1-20-2012 LETTING ITEM 126

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	1
FED. ROAD DIST NO. 1	ILLINOIS	CONTRACT NO. 63636		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2556 WALNUT LANE
OVER POPLAR CREEK
CULVERT REPLACEMENT
SECTION 08–00094–01–BR
PROJECT NO. BRM–9003(820)
COOK COUNTY
VILLAGE OF SCHAUMBURG
JOB #: C–91–556–11

INDEX TO SHEETS

HIGHWAY STANDARDS

000001–06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001–06	TEMPORARY EROSION CONTROL SYSTEMS
424001–06	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201–03	CLASS C AND D PATCHES
515001–03	NAME PLATE FOR BRIDGES
542401–01	METAL END SECTION FOR PIPE CULVERTS
602401–03	MANHOLE, TYPE A
602406–05	MANHOLE, TYPE A, 6' (1.8 M) DIAMETER
602701–02	MANHOLE STEPS
604001–03	FRAME AND LIDS, TYPE1
606001–04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
664001–02	CHAIN LINK FENCE
701006–03	OFF–ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011–02	OFF–ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
701801–05	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901–02	TRAFFIC CONTROL DEVICES
780001–03	TYPICAL PAVEMENT MARKINGS

0 50' 100' — 1" = 40'

0 50' 100' — 1" = 20'

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

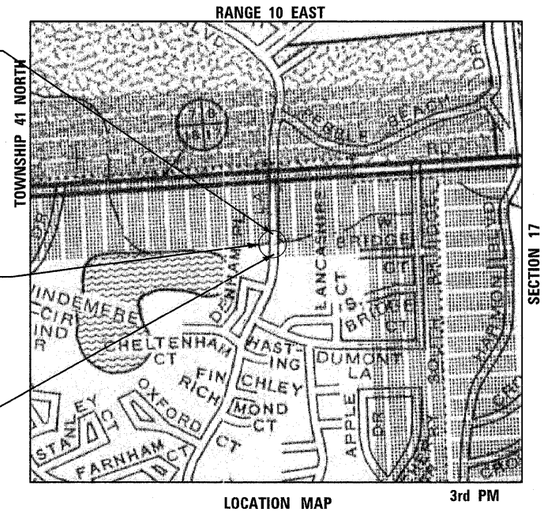
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1–800–892–0123
OR 811

ADT = 2700 (2008)
3300 (2030) 1% TRUCKS
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 30 MPH
DESIGN DESIGNATION = URBAN COLLECTOR
CONTRACT NO. 63636

N. WALNUT LANE IMPROVEMENT ENDS STATION 124+56

STA. 120+30
DOUBLE 10'x5' PRECAST BOX CULVERT
LENGTH = 68', SKEW = 0°
EXISTING SN 016–6802
PROPOSED SN 016–6803

N. WALNUT LANE IMPROVEMENT BEGINS STATION 123+90



LOCATION MAP
SCALE: 1" = 500'
SCHAUMBURG TOWNSHIP
GROSS LENGTH = 66 FT. = 0.013 MILES
NET LENGTH = 66 FT. = 0.013 MILES

PROJECT LOCATED IN THE VILLAGE OF SCHAUMBURG

LOCATION OF SECTION INDICATED THUS: –■–

WARNING

CALL J.U.L.I.E. TOLL FREE 1-800-892-0123

CALL 811 BEFORE YOU DIG

DIG NO: A0910982

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED October 25, 2011
STEVEN R. WEINSTOCK, PE
DIRECTOR OF ENGINEERING /PUBLIC WORKS VILLAGE OF SCHAUMBURG

APPROVED 10/24/ 2011
SCHAUMBURG PARK DISTRICT

PASSED November 8 2011
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW November 8, 2011
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DATE: 10/17/2011
LOUIS F. STAUDER 062-34227 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
EXPIRES: 11/30/2011

HAMPTON, LENZINI AND RENWICK, INC.
CIVIL ENGINEERS · STRUCTURAL ENGINEERS · LAND SURVEYORS
380 SHEPARD DRIVE
ELGIN, ILLINOIS 60123
847.697.6700 www.hlrengineering.com
184.000959
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

PROJECT NUMBER : 11.0085.610 | DATE : 10/17/11

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847–705–4406 SCHAUMBURG, IL

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2012; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER IN ACCORDANCE WITH 105.07 AND 107.31.

STAKING

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE–TO THE BACK OF CURB: B) FOR ALL OTHER STRUCTURES–TO THE CENTER OF THE STRUCTURE

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SCHAUMBURG PUBLIC WORKS DEPARTMENT ONE WEEK IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

BACKFILL

STORM SEWER, WATER MAIN, AD SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07 , METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.

ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE. ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED ABOVE, INCLUDING BEDDING MATERIAL SHALL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT.

P.C. CONCRETE

TYPE "A" SIDEWALK RAMPS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS AND DRIVEWAYS PER CURRENT IDOT STANDARDS.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, OR CURB AND GUTTER, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VADALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER AND VILLAGE MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.

2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.

3. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.

4. ALL UNUSED SIGNS WILL BE RETURNED TO THE VILLAGE OR COUNTY, AS APPLICABLE.

5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS , EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.

THIS WORK SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER. THE CONTRACTOR SHALL CUT THE JOINT BETWEEN THE PORTION OF THE ITEM TO BE REMOVED AND THAT TO BE LEFT IN PLACE WITH A SAWING MACHINE TO PREVENT SPALLING WHEN THE ITEM IS BROKEN OUT. THIS WORK SHALL BE DONE IN A MANNER THAT A STRAIGHT AND PERPENDICULAR JOINT WILL BE SECURED. ALL SAW CUTTING SHALL BE TO THE FULL DEPTH OF THE PAVEMENT, DRIVEWAY, SIDEWALK, OR CURB TO BE REMOVED.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING ITEM BEING REMOVED AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.

THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEMS TO BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAWING REINFORCEMENT.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE HALF (1½) INCHES. THE THICKNESSES OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF CONTRACT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. THIS SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

PAVEMENT MARKING PAINT

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 105.09 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL FURNISH, AT HIS EXPENSE, WHITE, PINK OR PURPLE PAVEMENT MARKING PAINT IN AEROSOL CANS, FOR USE BY THE ENGINEER. THE CONTRACTOR AND SUBCONTRACTORS SHALL ONLY USE THESE SAME COLORS FOR THEIR OWN MARKINGS, THEREFORE NOT USING JULIE UTILITY COLORS.

PROTECTION OF EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION

ALL EXISTING DRAINAGE STRUCTURES ARE TO BE KEPT FREE OF DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO PREVENT ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT. ANY DEBRIS IN THE DRAINAGE STRUCTURES RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CONTRACTOR'S OWN EXPENSE, AND NO EXTRA COMPENSATION WILL BE ALLOWED. SHOULD RECONSTRUCTION OR ADJUSTMENT OF A DRAINAGE STRUCTURE BE REQUIRED BY THE ENGINEER IN THE FIELD, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTION 602 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

DURING CONSTRUCTION, IF THE CONTRACTOR'S FORCES ENCOUNTER OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS, OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, THEY SHALL INFORM THE ENGINEER. THE ENGINEER SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE, AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTIONS 550 AND 601 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

FRAMES AND GRATES OR FRAMES AND LIDS

THIS WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 604 OF THE STANDARD SPECIFICATIONS.

A NEENAH FRAME AND CLOSED LID, R-1713, OR APPROVED EQUAL, SHALL BE USED FOR FRAMES AND LIDS, TYPE 1, CLOSED LID. THIS WORK IS CONSIDERED TO BE INCLUDED WITH THE PAY ITEM FOR MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME CLOSED LID, AND MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME CLOSED LID

DETECTABLE WARNINGS

THE MANUFACTURER FOR THE DETECTABLE WARNINGS SHALL BE ENGINEERED PLASTICS INC. (800-682-2525) OR APPROVED EQUAL.

CONCRETE BREAKERS

WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS THAT MAY DAMAGE UNDERGROUND PUBLIC AND/OR PRIVATE UTILITIES WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON PAVEMENT OR IN ANY OTHER MANNER THAT, IN THE OPINION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.

DRIVEWAY ACCESS

THE CONTRACTOR SHALL, WHERE REQUIRED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, PROVIDE IMMEDIATE ACCESS TO DRIVEWAYS AND INTERSECTING STREETS. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE ACCESS FOR EMERGENCY VEHICLES DURING THE TIME OF CONSTRUCTION.

ANY DRIVEWAY APRON ADJACENT TO THE CURB AND GUTTER THAT IS REMOVED OR DISTURBED SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER AFTER THE NEW CURB AND GUTTER HAS BEEN CONSTRUCTED. THE CONTRACTOR MUST SCHEDULE THIS WORK SO THAT ONLY ONE SIDE OF ANY STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURB AND GUTTER, DRIVEWAY, OR SIDEWALK, WHETHER FORMED OR NOT FORMED, REMAIN OPEN MORE THAN 3 WORKING DAYS.

PRIOR TO REMOVING ANY DRIVEWAY, THE CONTRACTOR SHALL PROVIDE THE VILLAGE SUFFICIENT TIME TO PROVIDE 24 HOURS' ADVANCE WRITTEN NOTICE TO THE RESIDENT/OWNER OF THE DRIVEWAY, ALLOWING THE RESIDENT/OWNER TIME TO REMOVE ANY VEHICLES. ACCESS SHALL BE RESTORED NO LESS THAN 4 DAYS AFTER CURB AND GUTTER HAS BEEN PLACED. IF NECESSARY, THE CONTRACTOR SHALL PLACE TEMPORARY AGGREGATE BEHIND THE NEW CURB AND GUTTER UNTIL THE DRIVEWAY IS RESTORED. THIS TEMPORARY AGGREGATE SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT

UTILITIES

COMMONWEALTH EDISON
UNIVERSITY PARK BUSINESS OFFICE
25000 GOVERNORS HIGHWAY
UNIVERSITY PARK ILLINOIS 60466-3197

NICOR GAS
1844 FERRY ROAD
NAPERVILLE, IL 60563-9600

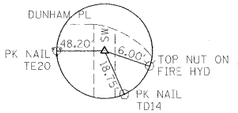
COMCAST
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126

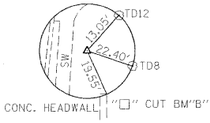
VERIZON BUSINESS
7719 West 60th Place
Summit, IL 60501

AT & T
65 W. WEBSTER ST. FLOOR 4E
JOLIET, ILLINOIS 60432
815-774-6762

VILLAGE OF SCHAUMBURG
ENGINEERING AND PUBLIC WORKS
714 S. PLUM GROVE RD.
SCHAUMBURG, IL 60193

HORIZONTAL ALIGNMENT		
POINT	NORTHING	EASTING
FAU 2556/WALNUT LANE		
PROPOSED CENTERLINE		
P.I. STA. 121+47.57	1959172.548266	1040563.474266
P.T. STA. 123+01.21	1959337.106871	1040553.361840
POT. STA. 123+90.00	1959425.726667	1040547.915992
POT. STA. 124+56.00	1959491.602400	1040543.867808
P.O.E. STA. 128+72.15	1959906.965693	1040518.342977





RAN #9 36.10' LT. STA. 121+16.95
"X" CUT ON SIDEWALK
N. 1959166.179
E. 1040496.495

RAN #10 59.85' RT. STA. 125+53.67
IR W/HLR CAP
N. 1959502.755
E. 1040597.615

FILE NAME = P:\2011\110085\docs\Springfield\110085sht-rt_GEN2.dgn		DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILLINOIS 60123 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.005959		DRAWN - T.W.K.	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 10/20/2011	DATE - 06/01/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
N. WALNUT LANE

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	2
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY 0011
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	12
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	64
	20101000	TEMPORARY FENCE	FOOT	48
	20101100	TREE TRUNK PROTECTION	EACH	2
	20200100	EARTH EXCAVATION	CU YD	1
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10
	20400800	FURNISHED EXCAVATION	CU YD	21
	20700110	POROUS GRANULAR EMBANKMENT	TON	230
	20800150	TRENCH BACKFILL	CU YD	57.2
^	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	37
	25000310	SEEDING, CLASS 4	ACRE	0.25
	25000314	SEEDING, CLASS 4B	ACRE	0.25
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2
	25100630	EROSION CONTROL BLANKET	SQ YD	62
	25200100	SODDING	SQ YD	37
	25200200	SUPPLEMENTAL WATERING	UNIT	0.2
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	8
	28000400	PERIMETER EROSION BARRIER	FOOT	83
	28000510	INLET FILTERS	EACH	2
	28100209	STONE RIPRAP, CLASS A5	TON	85
	28200200	FILTER FABRIC	SQ YD	150
	31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	422
^	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	982
^	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	132
^	44000600	SIDEWALK REMOVAL	SQ FT	723
^	44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	407
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
	50200100	STRUCTURE EXCAVATION	CU YD	50
	50300300	PROTECTIVE COAT	SQ YD	125
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	11090

^ SEE SPECIAL PROVISIONS
* SPECIALITY ITEM

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY 0011
	51500100	NAME PLATES	EACH	1
	54003000	CONCRETE BOX CULVERTS	CU YD	91.4
	54021005	PRECAST CONCRETE BOX CULVERTS 10' X 5' (M273)	FOOT	136
	54213891	STEEL END SECTIONS 36"	EACH	1
	55100700	STORM SEWER REMOVAL 15"	FOOT	9
	55100900	STORM SEWER REMOVAL 18"	FOOT	13
* ^	56100700	WATER MAIN, 8"	FOOT	56
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
^	60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	132
	66400105	CHAIN LINK FENCE, 4'	FOOT	26
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	2
	67100100	MOBILIZATION	L SUM	1
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	266
* ^	X0323005	AUXILIARY VALVE AND VALVE BOX	EACH	2
^	X0426200	DEWATERING	L SUM	1
^	X2070302	POROUS GRANULAR EMBANKMENT, SPECIAL	TON	125
^	X5021510	COFFERDAMS (SPECIAL)	EACH	2
* ^	X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	104
^	X6640300	CHAIN LINK FENCE REMOVAL	FOOT	12
^	XX007729	DETECTABLE WARNINGS, SPECIAL	SQ FT	8
^	XX008438	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
^	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	180
^	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	235
^	Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	11
^	Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	8
^	Z0056620	STORM SEWER (WATER MAIN REQUIREMENTS) 30 INCH	FOOT	7
* ^	Z0067400	STEEL CASINGS 14"	FOOT	36

^ SEE SPECIAL PROVISIONS
* SPECIALITY ITEM

FILE NAME = 110085-sht-summary.dgn | USER NAME =
HAMPTON, LENZINI AND RENWICK, INC.
350 SHEPARD DRIVE
ELGIN, ILLINOIS 60123
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000569
PLOT SCALE =
PLOT DATE = 9/15/2011

DESIGNED - L.F.S. | REVISED -
DRAWN - T.W.K. | REVISED -
CHECKED - X.X.X. | REVISED -
DATE - 06/01/11 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
N. WALNUT LANE
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	3
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

SEEDING, SODDING, NUTRIENTS, WATERING, & SUPPLEMENTAL WATERING

LOCATION	SEEDING CLASS 4	SEEDING CLASS 4A	SODDING	FERTILIZER NUTRIENTS			TEMPORARY EROSION CONTROL SEEDING *	TOPSOIL FURNISH AND PLACE 4"	SUPPLEMENTAL WATERING 3 GAL/SY 2 APPLICATIONS
				NITROGEN	PHOSPHORUS	POTASSIUM			
	25000310	25000314	25200100	25000400	25000500	25000600	28000250	21101615	25200200
	ACRE	ACRE	SQ YD	LBS	LBS	LBS	LBS	SQ YD	UNIT
FAU 2556 (WALNUT LANE)									
LT. STA. 123+90 TO LT. STA. 124+56	0.005	0.003	12	0.87	0.87	0.87	4	12	0.07
RT. STA. 123+90 TO RT. STA. 124+56	0.004	0.002	25	1.25	1.25	1.25	4	25	0.15
TOTAL PROJECT	0.009	0.005	37	2.12	2.12	2.12	8	37	0.22
TOTAL PROJECT USE	0.25	0.25	37	2.00	2.00	2.00	8	37	0.2

* 4 APPLICATIONS

EARTHWORK SUMMARY

LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR	% USED	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE(15%)	EMBANKMENT REQUIRED	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CUBIC YARD	CUBIC YARD			CUBIC YARD	CUBIC YARD	CUBIC YARD
FAU 2556 (WALNUT LANE)							
STA. 123+90 TO STA. 124+56	1		15.00%	100.00%	1	22	-21
			15.00%	100.00%	0		0
FROM BRIDGE SUMMARY			15.00%	75.00%	0	0	0
	1	0			1	22	-21
					FURNISHED EXCAVATION	21	CU.YD.

28000510 INLET FILTERS

LOCATION	EACH
FAU 2556 (WALNUT LANE)	
LT. STA. 124+11	1
LT. STA. 124+46	1
TOTAL	2

TREE REMOVAL

LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
	20100110	20100210
51.20' LT. STA. 124+02.69		48
48.57' LT STA. 124+06.86		16
49.00' LT. STA. 124+08.09	12	
TOTAL	12	64

25100630 EROSION CONTROL BLANKET

LOCATION	SY
FAU 2556 (WALNUT LANE)	
RT. STA. 124+05 TO RT. STA.124+16	13
LT. STA. 123+98 TO LT. STA.124+17	22
RT. STA. 124+40 TO RT. STA.124+50	13
LT. STA. 124+41 TO LT. STA.124+54	14
TOTAL	62

44000600 SIDEWALK REMOVAL

LOCATION	SQ FT
FAU 2556 (WALNUT LANE)	
LT. STA. 123+85 TO LT. STA.124+55	355
RT. STA. 123+90 TO RT. STA.124+55	368
TOTAL	723

60605900 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

LOCATION	FOOT
FAU 2556 (WALNUT LANE)	
LT. STA. 123+90 TO LT. STA.124+56	66
RT. STA. 123+90 TO RT. STA.124+56	66
TOTAL	132

44201783 CLASS D PATCHES, TYPE IV, 11 INCH

LOCATION	SQ YD
FAU 2556 (WALNUT LANE)	
CL. STA. 123+90 TO CL. STA.124+56	407
TOTAL	407

TREE PROTECTION

LOCATION	TEMPORARY FENCE	TREE TRUNK PROTECTION
	20101000	20101100
	FOOT	EACH
32' LT. STA. 123+89	24	1
54' LT STA. 124+49	24	1
TOTAL	48	2

PAVEMENT MARKING SCHEDULE

LOCATION	PAINT PAVEMENT MARKING		
	LINE 4" WHITE	LINE 4" YELLOW	LINE 4" SKIP WHITE
	78000200	78000200	78000200
	FOOT	FOOT	FOOT
FAU 2556 (WALNUT LANE)			
LT. STA. 123+90 TO LT. STA. 124+56	66		
LCL. STA. 123+90 TO LCL. STA. 124+56		66	
RCL. STA. 123+90 TO RCL. STA. 124+56		66	
LCL. STA. 123+90 TO LCL. STA. 124+56			17
RCL. STA. 123+90 TO RCL. STA. 124+56			17
RCL. STA. 123+90 TO RCL. STA. 124+56			17
LCL. STA. 123+90 TO LCL. STA. 124+56			17
SUB TOTAL	66	132	68
TOTAL		266	

28000400 PERIMETER EROSION BARRIER

LOCATION	FOOT
FAU 2556 (WALNUT LANE)	
RT. STA. 123+96 TO RT. STA.124+02	25
LT. STA. 123+98 TO LT. STA.123+98	18
RT. STA. 124+53 TO RT. STA.124+56	20
LT. STA. 124+56 TO LT. STA.124+56	20
TOTAL	83

42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

LOCATION	SQ FT
FAU 2556 (WALNUT LANE)	
LT. STA. 123+85 TO LT. STA.124+56	467
RT. STA. 123+90 TO RT. STA.124+56	515
TOTAL	982

44000500 COMBINATION CURB AND GUTTER REMOVAL

LOCATION	FOOT
FAU 2556 (WALNUT LANE)	
LT. STA. 123+90 TO LT. STA.124+56	66
RT. STA. 123+90 TO RT. STA.124+56	66
TOTAL	132

STORM SEWER SCHEDULE

LOCATION	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 18"	TOP RIM ELEVATION	INVERT ELEVATION	MANHOLES, TYPE A 4'-DIAMETER, TYPE 1 FRAME CLOSED LID	MANHOLES, TYPE A 6'-DIAMETER, TYPE 1 FRAME CLOSED LID	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	STORM SEWER (WATER MAIN REQUIREMENTS) 30 INCH	TRENCH BACKFILL
	55100700	55100900			60218400	60223800	Z0056610	Z0056612	Z0056620	20800150
	FOOT	FOOT			EACH	EACH	FOOT	FOOT	FOOT	CU YD
FAU 2556 (WALNUT LANE)										
LT STA 124+00 TO LT STA 124+13		13								
LT STA 124+00 TO LT STA 124+08				786.80(18" S)-786.70 (18" S)				8		2.2
25.5' LT STA 124+11			791.99 +/-	786.70(18" S), 784.95 (30" NW)		1				
LT STA 124+11 TO LT STA 124+13				784.95 (30" NW)-784.90 30" NW)					7	4.9
LT STA 124+41 TO LT STA 124+50	9									
25.5 LT STA 124+46			792.12 +/-	786.00 (15" N) -785.70 (15" W)	1					
LT STA 124+45 TO LT STA 124+46				785.70 (15" W) - 785.65 (15" W)			9			3.2
LT STA 124+48 TO LT STA 124+50				786.00 (15" N) - 786.17 (15" N)			2			0.7
TOTAL	9	13			1	1	11	8	7	11.0

31101910 SUBBASE GRANULAR MATERIAL, TYPE B 12"

LOCATION	SQ YD
FAU 2556 (WALNUT LANE)	
CL. STA. 123+90 TO CL. STA.124+56	422
TOTAL	422

DETECTABLE WARNINGS, SPECIAL

LOCATION	SQ FT
FAU 2556 (WALNUT LANE)	
LT. STA. 124+54 TO LT. STA.124+56	8
TOTAL	8

54213891 STEEL END SECTIONS 36"

LOCATION	EACH
FAU 2556 (WALNUT LANE)	
52' LT. STA. 124+03	1
TOTAL	1

WATERMAIN SCHEDULE

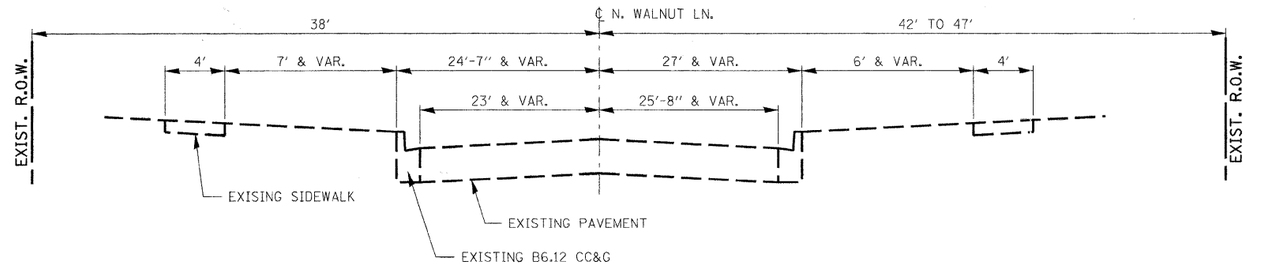
LOCATION	AUXILIARY VALVE AND VALVE BOX	WATER MAIN 8"	STEEL CASINGS 14"	TRENCH BACKFILL 20800150
	EACH	FOOT	FOOT	CU YD
LT STA 123+95	1			
LT STA 123+95 TO LT STA 124+49		56		46.2
LT STA 124+12 TO LT STA 124+48			36	
LT STA 124+49	1			
TOTAL	2	56	36	46.2

50300300 PROTECTIVE COAT

LOCATION	SQ YD
FAU 2556 (WALNUT LANE)	
LT. STA. 123+90 TO LT. STA.124+56 (SIDEWALK)	50
LT. STA. 123+90 TO LT. STA.124+56 (CCC&G)	17
RT. STA. 123+90 TO RT. STA.124+56 (SIDEWALK)	41
RT. STA. 123+90 TO RT. STA.124+56 (CCC&G)	17
TOTAL	125

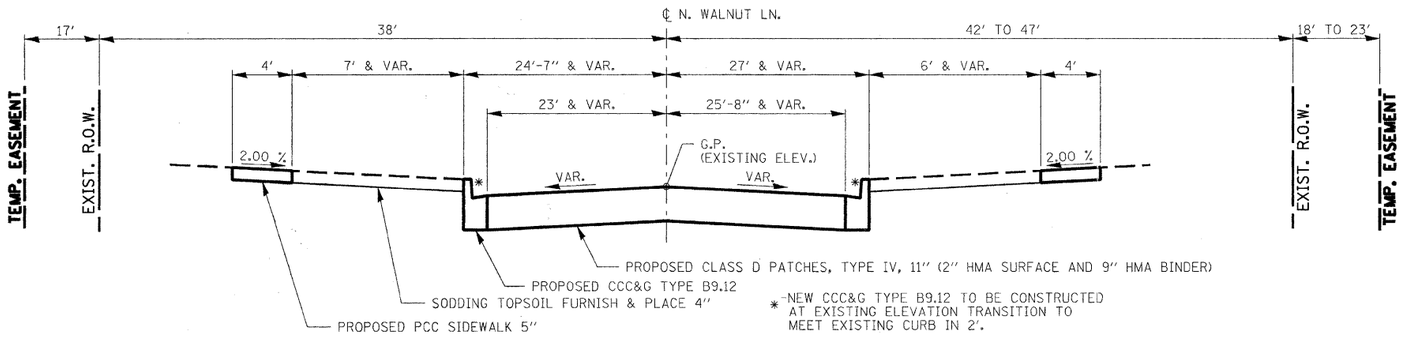
CHAIN LINK FENCE SCHEDULE

LOCATION	CHAIN LINK FENCE, 4'	CHAIN LINK FENCE REMOVAL
	66400105	X6640300
	FOOT	FOOT
LT. STA. 123+85 TO LT. ST 123+99	14	
LT. STA. 124+44 TO LT. ST 124+45	12	
LT. STA. 124+44 TO LT. ST 124+56		12
TOTAL	26	12



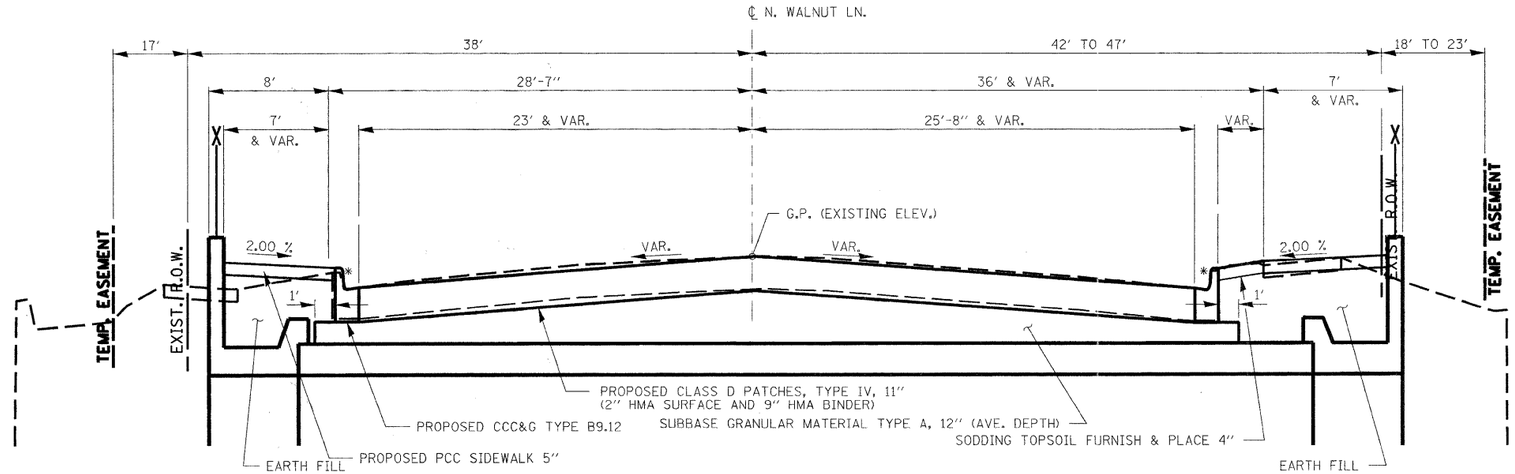
EXISTING TYPICAL SECTION

STA. 123+90 TO STA. 124+52



PROPOSED TYPICAL SECTION

STA. 123+90 TO STA. 124+18.54
STA. 124+41.46 TO STA. 124+56



SECTON OVER PROPOSED CULVERT

STA. 124+18.54 TO STA. 124+41.46

*-NEW CCC&G TYPE B9.12 TO BE CONSTRUCTED AT EXISTING ELEVATION TRANSITION TO MEET EXISTING CURB IN 2'.

SUPPLEMENTAL LEGEND

- EXISTING EVERGREEN TREE
- EXISTING DECIDUOUS TREE OR BUSH
- STREET ADDRESS
- EXISTING DRAINAGE MANHOLE
- PROPOSED DRAINAGE MANHOLE
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- W — PROPOSED WATER MAIN
- E — E — ELECTRICAL CABLE (E) OR DUCT (ED)
- T — T — TELEPHONE CABLE (T) OT DUCT (TD)
- TV — TELEVISION CABLE
- SL — EXISTING STREET LIGHTING CABLE
- PROPOSED STREET LIGHTING CABLE
- EXISTING END SECTION
- PROPOSED END SECTION
- EXISTING LIGHT STANDARD
- EXISTING HANDHOLE
- RR — RAILROAD CROSSBUCK
- RAILROAD CROSSING GATE (EXISTING)
- RAILROAD FLASHING SIGNAL (EXISTING)
- MAIL BOX
- RR — RAILROAD CONTROLLER
- RAILROAD TRACKS
- EXISTING CONCRETE PAVEMENT, CURB, CURB & GUTTER, DRIVEWAY PAVEMENT AND SIDEWALK TO BE REMOVED
- CONCRETE DRIVEWAY AND SIDEWALK TO BE REMOVED AND REPLACED
- PAVEMENT TO BE REMOVED AND REPLACED
- BITUMINOUS SURFACE REMOVAL

SEWER STRUCTURE AND PIPE NOTATION

FRAME & GRATE/LID TYPE
STRUCTURE TYPE — A-1C 4' DIA — DIAMETER
TOP OF FRAME (FR) OR CURB (TC) ELEVATION — 65+43 21' RT — STATION & OFFSET
TC 987.65
INV(W) 985.42
INV(S) 985.30 — INVERT DIRECTION & ELEVATION
PIPE DIAMETER — 18" SS TY2 — SEWER TYPE
MATERIAL — RCCP CL IV — MATERIAL CLASS
LENGTH — 113' @ 0.72% — SLOPE
TB 22 CY
TRENCH BACKFILL QUANTITY

STRUCTURE ADJUSTMENT/RECONSTRUCTION/REMOVAL NOTATION

"A" FOR ADJUST
"R" FOR RECONSTRUCT
"C" FOR CLOSED
"P" FOR OPEN
A-1C SS S W
FRAME & GRATE/LID TYPE
WATER
SANITARY SEWER
STORM SEWER
DENOTES STRUCTURE TO BE FILLED
R DENOTES STRUCTURE TO BE REMOVED

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes
PATCHING	
CLASS D PATCHES (HMA SURFACE COURSE, MIX D, N70; 2" IL9.5MM)	4% @ 70 GYR
CLASS D PATCHES (HMA BINDER IL-19mm) -9" (IN 3 LIFTS)	4% @ 70 GYR

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

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 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR PERCENT OF "RAP' SEE DISTRICT ONE SPECIAL PROVISIONS.
MAXIMUM LIFT THICKNESS OF BINDER MATERIALS IS 3"

FILE NAME = 110085-sht-typicals.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILLINOIS 60123 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000969		DRAWN - T.W.K.	REVISED -
	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 9/15/2011	DATE - 06/01/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
N. WALNUT LANE

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	6
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

STA. 124+30
EXISTING = THREE 8'-7" x 5'-11" PIPE ARCHES
PROPOSED = DOUBLE PRECAST CONCRETE BOX CULVERT
10'x5' (M273) = 136 FOOT
STONE RIPRAP INLET AND OUTLET PROTECTION

UTILITIES TO BE RELOCATED BY OTHERS

BOX TO BE RELOCATED BY OTHERS

36" CMP

PROPERTY LINE

PROPERTY LINE

GOLF COURSE ENTRANCE

BUILDING FACE

8" WATER LINE

EXISTING ROW

CCC&G B-9.12

BIKE PATH

BEGIN PROJECT
STA. 123+90

END PROJECT
STA. 124+56

CCC&G B-9.12

BIKE PATH

154' TAPER

EXISTING ROW
123+90.00
45.60' RT.

6" PVC RESTRICTOR

123+90.00
65.00' RT.

TEMPORARY CONSTRUCTION EASEMENT

℄ POPLAR CREEK

124+56.00
65.00' RT.

124+56.00
50.62' RT.

EXISTING ROW

MATCH LINE STATION 122+50

WALNUT LANE

GOLF ROAD (IL RTE 58)

0 20' 40'
GRAPHIC SCALE

NOTE: SEE SHEET 14 FOR ADDITIONAL LAYOUT INFORMATION

SSD = 580'
ex = -0.25'
K = 49
100.00' V.C.

+00.00 EL. 792.54

VPI STA. 124+50.00
ELEVATION 793.08
(FUTURE)

+00.00 EL. 792.60

+1.09%

-0.96%

CLASS D PATCHES, TYPE IV

EXISTING ℄ GRADE

SUBBASE GRANULAR MATERIAL, TYPE A

SS CLA TY1 18" = 8 FOOT
(CONNECTION TO EXISTING SS)

EXISTING 18" SS

ELEV. 786.70

FUTURE 30" SS (BY OTHERS)

ELEV. 784.90

EXISTING = THREE 8'-7" x 5'-11" PIPE ARCHES

ALL STORM SEWER AND MANHOLE ELEVATIONS TO BE VERIFIED IN FIELD BEFORE ORDERING MANHOLES.

STRUCTURE EXCAVATION

SS CLA TY1 15" = 2 FOOT
(CONNECTION TO EXISTING SS)

EXISTING 15" SS

ELEV. 786.00

ELEV. 785.70

PROPOSED = TWO 10' x 5' BOX CULVERTS

BM"B" - CHISELED "□" ON N.E. CORNER OF N.E. HEADWALL SOUTH OF WENDY'S
ELEV. 791.41

792.03	791.84	792.08 791.99 (FUTURE)	792.62 792.54 (FUTURE)	792.90 792.83 (FUTURE)	792.60 792.60 (FUTURE)	792.12 792.12 (FUTURE)	791.66	791.68	792.03	791.84	791.58	791.45
122+50	123+00	123+50	124+00	124+50	125+00	125+50	126+00	126+50	127+00	127+50	128+00	128+50

PLAN
SURVEYED
PLOTTED
PROJECT CHECKED
R/W CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROJECT CHECKED
R/W CHECKED
NOTE BOOK
NO.
BY
DATE
NOTATNS CHKD
STRUCTURE
B.M. NOTED

FILE NAME = 110085-sht-pp5.dgn
USER NAME =
PLOT SCALE =
PLOT DATE = 9/15/2011

HAMPTON, LENZINI AND RENWICK, INC.
3055 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000959

DESIGNED - L.F.S.
DRAWN - T.W.K.
CHECKED - X.X.X.
DATE - 06/13/11

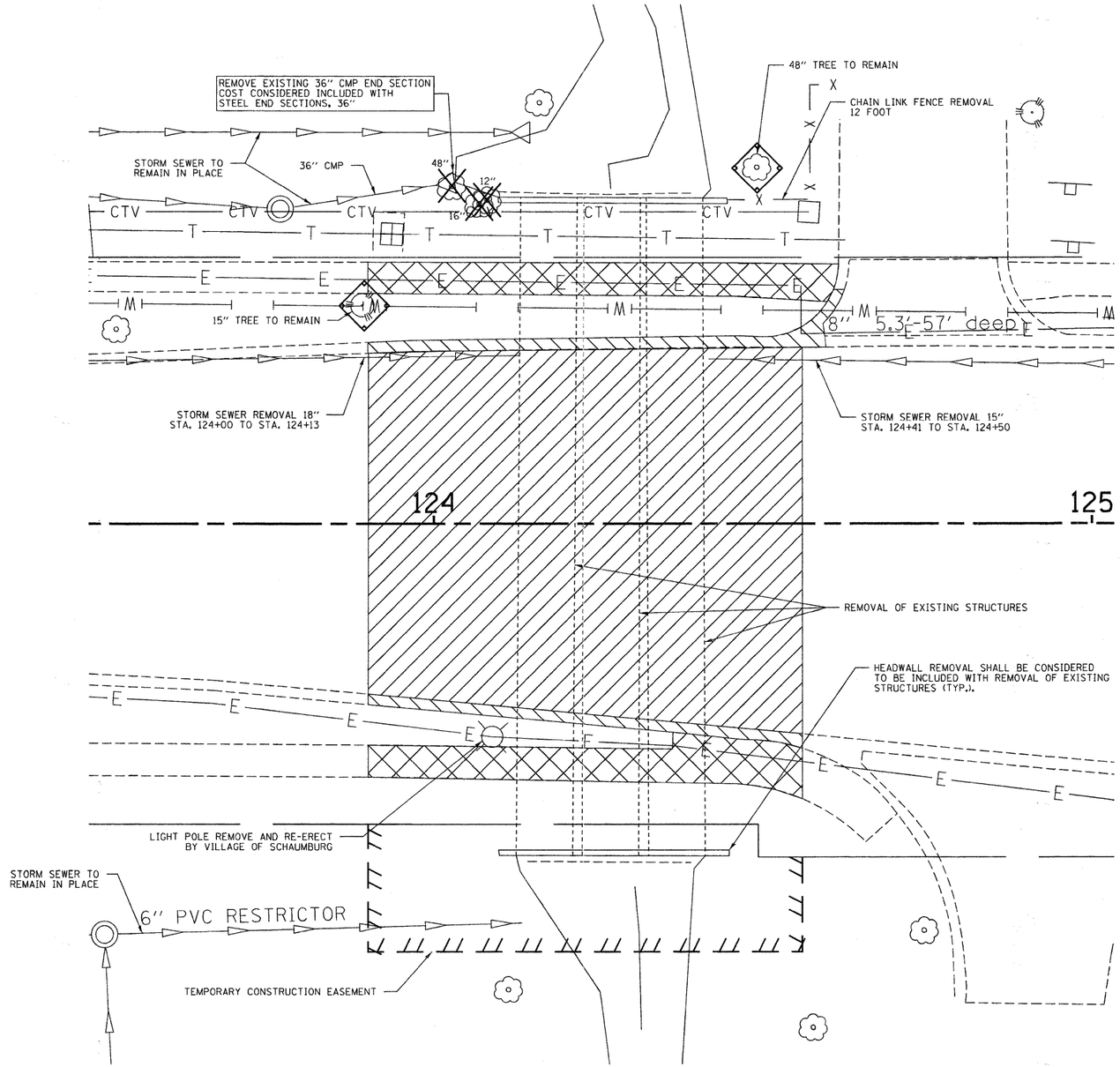
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
N. WALNUT LN.

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. 123+90 TO STA. 124+56

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	7
VILAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



N

0 10' 20'

GRAPHIC SCALE

LEGEND

- TREE REMOVAL
- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- TREE PROTECTION

FILE NAME = 110285-sht-removal.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILINOIS 60123 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959		DRAWN - T.W.K.	REVISED -
	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 9/9/2011	DATE - 06/01/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL ITEMS
N. WALNUT LANE

SCALE: 1" = 10' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	8
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

SEDIMENT AND EROSION CONTROL NOTES

A. 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.

B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR RE-DISTURBANCE.

D. AREAS OF EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 4H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.

E. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.

F. 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.

G. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR.

H. 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. ALL PRECAUTIONS SHALL BE TAKEN TO AVOID TRACKING DURING CONSTRUCTION.

I. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF COOK COUNTY.

J. 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). ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING.

K. 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.

L. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGATATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECIEVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT REPLY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

M. UNLESS OTHERWISE INDICATED ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL.

EROSION CONTROL NOTES

1. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.

2. SEEDING SHALL BE PLACED IN ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.

3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE PLAN.

4. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DE-WATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES, OR POPLAR CREEK TRIBUTARY IS PROHIBITED. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING.

5. EROSION CONTROL ITEMS MAY BE UTILIZED IN MULTIPLE STAGES BUT ONLY SHOWN IN THE STAGE INITIALLY INSTALLED. REMOVAL OF EROSION CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.

6. A QUANTITY OF TEMPORARY EROSION CONTROL SEEDING IS INCLUDED FOR AREAS THAT ARE DISTURBED BUT WILL NOT BE RESTORED WITHIN 7 DAYS.

7. ALL DISTURBED AREAS SHALL BE RESTORED WITH 4 INCHES OF TOPSOIL AND SOD OR SEED AS PREVIOUSLY INDICATED.

8. THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A ONE-HALF INCH RAINFALL AND REPLACE, REPAIR OR CLEAN THEM ON A TIMELY BASIS.

9. ANY SOIL EROSION CONTROL MEASURES IN ADDITION TO THOSE OUTLINED IN THE PLANS, WHICH ARE DEEMED NECESSARY BY THE ENGINEER, SHALL BE IMPLEMENTED IMMEDIATELY BY THE CONTRACTOR.

10. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 30 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

11. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.

12. THE NORTH COOK SOIL AND WATER CONSERVATION DISTRICT (NCCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

13. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE NCCSWCD.

14. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE NCCSWCD.

15. OVERALL AND EXACT MEANS/METHODS FOR COFFERDAM DEWATERING OPERATION, AND ACCESS PAD THAT ARE DETERMINED BY THE CONTRACTOR SHOULD BE CONVEYED AND APPROVED BY THE NCCSWCD PRIOR TO STARTING WORK. THIS CAN BE A PHONE CALL, OR AT THE PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR DEWATERING OR THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).

16. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR 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 THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

NAME OF PRIME CONTRACTOR — AUTHORIZED REPRESENTATIVE SIGNATURE — DATE

NAME OF SUBCONTRACTOR — AUTHORIZED REPRESENTATIVE SIGNATURE — DATE

NAME OF SUBCONTRACTOR — AUTHORIZED REPRESENTATIVE SIGNATURE — DATE

NAME OF SUBCONTRACTOR — AUTHORIZED REPRESENTATIVE SIGNATURE — DATE

NAME OF SUBCONTRACTOR — AUTHORIZED REPRESENTATIVE SIGNATURE — DATE

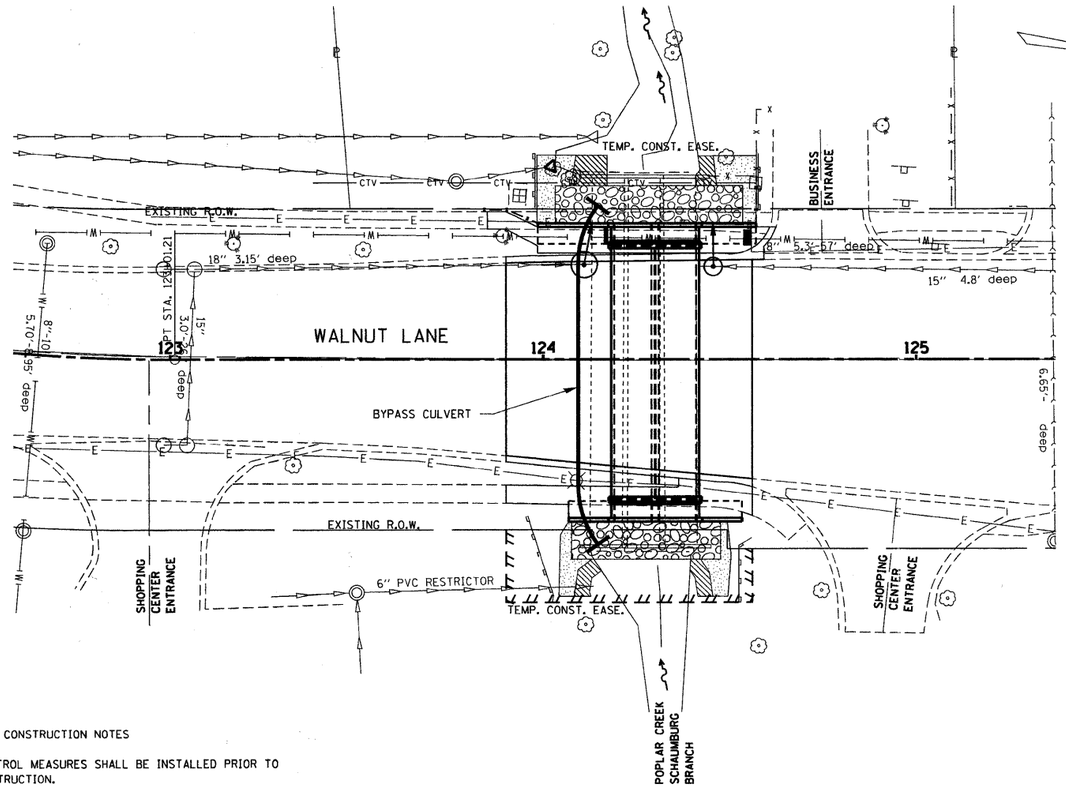
FILE NAME = 110085-sht-erosion.dgn	USER NAME =	DESIGNED - KK	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 380 SHEPARD DRIVE ELGIN, ILLINOIS 60123		DRAWN - AC	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - RGN	REVISED -
	PLOT DATE = 9/9/2011	DATE - 6-13-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

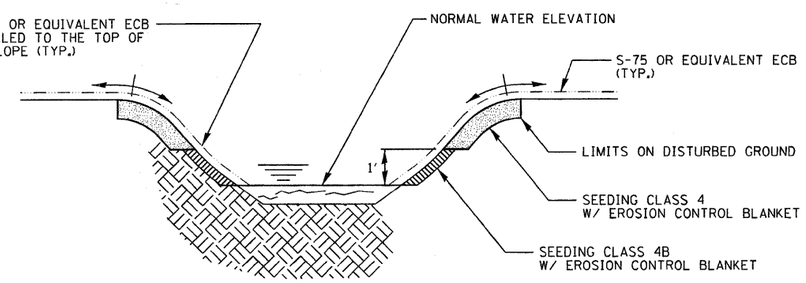
SEDIMENT AND EROSION CONTROL NOTES

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	9
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



PLANTING & EROSION CONTROL BLANKET DETAIL



BOX CULVERT STAGE CONSTRUCTION NOTES

1. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.

2. TEMPORARY STABILIZATION IS REQUIRED WITHIN 7 DAYS FOR AREAS WHICH WILL NOT BE DISTURBED FOR 14 DAYS OR MORE. AREAS THAT ARE FINAL GRADED SHOULD BE STABILIZED IMMEDIATELY, AND NO LATER THAN 7 DAYS AFTER COMPLETION. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.

3. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND SWEPT OR SCRAPED WHEN NECESSARY.

4. WORK SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.

5. CONCENTRATED FLOW MUST BE ISOLATED FROM THE WORK AREA USING A NON-ERODIBLE COFFERDAM. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SCHEDULED PRE-CONSTRUCTION MEETING. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).

6. IF BYPASS PUMPING IS NECESSARY, THE INLET OF THE HOSE WILL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.

7. IF DEWATERING IS NECESSARY, ALL WATER MUST BE FILTERED USING A FILTER BAG OR ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED PRIOR TO RETURNING TO THE STREAM. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DEWATERING.

8. DISTURBED AREAS AND SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH THE LISTED EROSION CONTROL BLANKET PRIOR TO RELEASING FLOWS. THE BOTTOM OF THE POPLAR CREEK TRIBUTARY MUST BE STABLE ENOUGH TO ACCEPT FLOWS.

9. ANY CHANGES TO THE BOX CULVERT STAGE CONSTRUCTION SHALL BE ACCEPTED BY THE RESIDENT ENGINEER AND THE NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT.

BOX CULVERT STAGE CONSTRUCTION

STAGE 1

1. INSTALL COFFERDAMS AROUND THE SOUTH TWO EXISTING CULVERTS AND CONFINE THE FLOW TO THE NORTH CORRUGATED METAL CULVERT. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).

2. CONSTRUCT THE BYPASS CULVERT AND STABILIZE ALL DISTURBED AREAS.

STAGE 2

1. INSTALL COFFERDAMS TO CONFINE THE FLOW TO THE BYPASS CULVERT. ALL WORK AND MATERIAL WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR COFFERDAMS (SPECIAL).

2. CONSTRUCT THE DOUBLE CONCRETE BOX CULVERT TO FINAL FINISH GRADE AND STABILIZE ALL DISTURBED AREAS PER THE PLANTING PLAN.

3. REMOVE COFFERDAMS AND BYPASS FLOW CULVERT. ALLOW FLOWS TO RESUME.

STAGE 3

1. CONSTRUCT REMAINING PORTIONS OF CONCRETE WINGWALLS AND OTHER PERTINENT ITEMS.

BYPASS CULVERT

1. MINIMUM BYPASS FLOW OF 115 CFS (2 YEAR STORM).

2. MINIMUM CULVERT CROSS SECTION AREA OF 20 SQ. FT..

3. EXISTING CORRUGATED STEEL ARCH PIPE MAY BE REUSED FOR BYPASS CULVERT.

PLANTING PLAN MATERIALS

1. ALL SEED SHALL BE HEALTHY, VIGOROUS AND TRUE TO SPECIES AND VARIETY. ALL MATERIALS SHALL BE FREE OF PESTS AND DISEASE. THE OWNER RESERVES THE RIGHT TO REJECT ANY UNSUITABLE OR OBJECTIONAL PLANT MATERIAL.

2. SEED SHALL BE OBTAINED THAT ORIGINATES AS CLOSE AS POSSIBLE TO THE PROJECT SITE. WRITTEN APPROVAL SHALL BE REVIEWED FROM THE OWNER FOR SUBSTITUTION OF PLANT MATERIAL PURCHASED FROM OUTSIDE 150 MILES FROM THE SITE.

3. EROSION CONTROL BLANKET SHALL BE NORTH AMERICAN GREEN SC-150 EQUIVALENT INSTALLED ALONG THE STREAMBANKS AND NORTH AMERICAN GREEN S-75 EQUIVALENT FOR DISTURBED AREAS AT THE TOP OF THE SLOPE.

4. ALL DISTURBED AREAS SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.

INSTALLATION

1. ALL DISTURBED AREAS WILL BE SEEDED WITHIN 7 DAYS OF WORK COMPLETION.

2. SEED SHOULD BE HAND BROADCAST AND CROSS RAKED INTO THE SOIL.

3. EROSION CONTROL BLANKET SHALL BE INSTALLED IMMEDIATELY AFTER SEED INSTALLATION.

EROSION CONTROL LEGEND

- SEEDING CLASS 4B / EROSION CONTROL BLANKET
- SEEDING CLASS 4 / EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- STONE RIPRAP, CLASS A5

FILE NAME = 110085-sht-erosion.dgn	USER NAME =	DESIGNED - KK	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILINOIS 60123		DRAWN - AC	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000858	PLOT SCALE =	CHECKED - RGN	REVISED -
	PLOT DATE = 9/9/2011	DATE - 6-13-11	REVISED -

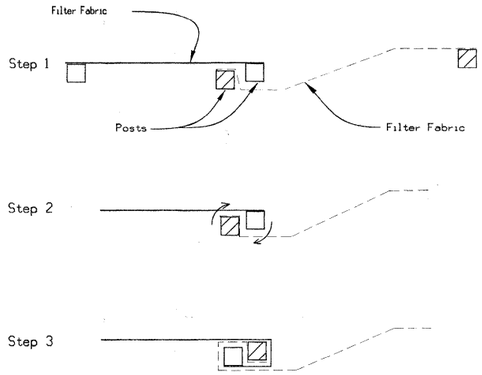
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	10
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

SILT FENCE

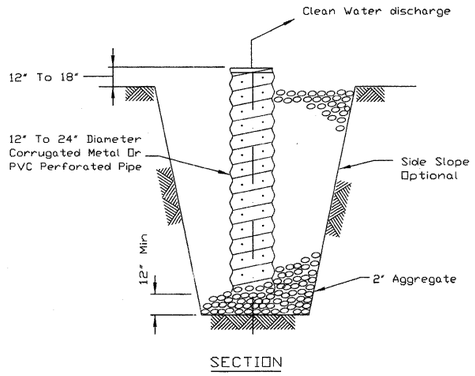


ATTACHING TWO SILT FENCES

NOTES:
Place the end post of the second fence inside the end post of the first fence.
1. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
2. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-620(W)
Designed ____ Date ____		SHEET 2 OF 2
Checked ____ Date ____		DATE 1-29-99
Approved ____ Date ____		

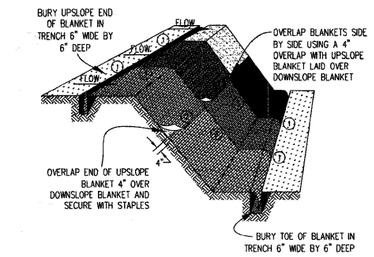
SUMP PIT PLAN

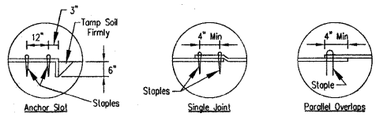


SECTION

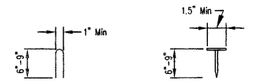
NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-650
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-11-94
Approved ____ Date ____		





DETAIL 1 DETAIL 2 DETAIL 3

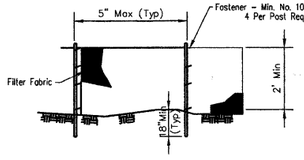


STAPLE DETAIL PUSH PIN DETAIL

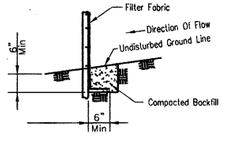
NOTES:

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

IL-630	EROSION CONTROL BLANKET INSTALLATION DETAILS	Designed ____ Date ____ Drawn B. O'NEILL 11/98 Checked ____ Approved ____



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class 1 with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 3.0 sq. in. or a standard steel post.

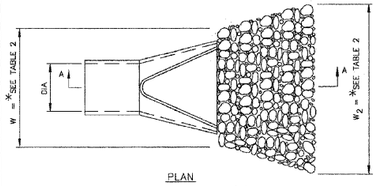
SILT FENCE

NRCS Natural Resources Conservation Service, United States Department of Agriculture

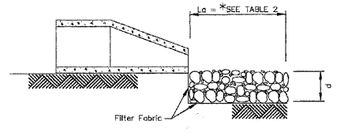
File No. IL-ENG-49 (Drawing No.)

Sheet 1 of 1

RIP RAP



PLAN



SECTION A-A

NOTES:
1. The filter fabric is required for Gradation RR4 and greater and shall meet the requirements of section 282 of the standard specifications.
2. The rock riprap shall meet section 281 of the standard specifications and have the gradation as shown in TABLE 2.

TABLE 1
ROCK RIPRAP SIZES AND THICKNESS

IDOT Gradation Number	d50 (in.)	dmax (in.)	Minimum Blanket Thickness (in.)
RR-3	5	10	15
RR-4	9	14	20
RR-5	12	18	28
RR-6	15	22	32
RR-7	18	27	32

TABLE 2
MINIMUM IDOT ROCK SIZES AND APRON LENGTHS

Culvert Dia. (in.)	Rock Gradation	La (ft.)	(ft) W_1	(ft) W_2
12	RR3	10	3	11
18	RR3	14	4.5	15.5
24	RR3	16	6	18
30	RR3	18	7.5	20.5
36	RR4	20	9	23
48	RR4	24	12	28
60	RR5	32	15	37
72	RR6	40	18	46
96	RR7	50	21	57

NOTES: RIP RAP LENGTH SHOULD BE IN ACCORDANCE WITH THE PLAN.

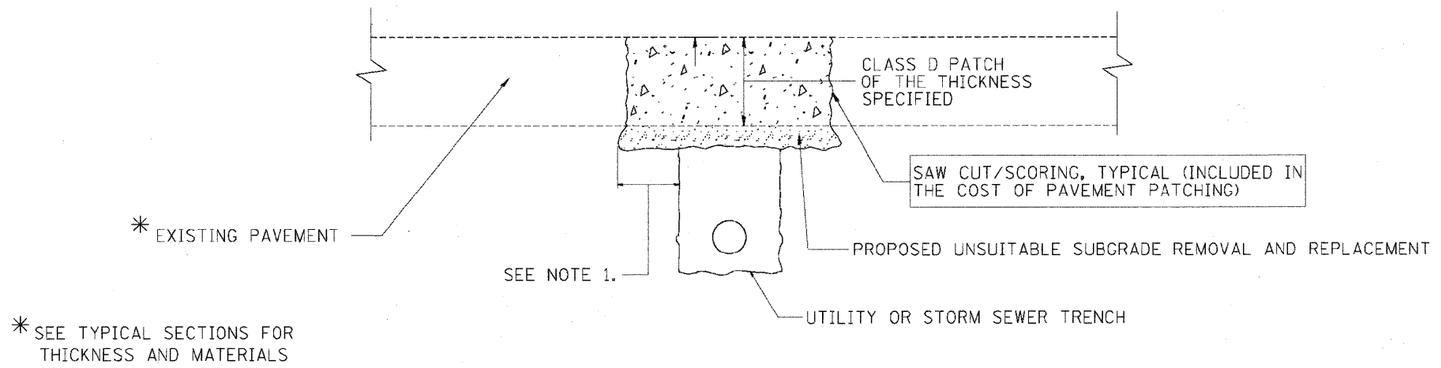
FILE NAME = 110085-sht-erosion.dgn	USER NAME =	DESIGNED - KK	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILLINOIS 60123		DRAWN - AC	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000958	PLOT SCALE =	CHECKED - RGN	REVISED -
	PLOT DATE = 9/9/2011	DATE - 6-13-11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL DETAILS

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	11
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

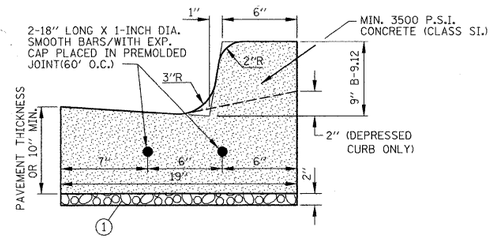
SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.

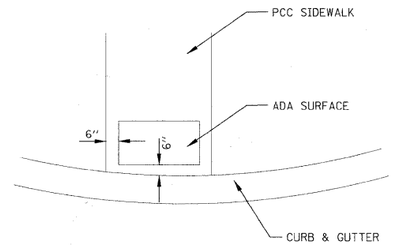
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



NOTE:
USE TWO NO. 5 RE-BARS FOR 10' ON EITHER SIDE OF ALL UTILITY TRENCHES. INSTALL 1" EXPANSION JOINT AT POINTS OF CURVATURE, AT CONSTRUCTION JOINTS AND AT A DISTANCE NOT TO EXCEED 60'. CONTRACTION JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT DISTANCES NOT TO EXCEED 15'.

COMBINATION CONCRETE CURB & GUTTER
TYPE B-9.12

(1) SUBASE GRANULAR MATERIAL, TYPE B COST INCLUDED WITH COMBINATION CONCRETE CURB AND GUTTER TYPE B9.12 AND NOT PAID FOR SEPARATELY.



DETECTABLE WARNING DETAIL

NOT TO SCALE
DETECTABLE WARNINGS TO BE PAID FOR AS DETECTABLE WARNINGS, SPECIAL

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HAMPTON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE ELGIN, ILINOIS 60123		DRAWN - T.W.K.	REVISED -		SCALE: / SHEET NO. OF SHEETS / STA. / TO STA.
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	PLOT DATE = 10/20/2011	DATE - 06/01/11	REVISED -		

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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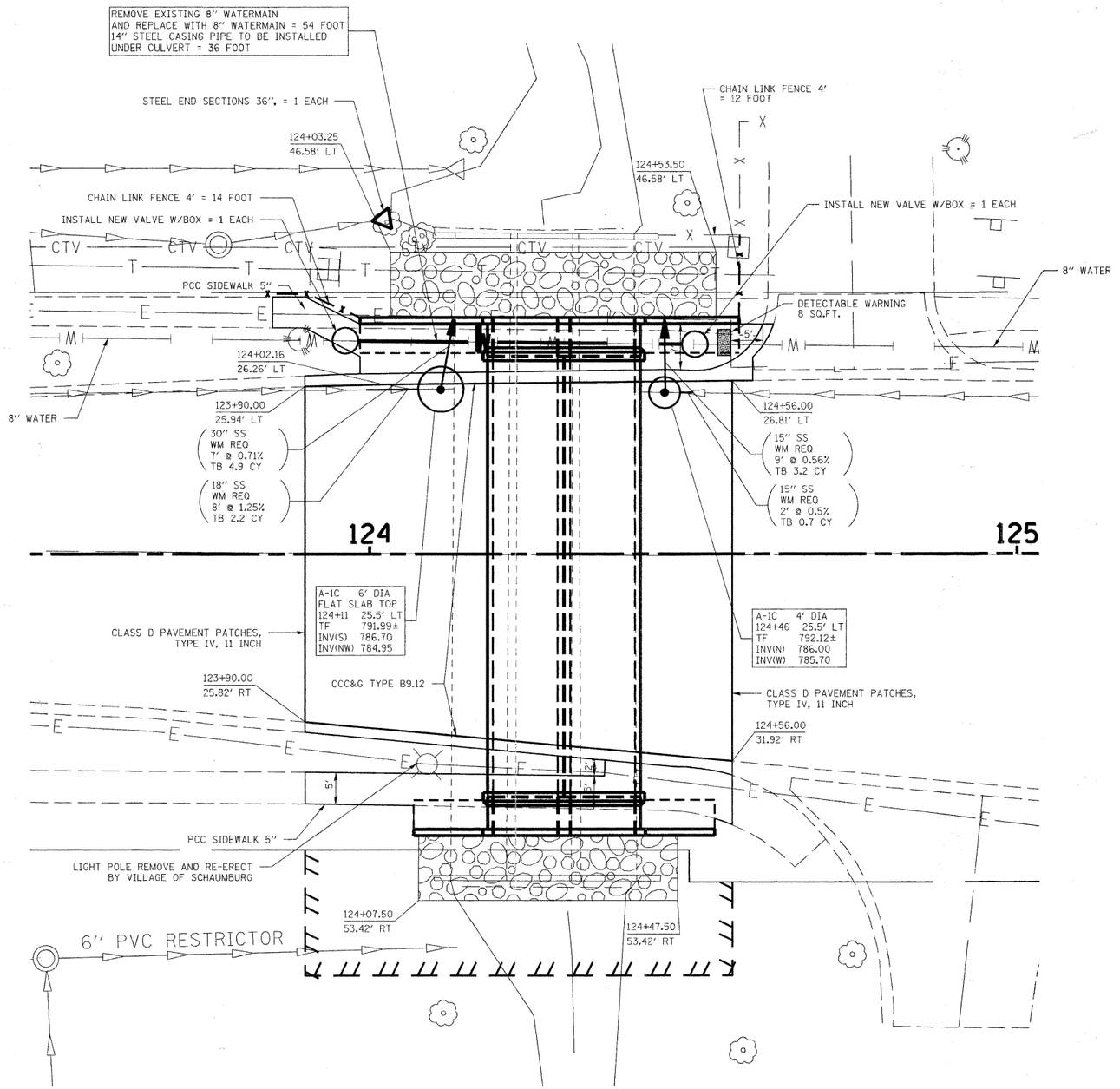
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



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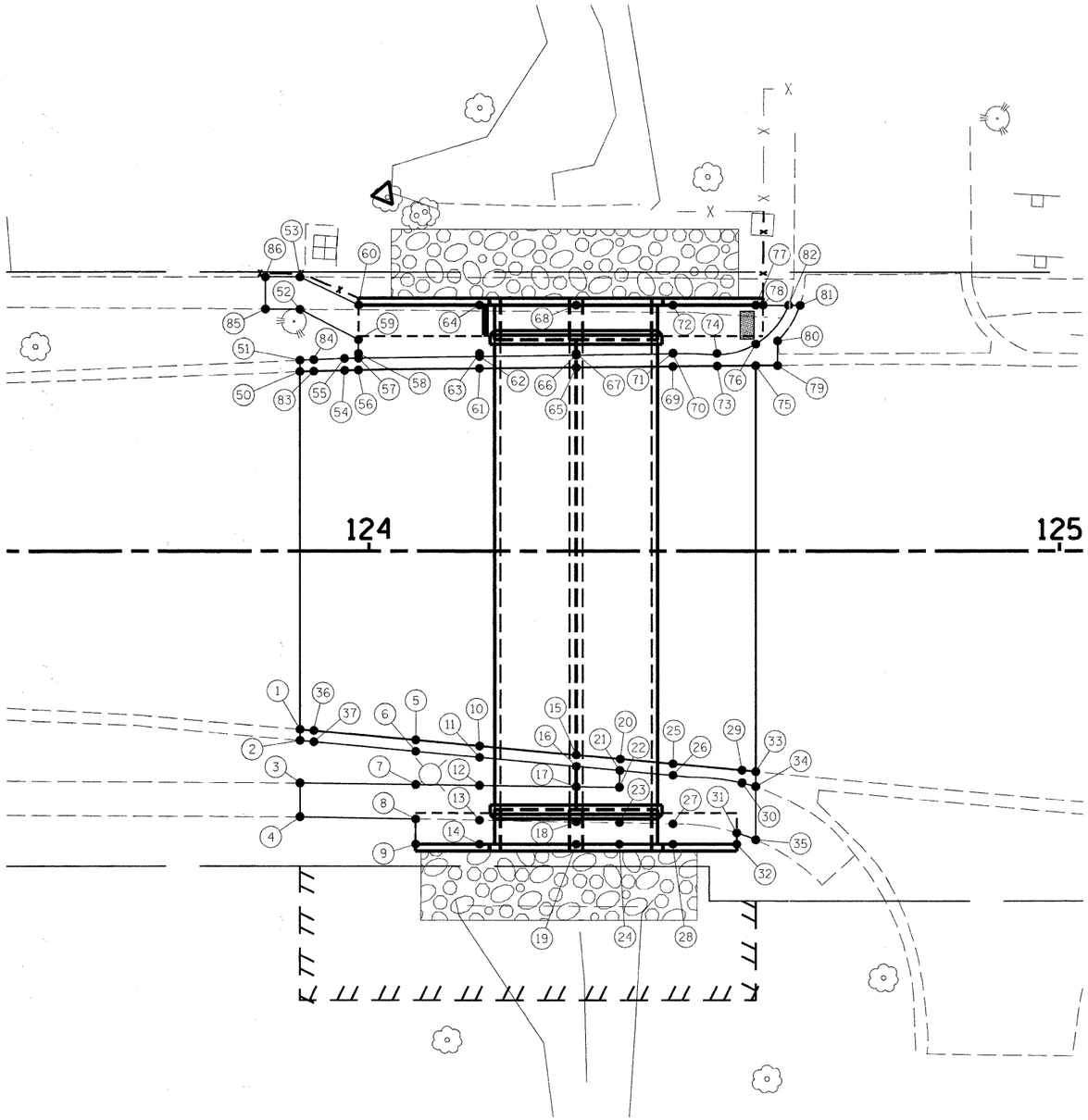
HAMPTON, LENZINI AND RENWICK, INC. 350 SHEPARD DRIVE ELGIN, ILLINOIS 60123 ILLINOIS PROFESSIONAL DESIGN FIRM LB / PE / SE CORP. 184.000605		DRAWN - T.W.K.	REVISED -		SCALE: 1" = 10' | SHEET NO. OF SHEETS | STA. TO STA.
	PLOT SCALE =	CHECKED - X.X.X.	REVISED -		
	PLOT DATE = 9/15/2011	DATE - 06/01/11	REVISED -		

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	13
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				



0 10' 20'
GRAPHIC SCALE

POINT #	LT\RT	STATION	ELEVATION	LOCATION
1	25.82 RT.	123+90.00	791.73	EXIST. EP
2	27.42 RT.	123+90.00	792.12	EXIST. BK TOP OF CURB
3	33.50 RT.	123+90.00	792.76	EDGE EXIST. SW
4	38.50 RT.	123+90.00	792.97	EDGE EXIST. SW
5	27.26 RT.	124+05.54	791.84	EXIST. EP
6	28.84 RT.	124+05.54	794.53	PROP. BK TOP OF CURB
7	33.92 RT.	124+05.54	792.85	FUTURE PROP EDGE SW
8	38.92 RT.	124+05.54	792.95	FUTURE PROP EDGE SW
9	42.42 RT.	124+05.54	793.01	GROUND @ HEADWALL
10	28.22 RT.	124+16.00	791.89	EXIST. EP
11	29.80 RT.	124+16.00	792.58	PROP. BK TOP OF CURB
12	33.92 RT.	124+16.00	792.89	FUTURE PROP EDGE SW
13	38.92 RT.	124+16.00	792.99	FUTURE PROP EDGE SW
14	42.42 RT.	124+16.00	793.06	GROUND @ HEADWALL
15	29.52 RT.	124+30.00	791.96	EXIST. EP
16	31.10 RT.	124+30.00	792.65	PROP. BK TOP OF CURB
17	33.92 RT.	124+30.00	792.94	FUTURE PROP EDGE SW
18	38.92 RT.	124+30.00	793.04	FUTURE PROP EDGE SW
19	42.42 RT.	124+30.00	793.10	GROUND @ HEADWALL
20	30.12 RT.	124+36.50	791.99	EXIST. EP
21	31.70 RT.	124+36.50	792.69	PROP. BK TOP OF CURB
22	33.92 RT.	124+36.50	792.91	FUTURE PROP EDGE SW
23	38.92 RT.	124+36.50	793.01	FUTURE PROP EDGE SW
24	42.42 RT.	124+36.50	793.10	GROUND @ HEADWALL
25	30.81 RT.	124+44.00	792.03	EXIST. EP
26	32.39 RT.	124+44.00	792.72	PROP. BK TOP OF CURB
27	39.13 RT.	124+44.00	793.04	FUTURE PROP EDGE SW
28	42.42 RT.	124+44.00	793.1	GROUND @ HEADWALL
29	31.74 RT.	124+54.00	792.05	EXIST. EP
30	33.04 RT.	124+54.00	792.89	PROP. BK TOP OF CURB
31	41.00 RT.	124+54.00	792.95	FUTURE PROP EDGE SW
32	42.42 RT.	124+54.46	793.10	GROUND @ HEADWALL
33	31.92 RT.	124+56.00	792.04	EXIST. EP
34	34.00 RT.	124+56.00	792.51	EXIST TOP OF CURB
35	41.60 RT.	124+56.00	792.79	EXIST SW
36	26.00 RT.	123+92.00	791.74	EXIST. EP
37	27.57 RT.	123+92.00	792.43	EXIST. BK TOP OF CURB
50	25.94 LT.	123+90.00	791.73	EXIST. EP
51	27.52 LT.	123+90.00	792.16	EXIST. BK TOP OF CURB
52	34.75 LT.	123+90.00	792.05	EDGE PROP. SW
53	39.00 LT.	123+90.00	792.15	EDGE PROP. SW
56	26.16 LT.	123+99.04	791.78	EXIST. EP
57	27.88 LT.	123+99.04	792.47	PROP. BK TOP OF CURB
~~58~~	~~28.58 LT.~~	~~123+99.04~~	~~792.68~~	~~FUTURE PROP EDGE SW~~
59	30.58 LT.	123+99.04	792.72	FUTURE PROP EDGE SW
60	35.58 LT.	123+99.04	792.82	SW @ HEADWALL
61	26.40 LT.	124+16.00	791.9	EXIST. EP
62	28.12 LT.	124+16.00	792.59	PROP. BK TOP OF CURB
~~63~~	~~28.58 LT.~~	~~124+16.00~~	~~792.89~~	~~FUTURE PROP EDGE SW~~
64	35.58 LT.	124+16.00	793.2	SW @ HEADWALL
65	26.54 LT.	124+30.00	791.97	EXIST. EP
66	28.31 LT.	124+30.00	792.66	PROP. BK TOP OF CURB
67	28.58 LT.	124+30.00	792.92	FUTURE PROP EDGE SW
68	35.58 LT.	124+30.00	793.06	SW @ HEADWALL
69	26.69 LT.	124+44.00	792.04	EXIST. EP
70	28.58 LT.	124+44.00	792.73	PROP. BK TOP OF CURB
71	28.58 LT.	124+44.00	792.97	FUTURE PROP EDGE SW
72	35.58 LT.	124+44.00	793.08	SW @ HEADWALL
73	26.75 LT.	124+50.42	792.10	EXIST. EP
74	28.58 LT.	124+50.42	792.97	PROP. BK TOP OF CURB
75	26.81 LT.	124+56.00	792.10	EXIST. EP
76	29.97 LT.	124+56.00	792.25	PROP. BK TOP OF CURB
77	35.58 LT.	124+56.00	792.37	SW @ HEADWALL
78	35.58 LT.	124+57.05	792.37	SW @ HEADWALL
79	26.81 LT.	124+59.16	792.09	EXIST. EP
80	30.41 LT.	124+59.16	792.12	EXIST. E. DRIVE
81	35.55 LT.	124+62.41	792.15	EXIST. E. DRIVE
82	35.56 LT.	124+60.75	792.37	EXIST.. BK TOP OF CURB
83	25.98 LT.	123+92.00	791.75	EXIST. EP
84	27.56 LT.	123+92.00	792.44	PROP. BK TOP OF CURB
85	34.75 LT.	123+85.00	791.67	EDGE EXIST. SW
86	39.00 LT.	123+85.00	791.75	EDGE EXIST. SW

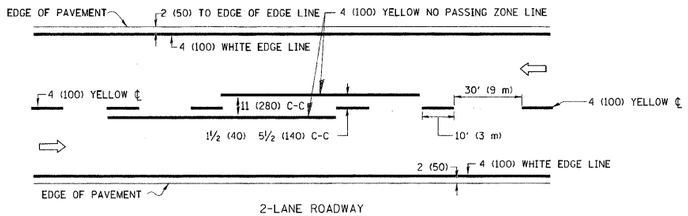
FILE NAME = 110085-sht-details.dgn | USER NAME = | DESIGNED - L.F.S. | REVISED -
HAMPTON, LENZINI AND RENWICK, INC. | | DRAWN - T.W.K. | REVISED -
350 SHEPARD DRIVE ELGIN, ILINOIS 60123 | PLOT SCALE = | CHECKED - X.X.X. | REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959 | PLOT DATE = 9/15/2011 | DATE - 06/01/11 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

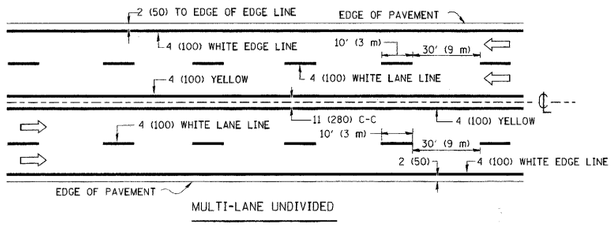
PROPOSED GRADING LAYOUT
N. WALNUT LANE

SCALE: 1" = 10' | SHEET NO. OF SHEETS | STA. TO STA.

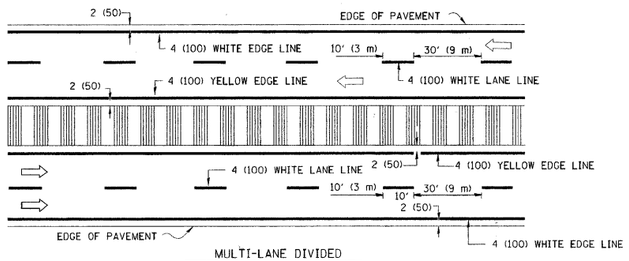
F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	14
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



2-LANE ROADWAY



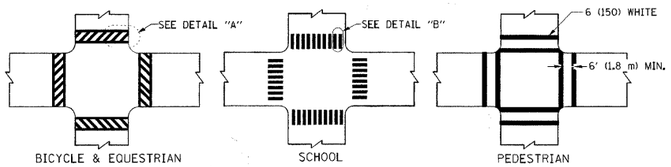
MULTI-LANE UNDIVIDED

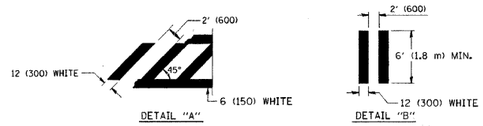


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

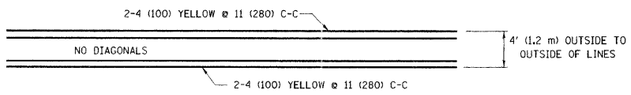
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

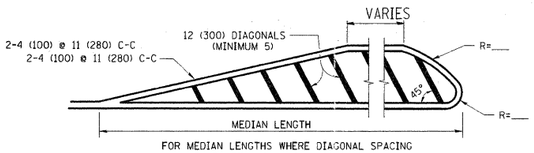




TYPICAL CROSSWALK MARKING



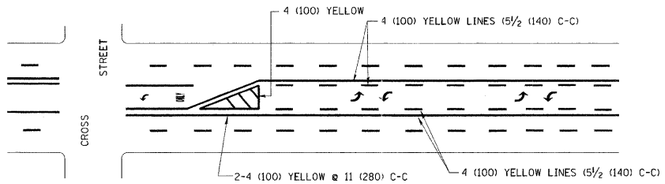
4' (1.2 m) WIDE MEDIANS ONLY



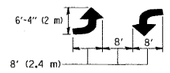
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

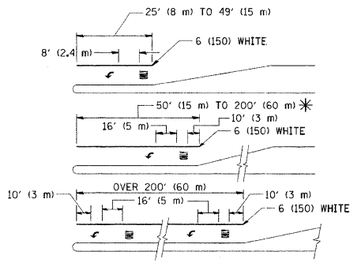


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

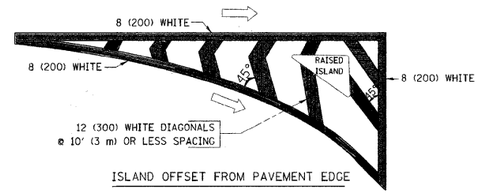


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

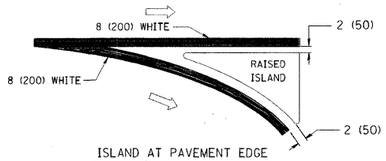
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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	5½ (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 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

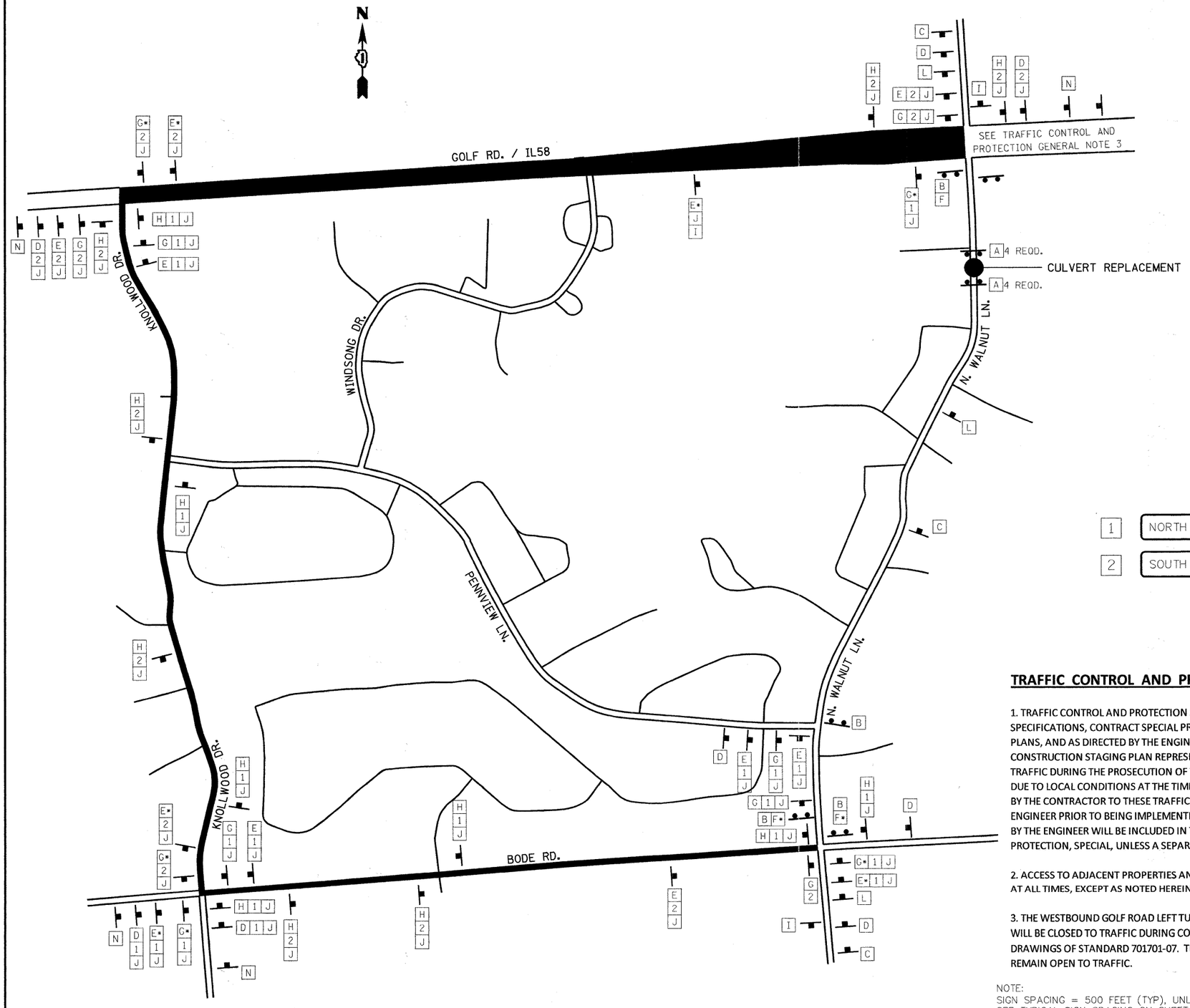
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	29	15
	TC-13	CONTRACT NO. 63636		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



1 NORTH

2 SOUTH

DETOUR PLAN LEGEND

A — SIGN DESCRIPTION (SEE BELOW)

SIGN

TYPE III BARRICADE WITH 2 HIGH INTENSITY WARNING LIGHTS & SIGNS AS NOTED

A — ROAD CLOSED
R11-2
48"X30"

B — ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

C — ROAD CLOSED AHEAD
W20-3
48"X48"
LOW INTENSITY FLASHING LIGHT & 18"X18" ORANGE FLAG

D — DETOUR AHEAD
W20-2
48"X48"
LOW INTENSITY FLASHING LIGHT & 18"X18" ORANGE FLAG

E — * = LEFT — DETOUR
M4-9 (R&L)
30"X30"

F — * = LEFT — DETOUR
M4-10 (R&L)
48"X18"

G — * = LEFT — DETOUR
M4-9 (R & L)
30"X24"

H — DETOUR
M4-9
30"X30"

I — END DETOUR
M4-8A
24"X18"

J — N. WALNUT LN
48"X12"

L — ROAD CLOSED 500 FT
W20-3
48"X48"
LOW INTENSITY FLASHING LIGHT

N — N. WALNUT LN CLOSED AT POPLAR CREEK
48" x 24"

O — ROAD WORK AHEAD EXPECT DELAYS
68"x45"
OR
BEGINS XXX XX

TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS, CONSTRUCTION STAGING AND DETOUR PLANS, AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE CONSTRUCTION STAGING PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE PROSECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION, SPECIAL, UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.

2. ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR APPROVED BY THE ENGINEER.

3. THE WESTBOUND GOLF ROAD LEFT TURN LANE NEAREST THE CENTERLINE OF GOLF ROAD WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION IN ACCORDANCE WITH THE APPLICABLE DRAWINGS OF STANDARD 701701-07. THE SECOND GOLF ROAD WEST BOUND TURN LANE WILL REMAIN OPEN TO TRAFFIC.

NOTE:
SIGN SPACING = 500 FEET (TYP), UNLESS NOTED OTHERWISE OR AS DIRECTED BY THE ENGINEER.
SEE TYPICAL SIGN SPACING ON SHEET 17.
SIGN SPACING MAY BE ADJUSTED UP TO 100 FEET TO AVOID CONFLICTS WITH EXISTING SIGNS OR DRIVEWAYS.

FILE NAME = 110085-sht-detour.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 300 SHEPARD DRIVE ELGIN, IL 60123		DRAWN - T.W.K.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000605	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 9/15/2011	DATE - 05/31/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
NORTH WALNUT LANE

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	16
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

DETOUR GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2012", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 1990", THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION.

2. THE DURATION OF THE DETOUR SHALL NOT EXCEED 21 CALENDAR DAYS. THE CONTRACTOR SHALL SCHEDULE ALL WORK IN AN EXPEDIENT MANNER TO REDUCE THE LENGTH OF TIME THAT THE DETOUR NEEDS TO BE IN EFFECT.

3. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES FOR APPROVAL OF SUCH DATE.

4. IF DEEMED NECESSARY BY THE ENGINEER A PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR SHALL BE HELD AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT.

5. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK. THE VILLAGE OF SCHAUMBURG REPRESENTATIVE FOR THE DETOUR IS:

   MARGO L. KILLIAN, P.E.
   VILLAGE OF SCHAUMBURG
   ENGINEERING AND PUBLIC WORKS DEPARTMENT
   714 SOUTH PLUM GROVE ROAD
   SCHAUMBURG, IL 60193

6. IF REQUESTED BY THE CONTRACTOR IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT THE ENGINEER WILL FIELD LOCATE THE POSITIONS OF ANY SIGNS.

7. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

8. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.

10. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT ARE DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".

11. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.

12. ALL DETOUR SIGNING SHALL BE POST MOUNTED.

13. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION AND ACCEPTANCE OF THE SIGNS.

14. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

15. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.

16. THE MINIMUM DIMENSIONS OF THE ORANGE WARNING FLAGS SHOWN IN THE PLANS ARE 18" BY 18".

17. ALL BARRICADES SHALL HAVE REFLECTORIZED STRIPING ON BOTH SIDES OF THE BARRICADES. THE TYPE III BARRICADES USED AT THE POINT OF CLOSURE TO THRU TRAFFIC SHALL NOT EXCEED 8'-0" IN WIDTH EACH, FOR A SINGLE APPROACH LANE.

18. THE "ROAD CLOSED" (R11-2), THE "ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY" (R11-3), AND THE "ROAD CLOSED TO THRU TRAFFIC" (R11-4) SIGNS SHALL BE MOUNTED ABOVE THE TOP OF THE BARRICADE. ALL TYPE III BARRICADES SHALL HAVE TWO (2) AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINE OF THE SUPPORTS.

19. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE A 9" BY VARIABLE OR A 12" BY VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.

20. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.

21. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.

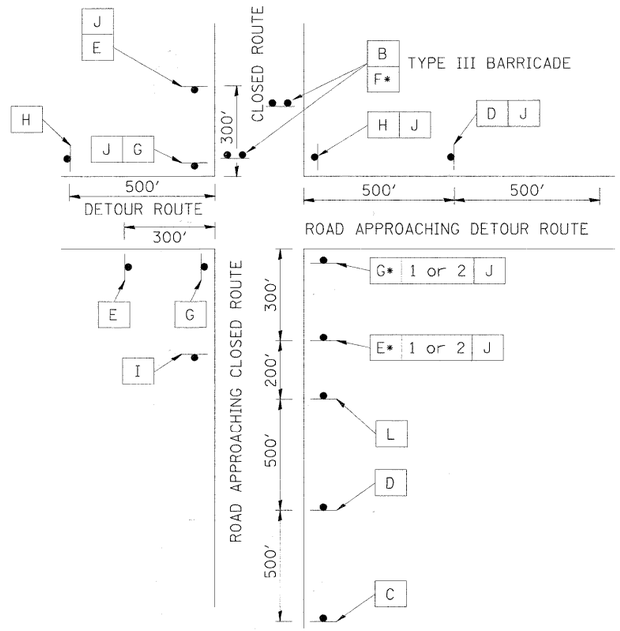
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.

23. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK: STANDARD 701901, BLR 21

24. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

25. THE PENALTY FOR EXCEEDING THE TIME LIMIT, AS STATED IN DETOUR GENERAL NOTE TWO OF THESE PLANS, SHALL EQUAL THE CHARGE OF TRAFFIC CONTROL DEFICIENCY OF $1000 PER DAY, FOR EVERY CALENDAR DAY THE DETOUR AND ROAD CLOSURE EXCEEDS THE TIME LIMIT SET IN DETOUR GENERAL NOTE TWO. THIS PENALTY CAN BE ASSESSED IN ADDITION TO THE PENALTY SPECIFIED IN THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION AND BOTH PENALTIES CAN BE CHARGED CONCURRENTLY.

26. THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS PRIOR TO INSTALLING DETOUR SIGNING.



TYPICAL INTERSECTION
AT POINT OF DETOUR

FILE NAME = 110085-sht-detour.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 389 SHEPARD DRIVE ELGIN, IL 60123		DRAWN - T.W.K.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 10/20/2011	DATE - 05/31/11	REVISED -

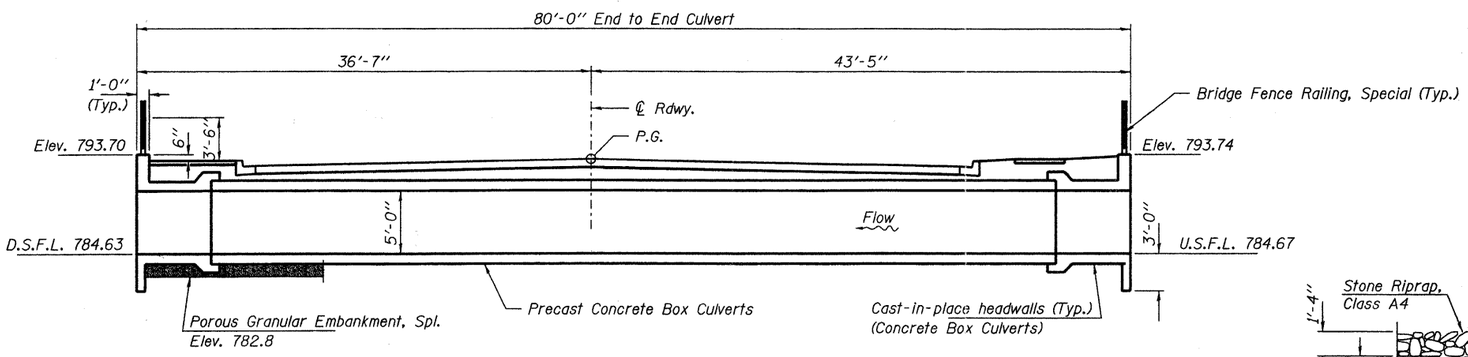
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
NORTH WALNUT LANE

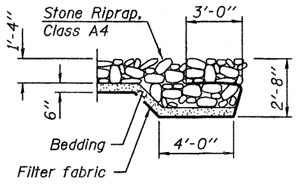
SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	17
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
	ILLINOIS FED. AID PROJECT			

EXISTING STRUCTURE: Triple C.M.P. culvert with concrete headwalls. 3 - 8'-7" x 5'-11" C.M.P. @ 99'-0"± long.



TYPICAL SECTION
(Looking North)

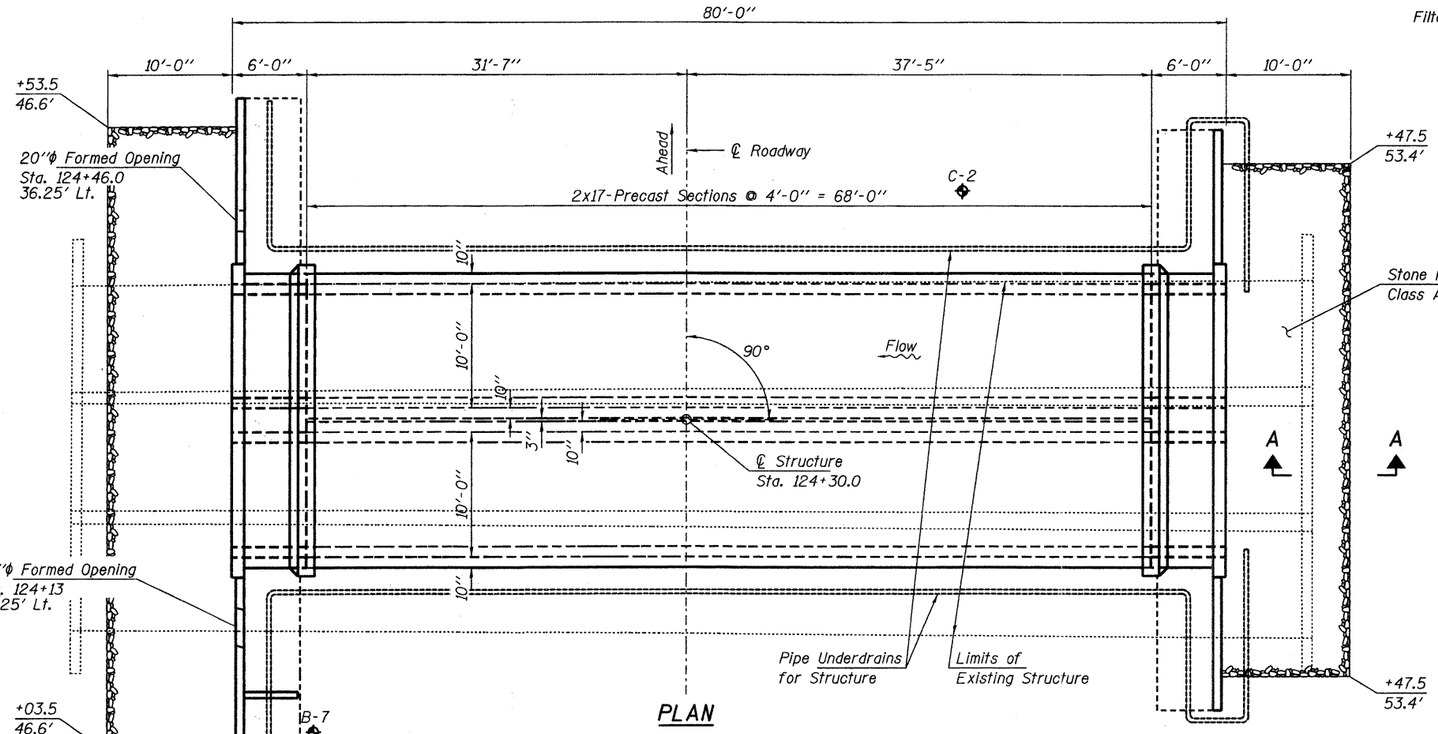


SECTION A-A

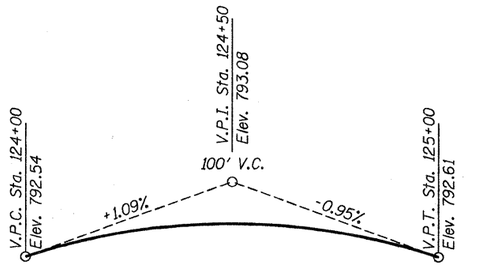
GENERAL NOTES

All reinforcement bars shall be epoxy coated.
Exposed edges shall be beveled ¾".
Reinforcement Bars shall conform to the requirements of AASHTO M31 or M322, Grade 60.
Bars indicated thus 11x2-#8 etc. indicates 11 lines of bars with 2 lengths per line.
Box Culvert End Sections shall conform to the requirements of Article 540.06 of the Standard Specifications and the applicable requirements of AASHTO M 273.
The minimum concrete strength shall be 5,000 psi.
Lifting holes shall be filled with concrete plugs and mastic after box sections are in place.

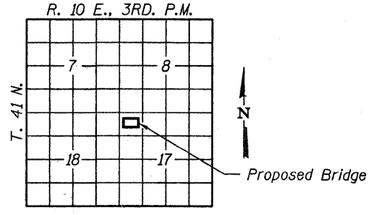
INDEX OF STRUCTURE SHEETS



PLAN



PROFILE GRADE
Walnut Lane



LOCATION SKETCH

STA. 124+30
BUILT 201_ BY
VILLAGE OF SCHAUMBURG
SEC. 08-00094-01-BR
FAU 2556
STR. NO. 016-6803
LOADING HS20-44

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Box Culverts	Cu. Yd.	91.4
Reinforcement Bars, Epoxy Coated	Pound	11,090
Precast Concrete Box Culverts, 10'x5' M273	Foot	136
Name Plates	Each	1
Porous Granular Embankment	Ton	230
Removal of Existing Structures	Each	1
Dewatering	L. Sum	1
Bridge Fence Railing, Special	Foot	104
Stone Riprap, Class A5	Ton	85
Porous Granular Embankment, Special	Ton	125
Filter Fabric	Sq. Yd.	150
Structure Excavation	Cu. Yd.	50
Pipe Underdrains for Structure	Foot	235

DESIGN STRESSES

PRECAST UNITS

f'c = 5,000 psi (Precast Box)
fy = 65,000 psi (Welded Wire Fabric)

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
Loading HS-20
Design Specifications: 2002 AASHTO LFD & all applicable interims.

WATERWAY INFORMATION

Drainage Area = 2.0 Sq. Mi. — Existing Low Grade Elev. 791.9 @ Sta. 123+20; Proposed Low Grade Elev. 791.4 @ Sta. 122+65

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Natural H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	151	86	81	788.71	0.06	0.04	788.77	788.75
Design	30	212	103	96	789.47	0.09	0.07	789.56	789.54
	50	238	108	96	789.49	0.12	0.08	789.61	789.57
Base	100	280	111	104	789.88	0.15	0.13	790.03	790.01
Overtopping	N/A								
Max. Calc.	500	389	121	122	790.77	0.29	0.31	791.06	791.08

I certify that to the best of my knowledge, information and belief, this culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications" for highway bridges.

Steven W. Megginson 9/15/2011
ILLINOIS STRUCTURAL NO. 081-6064

LICENSED STRUCTURAL ENGINEER — STEVEN W. MEGGINSON 081-6064 SPRINGFIELD, IL — STATE OF ILLINOIS

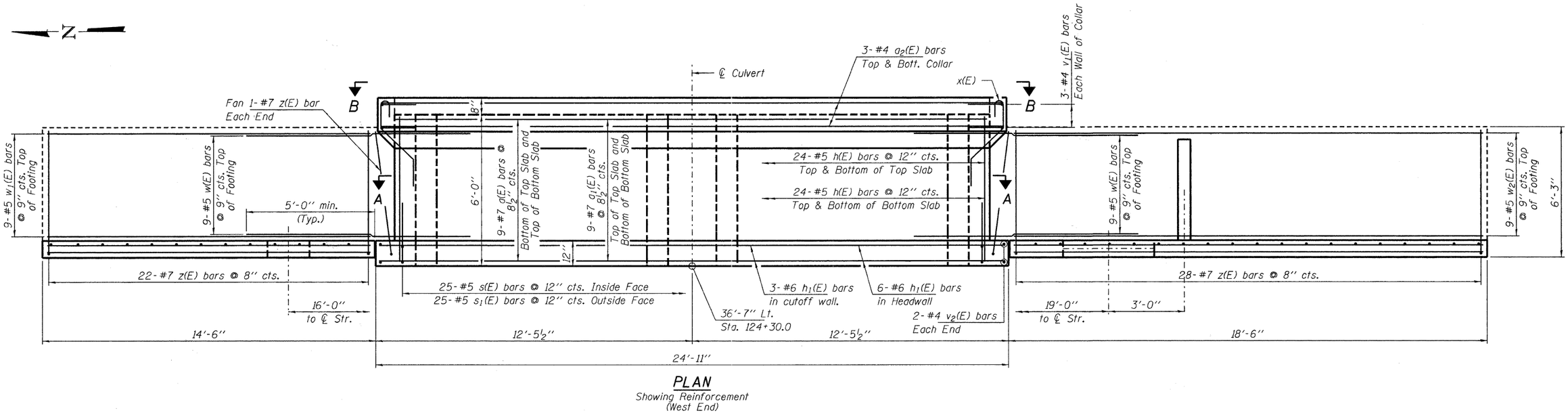
Expires 11-30-2012

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORP. 184.000959	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
	PLOT DATE = 9/15/2011	CHECKED - S.W.M.	REVISED -

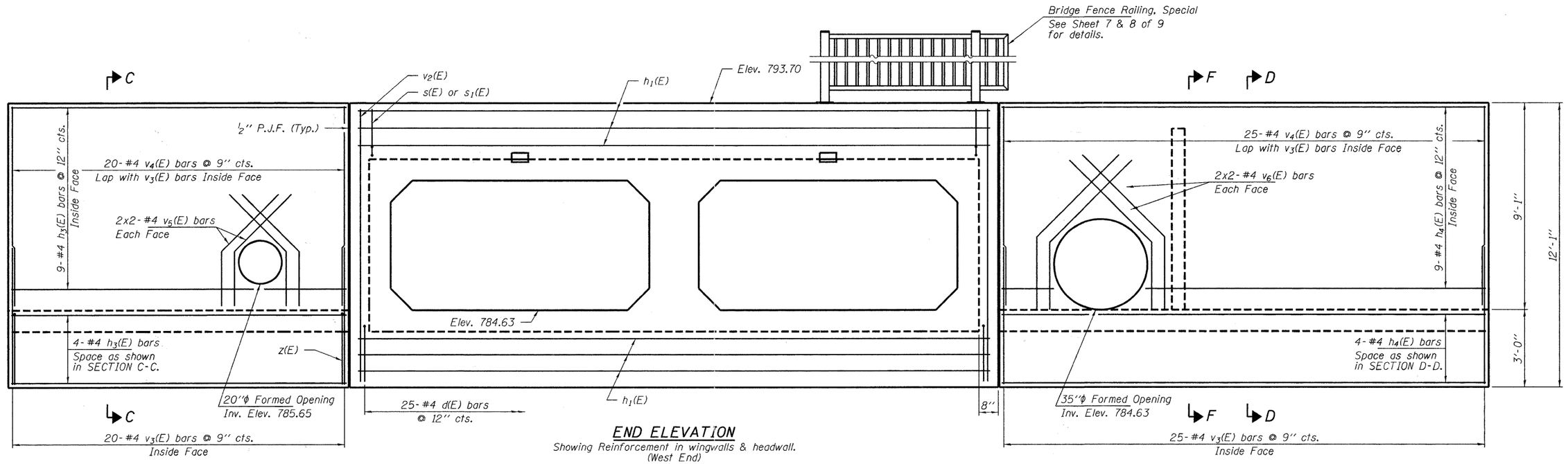
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 016-6803
SHEET NO. 1 OF 9 SHEETS

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	18
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



PLAN
Showing Reinforcement (West End)



END ELEVATION
Showing Reinforcement in wingwalls & headwall. (West End)

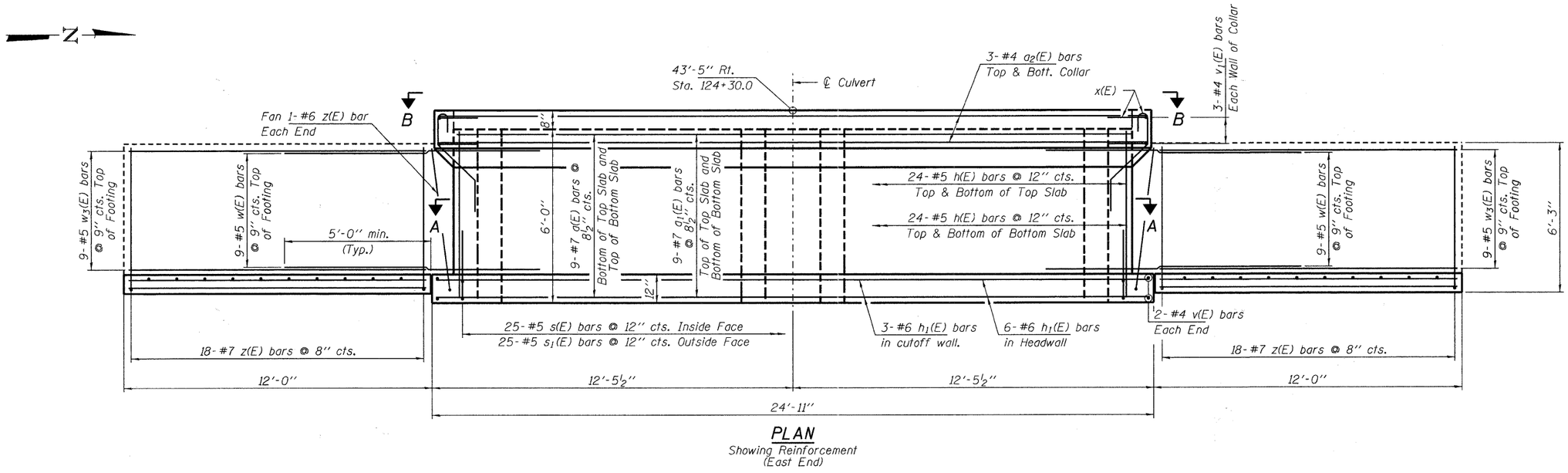
Notes:
Reinforcement bars that interfere with Formed Opening in wingwalls shall be cut off to provide adequate clearance, as approved by the Engineer.
See sheet 4 of 9 for Sections.
See sheet 5 of 9 for additional reinforcement details.

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3088 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LG / PE / SE CORP. 184.000959		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -

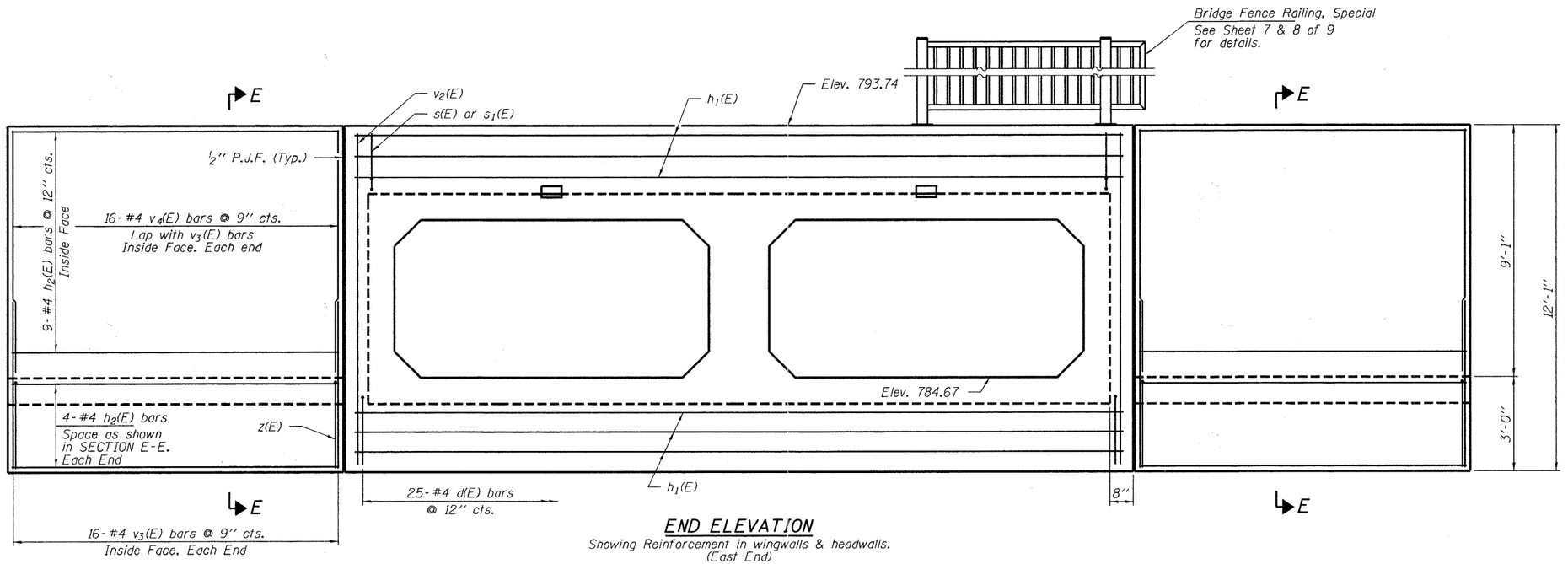
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS
STRUCTURE NO. 016-6803
SHEET NO. 2 OF 9 SHEETS

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	19
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				



PLAN
Showing Reinforcement (East End)



END ELEVATION
Showing Reinforcement in wingwalls & headwalls. (East End)

Notes:
Reinforcement bars that interfere with Formed Opening in wingwalls shall be cut off to provide adequate clearance, as approved by the Engineer.
See sheet 4 of 9 for Sections.
See sheet 5 of 9 for additional reinforcement details.

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS
STRUCTURE NO. 016-6803
SHEET NO. 3 OF 9 SHEETS

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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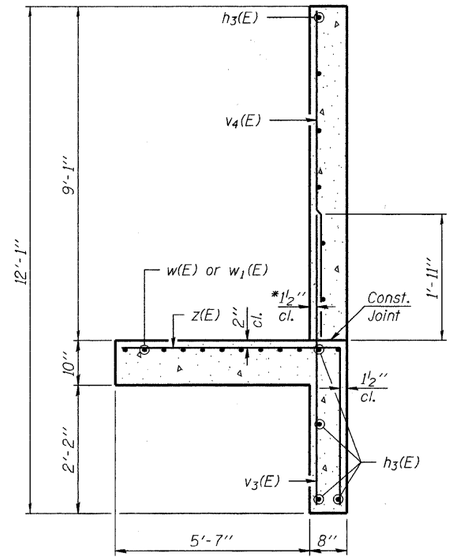
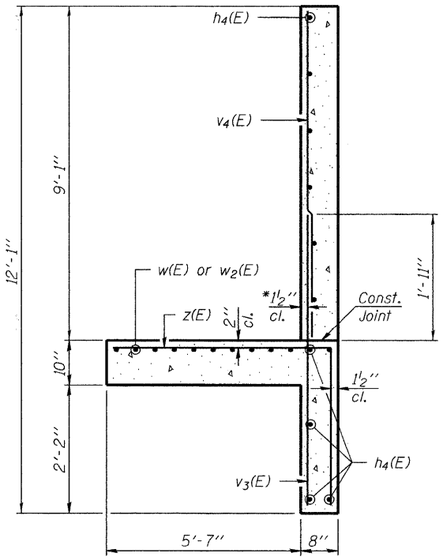
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



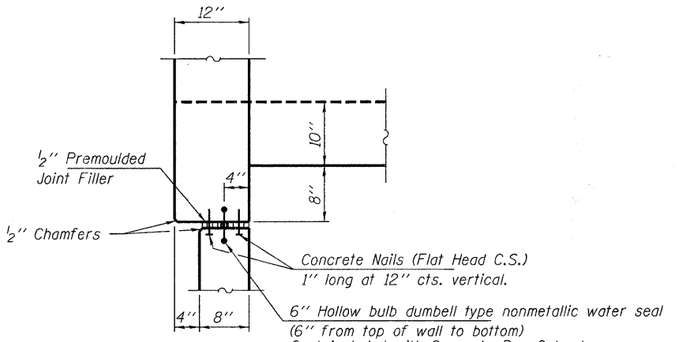
SECTION C-C

*v4(E) bars shall not be placed more than 1½" cl. from back face of wingwall.

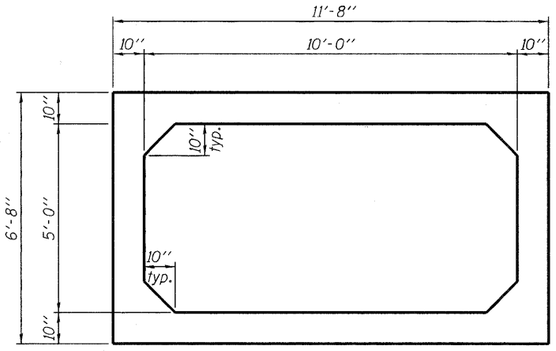


SECTION D-D

*v4(E) bars shall not be placed more than 1½" cl. from back face of wingwall.

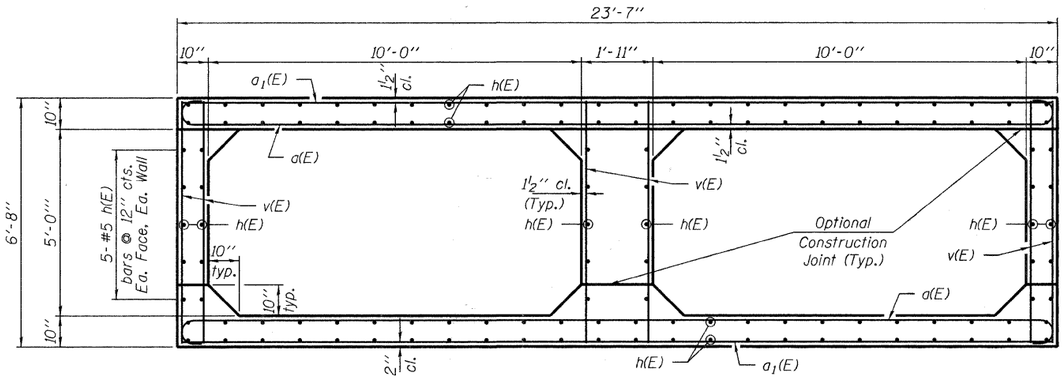


CORNER DETAIL

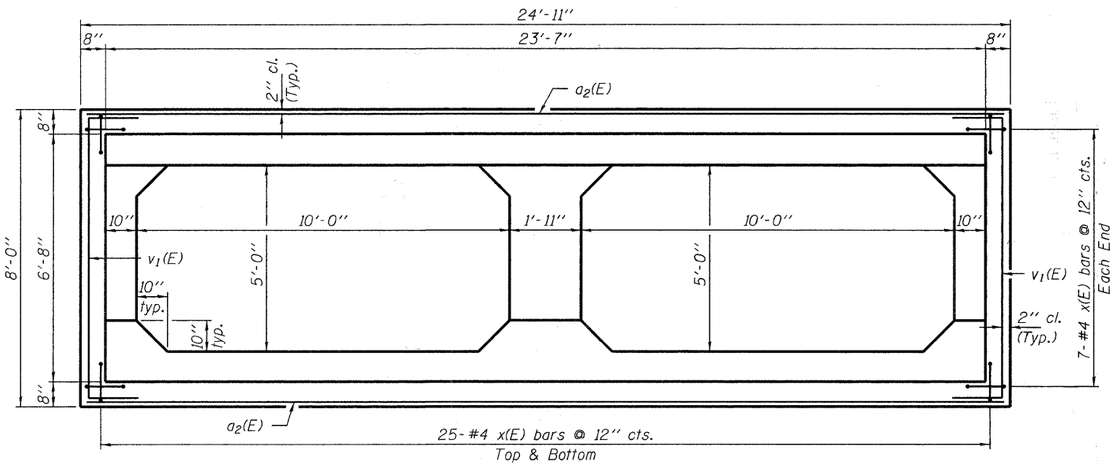


SECTION THRU PRECAST BOX (M273)

As_1 = 0.34 in²	As_5 = 0.24 in²
As_2 = 0.48 in²	As_6 = 0.24 in²
As_3 = 0.29 in²	As_7 = 0.24 in²
As_4 = 0.24 in²	As_8 = 0.24 in²



SECTION A-A



SECTION B-B

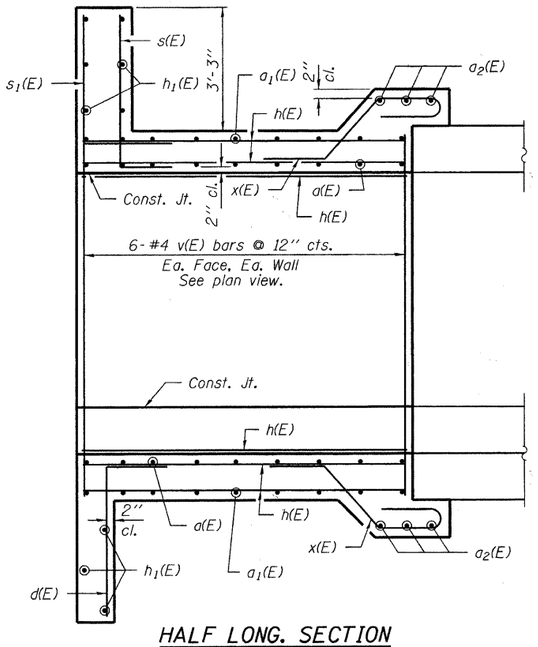
SECTION E-E

*v4(E) bars shall not be placed more than 1½" cl. from back face of wingwall.

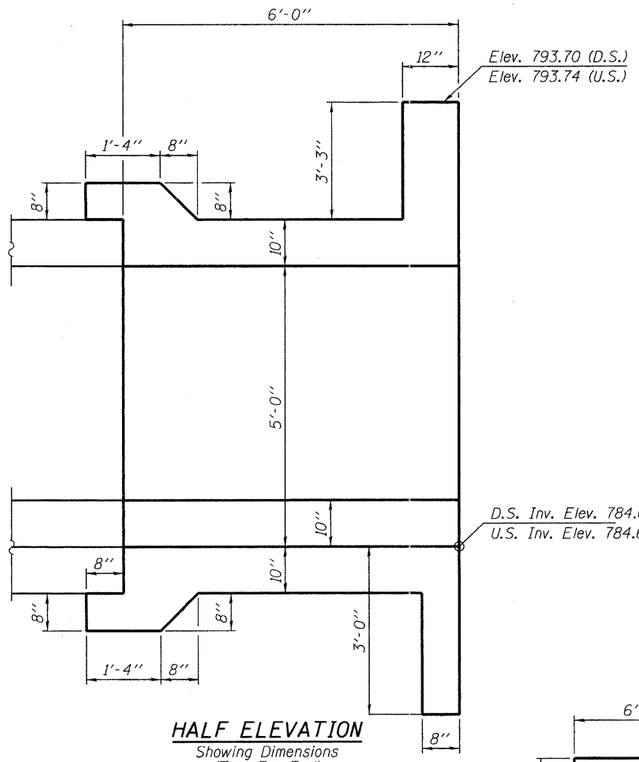
SECTION F-F

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CULVERT DETAILS STRUCTURE NO. 016-6803
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LG / PE / SE CORP. 184.000959		CHECKED - S.W.M.	REVISED -		SHEET NO. 4 OF 9 SHEETS
	PLOT SCALE =	DRAWN - D.A.B.	REVISED -		
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -		

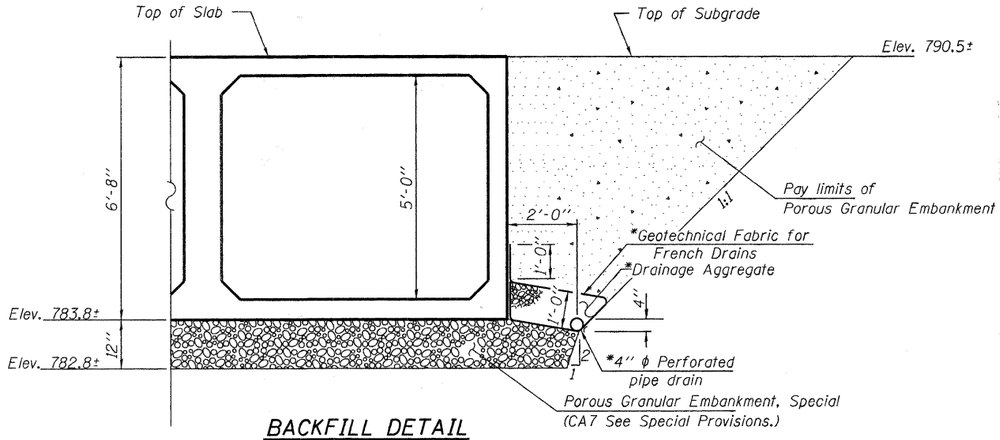
F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	21
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				



HALF LONG. SECTION
Showing Reinforcement
(Typ. Ea. End)



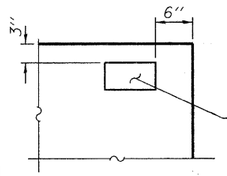
HALF ELEVATION
Showing Dimensions
(Typ. Ea. End)



BACKFILL DETAIL

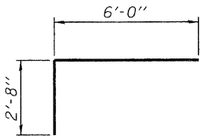
Notes: The Contractor shall place and compact porous granular embankment as shown along the barrel and the back of the wingwalls. The top 1.50' of backfill behind the wingwalls shall be earth embankment.

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

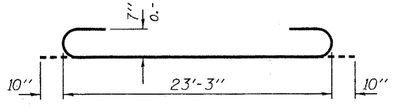


Name Plate shall be placed on the outside face of the Northeast Wingwall.

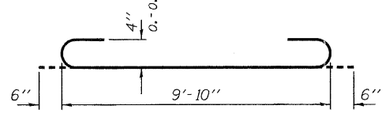
NAME PLATE LOCATION
Northeast Wingwall



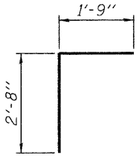
BAR z(E)



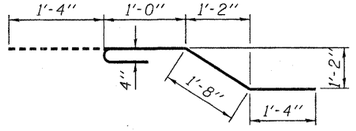
BAR a(E)



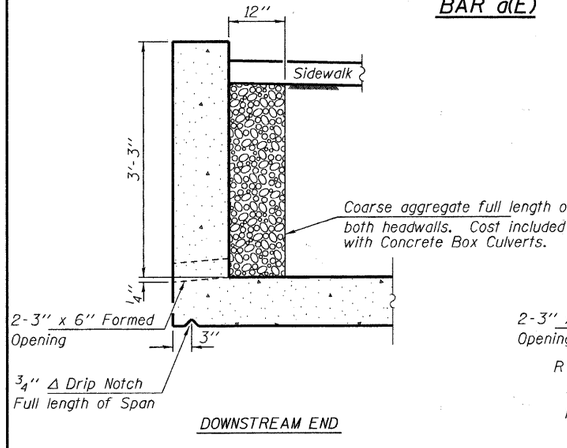
BAR v7(E)



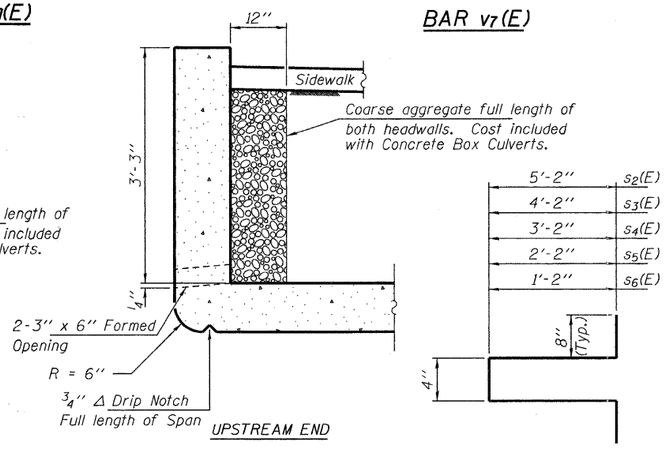
BAR d(E)



BAR x(E)



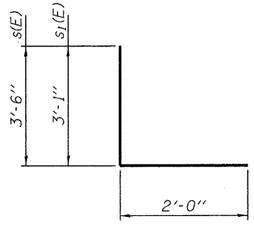
DOWNSTREAM END



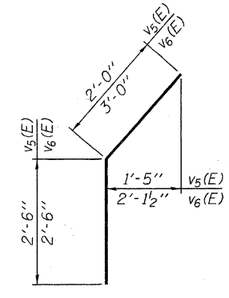
UPSTREAM END

SECTION THRU HEADWALLS
Not To Scale

BARS $s_2(E)$ thru $s_6(E)$



BARS $s(E)$ & $s_1(E)$



BARS $v_5(E)$ & $v_6(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	36	#7	24'-11"	
$a_1(E)$	36	#7	23'-2"	
$a_2(E)$	12	#4	24'-8"	
d(E)	50	#4	4'-5"	
h(E)	252	#5	5'-8"	
$h_1(E)$	18	#6	24'-8"	
$h_2(E)$	24	#4	11'-8"	
$h_3(E)$	13	#4	14'-2"	
$h_4(E)$	13	#4	17'-2"	
s(E)	50	#5	5'-6"	
$s_1(E)$	50	#5	5'-1"	
$s_2(E)$	1	#4	6'-10"	
$s_3(E)$	1	#4	5'-10"	
$s_4(E)$	1	#4	4'-10"	
$s_5(E)$	1	#4	3'-10"	
$s_6(E)$	1	#4	2'-10"	
v(E)	72	#4	6'-4"	
$v_1(E)$	12	#4	7'-8"	
$v_2(E)$	8	#4	11'-6"	
$v_3(E)$	77	#4	4'-9"	
$v_4(E)$	77	#4	8'-9"	
$v_5(E)$	8	#4	4'-6"	
$v_6(E)$	8	#4	5'-6"	
$v_7(E)$	2	#5	10'-10"	
w(E)	36	#5	8'-10"	
$w_1(E)$	9	#5	14'-2"	
$w_2(E)$	9	#5	18'-2"	
$w_3(E)$	18	#5	11'-2"	
x(E)	128	#4	5'-4"	
z(E)	86	#7	8'-8"	

All reinforcement bars designated (E) shall be epoxy coated.

HAMPTON, LENZINI AND RENWICK, INC.
3065 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000999

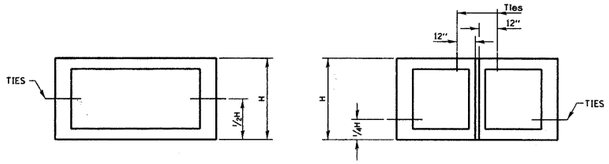
FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -
		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
	PLOT DATE = 9/15/2011	CHECKED - S.W.M.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT DETAILS
STRUCTURE NO. 016-6803
SHEET NO. 5 OF 9 SHEETS

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	22
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				

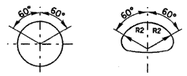
THE CULVERT TIES SHALL BE INCLUDED IN THE COST OF THE CONCRETE PIPE CULVERTS OR THE PRECAST CONCRETE BOX CULVERT. THE MECHANICAL TIES SHALL BE ON THE OUTSIDE OF THE CULVERT. THE NUTS AND WASHERS SHALL BE PLACED ON THE INSIDE OF THE CULVERT AND COVERED WITH MASTIC JOINT SEALER CONFORMING TO ARTICLES 1055 OR 1056 IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

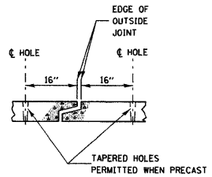


PLACEMENT OF HOLES		
BOX CULVERT FEET	PIPE SIZE INCHES	THREAD DIAMETER INCHES
	12	5/8 ROLLED THREADS (SEE NOTE 4)
	15	
	18	
	21	
	24	
	27	
	30	
3 x 2	33	3/4 CUT OR ROLLED
3 x 3	36	
4 x 2	42	
4 x 3	48	
4 x 4	54	
5 x 3	60	
5 x 4	66	
5 x 5	72	1 CUT OR ROLLED
6 x *	78	
7 x *	84	
8 x *	90	
9 x *	96	
10 x *	102	
	108	
	120	
	132	
11 x * AND GREATER	138 AND GREATER	1 1/4

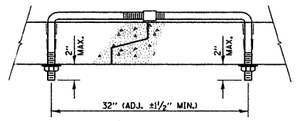
NOTES:

1. HOLES SHALL BE CAST-IN OR DRILLED 16" FROM OUTSIDE EDGE OF JOINT.
2. NUTS AND WASHERS ARE NOT REQUIRED ON INSIDE OF 27" DIAMETER PIPE OR LESS.
3. TIES ARE NOT REQUIRED FOR BELL PIPE 24" AND SMALLER. ON OTHER SIZES TIE MAY BE INSERTED FROM INSIDE.
4. CUT THREADS MAY BE USED IF WASHER AND NUT ARE USED.
5. PIPE SIZE LISTED IS INSIDE DIAMETER OF ROUND PIPE OR EQUIVALENT DIAMETER OF PIPE ARCH OR ELLIPTICAL.
6. BOLTS, NUTS & WASHERS SHALL CONFORM TO ARTICLE 1006.08 OF THE STANDARD SPECIFICATIONS.

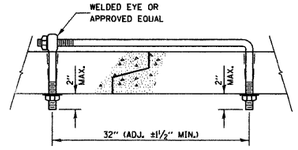




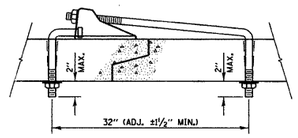
TOP VIEW



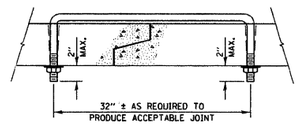
ADJUSTABLE TIE



EYE BOLT TIE



CANOPY TIE

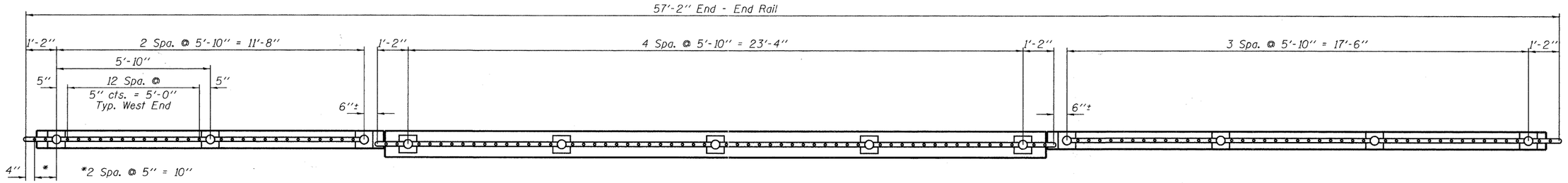


U BOLT TIE

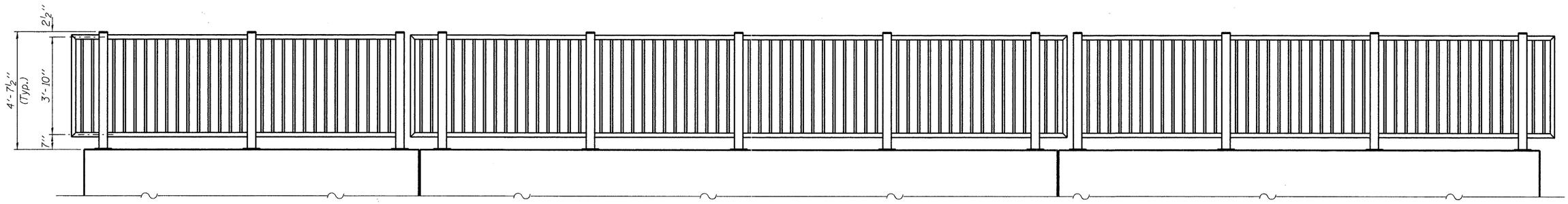
540–22

FILE NAME = 110085-sht-bridge.dgn	USER NAME =	DESIGNED - D.W.T.	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CULVERT DETAILS STRUCTURE NO. 016–6803**
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -		
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000969	PLOT SCALE =	DRAWN - D.A.B.	REVISED -		SHEET NO. 6 OF 9 SHEETS
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -		

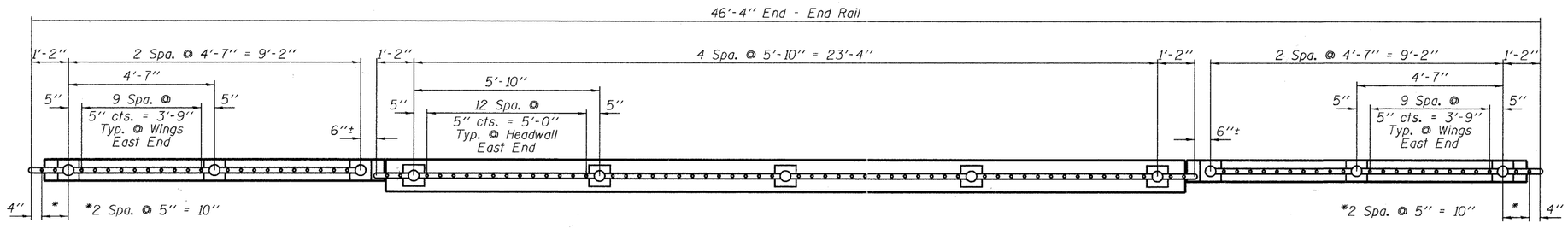
F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	23
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



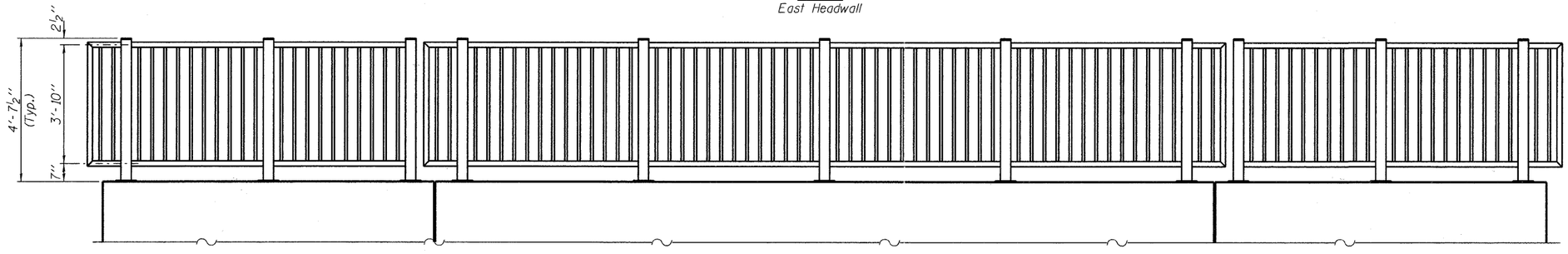
PLAN
West Headwall



ELEVATION
(Looking East)



PLAN
East Headwall



ELEVATION
(Looking West)

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Special	Foot	104

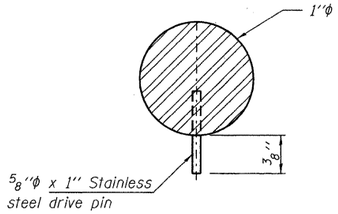
Note:
All wingwall and headwall elevations shall be field verified before fabrication.

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000569		CHECKED - S.W.M.	REVISED -
	PLOT SCALE =	DRAWN - D.A.B.	REVISED -
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -

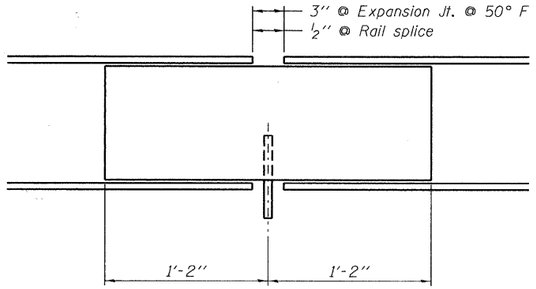
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS
STRUCTURE NO. 016-6803
SHEET NO. 7 OF 9 SHEETS

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	24
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				



TOP & BOTTOM RAIL SPLICE BAR



RAIL SPLICE

NOTES

All posts shall be vertical.

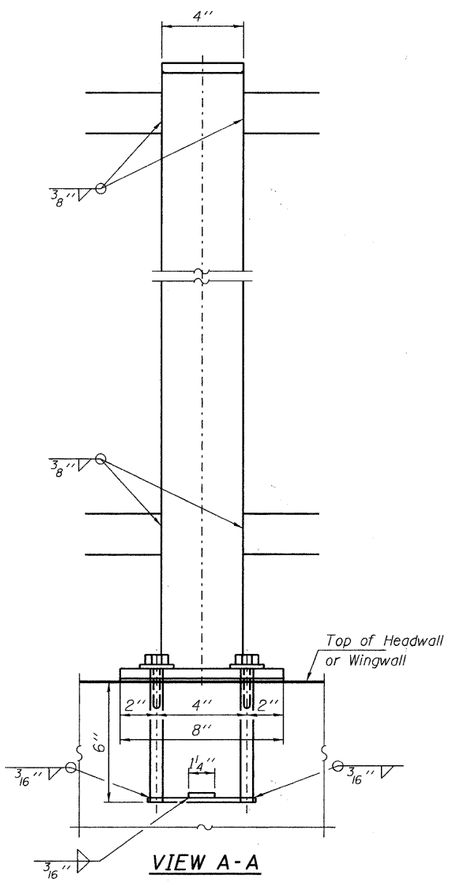
All joints in rail shall be spliced per detail.

Provide 1-1/8" and 2-1/16" Steel shims for 25% of the posts. Rail elements shall be parallel to Grade-high spots will be ground down and low spots shimmed.

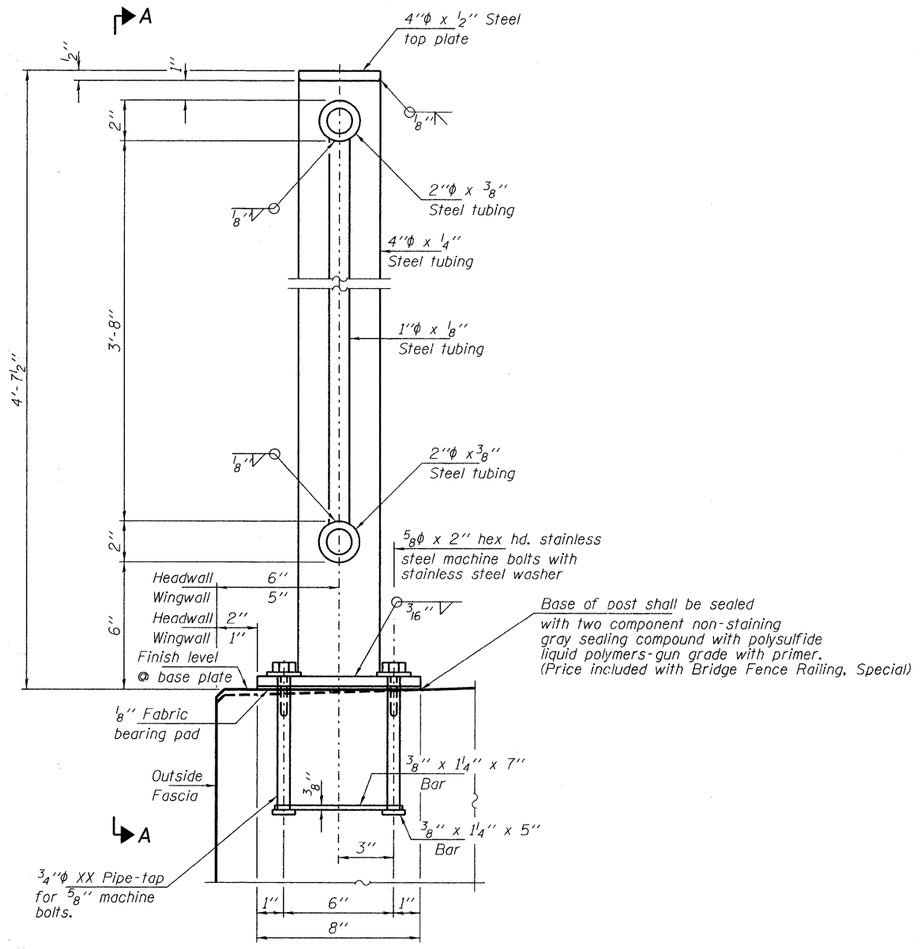
Railing shall be in accordance with the Special Provisions and will be paid for at the contract unit price per foot for Bridge Fence Railing, Special.

Drilled and grouted anchor bolts may be substituted for the rail anchorage assembly. the anchor bolts shall be approved by the engineer.

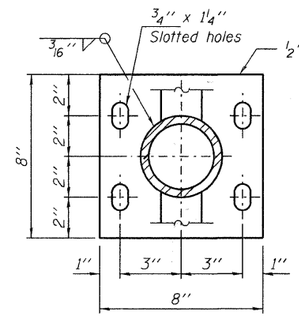
All field drilled holes shall be coated with an approved zinc-rich thermosetting epoxy powder coating Base Coat (gray) and a "no-mar" TGIC polyester powder Top Coat (black) before erection.



VIEW A-A



SECTION AT RAIL POST



BASE PLATE

FILE NAME =	USER NAME =	DESIGNED - D.W.T.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAILING DETAILS STRUCTURE NO. 016-6803
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -		SHEET NO. 8 OF 9 SHEETS
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000959	PLOT SCALE =	DRAWN - D.A.B.	REVISED -		
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -		

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	25
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG B-7

WEI Job No.: 685-11-01

Client: Hampton, Lenzini and Renwick, Inc.
Project: Walnut Lane Culvert Replacement
Location: Schaumburg, IL

Datum: NAVD
Elevation: 792.63 ft
North: 1959440.86 ft
East: 1040570.64 ft
Station: 124+00
Offset: 25 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		11.5-inch thick ASPHALT --PAVEMENT--						
	791.7							
	791.2	6-inch thick, brown GRAVELLY SAND --BASE COURSE--						
		Very stiff, brown CLAY to SILTY CLAY, occasional gravel or stone --FILL--			1	4 2 2 3	3.50 P	20
	788.6				2	2 2 3 4	NR	
		Loose to medium dense, brown and black GRAVELLY SANDY LOAM --L_L(%)=31, P_L(%)=12-- --%Gravel=37.7-- --%Sand=31.5-- --%Silt=20.9-- --%Clay=9.9-- --A-2-6 (0)--	5		3	4 5 5 4	0.25 P	23
					4	1 3 3 3	0.25 P	22
	783.4							
		Loose, black, fine to medium SAND	10		5	2 4 5 4	NP	15
	781.6	Boring terminated at 11.00 ft						
			15					

WANGENGINC 8851101.GPJ WANGENG.GDT 5/12/11

GENERAL NOTES

Begin Drilling: 09-29-2008 Complete Drilling: 09-29-2008
Drilling Contractor: Wang Testing Service, Inc. Drill Rig: Mobile B-57 TMR
Driller: K & J Logger: E. Datz Checked by: L. Iordache
Drilling Method: 4.25-inch ID HSA, Boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 9.25 ft
At Completion of Drilling: 9.25 ft
Time After Drilling: NA
Depth to Water: NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

BORING B-7

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG C-2

WEI Job No.: 685-11-01

Client: Hampton, Lenzini and Renwick, Inc.
Project: Walnut Lane Culvert Replacement
Location: Schaumburg, IL

Datum: NGVD
Elevation: 792.90 ft
North: 1959488.19 ft
East: 1040525.76 ft
Station: 124+52.2
Offset: 18.35 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	792.4	6-inch thich ASPHALT --PAVEMENT--															
	791.9	6-inch thick brown SANDY GRAVEL --BASE COURSE--															
		Very stiff to hard, brown CLAY, trace gravel --FILL--			1	7 9 8	4.50 P	14						7	6 7 7	NP	12
			5		2	4 5 5	2.75 P	19				20		8	5 6 8	NP	13
	787.4																
		Loose, brown, dark gray, and black SANDY LOAM, some gravel			3	3 3 4	1.00 P	18						9	10 7 6	NP	23
					4	3 4 5	NP	13		769.9	Dense, gray SANDY GRAVEL			10	14 15 25	NP	9
	782.9		10							767.9		25					
		Loose to medium dense, dark gray SAND, trace gravel			5	4 4 5	NP	17			Boring terminated at 25.00 ft						
					6	3 4 5	NP	15									
			15									30					

WANGENGINC 8851101.GPJ WANGENG.GDT 5/16/11

GENERAL NOTES

Begin Drilling: 04-21-2011 Complete Drilling: 04-21-2011
Drilling Contractor: GSG Drill Rig: D-50 TMR
Driller: J&M Logger: F. Bozga Checked by: A. Kurnia
Drilling Method: 3.25-inch ID HSA, Boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 10.00 ft
At Completion of Drilling: 12.00 ft
Time After Drilling: NA
Depth to Water: NA

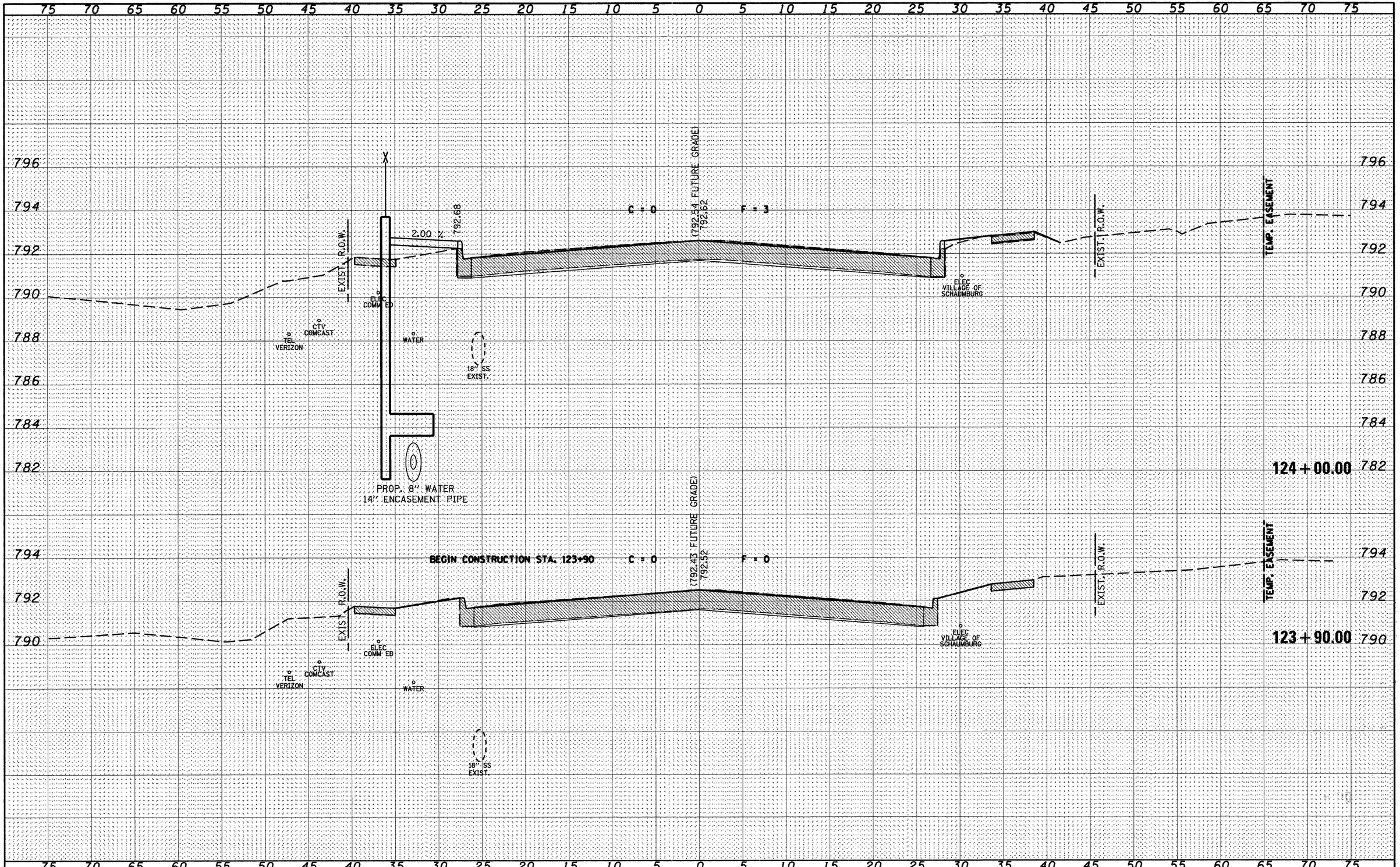
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

BORING C-2

BORING

FILE NAME = 110085-sht-bridge.dgn	USER NAME =	DESIGNED - D.W.T.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORINGS STRUCTURE NO. 016-6803 SHEET NO. 9 OF 9 SHEETS
HAMPTON, LENZINI AND RENWICK, INC. 3065 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703		CHECKED - S.W.M.	REVISED -		
ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000958	PLOT SCALE =	DRAWN - D.A.B.	REVISED -		
	PLOT DATE = 9/9/2011	CHECKED - S.W.M.	REVISED -		

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	26
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



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

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

FILE NAME = 110085-sht-sxs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
		DRAWN - T.W.K.	REVISED -
	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 9/15/2011	DATE - 06/07/11	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3065 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000989

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

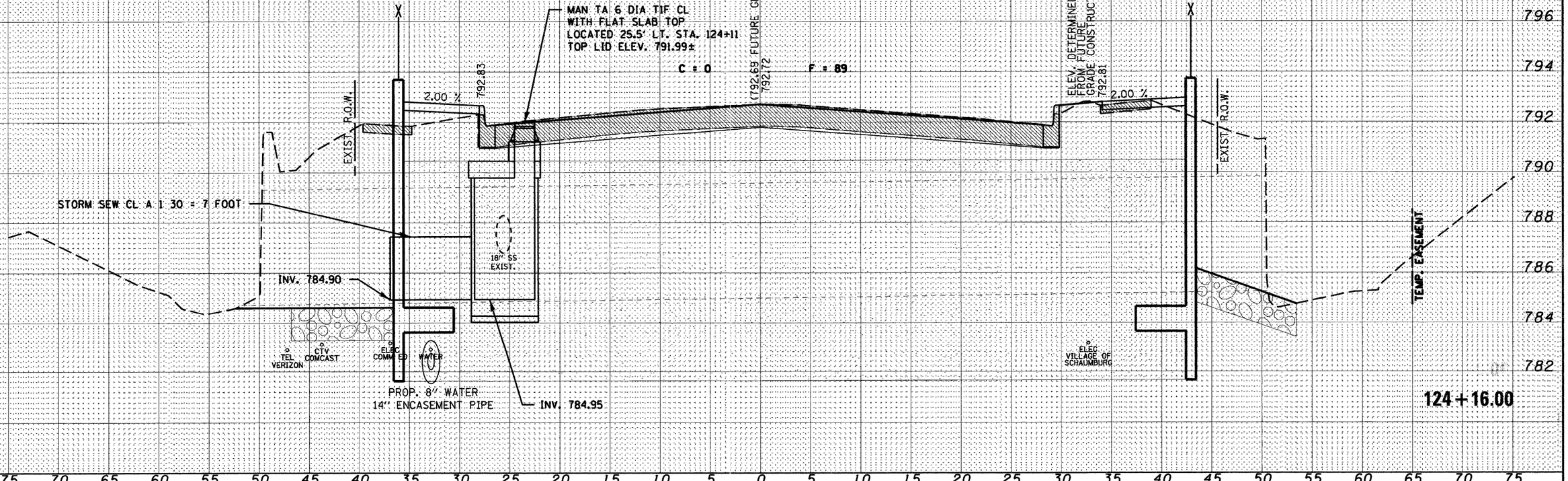
STATION CROSS SECTIONS
N. WALNUT LN.

SCALE: | SHEET NO. OF SHEETS | STA. 123+90.00 TO STA. 124+00.00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	27
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = 110085-sht-sxs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -	
HAMPTON, LENZINI AND RENWICK, INC.		DRAWN - T.W.K.	REVISED -	
3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703	PLOT SCALE =	CHECKED - X.X.X.	REVISED -	
ILLINOIS PROFESSIONAL DESIGN FIRM LB / PE / SE CORP. 184.000650	PLOT DATE = 9/15/2011	DATE - 06/07/11	REVISED -	

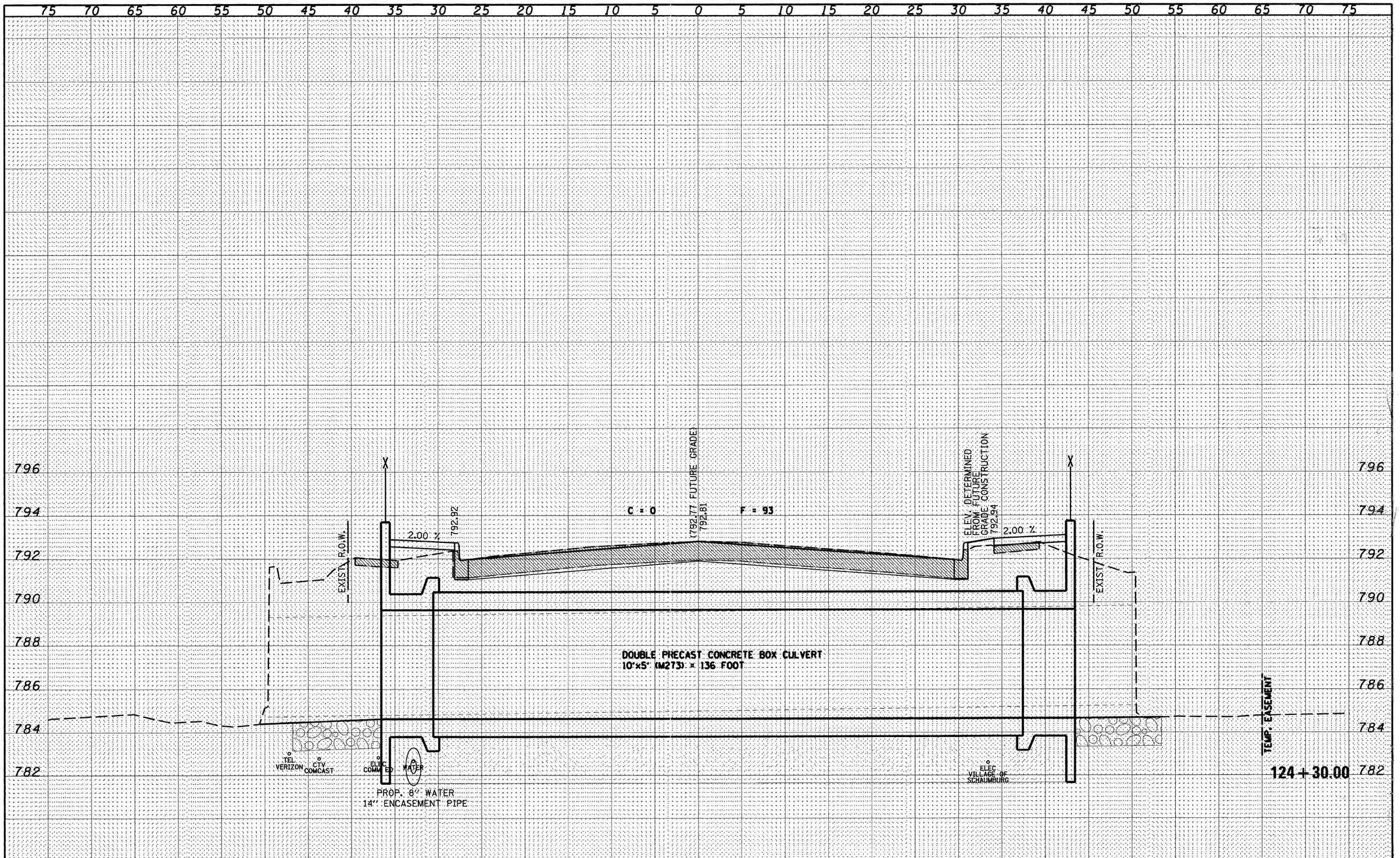
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION CROSS SECTIONS
N. WALNUT LN.

SCALE: | SHEET NO. OF SHEETS | STA. 124+16.00 TO STA. 124+16.00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	28
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			

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



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

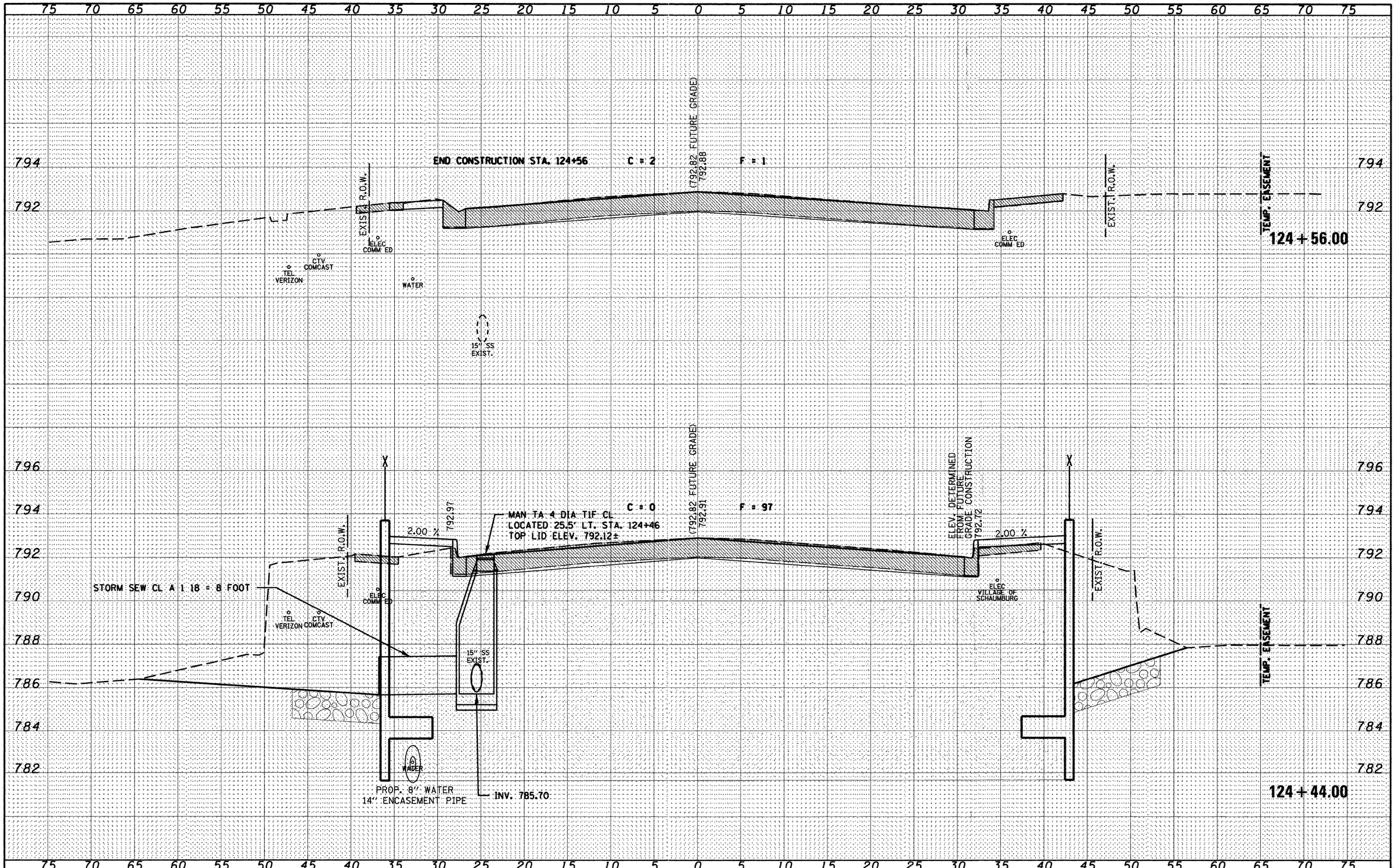
FILE NAME = 110085-sht-sxs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
HAMPTON, LENZINI AND RENWICK, INC. 3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORP. 184.000060		DRAWN - T.W.K.	REVISED -
	PLOT SCALE =	CHECKED - X.X.X.	REVISED -
	PLOT DATE = 9/15/2011	DATE - 06/07/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION CROSS SECTIONS
N. WALNUT LN.

SCALE: | SHEET NO. OF SHEETS | STA. 124+30.00 TO STA. 124+30.00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	29
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			



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

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

FILE NAME = 110085-sht-sxs.dgn	USER NAME =	DESIGNED - L.F.S.	REVISED -
		DRAWN - T.W.K.	REVISED -
PLOT SCALE =		CHECKED - X.X.X.	REVISED -
PLOT DATE = 9/15/2011		DATE - 06/07/11	REVISED -

HAMPTON, LENZINI AND RENWICK, INC.
3096 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
ILLINOIS PROFESSIONAL DESIGN FIRM
LS / PE / SE CORP. 184.000050

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION CROSS SECTIONS
N. WALNUT LN.

SCALE: | SHEET NO. OF SHEETS | STA. 124+44.00 TO STA. 124+56.00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2556	08-00094-01-BR	COOK	30	30
VILLAGE OF SCHAUMBURG		CONTRACT NO. 63636		
ILLINOIS	FED. AID PROJECT			