

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF PARK FOREST

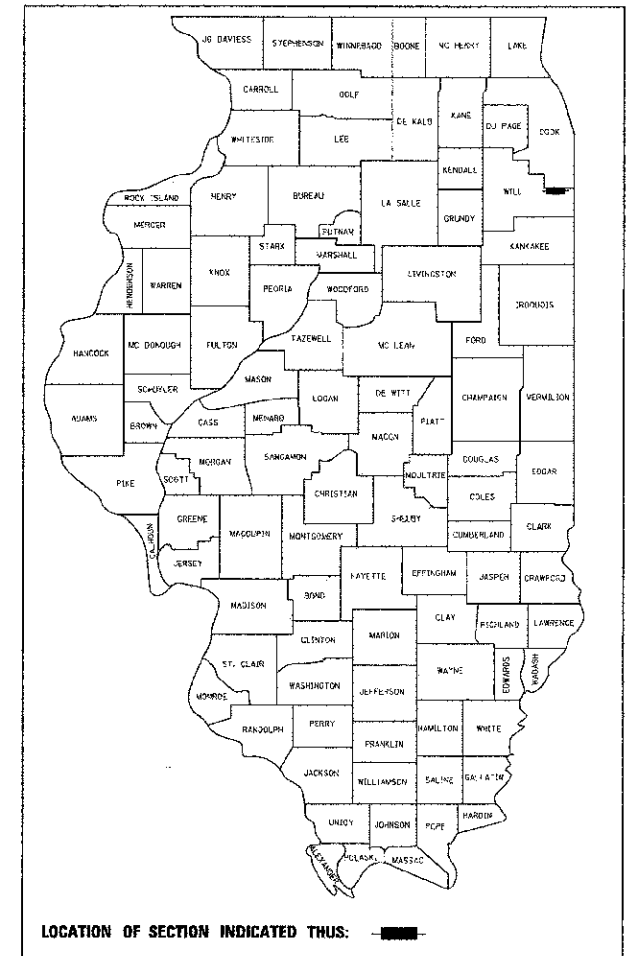
STATE OF ILLINOIS 1-18-13 LETTING ITEM 091
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID PROJECT

THORN CREEK DRIVE OVER THORN CREEK
SECTION: 08-00093-00-BR
PROJECT: BRM-9003(103)
VILLAGE OF PARK FOREST
WILL COUNTY
JOB: C-91-102-09

Table with columns: MUN ST, SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 1045, 08-00093-00-BR, WILL, 41, 1

CONTRACT NO. 63755



TRAFFIC DATA

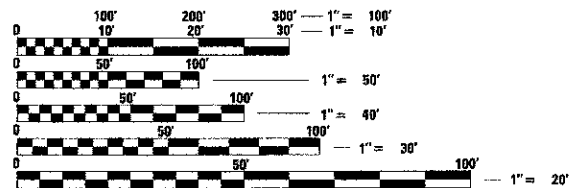
THORN CREEK DRIVE
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED LIMIT = 25 MPH
2009 ADT = 353 VPD
2040 ADT = 415 VPD

DESIGN DESIGNATION

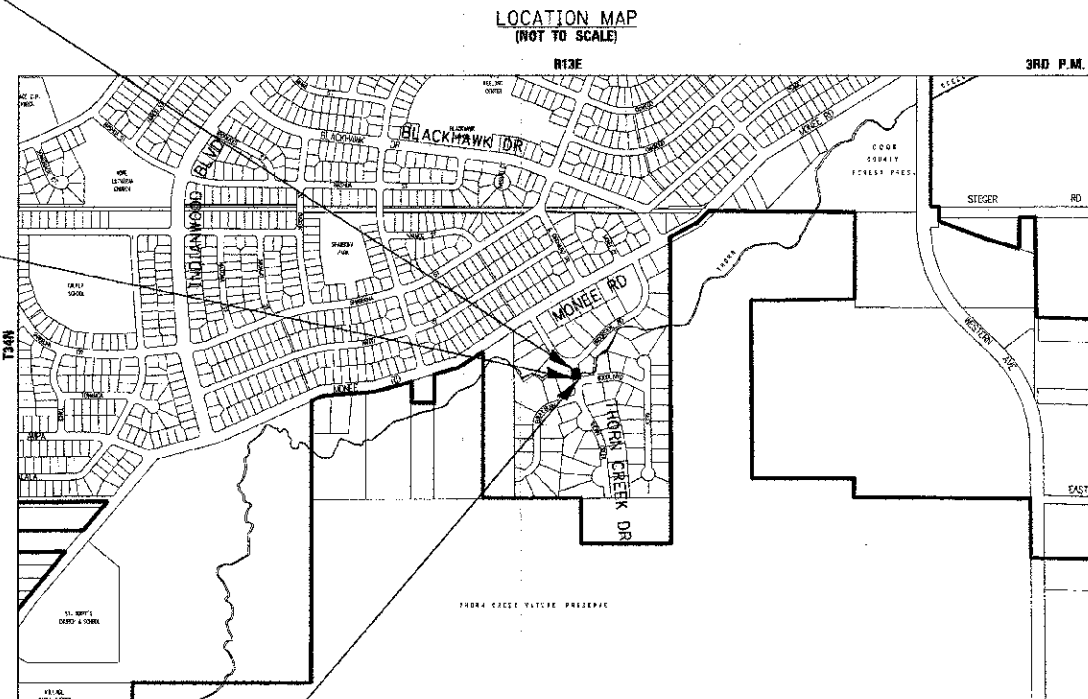
THORN CREEK DR: LOCAL ROAD

THORN CREEK DRIVE
IMPROVEMENT ENDS
STA. 29 + 91

THORN CREEK DRIVE
IMPROVEMENT BEGINS
STA. 27 + 66



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.



SECTION 1, T34N, R13E, OF THE THIRD PRINCIPAL MERIDIAN

MONEE TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 225 LF OR 0.043 MILES
NET LENGTH OF IMPROVEMENT = 225 LF OR 0.043 MILES

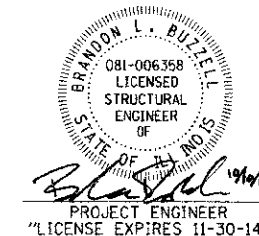
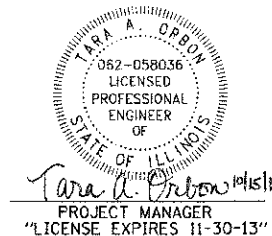
BRIDGE REPLACEMENT
STA. 28 + 96.75
EXISTING SN 099-6750
PROPOSED SN 099-6753

JULI.I.E. DESIGN STAGE REQUEST
DIC. No. A1792216



CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = WILL
CITY-TOWNSHIP = MONEE
SEC. & 1/4 SEC. NO. = 1
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 63755



Approval and signature blocks: APPROVED October 15, 2012; PASSED November 9, 2012; RELEASING FOR BID November 9, 2012.

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OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS ABBREVIATIONS AND SYMBOLS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
515001-03	NAME PLATE FOR BRIDGES
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
602001-02	CATCH BASIN TYPE A
602301-03	INLET - TYPE A
602401-03	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT TOP SLAB
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604051-03	FRAME AND GRATE TYPE 11
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-04	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) TO 24" (6.0mm) FROM PAVEMENT EDGE
701011-03	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-13	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS (SIGNS, MARKERS AND DELINEATORS)
729001-01	APPLICATION OF TYPE A AND B METAL POSTS
780001-03	TYPICAL PAVEMENT MARKINGS

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DISTRICT ONE STANDARD DETAILS

BD08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD32	BUTT JOINT AND HMA TAPER DETAILS
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
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TC16	PAVEMENT MARKING LETTERS & SYMBOLS FOR TRAFFIC STAGING
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CONTRACT NO. 08-00093-00-BR
 COUNTY WILL
 SECTION 08-00093-00-BR
 STA. 1045
 SCALE: 1"=20'
 DATE 10/12/12
 FILE 080286-Index.sht
 VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE
 OVER THORN CREEK
 INDEX OF SHEETS, HIGHWAY STANDARDS AND
 DISTRICT ONE STANDARD DETAILS
 CONTRACT NO. 63755
 BRM-90031053



DESIGNED	CAC	REVISED	-
DRAWN	BCD	REVISED	-
CHECKED	TAD	REVISED	-
DATE	10/12/12	FILE	080286-Index.sht

VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE
 OVER THORN CREEK

INDEX OF SHEETS, HIGHWAY STANDARDS AND
 DISTRICT ONE STANDARD DETAILS

SCALE: 1"=20'

STA. 1045

MLN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	2

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

GENERAL NOTES

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
2. THE LOCATIONS OF PUBLIC AND PRIVATE UTILITIES SHOWN ON PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED IN THE STANDARD SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
4. ALL SAW CUTTING SHALL BE INCLUDED IN THE UNIT COST OF THE PAY ITEM INDICATED FOR REMOVAL.
5. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR A FLUORESCENT VEST PER ARTICLE 701.12 AND 701.13 OF THE STANDARD SPECIFICATIONS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE CONTRACT.
6. NO STREET CLOSURES WILL BE ALLOWED.
7. THE CONTRACTOR SHALL REPLACE ALL STREET SIGNS AND MAIL BOXES REMOVED DURING CONSTRUCTION AS NEAR AS POSSIBLE TO THEIR ORIGINAL LOCATION OR AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT.
8. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)
9. 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE VILLAGE OF PARK FOREST PUBLIC WORKS DEPARTMENT (KEN EYER AT 708-503-7702), AND BAXTER AND WOODMAN, INC. (708-478-2090).
11. BARRICADE: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SANDBAGS ACROSS EACH BOTTOM RAIL.
12. THE CONTRACTOR SHALL NOTIFY VILLAGE PUBLIC WORKS (KEN EYER AT 708-503-7702) AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
13. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED BY THE VILLAGE (CHARGED) ACCORDINGLY.
14. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING" BAN IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. 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 VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE OF PARK FOREST WATER IF DEEMED NECESSARY.
15. THE CONTRACTOR SHALL LIMIT THE WORK TO ONE SIDE OF THE STREET UNLESS AS DIRECTED OTHERWISE BY THE ENGINEER.
16. ALL OPEN HOLE, BROKEN PAVEMENT OR TRENCHES RESULTING FROM STRUCTURE ADJUSTMENTS, OR CURB REPAIR WORK SHALL BE BACKFILLED TO GRADE BY THE END OF THE DAY.
17. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING, (WHERE RESURFACING MEETING EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
18. CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS SHALL BE REMOVED AND REPLACED WITHIN 3 DAYS.
19. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.

20. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
21. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE CONTRACTOR SHALL PRIME IMMEDIATELY PRECEDING THE PAVING OPERATION.
22. THE DAYS PAVING OPERATION SHALL RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
23. ANY ANTI-STRIPPING ADDITIVE REQUIRED SHALL BE INCLUDED IN THE COST OF THE SURFACE COURSE.
24. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE.
25. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
26. IN AREAS WITH CURB & GUTTER REMOVAL AND REPLACEMENT, THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25-INCH ABOVE THE GUTTER FLAG.
27. NEW OR REPLACEMENT CLOSED LIDS SHALL BE STAMPED TO INDICATE THE STRUCTURE TYPE. STORM LIDS SHALL BE STAMPED WITH "STORM", SANITARY LIDS SHALL BE STAMPED WITH "SANITARY" AND WATER VALVE VAULT LIDS SHALL BE STAMPED WITH "WATER". STAMPING SHALL BE INCLUDED IN THE COST OF THE NEW LID. ALL NEW TYPE I OPEN LIDS SHALL BE BICYCLE SAFE.
28. ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL CHARGE.
29. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
30. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DIVERTING THE WATER FLOW FROM THE CONSTRUCTION AREA USING A METHOD MEETING THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BOX CULVERT.
32. TEMPERATURE CONTROL FOR CONCRETE PLACEMENT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATION"). REVISE ARTICLE 1020.14(a) AS FOLLOWS, DELETE THE SECOND PARAGRAPH AND THIRD SENTENCES OF THE SECOND PARAGRAPH OF ARTICLE 1020.14(a) OF STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

NOTE: THE CONTRACTOR SHALL PATCH BEFORE MILLING

MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT "B"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 6" (IN 2 LIFTS)	4% @ 50 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 3"	4% @ 50 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); TYPE III - IV - 6" (2 LIFTS)	4% @ 70 GYR
CLASS D PATCHES (HMA BINDER IL-19mm); TYPE III - IV - 8" (2 LIFTS)	4% @ 70 GYR
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50 - 3/4"	4% @ 50 GYR.

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

2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22 AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS." FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

CONTRACT NO. 08-0093-00-BR
 SECTION 1045
 SHEET 41 OF 41
 DATE 10/12/12
 FILE 080286-GenNotes.sht
 BAXTER AND WOODMAN, INC.
 PROFESSIONAL ENGINEERS
 1001 W. WASHINGTON ST., SUITE 200
 CHICAGO, IL 60606
 TEL: 773-327-1000
 FAX: 773-327-1001
 WWW.BAXTERANDWOODMAN.COM



DESIGNED	CAC	REVISED	
DRAWN	BCD	REVISED	
CHECKED	TAO	REVISED	
DATE	10/12/12	FILE	080286-GenNotes.sht

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

GENERAL NOTES

SCALE: NONE STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS
1045	08-0093-00-BR	WILL	41 3
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63755
			SRM-90031033

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS (80% FED/ 20% LOCAL)
				CONSTRUCTION TYPE CODE 0011
20100500	TREE REMOVAL, ACRES	ACRE	0.4	0.4
20200100	EARTH EXCAVATION	CU YD	305	305
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	495	495
20700220	POROUS GRANULAR EMBANKMENT	CU YD	137	137
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	773	773
* 21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1020	1020
* 21101815	COMPOST FURNISH AND PLACE, 4"	SQ YD	38	38
* 25000210	SEEDING, CLASS 2A	ACRE	0.1	0.1
* 25000312	SEEDING, CLASS 4A	ACRE	0.1	0.1
* 25000314	SEEDING, CLASS 4B	ACRE	0.2	0.2
* 25000322	SEEDING, CLASS 5A	ACRE	0.1	0.1
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	27	27
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	27	27
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	27	27
* 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1058	1058
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30	30
28000400	PERIMETER EROSION BARRIER	FOOT	451	451
28000500	INLET AND PIPE PROTECTION	EACH	2	2
28000510	INLET FILTERS	EACH	4	4
28100107	STONE RIPRAP, CLASS A4	SQ YD	330	330
28200200	FILTER FABRIC	SQ YD	330	330
SP 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	59	59
SP 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	671	671
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	321	321
40600300	AGGREGATE (PRIME COAT)	TON	4	4
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	4	4
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	31	31
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	9	9
40701841	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"	SQ YD	534	534
42001300	PROTECTIVE COAT	SQ YD	101	101
44000100	PAVEMENT REMOVAL	SQ YD	432	432
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	87	87
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	280	280
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	62	62
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	20	20

* DENOTES SPECIALTY ITEM

SP DENOTES ITEMS COVERED BY SPECIAL PROVISION

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS (80% FED/ 20% LOCAL)
				CONSTRUCTION TYPE CODE 0011
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	57	57
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	70	70
50300300	PROTECTIVE COAT	SQ YD	28	28
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	152	152
50800105	REINFORCEMENT BARS	POUND	36170	36170
50800515	BAR SPLICERS	EACH	174	174
x 50900200	STEEL RAILING, TYPE 2399	FOOT	76	76
51500100	NAME PLATES	EACH	1	1
54003000	CONCRETE BOX CULVERTS	CU YD	177	177
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	90	90
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2	2
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	2	2
60500040	REMOVING MANHOLES	EACH	2	2
60500060	REMOVING INLETS	EACH	1	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	356	356
* 60900515	CONCRETE THRUST BLOCKS	EACH	2	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
SP * 70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4200	4200
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	504	504
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	803	803
70400100	TEMPORARY CONCRETE BARRIER	FOOT	190	190
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	265	265
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	16	16
* A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3
* A2004568	TREE, GINKGO BILOBA MAGYAR ARISTOCRAT (MAGYAR ARISTOCRAT GINKO), TREE FORM, 3" CALIPER BALLED AND BURLAPPED	EACH	3	3
* A2005316	TREE, LIQUIDAMBAR STYRACIFLUA (AMERICAN SWEETGUM), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3
* A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2

* DENOTES SPECIALTY ITEM

SP DENOTES ITEMS COVERED BY SPECIAL PROVISION

CONTRACT NO. 63755
 DATE: 11/5/12
 DRAWN: BCD
 CHECKED: TAO
 DESIGNED: CAC
 REVISIONS: 080286-S0001.sht
 FILE: 080286-S0001.sht
 PROJECT: VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE OVER THORN CREEK
 COUNTY: WILL
 SHEETS: 41
 SHEET NO.: 4
 CONTRACT NO.: 63755
 BRN-9003030



DESIGNED - CAC	REVISED -
DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 11/5/12	FILE - 080286-S0001.sht

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

SUMMARY OF QUANTITIES


SCALE: NONE STA. TO STA.

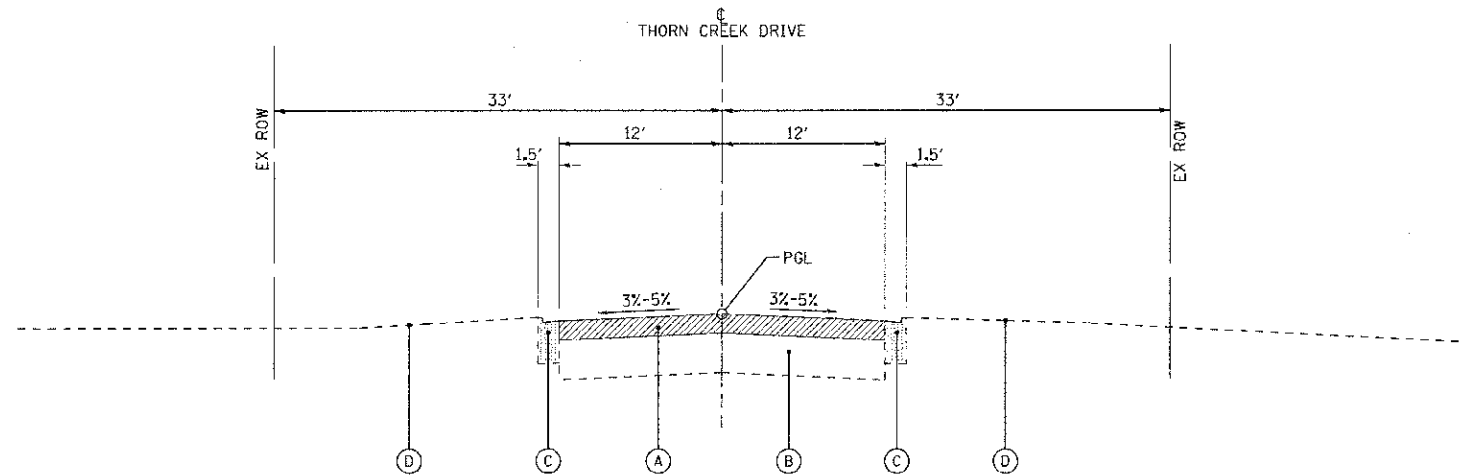
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			BRN-9003030	

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 WWW.PANTERANDWOODMAN.COM

				HBP FUNDS (80% FED/ 20% LOCAL)	
CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0011	
* A2008453	TREE, ULMUS ACCOLADE (HYBRID ELM), 3" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
* B2006316	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2	
SP * X0322463	CONNECTION TO EXISTING SEWER	EACH	3	3	
SP * X0325323	MANHOLES, TYPE A, SANITARY, 4' - DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
SP X0325352	PIPE SUPPORT	EACH	5	5	
SP * X0327420	SANITARY SEWER, DUCTILE IRON, 8"	FOOT	175	175	
SP X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	65	65	
SP X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1	
SP X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	267	267	
SP * X5504200	DUCTILE IRON STORM SEWER, 12 INCH	FOOT	40	40	
SP * X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	1350	1350	
SP * X5610009	PIPE INSULATION SYSTEM	FOOT	175	175	
SP * X5610650	WATER MAIN TO BE ABANDONED	L SUM	1	1	
SP * X5630706	CONNECTION TO EXISTING WATER MAIN 6"	EACH	2	2	
SP * X6026055	SANITARY MANHOLE, SPECIAL	EACH	2	2	
SP * X6026623	VALVE BOX	EACH	3	3	
SP X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
SP * XX001490	GATE VALVES, 8"	EACH	1	1	
SP * XX002982	GATE VALVES, 6"	EACH	1	1	
SP * XX005479	DUCTILE IRON WATER MAIN 8" RESTRAINED JOINT TYPE	FOOT	280	280	
SP * XX005884	GROUT ABANDONED SEWERS	FOOT	140	140	
SP * XX008196	TRENCH BACKFILL, WATER MAIN, SPECIAL	FOOT	180	180	
SP Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	108	108	
SP Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
SP * Z00100250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
SP * Z00100350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
SP Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
SP * Z0044298	PRESSURE CONNECTION TO EXISTING WATER MAIN	EACH	1	1	
SP * Z0058000	SANITARY SEWER, SPECIAL	FOOT	45	45	
SP Z0062456	TEMPORARY PAVEMENT	SQ YD	267	267	
SP Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	221	221	
SP Z0076800	TRAINEES	HOUR	500★		
SP Z0076804	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500★		

* DENOTES SPECIALTY ITEM
 SP DENOTES ITEMS COVERED BY SPECIAL PROVISION
 ★ CONSTRUCTION TYPE CODE 0042

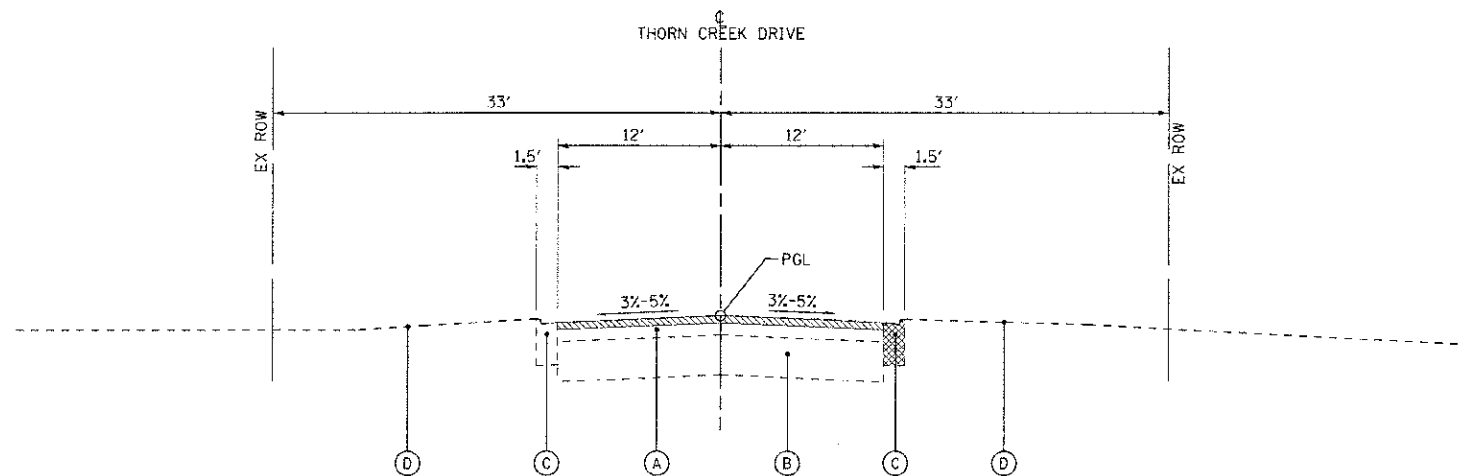
	DESIGNED - CAC	REVISED -	VILLAGE OF PARK FOREST, ILLINOIS THORN CREEK DRIVE OVER THORN CREEK	SUMMARY OF QUANTITIES	MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BCD	REVISED -			1045	08-00093-00-BR	WILL	41	5
	CHECKED - TAO	REVISED -			CONTRACT NO. 63755		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRM-9003(103)		
	DATE - 11/5/12	FILE - 080286-S0002.shp		SCALE: NGNE	STA.	TO STA.			



**EXISTING TYPICAL SECTION
THORN CREEK DRIVE**
STA 28+10 TO STA 29+70
(BRIDGE OMISSION STA 28+77.75 TO STA 29+15.75)

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE AND BINDER COURSE (VARIES 3" TO 8")
- (B) LIMESTONE - (VARIES 8" TO 16")
- (C) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- (D) EXISTING GROUND
- [Hatched Box] PAVEMENT REMOVAL
- [Dotted Box] COMBINATION CURB AND GUTTER REMOVAL
- [Diagonal Lines Box] HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- [Cross-hatched Box] COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT



**EXISTING TYPICAL SECTION
THORN CREEK DRIVE**
STA 29+70 TO STA 29+91

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DESIGNED - CAC	REVISED -
DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/12/12	FILE - 080286-TypSec1.shx

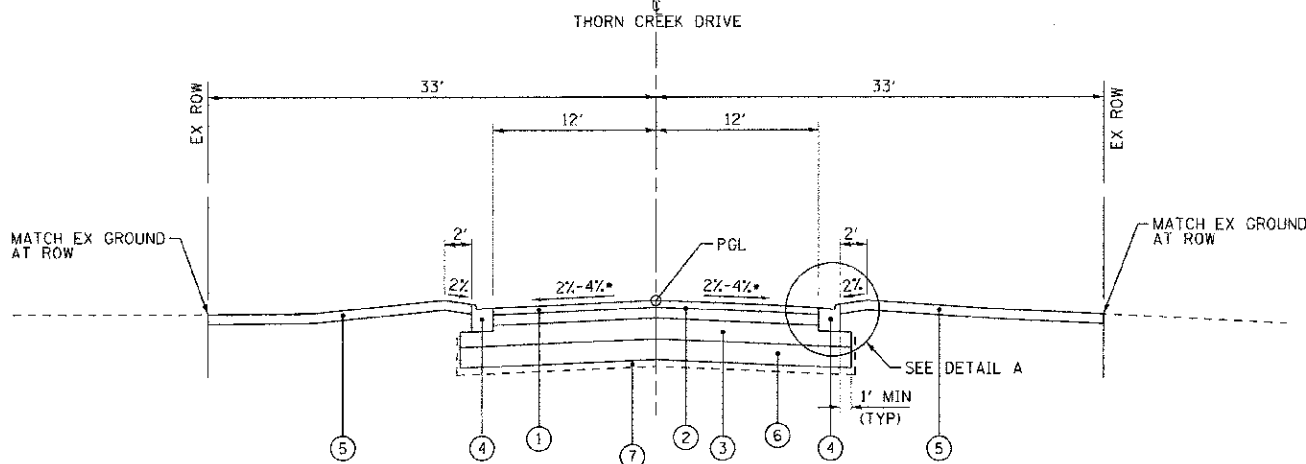
**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

TYPICAL SECTIONS

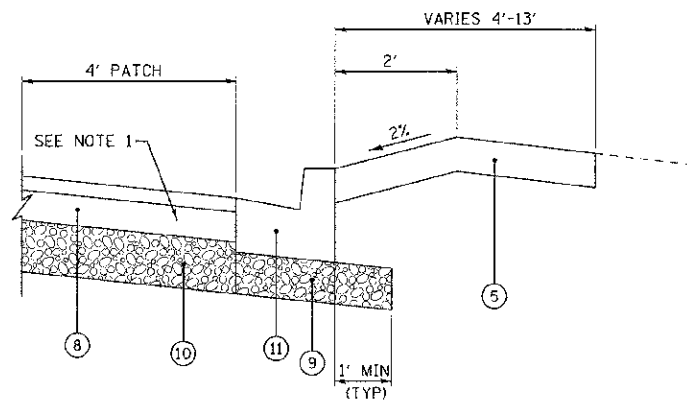
SCALE: NONE

STA. TO STA.

MIN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			BRN-90031031	

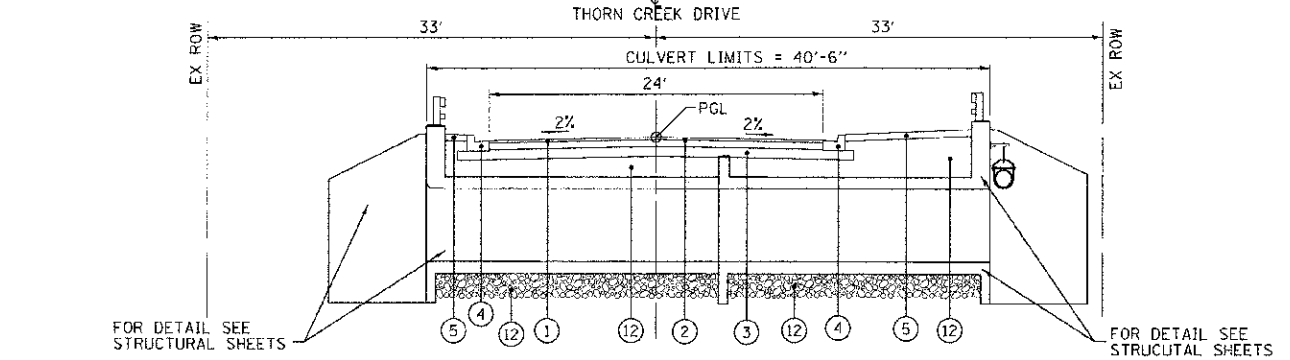


**PROPOSED TYPICAL SECTION
THORN CREEK DRIVE**
STA 28+10 TO STA 29+70
(BRIDGE OMISSION STA 28+77.75 TO STA 29+15.75)

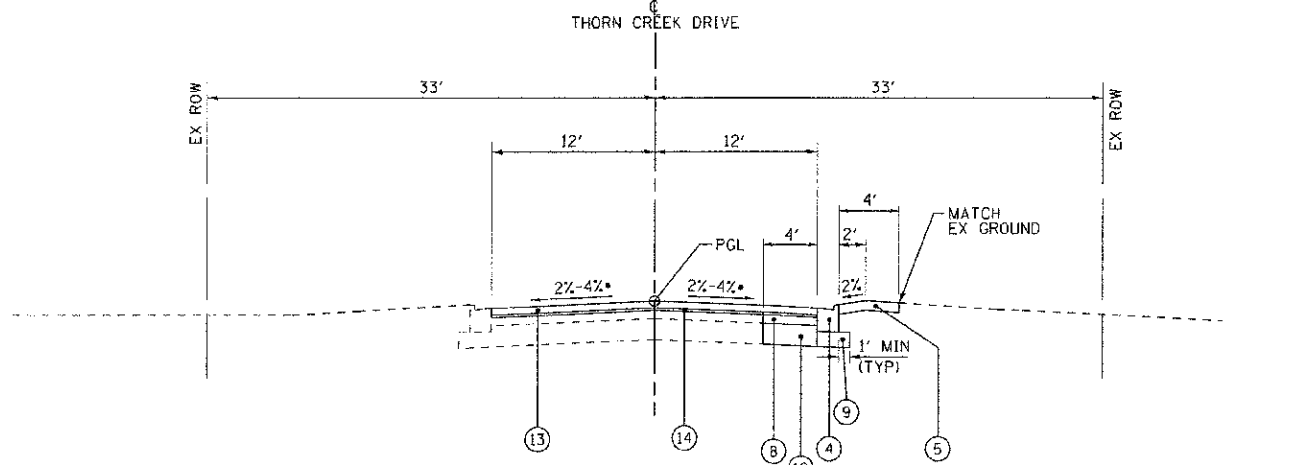


DETAIL A
(FOR PAVEMENT PATCHING AREAS)

DETAIL A NOTES:
1. IN THE AREAS OF PAVEMENT PATCHING WITH NEW CURB AND GUTTER, SAW CUT EXISTING PAVEMENT 4' FROM EDGE OF PAVEMENT. THE TOP 2" OF MIX SHALL BE HMA SURFACE COURSE WHEN THE STREET BEING REPAIRED WILL NOT BE RESURFACED.



**PROPOSED TYPICAL SECTION AT BOX CULVERT
THORN CREEK DRIVE**
LOOKING NORTH
STA 28+77.75 TO STA 29+15.75



**PROPOSED TYPICAL SECTION
THORN CREEK DRIVE**
STA 29+70 TO STA 29+91

PROPOSED LEGEND

- ① FULL DEPTH PAVEMENT, 8"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50-2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-6"
- ② BITUMINOUS MATERIALS (PRIME COAT)
- ③ AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FLAG DEPTH - 9" MIN)
- ⑤ TOPSOIL FURNISH AND PLACE, 6"
SEEDING, CLASS 2A, 4A AND/OR 4B (SEE EROSION CONTROL PLAN)
EROSION CONTROL BLANKET
- ⑥ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
** AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- ⑦ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑧ CLASS D PATCHES, TYPE IV 8-INCH OR
CLASS D PATCHES, TYPE IV 6-INCH
- ⑨ AGGREGATE BASE COURSE, TYPE B, 4" (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT)
- ⑩ AGGREGATE BASE COURSE, TYPE B 9" & EARTH EXCAVATION (INCIDENTAL TO CLASS D PATCHES, TYPE IV, 6 INCH)
- ⑪ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑫ POROUS GRANULAR EMBANKMENT
- ⑬ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- ⑭ LEVELING BINDER (MACHINE METHOD), N50 - 3/4"

NOTES:

1. SEE PLAN AND PROFILE SHEET FOR CURB GRADES.
2. **AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH COARSE AGGREGATE FOR AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY USE OF CONE PENETROMETER OR PROOFROLLING. IF UNSTABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH COARSE AGGREGATE. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE BACK OF CURB AND GUTTER AND COME UP AT A 1:1 SLOPE TO AGGREGATE SUBGRADE IMPROVEMENT 12". THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY COARSE AGGREGATE AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT.

PROJECT: 08-00093-00-DR
 SHEET NO. 41 OF 75
 DATE: 10/12/12
 DRAWN BY: BCD
 CHECKED BY: TAO
 DESIGNED BY: CAC
 FILE: 080286-TypSec2.sht
 VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE
 OVER THORN CREEK
 TYPICAL SECTIONS
 SCALE: NONE
 STA. TO STA.
 MUN ST 1045
 SECTION 08-00093-00-DR
 COUNTY WILL
 TOTAL SHEETS 41
 SHEET NO. 7
 CONTRACT NO. 63755
 FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT BRM-9003103



DESIGNED	CAC	REVISED	
DRAWN	BCD	REVISED	
CHECKED	TAO	REVISED	
DATE	10/12/12	FILE	080286-TypSec2.sht

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

TYPICAL SECTIONS

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-DR	WILL	41	7
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 63755	
			BRM-9003103	

LOCATION STA TO STA		1 UNDERCUT AND AGG SUBGRADE IMPROVEMENT (roadway approaches only) (CY)	2 UNDERCUT (below box culvert) (CY)	3 POROUS GRANULAR EMBANKMENT (placed on top of box culvert) (CY)	4 POROUS GRANULAR EMBANKMENT (below box culvert) (CY)	5 UNSUITABLE EXCAVATION (TOPSOIL) (CY)	6 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CY)	7 EARTH EXCAVATION (CY)	8 UTILITY EXCAVATION (CY)	9 STRUCTURE EXCAVATION (CY)	10 TOTAL SUITABLE EXCAVATION (CY)	11 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CY)	12 EMBANKMENT (CY)	13 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
27+71	28+10	0.000	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0	7.2	-7.2	
28+10	28+34	9.990	0.0	0.0	0.0	35.9	45.9	29.2	0.0	0.0	29.2	24.8	2.7	
28+34	28+56	18.524	0.0	0.0	0.0	15.8	34.3	53.7	0.0	0.0	53.7	45.6	32.8	
28+56	28+70	7.490	0.0	0.0	0.0	20.3	27.8	24.0	0.0	0.0	24.0	20.4	5.2	
28+70	28+77.50	2.964	0.0	0.0	0.0	16.3	19.3	7.4	0.0	0.0	7.4	6.3	-5.6	
28+63.00	28+77.50	0.0	6.0	1.0	6.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	
28+77.50	28+97	0.0	29.3	33.2	29.3	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	
28+97	29+00	0.0	4.5	5.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	
29+00	29+15.75	0.0	23.7	26.5	23.7	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0	
29+15.75	29+31.00	0.0	6.0	1.0	6.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	
29+15.75	29+25	3.463	0.0	0.0	0.0	27.0	30.5	69.6	0.0	0.0	69.6	59.2	30.7	
29+25	29+50	9.450	0.0	0.0	0.0	114.8	124.3	60.8	0.0	0.0	60.8	51.7	25.5	
29+50	29+70	7.560	0.0	0.0	0.0	97.4	105.0	45.7	0.0	0.0	45.7	38.8	18.8	
29+70	29+90	0.0	0.0	0.0	0.0	28.4	26.4	10.5	0.0	0.0	10.5	8.9	5.1	
TOTALS		59	70	67	70	364	493	301	0	0	301	256	147.7	108

EARTHWORK SUMMARY

EARTH EXCAVATION
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
AGGREGATE SUBGRADE IMPROVEMENT
POROUS GRANULAR EMBANKMENT
FURNISHED EXCAVATION

TOTAL	
305	CU YD
495	CU YD
59	CU YD
137	CU YD
0	CU YD

- Column 1 = Figuring 35% of Agg Subgrade Improvement 12" area in roadway at 12" Depth (Above Box Culvert)
- Column 2 = Undercut area below box culvert
- Column 3 = Porous Granular Embankment located below roadway subgrade (Aggregate Subgrade Improvement 12") and above box culvert
- Column 4 = Porous Granular Embankment located below box culvert
- Column 5 = 12" Topsoil Depth
- Column 6 = Column 1 + Column 2 + Column 5
- Column 7 = From X Section end areas
- Column 8 = Storm, Sanitary, Water, Utility Excavation - Incidental to removal/installation
- Column 9 = included in the cost of the removal of structure and installation of culvert
- Column 10 = Column 7 + Column 8 + Column 9
- Column 11 = Column 10 x (0.85)
- Column 12 = From X Section end areas
- Column 13 = Column 11 - Column 12

				AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)		BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)		HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8" (SQ		HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50		LEVELING BINDER (MACHINE METHOD), N50	
LOCATION	FROM STATION	TO STATION	LENGTH (FT)	WIDTH (FT)	12" - AREA (SQ YD)	AREA (SQ YD)	QUANTITY (GALLON)	AREA (SQ YD)	QUANTITY (TON)	WIDTH (FT)	8" - AREA (SQ YD)	WIDTH (FT)	AREA (SQ YD)	AREA (SQ YD)	1 1/2" - AREA (TON)	AREA (SQ YD)	1 1/2" (TON)
PAVEMENT RECONSTRUCTION:																	
MAPLE ST:																	
LEFT	28+10	29+70	160	15.0	267	214	123	214	1.3	12.0	214						
RIGHT	28+10	29+70	160	15.0	267	214	123	214	1.3	12.0	214						
WOODLAND GLEN	401+49	401+87	38	VAR	137	106	62	106	0.6	VAR	106						
PAVEMENT RESURFACING:																	
MAPLE ST:																	
LEFT	29+70	29+91	21			28	4	28	0.1			12	28	28	2	28	1
RIGHT	29+70	29+91	21			28	4	28	0.1			12	28	28	2	28	1
BROOKSIDE RD	9+71	9+88	17			14	2	14	0.1			VAR	14	14	2	14	1
	10+11	10+29	18			17	3	17	0.1			VAR	17	17	2	17	1
TOTALS:					671		321		4		534		87		9		4

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DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/12/12	FILE - 080286-Sch.dwg

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

SCHEDULE OF QUANTITIES

SCALE: NONE STA. TO STA.

PLAN ST 1045	SECTION 08-00093-00-3R	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755 BRV-9003003	

WOODLAND GLEN ALIGNMENT

Point W1	N	1,748,805.80 E	1,162,576.37 Sta	400+00.00
Course from W1 to W2 S 81°12' 31.24" W Dist 99.68				
Point W2	N	1,748,790.56 E	1,162,477.86 Sta	400+99.68
Course from W2 to W3 S 80°15' 48.43" W Dist 99.48				
Point W3	N	1,748,773.74 E	1,162,379.81 Sta	401+99.16

THORN CREEK DRIVE ALIGNMENT

Point 100006	N	1,748,531.33 E	1,162,456.53 Sta	25+90.53
Course from 100006 to PC TC2-1 N 28°54' 54.95" W Dist 52.27				

Curve Data

Curve TC2-1				
P.I. Station	26+67.21 N	1,748,598.12 E	1,162,418.88	
Delta	12°22' 12.13" (RT)			
Degree	25°26' 06.93"			
Tangent	24.41			
Length	48.63			
Radius	225.26			
External	1.32			
Long Chord	48.54			
Mid. Ord.	1.31			
P.C. Station	26+42.80 N	1,748,577.08 E	1,162,431.26	
P.T. Station	26+91.43 N	1,748,621.32 E	1,162,411.29	
C.C.	N 174°05' 17.48" E 1,748,691.34 E 1,162,625.39			
Back	= N 30°28' 43.70" W			
Ahead	= N 18°06' 31.57" W			
Chord Bear	= N 24°17' 37.63" W			

Course from PT TC2-1 to 100007 N 14°27' 17.66" W Dist 12.01				
Point 100007	N	1,748,632.95 E	1,162,408.29 Sta	27+03.44
Course from 100007 to 100008 N 11°16' 39.81" W Dist 66.43				
Point 100008	N	1,748,698.10 E	1,162,395.30 Sta	27+69.87
Course from 100008 to 100009 N 11°34' 19.28" W Dist 98.39				
Point 100009	N	1,748,794.49 E	1,162,375.56 Sta	28+68.26
Course from 100009 to 100010 N 9°58' 33.70" W Dist 9.06				
Point 100010	N	1,748,803.41 E	1,162,374.00 Sta	28+77.32
Course from 100010 to 100011 N 11°41' 53.07" W Dist 38.38				
Point 100011	N	1,748,840.99 E	1,162,366.21 Sta	29+15.70
Course from 100011 to 100012 N 11°05' 23.36" W Dist 84.30				
Point 100012	N	1,748,923.72 E	1,162,350.00 Sta	30+00.00

BROOKSIDE ROAD ALIGNMENT

Point 100002	N	1,749,030.79 E	1,162,175.33 Sta	7+77.64
Course from 100002 to PC TC1-1 S 31°29' 42.19" E Dist 48.65				

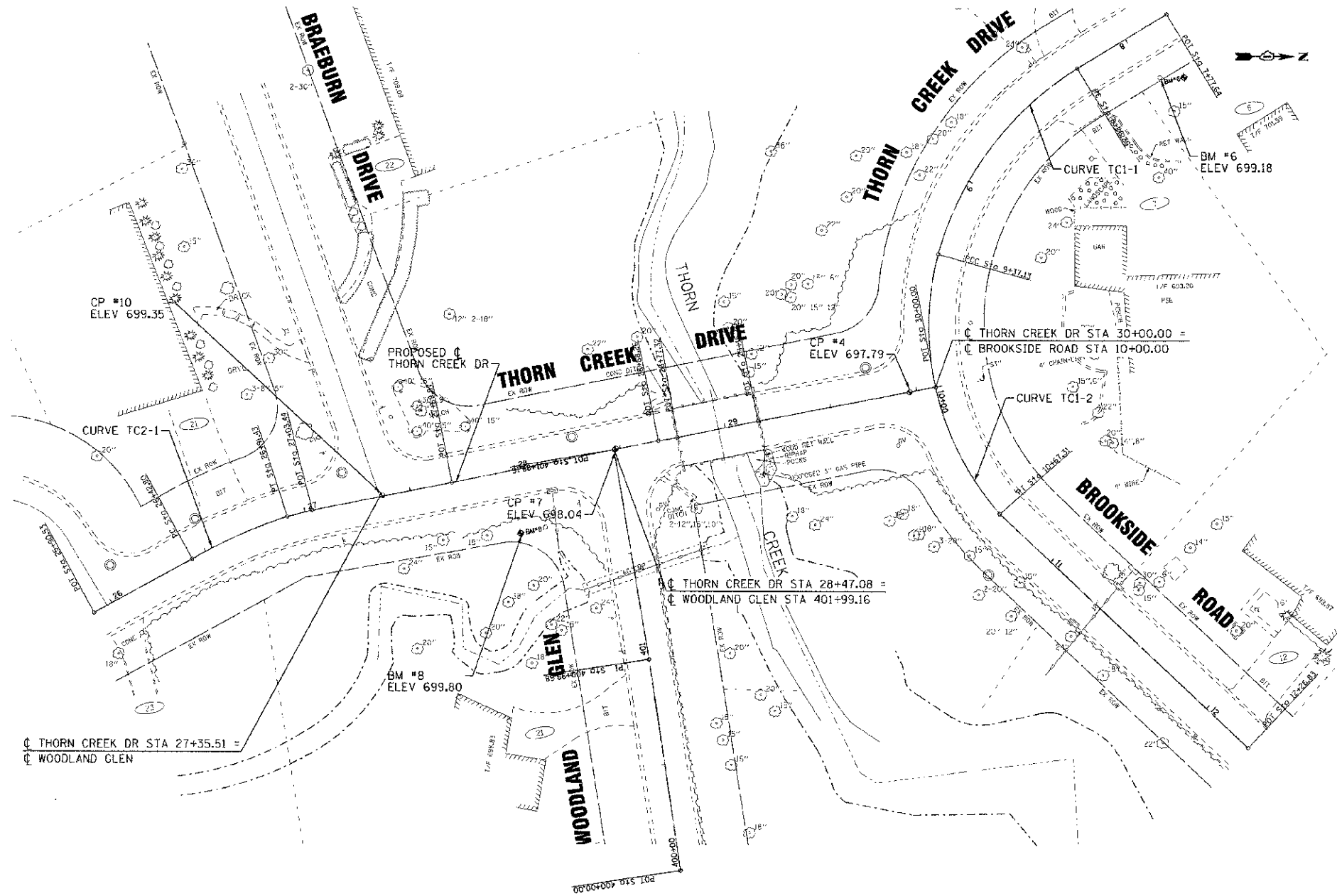
Curve Data

Curve TC1-1				
P.I. Station	8+84.37 N	1,748,940.21 E	1,162,231.75	
Delta	42°15' 16.06" (LT)			
Degree	38°07' 20.73"			
Tangent	58.08			
Length	110.84			
Radius	150.29			
External	10.83			
Long Chord	108.34			
Mid. Ord.	10.10			
P.C. Station	8+26.29 N	1,748,989.32 E	1,162,200.75	
P.T. Station	9+37.13 N	1,748,924.70 E	1,162,287.72	
C.C.	N 174°05' 17.48" E 1,749,069.54 E 1,162,327.84			
Back	= S 32°15' 47.20" E			
Ahead	= S 74°31' 03.27" E			
Chord Bear	= S 53°23' 25.23" E			

Curve Data

Curve TC1-2				
P.I. Station	10+07.93 N	1,748,907.08 E	1,162,356.29	
Delta	55°55' 58.63" (LT)			
Degree	42°57' 57.04"			
Tangent	70.80			
Length	130.18			
Radius	133.35			
External	17.63			
Long Chord	125.07			
Mid. Ord.	15.57			
P.C. Station	9+37.13 N	1,748,924.70 E	1,162,287.72	
P.T. Station	10+67.31 N	1,748,954.02 E	1,162,409.30	
C.C.	N 174°05' 17.48" E 1,749,053.86 E 1,162,320.90			
Back	= S 75°35' 19.45" E			
Ahead	= N 48°28' 41.92" E			
Chord Bear	= N 76°26' 41.23" E			

Course from PT TC1-2 to 100003 N 43°08' 51.99" E Dist 159.52				
Point 100003	N	1,749,070.40 E	1,162,518.40 Sta	12+26.83



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 Author: B&W
 Title: 080286-Align.dwg



DESIGNED	- CAC	REVISED	-
DRAWN	- BCO	REVISED	-
CHECKED	- TAD	REVISED	-
DATE	- 10/12/12	FILE	- 080286-Align.sht

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

ALIGNMENT

SCALE: 1"=30'

STA. TO STA.

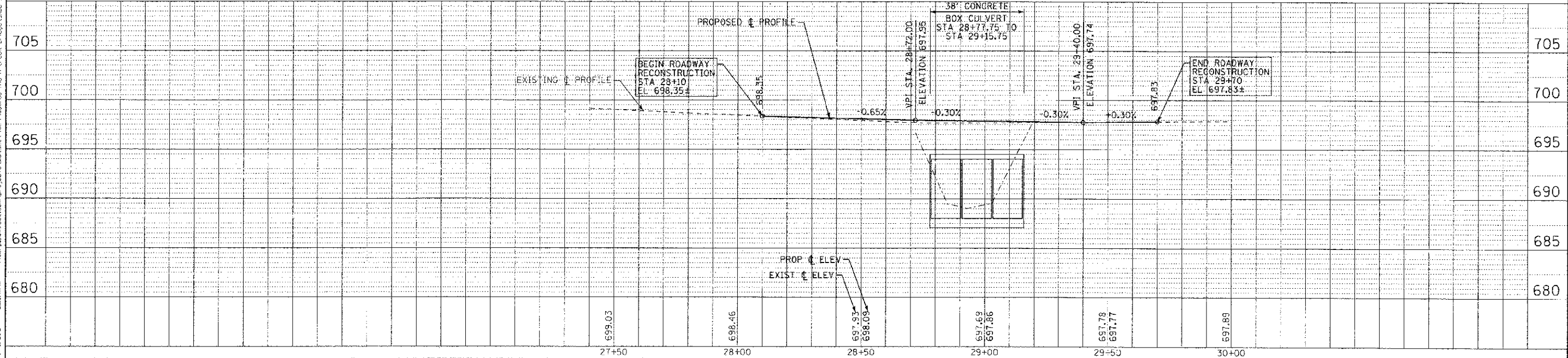
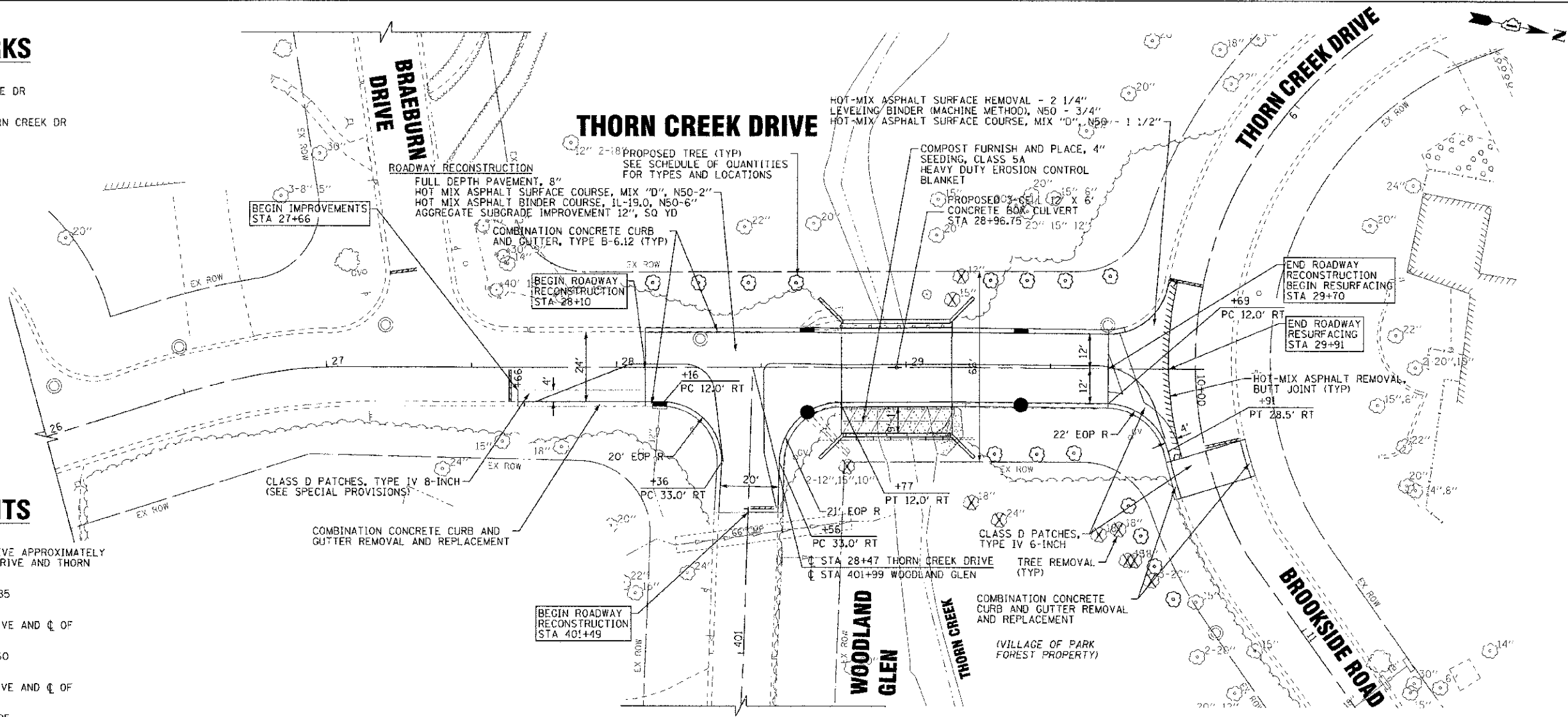
MUN. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	9
CONTRACT NO. 63755				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				BRM-9003(03)

BENCHMARKS

- BM #6 STA 7+96, 27.4' LT
N BOLT FH @ 7 W BROOKSIDE DR
EL 699.18 (DATUM NAVD 88)
- BM #8 NW BOLT FH @ SE COR THORN CREEK DR
& WOODLAND GLEN DR
STA 28+09, 29.1' RT
EL 699.80 (DATUM NAVD 88)

CONTROL POINTS

- CP #4 PK NAIL SET @ THORN CREEK DRIVE APPROXIMATELY 10' SOUTH OF @ OF BROOKSIDE DRIVE AND THORN CREEK DRIVE.
STA 29+88, 0.09' RT
N 1748911.635773 E 1162352.452285
ELEV. 697.79 (DATUM NAVD 88)
- CP #7 PK NAIL SET @ THORN CREEK DRIVE AND @ OF WOODLAND GLEN.
STA 28+48, 0.24' LT
N 1748774.461815 E 1162379.421560
ELEV. 698.04 (DATUM NAVD 88)
- CP #10 PK NAIL SET @ THORN CREEK DRIVE AND @ OF BRAEBURN DRIVE.
STA 27+37, 0.40' LT
N 1748665.557139 E 1162401.383325
ELEV. 699.35 (DATUM NAVD 88)



CONTRACT NO. 08-00053-00-BR
 SHEET NO. 41 OF 10
 DATE: 10/28/2010
 PROJECT: VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE OVER THORN CREEK
 DRAWN BY: BCD
 CHECKED BY: TAO
 DESIGNED BY: CAC
 REVISIONS:
 REVISION NO. 1: 10/12/12
 FILE: 08C286-PP1.dwt
 PROJECT LOCATION: VILLAGE OF PARK FOREST, ILLINOIS
 CONTRACT NO. 08-00053-00-BR
 SHEET NO. 41 OF 10
 DATE: 10/28/2010



DESIGNED - CAC	REVISED -
DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/12/12	FILE - 08C286-PP1.dwt

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5'
STA. 26+00 TO STA. 30+00

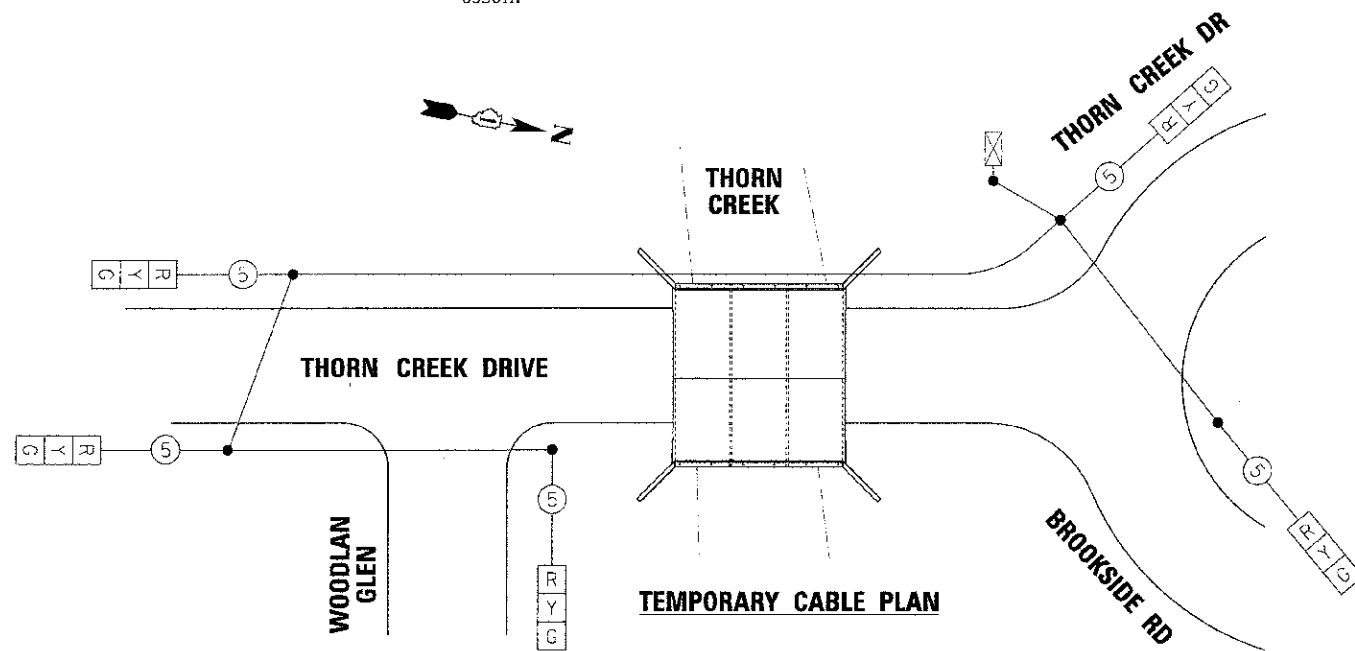
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00053-00-BR	WILL.	41	10
CONTRACT NO. 63755			BRM-90031035	

GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 10' CLEAR WIDTH LANE UNLESS OTHERWISE NOTED ON THE PLANS FOR ONE-WAY TRAFFIC FLOW. INGRESS AND EGRESS TO SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES OR AS DETERMINED BY THE ENGINEER.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE STAGING PLANS, OR ANY CHANGE IN STAGE.
3. TRAFFIC CONTROL DRUMS AND VERTICAL PANELS SHALL BE EQUIPPED WITH BI-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 25' INTERVALS ALONG THE PROPOSED WORK ZONE AND 25' WITHIN TAPERED SECTIONS OR AS DETERMINED BY THE ENGINEER.
4. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR IMMEDIATELY OR AS DETERMINED BY THE ENGINEER. SUFFICIENT QUANTITIES TO RE-STRIPE EACH STAGE 3 TIMES HAVE BEEN PROVIDED. ALL MARKINGS REQUIRING REPLACEMENT AFTER THE THIRD PLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
5. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED OR AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
6. ALL SIDE STREETS SHALL BE OPEN TO TRAFFIC DURING CONSTRUCTION.
7. A QUANTITY FOR PAVEMENT MARKING REMOVAL HAS BEEN INCLUDED IN THE CONTRACT. EXISTING PAVEMENT MARKING REMOVAL SHALL BE DETERMINED AND APPROVED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
8. CONTRACTOR SHALL INSTALL TEMPORARY CONCRETE BARRIERS WITHIN TAPERED SECTIONS AT A RATE OF 8:1.
9. CONTRACTOR SHALL ESTABLISH A 20 MPH CONSTRUCTION ZONE SPEED LIMIT.
10. TEMPORARY STRIPING, DRUMS, BARRICADES, AND CONSTRUCTION SIGNS PLACEMENT SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
11. THE CONTRACTOR SHALL PLACE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS SHALL BE IN PLACE TWO WEEKS PRIOR TO START OF CONSTRUCTION ACTIVITIES. ALL COSTS ASSOCIATED WITH THE SIGNS SHALL BE CONSIDERED PART OF THE LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
12. INSTALL BARRIER WALL MARKERS AT 25' CENTERS. SEE STANDARDS 704001 AND 635011.

CONSTRUCTION STAGING

- PRIOR TO STAGE I: PRIOR TO CONSTRUCTION, ESTABLISH EROSION CONTROL MEASURES. STRIP EXISTING VEGETATION TO MINIMUM EXTENT NECESSARY TO COMPLETE IMPROVEMENTS.
- STAGE I:
1. INSTALL AND MAINTAIN TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS PER IDOT HIGHWAY STANDARD 701321-11. ESTABLISH AND MAINTAIN TRAFFIC ON THE WEST SIDE OF THORN CREEK DRIVE. A MINIMUM OF 1 - 11' THRU LANE SHALL BE MAINTAINED FOR TRAFFIC FLOW.
 2. REMOVE EXISTING PAVEMENT, GUARDRAIL, AND CURB AND GUTTER ALONG THE EAST SIDE OF THORN CREEK DRIVE.
 3. INSTALL TEMPORARY SHEET PILING FOR STAGE I AS SHOWN ON THE BRIDGE PLANS.
 4. REMOVE THE STAGE I PORTIONS OF THE BRIDGE AS SHOWN ON THE BRIDGE PLANS.
 5. CONSTRUCT SANITARY SEWER, WATERMAIN AND STORM SEWER AS SHOWN ON THE PLANS.
 6. CONSTRUCT STAGE I PORTIONS OF THE BRIDGE AS SHOWN ON THE BRIDGE PLANS.
 7. CONSTRUCT TEMPORARY PAVEMENT AND AGGREGATE SHOULDERS, TYPE B - 6" AS SHOWN IN THE STAGE I PLANS. INSPECT, MAINTAIN, AND REPLACE EROSION AND SEDIMENT CONTROL MEASURES AS NECESSARY THROUGHOUT CONSTRUCTION.
- STAGE II:
1. INSTALL AND MAINTAIN TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS PER IDOT HIGHWAY STANDARD 701321-11. ESTABLISH AND MAINTAIN TRAFFIC ON THE EAST SIDE OF THORN CREEK DRIVE. A MINIMUM OF 1 - 10' THRU LANE SHALL BE MAINTAINED FOR TRAFFIC FLOW.
 2. REMOVE EXISTING PAVEMENT, GUARDRAIL, AND CURB AND GUTTER ALONG THE WEST SIDE OF THORN CREEK DRIVE.
 3. REMOVE STAGE II PORTIONS OF THE BRIDGE AS SHOWN ON THE BRIDGE PLANS.
 4. CONSTRUCT STAGE II PORTIONS OF THE BRIDGE AS SHOWN ON THE BRIDGE PLANS.
 5. CONSTRUCT STORM SEWER AND PAVEMENT (THRU BINDER) ON THORN CREEK DRIVE. INSPECT, MAINTAIN, AND REPLACE EROSION AND SEDIMENT CONTROL MEASURES AS NECESSARY THROUGHOUT CONSTRUCTION.
- STAGE III:
1. INSTALL AND MAINTAIN TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS PER IDOT HIGHWAY STANDARD 701321-11. ESTABLISH AND MAINTAIN TRAFFIC ON THE WEST SIDE OF THORN CREEK DRIVE. A MINIMUM OF 1 - 10' THRU LANE SHALL BE MAINTAINED FOR TRAFFIC FLOW.
 2. REMOVE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF THORN CREEK DRIVE.
 3. CONSTRUCT COMBINATION CURB AND GUTTER AND HMA BINDER COURSE ON THE EAST SIDE OF THORN CREEK DRIVE.
 4. INSPECT, MAINTAIN, AND REPLACE EROSION AND SEDIMENT CONTROL MEASURES AS NECESSARY THROUGHOUT CONSTRUCTION.
- STAGE IV:
1. COMPLETE HOT-MIX ASPHALT SURFACE COURSE ON THORN CREEK DRIVE AS SHOWN ON THE PLANS USING IDOT HIGHWAY STANDARD 701501-06.
 2. COMPLETE PARKWAY RESTORATION AND PUNCHLIST ITEMS.
 3. REMOVE SOIL AND EROSION MEASURES PRIOR TO PERMANENT STABILIZATION.



TEMPORARY BRIDGE TRAFFIC SIGNALS

A TEMPORARY TRAFFIC SIGNAL SHALL BE REQUIRED DUE TO STAGE CONSTRUCTION OF THE BRIDGE. TRAFFIC SIGNALS SHALL BE OPERATIONAL ONLY WHEN ALL TRAFFIC CONTROLS ARE IN PLACE. THE TEMPORARY TRAFFIC SIGNAL SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 701.18(BH2), EXCEPT WHERE MODIFIED BY THE SPECIAL PROVISIONS.

CONTRACT NO. 63755, PROJECT NO. 08-00093-00-BR, SECTION 1045, SHEET NO. 11
 DATE: 10/12/12
 DRAWN BY: BCD
 CHECKED BY: TAD
 DESIGNED BY: CAC
 FILE: 080286-MotNo+Bas.St11



DESIGNED - CAC
 DRAWN - BCD
 CHECKED - TAD
 DATE - 10/12/12

REVISED -
 REVISED -
 REVISED -
 FILE - 080286-MotNo+Bas.St11

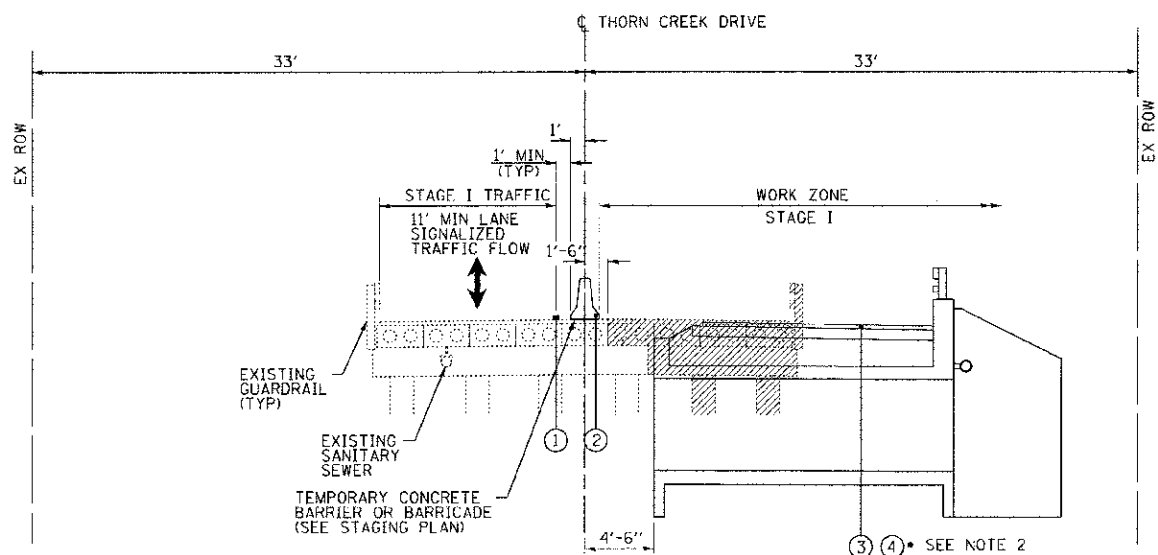
**VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE
 OVER THORN CREEK**

**SUGGESTED STAGES OF CONSTRUCTION, GENERAL NOTES
 AND TEMPORARY CABLE PLAN**

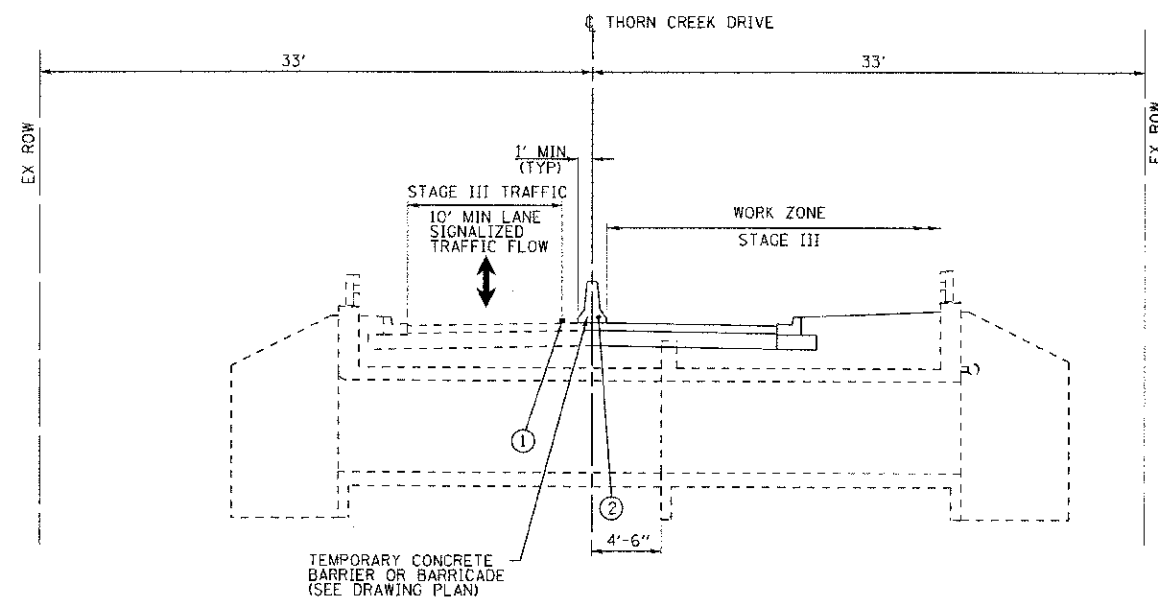
SCALE: 1"=20'

STA. TO STA.

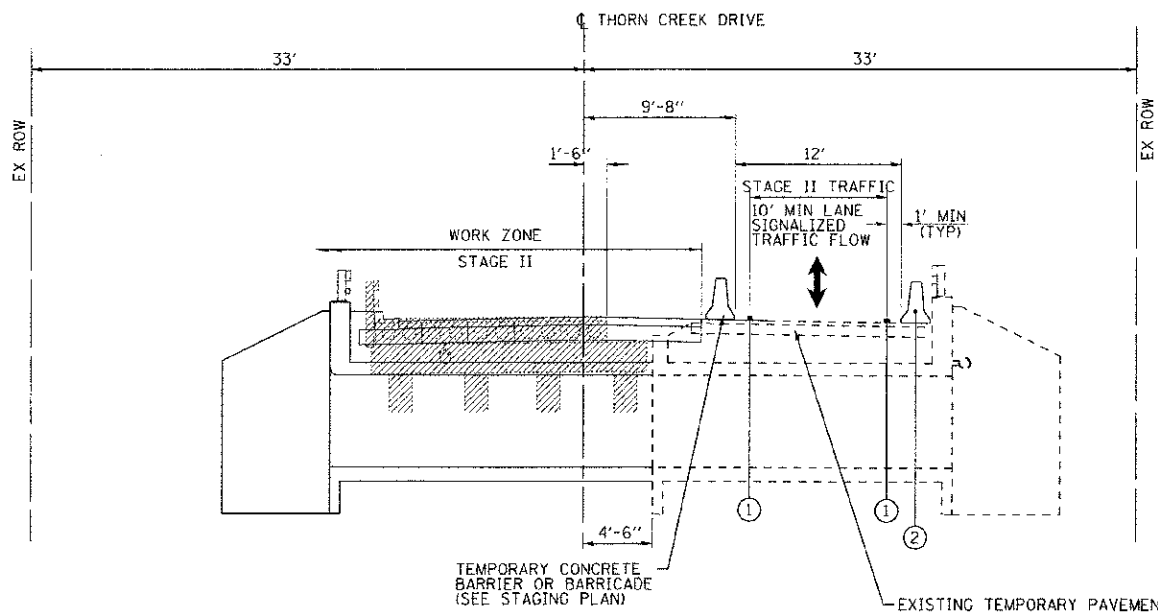
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	11
CONTRACT NO. 63755				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT BRM-9003103				



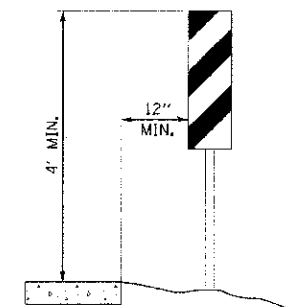
STAGE I - THORN CREEK DRIVE



STAGE III - THORN CREEK DRIVE



STAGE II - THORN CREEK DRIVE



VERTICAL PANELS

LEGEND

- ① TEMPORARY PAVEMENT MARKING - LINE 4"
- ② TEMPORARY CONCRETE BARRIER (SEE NOTE 1)
- ③ TEMPORARY PAVEMENT, 3"
(A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
(B) AGGREGATE SUBGRADE IMPROVEMENT 8"
- ④ AGGREGATE SHOULDERS, TYPE B - 6" (SEE NOTE 2)
- ↑ DIRECTION OF TRAFFIC
- - - - - EXISTING ELEMENT
- — — — — PROPOSED ELEMENT
- ▨ STAGE REMOVAL ITEMS

NOTES:

1. TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO BRIDGE DECK DURING STAGE I AND ANCHORED TO PAVEMENT DURING STAGE II.
2. A 3' AGGREGATE SHOULDER, TYPE B-6" TO BE CONSTRUCTED ADJACENT TO THE TEMPORARY PAVEMENT OUTSIDE OF THE CULVERT AREA ON THORN CREEK DRIVE. (SEE SUGGESTED MAINTENANCE OF TRAFFIC PLANS).

08/12/12
 1045
 08-00093-00-BR
 WILL
 41
 12
 CONTRACT NO. 63755
 BRN-9003103



DESIGNED - CAC	REVISED -
DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/12/12	FILE - 080286-MotTypd.shp

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

**SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL**

M/JN ST	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
1045	08-00093-00-BR	WILL	41 12
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755
SCA 1/1"=20'			BRN-9003103

STAGE I, STAGE II, AND STAGE III TRAFFIC CONTROL TO BE INSTALLED PER IDOT HIGHWAY STANDARD 701321-11 AND IDOT RECURRING SPECIAL PROVISION "TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS", EXCEPT AS MODIFIED ON PLANS.

NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR TIMELY TEMPORARY SIGNAL INSTALLATION AND SERVICE FROM UTILITIES. NO EXTENSION OF THE COMPLETION DATE WILL BE GRANTED DUE TO UTILITY COORDINATION.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING WITH THE TEMPORARY TRAFFIC SIGNALS.

TRAFFIC SIGNAL SEQUENCE

PHASE	A	B	C	D
INTERVAL	1	2	3	4
NORTH BOUND	G	Y	R	R
SOUTH BOUND	R	R	G	Y
BROOKSIDE ROAD	R	R	R	R
WOODLAND GLEN	R	R	R	R

- LEGEND**
- IMPACT ATTENUATORS
 - TEMPORARY PORTABLE TRAFFIC SIGNAL
 - TEMPORARY CONCRETE BARRIER
 - WORK ZONE/WORK AREA
 - TRAFFIC DIRECTION
 - TYPE II BARRICADE OR DRUMS W/ STEADY BURN LIGHTS
 - TYPE III BARRICADE W/ LIGHT
 - TRAFFIC CONTROL SIGNS
 - TEMPORARY PAVEMENT, 3"
 - DOUBLE VERTICAL PANEL (SEE DETAIL)

**STAGE I
THORN CREEK DRIVE**

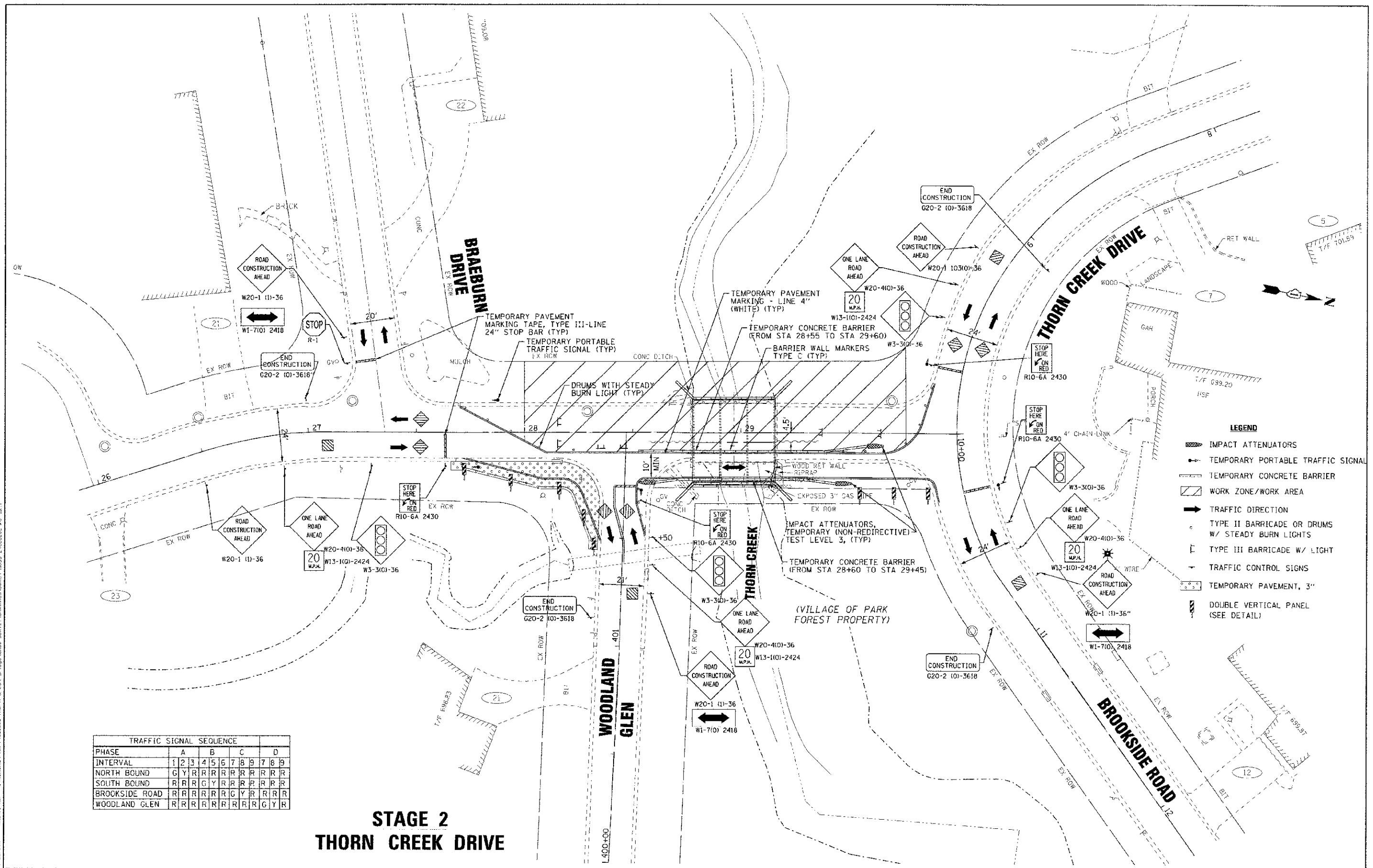
**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

SUGGESTED MAINTENANCE OF TRAFFIC

MUN. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-GC-PR	WILL.	41	13
FED. ROAD DIST. NO. 3		ILLINOIS		FED. AID PROJECT
		CONTRACT NO. 63755		BRM-9003103

DESIGNED	- CAC	REVISED	-
DRAWN	- RCD	REVISED	-
CHECKED	- TAG	REVISED	-
DATE	- 10/12/12	FILE	- 08C286-MoT.ent

CONTRACT NO. 63755, VILLAGE OF PARK FOREST, ILLINOIS
 DATE: 10/12/12, DRAWN: RCD, CHECKED: TAG, DESIGNED: CAC
 LICENSE NO. 12-4-00024 - EXPRES, 5/8/2012, 5:55:43 PM
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- LEGEND**
- IMPACT ATTENUATORS
 - TEMPORARY PORTABLE TRAFFIC SIGNAL
 - TEMPORARY CONCRETE BARRIER
 - WORK ZONE/WORK AREA
 - TRAFFIC DIRECTION
 - TYPE II BARRICADE OR DRUMS W/ STEADY BURN LIGHTS
 - TYPE III BARRICADE W/ LIGHT
 - TRAFFIC CONTROL SIGNS
 - TEMPORARY PAVEMENT, 3"
 - DOUBLE VERTICAL PANEL (SEE DETAIL)

TRAFFIC SIGNAL SEQUENCE

PHASE	A	B	C	D
INTERVAL	1 2 3 4 5 6 7 8 9			
NORTH BOUND	G Y R R R R R R R R			
SOUTH BOUND	R R R G Y R R R R R			
BROOKSIDE ROAD	R R R R R R G Y R R			
WOODLAND GLEN	R R R R R R R R G Y			

**STAGE 2
THORN CREEK DRIVE**

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

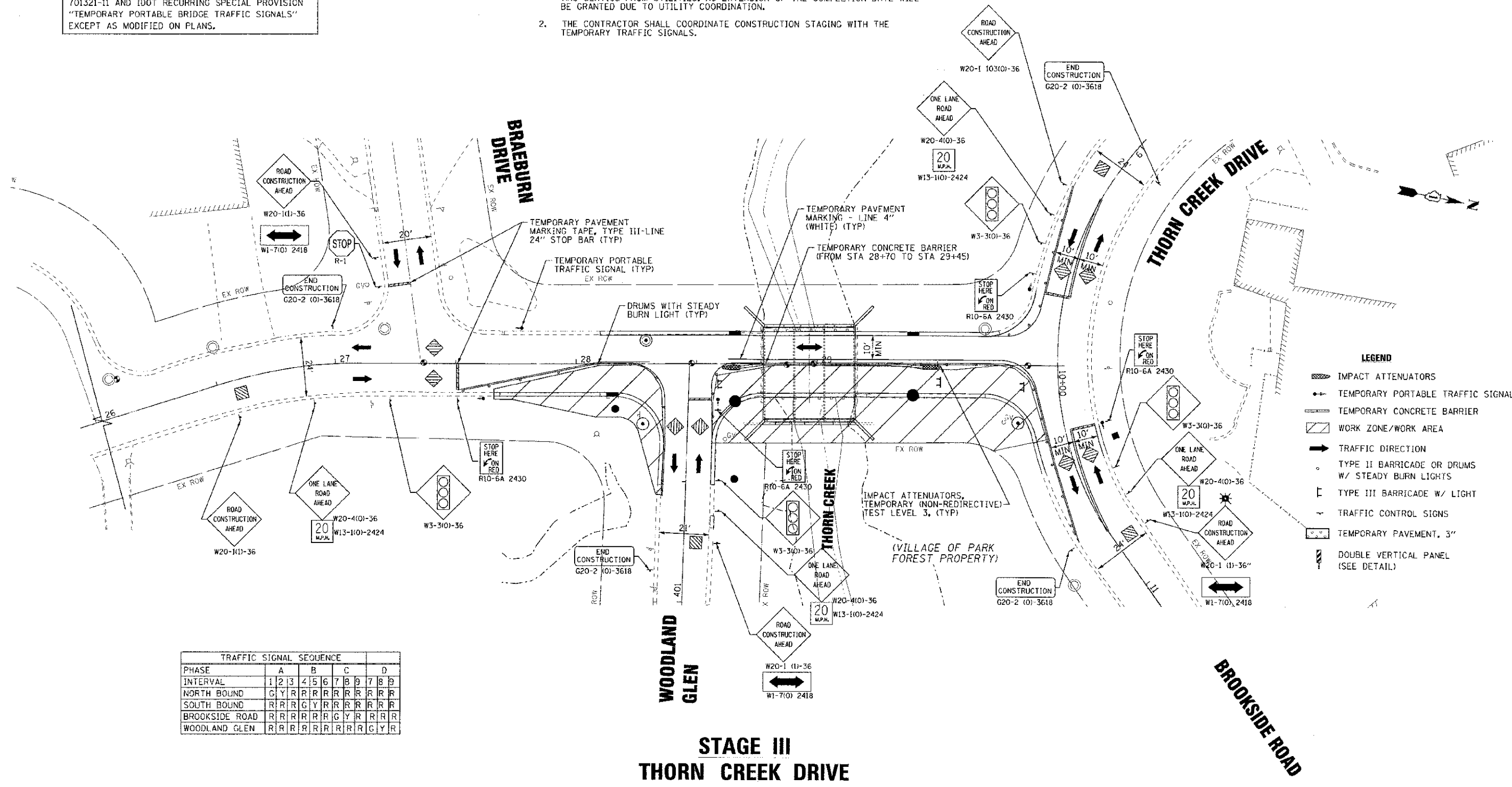
SUGGESTED MAINTENANCE OF TRAFFIC

MUN. ST. 1045	SECTION 08-00093-00-BR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 14
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT BRW 9003103			CONTRACT NO. 63755	

DESIGNER: BAXTER WOODMAN ENGINEERS, INC. 1000 N. WOODLAND AVENUE, SUITE 200, DEERFIELD, IL 60015
 DRAWN: BCD
 CHECKED: TAO
 DATE: 10/12/12
 REVISIONS: 1. 10/12/12
 2. 10/12/12
 3. 10/12/12
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 100. 10/12/12

STAGE I, STAGE II AND STAGE III TRAFFIC CONTROL TO BE INSTALLED PER IDOT HIGHWAY STANDARD 701321-11 AND IDOT RECURRING SPECIAL PROVISION "TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS" EXCEPT AS MODIFIED ON PLANS.

- NOTES:
1. THE CONTRACTOR IS RESPONSIBLE FOR TIMELY TEMPORARY SIGNAL INSTALLATION AND SERVICE FROM UTILITIES. NO EXTENSION OF THE COMPLETION DATE WILL BE GRANTED DUE TO UTILITY COORDINATION.
 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION STAGING WITH THE TEMPORARY TRAFFIC SIGNALS.



LEGEND

- IMPACT ATTENUATORS
- TEMPORARY PORTABLE TRAFFIC SIGNAL
- TEMPORARY CONCRETE BARRIER
- WORK ZONE/WORK AREA
- TRAFFIC DIRECTION
- TYPE II BARRICADE OR DRUMS W/ STEADY BURN LIGHTS
- TYPE III BARRICADE W/ LIGHT
- TRAFFIC CONTROL SIGNS
- TEMPORARY PAVEMENT, 3"
- DOUBLE VERTICAL PANEL (SEE DETAIL)

TRAFFIC SIGNAL SEQUENCE

PHASE	A	B	C	D
INTERVAL	1 2 3	4 5 6 7	8 9 7 8 9	
NORTH BOUND	G Y R	R R R R R	R R R R R	R R R
SOUTH BOUND	R R R R R	G Y R R R	R R R R R	R R R
BROOKSIDE ROAD	R R R R R	R R R R R	G Y R R R	R R R
WOODLAND GLEN	R R R R R	R R R R R	R R R R R	G Y R

**STAGE III
THORN CREEK DRIVE**

PROJECT NO. 08-0093-00-BR, DRAWING NO. 1045, SHEET NO. 41 OF 15, DATE 12/12/12, DESIGNED BY CAC, DRAWN BY BCD, CHECKED BY TAO, DATE 12/12/12, FILE 080286-MoT2.sht, VILLAGE OF PARK FOREST, ILLINOIS, THORN CREEK DRIVE OVER THORN CREEK, CONTRACT NO. 63755, BRW-9003103



DESIGNED - CAC	REVISED -
DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 12/12/12	FILE - 080286-MoT2.sht

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK**

SUGGESTED MAINTENANCE OF TRAFFIC

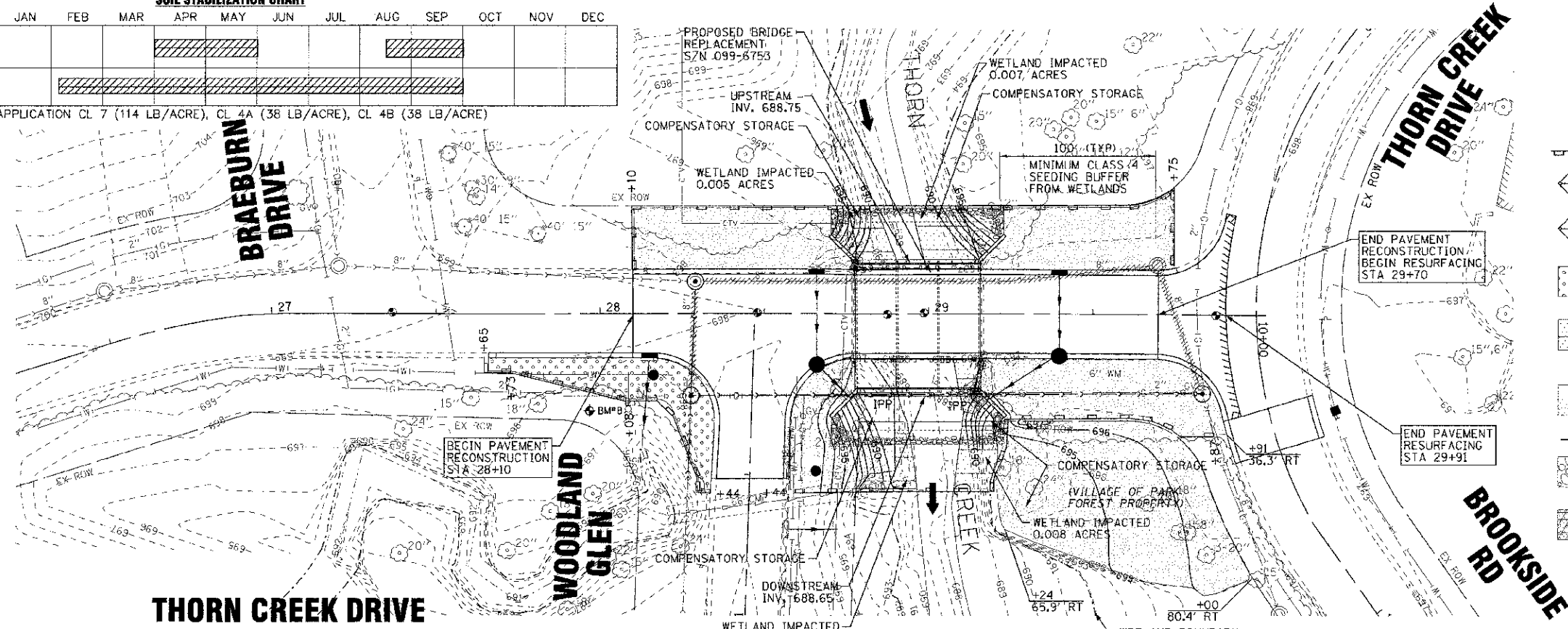
SCALE: 1"=20'

STA. 26+00 TO STA. 30+00

MUN. ST. 1045	SECTION 08-0093-00-BR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 15
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63755	
FED. AID PROJECT			BRW-9003103	

SOIL STABILIZATION CHART												
STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
CLASS 4 NATIVE GRASS MIXTURE												
SEEDING, CLASS 7 (TEMPORARY SEED)												

MINIMUM SEEDING RATE OF APPLICATION CL 7 (114 LB/ACRE), CL 4A (38 LB/ACRE), CL 4B (38 LB/ACRE)



LEGEND	
[Symbol]	PERIMETER EROSION BARRIER
[Symbol]	INLET FILTERS
[Symbol]	INLET AND PIPE PROTECTION
[Symbol]	TEMPORARY EROSION CONTROL SEEDING HEAVY DUTY EROSION CONTROL BLANKET (SEE STRUCTURAL) SEEDING, CLASS 2A
[Symbol]	WETLAND IMPACTS TEMPORARY EROSION CONTROL SEEDING HEAVY DUTY EROSION CONTROL BLANKET SEEDING CLASS 4A
[Symbol]	TEMPORARY EROSION CONTROL SEEDING HEAVY DUTY EROSION CONTROL BLANKET SEEDING CLASS 4B
[Symbol]	WETLAND BOUNDARY
[Symbol]	STONE RIPRAP, CLASS A4 MIN. THICKNESS = 20 INCHES
[Symbol]	SEEDING CLASS 5A

THORN CREEK DRIVE

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR DEDISTURBANCE.
- AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA, OVERLAND FLOW ROUTES, OR A DESIGNATED BUFFER PROTECTING WETLANDS OR STREAMS.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).

- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL NOTES

- CONTRACTOR SHALL COMPLY WITH OSHA WORK AND SAFETY RULES.
- CONTRACTOR SHALL IDENTIFY ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CALL JULIE (800-892-0123) A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH WILL/SOUTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.
- CONTRACTORS SHALL INSTALL SOIL EROSION AND SEDIMENT CONTROLS IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- COMPLY WITH REQUIREMENTS FROM THE U.S. ARMY CORPS OF ENGINEERS, WILL/SOUTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT, AND VILLAGE OF PARK FOREST.
- ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH RAIN EVENT RESULTING IN RUNOFF FROM THE SITE.
- WORK IN THE WATERWAY SHOULD BE TIMED TO PLACE DURING LOW OR NO-FLOW CONDITIONS.
- WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR DIVERTING THE WATER FROM THE WORK AREA. IF USED, THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE OFFERED AREA TO PERFORM THE REQUIRED WORK.
- IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE (ROCK CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS OTHERWISE REQUIRED.

- DEWATERING MEASURES SHALL COMPLY WITH THE ILLINOIS URBAN MANUAL. DURING DEWATERING OF THE OFFERED AREA, THE WATER SHALL BE FILTERED TO REMOVE SEDIMENT PRIOR TO DISCHARGE TO THE STREAM. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY. THE DISCHARGE FROM THE DEWATERING DEVICE SHALL NOT CAUSE EROSION.
- THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED IMMEDIATELY AFTER FINAL GRADING WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE CHANNEL MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.
- STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- IF CONCRETE IS REQUIRED FOR WORK, CONCRETE WASHOUT FACILITIES SHALL BE INSTALLED, OPERATED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN AND STORMWATER POLLUTION PREVENTION PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE OWNER OR APPLICABLE REGULATORY AGENCY.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ALL PERMITS.
- FINAL ACCEPTANCE OF PROJECT WILL BE CONTINGENT ON RECORD DRAWING APPROVAL BY THE ENGINEER.

- SILT FENCE - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL SILT FENCE WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE SILT FENCE FUNCTIONAL AS DESIGNED.
- HEAVY DUTY EROSION BLANKET - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL EROSION BLANKET WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE EROSION BLANKET FUNCTIONAL AS DESIGNED.
- INLET AND PROTECTION - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL INLET AND PIPE PROTECTION WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE INLET AND PIPE PROTECTION FUNCTIONAL AS DESIGNED.
- TEMPORARY DITCH CHECKS - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL TEMPORARY DITCH CHECKS WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE TEMPORARY DITCH CHECKS FUNCTIONAL AS DESIGNED.
- INLET FILTERS - AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL INLET FILTERS WEEKLY OR AFTER EACH ONE-HALF INCH OR GREATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP THE INLET FILTERS FUNCTIONAL AS DESIGNED.
- THE EROSION CONTROL QUANTITIES PROVIDED IN THE PLANS ARE APPROXIMATE. THE ACTUAL NEED FOR QUANTITIES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

CONSTRUCTION SEQUENCING

- INSTALL SEDIMENT AND EROSION CONTROL SYSTEMS
- COMPLETE TREE REMOVAL, CLEARING, AND GRUBBING
- STRIP AND STOCKPILE TOPSOIL AND BEGIN MASS GRADING. TEMPORARY SEED AS REQUIRED.
- DEMOLISH EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
- COMPLETE ROADWAY REPLACEMENT THRU BINDER AND GRADING.
- COMPLETE FINAL SURFACE, PAVEMENT MARKINGS, AND RESTORATION.
- REMOVE EROSION CONTROL MEASURES AND RESTORE.

CONTRACTOR: BAXTER WOODMAN CONSULTING ENGINEERS
 SCALE: 1"=20'
 DATE: 10/12/12
 FILE: 080286-Erosion.sht



DESIGNED	CAC	REVISED	-
DRAWN	BCD	REVISED	-
CHECKED	TAO	REVISED	-
DATE	10/12/12	FILE	080286-Erosion.sht

VILLAGE OF PARK FOREST, ILLINOIS THORN CREEK DRIVE OVER THORN CREEK

EROSION CONTROL PLAN

SCALE: 1"=20'

STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			BRU-9003103	

PIPES				
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE
P-1	SANITARY SEWER DUCTILE IRON 8 INCH	35	8	0.50%
P-2	SANITARY SEWER DUCTILE IRON 8 INCH	156	8	0.50%
P-3	STORM SEWERS, CLASS A, TYPE 2 12"	30	12	5.00%
P-4	STORM SEWERS, CLASS A, TYPE 2 12"	15	12	1.00%
P-5	STORM SEWERS, CLASS A, TYPE 2 12"	26	12	5.00%
P-6	STORM SEWERS, CLASS A, TYPE 2 12"	26	12	1.00%

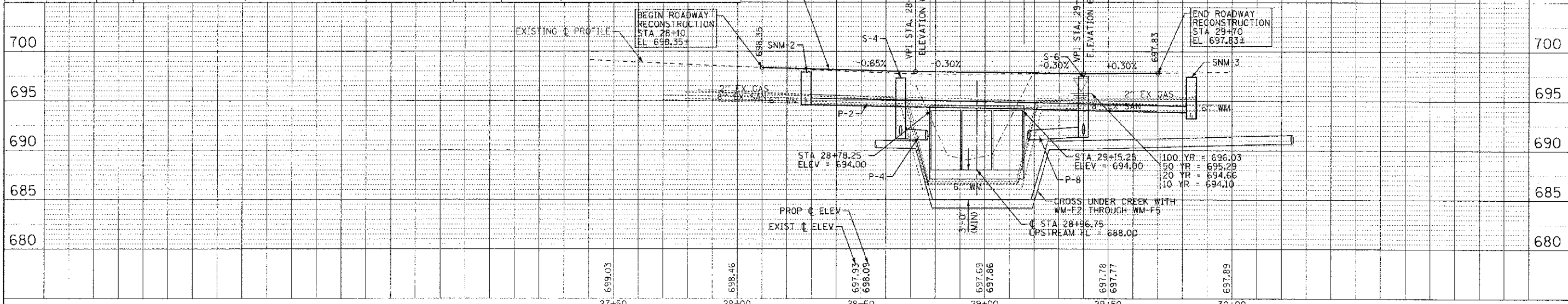
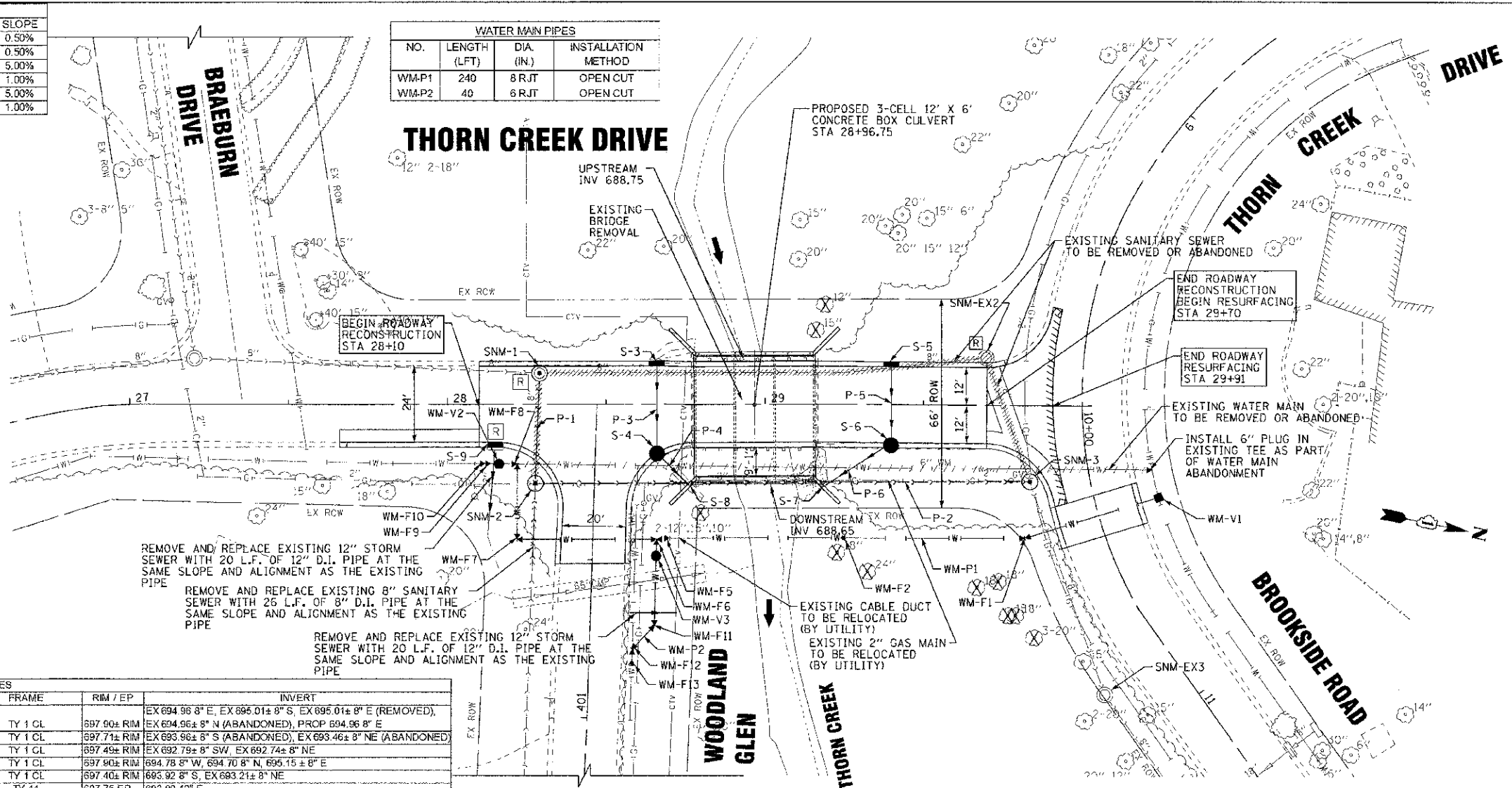
WATER MAIN PIPES			
NO.	LENGTH (LFT)	DIA (IN.)	INSTALLATION METHOD
WM-P1	240	8 RJT	OPEN CUT
WM-P2	40	6 RJT	OPEN CUT

WATER MAIN APPURTENANCES			
NO.	STATION	OFFSET	DESCRIPTION
WM-V1			PRESSURE CONNECTION TO EXISTING WATER MAIN - 8" x 8" TAPPING SLEEVE WITH 8" TAPPING VALVE AND VALVE BOX
WM-F1	10+25	20'L	D.I. RJT 8" 22-1/2° BEND
WM-F2	29+82	42'R	D.I. RJT 8" 45° BEND - ROLLED DOWN
WM-F3	29+24	42'R	D.I. RJT 8" 45° BEND - ROLLED UP
WM-F4			D.I. RJT 8" 45° BEND - ROLLED UP
WM-F5	28+71	42'R	D.I. RJT 8" 45° BEND - ROLLED DOWN
WM-F6	28+66	42'R	D.I. RJT 8" x 6" TEE
WM-F7	28+22	42'R	D.I. RJT 8" 90° BEND
WM-F8	28+22	19'R	D.I. RJT 8" 90° BEND WITH CONCRETE THRUST BLOCK
WM-V2	28+16	19'R	8" GATE VALVE WITH VALVE BOX
WM-F9	28+14	19'R	D.I. RJT 8" x 6" REDUCER
WM-F10	28+12	19'R	D.I. RJT 6" SLEEVE
WM-V3	28+66	48'R	8" GATE VALVE WITH VALVE BOX
WM-F11	28+66	70'R	D.I. RJT 6" 45° BEND
WM-F12	28+58	77'R	D.I. RJT 6" 45° BEND WITH CONCRETE THRUST BLOCK
WM-F13	28+58	81'R	D.I. RJT 6" SLEEVE

NOTES:

1. DETERMINE FINAL LOCATION OF SNM-2 AND SNM-3 AFTER SANITARY SEWER HAS BEEN INSTALLED ON EAST SIDE OF BRIDGE AND THROUGH WINGWALLS.
2. ALL NEW SANITARY SEWER PIPE, BOTH UNDERGROUND AND EXPOSED ON THE BRIDGE, IS TO INCLUDE PIPE INSULATION.
3. MAINTAIN BYPASS PUMPING EQUIPMENT AND OPERATION DURING THE INSTALLATION OF THE THREE NEW MANHOLES, PROVIDE A TEMPORARY PIPE CONNECTION IN SNM-3 TO MINIMIZE BYPASS PUMPING REQUIREMENTS.
4. ANTICIPATED SIZE OF EXISTING WATER MAIN ALONG BROOKSIDE DRIVE IS AN 8" D.I. WATER MAIN. LOCATE AND EXPOSE EXISTING WATER MAIN AND DETERMINE SIZE AND PIPE MATERIAL PRIOR TO CONSTRUCTION.

STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME	RIM / EP	INVERT
SNM-1	28+29.00	10' LT	EXISTING SANITARY MANHOLE (REMOVED AND REPLACED)	TY 1 CL	697.90± RIM	EX 694.96 8" E, EX 695.01± 8" S, EX 695.01± 8" E (REMOVED), EX 694.96± 8" N (ABANDONED), PROP 694.96 8" E
SNM-EX2	29+69.80	15' LT	EXISTING SANITARY MANHOLE (REMOVED)	TY 1 CL	697.71± RIM	EX 693.96± 8" S (ABANDONED), EX 693.46± 8" NE (ABANDONED)
SNM-EX3	30+06.80	91' RT	EXISTING SANITARY MANHOLE (IN PARKWAY)	TY 1 CL	697.49± RIM	EX 692.78± 8" SW, EX 692.74± 8" NE
SNM-2	28+27.67	25' RT	SANITARY MANHOLE, TYPE A, 4' (BUILD OVER EXISTING)	TY 1 CL	697.90± RIM	694.78 8" W, 694.70 8" N, 695.15± 8" E
SNM-3	29+83.50	24' RT	SANITARY MANHOLE, TYPE A, 4' (BUILD OVER EXISTING)	TY 1 CL	697.40± RIM	695.92 8" S, EX 693.21± 8" NE
S-3	28+66.00	12' LT	INLET, TYPE A	TY 11	697.75 EP	693.00 12" E
S-4	28+66.00	16' RT	CATCH BASIN, TYPE A, 4'	TY 11	697.75 EP	691.50 12" W, 691.15 12" NE
S-5	29+40.00	12' LT	INLET, TYPE A	TY 11	697.44 EP	693.00 12" E
S-6	29+40.00	12' RT	CATCH BASIN, TYPE A, 4'	TY 11	697.44 EP	691.50 12" W, 691.28 12" SE
S-7	29+17.75	26.5' RT	OUTLET			691.00 12" SW
S-8	28+76.50	25.75' RT	OUTLET			691.00 12" NW
S-9	28+15.00	12' RT	INLET, TYPE A	TY 11	697.84 EP	EX 695.75 12" E, PROP 695.75 12" E



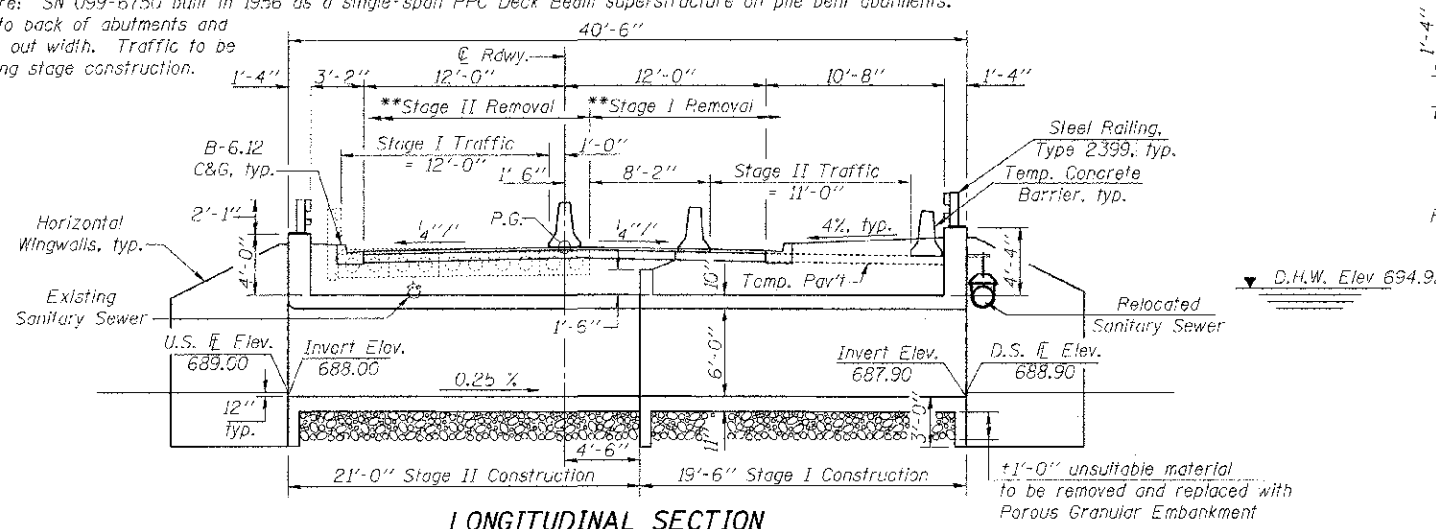
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 LICENSE NO. 10-000217, EXPIRES 7/30/2013
 5155-15 04
 10/18/2012

	DESIGNED - CAC	REVISED -	VILLAGE OF PARK FOREST, ILLINOIS THORN CREEK DRIVE OVER THORN CREEK	DRAINAGE AND UTILITY	MUN. ST. 1045	SECTION 08-00093-00 BR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 17
	DRAWN - BCD	REVISED -			SCALE: H: 1"=20' V: 1"=5'	STA. 26+00 TO STA. 30+00	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	CONTRACT NO. 63755	BRN-90630303
	CHECKED - TAO	REVISED -							
	DATE - 10/12/12	FILE - 080286-DU1.sit							

Benchmark: NW Dot on Hydrant, SE Corner of Thorn Creek Drive and Woodland Glon. Elev. 699.80

Existing Structure: SN 099-6750 built in 1956 as a single-span PPC Deck Beam superstructure on pile bent abutments. 40'-0" back to back of abutments and 27'-0" out to out width. Traffic to be maintained using stage construction.

No Salvage.



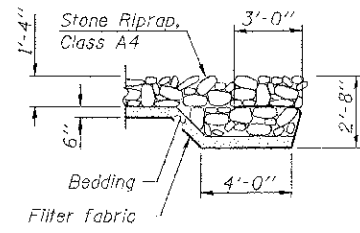
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation, (ft.)	D.S. Invert	U.S. Invert
	684.90	685.00

LONGITUDINAL SECTION

(Looking North)

** Offset of Stage Removal Line varies at pile caps.



SECTION A-A

THORN CREEK BUILT 2013 BY VILLAGE OF PARK FOREST SEC. 08-00093-00-BR STA. 28+97 STR. NO. 099-6753 LOADING HL-93

NAME PLATE

See Std. 515001

WATERWAY INFORMATION

Drainage Area = 5.0 sq. mi. Low Grade Elev. 697.74 @ Sta. 28+96 (exist.)
Low Grade Elev. 697.94 @ Sta. 29+50 (prop.)

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	385	144	167	693.63	0.76	0.73	694.39	694.36
Design	20	487	164	180	694.15	0.81	0.77	694.96	694.92
	50	622	173	180	694.58	0.98	0.88	695.66	695.56
Base	100	790	173	180	695.20	1.21	1.05	696.41	696.25
Overlapping	N/A								
Max. Calc.	500	1110	173	180	696.02	1.68	1.39	697.70	697.41

LOADING HS-20
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

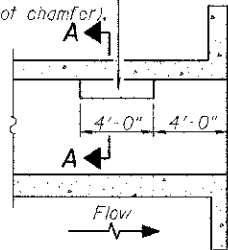
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

Notch formed by rough finished board attached to and removed with form work, each interior wall. (Do not chamfer).



LONGITUDINAL SECTION

INDEX OF SHEETS

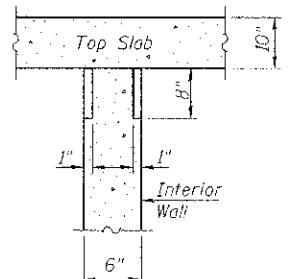
1. General Plan
2. Stage Construction Details
3. Culvert Details - I
4. Culvert Details - II
5. Bar Splicer Assembly and Mechanical Splicer Details
6. Steel Railing, Type 2399
7. Temporary Concrete Barrier for Stage Construction
8. Soil Borings
9. Soil Borings

GENERAL NOTES

The Contractor is advised that the existing bridge is in deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing bridge when developing construction procedures for removal and replacement of the existing bridge.

Precast alternate is not allowed.

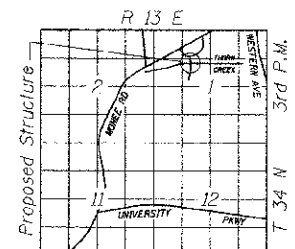
See Earthwork Schedule for Porous Granular Embankment quantities.



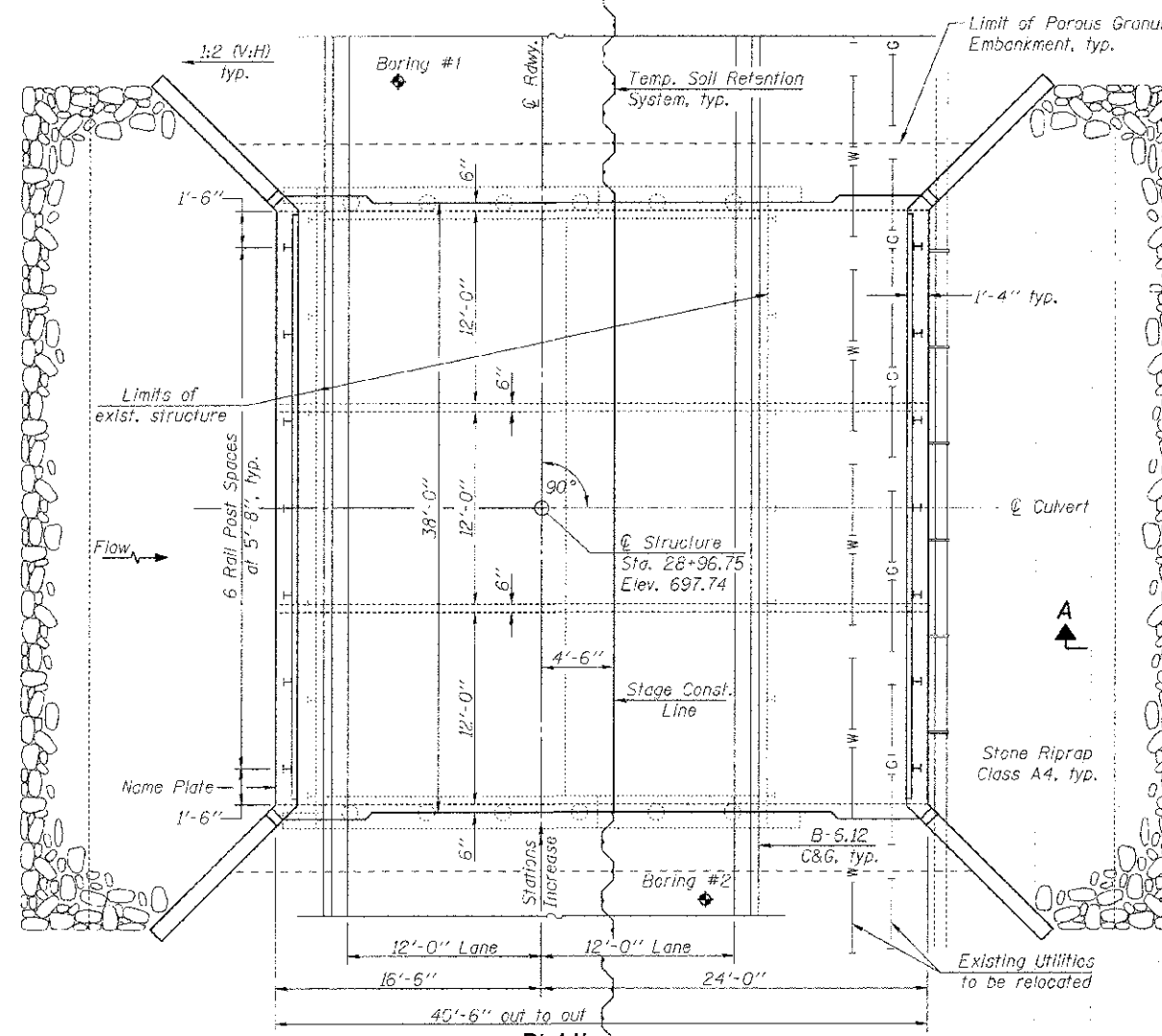
SECTION A-A

PHOEBE NESTING SITE DETAILS

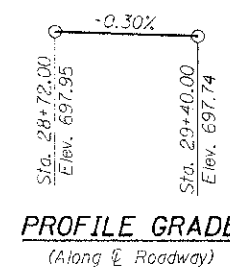
(Downstream End Only)



LOCATION SKETCH



PLAN

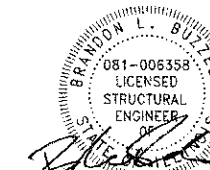


PROFILE GRADE

(Along E Roadway)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq Yd	240
Filter Fabric	Sq Yd	240
Removal of Existing Structures	Each	1
Protective Coat	Sq Yd	28
Reinforcement Bars	Pound	36,170
Bar Splicers	Each	174
Steel Railing, Type 2399	Foot	76
Concrete Box Culverts	Cu Yd	177.0
Temporary Soil Retention System	Sq Ft	221
Name Plates	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu Yd	70



DATE: 10/10/2012
LICENSE EXPIRES 11/30/14

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 the requirements of the current AASHTO LRFD Bridge Design Specifications.

GENERAL PLAN
THORN CREEK DRIVE OVER THORN CREEK
SECTION 08-00093-00-BR
WILL COUNTY
STATION 28+96.75
STRUCTURE NO. 099-6753



USER NAME =	DESIGNED -	REVISIONS
	BAB	REVISIONS
	BLB	REVISIONS
	BLB	REVISIONS
	BAB	REVISIONS

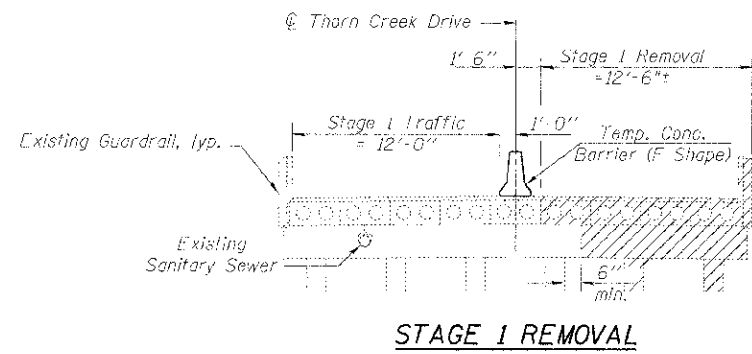
VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE BRIDGE OVER
THORN CREEK

GENERAL PLAN
STRUCTURE NO. 099-6753
SHEET NO. 1 OF 9 SHEETS

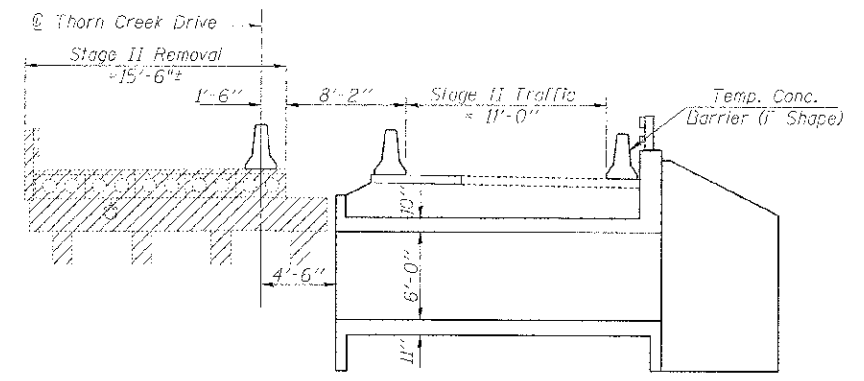
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	18

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | BRM-9003003

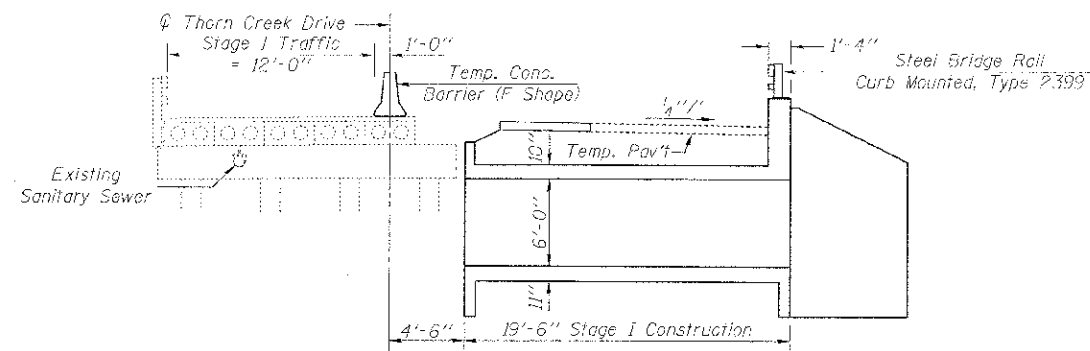
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 STATE OF ILLINOIS - PROFESSIONAL ENGINEER
 LICENSE NO. 081-006358
 10/10/2012



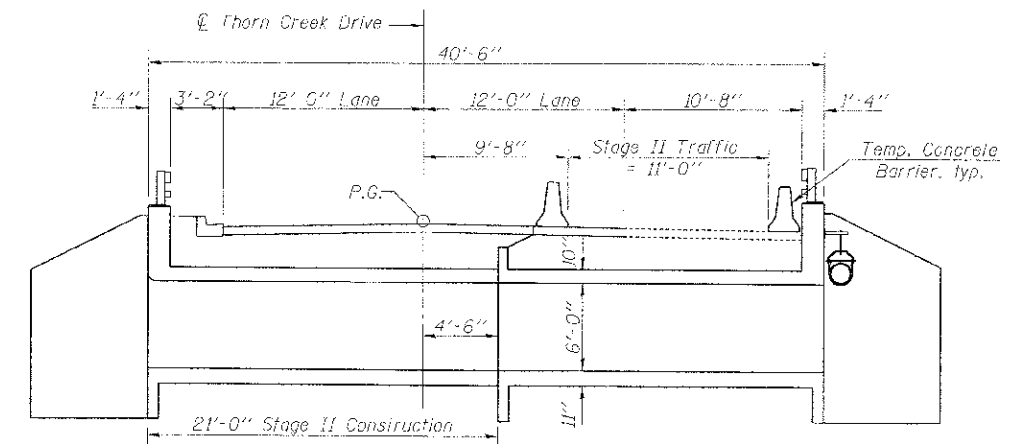
STAGE I REMOVAL



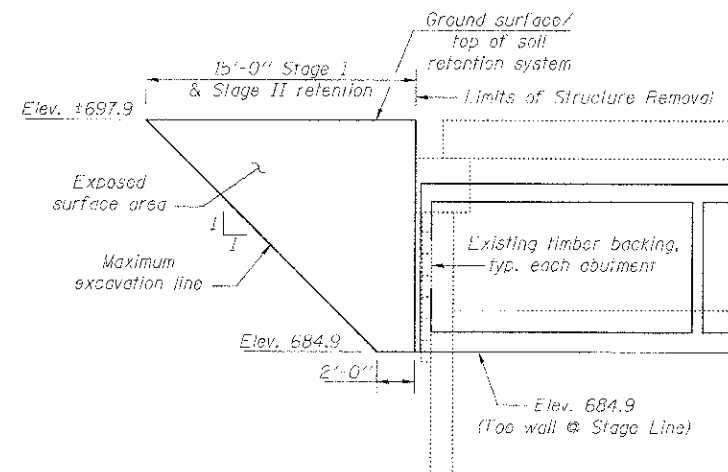
STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



TEMPORARY SOIL RETENTION SYSTEM

South end shown. North end similar but mirrored.

BILL OF MATERIAL

Item	Unit	Quantity
Removal of Existing Structures	Each	1
Temporary Soil Retention System	Sq Ft	221

NOTES

Staging sections are looking North.
 Hatched area indicates Removal of Existing Structures.
 Removal of existing bridge railing included with Removal of Existing Structures.
 Removal of portions of the existing sanitary sewer attached to the bridge is included with Removal of Existing Structures.
 Pay item for Temporary Concrete Barrier is included with roadway plans. See Sheet 7 of 9 for details.
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

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 STATE OF ILLINOIS - PROFESSIONAL ENGINEER
 LICENSE NO. 124-00021 - EXPIRES 4/30/2015
 PROJECT: VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER THORN CREEK
 SHEET NO. 2 OF 9



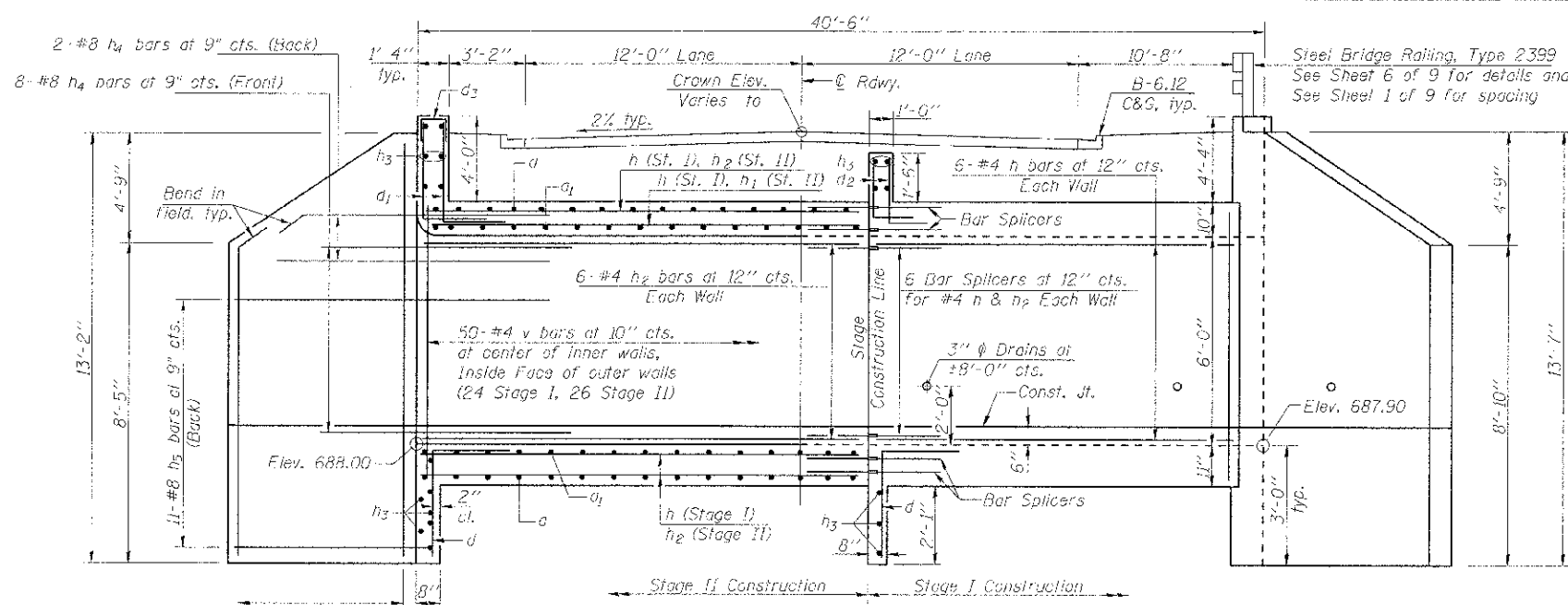
USER NAME	DESIGNED - BAB	REVISIONS
PLANT SCALE	CHECKED - BLB	REVISED
PLANT DATE	DRAWN - BAB	REVISED
	CHECKED - BLB	REVISED

**VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER
 THORN CREEK**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 099-6753**

SHEET NO. 2 OF 9 SHEETS

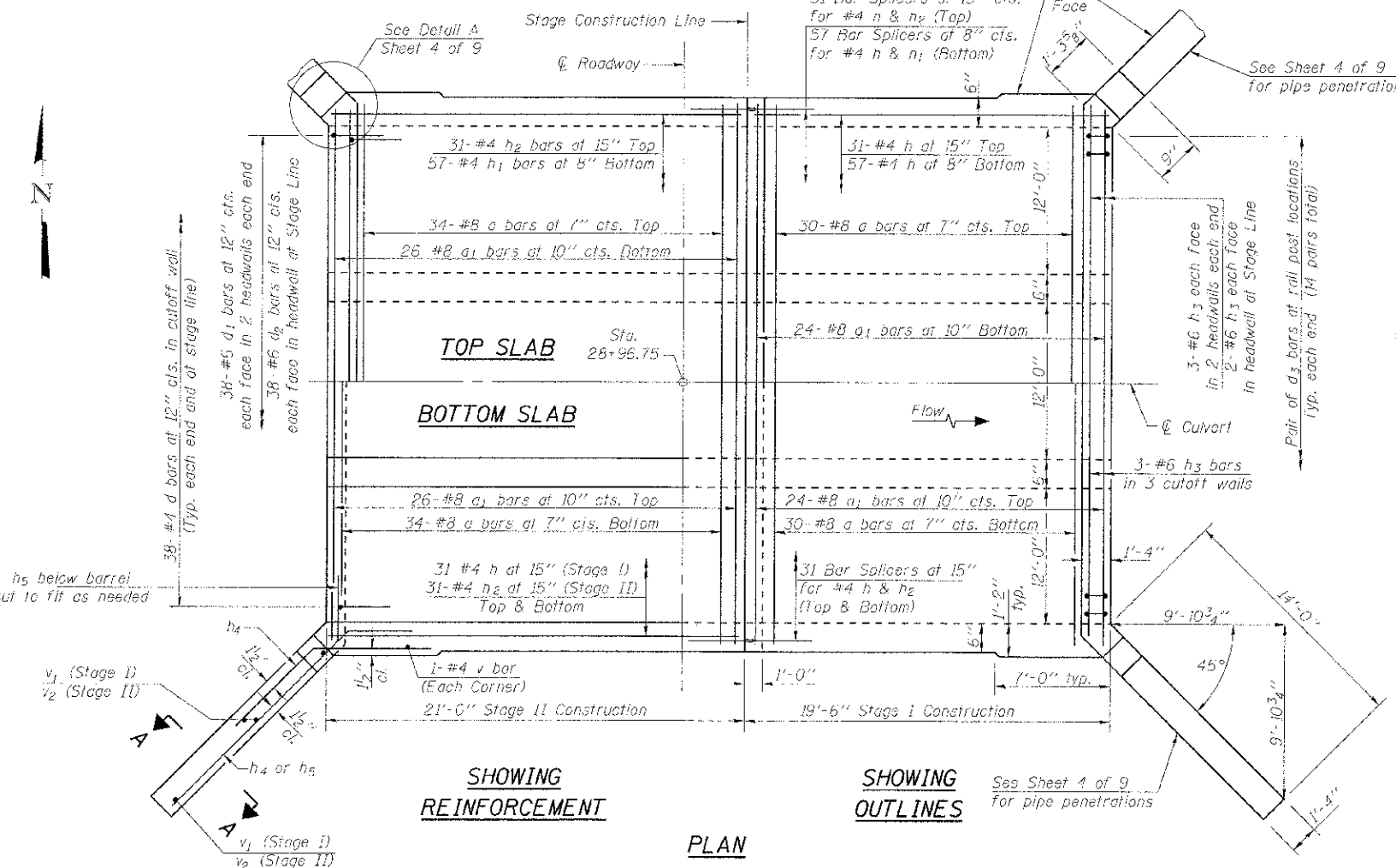
MUN. ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			BRM-90031031	



HALF LONG SECTION
Showing bars in Center Wall

HALF ELEVATION
Showing bars in Outside Wall

4-#4 v₁ (Stage I) bars
4-#4 v₂ (Stage II) bars
E.a. wing
See Plan View



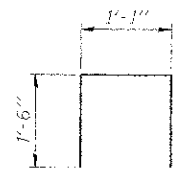
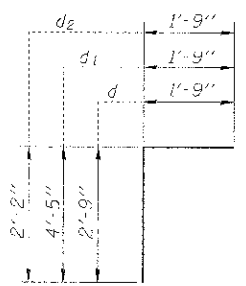
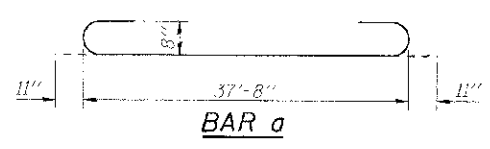
SHOWING REINFORCEMENT

SHOWING OUTLINES

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	132	#8	37'-8"	—
a ₁	100	#8	39'-5"	—
d	114	#4	4'-6"	—
d ₁	152	#6	6'-2"	—
d ₂	76	#6	3'-11"	—
d ₃	28	#4	4'-1"	—
h	174	#4	19'-2"	—
h ₁	57	#4	20'-4"	—
h ₂	117	#4	20'-8"	—
h ₃	25	#6	37'-8"	—
h ₄	40	#8	8'-0"	—
h ₅	44	#8	15'-8"	—
v	204	#4	7'-4"	—
v ₁	8	#4	12'-9"	—
v ₂	8	#4	13'-2"	—
x	8	#6	3'-0"	—
x ₁	8	#6	2'-5"	—
x ₂	4	#6	1'-11"	—
x ₃	4	#6	2'-8"	—
x ₄	8	#6	1'-9"	—
Concrete Box Culverts		Cu. Yd.	177.0	
Reinforcement Bars		Pound	36,170	
Bar Splicers		Each	174	

Notes:
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

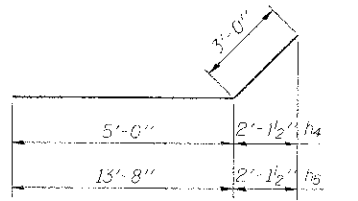


NOTES

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

See Sheet 4 of 9 for cross section thru barrels, Section A-A, and additional details.

See Sheet 4 of 9 for additional bars at rail pisis.



PROJECT: VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER THORN CREEK
 SHEET NO. 3 OF 9 SHEETS
 DATE: 10/29/2012
 DRAWN BY: B.L.B.
 CHECKED BY: B.L.B.
 DESIGNED BY: B.L.B.
 PLOT SCALE: 1/8" = 1'-0"
 PLOT DATE: 10-12-12

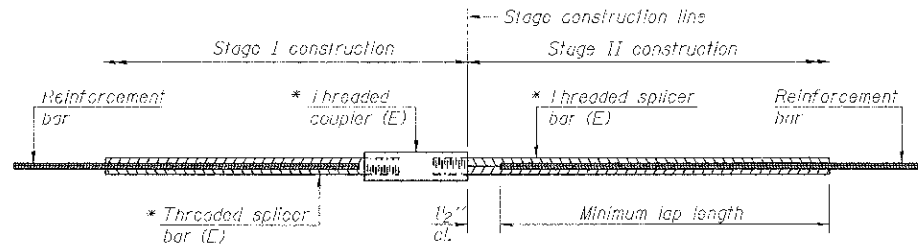


USER NAME:	DESIGNED - BAB	REVISED
PLOT SCALE:	CHECKED - BLB	REVISED
PLOT DATE: 10-12-12	DRAWN - BLB	REVISED
	CHECKED - BAB	REVISED

VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE BRIDGE OVER
THORN CREEK

CULVERT DETAILS - I
STRUCTURE NO. 099-6753

MUN. ST. 1045	SECTION 08-00093-00-BR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 20
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63755	
ILLINOIS FED. AID PROJECT			BRW-9003103	



STANDARD BAR SPLICER ASSEMBLY

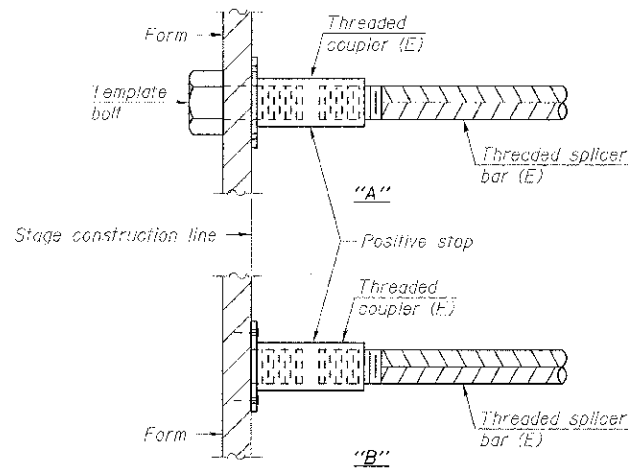
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

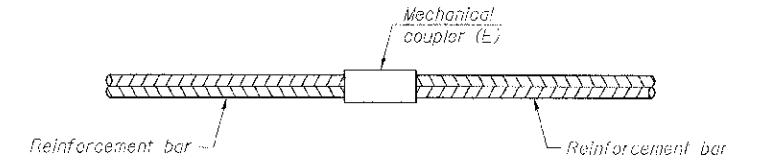
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top Slab	#4	31	Table 2
Top Slab	#4	57	Table 1
Bottom Slab	#4	31	Table 2
Bottom Slab	#4	51	Table 1
Sidewalls	#4	24	Table 1



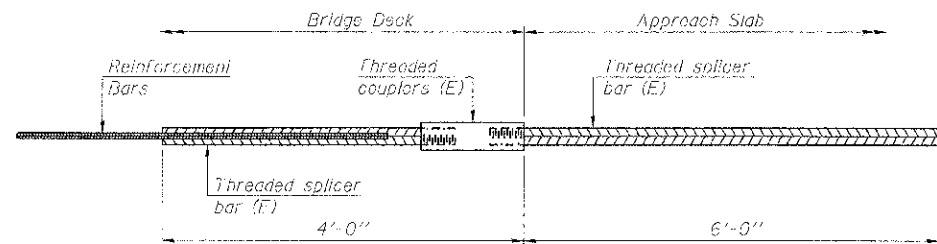
INSTALLATION AND SETTING METHODS

"A": Set bar splicer assembly by means of a template bolt.
 "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E): Indicates epoxy coating.



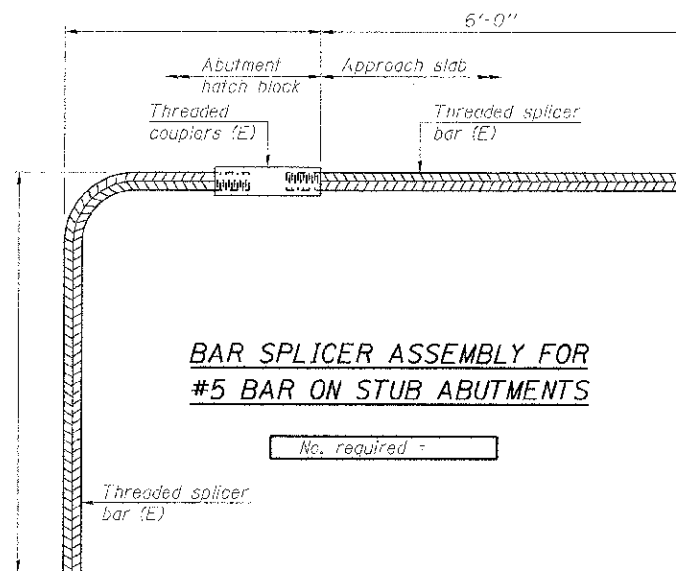
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 50B of the Standard Specifications.
- See special provision for Mechanical Splicers.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

CONTRACT NO. 099-6753, BIDDING NO. 099-6753-01, DRAWING NO. 508, SHEET NO. 5 OF 9 SHEETS, DATE: 7/1/10, DESIGNER: B. WOODMAN, CHECKER: B. WOODMAN, APPROVED: B. WOODMAN, LICENSE NO.: 06-0093-00-BR, COUNTY: WILL, PROJECT: VILLAGE OF PARK FOREST, ILLINOIS THORN CREEK DRIVE BRIDGE OVER THORN CREEK.

BSD-1

7-1-10



USER NAME =	DESIGNED - BAB	REVISIONS
PLOT SCALE =	CHECKED - BLB	REVISIONS
PLOT DATE = 10-12-10	DRAWN - BCD	REVISIONS
	CHECKED - BLB	REVISIONS

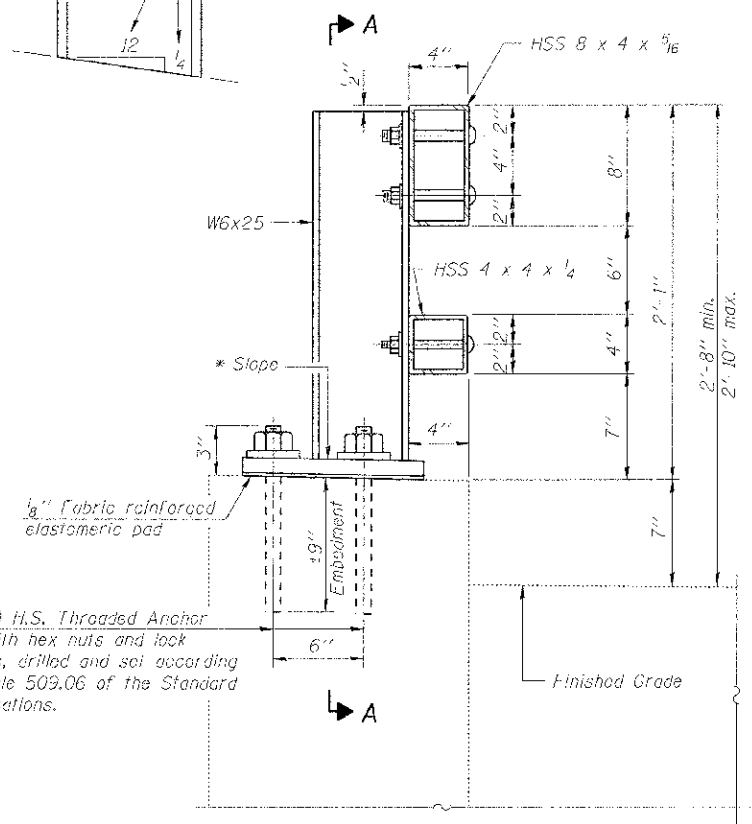
VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER
 THORN CREEK

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 099-6753

SHEET NO. 5 OF 9 SHEETS

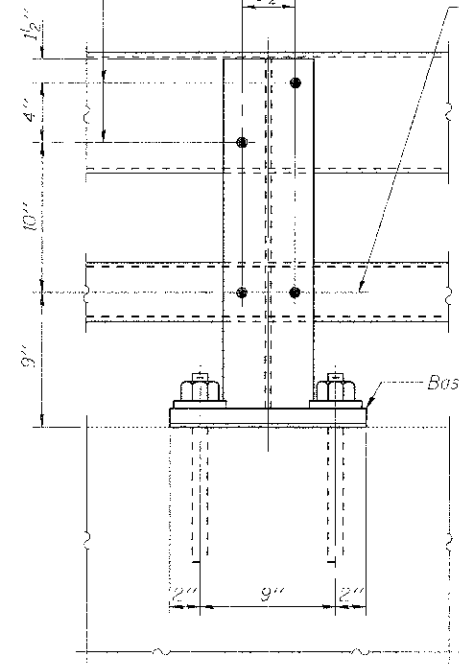
MUN. ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	06-0093-00-BR	WILL	41	22
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			BSW-90031033	

* Cut bottom end of post to curb slope.



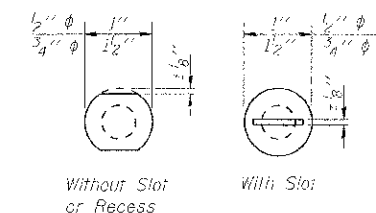
SECTION AT RAIL POST

2-3/4" ϕ x 6" Round Head Bolts (With slot or approved recess in head.) with locknut and flat washer. 7/8" ϕ Holes in tubing and posts. Holes in hollow structural section may be drilled in the field.

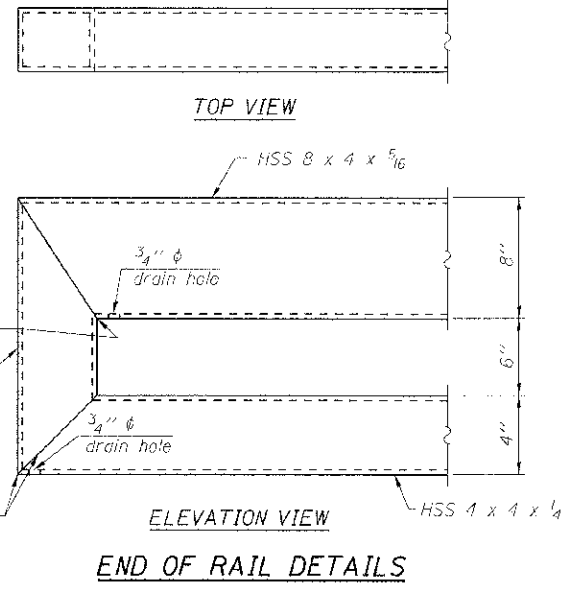


SECTION A-A

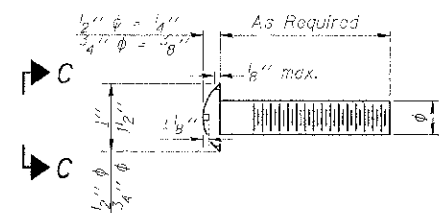
2-1/2" ϕ x 6" Round Head Bolts (With slot or approved recess in head.) with locknut and flat washer. 5/8" ϕ Holes in hollow structural section and post. Holes in hollow structural section may be drilled in the field.



VIEW C-C

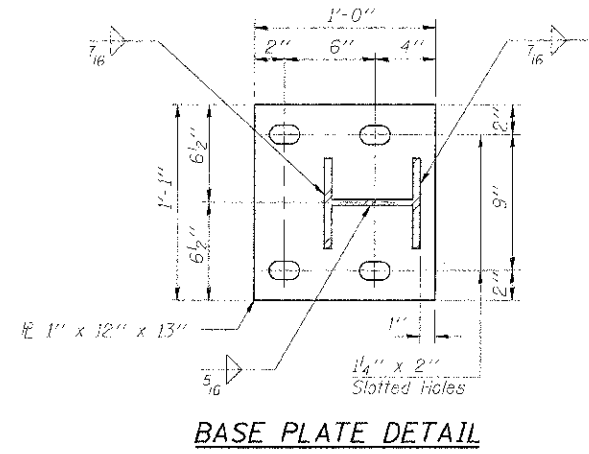


END OF RAIL DETAILS

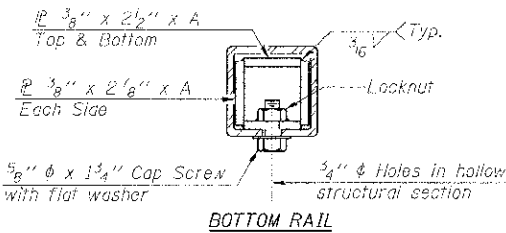


DETAIL OF 1/2" ϕ & 3/4" ϕ ROUND HEAD BOLTS

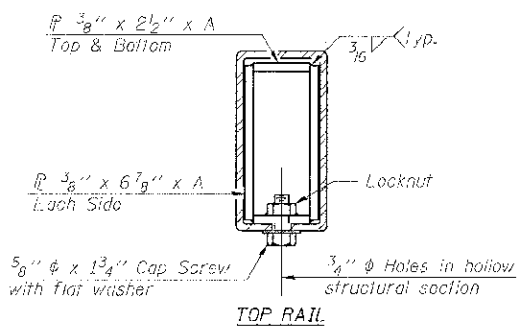
4- 1" ϕ H.S. Threaded Anchor Rods with hex nuts and lock washers, drilled and set according to Article 509.06 of the Standard Specifications.



BASE PLATE DETAIL

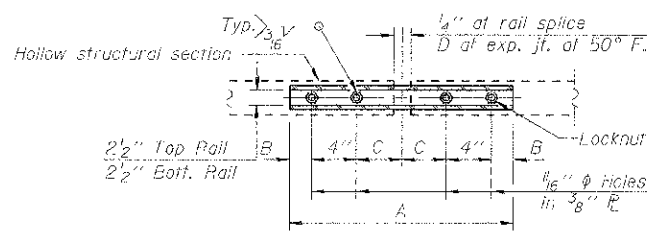


BOTTOM RAIL

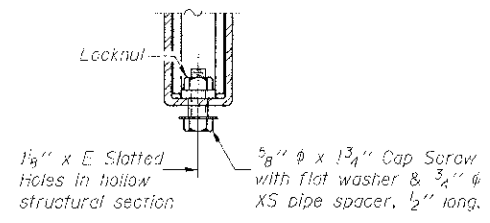


TOP RAIL

SECTIONS AT RAIL SPLICE



PLAN-BOTT. SPLICE TYPICAL



RAIL SPLICE CONNECTION AT EXPANSION JT.

Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.
 Steel Bridge Rail expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.
 Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

SPLICE DIMENSIONS

T	D	A	B	C	E
≤ 4"	2 1/2"	1'-8"	2"	4"	2 1/2"
> 4" ≤ 6"	3 1/4"	2'-0"	2 1/2"	5 1/2"	3 1/2"
> 6" ≤ 9"	5"	2'-4"	3 1/2"	6 1/2"	9"
> 9" ≤ 13"	7"	2'-10"	4 1/2"	8 1/2"	11"
Rail Splice	1/4"	1'-8"	2"	4"	—

T = Total movement at expansion joint as shown on the design plans.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type 2399	Foot	76

(6'-3" Maximum Post Spacing)

CONSULT: DR. R. H. BARTER & ASSOCIATES, INC.
 1100 N. W. 11th St., Ft. Lauderdale, FL 33304
 LICENSE NO. 18-00271, EXP. 12/31/2012
 11/19/2012 9:55:53 PM



USER NAME =	DESIGNED - BCD	REVISED
FLU SCALE =	CHECKED - BLB	REVISED
PLDT DATE = 10-12-12	DRAWN - BLB	REVISED
	CHECKED - BAS	REVISED

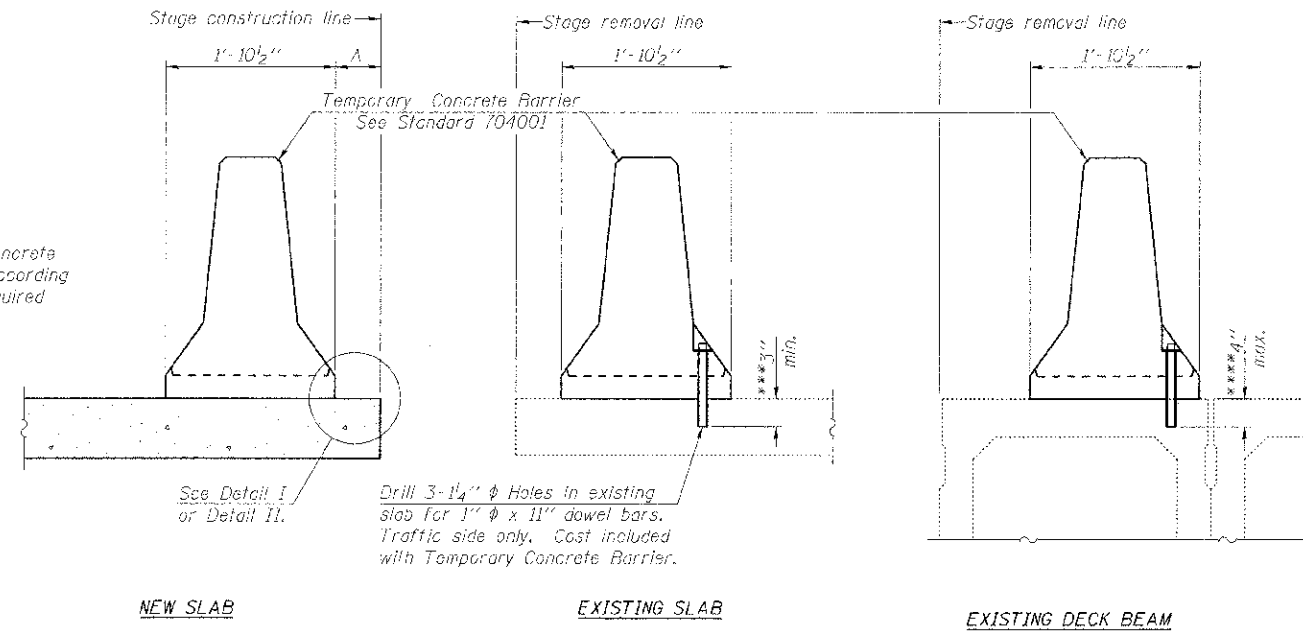
VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER
 THORN CREEK

STEEL RAILING, TYPE 2399
 STRUCTURE NO. 099-6753

SHEET NO. 6 OF 9 SHEETS

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	23
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63765	
			BRM-9003103	

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

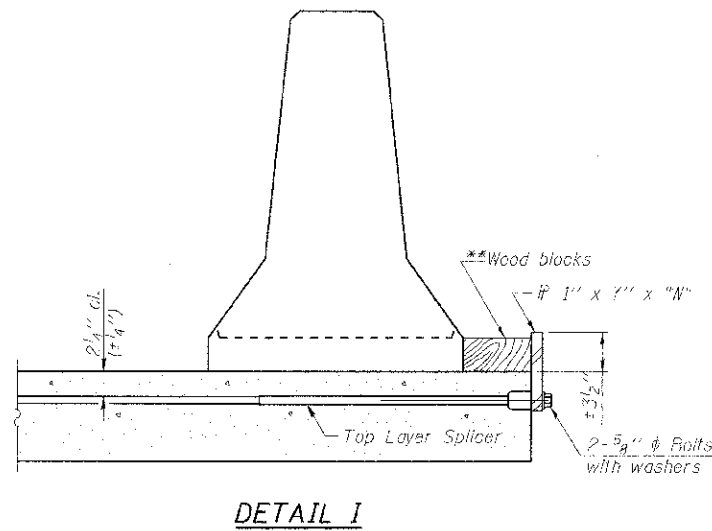
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

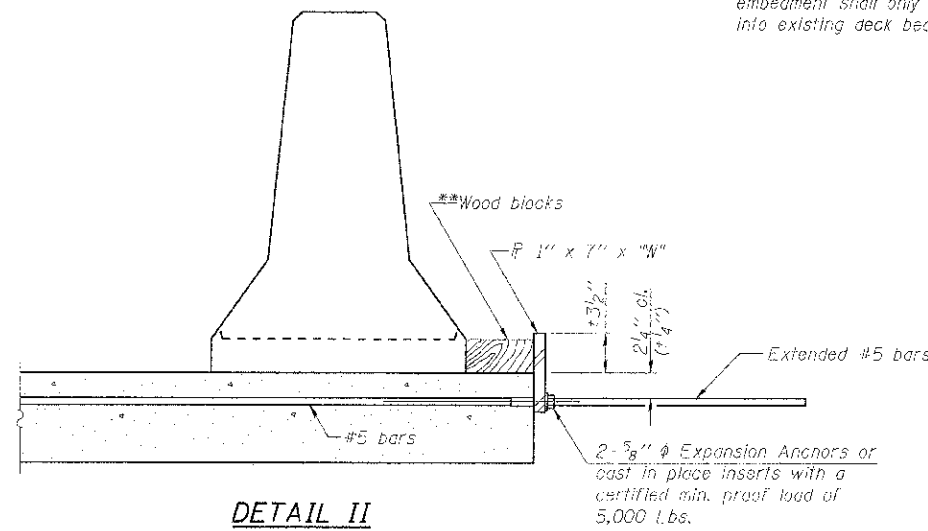
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

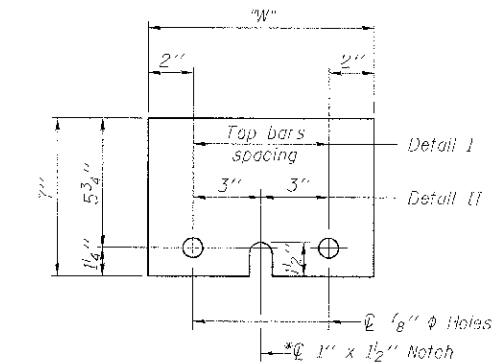
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

PROJECT NO. 099-6753, DRAWING NO. R-27, DATE 7-1-10, DESIGNED BY BCD, CHECKED BY BLB, DRAWN BY BCD, PLOT DATE 10-12-12, VILLAGE OF PARK FOREST, ILLINOIS, THORN CREEK DRIVE BRIDGE OVER THORN CREEK, CONTRACT NO. 099-6753, SHEET NO. 7 OF 9 SHEETS.

R-27

7-1-10




USER NAME :	DESIGNED - BCD	REVISD
PLC" SCALE :	CHECKED - BLB	REVISED
PLC" DATE : 10-12-12	DRAWN - BCD	REVISED
	CHECKED - BLB	REVISED

**VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE BRIDGE OVER
THORN CREEK**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 099-6753**

SHEET NO. 7 OF 9 SHEETS

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	24
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63755	
			BRM-9003103	


SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19720 **BORING LOG 1**

Client Baxter & Woodman, Inc. Sheet 1 of 4

Project Thorn Creek Bridge Replacement Phase 1 Date 8/18/09

Comments _____ Location Park Forest, IL Drilled By AC


Structure #099-6750 Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	Q	S	T	R	B	N	Pen.	W	Uw	Qu
655.9'	Dark gray-brown silt, some clay, trace sand & gravel, damp, very loose to loose - Fill	2	SS	13"	2	4				16.9		
631.4'	Gray-brown silt, some clay, trace sand & roots, very damp, very loose	4	SS	18"	2	3				20.4		
629.4'	Gray clay, some silt, trace sand & gravel, damp, very tough to hard	10	SS	18"	4	8	3.25	15.4	112.0	3.3		
628.4'		6	SS	18"	5	8	3.0	16.2	114.4	2.2		
621.9'		15	SS	18"	12	21	4.5	20.2	111.5	6.9		
619.4'	Gray silt, some clay, trace sand & gravel, damp, medium dense	8	SS	13"	7	13				12.8		
617.4'	Gray clay, some silt, trace sand & gravel, damp, very tough	9	SS	18"	7	13	2.5	16.6	115.4	2.7		

Water Level - depth, ft. elev. ft. 7.5 10.0
 - while drilling: 7.5 10.0
 - after drilling: 10.0
 - 24 hrs. after drilling: 9.5

S - sample T - type (L) (L) SS (sand-silt) ST (silty sand) R - recovery length, in
 S - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-11b


SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19720 **BORING LOG 1**

Client Baxter & Woodman, Inc. Sheet 3 of 4

Project Thorn Creek Bridge Replacement Phase 1 Date 8/18/09

Comments _____ Location Park Forest, IL Drilled By AC


Structure #099-6750 Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	Q	S	T	R	B	N	Pen.	W	Uw	Qu
669.4'	Gray clay, some silt, trace sand & gravel, damp, very tough	10	SS	18"	4	8	3.25	15.4	112.0	3.3		
669.4'	(sand seam between 24.0'-24.5')	22	SS	18"	6	14	2.0	21.5	107.8	2.3		
669.4'		12	SS	18"	5	13	3.0	16.1	124.9	2.3		
659.4'	Gray clay, some silt, trace sand & gravel, damp, tough to very tough	30	SS	18"	7	12	2.5	16.1	123.4	1.6		
659.4'		40	SS	18"	9	17	3.0	17.1	133.4	1.8		

Water Level - depth, ft. elev. ft. 7.5 10.0
 - while drilling: 7.5 10.0
 - after drilling: 10.0
 - 24 hrs. after drilling: 9.5

S - sample T - type (L) (L) SS (sand-silt) ST (silty sand) R - recovery length, in
 S - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-11b


SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19720 **BORING LOG 1**

Client Baxter & Woodman, Inc. Sheet 3 of 4

Project Thorn Creek Bridge Replacement Phase 1 Date 8/18/09

Comments _____ Location Park Forest, IL Drilled By AC


Structure #099-6750 Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	Q	S	T	R	B	N	Pen.	W	Uw	Qu
652.9'	Gray medium-coarse sand, some fine sand, very damp, medium dense	16	SS	17"	10	20				13.8	128.1	1.1
648.4'	Gray fine sand, trace medium-coarse sand, very damp-saturated, medium dense	18	SS	16"	6	13				13.1		
637.4'	Brown fine sand, some gravel, trace silt, some roots, very damp, medium dense	20	SS	18"	13	26				10.2		

Water Level - depth, ft. elev. ft. 7.5 10.0
 - while drilling: 7.5 10.0
 - after drilling: 10.0
 - 24 hrs. after drilling: 9.5

S - sample T - type (L) (L) SS (sand-silt) ST (silty sand) R - recovery length, in
 S - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-11b


SOIL AND MATERIAL CONSULTANTS, INC.

File No. 19720 **BORING LOG 1**

Client Baxter & Woodman, Inc. Sheet 4 of 4

Project Thorn Creek Bridge Replacement Phase 1 Date 8/18/09

Comments _____ Location Park Forest, IL Drilled By AC

Structure #099-6750 Equipment CME 45B H.A. Other _____ Logged By DA

Elev. ft.	Description	Depth, ft.	Q	S	T	R	B	N	Pen.	W	Uw	Qu
628.4'	Weathered limestone bedrock, very dense	22	SS	10"	100+	100+				11.2		
622.4'	End of Boring	78	SS	3"	100+	100+				8.0		
622.4'	(a) Manganese concrete - 3.0"											
622.4'	(b) limestone, damp - 5.0"											

Water Level - depth, ft. elev. ft. 7.5 10.0
 - while drilling: 7.5 10.0
 - after drilling: 10.0
 - 24 hrs. after drilling: 9.5

S - sample T - type (L) (L) SS (sand-silt) ST (silty sand) R - recovery length, in
 S - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-11b

SOIL BORING LOG BY BAXTER & WOODMAN, INC. ... APPROVED BY BAXTER & WOODMAN, INC. ...

	USER NAME: _____	DESIGNED: _____	REVISED: _____	VILLAGE OF PARK FOREST, ILLINOIS THORN CREEK DRIVE BRIDGE OVER THORN CREEK	SOIL BORINGS STRUCTURE NO. 099-6753	MUN. ST. 10-45 SECTION 08-00093-00-BR COUNTY WILL TOTAL SHEETS 41 NO. 25
	PLOT SCALE: _____ PLOT DATE: 10-12-12	CHECKED: _____ DRAWN: _____ CHECKED: _____	REVISED: _____ REVISED: _____ REVISED: _____			

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19720 **BORING LOG 2**
 Client: Baxter & Woodman, Inc. Sheet 3 of 4
 Project: Thorn Creek Bridge Replacement Date: 8/17/09
 Comments: Structure #099-6750 Location: Park Forest, IL. Drilled By: AC
 Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	C	S	T	R	B	N	Pen.	W	Uw	Qu	
697.6'	Continuous concrete - 8.0'												
695.6'	Limestone, deep												
	Brown-gray-black clay, some silt, trace sand & gravel, damp-very damp, stiff - Fill	1.55	12"					9	1.25	17.4			
		2.85	10"					4	0.75	22.6	98.1	0.9	
		3.85	16"					5	0.5	26.1	96.1	0.2	
649.6'	Gray-brown silt, some clay, trace sand & gravel, damp, medium dense (some wood at 9.0'-9.5') - Fill	10	4.55	15"				22		26.1			
646.6'	Gray clay, some silt, trace sand & gravel, damp, very tough	5	5.55	13"				11	5.0	40.2	106.2	2.6	
634.6'	Gray clay, some silt, trace sand & gravel, damp, stiff	15	6.05	18"				4	7	1.4	25.0	95.8	1.4
632.1'	Gray clay & silt, trace sand & gravel, damp, hard	7	7.55	18"				12	4.0	10.9	122.7	3.6	
628.6'	Gray sand & silt, trace gravel, damp, medium dense	20	8.55	15"				15		14.9			

Water Level - depth, ft. elev. ft.
 - while drilling: 21.0
 - after drilling: 14.0
 - 24 hrs. after drilling: 12.0

S - sample T - type (L, S, SS, SP, GP, ST) (by hole) R - recovery length, ft.
 D - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs/cu ft.
 Qu - unconfined compressive strength, tons/sq. ft.

P-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19720 **BORING LOG 2**
 Client: Baxter & Woodman, Inc. Sheet 3 of 4
 Project: Thorn Creek Bridge Replacement Date: 8/17/09
 Comments: Structure #099-6750 Location: Park Forest, IL. Drilled By: AC
 Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	C	S	T	R	B	N	Pen.	W	Uw	Qu
677.1'	Gray sand & silt, trace gravel, damp											
	Gray fine sand, trace medium-coarse sand, gravel & silt, very damp, loose	9										
673.6'	Gray sand & silt, damp, loose	10	8.55	18"				3	7		15.9	
673.6'	Gray silt, some clay, trace sand, very damp, very loose	26	11.55	13"				2	3		15.3	
672.1'	Gray sand & silt, trace gravel, very damp, loose	12										
671.1'	Gray clay & silt, trace sand, very damp, very soft	13	8.55	14"				1	2	0.25	15.9	
		20	14.55	8"				1	1	0.25	15.6	
663.6'	Gray fine sand, trace medium-coarse sand & gravel, very damp-saturated, very loose	35	15.55	18"				1			15.8	
660.6'	Gray fine-medium sand, some coarse sand & gravel, very damp-saturated, medium dense	40	15.55	12"				1	1		11.1	

Water Level - depth, ft. elev. ft.
 - while drilling: 21.0
 - after drilling: 14.0
 - 24 hrs. after drilling: 12.0

S - sample T - type (L, S, SS, SP, GP, ST) (by hole) R - recovery length, ft.
 D - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs/cu ft.
 Qu - unconfined compressive strength, tons/sq. ft.

P-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19720 **BORING LOG 2**
 Client: Baxter & Woodman, Inc. Sheet 3 of 4
 Project: Thorn Creek Bridge Replacement Date: 8/17/09
 Comments: Structure #099-6750 Location: Park Forest, IL. Drilled By: AC
 Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	C	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine-medium sand, some coarse sand & gravel, very damp-saturated, medium dense	48	17.55	13"				20			13.1	
		50	18.55	18"				27			8.0	
645.6'	Gray medium-coarse sand & gravel, some fine sand, very damp, dense	58	19.55	18"				34			7.5	
		60	20.55	18"				32			7.9	

Water Level - depth, ft. elev. ft.
 - while drilling: 21.0
 - after drilling: 14.0
 - 24 hrs. after drilling: 12.0

S - sample T - type (L, S, SS, SP, GP, ST) (by hole) R - recovery length, ft.
 D - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs/cu ft.
 Qu - unconfined compressive strength, tons/sq. ft.

P-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 19720 **BORING LOG 2**
 Client: Baxter & Woodman, Inc. Sheet 4 of 4
 Project: Thorn Creek Bridge Replacement Date: 8/17/09
 Comments: Structure #099-6750 Location: Park Forest, IL. Drilled By: AC
 Equipment: CME 45B H.A. Other Logged By: DA

Elev. ft.	Description	Depth ft.	C	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray medium-coarse sand & gravel, some fine sand, very damp, dense	65	21.55	18"				32			7.8	
628.6'	Weathered limestone bedrock, very dense	70	22.55	10"				100+			11.6	
622.6'	End of Boring	75	23.55	4"				100+			8.2	

Water Level - depth, ft. elev. ft.
 - while drilling: 21.0
 - after drilling: 14.0
 - 24 hrs. after drilling: 12.0

S - sample T - type (L, S, SS, SP, GP, ST) (by hole) R - recovery length, ft.
 D - Standard Penetration Test (SPT), blow/ft. interval W - water content, %
 N - SPT, blow/ft. to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30"
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs/cu ft.
 Qu - unconfined compressive strength, tons/sq. ft.

P-111b

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DESIGNED -
 CHECKED -
 DRAWN -
 DATE - 10-12-12

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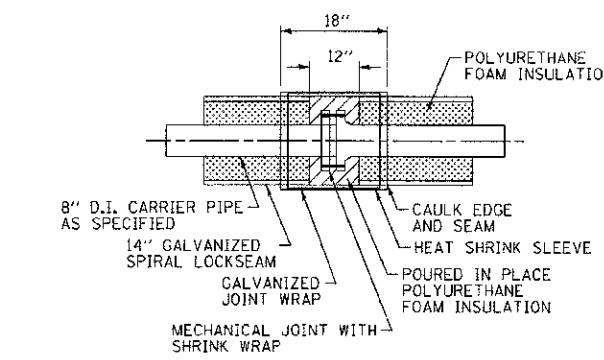
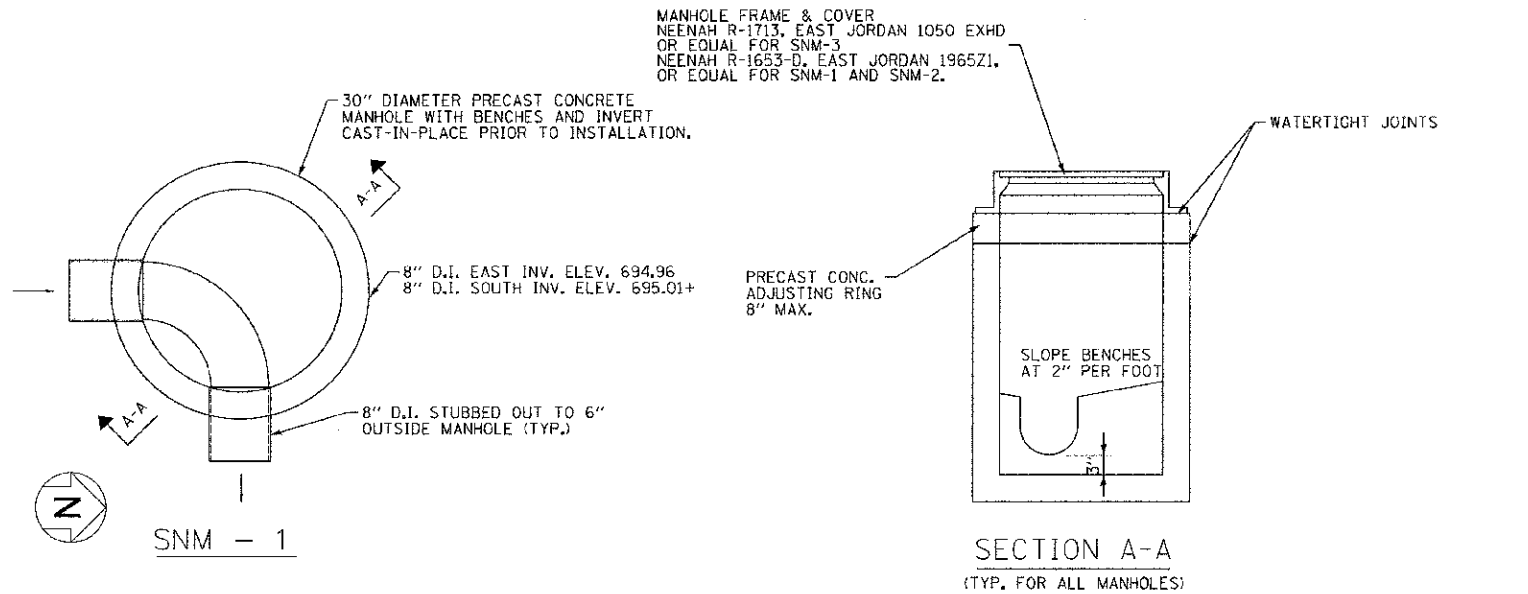
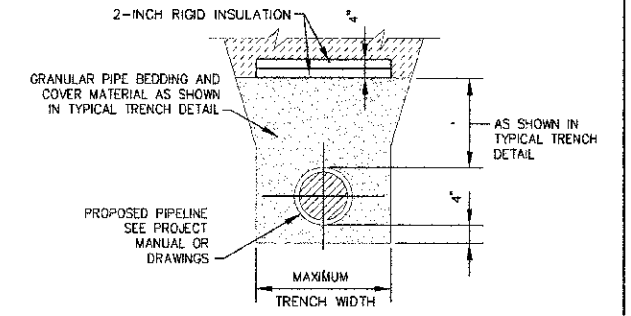
**VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE BRIDGE OVER
 THORN CREEK**

**SOIL BORINGS
 STRUCTURE NO. 099-6750**
 SHEET NO. 9 OF 9 SHEETS

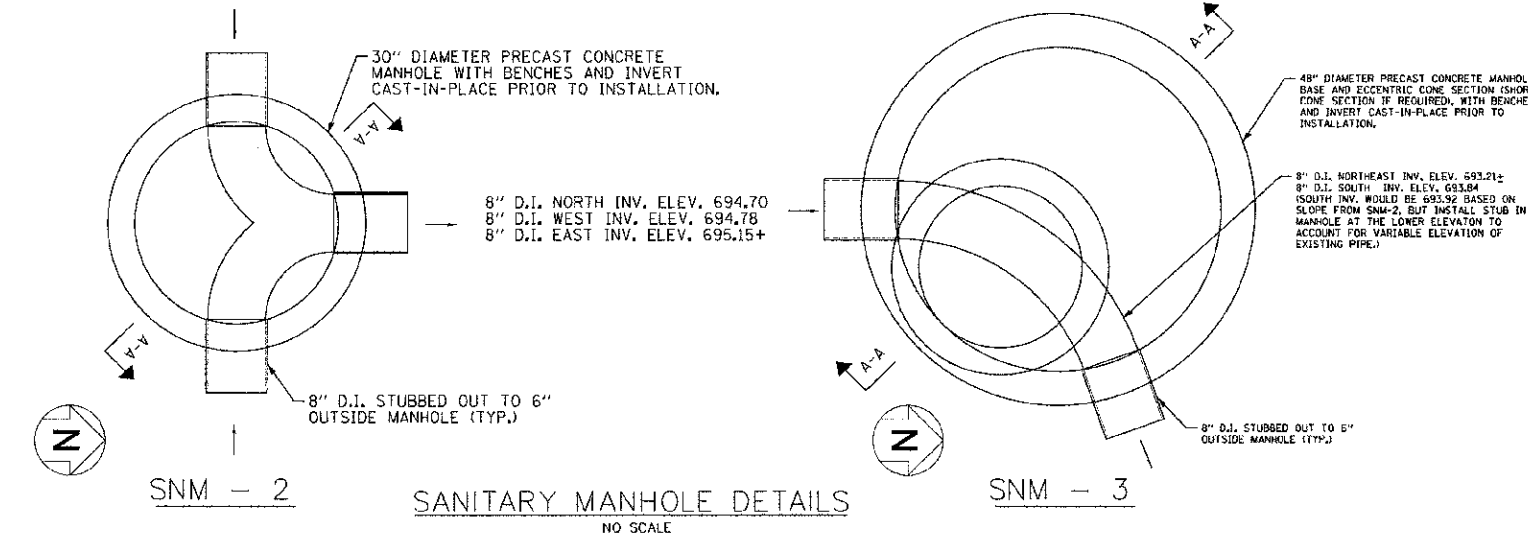
MUN. ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	26
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	

THORN CREEK BASIN SANITARY DISTRICT GENERAL NOTES

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MOST RECENT EDITIONS OF I) STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS AND 2) ILLINOIS EPA PART 370 - RECOMMENDED STANDARDS FOR SEWAGE WORKS.
2. THE UNDERGROUND CONTRACTOR SHALL NOTIFY THE DISTRICT 48 HOURS PRIOR TO THE START OF CONSTRUCTION AT (708) 754-0525 X19. RESIDENTIAL SANITARY SEWER CONNECTION PROJECTS THAT DO NOT INCLUDE NEW MANHOLES OR CONNECTIONS TO EXISTING MANHOLES ARE EXEMPT FROM THIS REQUIREMENT.
3. CONNECTIONS TO EXISTING MANHOLES SHALL BE MADE BY CORING THE EXISTING MANHOLE WITH A DIAMOND OR CARBIDE TIP CUTTER AND INSTALLING AN A-LOC OR CORE-SEAL BOOT IN THE OPENING.
4. ONE SAMPLING MANHOLE SHALL BE PROVIDED FOR EACH COMMERCIAL/INDUSTRIAL BUILDING. NEW MANHOLES SHALL MEET THE DISTRICT'S STANDARD MANHOLE REQUIREMENTS. REFER TO SPECIAL PROVISIONS FOR THORN CREEK BASIN SANITARY DISTRICT MANHOLE DETAIL.
5. TESTING
 - A. NEW MANHOLES SHALL BE VACUUM TESTED PER ASTM C1244-93. PRE-TESTING SHALL BE PERFORMED PRIOR TO SCHEDULING DISTRICT TEST INSPECTION.
 - B. NEW SANITARY SEWER EXTENSIONS SHALL BE LOW-PRESSURE AIR TESTED AND MANDREL TESTED PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.
 - C. DISTRICT PERSONNEL MUST OBSERVE ALL TESTS. TESTS MUST BE SCHEDULED AT LEAST 48 HOURS IN ADVANCE AT (708) 754-0525 X19. A VOICEMAIL MESSAGE LEFT AT THIS NUMBER DOES NOT CONSTITUTE A SCHEDULED APPOINTMENT.
 - D. RETESTING FAILED ITEMS, AND RETRACTIVE TESTING OF CONSTRUCTION ILLEGALLY PLACED INTO SERVICE, WILL REQUIRE A \$200 FEE PRIOR TO SCHEDULING TESTING.
 - E. FOR SEWER EXTENSIONS, RECORD DRAWINGS MUST BE PROVIDED TO THE DISTRICT IN ELECTRONIC FORM PRIOR TO SEWER TESTING



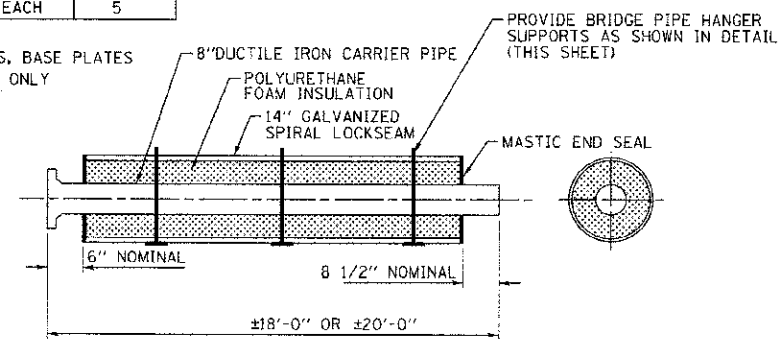
1. HYDROSTATICALLY TEST ALL JOINTS AS REQUIRED.
2. SHRINK WRAP THE DUCTILE IRON JOINT.
3. PLACE POUR MOLD OVER JOINT. LUBRICATE INSIDE OF FORMING MOLD TO ALLOW REMOVAL OF MOLD AFTER INSULATING THE JOINT.
4. POUR TWO PART FOAM MATERIAL INTO HOLE IN THE SLEEVE. TEMPORARILY SEAL HOLE WITH DUCT TAPE TO CONTAIN FOAM. ONCE FOAM HAS REACTED REMOVE TAPE TO ENSURE ENTIRE CAVITY IS FULL OF INSULATION. ADD ADDITIONAL MATERIAL IF NECESSARY.
5. AFTER THE MATERIAL HAS REACTED AND COMPLETELY FILLED THE ANNULAR SPACE BETWEEN THE PIPE AND POUR MOLD, TRIM OFF EXCESS MATERIAL, THEN REMOVE POUR MOLD.
6. APPLY HEAT SHRINKABLE SLEEVE AND THEN APPLY GALVANIZED WRAP, BANDING AND CAULKING.



SCHEDULE

CODE NUMBER	PAY ITEM	UNITS	TOTAL QUANTITY
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	152 **
X0325352	PIPE SUPPORT	EACH	5

** INCLUDES ANCHOR BOLTS, BASE PLATES AND CHANNEL SECTIONS ONLY



- NOTES**
1. SPACE SUPPORTS AT MAX 9'-0" O.C. WITH MINIMUM 2 SUPPORTS OF PIPE SECTION
 2. COST OF FURNISHING AND INSTALLING EXPANSION ANCHORS SHALL BE INCLUDED WITH THE UNIT PRICE FOR FURNISHING AND ERECTING STRUCTURAL STEEL
 3. COORDINATE SIZE OF PIPE SUPPORTS WITH OUTSIDE DIAMETER OF SANITARY SEWER PLUS INSULATION AND LOCKSEAM

BAXTER WOODMAN

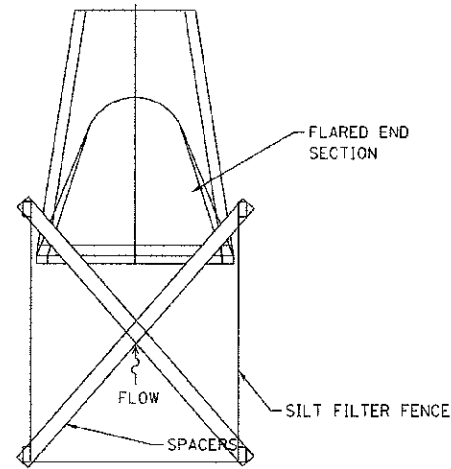
DESIGNED - CAC	REVISOR -
DRAWN - BCD	REVISOR -
CHECKED - TAO	REVISOR -
DATE - 10/12/12	FILE - 080256-DraftDet.snr

**VILLAGE OF PARK FOREST, ILLINOIS
 THORN CREEK DRIVE
 OVER THORN CREEK**

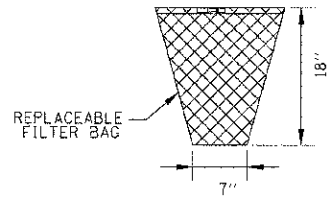
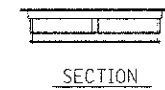
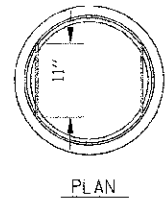
DETAILS

SCALE: NONE STA. TO STA.

MUN. ST.	SECTION	COUNTY	TOTAL SHEETS NO.
1045	08-00093-00-BR	WILL	41 27
			CONTRACT NO. 63755
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRW-6003103

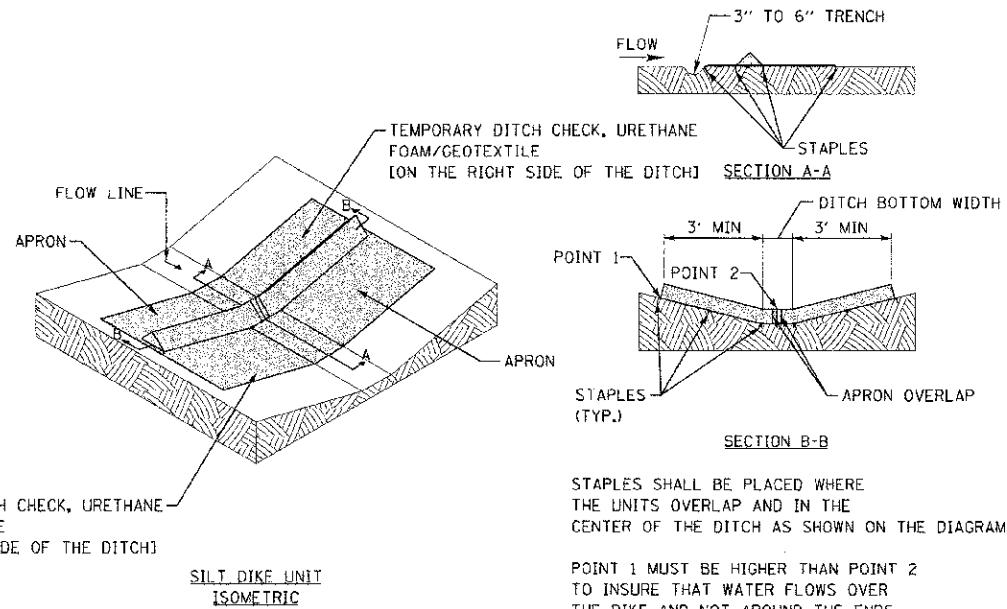


•INSTALL PER IDOT STANDARD 280001-05
DRAINAGE PROTECTION
 NOT TO SCALE



GENERAL NOTES:
 FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE, BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL, HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT, ALL STEEL CONFORMING TO ASTM-A36.
 REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH, CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

INLET FILTER
 NO SCALE

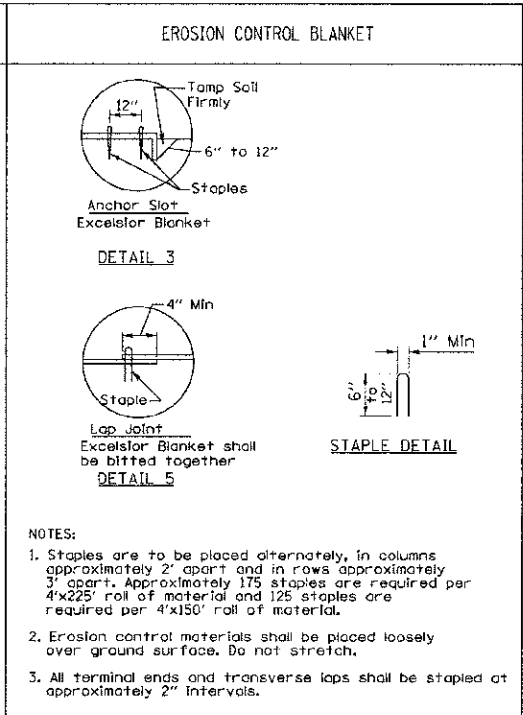
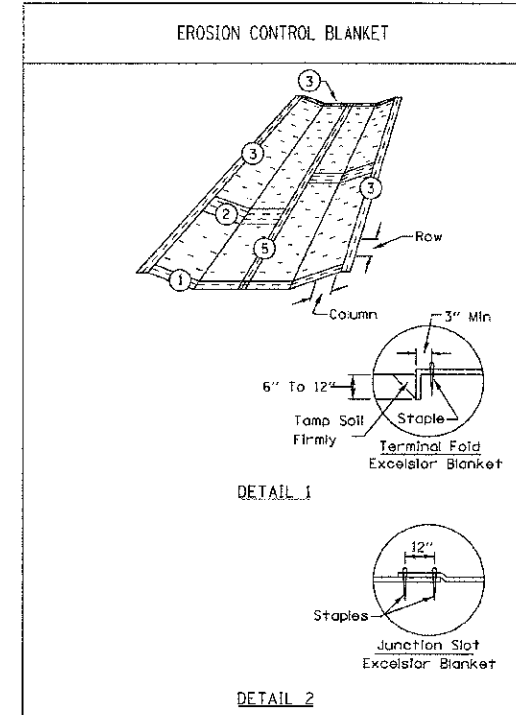


TEMPORARY DITCH CHECK, URETHANE FOAM/GEOTEXTILE [ON THE LEFT SIDE OF THE DITCH]

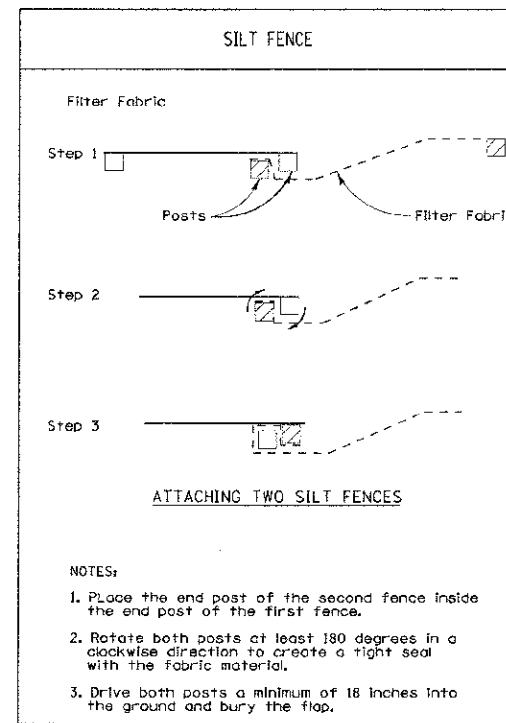
NOTES:
 1. THE INSTALLATION SHOWN ABOVE WILL BE MEASURED FOR PAYMENT IN FEET PERPENDICULAR TO THE FLOW LINE.

TEMPORARY DITCH CHECK
 NO SCALE

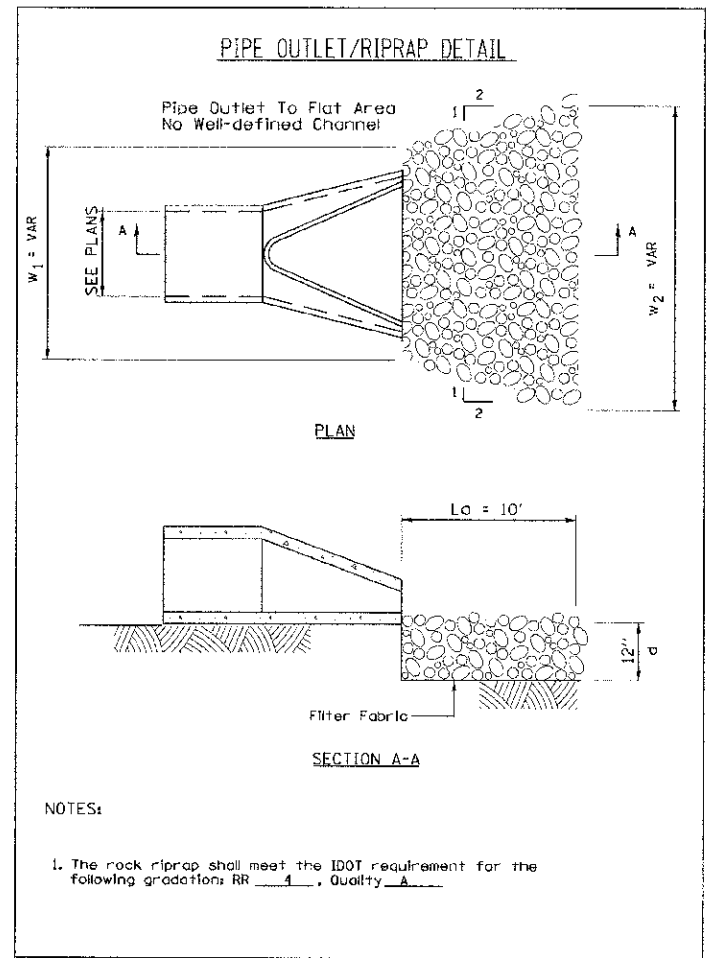
STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE DITCH AS SHOWN ON THE DIAGRAM.
 POINT 1 MUST BE HIGHER THAN POINT 2 TO INSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.



NOTES:
 1. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x225' roll of material and 125 staples are required per 4'x150' roll of material.
 2. Erosion control materials shall be placed loosely over ground surface. Do not stretch.
 3. All terminal ends and transverse laps shall be stapled at approximately 2' intervals.



NOTES:
 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. Drive both posts a minimum of 18 inches into the ground and bury the flap.



NOTES:
 1. The rock riprap shall meet the IDOT requirement for the following gradation: RR 4, Quality A.

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DRAWN - BCD	REVISED -
CHECKED - TAO	REVISED -
DATE - 10/12/12	FILE - 080286-ErosDet.sht

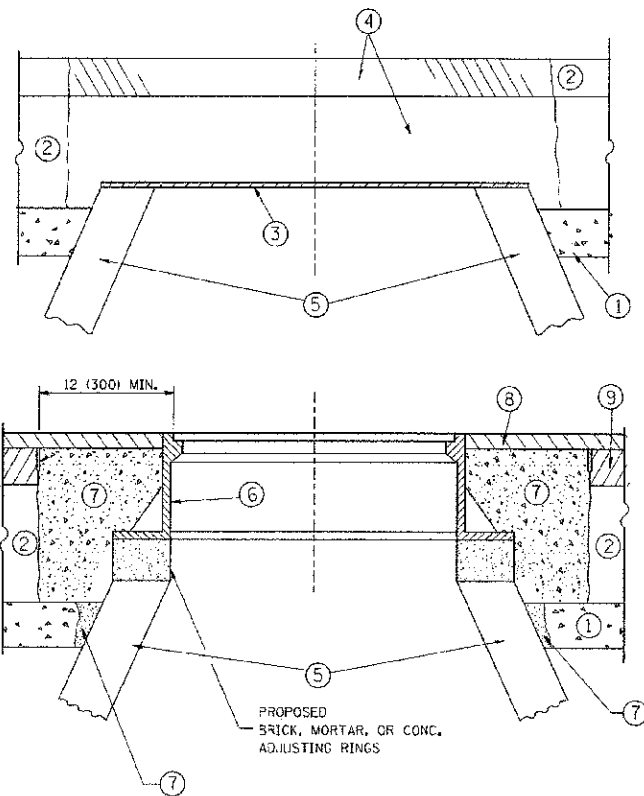
VILLAGE OF PARK FOREST, ILLINOIS
THORN CREEK DRIVE
OVER THORN CREEK

EROSION CONTROL DETAILS

SCALE: NONE

STA. TO STA.

VILL ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	28
CONTRACT NO. 63755				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BRW-90031031				



- CONSTRUCTION PROCEDURES**
- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- *UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

- LEGEND**
- ① SUB-BASE GRANULAR MATERIAL
 - ② EXISTING PAVEMENT
 - ③ 36 (900) DIAMETER METAL PLATE
 - ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
 - ⑤ EXISTING STRUCTURE
 - ⑥ FRAME AND LID (SEE NOTES)
 - ⑦ CLASS PP-1* CONCRETE
 - ⑧ PROPOSED HMA SURFACE COURSE
 - ⑨ PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

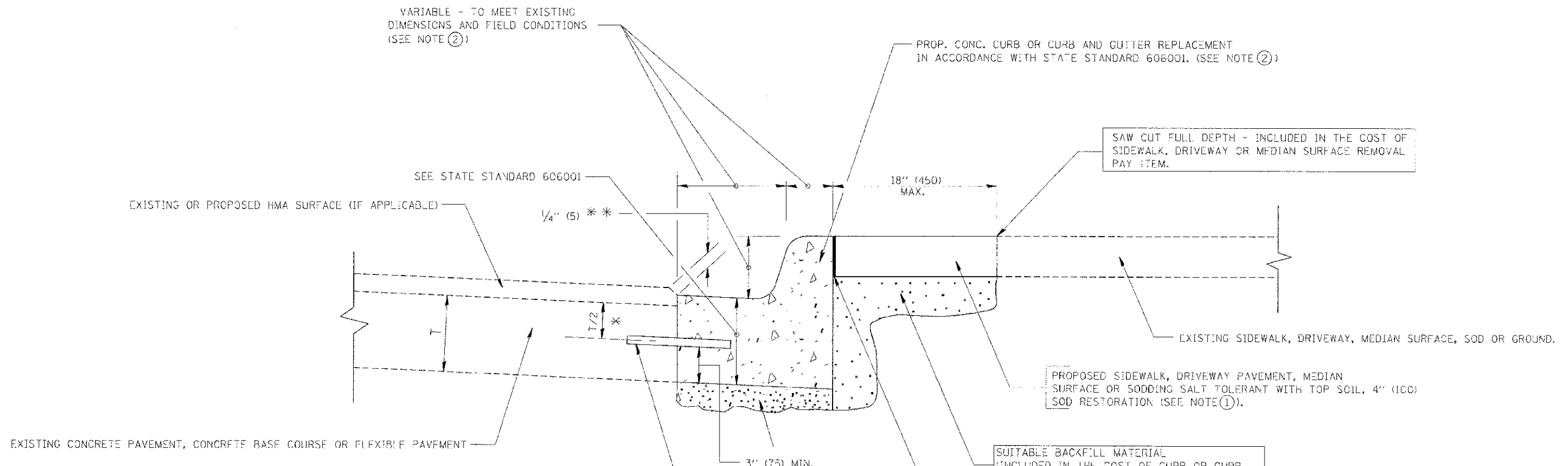
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = beward	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
atp\work\p\dot\beard\1\0108315\tdg88.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	1057	08-00093-00-BR	WILL	41	29
		BD600-03 (BD-8)		CONTRACT NO. 63756		
		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

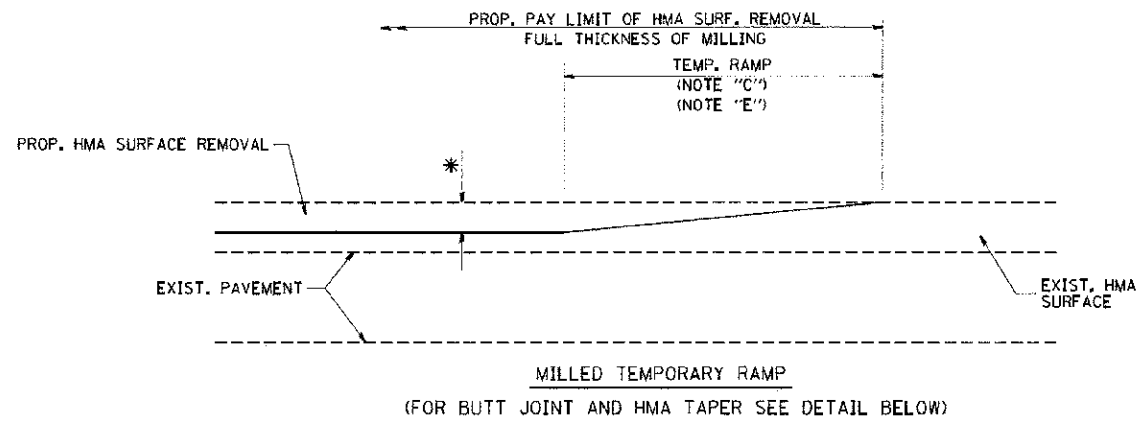
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

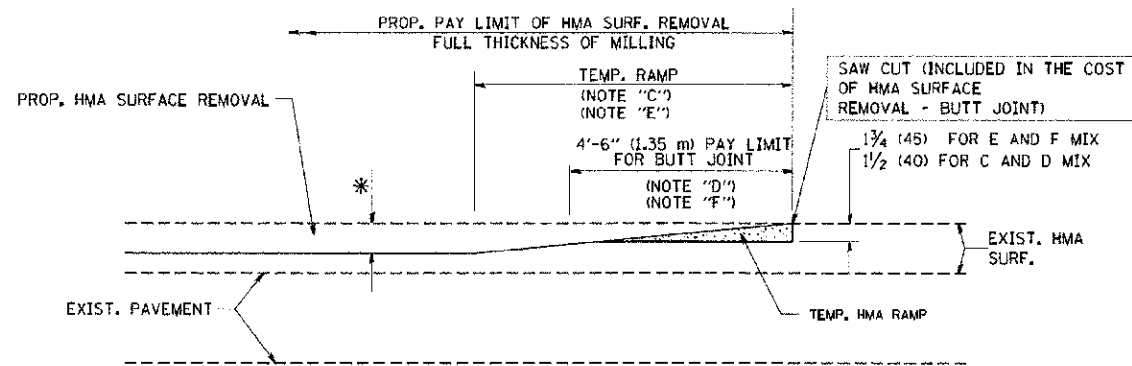
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = dlvaleogh	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A.U. RTE 1057	SECTION 08-00093-00-BR	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 31	
	PLOT SCALE = 5/3200 = 1/4" IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	CONTRACT NO. 63755		FED. ROAD DIST. NO. 1 ILLINOIS FED. AIG PROJECT		
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		STA.	TO STA.					
BD600-06 (BD-24)											



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

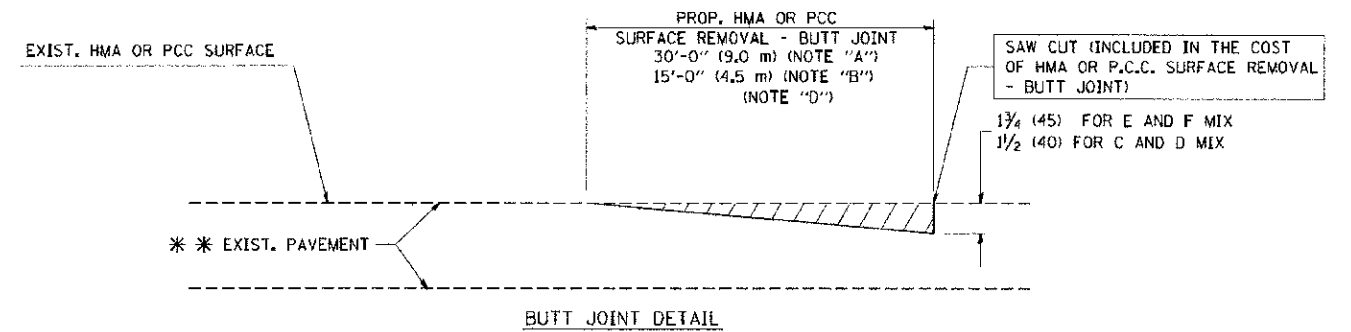
OPTION 1



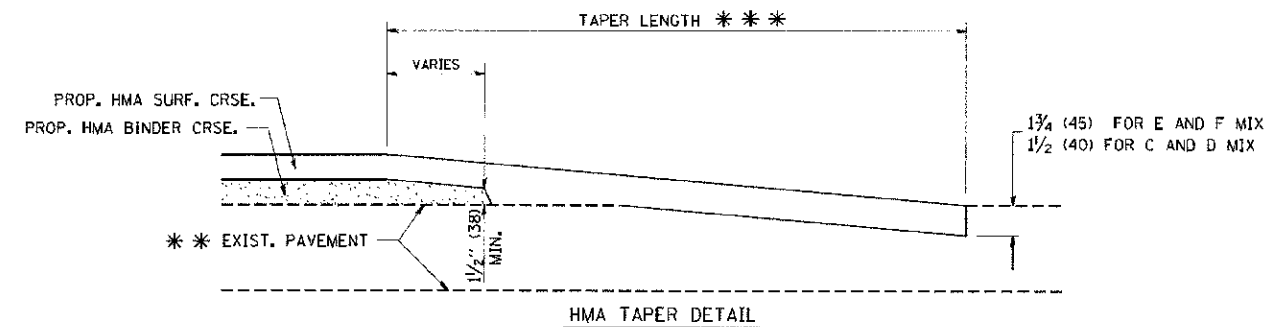
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

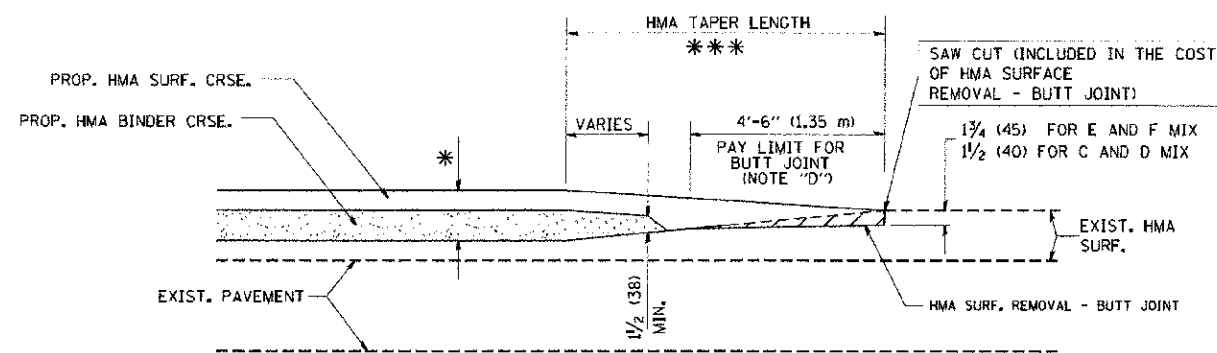
NOTES

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

BASIS OF PAYMENT:

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

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



BUTT JOINT AND HMA TAPER

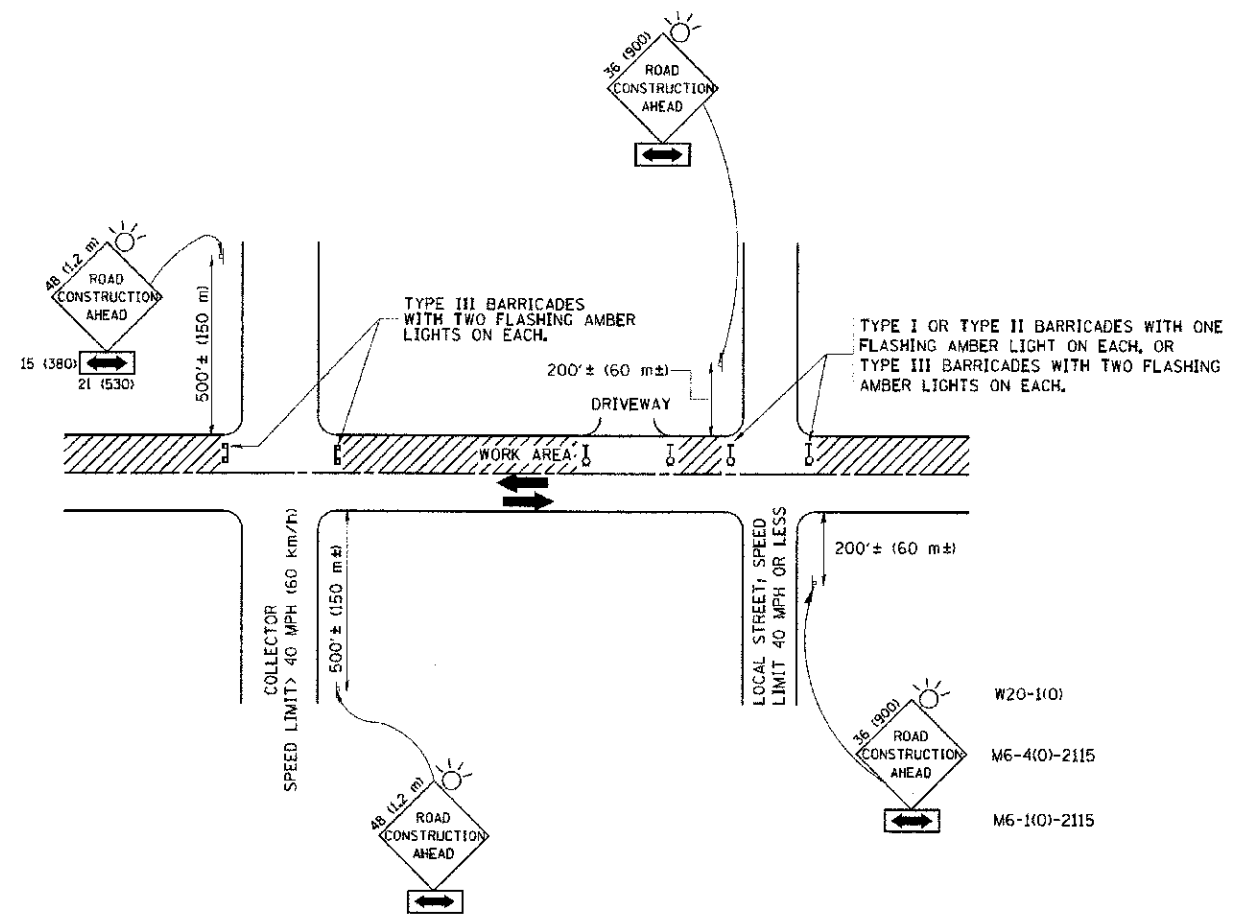
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME = M:\state\22\34\bd32.dgn	USER NAME = gog10n001	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 1/4 IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2000	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1057	08-00093-00-BR	WILL	41	32
BD400-05 BD32			CONTRACT NO. 63755	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 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 AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. 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:

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.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

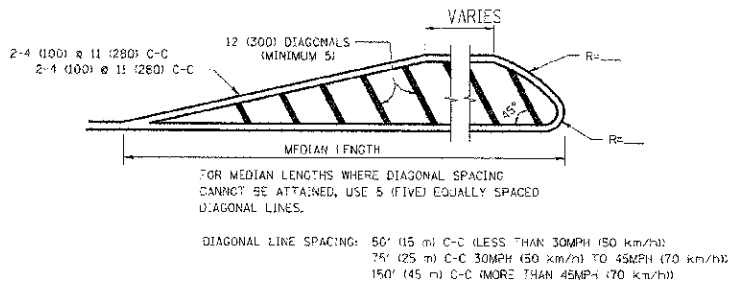
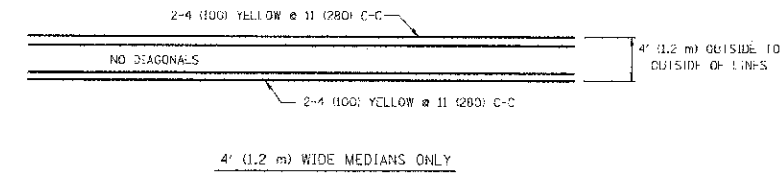
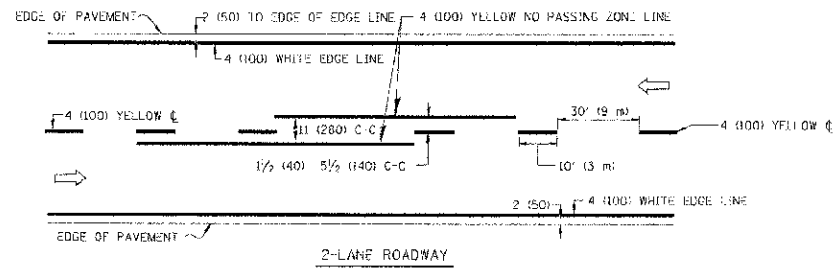
FILE NAME d:\xistatn\22\34\cat18.dgn	USER NAME gaglionot	DESIGNED LHA	REVISED J. OBERLE 10-18-95
		DRAWN -	REVISED A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2000	DATE 06-89	REVISED T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

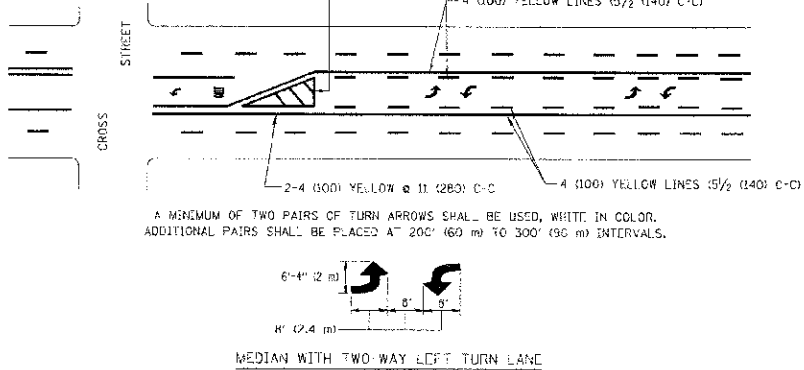
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

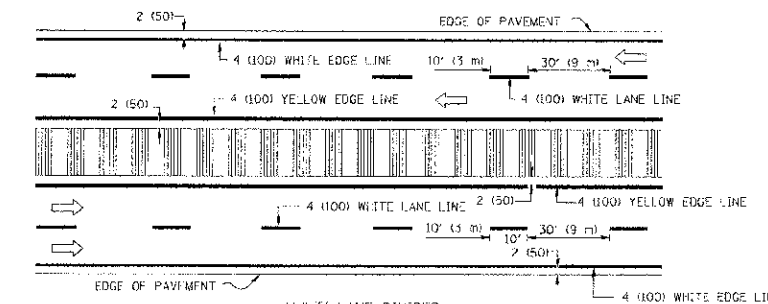
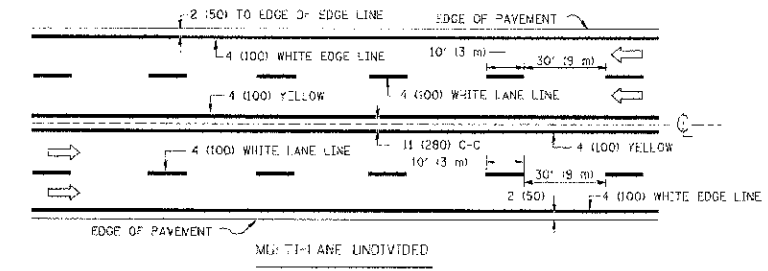
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1057	08-00093-00-BR	WILL	41	35
TC-10			CONTRACT NO. 63755	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



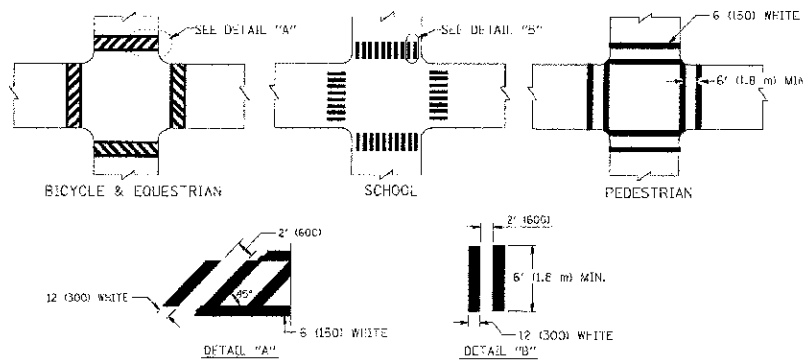
MEDIANS OVER 4' (1.2 m) WIDE



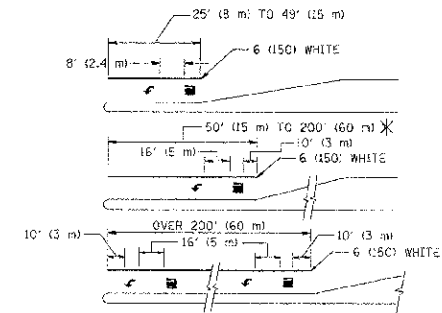
TYPICAL PAINTED MEDIAN MARKING



TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

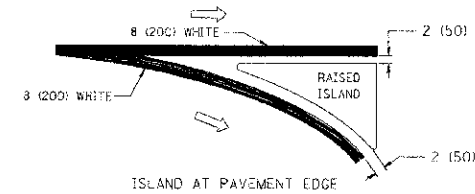
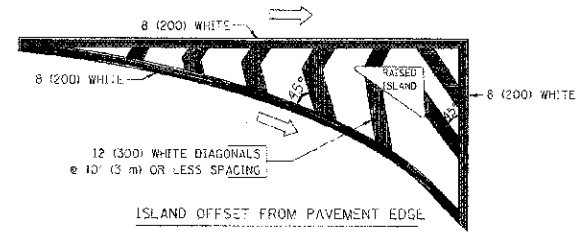


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE - FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (130) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN, BICYCLE & EQUESTRIAN, LONGITUDINAL BARS (SCHOOL))	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIGN STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW WHITE WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHARACTERIZING LINES	6 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 10 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78000 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

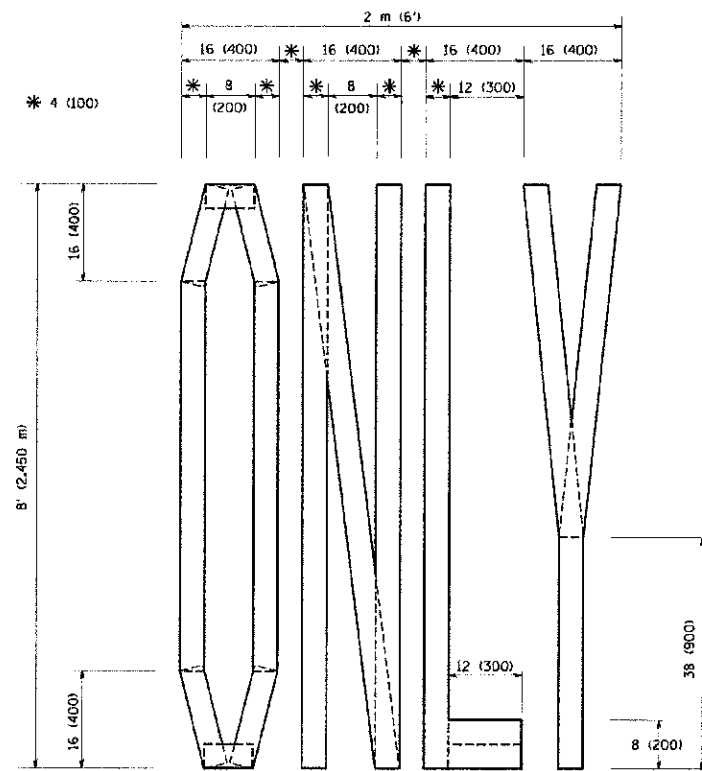
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000.

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

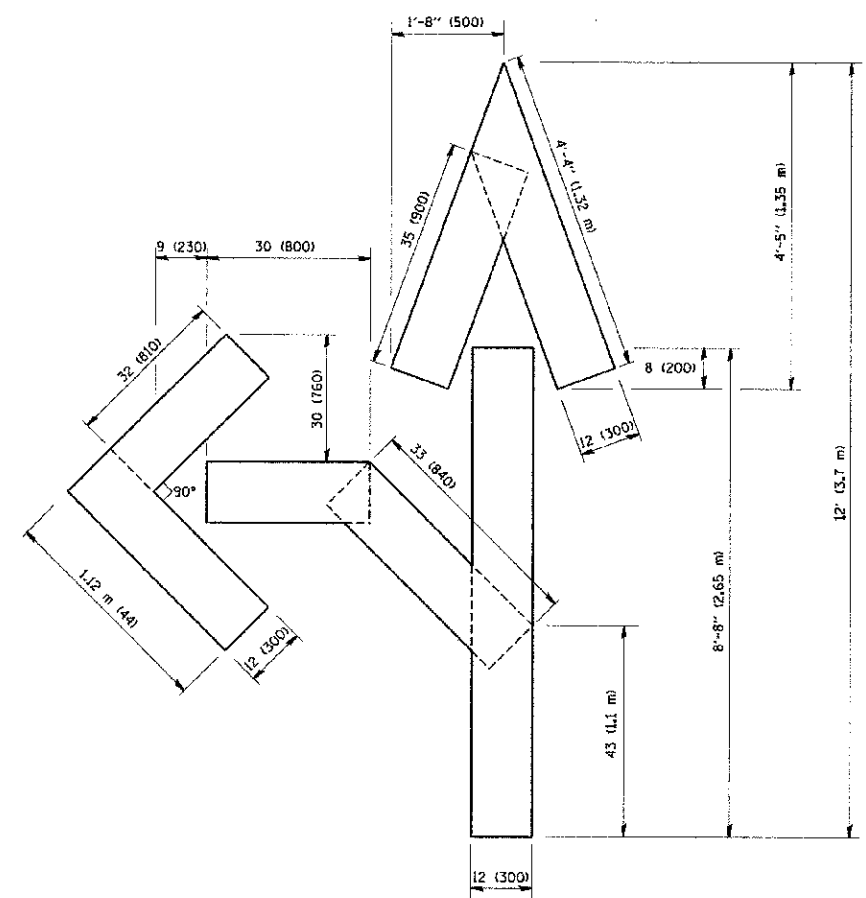
FILE NAME	UGFR NAME - drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwwork\p\p\dot\drivakosgn\d0108319\1.via	Drawn	CHECKED -	REVISED - C. JUCIUS 09-09-05
PLOT SCALE = 1/8" = 1'	DATE - 03-19-90	CHECKED -	REVISED -
PLOT DATE = 9/9/2009			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

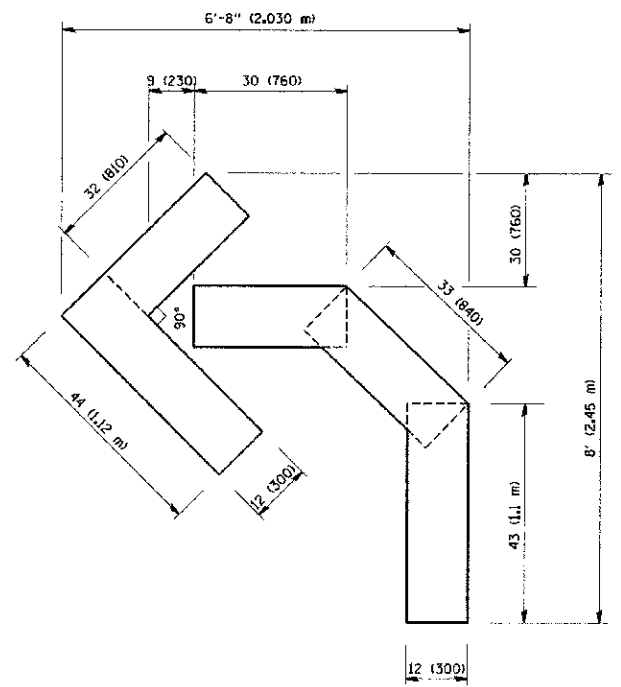
DISTRICT ONE		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		06-00093-00-BR	WILL.	41	34
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
		TC-13		CONTRACT NO. 63755	
FED. ROAD DIST. NO. 1 ILLINOIS FED. A.P. PROJECT					



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



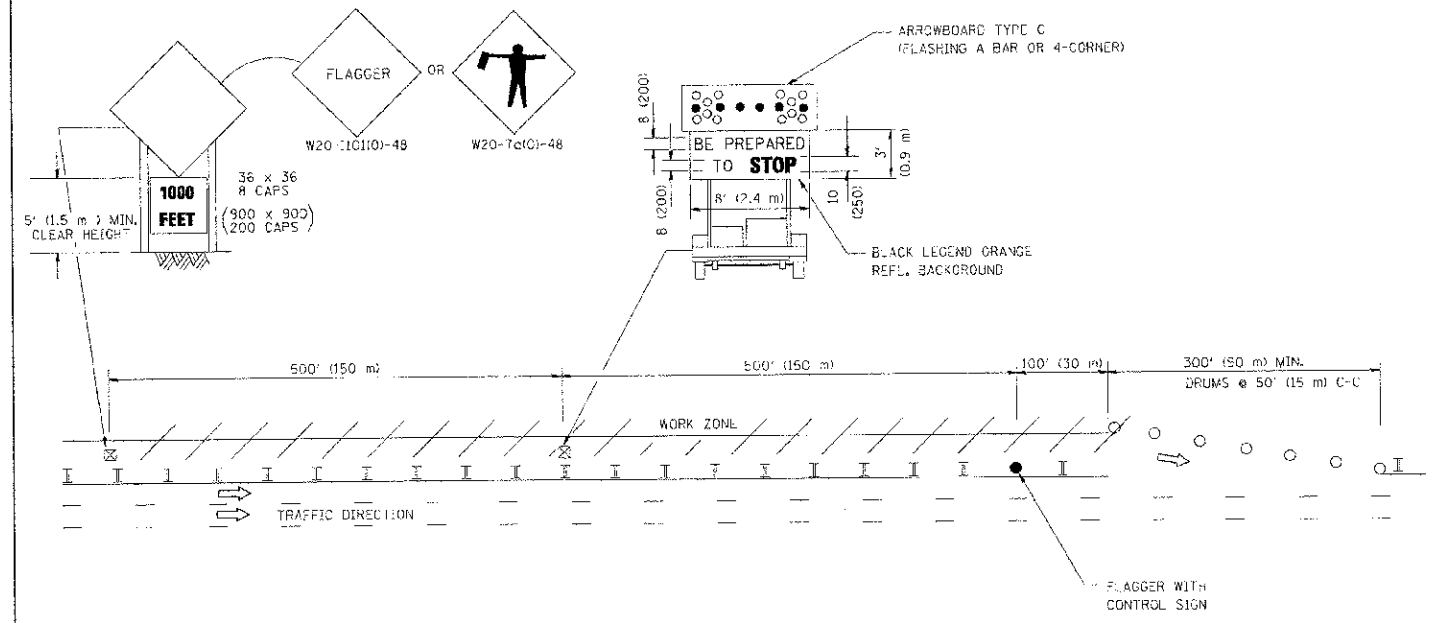
QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

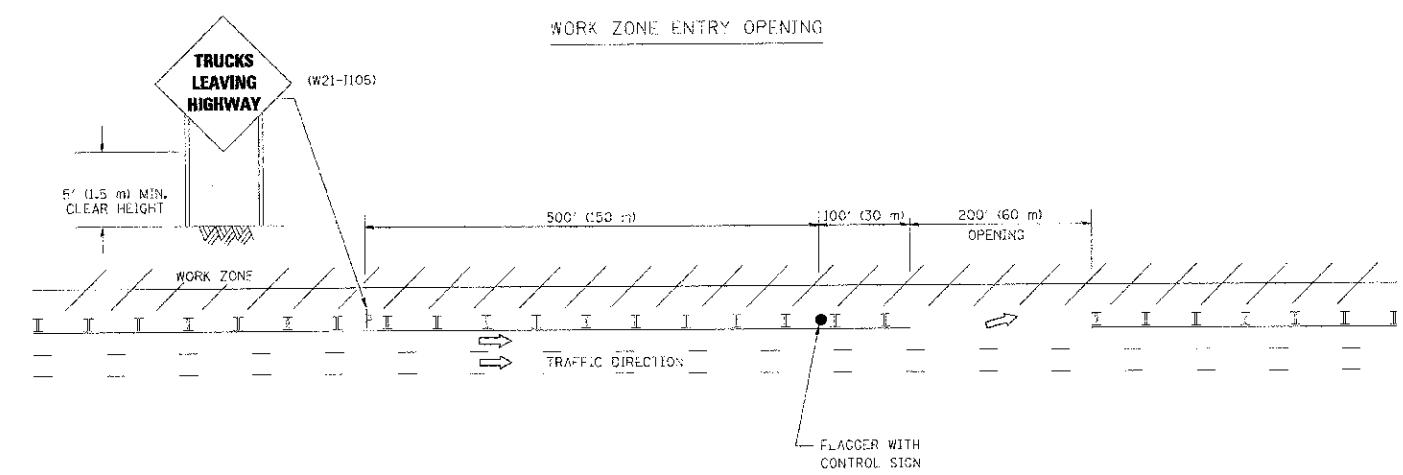
FILE NAME = W:\d\st\to\22\54\1616.cgn	USER NAME = geglionebt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLD SCALE = 50.0000 1/4 IN.	CHECKED -	REVISED -T. RAMMACHER 11-04-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	105T	08-00093-00-BR	WILL	41	35
	PLD DATE = 1/4/2008	DATE = 09-18-94	REVISED -T. RAMMACHER 03-02-98						TC-16		CONTRACT NO. 63755		
			REVISED -E. GOMEZ 08-28-00						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

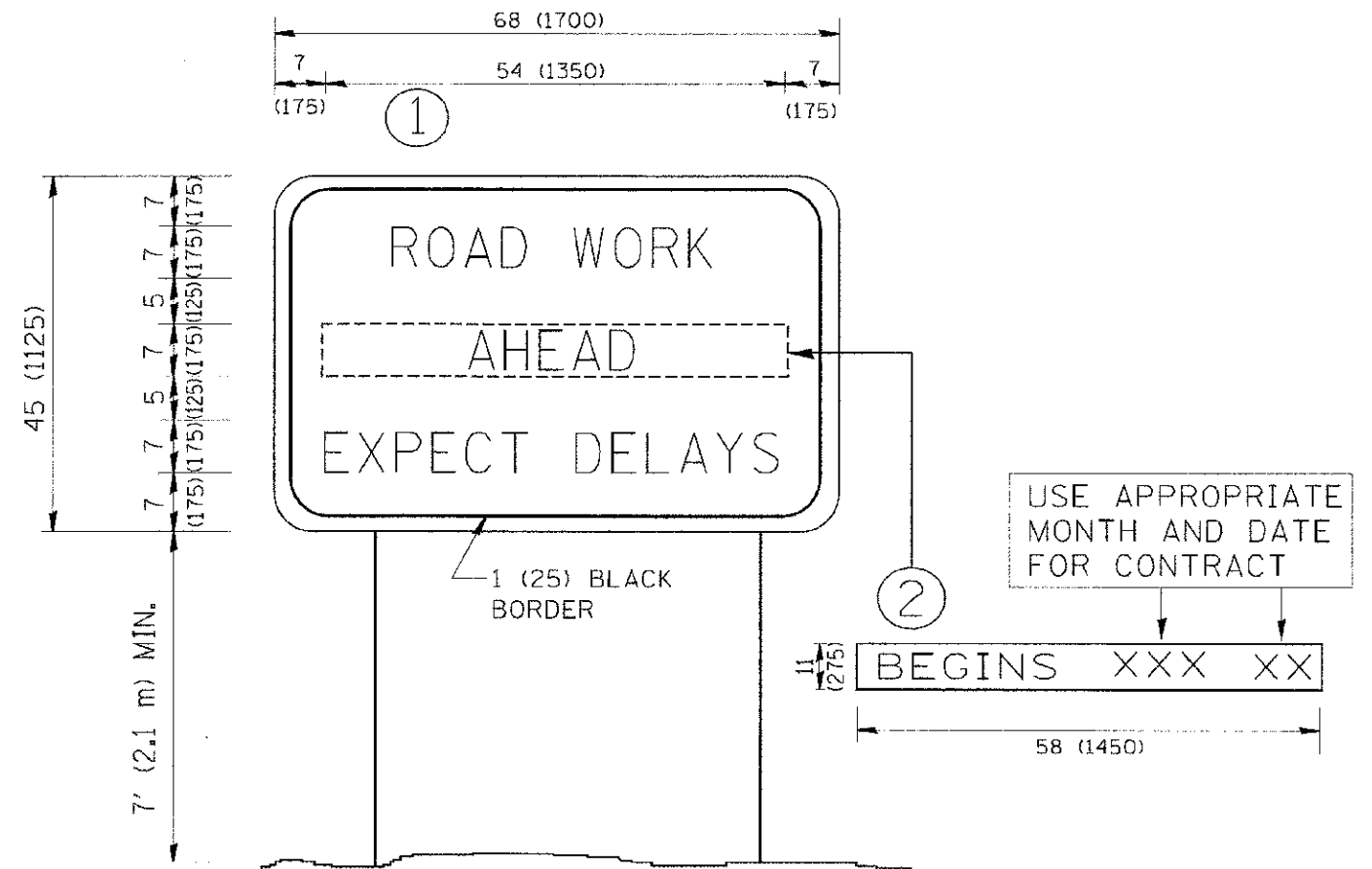
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME =	DESIGNED -	REVISED - J.A.F. 04-03
W:\state\122434\1018.dgn		DRAWN -	REVISED - J.A.F. 02-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. RYE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1057	08-00093-00-BR	WILL	41	36
TC-18			CONTRACT NO. 63755	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

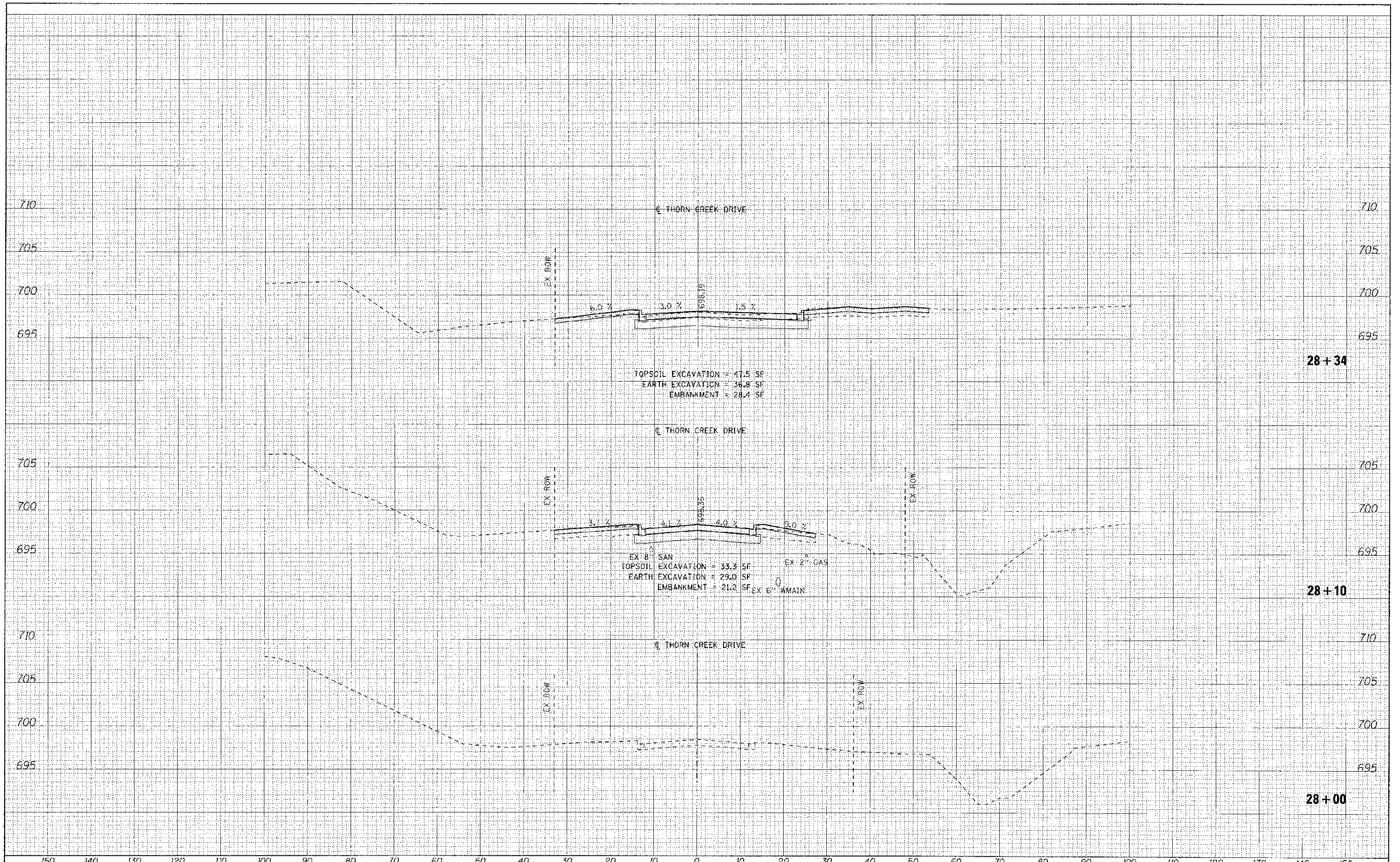
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

FILE NAME = W:\cstetd\22x34\c22.dgn	USER NAME = goglenob1	DESIGNED -	REVISED - R. NJRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.S. RTE. 057	SECTION 08-00093-00-03	COUNTY WILL	TOTAL SHEETS 41	SHEET NO. 37
	PLOT SCALE = 50:000 1" = 50'	DRAWN -	REVISED - R. NJRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO. 63755
	PLOT DATE = 1/4/2000	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE -	REVISED - C. JUCIUS 01-31-07								

FINAL	REVISION	DATE
SURVEY	P. O. TBY	
NOTE BOOK	TEMPLATE	
AS	REVISED	

ORIGINAL	DATE
SURVEY	
NOTE BOOK	TEMPLATE
AS	REVISED



28+34

28+10

28+00

DESIGNED	-	CAC	REVISED	-
DRAWN	-	BCD	REVISED	-
CHECKED	-	TAO	REVISED	-
DATE	-	10-12-12	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

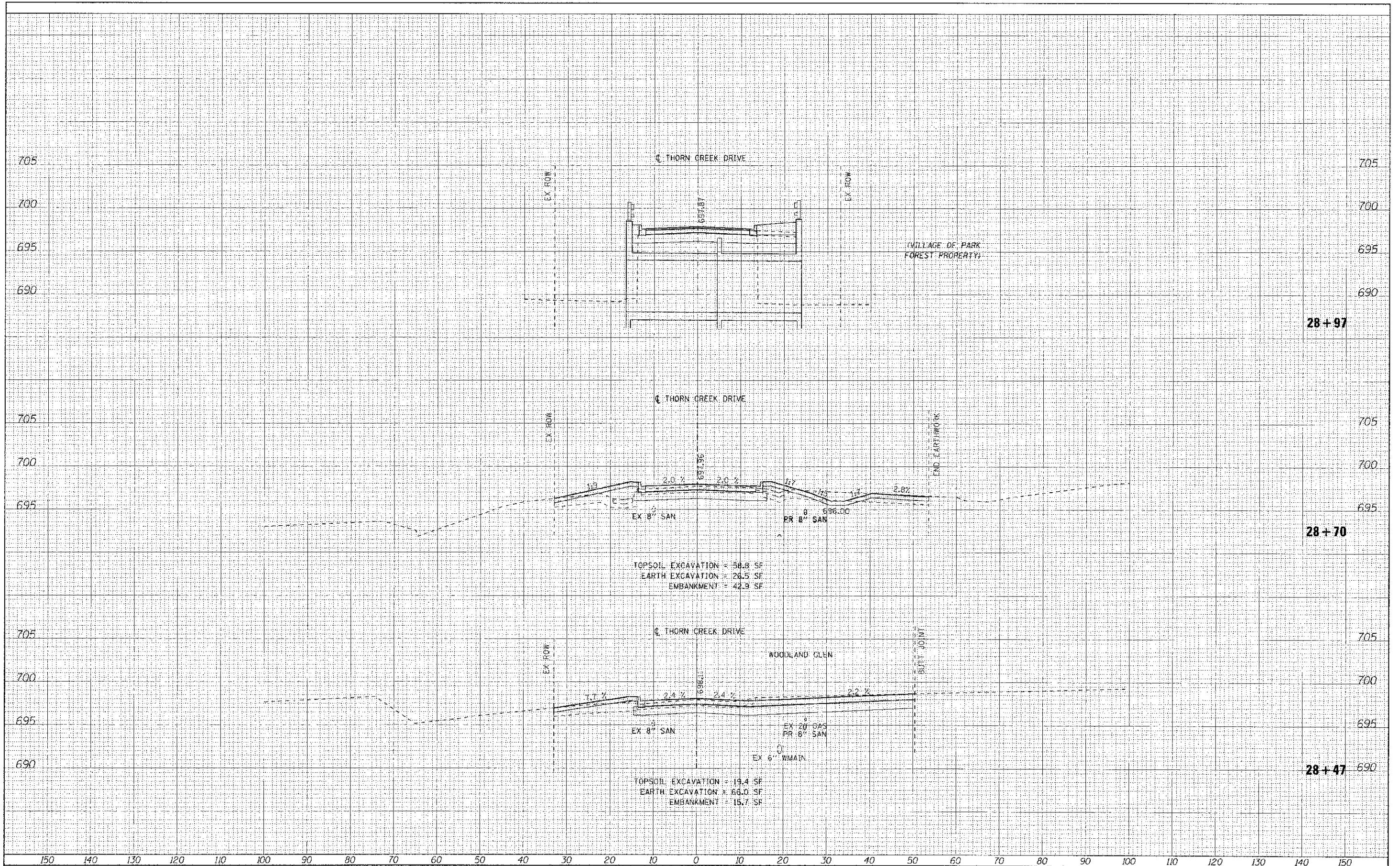
CROSS SECTIONS
THORN CREEK DRIVE

SCALE: H=1"=10' V=1"=5' SHEET OF SHEETS STA. 28+00 TO STA. 28+34

MUN. ST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	08-00093-00-BR	WILL	41	38
CONTRACT NO. 63755			BRM-90031031	

FINISHED SURVEY
 NOTE BOOK
 DATE: 10-12-12
 DRAWN BY: TAO
 CHECKED BY: CAC
 DESIGNED BY: CAC
 REVISIONS:

ORIGINAL SURVEY
 NOTE BOOK
 DATE: 10-12-12
 DRAWN BY: TAO
 CHECKED BY: CAC
 DESIGNED BY: CAC
 REVISIONS:



DESIGNED - CAC
 DRAWN - BCD
 CHECKED - TAO
 DATE - 10-12-12

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

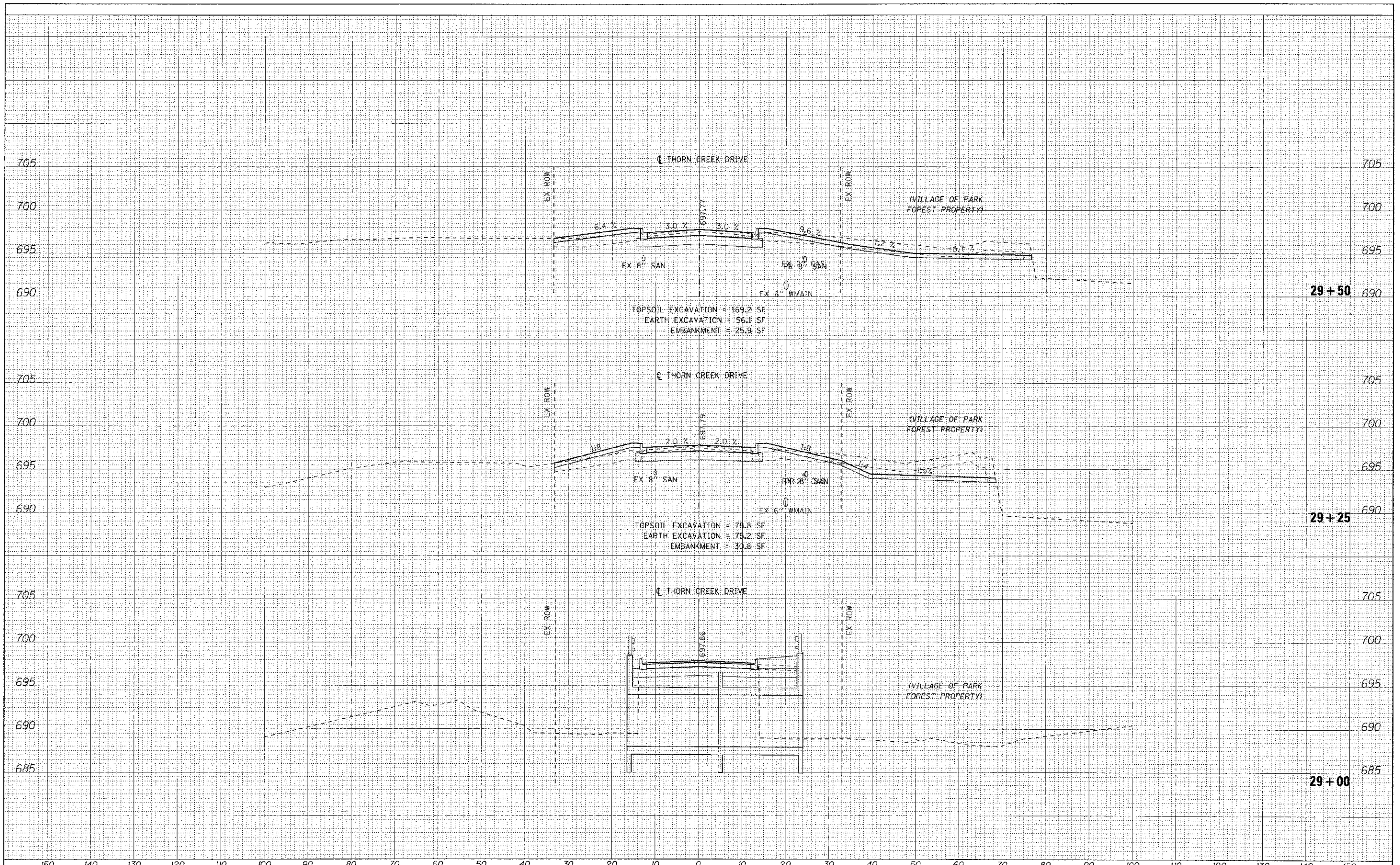
CROSS SECTIONS
THORN CREEK DRIVE

SCALE: 1/4" = 10' VERT. 1" = 5' HORIZ. SHEET OF SHEETS STA. 28+47 TO STA. 28+97

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1045	06-00093-00-BR	WILL	41	39
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63755	
			DPM 90031031	

DATE	BY
FILED	DATE
NOTE BOOK	NO.
TOP PLATE	NO.
AREA	NO.

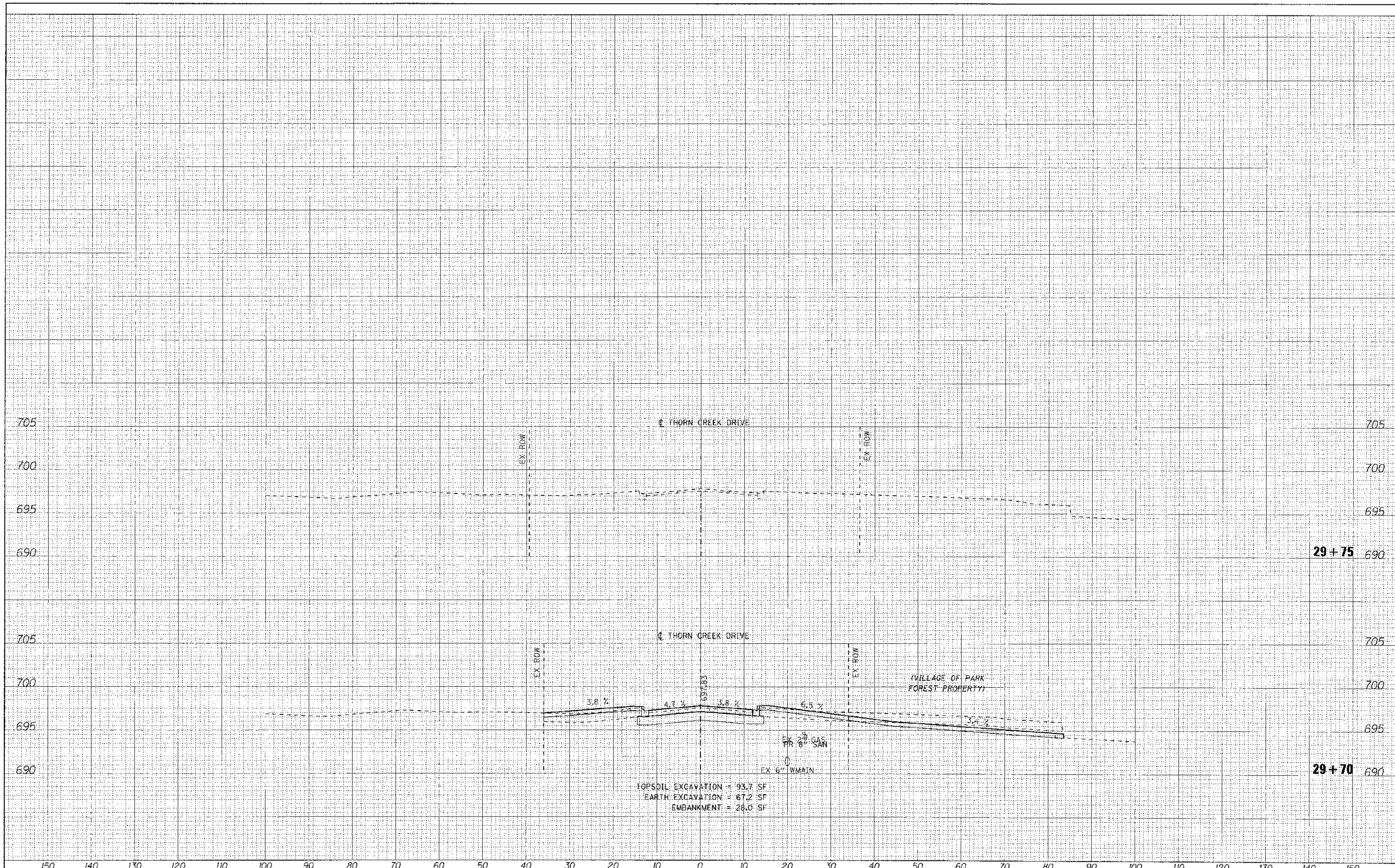
DATE	BY
FILED	DATE
NOTE BOOK	NO.
TOP PLATE	NO.
AREA	NO.



DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS THORN CREEK DRIVE		MUN ST	SECTION	COUNTY	TOTAL SHEETS
DRAWN - BCU	REVISED -		SCALE: 1/4"=10' 1/4"=5'	SHEET	1045	08-CC093-00-2R	WILL	NO.
CHECKED - TAO	REVISED -		OF	STA. 29+00	TO STA. 29+50	CONTRACT NO. 63755		
DATE - 10-12-12	REVISED				FED. ROAD DIS. NO. 1 ILLINOIS FED. AID PROJECT			BRN-9003103

DATE	07
SURVEY	PL 0110
NOTE BOOK	PLATE
AS	AS
AREAS CHECKED	

DATE	
SURVEY	
NOTE BOOK	
AS	
AREAS CHECKED	



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150			
																DESIGNED - CAC	REVISED -													MUN ST	SECTION	COUNTY	TOTAL SHEET NO.
																DRAWN - BCD	REVISED -													1045	02-00093-00-ER	WILL.	41 41
																CHECKED - TAO	REVISED -													CONTRACT NO. 63755			
																DATE - 10-12-12	REVISED -													BRW-90031031			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
THORN CREEK DRIVE**

SCALE: HORIZONTAL 1"=40' VERTICAL 1"=4' SHEET 1 OF SHEETS STA. 29+70 TO STA. 29+75
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT