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LIST OF STATE HIGHWAY STANDARDS

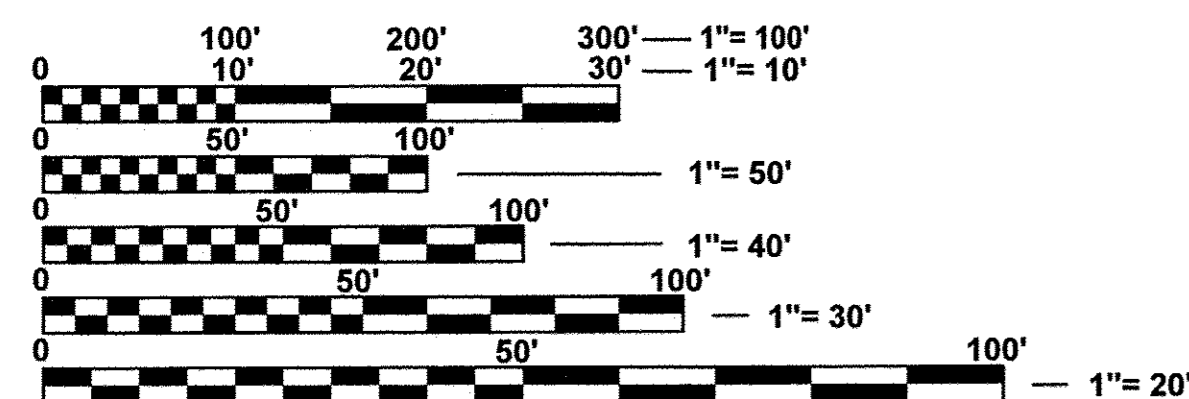
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
515001-03	NAME PLATE FOR BRIDGES
602401-03	MANHOLE, TYPE A
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS, TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

IDOT DISTRICT 2 STANDARDS (INCLUDED)

32.1	SEWER AND WATER MAIN CROSSINGS
40.1	TRAFFIC CONTROL FOR ROAD CLOSURE
41.1	TYPICAL PAVEMENT MARKINGS
92.1	DETAILS OF PLANTING AND BRACING TREES
35.4	SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS
37.4	DELINEATOR AND POST ORIENTATION

CITY OF LOVES PARK STANDARD DETAILS (INCLUDED)

ROADWAY DRAINAGE INLETS



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.

CONTRACT NO. 85643

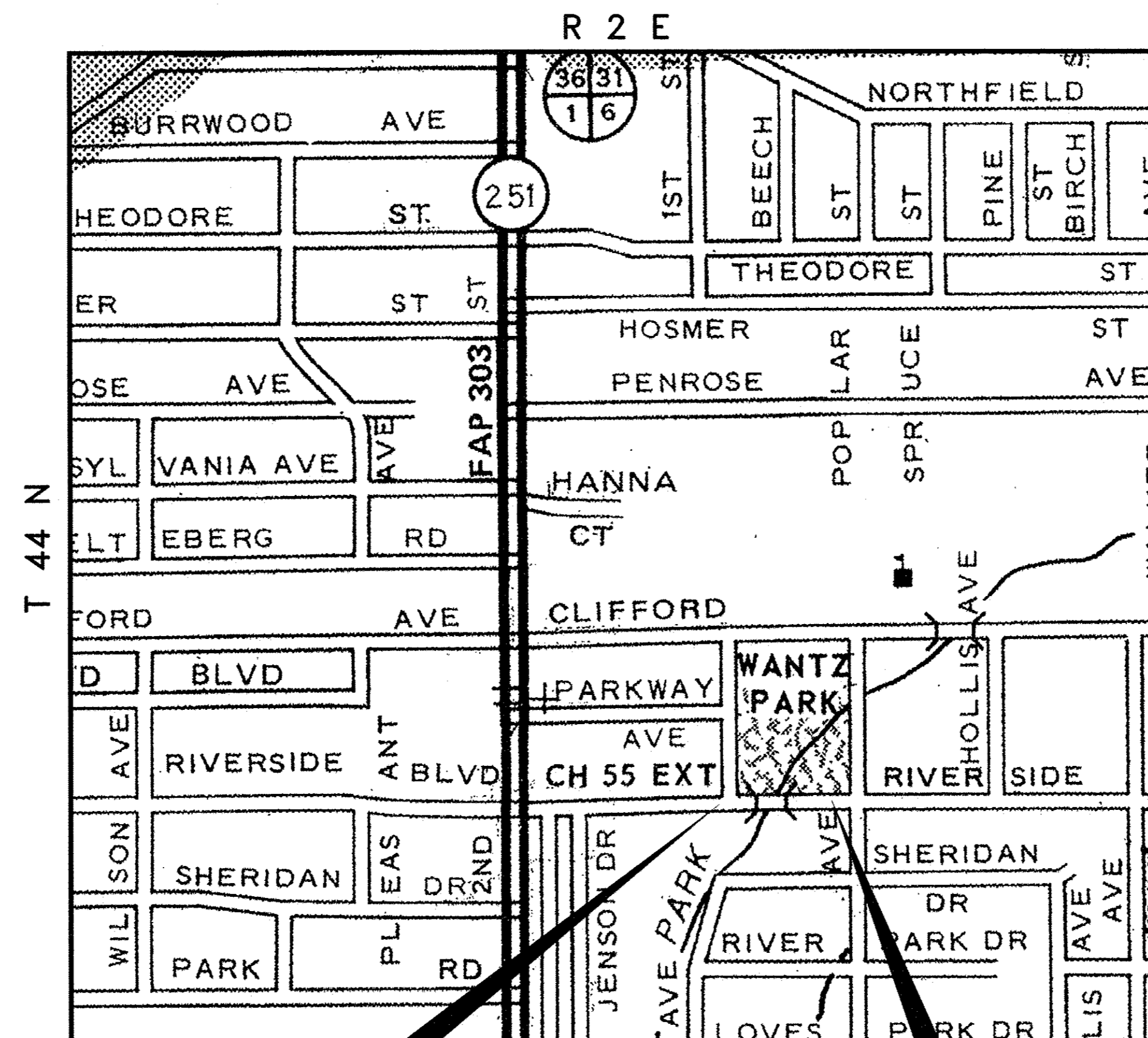
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
BRIDGE REPLACEMENT PROJECT

FAP ROUTE 525 (RIVERSIDE BOULEVARD)
OVER LOVES PARK CREEK
EXISTING STRUCTURE NO. 101-6406
PROPOSED STRUCTURE NO. 101-6423
SECTION 08-00068-00-BR
PROJECT BRM-5099(115)
JOB C-92-057-15
CITY OF LOVES PARK
WINNEBAGO COUNTY

C-85643

COMMITMENTS - TRAFFIC CONTROL COMMITMENT



BEGIN IMPROVEMENT

STA 17+30

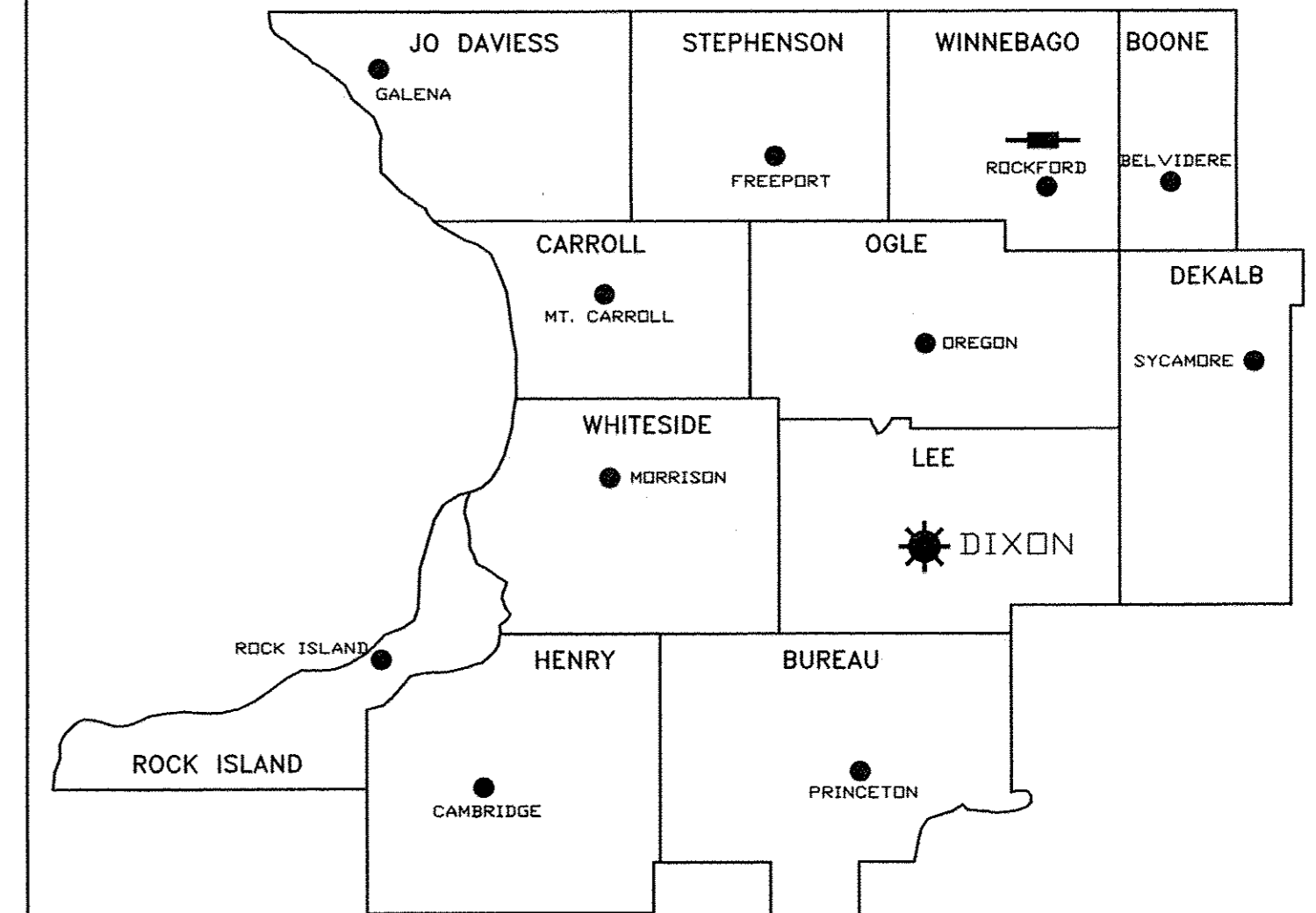
PROJECT LENGTH = 520.00 FT = 0.099 MILE

END IMPROVEMENT

STA 22+50

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525 08-00068-00-BR	WINNEBAGO	49	01

DISTRICT 2



☀ DISTRICT HEADQUARTERS
— PROJECT LOCATION

AGENCY RESPONSIBLE FOR LETTING

APPROVED Feb 28, 2017
Dan Limberg
City of Loves Park, Mayor

PASSED MARCH 1, 2017

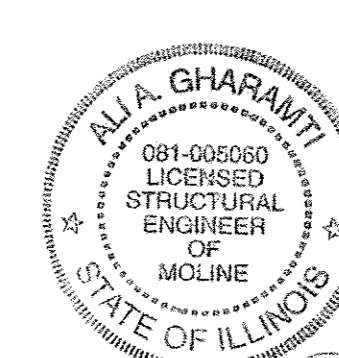
District 2 Engineer of Local Roads & Streets

RELEASING FOR BID
BASED ON LIMITED
REVIEW MARCH 1, 2017
Kevin Mascher
Deputy Director of Highways, Region 2 Engineer

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
DESIGN SPEED: 30 MPH
DESIGN TRAFFIC: 18,000 ADT (2017)
P.V.=94% S.U.=6% M.U.=0% (NON-TRUCK RTE)

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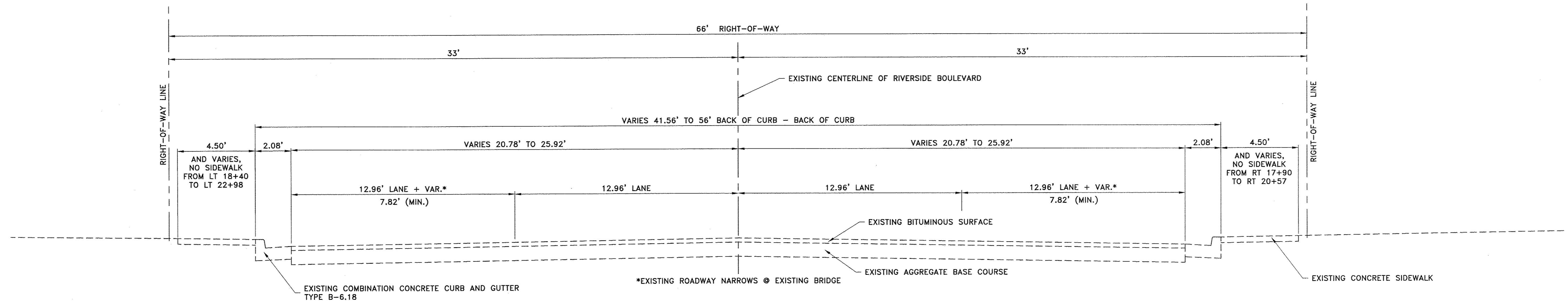
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0132
OR 811



McClure
Engineering Associates, Inc.
7282 Argus Drive Rockford, Illinois 61107-5837
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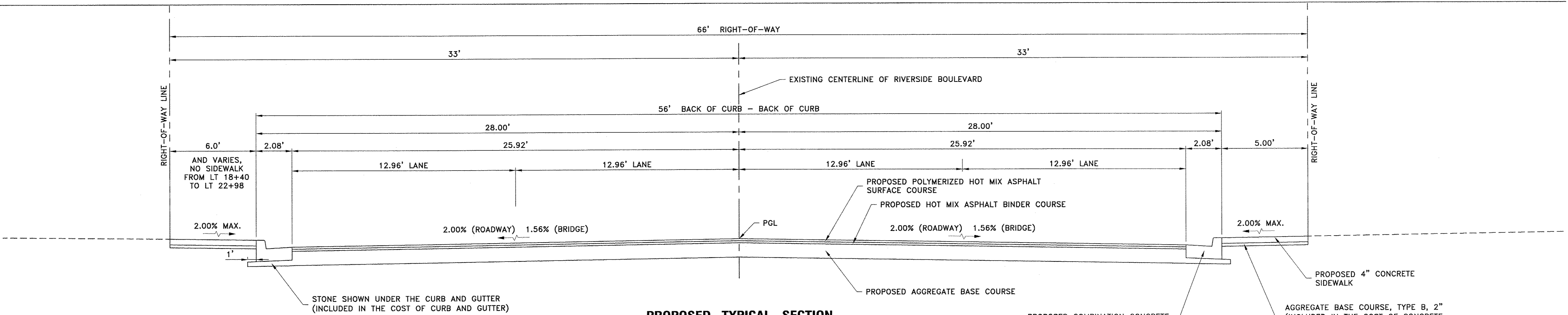
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DATE: 2/21/17
FILE NAME AND PATH: H:\08-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\08-013 COVER.DWG
EXPIRES: 11/30/18

RIVERSIDE BOULEVARD



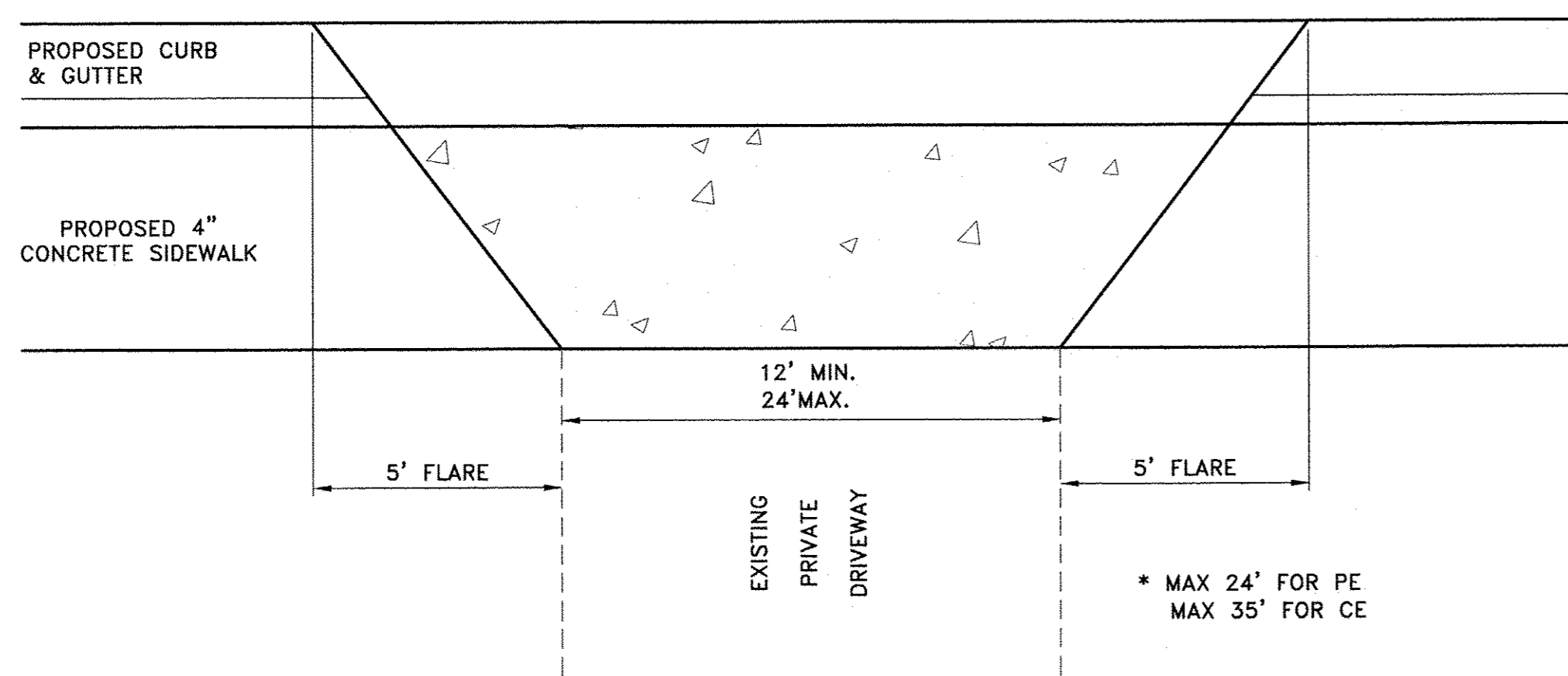
EXISTING TYPICAL SECTION

STA 17+30 TO 19+50
STA 20+50 TO 22+50

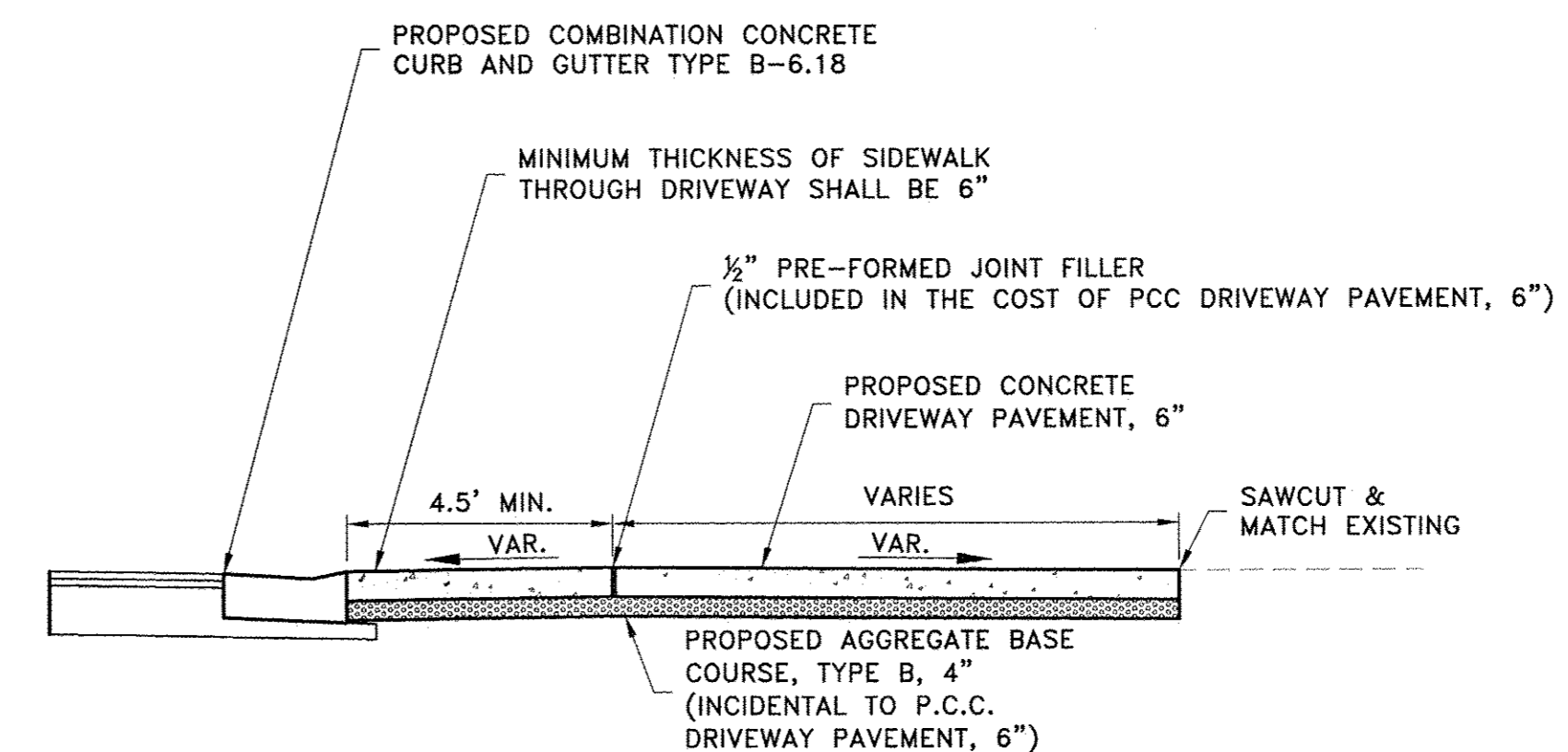


PROPOSED TYPICAL SECTION

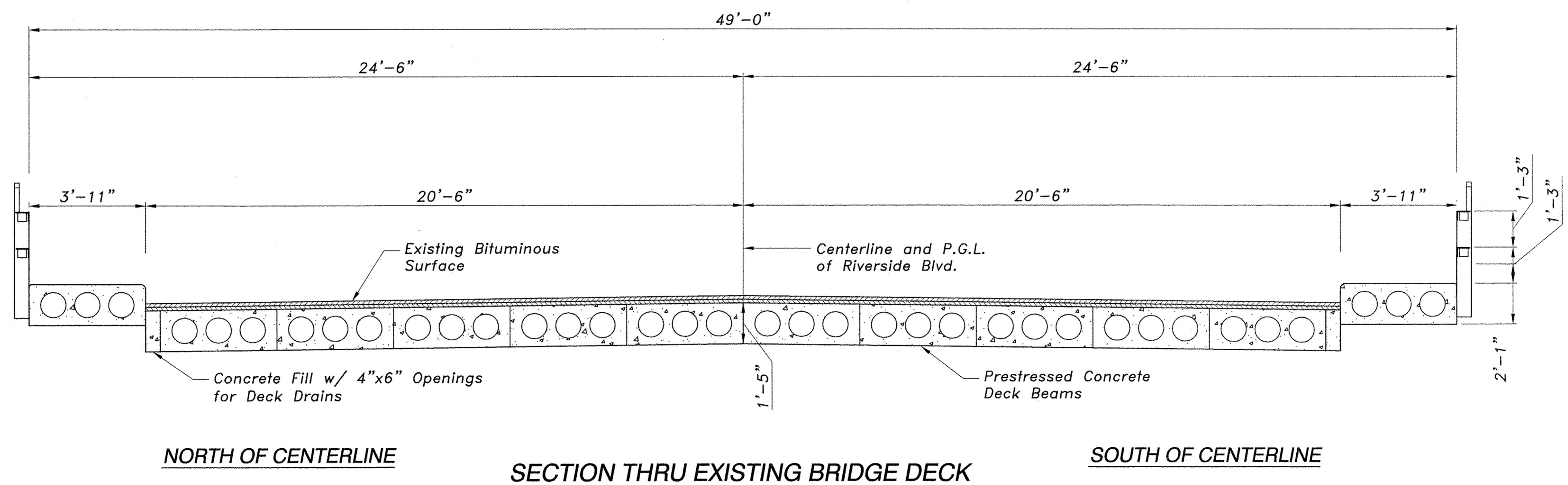
STA 17+30 TO 19+50
STA 20+50 TO 22+50



DRIVEWAY DETAIL
PLAN VIEW



DRIVEWAY DETAIL
SECTION VIEW



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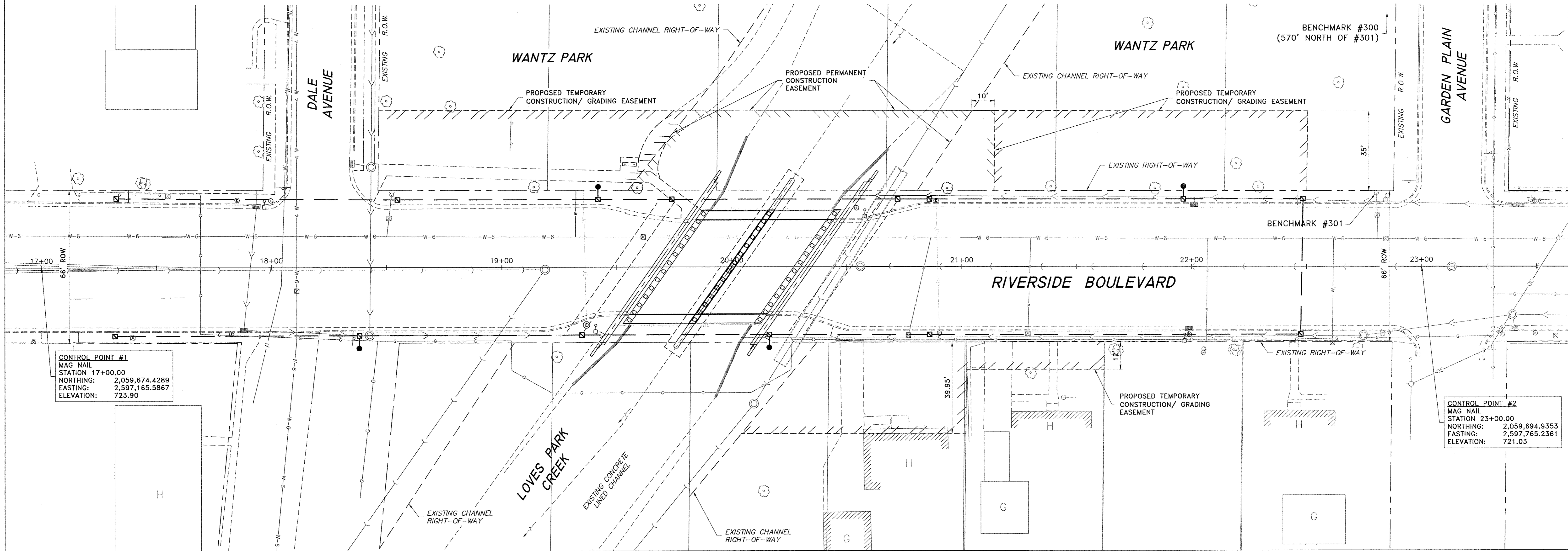
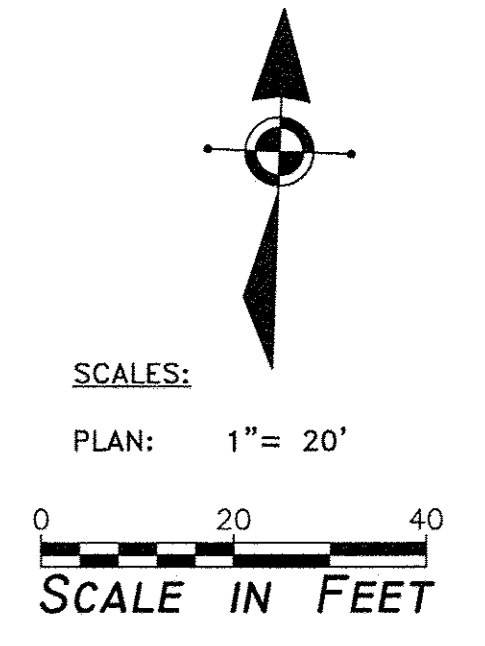
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DRAWN:	REVISIONS:	
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STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

EXISTING BRIDGE CROSS-SECTION
STRUCTURE NO. 101-6423

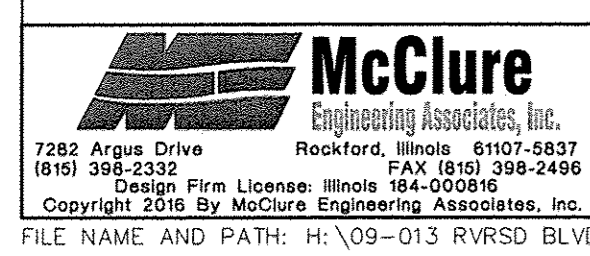
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	05
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	

BENCHMARKS	
DESCRIPTION	ELEVATION
BM #300: TOP OF NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF RIVERSIDE BOULEVARD AND GARDEN PLAIN AVENUE.	722.78
BM #301: TOP OF SOUTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE SOUTHWEST CORNER OF CLIFFORD AVENUE AND GARDEN PLAIN AVENUE.	724.09



CONTROL POINT #1
MAG NAIL
STATION 17+00.00
NORTHING: 2,059,674.4289
EASTING: 2,597,165.5867
ELEVATION: 723.90

CONTROL POINT #2
MAG NAIL
STATION 23+00.00
NORTHING: 2,059,694.9353
EASTING: 2,597,765.2361
ELEVATION: 721.03

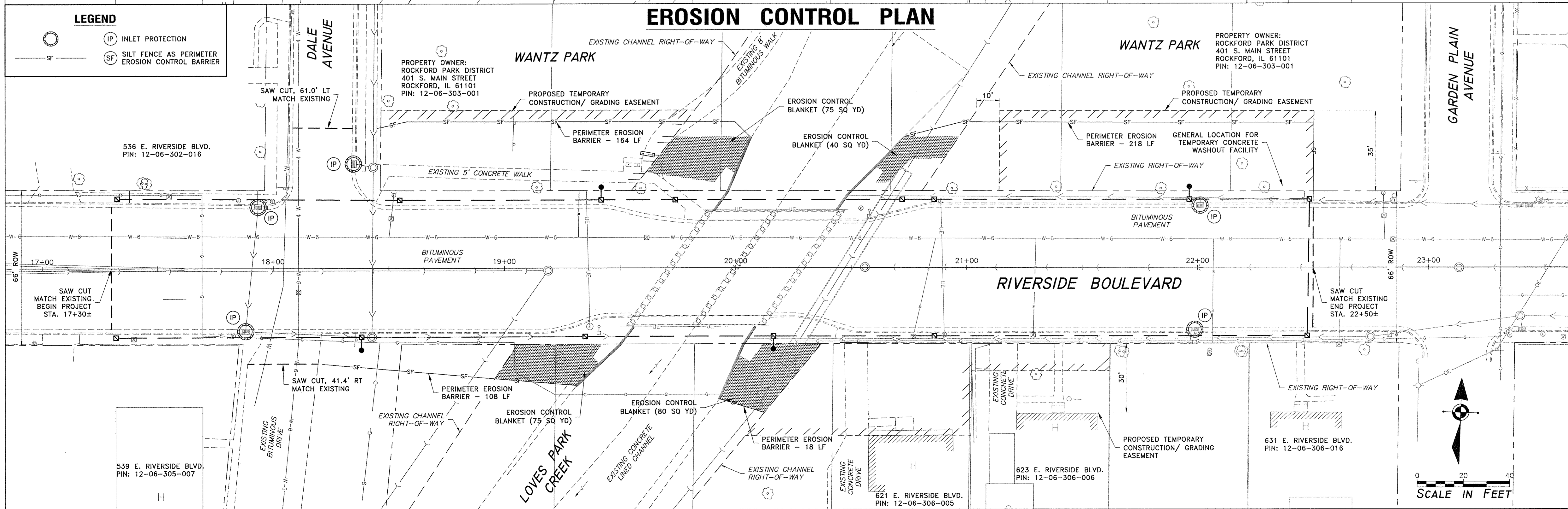
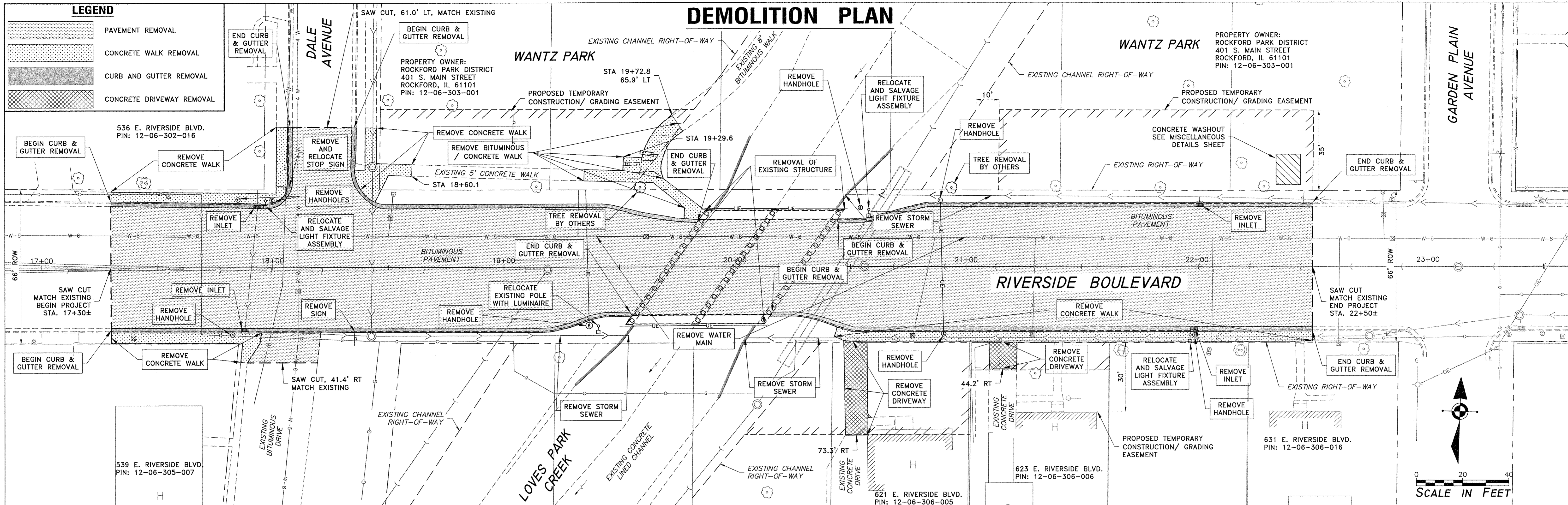


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PLOT DATE: 1/31/2017	CHECKED:	REVISED:

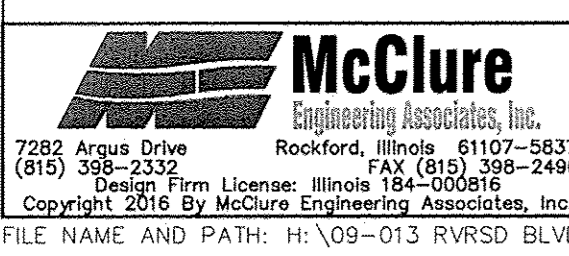
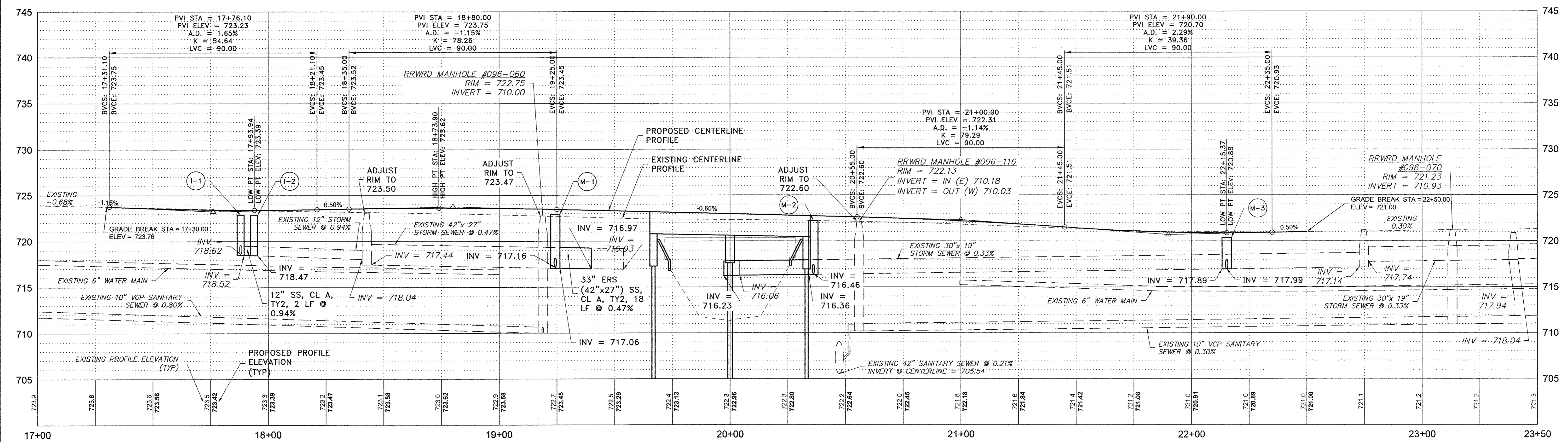
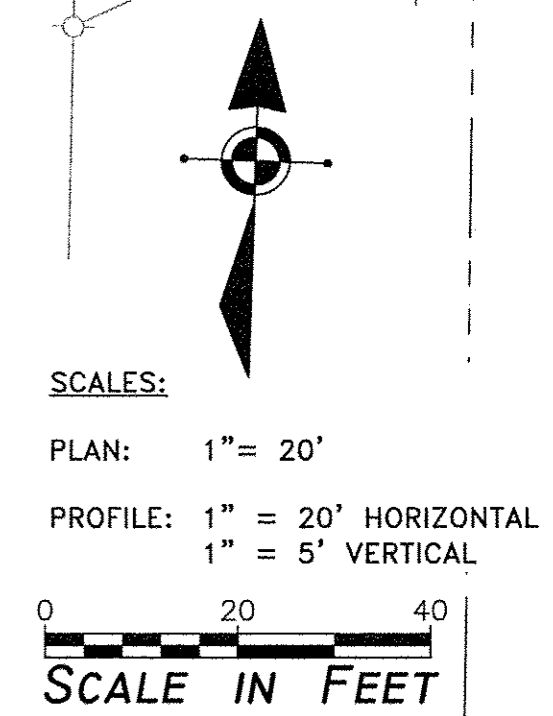
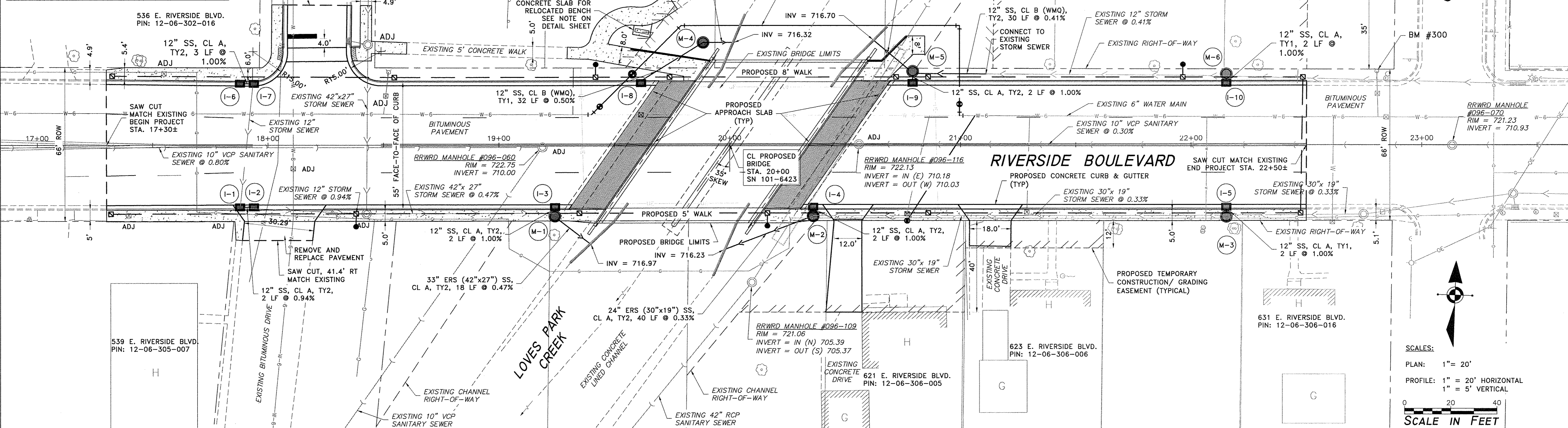
STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

HORIZONTAL AND VERTICAL CONTROL
STRUCTURE NO. 101-6423

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	06
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	



BENCHMARKS	
DESCRIPTION	ELEVATION
BM #300: TOP OF NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF RIVERSIDE BOULEVARD AND GARDEN PLAIN AVENUE.	722.78
BM #301: TOP OF SOUTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE SOUTHWEST CORNER OF CLIFFORD AVENUE AND GARDEN PLAIN AVENUE.	724.09



USER NAME:	DESIGNED:	REVISIONS:
PLOT SCALE: 1:1	CHECKED:	REVISIONS:
PLOT DATE: 1/12/2017	DRAWN:	REVISIONS:
	CHECKED:	REVISIONS:

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

PLAN AND PROFILE
STRUCTURE NO. 101-6423
SHEET NO. ___ OF ___ SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	08
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\09-013 PNP.DWG

GENERAL NOTES

1. THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST WHILE PROVIDING A SAFE AREA FOR WORKERS. THE CONTRACTOR MAY ALTER THE SEQUENCE OF THE CONSTRUCTION WITH THE PRIOR WRITTEN APPROVAL OF THE ENGINEER AND IDOT TRAFFIC OPERATIONS.
2. THE EXISTING POSTED SPEED LIMIT ON RIVERSIDE BOULEVARD IS 30 MPH.
3. SOME DIMENSIONS ARE NOT TO SCALE.
4. CONTRACTOR SHALL NOTIFY THE FOLLOWING AGENCIES & BUSINESSES A MINIMUM OF 21 DAYS BEFORE CONSTRUCTION COMMENCES:
 - a. CITY OF LOVES PARK FIRE DEPARTMENT (815) 654-5049
 - b. ROCKFORD MASS TRANSIT DISTRICT
CONTACT: LISA BROWN (815) 961-2226
 - c. HARLEM SCHOOL DISTRICT TRANSPORTATION (815) 654-4633
 - d. ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)
CONTACT: KEVIN HENSON (815) 284-5474

STAGING GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE A BI-WEEKLY SCHEDULE OF ACTIVITIES WITH EXPECTED STREET AND ENTRANCE CLOSURES TO BE USED FOR COORDINATION WITH EMERGENCY SERVICES.
2. ANY DEVIATIONS FROM THIS MAINTENANCE OF TRAFFIC PLAN MUST BE APPROVED IN WRITING BY IDOT OPERATIONS PRIOR TO IMPLEMENTATION.
3. THE CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 14 CALENDAR DAYS PRIOR TO A CHANGE IN STAGES.
4. THE CONTRACTOR SHALL COMPLY IMMEDIATELY WITH ANY EMERGENCY CHANGES IN THE TRAFFIC CONTROL DIRECTED BY THE ENGINEER. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS.
5. TRAFFIC CONTROL DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS IS THE MINIMUM REQUIREMENT AND IS INTENDED TO COMPLY WITH THE APPLICABLE IDOT TRAFFIC CONTROL STANDARD AND THE MUTCD. CONDITIONS ALONG THE SELECTED DETOUR ROUTE AND SURROUNDING ROADS MUST BE MONITORED BY THE CONTRACTOR AND ENGINEER TO ENSURE THAT SAFETY CONCERNS ARE ADDRESSED BY ADJUSTING THE DETOUR ROUTE OR DEPLOYING ADDITIONAL TRAFFIC CONTROL DEVICES AS DEEMED NEEDED BY THE ENGINEER.
6. THE CONTRACTOR SHALL PLACE 2 (TWO) CHANGEABLE MESSAGE SIGNS ON RIVERSIDE BOULEVARD IN ADVANCE OF CONSTRUCTION. THE MESSAGE SIGNS SHALL BE PLACED TWO WEEKS PRIOR TO THE START OF WORK OR STAGE CHANGE, ONCE TWO WEEKS BEFORE OTHER MAJOR TRAFFIC CONTROL EVENTS WITH THE APPROPRIATE MESSAGES PER ENGINEER AND REMOVED IMMEDIATELY AFTER ACTIVITIES COMMENCE. THIS WORK IS TO BE PAID AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR EACH CHANGEABLE MESSAGE SIGN.
7. NO EXCAVATIONS DEEPER THAN 18" SHALL BE IN PLACE WHEN NOT WORKING ON THE EXCAVATED AREA.

STAGE 1

CLOSE RIVERSIDE BOULEVARD FROM DALE AVENUE TO GARDEN PLAIN. DETOUR RIVERSIDE BOULEVARD TRAFFIC TO DESIGNATED DETOUR ROUTE.

1. SET UP DETOUR ROUTE SIGNING AS SHOWN IN THE PLANS.
2. CLOSE RIVERSIDE BOULEVARD BETWEEN DALE AVENUE AND GARDEN PLAIN USING IDOT DISTRICT 2 STANDARD 40.1.
3. KEEP THE INTERSECTIONS OF RIVERSIDE/DALE AND RIVERSIDE/GARDEN PLAIN OPEN TO TRAFFIC.
4. PERFORM PROPOSED WORK ITEMS.
 - 4.1 PROPOSED WATER MAIN.
 - 4.2 REMOVE AND REPLACE BRIDGE.

STAGE 2

CLOSE RIVERSIDE BOULEVARD FROM WEST OF DALE AVENUE TO GARDEN PLAIN. CONTINUE TO DETOUR RIVERSIDE BOULEVARD TRAFFIC TO DESIGNATED DETOUR ROUTE.

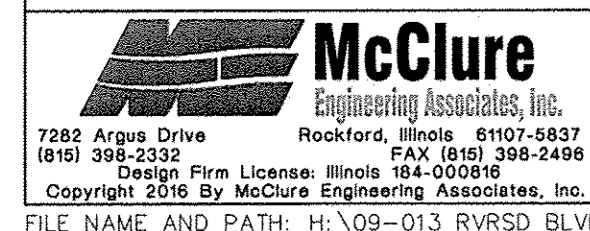
1. CLOSE RIVERSIDE BOULEVARD BETWEEN WEST OF DALE AVENUE AND GARDEN PLAIN USING IDOT DISTRICT 2 STANDARD 40.1a.
2. CLOSE THE INTERSECTION OF DALE AVENUE AND RIVERSIDE BOULEVARD.
3. CONTINUE TO KEEP THE INTERSECTION OF RIVERSIDE/GARDEN PLAIN OPEN TO TRAFFIC.
4. PERFORM PROPOSED WORK ITEMS.
 - 4.1 INSTALL NEW STORM SEWER IN RIVERSIDE BOULEVARD.
 - 4.2 RECONSTRUCT APPROACH PAVEMENT ALONG RIVERSIDE BOULEVARD.

LIST OF STATE HIGHWAY STANDARDS - TRAFFIC CONTROL

- 701101-05 OFF-RD OPERATIONS, MULTILANE, 15'(4.5m) TO 24"(600mm) FROM PAVEMENT EDGE
- 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15'(4.5m) AWAY
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-06 TRAFFIC CONTROL DEVICES
- BLR 22-7 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

IDOT DISTRICT 2 STANDARDS - TRAFFIC CONTROL

- 40.1 TRAFFIC CONTROL FOR ROAD CLOSURE



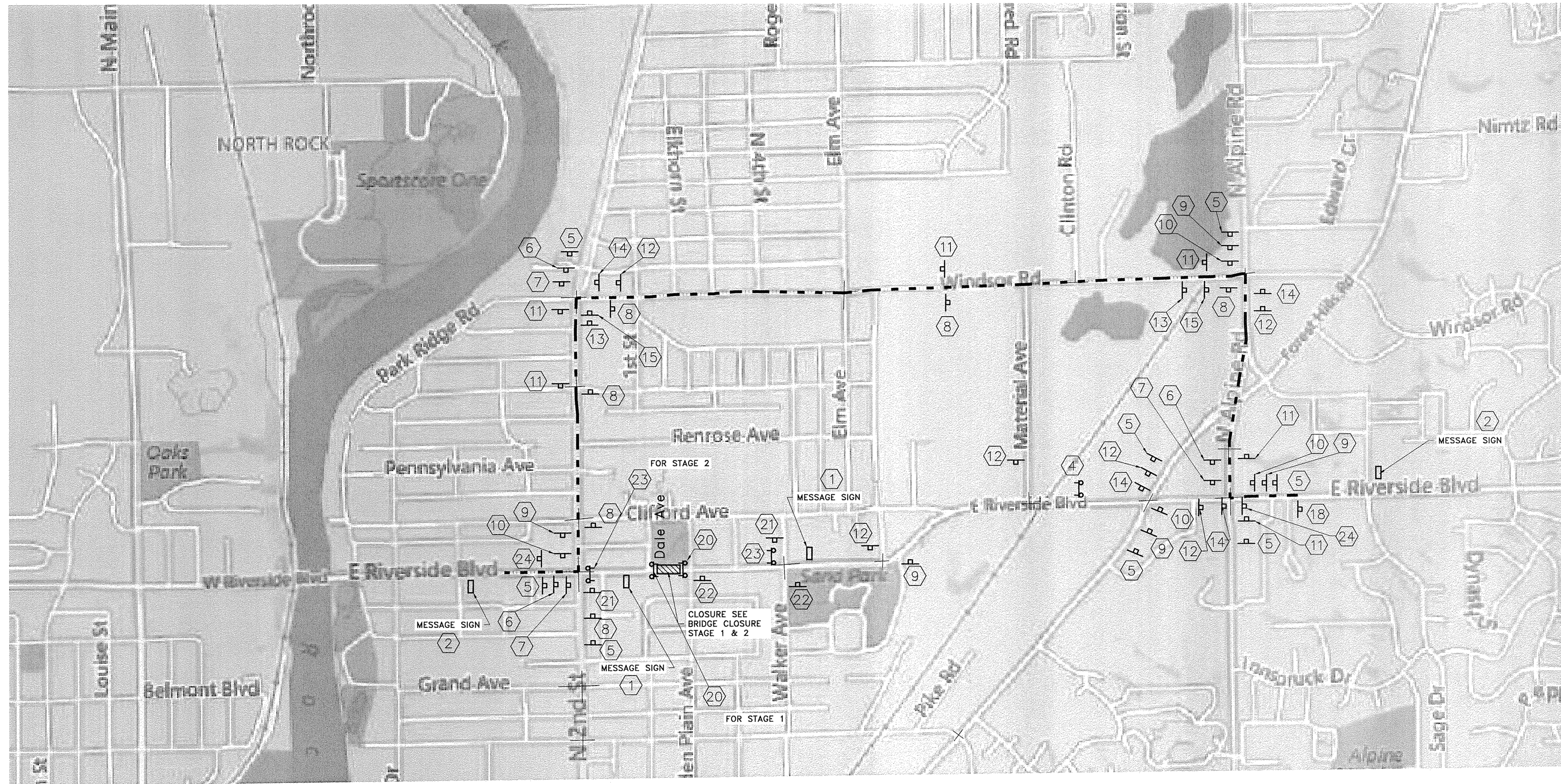
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PLOT SCALE: 1:1	DRAWN:	REVISED:
PLOT DATE: 2/22/2017	CHECKED:	REVISED:

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

MOT GENERAL NOTES
STRUCTURE NO. 101-6423

SHEET NO. ___ OF ___ SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	09
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	

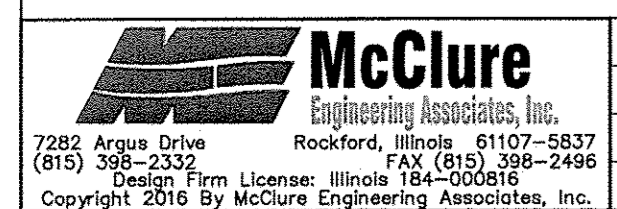
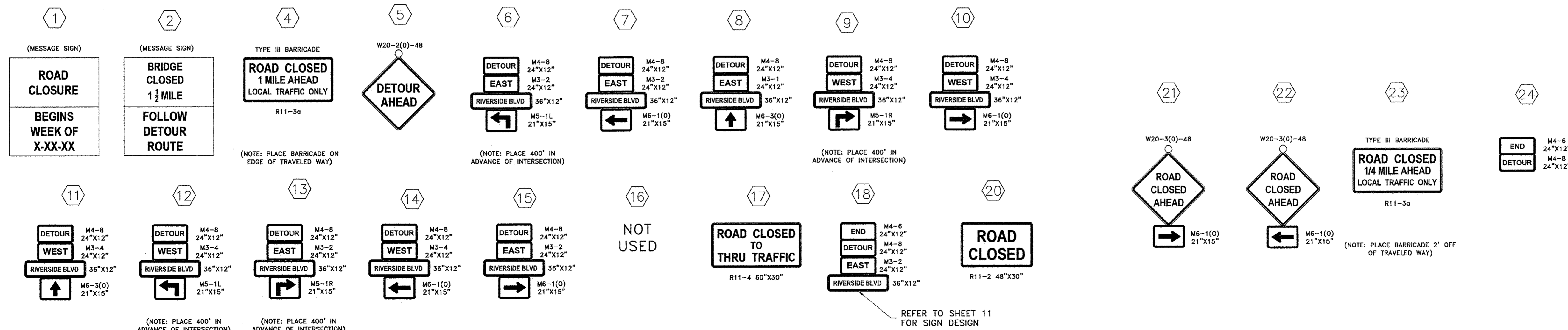
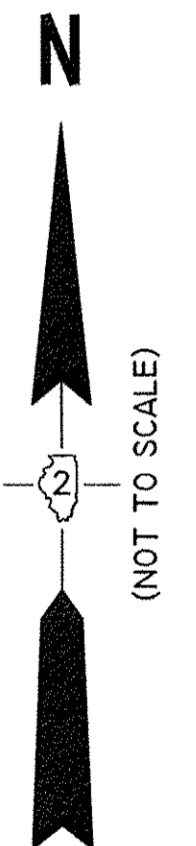


NOTES:

1. REFER TO IDOT HIGHWAY STANDARDS 701801, 701901, 720011, 729001 AND IDOT DISTRICT 2 HIGHWAY STANDARDS 40.1 FOR ADDITIONAL TRAFFIC CONTROL REQUIREMENTS.
2. PORTABLE CHANGEABLE MESSAGE SIGNS ARE SHOWN IN APPROXIMATE LOCATIONS. RELOCATE PER FIELD CONDITIONS. SIGNS #1 SHALL ONLY BE USED APPROXIMATELY 2 WEEKS BEFORE CLOSURE FOR BETTER INFORMATIONAL EFFECTIVENESS AND MOVED TO SIGNS #2 LOCATIONS DURING CLOSURE.

LEGEND

- SIGN ON SUPPORT-SEE CHART FOR SIGN TYPE
- TYPE III BARRICADE W/FLASHING LIGHTS
- PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- PROJECT LOCATION AREA
- DETOUR ROUTE



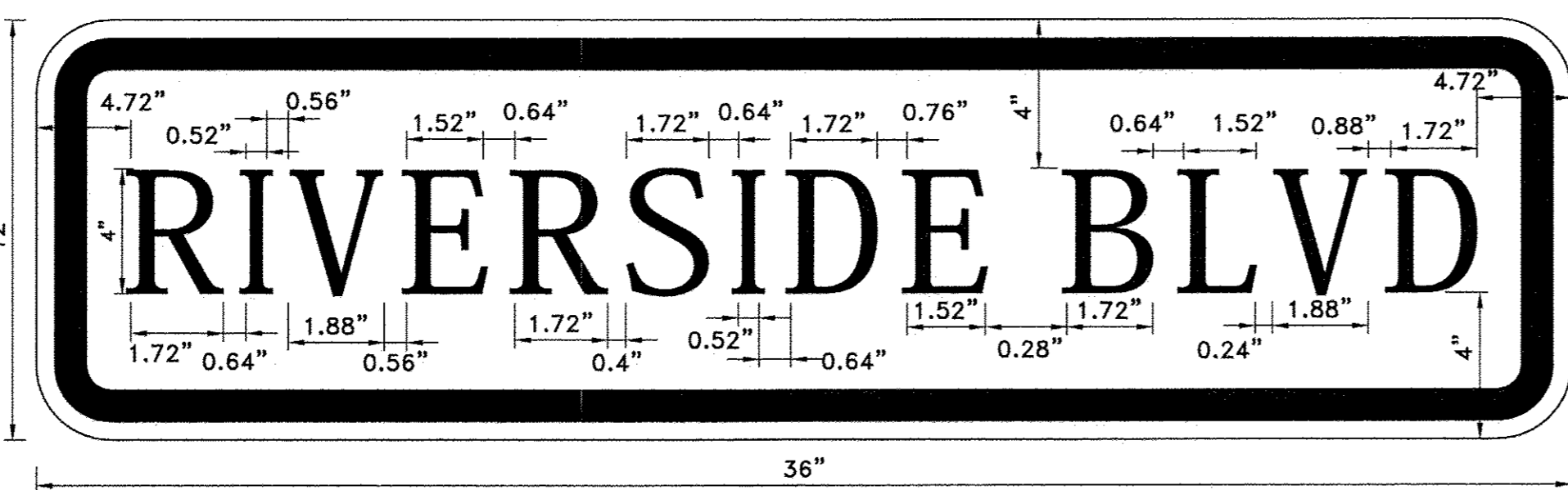
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PLOT DATE: 2/20/2017	DRAWN:	REVISED:
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**STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS**

**MARKED DETOUR ROUTE
STRUCTURE NO. 101-6423**

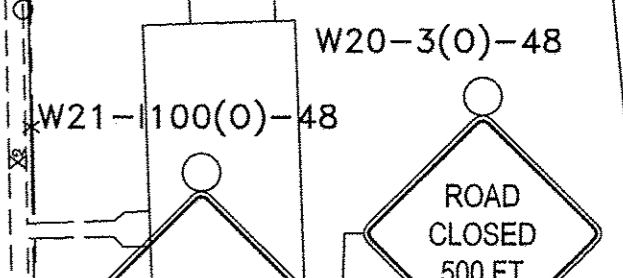
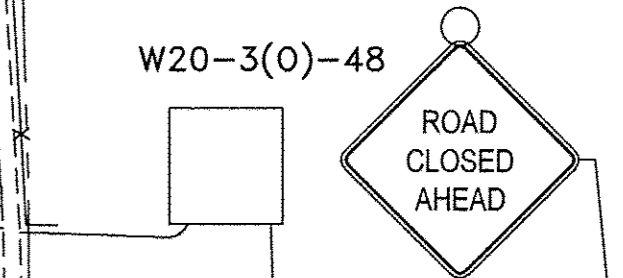
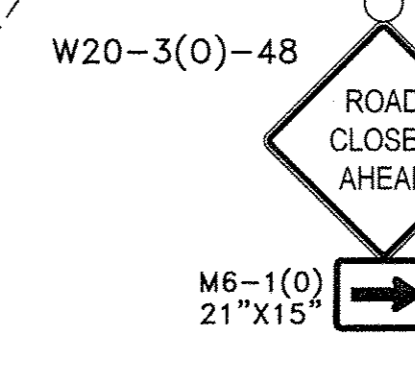
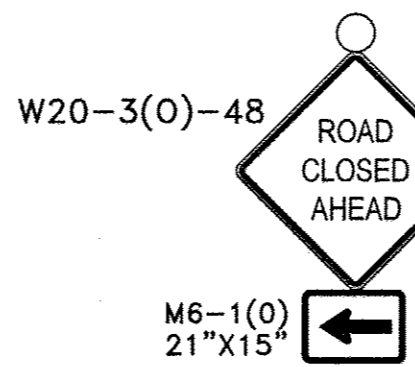
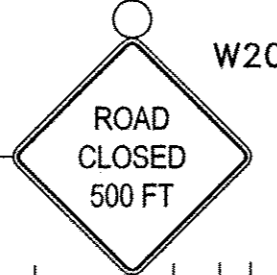
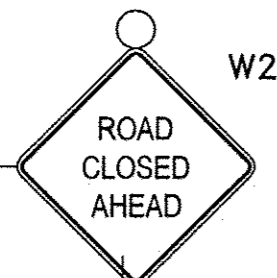
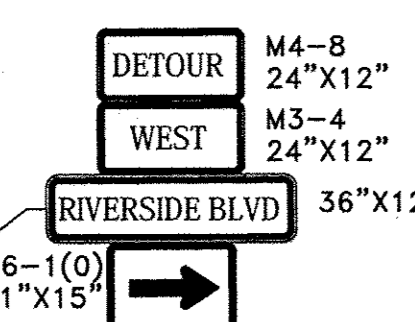
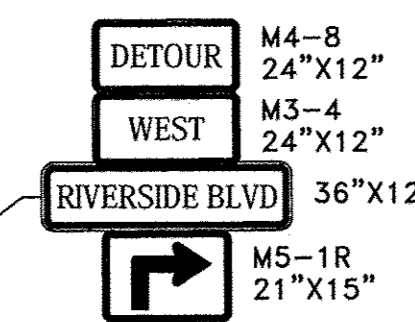
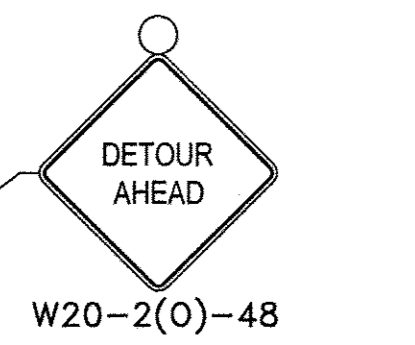
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	08-00068-00-BR WINNEBAGO	49	10
CITY OF LOVES PARK			CONTRACT NO. 85643
ILLINOIS FED. AID PROJECT BRM-5099(115)			

ILLINOIS RTE 251

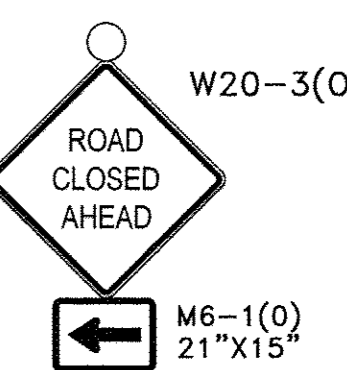
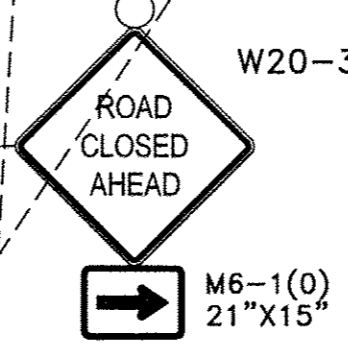
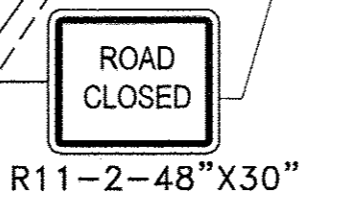
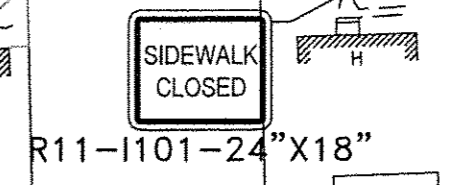
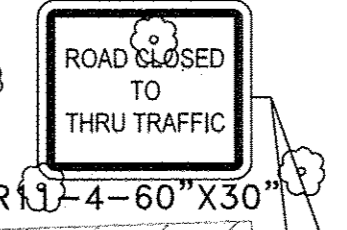
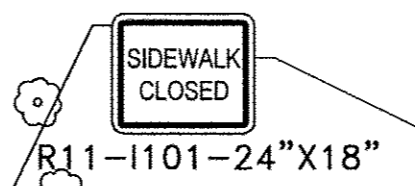
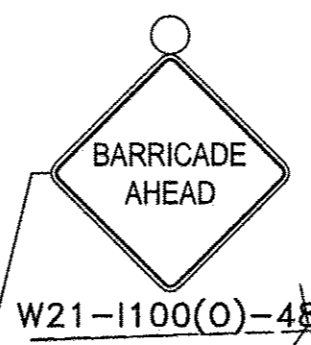
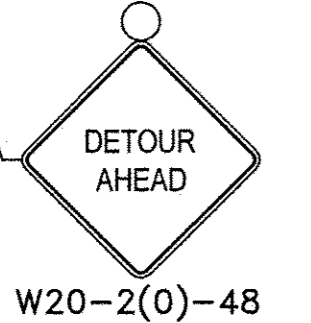
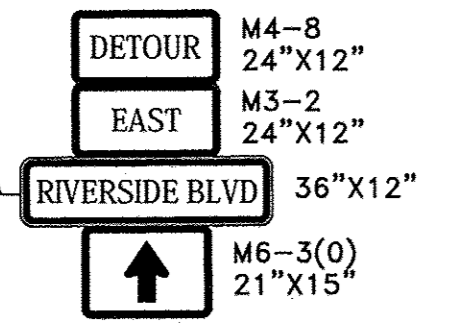
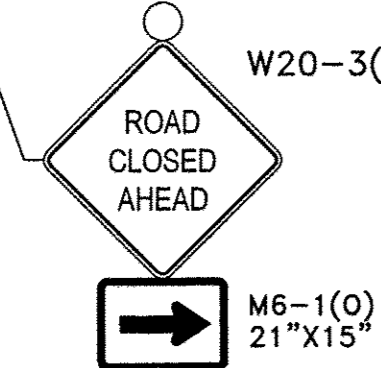
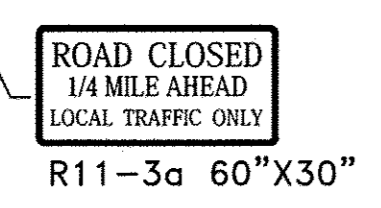


RIVERSIDE BLVD SIGN DETAIL

DALE AVENUE



EAST RIVERSIDE BLVD



GENERAL NOTES:

1. ALL THE PROPERTY OWNERS WITHIN THE WORK ZONE OF THE ROAD CLOSURE SHALL BE NOTIFIED PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN EMERGENCY VEHICLE ACCESS TO ALL PROPERTIES ADJACENT TO THE IMPROVEMENTS AT ALL TIMES.
3. COORDINATE ACCESS TO ADJACENT BUSINESSES AND MAINTAIN ACCESS AT ALL TIMES.
4. * DISTANCE NOT TO SCALE OR AS DIRECTED BY THE ENGINEER

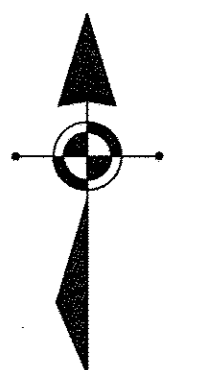
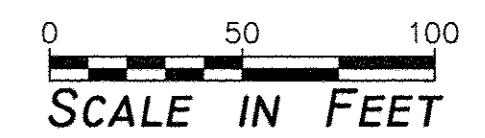
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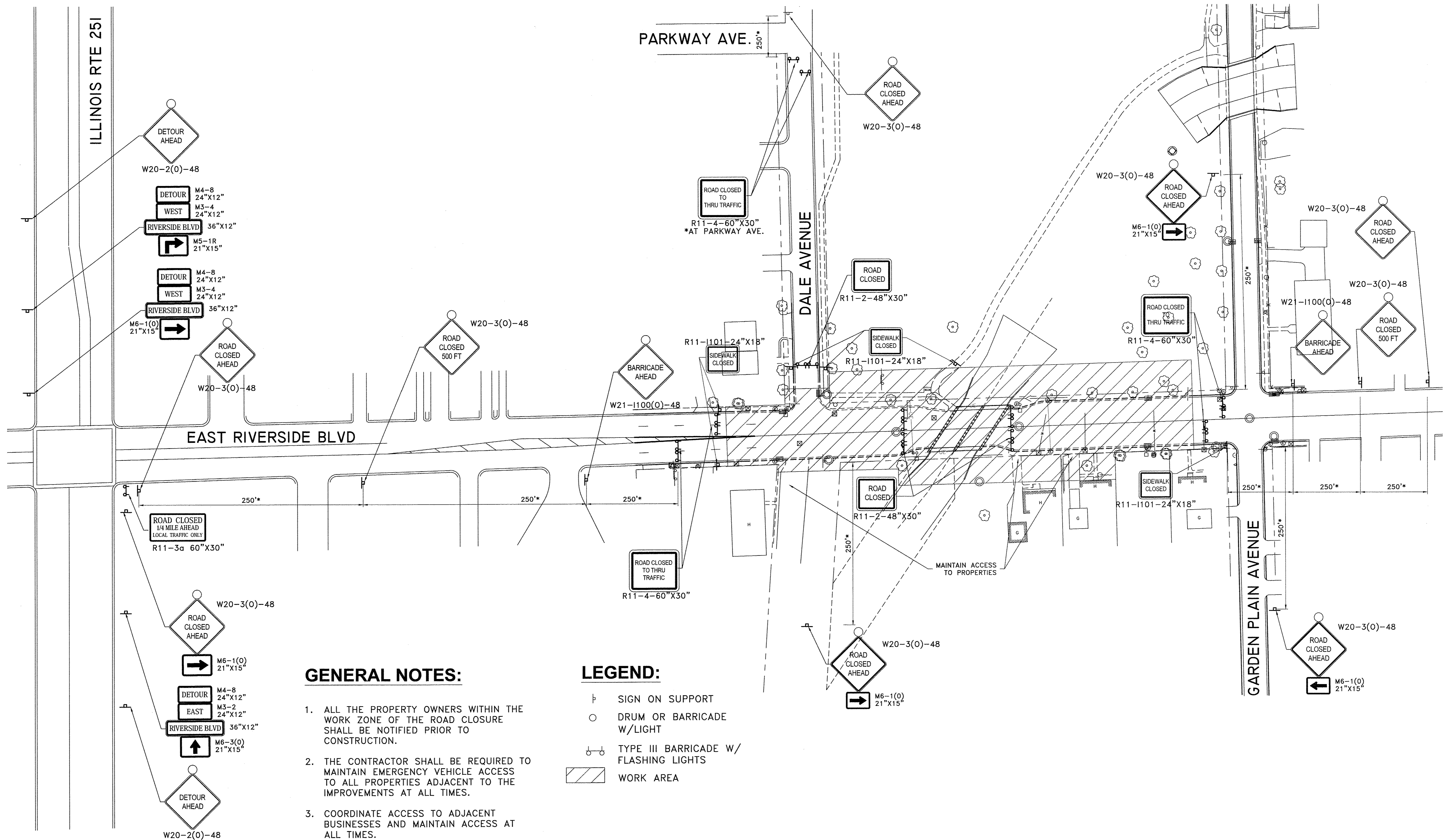
- ⊥ SIGN ON SUPPORT
- DRUM OR BARRICADE W/LIGHT
- ⚡ TYPE III BARRICADE W/ FLASHING LIGHTS
- ▨ WORK AREA

MAINTAIN ACCESS TO PROPERTIES

GARDEN PLAIN AVENUE

SCALE 1" = 50'





GENERAL NOTES:

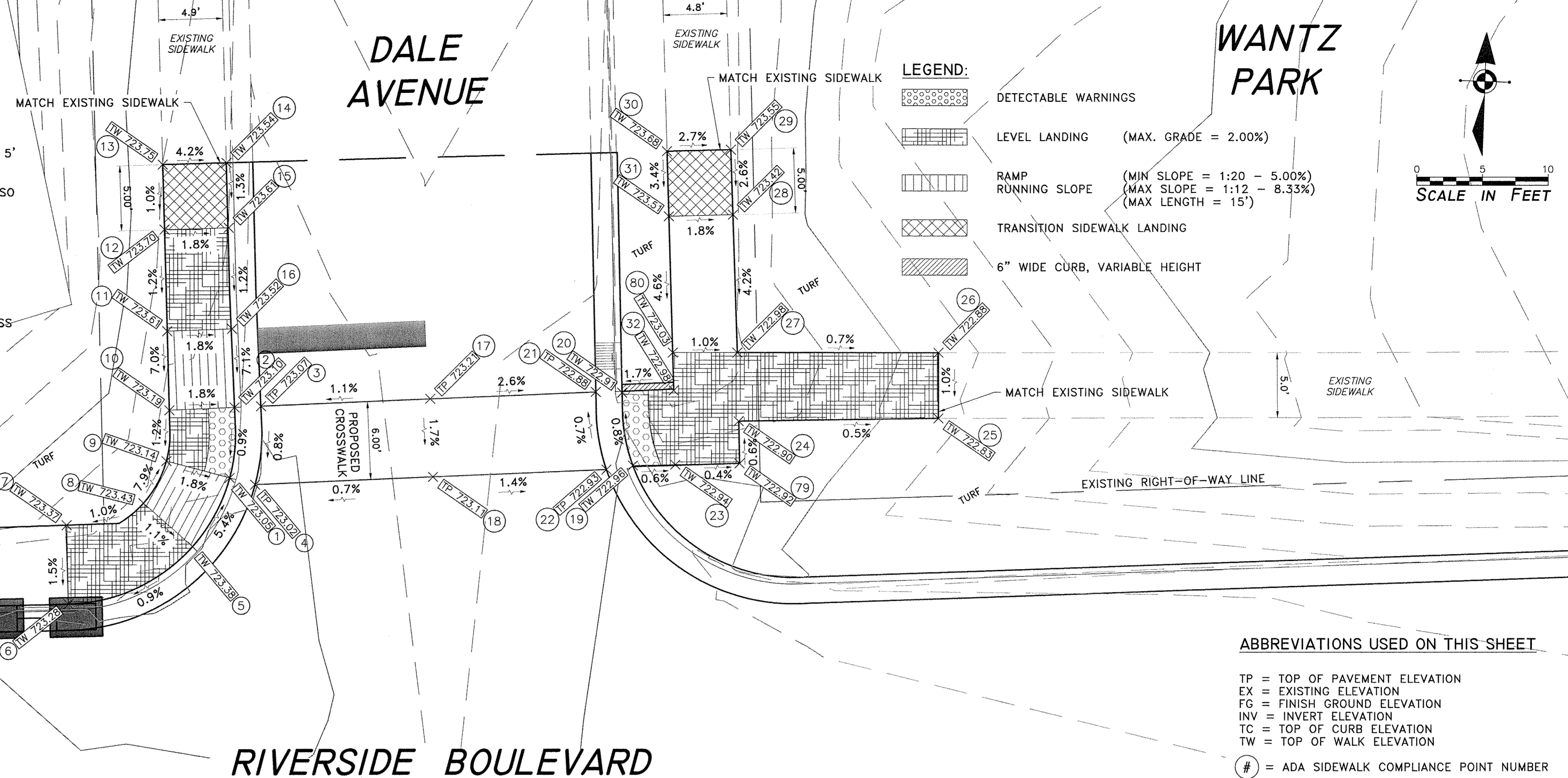
1. ALL THE PROPERTY OWNERS WITHIN THE WORK ZONE OF THE ROAD CLOSURE SHALL BE NOTIFIED PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN EMERGENCY VEHICLE ACCESS TO ALL PROPERTIES ADJACENT TO THE IMPROVEMENTS AT ALL TIMES.
3. COORDINATE ACCESS TO ADJACENT BUSINESSES AND MAINTAIN ACCESS AT ALL TIMES.
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LEGEND:

- ⊥ SIGN ON SUPPORT
- DRUM OR BARRICADE W/LIGHT
- ⊕ TYPE III BARRICADE W/ FLASHING LIGHTS
- ▨ WORK AREA

GENERAL NOTES:

- 1) ALL DETECTABLE WARNINGS ARE 24" WIDE.
- 2) ALL RAMP SLOPES GREATER THAN 1:20 REQUIRE AN UPPER LEVEL LANDING A MINIMUM OF 5' LONG. UPPER LEVEL LANDINGS ARE NOT REQUIRED FOR RAMP SLOPES FLATTER THAN 1:20.
- 3) MAXIMUM SLOPE OF SIDEWALK RAMP SHALL NOT EXCEED 12:1. SIDEWALK RAMPS SHALL ALSO BE A MAXIMUM LENGTH OF 15 FEET.
- 4) 6" WIDE VARIABLE HEIGHT CURB ALONG SIDEWALK SHALL BE MEASURED AND PAID AS PORTLAND CEMENT CONCRETE SIDEWALK.
- 5) DETECTABLE WARNINGS ASSUME THE USE OF PREFABRICATED TILE WITH NO FIELD CUTTING REQUIRED. RADII TILE SHALL BE USED WHERE MORE THAN 8' OF WIDTH IS REQUIRED.
- 6) CURB RAMPS SHALL COMPLY WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY", LATEST EDITION, PUBLISHED BY THE U.S. ACCESS BOARD AND THE FINAL REPORT OF THE US ACCESS BOARD PUBLISHED JANUARY 2011 ENTITLED, "INITIATIVE ON DIMENSIONAL TOLERANCES IN CONSTRUCTION, DIMENSIONAL TOLERANCES FOR SURFACE ACCESSIBILITY.
- 7) CURB RAMP STANDARDS INCLUDE:
 424001 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 424011 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS



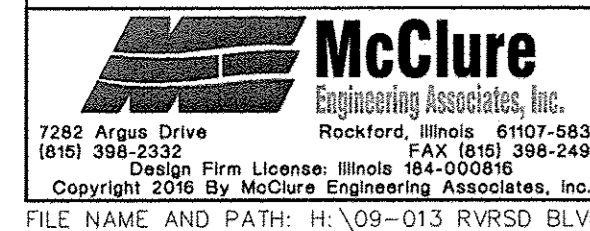
ABBREVIATIONS USED ON THIS SHEET

- TP = TOP OF PAVEMENT ELEVATION
- EX = EXISTING ELEVATION
- FG = FINISH GROUND ELEVATION
- INV = INVERT ELEVATION
- TC = TOP OF CURB ELEVATION
- TW = TOP OF WALK ELEVATION
- # = ADA SIDEWALK COMPLIANCE POINT NUMBER

SIDEWALK COMPLIANCE

Point	Station	Offset	Elevation	Point to Point	Sidewalk Designation	Distance		Slope	Legally Acceptable Range
						FT	Δ Elevation		
2	18+06.49	42.48	723.10	2 1	Crosswalk Cross Slope - Stop Condition	5.46	-0.05	-0.9%	0.0% to 2.0%
1	18+05.93	37.08	723.05	1 5	Ramp Running Slope	6.00	0.33	5.4%	0.5% to 8.3%
5	18+02.92	31.94	723.38	5 6	Landing/Turning Space	10.70	-0.10	-0.9%	0.1% to 2.0%
6	17+93.34	27.90	723.28	6 7	Landing/Turning Space	6.01	0.09	1.5%	0.1% to 2.0%
7	17+93.41	33.91	723.37	7 8	Landing/Turning Space	6.40	0.06	1.0%	0.1% to 2.0%
8	17+99.30	35.38	723.43	8 9	Ramp Running Slope	3.70	-0.29	-7.9%	0.5% to 8.3%
9	18+01.17	38.54	723.14	9 10	Landing/Turning Space	3.93	0.05	1.2%	0.1% to 2.0%
10	18+01.52	42.44	723.19	10 11	Ramp Running Slope	6.05	0.42	7.0%	0.5% to 8.3%
11	18+01.57	48.49	723.61	11 12	Landing/Turning Space	7.76	0.09	1.2%	0.1% to 2.0%
12	18+01.63	56.24	723.70	12 13	Sidewalk Running Slope	5.00	0.05	1.0%	0.5% to 5.0%
13	18+01.67	61.24	723.75	13 14	Match Existing Cross Slope	4.86	-0.20	-4.2%	Match Existing
14	18+06.53	61.20	723.54	14 15	Sidewalk Cross Slope	5.00	0.07	1.3%	0.5% to 2.0%
15	18+06.52	56.20	723.61	15 16	Landing/Turning Space	7.72	-0.09	-1.2%	0.1% to 2.0%
16	18+06.51	48.48	723.52	16 2	Ramp Running Slope	6.00	-0.42	-7.1%	0.5% to 8.3%
				1 9	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
				5 8	Landing/Turning Space	5.00	0.05	1.1%	0.1% to 2.0%
				2 10	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
				16 11	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
				15 12	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%

20	18+36.00	42.58	722.91	20	19	Crosswalk Cross Slope - Stop Condition	5.67	0.05	0.8%	0.0% to 2.0%
19	18+36.63	36.95	722.96	19	23	Landing/Turning Space	3.23	-0.02	-0.6%	0.1% to 2.0%
23	18+39.85	36.91	722.94	23	79	Landing/Turning Space	4.90	-0.02	-0.4%	0.1% to 2.0%
79	18+44.75	36.84	722.92	79	24	Landing/Turning Space	3.25	-0.02	-0.6%	0.1% to 2.0%
24	18+44.80	40.09	722.90	24	25	Landing/Turning Space	15.21	-0.07	-0.5%	0.1% to 2.0%
25	18+60.00	39.79	722.83	25	26	Landing/Turning Space	5.03	0.05	1.0%	0.1% to 2.0%
26	18+60.17	44.82	722.88	26	27	Landing/Turning Space	15.31	0.10	0.7%	0.1% to 2.0%
27	18+44.87	45.35	722.98	27	28	Sidewalk Running Slope	10.52	0.44	4.2%	0.5% to 5.0%
28	18+44.89	55.87	723.42	28	29	Sidewalk Running Slope	5.00	0.13	2.6%	0.5% to 5.0%
29	18+44.90	60.87	723.55	29	30	Match Existing Cross Slope	4.86	0.13	2.7%	Match Existing
30	18+40.05	60.91	723.68	30	31	Sidewalk Running Slope	5.00	-0.17	-3.4%	0.5% to 5.0%
31	18+40.02	55.91	723.51	31	80	Sidewalk Running Slope	10.40	-0.48	-4.6%	0.5% to 5.0%
80	18+39.96	45.51	723.03	80	32	Landing/Turning Space	2.89	-0.05	-1.7%	0.1% to 2.0%
32	18+39.93	42.62	722.98	32	20	Landing/Turning Space	3.93	-0.07	-1.7%	0.1% to 2.0%
				32	23	Landing/Turning Space	5.77	-0.04	-0.7%	0.1% to 2.0%
				32	27	Landing/Turning Space	5.16	0.00	0.0%	0.1% to 2.0%
				31	28	Sidewalk Cross Slope	4.87	-0.09	-1.8%	0.5% to 2.0%
3	18+08.50	42.50	723.07	3	4	Crosswalk Cross Slope - Stop Condition	6.07	-0.05	-0.8%	0.0% to 2.0%
4	18+07.84	36.49	723.02	4	18	Sidewalk Running Slope	13.55	0.09	0.7%	0.5% to 5.0%
18	18+21.39	36.60	723.11	18	22	Sidewalk Running Slope	13.22	-0.19	-1.4%	0.5% to 5.0%
22	18+34.61	36.71	722.93	22	21	Crosswalk Cross Slope - Stop Condition	6.06	-0.04	-0.7%	0.0% to 2.0%
21	18+34.01	42.71	722.88	21	17	Sidewalk Running Slope	12.61	0.33	2.6%	0.5% to 5.0%
17	18+21.39	42.60	723.21	17	3	Sidewalk Running Slope	12.89	-0.15	-1.1%	0.5% to 5.0%
				17	18	Sidewalk Cross Slope	6.00	-0.10	-1.7%	0.5% to 2.0%



USER NAME:	DESIGNED:	REVISED:
CHECKED:	REVISOR:	REVISED:
DRAWN:	REVISOR:	REVISED:
CHECKED:	REVISOR:	REVISED:

**STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS**

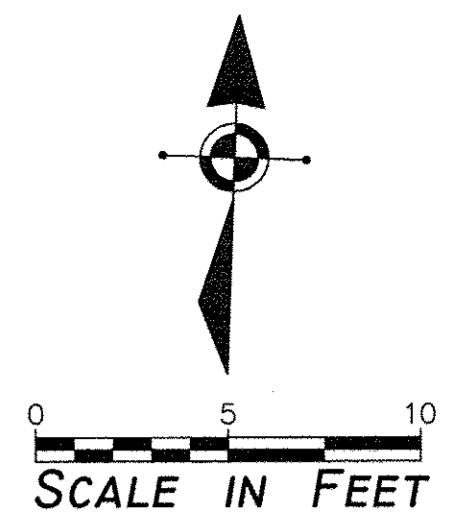
**SIDEWALK ELEV DETAILS - DALE AVE
STRUCTURE NO. 101-6423**

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	08-00068-00-BR	WINNEBAGO	13
CITY OF LOVE'S PARK		CONTRACT NO. 85643	

SHEET NO. ___ OF ___ SHEETS

ILLINOIS FED. AID PROJECT BRM-5099(115)

WANTZ PARK



LEGEND:

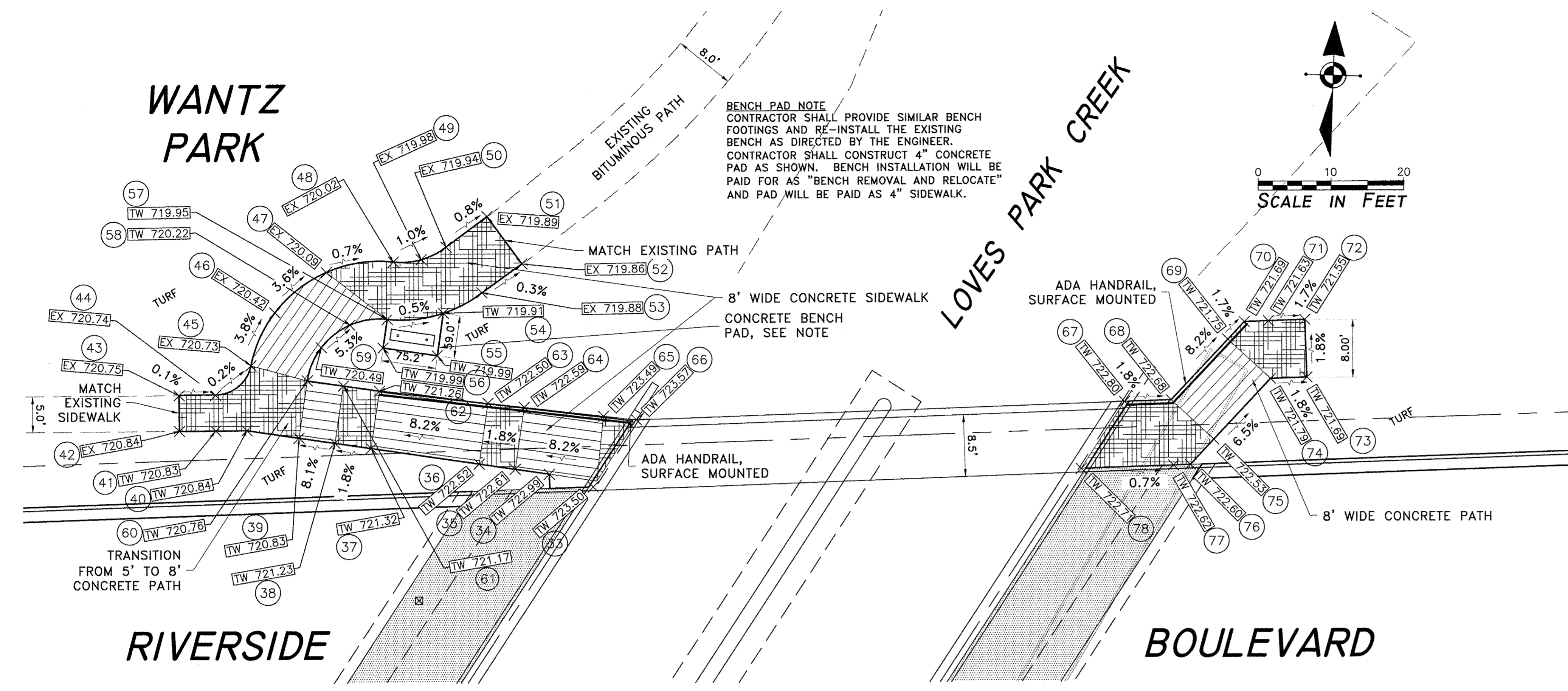
- DETECTABLE WARNINGS
- LEVEL LANDING (MAX. GRADE = 2.00%)
- RAMP RUNNING SLOPE (MIN SLOPE = 1:20 - 5.00%)
(MAX SLOPE = 1:12 - 8.33%)
(MAX LENGTH = 15')
- TRANSITION SIDEWALK LANDING
- 6" WIDE CURB, VARIABLE HEIGHT

GENERAL NOTES:

- 1) ALL DETECTABLE WARNINGS ARE 24" WIDE.
- 2) ALL RAMP SLOPES GREATER THAN 1:20 REQUIRE AN UPPER LEVEL LANDING A MINIMUM OF 5' LONG. UPPER LEVEL LANDINGS ARE NOT REQUIRED FOR RAMP SLOPES FLATTER THAN 1:20.
- 3) MAXIMUM SLOPE OF SIDEWALK RAMP SHALL NOT EXCEED 12:1. SIDEWALK RAMP SHALL ALSO BE A MAXIMUM LENGTH OF 15 FEET.
- 4) 6" WIDE VARIABLE HEIGHT CURB ALONG SIDEWALK SHALL BE MEASURED AND PAID AS PORTLAND CEMENT CONCRETE SIDEWALK.
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- 6) CURB RAMPS SHALL COMPLY WITH "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY", LATEST EDITION, PUBLISHED BY THE U.S. ACCESS BOARD AND THE FINAL REPORT OF THE US ACCESS BOARD PUBLISHED JANUARY 2011 ENTITLED, "INITIATIVE ON DIMENSIONAL TOLERANCES IN CONSTRUCTION, DIMENSIONAL TOLERANCES FOR SURFACE ACCESSIBILITY.
- 7) CURB RAMP STANDARDS INCLUDE:
424001 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

ABBREVIATIONS USED ON THIS SHEET

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- EX = EXISTING ELEVATION
- FG = FINISH GROUND ELEVATION
- INV = INVERT ELEVATION
- TC = TOP OF CURB ELEVATION
- TW = TOP OF WALK ELEVATION
- # = ADA SIDEWALK COMPLIANCE POINT NUMBER



SIDEWALK COMPLIANCE

Point	Station	Offset	Elevation	Point to Point	Sidewalk Designation	Distance		Slope	Legally Acceptable Range
						FT	FT		
33	19+86.01	28.00	723.50	33 34	Ramp Running Slope	6.27	-0.51	-8.2%	0.5% to 8.3%
34	19+80.06	29.97	722.99	34 35	Ramp Running Slope	4.73	-0.38	-8.0%	0.5% to 8.3%
35	19+75.41	30.81	722.61	35 36	Landing/Turning Space	5.00	-0.09	-1.8%	0.1% to 2.0%
36	19+70.49	31.71	722.52	36 37	Ramp Running Slope	15.00	-1.20	-8.0%	0.5% to 8.3%
37	19+55.73	34.39	721.32	37 38	Landing/Turning Space	5.00	-0.09	-1.8%	0.1% to 2.0%
38	19+50.81	35.29	721.23	38 39	Ramp Running Slope	5.00	-0.40	-8.0%	0.5% to 8.3%
39	19+45.89	36.18	720.83	39 40	Landing/Turning Space	7.22	0.01	0.1%	0.1% to 2.0%
40	19+38.79	37.47	720.84	40 41	Landing/Turning Space	4.27	-0.01	-0.3%	0.1% to 2.0%
41	19+34.51	37.59	720.83	41 42	Landing/Turning Space	5.00	0.01	0.2%	0.1% to 2.0%
42	19+29.52	37.73	720.84	42 43	Match Existing Cross Slope	5.00	-0.09	-1.8%	Match Existing
43	19+29.65	42.66	720.75	43 44	Landing/Turning Space	5.00	-0.01	-0.1%	0.1% to 2.0%
44	19+34.65	42.52	720.74	44 45	Landing/Turning Space	6.82	-0.01	-0.2%	0.1% to 2.0%
45	19+39.65	46.43	720.73	45 46	Ramp Running Slope	8.13	-0.31	-3.8%	0.5% to 8.3%
46	19+43.23	53.66	720.42	46 47	Ramp Running Slope	9.10	-0.33	-3.6%	0.5% to 8.3%
47	19+50.48	58.98	720.09	47 48	Landing/Turning Space	9.45	-0.07	-0.7%	0.1% to 2.0%
48	19+59.76	60.08	720.02	48 49	Landing/Turning Space	3.85	-0.04	-1.0%	0.1% to 2.0%
49	19+63.58	60.26	719.98	49 50	Landing/Turning Space	3.85	-0.04	-1.0%	0.1% to 2.0%
50	19+67.05	61.86	719.94	50 51	Landing/Turning Space	7.03	-0.05	-0.8%	0.1% to 2.0%
51	19+72.82	65.88	719.89	51 52	Match Existing Cross Slope	8.12	-0.03	-0.4%	Match Existing
52	19+77.37	59.16	719.86	52 53	Landing/Turning Space	6.78	0.02	0.3%	0.1% to 2.0%
53	19+71.74	55.38	719.88	53 54	Landing/Turning Space	6.04	0.03	0.5%	0.1% to 2.0%
54	19+66.33	52.72	719.91	54 57	Landing/Turning Space	7.81	0.04	0.5%	0.1% to 2.0%
57	19+58.60	52.16	719.95	57 58	Ramp Running Slope	5.25	0.27	5.2%	0.5% to 8.3%
58	19+53.45	51.55	720.22	58 59	Ramp Running Slope	5.05	0.27	5.3%	0.5% to 8.3%
59	19+49.42	48.59	720.49	59 60	Ramp Running Slope	5.05	0.27	5.3%	0.5% to 8.3%
60	19+47.32	44.05	720.76	60 61	Ramp Running Slope	5.00	0.41	8.2%	0.5% to 8.3%
61	19+52.24	43.16	721.17	61 62	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
62	19+57.16	42.26	721.26	62 63	Ramp Running Slope	15.01	1.24	8.3%	0.5% to 8.3%
63	19+72.01	40.04	722.50	63 64	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
64	19+76.95	39.30	722.59	64 65	Ramp Running Slope	10.94	0.90	8.2%	0.5% to 8.3%
65	19+87.77	37.68	723.49	65 66	Ramp Running Slope	4.57	0.08	1.8%	0.5% to 8.3%
66	19+92.30	37.00	723.57	66 33	Match Existing Cross Slope	10.98	-0.07	-0.6%	Match Existing

33	65	Ramp Cross Slope	9.84	-0.01	-0.1%	0.1% to 2.0%
35	64	Landing/Turning Space	8.62	-0.02	-0.2%	0.1% to 2.0%
36	63	Landing/Turning Space	8.47	-0.02	-0.2%	0.1% to 2.0%
37	62	Landing/Turning Space	8.00	-0.06	-0.7%	0.1% to 2.0%
38	61	Landing/Turning Space	8.00	-0.06	-0.7%	0.1% to 2.0%
39	60	Landing/Turning Space	8.00	-0.07	-0.9%	0.1% to 2.0%
40	45	Landing/Turning Space	9.00	-0.11	-1.3%	0.1% to 2.0%
41	44	Landing/Turning Space	4.93	-0.09	-1.8%	0.1% to 2.0%
45	60	Landing/Turning Space	8.03	0.03	0.4%	0.1% to 2.0%
46	59	Ramp Cross Slope	8.00	0.07	0.9%	0.1% to 2.0%
47	58	Ramp Cross Slope	8.00	0.13	1.6%	0.1% to 2.0%
47	57	Landing/Turning Space	10.60	-0.14	-1.4%	0.1% to 2.0%
48	57	Landing/Turning Space	8.00	-0.07	-0.9%	0.1% to 2.0%
49	54	Landing/Turning Space	8.03	-0.07	-0.9%	0.1% to 2.0%
50	53	Landing/Turning Space	8.00	-0.07	-0.8%	0.1% to 2.0%
67	68	Landing/Turning Space	6.40	-0.12	-1.9%	0.1% to 2.0%
68	69	Ramp Running Slope	11.45	-0.94	-8.2%	0.5% to 8.3%
69	70	Landing/Turning Space	3.31	-0.06	-1.8%	0.1% to 2.0%
70	71	Landing/Turning Space	3.31	-0.05	-1.5%	0.1% to 2.0%
71	72	Landing/Turning Space	5.00	-0.09	-1.8%	0.1% to 2.0%
72	73	Landing/Turning Space	8.00	0.15	1.9%	0.1% to 2.0%
73	74	Landing/Turning Space	5.00	0.09	1.8%	0.1% to 2.0%
74	75	Ramp Running Slope	11.45	0.75	6.6%	0.5% to 8.3%
75	76	Landing/Turning Space	4.73	0.07	1.5%	0.1% to 2.0%
76	77	Landing/Turning Space	2.32	0.01	0.4%	0.1% to 2.0%
77	78	Landing/Turning Space	12.68	0.10	0.8%	0.1% to 2.0%
78	67	Landing/Turning Space	10.98	0.09	0.8%	0.1% to 2.0%
	68	Landing/Turning Space	9.00	-0.07	-0.8%	0.1% to 2.0%
	68	Landing/Turning Space	8.00	-0.15	-1.9%	0.1% to 2.0%
	74	Landing/Turning Space	8.00	-0.04	-0.5%	0.1% to 2.0%
	74	Landing/Turning Space	8.00	-0.15	-1.9%	0.1% to 2.0%

McClure
Engineering Associates, Inc.
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Roseland, Illinois 61071-5837
(815) 398-2332
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USER NAME:	DESIGNED:	REVISIONS:
CHECKED:	CHECKED:	REVISIONS:
DRAWN:	CHECKED:	REVISIONS:
PLOT SCALE: 1:1		
PLOT DATE: 1/12/2017		

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

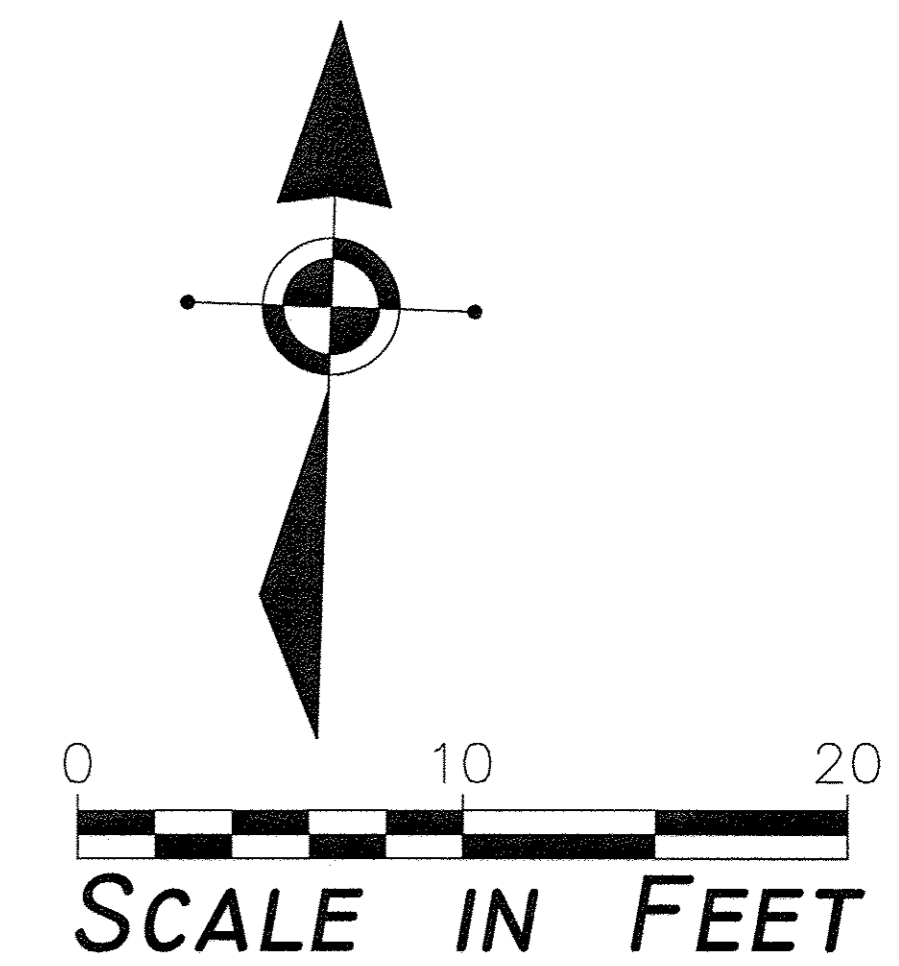
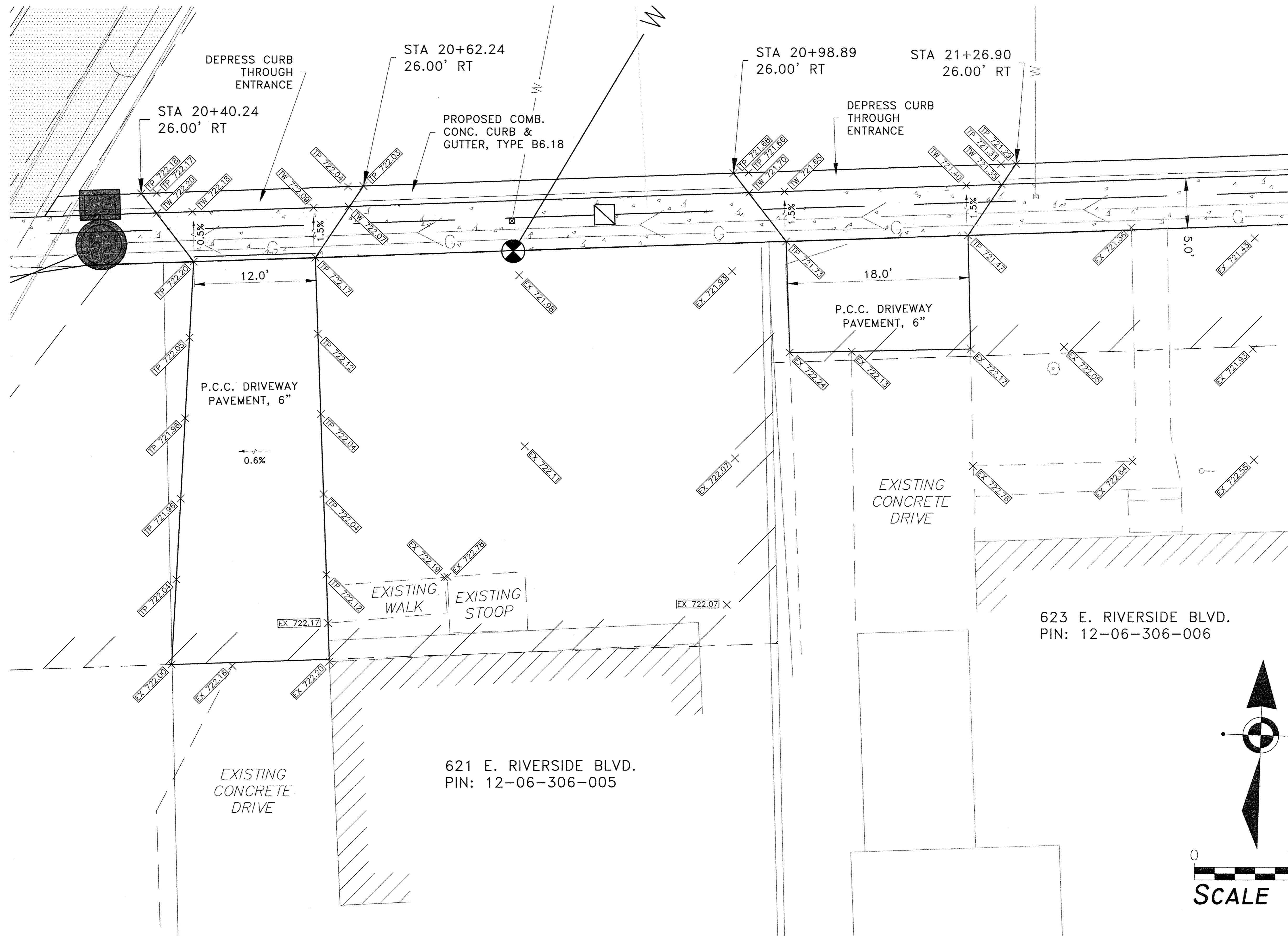
SIDEWALK ELEV DETAILS - BRIDGE
STRUCTURE NO. 101-6423

SHEET NO. ___ OF ___ SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525 08-00068-00-BR	WINNEBAGO	49	14
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\09-013 ADA FOR PDR.DWG

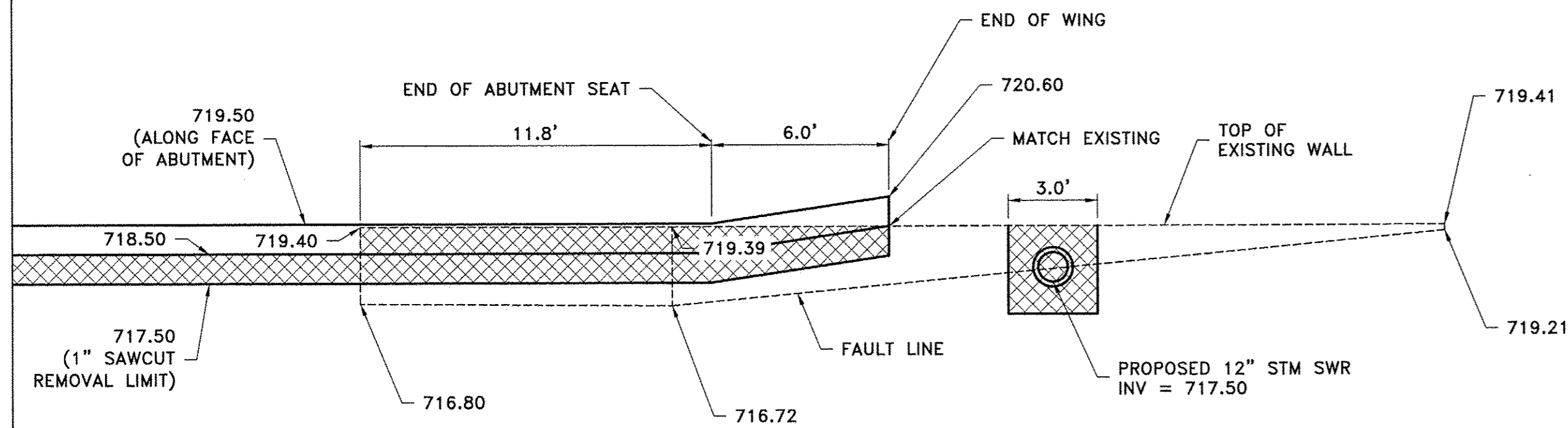
RIVERSIDE BOULEVARD



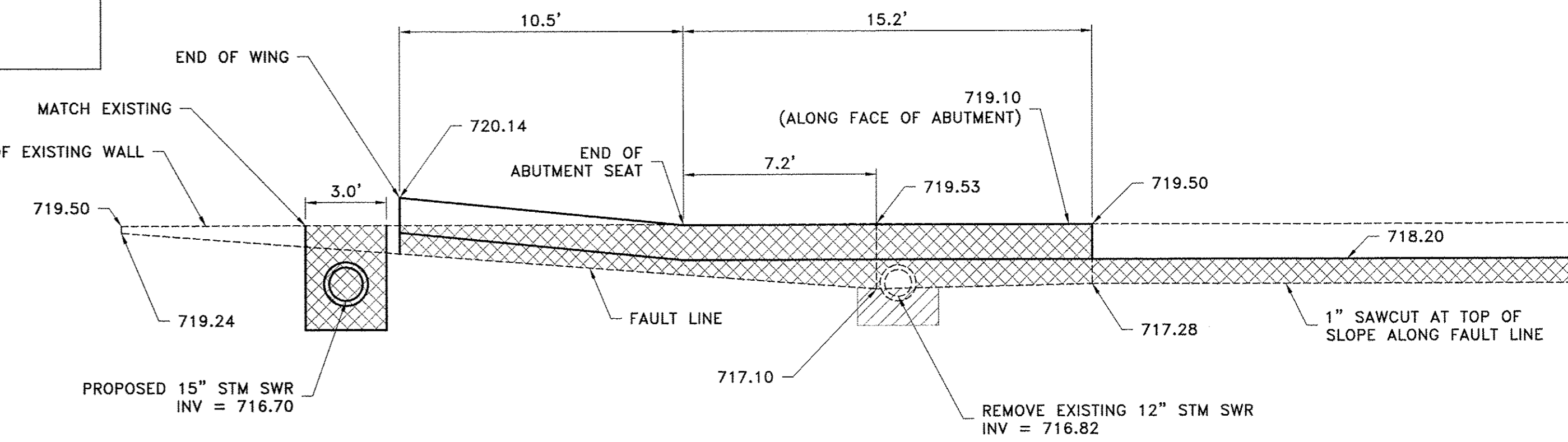
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PLOT DATE: 1/12/2017	DRAWN:	REVISED:
	CHECKED:	REVISED:

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	15
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

**NORTH WEST QUADRANT
LOOKING WEST**



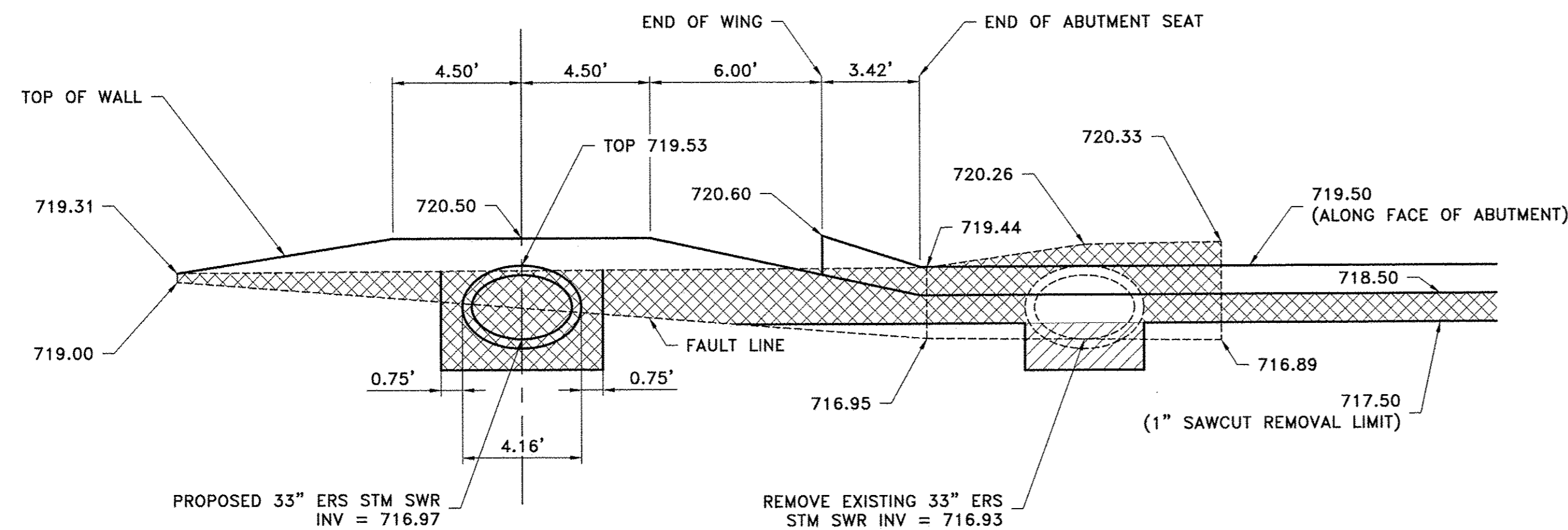
**NORTH EAST QUADRANT
LOOKING EAST**



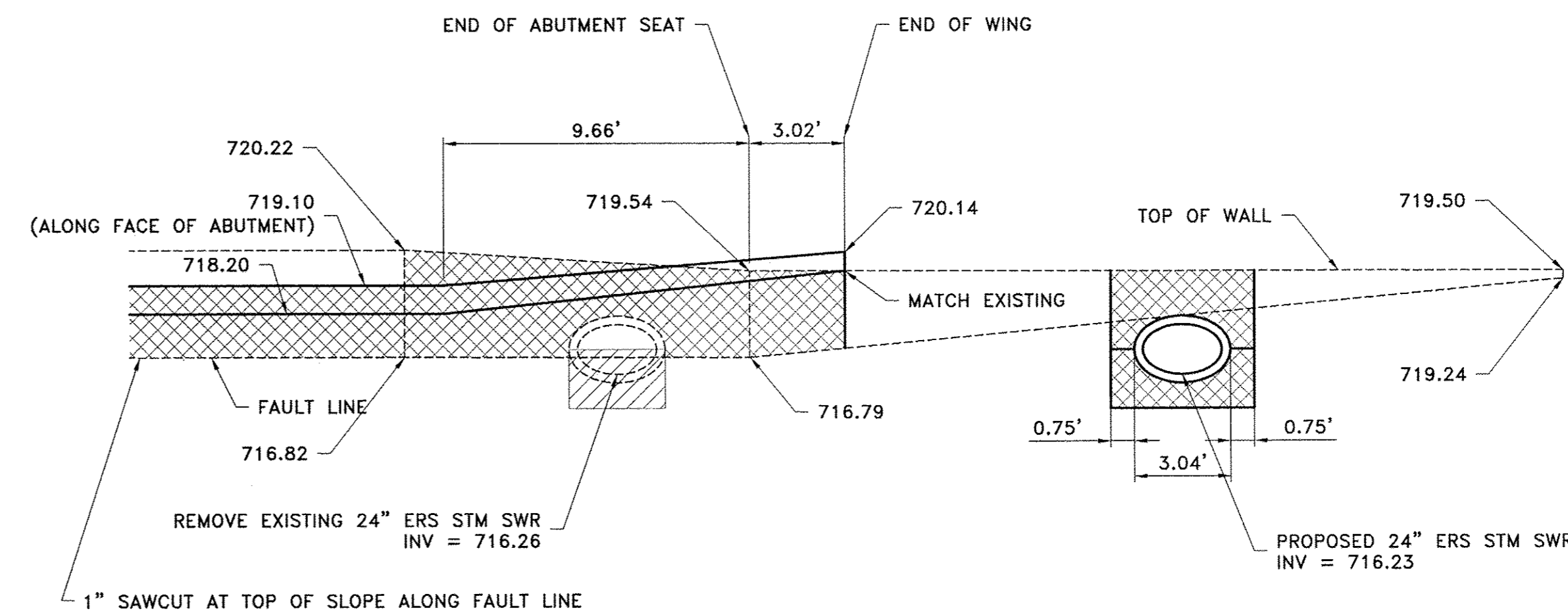
NOTES

1. SHOWING OUTLINE OF CHANNEL WALL CONCRETE. ABUTMENT AND WING WALLS NOT SHOWN FOR CLARITY.
2. WORK SHEET WITH CHANNEL LINER RESTORATION SHEETS.
3. CHANNEL CONCRETE REMOVAL AS SHOWN WILL BE MEASURED AND PAID FOR AS CONCRETE REMOVAL.
4. FORMED CONCRETE REPAIR AREAS AS SHOWN SHALL INCLUDE REINFORCEMENT AND CONCRETE PLACEMENT TO RESTORE CHANNEL LINER TO REQUIRED GEOMETRY. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHOULD BE INCLUDED WITH STORM SEWER REMOVAL.

**SOUTH WEST QUADRANT
LOOKING WEST**



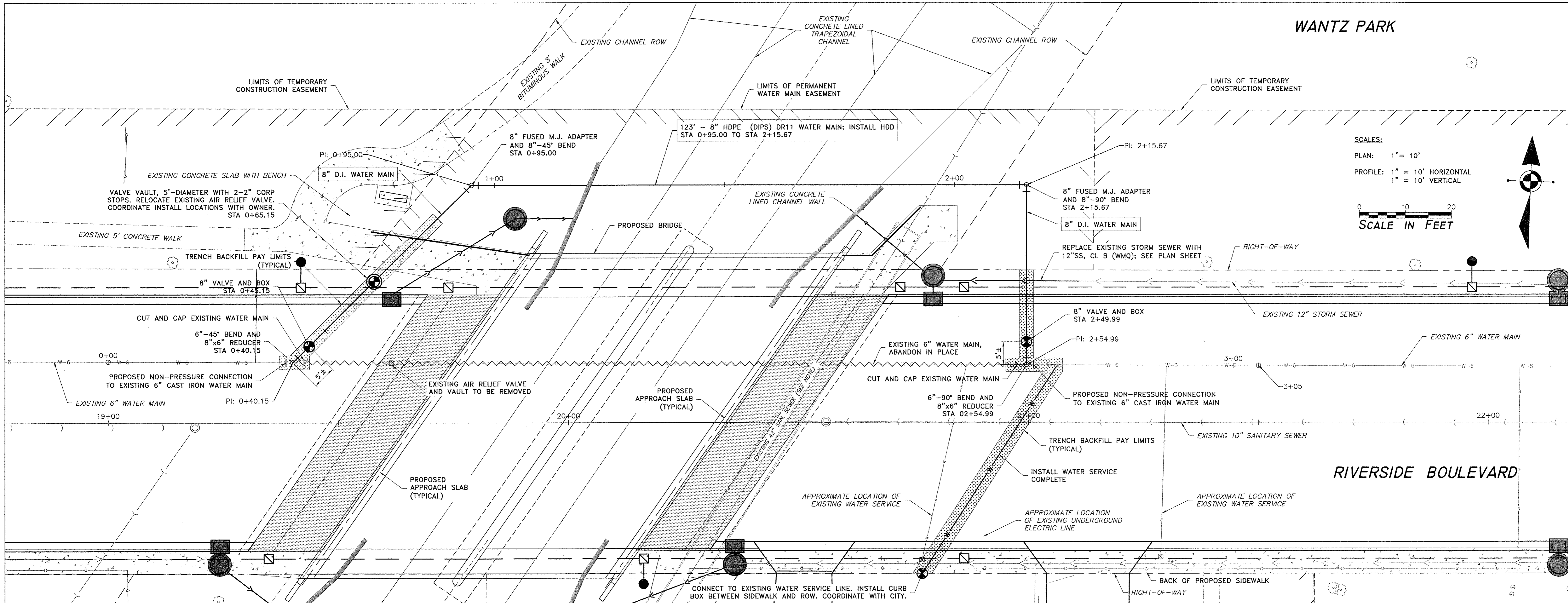
**SOUTH EAST QUADRANT
LOOKING EAST**



STORM SEWER STRUCTURE TABLE

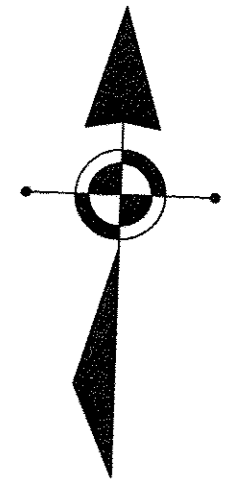
NOTE: STRUCTURES 1-1 THROUGH 1-10, INLETS, SPECIAL, SHALL BE CONSTRUCTED WITH A COMBINATION INLET FRAME, GRATE AND CURB BOX

1-1	STATION 17+87.88, 25.92' RT PROPOSED INLETS, SPECIAL EP = 722.88 INV = 718.62 (IN) INV = 718.62 (OUT) CONNECT TO EXISTING STM SWR	1-2	STATION 17+93.94, 25.92' RT PROPOSED INLETS, SPECIAL EP = 722.87 INV = 718.60 (IN) INV = 718.47 (OUT)	1-3	STATION 19+24.29, 25.92' RT PROPOSED INLETS, SPECIAL EP = 722.94 INV = 717.17	1-4	STATION 20+36.13, 25.92' RT PROPOSED INLETS, SPECIAL EP = 722.21 INV = 716.48	1-5	STATION 22+15.34, 25.92' RT PROPOSED INLETS, SPECIAL EP = 720.36 INV = 717.05	1-6	STATION 17+87.91, 25.92' LT PROPOSED INLETS, SPECIAL EP = 722.88 INV = 718.33	1-7	STATION 17+93.91, 25.92' LT PROPOSED INLETS, SPECIAL EP = 722.87 INV = 718.41 (IN) INV = 718.31 (OUT)	1-8	STATION 19+61.61, 25.92' LT PROPOSED INLETS, SPECIAL EP = 722.69 INV = 716.56	1-9	STATION 20+79.27, 25.92' LT PROPOSED INLETS, SPECIAL EP = 721.89 INV = 716.91	1-10	STATION 22+15.34, 25.92' LT PROPOSED INLETS, SPECIAL EP = 720.36 INV = 717.47
M-1	STATION 19+24.20, 30.97' RT PROPOSED 6" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 723.39 INV = 717.16 (IN) INV = 717.06 (OUT) CONNECT TO EXISTING STM SWR	M-2	STATION 20+36.13, 31.00' RT PROPOSED 5" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 722.66 INV = 716.46 (IN) INV = 716.36 (OUT) CONNECT TO EXISTING STM SWR	M-3	STATION 22+15.34, 31.25' RT PROPOSED 5" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 720.81 INV = 717.03 (IN E&N) INV = 716.89 (OUT) CONNECT TO EXISTING STM SWR	M-4	STATION 19+83.71, 41.72' LT PROPOSED 4" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 722.00 INV = 718.70 (IN) INV = 717.57 (OUT)	M-5	STATION 20+79.27, 32.10' LT PROPOSED 4" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 722.35 INV = 716.89 (IN E&S) INV = 716.79 (OUT)	M-6	STATION 22+15.34, 31.00' LT PROPOSED 4" DIA. MANHOLE TYPE A, WITH FRAME AND CLOSED LID, TYPE 1 RIM = 720.80 INV = 717.45 (IN E&N) CONNECT TO EXISTING STM SWR								

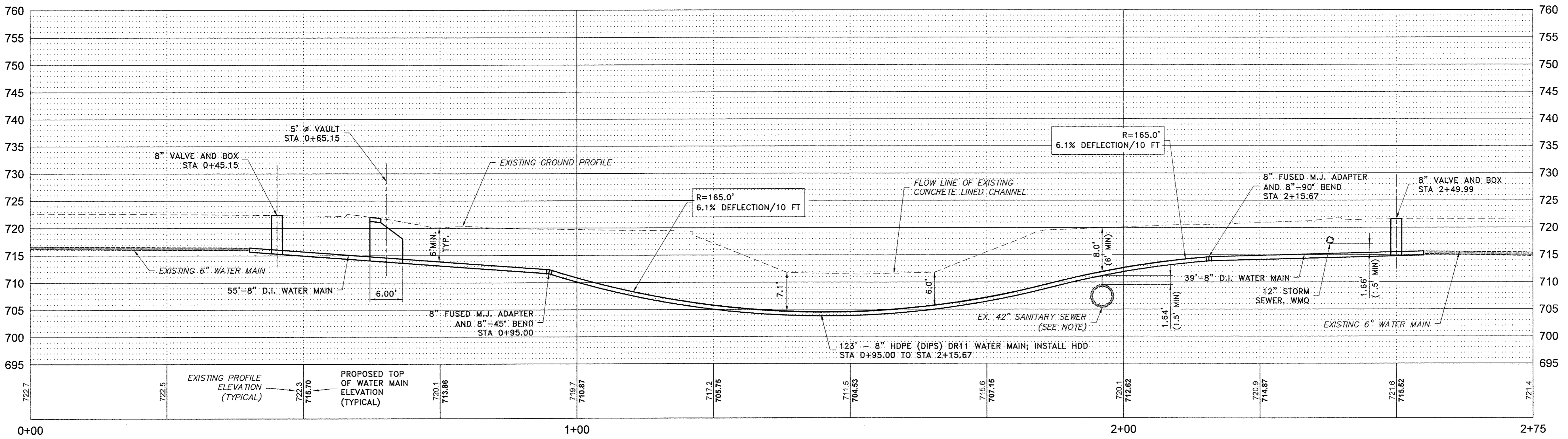


SCALES:
 PLAN: 1" = 10'
 PROFILE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

0 10 20
 SCALE IN FEET



RIVERSIDE BOULEVARD



EXIST. SANITARY SEWER NOTE:
 CONTRACTOR SHALL PROVIDE MINIMUM 48 HR NOTICE TO ROCK RIVER WATER RECLAMATION DISTRICT BEFORE STARTING THE HORIZONTAL DIRECTIONAL DRILLING WORK.
 RRWRD CONTACT: MR. JUDE TORRE
 PHONE NUMBER: 815-871-8072

McClure
 Engineering Associates, Inc.
 7282 Arroyo Drive
 Rockford, Illinois 61107-5837
 (815) 399-2332 FAX (815) 399-2496
 Design Firm License: Illinois 184-000816
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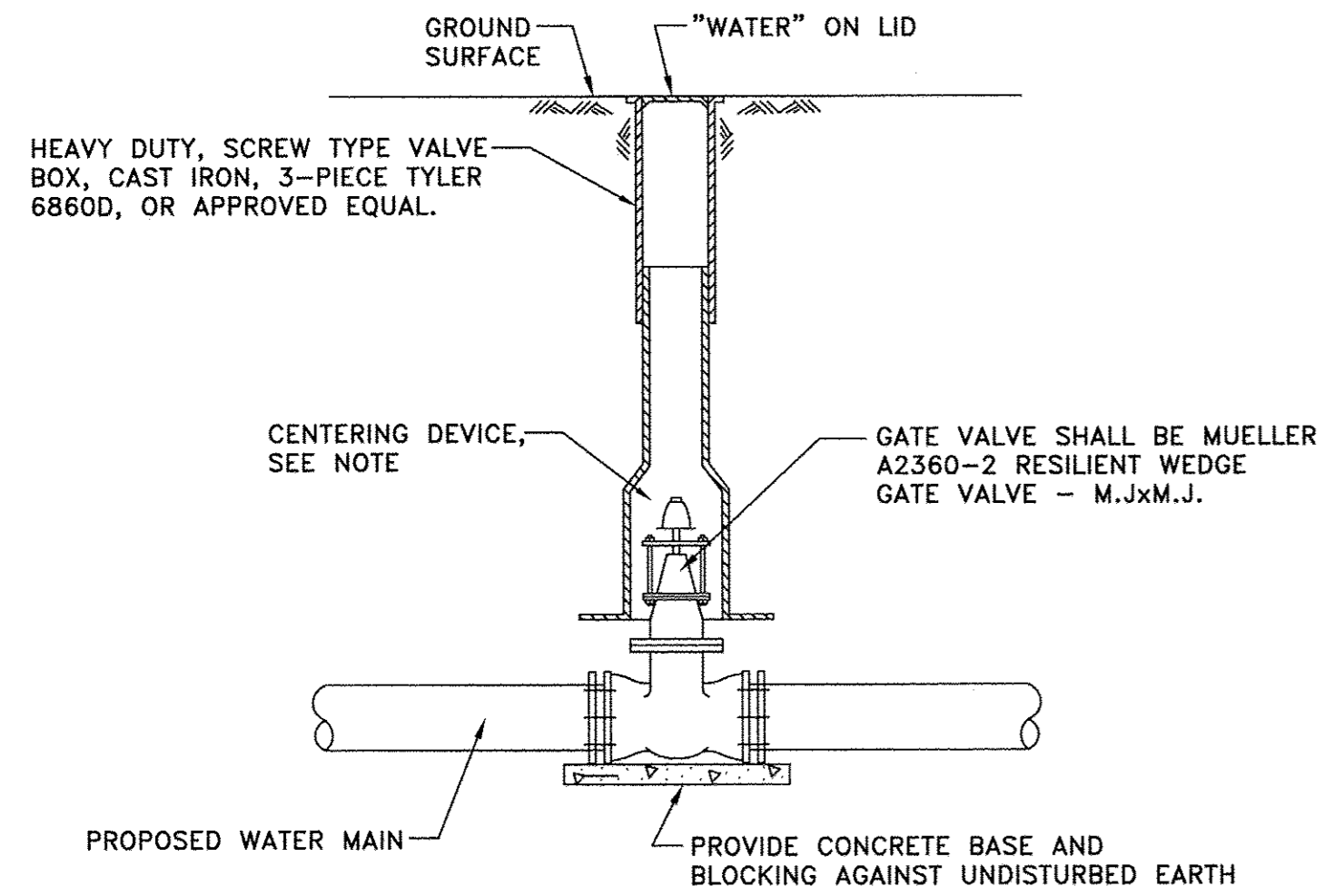
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PLOT SCALE: 1:1	CHECKED:	REVISED:
PLOT DATE: 1/12/2017	DRAWN: MS	REVISED:
	CHECKED:	REVISED:

STATE OF ILLINOIS
 LOVES PARK DEPARTMENT OF PUBLIC WORKS

WATER MAIN RELOCATION PLAN AND PROFILE
 STRUCTURE NO. 101-6423

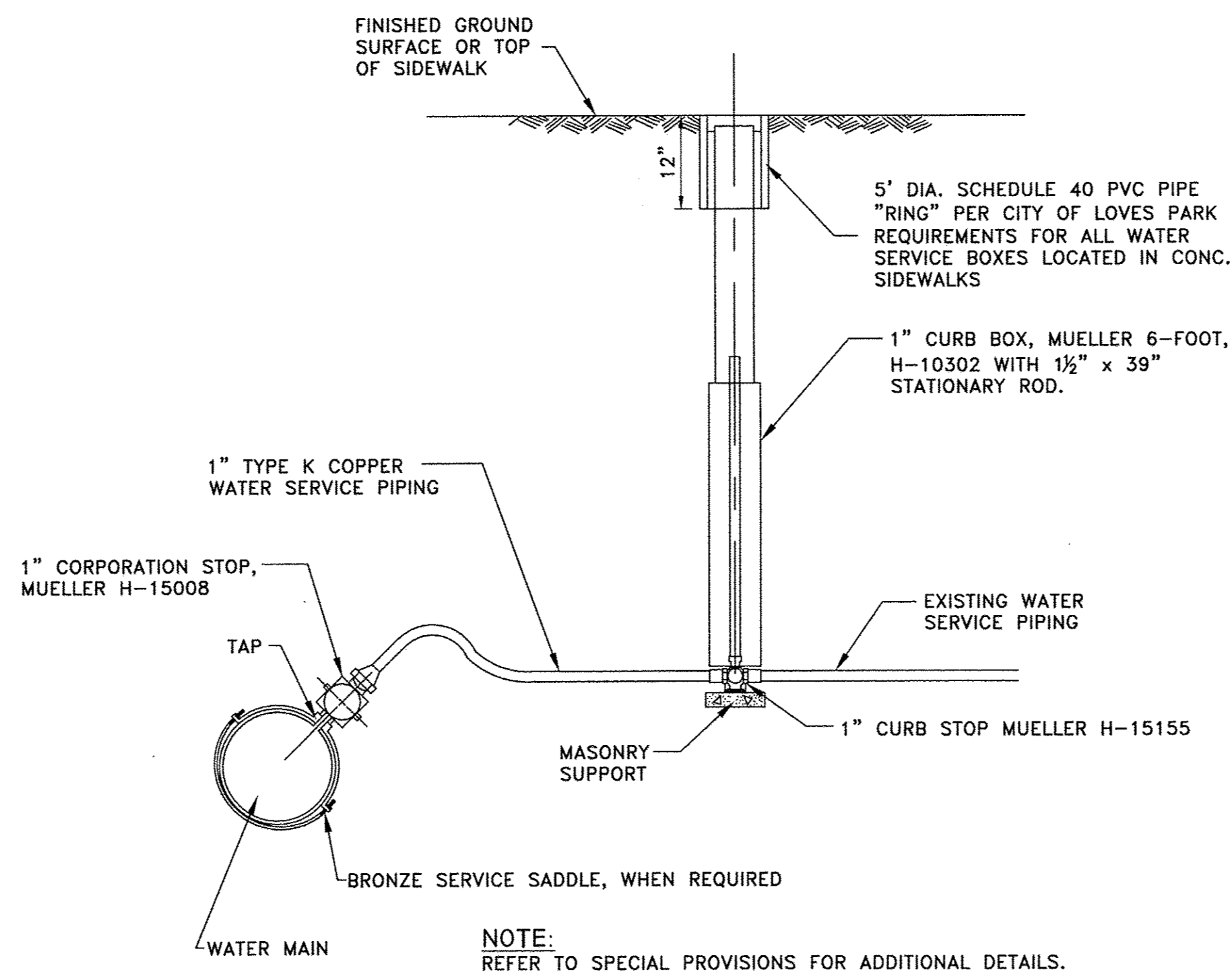
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	08-00068-00-BR	WINNEBAGO	49	17
CITY OF LOVES PARK		CONTRACT NO. 85643		
ILLINOIS		FED. AID PROJECT BRM-5099(115)		

SHEET NO. ___ OF ___ SHEETS



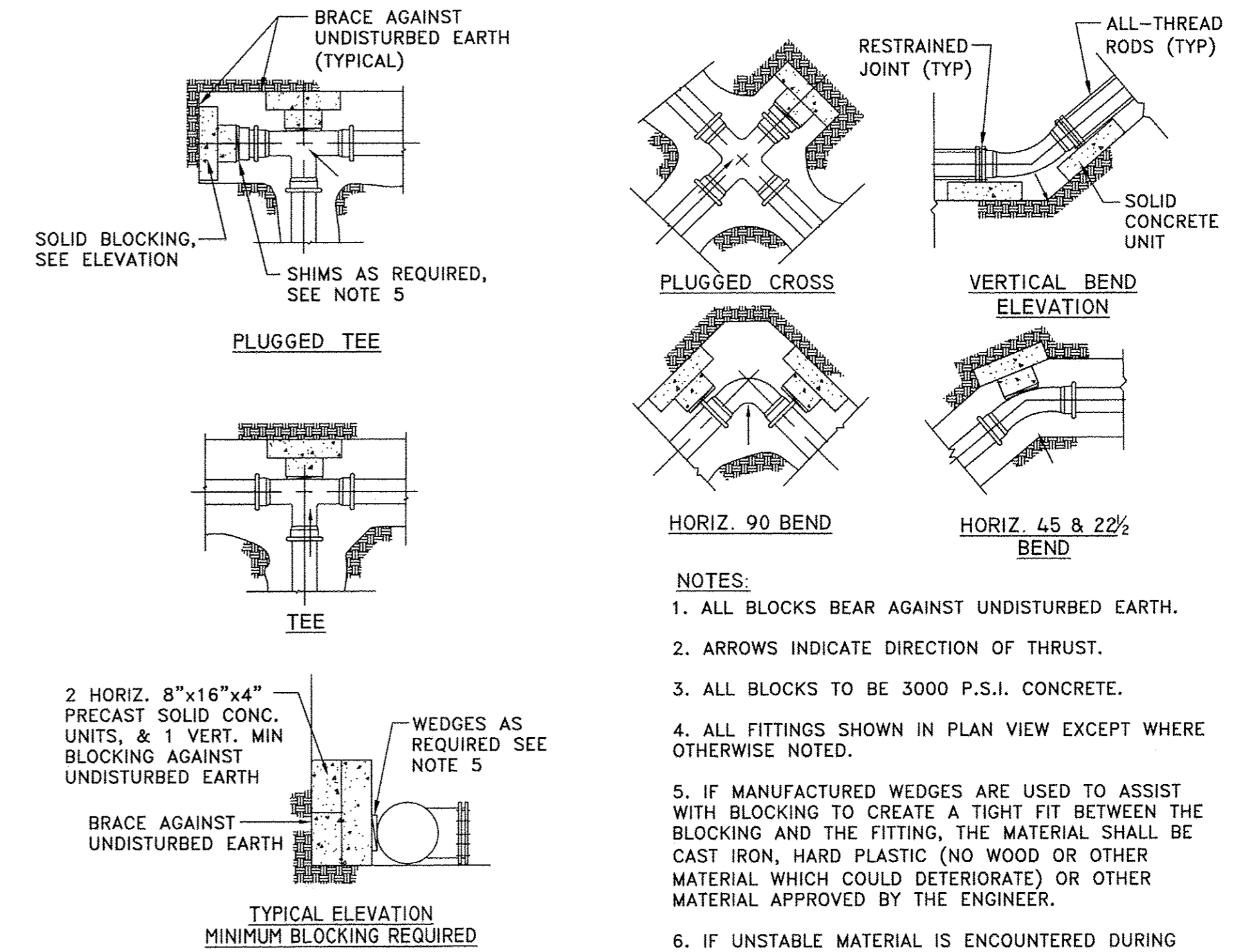
NOTE:
A VALVE BOX ADAPTER/ CENTERING DEVICE OF THE APPROPRIATE SIZE AND TYPE SHALL BE UTILIZED WITH ALL VALVE BOX INSTALLATIONS, SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

**TYPICAL WATER VALVE
INSTALLATION DETAIL**



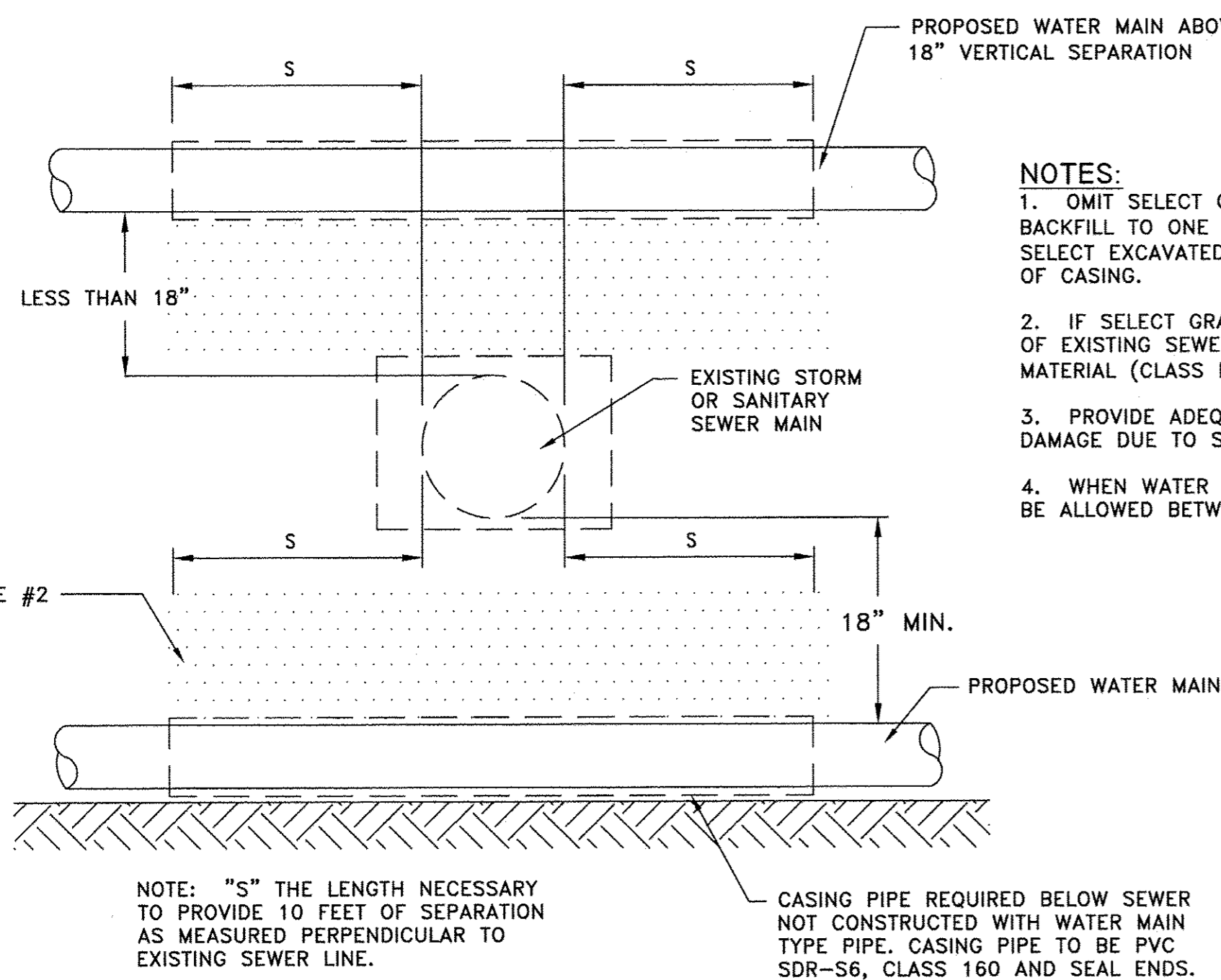
NOTE:
REFER TO SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

**TYPICAL WATER SERVICE
INSTALLATION DETAIL**



- NOTES:**
1. ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH.
 2. ARROWS INDICATE DIRECTION OF THRUST.
 3. ALL BLOCKS TO BE 3000 P.S.I. CONCRETE.
 4. ALL FITTINGS SHOWN IN PLAN VIEW EXCEPT WHERE OTHERWISE NOTED.
 5. IF MANUFACTURED WEDGES ARE USED TO ASSIST WITH BLOCKING TO CREATE A TIGHT FIT BETWEEN THE BLOCKING AND THE FITTING, THE MATERIAL SHALL BE CAST IRON, HARD PLASTIC (NO WOOD OR OTHER MATERIAL WHICH COULD DETERIORATE) OR OTHER MATERIAL APPROVED BY THE ENGINEER.
 6. IF UNSTABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION IT MAY BE NECESSARY TO PROVIDE A LARGER AREA OF BEARING AGAINST UNDISTURBED SOIL FOR BLOCKING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SOIL CONDITIONS AND PROVIDE THE SQUARE FOOT OF BEARING AREA REQUIRED FOR EACH FITTING.
 7. CONCRETE THRUST BLOCKING SHALL BE PRECAST UNLESS OTHERWISE APPROVED BY THE ENGINEER.

**TYPICAL THRUST BLOCKING
DETAIL**
4", 6" & 8" WATER MAIN

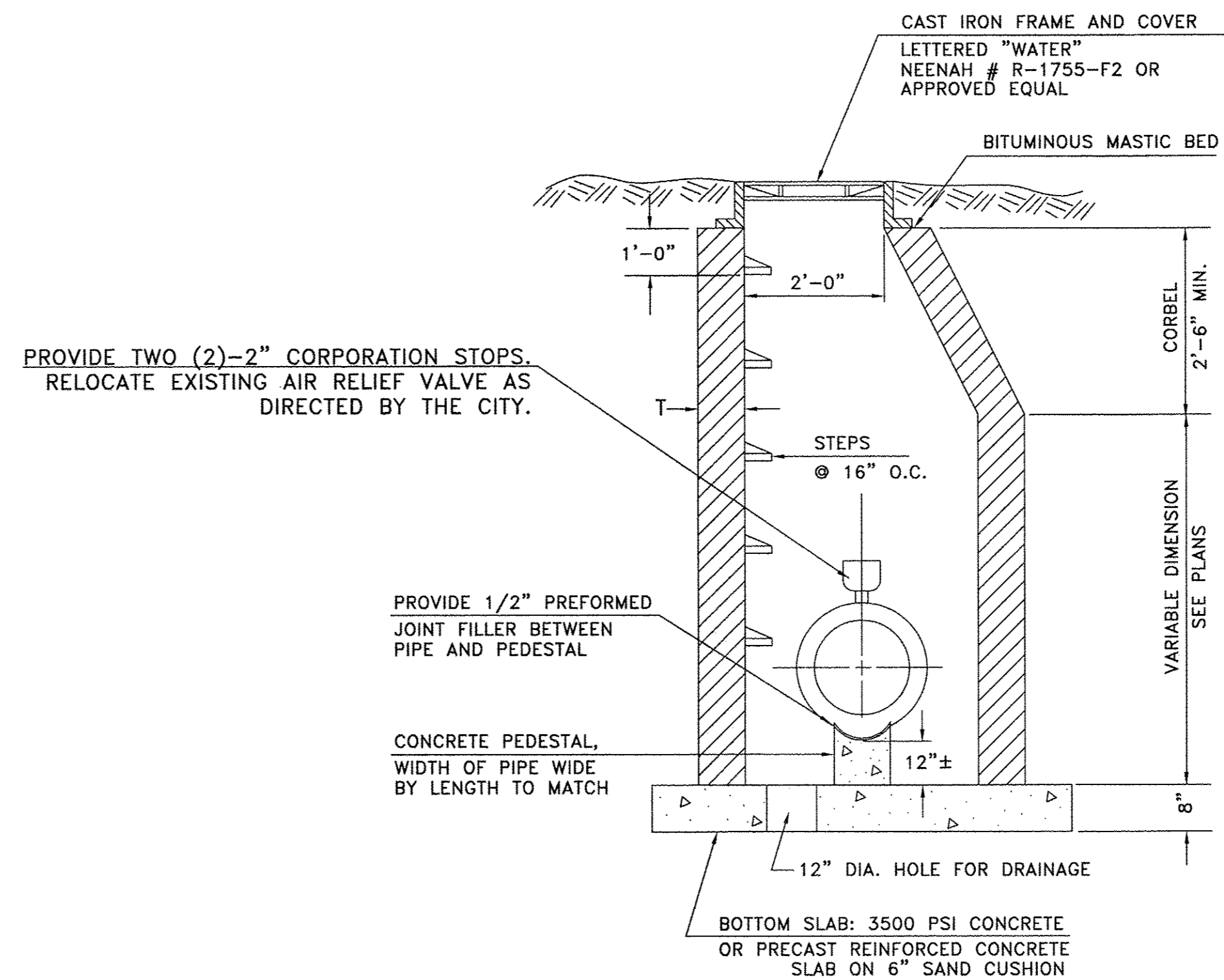


- NOTES:**
1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF CASING.
 2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
 3. PROVIDE ADEQUATE SUPPORT FOR SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
 4. WHEN WATER MAIN IS ABOVE SEWER, POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN CASING AND SEWER.

NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING SEWER LINE.
CASING PIPE REQUIRED BELOW SEWER NOT CONSTRUCTED WITH WATER MAIN TYPE PIPE, CASING PIPE TO BE PVC SDR-56, CLASS 160 AND SEAL ENDS.

**WATER AND SEWER
SEPARATION REQUIREMENTS**

TYPICAL DETAIL WHEN APPLICABLE



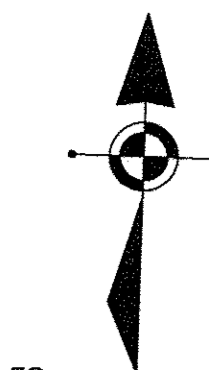
MATERIAL WALL THICKNESS "T"
PRE-CAST CONC. MIN. 1/12 "D"
CONC. MASONRY UNITS MIN. 5"
CAST-IN-PLACE CONC. MIN. 6"
BRICK MASONRY UNITS MIN. 8"

- NOTES:**
1. STEPS REQUIRED, UNLESS DELETED BY SPECIAL PROVISIONS.
 2. VAULT DIA. SHALL BE 60".
 3. REFER TO SPECIAL PROVISIONS FOR ADDITIONAL DETAILS

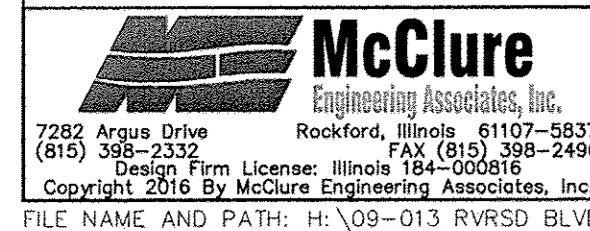
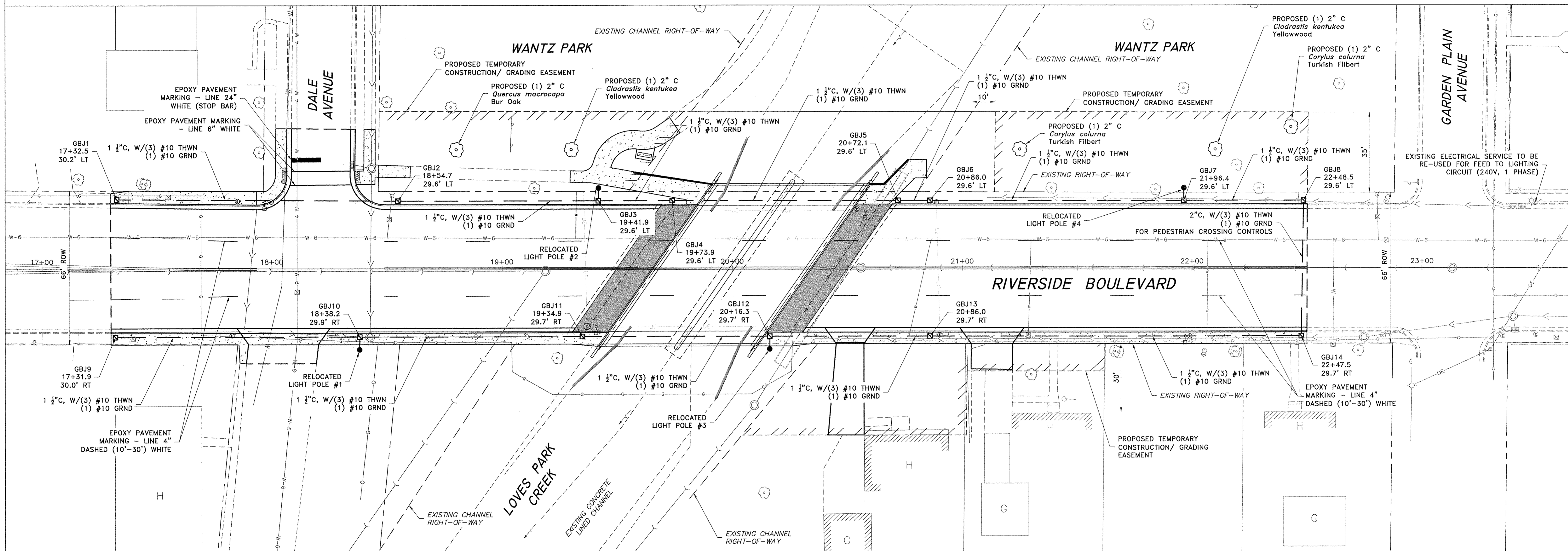
**AIR RELIEF VALVE
VAULT DETAIL**

BENCHMARKS

DESCRIPTION	ELEVATION
BM #300: TOP OF NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE NORTHWEST CORNER OF RIVERSIDE BOULEVARD AND GARDEN PLAIN AVENUE.	722.78
BM #301: TOP OF SOUTHEAST FLANGE BOLT ON FIRE HYDRANT AT THE SOUTHWEST CORNER OF CLIFFORD AVENUE AND GARDEN PLAIN AVENUE.	724.09



SCALES:
 PLAN: 1" = 20'
 0 20 40
 SCALE IN FEET



USER NAME:	DESIGNED:	REVISED:
PLOT SCALE: 1:1	CHECKED:	REVISED:
PLOT DATE: 1/12/2017	DRAWN:	REVISED:
	CHECKED:	REVISED:

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

ELECTRICAL, PAVEMENT MARKING AND PLANTING PLAN
STRUCTURE NO. 101-6423

SHEET NO. ___ OF ___ SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	08-00068-00-BR	49	19
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\09-013 ELECTRICAL AND PAVEMENT MARKING.DWG

BENCHMARKS:

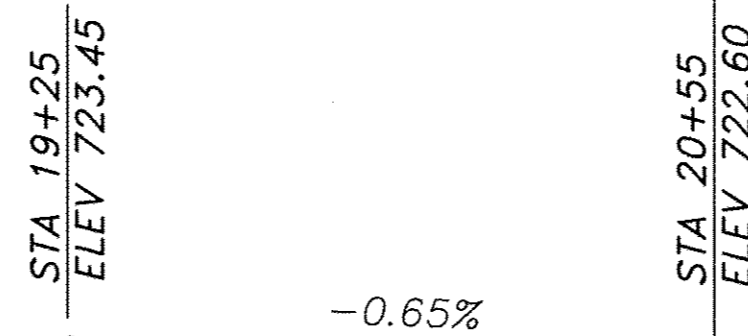
B.M.- No. 300, Northeast top flange bolt on Fire Hydrant located at Northwest corner of Riverside Blvd. and Garden Plain Ave. Elev. = 722.78'

B.M.- No. 301, Southeast top flange bolt on Fire Hydrant located at Southwest corner of Clifford Ave. and Garden Plain Ave. Elev. = 724.09'

EXISTING STRUCTURE: S.N. 101-6406; Built in 1960, two span bridge that measures 60'-0" back to back of abutments with 30 ft. long precast, prestressed concrete deck beams supported by pile caps with 14 in. by 14 in. precast concrete piles. Overall width of the bridge measures 49'-3" with 4 ft. walks on both sides. The bridge deck has a bituminous overlay with steel railings.

Roadway will be closed during demolition and construction.

Salvage- None



PROFILE GRADE
(along centerline roadway)

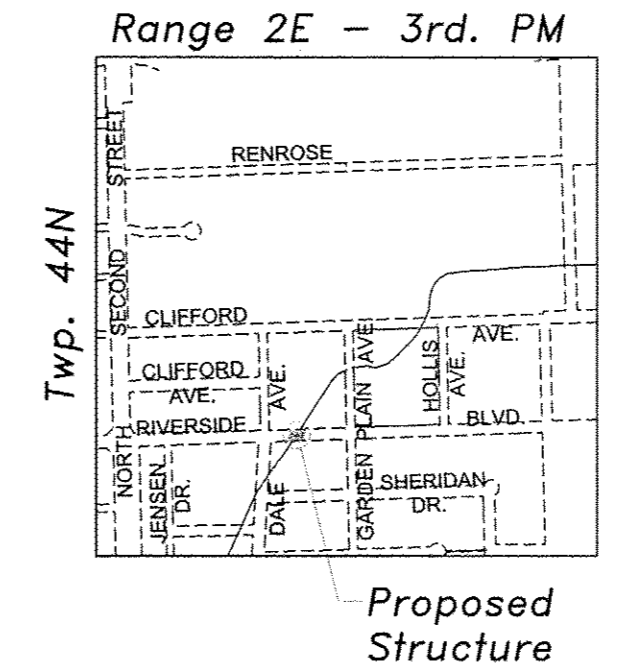
RIVERSIDE BOULEVARD OVER.
LOVES PARK CREEK
BUILT 20____
CITY OF LOVES PARK
WINNEBAGO COUNTY
SEC 08-00068-00-BR
LOADING HL 93
STA. 20+00.0 STR. NO. 101-6423

INDEX OF BRIDGE SHEETS

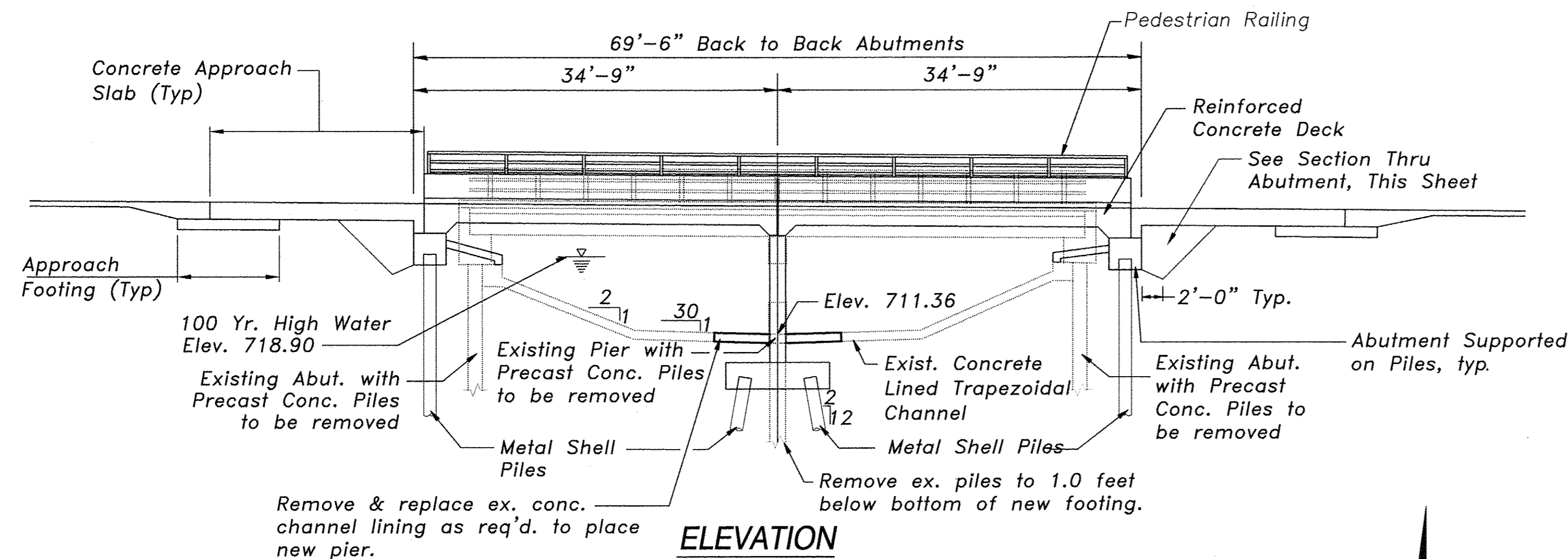
- S1 General Plan & Elevation
- S2 General Notes & Bill of Material - Bridge
- S3 Superstructure Plan - North of Centerline
- S4 Superstructure Plan - South of Centerline
- S5 Superstructure Details & Bill of Material
- S6 Superstructure Details
- S7 Top of Slab Elevations
- S8 Bridge Approach Slab Plan & Details - Sheet 1 of 2
- S9 Bridge Approach Slab Details - Sheet 2 of 2
- S10 Abutment Details
- S11 Pier Details
- S12 Metal Shell Pile Details
- S13 Pedestrian Railing Details
- S14 Channel Liner Restoration - Sheet 1 of 3
- S15 Channel Liner Restoration - Sheet 2 of 3
- S16 Channel Liner Restoration - Sheet 3 of 3
- S17 Soil Boring Logs

LETTERING FOR NAME PLATE

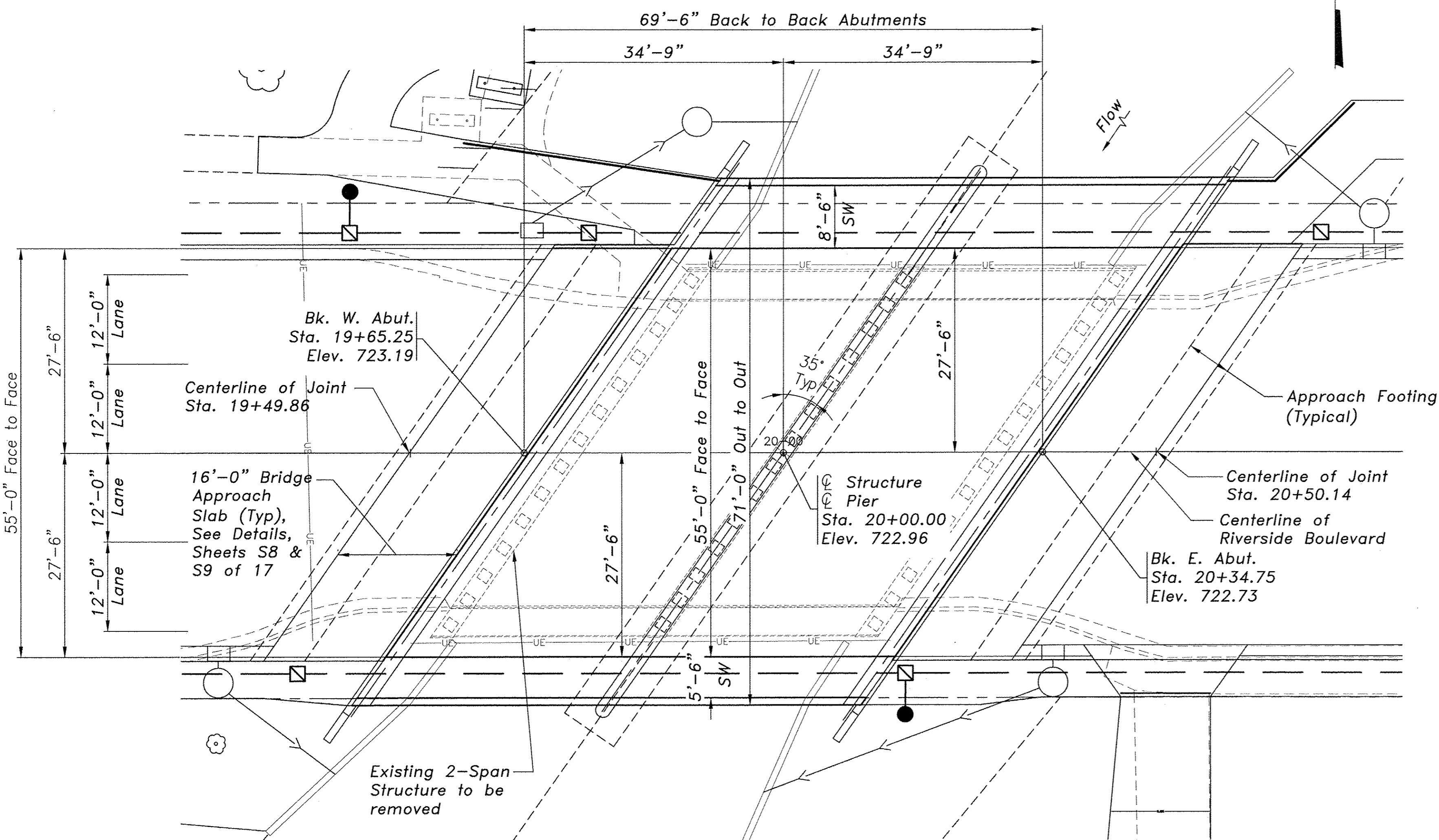
Locate name plate at the Southwest corner of bridge (See Std. 515001)



LOCATION SKETCH



ELEVATION



PLAN

HIGHWAY CLASSIFICATION

FAP Rte. 525 - Riverside Boulevard
Functional Class: Other Principal Arterial
ADT: 18,000 (2016)
Design Speed: 30 mph
LOADING HL 93

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

DESIGN SPECIFICATIONS
AASHTO LRFD Bridge Design Specifications, 7th Edition, with 2015 and 2016 Interim Revisions

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (superstructure)
fy = 60,000 psi (reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. S_{D1} = 0.075g
Design Spectral Acceleration at 0.2 sec. S_{D5} = 0.160g
Soil Site Class = D

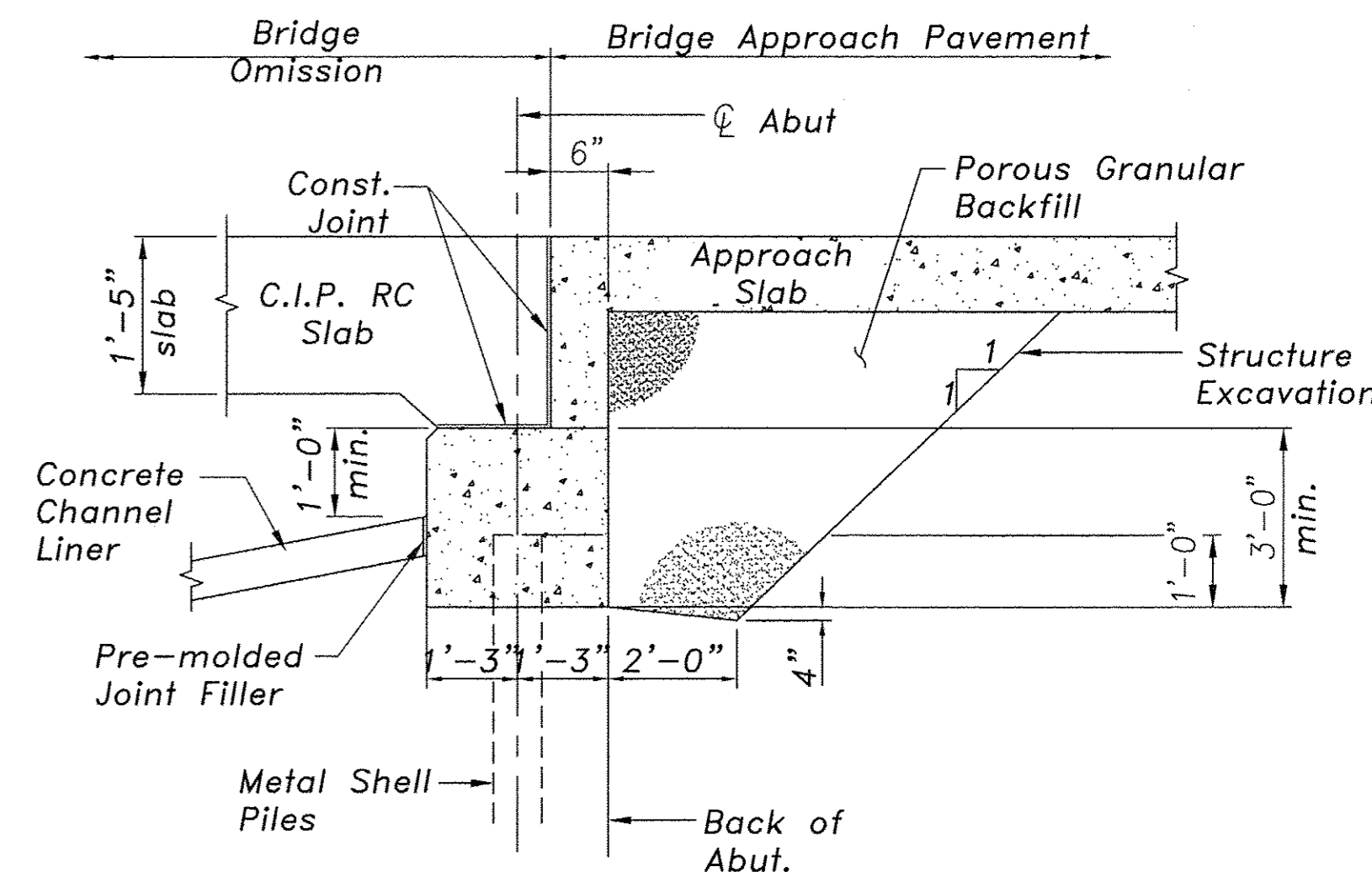
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft)	West Abut.	Pier	East Abut.
	717.94	707.36	717.48

WATERWAY INFORMATION

Drainage Area = 6.3 Sq.Mi. Low Grade Elev. = 720.9 @ Sta. 22+15

Flood	Frequency Year	Q C.F.S.	Opening Sq.Ft.		Nat. H.W.E.	Head (Ft)	
			Exist.	Prop.		Exist.	Prop.
Design	50	2030	229	230	718.5	0.0	0.0
Base	100	2200	246	247	718.9	0.0	0.0
Max calc.	500	N/A					



SECTION THRU ABUTMENT

(Dimensions at Rt L's)

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



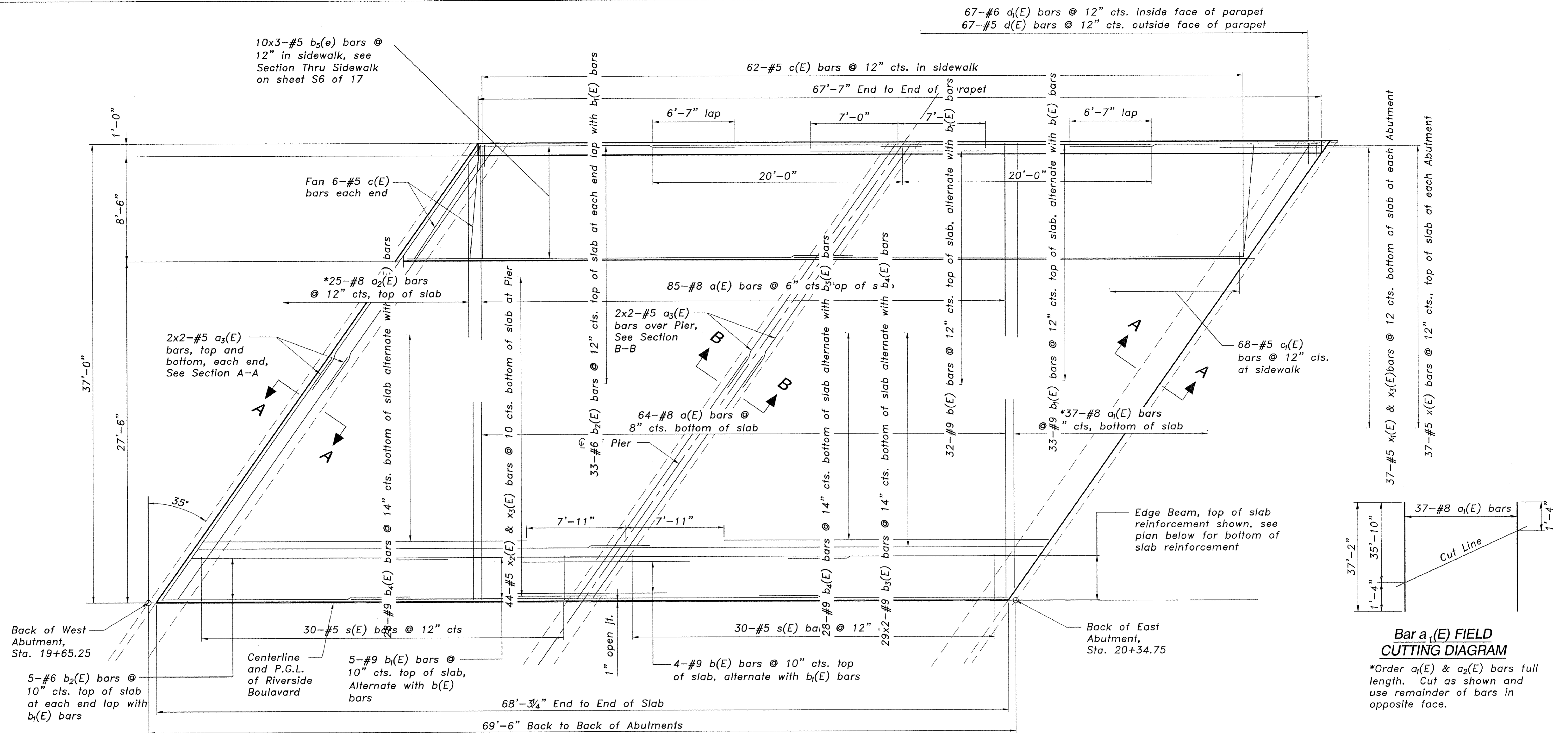
Signature: *A.I.A. Gharamti*
Date: 12/17/17
Date: 11/30/18

BILL OF MATERIAL – BRIDGE

Coded Pay Item No.	Item	Unit	Super	Sub.		Channel Liner	Total
				Pier	Abuts.		
20900110	Porous Granular Backfill	Cu. Yd.			100	68	168
50100100	Removal of Existing Structures	Each					1
50102400	Concrete Removal	Cu. Yd.				80	80
50300225	Concrete Structures	Cu. Yd.	25.3	138.2	61.8	70	295.3
50900805	Pedestrian Railing	Foot	134				134
50200100	Structure Excavation	Cu. Yd.		110	193		303
50800205	Reinforcement Bars, Epoxy Coated	Pound	121,550	13,186	10,143	5,591	150,470
51200958	Furnishing Metal Shell Piles, 14"x0.250"	Foot		1,820	1,800		3,620
51202305	Driving Piles	Foot		1,820	1,800		3,620
51203200	Test Pile Metal Shells	Each		1	2		3
51500100	Name Plates	Each					1
50300255	Concrete Superstructure	Cu. Yd.	444.8				444.8
50300260	Bridge Deck Grooving	Sq. Yd.	752				752
50300300	Protective Coat	Sq. Yd.	760				760
50800515	Bar Splicers	Each				294	294
52200020	Temporary Soil Retention System	Sq. Ft.				900	900

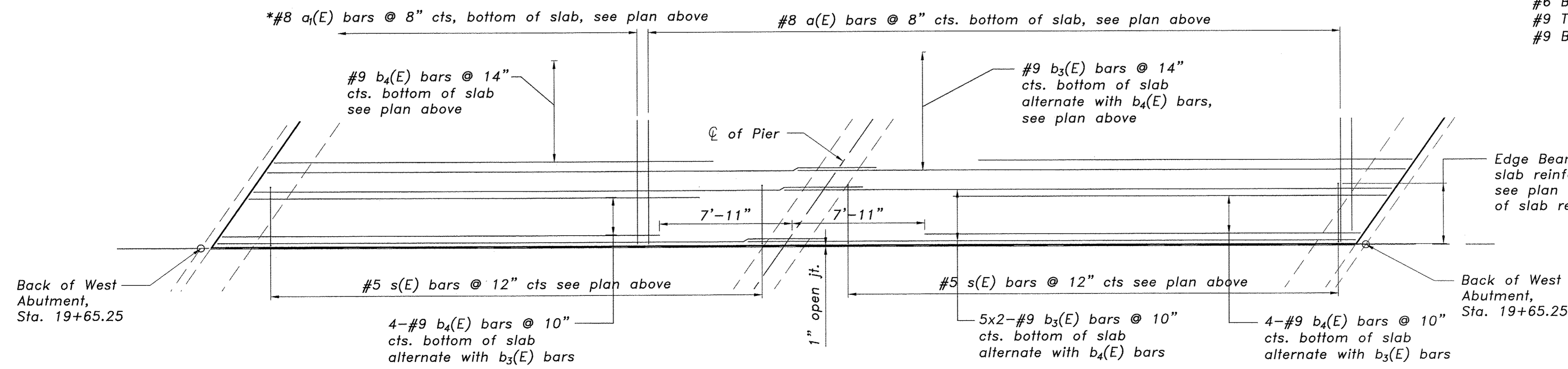
GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. The Contractor shall drive test piles, as specified in a permanent locations as approved by the Engineer before ordering the remainder of the piles. The contractor shall drive test piles to 110% of the nominal required bearing specified in a production location.
4. Backfill shall be placed behind the abutment after the superstructure is in place and any false work is removed. See article 502.10 of the standard specifications.
5. All exposed concrete edges shall have a 3/4" X 45° chamfer, unless noted otherwise. Chamfer on vertical edges shall be continued a minimum of one foot below finished ground surface.
6. Saw cuts to the existing channel liner/wall concrete shall not be paid for separately, but shall be included with the cost of Concrete Removal.
7. All joints and waterstops called out shall not be paid for separately but shall be included with the cost of the structure.
8. Excavation and backfill at the pipe penetrations in channel liner shall not be paid for separately but shall be considered incidental to the associated storm sewer pay item.

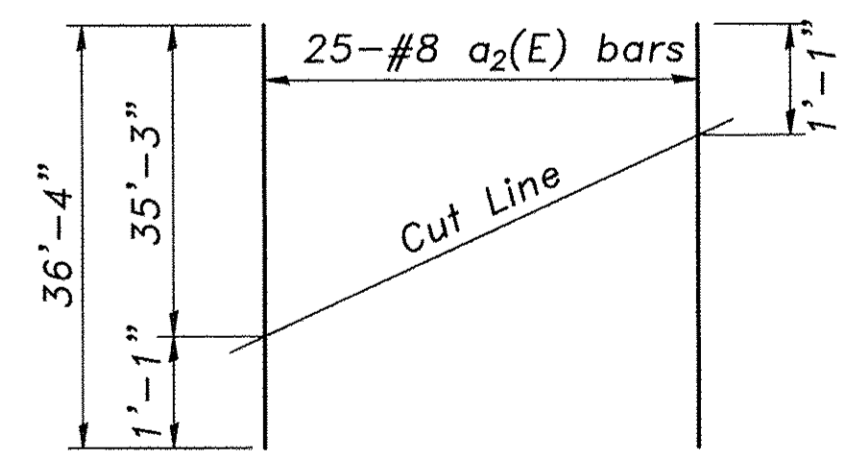
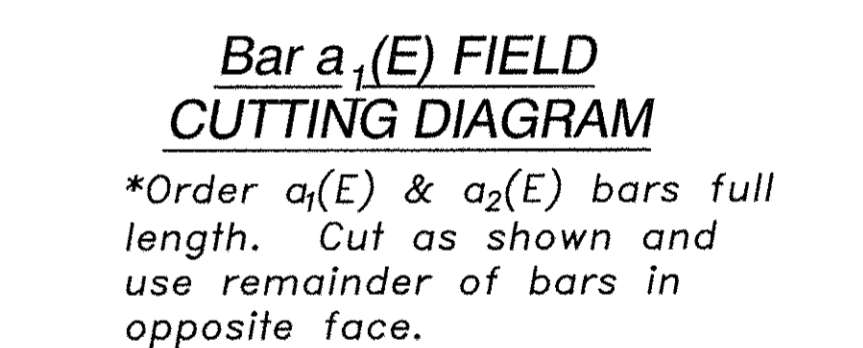


SUPERSTRUCTURE PLAN - NORTH OF CENTERLINE

MINIMUM BAR LAPS
 #5 BAR = 3'-0"
 #6 BAR = 4'-0"
 #9 TOP BAR = 6'-7"
 #9 BOTTOM BAR = 7'-3"

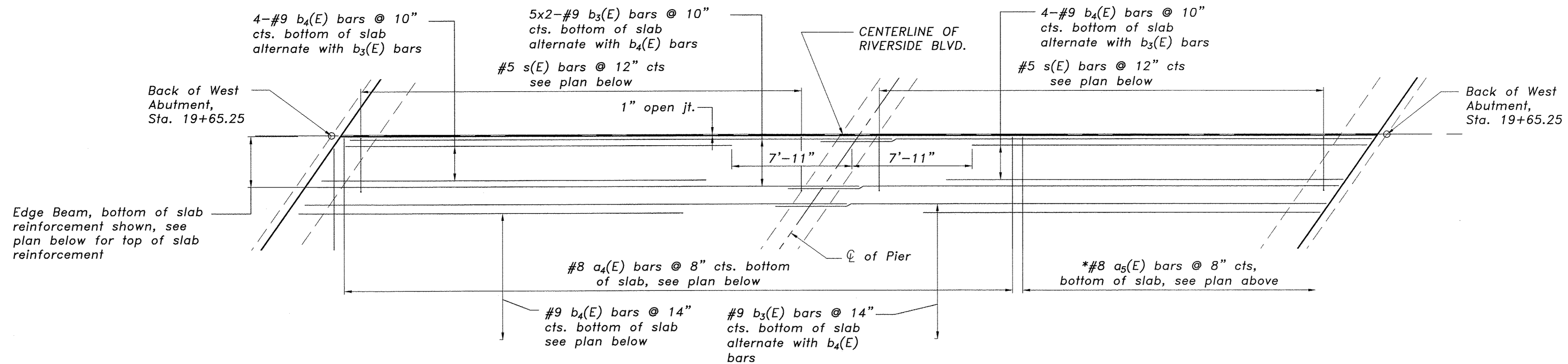


EDGE BEAM PARTIAL PLAN - NORTH OF CENTERLINE

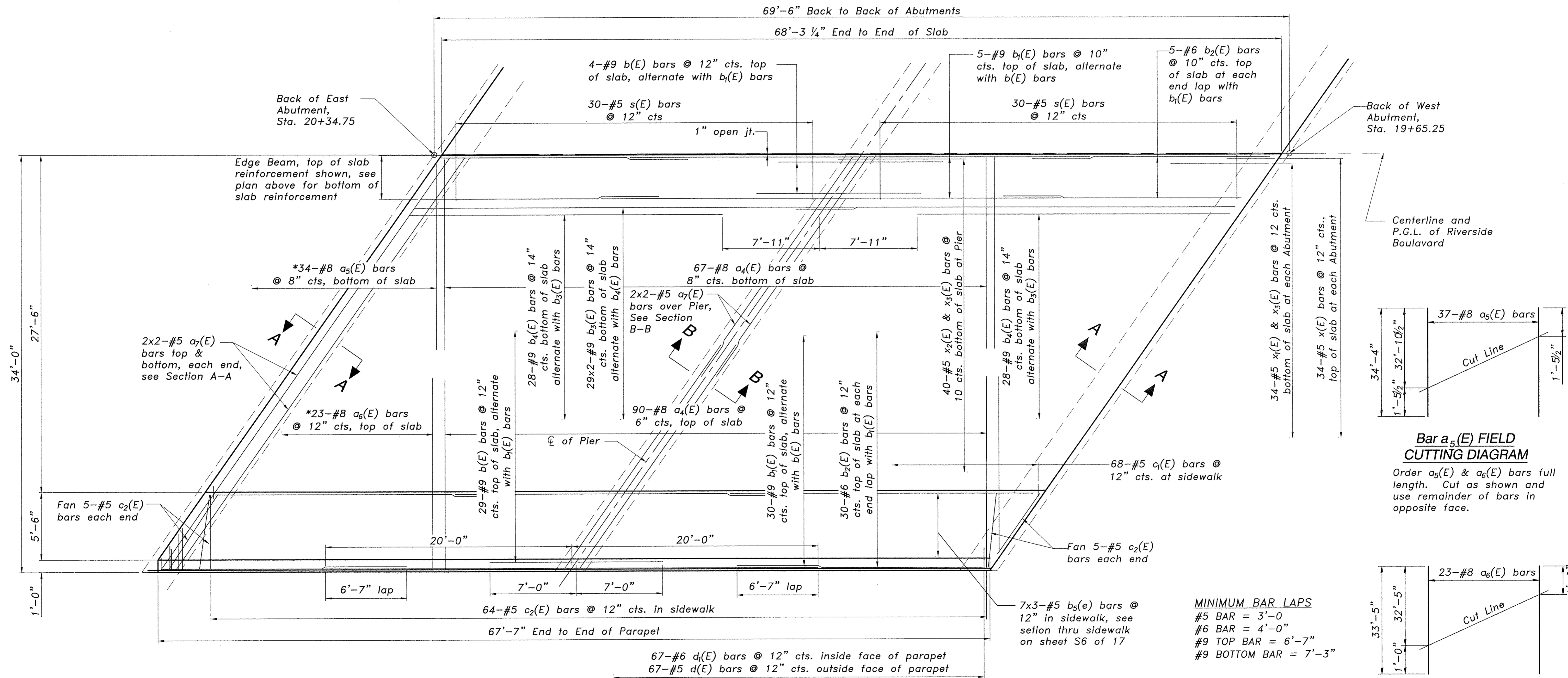


Bar a₁(E) FIELD CUTTING DIAGRAM
 *Order a₁(E) & a₂(E) bars full length. Cut as shown and use remainder of bars in opposite face.

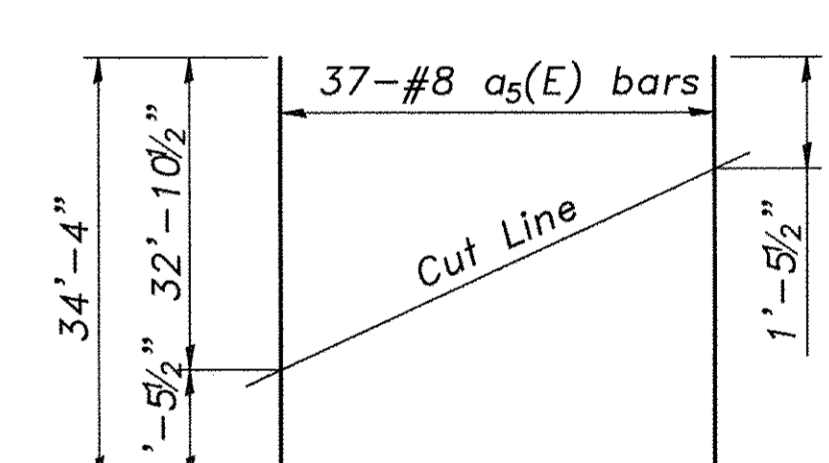
Bar a₂(E) FIELD CUTTING DIAGRAM



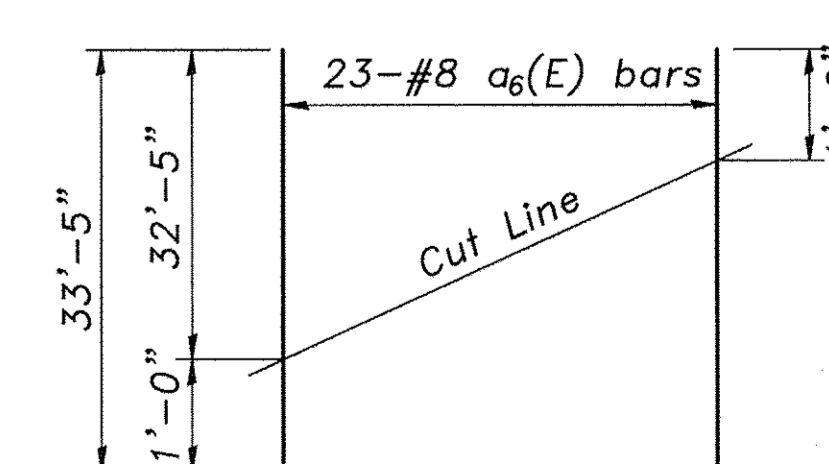
EDGE BEAM PARTIAL PLAN - SOUTH OF CENTERLINE



SUPERSTRUCTURE PLAN - SOUTH OF CENTERLINE

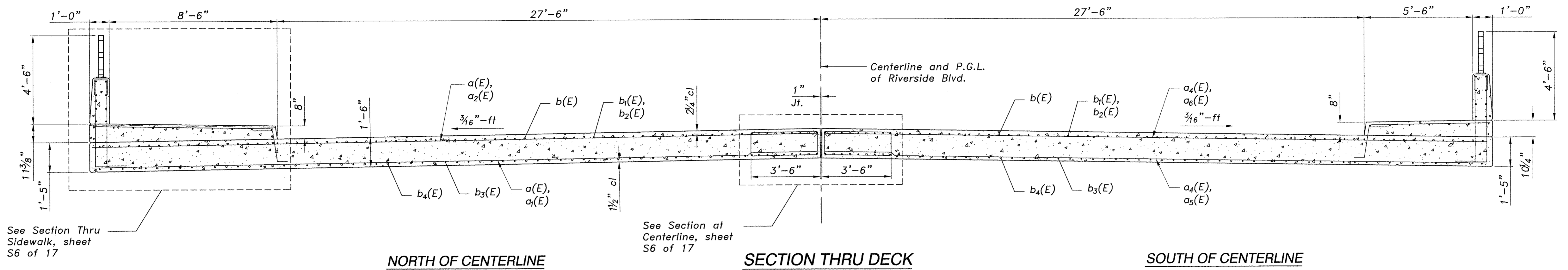


Bar a₅(E) FIELD CUTTING DIAGRAM
 Order a₅(E) & a₆(E) bars full length. Cut as shown and use remainder of bars in opposite face.



Bar a₆(E) FIELD CUTTING DIAGRAM

MINIMUM BAR LAPS
 #5 BAR = 3'-0"
 #6 BAR = 4'-0"
 #9 TOP BAR = 6'-7"
 #9 BOTTOM BAR = 7'-3"



See Section Thru Sidewalk, sheet S6 of 17

See Section at Centerline, sheet S6 of 17

NORTH OF CENTERLINE

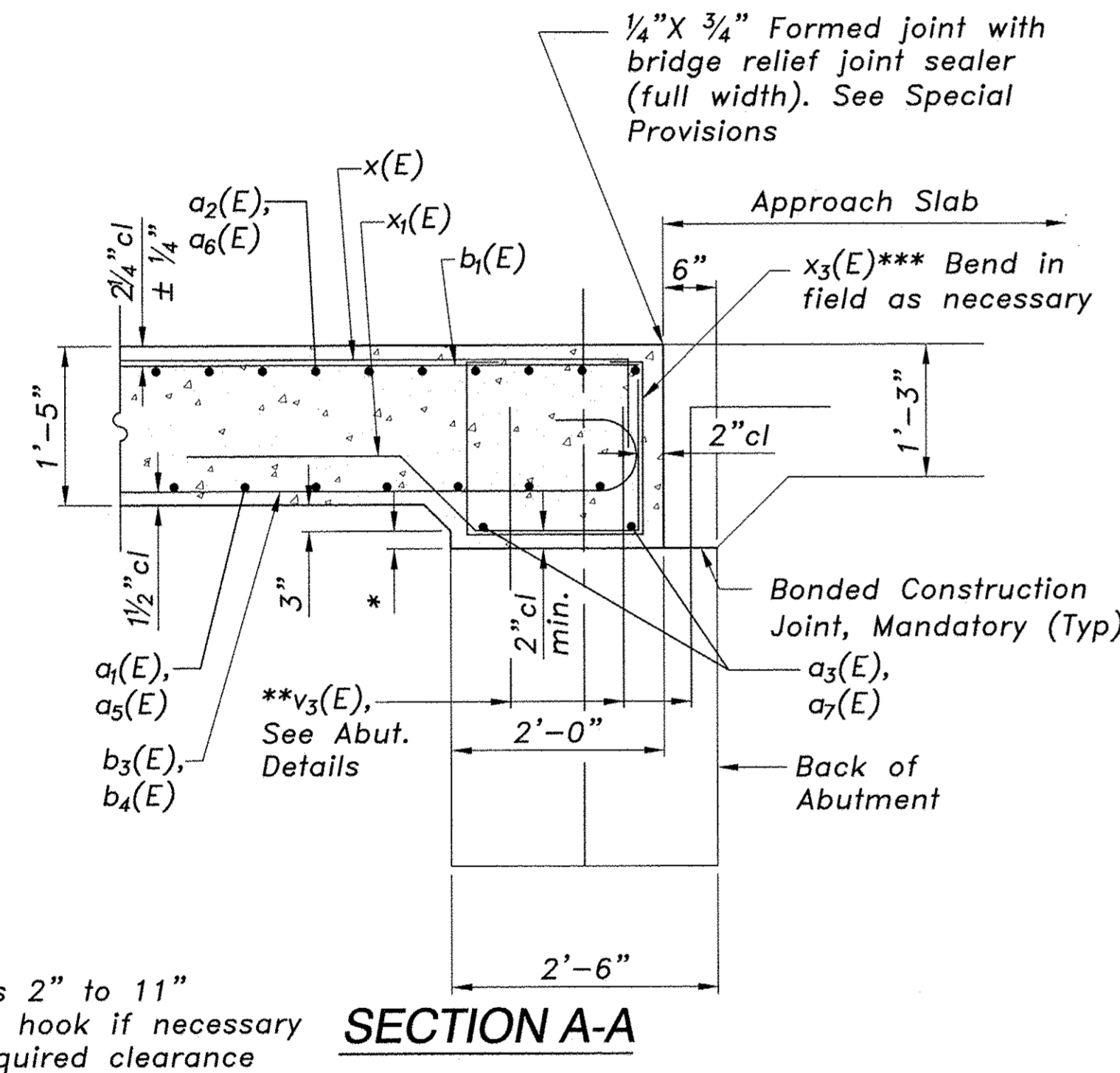
SECTION THRU DECK

SOUTH OF CENTERLINE

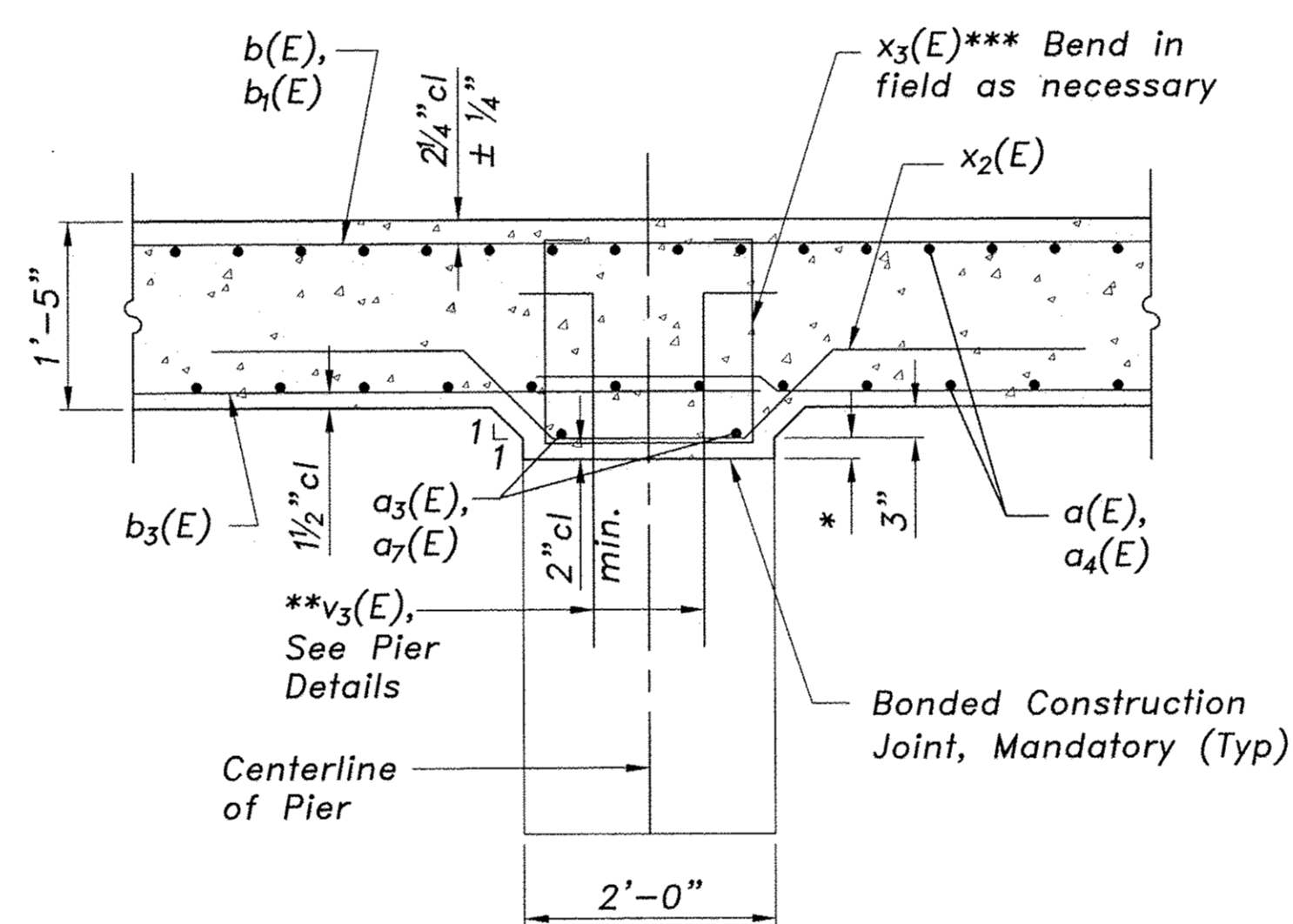
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	149	#8	36'-8"	
a1(E)	37	#8	37'-2"	
a2(E)	25	#8	36'-4"	
a3(E)	20	#5	23'-11"	
a4(E)	157	#8	33'-8"	
a5(E)	34	#8	34'-4"	
a6(E)	23	#8	33'-5"	
a7(E)	20	#5	22'-1"	
b(E)	69	#9	14'-0"	
b1(E)	73	#9	40'-0"	
b2(E)	146	#6	20'-7"	
b3(E)	136	#9	38'-10"	
b4(E)	128	#9	27'-3"	
b5(E)	51	#5	24'-8"	
c(E)	74	#5	9'-1"	
c1(E)	136	#5	3'-3"	
c2(E)	74	#5	6'-1"	
d(E)	134	#5	5'-0"	
d1(E)	134	#6	5'-4"	
d2(E)	48	#5	2'-1"	
e(E)	32	#4	16'-5"	
e1(E)	16	#4	16'-8"	
e2(E)	16	#4	16'-9"	
f(E)	120	#5	9'-11"	
x(E)	69	#5	8'-10"	
x1(E)	71	#5	5'-7"	
x2(E)	84	#5	4'-4"	
x3(E)	226	#5	6'-4"	
Reinforcement Bars, Epoxy Coated		Pound	98,153	
Concrete Superstructure		Cu. Yds.	353.7	

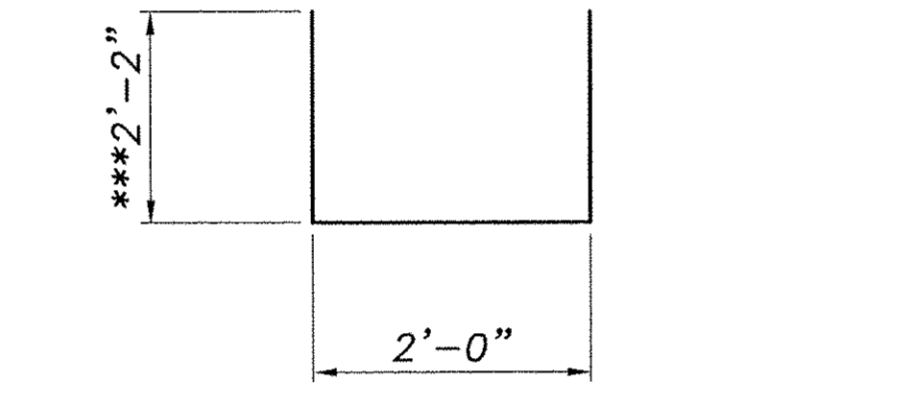
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



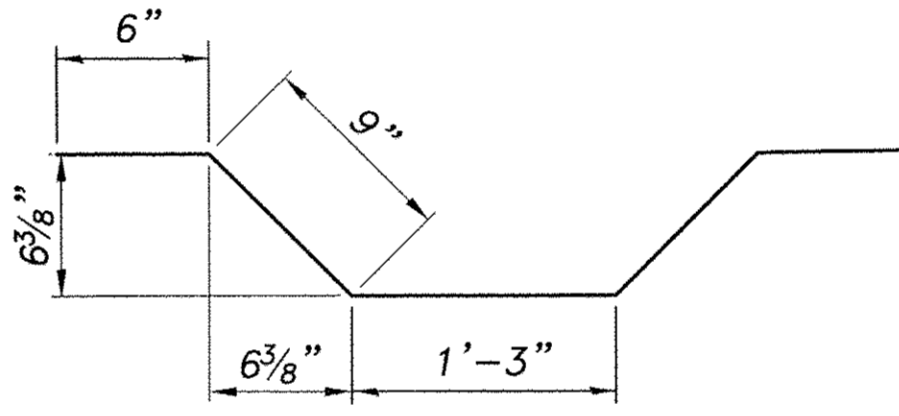
SECTION A-A



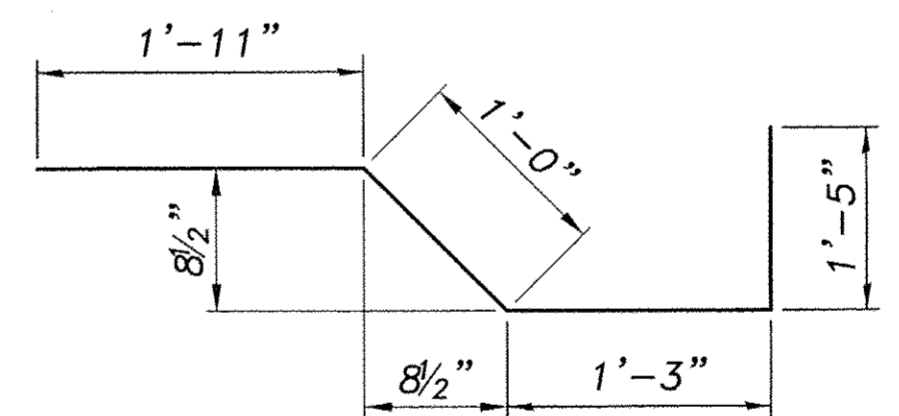
SECTION B-B



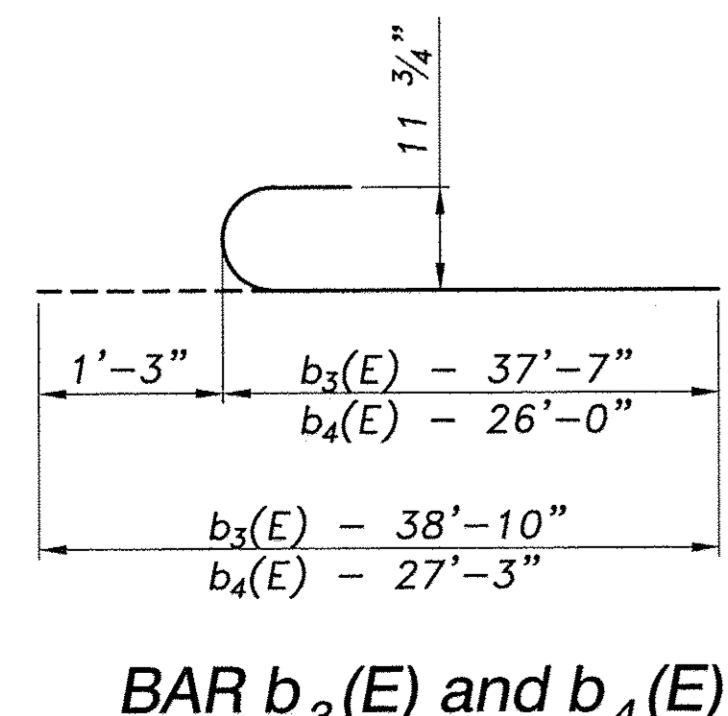
BAR x3(E)



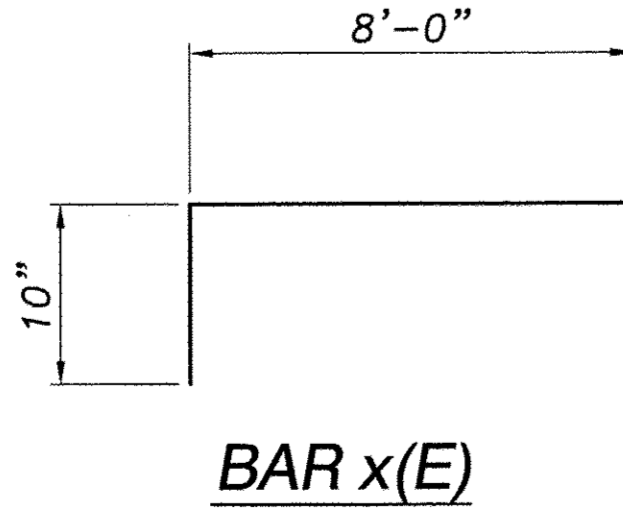
BAR x2(E)



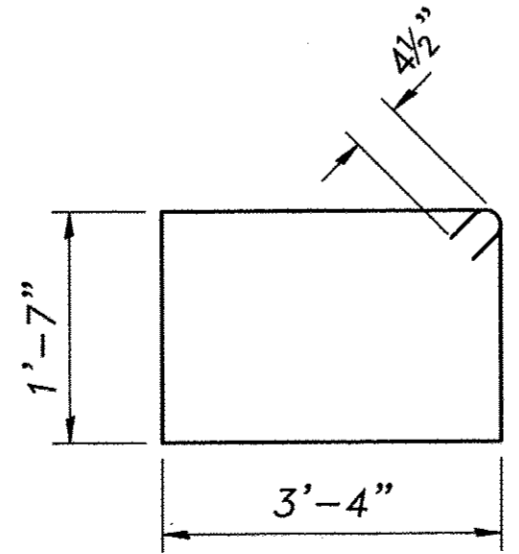
BAR x1(E)



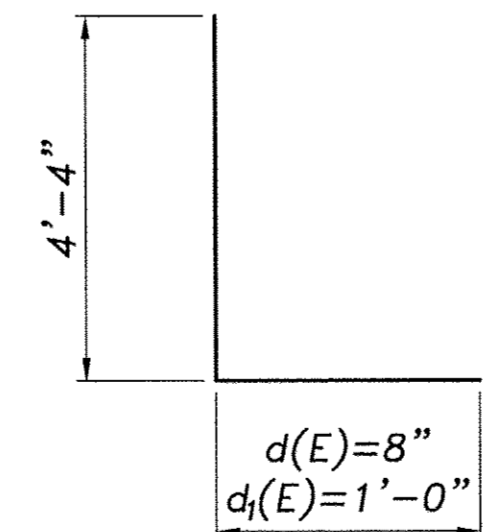
BAR b3(E) and b4(E)



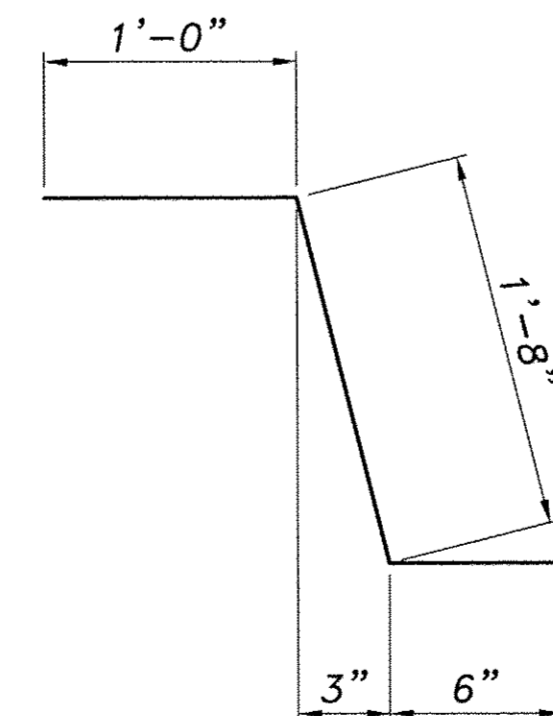
BAR x(E)



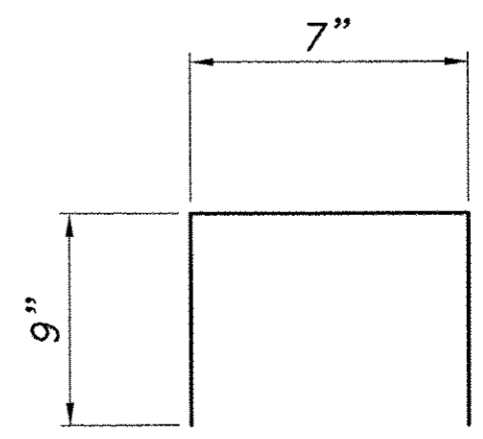
BARS s(E)



BAR d(E) and d1(E)



BAR c1(E)

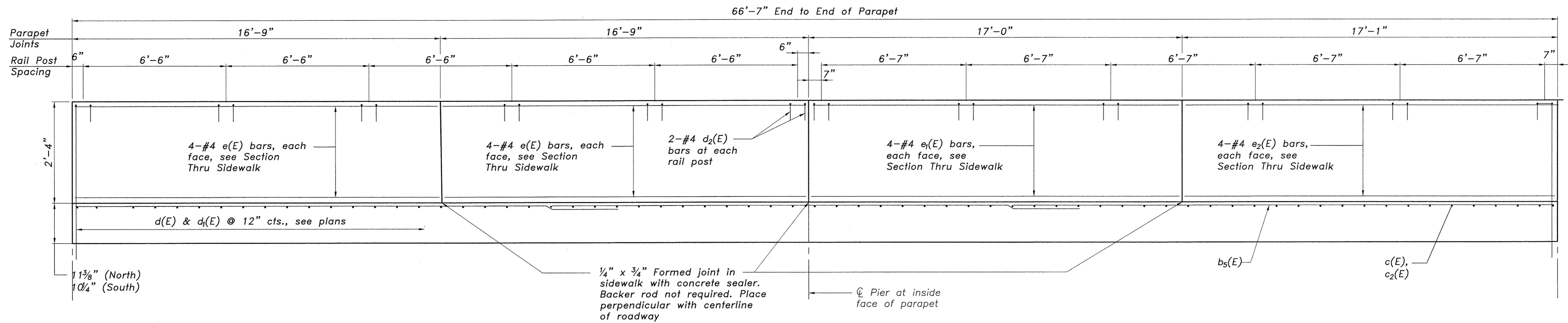


BAR d2(E)

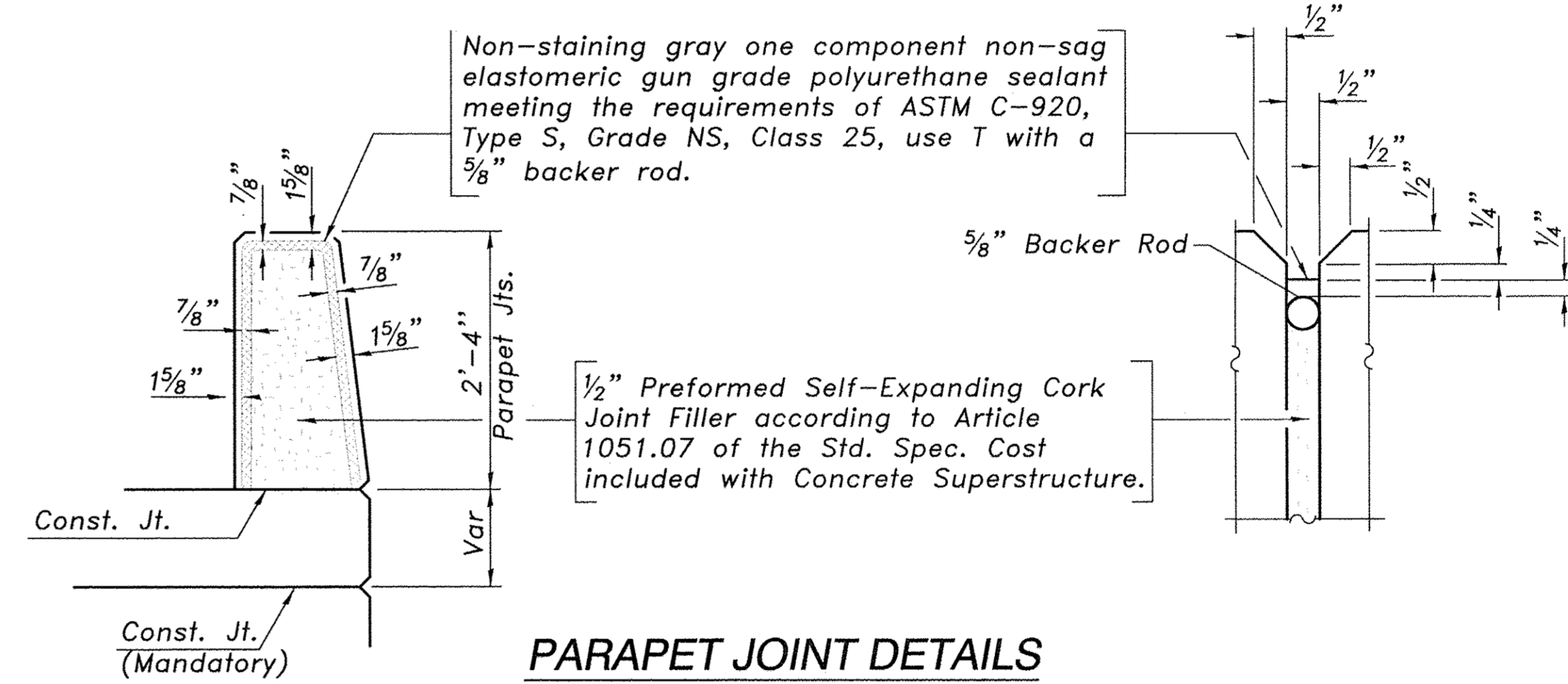
*Varies 2" to 11"
**Turn hook if necessary for required clearance
***Bend vertical as necessary to maintain 2" clr. @ top and bottom

NOTE: Pour bridge slab before pouring approach slab

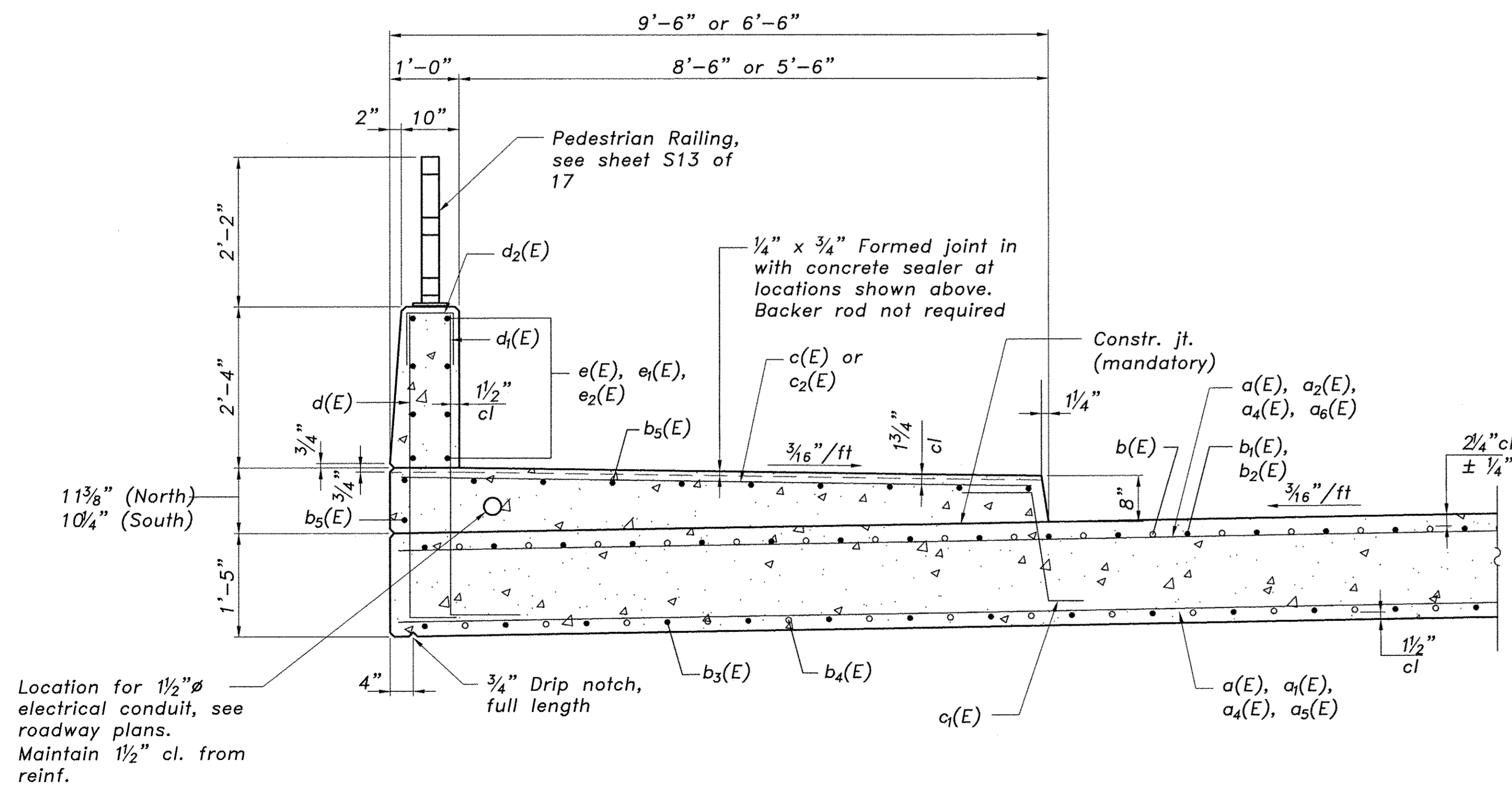
*Varies 2" to 11"
**Turn hook if necessary for required clearance



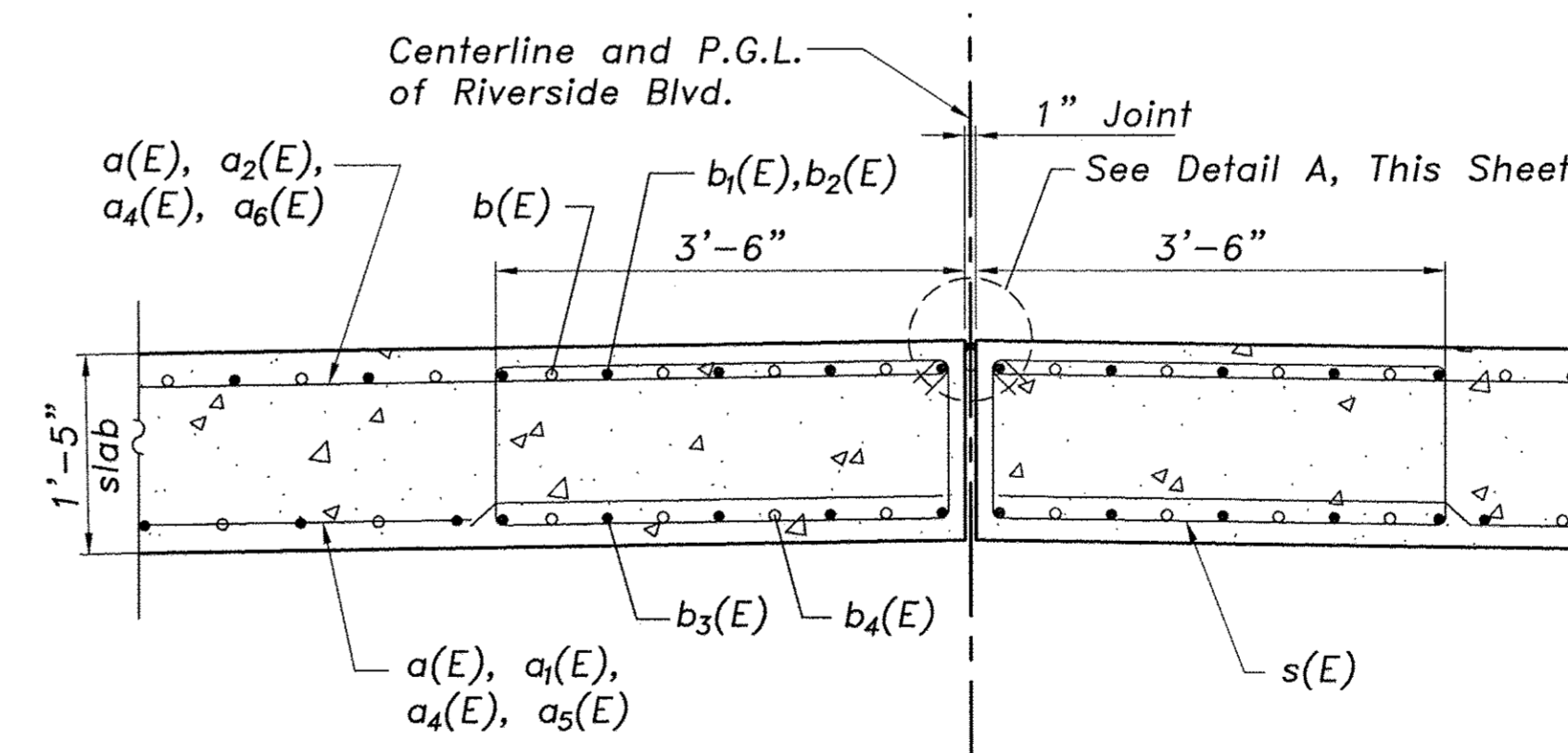
INSIDE PARAPET ELEVATION



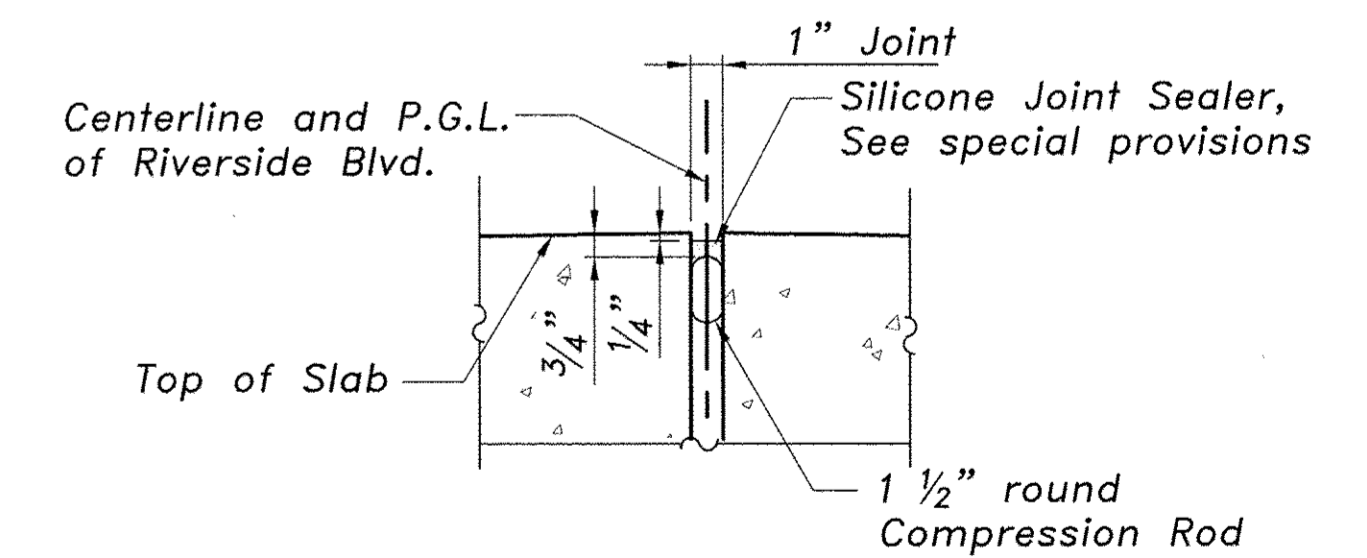
PARAPET JOINT DETAILS



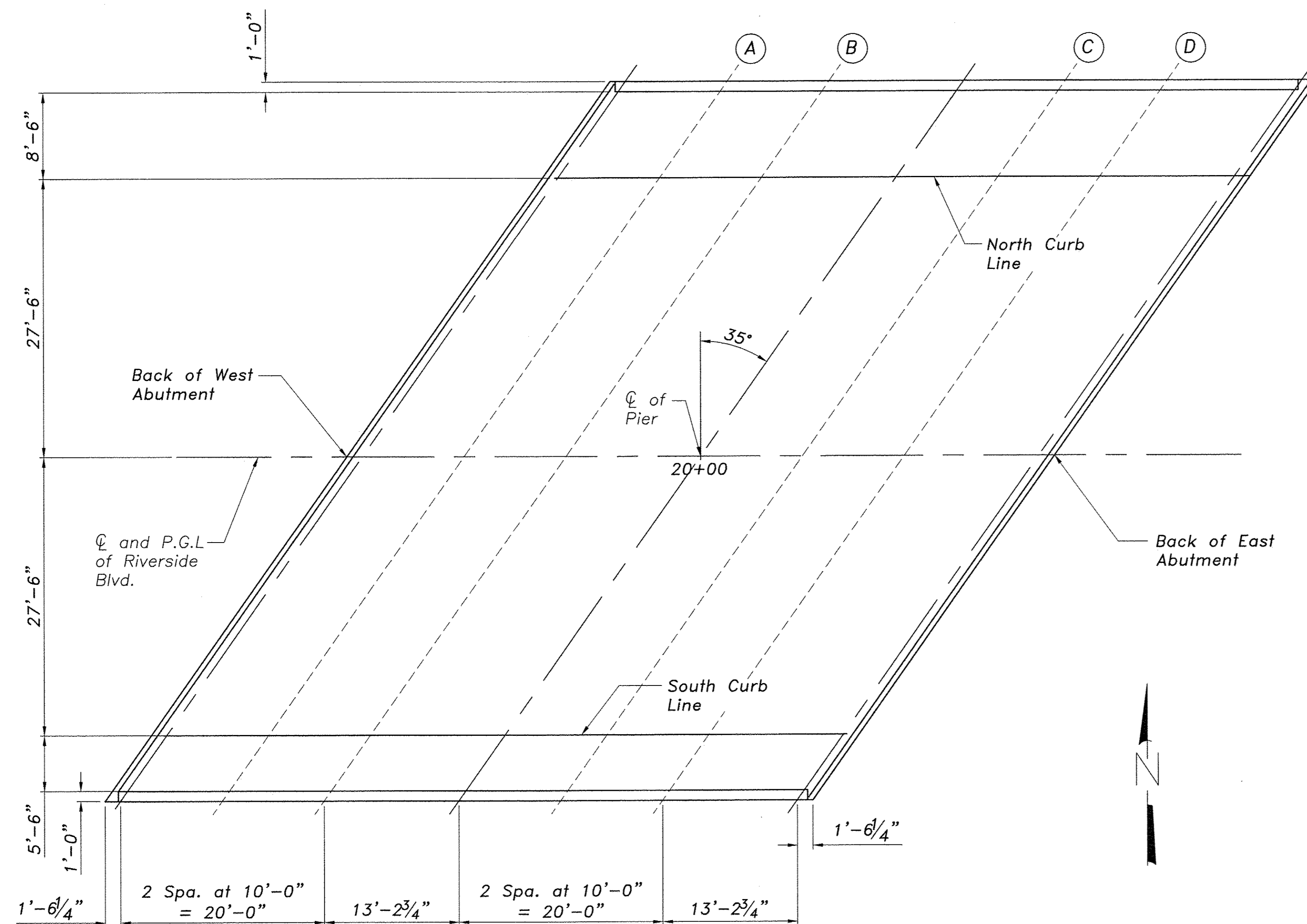
SECTION THRU SIDEWALK



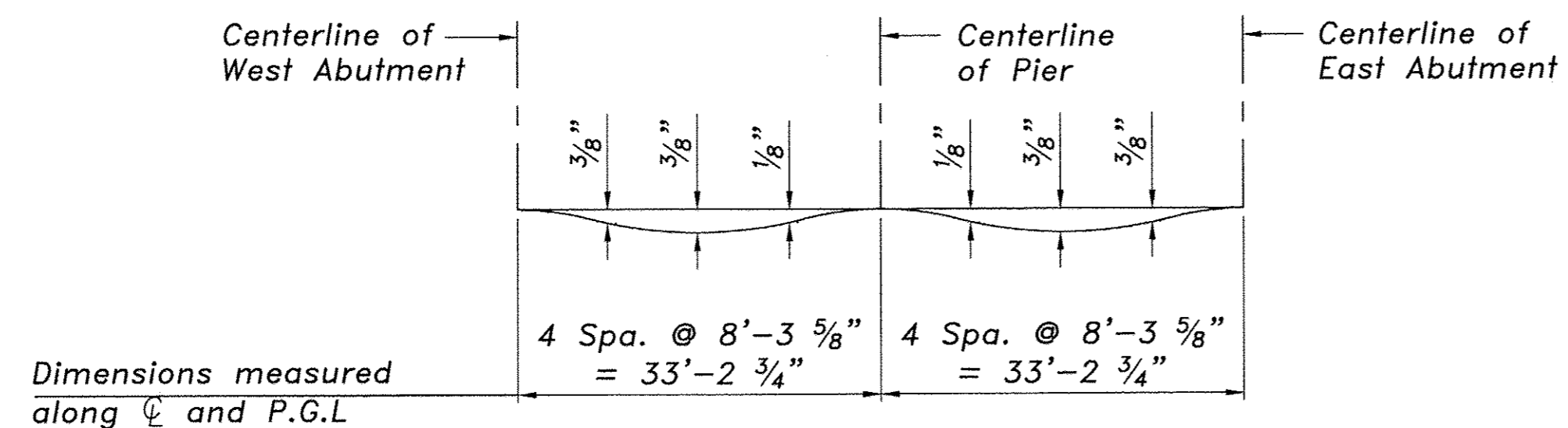
SECTION AT CENTERLINE



DETAIL "A"



PLAN



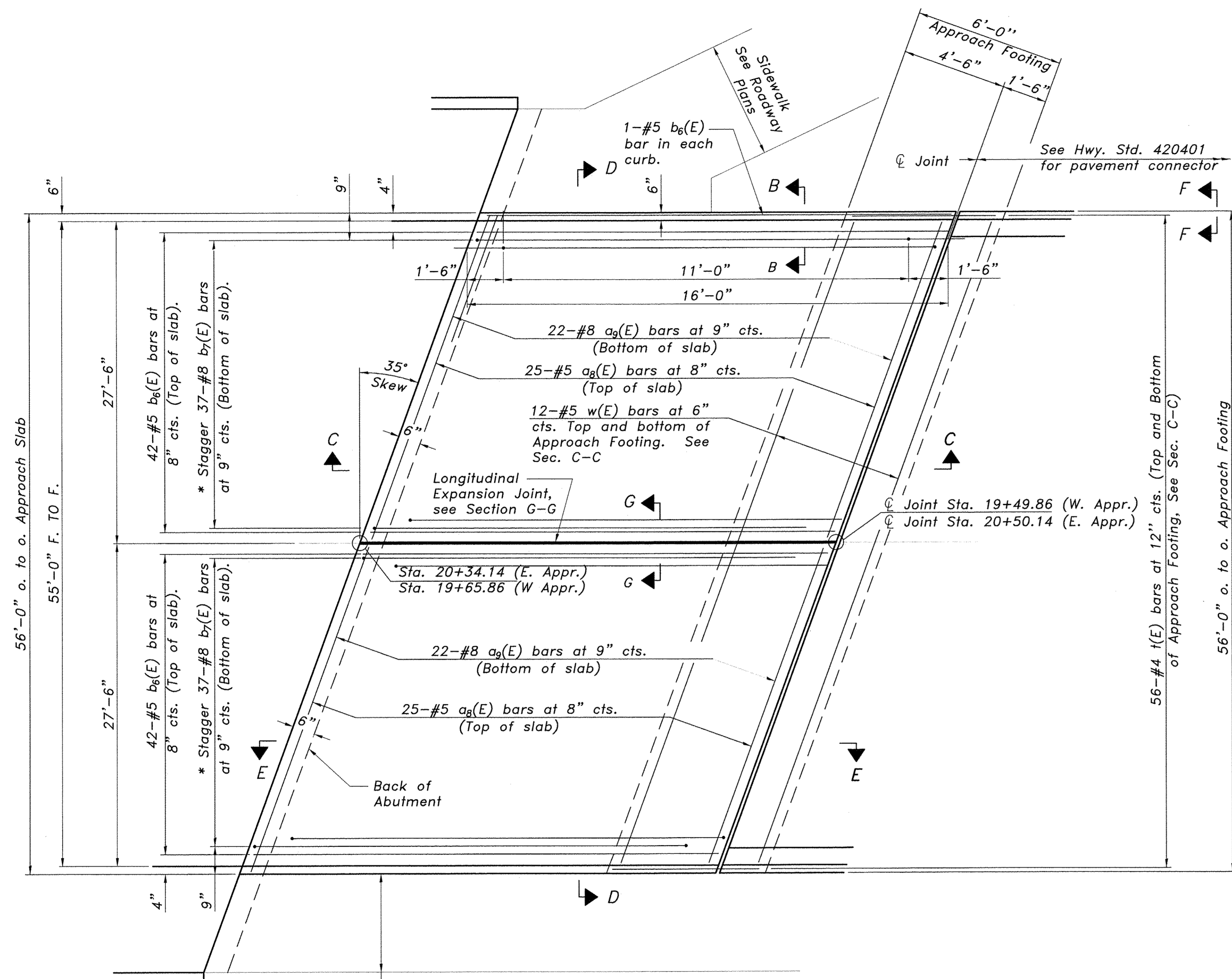
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown

CENTERLINE & PROFILE GRADE LINE

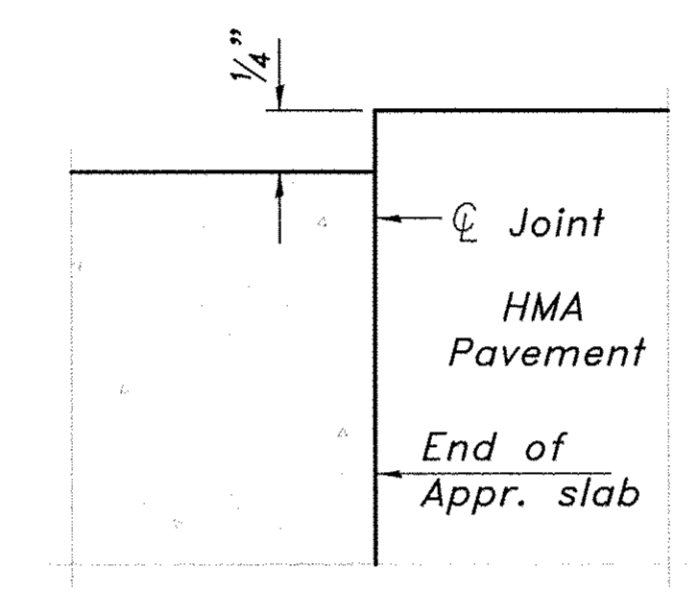
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflections
Bk. West Abut.	19+65.25	0.00	723.19	723.19
Centerline Brg. West Abut.	19+66.78	0.00	723.18	723.18
A	19+75.78	0.00	723.12	723.16
B	19+86.078	0.00	723.05	723.10
Centerline of Pier	20+00.00	0.00	722.96	722.96
C	20+10.00	0.00	722.90	722.92
D	20+20.00	0.00	722.83	722.87
Centerline Brg. East Abut.	20+33.23	0.00	722.74	722.74
Bk. East Abut.	20+34.75	0.00	722.73	722.73



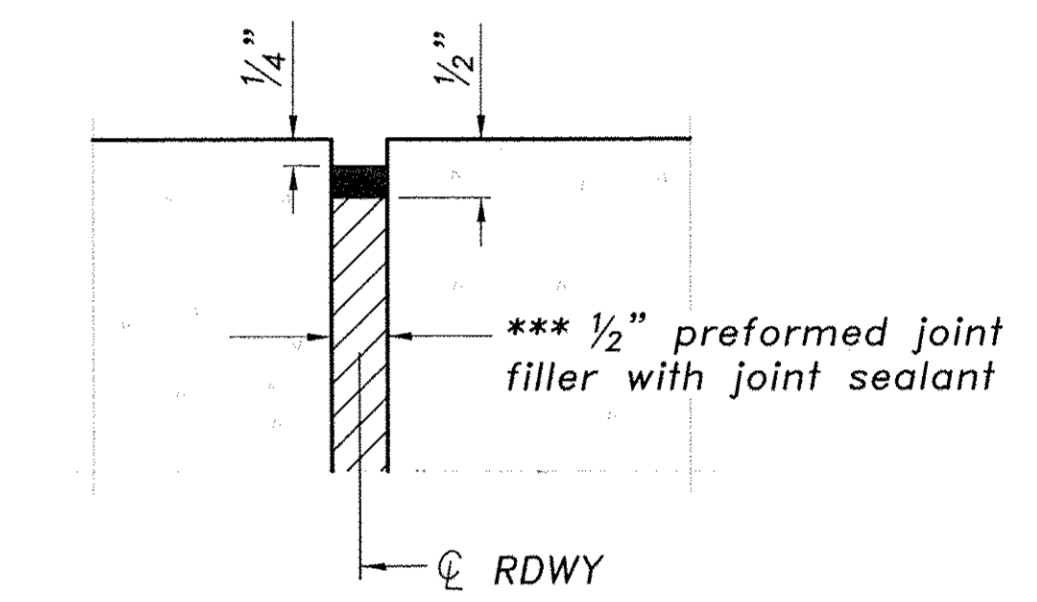
PLAN
East Approach Shown
(West Approach Similar)

*Tilt #8 b₇(E) bars as required to maintain clearance.

Notes:
 See sheet S9 of 17 for Sections C-C & D-D and View E-E.
 a₈(E) and a₉(E) bar spacings measured along ϕ Rdwy.
 *** Cost included with Concrete Superstructure (Approach Slab).



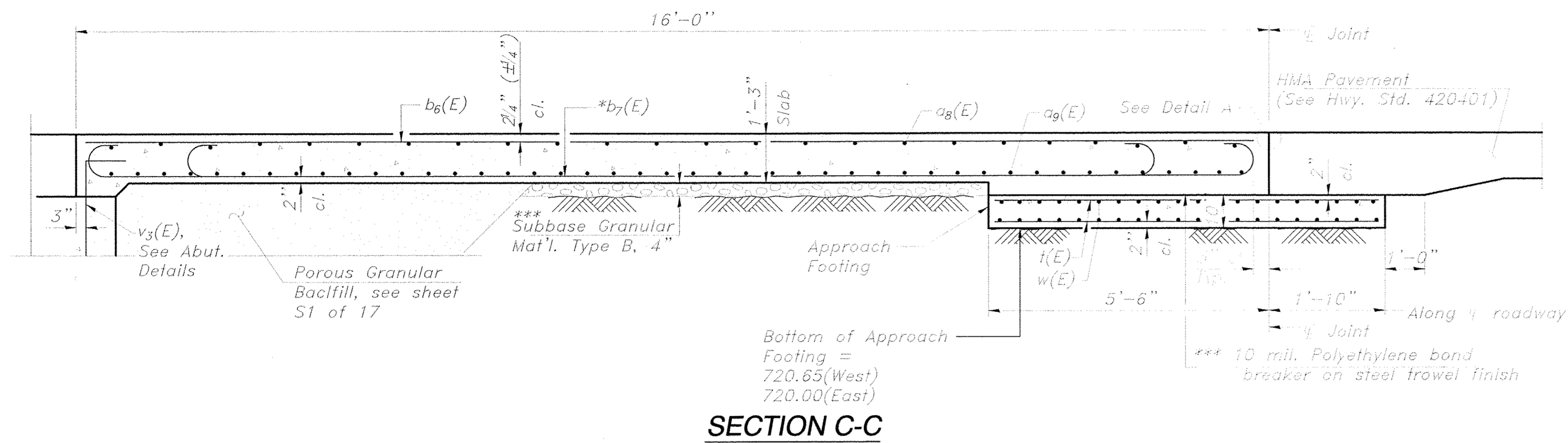
DETAIL A
FLEXIBLE PAVEMENT



SECTION G-G
LONGITUDINAL EXPANSION JOINT

USER NAME:	DESIGNED:	REVISED:
CHECKED:	REVISIONS:	
DRAWN:	REVISIONS:	
PLOT DATE: 1/12/2017	CHECKED:	REVISIONS:

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	27
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	



Notes:

See sheet S8 of 17 for Detail A.

Approach slab concrete shall be paid for as Concrete Superstructure.

Approach footing concrete shall be paid for as Concrete Structures.

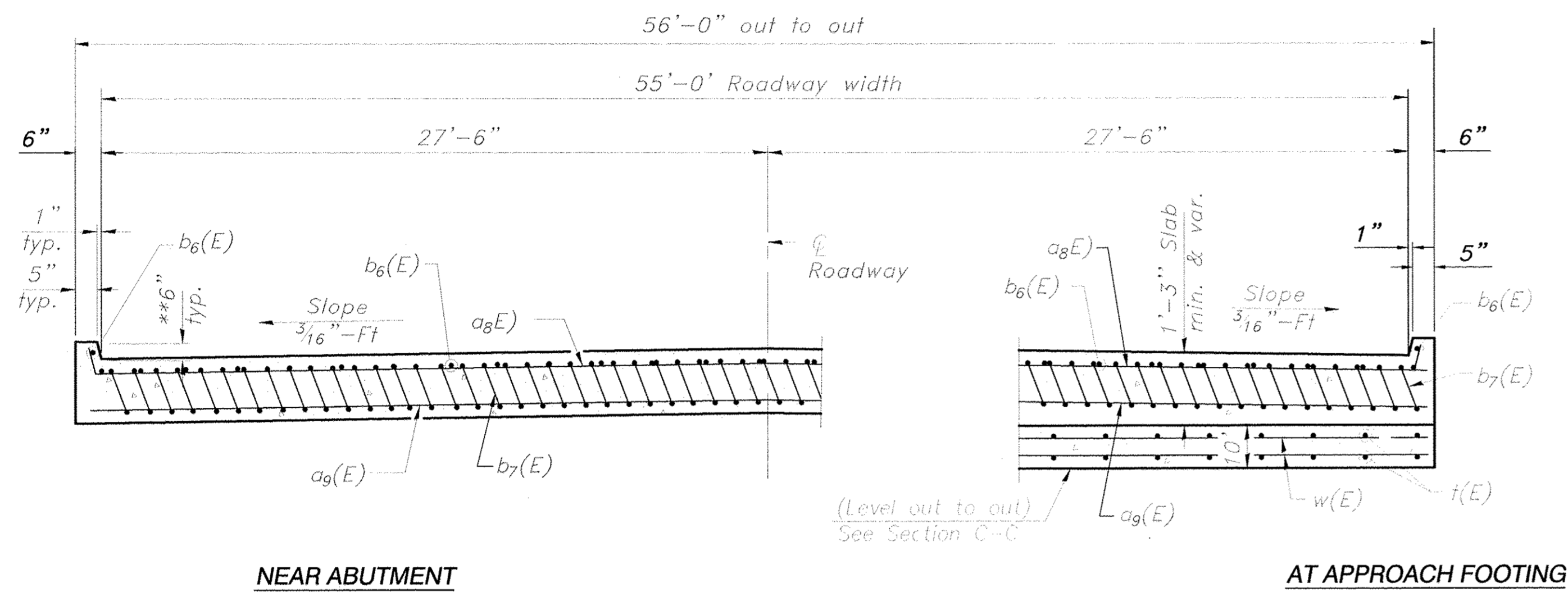
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

For v3(E) bar details, see sheet S10 & S11 of 17.

The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf. Contractor shall control limits of excavation for abutments such that the approach footing will bear on undisturbed ground. Any disturbance to the ground below the approach footing shall be backfilled with approved granular material and compacted to the satisfaction of the Engineer at no additional cost to the contract.

Cost of excavation for approach footing included with Concrete Structures.

For Porous Granular Backfill and drainage treatment details, see sheet S1 of 17.



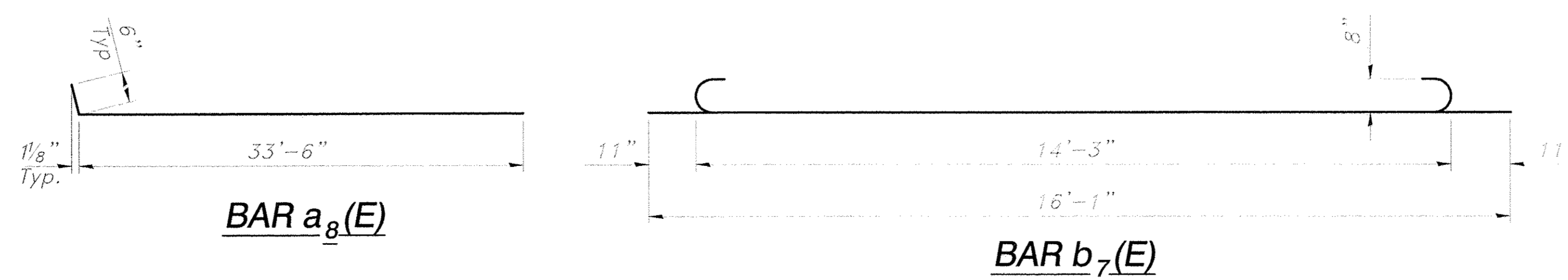
* Tilt #8 b7(E) bars as required to maintain clearance.

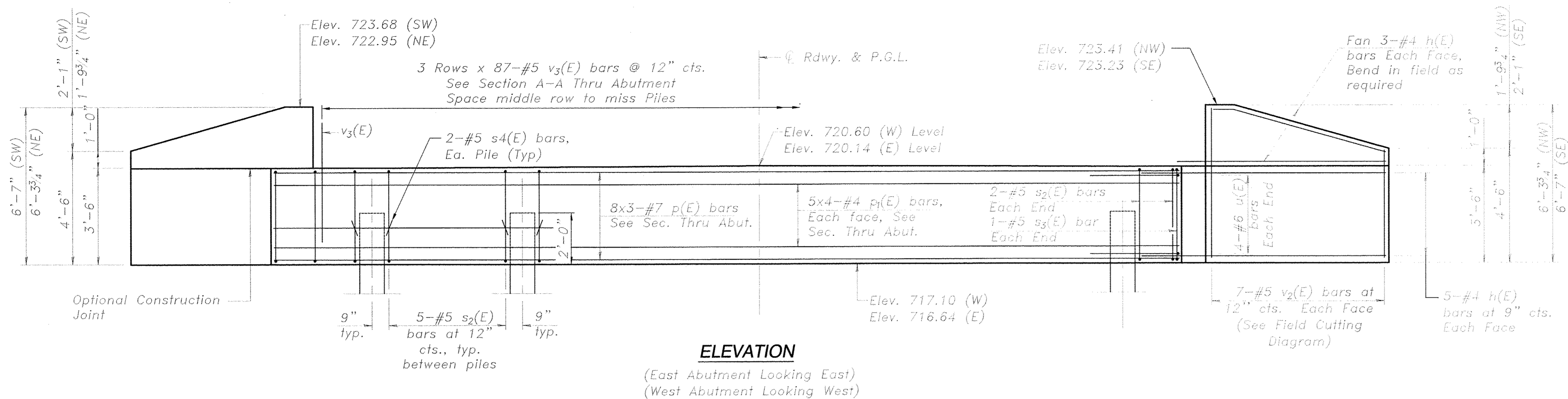
** Transition top of curb to match top of sidewalk at bridge.

*** Cost included with Concrete Superstructure.

**TWO APPROACHES
BILL OF MATERIAL**

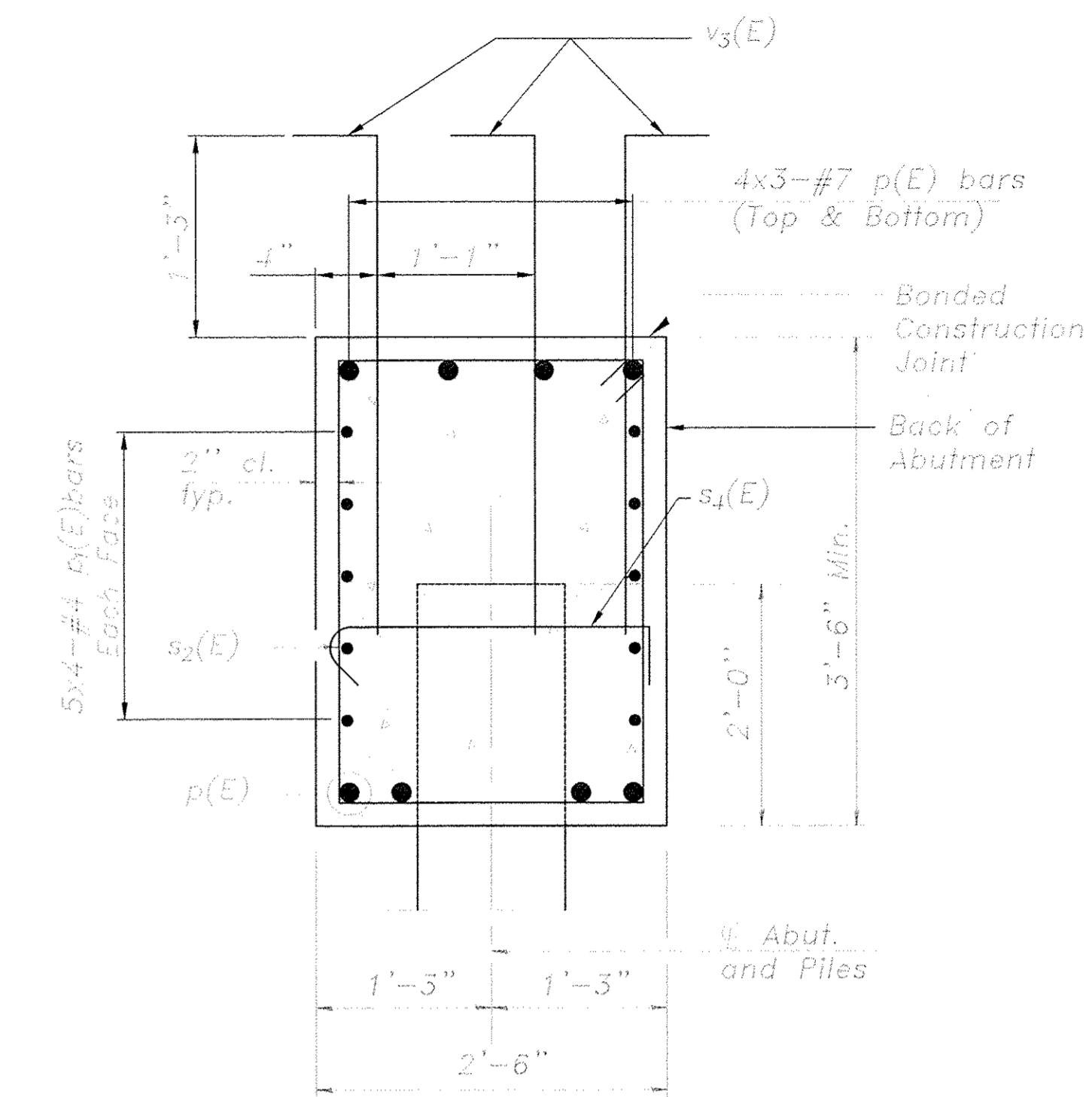
Bar	No.	Size	Length	Shape
a8(E)	100	#5	34'-0"	—
a9(E)	88	#8	33'-8"	—
b6(E)	172	#5	15'-6"	—
b7(E)	145	#8	16'-1"	—
v3(E)	224	#4	8'-10"	—
v4(E)	48	#5	35'-7"	—
Concrete Superstructure		Cu. Yd.	111.1	
Concrete Structures		Cu. Yd.	25.5	
Reinforcement Bars, Epoxy Coated		Pound	23,397	



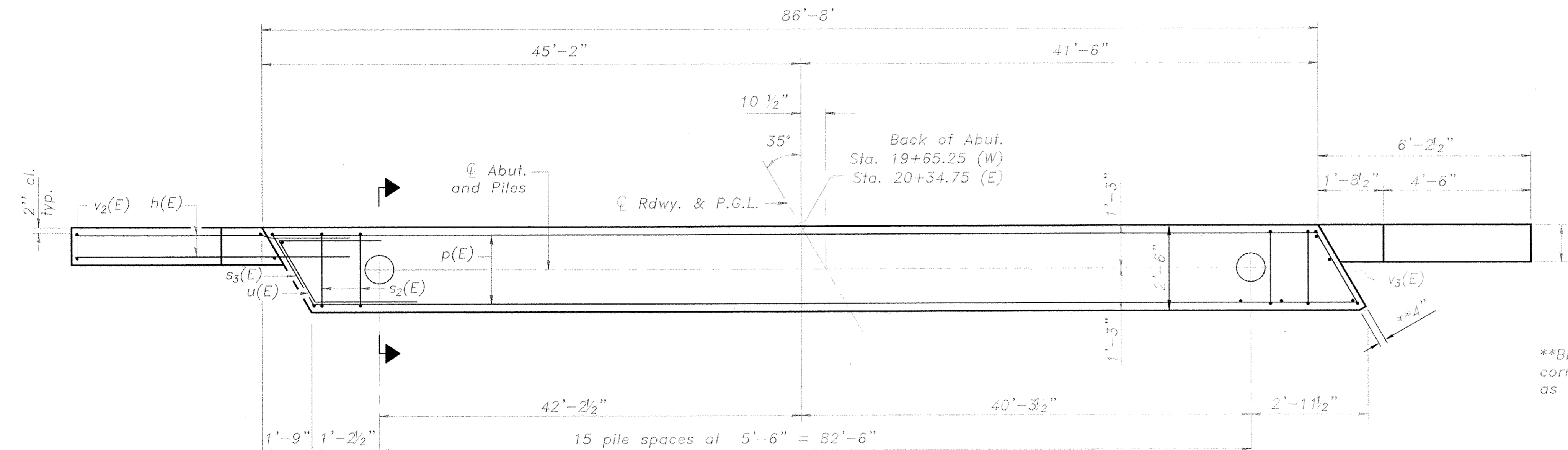


ELEVATION

(East Abutment Looking East)
(West Abutment Looking West)



SECTION A-A THRU ABUTMENT



PLAN

**Block out sharp corner of abutment cap as shown

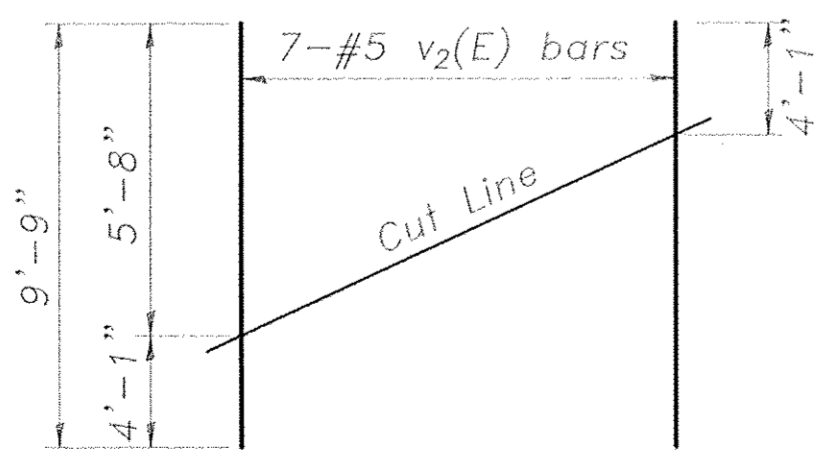
NOTE:
See Pier Details sheet S11 of 16 for dimensions of v3(E) bars

PILE DATA:

Type: Metal Shell, 14" dia. X 0.25" Walls
Nominal Required Bearing: 165 kips
Allowable Resistance Available: 55 kips
Estimated Length: 60 ft.
No. Production Piles: 15 per Abutment
No. Test Piles: 1 per Abutment

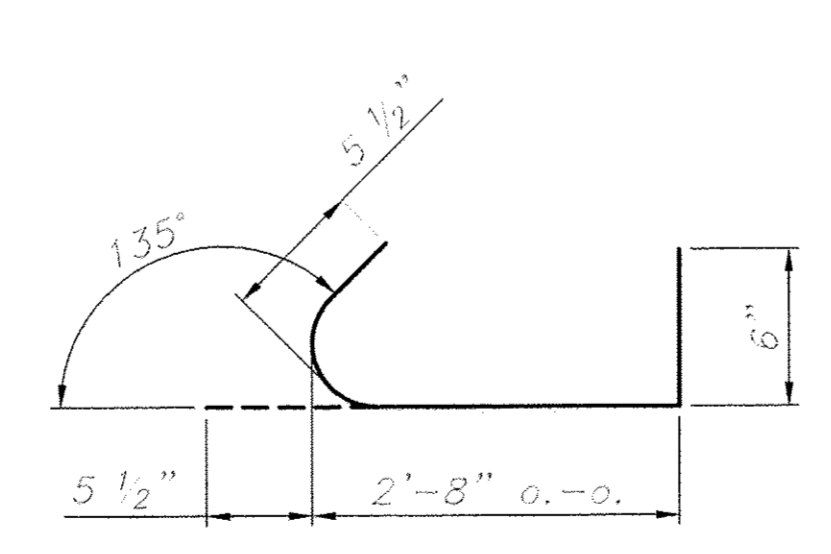
NOTES:

Test piles to be driven in a permanent location
The test piles shall be driven to 110% of the Nominal Required Bearing indicated in the pile data information
Pile verification method during construction shall use Gates Equation

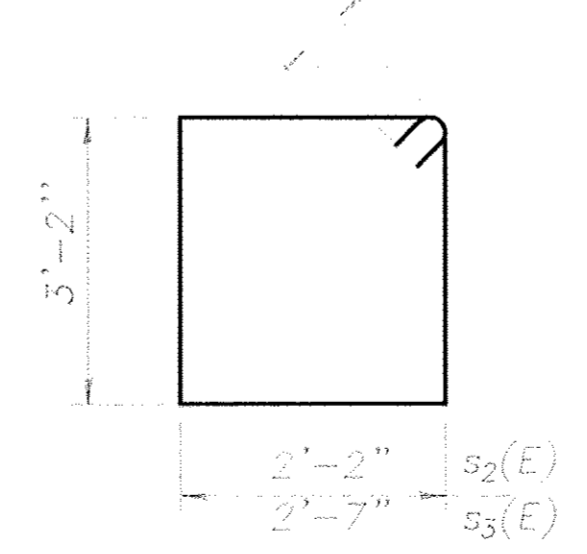


FIELD CUTTING DIAGRAM

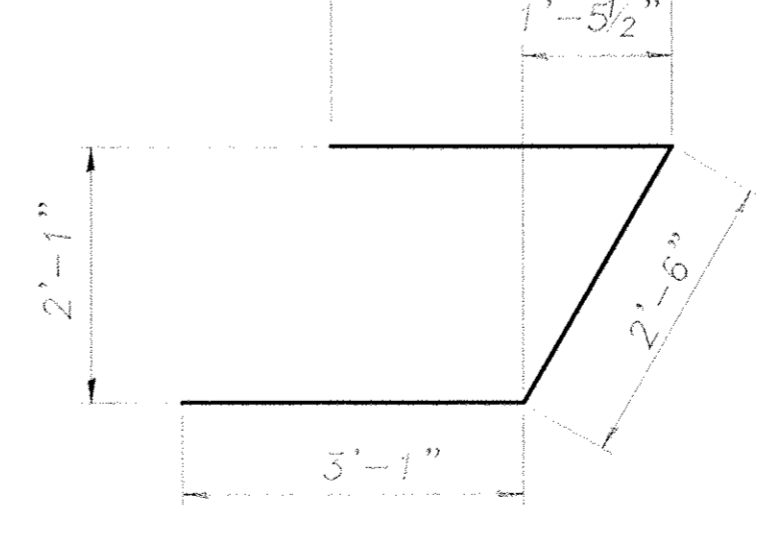
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s4(E)



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL - 2 ABUT.

Bar	No.	Size	Length	Shape
h(E)	64	#4	8'-10"	—
p(E)	48	#7	31'-7"	—
p1(E)	80	#4	23'-4"	—
s2(E)	158	#5	11'-7"	□
s3(E)	4	#5	12'-3"	□
s4(E)	64	#5	3'-8"	□
u(E)	16	#6	8'-8"	U
v2(E)	28	#5	9'-9"	—
v3(E)	522	#5	5'-0"	—
Test Pile Metal Shell	Each		2'	
Furnishing Metal Shell Piles, 14" x 0.250"	Foot		1800	
Driving Piles	Foot		1800	
Concrete Structures	Cu. Yd.		61.8	
Reinforcement Bars, Epoxy Coated	Found		10,143	
Structure Excavation	Cu. Yd.		193	

For details of piles, see sheet S12 of 17.
Note: Reinforcement bars designated (E) shall be epoxy coated.

PILE DATA:

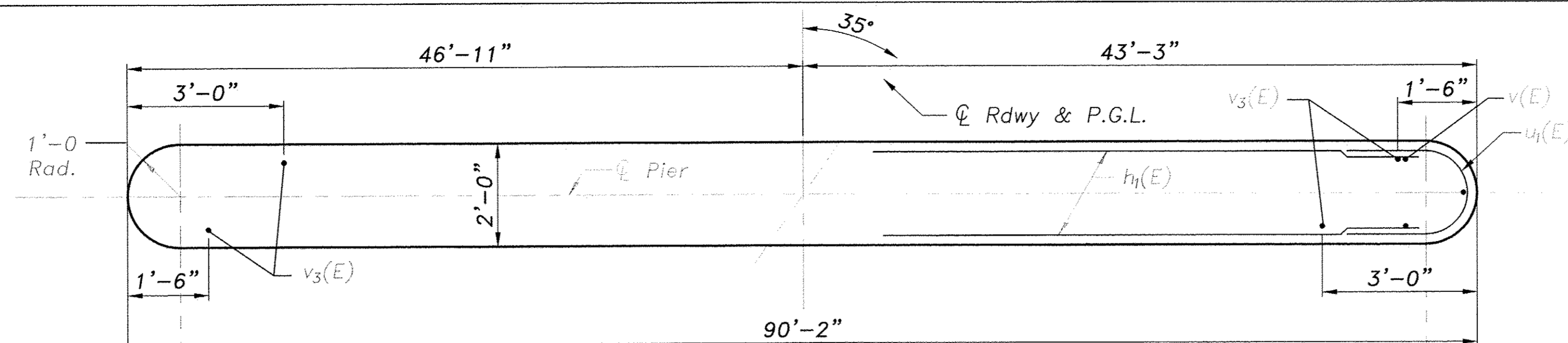
Type: Metal Shell, 14" dia. X 0.25"
 Walls
 Nominal Required Bearing: 165 kips
 Allowable Resistance Available: 55 kips
 Estimated Length: 52 ft.
 No. Production Piles: 35
 No. Test Piles: 1

NOTES:

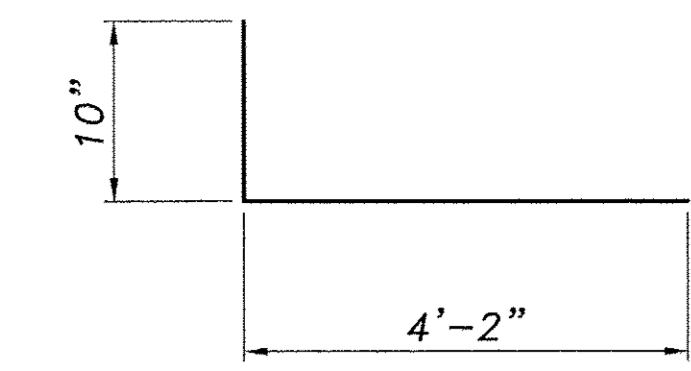
Test piles to be driven in a permanent location

The test piles shall be driven to 110% of the Nominal Required Bearing indicated in the pile data information

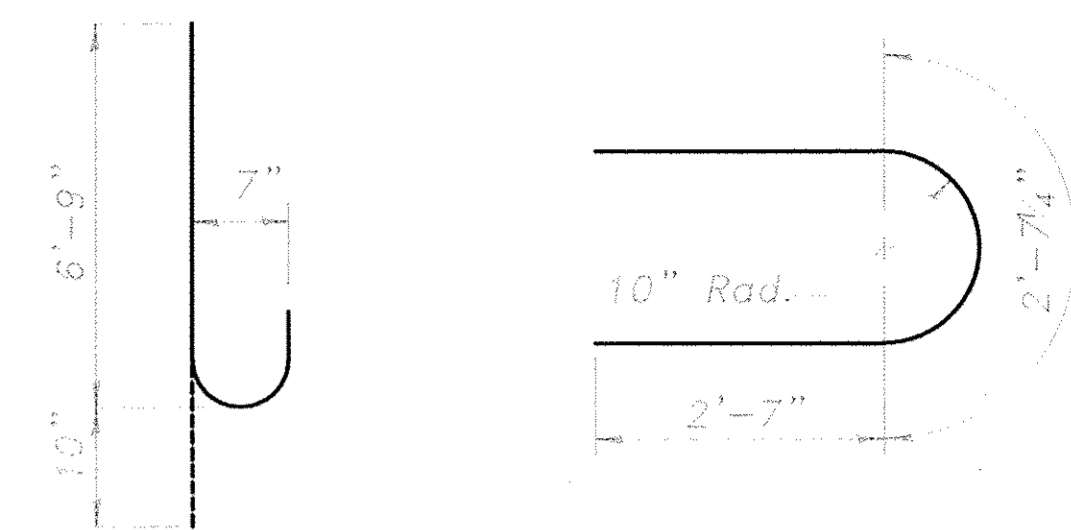
Pile verification method during construction shall use Gates Equation



TOP PLAN

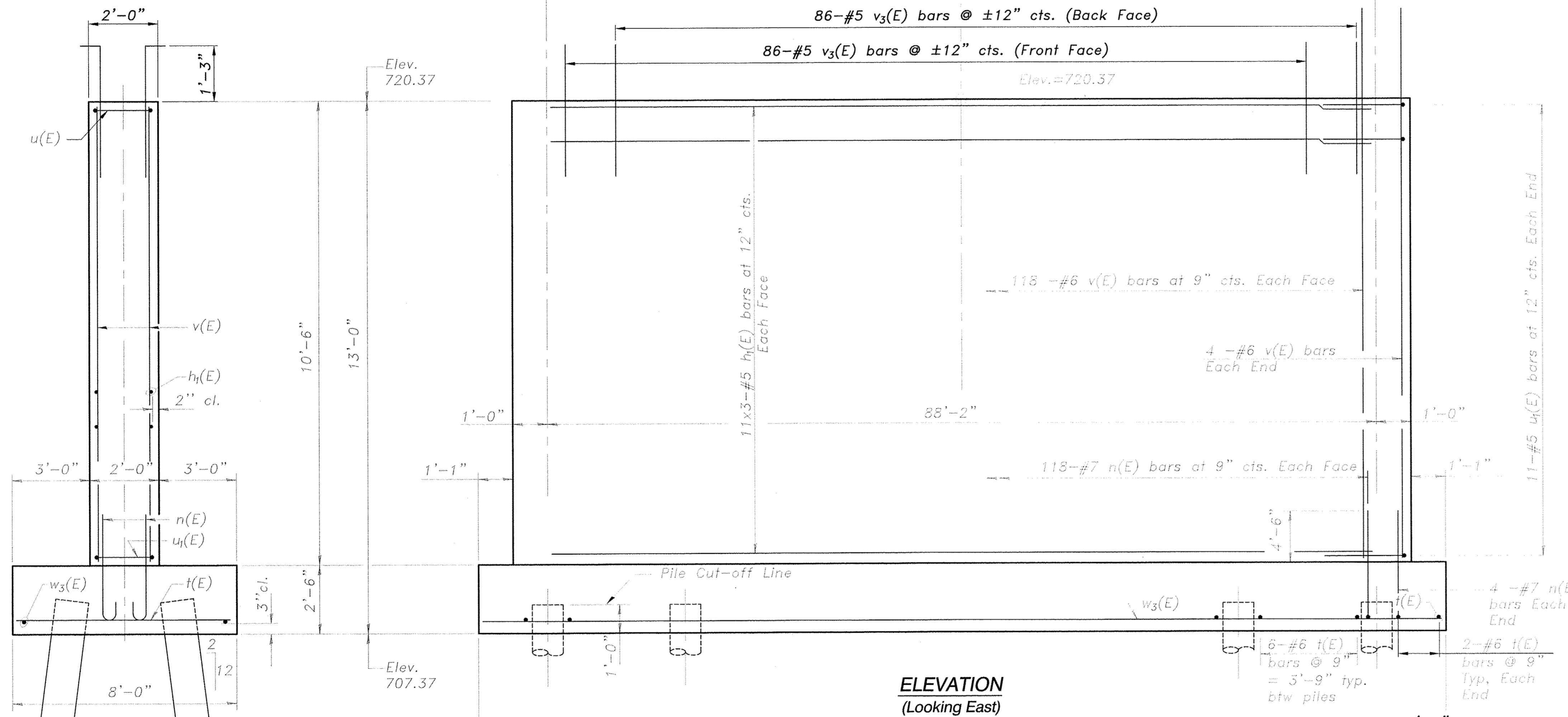


BAR v₃(E)

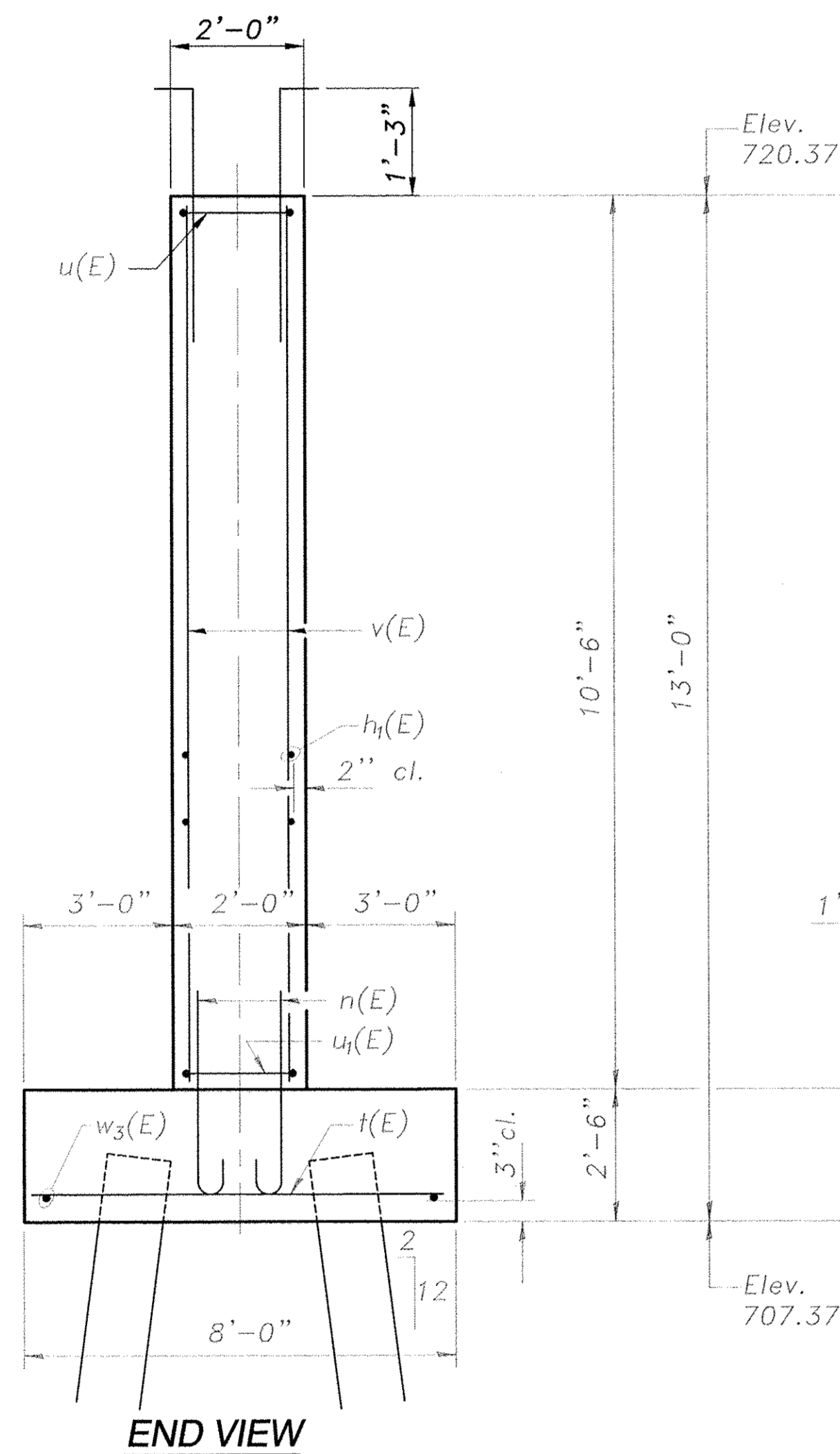


BAR u₁(E)

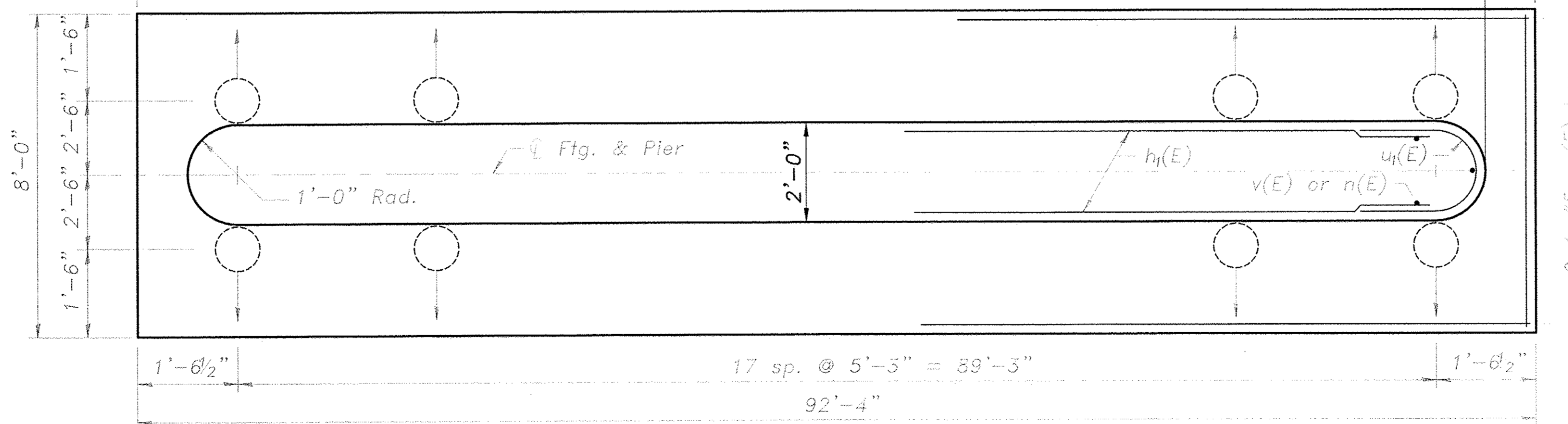
BAR n(E)



**ELEVATION
(Looking East)**



END VIEW



FOOTING PLAN

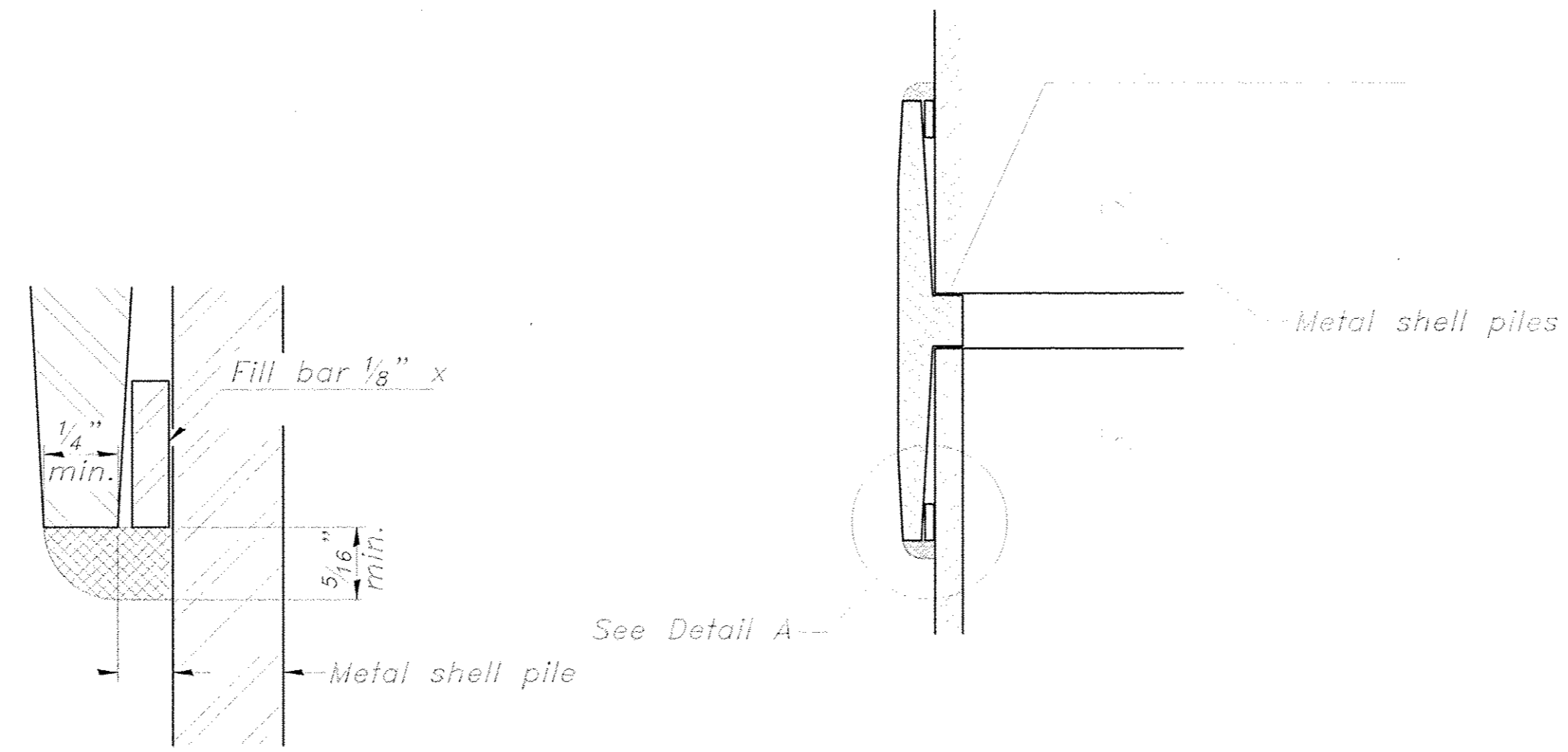
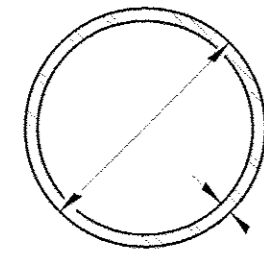
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
hv(E)	66	#5	31'-6"	—
n(E)	252	#7	7'-8"	U
t(E)	106	#6	7'-6"	—
u1(E)	22	#5	7'-9"	U
v(E)	252	#6	10'-2"	—
v3(E)	172	#5	5'-0"	—
w3(E)	36	#5	25'-4"	—
Structure Excavation			Cu. Yd.	110
Concrete Structures			Cu. Yd.	138.2
Reinforcement Bars, Epoxy Coated			Pound	13,166
Furnishing Metal Shell Piles, 14" x 0.250"			Foot	1820
Driving Piles			Foot	1820
Test Pile Metal Shell			Each	1

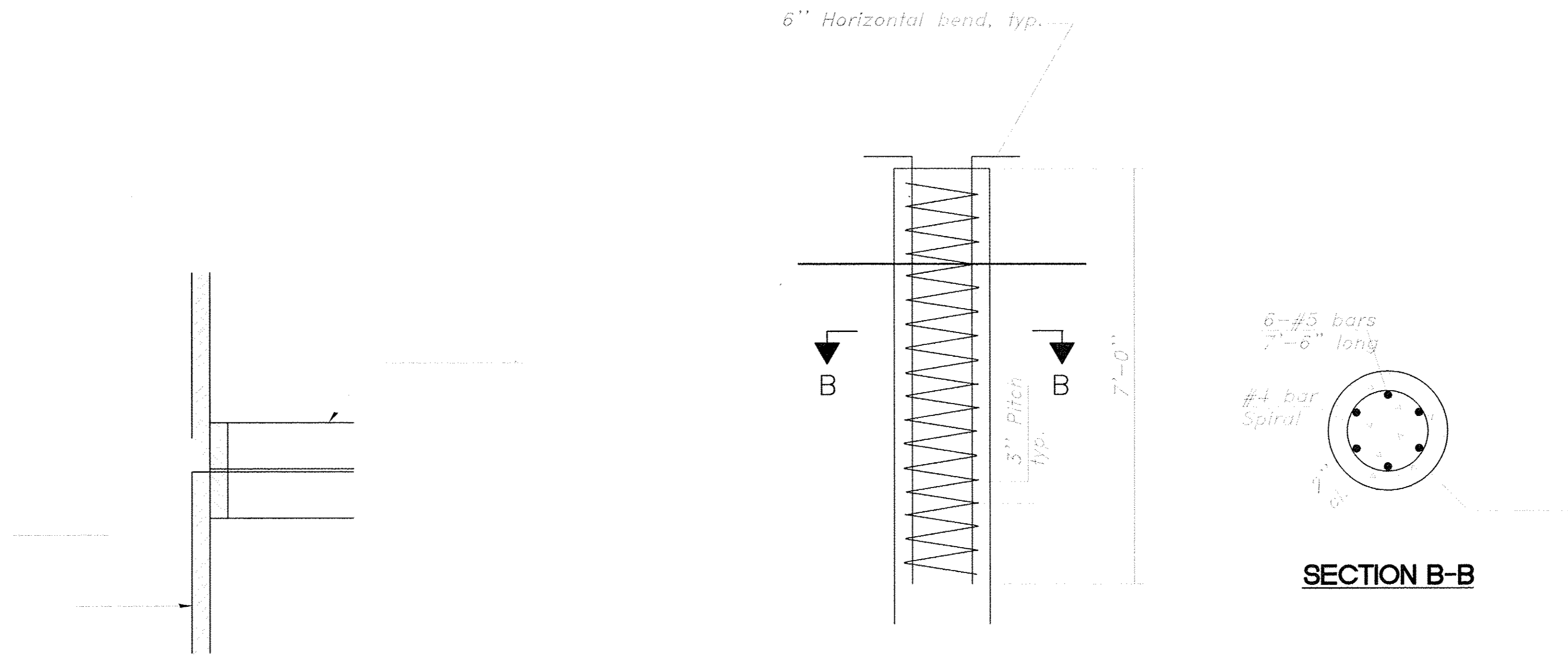
For details of piles, see sheet S12 of 17.

MINIMUM BAR LAPS

- #4 BAR = 2'-7"
- #5 BAR = 3'-2"
- #6 BAR = 3'-10"
- #7 BAR = 4'-5"



DETAIL A



SECTION B-B

McClure
Engineering Associates, Inc.
7282 Arqua Drive Rockford, Illinois 61107-5837
(815) 398-2332 FAX (815) 398-2486
Design Firm License: Illinois 164-000816
Copyright 2016 By McClure Engineering Associates, Inc.

USER NAME:	DESIGNED:	REVISED:
CHECKED:	REVISED:	
DRAWN:	REVISED:	
CHECKED:	REVISED:	
PLOT SCALE: 1:1		
PLOT DATE: 1/12/2017		

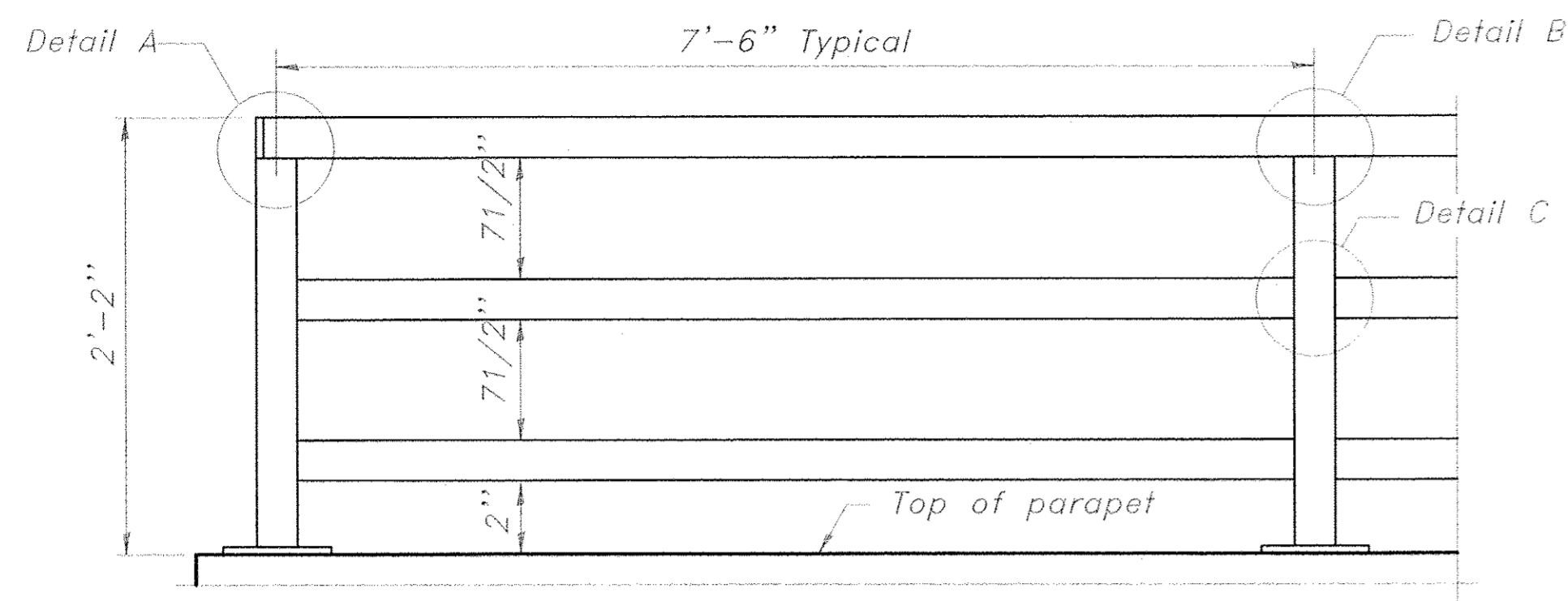
STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

METAL SHELL PILE DETAILS
STRUCTURE NO. 101-6423

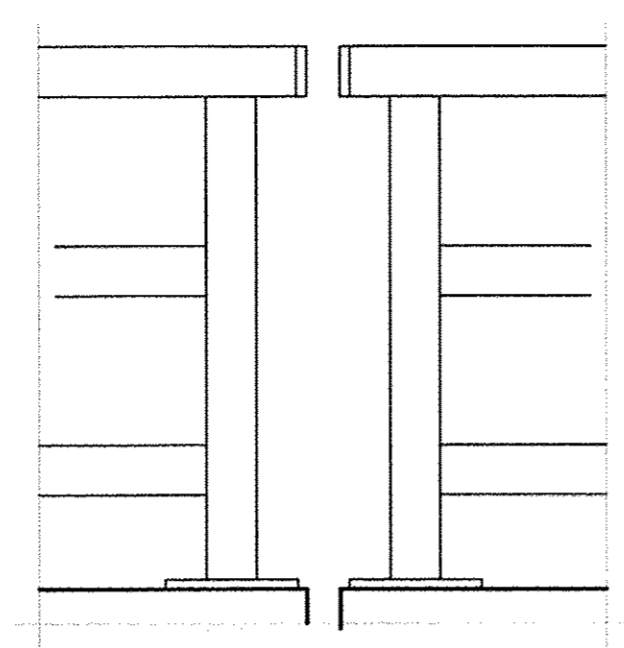
SHEET NO. S12 OF 17 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	31
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	

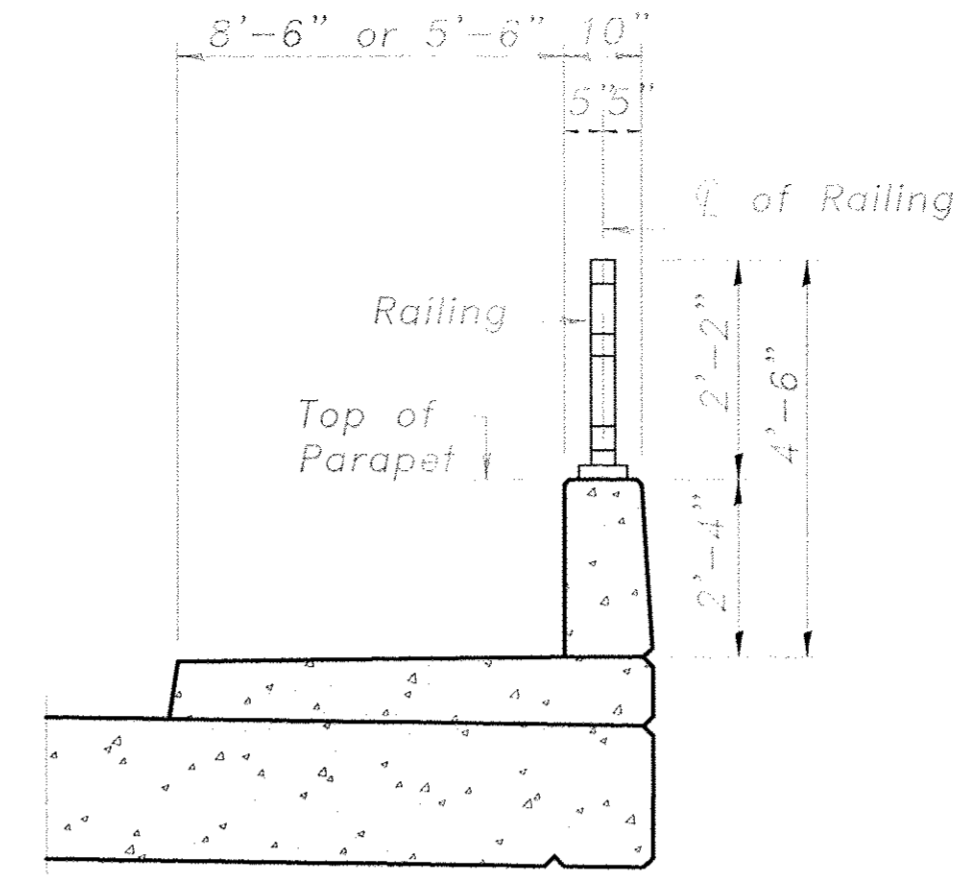
FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\FROM MACOMB\2016.05.09\09-013 12 PILE DETAILS.DWG



PARAPET RAILING ELEVATION
(Inside Face of Element Rail)

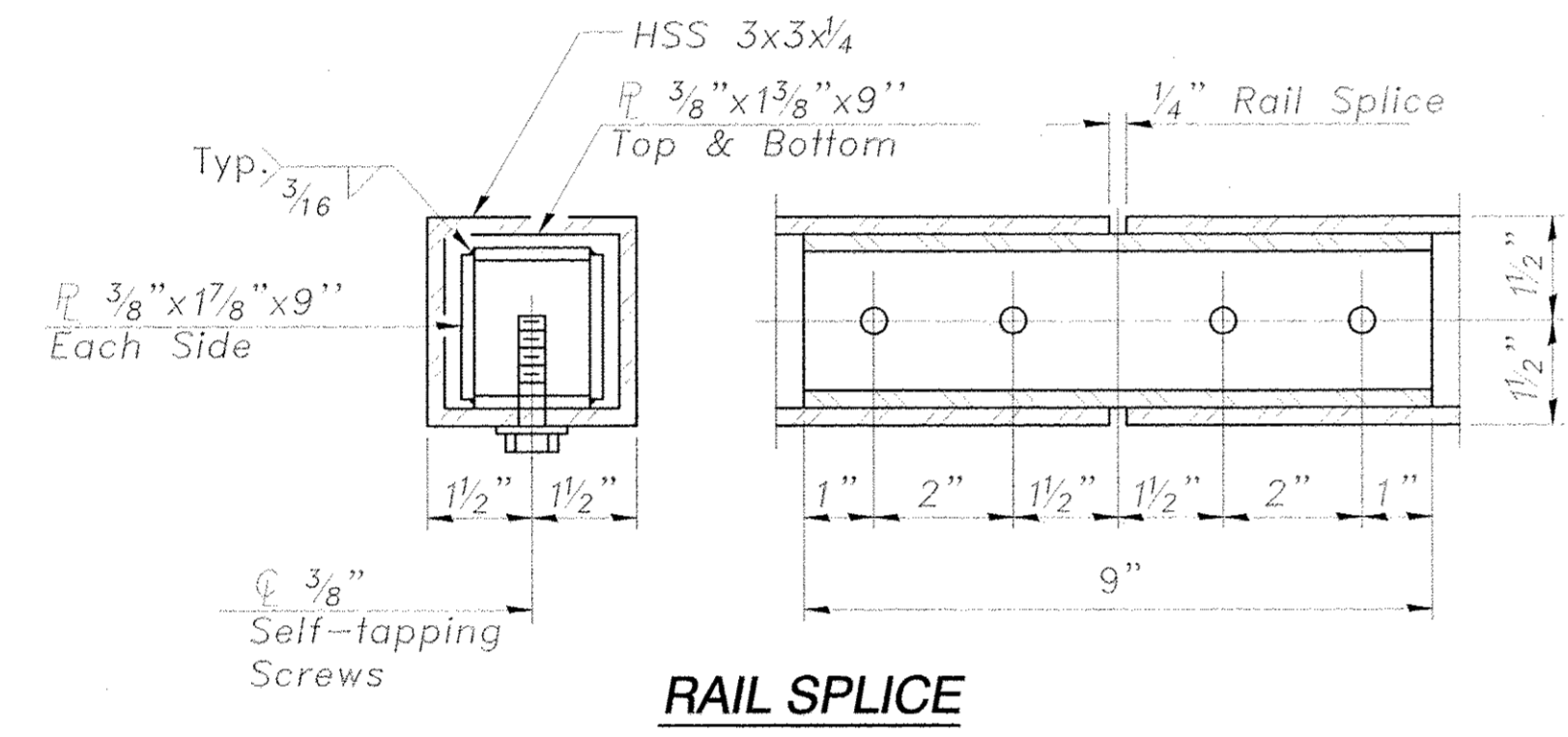


PARAPET RAILING ELEVATION AT EXPANSION JOINT

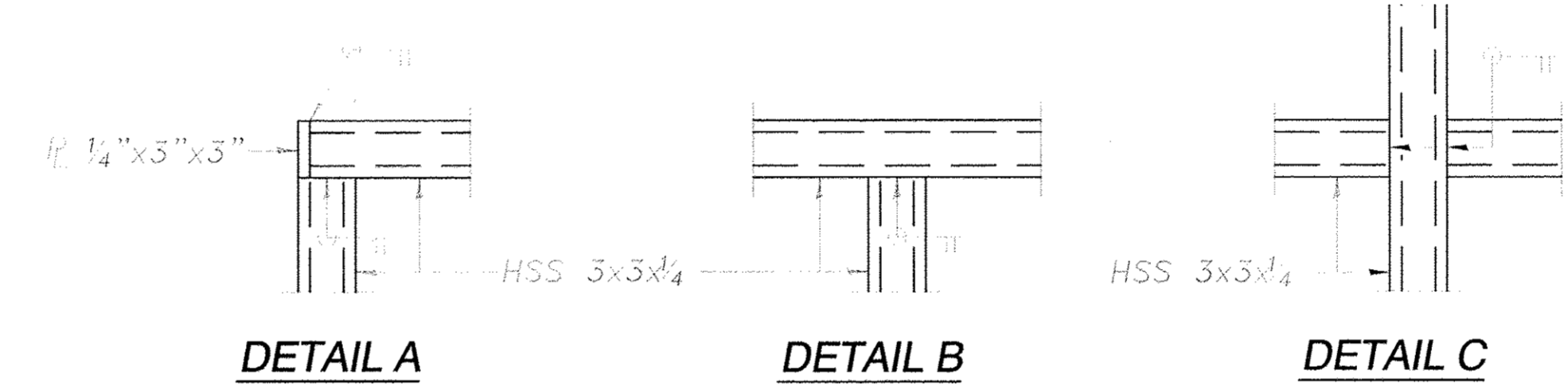


SECTION THRU SIDEWALK

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



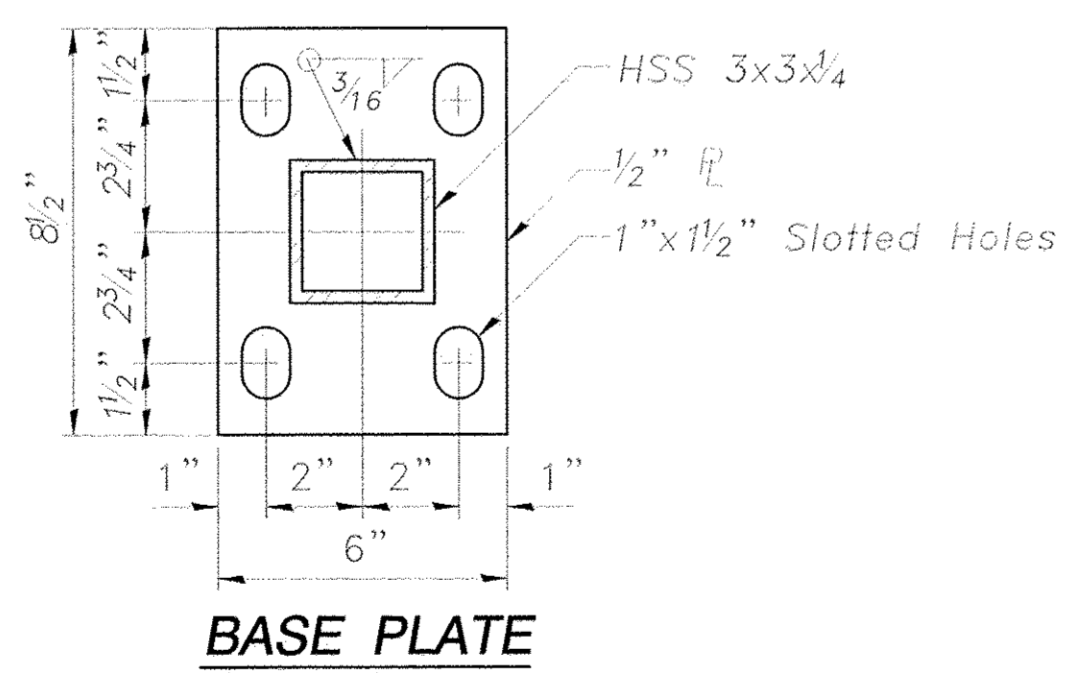
RAIL SPLICE



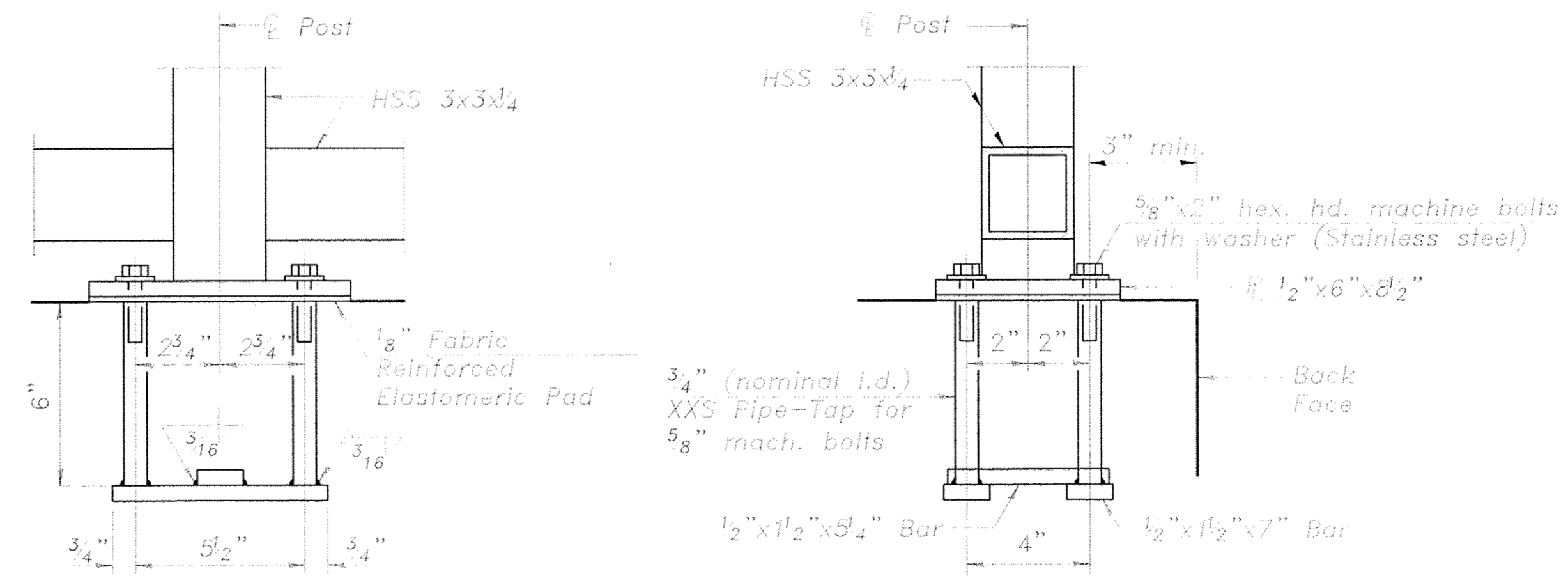
DETAIL A

DETAIL B

DETAIL C



BASE PLATE

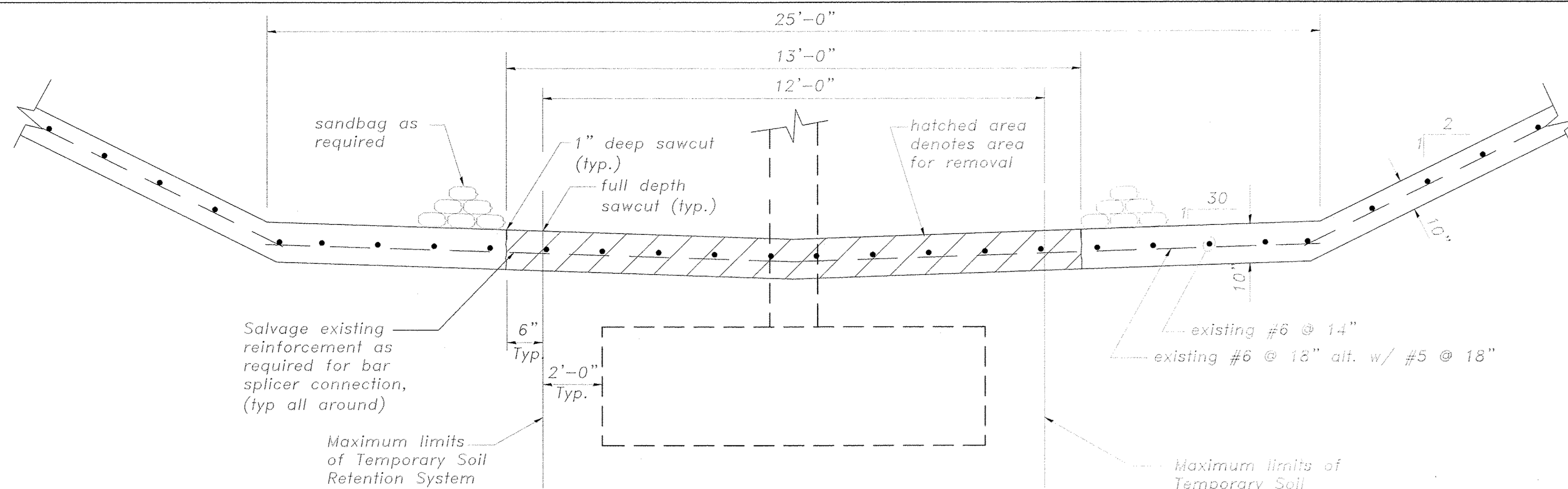


ANCHOR BOLT DETAILS

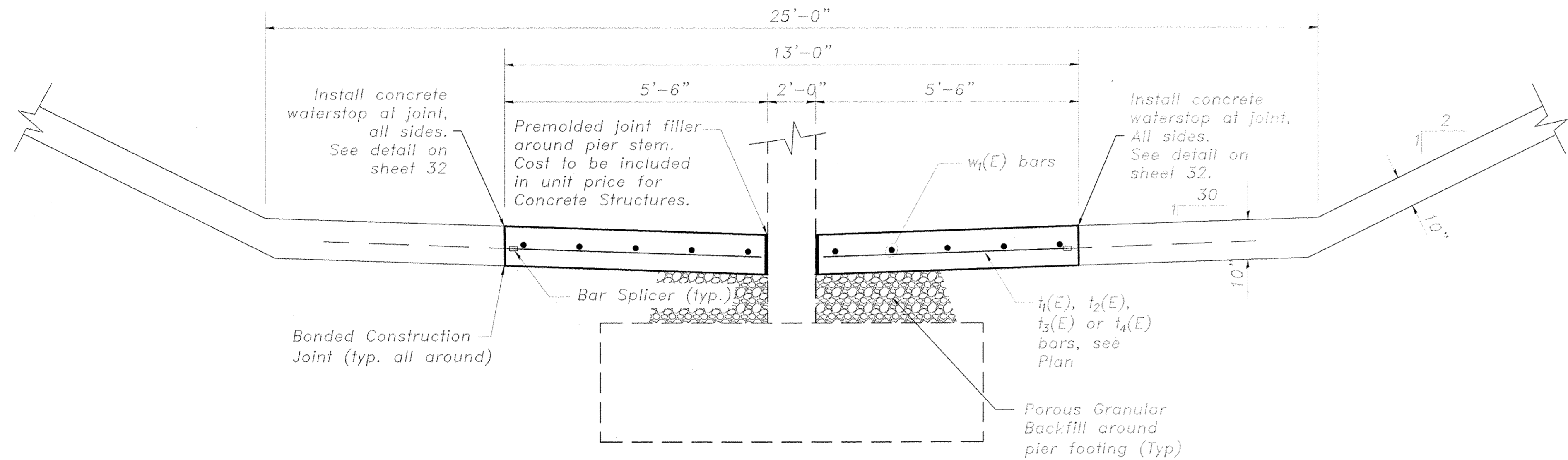
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

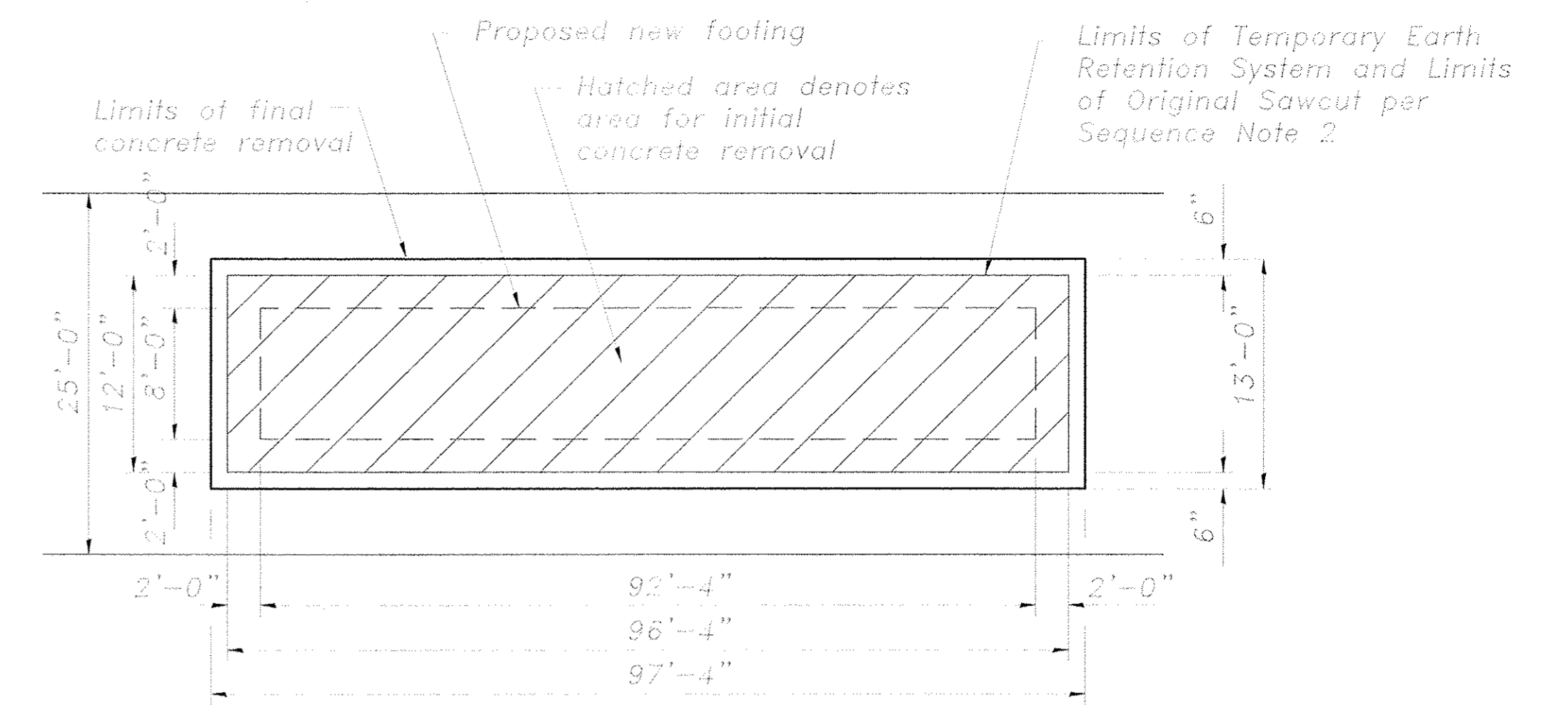
Item	Unit	Quantity
Pedestrian Railing	Foot	134



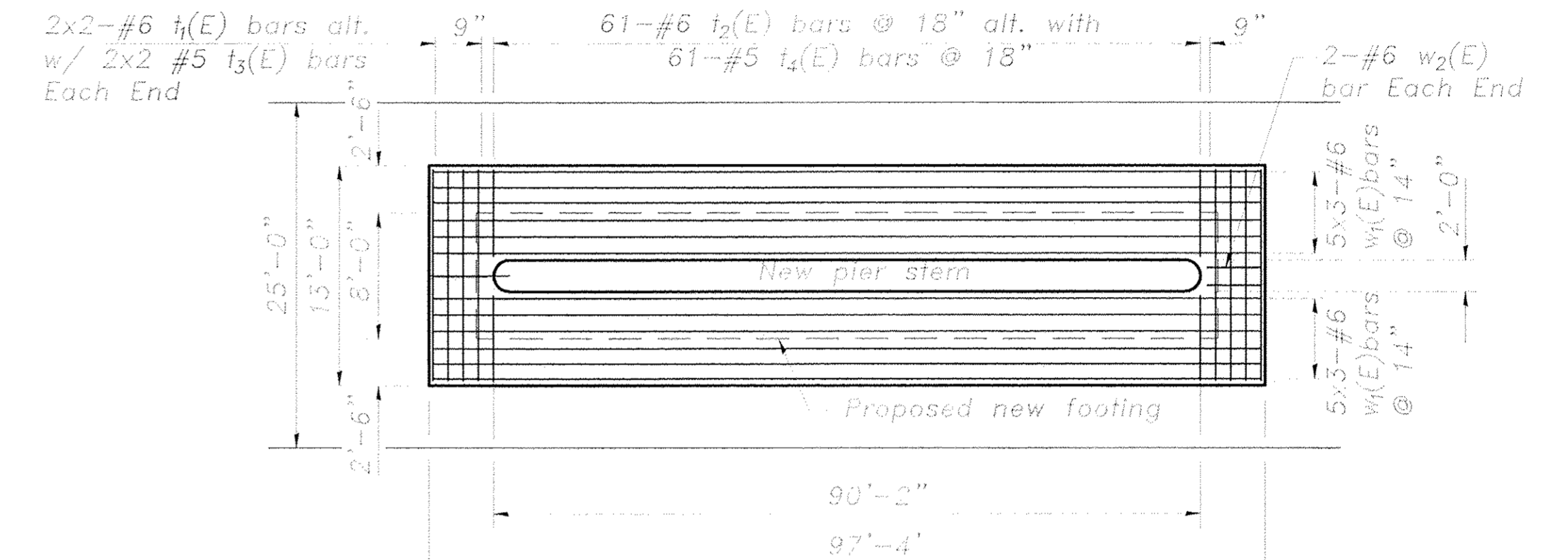
SECTION - CONCRETE REMOVAL



SECTION - CONCRETE REPLACEMENT



PLAN - CONCRETE REMOVAL



PLAN - CONCRETE REPLACEMENT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_2(E)$	12	#4	14'-5"	—
$h_3(E)$	8	#4	2'-8"	—
$h_4(E)$	4	#4	6'-2"	—
$t_1(E)$	8	#6	7'-7"	—
$t_2(E)$	122	#6	4'-10"	—
$t_3(E)$	8	#5	7'-4"	—
$t_4(E)$	122	#5	4'-10"	—
$t_5(E)$	67	#4	5'-3"	—
$t_6(E)$	79	#4	5'-0"	—
$t_7(E)$	67	#4	4'-8"	—
$t_8(E)$	79	#4	4'-5"	—
$v_1(E)$	16	#4	3'-0"	—
$v_4(E)$	4	#6	3'-0"	—
$v_3(E)$	9	#4	2'-6"	—
$v_6(E)$	12	#4	1'-8"	—
$v_7(E)$	32	#4	2'-2"	—
$v_8(E)$	32	#4	3'-6"	—
$v_9(E)$	5	#6	3'-0"	—
$w_1(E)$	30	#6	34'-8"	—
$w_2(E)$	4	#6	3'-0"	—
$w_3(E)$	48	#4	27'-0"	—
$w_4(E)$	16	#4	5'-8"	—
$w_5(E)$	6	#4	5'-4"	—
$w_6(E)$	48	#4	3'-0"	—
Bar Splicers	Each		294	
Concrete Removal	Cu. Yd.		80	
Concrete Structures	Cu. Yd.		70	
Epoxy Coated Reinforcement Bars	Pound		5,591	

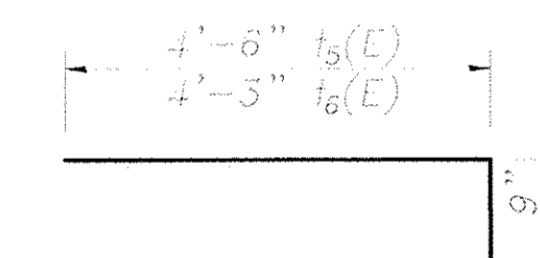
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

NOTES:

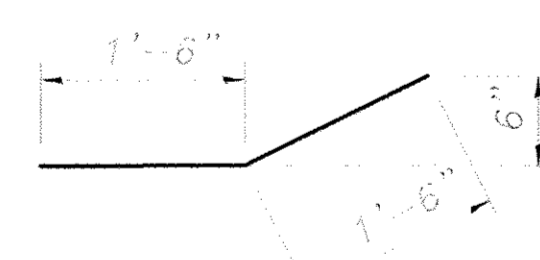
- Any portion of the existing concrete lined trapezoidal channel damaged during construction operations shall be repaired or replaced to its preconstruction condition, at no additional cost to the owner.
- The contractor is advised of the possibility of rapidly rising water elevations within the channel with respect to equipment and personnel working on the channel. The contractor shall make every reasonable effort to minimize the length of time that the channel liner concrete is removed; and, at no time shall the contractor cause for delay any work relating to the bridge pier and subsequent replacement of the channel liner once work in the creek channel has commenced. If at any time, after the channel liner concrete has been removed, if at any time after the channel liner concrete has been removed a rainfall event in excess of 1 inch is forecasted or a precipitation amount, duration or frequency such that the temporary sandbag rings may be overlapped, the contractor shall take the appropriate precautions necessary to protect the integrity of the exposed channel liner by placing adequately sized riprap in the area(s) of removed concrete below the normal channel bottom elevation. Adequately sized riprap is anticipated to be RR-4 or equivalent in an amount to fill an excavation approximately 13 feet wide by 97.3 feet long by variable depth depending on the progress of the construction activities at the time of the precipitation event. That volume of riprap is to be readily available at a staging area or other location acceptable to the City for immediate access for the duration of the project's construction in the channel area. The riprap should extend from the base of the excavated/exposed area to approximately the top of the adjacent concrete liner/channel bottom. In addition, to minimize backwater impacts and maintain project purpose, the temporary sandbag rings or cofferdams should be removed for any rainfall in excess of 3.2 inches. The contractor shall include the cost for all material, equipment, and labor necessary to install and remove this emergency standby procedure with the contract unit cost for concrete removal with no additional compensation allowed. Any areas of the channel that are damaged or undermined due to a significant rainfall event during construction shall be repaired in accordance with the original construction documents, at no additional cost to the owner.
- See the Flood Contingency Plan for additional procedures during and after heavy precipitation events.
- The contractor shall provide a 24 hour contact number in case of an emergency.

SUGGESTED CONSTRUCTION SEQUENCE:

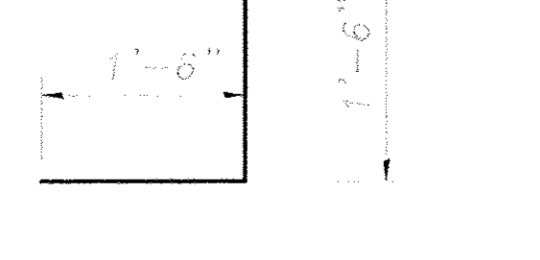
- Sandbag channel to divert water around construction area.
- Sawcut full depth and remove existing channel liner within the limits shown on the plan, (12'-0" x 96'-4" centered on the proposed pier location).
- Install Temporary Soil Retention System within the limits shown on the plan.
- Excavate within the limits of the Temporary Soil Retention System to the bottom of footing elevation.
- Construct pier as shown on the plans.
- Place porous granular backfill within the limits of the Temporary Soil Retention System.
- Provide 1" deep sawcut and remove existing channel liner concrete to 6" each side of the limits of the Temporary Soil Retention System and remove Temporary Soil Retention System, taking care not to damage newly exposed existing reinforcing steel.
- Install new reinforcement. Tie new bars to existing exposed steel.
- Cast new concrete to match existing grades and elevations. Provide 1" preformed joint filler around new pier shaft.



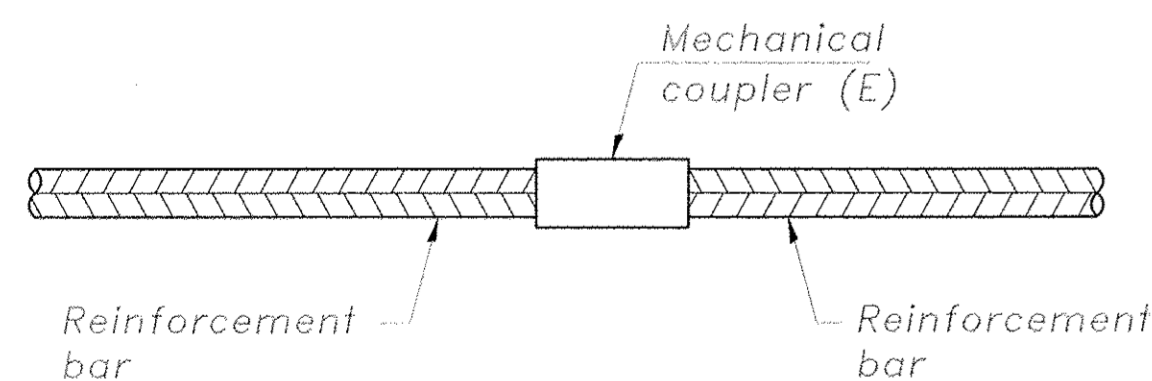
BAR $t_5(E)$ & $t_6(E)$



BAR $v_4(E)$

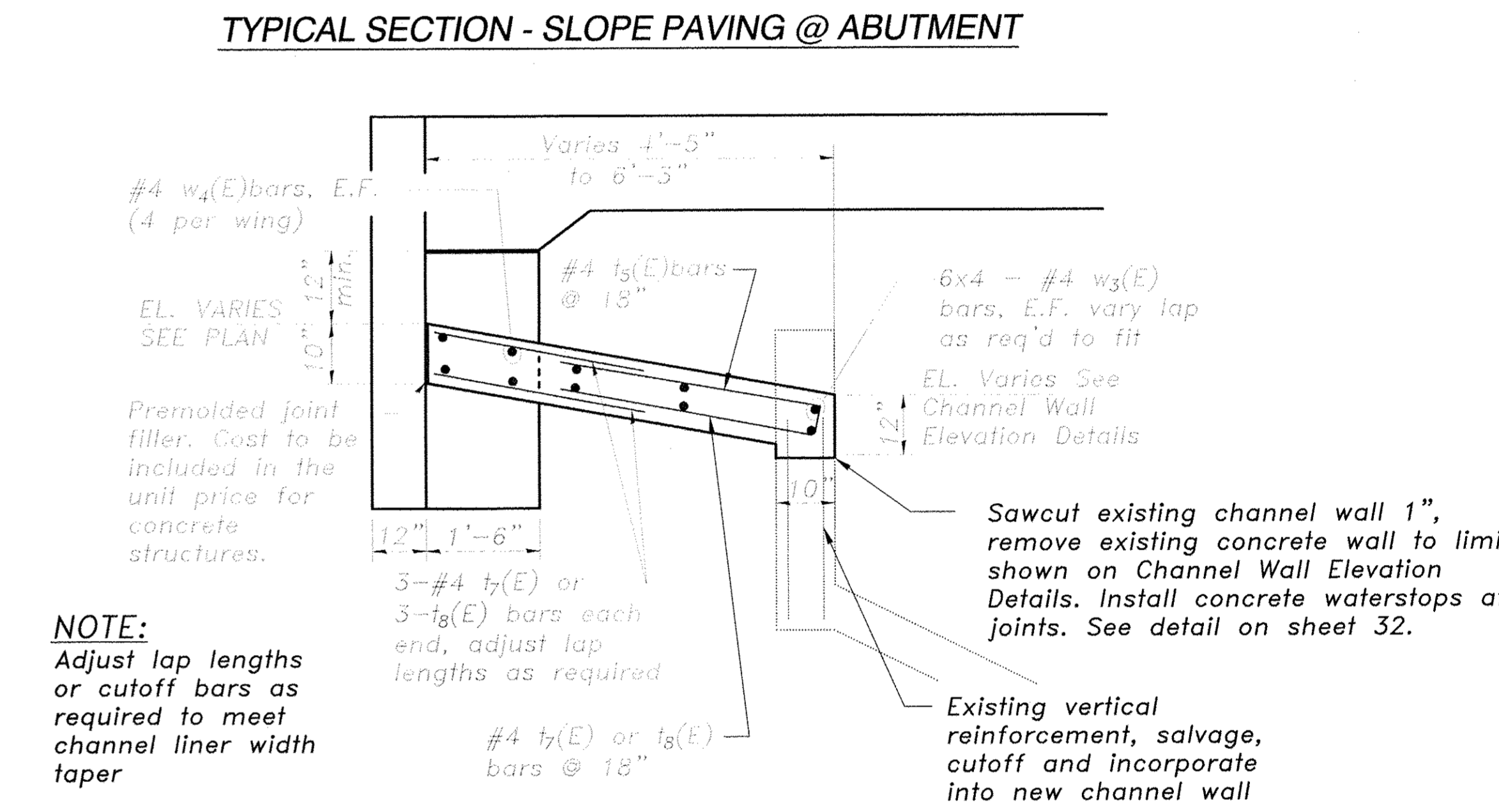
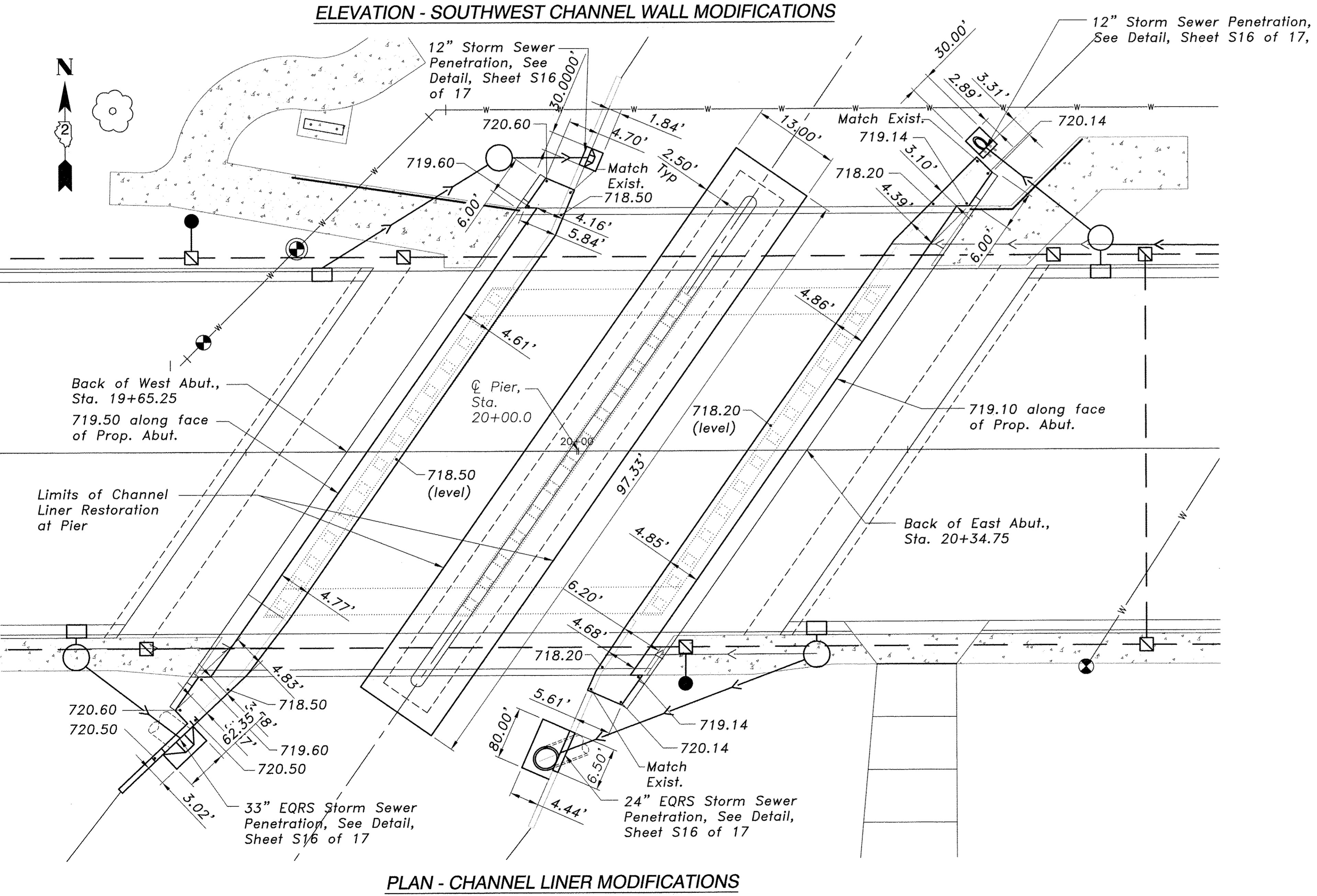
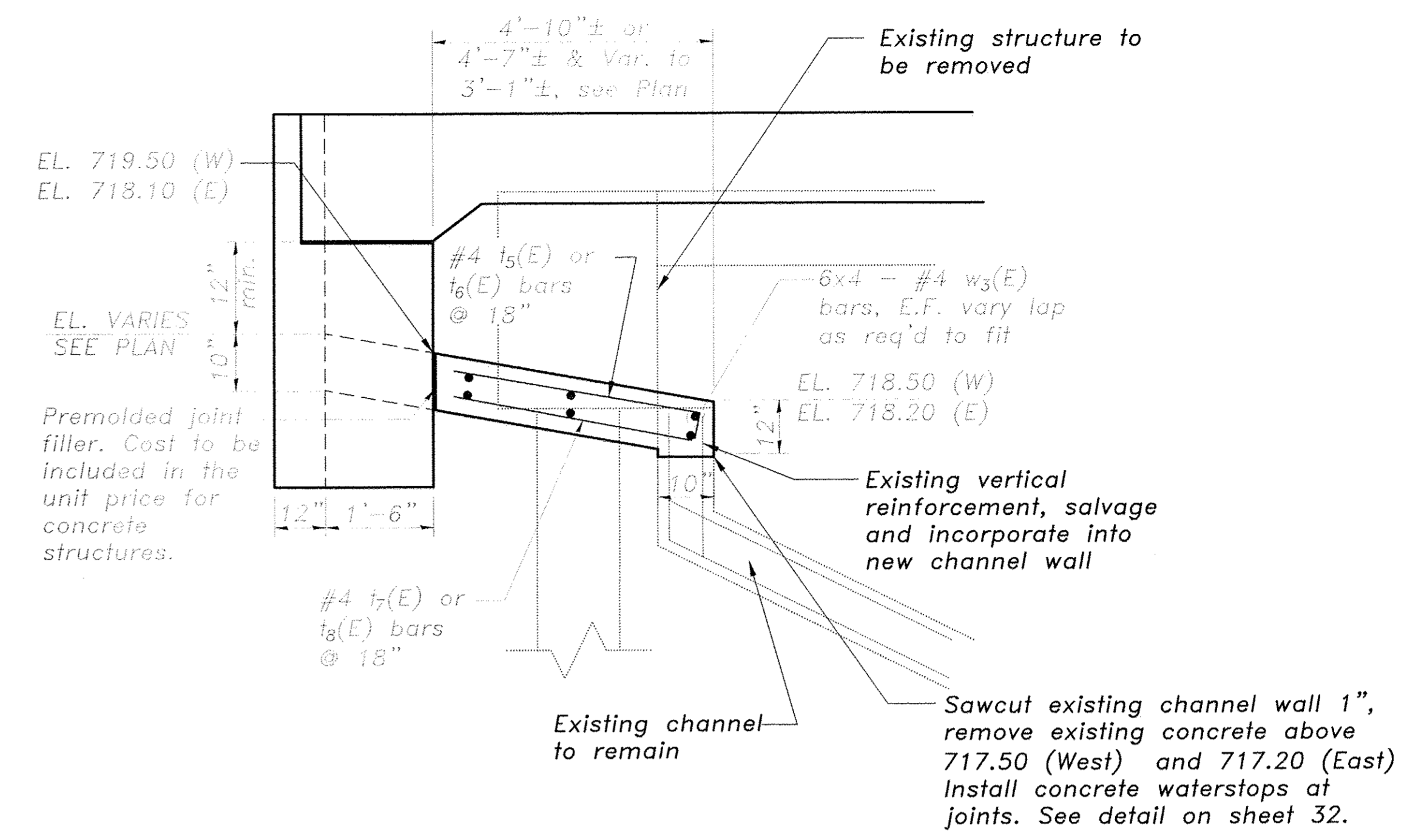
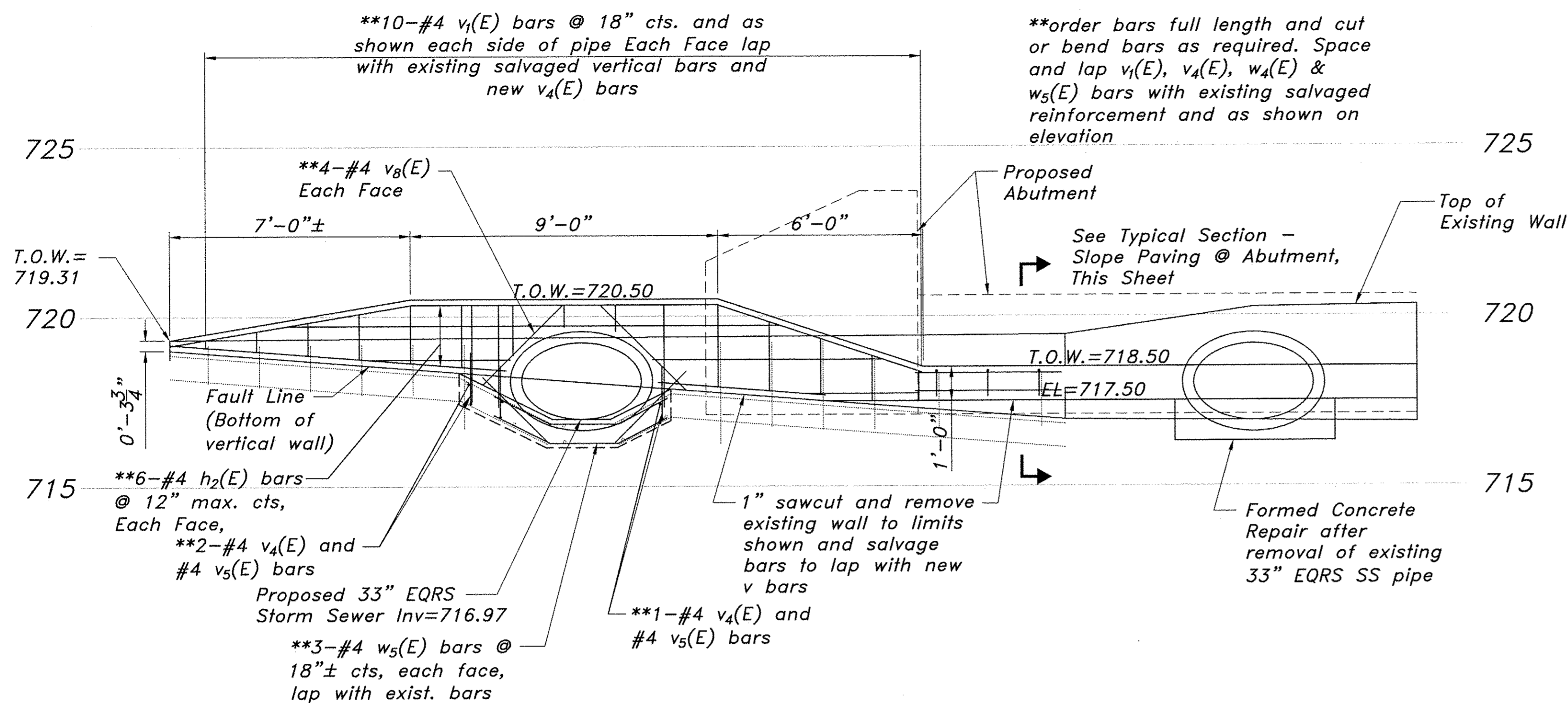


BAR $v_9(E)$



BAR SPLICER DETAIL

Location	Bar size	No. assemblies required
Channel Liner	#5	130
Channel Liner	#6	164



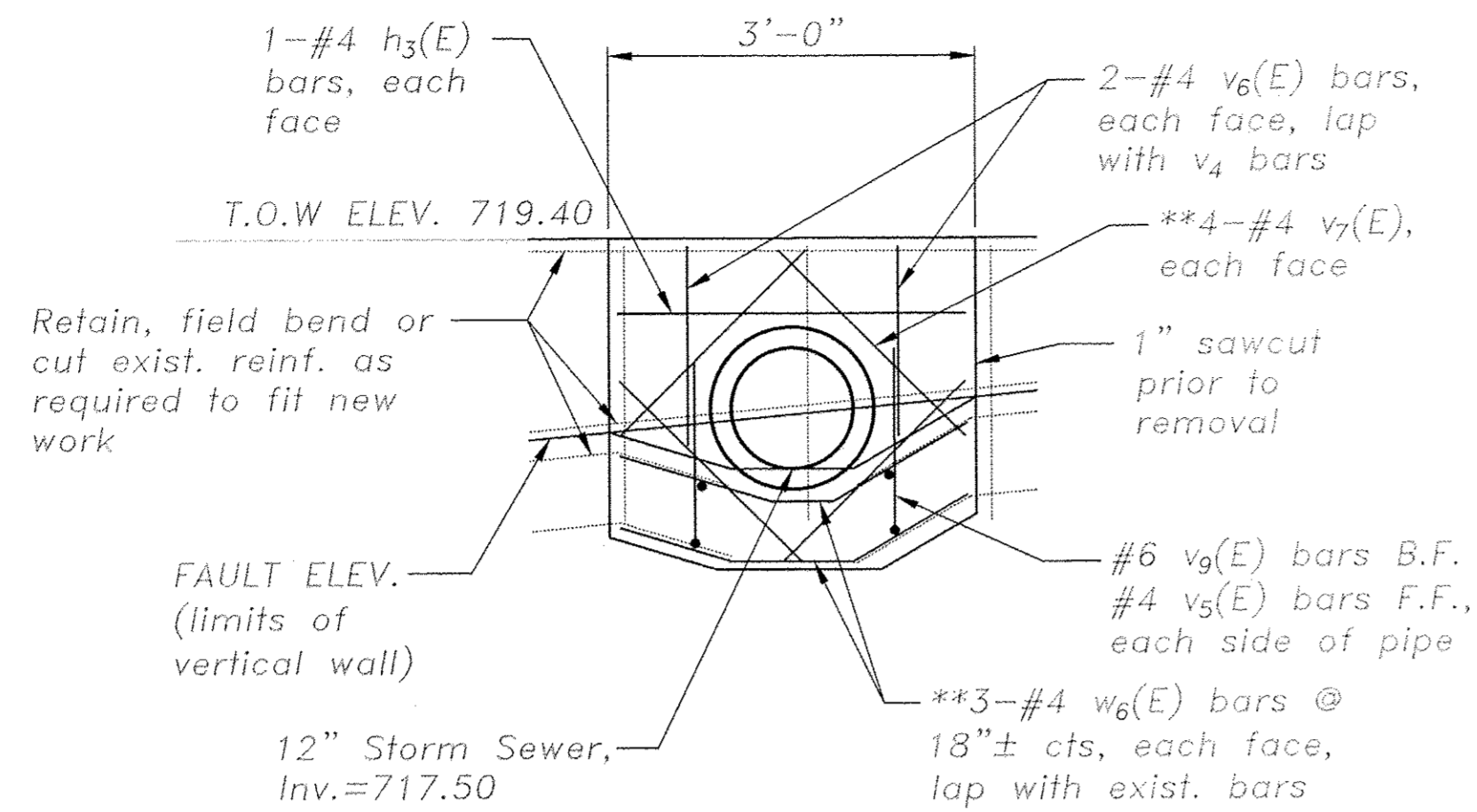
NOTE:
Adjust lap lengths or cutoff bars as required to meet channel liner width taper

STORM SEWER PIPE PENETRATIONS SUGGESTED CONSTRUCTION SEQUENCE:

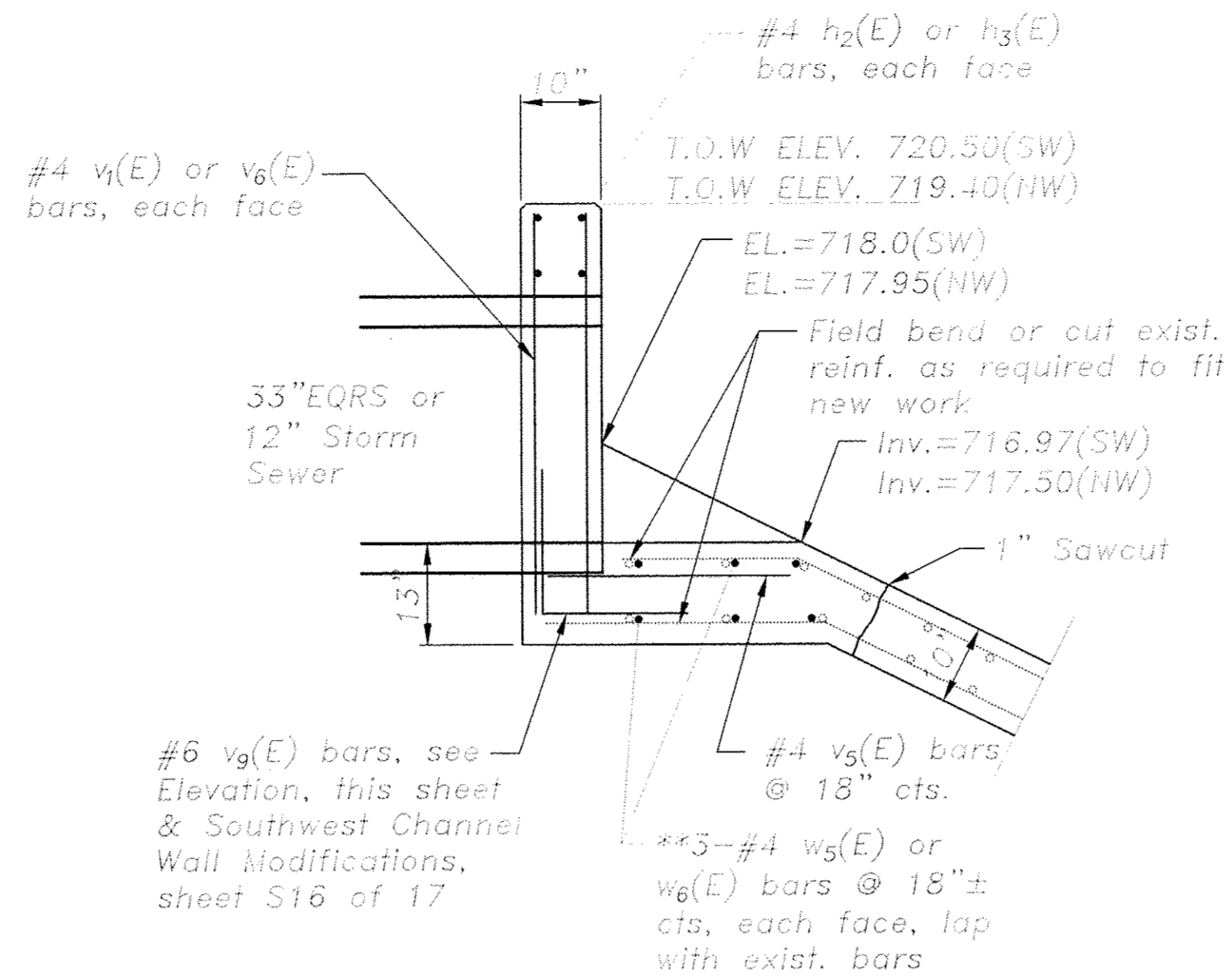
- 1) Remove existing concrete as shown to accommodate new storm sewer pipe, preserving existing reinforcement bars (4 locations).
- 2) Cut existing reinforcement bars as required to place new storm sewer pipe.
- 3) Place new storm sewer pipe and grout into place.
- 4) Replace all cut bars with new steel and tie to remaining existing bars.
- 5) Cast new concrete around new storm sewer pipe.
- 6) Grout full existing penetrations in channel from storm sewer being abandoned.

USER NAME:	DESIGNED:	REVISED: 7/28/16 COE COMMENTS
PLOT SCALE: 1:1	CHECKED:	REVISED:
PLOT DATE: 1/12/2017	DRAWN:	REVISED:
	CHECKED:	REVISED:

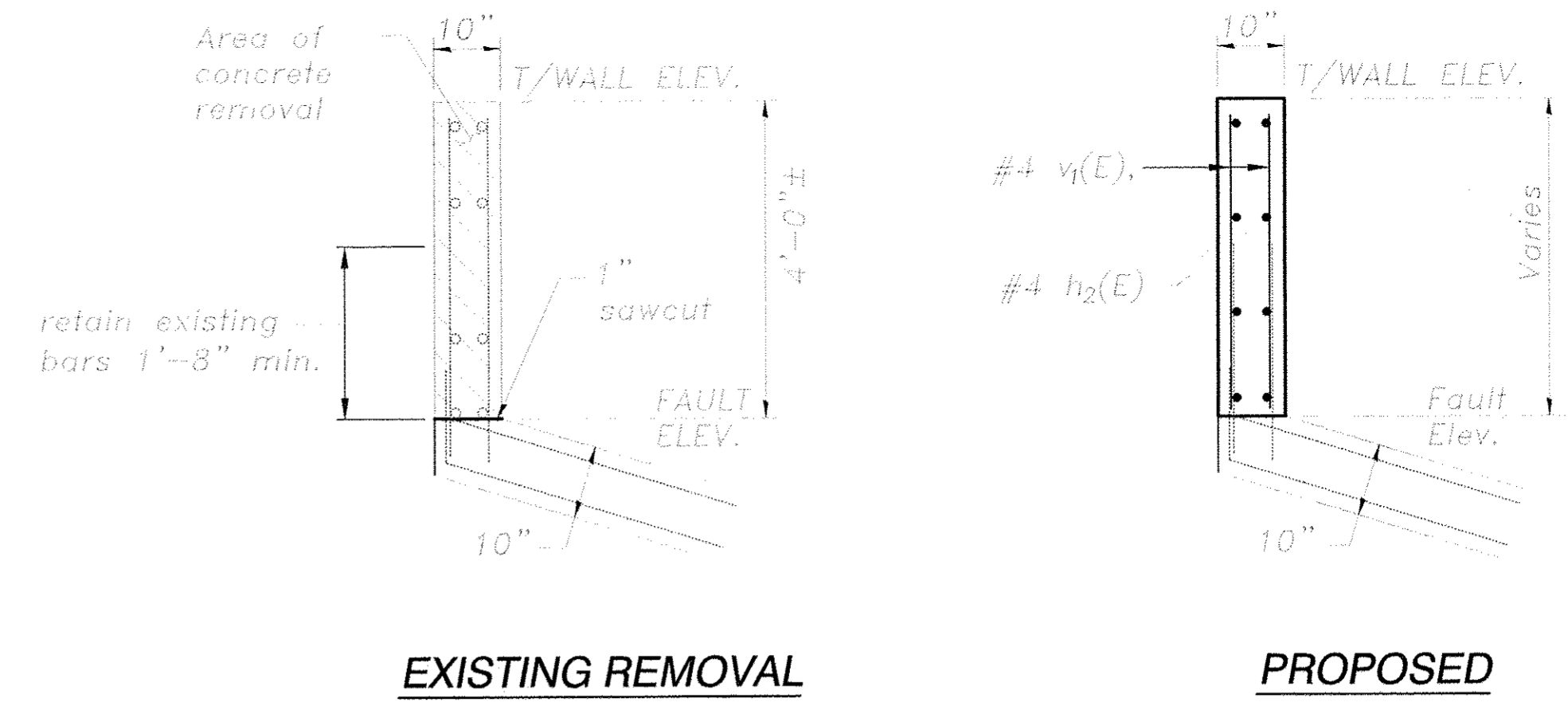
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	08-00068-00-BR	49	34
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	



ELEVATION
 Northwest Quadrant - See Sheet 15 of 17
 for Southwest Quadrant



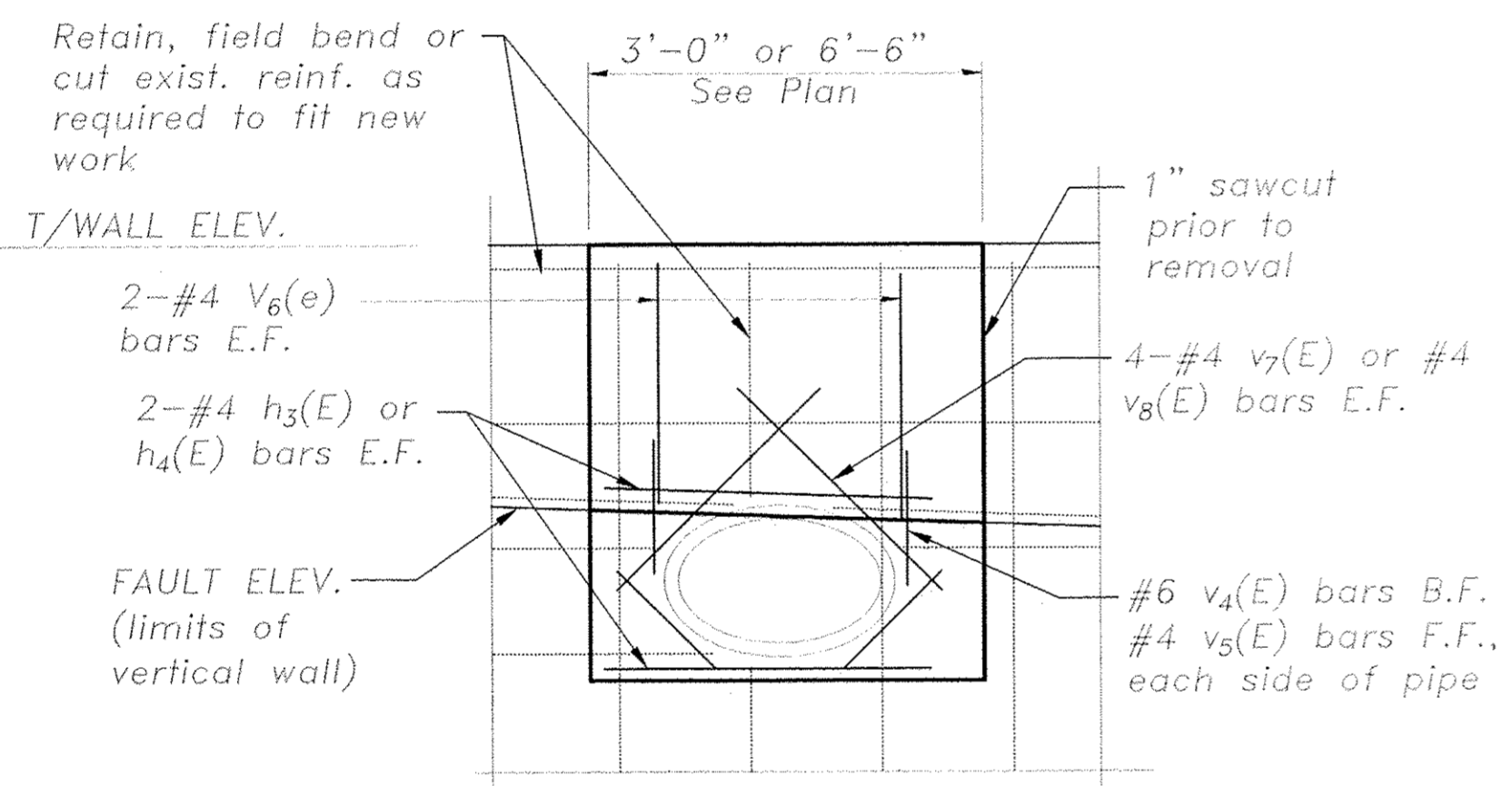
SECTION



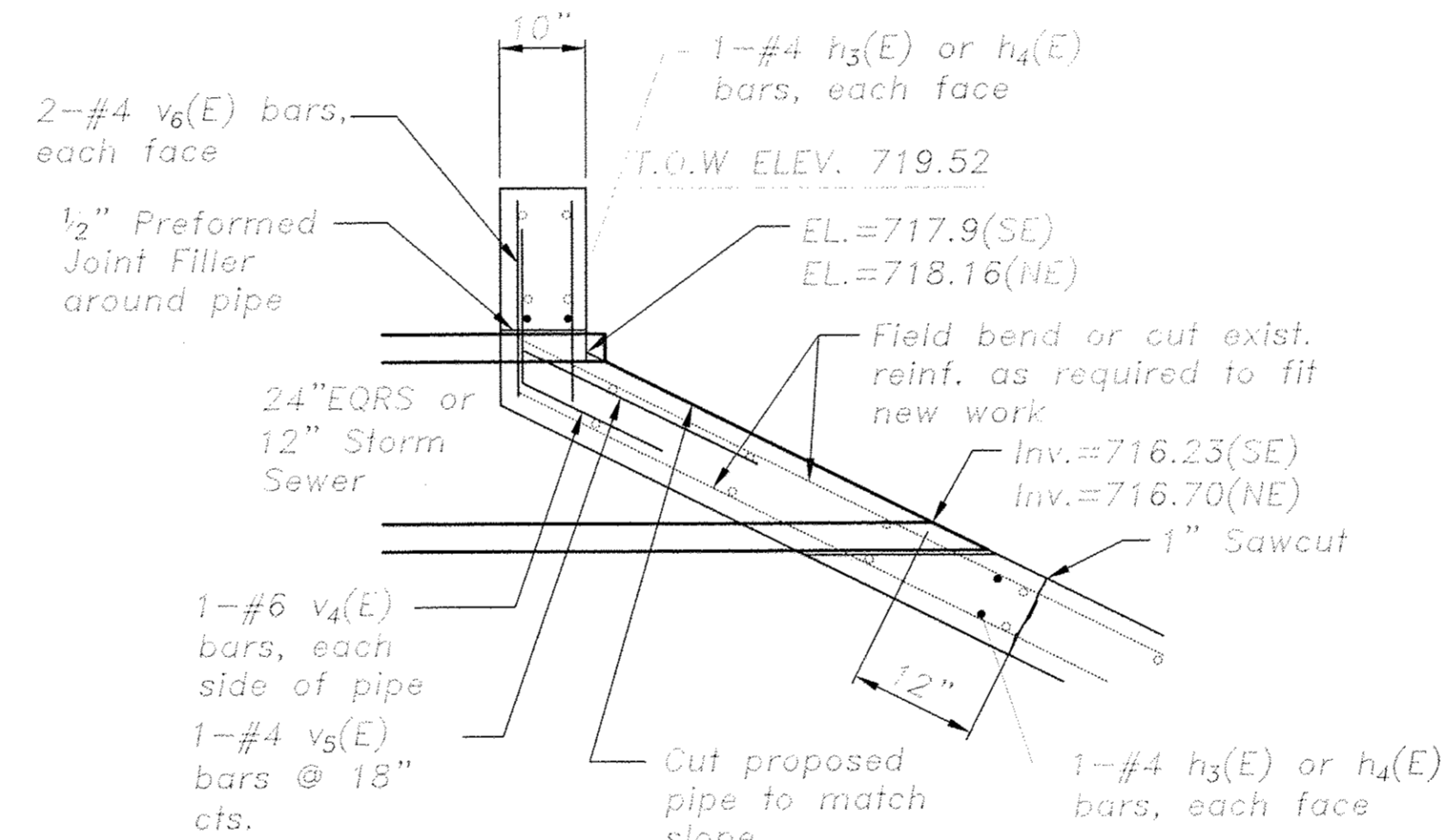
EXISTING REMOVAL **PROPOSED**

TYPICAL WALL SECTIONS
 Southwest Quadrant

STORM SEWER PENETRATION DETAIL
 Northwest & Southwest Quadrants

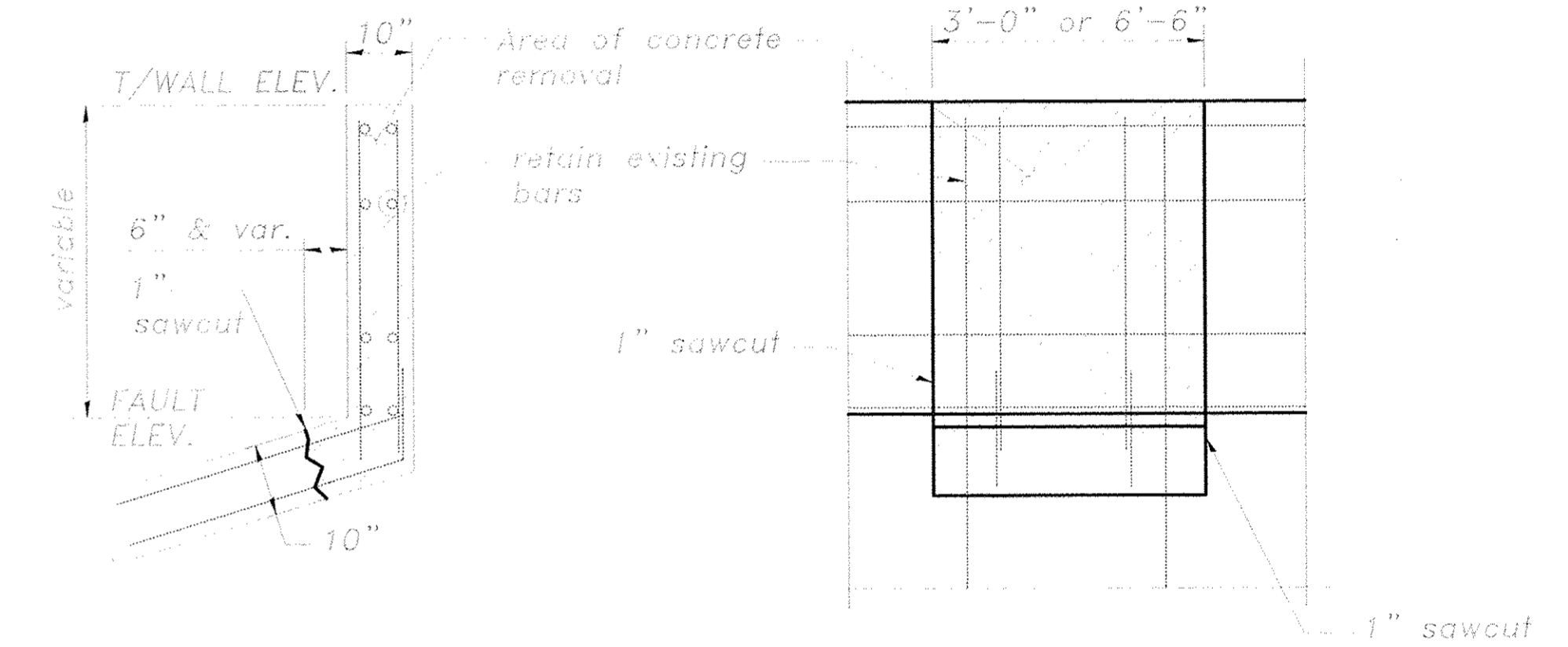


ELEVATION



SECTION

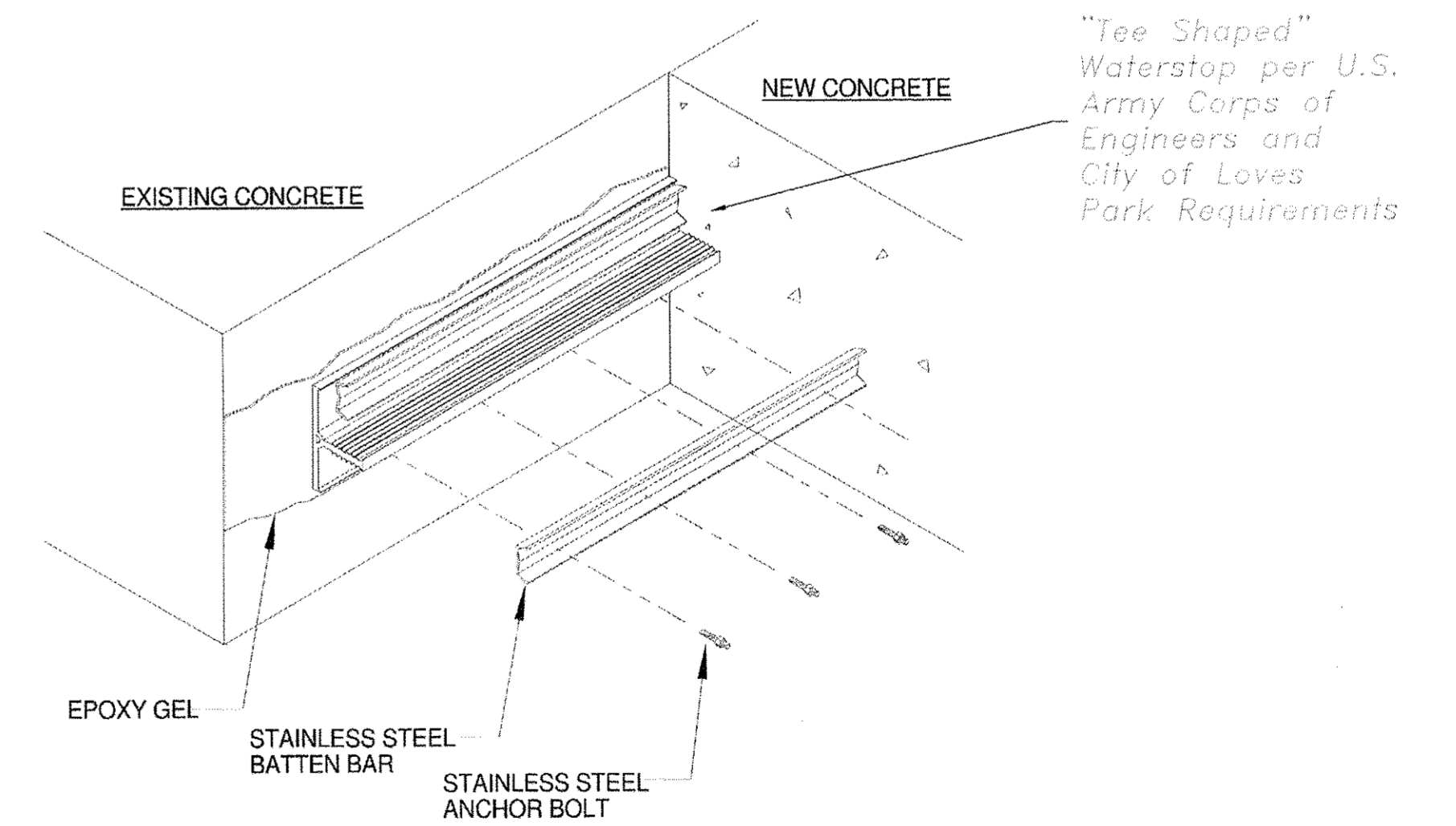
STORM SEWER PENETRATION DETAIL
 Northeast & Southeast Quadrants



SECTION

ELEVATION

STORM SEWER PENETRATION CONCRETE REMOVAL



WATERSTOP DETAIL

****order bars full length and cut or bend bars as required. Space and lap v1(E), v4(E), w4(E) & w5(E) bars with existing salvaged reinforcement and as shown on elevation**

LOG OF BORING NO. 1										Page 1 of 2	
CLIENT McClure Engineering Associates, Inc.		PROJECT East Riverside Boulevard Bridge									
SITE E. Riverside Blvd. & Loves Park Creek Loves Park, IL		SITES									
DEPTH, ft.	USCS SYMBOL	NUMBER	TYPE	RECOVERY, in.	SPT - N [*] BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf	UNCONFINED STRENGTH, pcf	TESTS		
0.5	SS	1	SS	6	21	4			Approx. 1/2 Foot Topsoil FILL: GRAVELLY FINE TO MEDIUM SAND, TRACE CLAY, brown		
3	SS	2	SS	6	7	7			FILL: FINE TO MEDIUM SAND, WITH GRAVEL, TRACE CLAY, brown		
5	SS	3	SS	8	10	5			FILL: FINE TO MEDIUM SAND, TRACE CLAY AND GRAVEL, brown Sample 4: No Recovery		
10	SS	4	SS	NR	5				FINE TO MEDIUM SAND, brown, loose		
15	SS	5	SS	10	4	6			trace silt		
20	SS	6	SS	16	4	16					
25	SS	7	SS	16	4	16					
	SS		SS								

Continued Next Page

The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual. **140 Lbs Automatic SPT Hammer
*Calibrated Hand Penetrometer

WATER LEVEL OBSERVATIONS, ft			BORING STARTED 2-27-09		
WL	17	WD 20 AB	BORING COMPLETED 2-27-09		
WL			RIG D-50 FOREMAN JA		
WL			APPROVED LAZ JOB # 19095010		

LOG OF BORING NO. 1										Page 2 of 2	
CLIENT McClure Engineering Associates, Inc.		PROJECT East Riverside Boulevard Bridge									
SITE E. Riverside Blvd. & Loves Park Creek Loves Park, IL		SITES									
DEPTH, ft.	USCS SYMBOL	NUMBER	TYPE	RECOVERY, in.	SPT - N [*] BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf	UNCONFINED STRENGTH, pcf	TESTS		
									FINE TO MEDIUM SAND, TRACE SILT, brown, loose		
30	SS	8	SS	14	7	17					
35	SS	9	SS	14	6	15					
40	SS	10	SS	16	7	13					
45	SS	11	SS	14	6	17					
50	SS	12	SS	16	8	13					
									BOTTOM OF BORING		

Continued Next Page

The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual. **140 Lbs Automatic SPT Hammer
*Calibrated Hand Penetrometer

WATER LEVEL OBSERVATIONS, ft			BORING STARTED 2-27-09		
WL	17	WD 20 AB	BORING COMPLETED 2-27-09		
WL			RIG D-50 FOREMAN JA		
WL			APPROVED LAZ JOB # 19095010		

LOG OF BORING NO. 2										Page 1 of 2	
CLIENT McClure Engineering Associates, Inc.		PROJECT East Riverside Boulevard Bridge									
SITE E. Riverside Blvd. & Loves Park Creek Loves Park, IL		SITES									
DEPTH, ft.	USCS SYMBOL	NUMBER	TYPE	RECOVERY, in.	SPT - N [*] BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf	UNCONFINED STRENGTH, pcf	TESTS		
1	SS	1	SS	8	6	15			Approx. 1-1/2 Feet Topsoil FILL: SANDY CLAY, WITH GRAVEL, dark brown		
3	SS	2	SS	6	8	21			FILL: LEAN CLAY, TRACE SILT AND SAND, dark brown		
5	SS	3	SS	10	10	8			FILL: FINE TO MEDIUM SAND, WITH CLAY, brown		
8	SS	4	SS	8	6	4			FINE TO COARSE SAND, TRACE GRAVEL, brown, loose		
13	SS	5	SS	12	4	2			FINE TO COARSE SAND, brown, loose		
20	SS	6	SS	14	6	17			trace gravel		
25	SS	7	SS	16	9	13					

Continued Next Page

The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual. **140 Lbs Automatic SPT Hammer
*Calibrated Hand Penetrometer

WATER LEVEL OBSERVATIONS, ft			BORING STARTED 2-27-09		
WL	17	WD 30 AB	BORING COMPLETED 2-27-09		
WL			RIG D-50 FOREMAN JA		
WL			APPROVED LAZ JOB # 19095010		

LOG OF BORING NO. 2										Page 2 of 2	
CLIENT McClure Engineering Associates, Inc.		PROJECT East Riverside Boulevard Bridge									
SITE E. Riverside Blvd. & Loves Park Creek Loves Park, IL		SITES									
DEPTH, ft.	USCS SYMBOL	NUMBER	TYPE	RECOVERY, in.	SPT - N [*] BLOWS / ft.	WATER CONTENT, %	DRY UNIT WT pcf	UNCONFINED STRENGTH, pcf	TESTS		
28	SS	8	SS	18	8	16			FINE TO COARSE SAND, brown, loose		
30	SS	9	SS	12	8	15			FINE TO MEDIUM SAND, brown, loose to medium dense		
35	SS	10	SS	16	12	15					
40	SS	11	SS	14	7	12					
45	SS	12	SS	14	8	13					
50									BOTTOM OF BORING		

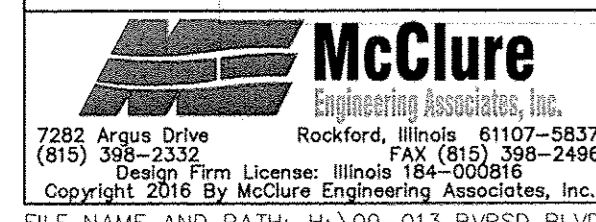
Continued Next Page

The stratification lines represent the approximate boundary lines between soil and rock types: in-situ, the transition may be gradual. **140 Lbs Automatic SPT Hammer
*Calibrated Hand Penetrometer

WATER LEVEL OBSERVATIONS, ft			BORING STARTED 2-27-09		
WL	17	WD 30 AB	BORING COMPLETED 2-27-09		
WL			RIG D-50 FOREMAN JA		
WL			APPROVED LAZ JOB # 19095010		

GENERAL NOTE

BORING NO. 1000, B1, SOUTHWEST CORNER, EXISTING GROUND ELEVATION = 721.84
BORING NO. 1001, B2, NORTHEAST CORNER, EXISTING GROUND ELEVATION = 721.03



USER NAME: DESIGNED: REVISD:
CHECKED: REVISD:
DRAWN: REVISD:
CHECKED: REVISD:

PLOT SCALE: 1:1
PLOT DATE: 1/12/2017

7982 Arroyo Drive
(815) 398-2332
Design Firm License: 04-00016
Copyright 2016 By McClure Engineering Associates, Inc.

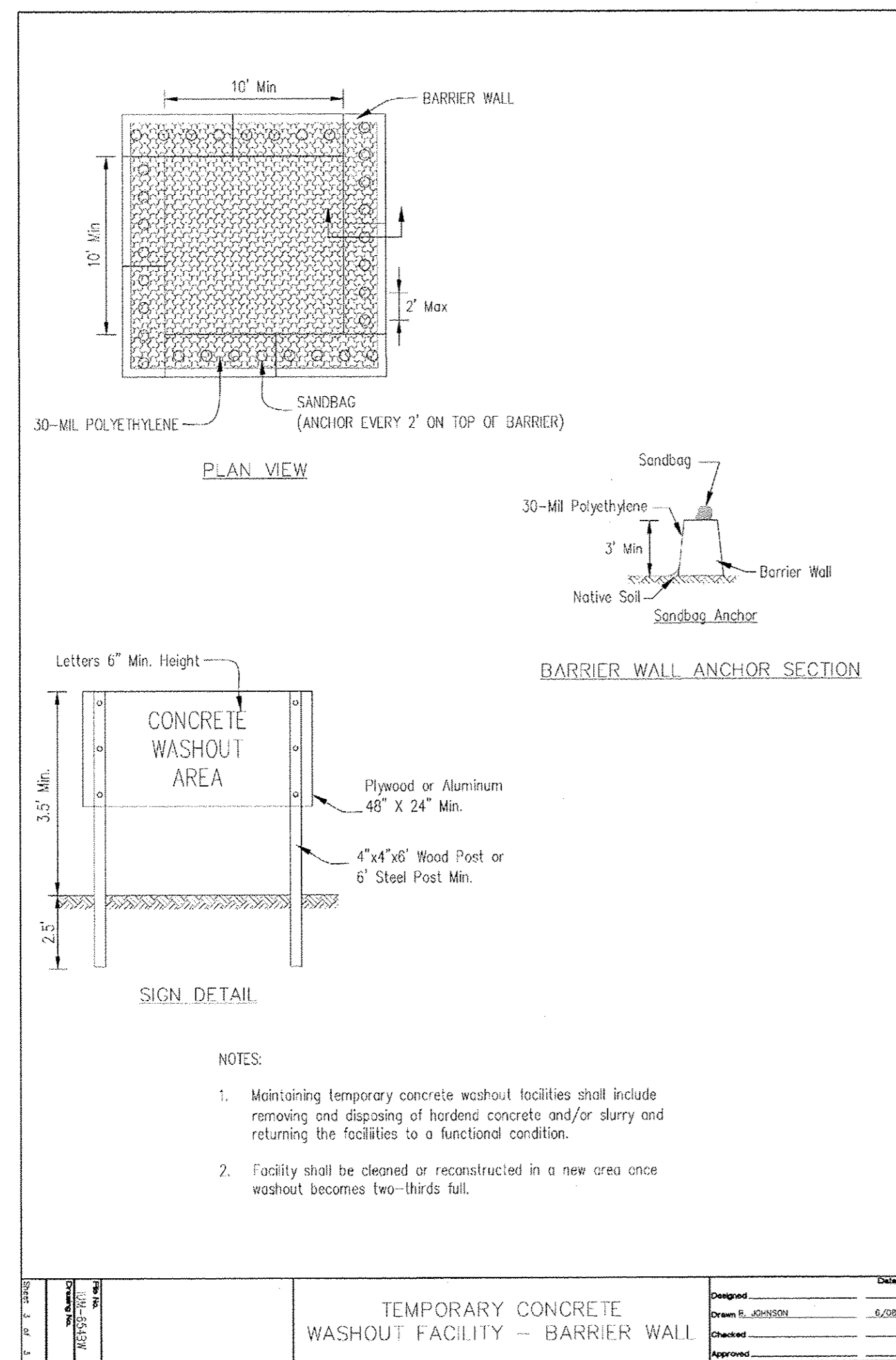
Richard, Illinois 61107-5837
FAX (815) 398-2486

FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\FROM MACOMB\2016.05.09\09-013 17 BORINGS.DWG

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

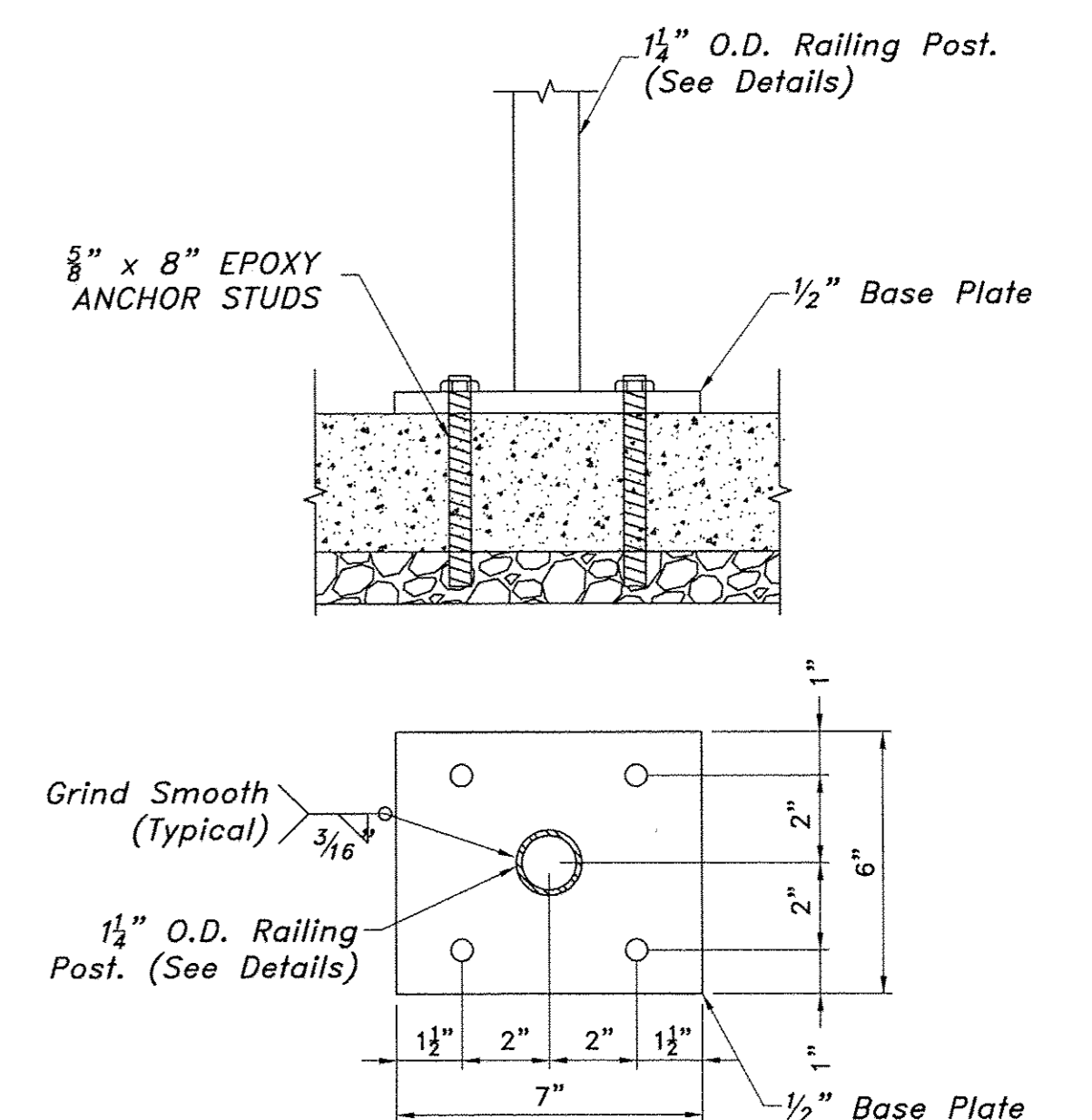
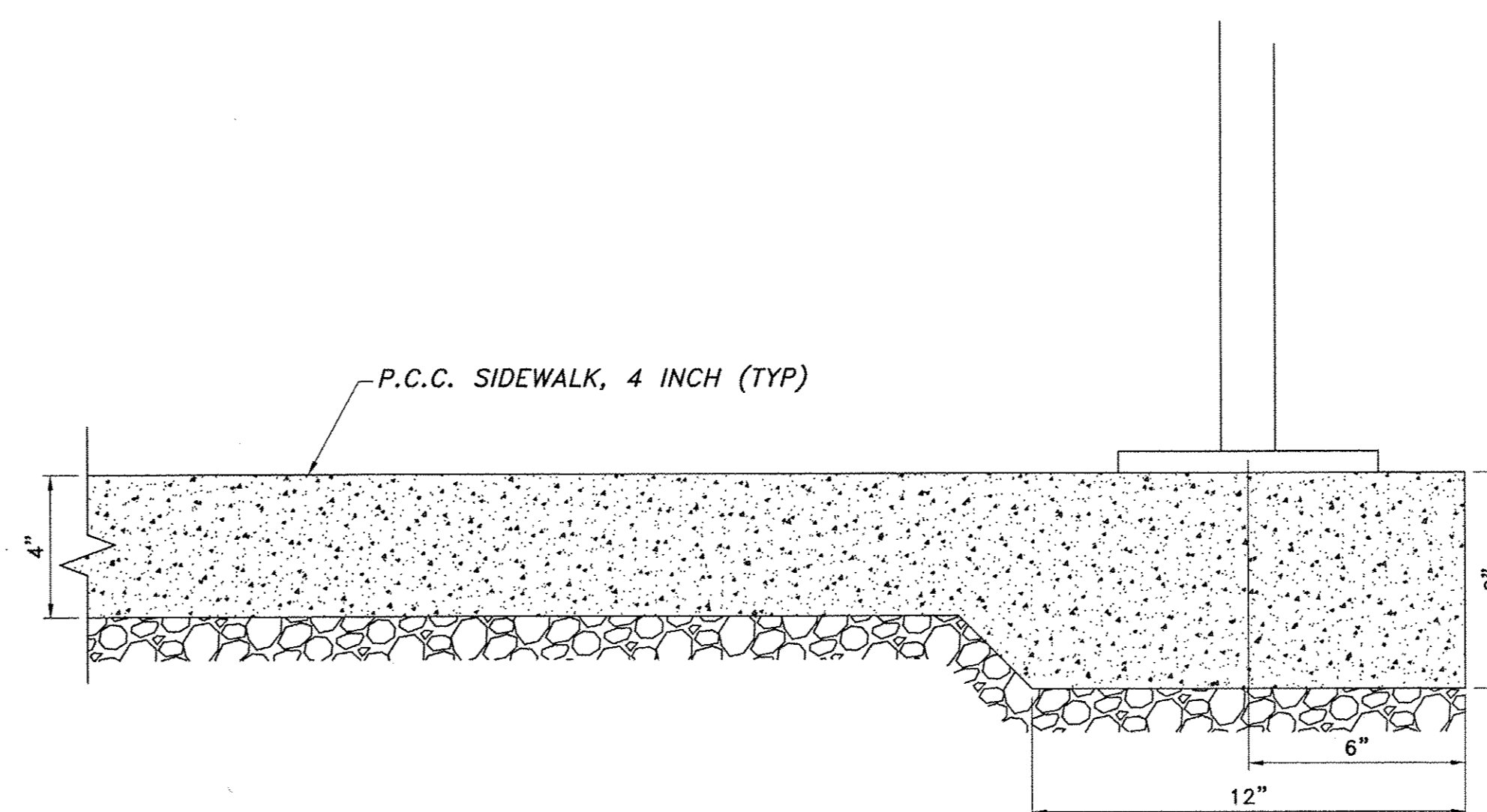
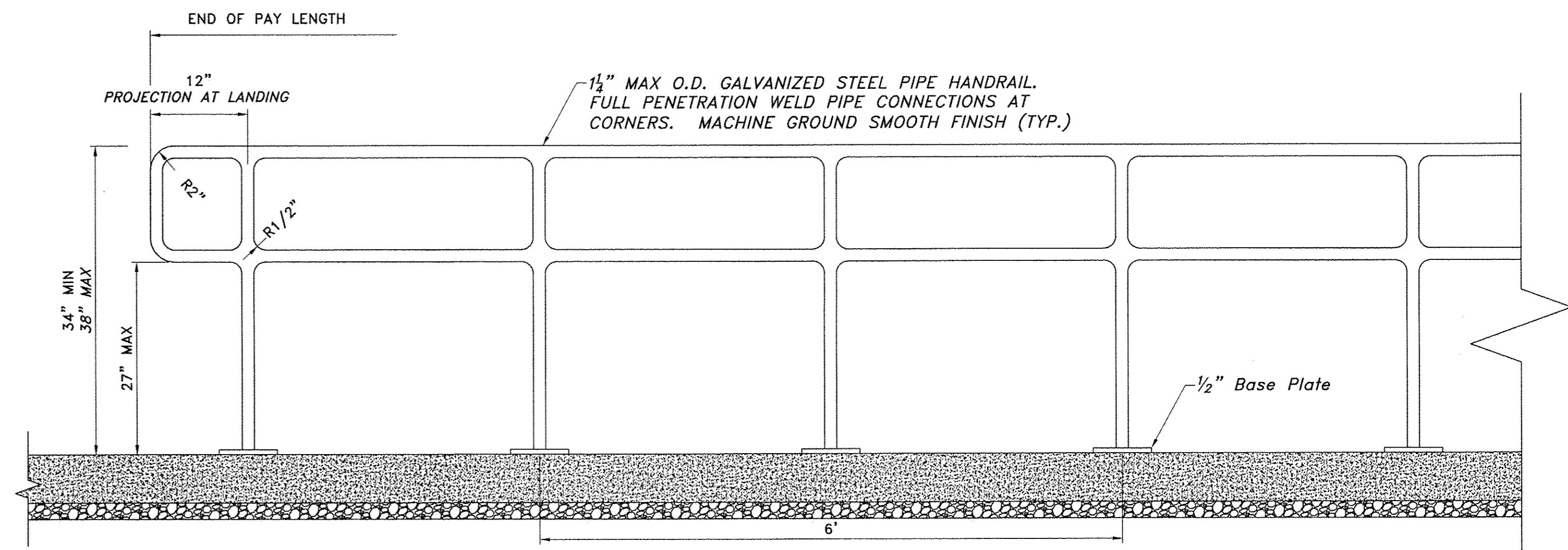
SOIL BORING LOGS
STRUCTURE NO. 101-6423
SHEET NO. S17 OF 17 SHEETS

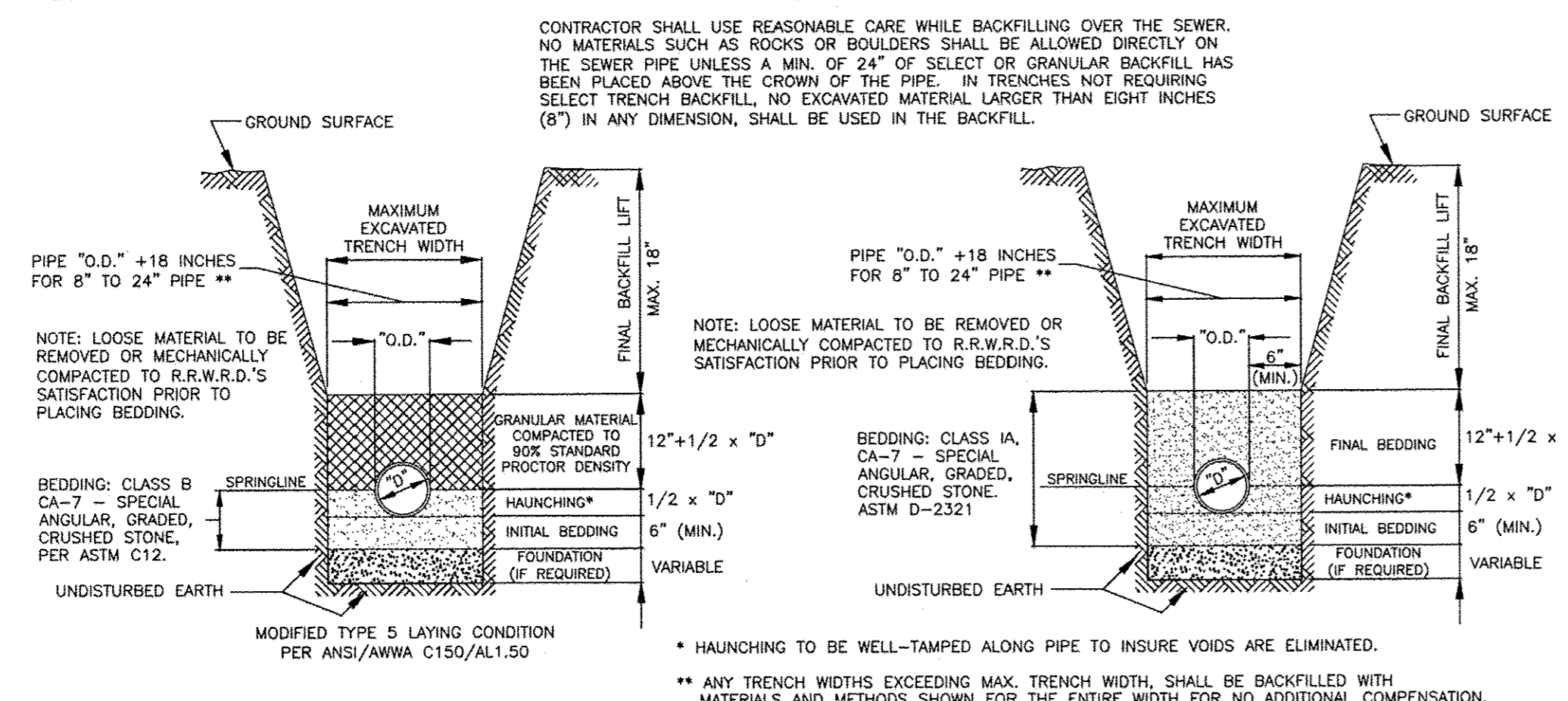
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	36
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	



NOTES:

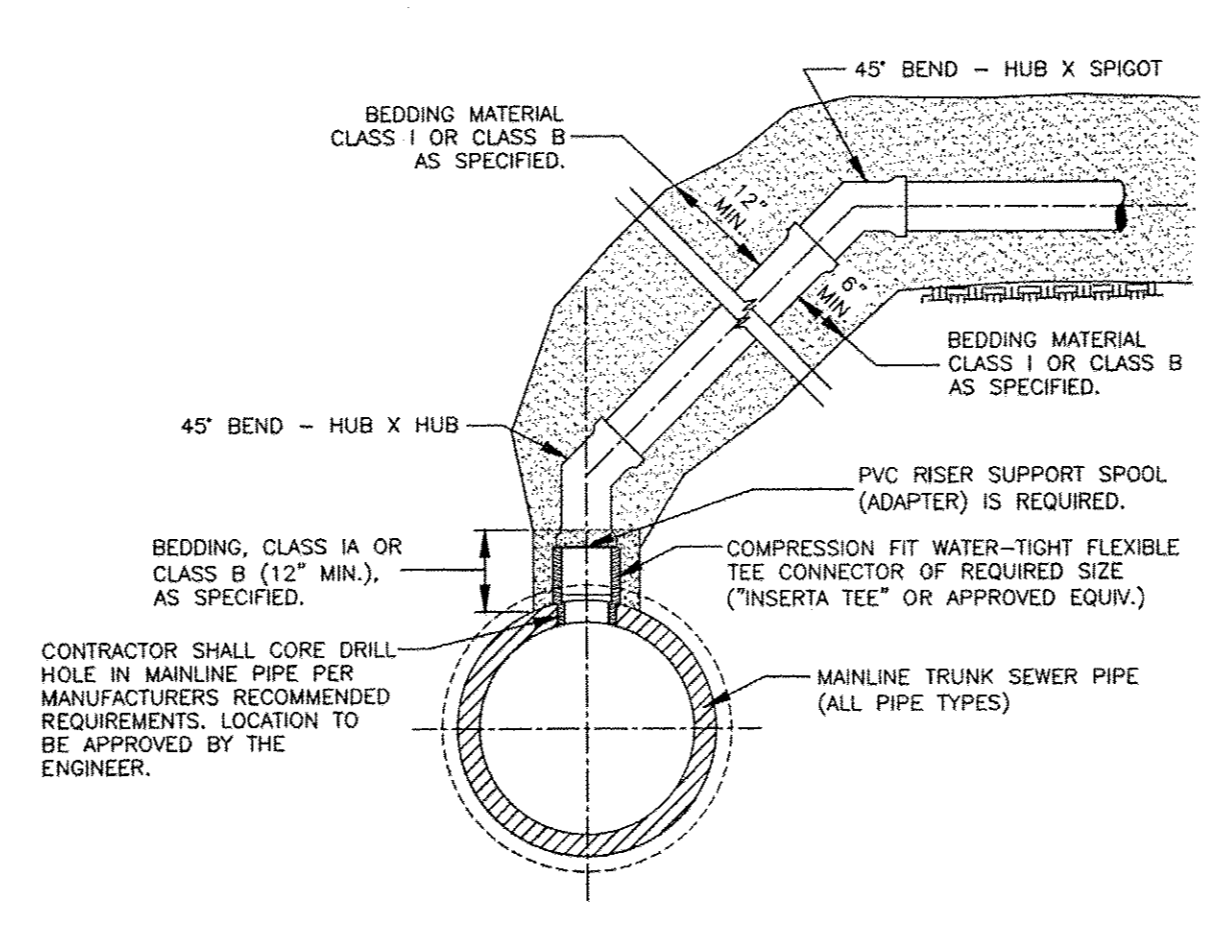
- ALL PIPE HANDRAIL MATERIALS TO BE GALVANIZED STEEL OF STRENGTH AND SIZE TO WITHSTAND FORCES REQUIRED BY STATE ADA GUIDELINES. FULLY WELD, GRIND SMOOTH AND POLISH ALL CONNECTIONS.
- CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.
- ALL RAILING COMPONENTS TO BE GALVANIZED STEEL.



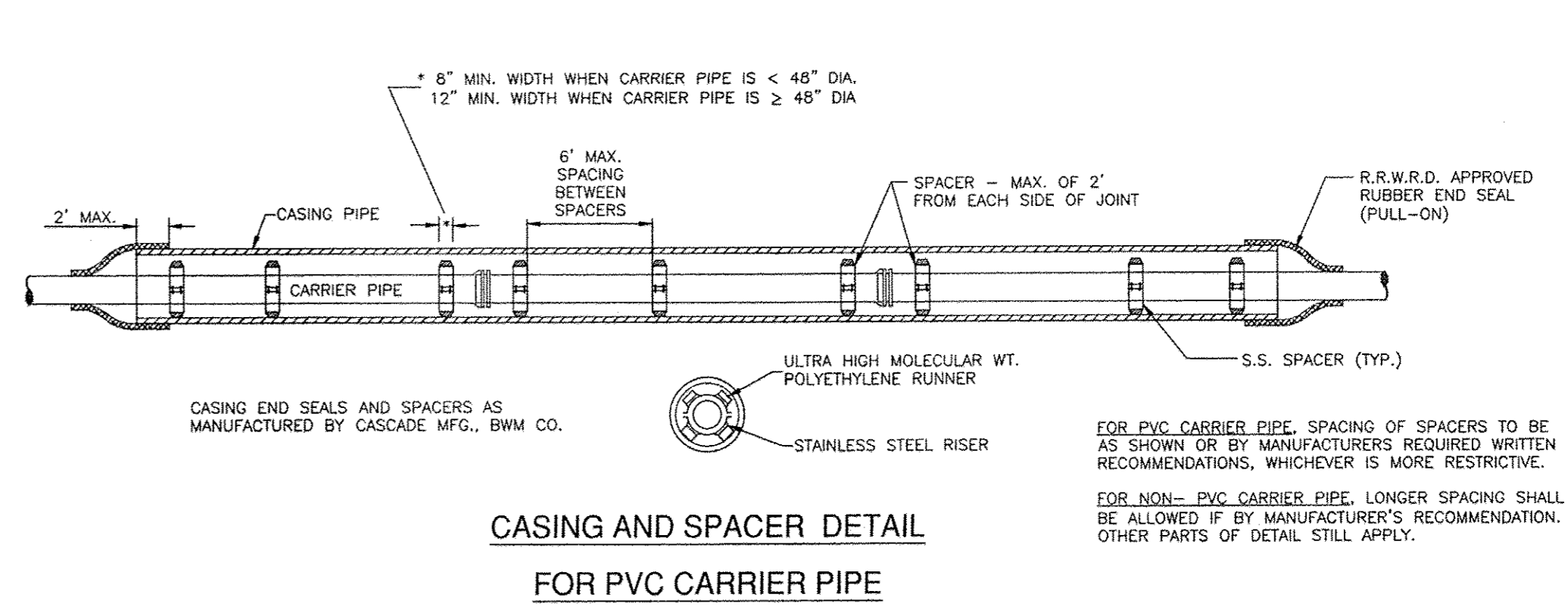


RIGID PIPE BEDDING DETAIL

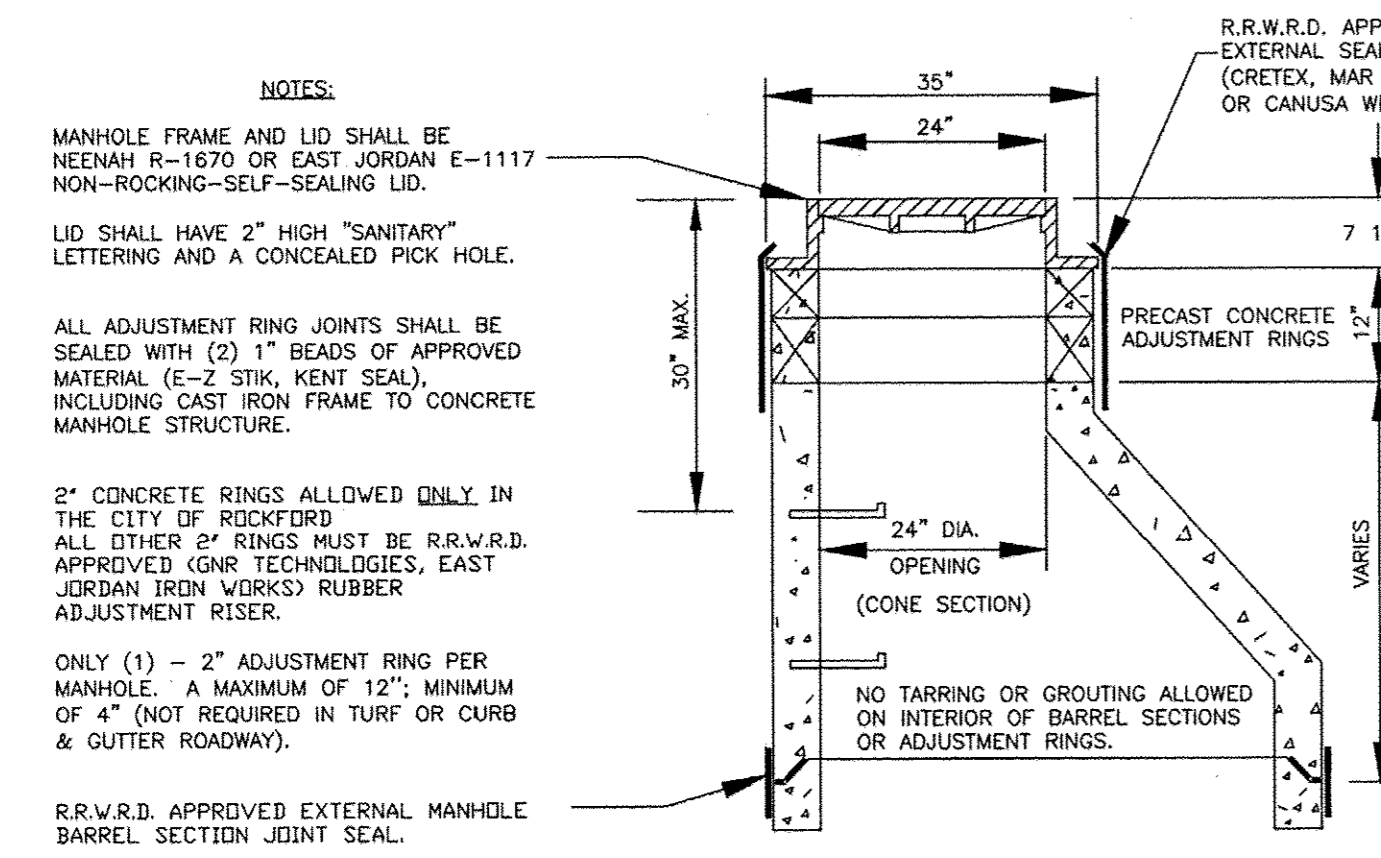
FLEXIBLE PIPE BEDDING DETAIL



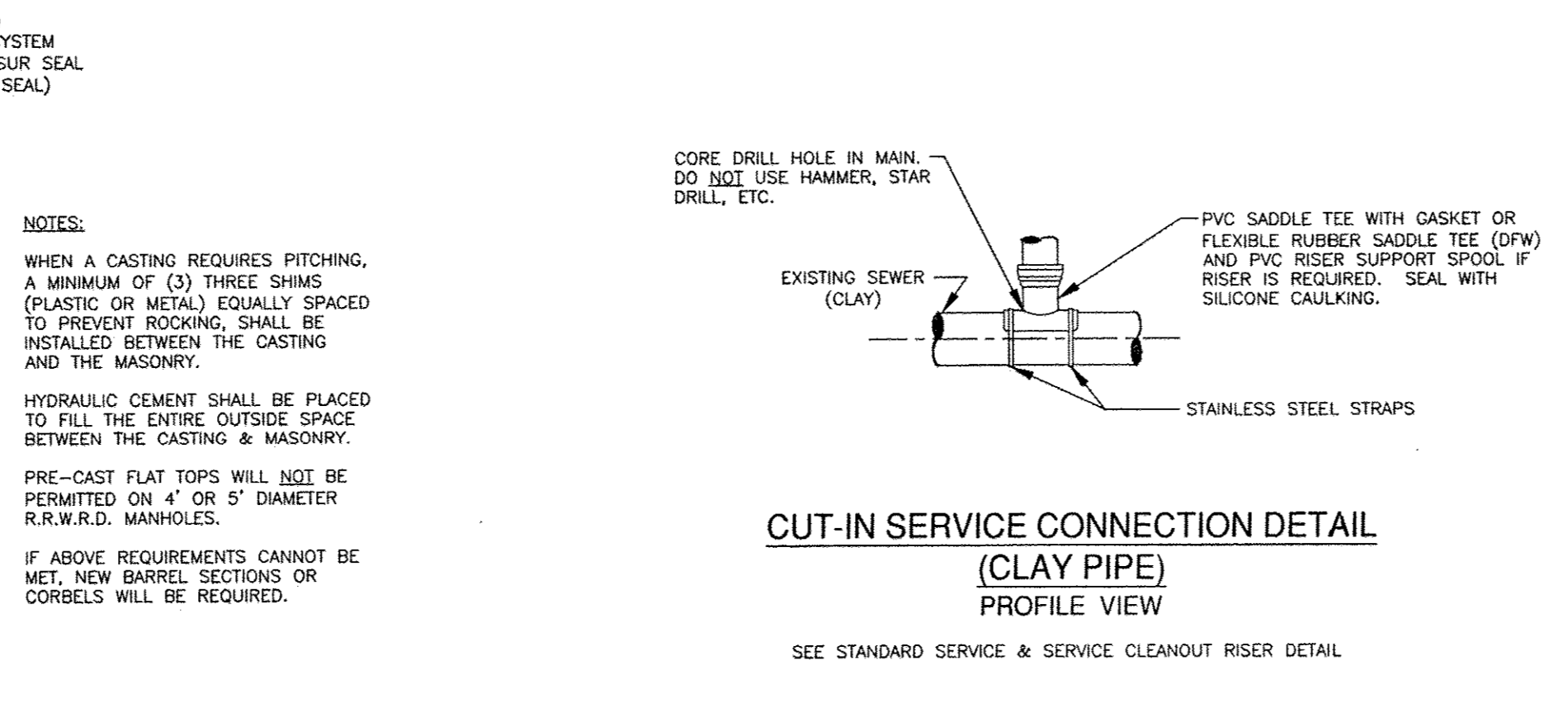
SERVICE CONNECTION DETAIL FOR CONNECTION TO 18\"/>



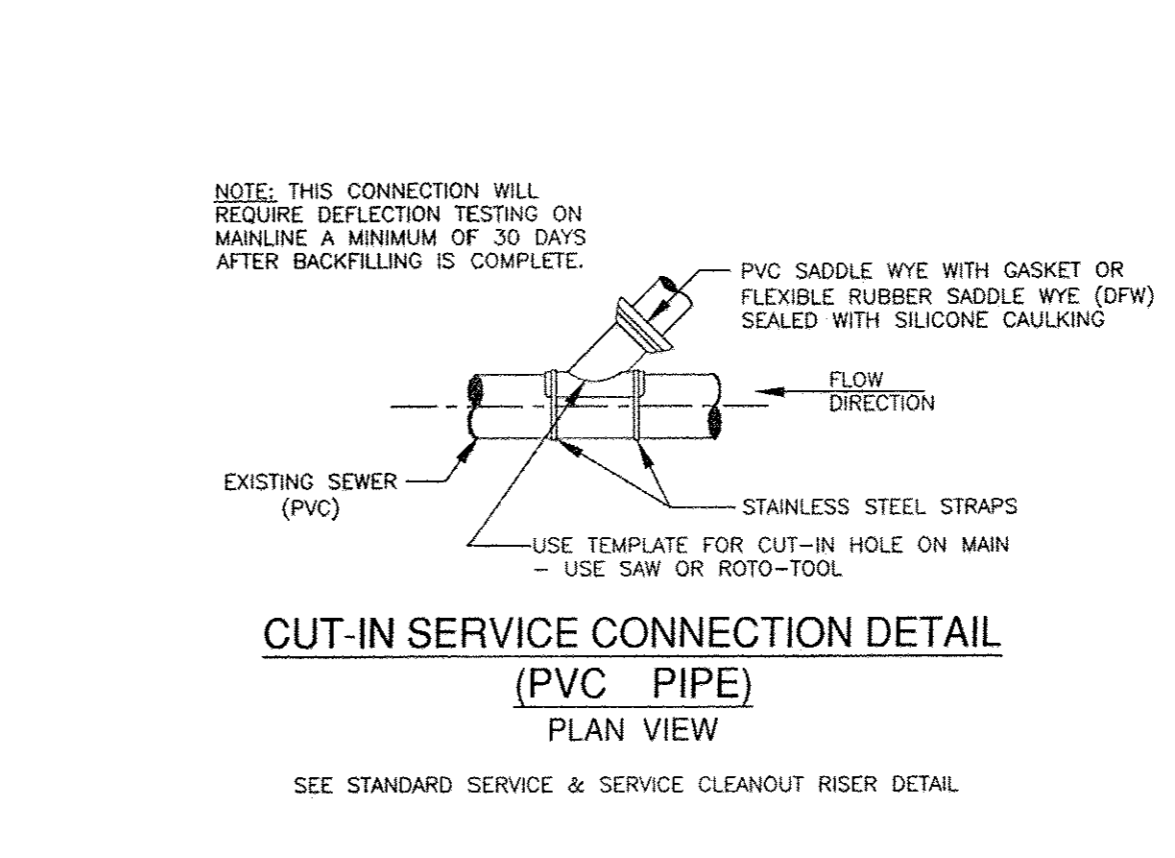
CASING AND SPACER DETAIL FOR PVC CARRIER PIPE



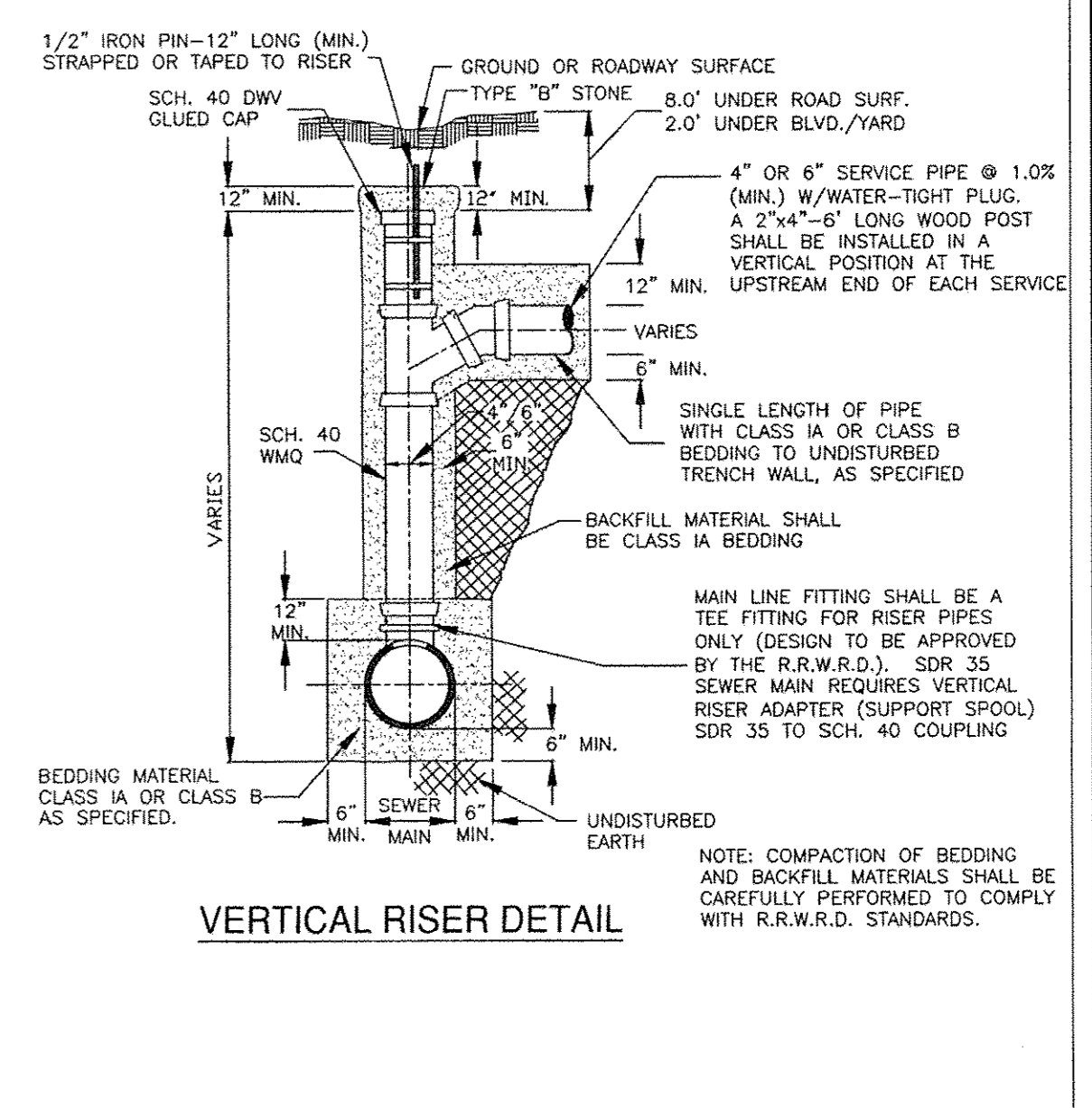
SANITARY MANHOLE ADJUSTMENT DETAIL FOR NEW AND EXISTING



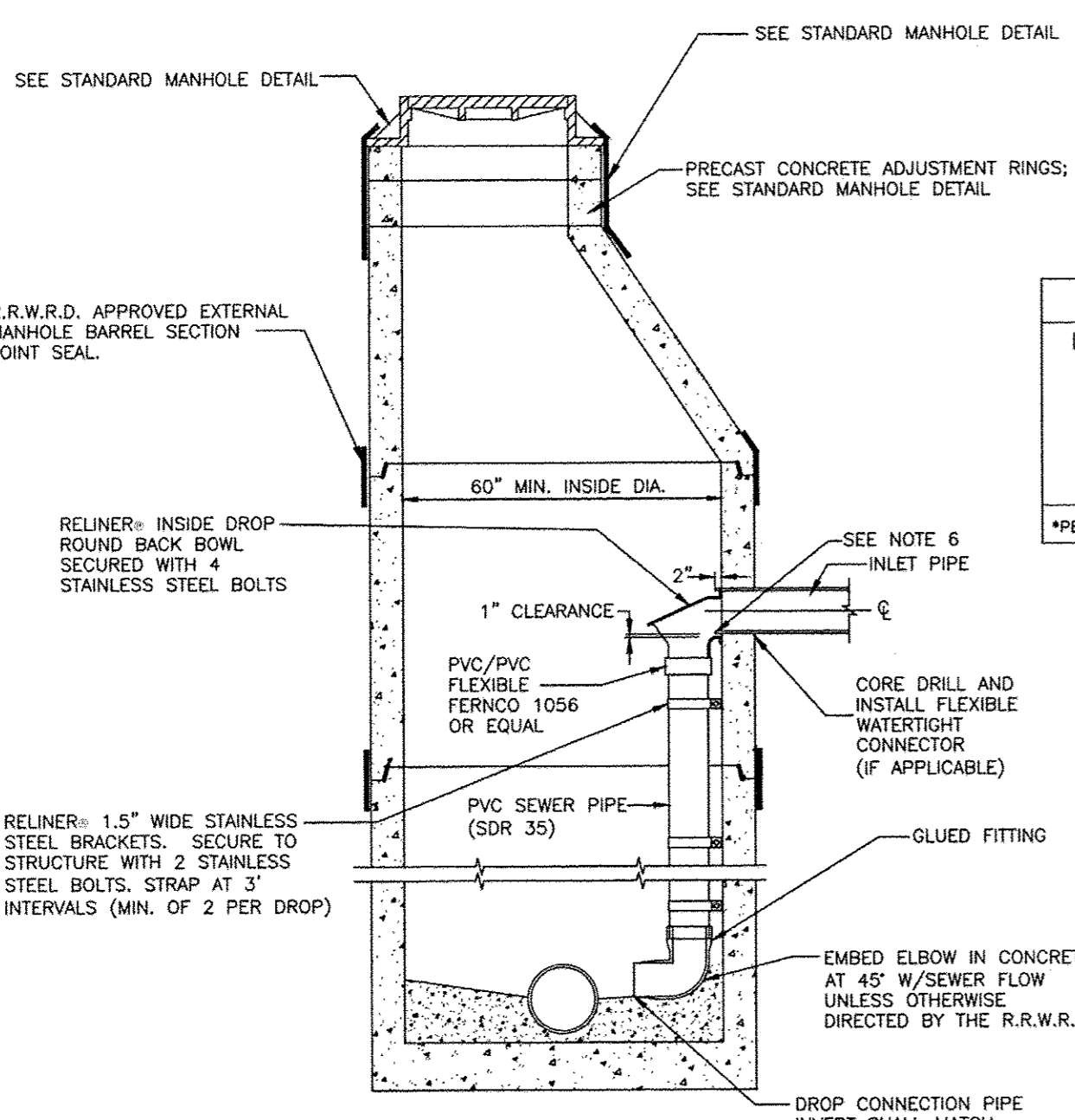
CUT-IN SERVICE CONNECTION DETAIL (CLAY PIPE) PROFILE VIEW



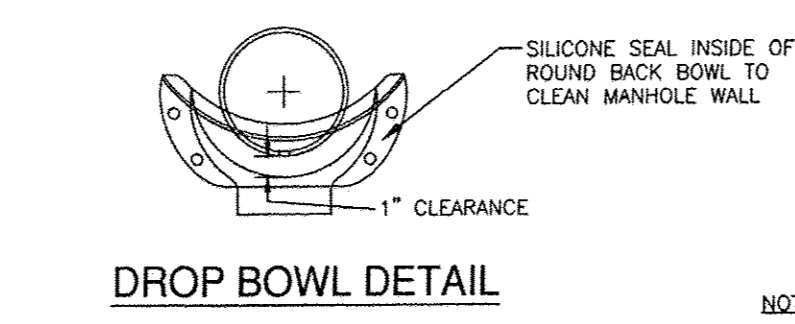
CUT-IN SERVICE CONNECTION DETAIL (PVC PIPE) PLAN VIEW



VERTICAL RISER DETAIL



INSIDE DROP MANHOLE DETAIL (STANDARD MANHOLE DETAIL AND NOTES SHALL APPLY)



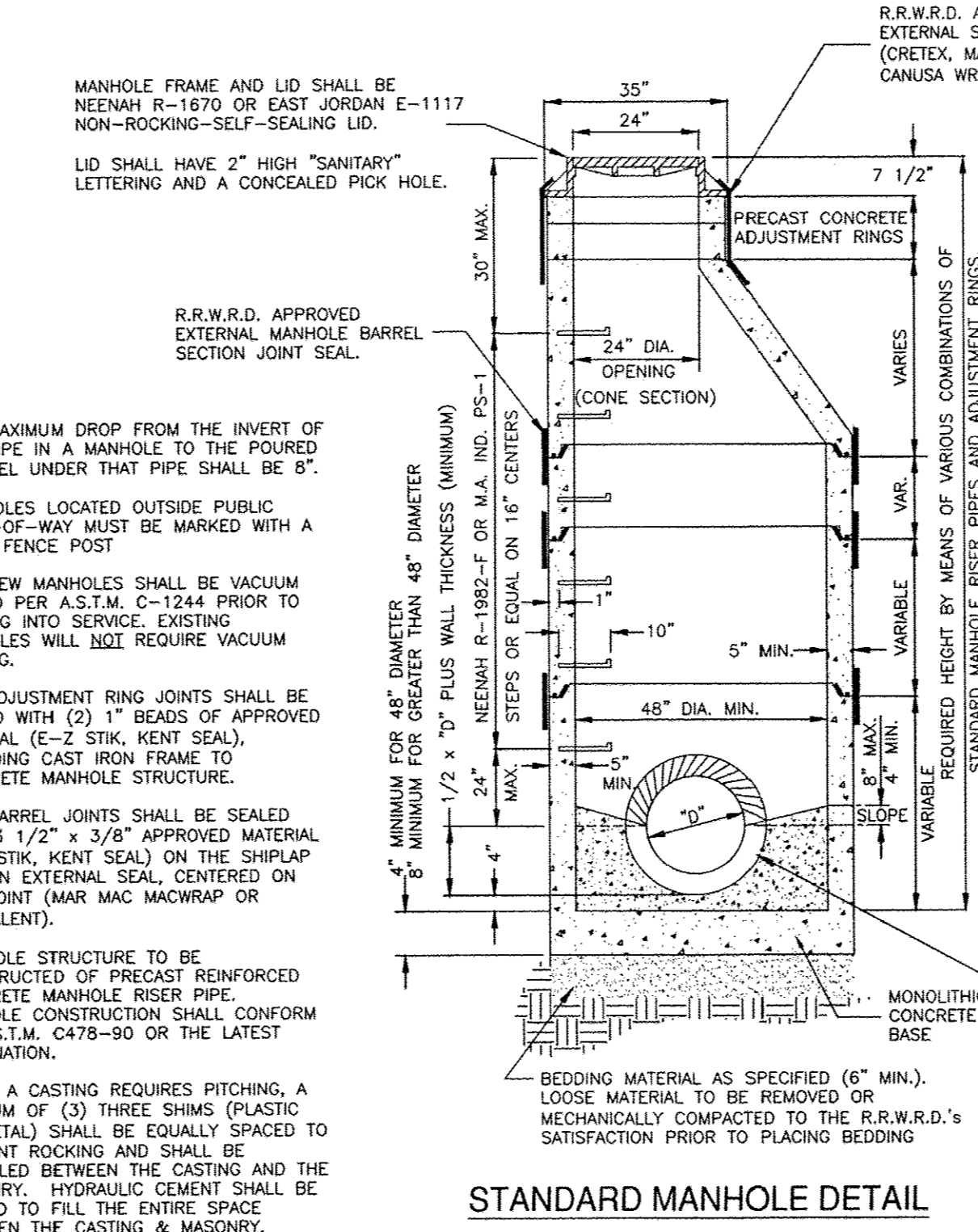
DROP BOWL DETAIL

DROP BOWL STANDARDS	
LATERAL PIPE SIZE	MINIMUM DIAMETER DOWN PIPE SIZE
6" DIA.	4"
8" DIA.	6"
10" DIA.	8"
>10" DIA.	*

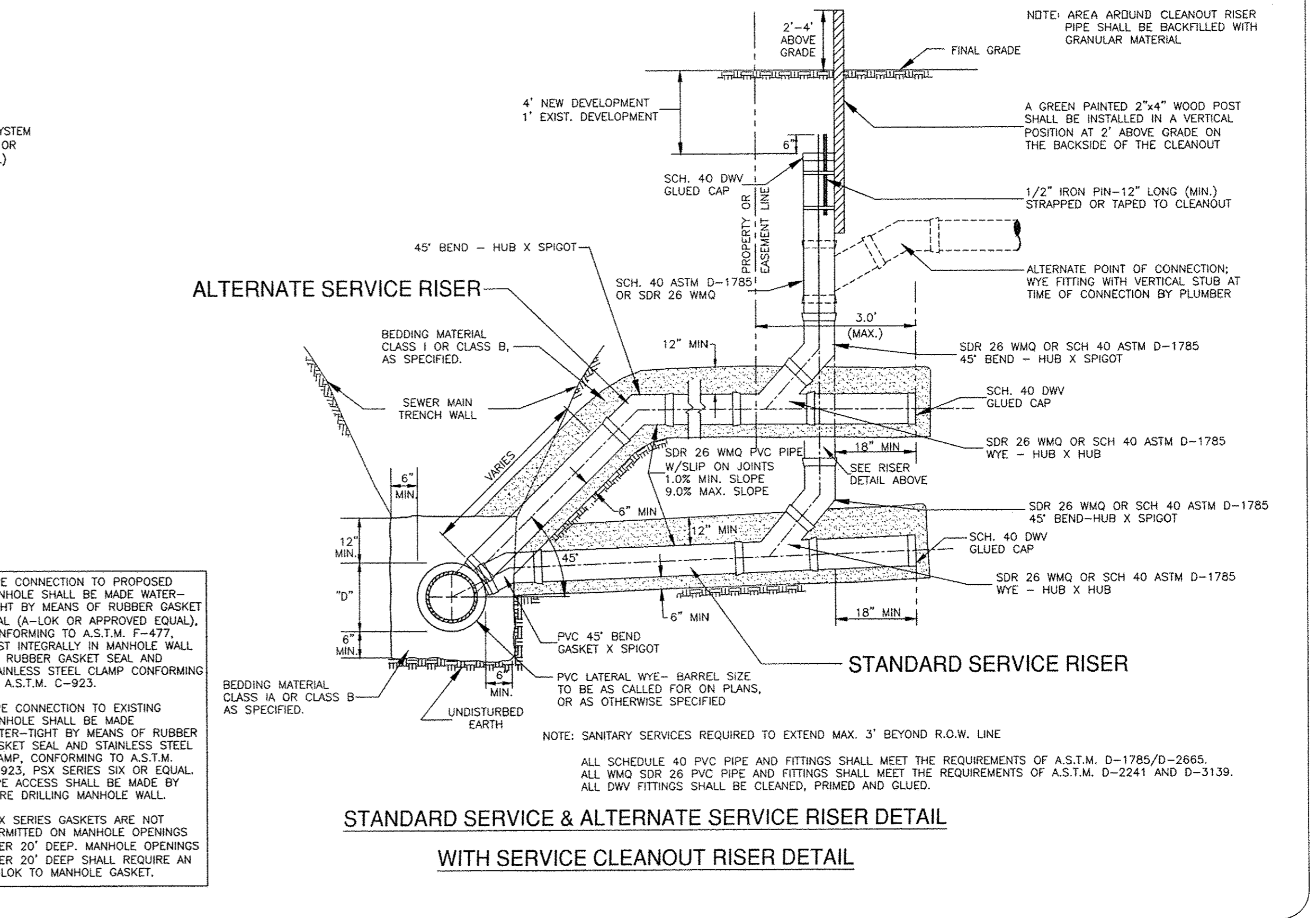
*PER MANUFACTURERS RECOMMENDATIONS OR AS DIRECTED BY R.R.W.R.D.

NOTES:

1. ALL INSIDE DROP CONNECTIONS FOR SERVICES AND COLLECTOR SEWERS SHALL USE THE DROP AS PRODUCED BY: RELINER-DURAN INC., OR EQUAL. RELINER-DURAN, INC. 53 MT. ARCHER RD. LYME, CT 03671 PH. (860) 434-0277 FAX: (860) 434-3195
2. SEE TABLE ABOVE FOR DROP CONNECTION PIPE AND FITTING SIZE.
3. ALL INSIDE DROP PIPING SHALL BE PVC SDR 35 ASTM D-3034
4. ATTACH THE ROUND BACK DROP BOWL & EACH CLAMPING BRACKET TO THE MANHOLE WALL WITH 3/4" x 1" (MIN.) STAINLESS STEEL BOLTS & EPOXY IMPREGNATED LUGS PER MANUFACTURERS RECOMMENDATION
5. ALLOW 1" CLEARANCE BETWEEN PIPE AND BOWL.
6. CUT A 1" "V" NOTCH IN THE BOTTOM OF THE INLET PIPE.

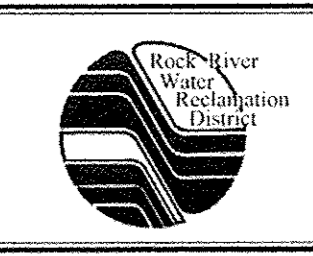


STANDARD MANHOLE DETAIL

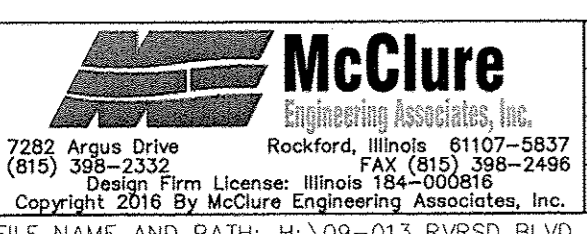


STANDARD SERVICE & ALTERNATE SERVICE RISER DETAIL WITH SERVICE CLEANOUT RISER DETAIL

ROCK RIVER WATER RECLAMATION DISTRICT
STANDARD DETAIL SHEET
3501 KISHWAUKEE ST., P.O. BOX 7480, ROCKFORD, ILLINOIS 61109-7480 - PH. (815) 387-7660/FAX (815) 387-7665



REV. 08/11/2015



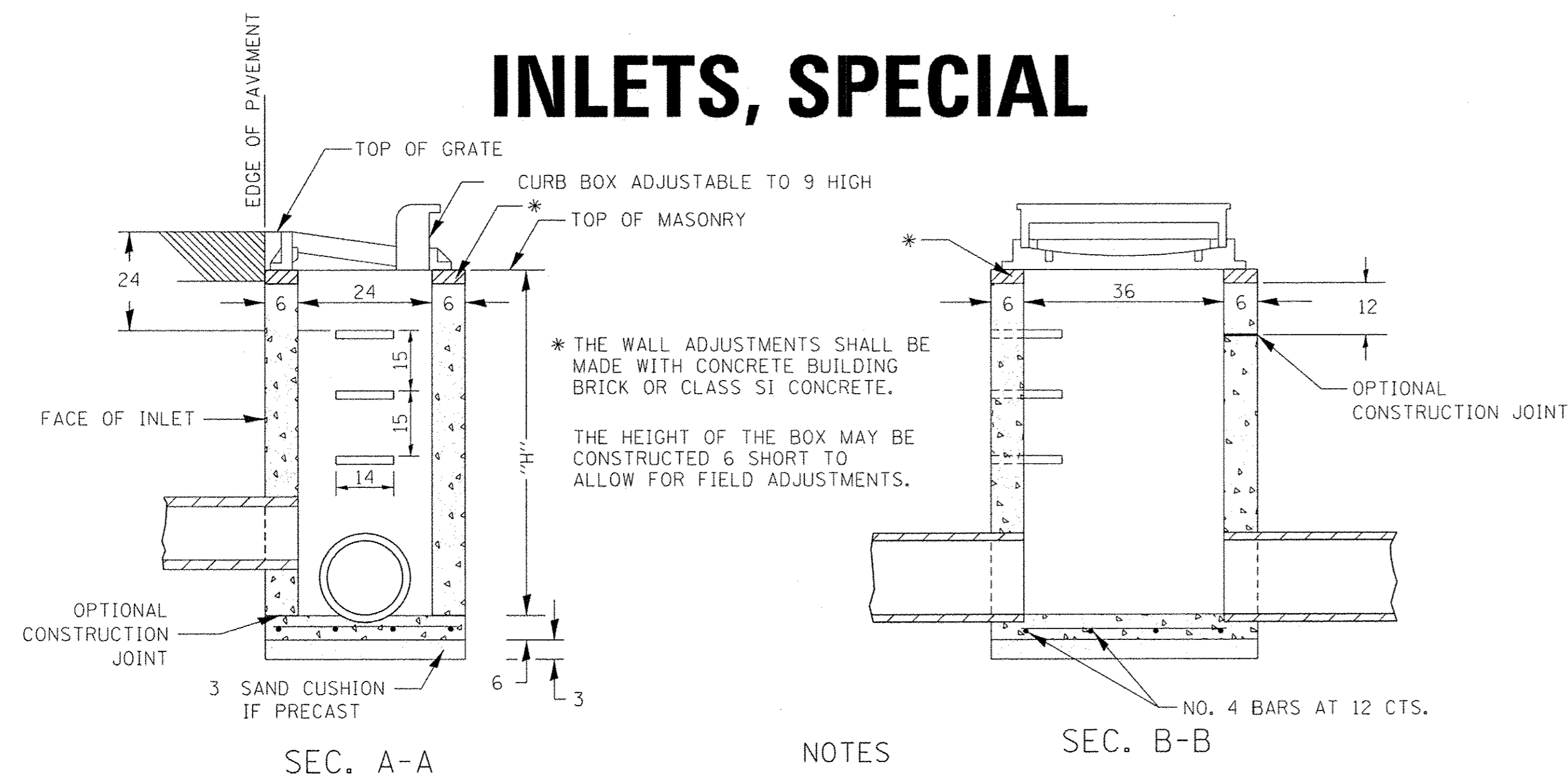
USER NAME:	DESIGNED:	REVISED:
PLOT SCALE: 1:1	CHECKED:	REVISED:
PLOT DATE: 1/12/2017	DRAWN:	REVISED:
	CHECKED:	REVISED:

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

ROCK RIVER WATER RECLAMATION DISTRICT STANDARDS
STRUCTURE NO. 101-6423
SHEET NO. ___ OF ___ SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	38
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	

INLETS, SPECIAL

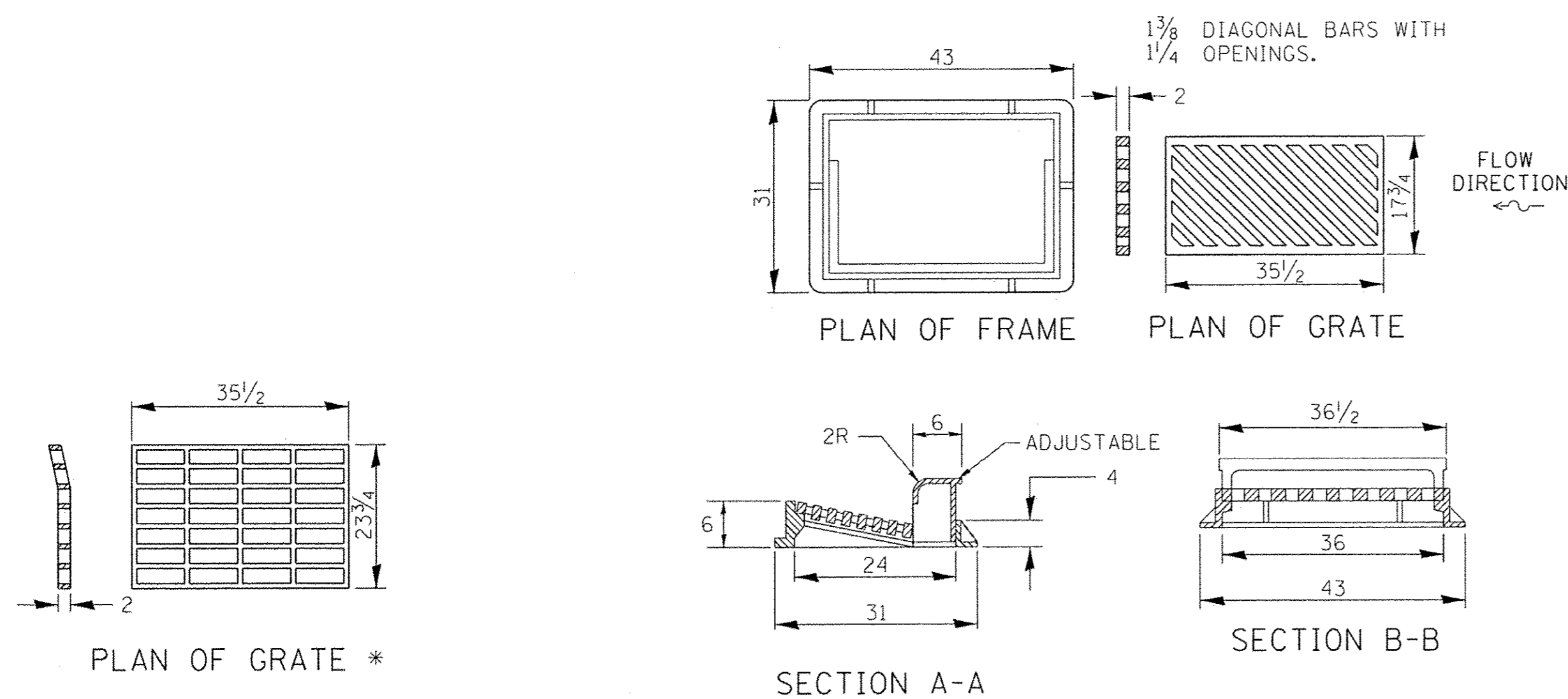
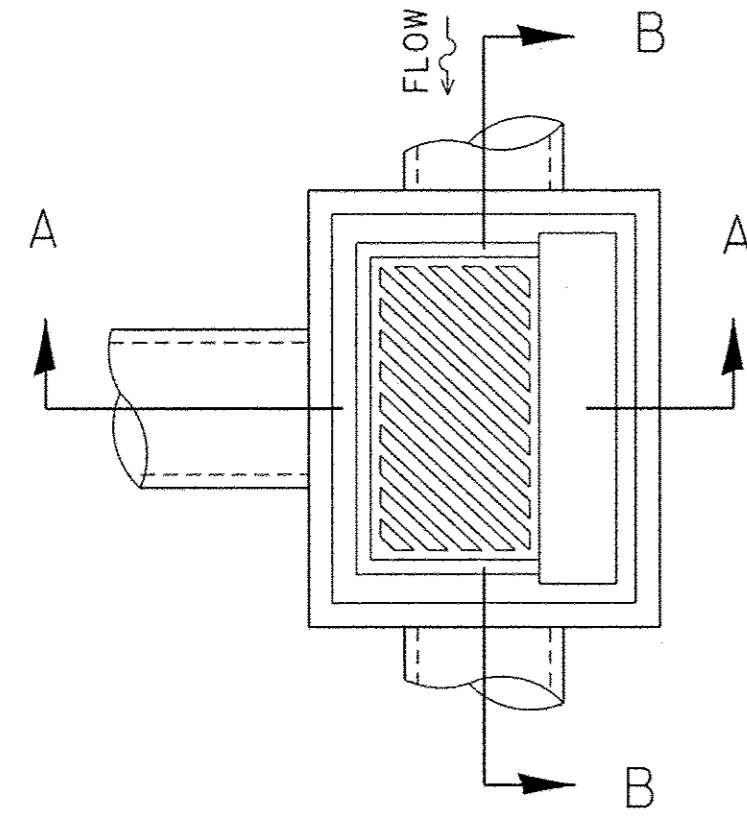


* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE.
THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 6 SHORT TO ALLOW FOR FIELD ADJUSTMENTS.

NOTES

- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.
- THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.
- ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.
- WEIGHT OF CAST IRON FRAME & GRATE = 530 lbs. ± . STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 5 FT.
- CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ARTICLES 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS.
- THE CONTRACT UNIT PRICE EACH FOR INLETS, SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.

DETAIL OF FRAME & GRATE



* THIS GRATE TO BE USED WITHOUT CURB BOX WHEN INLET IS IN DRIVEWAY.

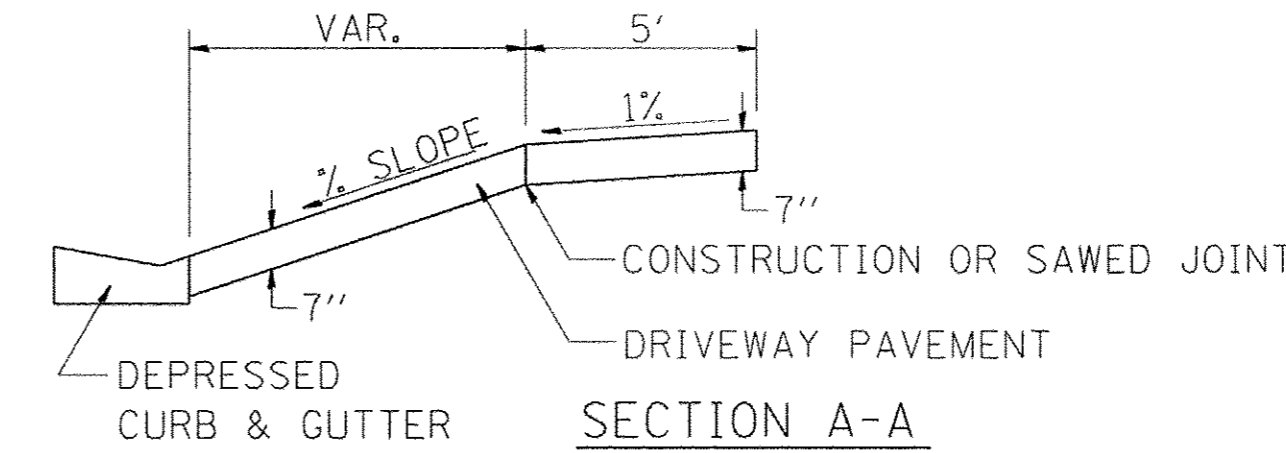
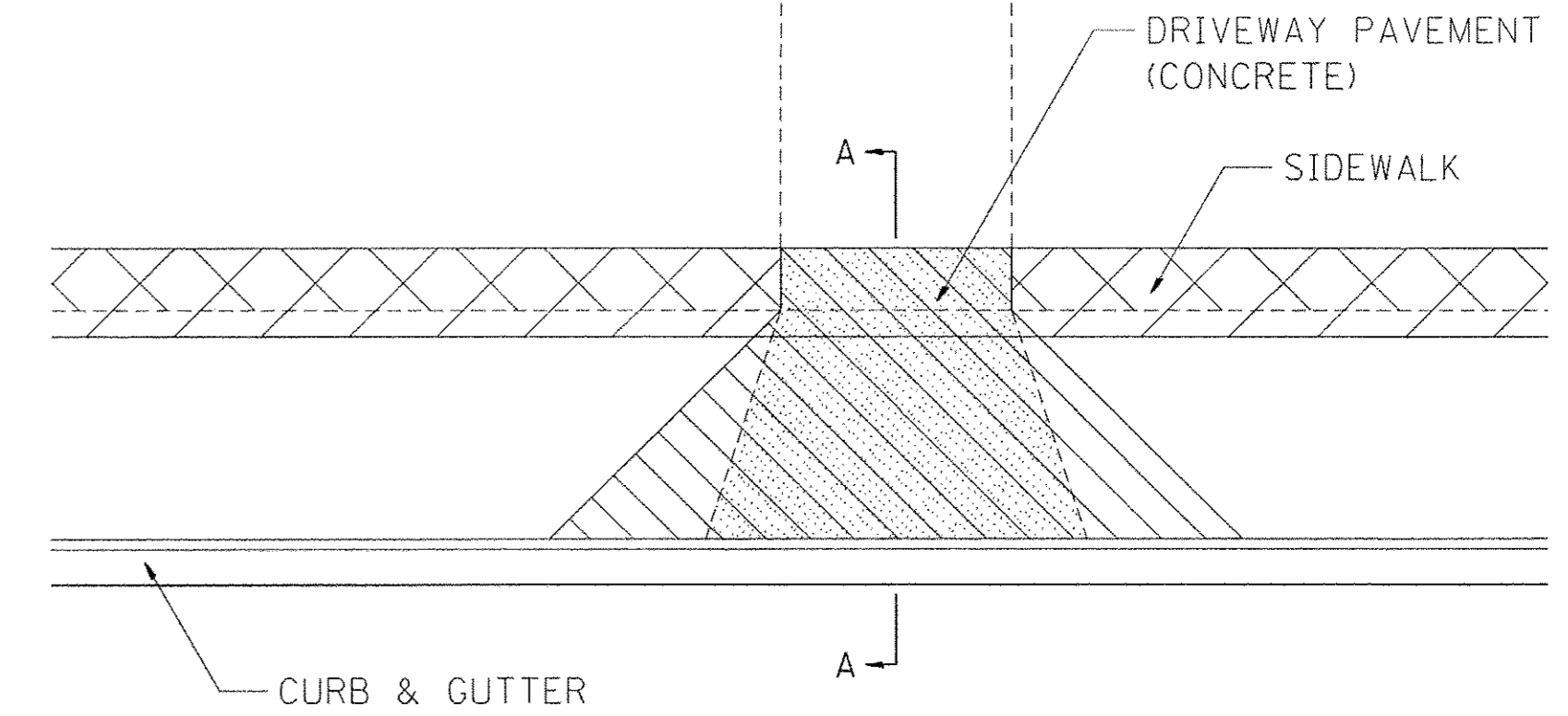
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-05-16	REGION 2 / DISTRICT 2 STANDARD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - 6-27-14					CONTRACT NO.				
REVISED - 10-13-11					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
REVISED -	SCALE: 1:0000	SHEET NO.	OF SHEETS	STA. TO STA.					

INLETS, SPECIAL 10.2

SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS

- PAY FOR AS
- SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - PCC SIDEWALK 5
 - PCC DRIVEWAY PAVEMENT 7



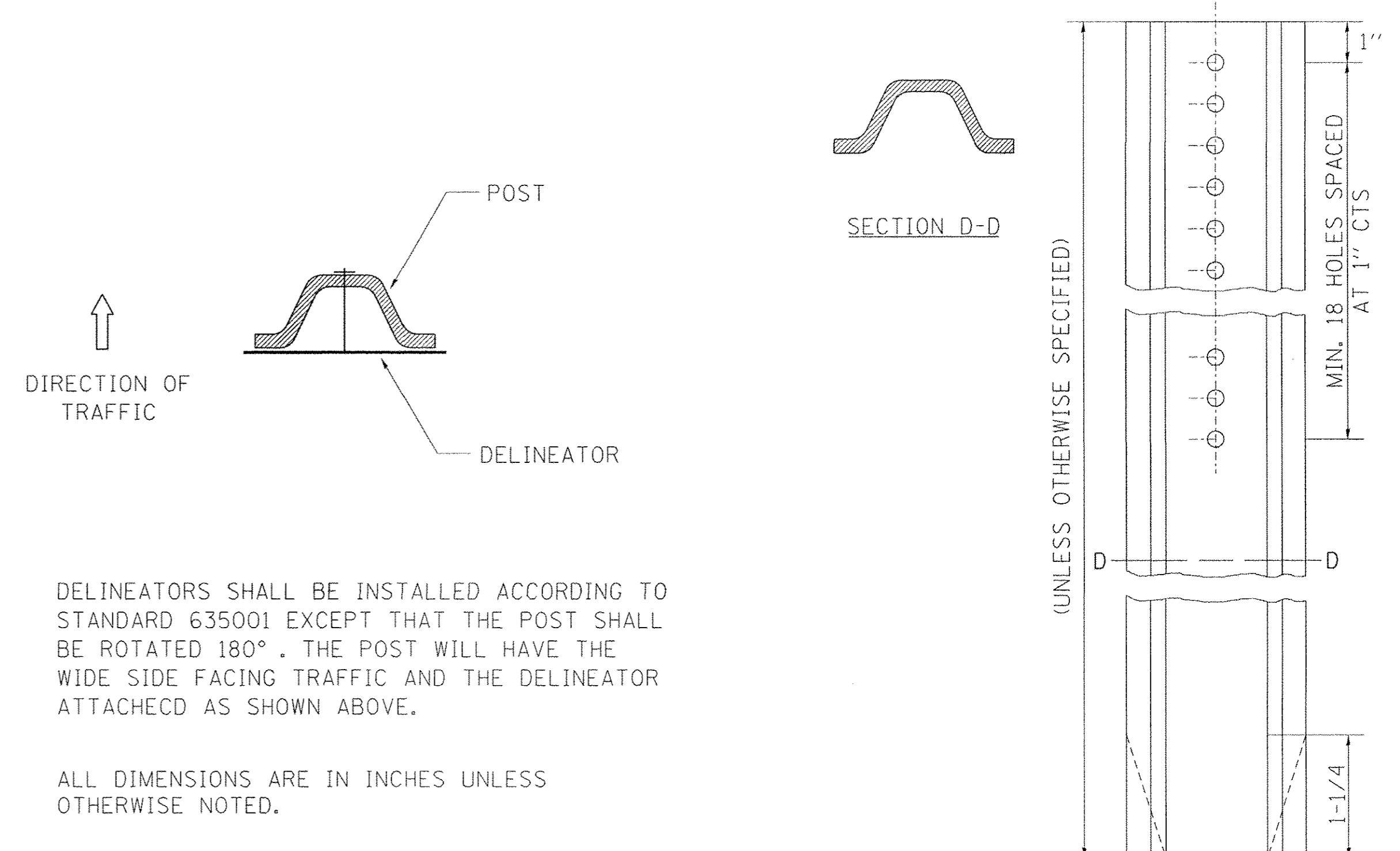
FOR DETAILS ON DIMENSIONS AND GRADES, SEE DISTRICT STANDARD 25.1 OR PLANS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 6-27-14	REGION 2 / DISTRICT 2 STANDARD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - 10-03-11					CONTRACT NO.				
REVISED -	SCALE: 1:0000	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS 35.4

DELINEATOR AND POST ORIENTATION



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11	REGION 2 / DISTRICT 2 STANDARD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					CONTRACT NO.				
REVISED -	SCALE: 1:0000	SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

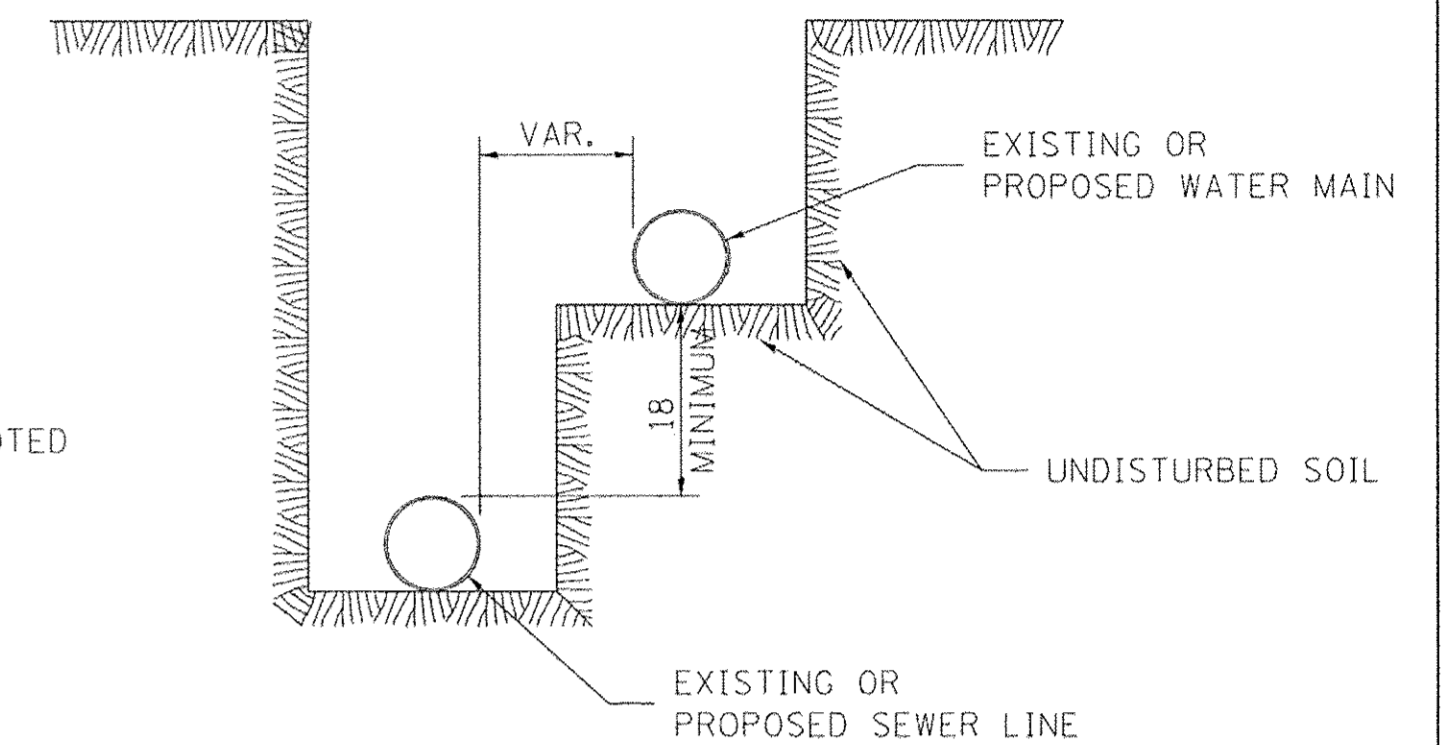
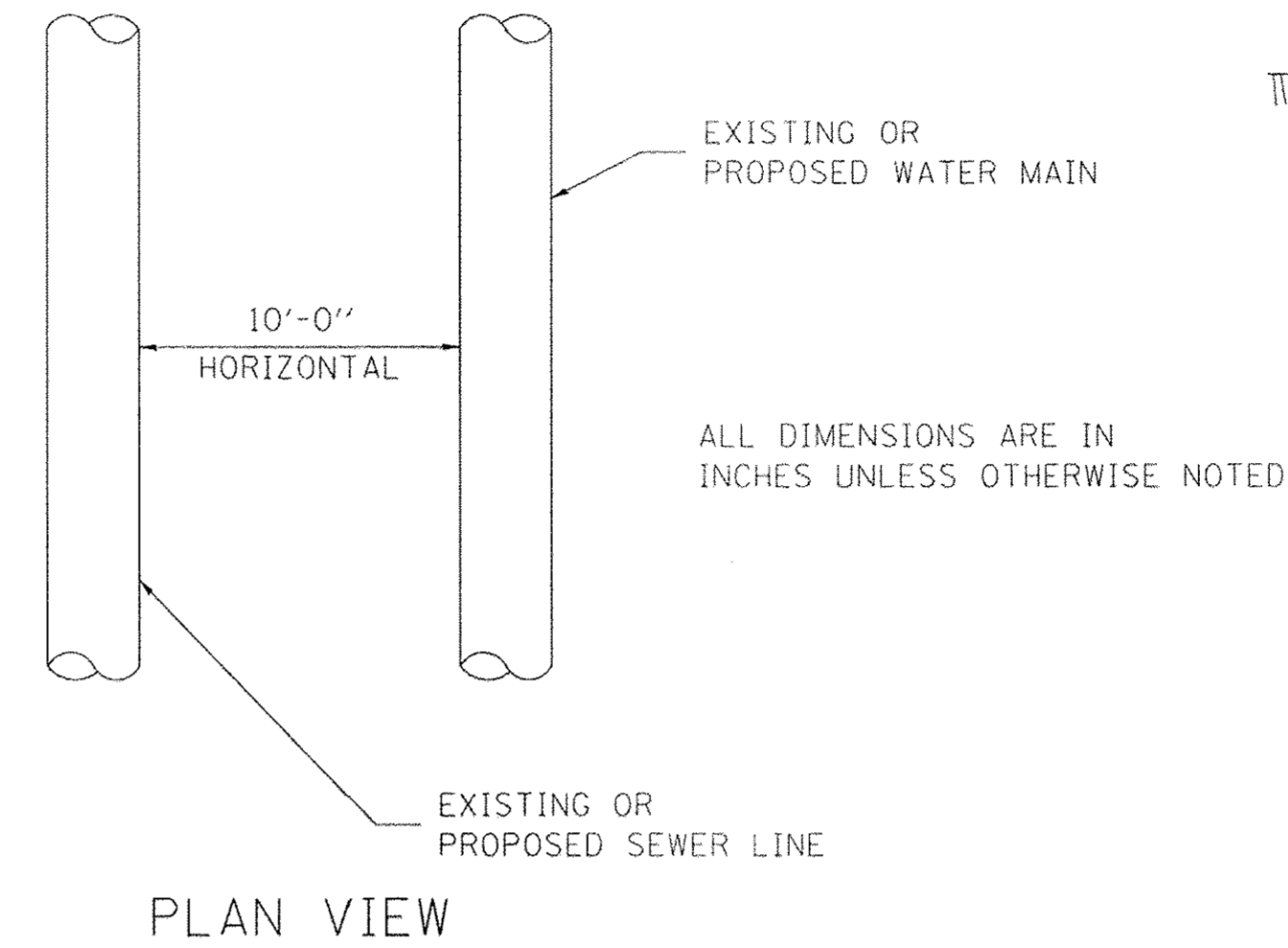
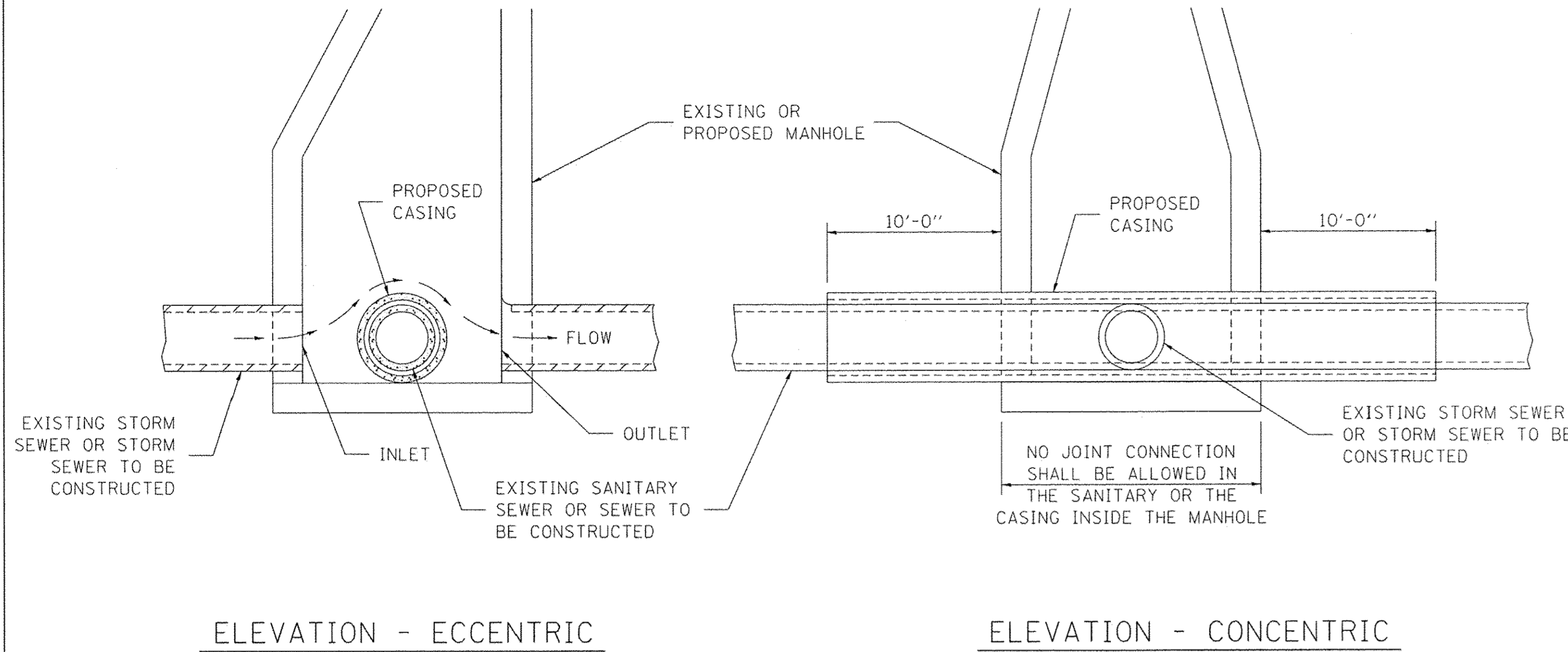
DELINEATOR AND POST ORIENTATION 37.4

SEWER AND WATER MAIN CROSSINGS

THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10'-0" OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10'-0" FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.

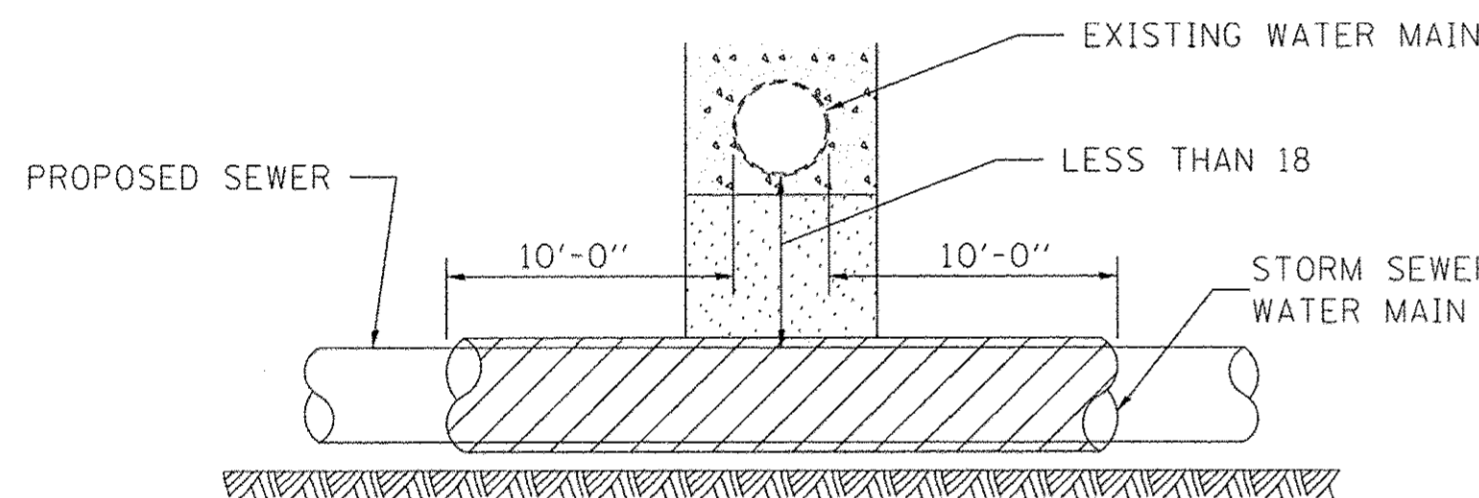


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

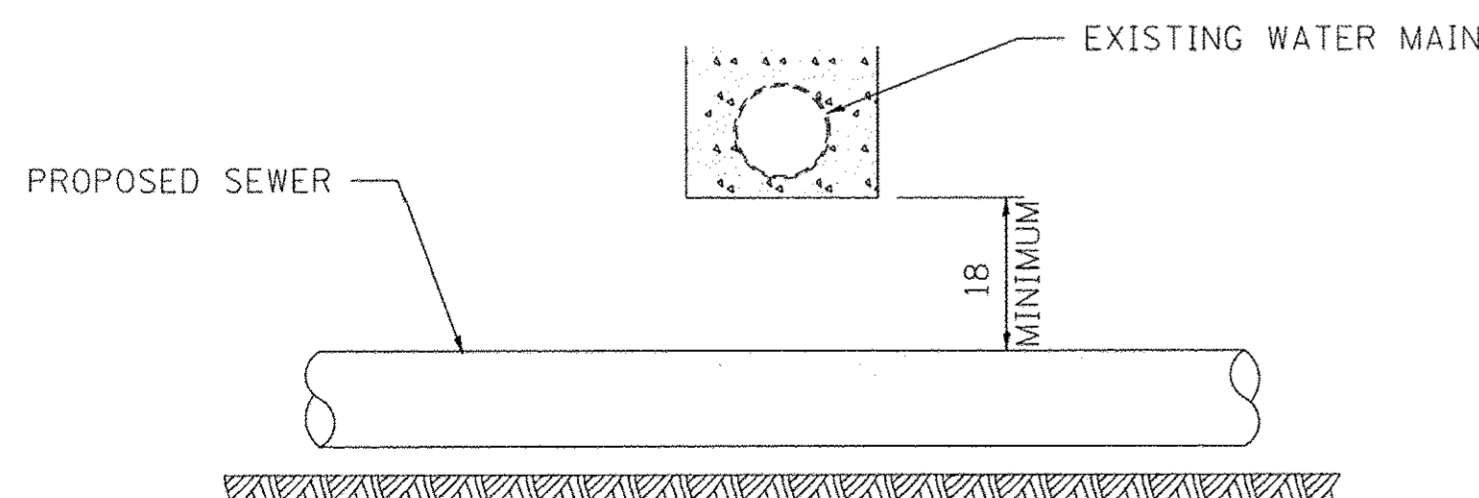
AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



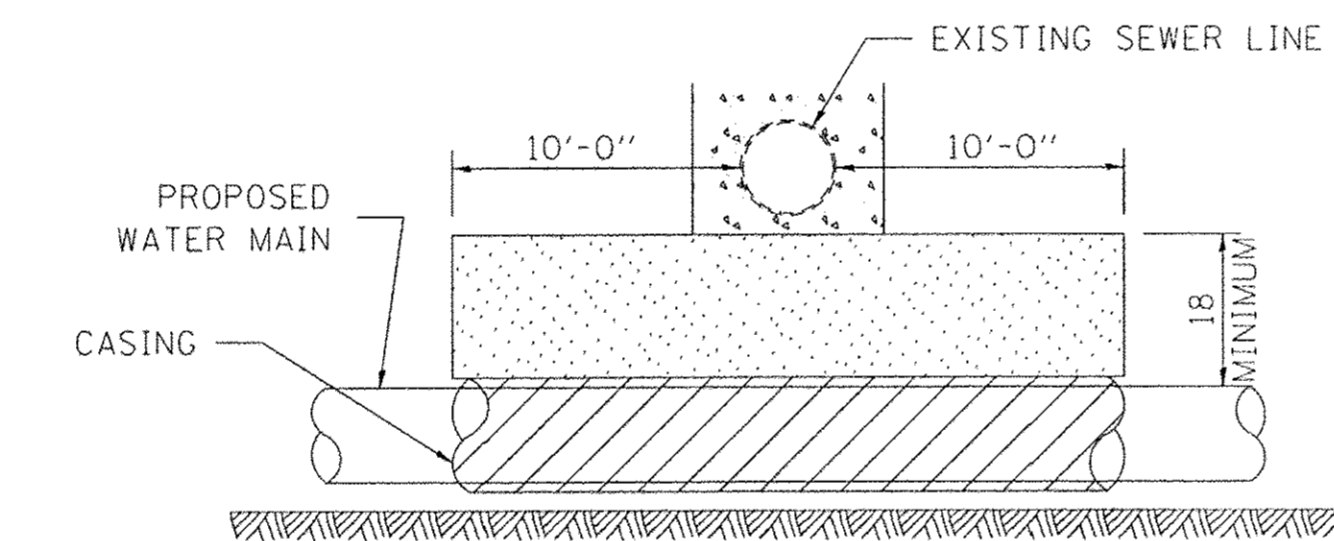
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

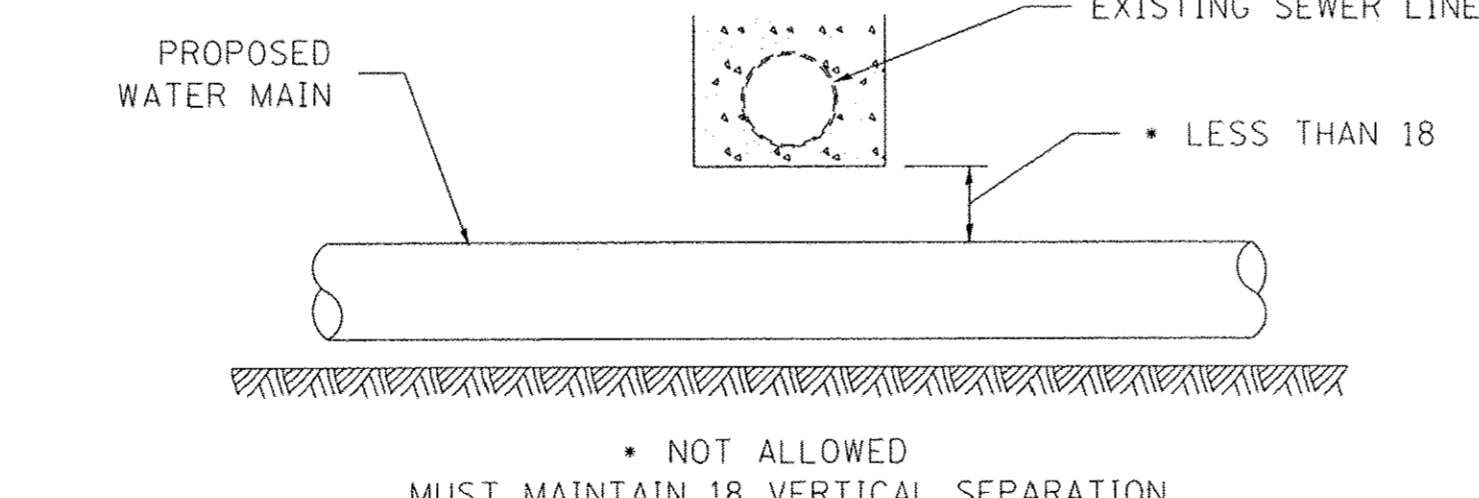
PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT
PLACE TRENCH BACKFILL FOR 10 FT. ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

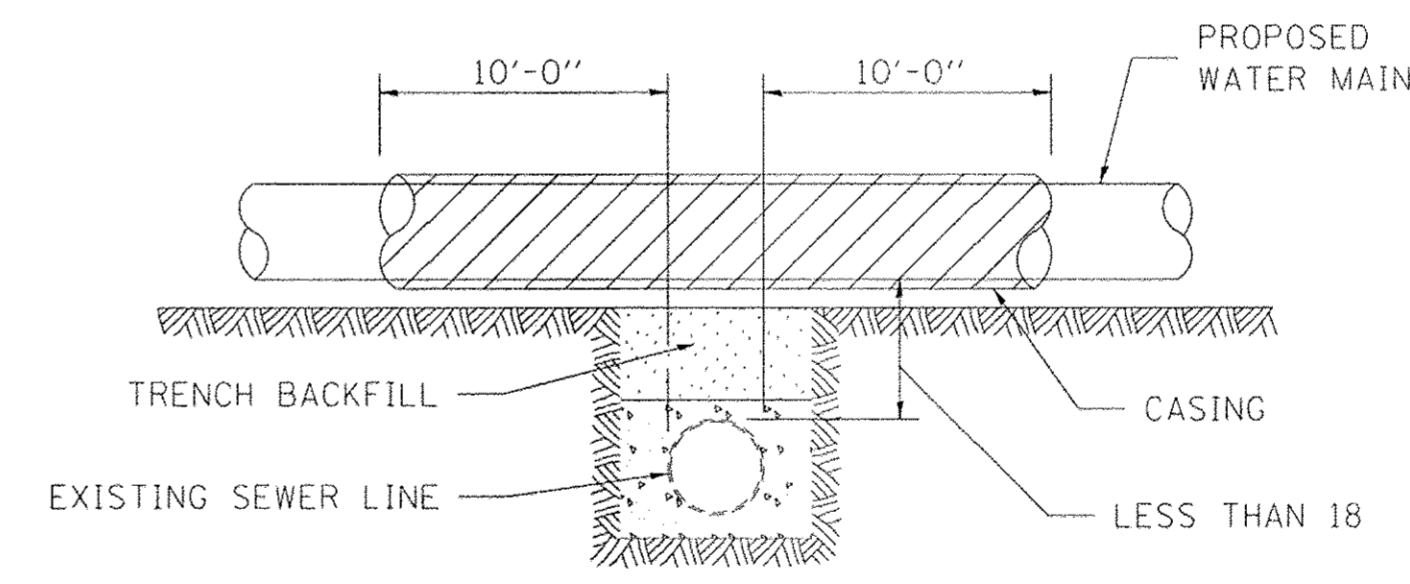
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

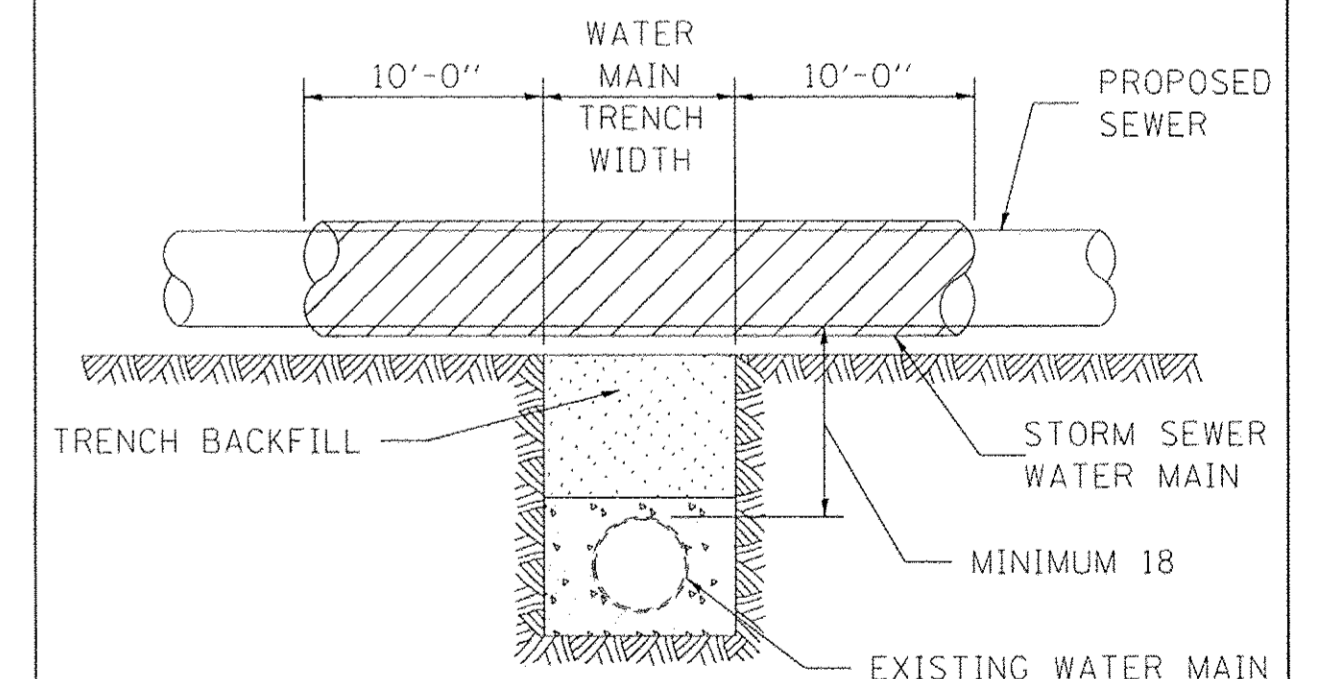


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 18 VERTICAL SEPARATION

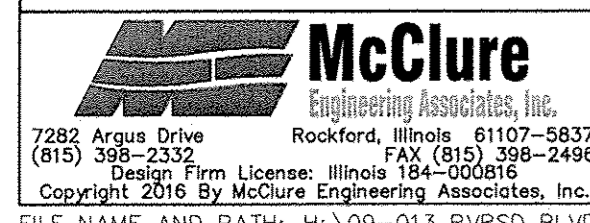
FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 10-17-11
		DRAWN -	REVISED -
	PLOT SCALE = 1:8000 1/4" = 1'	CHECKED -	REVISED -
	PLOT DATE = 4/19/2016	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

SEWER AND WATER MAIN CROSSINGS 32.1



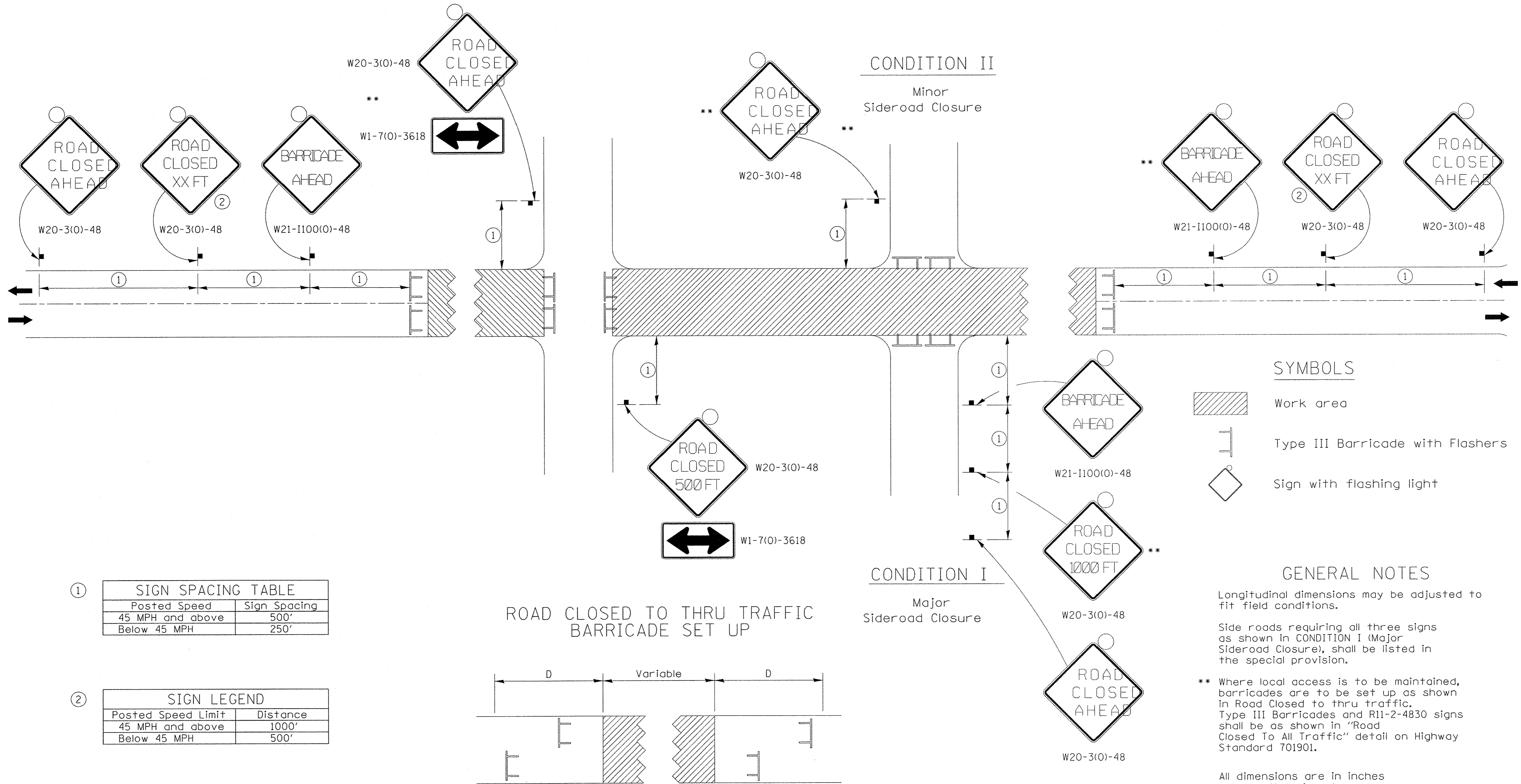
USER NAME:	DESIGNED:	REVISED:
PLOT SCALE: 1:1	DRAWN:	REVISED:
PLOT DATE: 1/12/2017	CHECKED:	REVISED:

STATE OF ILLINOIS LOVES PARK DEPARTMENT OF PUBLIC WORKS

IDOT DISTRICT 2 HIGHWAY STANDARDS STRUCTURE NO. 101-6423

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	40
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS		FED. AID PROJECT BRM-5099(115)	

TRAFFIC CONTROL FOR ROAD CLOSURE

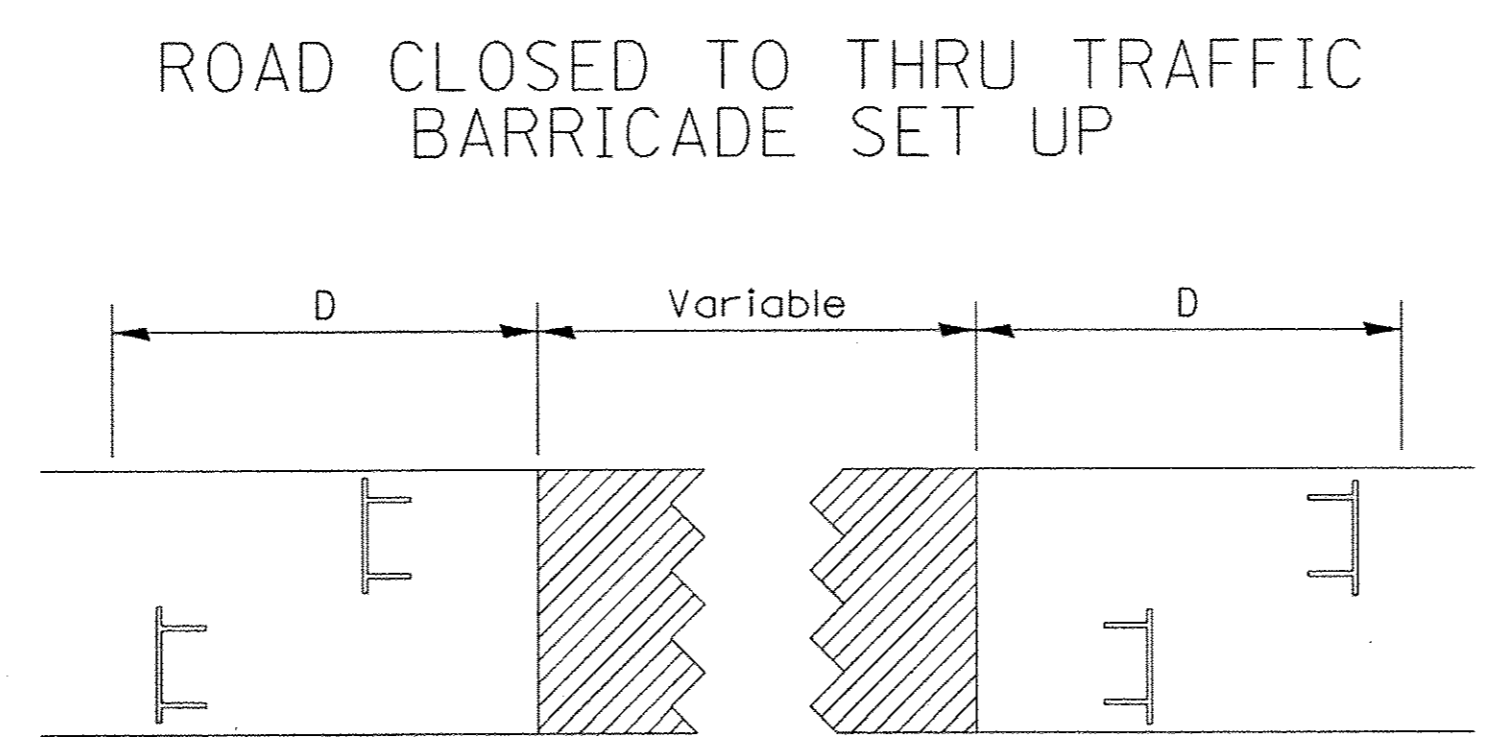


①

SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

②

SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed to Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

- SYMBOLS**
- Work area
 - Type III Barricade with Flashers
 - Sign with flashing light

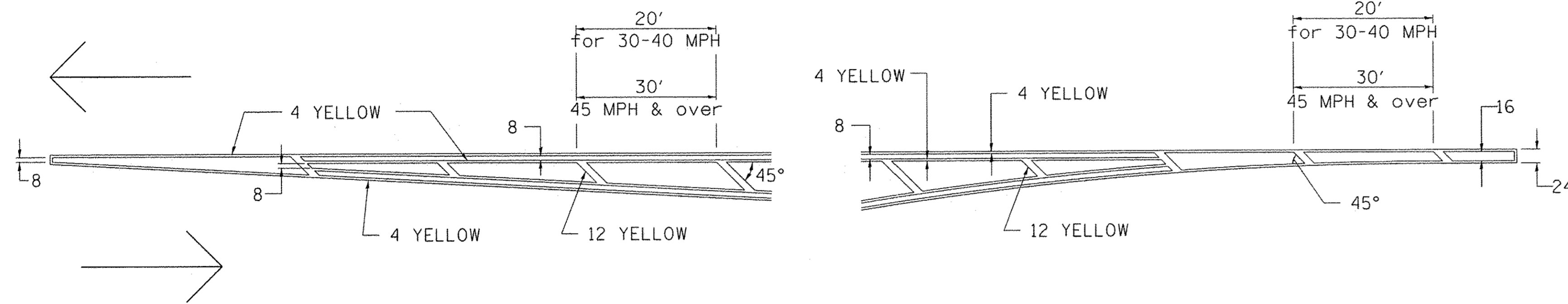
- GENERAL NOTES**
- Longitudinal dimensions may be adjusted to fit field conditions.
 - Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.
 - ** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed to All Traffic" detail on Highway Standard 701901.
 - All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

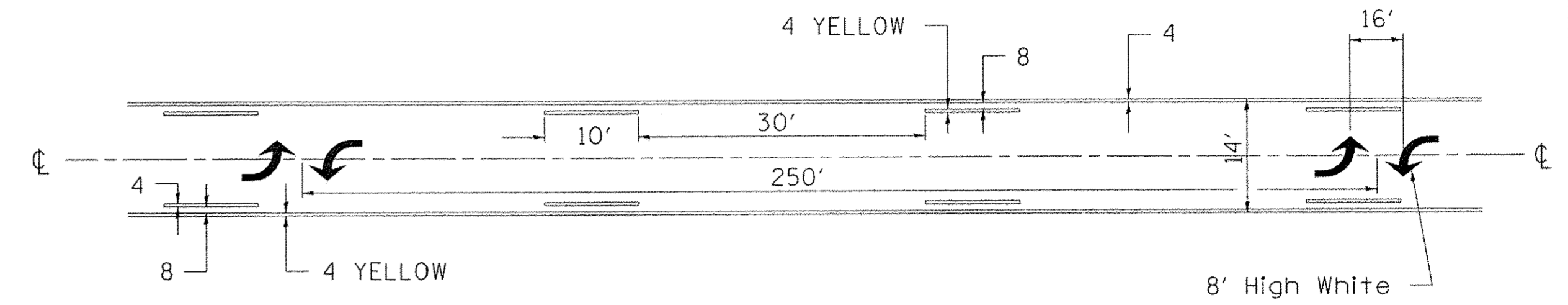
FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 1-05-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - 8-27-13		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		CHECKED -	REVISED - 10-17-11		TRAFFIC CONTROL FOR ROAD CLOSURE 40.1							
		DATE -	REVISED -		STATE OF ILLINOIS LOVES PARK DEPARTMENT OF PUBLIC WORKS							

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

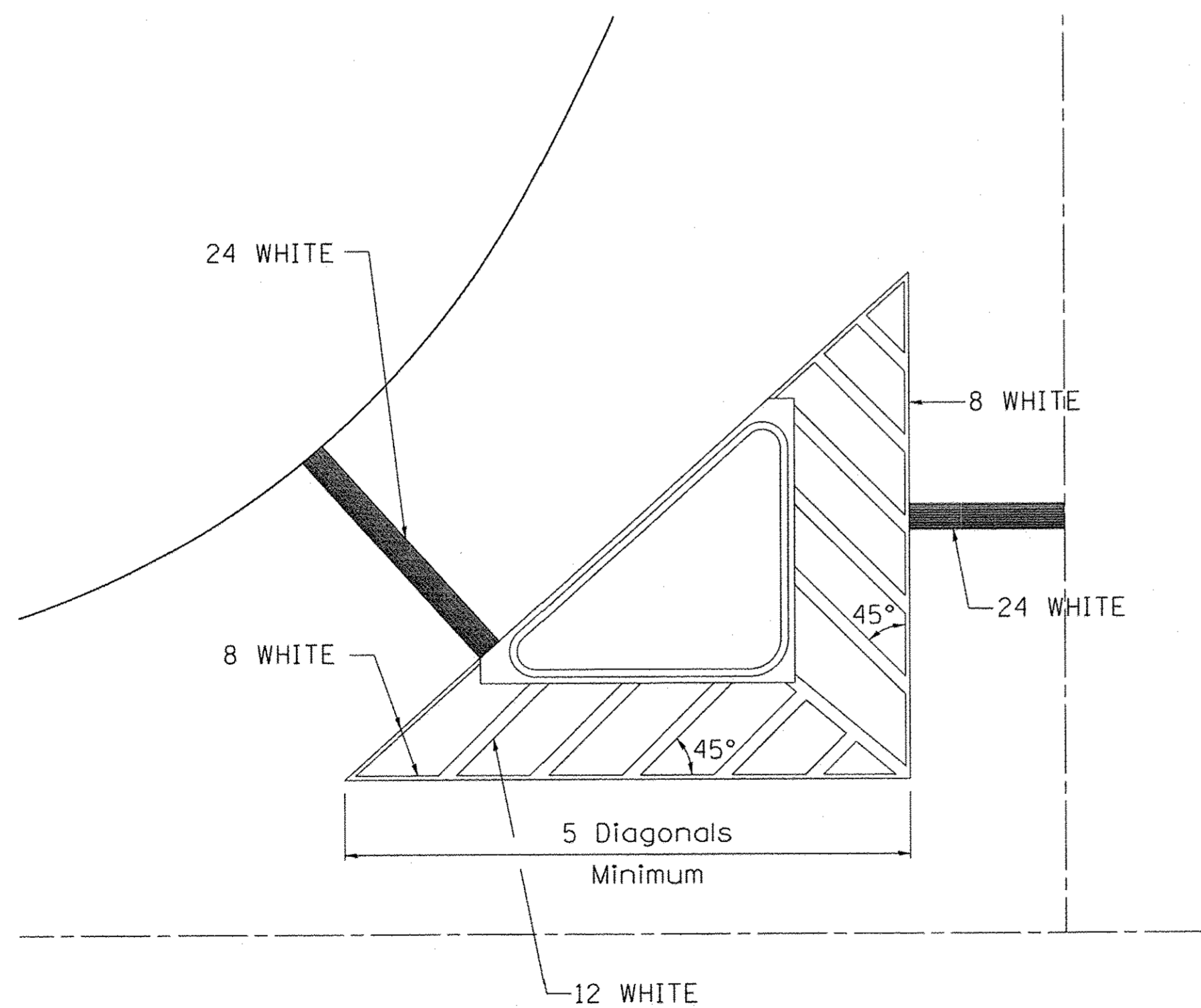


MEDIAN PAVEMENT MARKING



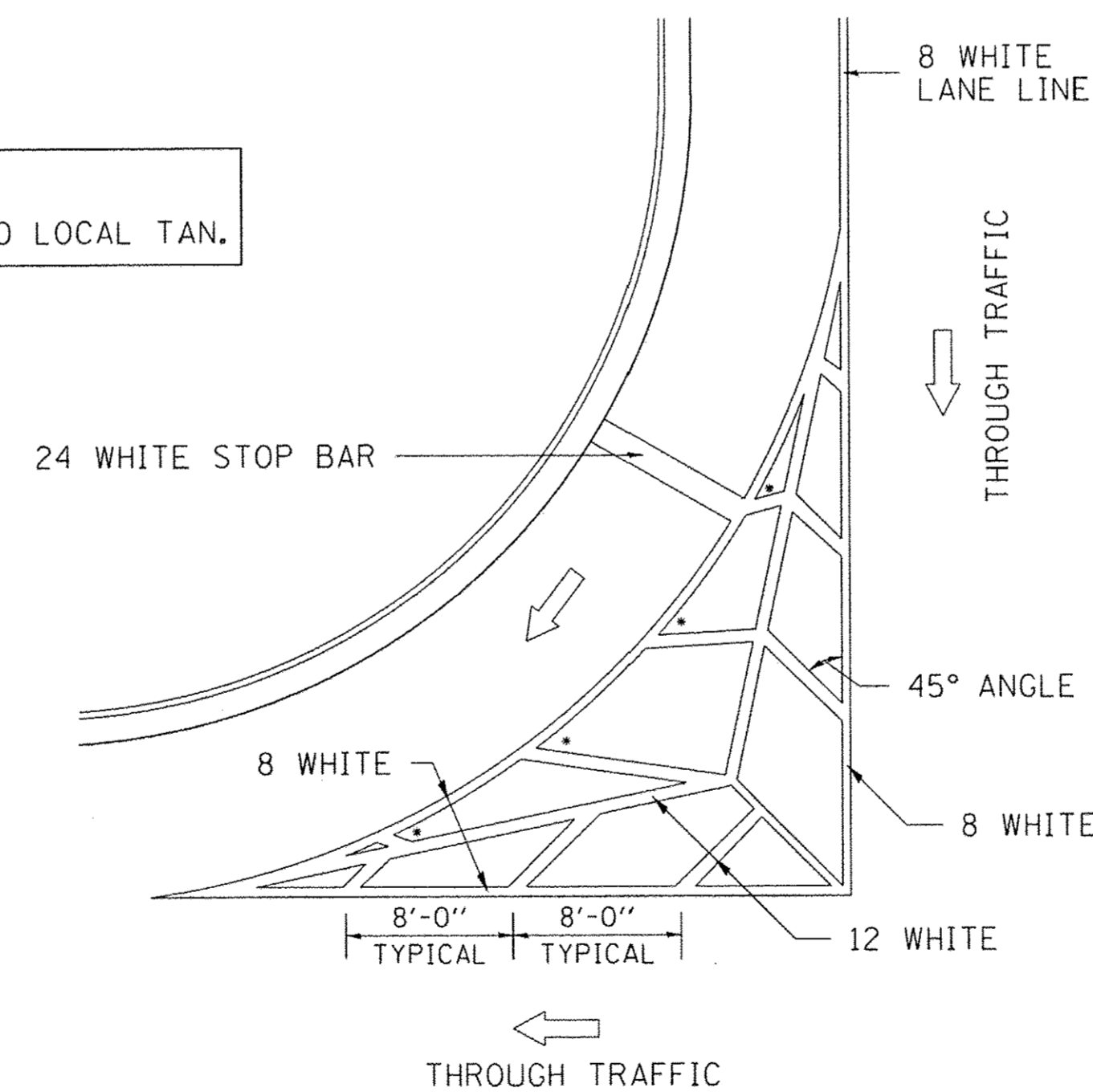
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



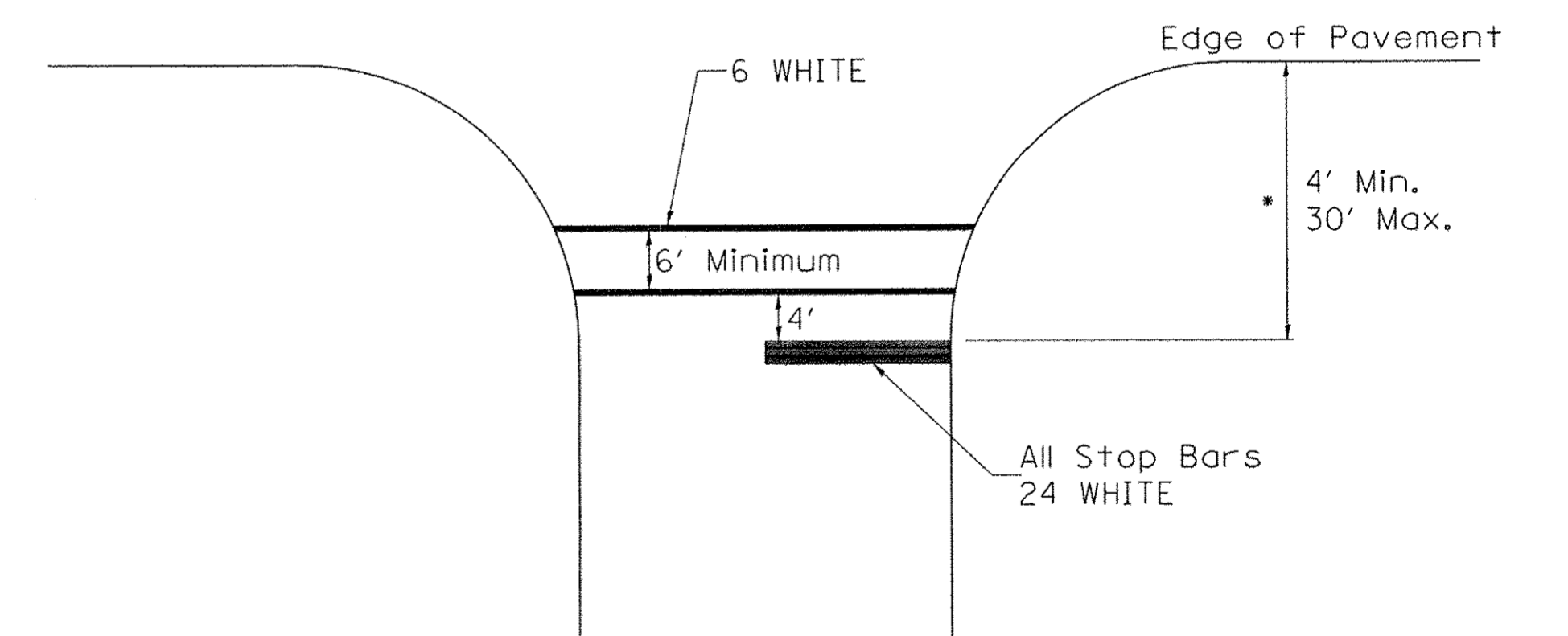
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations

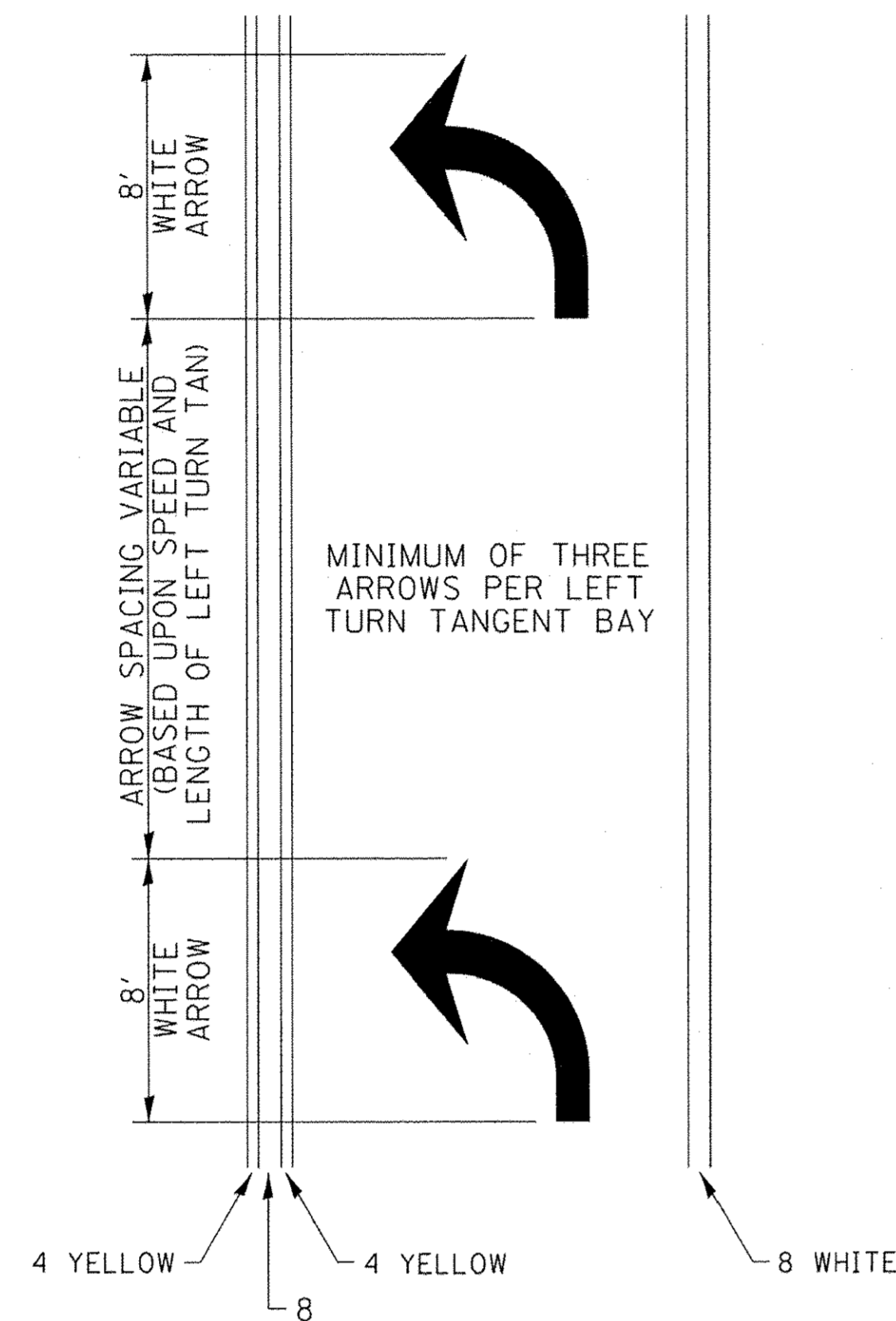


* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED - DRAWN -	REVISED - REVISED -	6-27-14 3-05-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1.0000' / in.	CHECKED -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO.
	PLOT DATE = 4/19/2016	DATE -	REVISED -			TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1								
						STATE OF ILLINOIS LOVES PARK DEPARTMENT OF PUBLIC WORKS								

TYPICAL PAVEMENT MARKINGS

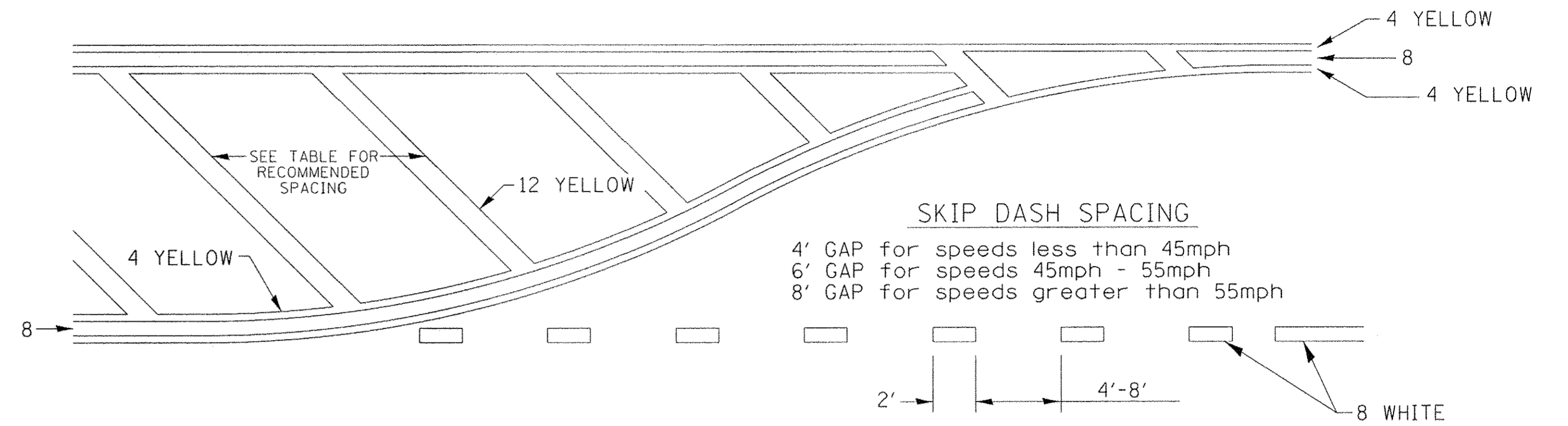
ARROW LAYOUT



- ◀ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

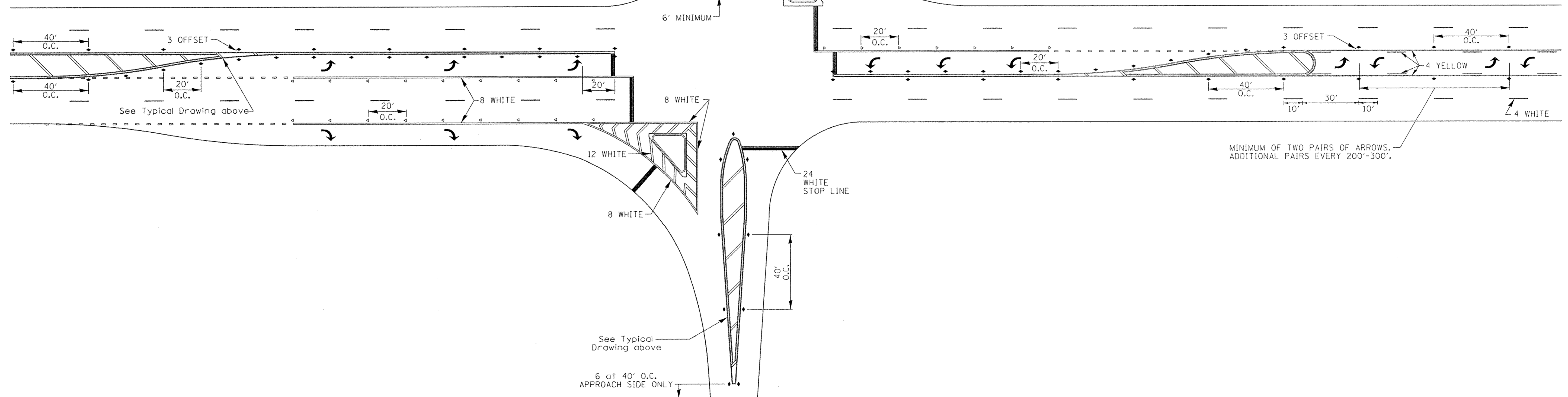
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

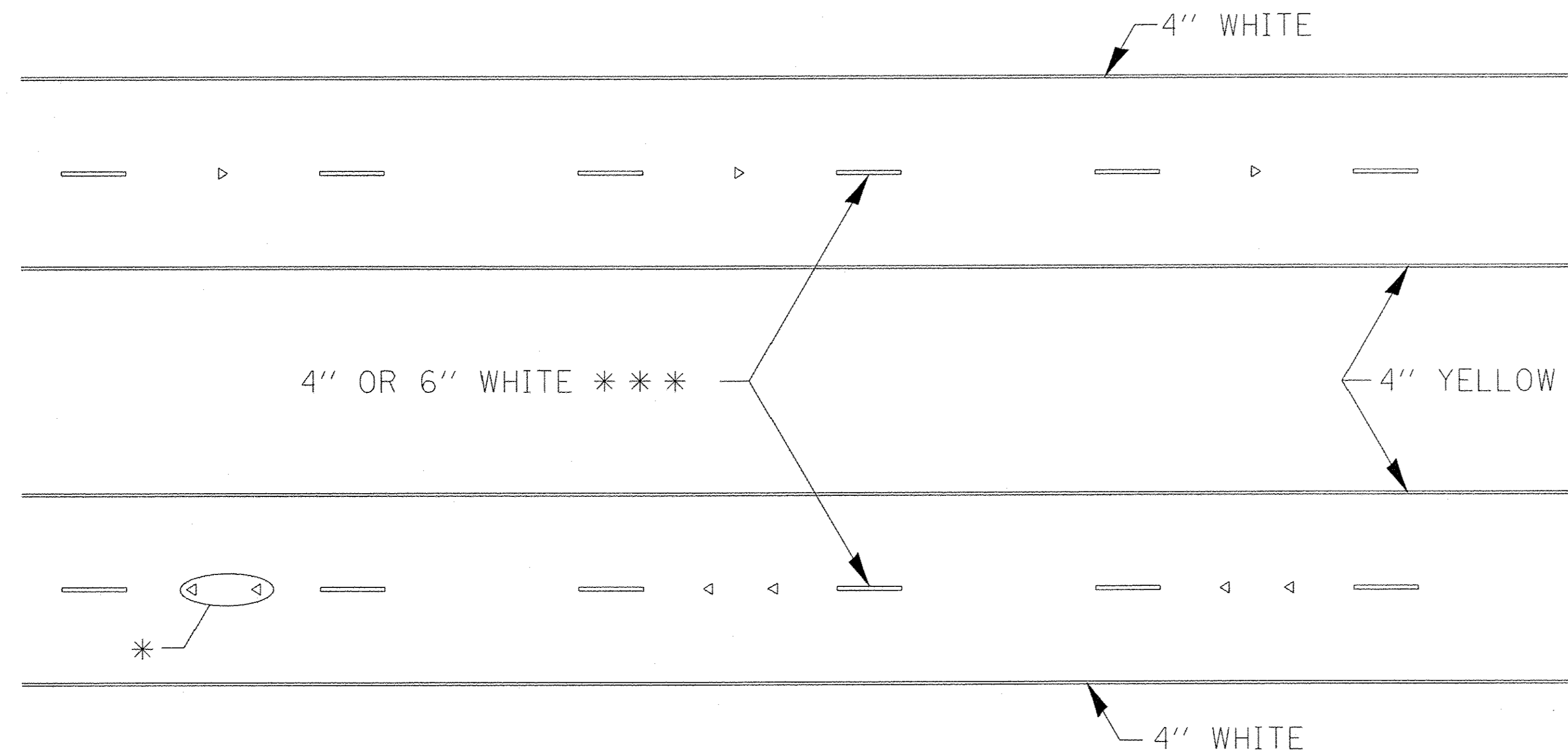
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



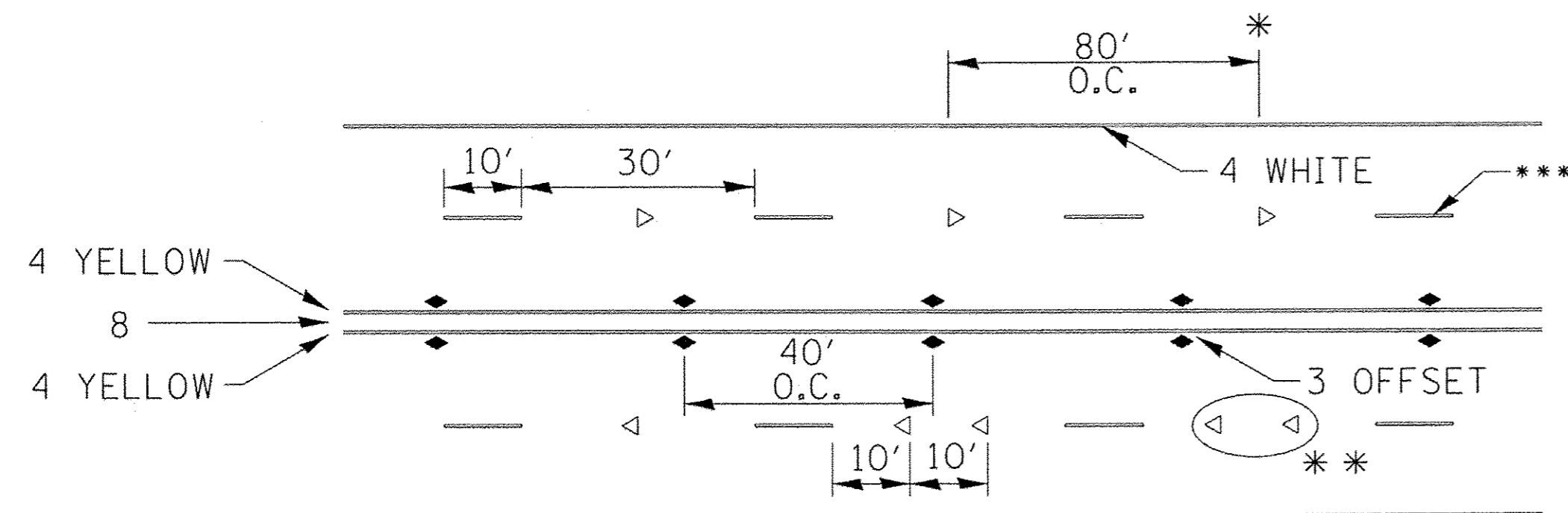
FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 3-05-12		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
		CHECKED -	REVISED -		TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1								
		DATE -	REVISED -		STATE OF ILLINOIS LOVES PARK DEPARTMENT OF PUBLIC WORKS								

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT > 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

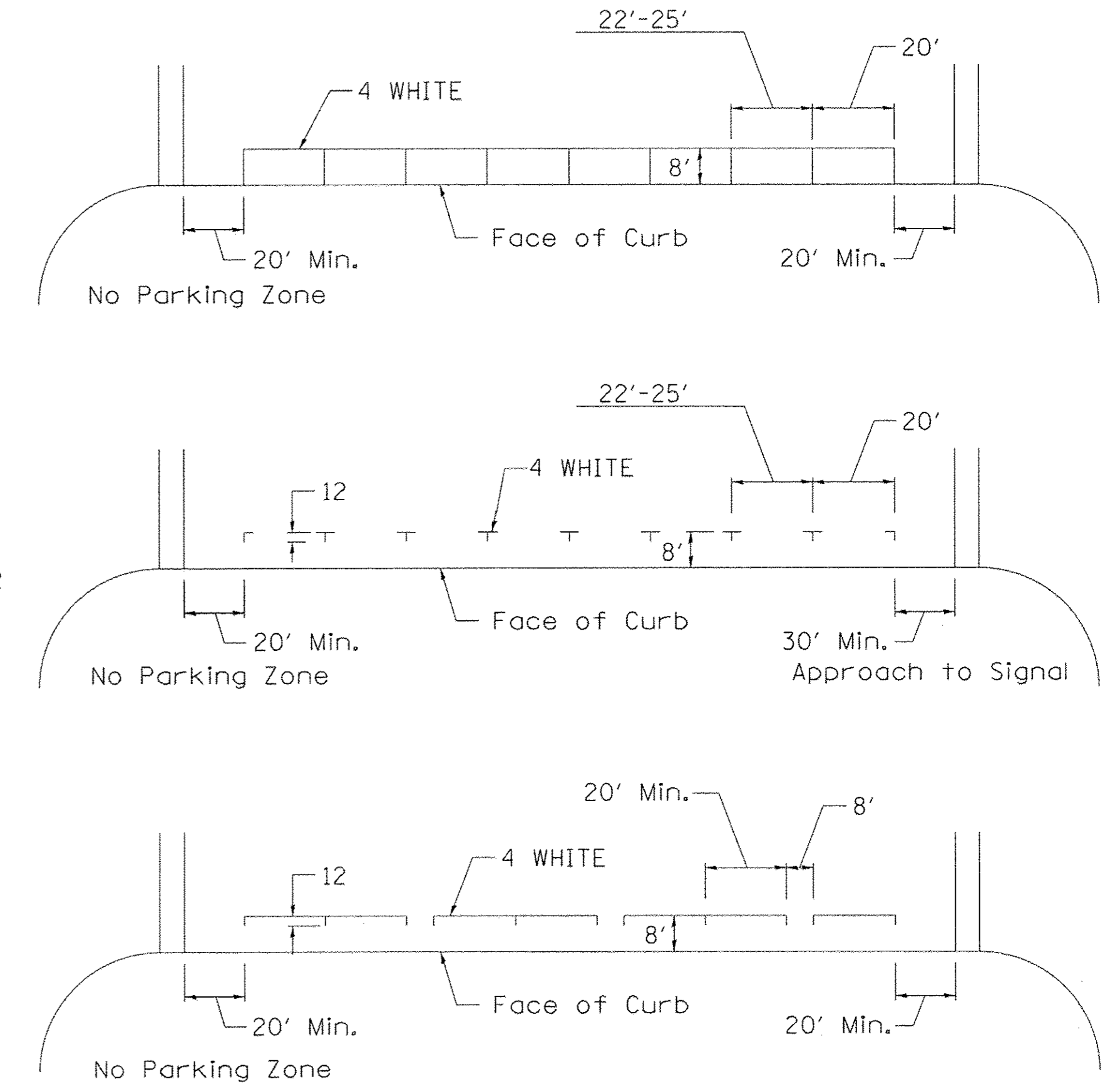
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

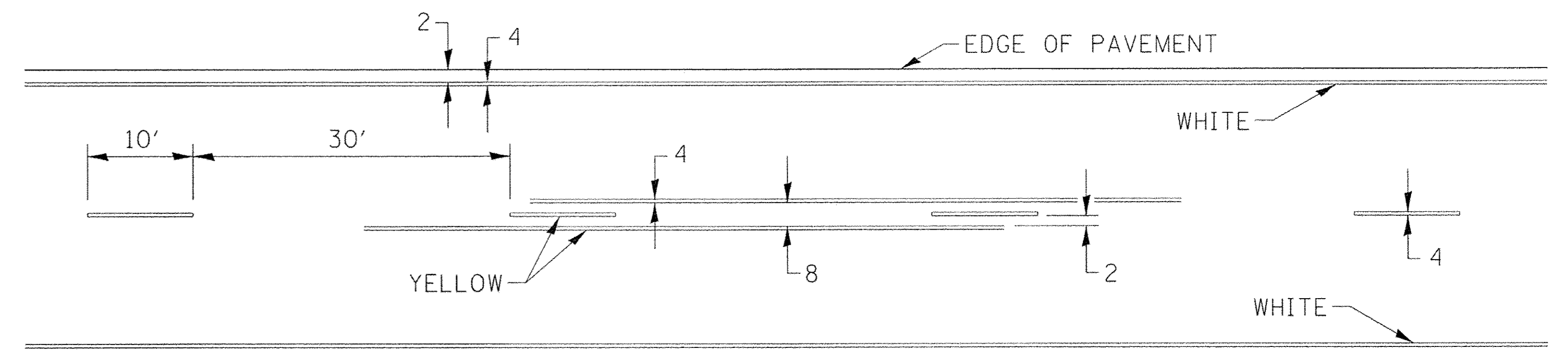
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



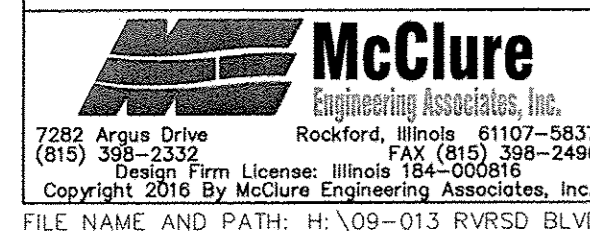
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



SYMBOLS

FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED - DRAWN -	REVISIONS - 6-27-14 8-27-13 11-28-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:0000' / in.	CHECKED - DATE -	REVISIONS -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO.			

TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1



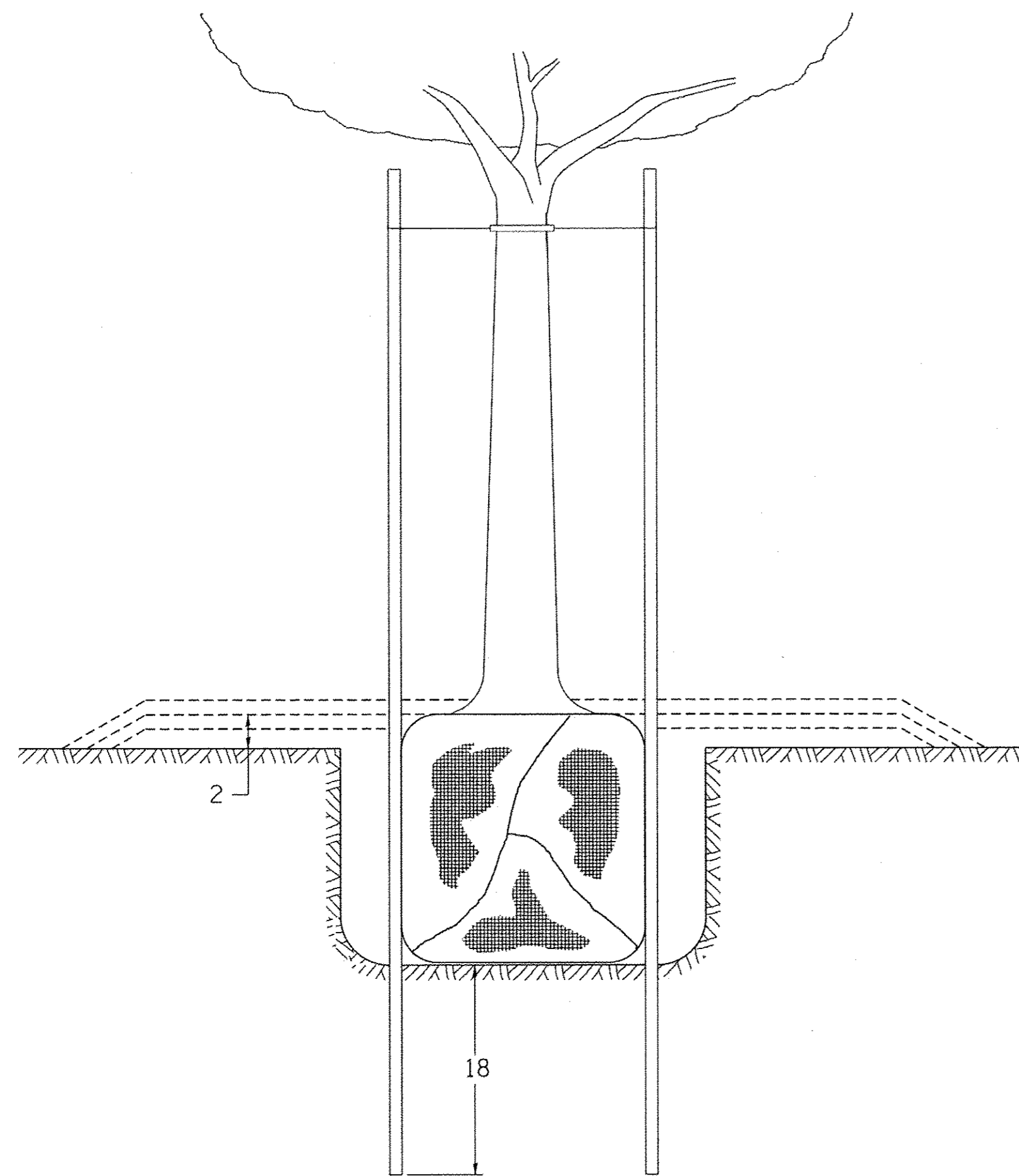
USER NAME:	DESIGNED:	REVISIONS:
PLOT SCALE: 1:1	DRAWN:	REVISIONS:
PLOT DATE: 1/12/2017	CHECKED:	REVISIONS:

STATE OF ILLINOIS
LOVES PARK DEPARTMENT OF PUBLIC WORKS

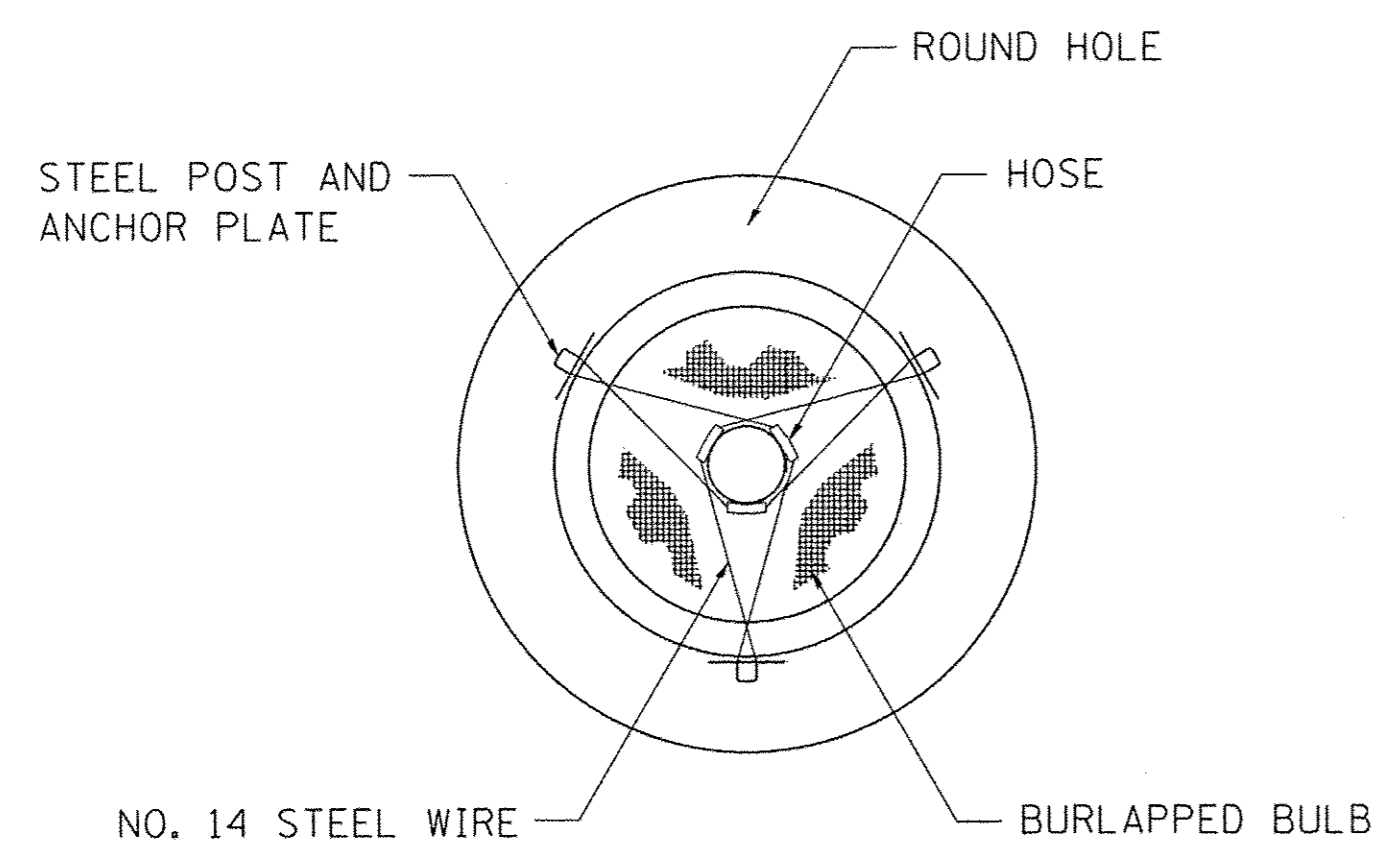
IDOT DISTRICT 2 HIGHWAY STANDARDS
STRUCTURE NO. 101-6423

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	WINNEBAGO	49	44
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

DETAILS OF PLANTING AND BRACING TREES

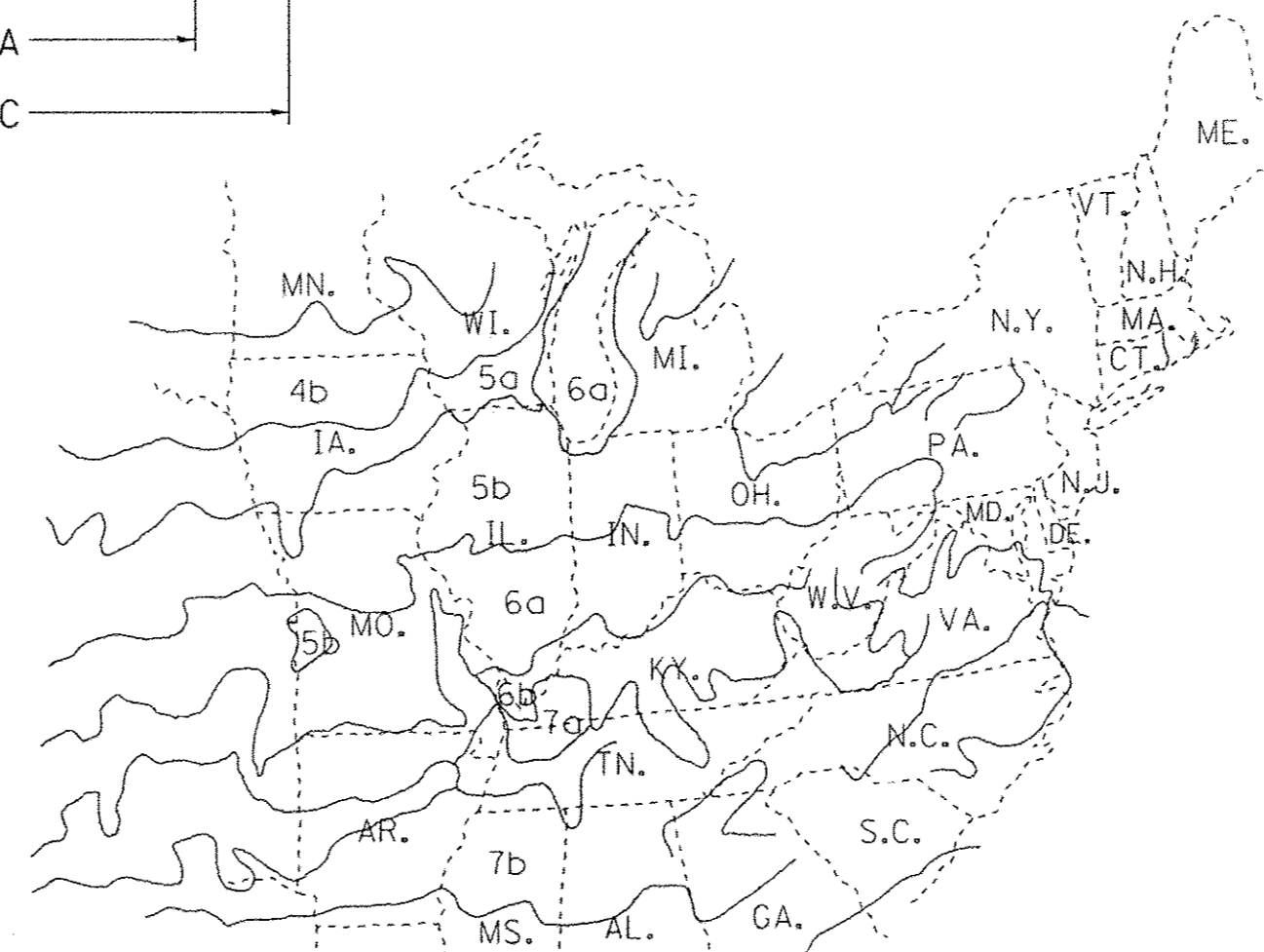
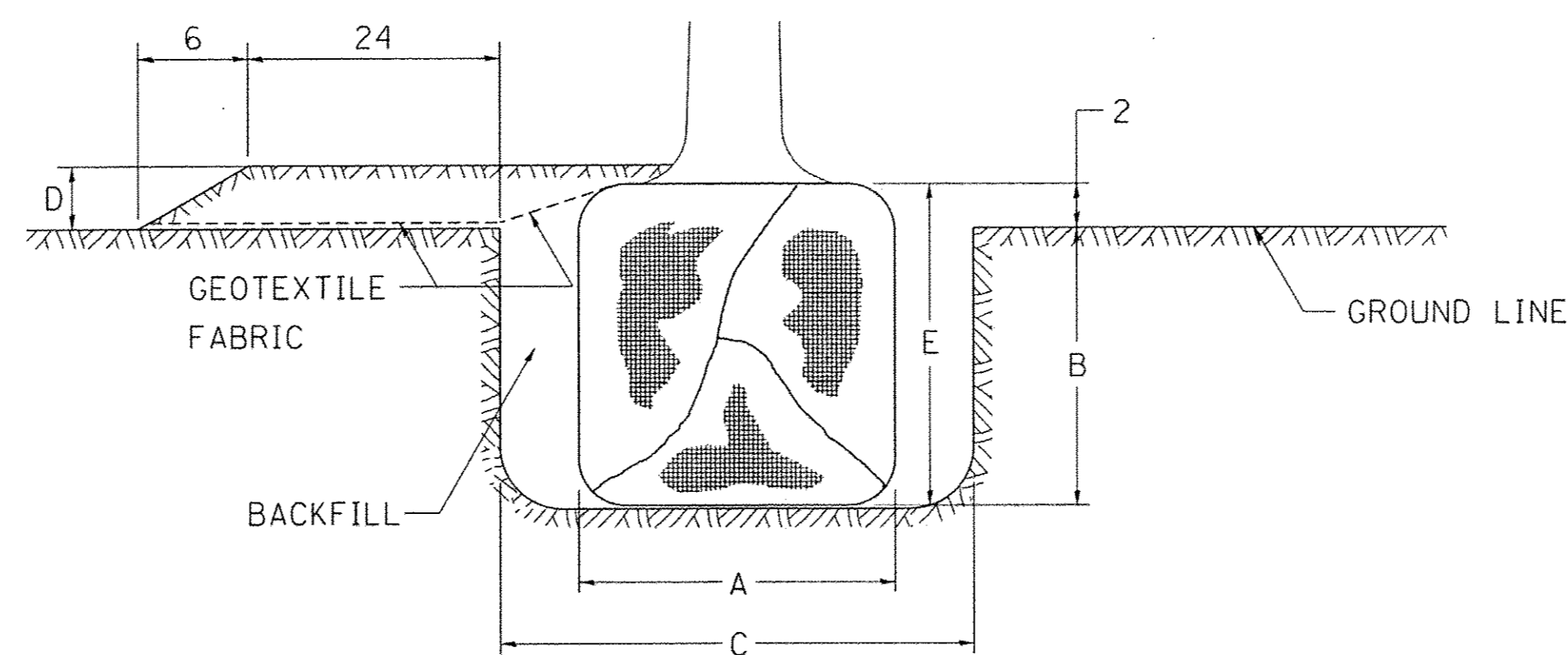


TREES SMALLER THAN 4 1/2 IN DIAMETER



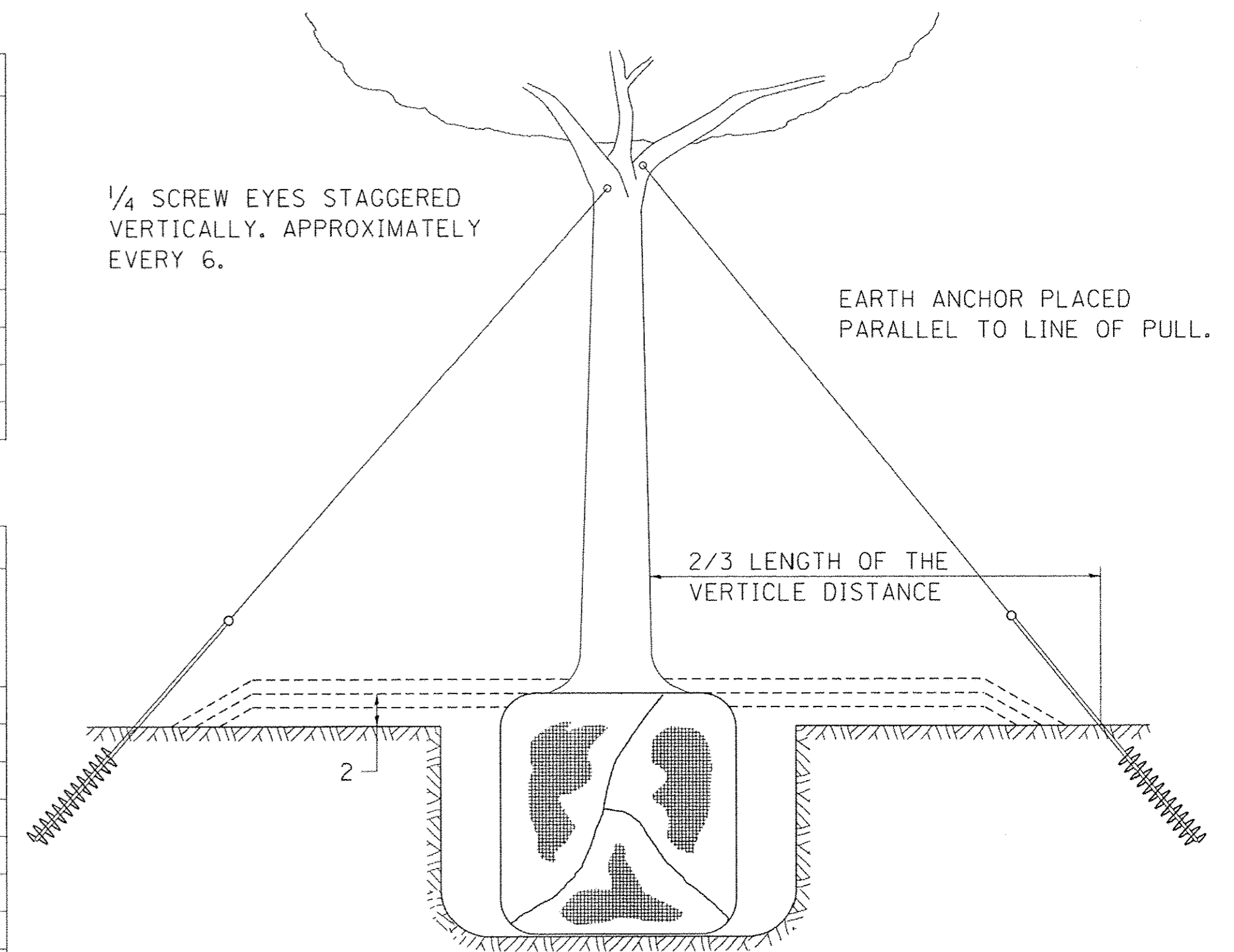
SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
5'-6'	16	10	30	4	12	0.54
5'-6' BB	16	10	30	4	12	0.54
6'-7' BB	18	12	30	4	14	0.54
7'-8' BB	20	11	30	4	13	0.54
8'-10' BB	24	14	36	4	16	0.61
10'-12' BB	26	15	36	4	17	0.61

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
0-2	20	11	36	4	13	0.61
2-2 1/2 BB	24	14	48	4	16	0.78
2 1/2-3 BB	28	17	48	4	19	0.78
3-3 1/2 BB	32	17	60	4	19	0.96
3 1/2-4 BB	36	20	60	4	22	0.96
4-4 1/2 BB	40	22	72	4	24	1.16
4 1/2-5 BB	44	24	72	4	26	1.16
5-5 1/2 BB	48	27	84	4	29	1.38

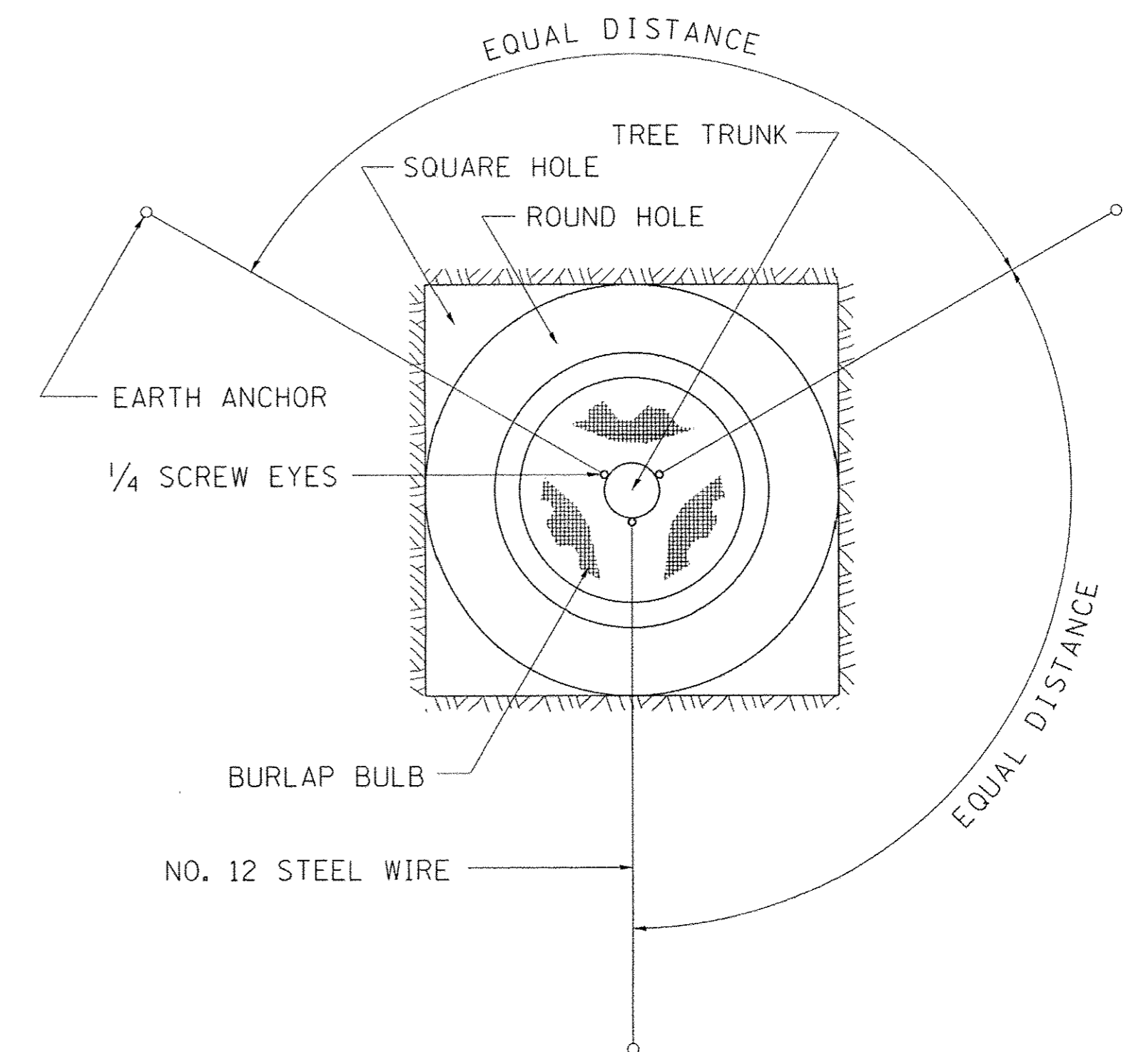


PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 4 1/2 IN DIAMETER

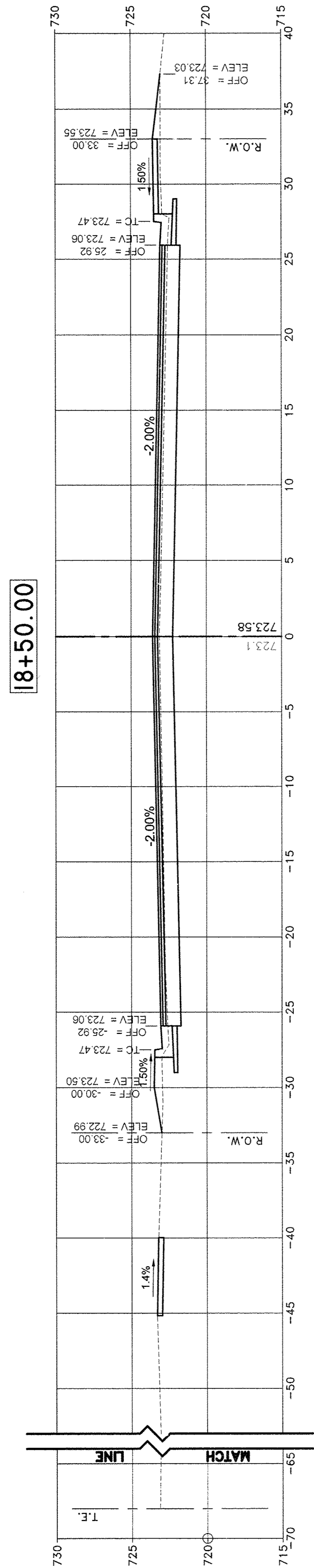
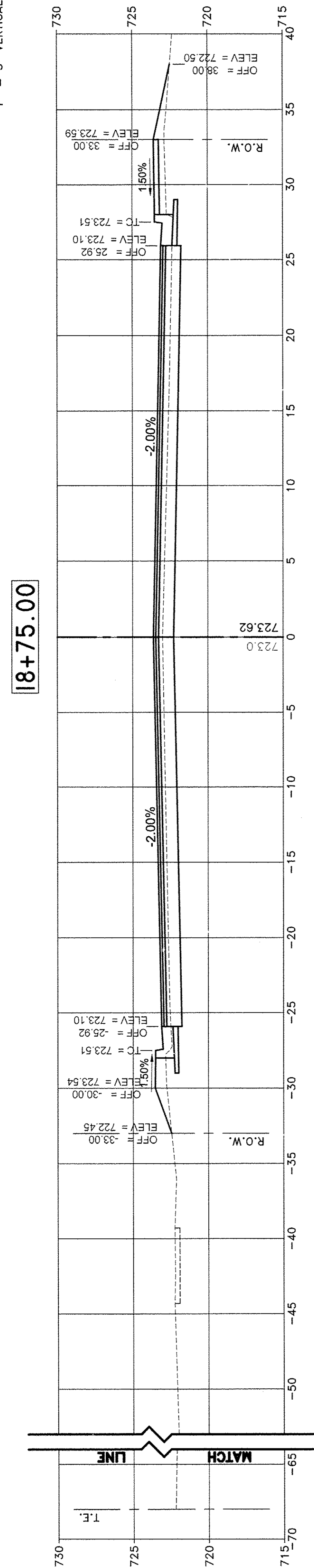


ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

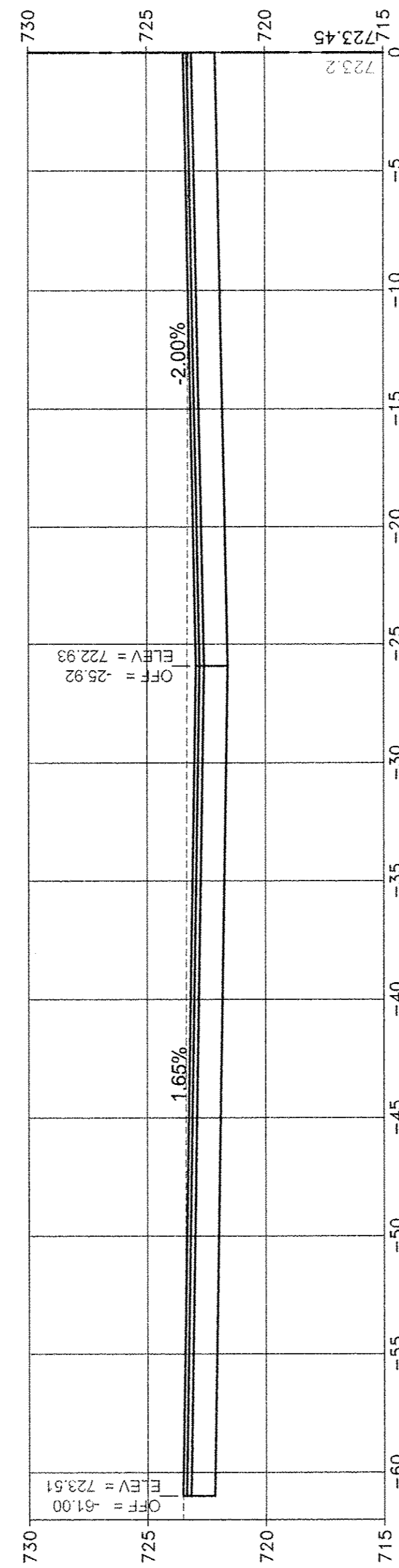
FILE NAME = District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISIONS - 10-18-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1:8000 1/4 in.	CHECKED -	REVISIONS -			CONTRACT NO.					
	PLOT DATE = 4/19/2016	DATE -	REVISIONS -			SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
DETAILS OF PLANTING AND BRACING TREES 92.1											

EXISTING RIGHT-OF-WAY: 33' LEFT & RIGHT OF CENTERLINE

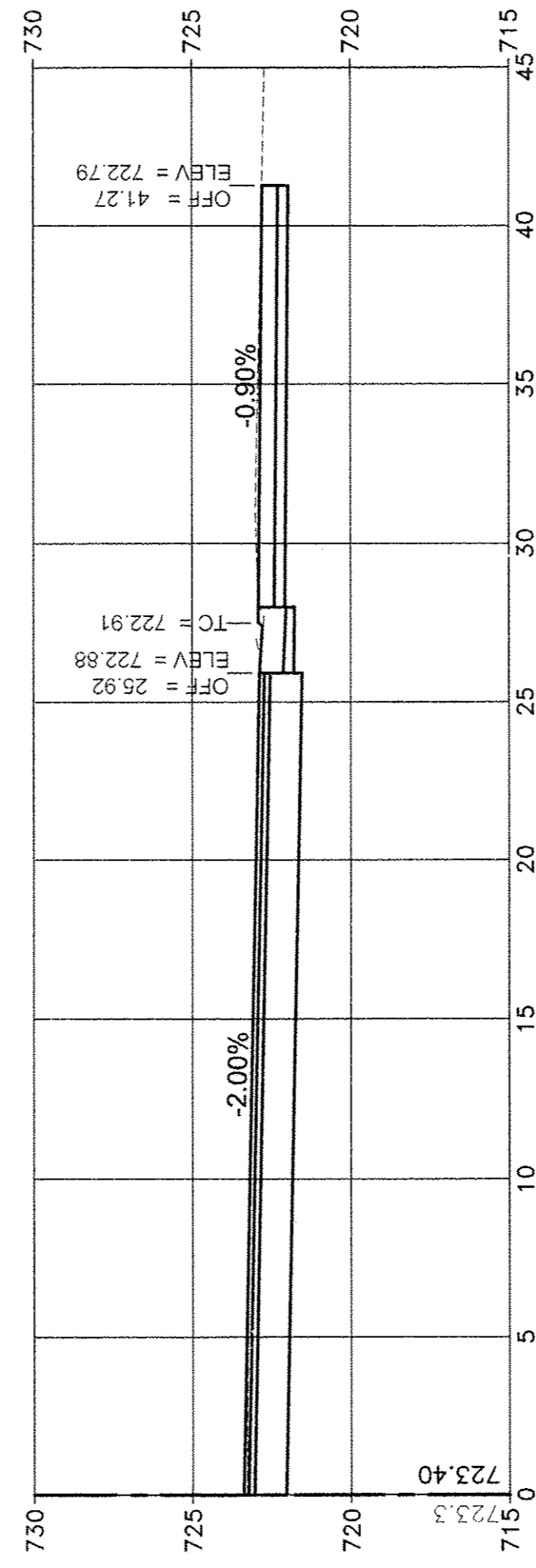
SCALES:
 1" = 5' HORIZONTAL
 1" = 5' VERTICAL



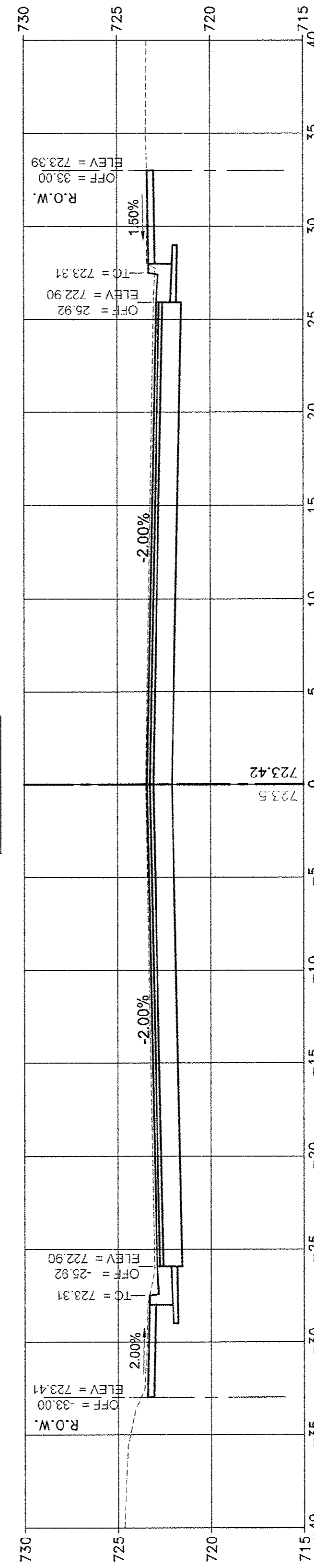
DALE AVENUE 18+21.00



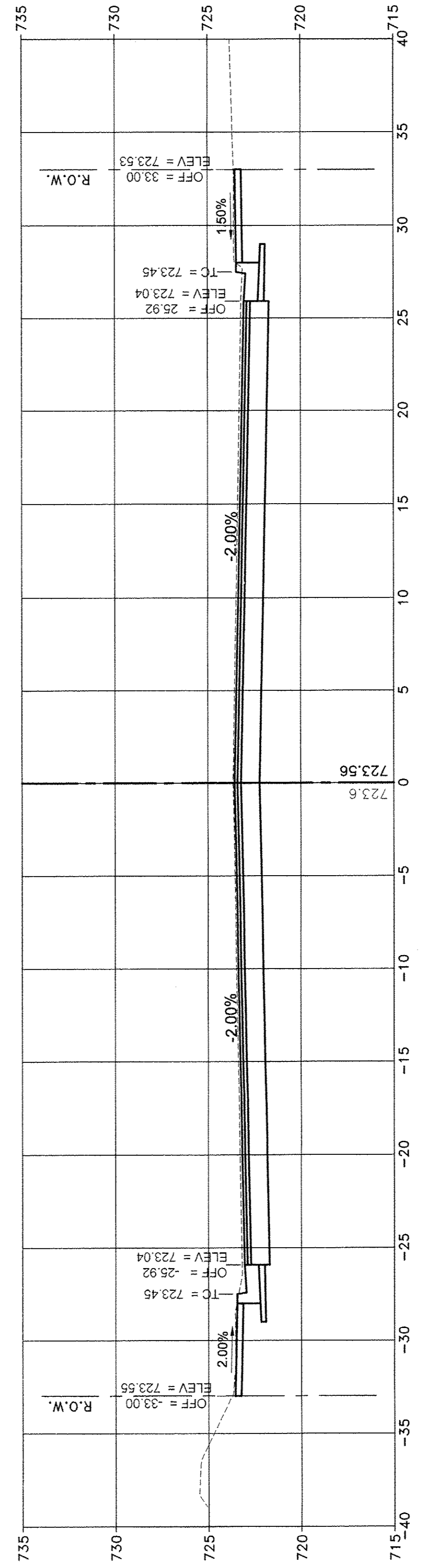
18+05.00 PRIVATE ENTRANCE RIGHT



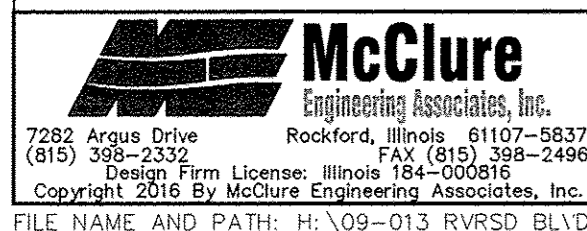
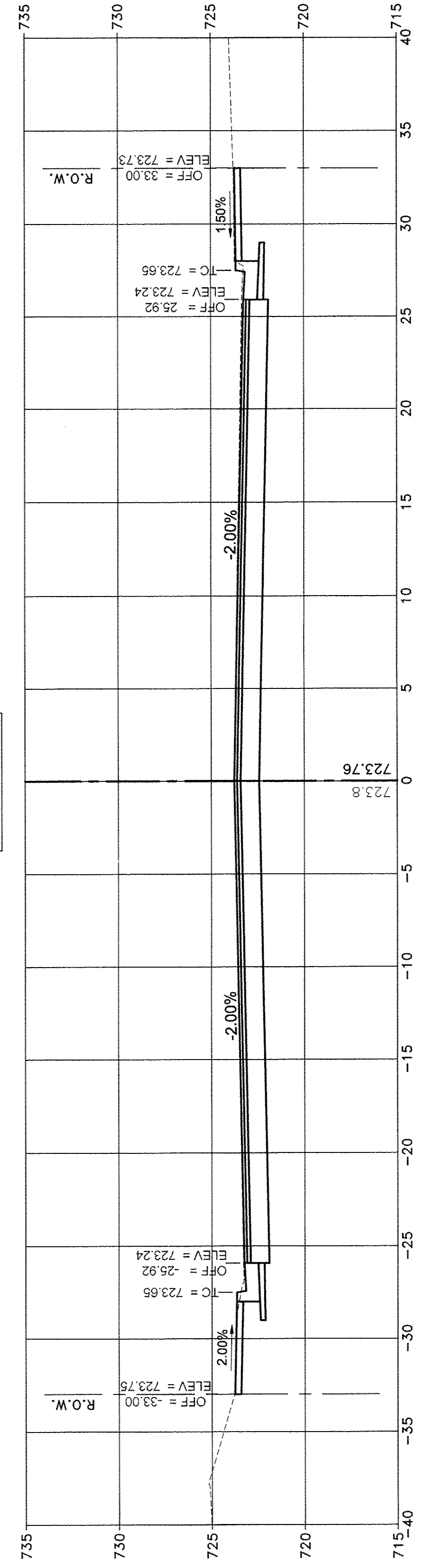
17+75.00



17+50.00



17+30.00



USER NAME:	DESIGNED:	REVISED:
PLOT SCALE: 1:1	CHECKED:	REVISED:
PLOT DATE: 2/27/2017	DRAWN:	REVISED:
	CHECKED:	REVISED:

STATE OF ILLINOIS
 LOVES PARK DEPARTMENT OF PUBLIC WORKS

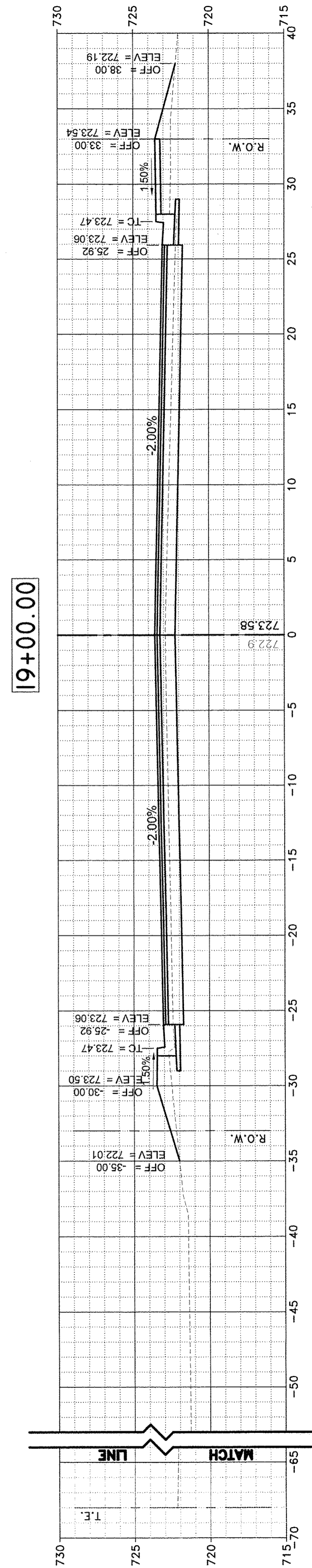
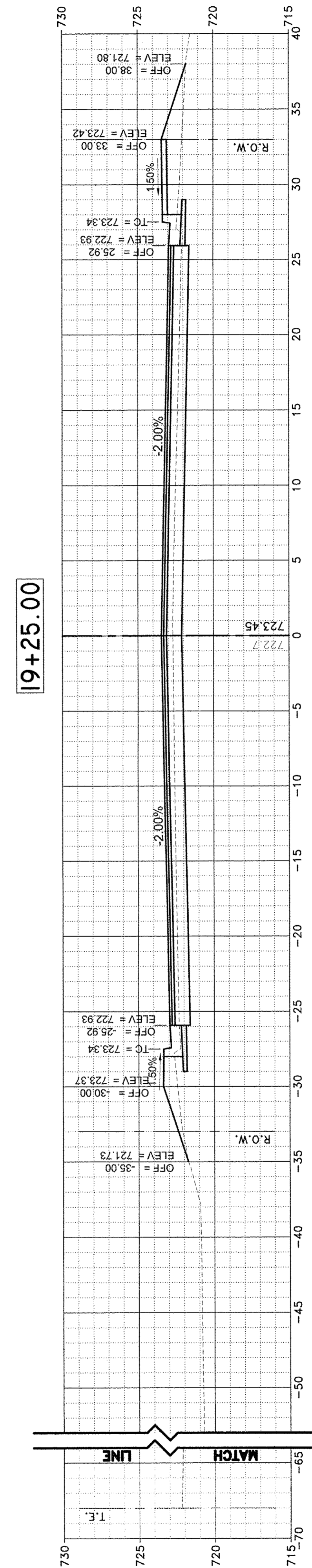
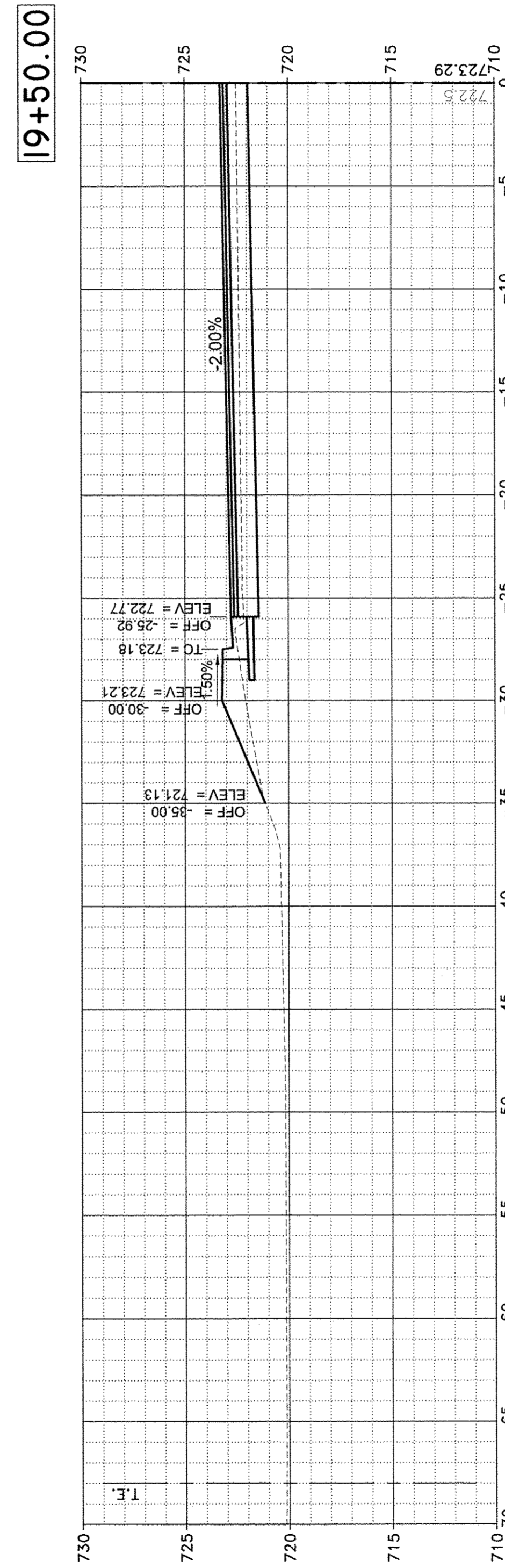
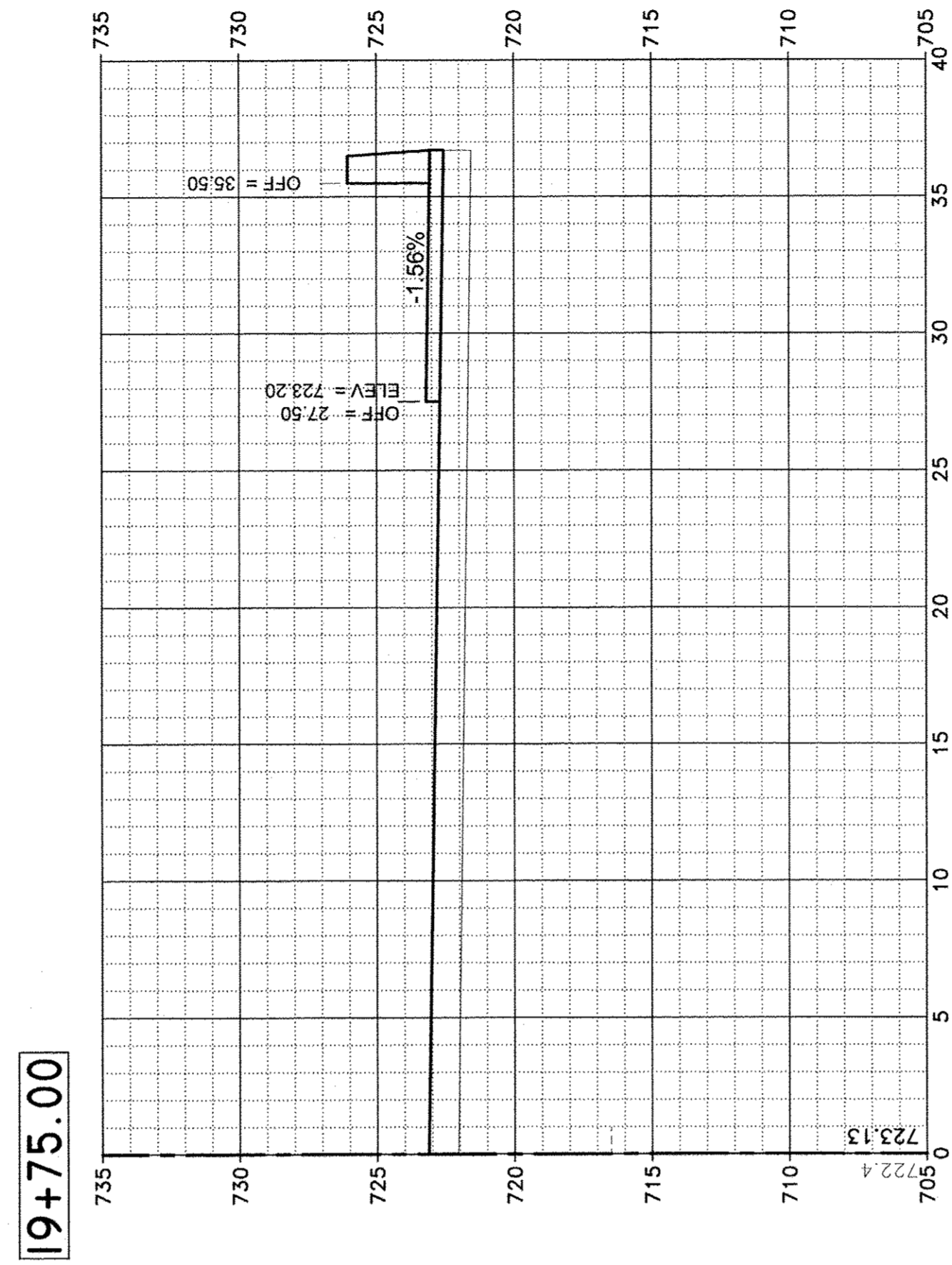
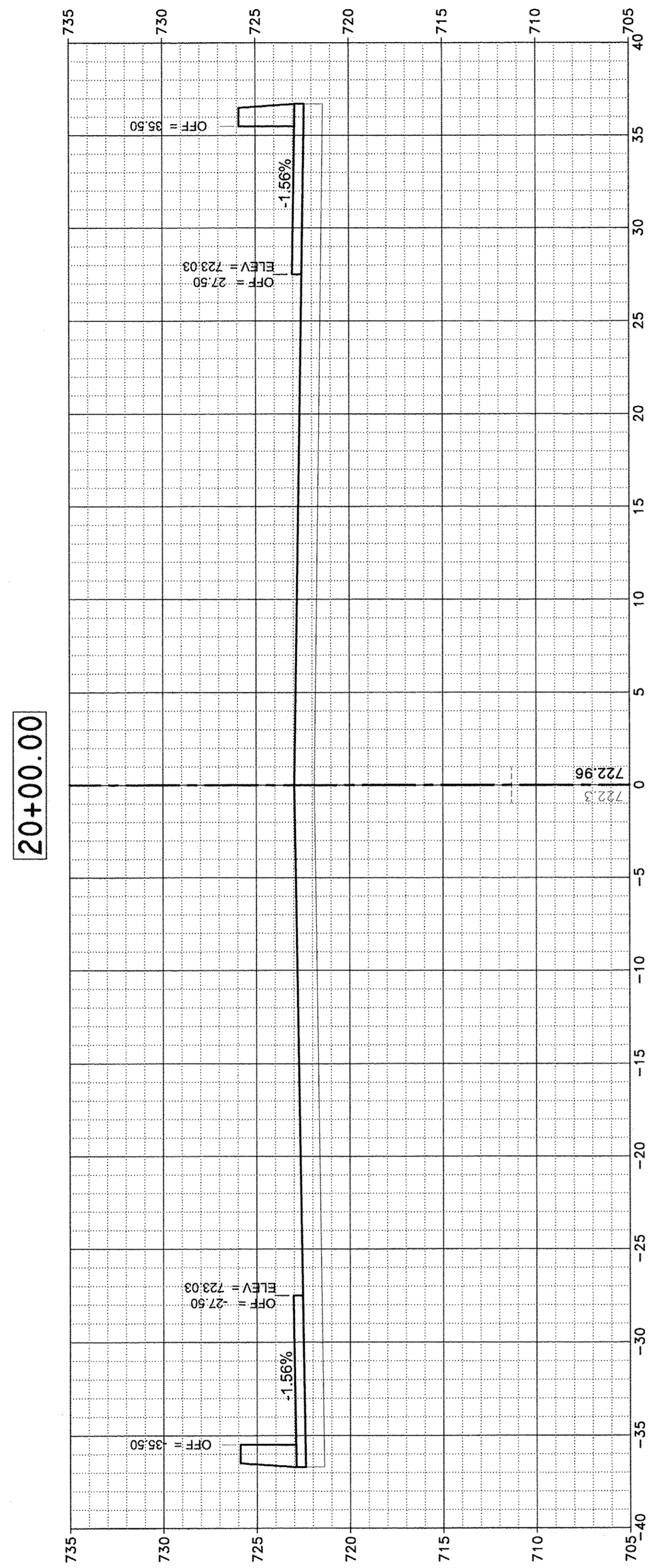
CROSS SECTIONS - 17+30 TO 18+75
 STRUCTURE NO. 101-6423

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00068-00-BR	WINNEBAGO	49	46
CITY OF LOVES PARK		CONTRACT NO. 85643	
ILLINOIS FED. AID PROJECT BRM-5099(115)			

FILE NAME AND PATH: H:\09-013 RVRSD BLVD WANTZ BR REPL\DESIGN\DRAWINGS\09-013 XS.DWG

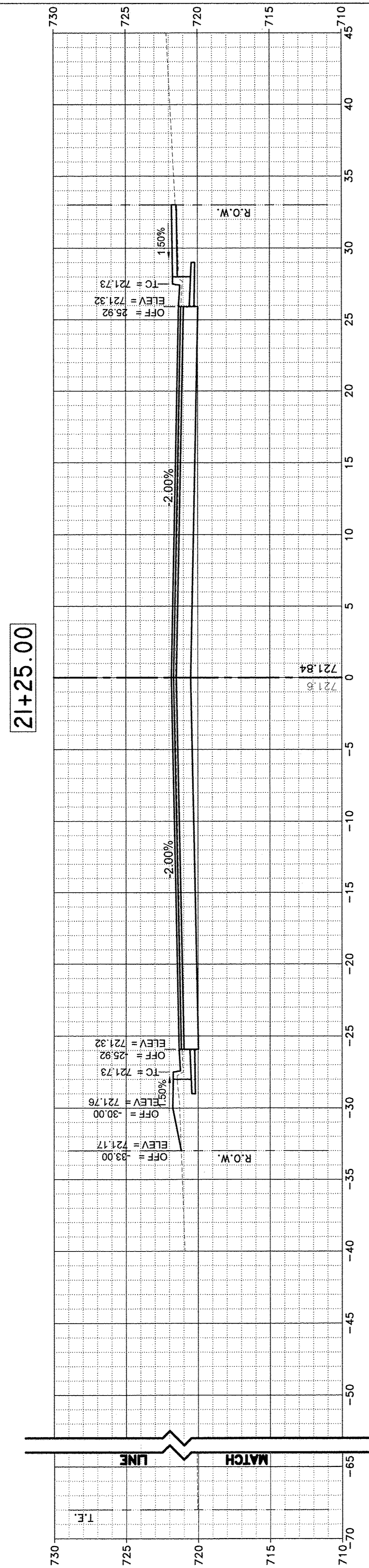
EXISTING RIGHT-OF-WAY: 33' LEFT & RIGHT OF CENTERLINE

SCALES:
 1" = 5' HORIZONTAL
 1" = 5' VERTICAL

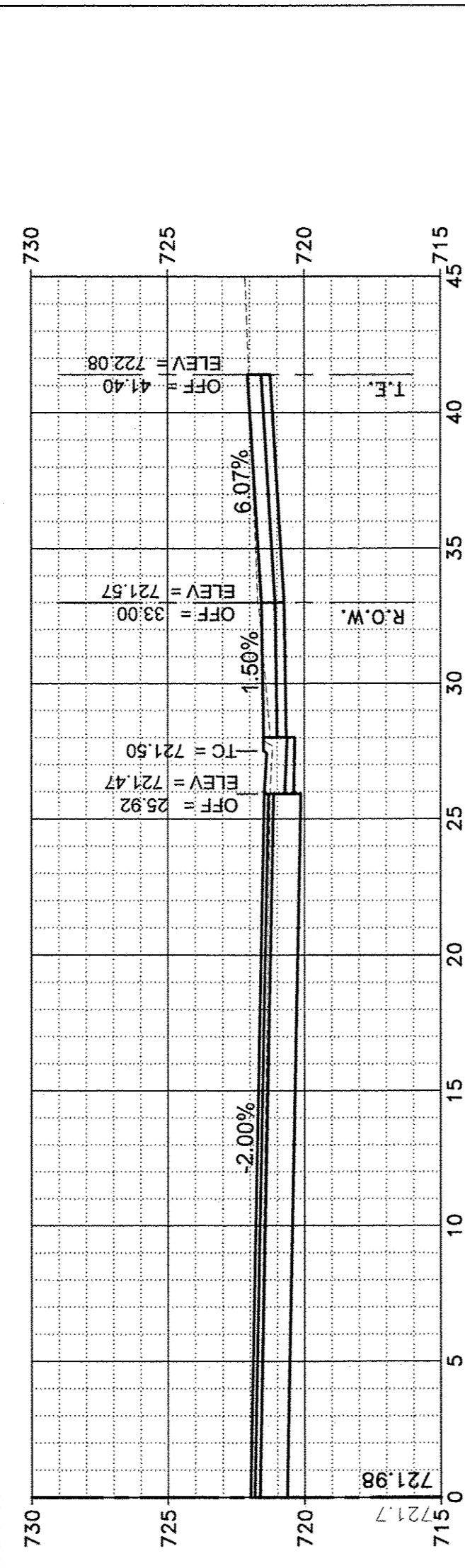


EXISTING RIGHT-OF-WAY: 33' LEFT & RIGHT OF CENTERLINE

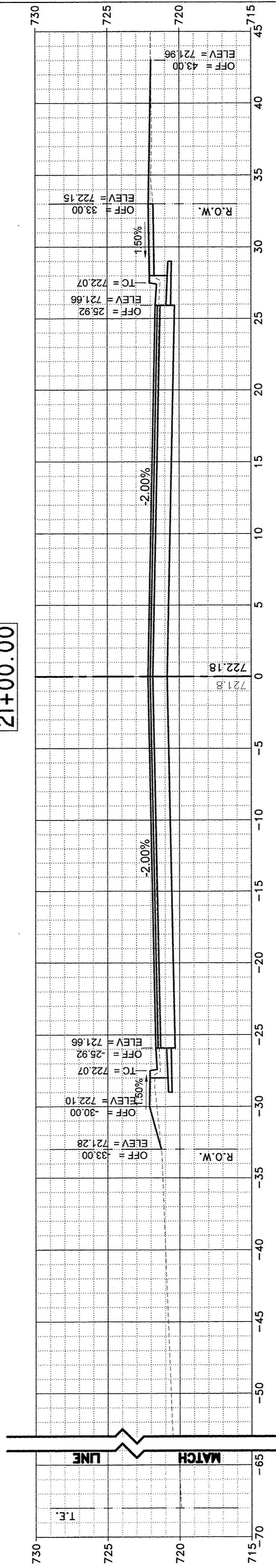
SCALES:
 1" = 5' HORIZONTAL
 1" = 5' VERTICAL



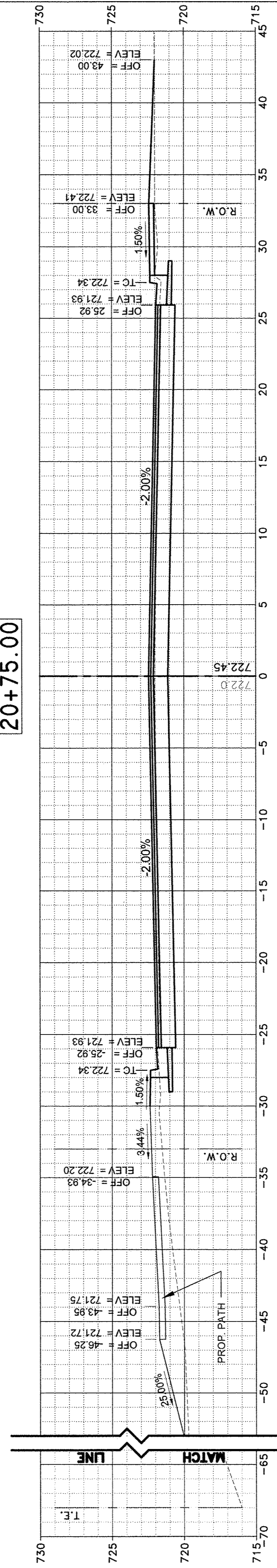
21+15.00 PRIVATE ENTRANCE RIGHT



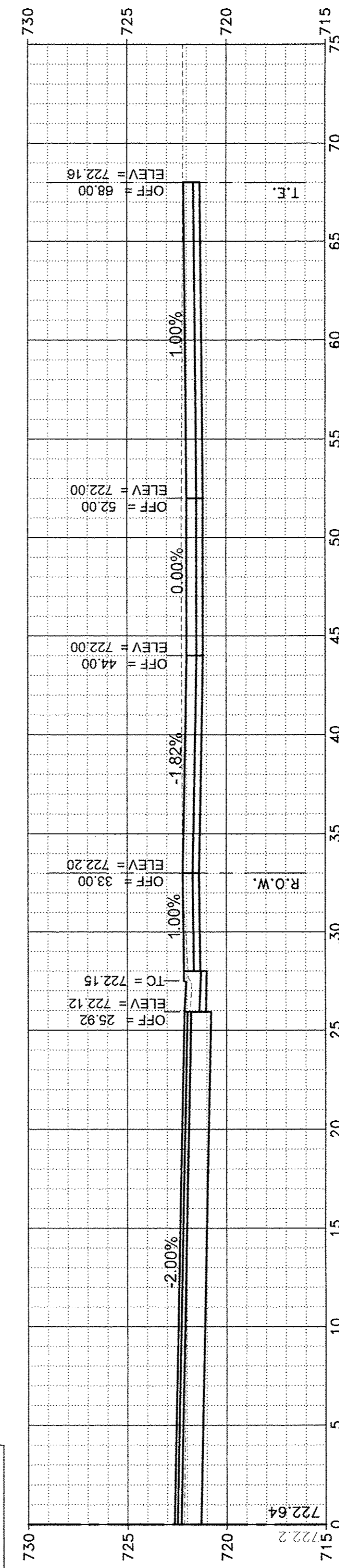
21+00.00



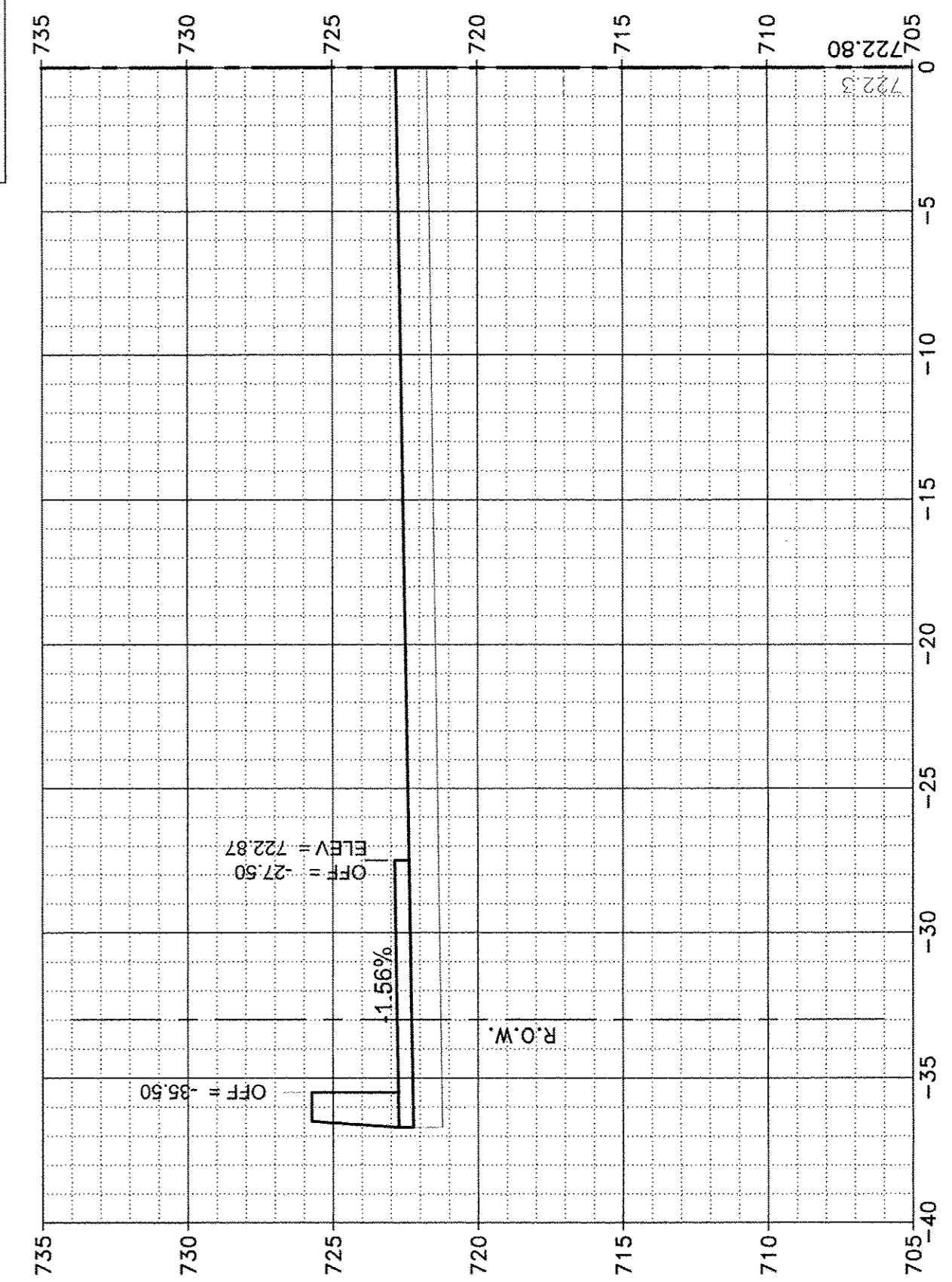
20+75.00



20+50.00 PRIVATE ENTRANCE RIGHT



20+25.00



EXISTING RIGHT-OF-WAY: 33' LEFT & RIGHT OF CENTERLINE

SCALES:
1" = 5' HORIZONTAL
1" = 5' VERTICAL

