

06-14-2019 LETTING ITEM 215

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
BRIDGE**

SECTION 16-00011-00-BR
PROJECT NO. M4NC(710)
JOB NO. C-92-057 - 18
STEPHENSON COUNTY
MS 6000

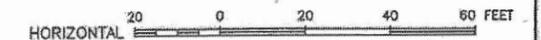
SCHOOL STREET OVER CEDAR CREEK
CONTRACT NO. 85680

CLASSIFICATION: LOCAL ROAD (NON-URBAN)
DESIGN VOLUME: 75 A.D.T.
CURRENT ADT: 75 (2019)
DESIGN SPEED: 30 MPH



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PLAN & PROFILE



CROSS SECTIONS

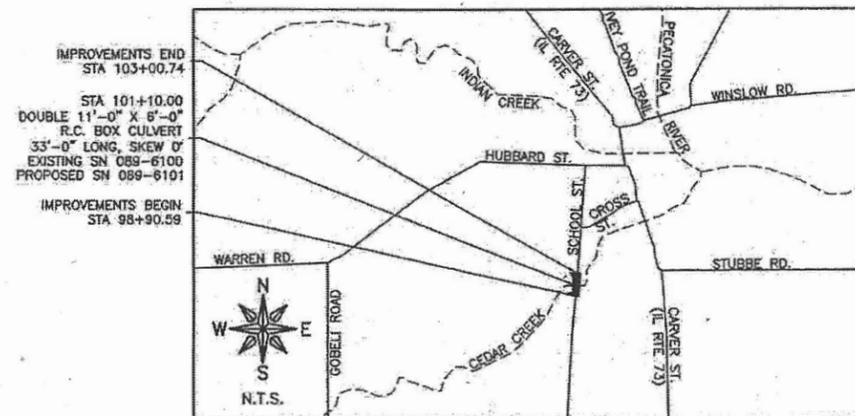
STATE STANDARDS

- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-12 STEEL PLATE BEAM GUARDRAIL
- 630101-10 STRONG POST GUARDRAIL ATTACHED TO CULVERT
- 665001-02 WOVEN WIRE FENCE
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' FROM PAVEMENT EDGE
- 701331-05 LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEED ≥ 45 MPH
- 701501-06 URBAN LAND CLOSURE, 2L, 2W, UNDIVIDED
- 701901-08 TRAFFIC CONTROL DEVICES
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
- BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
- BLR 23-4 TRAFFIC BARRIER TERMINAL TYPE 1

UTILITIES

UTILITY TYPE	COMMON NAME
WATER & SEWER	VILLAGE OF WINSLOW
ELECTRIC	COMED
TELEPHONE	FRONTIER
GAS	NICOR
CABLE	MEDIA COM

(CONTRACTOR TO BE RESPONSIBLE FOR ANY ADJUSTMENTS TO BE MADE.)



LOCATION MAP

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

ILLINOIS IOWA WISCONSIN

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER: 184003525

APPROVED: *Michael Miller*
2/26/2019
VILLAGE OF WINSLOW

APPROVED: *John?*
2/27/2019
STEPHENSON COUNTY HIGHWAY DEPARTMENT - COUNTY ENGINEER

PASSED: *3/6/19*
Charles M. Bausch
DISTRICT 2 ENGINEER OF LOCAL ROADS AND STREETS

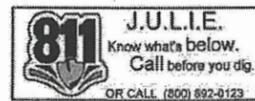
RELEASING FOR BID BASED ON LIMITED REVIEW: *3/6/19*
Kevin F. Marchenko
DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER



2/27/19
SIGNATURE DATE

ORIGINAL SET FOR PROJECT: 16-326A DATE CREATED: 02/25/19

REV. NO.	DESCRIPTION	DATE



SUMMARY OF QUANTITIES
CONSTRUCTION TYPE CODE: 0010

S.P.	PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
*	20101000	TEMPORARY FENCE	FOOT	105	
*	20200100	EARTH EXCAVATION	C.Y.	1050	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	C.Y.	193	
	20400800	FURNISHED EXCAVATION	C.Y.	115	
	20700220	POROUS GRANULAR EMBANKMENT	C.Y.	110	
*	25000110	SEEDING, CLASS 1A	ACRE	0.2	
*	25000400	NITROGEN FERTILIZER NUTRIENT	LBS	25	
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	LBS	25	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	LBS	25	
	25100630	EROSION CONTROL BLANKET	S.Y.	948	
	28000250	TEMPORARY EROSION CONTROL SEEDING	LBS	20	
	28000400	PERIMETER EROSION BARRIER	FT.	474	
	28000500	INLET AND PIPE PROTECTION	EA.	1	
	28100107	STONE RIPRAP, CLASS A4	S.Y.	50	
	28200200	FILTER FABRIC	S.Y.	50	
	31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	690	
	35102400	AGGREGATE BASE COURSE, TYPE B 12"	S.Y.	1315	
	40300200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.33	
	40300400	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	TON	2.4	
	40300600	SEAL COAT AGGREGATE	TON	20	
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	
	50800105	REINFORCEMENT BARS	LBS	18750	
	51500100	NAME PLATES	EACH	1	
	54003000	CONCRETE BOX CULVERTS	C.Y.	87.7	
	542C1063	PIPE CULVERTS, CLASS C, TYPE 2, 18"	FOOT	37	
	54213453	END SECTIONS, 18"	EACH	2	
	5422C048	PIPE CULVERTS, CLASS C, TYPE 2, 48" (TEMPORARY)	FOOT	126	
△	*	56100500	WATER MAIN 4"	FOOT	146
△		56109416	DUCTILE IRON WATER MAIN FITTINGS 4" 45.00 DEGREE BEND	EACH	8
		58000100	MEMBRANE WATERPROOFING	S.F.	855
△		63000005	STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	275
△		63100041	TRAFFIC BARRIER TERMINAL, TYPE 1B	EACH	2
△		63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
		67100100	MOBILIZATION	L.S.	1
△	*	XX006253	SANITARY MANHOLE, 4'-DIAMETER	EACH	4
△	*	XX007263	GATE VALVE AND BOX 4"	EACH	2
	*	X0326806	WASHOUT BASIN	L.S.	1
	*	X2010400	STUMP REMOVAL ONLY	UNIT	108
△	*	X2200020	FENCE REMOVAL AND REINSTALLATION	FOOT	150
△	*	X5610654	WATER MAIN TO BE ABANDONED, 4"	FOOT	136
△	*	X5630704	CONNECTION TO EXISTING WATER MAIN 4"	EACH	2
	*	X7010216	TRAFFIC CONTROL AND PROTECTION SPECIAL	L.S.	1
	*	Z0054500	ROCK FILL	TON	336
△	*	Z0056900	SANITARY SEWER, 8"	FOOT	116
△	*	Z0067200	STEEL CASINGS 10"	FOOT	50
△	*	Z0067500	STEEL CASINGS 16"	FOOT	50

△ SPECIALTY ITEMS

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SUMMARY OF QUANTITIES

SET TYPE:
C:\301\16-326A\Plans\16-326A Plans.dwg, SUMMARY

JOB NUMBER:
16-326A

SHEET NUMBER:
2 of 22

GENERAL NOTES

- THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MUNICIPAL CODE, VILLAGE OF WINSLOW, ILLINOIS, CURRENT EDITION, THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION, "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," CURRENT EDITION, SPECIAL PROVISIONS AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION.
- IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "ENGINEER", WHICH SHALL MEAN FEHR GRAHAM OR THEIR DULY AUTHORIZED AGENT. IN THESE CONTRACT DOCUMENTS MENTION IS MADE OF THE "OWNER", WHICH SHALL MEAN VILLAGE OF WINSLOW, OR THEIR DULY AWARDED AGENT.
- AS PART OF THE BIDDING PROCEDURE, THE CONTRACTOR SHALL VERIFY THAT THE QUANTITIES FOR PAY ITEMS, AS PRESENTED IN THESE PLAN DOCUMENTS, ARE SUBSTANTIALLY CORRECT. IF DISCREPANCIES ARE DETECTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE DISCREPANCY PRIOR TO THE BID DATE.
- QUANTITIES SHOWN ARE ESTIMATES FOR INFORMATION ONLY. PAYMENT WILL BE BASED ON ACTUAL QUANTITIES MEASURED IN THE FIELD OR ON PAYMENT LIMIT DETAILS.
- THE CONTRACTOR SHALL BE PAID FOR MATERIALS AND EQUIPMENT SUCCESSFULLY INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS MEASURED OR VERIFIED IN PLACE BY THE ENGINEER OR HIS AGENT.
- IN CASE OF CONFLICT BETWEEN THE ABOVE MENTIONED SPECIFICATIONS, THE ENGINEER SHALL DETERMINE WHICH OF THE SPECIFICATIONS SHALL GOVERN. THE ENGINEER'S DECISION SHALL BE FINAL AND NO ADDITIONAL COMPENSATION SHALL BE AWARDED UNLESS APPROVED BY THE ENGINEER.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE OWNER. IMPROVEMENT REPRESENTATIONS AS SHOWN ON THESE PLANS, ARE AS ACCURATE AS POSSIBLE FROM THE INFORMATION AVAILABLE. HOWEVER SOME FIELD REVISIONS MAY BE REQUIRED TO ACCOMMODATE UNFORESEEN CIRCUMSTANCES - THE ENGINEER SHALL BE ADVISED OF ANY NECESSARY REVISIONS WITH SUFFICIENT LEAD TIME ALLOWED TO PROPERLY CONSIDER AND ACT UPON SAID REQUESTS. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED IN CONSTRUCTING THOSE IMPROVEMENTS AS DETAILED IN THIS ENGINEERING PLAN.
- THE ENGINEER SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE OR REJECT THE WORKMANSHIP AND/OR MATERIALS WHICH GO TO MAKE UP IMPROVEMENTS AS DETAILED IN THESE PLANS AND SPECIFICATIONS.
- GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL. THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA), JULY 1, 1987 AS IT RELATES TO CONTRACTOR'S OPERATIONS.
- THE CONTRACTOR SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
- THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS NOT THE REDUCED SIZE PLANS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCIDENTAL TO THE CONTRACT.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING SIGNAGE IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS, AND CONSIDER THIS AS INCIDENTAL TO THE CONTRACT.
- OUTSIDE THE EXISTING RIGHT-OF-WAY, THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY SIGNS REMOVED FOR CONSTRUCTION PURPOSES SHALL BE CAREFULLY REMOVED AND RE-ERECTED BY THE CONTRACTOR AT A LOCATION NEAREST TO THE ORIGINAL LOCATION, OR AT A LOCATION DETERMINED BY THE ENGINEER IN THE FIELD. REMOVAL AND RE-ERECTED SIGNS AND ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL ITEMS SHALL INCLUDE ALL THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE. MATERIALS AND LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- AT THE END OF EACH DAY, THE CONTRACTOR SHALL SECURE THE CONSTRUCTION WORK ZONE FROM POTENTIAL INTRUDERS.
- THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
- THE CONTRACTOR SHALL CONTACT THE ENGINEER OF ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES, AND SHALL NOT PROCEED WITH THE WORK UNTIL ALL LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE ENGINEER OR HIS REPRESENTATIVE.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- ALL ITEMS TO BE REMOVED AND NOT DEFINED AS A PAY ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- ALL EXCESS EARTH EXCAVATION, EXCESS MATERIALS, OR OTHER REMOVED ITEMS SHALL BE HAULED OFF-SITE AT THE CONTRACTOR'S EXPENSE, UNLESS OTHERWISE APPROVED BY THE OWNER.
- THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL OBSTRUCTIONS, TREES, DEBRIS AND BRUSH AS DESIGNATED BY THE OWNER AND AS INDICATED ON THE PLANS. ALL MATERIALS SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DURING CONSTRUCTION, CARE SHALL BE TAKEN TO MINIMIZE DAMAGE TO THE EXISTING TREES AND LANDSCAPING. ONLY THOSE ITEMS DESIGNATED BY THE OWNER SHALL BE REMOVED.
- ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWED TO SUCH A DEPTH THAT CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ADDITIONAL SAWING OR RE-SAWING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. THE COST OF SAWCUTTING THE EXISTING PAVEMENT SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM BEING REMOVED.

GENERAL NOTES

- WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.
- THE CONTRACTOR IS REQUIRED TO STAY WITHIN THE NOTED PROPERTY BOUNDARIES RIGHT-OF-WAY AND EASEMENTS AS SHOWN IN THE PLANS. ANY ADDITIONAL EASEMENTS SHALL BE SECURED BY THE CONTRACTOR AT NO EXTRA COST TO THE CONTRACT.
- ANY AREAS DAMAGED OR DISTURBED DURING THE PROJECT AS A DIRECT OR INDIRECT RESULT OF CONTRACTOR OPERATIONS, SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION. THE COST OF SAID RESTORATION OR REPAIR SHALL BE BORNE TOTALLY BY THE CONTRACTOR, WITH NO EXTRA COMPENSATION BEING AWARDED UNDER THIS CONTRACT. THE RESPONSIBILITY FOR THE REPAIR OR REPLACEMENT OF ANY UTILITY, STRUCTURE, LANDSCAPING, ETC., DAMAGED OR DESTROYED BY THE CONTRACTOR DURING MOBILIZATION OR CONSTRUCTION SHALL BE BORNE SOLELY BY THE CONTRACTOR, WITH NO EXPENSE BEING CHARGED TO THE ENGINEER OR OWNER. PRIOR TO ACCEPTANCE OF THIS REPAIR OR REPLACEMENT, THE CONTRACTOR SHALL PRESENT THE OWNER WITH A "SIGNOFF LETTER", SIGNED BY A RESPONSIBLE OFFICIAL OF THE OWNER OF THE DAMAGED UTILITY STATING THAT THE REPAIR OR REPLACEMENT IS ACCEPTABLE.

CONSTRUCTION STAKING

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING THE PROPOSED IMPROVEMENTS AND SHALL INCLUDE THE COST OF STAKING IN THEIR QUOTE. CONTROL POINTS ARE INDICATED ON THE PLANS.

SEEDING OF DISTURBED AREAS

- THE FINAL TOP 4" INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
- FERTILIZER HAVING AN ANALYSIS OF 10-10-10 SHALL BE APPLIED AT A RATE OF 90 LBS/ACRE TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SOWING THE SEED.
- THE CONTRACTOR SHALL SEED AND STABILIZE ALL DISTURBED AREAS ADJACENT TO IMPROVEMENTS WITH SEEDING, IDOT CLASS 2A..
- GUARANTEE:** ALL SEEDED AREAS SHALL BE MAINTAINED AND MOWED FOR AT LEAST 30 DAYS AFTER GERMINATION. SCATTERED BARE SPOTS NO LARGER THAN TWO SQUARE FOOT WILL BE ALLOWED UP TO A MAXIMUM OF 5% OF ANY SEEDED AREA INCLUDING 30-DAY MAINTENANCE, MOWING AND WATERING AS NECESSARY.
- THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTIONS, CURRENT EDITION, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.
- RESTORATION - THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.
- TEMPORARY SEEDING SHALL BE INSTALLED IN ALL DISTURBED AREAS AS REQUIRED.
- MODIFY SECTION 250.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION TO INCLUDE THE CONTRACTOR GUARANTEE A 75 PERCENT UNIFORM GROWTH OVER THE ENTIRE SEEDED AREA(S) AFTER ONE GROWING SEASON, WITH NO EXCEPTION TO THE TIMING OF THE SEEDING. AFTER ON GROWING SEASON, AREAS NOT SUSTAINING 75 PERCENT UNIFORM GROWTH SHALL BE INTERSEEDED OR RESEEDED. AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

SANITARY SEWER

- ALL SEWER LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
- STRUCTURAL FILL AROUND MANHOLE STRUCTURES SHALL BE AGGREGATE TYPE CA-6 AND SHALL BE MECHANICALLY COMPACTED IN 12 INCH LIFTS. COST SHALL BE INCIDENTAL TO THE MANHOLE.
- MINIMUM HORIZONTAL CLEARANCE OF 10 FEET AND A MINIMUM VERTICAL SEPARATION OF 18 INCHES WITH THE WATER MAIN ABOVE MUST BE MAINTAINED AT ALL TIMES BETWEEN WATER MAINS AND SEWERS (STORM AND SANITARY). IF THE MINIMUM VERTICAL OR HORIZONTAL CLEARANCE CANNOT BE PROVIDED, THE SEPARATION REQUIREMENTS SHALL BE MET AS ILLUSTRATED AND SPECIFIED IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" (LATEST EDITION).
- ALL EXISTING MANHOLE CONNECTIONS SHALL BE CORE-DRILLED, UNLESS A PRE-CORED HOLE, SUITABLY LOCATED, EXISTS IN THE MANHOLE.
- CONTRACTOR SHALL FURNISH ALL PIPE BEDDING. PIPE BEDDING MATERIAL SHALL BE AS SHOWN IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. COST SHALL BE INCLUDED IN UNIT PRICE OF PIPE.
- SANITARY SEWER LENGTHS INDICATED ON THE PLANS REPRESENT THE DISTANCE FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.
- SANITARY SEWER SLOPES INDICATED ON THE PLANS REPRESENT THE ACTUAL PIPE SLOPE FROM OUTSIDE MANHOLE WALL TO OUTSIDE MANHOLE WALL.
- SANITARY MANHOLES SHALL BE CONSTRUCTED OF PRECAST CONCRETE SECTIONS CONFORMING TO ASTM C-478 WITH STEPS.
- ALL NEW SANITARY MANHOLES SHALL BE VACUUM TESTED IN ACCORDANCE WITH ASTM C1244.
- CONTRACTOR SHALL INSTALL EXTERNAL SEALS ON ALL MANHOLE CASTINGS AND BARREL SECTION JOINTS.
- ALL SERVICE LOCATIONS ARE APPROXIMATE AND MAY BE CHANGED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE AWARDED DUE TO REVISED LOCATION.
- DEFLECTION TESTING SHALL REQUIRE A THIRTY (30) DAY DELAY FROM THE DATE THE SEWER TRENCH IS BACKFILLED AS REQUIRED BY IEPA REQUIREMENTS.
- SANITARY SEWER SERVICE STUBS SHALL BE LAID AT A MINIMUM SLOPE OF 1.00% AND HAVE MINIMUM COVER OF 6'.
- TRENCH BACKFILL IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION, SHALL BE USED WHERE SEWERS OR WATER MAINS ARE UNDER PAVEMENTS OR WALKS. MECHANICAL COMPACTION AND SELECT TRENCH BACKFILL ARE REQUIRED. COST SHALL BE INCLUDED IN UNIT PRICE OF PIPE.
- ALL PVC SANITARY SEWERS SHALL BE SDR26 PIPE CONFORMING TO ASTM D-2241 (4"-15" DIAMETER) OR P5115 PER ASTM F-679 (18"-30" DIAMETER) WITH D-3139 JOINTS. BEDDING FOR ALL PVC PIPE SHALL BE CLASS IA, PER ASTM D-2321-7. SHOULD IT BE DETERMINED BY THE ENGINEER THAT THE SUBSURFACE MATERIAL IS UNSUITABLE ON WHICH TO CONSTRUCT THE SANITARY SEWER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE UNSUITABLE MATERIAL UP TO 18 INCHES BELOW THE MAIN AN REPLACING SAME WITH STABILIZING SUBBASE CONSISTING OF SUBBASE GRANULAR MATERIAL, TYPE B (CA-1) IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION, COST SHALL BE INCLUDED IN THE PRICE OF PIPE.
- AN OWNER REPRESENTATIVE SHALL BE PRESENT DURING CONSTRUCTION OF SANITARY SEWERS AND SERVICES. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DESIGNATED REPRESENTATIVE A MINIMUM OF 48 HOURS IN ADVANCE OF SAID CONSTRUCTION.



ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
GENERAL NOTES

SHEET TYPE:
G:\CSD\1616-326A\Plans\16-326A_Plan.dwg, NOTES1

JOB NUMBER:
16-326A

SHEET NUMBER:
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UTILITIES

- UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES THAT MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES THAT ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ANY AND ALL UTILITY COMPANIES REGARDING ADJUSTMENTS NECESSARY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE AND CONSIDERED INCIDENTAL TO THE PROJECT COST. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND, OVERHEAD, OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR MUST VERIFY AND LOCATE ALL EXISTING UTILITIES ON OR ADJACENT TO THE SITE. PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES, CONTACT J.U.L.I.E. AT 1-800-892-0123 (OR 811) FOR EXACT FIELD LOCATION OF UTILITIES. DAMAGE, AND THE COST THEREOF, TO ANY AND ALL UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY AND ALL EXISTING UTILITIES SHOWN HEREON ARE APPROXIMATE. THE ENGINEER AND SURVEYOR ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF THE EXISTING UTILITIES SHOWN HEREON.
- IF THERE ARE ANY UTILITIES WHICH ARE NOT MEMBERS OF THE J.U.L.I.E. SYSTEM, THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THIS AND REQUESTING SAID UTILITIES TO FIELD VERIFY AND MARK PERTINENT UTILITY LOCATIONS.
- THE UTILITY LOCATIONS, DEPTHS, ETC. SHOWN ON THESE PLANS ARE APPROXIMATE ONLY, AND SHALL BE VERIFIED BY THE CONTRACTOR WITH ALL AFFECTED UTILITY COMPANIES PRIOR TO INITIATING CONSTRUCTION OPERATIONS; THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR THE ADEQUACY, SUFFICIENCY OR EXACTNESS OF THESE UTILITY REPRESENTATIONS.
- THE CONTRACTOR SHALL CONTACT THE NECESSARY UTILITY COMPANIES FOR ANY UTILITY RELOCATIONS. THE CONTRACTOR SHALL PAY FOR ALL COSTS ASSOCIATED WITH RELOCATION OF UTILITIES ON OR ADJACENT TO THE SUBJECT PROPERTY OR WITHIN THE ROAD RIGHT-OF-WAY.
- TRENCH BACKFILL SHALL BE FILL MATERIAL TYPE A (GRAVEL OR CA6 CRUSHED STONE.) OR TYPE C (SAND FA-1 OR SAND FA-2) IN ACCORDANCE WITH AASHTO T27 GUIDELINES AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS", CURRENT EDITION. COST SHALL BE INCLUDED IN UNIT PRICE OF THE VARIOUS UTILITIES BEING PLACED.
- TRENCH BACKFILL SHALL BE USED IN LOCATIONS WHERE THERE IS AN EXISTING OR PROPOSED PERMANENT SURFACE.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO THE "STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS", CURRENT EDITION, AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ANY AND ALL FIELD TILES AND OR STORM SEWERS DAMAGED OR ENCOUNTERED DURING THE CONSTRUCTION ACTIVITIES SHALL BE REPAIRED, REPLACED AND/OR CONNECTED IMMEDIATELY BY THE CONTRACTOR. COST FOR SAID REPAIRS, REPLACEMENT, AND/OR CONNECTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC CONTROL

- THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN ALL TRAFFIC CONTROL ITEMS NECESSARY FOR THE CONSTRUCTION OF ITEMS WITH IN THE ROAD RIGHT-OF-WAY. ALL WORK PERFORMED SHALL HAVE TRAFFIC CONTROL IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
- ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED LANE SURFACE. COST INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL SUBMIT MAINTENANCE OF TRAFFIC AND STAGING OF CONSTRUCTION PLANS FOR APPROVAL BY THE ENGINEER PRIOR TO COMMENCING WORK.
- THE CONTRACTOR SHALL PERFORM THE WORK UNDER STAGE CONSTRUCTION IN THE EVENT THAT THE CONTRACTOR WILL NEED TO CLOSE PUBLIC ROADS, CONTRACTOR SHALL SUBMIT PROPOSED DETOUR ROUTE AND ASSOCIATED SIGNAGE TO THE ENGINEER PRIOR TO COMMENCING WORK.
- TRAFFIC CONTROL DEVICES, STREET NAME SIGNS, AND PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". LOCATIONS OF SIGNS AND MARKINGS SHALL BE SPECIFIED BY THE PLANS, AND/OR AS DIRECTED BY THE ENGINEER.
- PROVIDE TO THE ENGINEER AND THE OWNER THE NAME AND PHONE NUMBER OF INDIVIDUALS RESPONSIBLE FOR MAINTAINING TRAFFIC CONTROL MEASURES DURING CONSTRUCTION. THIS INDIVIDUAL SHALL BE AVAILABLE TO CORRECT TRAFFIC CONTROL PROBLEMS 24 HOURS PER DAY.
- THE CONTRACTOR SHALL NOTIFY THE POST OFFICE, POLICE DEPARTMENT, FIRE DEPARTMENT, 911 DISPATCH CENTER, ILLINOIS DEPARTMENT OF TRANSPORTATION, STATE POLICE, APPROPRIATE SCHOOL DISTRICT AND THE LOCAL AGENCY A MINIMUM OF 5 DAYS PRIOR TO CLOSING ANY PORTION OF THE STREET OR ALLEY.

SUBGRADES, SUBBASES, AND BASE COURSES

- THE CONTRACTOR WILL BE REQUIRED TO SUBSTANTIATE BASE COURSE THICKNESSES AND FINISH PAVEMENT THICKNESSES. THE ENGINEER SHALL INSPECT BASE COURSE COREOUT PRIOR TO PLACING BASE COURSE TO ENSURE REQUIRED BASE COURSE DEPTH IS PRESENT. IN ADDITION, THE ENGINEER AND/OR THE CITY ENGINEER SHALL WITNESS THE PLACEMENT OF BITUMINOUS BINDER AND SURFACE COURSE. CORE DRILLING MAY BE REQUIRED TO DEMONSTRATE THAT BASE COURSE AND PAVEMENT THICKNESSES CONFORM TO THE SPECIFICATIONS. PRIOR TO PLACING BASE COURSE MATERIAL, THE CONTRACTOR SHALL TEST ROLL THE SUBGRADE, IN THE PRESENCE OF THE ENGINEER OR HIS AGENT TO DEMONSTRATE THAT SAID SUBGRADE IS READY FOR BASE. PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE, THE SAME VERIFICATION PROCEDURE SHALL BE PERFORMED ON THE BASE COURSE MATERIAL. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO PERFORMING ANY OF THE REQUIRED TESTS SO THAT A REPRESENTATIVE MAY BE PRESENT.

EXCAVATION/EARTHWORK

- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- PRIOR TO STARTING EARTHWORK OR UTILITY TRENCHING, THE CONTRACTOR SHALL STRIP THE SITE OF TOPSOIL TO A DEPTH OF 4" AND TO THE LIMITS APPROVED BY THE ENGINEER. THIS MATERIAL SHALL BE STOCKPILED IN A REMOTE LOCATION OF THE SITE (APPROVED BY THE ENGINEER) UNTIL THE PLAN IMPROVEMENTS ARE COMPLETED AND THE EXCESS MATERIAL SPREAD AS DIRECTED. IT SHALL THEN BE THE RESPONSIBILITY OF THE CONTRACTOR TO SPREAD THIS TOPSOIL MATERIAL IN AREAS OF THE SITE, OVER AREAS WHERE EXCESS EXCAVATED MATERIAL, SAND, GRAVEL HAS BEEN SPREAD OR IN OTHER AREAS AS DESIGNATED BY THE ENGINEER. THE MATERIAL SHALL THEN BE COMPACTED TO A MINIMAL DEPTH OF 6" AND FINE GRADED IN A MANNER ACCEPTABLE TO THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
- CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS—"THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT AND PROPER DISPOSAL OF ALL EXCESS SOIL AND SUBSURFACE MATERIALS THAT ARE NOT ABLE TO BE RE-USED ON THE PROJECT SITE AS SUITABLE CLEAN FILL. CONTRACTOR RESPONSIBILITY'S SHALL INCLUDE ALL REQUIRED SOIL SAMPLING, LABORATORY ANALYSIS, DISPOSAL PROFILING FEES, TRANSPORTATION, AND DISPOSAL TIPPING FEES AND SURCHARGES." SEE SPECIAL PROVISIONS, SECTION 669 OF THE STANDARD SPECIFICATIONS AND APPLICABLE PAY ITEMS.
- ROCK IS NOT ANTICIPATED TO BE ENCOUNTERED.
- ALL EXCAVATIONS FOR STRUCTURES AND PIPE SHALL BE KEPT DEWATERED DURING CONSTRUCTION UNTIL BACKFILL IS IN PLACE. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. (COST INCIDENTAL)
- EARTH EXCAVATION SHALL CONFORM TO SECTION 202 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION. THIS WORK SHALL INCLUDE THE EXCAVATION OF ALL MATERIALS TO DESIGN SUBGRADE ELEVATIONS INDICATED IN THE PLANS.
- A SOIL REPORT FROM THE OWNER CAN BE PROVIDED IN AN ELECTRONIC FORMAT TO THE CONTRACTOR UPON REQUEST.
- A GEOTECHNICAL REPRESENTATIVE WILL BE PROVIDED, UNDER SEPARATE CONTRACT, BY THE OWNER FOR ANY REQUIRED TESTING. THE CONTRACTOR IS RESPONSIBLE TO FOLLOW AND MEET GUIDELINES SET BY THE GEOTECHNICAL REPRESENTATIVE.
- SHEETING AND SHORING SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM IF REQUIRED.
- ALL REMOVAL ITEMS, EXCESS EARTH EXCAVATION OR LEFT OVER MATERIALS SHALL BE DISPOSED OF BY CONTRACTOR AND SHALL BE INCIDENTAL TO THE PROJECT.
- WHENEVER THE CONTRACTOR WORKS NEAR EXISTING FACILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATIONS, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THESE FACILITIES. PUSH HOLES AND SEARCH HOLES THAT ARE DUG BY THE CONTRACTOR SHALL BE BACKFILLED BY TAMPING THE EXCAVATED MATERIAL BACK IN PLACE TO KEEP SETTLEMENT TO A MINIMUM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- EMBANKMENT WORK SHALL CONSIST OF THE CONSTRUCTION OF EMBANKMENTS BY DEPOSITING, PLACING AND COMPACTING EARTH, STONE, GRAVEL OR OTHER MATERIALS OF ACCEPTABLE QUALITY ABOVE THE NATURAL GROUND OR OTHER SURFACE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
- IF SUFFICIENT TOPSOIL IS NOT PRESENT, THE CONTRACTOR SHALL SPREAD FURNISHED TOPSOIL SO AS TO MEET THE REQUIREMENTS OF THE CONTRACT. FURNISHED TOPSOIL SHALL ONLY BE USED WITH APPROVAL BY THE ENGINEER. THIS FURNISHED TOPSOIL SHALL BE PAID FOR AS FURNISHED TOPSOIL IN PLACE, DEPTH SPECIFIED PER 109.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- IN PROPOSED FILL AREAS FOR PAVEMENT AND EMBANKMENT, TOPSOIL AND TURF SHALL BE SCARIFIED AND REMOVED PRIOR TO CONSTRUCTING THE EMBANKMENT.

WATER

- SITE CONTRACTOR TO COORDINATE WATER SERVICE TAP AND WATER MAIN ADJUSTMENTS WITH THE OWNER.
- ALL WATER MAIN SHALL BE CONSTRUCTED OF POLYVINYL CHLORIDE (PVC) PIPE CONFORMING TO AWWA C909.
- LEAKAGE TESTING OF THE WATER MAIN SHALL BE REQUIRED AS PER THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. ANY DEFECTS FOUND IN THE NEW WATER MAIN WILL BE CORRECTED BY THE CONTRACTOR AT HIS EXPENSE.
- DISINFECTION OF THE WATER MAIN SHALL BE REQUIRED AS PER SECTION 41-2.15 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. IN ACCORDANCE WITH THE REQUIREMENTS OF AWWA, THE ILLINOIS EPA, AND THE OWNER.
- CONTRACTOR SHALL MAINTAIN A MINIMUM EIGHTEEN INCH VERTICAL SEPARATION WITH WATER MAIN/WATER MAIN SERVICES AND SANITARY OR STORM SEWER AND MAINTAIN A MINIMUM TEN FEET HORIZONTAL SEPARATION BETWEEN ANY WATER MAIN/WATER MAIN SERVICES ENCOUNTERED AND THE SANITARY SEWER/SANITARY SEWER SERVICES AND STORM SEWER. ANY CHANGES TO THIS REQUIREMENT SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION.
- EXISTING WATER MAIN SHUT DOWN TIME SHALL BE KEPT TO A MINIMUM AND BE COORDINATED WITH OWNER. NO USER SHALL BE WITHOUT WATER FOR MORE THAN 24 HOURS, UNLESS SPECIAL APPROVAL IS OBTAINED.
- DIMENSIONS SHOWING WATER MAIN LOCATIONS ARE APPROXIMATE. THE HORIZONTAL ALIGNMENT MAY BE ADJUSTED WITH THE ENGINEER'S APPROVAL WHERE EXISTING BURIED UTILITIES MAY CONFLICT.
- ALL FITTINGS (BENDS, TEES, CROSSES, AND PLUGS) REQUIRED TO COMPLETE THE INSTALLATION OF WATER MAINS, AS SHOWN ON THE PLANS, SHALL BE INCLUDED AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR WATER MAIN.
- WATER VALVE BOX ADJUSTMENTS SHALL BE DETERMINED ON SITE.
- THRUST RESTRAINT SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION. RESTRAINED JOINTS ARE REQUIRED FOR VERTICAL BENDS AND REDUCERS.
- THE CONTRACTOR SHALL PROVIDE 'WHIPS' AS NECESSARY FOR FLUSHING AND AIR RELEASE ON THE NEWLY CONSTRUCTED WATER MAINS. WHIPS SHALL BE CONSTRUCTED USING 1-INCH CORPORATION STOPS AND 1-INCH DIAMETER COPPER TUBING. WHEN ALL TESTING AND FLUSHING OPERATIONS HAVE BEEN COMPLETED, THE CORPORATION STOPS SHALL BE CLOSED AND THE COPPER TUBING SHALL BE CUT AND CAPPED. THE COST TO FURNISH, INSTALL AND REMOVE THE WHIPS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE WATER MAINS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- EXISTING WATER MAIN AND SERVICE LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR. THIS WILL BE INCIDENTAL TO THE CONTRACT.
- ALL WATER MAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION, AS WELL AS THE OWNER'S ADOPTED STANDARD WATER MAIN SPECIFICATIONS, CURRENT EDITION, ON FILE WITH THE ILLINOIS EPA DIVISION OF PUBLIC WATER SUPPLIES.
- THE MINIMUM COVER FOR ALL WATER MAIN AND SERVICE PIPE IS 6 FEET (6') FROM FINISHED GRADE TO TOP OF PIPE.
- ALL WATER MAINS UNDER AND WITHIN TWO FEET OF ANY EXISTING OR PROPOSED STREET PAVEMENT OR CURB SHALL BE BACKFILLED WITH GRANULAR BACKFILL MATERIAL. BACKFILL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12 INCHES COMPACTED TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY.
- ALL VALVES SHALL BE GATE VALVES, WITH MECHANICAL JOINTS, RESILIENT SEAT WEDGE TYPE, WITH CAST IRON OR DUCTILE IRON BODY, BRONZE MOUNTED, BRONZE NON-RISING STEM, DOUBLE DISC PATTERN, DESIGNED FOR 300 POUNDS WORKING PRESSURE MEETING AWWA STANDARD C509 OR C515. ALL VALVES SHALL OPEN LEFT. VALVES 14 INCHES AND LARGER SHALL BE BUTTERFLY AND SHALL BE INSTALLED IN A FIVE FOOT (5') DIAMETER VAULT WITH CAST IRON LID.
- AFTER THE PRESSURE TEST HAS BEEN ACCEPTED, THE CONTRACTOR SHALL CHLORINATE THE WATER MAINS IN ACCORDANCE WITH THE REQUIREMENTS OF AWWA, THE ILLINOIS EPA, AND THE OWNER. HTH TABLETS SHALL NOT BE GLUED TO PVC WATER MAIN.
- NO OBJECT MAY BE CONSTRUCTED, MAINTAINED, OR INSTALLED WITHIN 48 INCHES OF A FIRE HYDRANT. TREES, BUSHES, WALLS, OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT WILL NOT BE PERMITTED.
- THE CONTRACTOR SHALL CONTACT THE OWNER AT LEAST 48 HOURS PRIOR TO BEGINNING WORK ON THE WATER MAIN AND/OR SERVICE INSTALLATIONS AND SHOULD MAKE THE SITE AVAILABLE FOR INSPECTION AT REGULAR INTERVALS DURING CONSTRUCTION.
- ALL HYDRANTS REMOVED SHALL BE SALVAGED TO THE APPROPRIATE UTILITY.
- SHOULD IT BE DETERMINED BY THE ENGINEER THAT THE SUBSURFACE MATERIAL IS UNSUITABLE ON WHICH TO CONSTRUCT THE WATER MAIN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE UNSUITABLE MATERIAL UP TO 18 INCHES BELOW THE MAIN AND REPLACING SAME WITH STABILIZING SUBBASE CONSISTING OF SUBBASE GRANULAR MATERIAL, TYPE B (CA-1) IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS", CURRENT EDITION, COST SHALL BE INCLUDED IN THE PRICE OF PIPE.



ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

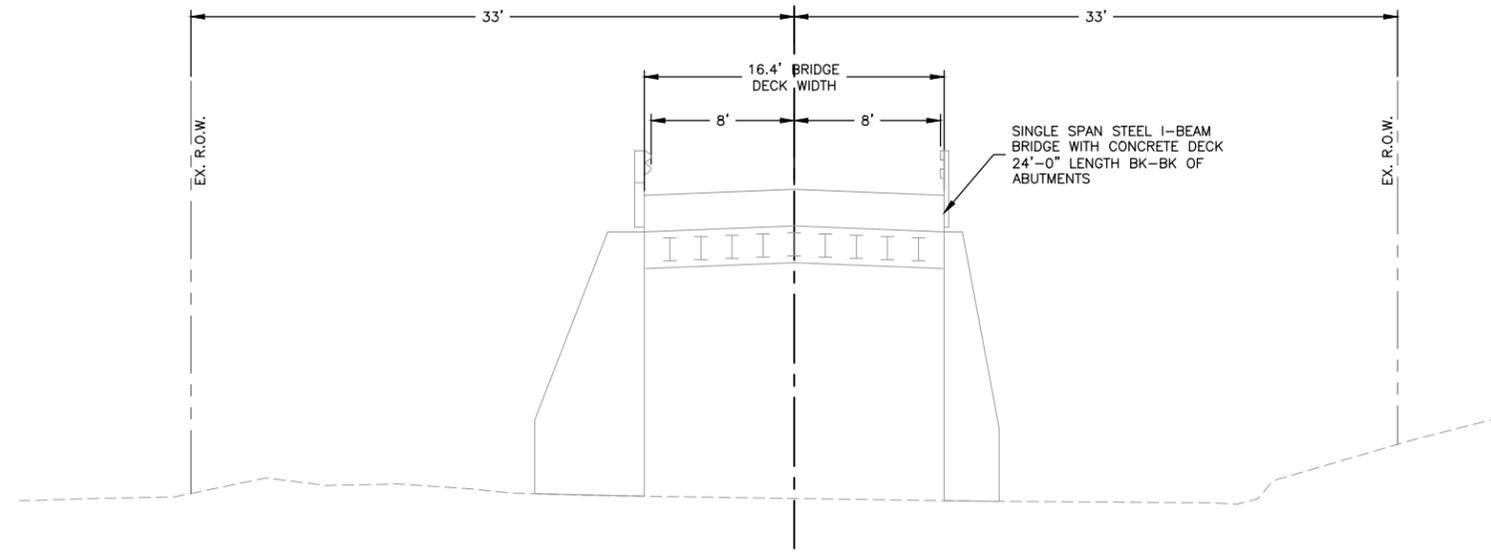
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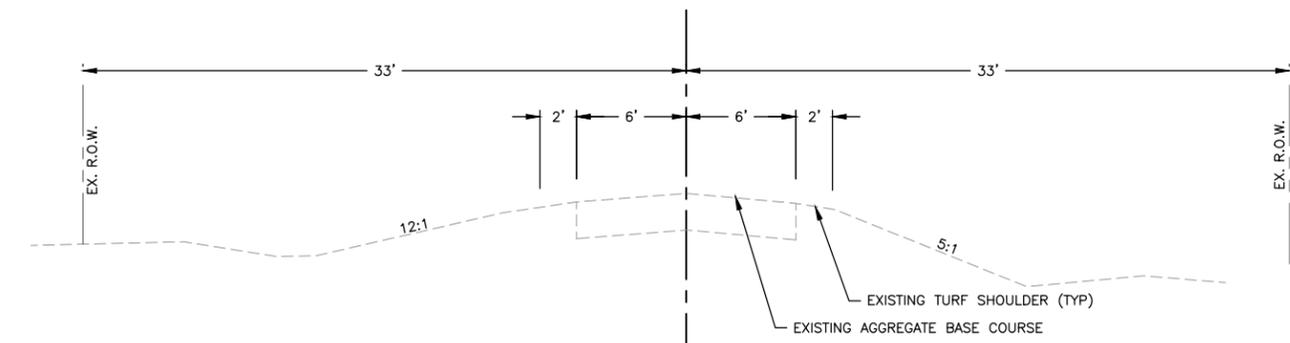
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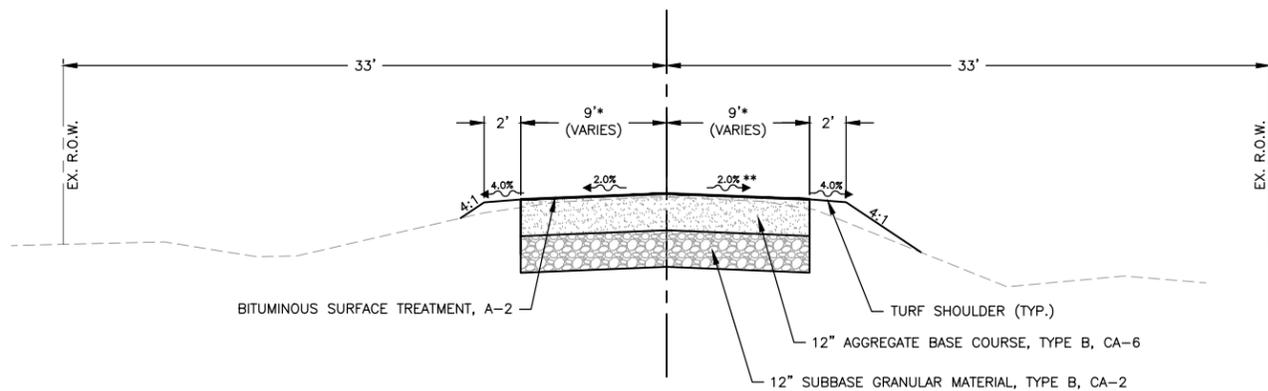


EXISTING SCHOOL STREET BRIDGE TYPICAL SECTION
 STA 100+98 TO 101+23
 N.T.S.



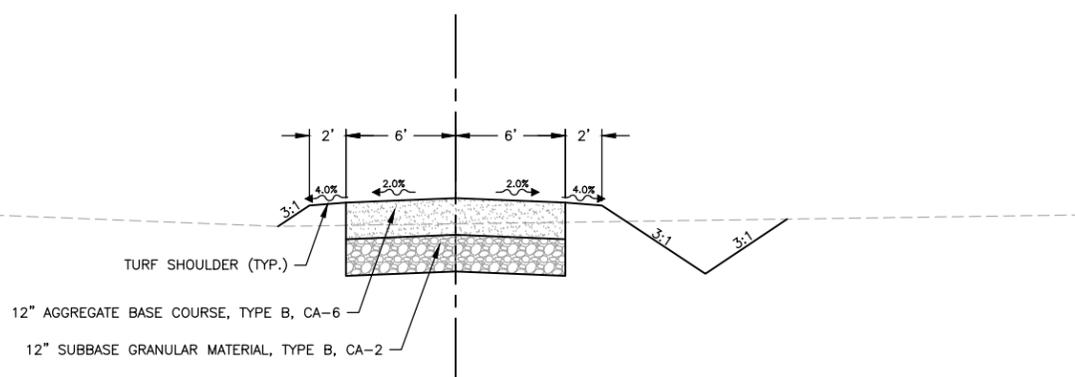
EXISTING SCHOOL STREET TYPICAL SECTION
 STA 98+90 TO 100+98
 STA 101+23 TO 103+00
 N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

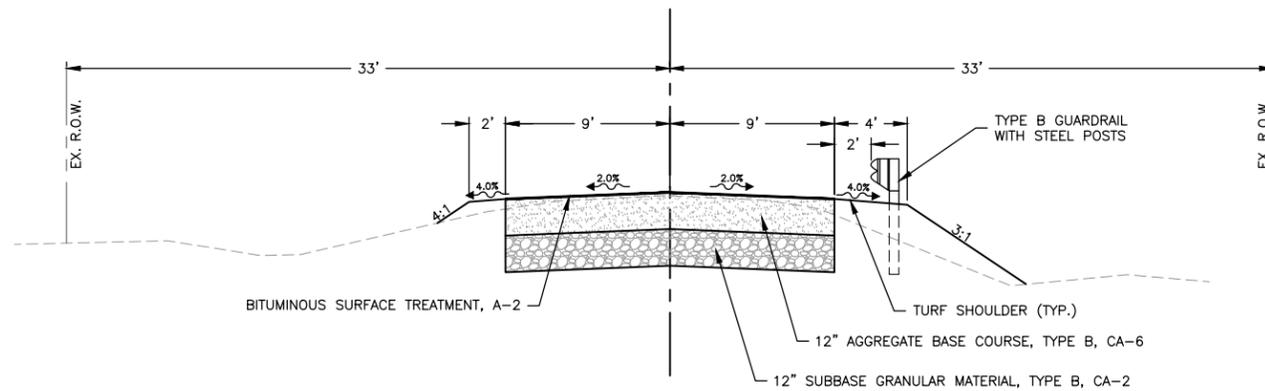


* TRANSITION FROM 6' TO 9' FROM STA 98+90 TO STA 99+37 AND STA 102+47 TO STA 103+00.
 ** TRANSITION CROSS SLOPE FROM -2.0% TO 2.0% FROM STA 98+90 TO STA 100+00.

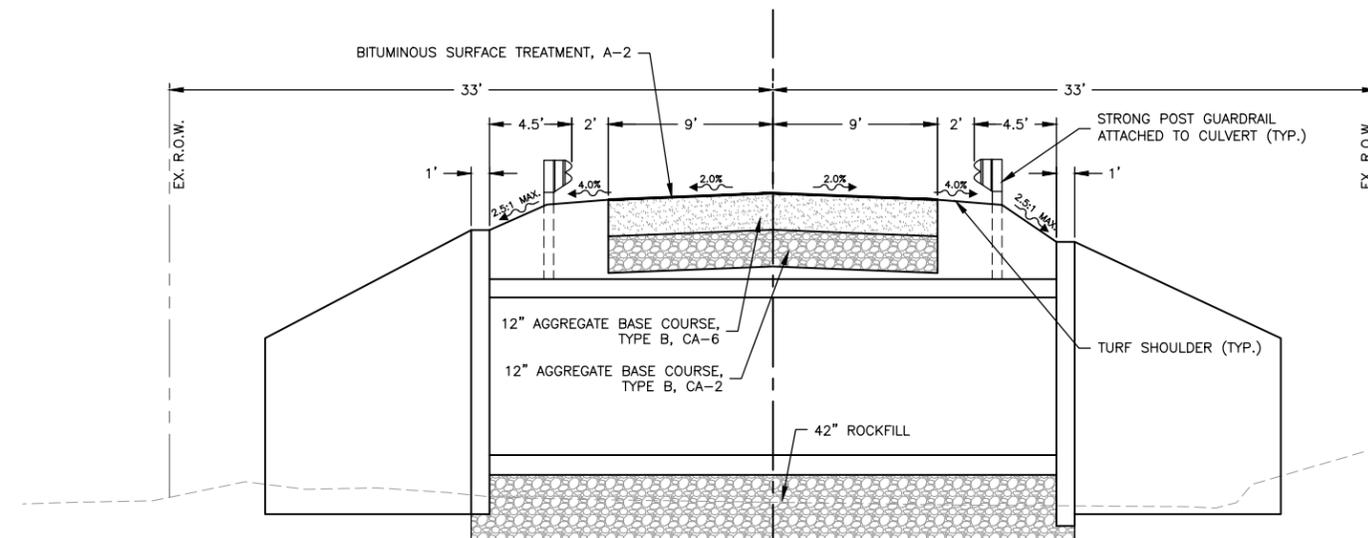
PROPOSED SCHOOL STREET TYPICAL SECTION
 STA 98+90 TO 99+85
 STA 102+35 TO 103+00
 N.T.S.



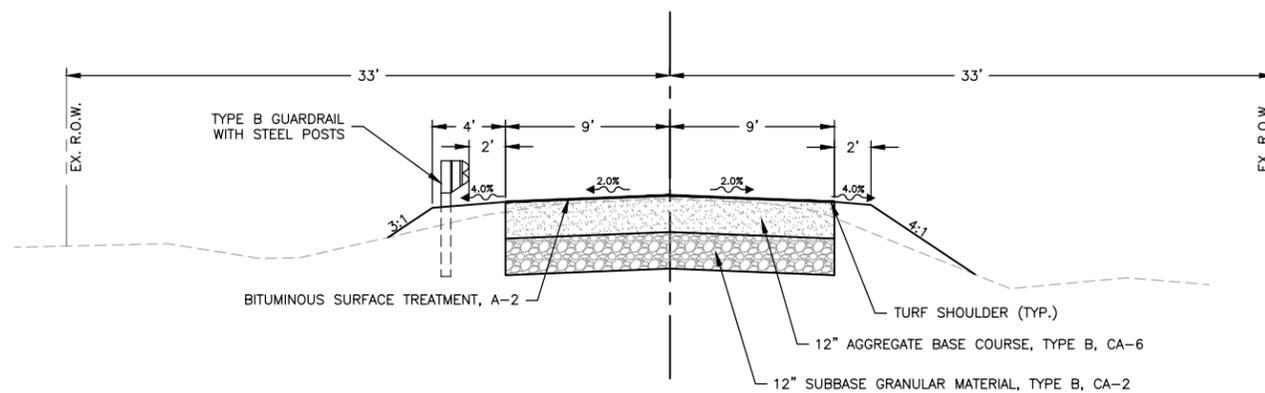
TEMPORARY CREEK CROSSING TYPICAL SECTION
 STA 500+08.58 TO 503+48.92
 N.T.S.



PROPOSED SCHOOL STREET TYPICAL SECTION
 STA 99+85 TO 100+89
 N.T.S.



PROPOSED SCHOOL STREET TYPICAL SECTION
 STA 100+89 TO 101+30
 N.T.S.

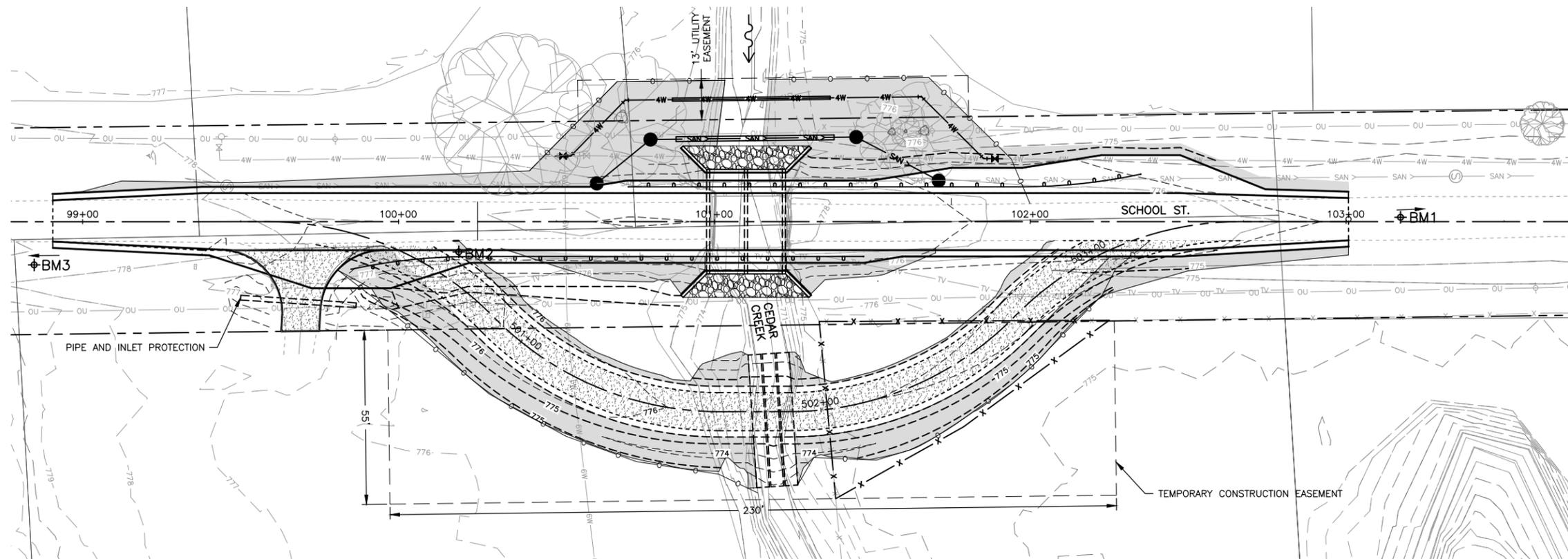
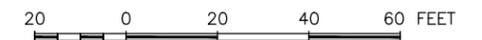


PROPOSED SCHOOL STREET TYPICAL SECTION
 STA 101+30 TO 102+35
 N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

LEGEND

-  PERIMETER EROSION BARRIER
-  SEEDING CLASS 1A WITH EROSION CONTROL BLANKET
-  RIPRAP, RR4 CLASS A4 AND FILTER FABRIC



EROSION CONTROL NOTES

THE FINAL TOP 4 INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.

UNLESS OTHERWISE SPECIFIED, ALL EROSION AND SEDIMENT CONTROL MEASURES AND THEIR MAINTENANCE, CLEARING AND REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.

THIS WORK SHALL CONFORM TO THE APPLICABLE STANDARDS FROM THE ILLINOIS URBAN MANUAL, THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTIONS 280-285, THE PROJECT SPECIFICATIONS, AND THE APPROPRIATE DETAILS.

THE CONTRACTOR SHALL IMPLEMENT THE EROSION AND SEDIMENT CONTROL MEASURES AS INDICATED ON THESE EROSION CONTROL PLANS BEFORE CONSTRUCTION BEGINS.

THE CONTROLS SHALL BE INSTALLED AS DETAILED AND WHERE INDICATED ON THE EROSION CONTROL PLAN SHEETS AND AS DIRECTED BY THE ENGINEER.

SITE ACTIVITIES SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE PRACTICABLE.

DISTURBED PORTIONS OF THE SITE SHALL BE STABILIZED (TEMPORARILY OR PERMANENTLY SEEDED, MULCHED, SODDED OR PAVED) AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 7 CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

UNTIL SUCH TIME AS THE PROJECT SITE REACHES FINAL STABILIZATION THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST, REPAIR, OR REPLACE, ALL VEGETATION, EROSION CONTROLS, SEDIMENT CONTROLS, AND ANY OTHER PROTECTIVE MEASURES AS REQUIRED IN ORDER TO MAINTAIN THEIR INTENDED FUNCTION IN A GOOD AND EFFECTIVE OPERATING CONDITION.

ONLY AS DIRECTED BY THE ENGINEER, PERIMETER EROSION BARRIER SHALL BE CONSTRUCTED OF ROLLED EXCELSIOR PRODUCTS TO MAINTAIN DRAINAGE AND FILTER RUNOFF. THIS METHOD SHALL BE UTILIZED AS DIRECTED IN PLACES WHERE SILT FENCE HAS "TRAPPED" STORM RUNOFF. COST INCIDENTAL TO PERIMETER EROSION BARRIER.

DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR OTHERWISE UNSTABILIZED SOIL, AND APPROPRIATE POLLUTION PREVENTION MEASURES SHALL BE IMPLEMENTED SO THAT THESE DISCHARGES DO NOT CAUSE EROSION OR DEGRADE THE QUALITY OF RUNOFF FROM THE CONSTRUCTION SITE.

REGULAR INSPECTIONS WILL BE MADE BY THE ENGINEER. A QUALIFIED INSPECTOR WILL BE PROVIDED BY THE OWNER. BASED ON THE RESULTS OF THE INSPECTIONS, POLLUTION PREVENTION MEASURES SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER EACH INSPECTION. SUCH REVISIONS SHALL BE IMPLEMENTED WITHIN 7 CALENDAR DAYS FOLLOWING EACH INSPECTION.

THE ENGINEER SHALL HAVE AUTHORIZATION TO DETERMINE THE ADEQUACY OF THE CONTRACTOR'S EROSION CONTROL EFFORTS. THE OWNER OR THE ENGINEER SHALL HAVE FULL AUTHORITY OVER THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL OR TO SUSPEND OR LIMIT THE CONTRACTORS OPERATIONS PENDING ADEQUATE PERFORMANCE.

PERIMETER EROSION BARRIER TO BE CONSTRUCTED OF SILT FENCE UNLESS NOTED OTHERWISE.

A TEMPORARY CONCRETE WASHOUT FACILITY SHALL BE CONSTRUCTED AT A LOCATION APPROVED BY THE ENGINEER. WASHOUT FACILITY SHALL BE UTILIZED FOR ALL APPLICABLE OPERATIONS.

STABILIZED CONSTRUCTION ENTRANCES MAY BE UTILIZED BY THE CONTRACTOR OVER THE DURATION OF THE PROJECT AND MUST BE RETURNED TO AN EQUAL OR BETTER CONDITION UPON COMPLETION. ALL COST FOR EROSION CONTROL AND RESTORATION WORK ASSOCIATED WITH THE APPROVED STABILIZED CONSTRUCTION ENTRANCES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY AND EASEMENT AREA SHALL HAVE TEMPORARY EROSION CONTROL SEEDING CLASS 7, AS REQUIRED. CONTRACTOR SHALL PREVENT DEBRIS FROM BEING TRACKED OFF-SITE.

MODIFY SECTION 250.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION TO INCLUDE THE CONTRACTOR GUARANTEE A 75 PERCENT UNIFORM GROWTH OVER THE ENTIRE SEEDED AREA(S) AFTER ONE GROWING SEASON, WITH NO EXCEPTION TO THE TIMING OF THE SEEDING. AFTER ONE GROWING SEASON, AREAS NOT SUSTAINING 75 PERCENT UNIFORM GROWTH SHALL BE INTERSEEDED OR RESEEDED. AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

DESCRIPTION OF INTENDED SEQUENCE OF MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB EARTH AND LEAD TO POSSIBLE EROSION FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. CONSTRUCTION OF SANITARY AND WATER MAIN IMPROVEMENTS.
2. CONSTRUCTION OF TEMPORARY CROSSING.
3. REMOVAL OF EXISTING STRUCTURE.
4. CONSTRUCTION OF THE REPLACEMENT STRUCTURE.
5. PLACEMENT OF ROADWAY EMBANKMENT TO RAISE THE ROADWAY TO THE PROPOSED GRADE AND PAVING OF ROADWAY SURFACE.
6. REMOVAL OF TEMPORARY CROSSING.
7. FINAL GRADING, SEEDING, RESTORATION, AND OTHER MISCELLANEOUS ITEMS.

BM1

DATUM INFORMATION	
VERTICAL CONTROL:	NAVD 88
HORIZONTAL CONTROL:	NAD 83 IL STATE PLANE WEST
BENCHMARK INFORMATION	
BM1 = CONTROL POINT REBAR (CPRB3)	N 2120975.04, E 2397206.15, ELEV 776.00
BM2 = CONTROL POINT REBAR (CPRB4)	N 2120376.16, E 2397193.13, ELEV 777.74
BM3 = CONTROL POINT REBAR (CPRB5)	N 2119917.77, E 2397166.84, ELEV 786.96

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:

VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:

SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:

EROSION CONTROL PLAN

SET TYPE:

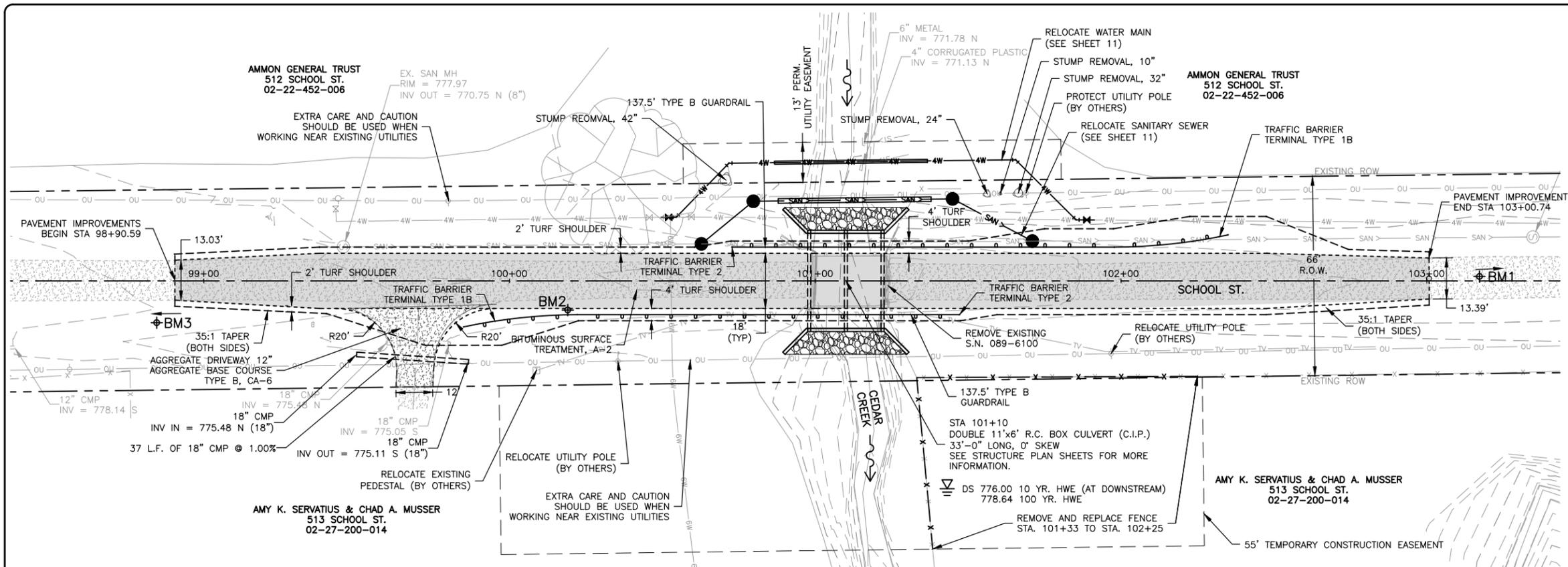
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JOB NUMBER:

16-326A

SHEET NUMBER:

8 of 22



NOTES:

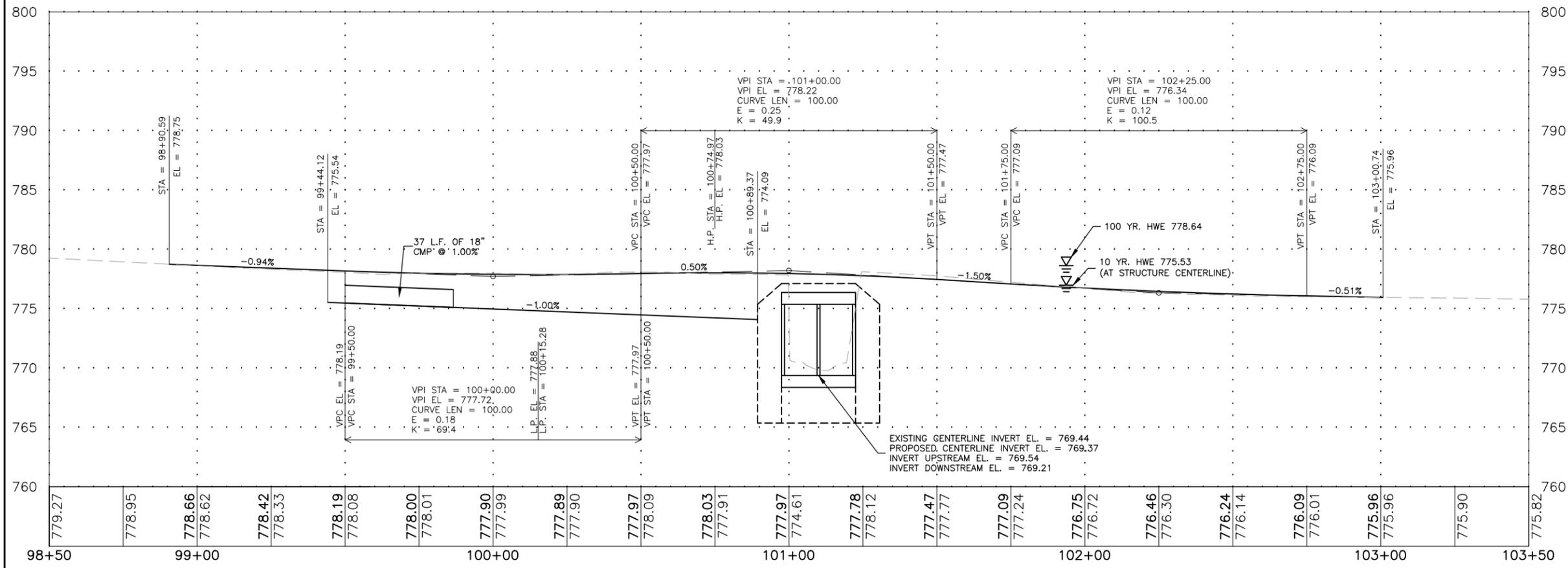
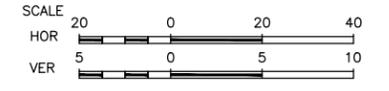
EXISTING BRIDGE TO BE REMOVED AND REPLACED WITH A NEW REINFORCED CONCRETE BOX CULVERT. SEE STRUCTURE PLAN SHEETS FOR MORE INFORMATION ABOUT THE PROPOSED STRUCTURE.

SEE PROPOSED TYPICAL SECTION SHEETS FOR GRAVEL SURFACE INFORMATION.

PROPOSED RECONSTRUCTION WILL REMOVE AND REPLACE THE EXISTING ROADWAY WITHIN THE IMPROVEMENT LIMITS. CHANNEL DISTURBANCE WILL BE LIMITED TO THAT REQUIRED TO REMOVE THE EXISTING CULVERT, TO CONSTRUCT THE NEW STRUCTURE AND TO TRANSITION FROM THE NEW STRUCTURE TO THE NATURAL CHANNEL.

CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES (COST INCIDENTAL TO CONTRACT)

EXISTING STRUCTURE: No. 089-6100
SINGLE SPAN STEEL I-BEAM BRIDGE STRUCTURE ON CLOSED CONCRETE ABUTMENTS.



GEOMETRY CHECKED USING AUTODESK VEHICLE TRACKING SOFTWARE 2015. DESIGN VEHICLE USED WAS SCHOOL BUS-40.

BM1	
DATUM INFORMATION	
VERTICAL CONTROL:	NAVD 88
HORIZONTAL CONTROL:	NAD 83 IL STATE PLANE WEST
BENCHMARK INFORMATION	
BM1 = CONTROL POINT REBAR (CPRB3)	N 2120975.04, E 2397206.15, ELEV 776.00
BM2 = CONTROL POINT REBAR (CPRB4)	N 2120376.16, E 2397193.13, ELEV 777.74
BM3 = CONTROL POINT REBAR (CPRB5)	N 2119917.77, E 2397166.84, ELEV 786.96

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

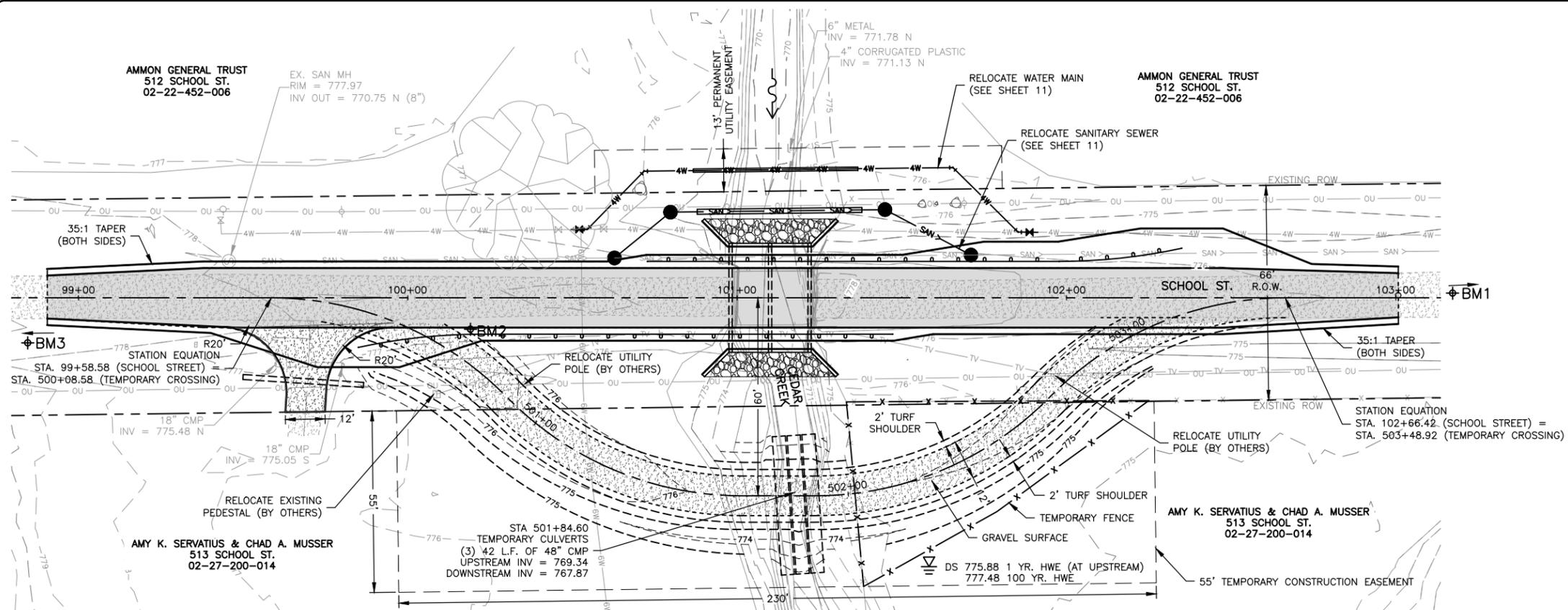
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SCHOOL STREET PLAN AND PROFILE
STA. 99+00 TO 103+00

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JOB NUMBER:
16-326A

SHEET NUMBER:
9 of 22



NOTES:

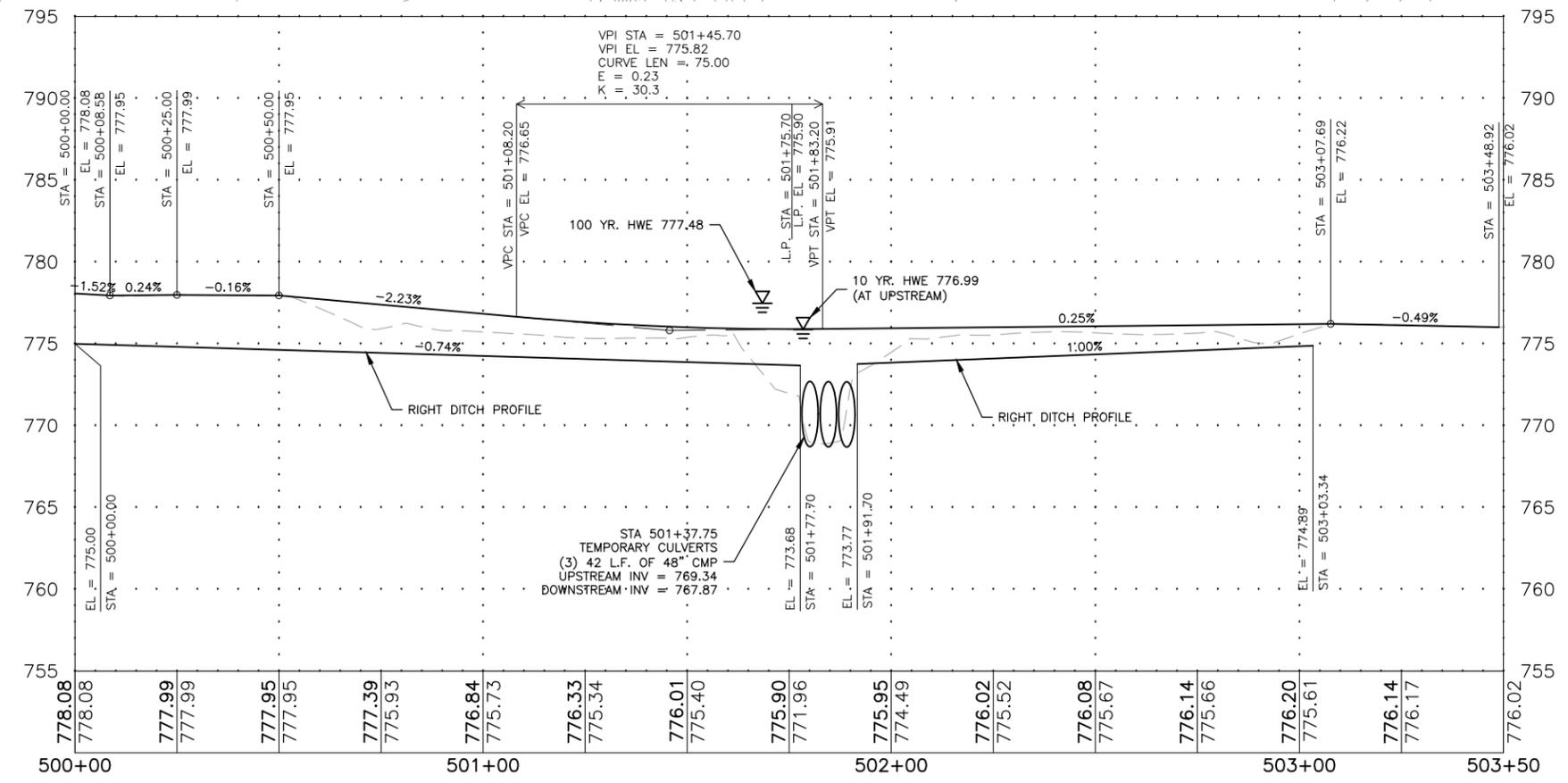
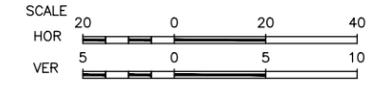
EXISTING BRIDGE TO BE REMOVED AND REPLACED WITH A NEW REINFORCED CONCRETE BOX CULVERT. SEE STRUCTURE PLAN SHEETS FOR MORE INFORMATION ABOUT THE PROPOSED STRUCTURE.

SEE PROPOSED TYPICAL SECTION SHEETS FOR GRAVEL SURFACE INFORMATION.

PROPOSED RECONSTRUCTION WILL REMOVE AND REPLACE THE EXISTING ROADWAY WITHIN THE IMPROVEMENT LIMITS. CHANNEL DISTURBANCE WILL BE LIMITED TO THAT REQUIRED TO REMOVE THE EXISTING CULVERT, TO CONSTRUCT THE NEW STRUCTURE AND TO TRANSITION FROM THE NEW STRUCTURE TO THE NATURAL CHANNEL.

MAINTENANCE OF TEMPORARY CROSSING GRAVEL SURFACE TO BE THE RESPONSIBILITY OF THE CONTRACTOR.

EXISTING STRUCTURE: No. 089-6100
SINGLE SPAN STEEL I-BEAM BRIDGE STRUCTURE ON CLOSED CONCRETE ABUTMENTS.



GEOMETRY CHECKED USING AUTODESK VEHICLE TRACKING SOFTWARE 2015. DESIGN VEHICLE USED WAS SCHOOL BUS-40.

BM1

DATUM INFORMATION	
VERTICAL CONTROL:	NAVD 88
HORIZONTAL CONTROL:	NAD 83 IL STATE PLANE WEST
BENCHMARK INFORMATION	
BM1 = CONTROL POINT REBAR (CPRB3)	N 2120975.04, E 2397206.15, ELEV 776.00
BM2 = CONTROL POINT REBAR (CPRB4)	N 2120376.16, E 2397193.13, ELEV 777.74
BM3 = CONTROL POINT REBAR (CPRB5)	N 2119917.77, E 2397166.84, ELEV 786.96

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

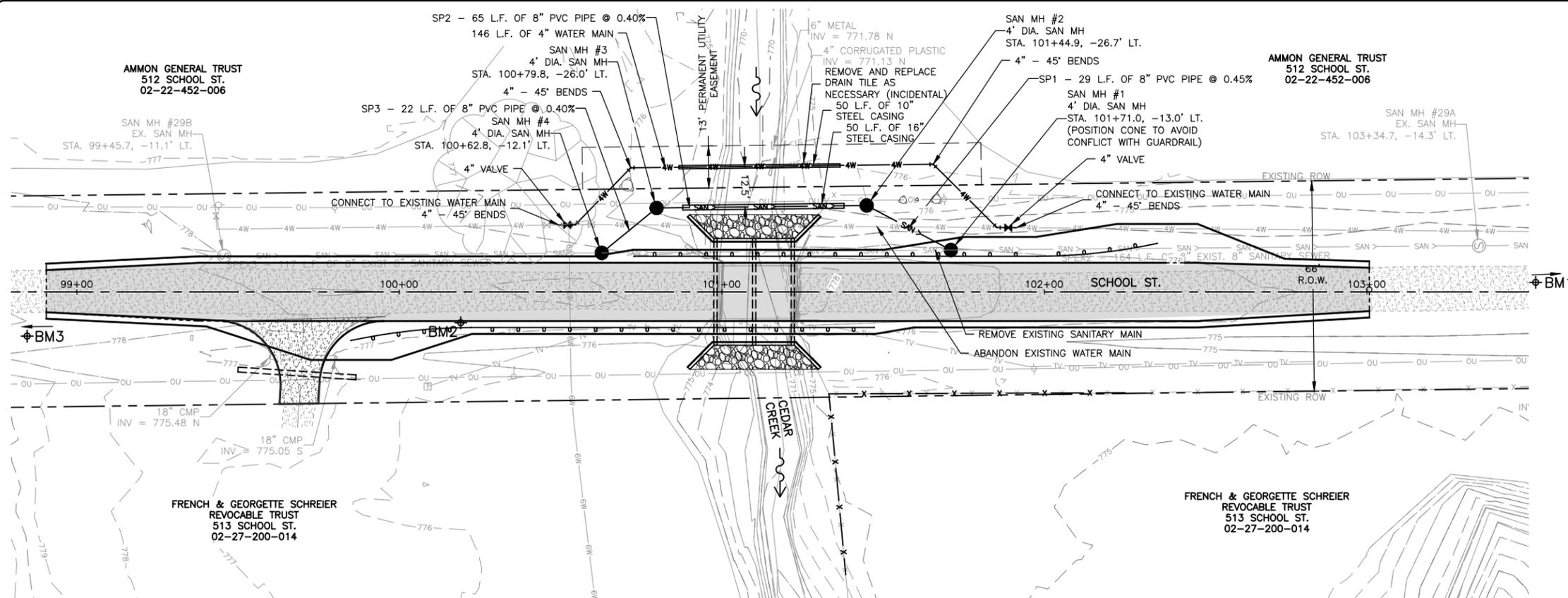
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REV. NO.	DESCRIPTION	DATE

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16-326A

SHEET NUMBER:
10 of 22



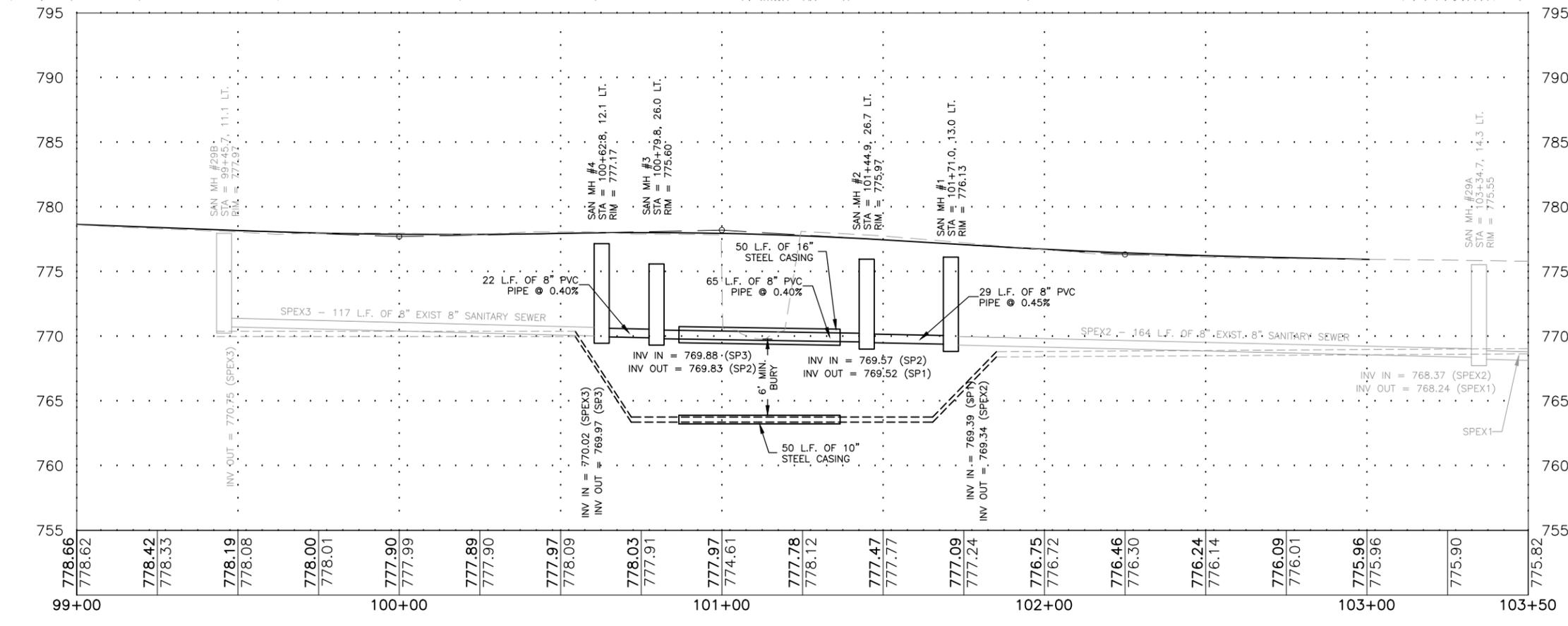
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EXISTING BRIDGE TO BE REMOVED AND REPLACED WITH A NEW REINFORCED CONCRETE BOX CULVERT. SEE STRUCTURE PLAN SHEETS FOR MORE INFORMATION ABOUT THE PROPOSED STRUCTURE.

SEE PROPOSED TYPICAL SECTION SHEETS FOR GRAVEL SURFACE INFORMATION.

PROPOSED RECONSTRUCTION WILL REMOVE AND REPLACE THE EXISTING ROADWAY WITHIN THE IMPROVEMENT LIMITS INCIDENTAL TO THE REPLACEMENT OF THE EXISTING BOX CULVERT. CHANNEL DISTURBANCE WILL BE LIMITED TO THAT REQUIRED TO REMOVE THE EXISTING CULVERT, TO CONSTRUCT THE NEW STRUCTURE AND TO TRANSITION FROM THE NEW STRUCTURE TO THE NATURAL CHANNEL.

EXISTING STRUCTURE: No. 089-6100
 SINGLE SPAN STEEL I-BEAM BRIDGE STRUCTURE ON CLOSED CONCRETE ABUTMENTS.



BM1

DATUM INFORMATION	
VERTICAL CONTROL:	NAVD 88
HORIZONTAL CONTROL:	NAD 83 IL STATE PLANE WEST
BENCHMARK INFORMATION	
BM1 = CONTROL POINT REBAR (CPRB3)	N 2120975.04, E 2397206.15, ELEV 776.00
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BM3 = CONTROL POINT REBAR (CPRB5)	N 2119917.77, E 2397166.84, ELEV 786.96

FEHR GRAHAM
 ENGINEERING & ENVIRONMENTAL
 ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF WINSLOW
 501 SCHOOL STREET
 WINSLOW, IL 61089

PROJECT AND LOCATION:
 SCHOOL ST CULVERT IMPROVEMENTS
 WINSLOW, IL

DRAWN BY: M.S.
 APPROVED BY: P.E.
 DATE: 02/25/19
 SCALE: AS NOTED

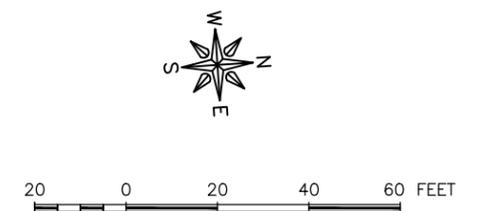
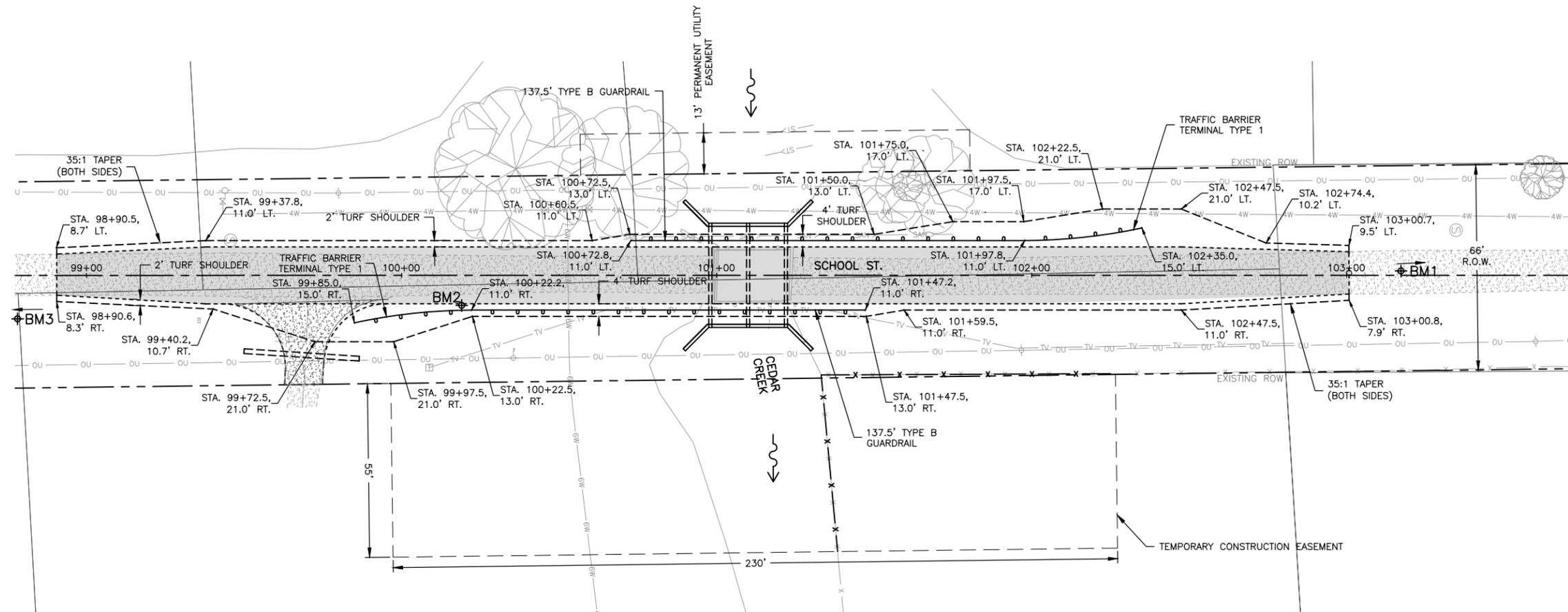
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
 SANITARY & WATER MAIN PLAN AND
 PROFILE STA. 99+00 TO 103+00

SET TYPE:
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JOB NUMBER:
 16-326A

SHEET NUMBER:
 11 of 22



BM1

DATUM INFORMATION	
VERTICAL CONTROL:	NAVD 88
HORIZONTAL CONTROL:	NAD 83 IL STATE PLANE WEST
BENCHMARK INFORMATION	
BM1 = CONTROL POINT REBAR (CPRB3)	N 2120975.04, E 2397206.15, ELEV 776.00
BM2 = CONTROL POINT REBAR (CPRB4)	N 2120376.16, E 2397193.13, ELEV 777.74
BM3 = CONTROL POINT REBAR (CPRB5)	N 2119917.77, E 2397166.84, ELEV 786.96

FEHR GRAHAM
 ENGINEERING & ENVIRONMENTAL
 ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
 IOWA
 WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF WINSLOW
 501 SCHOOL STREET
 WINSLOW, IL 61089

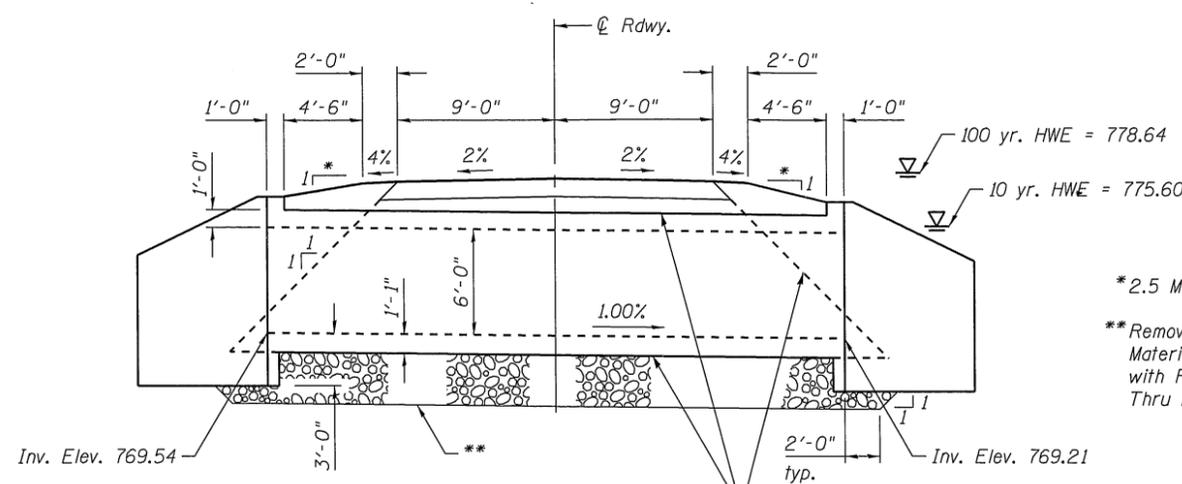
PROJECT AND LOCATION:
 SCHOOL ST CULVERT
 IMPROVEMENTS
 WINSLOW, IL

DRAWN BY: M.S.
 APPROVED BY: P.E.
 DATE: 02/25/19
 SCALE: AS NOTED

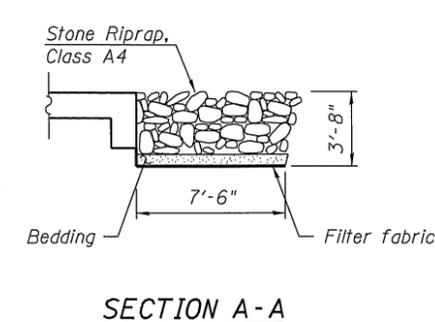
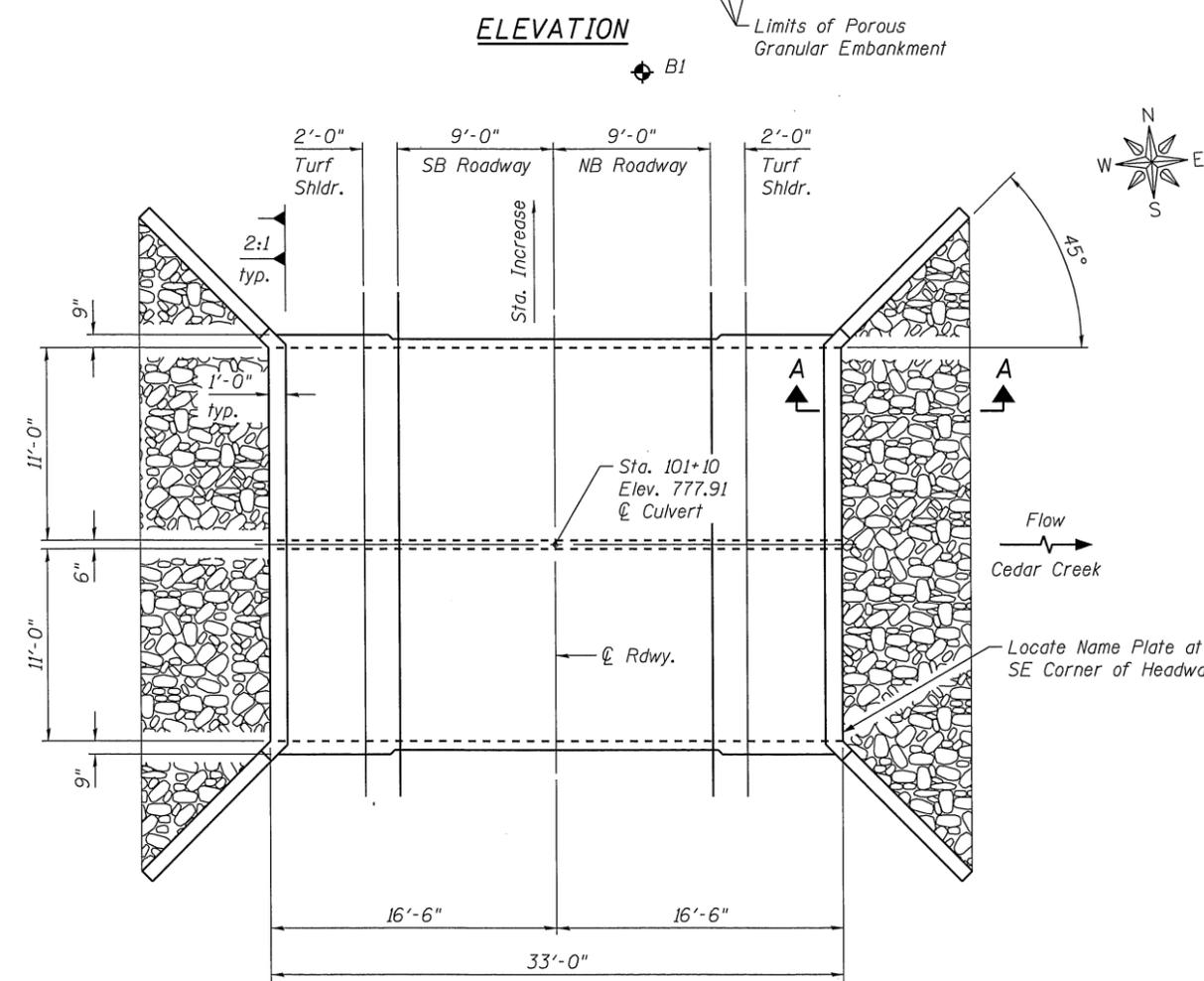
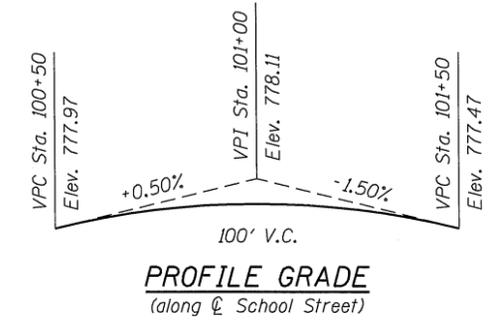
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SHOULDER AND GUARDRAIL DETAIL
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JOB NUMBER:
 16-326A
 SHEET NUMBER:
 12 of 22

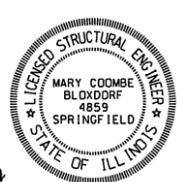


*2.5 Max. and Varies
 ** Removal and Disposal of Unsuitable Material for Structures to be replaced with Rock Fill. See Sheet 2 for Section Thru Barrel.



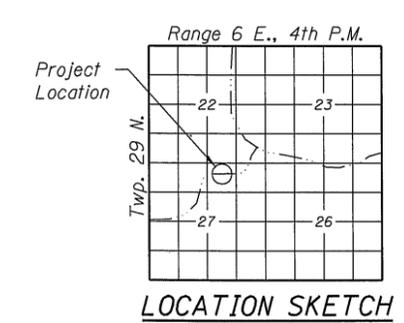
DESIGN SPECIFICATIONS
 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition
LOADING HL-93
 Allow 50#/sq. ft. for future wearing surface.
DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$

"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 specified "AASHTO LRFD Bridge Design Specifications".
Mary Coombe Bloxdorf 2/25/19
 ILLINOIS STRUCTURAL NO. 4859 (Expires 11/30/20)



WATERWAY INFORMATION
 Existing Opening = 127.7
 Drainage Area = 3.89 Sq. Mi.
 Design Period = 10 Yr.
 Design Flow = 936 CFS
 Design N.W.S.E. = 775.53
 Design Req'd. Opening = 132 Sq. Ft.
 Design Backwater = 0.20'

PLAN
 See Sheet 4 for Soil Boring Information



GENERAL PLAN & ELEVATION
SCHOOL STREET OVER CEDAR CREEK
SECTION 16-00011-00-BR
STEPHENSON COUNTY
STATION 10+10
STRUCTURE NO. 089-6101

FEHR GRAHAM
 ENGINEERING & ENVIRONMENTAL
 ILLINOIS DESIGN FIRM NO. 184-003525
 ILLINOIS IOWA WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF WINSLOW
 501 SCHOOL STREET
 WINSLOW, IL 61089

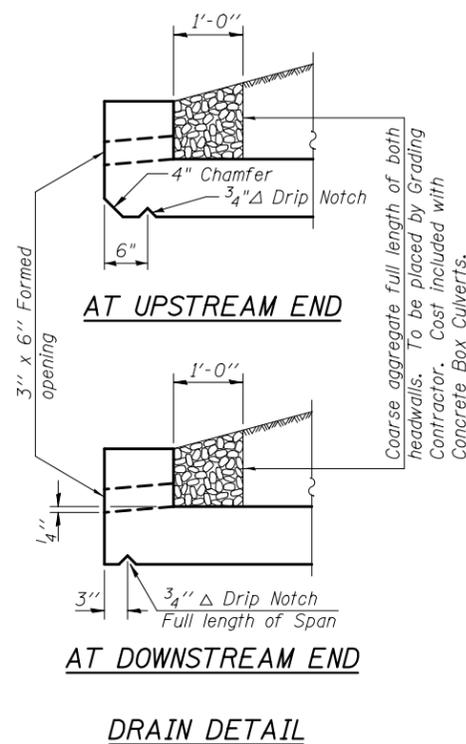
PROJECT AND LOCATION:
 SCHOOL STREET CULVERT IMPROVEMENTS
 WINSLOW, IL

DRAWN BY: CFC/MMY
 APPROVED BY: MCB
 DATE: 2/25/2019
 SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

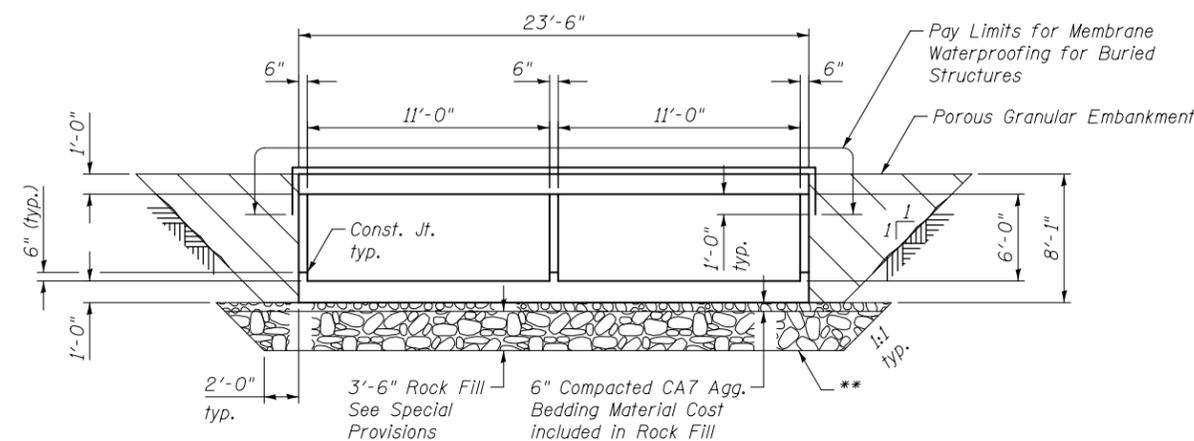
DRAWING:
 GENERAL PLAN AND ELEVATION
 SCHOOL STREET
 S.N. 089-6101
 SET TYPE:
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JOB NUMBER:
 16-326A
 SHEET NUMBER:
 13 of 22



CEDAR CREEK
 BUILT 20__ BY
 VILLAGE OF WINSLOW
 SEC. 16-00011-00-BR
 STATION 101+10
 S.N. 089-6101 LOADING HL-93

NAME PLATE
 See Std. 515001



SECTION THRU BARREL

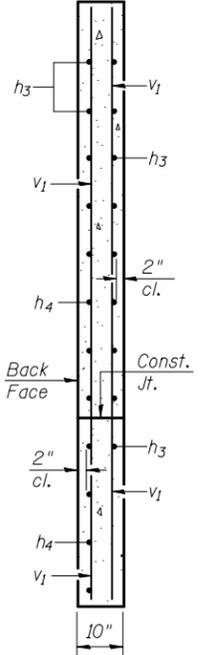
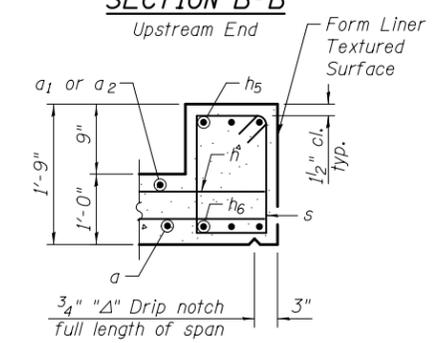
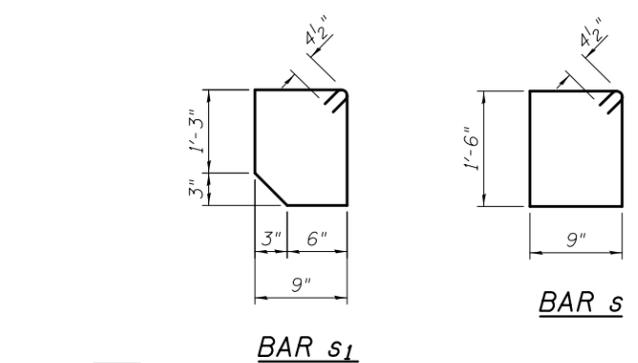
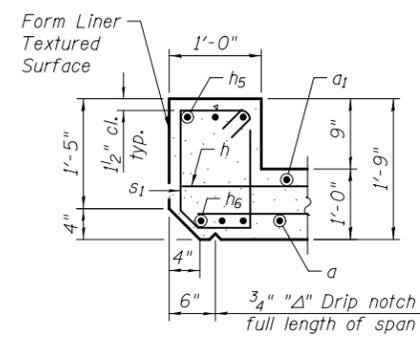
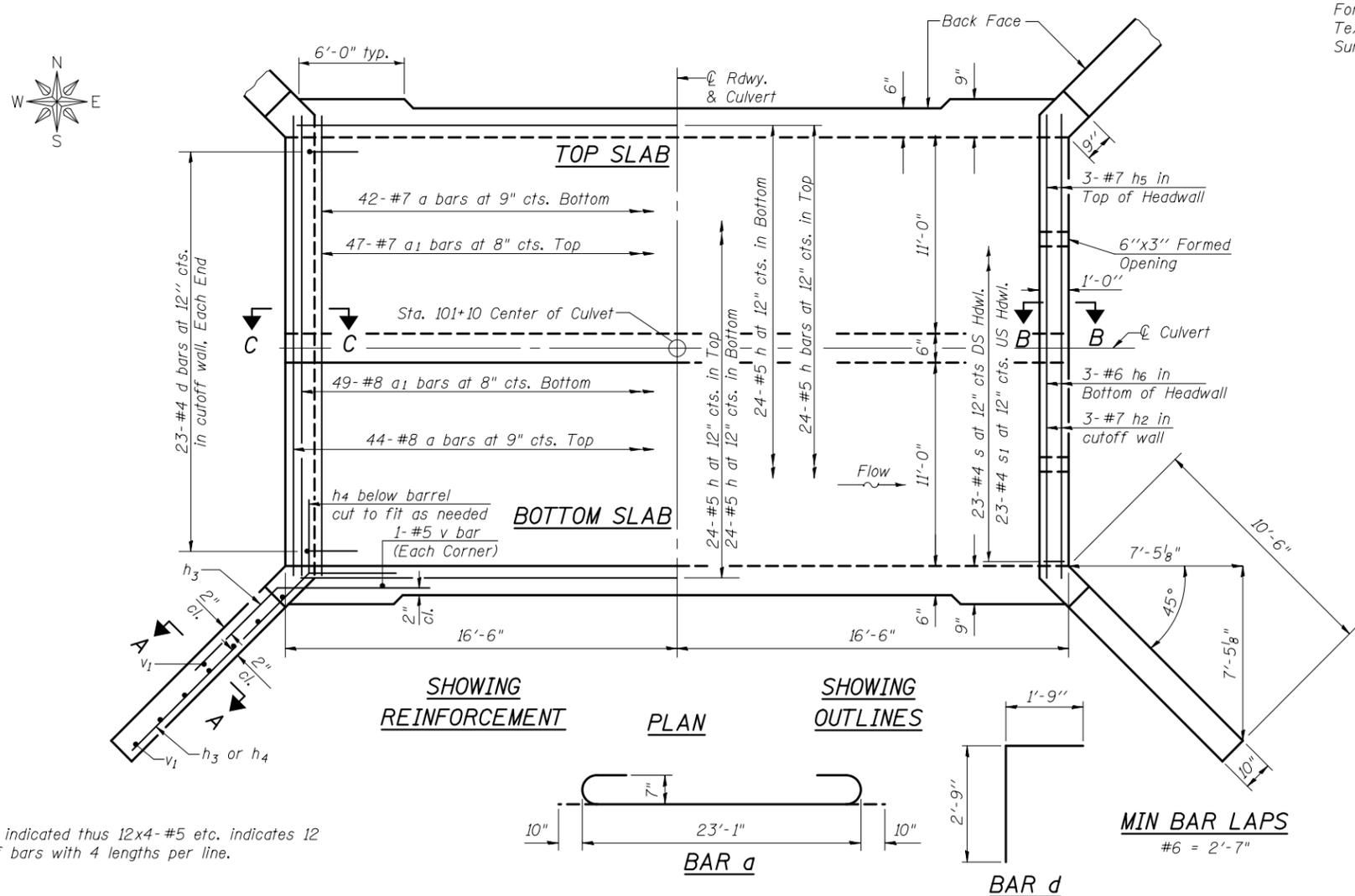
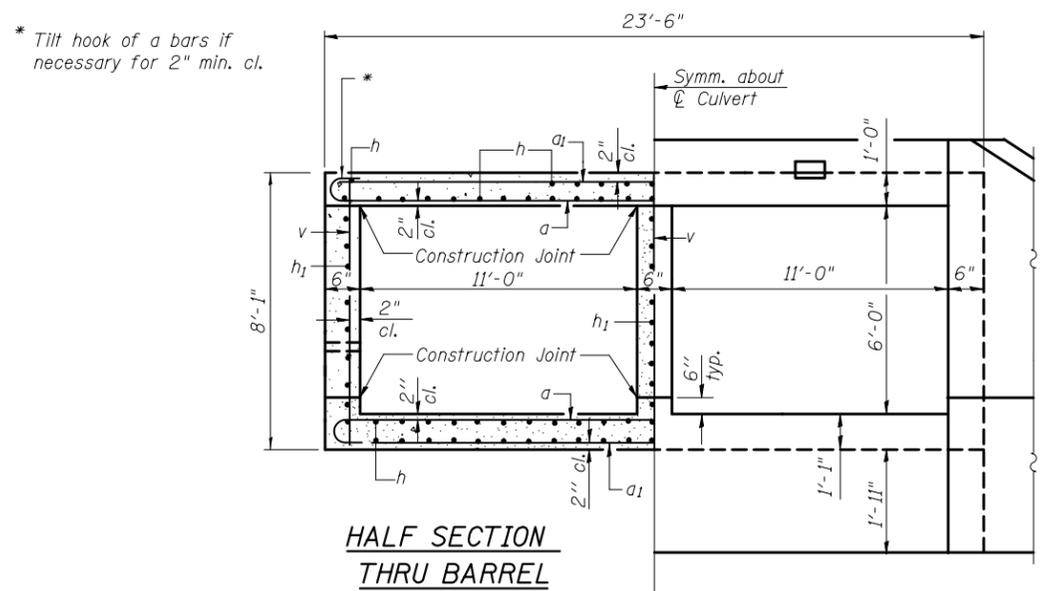
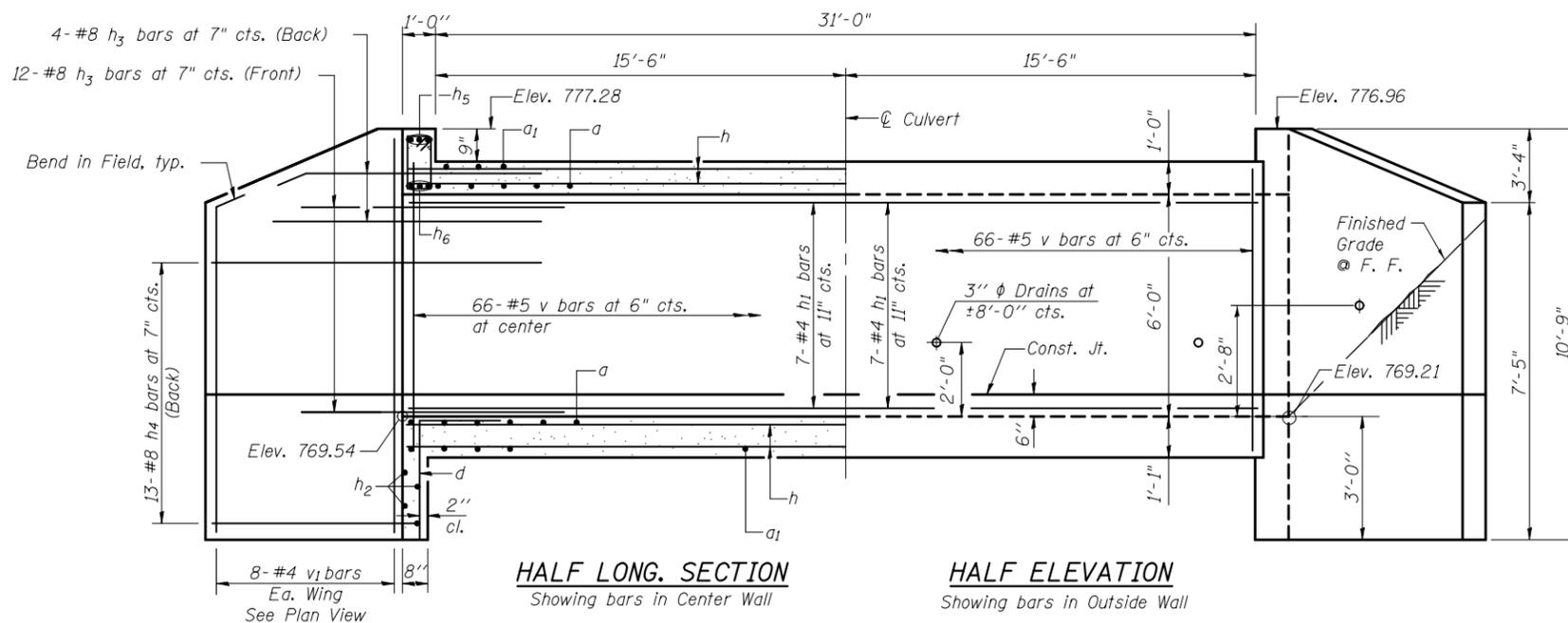
GENERAL NOTES

- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
- Precast Box Sections will not be allowed.
- All construction joints shall be bonded.
- The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the Field Engineer for variable subsurface conditions encountered in the field.
- The Rockfill shall be capped with 6" of CA7 and satisfy the Standard Specifications unless otherwise noted in the Special Provisions. The cost of the capping material shall be included in the pay item for "Rock Fill".

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Concrete Box Culverts	Cu. Yd.	87.7
Reinforcement Bars	Pound	18,750
Name Plates	Each	1
Porous Granular Embankment	Cu. Yd.	110
Stone Riprap Class A4	Sq. Yd.	50
Filter Fabric	Sq. Yd.	50
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	193
Rock Fill	Ton	336
Membrane Waterproofing for Buried Structures	Sq. Yd.	95

REVISIONS		
REV. NO.	DESCRIPTION	DATE



BILL OF MATERIAL

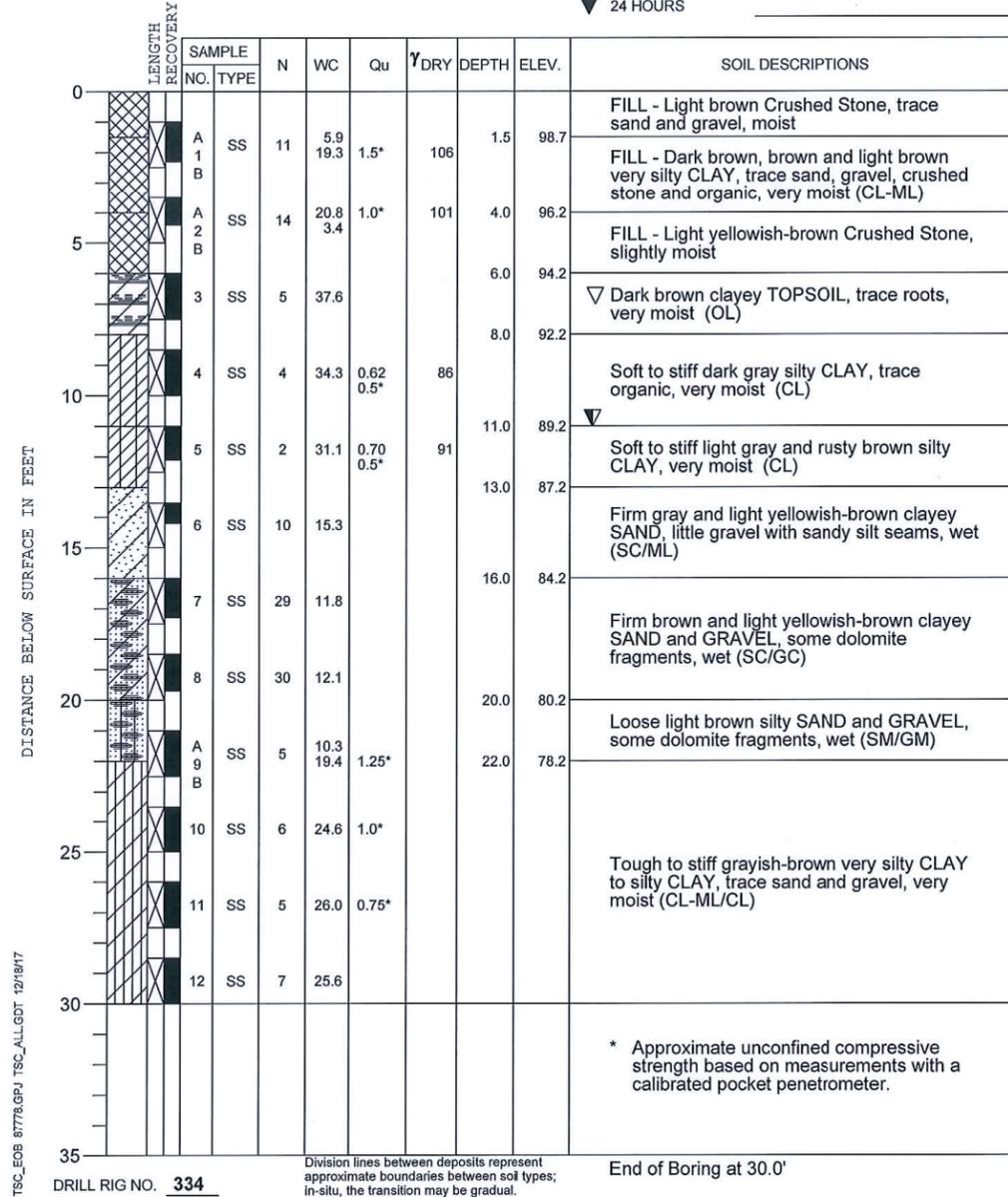
Bar	No.	Size	Length	Shape
a	86	#7	24'-9"	
a ₁	96	#7	22'-11"	
d	46	#4	4'-6"	
h	96	#5	32'-8"	
h ₁	21	#4	32'-8"	
h ₂	6	#7	23'-2"	
h ₃	64	#8	8'-0"	
h ₄	52	#8	13'-7"	
h ₅	6	#7	22'-8"	
h ₆	6	#6	22'-8"	
s	23	#4	5'-3"	
s ₁	23	#4	5'-1"	
v	202	#5	7'-9"	
v ₁	32	#4	10'-5"	
Concrete Box Culverts			Cu. Yd.	87.7
Reinforcement Bars			Pound	18,750

PROJECT **Proposed Box Culvert, School Street, Winslow, Illinois**
 CLIENT **Fehr Graham, Freeport, Illinois**
 BORING **1** DATE STARTED **12-14-17** DATE COMPLETED **12-14-17** JOB **L-87,778**



ELEVATIONS
 GROUND SURFACE **100.2**
 END OF BORING **70.2**

WATER LEVEL OBSERVATIONS
 WHILE DRILLING **11.0'**
 AT END OF BORING **7.0'**
 24 HOURS

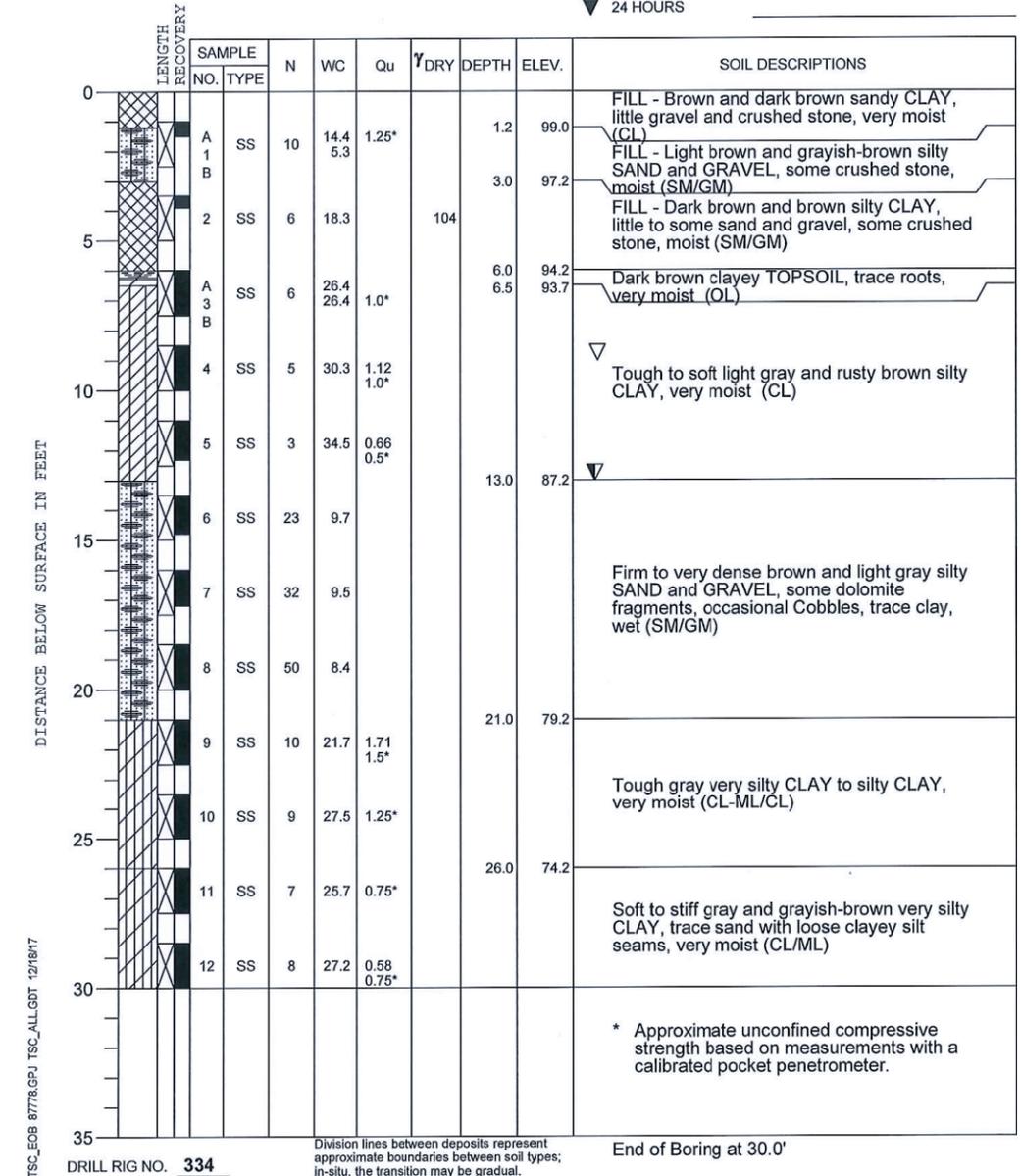


PROJECT **Proposed Box Culvert, School Street, Winslow, Illinois**
 CLIENT **Fehr Graham, Freeport, Illinois**
 BORING **2** DATE STARTED **12-14-17** DATE COMPLETED **12-14-17** JOB **L-87,778**



ELEVATIONS
 GROUND SURFACE **100.2**
 END OF BORING **70.2**

WATER LEVEL OBSERVATIONS
 WHILE DRILLING **13.0'**
 AT END OF BORING **9.0'**
 24 HOURS



FEHR GRAHAM
 ENGINEERING & ENVIRONMENTAL
 ILLINOIS DESIGN FIRM NO. 184-003525
 ILLINOIS IOWA WISCONSIN

OWNER/DEVELOPER:
 VILLAGE OF WINSLOW
 501 SCHOOL STREET
 WINSLOW, IL 61089

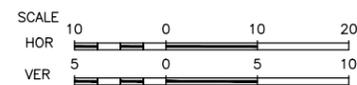
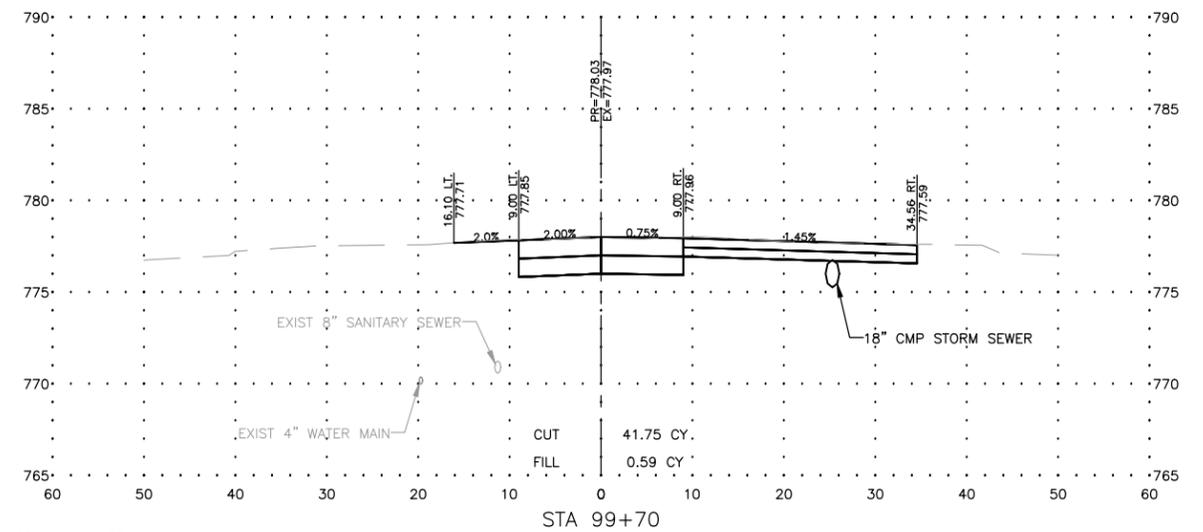
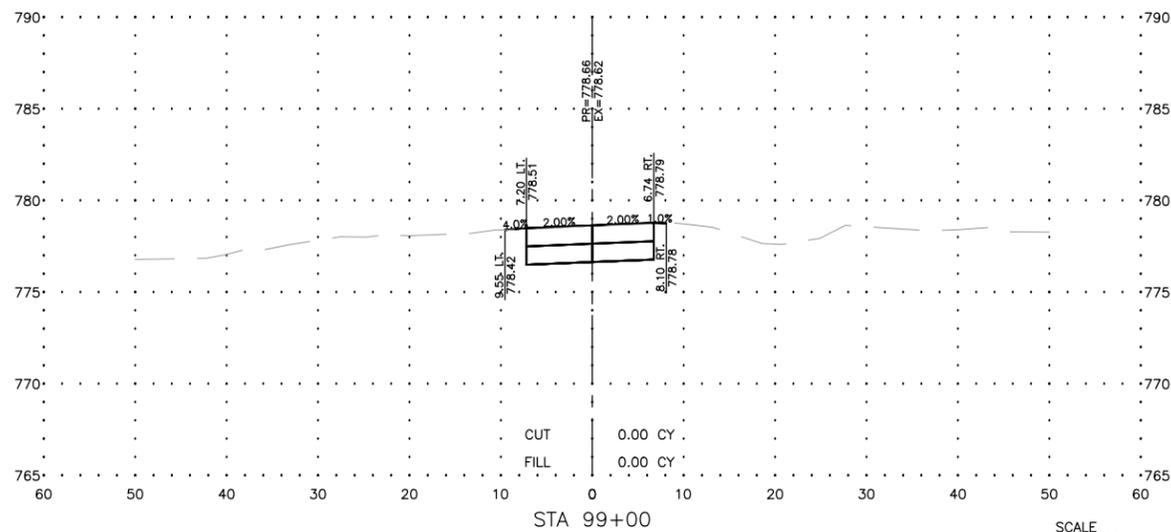
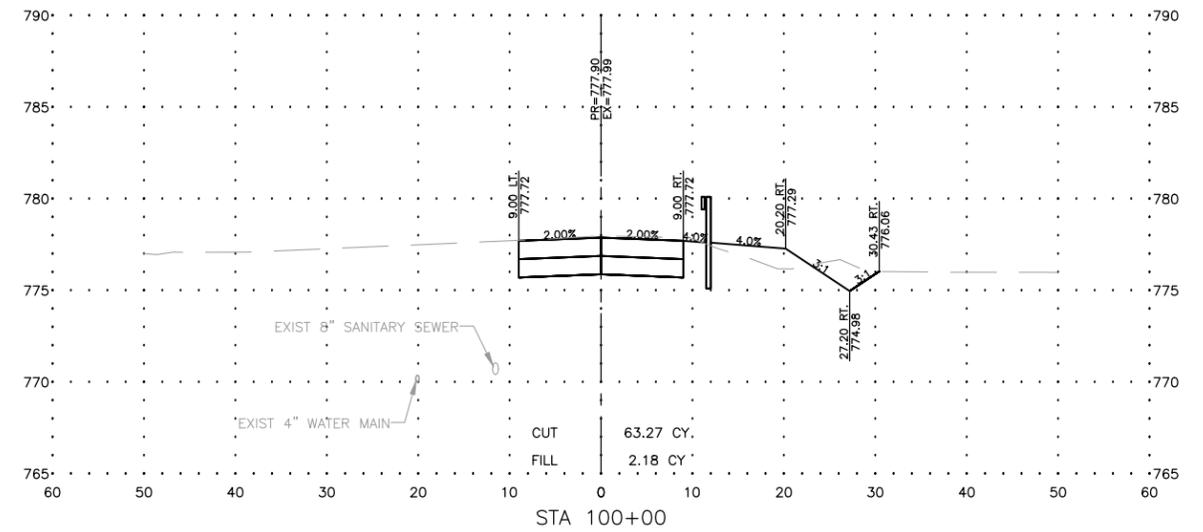
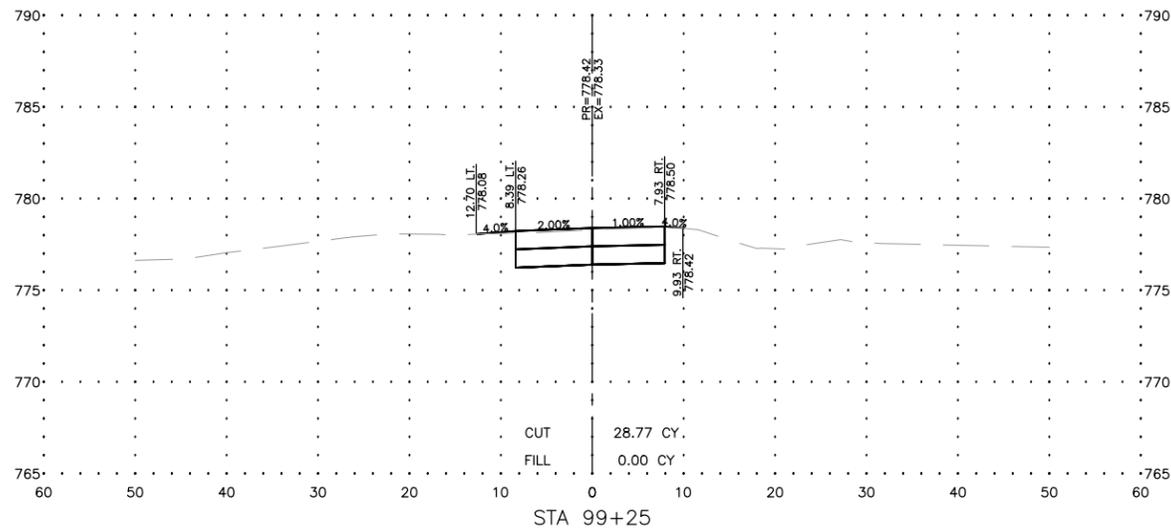
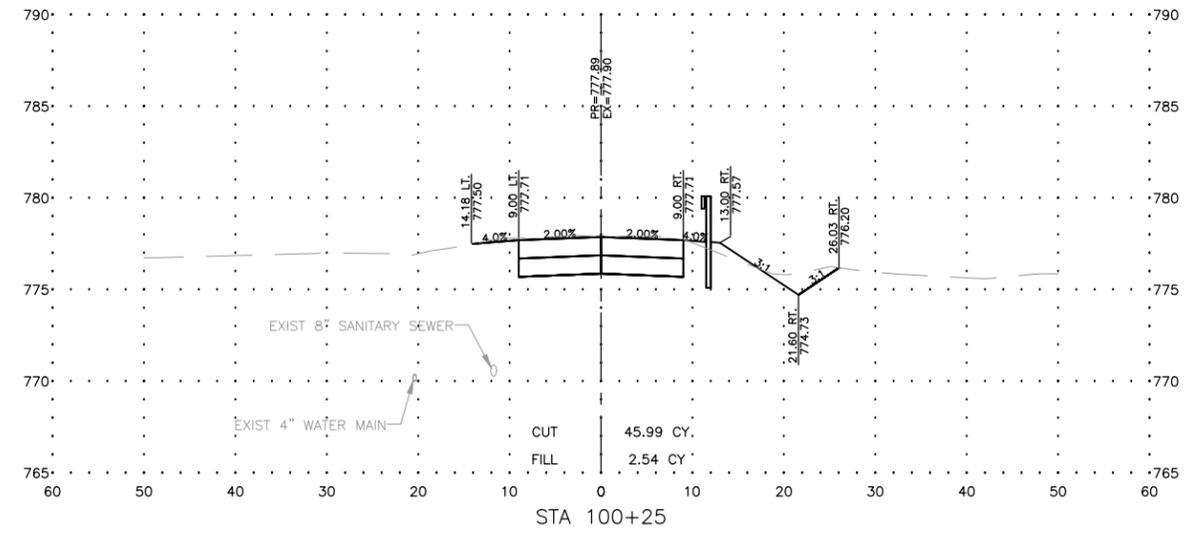
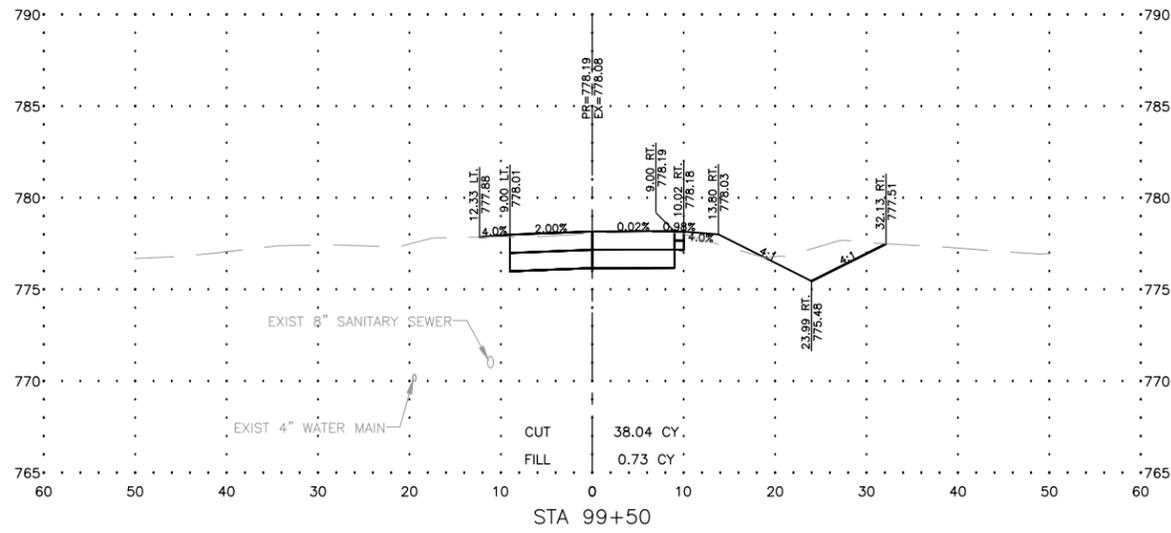
PROJECT AND LOCATION:
 SCHOOL STREET CULVERT
 IMPROVEMENTS
 WINSLOW, IL

DRAWN BY: CFC/MMY
 APPROVED BY: MCB
 DATE: 2/25/2019
 SCALE: AS NOTED

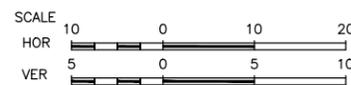
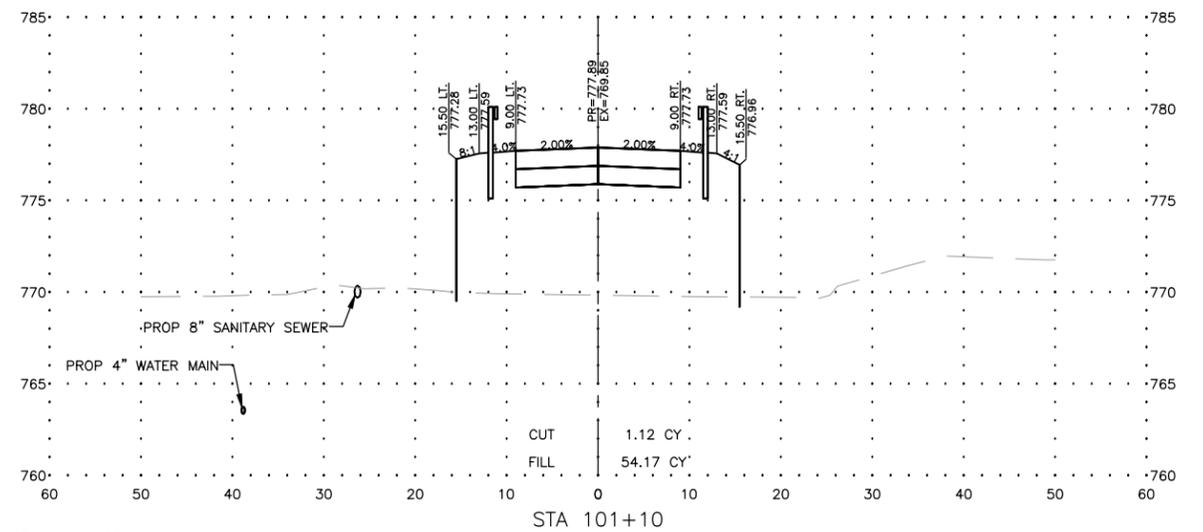
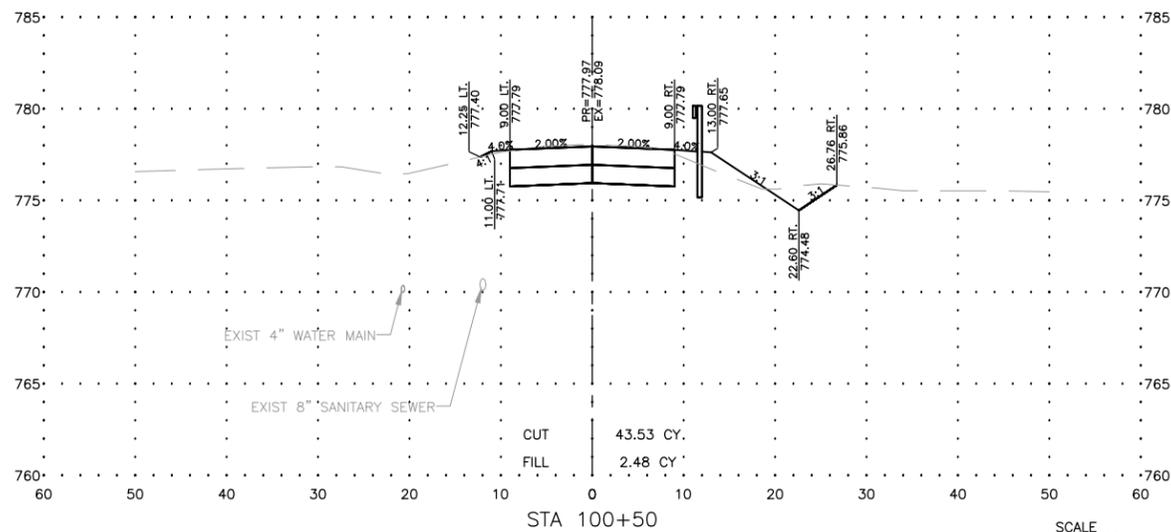
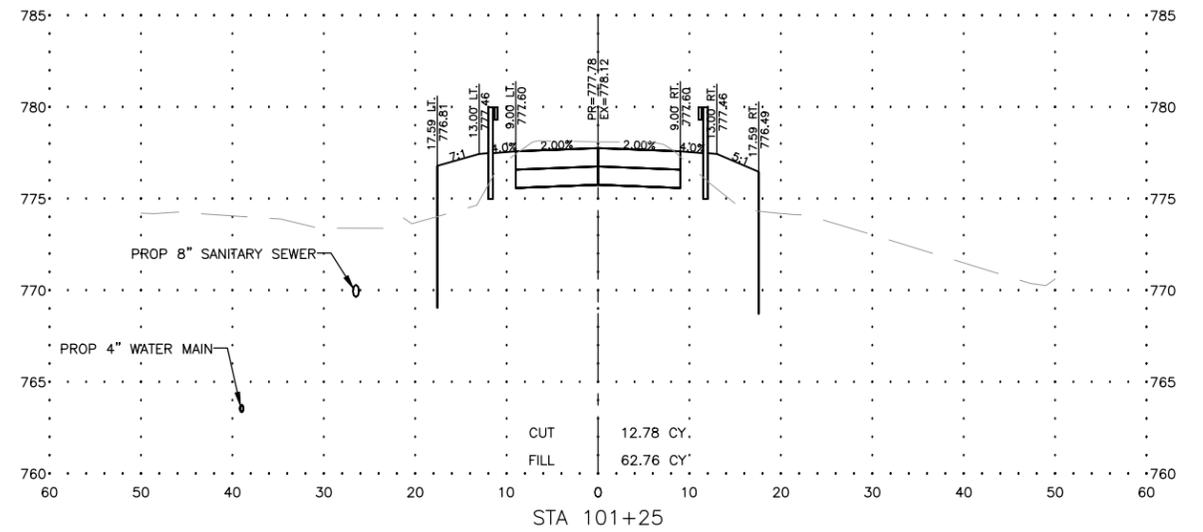
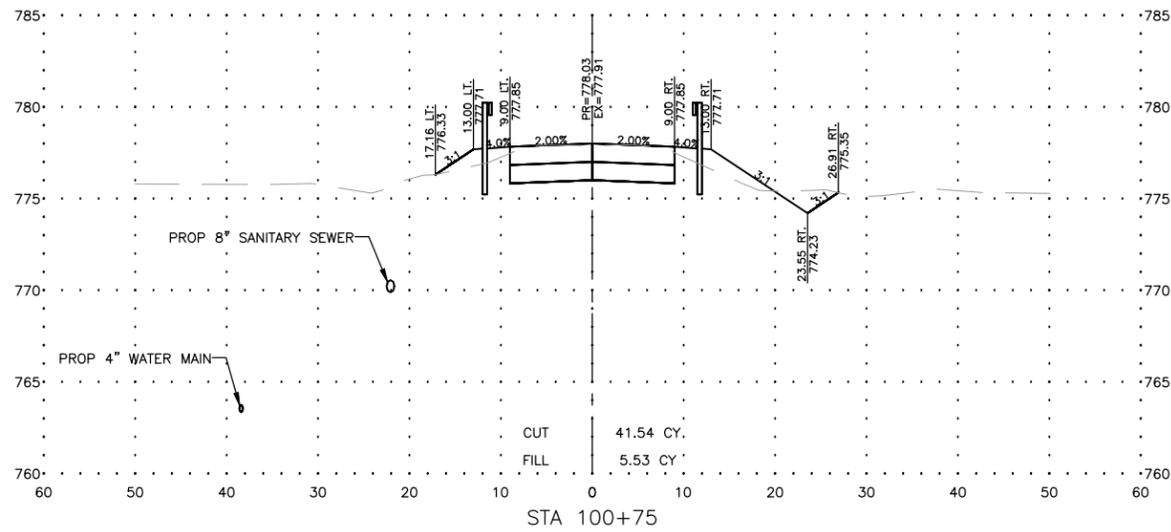
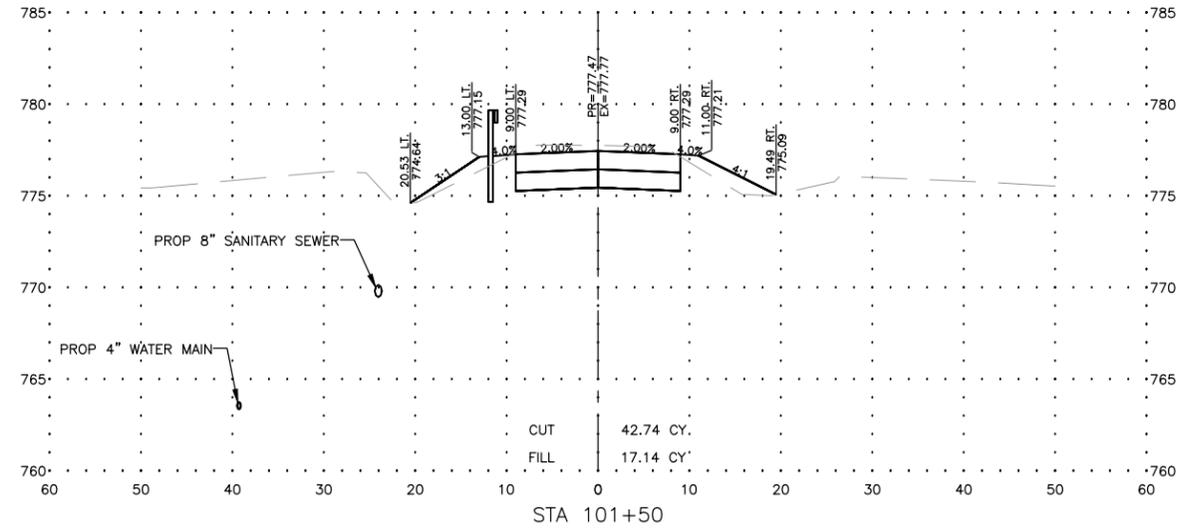
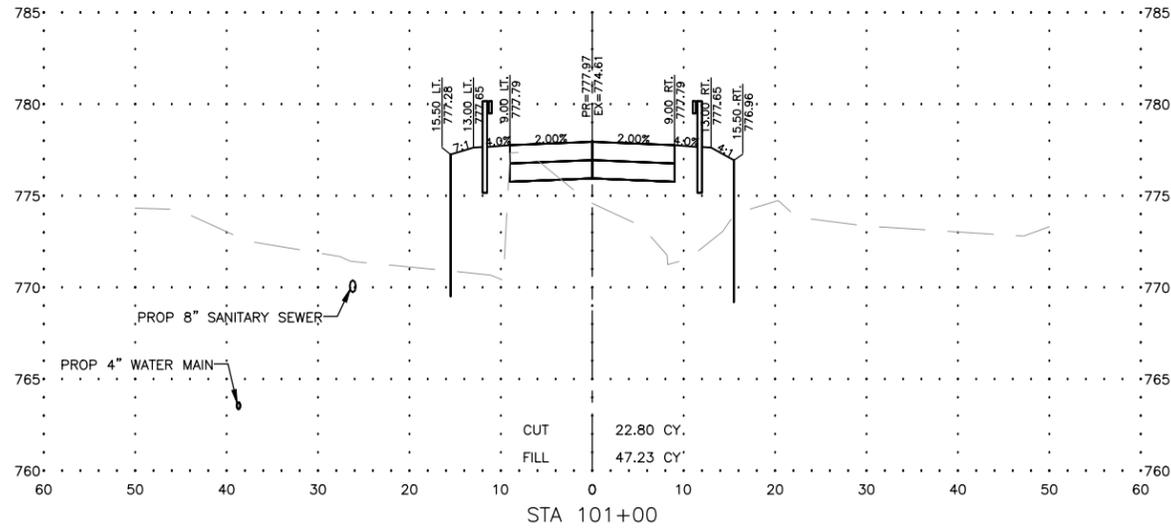
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
 BORING LOGS
 SCHOOL STREET
 S.N. 089-6101
 SET TYPE:
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JOB NUMBER:
 16-326A
 SHEET NUMBER:
 16 of 22



REVISIONS		
REV. NO.	DESCRIPTION	DATE



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

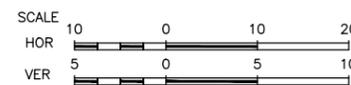
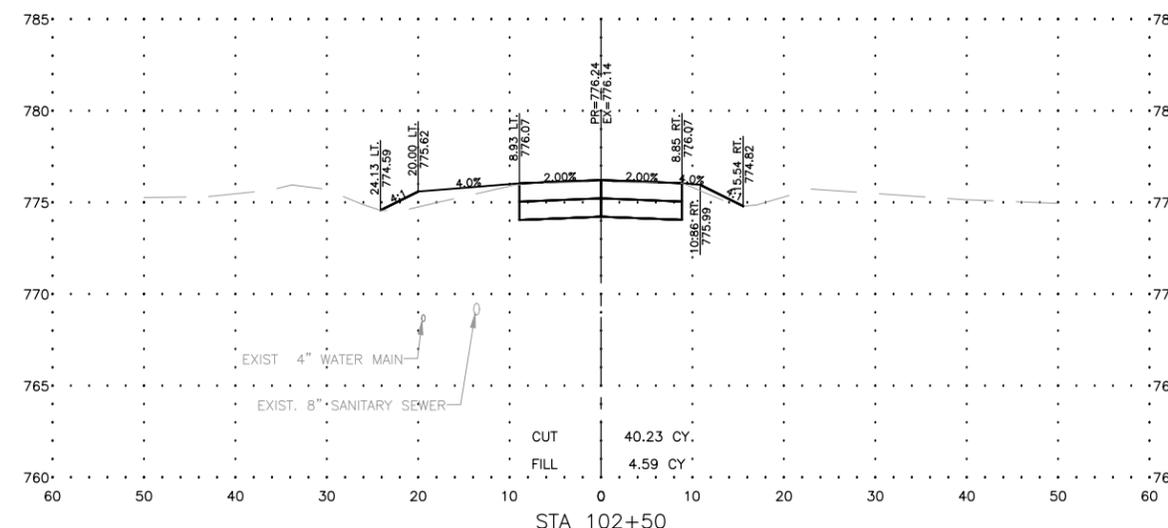
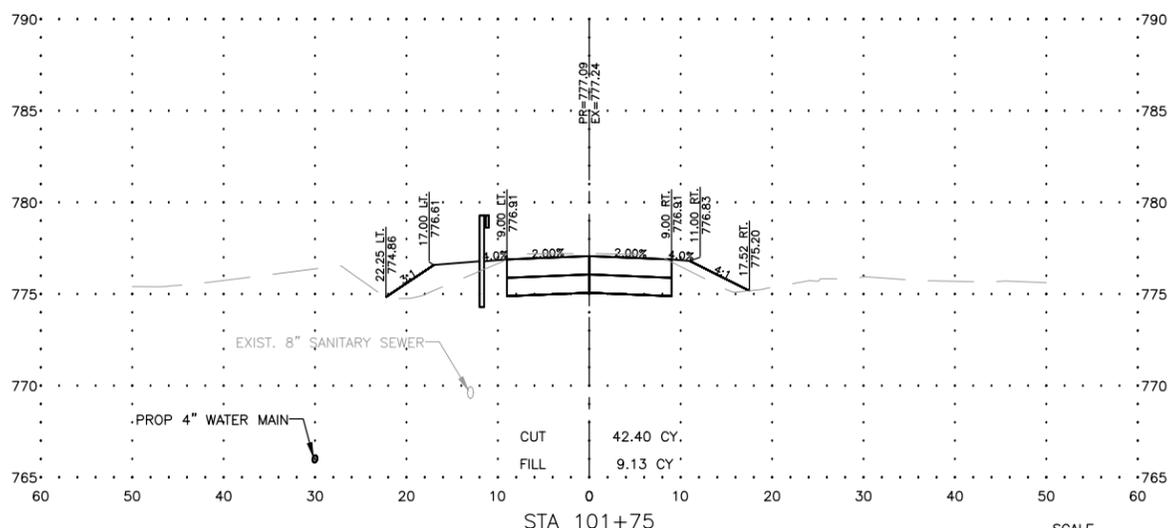
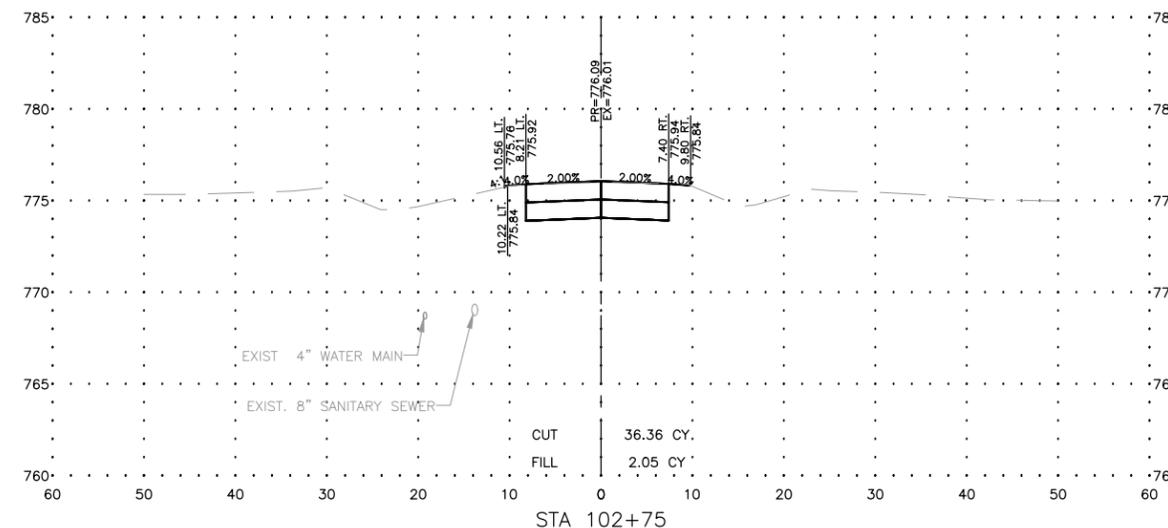
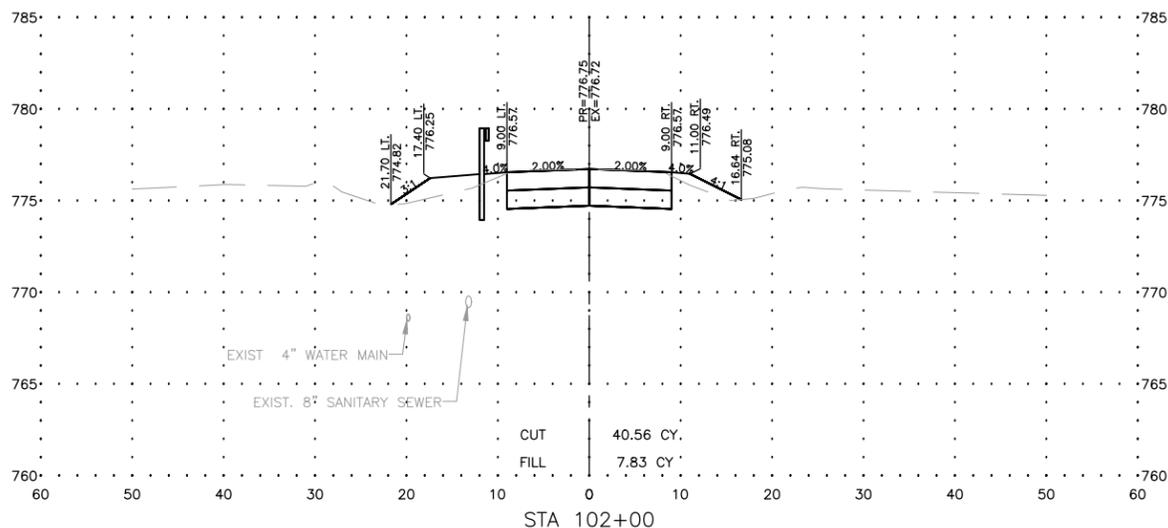
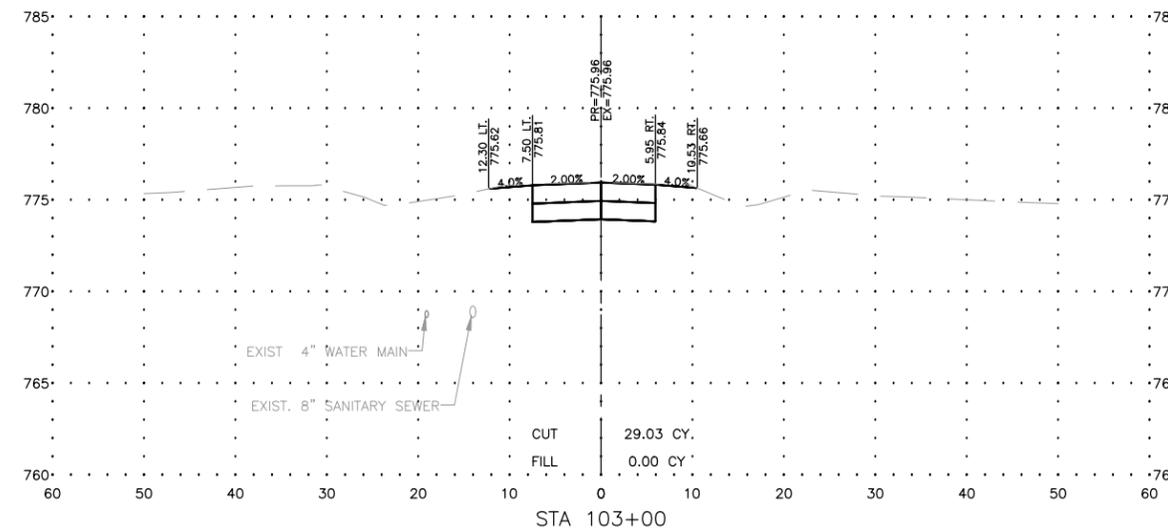
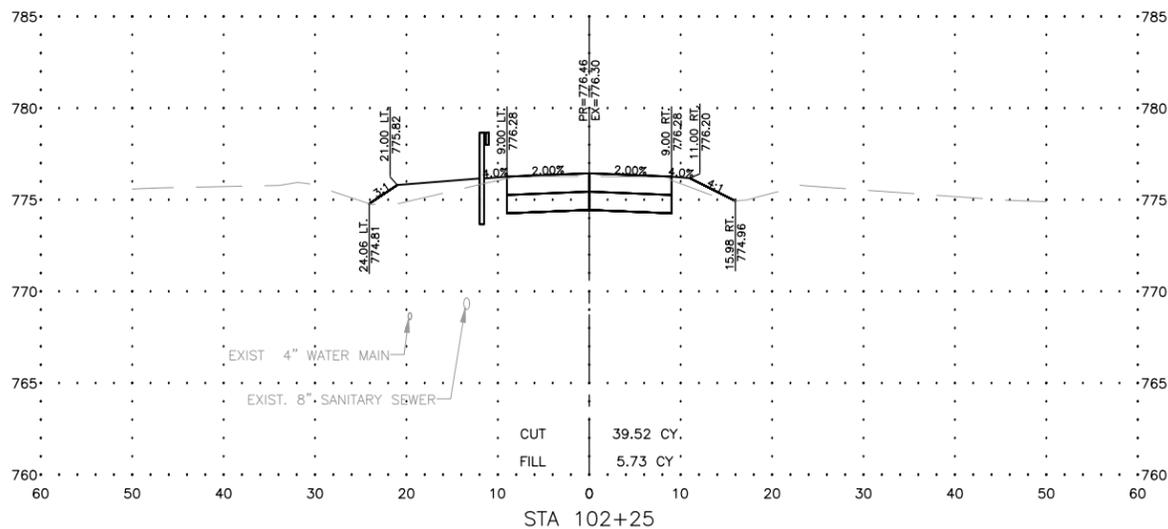
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SCHOOL STREET CROSS SECTIONS
STA. 100+50 TO 101+50

SET TYPE:
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JOB NUMBER:
16-326A

SHEET NUMBER:
18 of 22



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

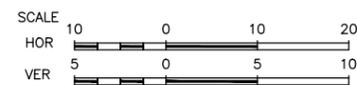
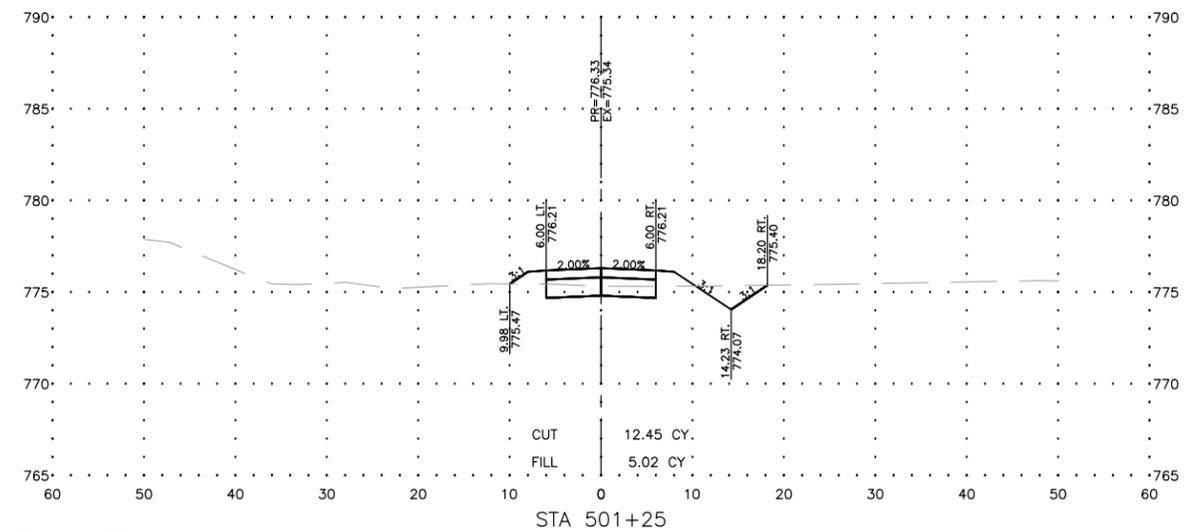
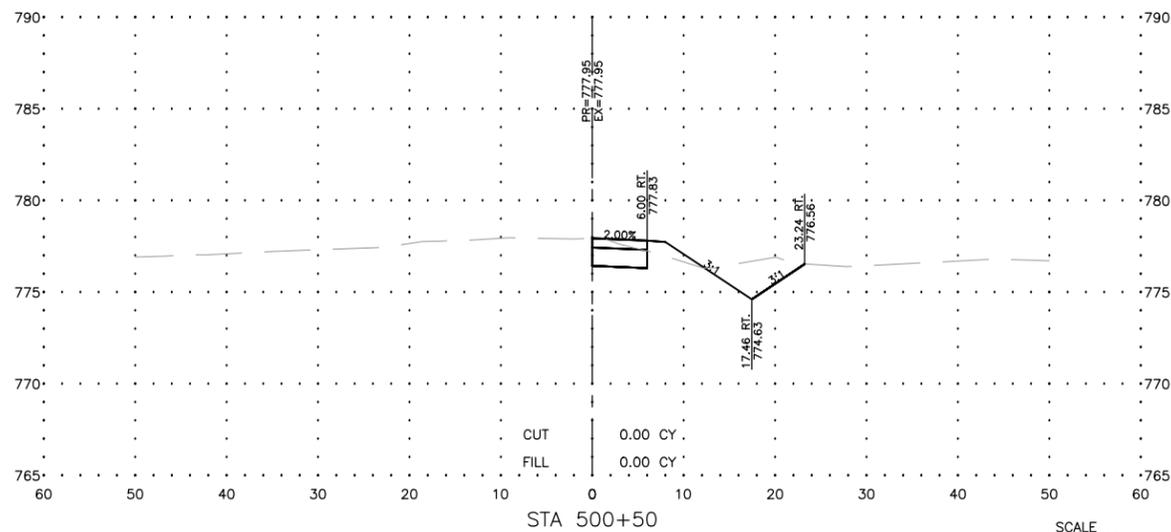
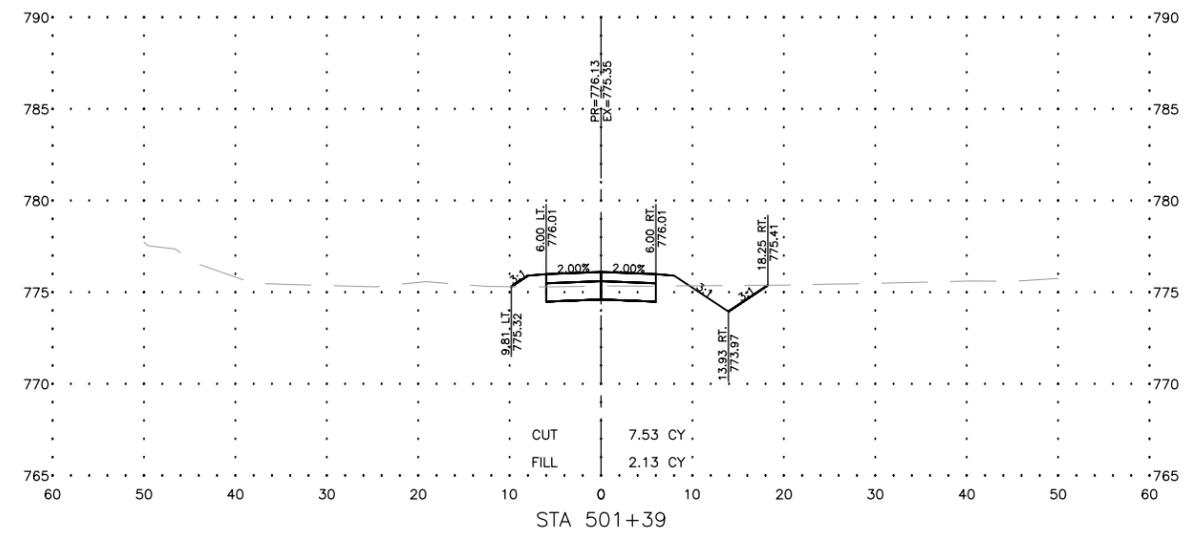
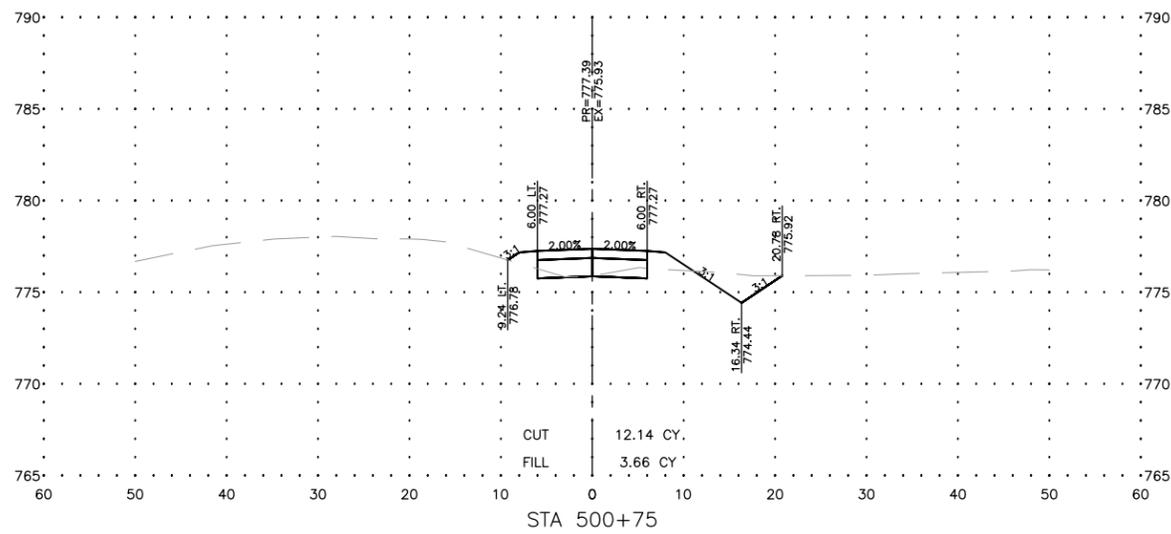
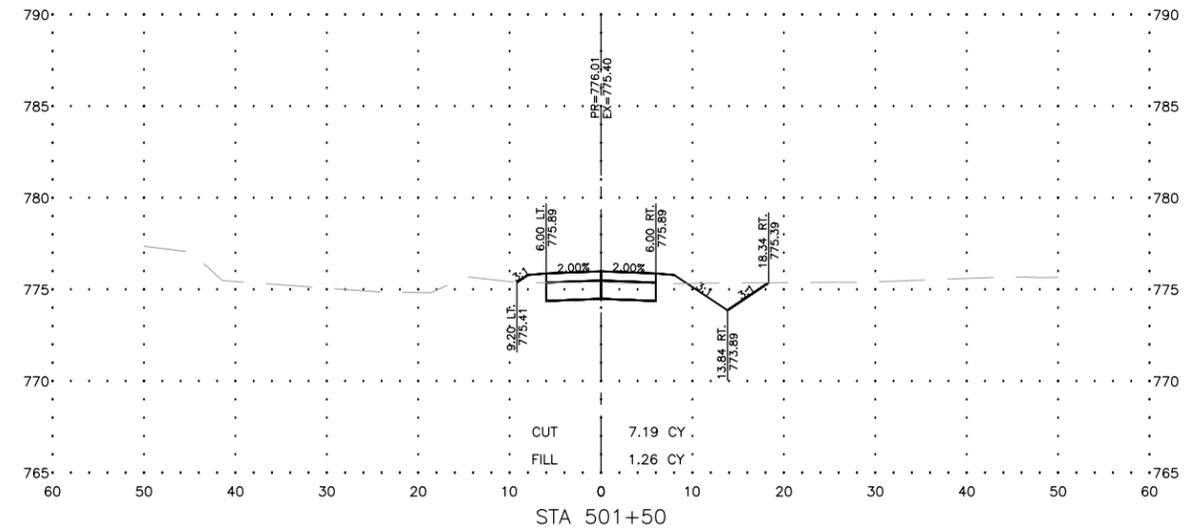
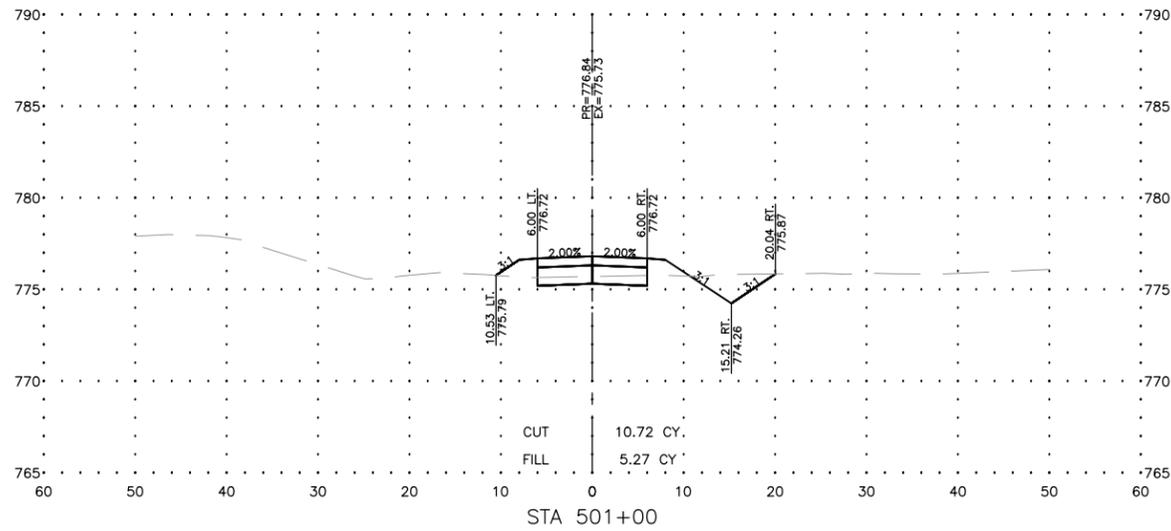
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SCHOOL STREET CROSS SECTIONS STA.
101+75 TO 103+00

SET TYPE:
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JOB NUMBER:
16-326A

SHEET NUMBER:
19 of 22



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF WINSLOW
501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

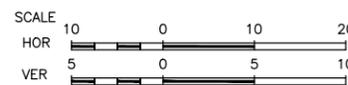
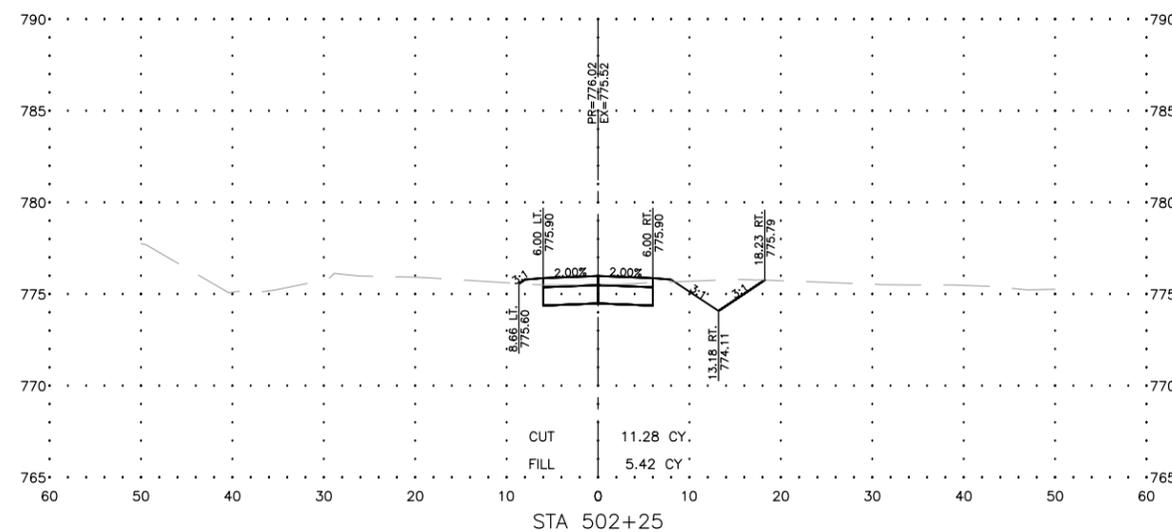
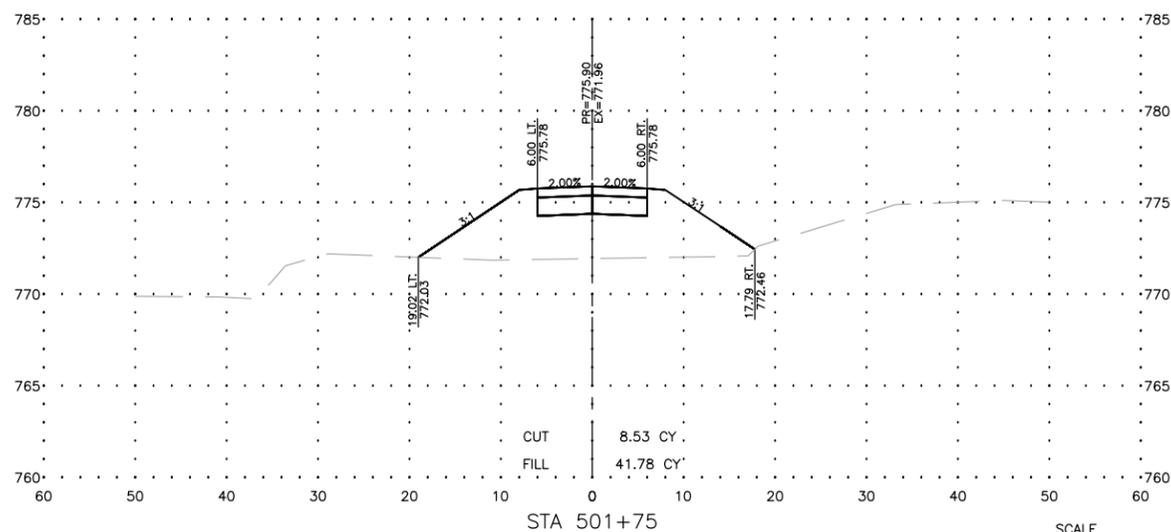
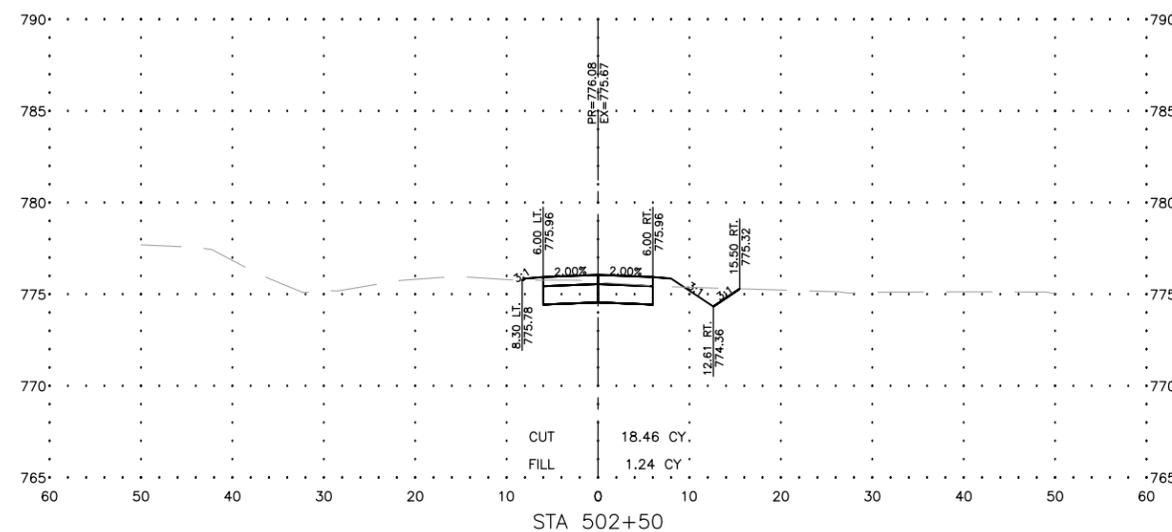
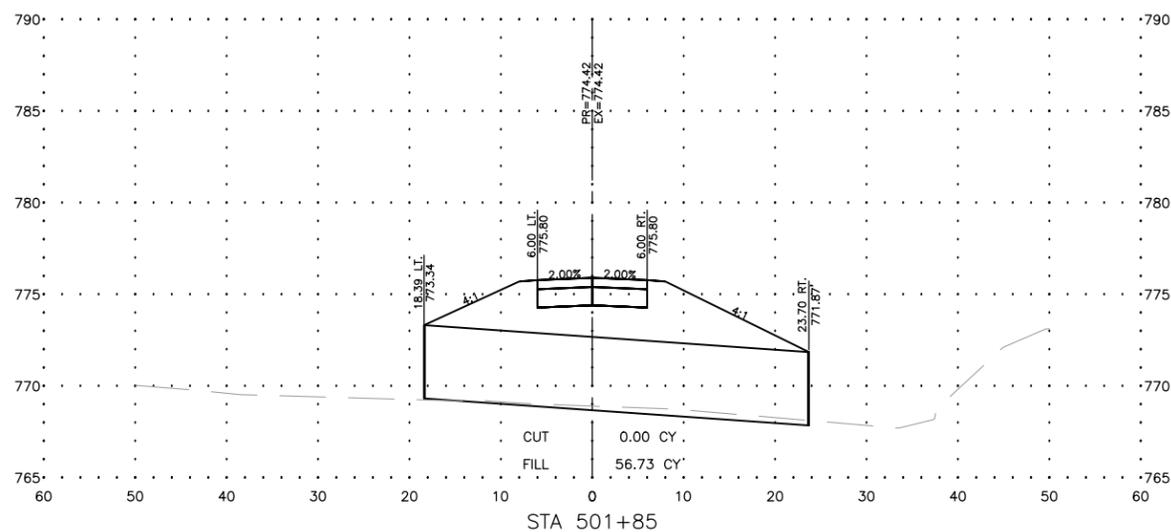
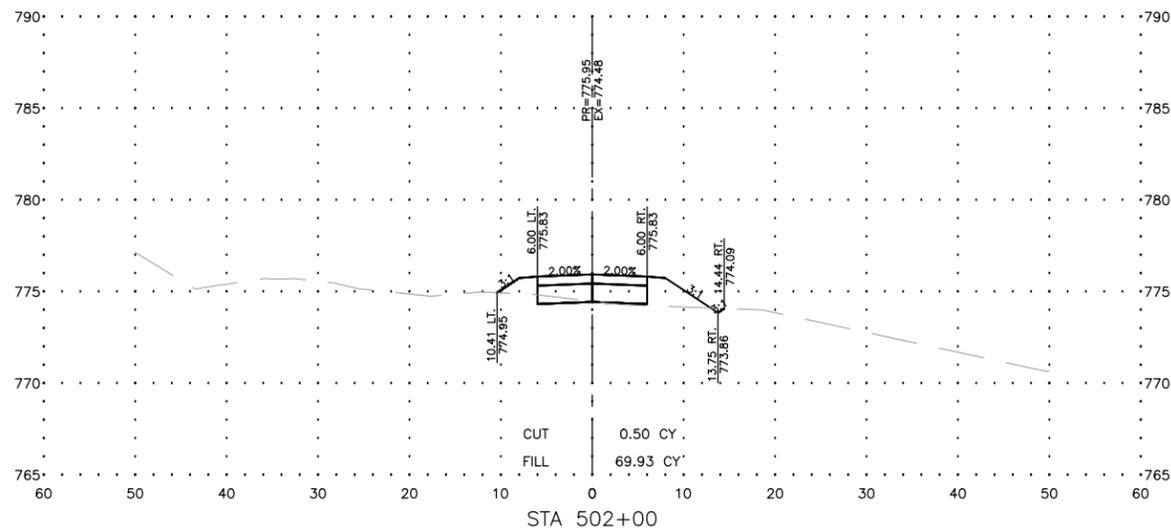
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
TEMPORARY CREEK CROSSING CROSS
SECTIONS STA. 500+50 TO 501+50

SHEET TYPE:
16-326A(16-326A)16-326A Design.dwg, TEMP_KSEC1

JOB NUMBER:
16-326A

SHEET NUMBER:
20 of 22



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
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501 SCHOOL STREET
WINSLOW, IL 61089

PROJECT AND LOCATION:
SCHOOL ST CULVERT
IMPROVEMENTS
WINSLOW, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 02/25/19
SCALE: AS NOTED

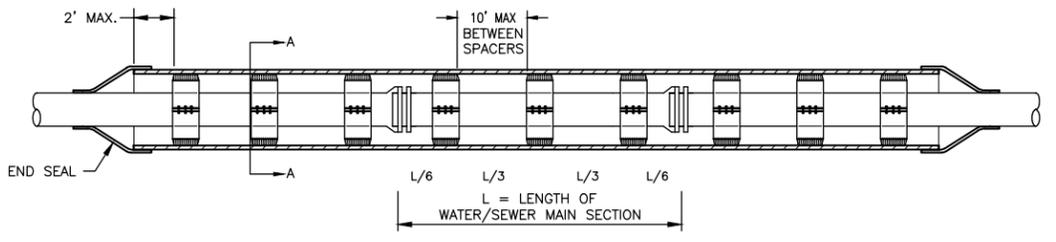
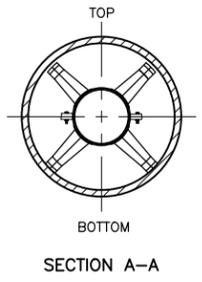
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
TEMPORARY CREEK CROSSING CROSS
SECTIONS STA. 501+75 TO 502+50

SET TYPE:
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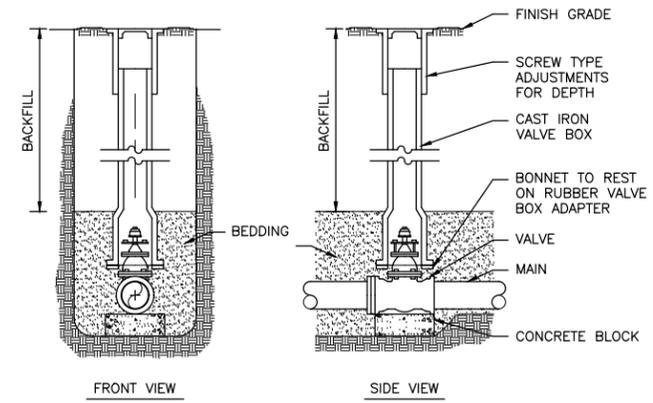
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16-326A

SHEET NUMBER:
21 of 22



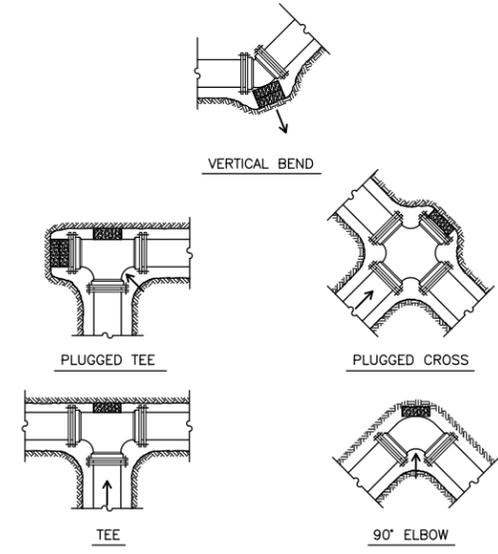
NOTE: THIS DETAIL IS APPLICABLE TO AUGER TRENCHING OR OPEN CUT CASING PIPE INSTALLATIONS.
SPACERS SHALL BE INSTALLED AS NOTED OR IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS.

STEEL ENCASEMENT DETAIL
N.T.S.



NOTES:
VALVE (SIZE ") AND BOX SHALL INCLUDE VALVE, VALVE BOX, BLOCKING AND ANY ADJUSTMENTS NEEDED TO MATCH FINISH GRADE. THIS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR THE TYPE OF VALVE (SIZE ") AND BOX AS INDICATED ON THE PLANS.

VALVE & BOX INSTALLATION
N.T.S.



NOTES:
ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH.
ARROWS INDICATE DIRECTION OF THRUST.
ALL BLOCKS TO BE 3000 PSI CONCRETE.
ALL FITTINGS SHOWN IN PLAN VIEW EXCEPT VERTICAL BEND.

THRUST BLOCK INSTALLATION
N.T.S.

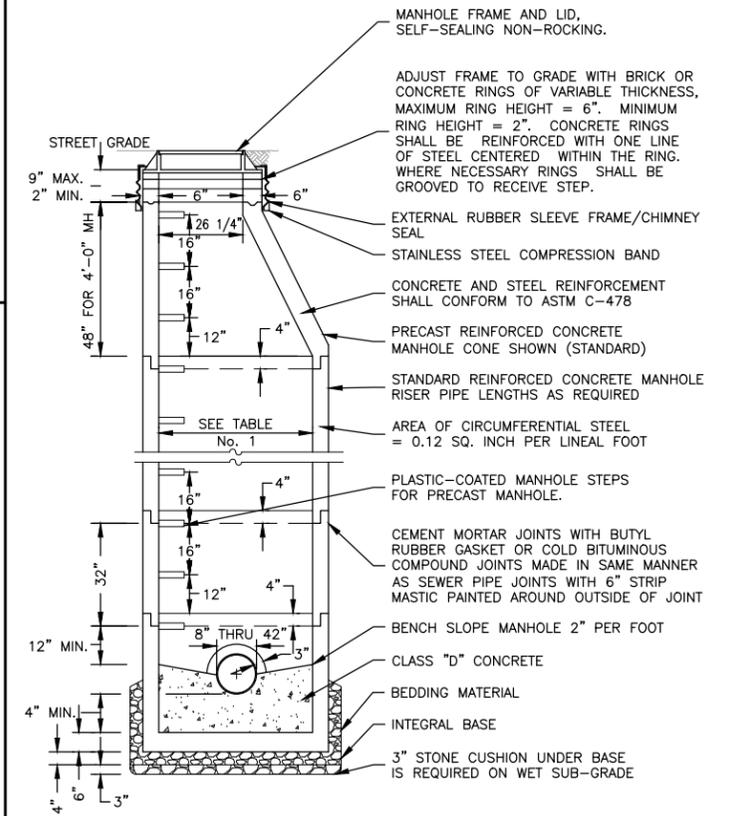


TABLE No. 1

PIPE DIA.	MH DIA.	WALL THICKNESS
8" THRU 30"	4'-0"	5"
36"	5'-0"	6"
42"	6'-0"	7"

PRECAST MANHOLE DETAIL
N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE