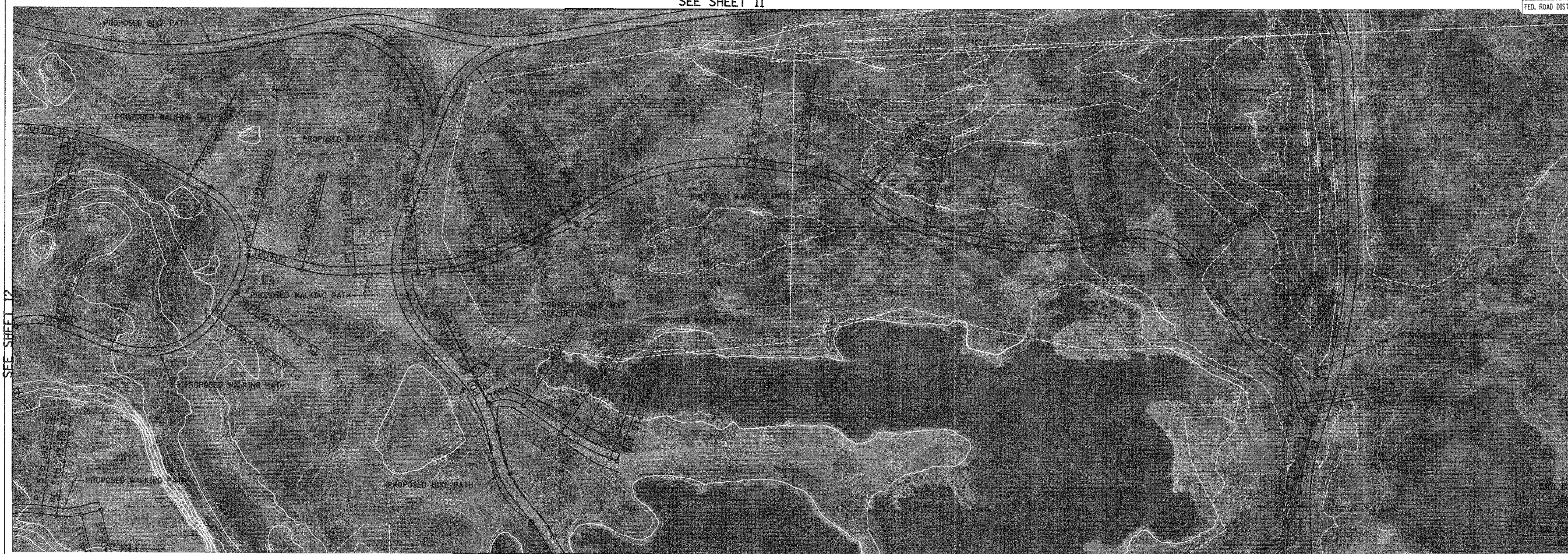
X:\lockooor\301-25\DESIGN\0125-WPP01.plt

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	13
STA.	120+00	TO STA.	131+70.99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

83532

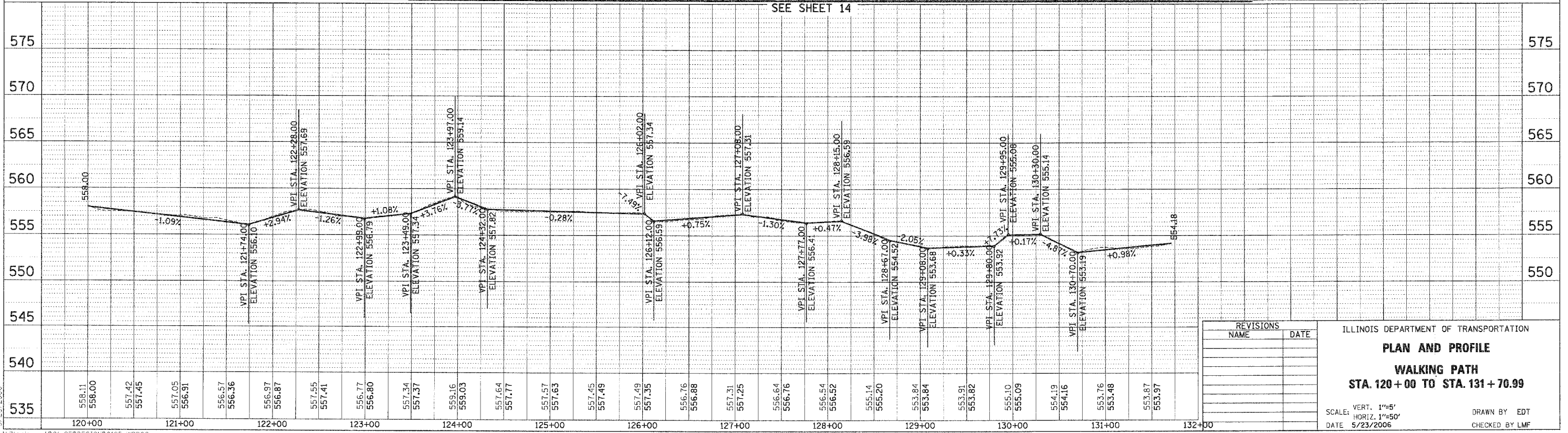


SEE SHEET 11



REGULATE SURFACE COURSE,
 TYPE B (SPECIAL)
 REGULATE BASE COURSE TYPE B, 8"
 PATH
 1/2" D CHIPS 6"

SEE SHEET 14



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
WALKING PATH
STA. 120+00 TO STA. 131+70.99
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 5/23/2006
 DRAWN BY EDT
 CHECKED BY LMF

PLAN	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

PROFILE	DATE
BY	
DATE	
BY	
DATE	
BY	
DATE	

5/23/2006

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	14
STA.	140+00	TO STA.	144+09.66	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SEE SHEET 13

83532

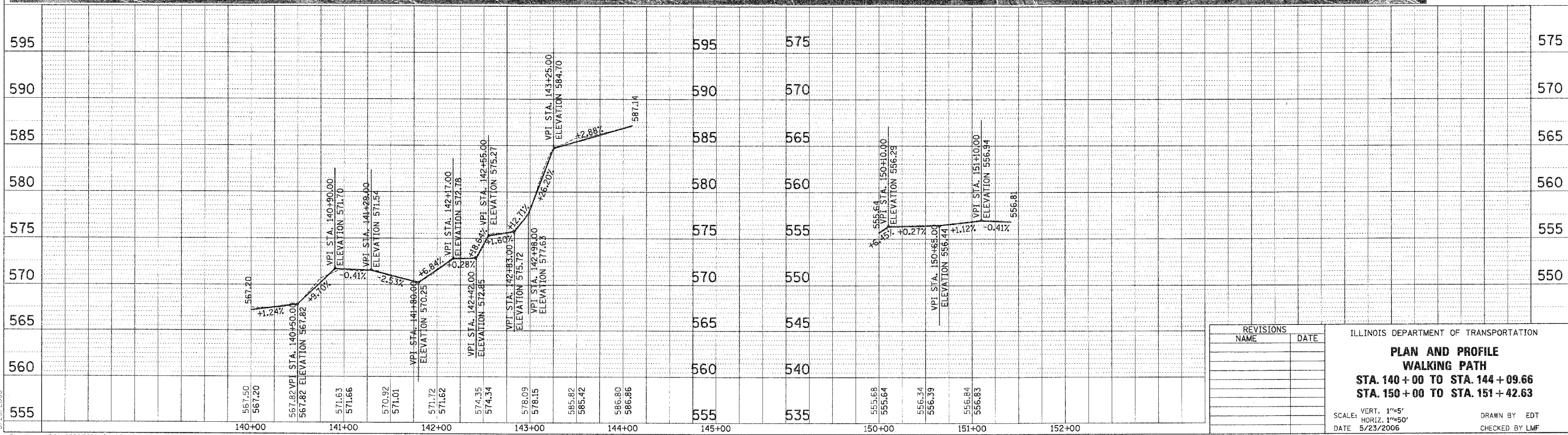
SCALE 1" = 50'



REGULATE SURFACE COURSE, TYPE B (SPECIAL)
 REGULATE BASE COURSE TYPE B, 8"
 PATH
 CHIPS 6"

PLAN	SUBMITTED	DATE
NO.	BY	
	BY	

PROFILE	DATE
NO.	BY
	BY



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE
 WALKING PATH**

**STA. 140 + 00 TO STA. 144 + 09.66
 STA. 150 + 00 TO STA. 151 + 42.63**

SCALE: VERT. 1"=5'
 HORIZ. 1"=50'

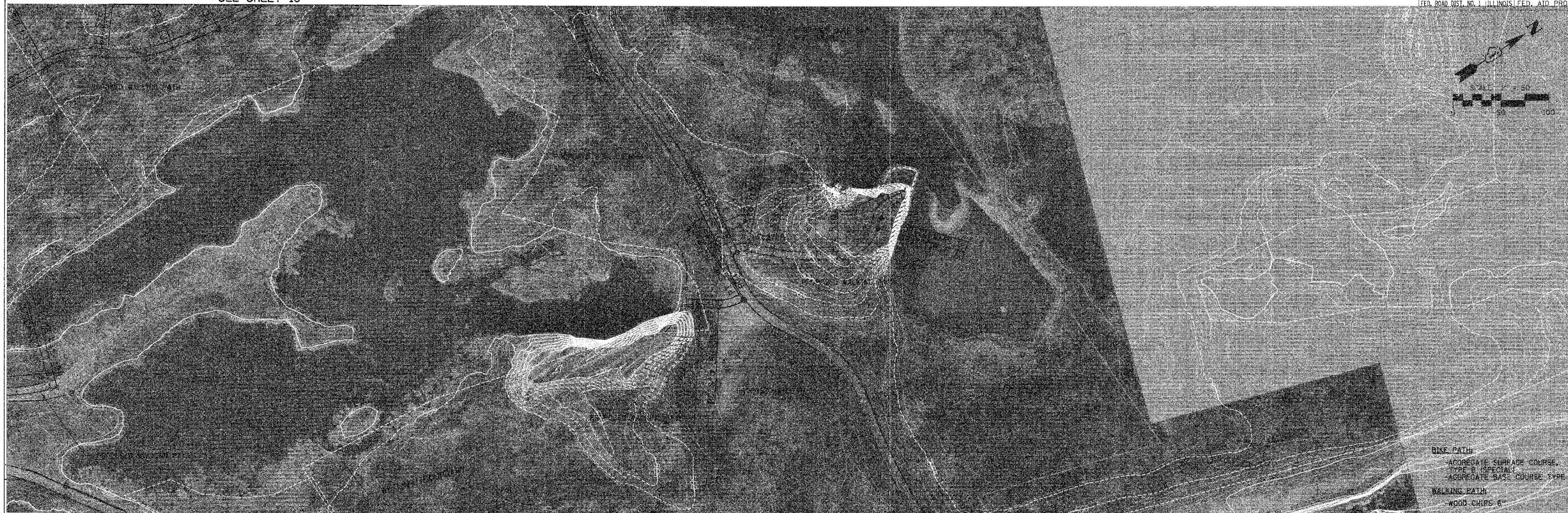
DATE 5/23/2006

DRAWN BY EDT
 CHECKED BY LMF

83532

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL	57	15	
STA. 160+00	TO STA. 160+62.72			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

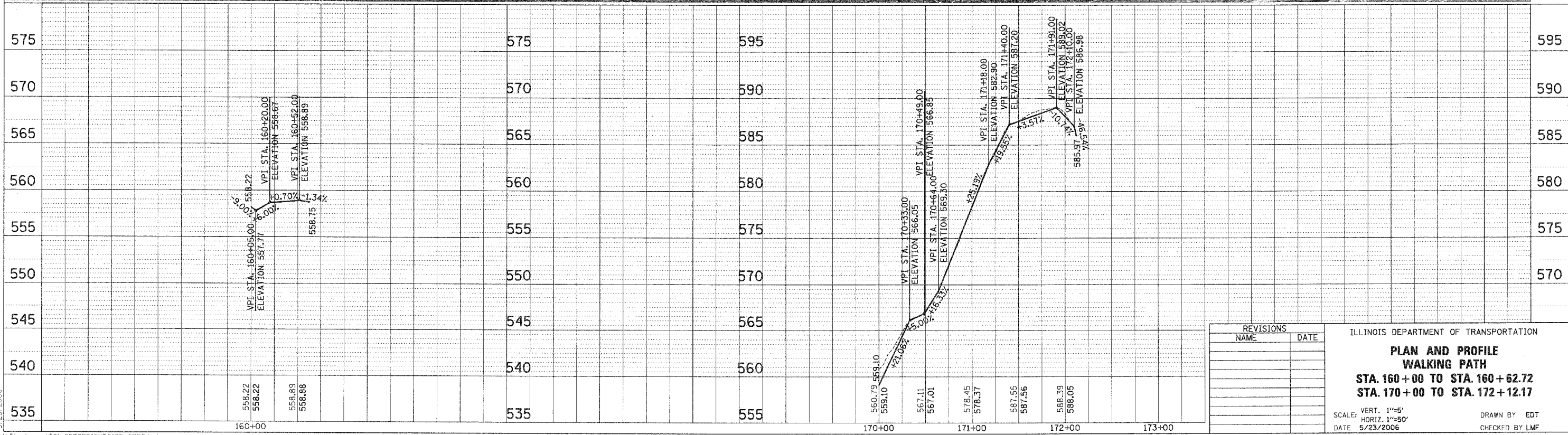
SEE SHEET 13



BIKE PATH
 AGGREGATE SURFACE COURSE
 TYPE B (SPECIAL)
 AGGREGATE BASE COURSE TYPE B, 8"
 WALKING PATH
 WOOD CHIPS 4"

PLAN	SUNWATER	DATE
NO. 1000	PL. OF W.A. CHECKED	
NO.	CADD FILE NAME	

PROF. I.E.	DATE
NOTE BOOK	
NO.	



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE
WALKING PATH
STA. 160+00 TO STA. 160+62.72
STA. 170+00 TO STA. 172+12.17
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE 5/23/2006
 DRAWN BY EDT
 CHECKED BY LMF

5/23/2006

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	00-P4003-00-BT	WILL.	57	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

I GENERAL NOTES

- Standard Specifications, Construction Plans And Subsequent Details Referenced And Presented On The Plans Are All To Be Considered As Part Of The Contract. Incidental Items Or Accessories Necessary To Complete This Work May Not Be Specifically Noted But Are Considered A Part Of This Contract.
- No Construction Plans Shall Be Used For Construction Unless Specifically Marked For Construction. Prior To Commencement Of Construction, The Contractor Shall Verify All Dimensions And Conditions Affecting The Work With The Actual Conditions. If There Are Discrepancies Between The Job Site And What Is Shown On The Construction Plans, He Must Immediately Report To Engineer Before Doing Any Work, Otherwise The Contractor Shall Assume Full Responsibility. In The Event Of Disagreement And/or Special Details, The Contractor Shall Secure Written Instruction From The Engineer Prior To Proceeding With Any Part Of The Work Affected By Omissions Or Discrepancies. In Failing To Secure Such Instruction, The Contractor Will Be Considered To Have Proceeded At His Own Risk And Expense. In The Event Of Any Doubt Or Questions Arising With Respect To The True Meaning Of The Construction Plans Or Specifications, The Decision Of The Engineer Shall Be Final And Conclusive.
- The Net Allowable Bearing Capacity Used For The Design Of The Foundation Is 5000 psf Based On The Soil Report Prepared By Testing Service Corporation, File No. L-59,866 Dated May 12, 2004.
- The Contractor Is Responsible For Design, Installation And Removal Of All Excavation Support System.
- The Excavation And Work Area Shall Be Properly Drained At All Times During Construction. All Wet, Loose, Frozen Or Other Unsuitable Material Shall Be Removed Prior To Placement Of Concrete Or Compacted Backfill.
- Contractor Shall Verify All Topographic Information And Grade Elevations Adjacent To Bridge, Ramp And Stairs Prior To Proceeding And Inform Engineer Of Any Variation.

II CAST-IN-PLACE CONCRETE

- All Cast-In-Place Concrete Work Shall Be In Accordance With Section 503 Of The IDOT Standard Specifications For Road And Bridge Construction, Adopted January 1, 2002, And Supplemental Specifications And Recurring Special Provisions And As Noted Below.
- An Approved Testing Laboratory Shall Prepare Concrete Mix Designs. The Concrete Mix Design Shall Be Submitted To The Engineer For Approval A Minimum Of Seven Days Prior To Ordering Of The Concrete.
- Concrete Testing Shall Be The Responsibility Of The Contractor According To Article 1020.09 Of The IDOT Standard Specifications. Four Concrete Test Cylinders Shall Be Taken For Every Concrete Pour. Test Results Shall Be Determined By A Testing Laboratory And Provided To The Owner, Engineer And Contractor At The 7-day, 14-day And 28-day Breaks.
- All C.I.P. Concrete Shall Be Class SI Concrete And Shall Have A Minimum Compressive Strength Of 4,000 Psi @ 28 Days.
- Cover From The Face Of Concrete To Face Of Reinforcement Bars Shall Be 3" For Surfaces Formed Against Earth And 2" For All Other Surfaces Unless Otherwise Shown.
- All Reinforcing Steel Work Shall Be In Accordance With Section 508 Of The Standard Specifications.
- Reinforcement Bars Shall Conform To The Requirements Of AASHTO M-31, M-42 Or M-53 Grade 60. Field Bending Or Cutting Shall Not Be Permitted.
- Reinforcing Bar Bending Dimensions Are Out To Out.
- Reinforcing Bar Bending Details Shall Be In Accordance With The ACI "Manual Of Concrete Practice For Details And Detailing Of Concrete Reinforcement", ACI 315, Latest Edition. Shop Bending And Placement Drawings Shall Be Submitted To The Engineer For Review And Approval Prior To Fabrication.
- All Exposed Concrete Edges Shall Be Beveled 3/4".
- All Walking Surfaces Shall Receive a "Broom" Finish.
- Control Joints In Walls Shall Be Space Every 15'-0" o.c. Max. Or At Changes In Direction (Unless Noted Otherwise). Submit Control Joint Layout For Approval Prior To Proceeding.
- Concrete Wall Shall Be Paired In Maximum Lengths of 60' Between Vertical Construction Joints.

III CONSTRUCTION

- All Work And Materials Shall Be In Accordance With Illinois Department Of Transportation (IDOT) Standard Specifications For Road And Bridge Construction, Adopted January 1, 2002, And Latest Supplemental Specifications And Recurring Special Provisions, Unless Noted Otherwise.
- Do Not Scale Dimensions For Construction. Scale, If Shown, Applies Only To Full Size Drawings.
- No Construction Joints Will Be Allowed Unless Directed By The Engineer.
- Any Information Concerning Type Or Location Of Underground And Other Utilities Is Not Guaranteed To Be Accurate Or All Inclusive. The Contractor Is Responsible For Making His Own Determinations As To The Type And Location Of The Utilities As May Be Necessary To Avoid Damage Thereof. Contractor Shall Call J.U.L.I.E. Prior To Excavation.
- Shop, Working Or Layout Drawings (Including Reinforcement Bending And Placing Drawings) Pertaining To The Construction Of The Work, As May Be Required, Shall Be Submitted To The Engineer For Approval Prior To The Start Of Construction.
- Upon Completion, The Contractor Shall Collect And Remove All Construction Debris And Excess Material From The Site. Damaged Trees, Shrubs, And Other Landscape Features Resulting From Construction Activities Shall Be Replaced Or Repaired.
- All Bearing Surfaces Must Be True And Level.
- Contractor Must Coordinate With Bridge Manufacturer To Ensure Proper Placement Of Cast-In-Place Anchors. If The Contractor Elects To Use Post-Installed Anchors In Lieu Of Cast-In-Place Anchors, He Must Coordinate The Plate Dimensions, Bolt Spacing And Bolt Quantity With The Bridge Manufacturer Prior To Construction.
- All C.I.P. Concrete And Bridge Shall Be Placed From The West Side Of The I & M Canal.

IV PREFABRICATED PEDESTRIAN BRIDGE

The Bridge Shall Be Designed And Fabricated In Accordance With The American Association Of The State Highway And Transportation Officials (AASHTO) Standard Specifications For Highway Bridges, 17th Edition With Current Interims, The American Welding Society (AWS) Structural Welding Code D1.1 And Bridge Welding Code D1.5, And Conform To The Rules And Standards Of The AASHTO Guide Specifications For Design Of Pedestrian Bridges. The Bridge Manufacturer Shall Have Been In The Business Of Design And Fabrication Of Bridges For A Minimum Of Five Years.

- Style: Pratt Truss Or Approved Equal.
- Bridge Shall Be Fabricated To The Length And Width Shown On The Plans.
- Loading: Dead Load Of The Bridge Plus 85 Pounds Per Square Foot Evenly Distributed Live Load (Reduced Where Applicable Per AASHTO Guide Specification For Design Of Pedestrian Bridges) Or A 10,000 Pound Concentrated Vehicle Load. Vehicle Impact Is Not Required.
- Wind Loading: The Bridges Shall Be Designed For A Wind Load Of 35 Pounds Per Square Foot On The Full Vertical Projected Area Of The Bridge As If Enclosed. The Wind Load Shall Be Applied Horizontally At Right Angles To The Longitudinal Axis Of The Structure. The Wind Load Shall Be Considered In The Design Of The Lateral Load Bracing System And In The Design Of The Truss Vertical Members, Floor Beams And Their Connections. Wind Loads Shall Also Be Considered In Top Chord Stability Per 1.3.6 Of The AASHTO Guide Specifications For Design Of Pedestrian Bridges. A Wind Overturning Force Shall Be Applied According To Article 3.15.3 Of The AASHTO Standard Specification For Bridges, 2002.
- At No Point Along The Bridge Shall The Deck Slope Be Greater Than 5%. In Addition, All Truss Verticals Shall Be Plumb.
- Railings: The Top Chord Of The Trusses Shall Be Considered A Railing And Shall Be A Minimum Of 54" Above The Bridge Deck. Safety Rails Shall Be Placed On The Outside Of The Bridge With A Maximum Clear Spacing Of 4". Rub Rails Shall Be 42" From The Top Of The Deck, A Minimum Of 5" Tall And Located On The Inside Surface Of The Truss. All Railings Shall Have A Smooth Surface With No Depressions Or Protrusions Greater Than 3/8" As Per AASHTO 2.7.1.4. All Exposed Members, Railings, And Sharp Corners Shall Be Ground Smooth.
- Materials: No Structural Material Shall Be Less Than 3/16" Thick (0.1875").

- Bridge Shall Be Fabricated From Weathering Steel Conforming To The Following: Plates And Shapes: ASTM A588 Or A242 Gr.50 Or Equal
HSS: ASTM A847 Gr.50 Or Equal
Structural Fasteners: Astm A325- Type 3
Weld Electrode: Low Hydrogen E70XX

Decking: Timber Decking Shall Be IPE Hardwood Or Approved Equal. The Wood Deck Shall Be Designed For A Minimum 100 Psf Local Loading Condition In Addition To Wheel Loads Associated With A 10,000 Lb Vehicle. Floor Planks Shall Be Attached To Supporting Members With At Least Two Plated Fasteners Per Support Point. Manufacturer Must Provide A 15 Year Warranty On Decking Material And Fasteners.
- Finishes: All Steel Shall Be Unpainted Weathering Steel Conforming To The Material Requirements Listed Above. A Minimum Corrosion Index of 6.0 Is Required. All Exposed Surfaces Of Steel Shall Be Blast Cleaned In Accordance With Steel Structures Painting Council Surface Preparation Specifications No. 7 Brush-off Blast Cleaning, SSPC- SP7 Latest Edition. Setting Plates And Anchor Bolts Shall Be Galvanized.
- Quality: The Bridge Manufacturer Shall Maintain Proper Records Assuring That All Steel, Bolts, And Materials Used Are In Accordance With Materials Specified. The Bridge Shall Be Identified And Marked With A Permanent Nameplate Showing The Manufacturer's Name, Location, Date Of Manufacture, And Load Carrying Capacity. Structural Material Shall Be Traceable To Each Bridge. All Welders Shall Be Qualified In Accordance With AWS D1.5:2002 Bridge Welding Code And AWS D1.1:2002 Structural Welding Code. All Workmanship Shall Be In Compliance With AASHTO And AISC Standard Practice. Full Penetration Weld Details Used In Shop Splices Shall Be Submitted To The Engineer To Determine Testing Required (If Any).
- Certified Copies Of All Material Certifications Shall Be Provided. The Bridge Manufacturer Shall Provide Certified Copies Of Shop Welding Procedure Specifications And Certified Copies Of Welder Qualifications I.A.W. AWS D1.5:2002 And AWS D1.1:2002.
- Delivery: Bridge Shall Be Delivered From The West Side Of The I & M Canal By Truck To A Location Nearest The Site.
- Four Sets Of Plans And Calculations Shall Be Submitted To The Engineer For Review. Submittal Shall Be Stamped And Sealed By A Structural Engineer Licensed In The State Of Illinois.

BILL OF MATERIAL (BRIDGE)

Structure Excavation	Cu. Yd.	40
Concrete Structures	Cu. Yd.	21
Reinforcement Bars	Lbs.	2100
Pedestrian Truss Superstructure	Sq. Ft.	1212

LAP SPLICE SCHEDULE

BAR SIZE	CLASS "B" SPLICE
#4	32"
#5	40"
#6	48"

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 Syle Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".



FEBRUARY 1, 2006

John P. Riley

JOHN P. RILEY
ILLINOIS REGISTRATION No. 081-004427 STRUCTURAL ENGINEER
EXPIRATION DATE: 11/30/06
STRUCTURAL SHEETS

REVISIONS NAME	DATE
STRUCTURE REVISIONS	7/5/02

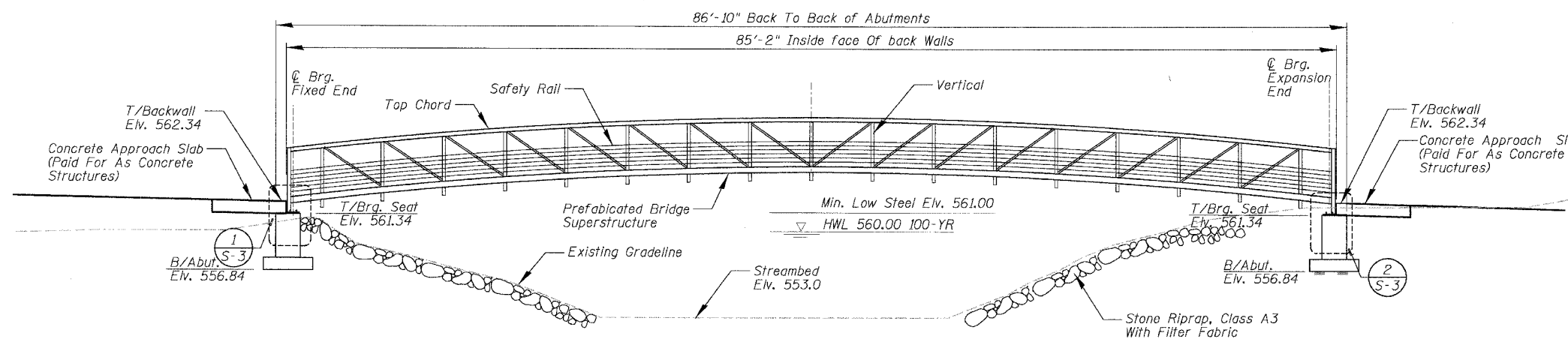
ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURAL GENERAL NOTES
SCALE: AS SHOWN
DATE 2/1/2006
DRAWN BY PDR
CHECKED BY JPR

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

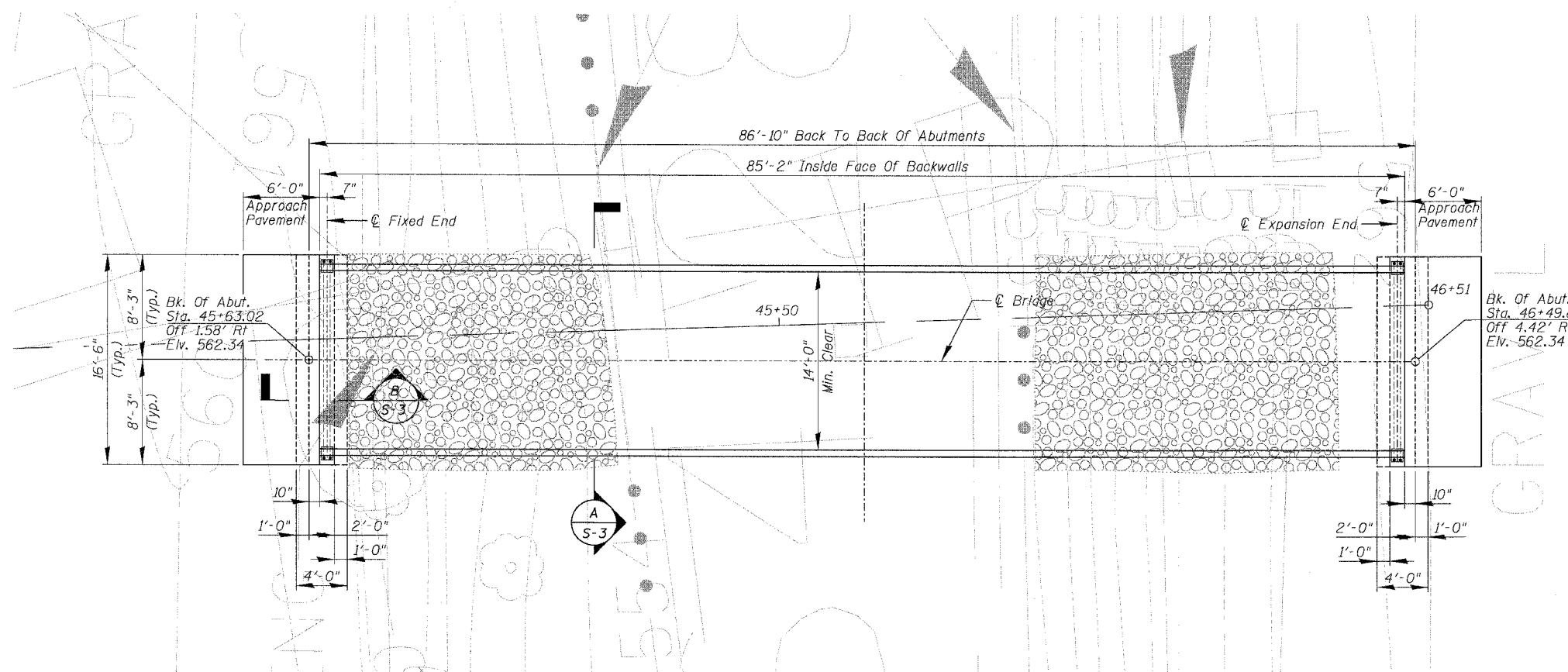
CONTRACT NO. 83532

NOTE: At No Point Along The Bridge Shall The Deck Slope Be Greater Than 5%. In Addition, All Truss Verticals Shall Be Plumb.



BRIDGE ELEVATION

Scale: 3/16" = 1'-0"

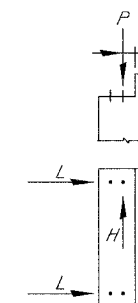


BRIDGE PLAN

Scale: 3/16" = 1'-0"

BRIDGE REACTION TABLE

ITEM	P (LBS)	H (LBS)	
	BRG.	ABUTMENT	L (LBS)
DEAD LOAD	12,250	---	---
UNI. LIVE LOAD	25,290	---	---
VEHICLE LOAD	5,000	---	---
UPLIFT WIND	---	---	---
20 PSF	-9,565	---	---
WIND	±2,015	8,420	---
THERMAL	---	---	4290

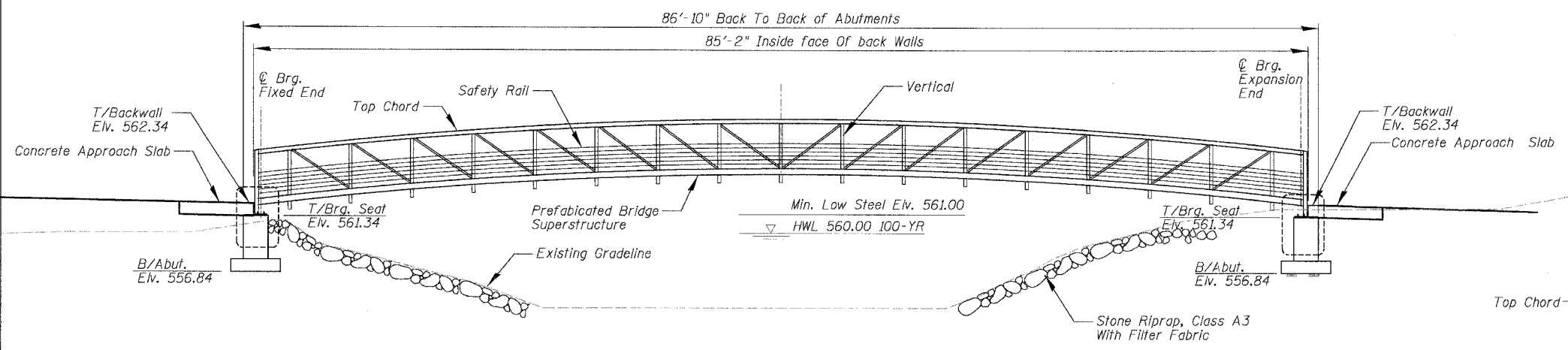


All Footings Have Been Designed Based On The Bridge Reactions Shown
 "P"- Vertical Load Per Base Plate
 "H"- Horizontal Load Per Footing
 "L"- Longitudinal Load Per Base Plate

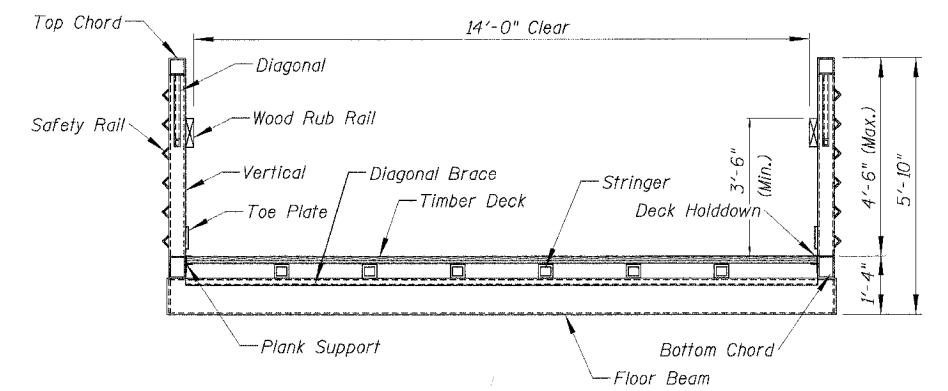
REVISIONS NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURE REVISIONS	7/5/02	
		PEDESTRIAN BRIDGE PLAN AND ELEVATION
SCALE: AS SHOWN		DRAWN BY PDR
DATE 2/1/2006		CHECKED BY JPR

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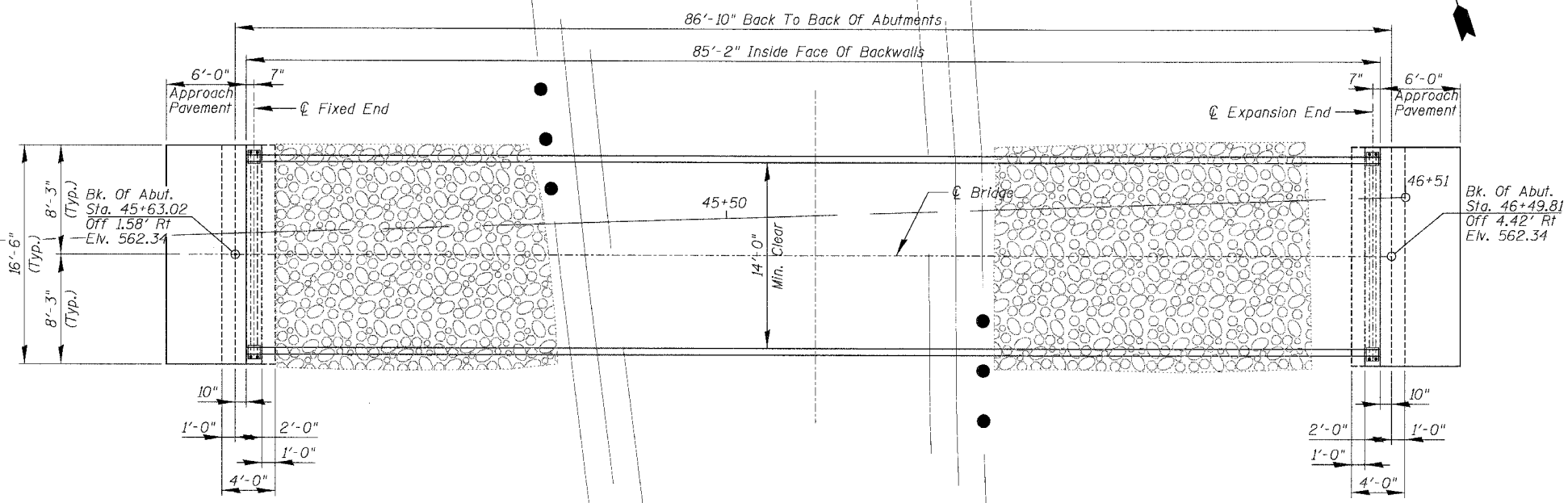
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STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83532				



BRIDGE ELEVATION
Scale: 3/16" = 1'-0"



CROSS SECTION



BRIDGE PLAN
Scale: 3/16" = 1'-0"

LOADING H5

DESIGN SPECIFICATIONS
1997 AASHTO Guide Specifications for Pedestrian Bridges
2002 AASHTO Standard Specifications For Highway Bridges (17th Edition)

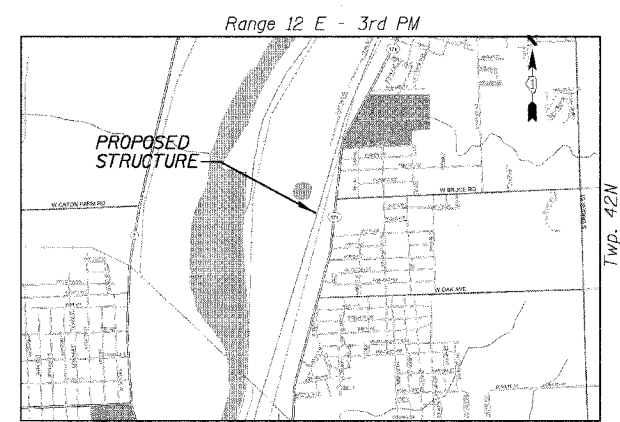
DESIGN STRESSES

FIELD UNITS

- $f'_c = 4,000$ psi
- $f_y = 50,000$ psi (structural steel) (M270 Grade 50W)
- $f_y = 60,000$ psi (Reinf.)

SEISMIC DATA

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



LOCATION SKETCH

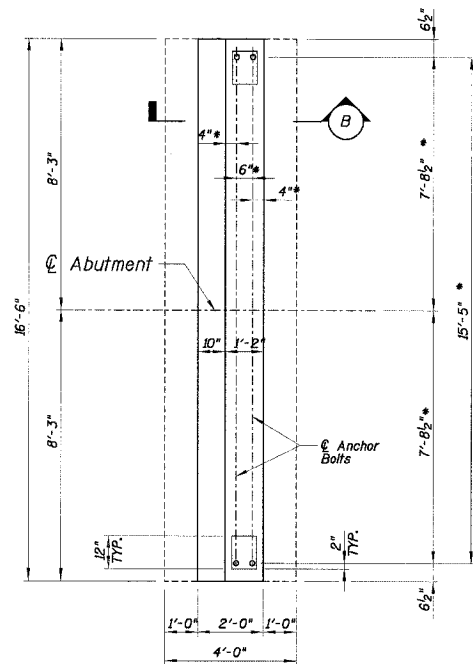
REVISIONS NAME	DATE
STRUCTURE REVISIONS	7/5/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN

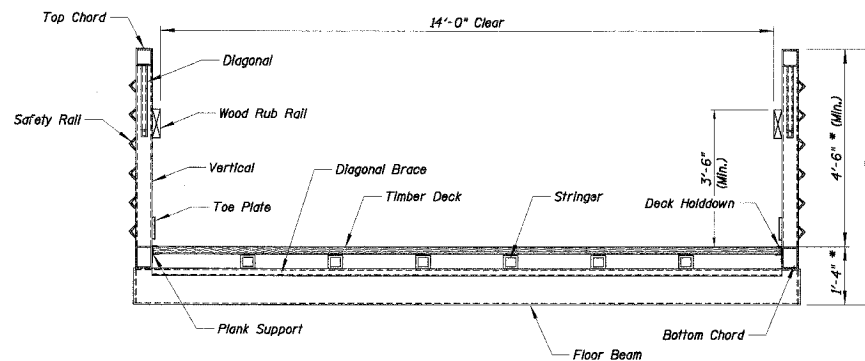
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DRAWN BY: PDR
CHECKED BY: JPR

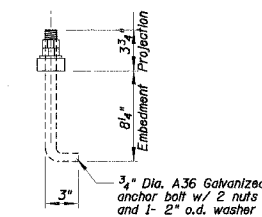
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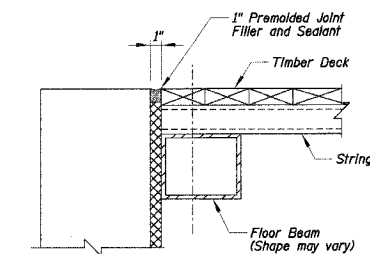
TYPICAL ABUTMENT PLAN
SCALE: 3/8" = 1'-0"



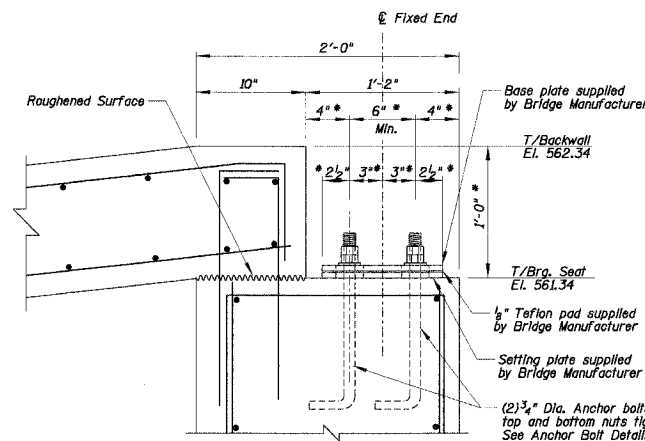
SECTION THRU PREFABRICATED BRIDGE SUPERSTRUCTURE
SCALE: 1/2" = 1'-0"



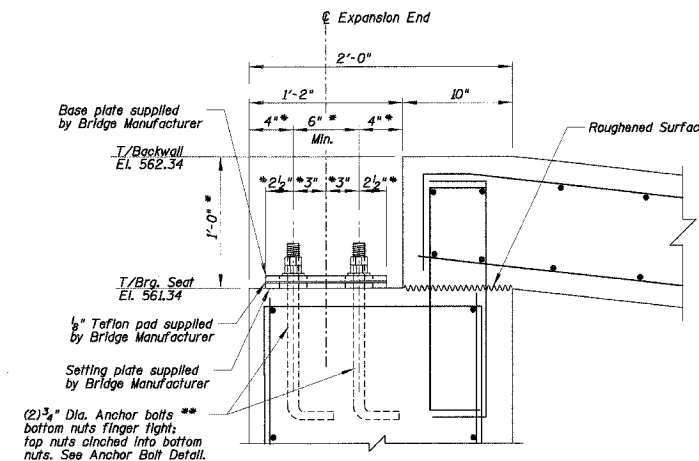
ANCHOR BOLT DETAIL
SCALE: 1 1/2" = 1'-0"



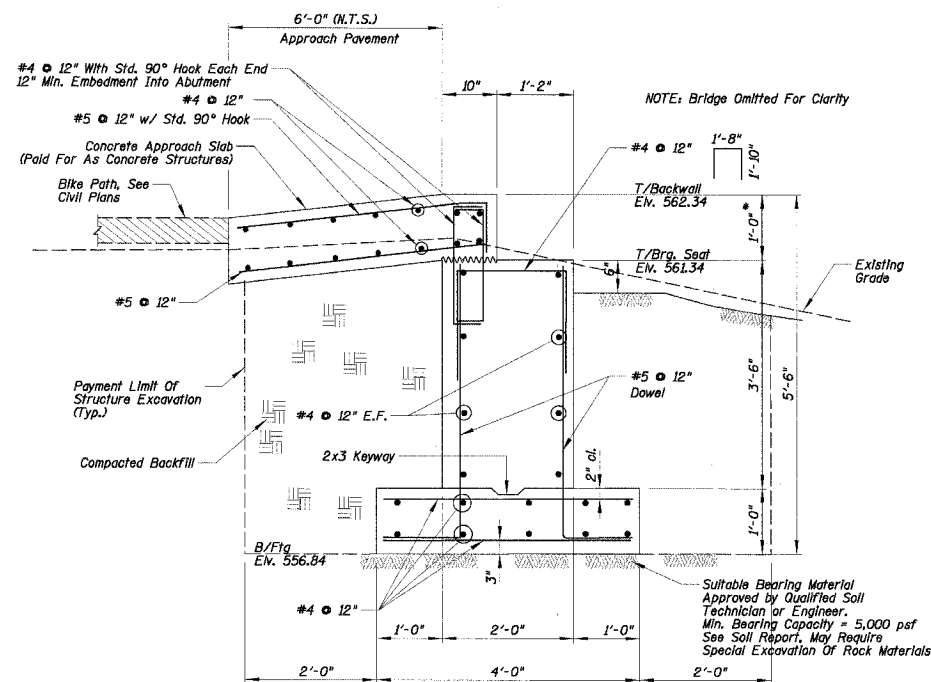
JOINT SEAL AT ABUTMENT
SCALE: 1 1/2" = 1'-0"



FIXED BEARING DETAIL AT WEST ABUTMENT
SCALE: 1 1/2" = 1'-0"
(Shown Perpendicular To Abutment)



EXPANSION BEARING DETAIL AT EAST ABUTMENT
SCALE: 1 1/2" = 1'-0"
(Shown Perpendicular To Abutment)



TYPICAL SECTION - ABUTMENT
SCALE: 3/4" = 1'-0"

- NOTES:**
- Contractor shall coordinate this dimension with Bridge Manufacturer prior to construction.
 - Contractor has the option of substituting anchor bolts with 4-3/4" # HILTI HAS-EE AISI 304 SS Bolts embedded 6 5/8" into HIT HY 150 Injection adhesive. Bolts shall not be placed less than 5" from the edge of the structure or less than 6" apart. Contractor shall coordinate plate dimensions, bolt spacing and bolt quantity with Bridge Manufacturer prior to construction.

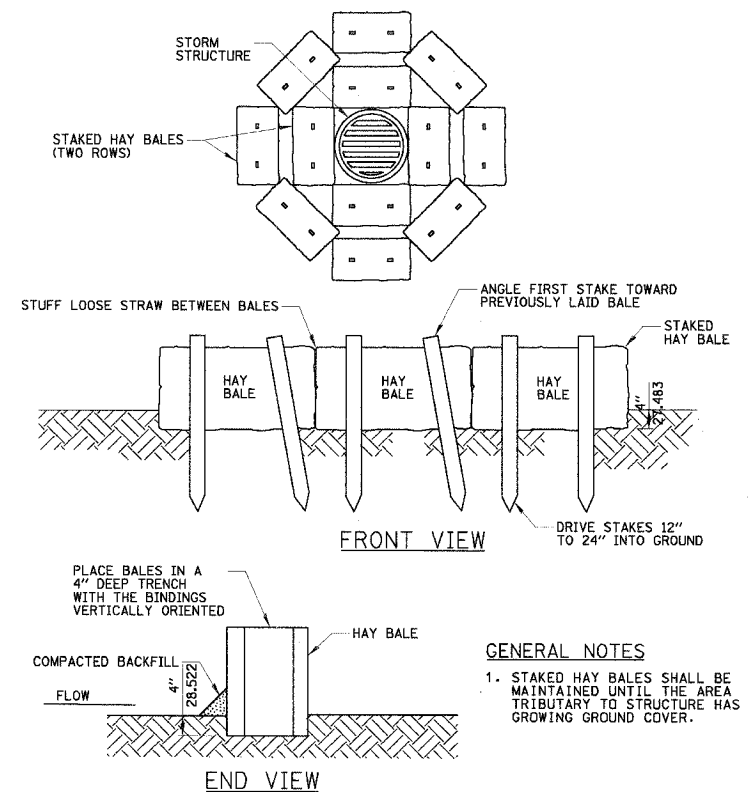
REVISIONS NAME	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION
STRUCTURE REVISIONS	7/5/02	

PEDESTRIAN BRIDGE SECTIONS AND DETAILS

SCALE: AS SHOWN
DATE: 2/1/2006
DRAWN BY: PDR
CHECKED BY: JPR

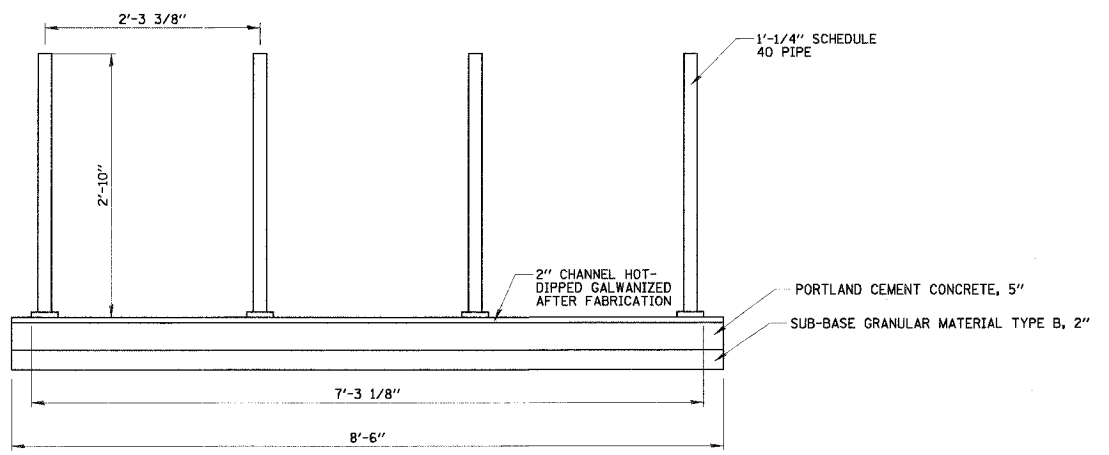
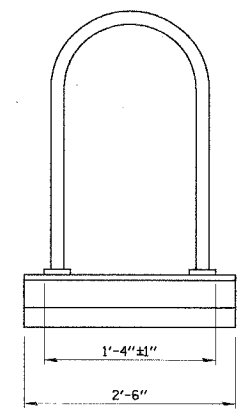
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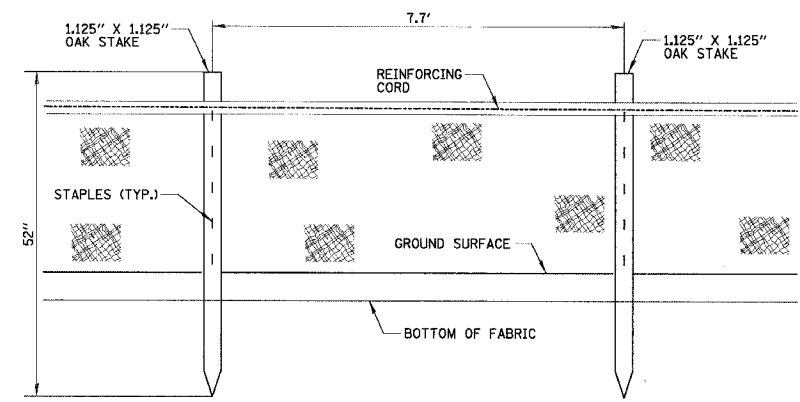


GENERAL NOTES
 1. STAKED HAY BALES SHALL BE MAINTAINED UNTIL THE AREA TRIBUTARY TO STRUCTURE HAS GROWING GROUND COVER.

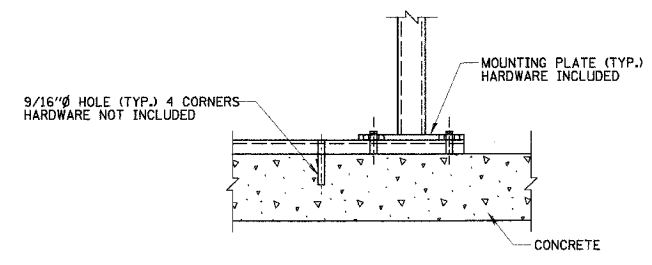
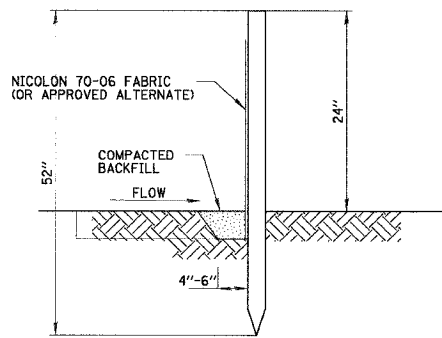
INLET AND PIPE PROTECTION
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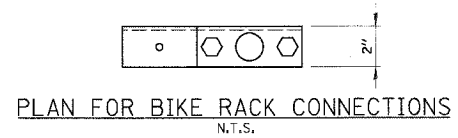
BIKE RACK
 N.T.S.



PERIMETER EROSION BARRIER
 N.T.S.



SECTION
 N.T.S.



REVISIONS NAME	DATE
STRUCTURE REVISIONS	7/5/02

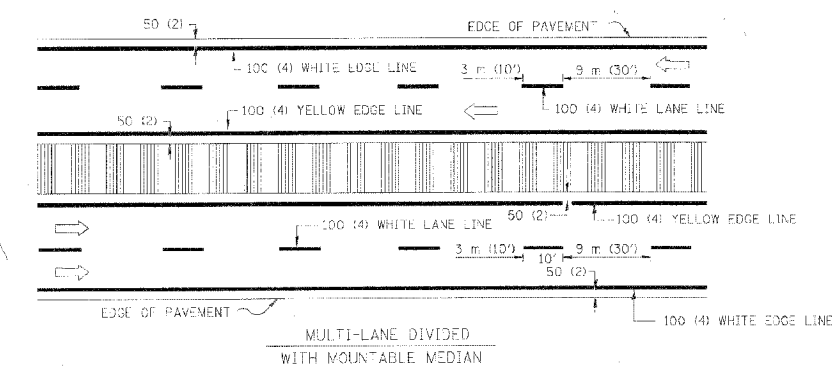
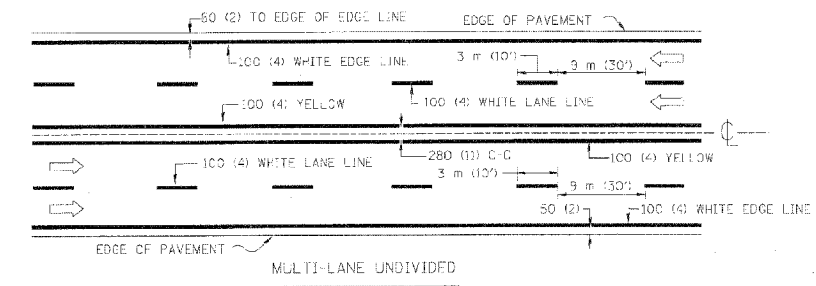
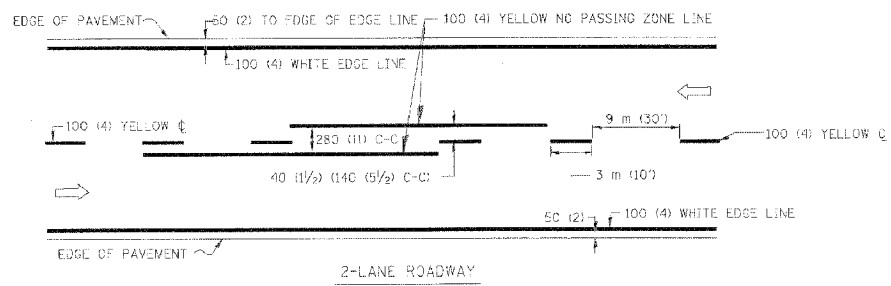
ILLINOIS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

SCALE: VERT. N.T.S.
 HORIZ. N.T.S.
 DATE 5/23/2006

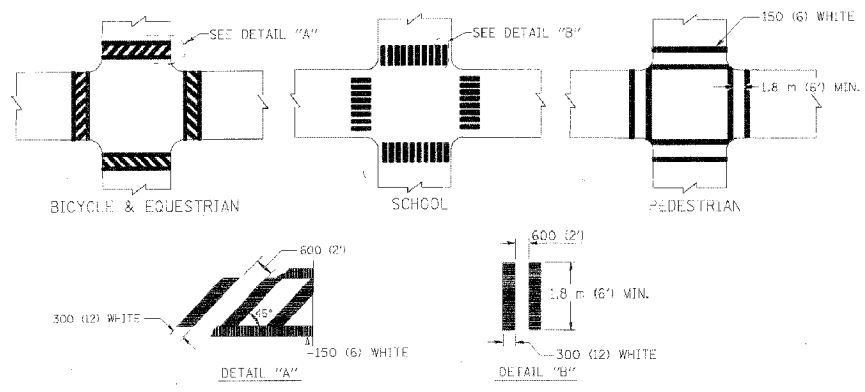
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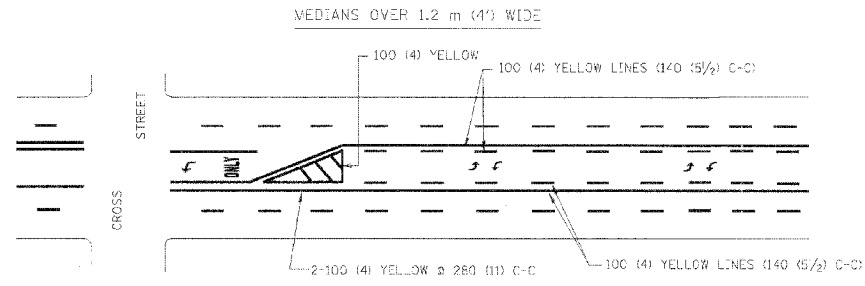
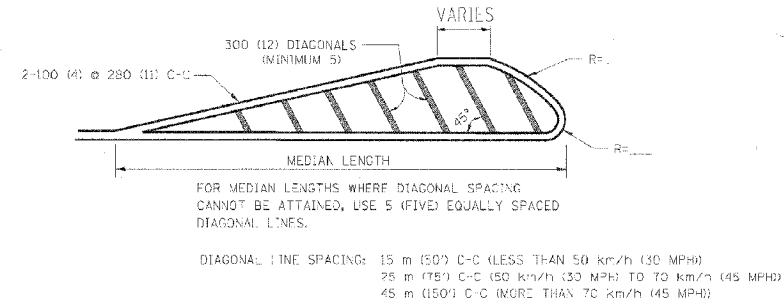
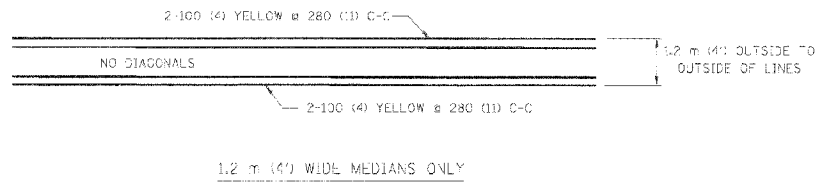


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE.

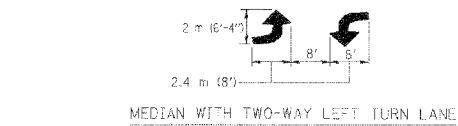
TYPICAL LANE AND EDGE LINE MARKING



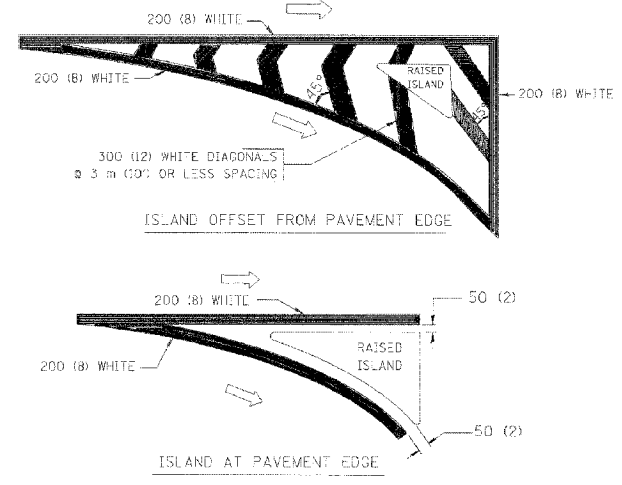
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN, BIKE & EQUESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m² (3.6 SQ. FT.) EACH "X"=5.0 m² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 28 m (95') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

REVISIONS	
NAME	DATE
E. EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	12-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

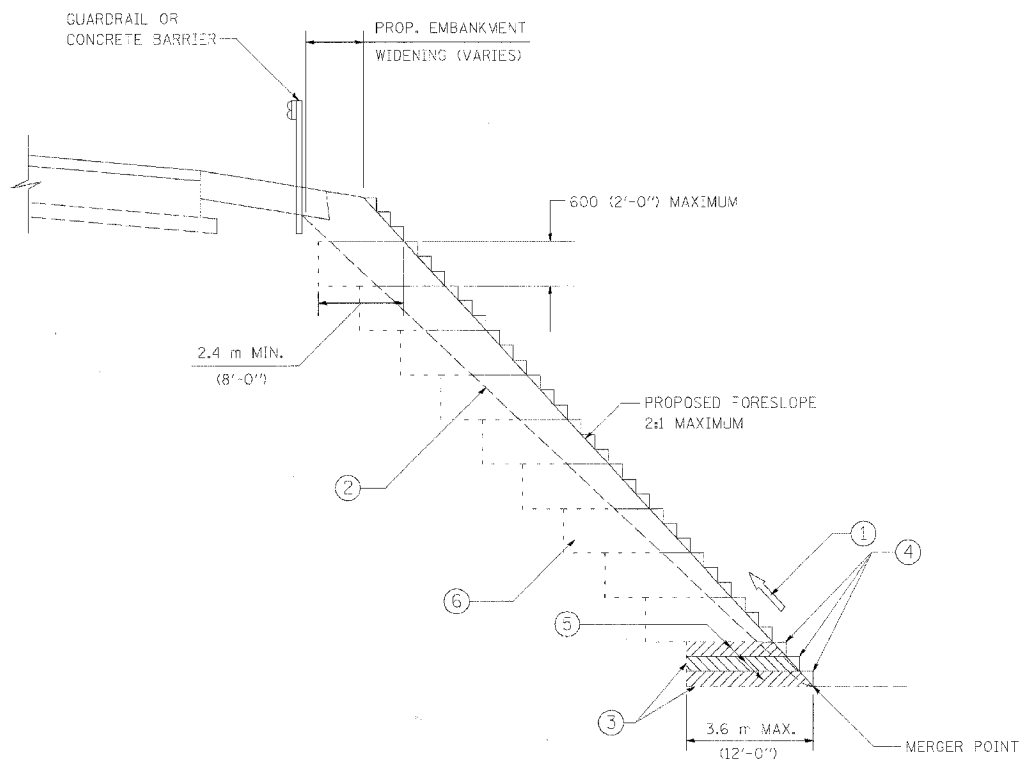
SCALE: NONE
DATE: 10/18/2002
DRAWN BY: CADD
CHECKED BY:
REVISION DATE: 01/06/00

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DATE TIME
BY: SPEC
VI:TC13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	00-P4003-00-BT	WILL	57	21
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 83532

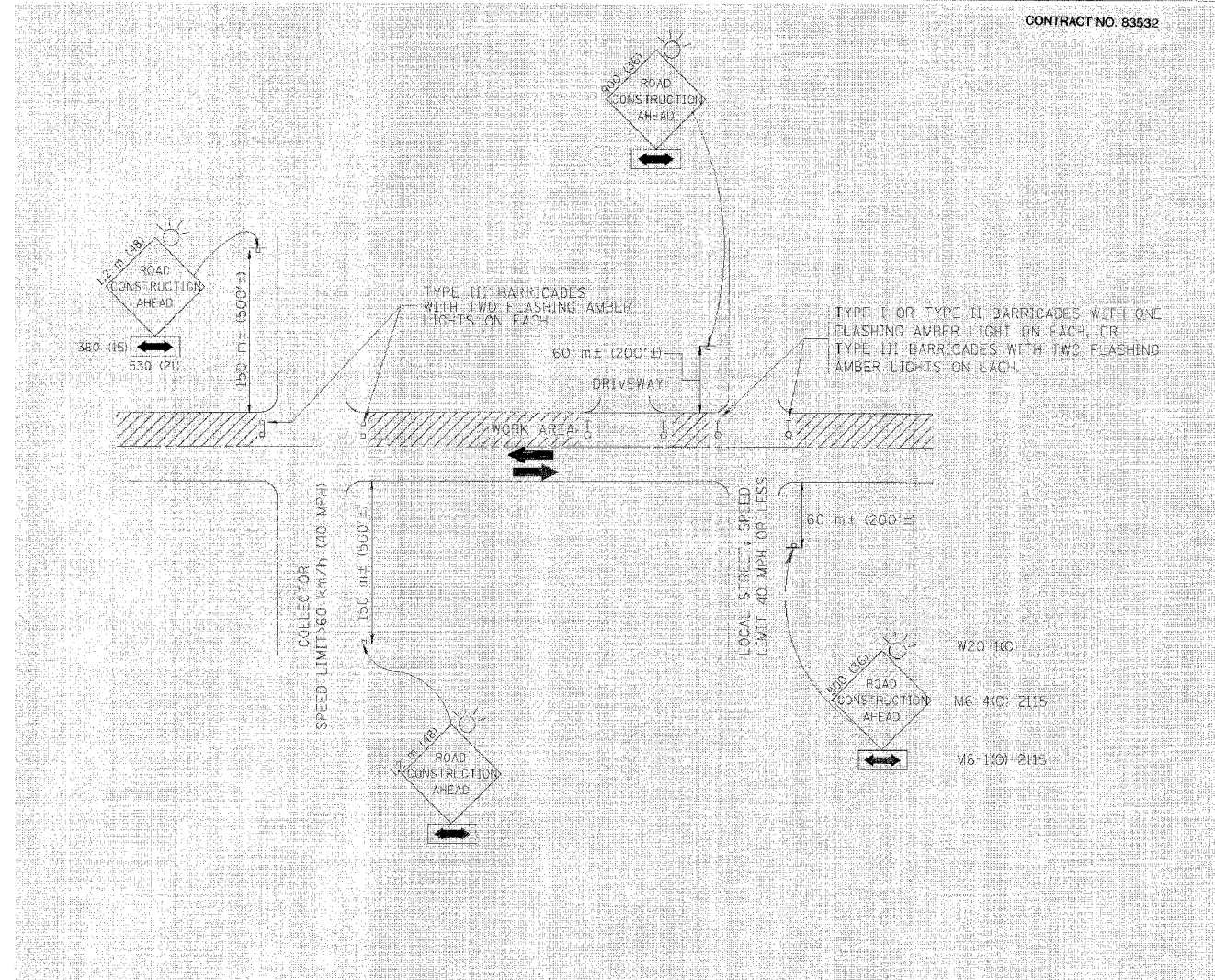


TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 200 (8-INCH) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION (SPECIAL)". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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



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

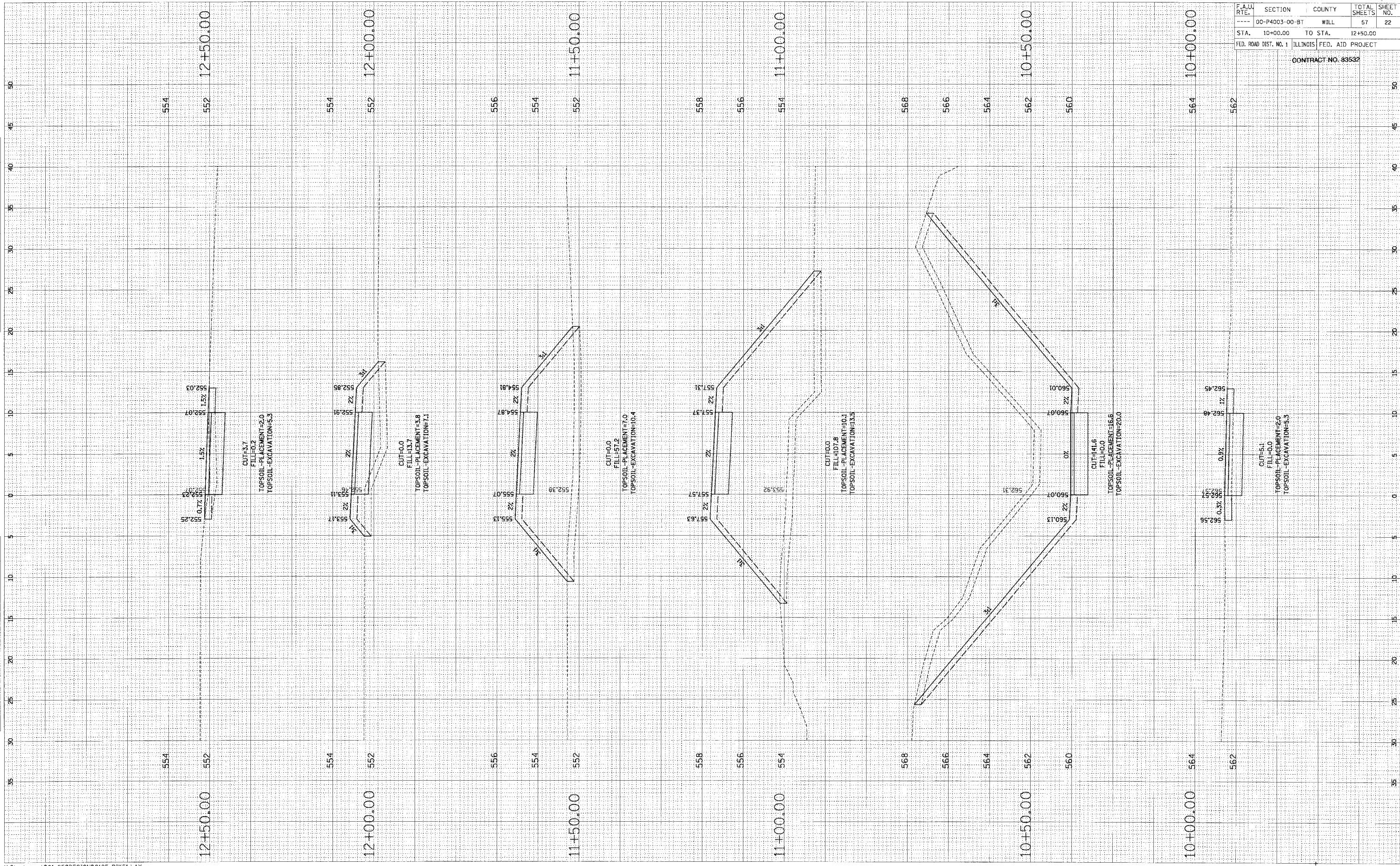
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS:
 1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200 ft) 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, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500 ft) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
 - B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 1. USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
 2. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
 3. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

s:\cokpcr\1101-25\DESIGN\DOT 1C-10.dgn

FINAL SURVEY NOTE BOOK NO. 57
 DRAWING PLOTTED DATE
 AREA CHECKED

ORIGINAL SURVEY NOTE BOOK NO. 57
 DRAWING PLOTTED DATE
 AREA CHECKED



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	00-P4003-00-BT	WILL	57	22
STA.	10+00.00	TO STA.	12+50.00	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

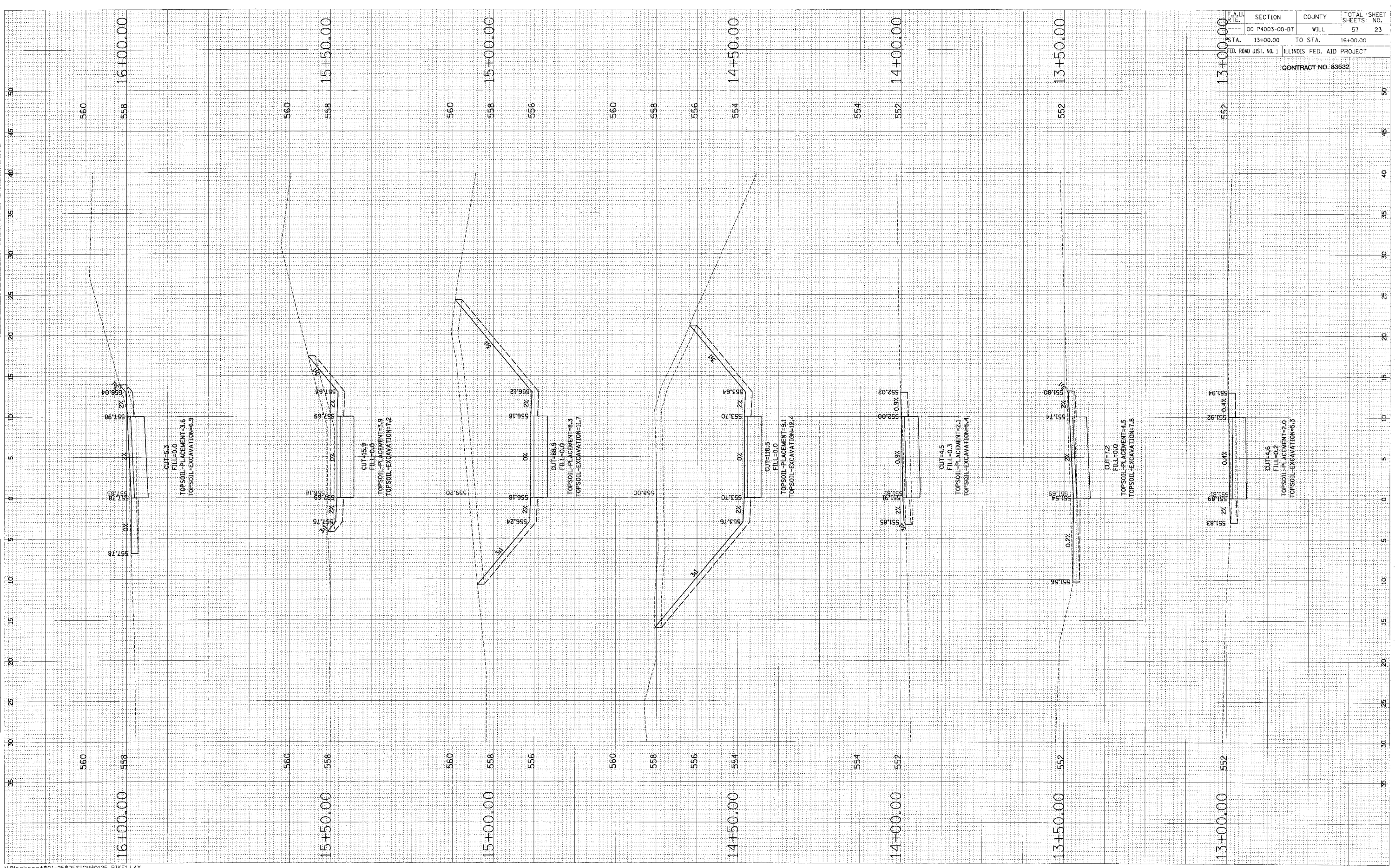
CONTRACT NO. 83532

FINAL SURVEY
 SURVEYED
 PLOTTED
 NOTE BOOK
 AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED
 PLOTTED
 NOTE BOOK
 AREAS CHECKED

BY: _____ DATE: _____

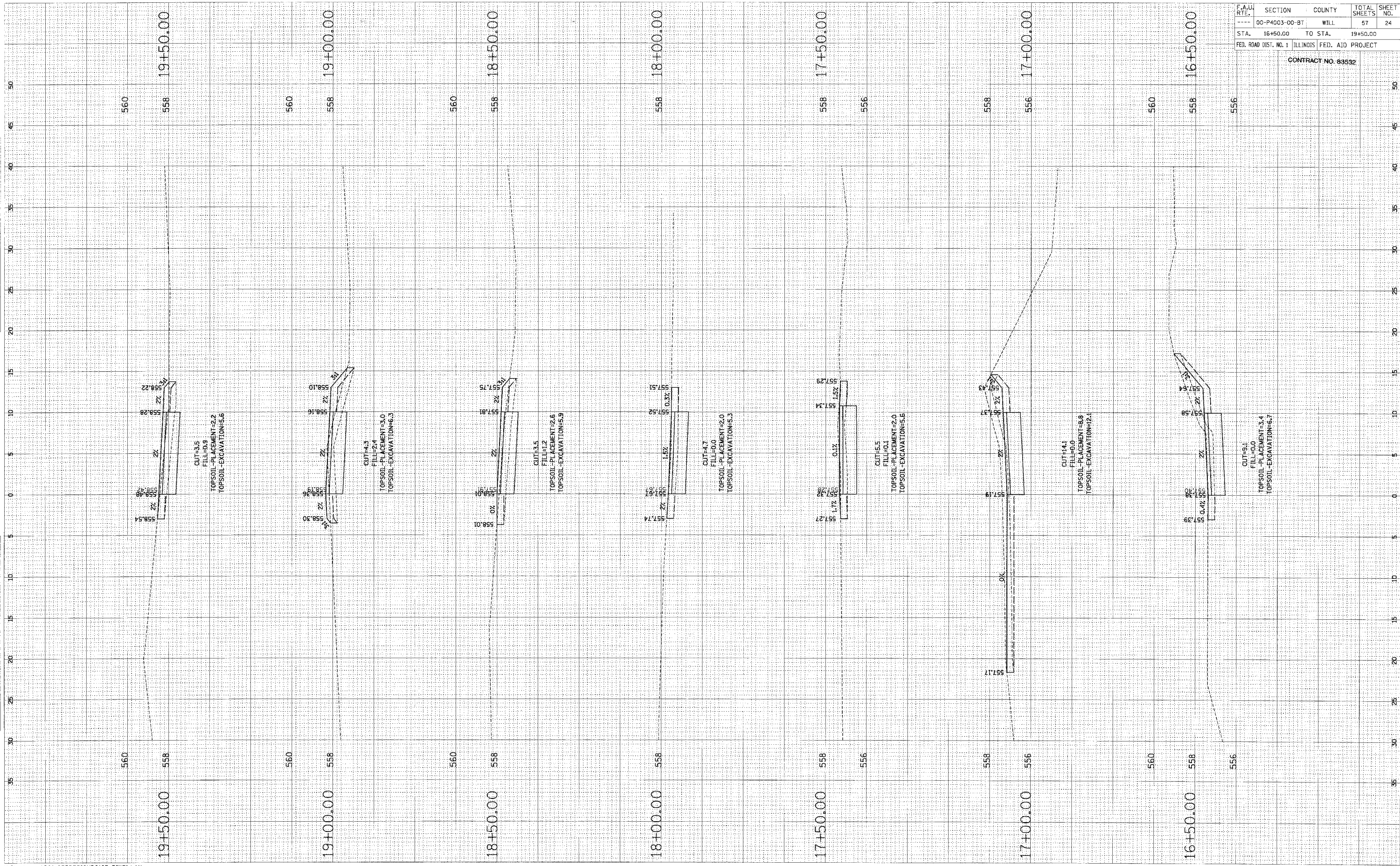
BY: _____ DATE: _____



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
	00-P4003-00-BT	WILL	57 23
STA.	13+00.00	TO STA.	16+00.00
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		
CONTRACT NO. 83532			

FINAL SURVEY CHECKED BY DATE
 PLOTTED BY DATE
 NOTED BY DATE
 AREAS CHECKED BY DATE

ORIGINAL SURVEY CHECKED BY DATE
 PLOTTED BY DATE
 NOTED BY DATE
 AREAS CHECKED BY DATE

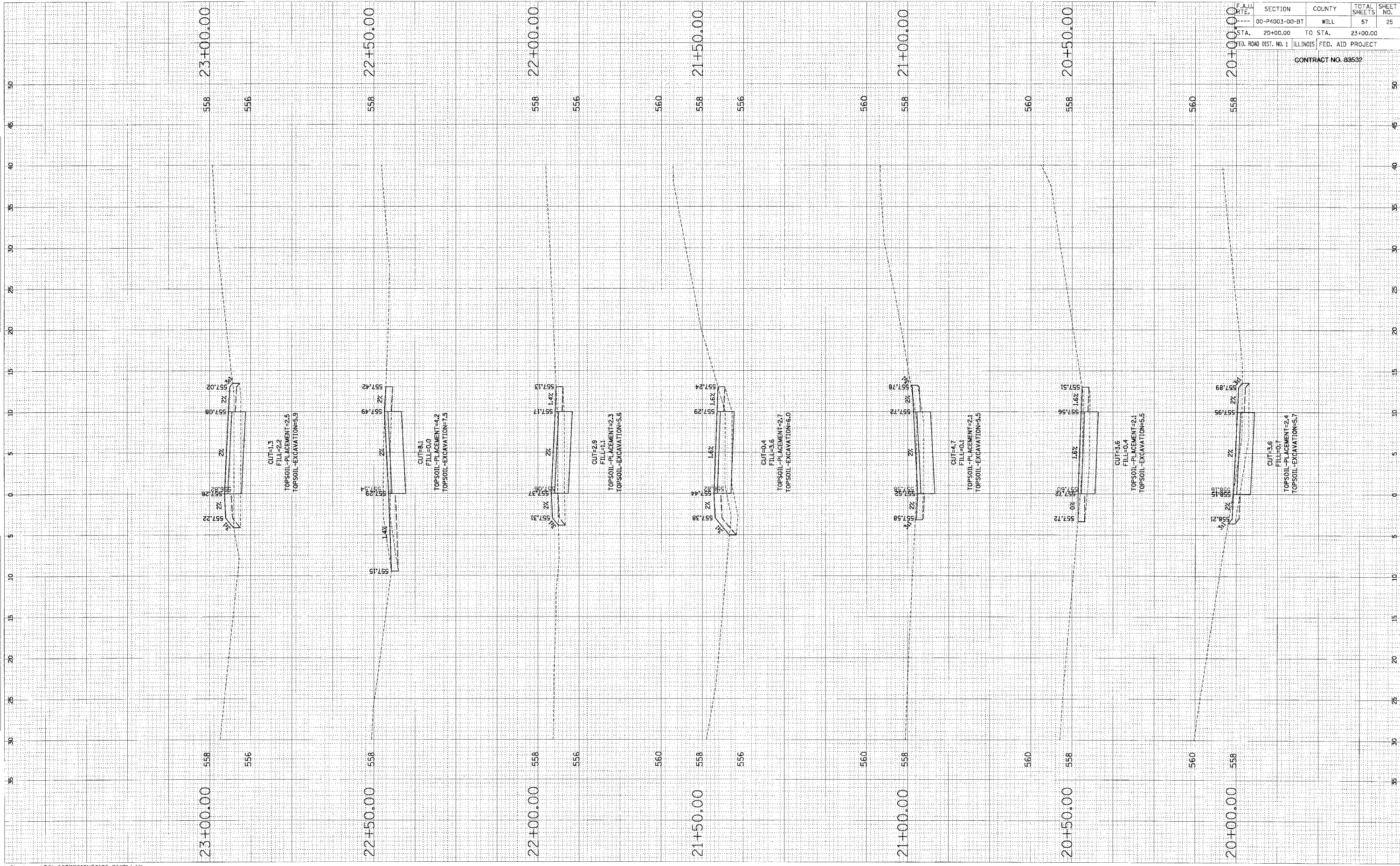


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	24
STA.	16+50.00	TO STA.	19+50.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY
 CHECKED BY
 DATE

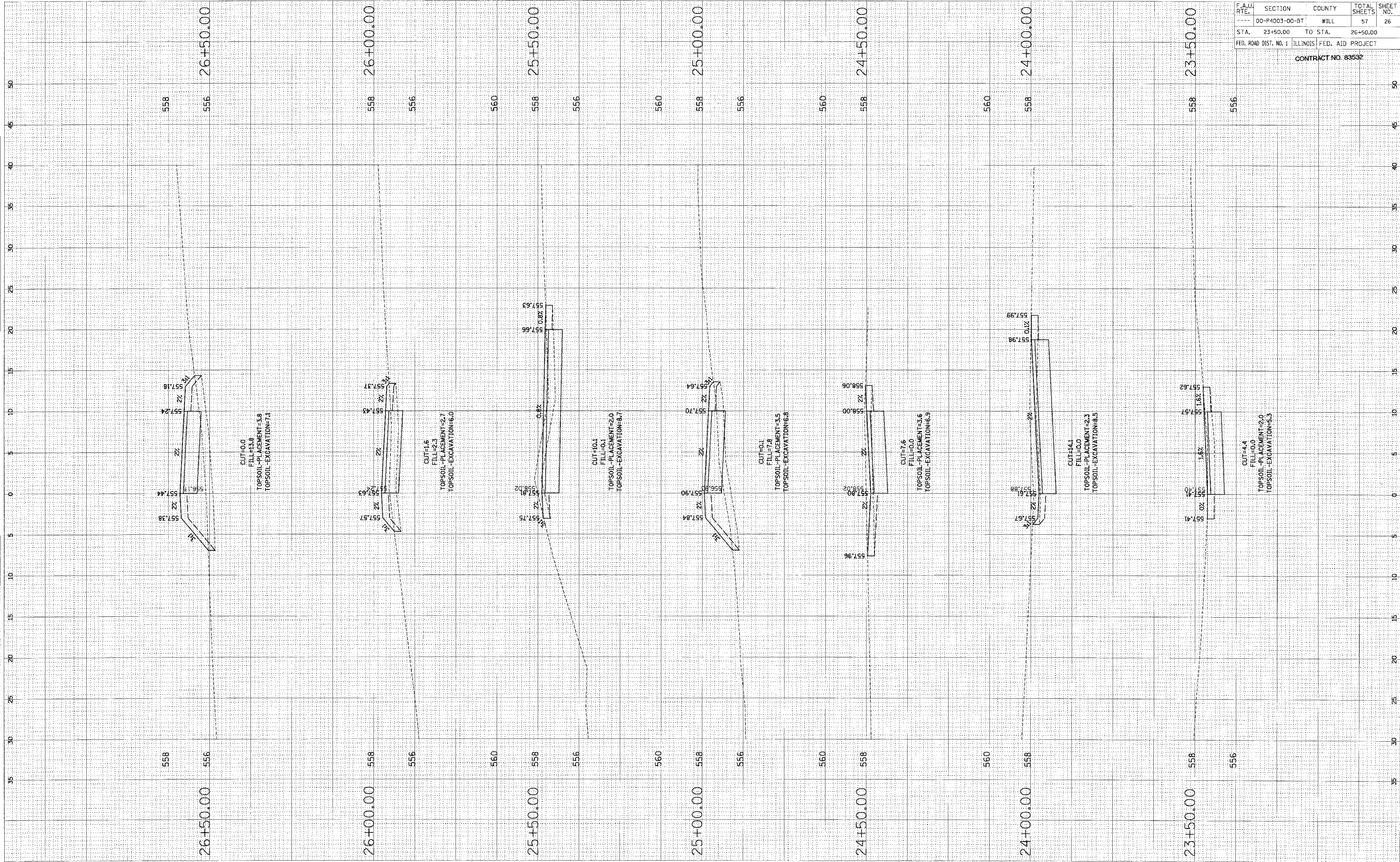
ORIGINAL SURVEY
 CHECKED BY
 DATE



F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	25
STA. 20+00.00	TO STA. 23+00.00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83632				

FINAL SURVEY
 NOTY BROOK
 NO. _____
 DATE _____

ORIGINAL SURVEY
 NOTY BROOK
 NO. _____
 DATE _____

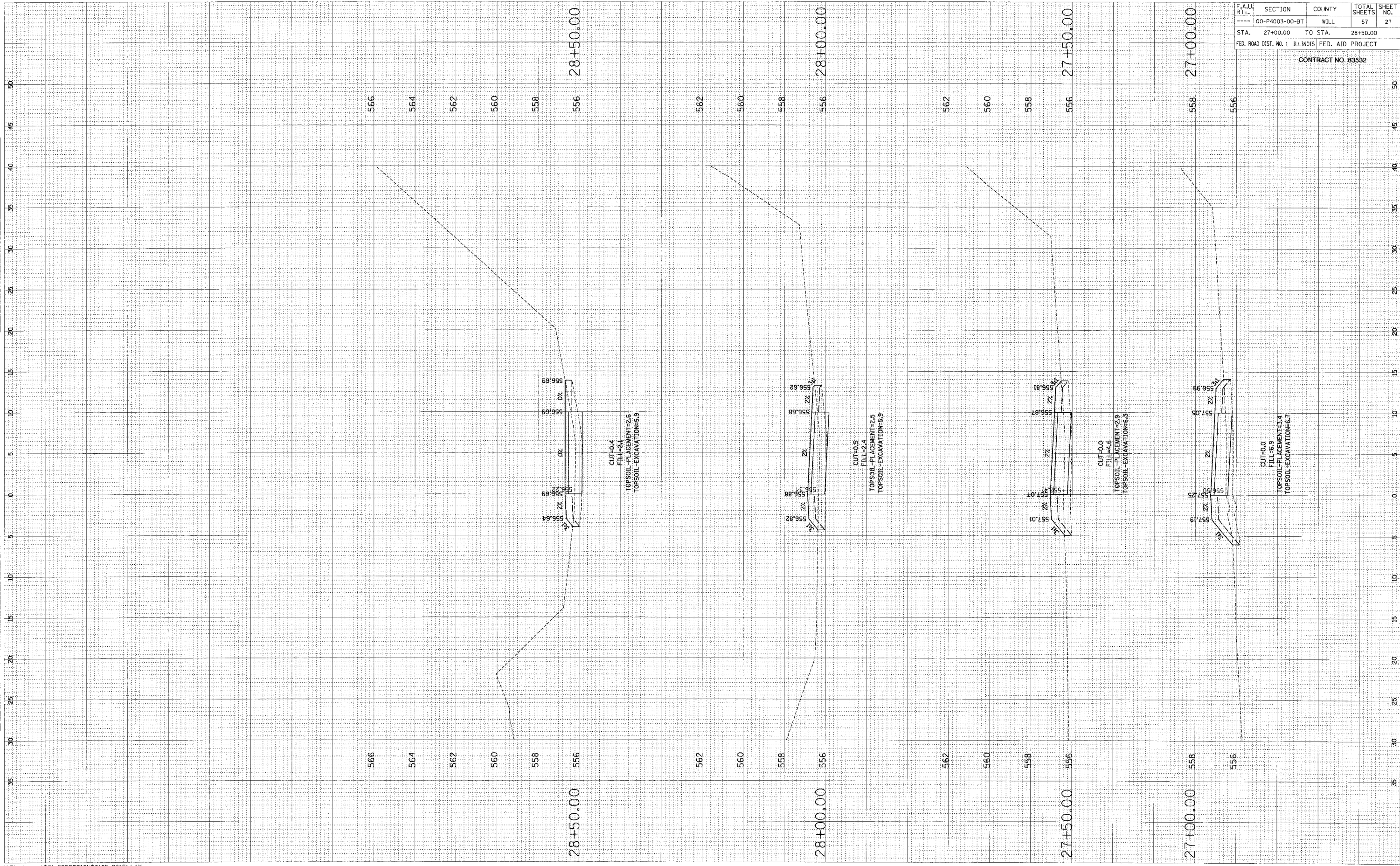


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	26
STA. 23+50.00	TO STA.	26+50.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83632

FINAL SURVEY DRAWING PLOTTED
 NOT FOR CONSTRUCTION
 DATE: _____ BY: _____

ORIGINAL SURVEY DRAWING PLOTTED
 NOT FOR CONSTRUCTION
 DATE: _____ BY: _____

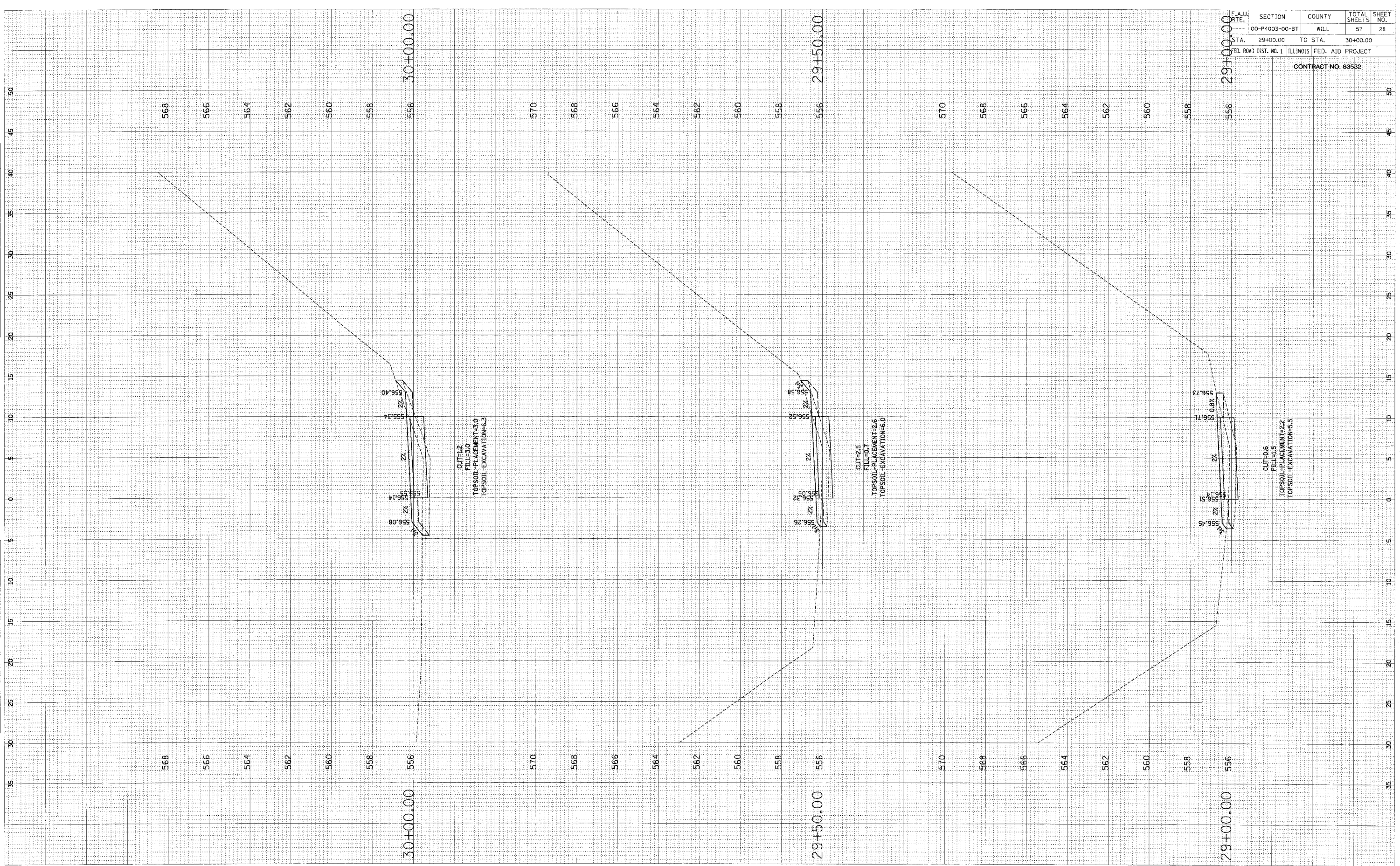


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	00-P4003-00-9T	WILL	57	27
STA.	27+00.00	TO STA.	28+50.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY BY DATE
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 CHECKED BY
 DATE

ORIGINAL SURVEY BY DATE
 SURVEYED BY
 CHECKED BY
 DATE

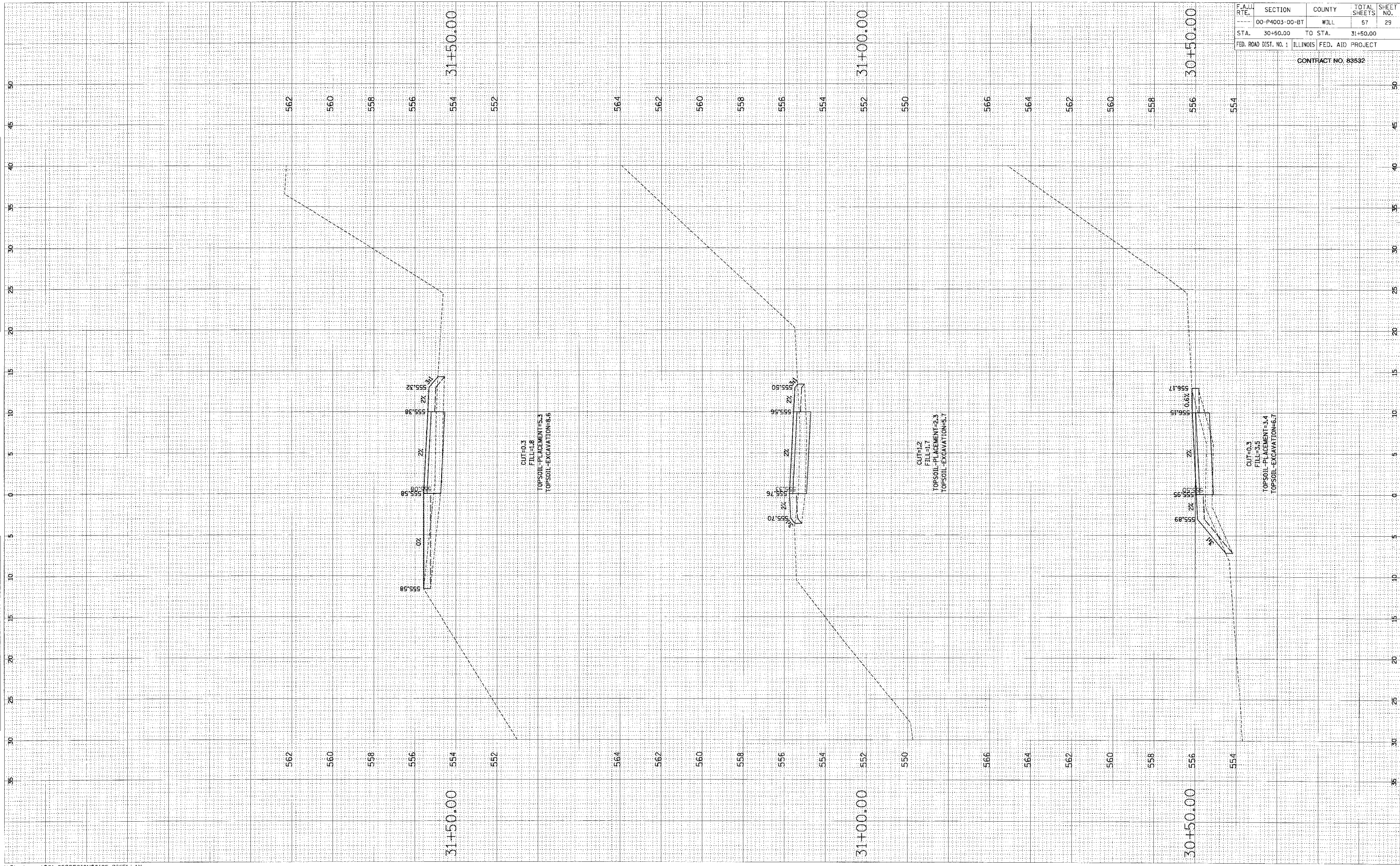


F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL	57	28
STA. 29+00.00	TO STA. 30+00.00		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		

CONTRACT NO. 83632

ORIGINAL SUPPLY NOTE BOOK NO. _____
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 DATE _____
 BY _____

ORIGINAL SUPPLY NOTE BOOK NO. _____
 COPIED FROM _____
 DATE _____
 BY _____

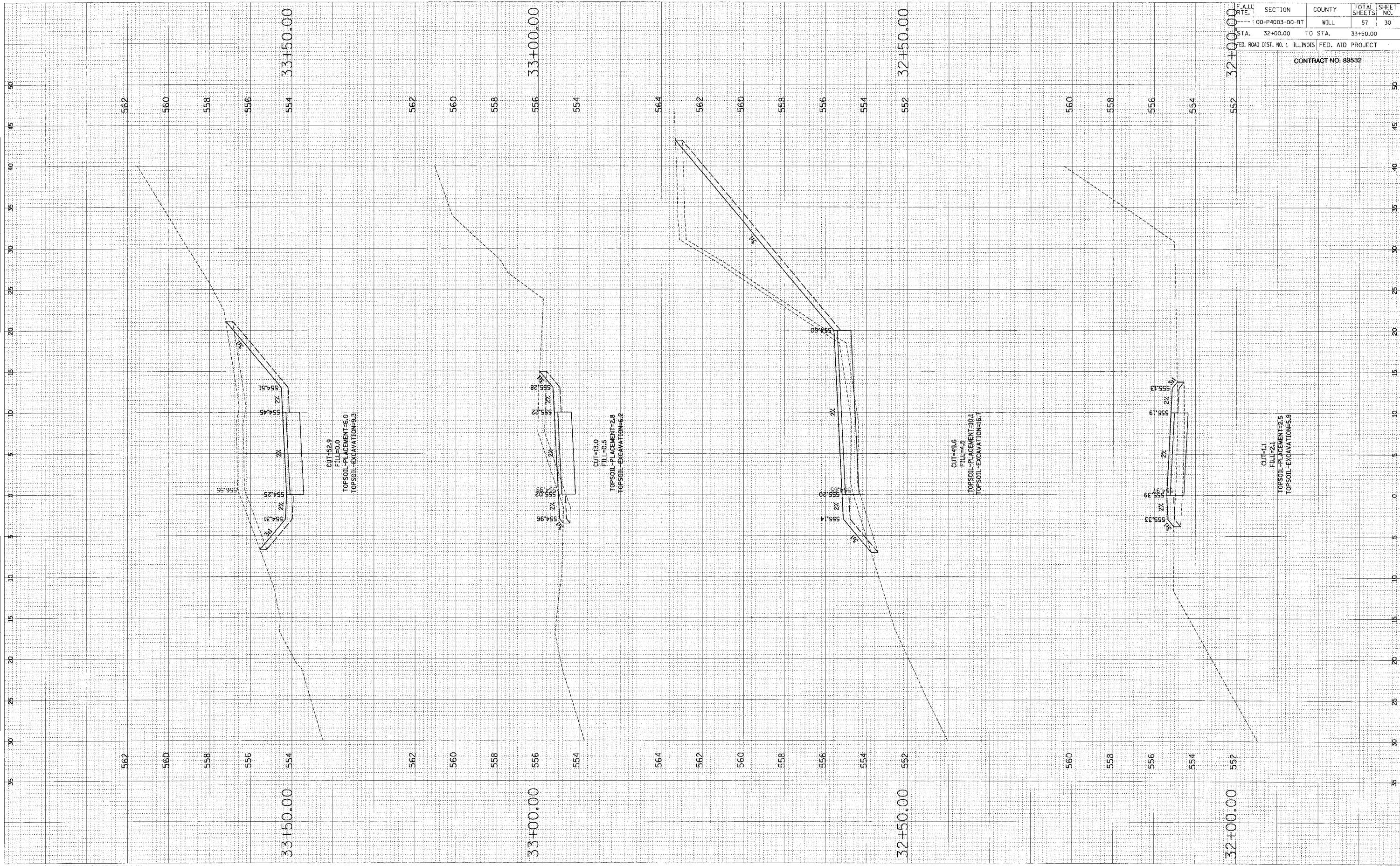


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	29
STA. 30+50.00		TO STA.	31+50.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL	DATE
SURVEY	BY
NOTE BOOK	NO.
PLOTTED	DATE
FOR LAYOUT	BY
AREAS CHECKED	NO.

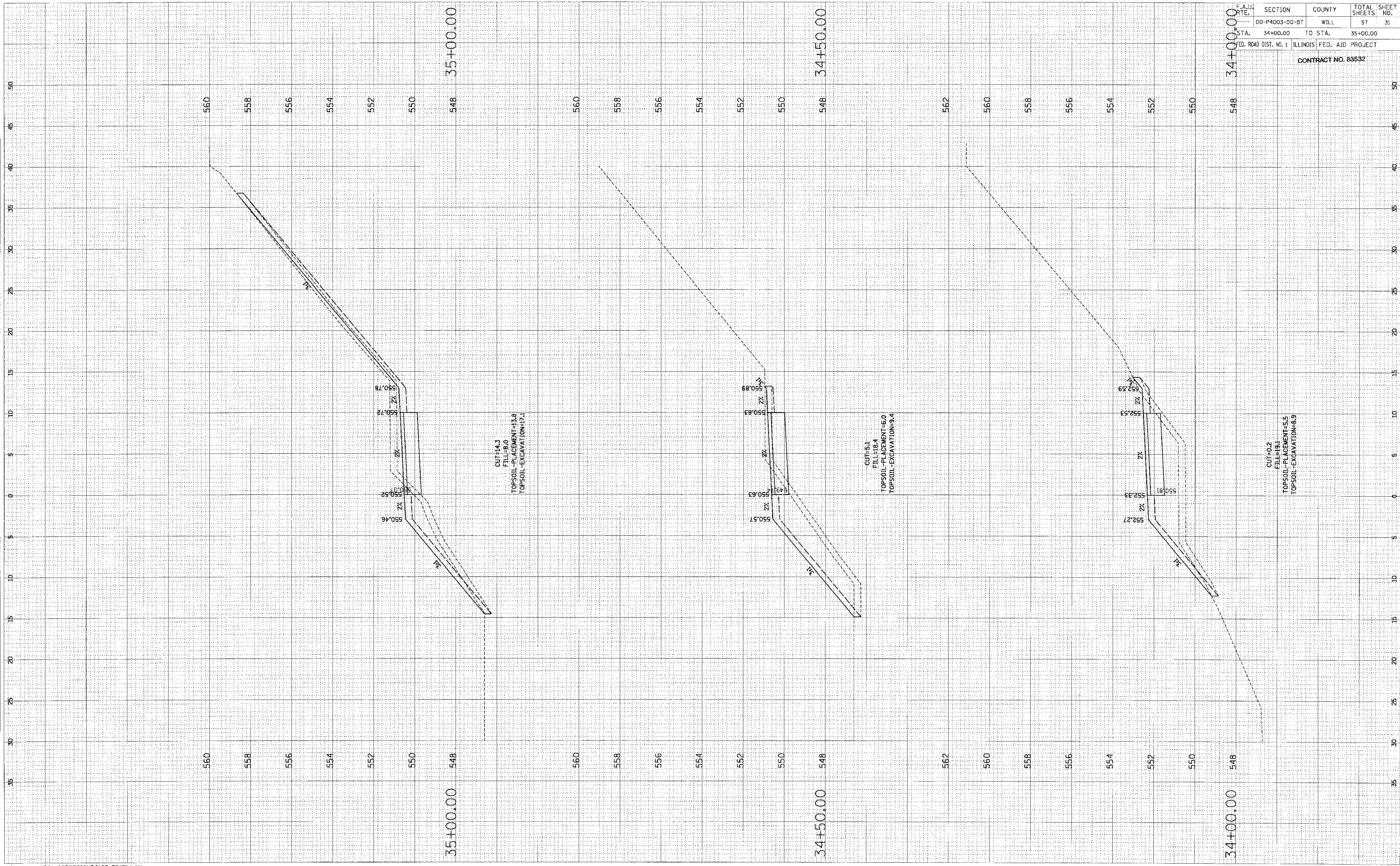
ORIGINAL	DATE
SURVEY	BY
NOTE BOOK	NO.
PLOTTED	DATE
FOR LAYOUT	BY
AREAS CHECKED	NO.



F.A.U. RT. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	30
STA. 32+00.00	TO STA.		33+50.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 88532				

FINAL SURVEY	DATE
NO. _____	_____
ENGINEER	BY
PLOTTED	DATE
TEMPLATE	_____
AREAS	_____
DESIGNED	_____

ORIGINAL SURVEY	DATE
NO. _____	_____
ENGINEER	BY
PLOTTED	DATE
TEMPLATE	_____
AREAS	_____
DESIGNED	_____



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
00-P4003-00-BT	WILL	57	31
STA. 34+00.00	TO STA.	35+00.00	
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		
CONTRACT NO. 83532			

FINAL SURVEY	DATE
NO. _____	BY _____
REVISIONS	DATE
NOTED	BY
PLOTTED	DATE
TEMPLATE	BY
AREAS CHECKED	DATE
AREAS CHECKED	DATE

ORIGINAL SURVEY	DATE
NO. _____	BY _____
REVISIONS	DATE
NOTED	BY
PLOTTED	DATE
TEMPLATE	BY
AREAS CHECKED	DATE
AREAS CHECKED	DATE



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	32
STA. 35+50.00	TO STA.	36+50.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL
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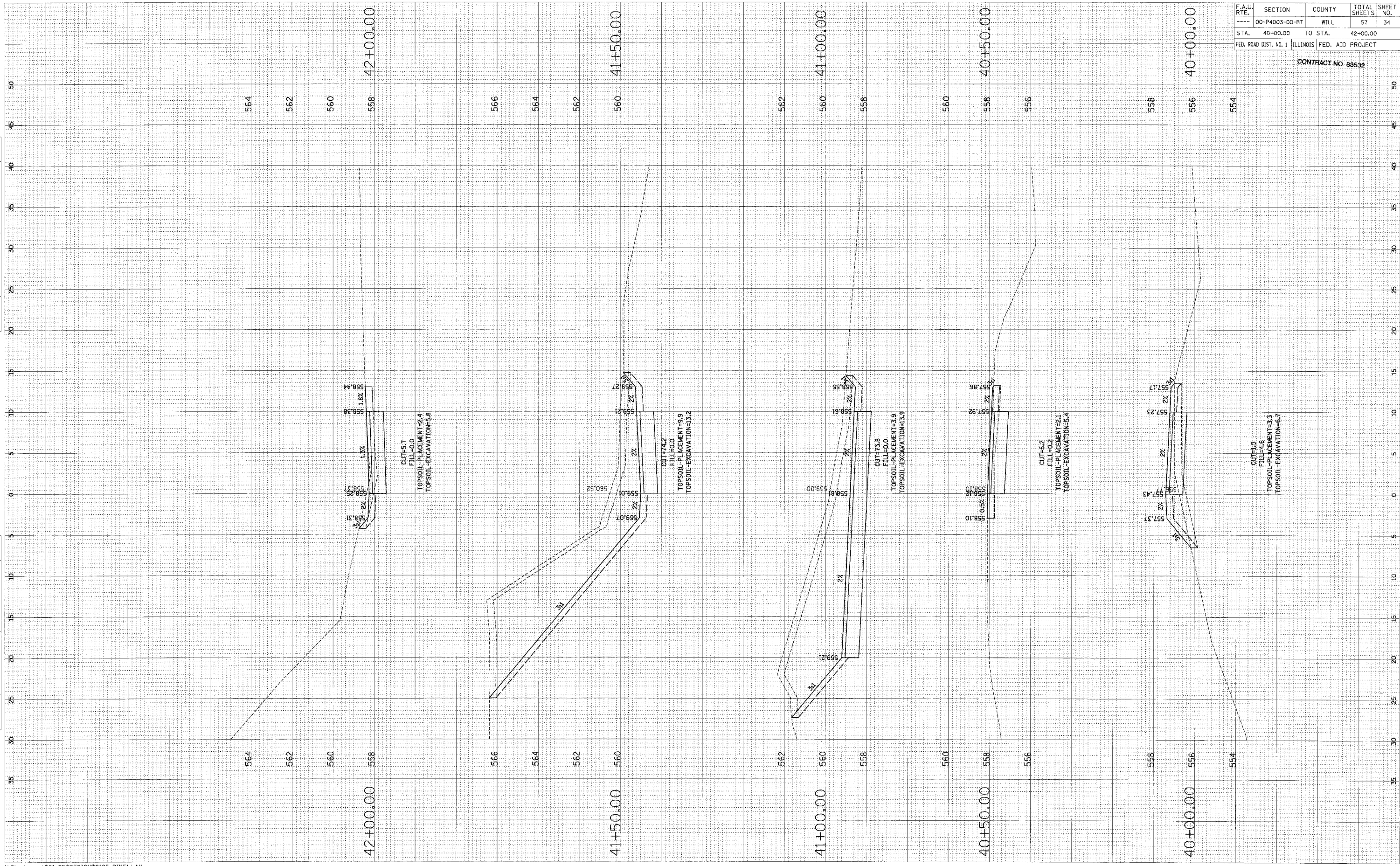
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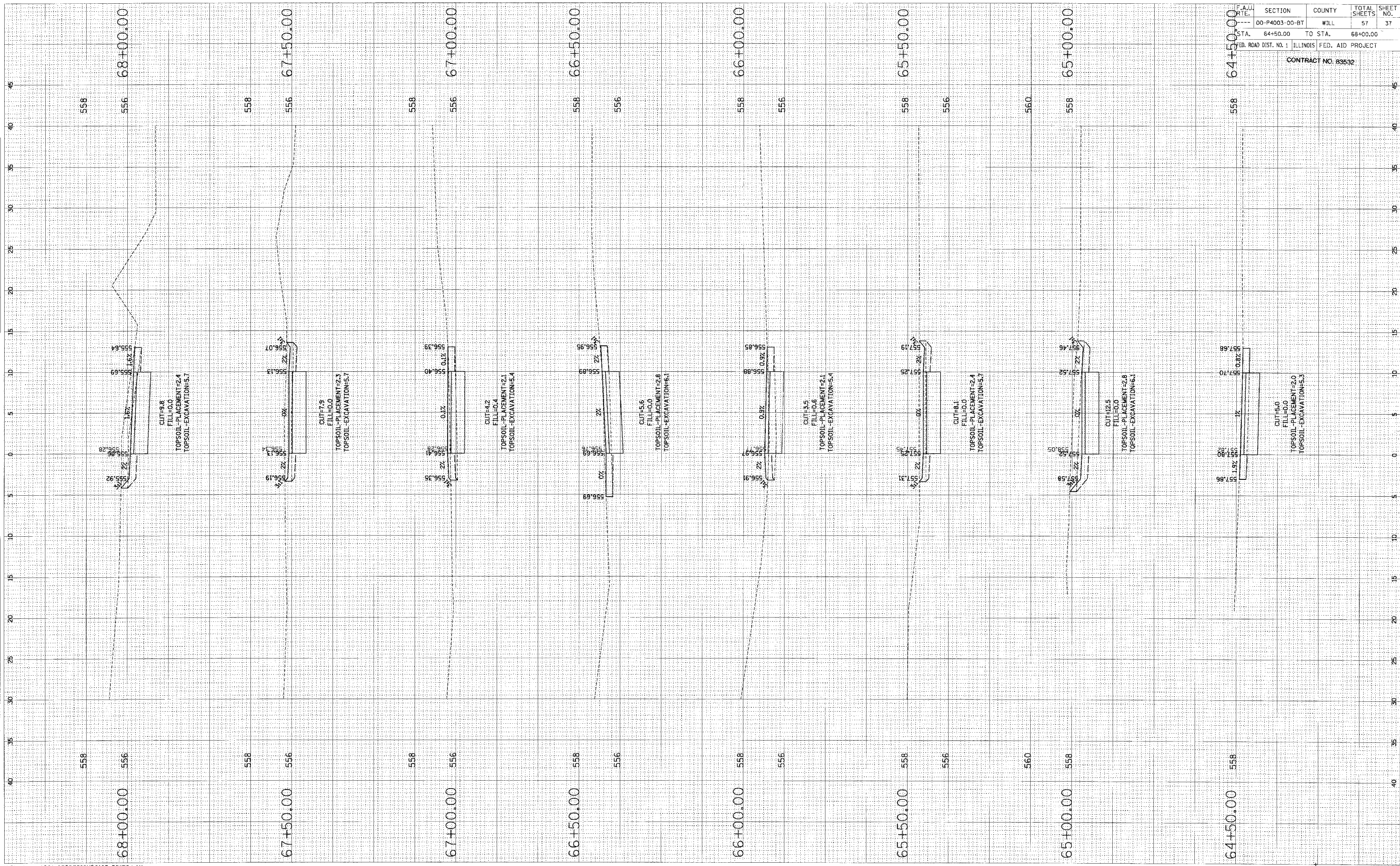


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	00-P4003-00-BT	WILL	57	34
STA.	40+00.00	TO STA.	42+00.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 88532

FINAL SURVEY PLOTTED DATE
 NOTE BOOK PLATE AREA
 NO. AREA

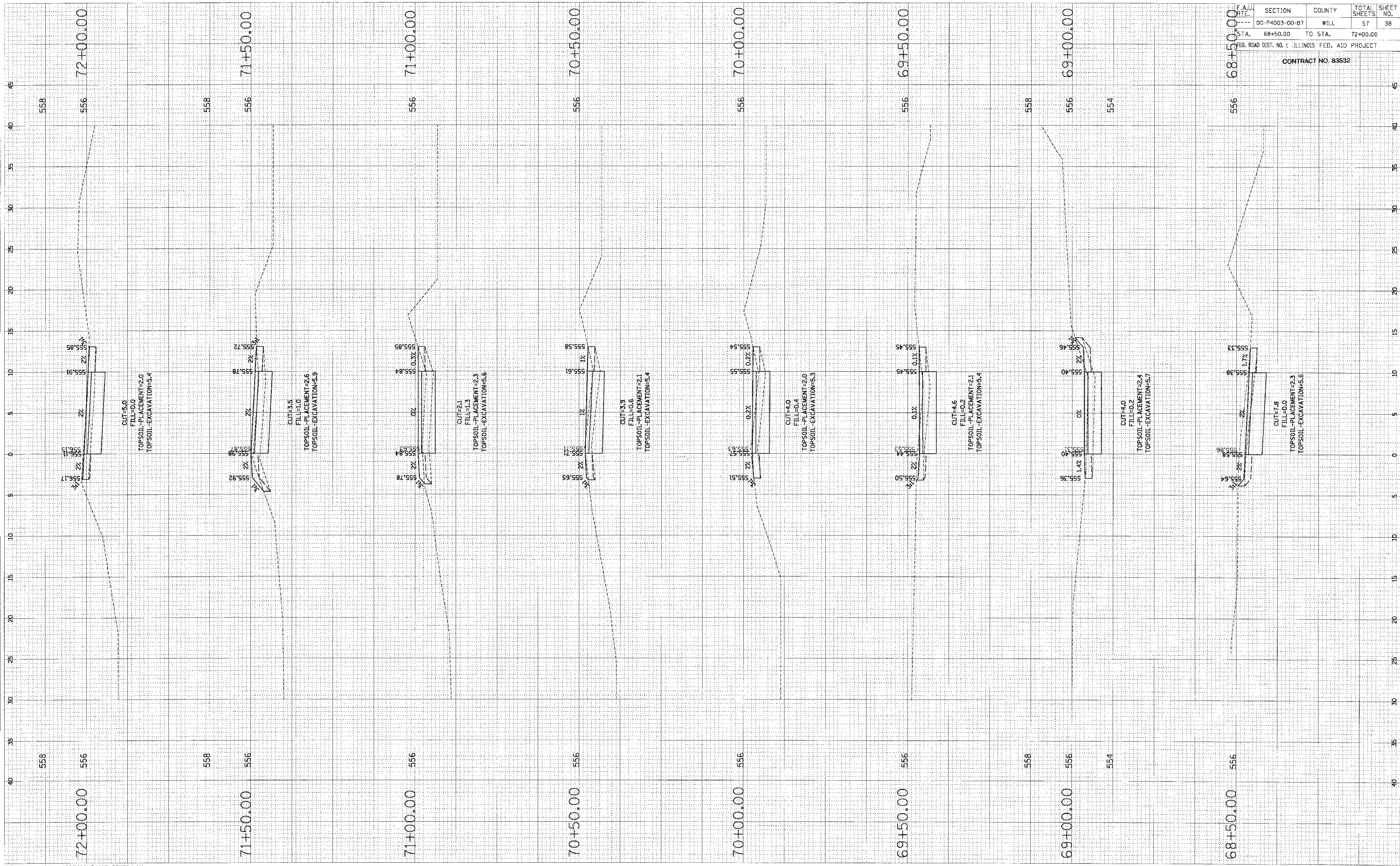
ORIGINAL SURVEY PLOTTED DATE
 NOTE BOOK PLATE AREA
 NO. AREA



F.A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	37
STA.	64+50.00	TO STA.	68+00.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83532				

ORIGINAL SURVEY PLOTTED
 DATE: _____ BY: _____
 ORIGINAL SURVEY PLOTTED
 DATE: _____ BY: _____
 NOTE BOOK NO. _____
 AREA _____
 AREA DESIGNED _____

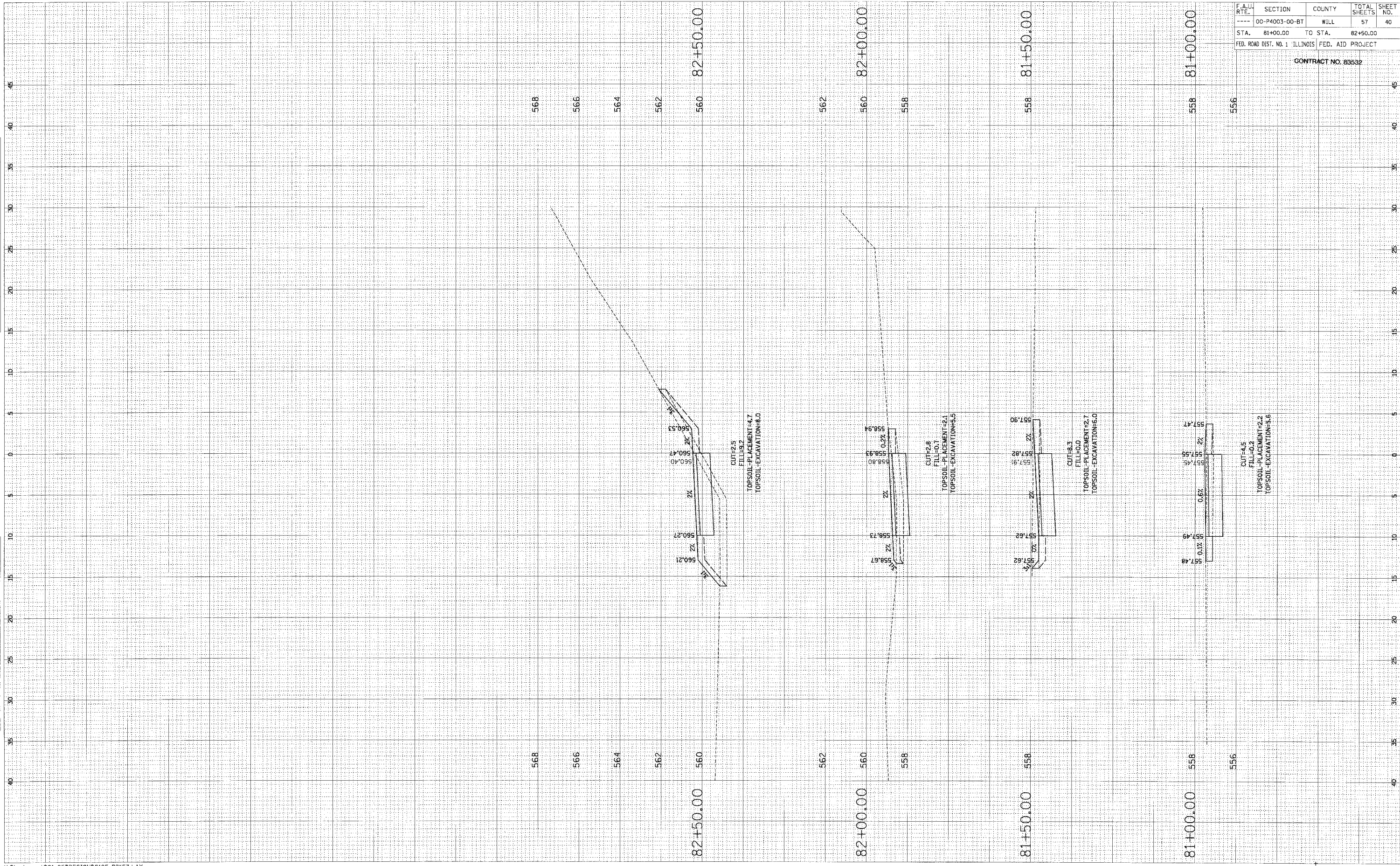
ORIGINAL SURVEY PLOTTED
 DATE: _____ BY: _____
 ORIGINAL SURVEY PLOTTED
 DATE: _____ BY: _____
 NOTE BOOK NO. _____
 AREA _____
 AREA DESIGNED _____



F.A.U. RT. E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	38
STA. 68+50.00	TO STA. 72+00.00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83632				

FINAL SURVEY	DATE
COPIED	BY
PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
COPIED	BY
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NOTE BOOK	
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AREAS	
AREAS CHECKED	

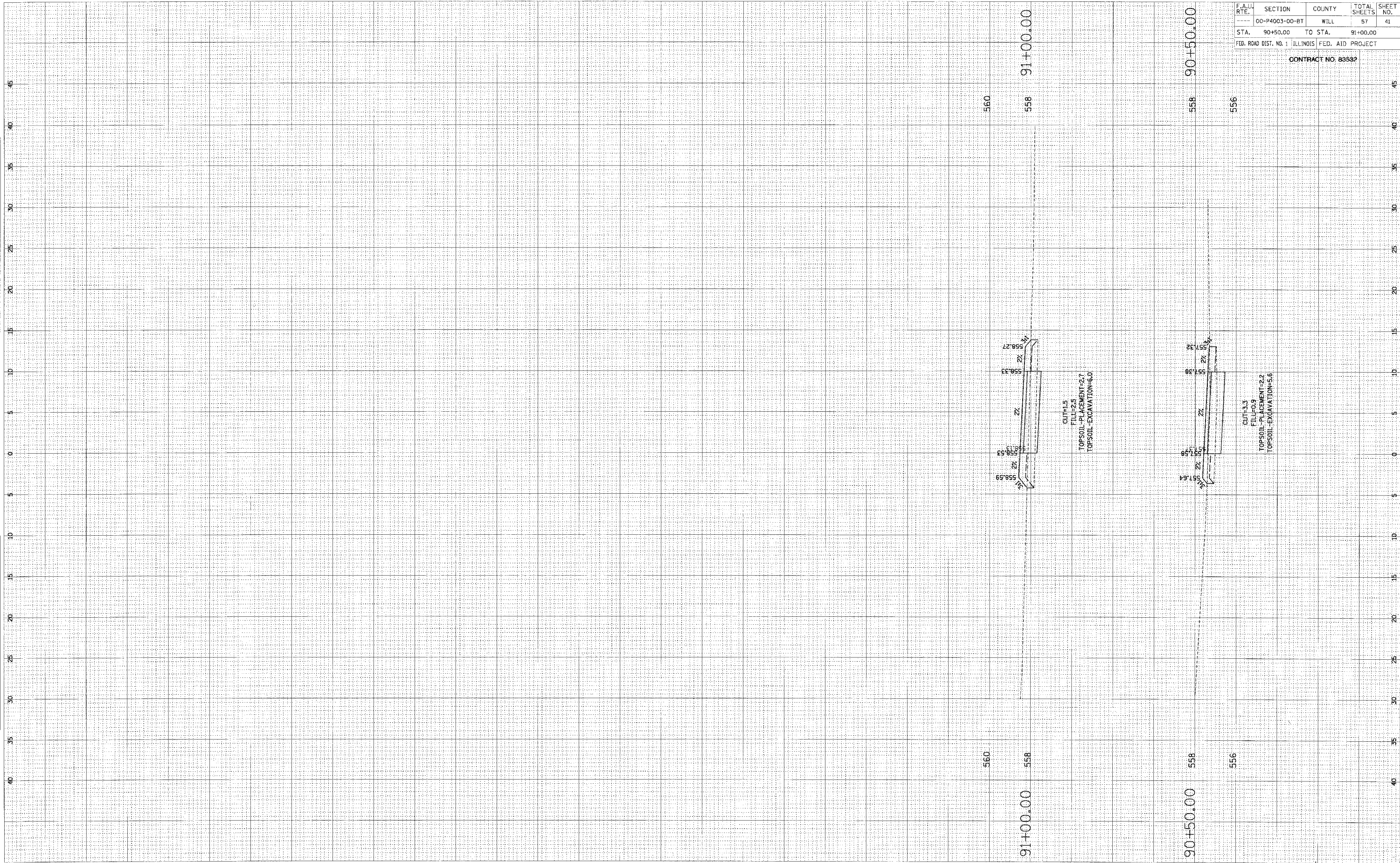


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	00-P4003-00-BT	WILL	57	40
STA.	81+00.00	TO STA.	82+50.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

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

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

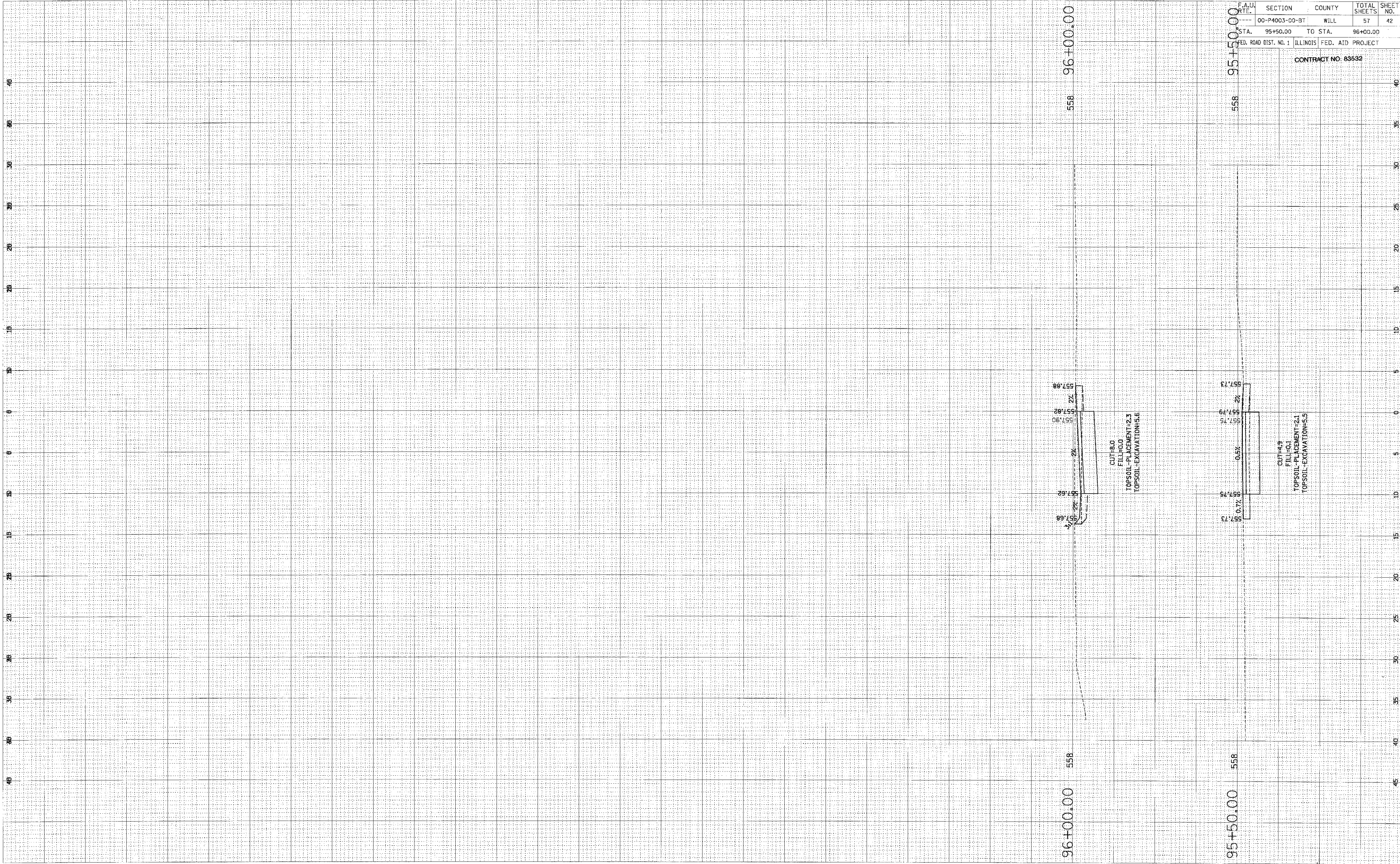


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	41
STA. 90+50.00	TO STA.	91+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO: 83532

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

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

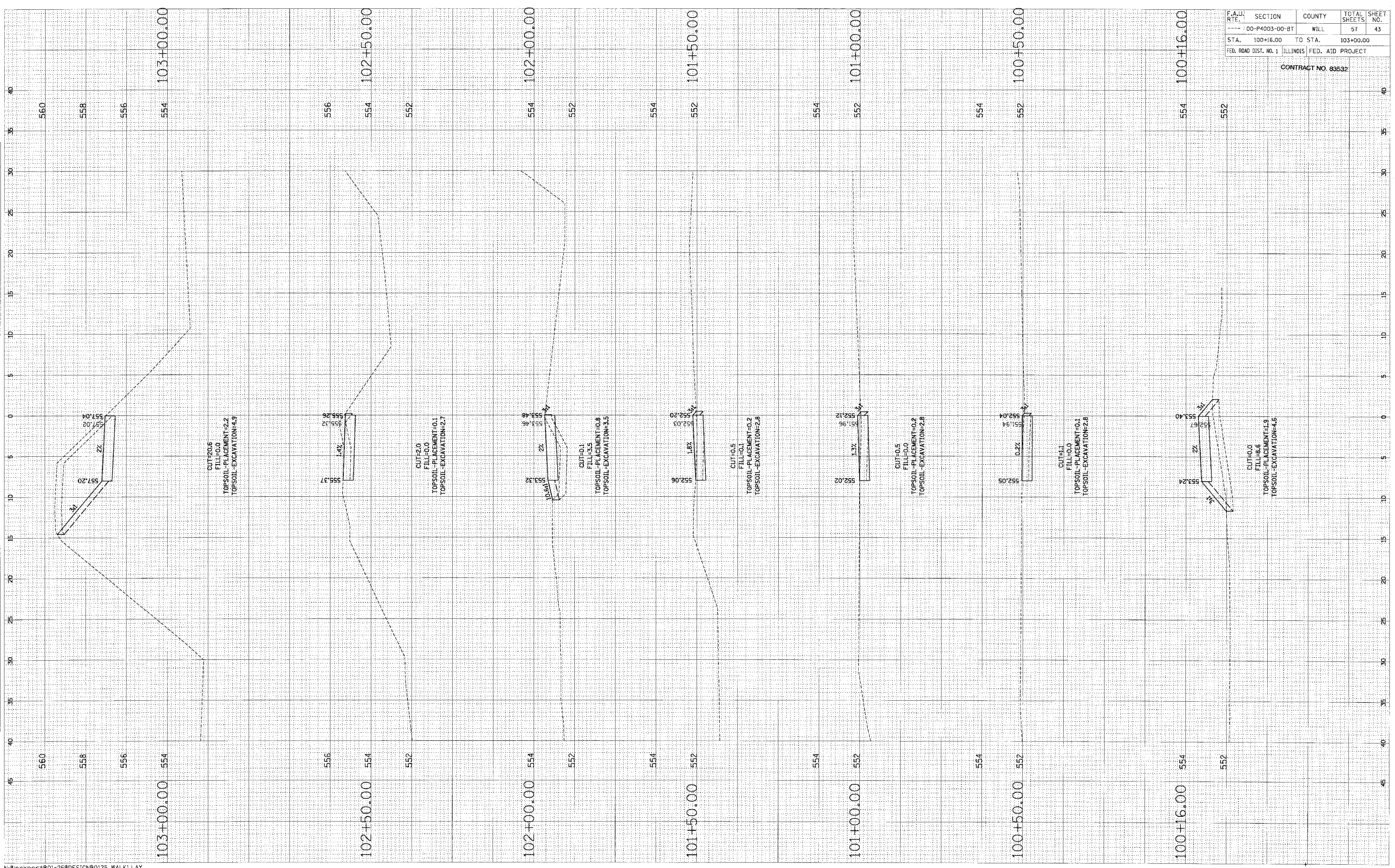


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	42
STA. 95+50.00	TO STA. 96+00.00			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 83532

FINI SURVEY
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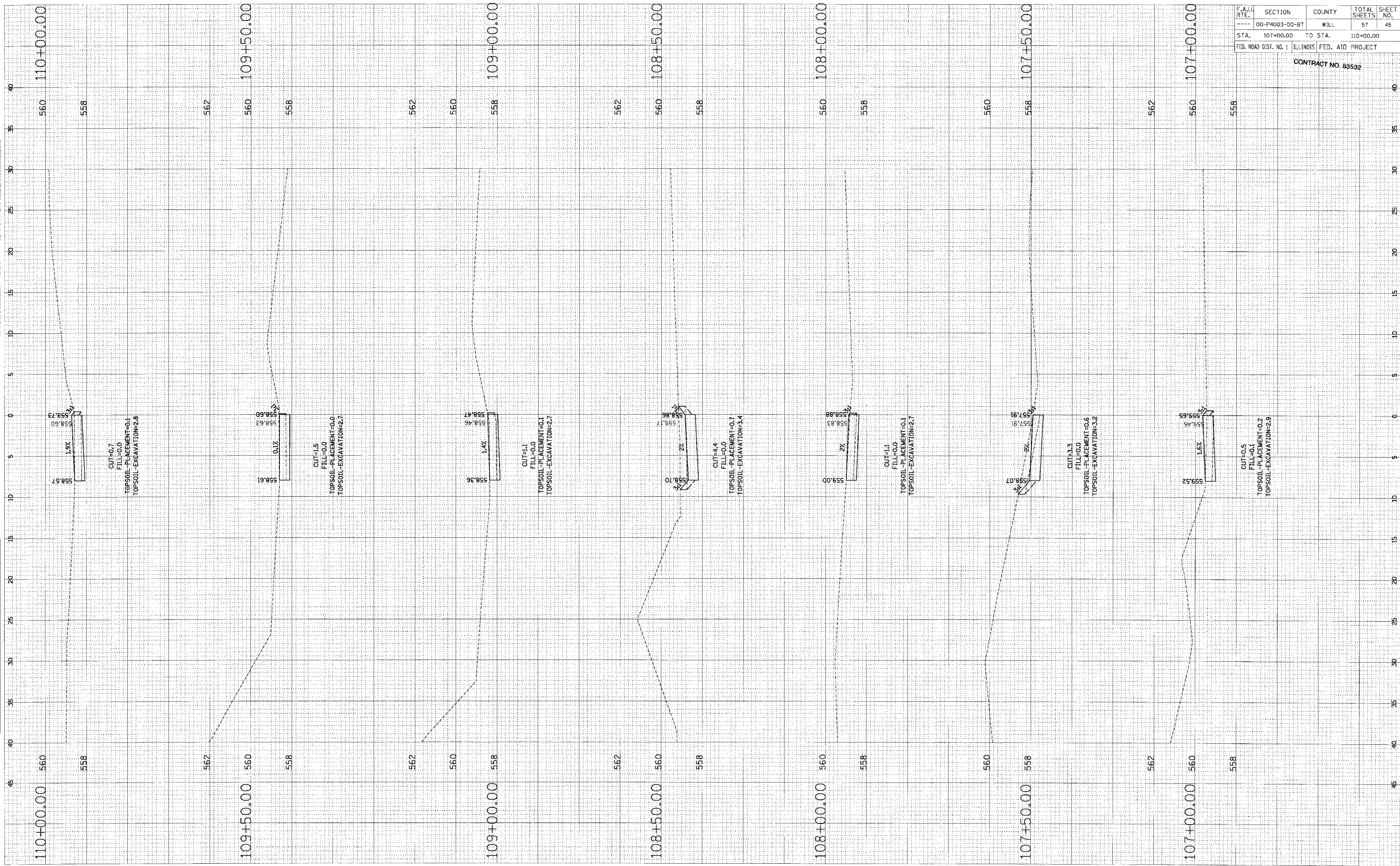


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	43
STA. 100+16.00 TO STA. 103+00.00		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 83532

FINAL SURVEY	ADJUSTED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMP. DATE		
	AREAS CHECKED		
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ORIGINAL SURVEY	BY	DATE
NOTE BOOK		

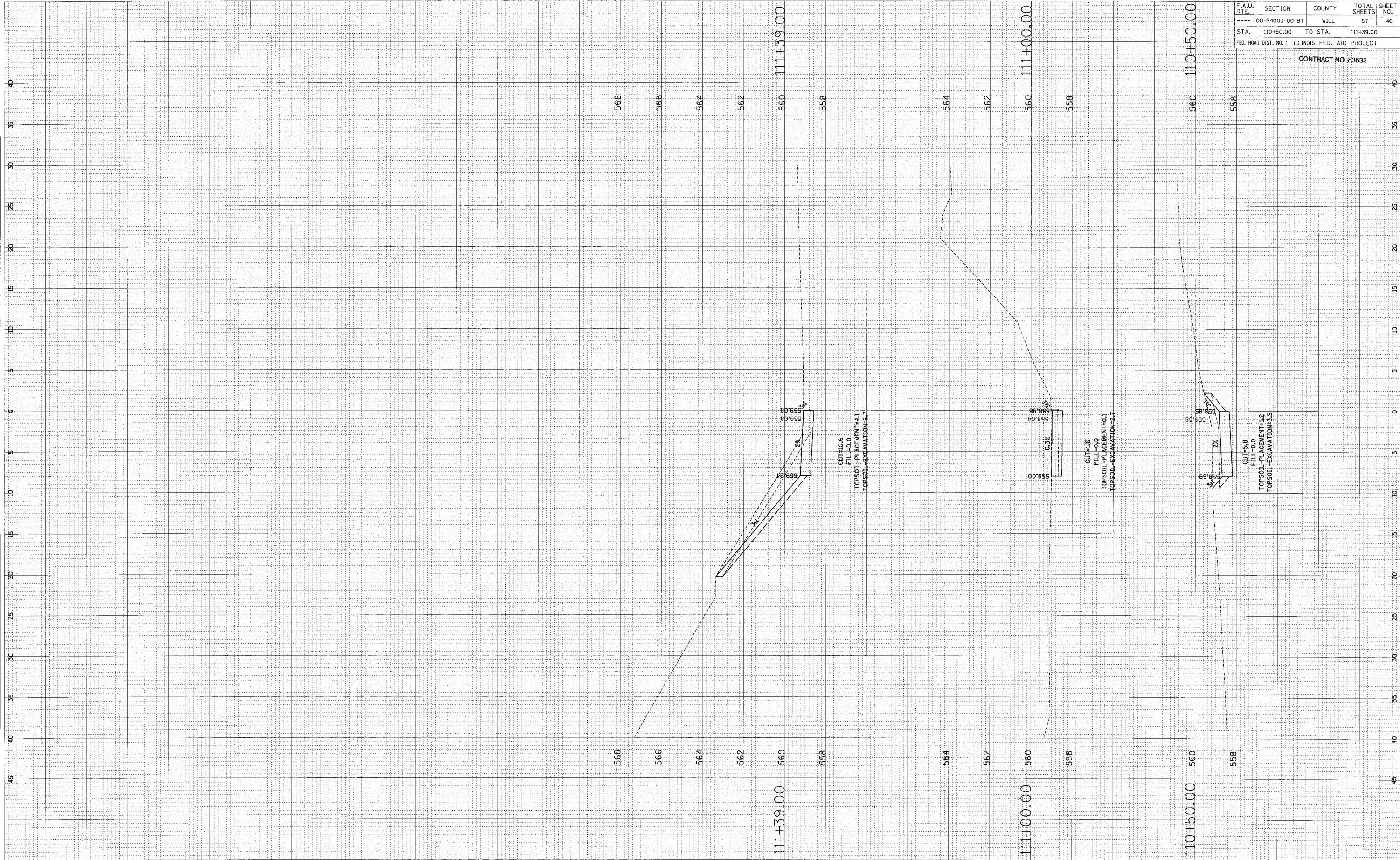


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	45
STA.	107+00.00	TO STA.	110+00.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY	REVISIONS	BY	DATE
NO. 1	PLOTTED		
	TEMPLATE		
	APPROVED		
	DATE		

ORIGINAL SURVEY	REVISIONS	BY	DATE
NO. 1	PLOTTED		
	TEMPLATE		
	APPROVED		
	DATE		

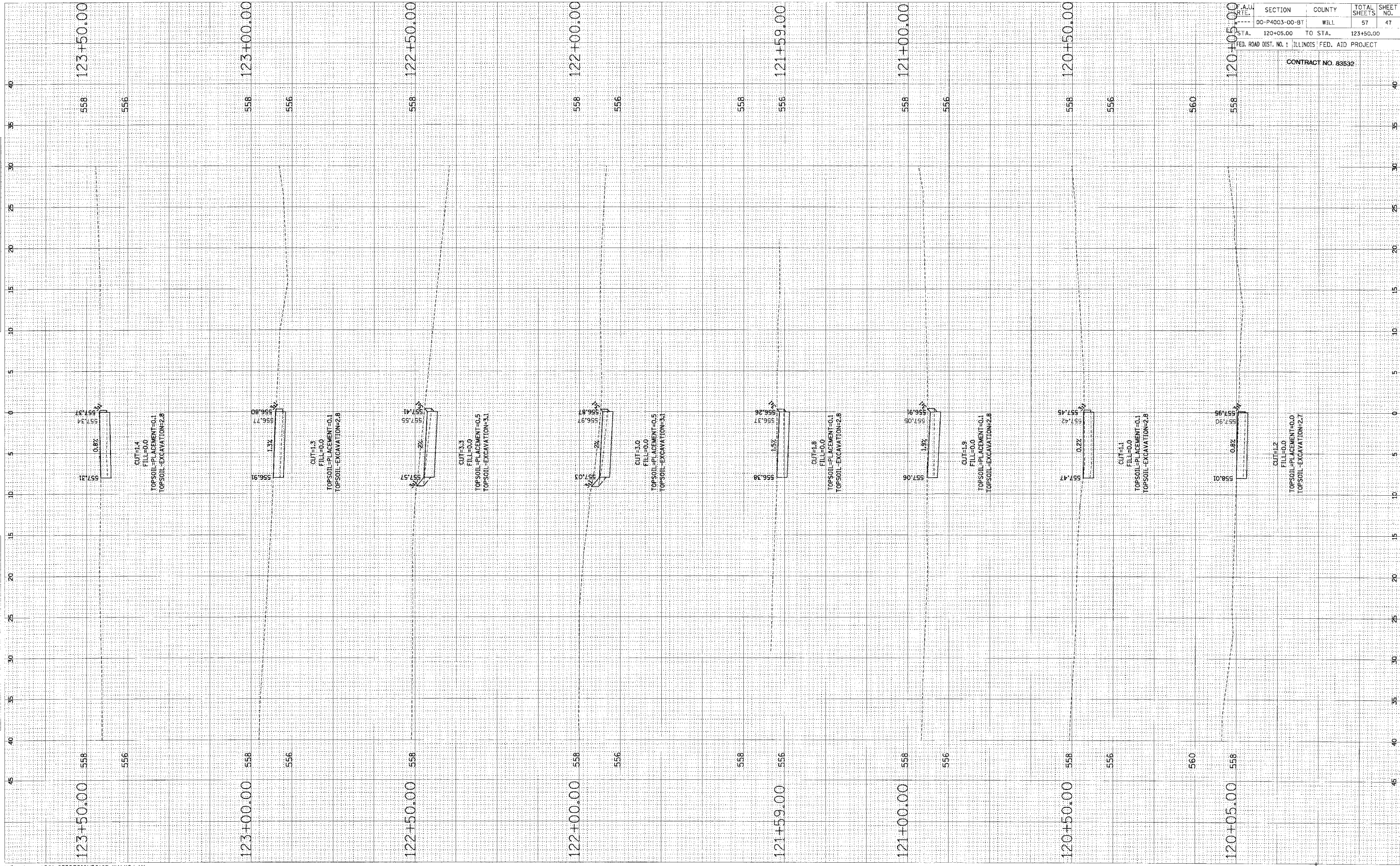


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	46
STA.	110+50.00	TO STA.	111+39.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83592

FINAL
 SUPPLY
 NOTE BOOK
 NO. _____
 DATE _____
 BY _____
 CHECKED
 PLOTTED
 TEMPLATE
 AREA
 CHECKED

ORIGINAL
 SURVEY
 NOTE BOOK
 NO. _____
 DATE _____
 BY _____
 CHECKED
 PLOTTED
 TEMPLATE
 AREA
 CHECKED

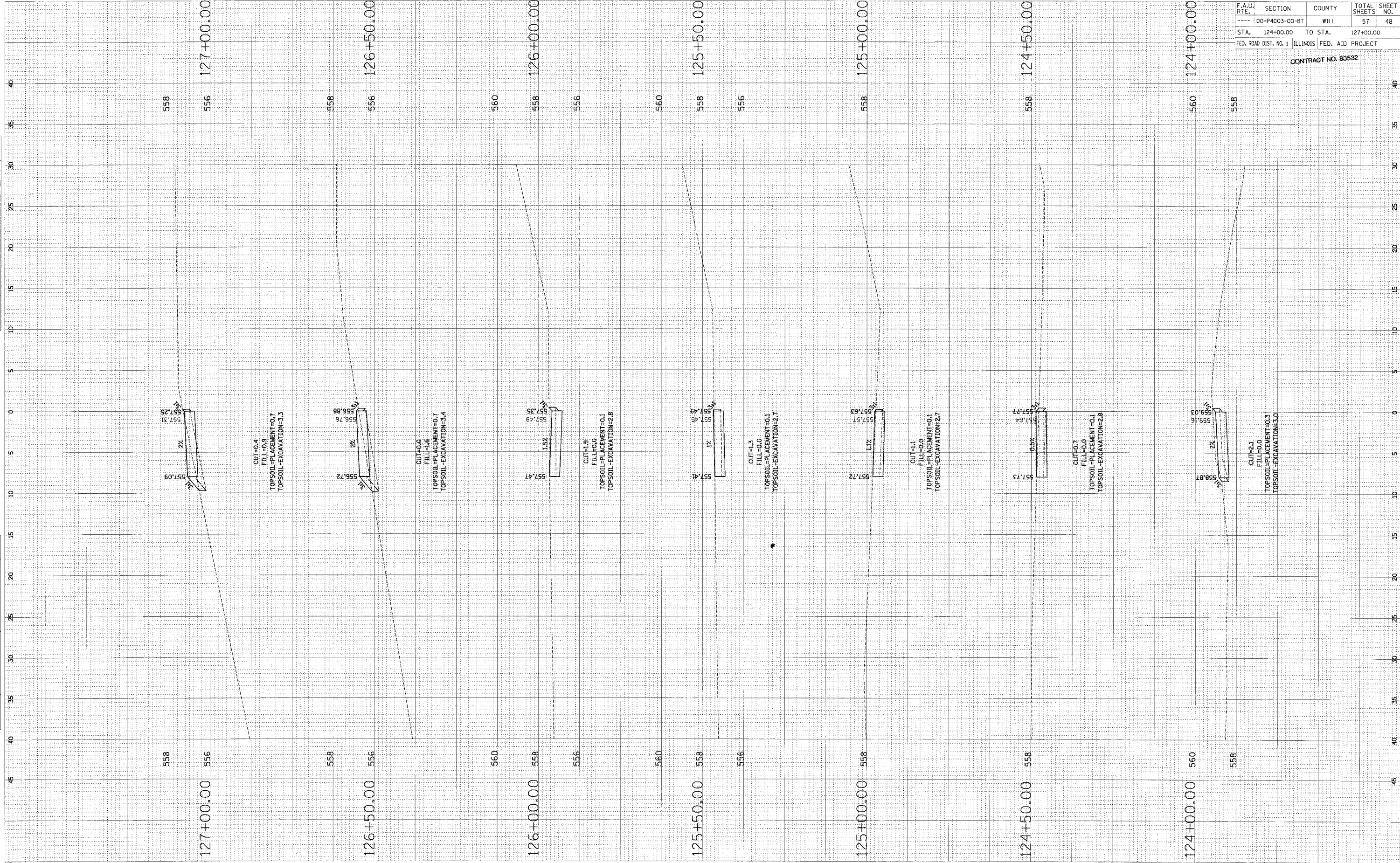


F.A.U. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	47
STA. 120+05.00	TO STA.	123+50.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY	NO. _____	DATE _____	BY _____
NO. _____	NO. _____	NO. _____	NO. _____
NO. _____	NO. _____	NO. _____	NO. _____

ORIGINAL SURVEY	NO. _____	DATE _____	BY _____
NO. _____	NO. _____	NO. _____	NO. _____
NO. _____	NO. _____	NO. _____	NO. _____

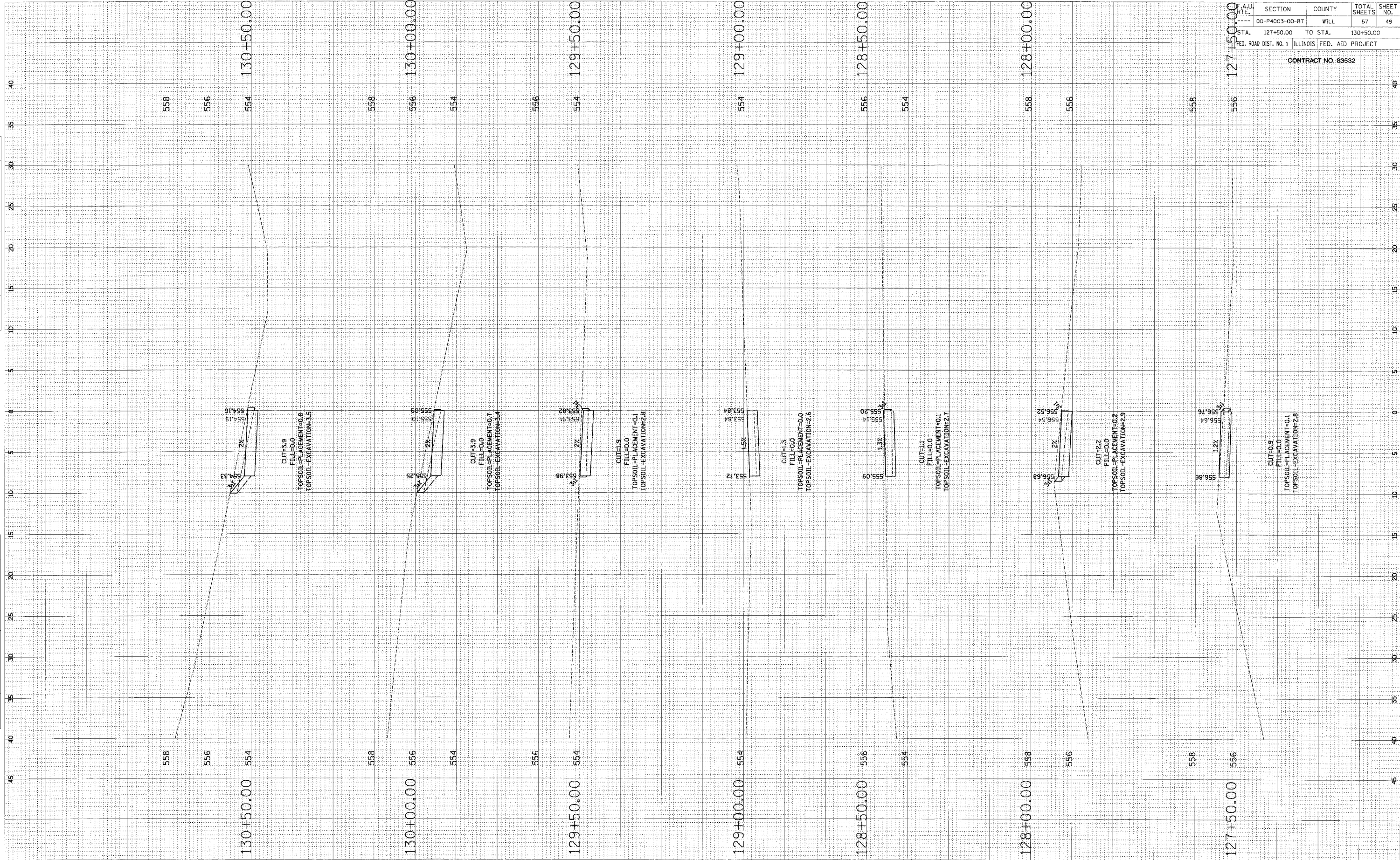


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
---	00-P4003-00-BT	WILL	57 48
STA.	124+00.00	TO STA.	127+00.00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

CONTRACT NO. 83532

FINAL SURVEY DRAWINGS/PLOTTED/NOTE BOOK NO. _____ BY _____ DATE _____

ORIGINAL SURVEY DRAWINGS/PLOTTED/NOTE BOOK NO. _____ BY _____ DATE _____



F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	49
STA. 127+50.00	TO STA. 130+50.00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY	REVISION	DATE
NOTE BOOK	PLOTTED	BY
No.	DATE	
	AREA	
	CHECKED	

ORIGINAL SURVEY	REVISION	DATE
NOTE BOOK	PLOTTED	BY
No.	DATE	
	AREA	
	CHECKED	

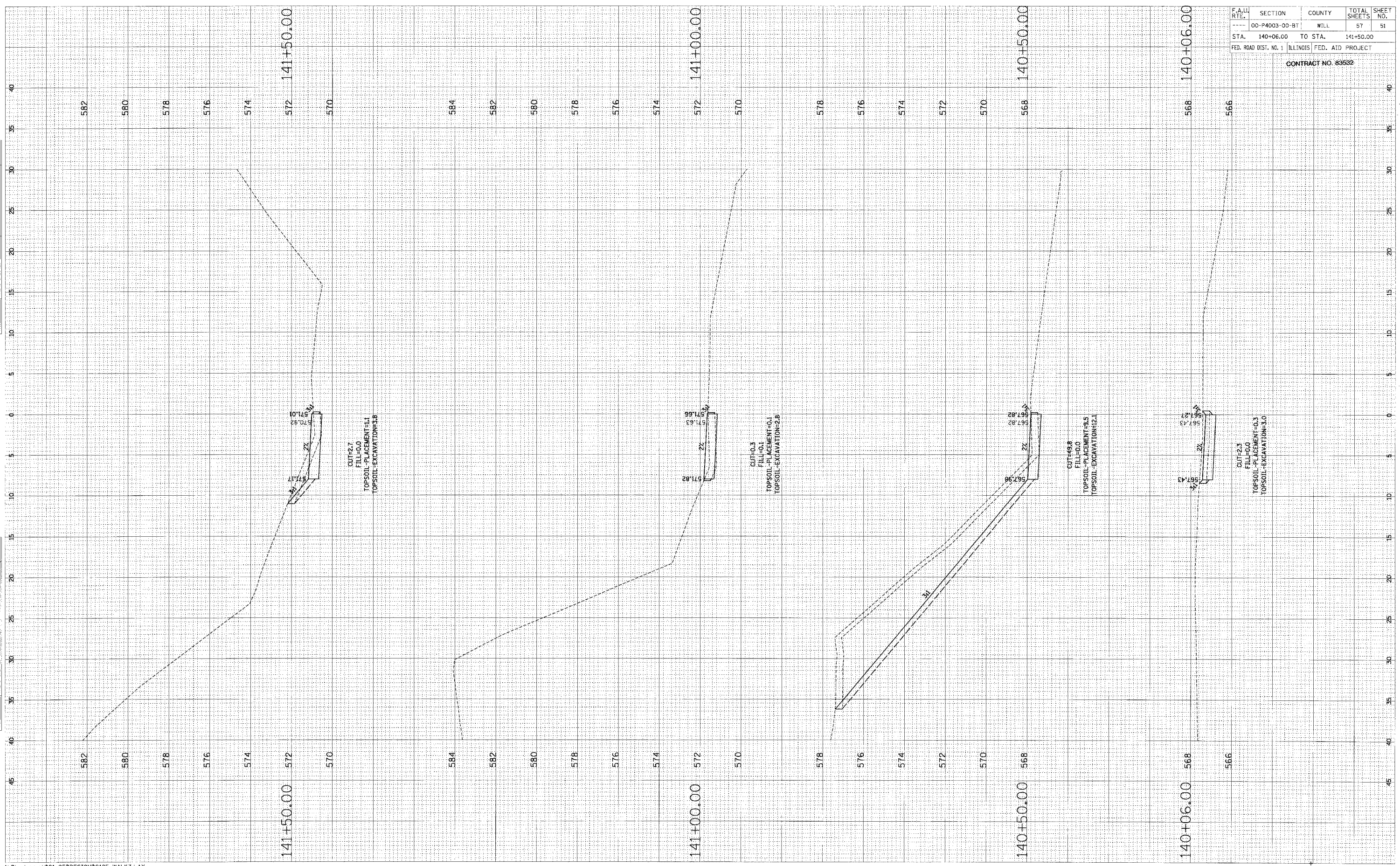
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL	57	50
STA. 131+00.00	TO STA. 131+50.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

CONTRACT NO. 83532



FINAL SURVEY
 SURVEYED
 PLOTTED
 NOTE BOOK
 DATE
 AREAS CHECKED
 NO.

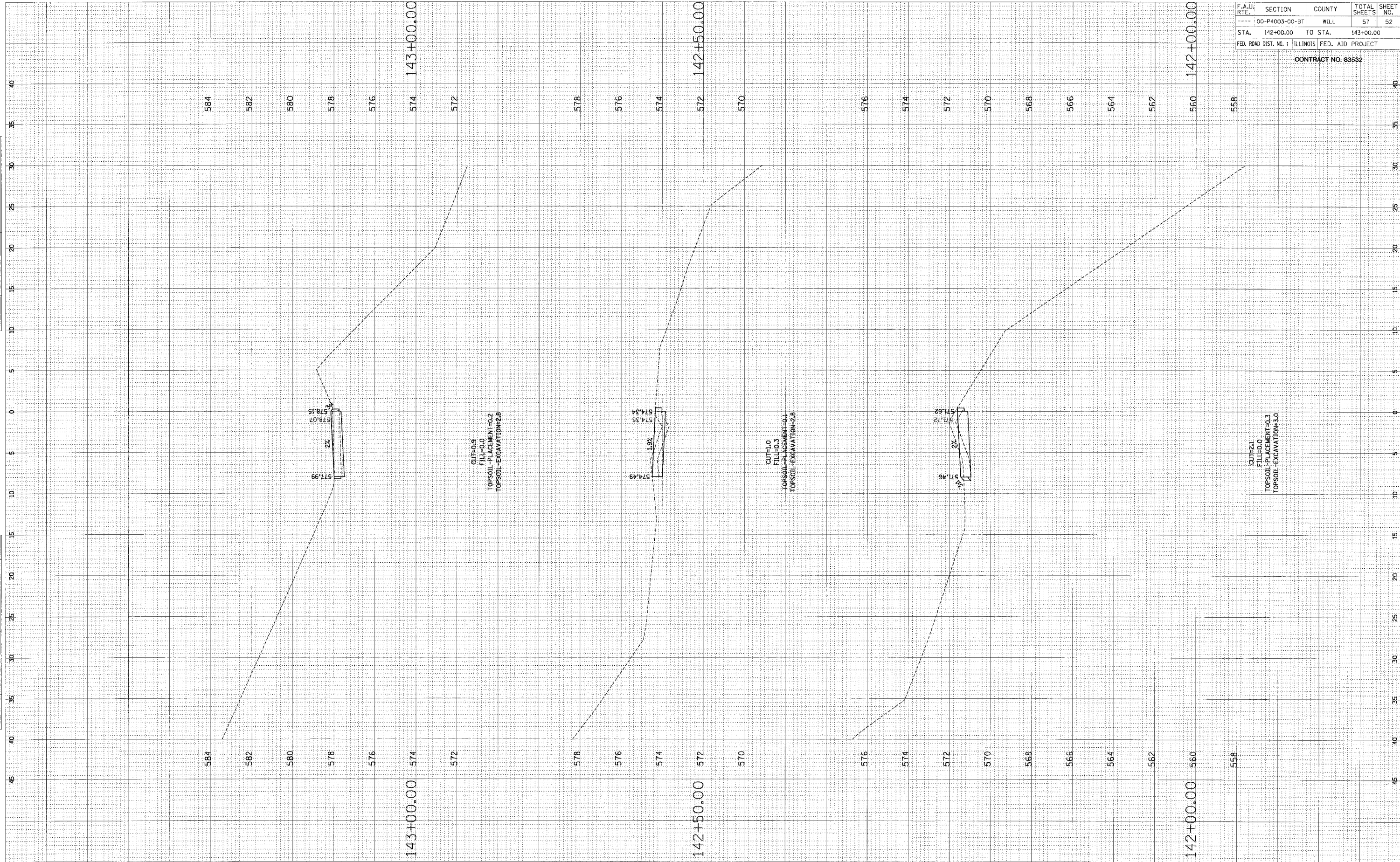
ORIGINAL SURVEY
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 PLOTTED
 NOTE BOOK
 DATE
 AREAS CHECKED
 NO.



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	00-P4003-00-BT	WILL	57	51
STA.	140+06.00	TO STA.	141+50.00	
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 83632				

FINAL SURVEY
 SURVEYED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 TEMPLATE AREA: _____
 AREA: _____
 AREA: _____

ORIGINAL SURVEY
 SURVEYED BY: _____
 DATE: _____
 NOTE BOOK NO.: _____
 TEMPLATE AREA: _____
 AREA: _____
 AREA: _____

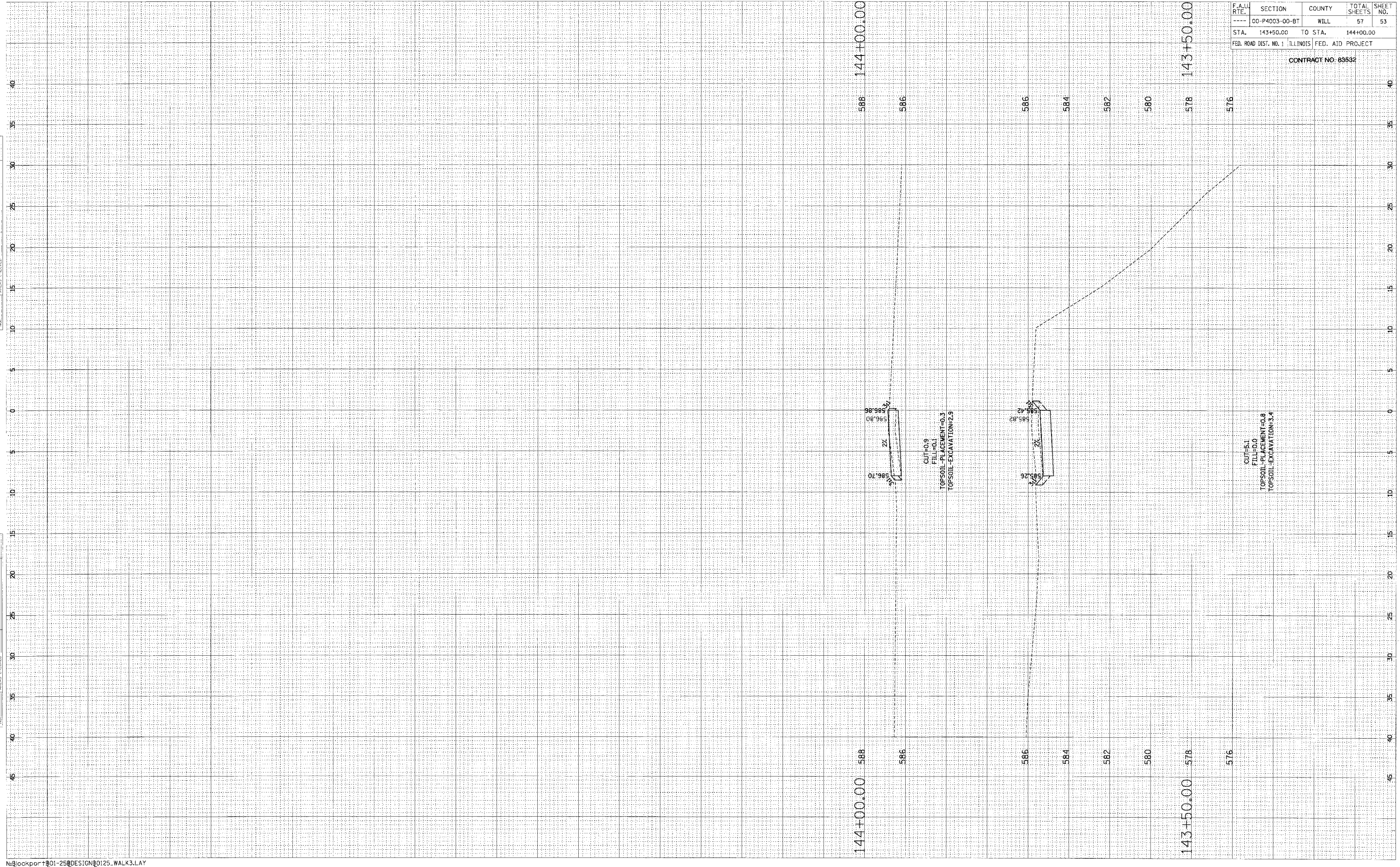


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	52
STA. 142+00.00	TO STA. 143+00.00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

ORIGINAL SURVEY PLOTTED BY DATE
 NOTE BOOK NO. AREAS CHECKED

FILM SURVEY PLOTTED BY DATE
 NOTE BOOK NO. AREAS CHECKED



586.86
 586.80
 586.70
 2Z
 2S

CUT#0.9
 FILL#0.1
 TOPSOIL-PLACEMENT#0.3
 TOPSOIL-EXCAVATION#2.9

585.42
 585.32
 585.26
 2Z
 2S

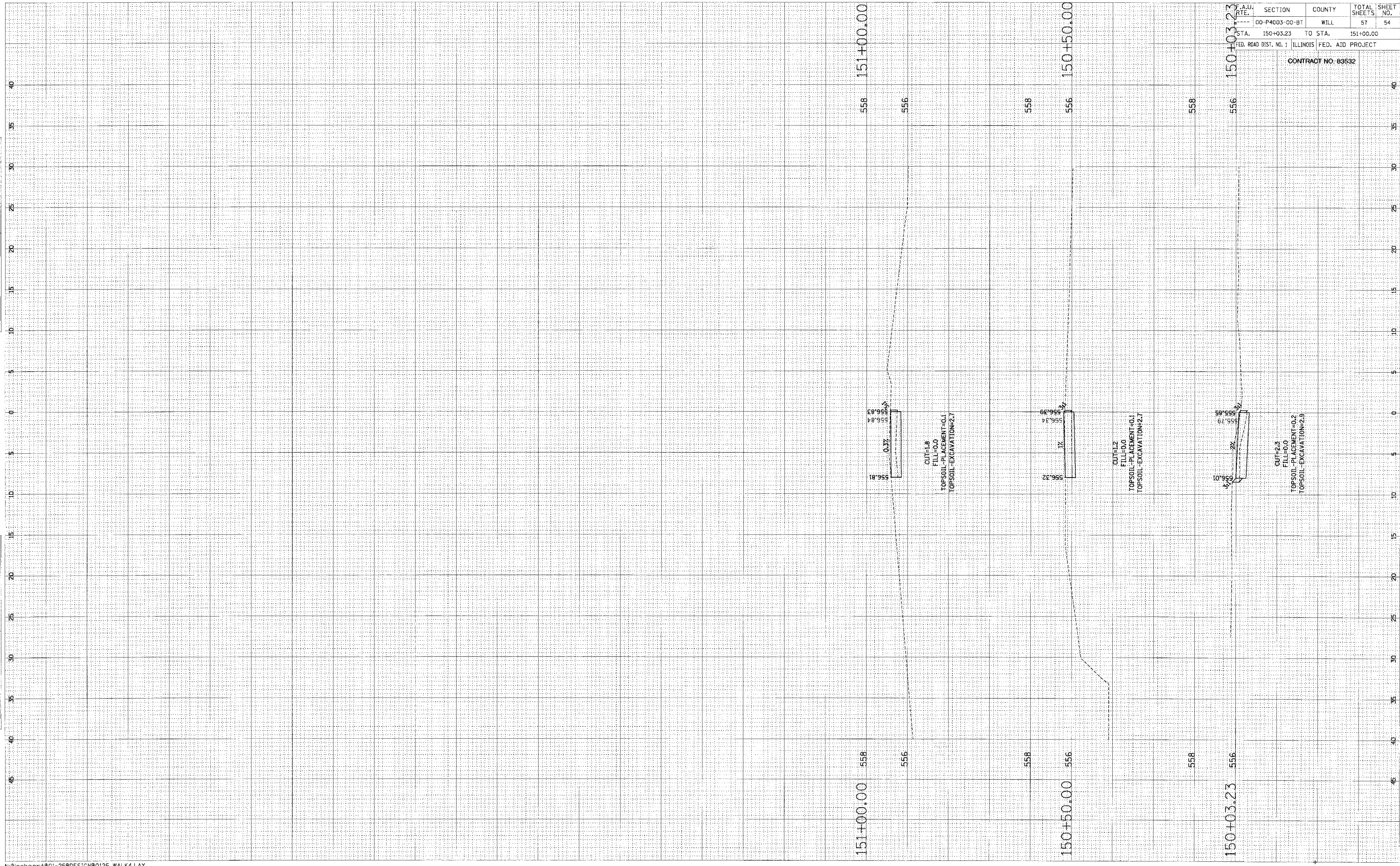
CUT#5.1
 FILL#0.0
 TOPSOIL-PLACEMENT#0.8
 TOPSOIL-EXCAVATION#3.4

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
----	CO-P4003-00-BT	WILL	57	53
STA.	143+50.00	TO STA.	144+00.00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

ORIGINAL SURVEY
 DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 FINA. SURVEY
 NOTE BOOK: _____
 TEMPLATE: _____
 AREA: _____
 CHECKED: _____
 DATE: _____ BY: _____

ORIGINAL SURVEY
 DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 FINA. SURVEY
 NOTE BOOK: _____
 TEMPLATE: _____
 AREA: _____
 CHECKED: _____
 DATE: _____ BY: _____



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	54
STA. 150+03.23	TO STA.	151+00.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83532

FINAL SURVEY
 SURVEYED BY
 DATE
 NOTE BOOK
 TEMPLATE
 AREAS
 BY/DATE

ORIGINAL SURVEY
 SURVEYED BY
 DATE
 NOTE BOOK
 TEMPLATE
 AREAS
 BY/DATE



F.A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-P4003-00-BT	WILL		57	55
STA. 160+00.00	TO STA. 160+50.00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

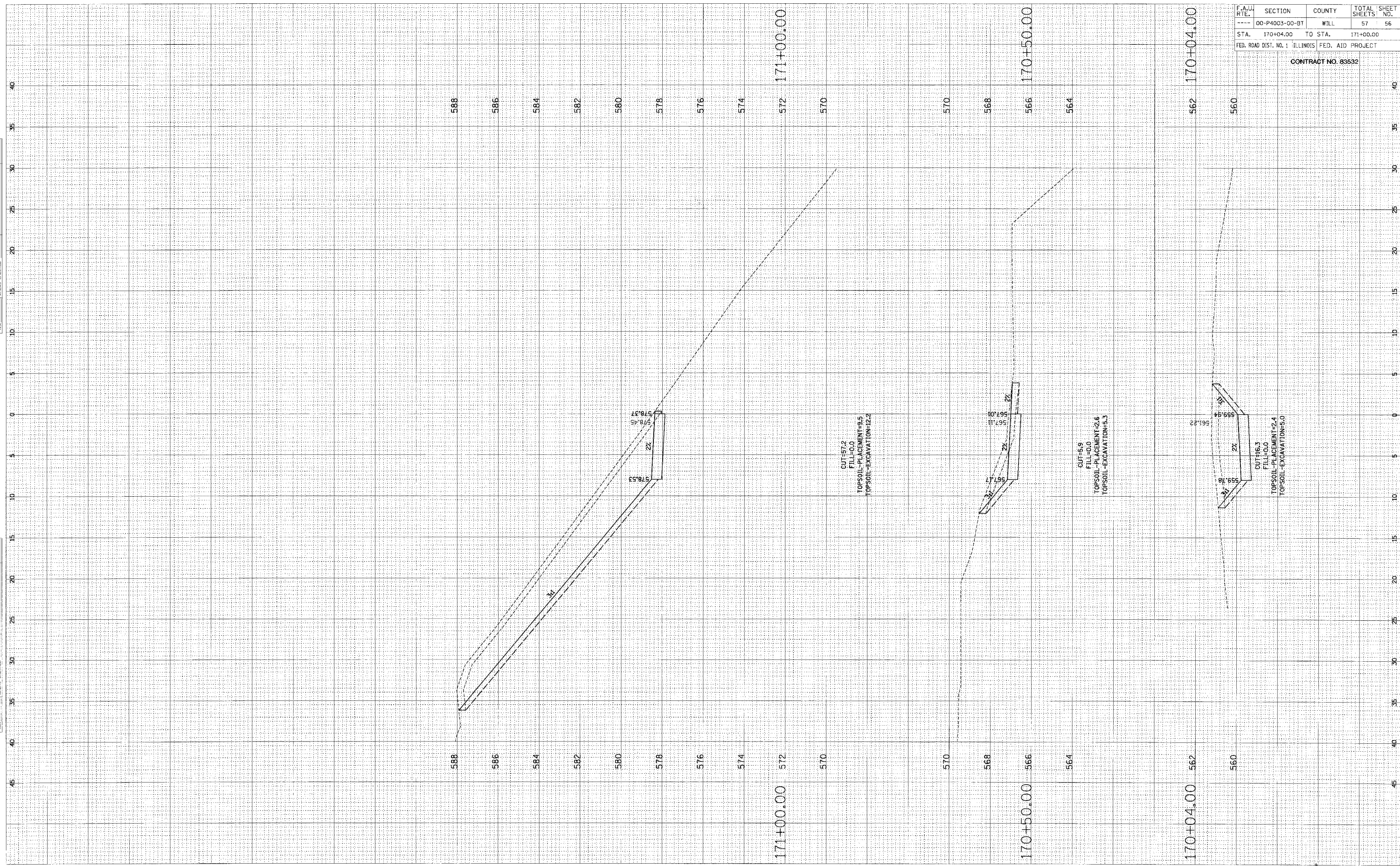
CONTRACT NO: 83532

FINAL SURVEY	SURVEY	DATE
NOTE BOOK	TEMPLATE	
AREAS CHECKED		

ORIGINAL SURVEY	SURVEY	DATE
NOTE BOOK	TEMPLATE	
AREAS CHECKED		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
---	00-P4003-00-BT	WILL	57 56
STA.	170+04.00	TO STA.	171+00.00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

CONTRACT NO. 83532



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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
00-P4003-00-BT	WILL	57	57
STA. 171+50.00	TO STA. 172+00.00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
CONTRACT NO. 83682			

