

11-21-14 LETTING ITEM 030

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	1
FED. ROAD DISTRICT NO. ILLINOIS		FED AID PROJECT BHM-9003(790)		

CONTRACT NO. 61A70

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A002561479



CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = COOK
CITY-TOWNSHIP = BUFFALO GROVE - WHEELING
SEC. & 1/4 SEC. NO. = 5 NE 1/4
48 HOURS (2 working days) BEFORE YOU DIG

TRAFFIC DATA

RAUPP BOULEVARD
POSTED SPEED LIMIT - 25 MPH
DESIGN SPEED LIMIT - 30 MPH
2009 ADT = 3,000 VPD
2040 ADT = 3,600 VPD

DESIGN DESIGNATION

RAUPP BOULEVARD: LOCAL ROAD

**PLANS FOR PROPOSED
FEDERAL AID PROJECT
RAUPP BOULEVARD OVER BUFFALO CREEK
STRUCTURE REPLACEMENT
SECTION 11-00101-00-BR
PROJECT: BHM-9003(790)
VILLAGE OF BUFFALO GROVE
COOK COUNTY
JOB: C-91-406-11**

LOCATION MAP
R11E

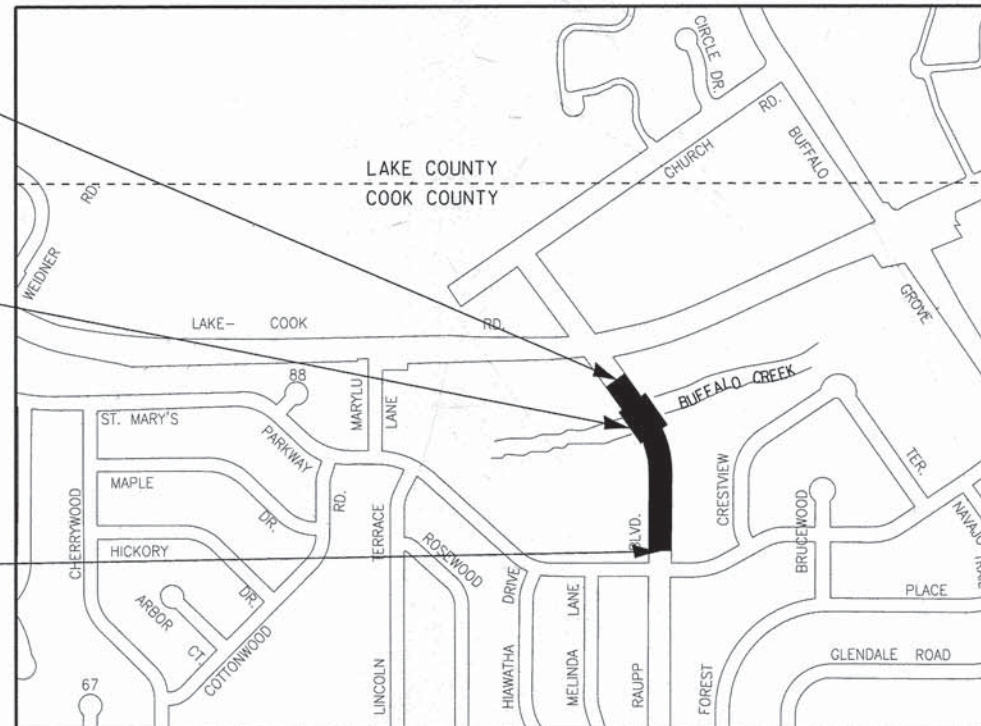


LOCATION OF SECTION INDICATED THUS: - [Symbol] -

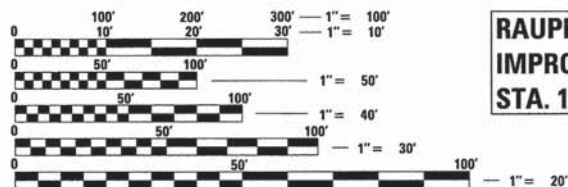
**RAUPP BOULEVARD
IMPROVEMENT ENDS
STA. 18 + 93.30**

**STRUCTURE REPLACEMENT
STA 15 + 46.54
EXISTING SN 016-6325
PROPOSED SN 016-8216**

**RAUPP BOULEVARD
IMPROVEMENT BEGINS
STA. 10 + 05**



SECTION 5, T42N, R11E OF THE THIRD PRINCIPAL MERIDIAN
WHEELING TOWNSHIP
GROSS LENGTH = 176 FT. = 0.033 MILE
NET LENGTH = 176 FT. = 0.033 MILE



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.

TARA A. ORSON
062-058036
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
PROJECT MANAGER
"LICENSE EXPIRES 11-30-15"

Blair 8-12-14
081-006358
LICENSED STRUCTURAL ENGINEER OF ILLINOIS
STRUCTURAL ENGINEER
"LICENSE EXPIRES 11-30-14"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *8/13/14*
BUFFALO GROVE VILLAGE ENGINEER

PASSED *August 29, 2014*
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *August 28, 2014*
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

B&W PROJECT NO.: 101120 DATE: 08-15-14



CONTRACT NO. 61A70

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 FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, 847-705-4021

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604051-03	FRAME AND GRATE TYPE 11
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT ONE STANDARD DETAILS

BD22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD32	BUTT JOINT AND HMA TAPER DETAILS
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC22	ARTERIAL ROAD INFORMATION SIGN

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - TAO	REVISED -
	DATE - 08/15/14	FILE - 101120SHT_Index.sht

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS AND
DISTRICT ONE STANDARD DETAILS**

SCALE: NONE STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	2
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT BHM-90037901	
			CONTRACT NO. 61A70	

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- THE LOCATIONS OF PUBLIC AND PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
- THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND REPRESENTABILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AND PAID FOR AS TEMPORARY ACCESS (PRIVATE ENTRANCE).
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 1/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
- A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
- ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
- THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
- IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
- THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.
- THE COST OF MAKING ANY SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
- IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
- STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
- IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.

- A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE IN ACCORDANCE WITH ARTICLE 107.08.
- THE PRIME COAT APPLICATION RATE SHALL BE AS FOLLOWS:
 - ON AGGREGATE = 0.25 LB / SQ FT
 - ON MILLED SURFACES = 0.05 LB / SQ FT
 - BETWEEN LIFTS = 0.025 LB / SQ FT
- FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
- ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.
- FOR PATCHES ON STREETS NOT BEING RESURFACED UNDER THIS CONTRACT, THE TOP 1 1/2" OF MIX SHALL BE HOT-MIX ASPHALT SURFACE COURSE. EXISTING PAVEMENT SHALL BE SAW CUT FULL DEPTH PRIOR TO REMOVAL. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CLASS D PATCHES.
- THE CONTRACTOR SHALL PROVIDE SOIL TESTING AND PROFESSIONAL ENGINEERING SERVICES AS NECESSARY FOR DISPOSAL OF MATERIAL WHICH INCLUDES: CERTIFYING SOILS ARE UNCONTAMINATED AND WITHIN PH OF 6.25 TO 9.0, COMPLETION OF IEPA FORM LPC-663 BY A LICENSED P.E., AND ADDITIONAL ANALYTICAL TESTING REQUIRED BY THE DISPOSAL SITE AND/OR ENGINEER. THE ENGINEER SHALL BE PROVIDED COPIES OF ALL TEST RESULTS AND CERTIFICATIONS (INCLUDING LPC-663). BASED ON PRELIMINARY SCREENING OF THE AREA, THE PROJECT SITE, TO THE OWNERS KNOWLEDGE, HAS NOT BEEN USED FOR COMMERCIAL OR INDUSTRIAL PURPOSES. IF MATERIAL IS TAKEN TO AN IEPA APPROVED FILL SITE, THE CONTRACTOR IS RESPONSIBLE FOR THE TESTING REQUIRED BY THE SITE. PID OR FID READINGS ARE NOT ACCEPTABLE RESULTS FOR CLASSIFYING THE MATERIAL. IF REJECTED, ANALYTICAL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 669.08. IF MATERIAL IS UNCONTAMINATED, IT SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE APPROPRIATE PAY ITEM. IF THE MATERIAL IS CLASSIFIED AS NON-SPECIAL WASTE, THE CONTRACTOR SHALL REUSE THE MATERIAL ON SITE AT NO ADDITIONAL COST. IF ON-SITE USE IS NOT FEASIBLE, DISPOSAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04. ALL ADDITIONAL CERTIFICATIONS AND ANALYSIS COMPLETED BY THE CONTRACTOR SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR SHALL REPLACE ALL STREET SIGNS AND MAIL BOXES REMOVED DURING CONSTRUCTION AS NEAR AS POSSIBLE TO THEIR ORIGINAL LOCATION OR AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25.
- ALL OPEN HOLE, BROKEN PAVEMENT AND TRENCHES RESULTING FROM STRUCTURE ADJUSTMENTS, OR CURB REPAIRS WORK SHALL BE BACKFILLED TO GRADE BY THE END OF THE DAY.
- 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETING EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- IN AREAS WITH CURB & GUTTER REMOVAL AND REPLACEMENT, THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25-INCH ABOVE THE GUTTER FLAG.
- NEW OR REPLACEMENT CLOSED LIDS SHALL BE STAMPED WITH THE WORDS "VILLAGE OF BUFFALO GROVE" AND INDICATE THE STRUCTURE TYPE. STORM LIDS SHALL BE STAMPED WITH "STORM", SANITARY LIDS SHALL BE STAMPED WITH "SANITARY" AND WATER VALVE VAULT LIDS SHALL BE STAMPED WITH "WATER". STAMPING SHALL BE INCLUDED IN THE COST OF THE NEW LID OR STRUCTURE. ALL NEW TYPE 1 OPEN LIDS SHALL BE BICYCLE SAFE.
- ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL CHARGE.
- CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS SHALL BE REMOVED AND REPLACED WITHIN 3 DAYS.
- THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORICAL AS-BUILT OR OTHER RECORD PLANS AND DOCUMENTS MUST CONTACT THE OWNER OF RECORD TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.
- FRAMES, LIDS, GRATES, VALVES, FIRE HYDRANTS, ETC WHICH ARE TO BE ABANDONED OR REPLACED IN THIS PROJECT SHALL BE SALVAGED AND REMAIN PROPERTY OF BUFFALO GROVE. THE CONTRACTOR SHALL COORDINATE DELIVERY OR PICK UP OF THESE ITEMS WITH THE ENGINEER.
- ALL WATERMAIN, FORCE MAIN AND SANITARY WORK SHALL BE COMPLETED PRIOR TO REMOVING THE EXISTING BRIDGE. SEE DETOUR PLAN FOR SUGGESTED CONSTRUCTION SEQUENCING.
- CONTRACTOR SHALL MAINTAIN THE CONVEYANCE OF ALL FLOWS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS, CULVERTS, AND OTHER DRAINAGE FACILITIES. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME THAT THE PERMANENT CONNECTIONS WITH SEWERS OR CULVERTS ARE BUILT AND IN SERVICE. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

MWRD GENERAL NOTES

- THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
- ELEVATION DATUM IS NAVD 88.
- CONVERSION EQUATION (N/A)
- ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM. (NO FLOOR DRAINS)
- ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM. (NO FOOTING DRAINS AND DOWNSPOUTS)
- ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE	
VCP C-700	C-425
VCP (NO-BEL) C-700	
JOINT	C-425
COLLAR	D-1784
CONCRETE PIPE	C-14C-443
RCP C-76	C-443
ACP C-428	D-1869
ABS SEWER PIPE	
SOLID WALL 6" DIA. SDR 23.5	
ABS D-2751	D-2751
ABS COMPOSITE/TRUSS PIPE	
8" -15" DIA.	
ABS D-2680	D-2680
PVC GRAVITY SEWER PIPE	
6" -15" DIA. SDR 26	
D-3034	D-3212 OR D-2855
18"-27" DIA. F/DY=46	
F-679	D-3212 OR D-2855
CISP A-74	C-564
DIP A-21.51	A-21.11
HDPE SDR 11	THERMALLY BUTT FUSED OR ANSI A21.10

- ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/2" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
- "BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
- WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
 - CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
 - REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
- WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS:
 - THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION;
 - OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION.
 - IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS.
- ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED. (NO SEPTIC SYSTEMS)
- ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
- ALL ABANDONED SANITARY SEWERS /FORCE MAINS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG NON-SHEAR CONCRETE/MORTAR PLUGS.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE

GENERAL NOTES		MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		2020	11-00101-00-BR	COOK	64	3
		CONTRACT NO. 61A70				
		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BMM-900317901				

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
				(80% FED/20% LOCAL) CONSTRUCTION TYPE CODE 0011	NON-PARTICIPATING
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	36	36	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	62	62	
20101100	TREE TRUNK PROTECTION	EACH	4	4	
20101200	TREE ROOT PRUNING	EACH	4	4	
20200100	EARTH EXCAVATION	CU YD	269	269	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	360	360	
20800150	TRENCH BACKFILL	CU YD	39	39	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	533	533	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1135	896	239
25000312	SEEDING, CLASS 4A	ACRE	0.1	0.1	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	11	7	4
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	11	7	4
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	11	7	4
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	125	125	
25200110	SODDING, SALT TOLERANT	SQ YD	760	521	239
25200200	SUPPLEMENTAL WATERING	UNIT	23.0	16.0	7.0

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
				(80% FED/20% LOCAL) CONSTRUCTION TYPE CODE 0011	NON-PARTICIPATING
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	14	14	
28000305	TEMPORARY DITCH CHECKS	FOOT	80	80	
28000400	PERIMETER EROSION BARRIER	FOOT	93	93	
28000510	INLET FILTERS	EACH	2	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	385	385	
28200200	FILTER FABRIC	SQ YD	385	385	
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	250	250	
SP 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	195	195	
SP 30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	313	313	
35101700	AGGREGATE BASE COURSE, TYPE B 5"	SQ YD	297	297	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	170	170	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.3		0.3
40600825	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	89		89
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	29		29
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	47	47	

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	4
CONTRACT NO. 61A70				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-90037901				

SCALE: NONE

STA. TO STA.

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
				(80% FED/20% LOCAL) CONSTRUCTION TYPE CODE 0011	NON-PARTICIPATING
51500100	NAME PLATES	EACH	1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	52	52	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	189	189	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS	EACH	1	1	
55100400	STORM SEWER REMOVAL 10"	FOOT	90	90	
55100500	STORM SEWER REMOVAL 12"	FOOT	96	96	
SP *	56105200 WATER VALVES 12"	EACH	1	1	
SP *	56400600 FIRE HYDRANTS	EACH	1	1	
	59100100 GEOCOMPOSITE WALL DRAIN	SQ YD	46	46	
	60100060 CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
	60200105 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3	
SP *	60248900 VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60250200 CATCH BASINS TO BE ADJUSTED	EACH	4	2	2
	60500050 REMOVING CATCH BASINS	EACH	2	2	
*	66400205 CHAIN LINK FENCE, 5'	FOOT	49	49	

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
				(80% FED/20% LOCAL) CONSTRUCTION TYPE CODE 0011	NON-PARTICIPATING
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	L SUM	1	1	
* A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
* A2005316	TREE, LIQUIDAMBAR STYRACIFLUA (AMERICAN SWEETGUM), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
* A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN/BASSWOOD), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
SP	X0322584 REVETMENT MAT REMOVAL	SQ YD	47	47	
SP *	X0325207 TELEVISION INSPECTION OF SEWER	FOOT	190	190	
SP *	X0327078 REMOVE FIRE HYDRANT AND VALVE ASSEMBLY	EACH	1	1	
SP	X2080250 TRENCH BACKFILL, SPECIAL	CU YD	819	819	
SP	X2130010 EXPLORATION TRENCH, SPECIAL	FOOT	65	65	
SP	X4021000 TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	14	2	12
SP	X4023000 TEMPORARY ACCESS (ROAD)	EACH	2	2	
SP	40600275 BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,509	1,046	1,463
SP	X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,131		1,131
SP *	X5091725 BICYCLE RAILING, SPECIAL	FOOT	85	85	

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	6
CONTRACT NO. 61A70				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901				

SCALE: NONE STA. TO STA.

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SP *	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
					(80% FED/20% LOCAL)	NON-PARTICIPATING
					CONSTRUCTION TYPE CODE 0071	
	X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	1,000	1,000	
	X5610651	ABANDON EXISTING WATER MAIN, FILL WITH CLSM	FOOT	190	190	
	X5620112	WATER SERVICE CONNECTION	EACH	1	1	
	X5620126	WATER SERVICE LINE, SPECIAL	FOOT	45	45	
	X5630010	CUT AND CAP EXISTING 10" WATER MAIN	EACH	2	2	
	X5630710	CONNECTION TO EXISTING WATER MAIN 10"	EACH	2	2	
	X5631210	CONNECTION TO EXISTING FORCE MAIN 10"	EACH	2	2	
	X5632000	ABANDON EXISTING FORCE MAIN, FILL WITH CLSM	FOOT	220	220	
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	78	78	
	X8060062	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)	FOOT	49	49	
	X8061815	COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL)	FOOT	1,026	166	860
	X8064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	39	39	
	X6640300	CHAIN LINK FENCE REMOVAL	FOOT	50	50	
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
	XX006490	LETTERING	L SUM	1		1

* DENOTES SPECIALITY ITEM
 SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

SP	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	HBP FUNDS	100% LOCAL
					(80% FED/20% LOCAL)	NON-PARTICIPATING
					CONSTRUCTION TYPE CODE 0011	
	XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	26		26
	Z0001100	AIR RELEASE VALVE	EACH	1	1	
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	56	56	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4	
	Z0044298	PRESSURE CONNECTION TO EXISTING WATER MAIN	EACH	1	1	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	166	166	
	Z0053600	RESET BENCH MONUMENT	EACH	1	1	
	Z0076600	TRAINEES	HOUR	500	500	
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
	XX008987	HIGH DENSITY POLYETHYLENE WATER MAIN 12" RESTRAINED JOINT TYPE	FOOT	50	50	
	XX008988	HIGH DENSITY POLYETHYLENE WATER MAIN 12" RESTRAINED JOINT TYPE IN CASING	FOOT	150	150	
	XX008989	HIGH DENSITY POLYETHYLENE FORCE MAIN 12" RESTRAINED JOINT TYPE	FOOT	160	160	
	XX008990	HIGH DENSITY POLYETHYLENE FORCE MAIN 12" RESTRAINED JOINT TYPE IN CASING	FOOT	125	125	
	X0327785	CURED-IN-PLACE PIPE LINER, 12"	FOOT	190	190	

* DENOTES SPECIALITY ITEM
 SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS
 # DENOTES CONSTRUCTION CODE 0042

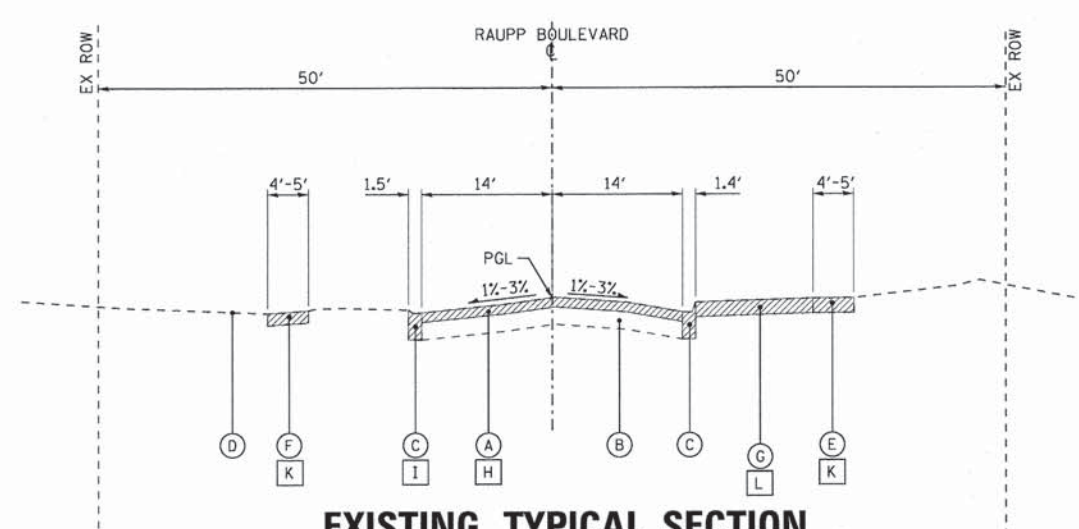
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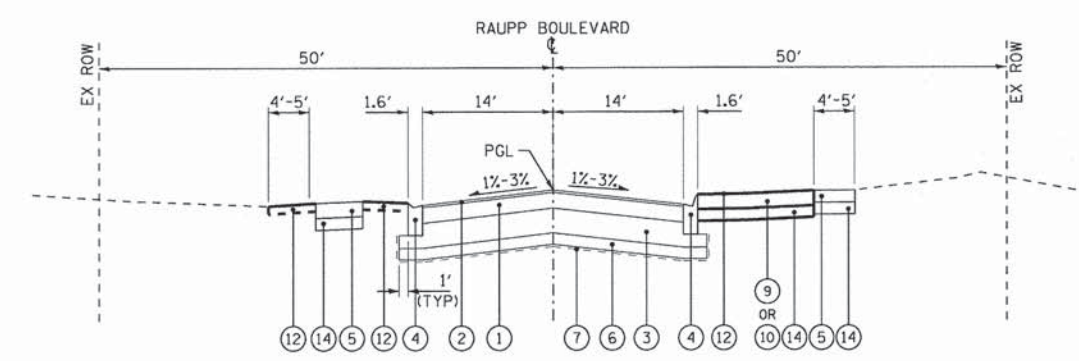
SUMMARY OF QUANTITIES

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	7
SCALE: NONE				
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901				
CONTRACT NO. 61A70				

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**EXISTING TYPICAL SECTION
 RAUPP BOULEVARD**
 STA 14+35 TO STA 16+10.69
 (BRIDGE OMISSION STA 15+20.27 TO STA 15+72.81)



**PROPOSED TYPICAL SECTION
 RAUPP BOULEVARD**
 STA 14+35 TO STA 16+10.69
 (BRIDGE OMISSION STA 15+20.27 TO STA 15+72.81)

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT - (6 1/2" - 9 3/4")
- (B) AGGREGATE BASE COURSE 3" - 12"
- (C) EXISTING COMB CONC CURB & GUTTER, TYPE M-2.12
- (D) EXISTING GROUND
- (E) EXISTING SIDEWALK
- (F) EXISTING SHARED USE PATH
- (G) EXISTING HMA OR PCC DRIVEWAY PAVEMENT
- (H) PAVEMENT REMOVAL
- (I) COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- (K) SIDEWALK REMOVAL
- (L) DRIVEWAY PAVEMENT REMOVAL
- (M) HOT-MIX ASPHALT DRIVEWAY SURFACE REMOVAL AND REPLACEMENT
- (N) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [Hatched Box] ITEM TO BE REMOVED

PROPOSED LEGEND

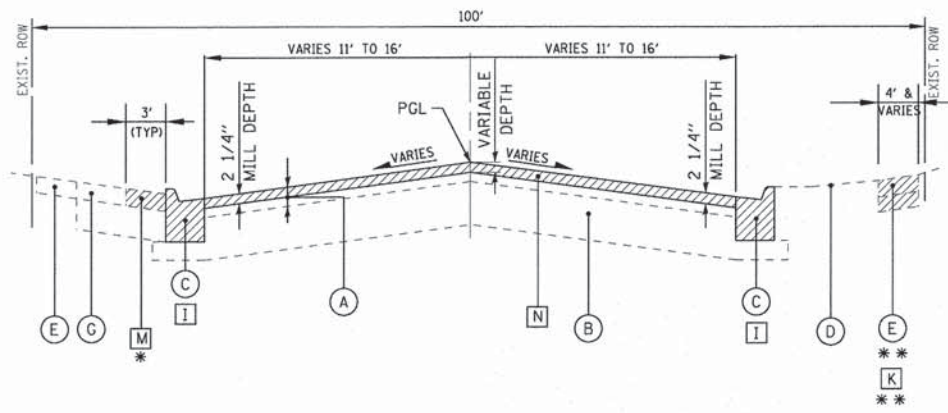
- (1) FULL DEPTH PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50-2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-4"
- (2) BITUMINOUS MATERIALS (PRIME COAT)
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL) (FLAG DEPTH - 9" MIN, CURB HEIGHT - 3", GUTTER WIDTH - 12")
- (5) PCC SIDEWALK, 5-INCH
- (6) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
•• AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- (7) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
- (9) HMA DRIVEWAY PAVEMENT - 6"
- (10) PCC DRIVEWAY PAVEMENT - 6"
- (11) CLASS D PATCHES, TYPE I - IV 6-INCH
- (12) TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- (13) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
- (14) AGGREGATE BASE COURSE TYPE B - 5"
- (15) HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT - 3"

NOTES:

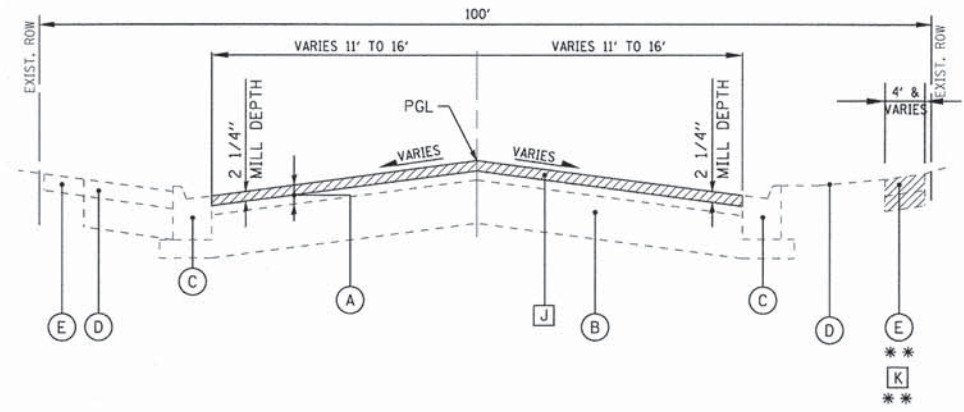
1. ••AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH COARSE AGGREGATE FOR AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY USE OF CONE PENETROMETER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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"	4% @ 50 GYR
POLYMERIZED LEVING BINDER (MACHINE METHOD), N50 - 3/4"	3.5% @ 50 GYR
PATCHING	
CLASS D PATCH (HMA BINDER IL-19mm), 6"	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 6"	4% @ 50 GYR
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm), 4"	4% @ 50 GYR

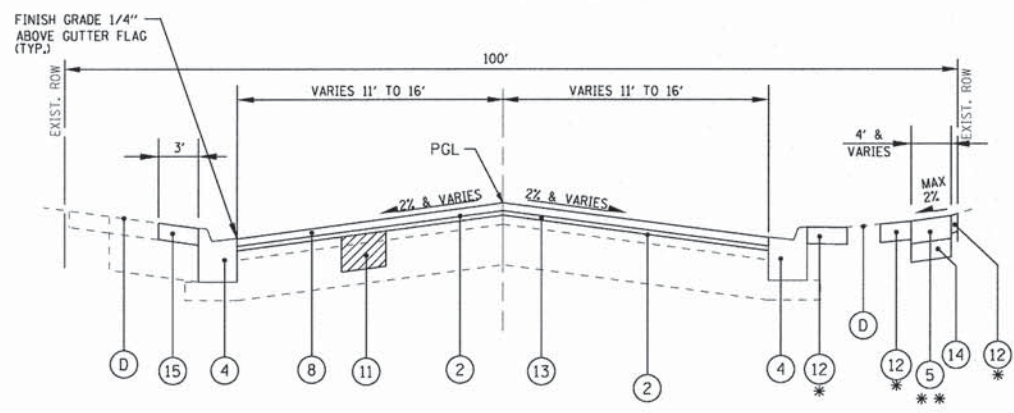
NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING.
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.



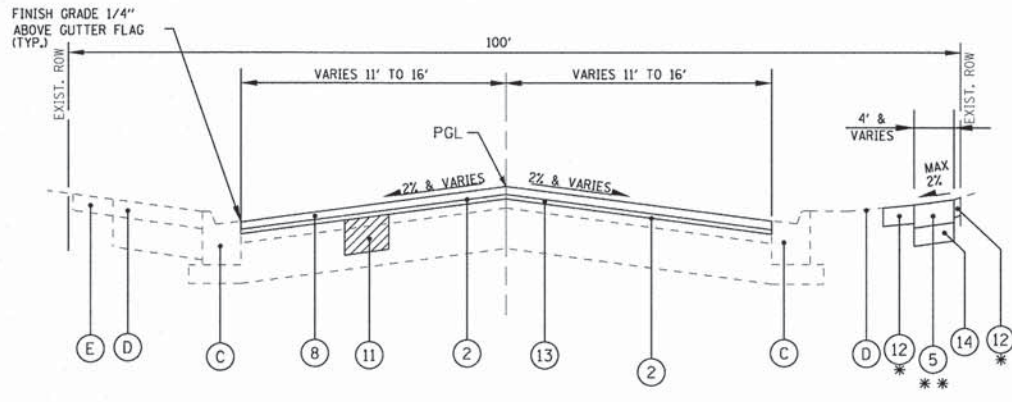
**RAUPP BOULEVARD STA 10+05 TO STA 14+35
(ROADWAY RECONSTRUCTION OMISSION STA 14+35 TO STA 16+10.69)
EXISTING TYPICAL SECTION**



**RAUPP BOULEVARD STA 16+10.69 TO STA 18+93.30
(ROADWAY RECONSTRUCTION OMISSION STA 14+35 TO STA 16+10.69)
EXISTING TYPICAL SECTION**



**RAUPP BOULEVARD STA 10+05 TO STA 14+35
(ROADWAY RECONSTRUCTION OMISSION STA 14+35 TO STA 16+10.69)
PROPOSED TYPICAL SECTION**



**RAUPP BOULEVARD STA 16+10.69 TO STA 18+93.30
(ROADWAY RECONSTRUCTION OMISSION STA 14+35 TO STA 16+10.69)
PROPOSED TYPICAL SECTION**

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT - (6 1/2" - 9 3/4")
- (B) AGGREGATE BASE COURSE 3" - 12"
- (C) EXISTING COMB CONC CURB & GUTTER, TYPE M-2.12
- (D) EXISTING GROUND
- (E) EXISTING SIDEWALK
- (F) EXISTING SHARED USE PATH
- (G) EXISTING HMA OR PCC DRIVEWAY PAVEMENT
- (H) PAVEMENT REMOVAL
- (I) COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- (K) SIDEWALK REMOVAL
- (L) DRIVEWAY PAVEMENT REMOVAL
- (M) HOT-MIX ASPHALT DRIVEWAY SURFACE REMOVAL AND REPLACEMENT
- (N) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [Hatched Box] ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) FULL DEPTH PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50-2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-4"
- (2) BITUMINOUS MATERIALS (PRIME COAT)
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE M (SPECIAL) (FLAG DEPTH - 9" MIN, CURB HEIGHT - 3", GUTTER WIDTH - 12")
- (5) PCC SIDEWALK, 5-INCH
- (6) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
** AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- (7) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
- (9) HMA DRIVEWAY PAVEMENT - 6"
- (10) PCC DRIVEWAY PAVEMENT - 6"
- (11) CLASS D PATCHES, TYPE I - IV 6-INCH
- (12) TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- (13) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
- (14) AGGREGATE BASE COURSE TYPE B - 5"
- (15) HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT - 3"

1.5 FT MAXIMUM PARKWAY RESTORATION ADJACENT TO CURB AND GUTTER, 1 FT MAXIMUM PARKWAY RESTORATION ADJACENT TO SIDEWALK OR 3 FT MAXIMUM HOT-MIX ASPHALT DRIVEWAY SURFACE REMOVAL AND REPLACEMENT AS DETERMINED BY THE ENGINEER. CONCRETE DRIVEWAYS SHALL NOT BE REMOVED FOR FORMING PURPOSES UNLESS DIRECTED BY THE ENGINEER.

** WHERE SHOWN ON PLANS OR AS DIRECTED BY ENGINEER

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DATE - 08/15/14	FILE - 101120SHT-TYP.sht

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE:	STA. TO STA.

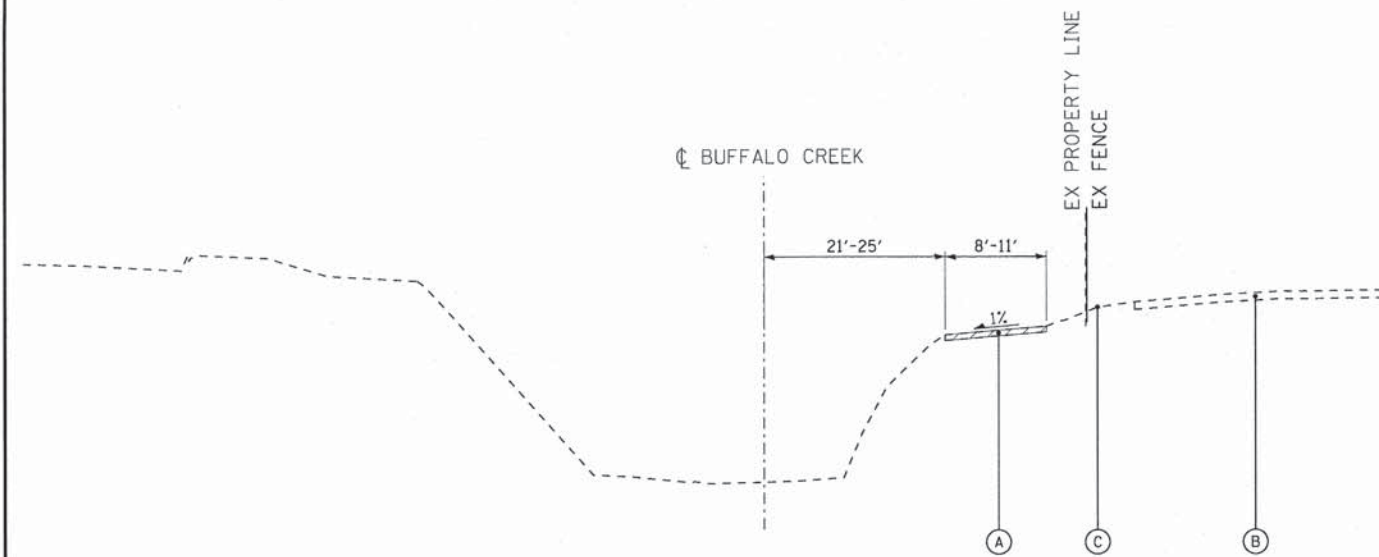
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	9
CONTRACT NO. 61A70				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901				

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT - (3')
- (B) EXISTING HMA DRIVEWAY
- (C) EXISTING GROUND
- [Hatched Box] PAVEMENT REMOVAL

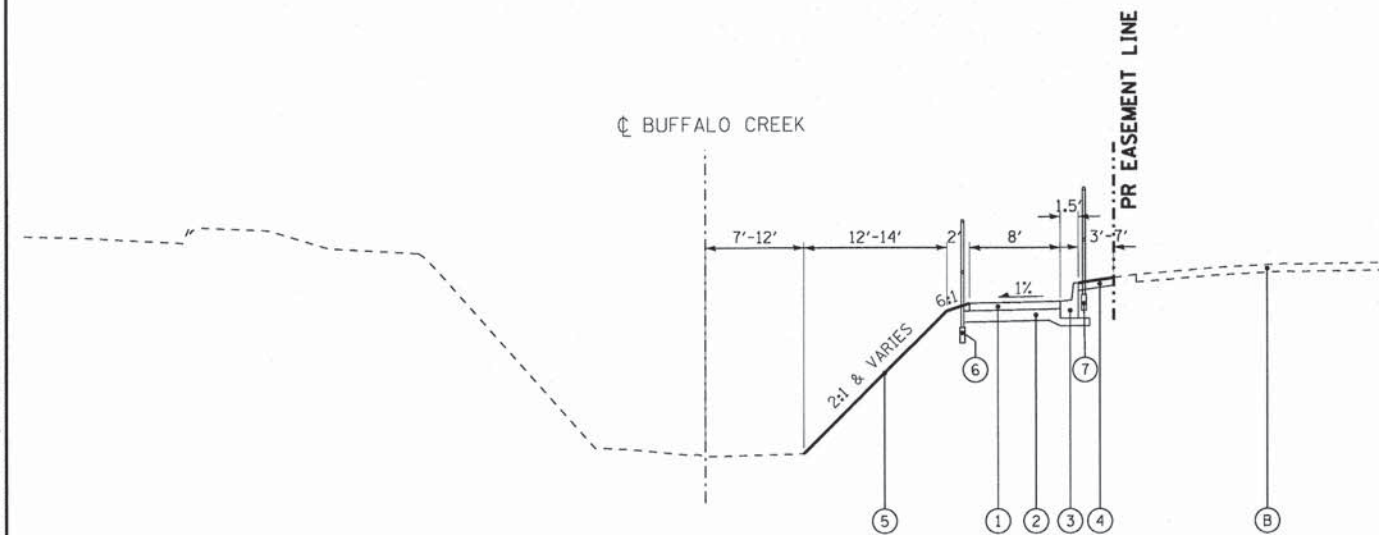
PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50-4"
- (2) AGGREGATE BASE COURSE, TYPE B 6"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (SPECIAL)
- (4) TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- (5) ARTICULATED BLOCK REVETMENT MAT (LIMITS OF PLACEMENT ON SIDESLOPES PER MANUFACTURER REQUIREMENTS)
- (6) BICYCLE RAILING, SPECIAL
- (7) CHAIN LINK FENCE, 5'



**EXISTING TYPICAL SECTION
BUFFALO CREEK**

STA 90+53 TO STA 91+60



**PROPOSED TYPICAL SECTION
BUFFALO CREEK**

STA 90+53 TO STA 91+60

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: NONE	STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	10
CONTRACT NO. 61A70				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901				

EARTHWORK SUMMARY

LOCATION STA TO STA	1 UNDERCUT AND AGG SUBGRADE IMPROVEMENT (CY)	2 UNSUITABLE EXCAVATION (TOPSOIL) (CY)	3 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CY)	4 EARTH EXCAVATION (20200100) (CY)	5 UTILITY EXCAVATION (CY)	6 EXCESS STRUCTURE EXCAVATION (CY)	7 TOTAL SUITABLE EXCAVATION (CY)	8 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CY)	9 EMBANKMENT (CY)	10 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
RAUPP BOULEVARD										
14+35.00	14+50.00	0.0	6.2	6.2	17.0	0.0	17.0	14.5	1.3	13.2
14+50.00	14+75.80	24.4	17.0	41.4	31.2	0.0	31.2	26.5	4.6	21.9
14+75.80	14+87.14	16.4	8.0	24.3	15.8	0.0	15.8	13.4	1.7	11.7
14+87.14	15+00.00	23.6	6.7	30.2	26.0	0.0	26.0	22.1	2.1	20.0
15+00.00	15+10.00	26.7	2.7	29.4	32.4	0.0	32.4	27.6	1.5	26.1
15+10.00	15+20.27	19.0	2.6	21.5	26.6	0.0	26.6	22.6	0.5	22.1
15+20.27	15+72.81	0.0	0.0	0.0	0.0	210.0	0.0	0	0.0	0.0
15+72.81	16+00.00	42.3	25.8	68.1	34.0	0.0	34.0	28.9	11.6	17.3
16+00.00	16+10.69	22.4	10.2	32.6	14.5	0.0	14.5	12.3	1.3	11.0
16+10.69	16+29.51	19.9	8.9	28.8	12.5	0.0	12.5	10.6	1.1	9.5
BUFFALO CREEK										
90+50.00	90+60.00	0.0	3.8	3.8	1.1	0.0	1.1	1	6.9	-5.9
90+60.00	90+70.00	0.0	4.5	4.5	2.5	0.0	2.5	2.1	6.9	-4.8
90+70.00	90+80.00	0.0	4.6	4.6	3.0	0.0	3.0	2.6	3.4	-0.8
90+80.00	90+90.00	0.0	4.4	4.4	3.4	0.0	3.4	2.9	2.8	0.1
90+90.00	91+00.00	0.0	4.3	4.3	3.5	0.0	3.5	3	2.4	0.6
91+00.00	91+10.00	0.0	4.5	4.5	4.1	0.0	4.1	3.5	1.0	2.5
91+10.00	91+20.00	0.0	4.9	4.9	6.7	0.0	6.7	5.7	0.7	5.0
91+20.00	91+30.00	0.0	5.6	5.6	10.1	0.0	10.1	8.6	0.9	7.7
91+30.00	91+40.00	0.0	6.3	6.3	9.3	0.0	9.3	7.9	1.7	6.2
91+40.00	91+50.00	0.0	3.4	3.4	3.5	0.0	3.5	3	1.2	1.8
92+00.00	92+10.00	0.0	4.8	4.8	2.7	0.0	2.7	2.3	0.1	2.2
92+10.00	92+20.00	0.0	9.2	9.2	4.7	0.0	4.7	4	0.5	3.5
92+20.00	92+30.00	0.0	7.7	7.7	2.5	0.0	2.5	2.1	0.6	1.5
92+30.00	92+40.00	0.0	5.7	5.7	0.9	0.0	0.9	0.8	0.6	0.2
92+40.00	92+50.00	0.0	4.3	4.3	0.5	0.0	0.5	0.4	0.8	-0.4
TOTALS	195	166	360	269	0	210	269	228	56	172

EARTHWORK SUMMARY		TOTAL	
(20200100) EARTH EXCAVATION		269	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		360	CU YD
(30300001) AGGREGATE SUBGRADE IMPROVEMENT		195	CU YD
(20400800) FURNISHED EXCAVATION		0	CU YD

- COLUMN 1 = FROM BORING SUBGRADE RECOMMENDATIONS (ESTIMATED)
- COLUMN 2 = 6 INCH TOPSOIL DEPTH
- COLUMN 3 = COLUMN 1 + COLUMN 2
- COLUMN 4 = FROM CROSS SECTION END AREAS OUTSIDE OF STRUCTURE
- COLUMN 5 = STORM, SANITARY, WATER, UTILITY EXCAVATION
- COLUMN 6 = STRUCTURES
- COLUMN 7 = COLUMN 4 + COLUMN 5 + COLUMN 6 (OMIT BRIDGE SECTION)
- COLUMN 8 = COLUMN 7 x (0.85)
- COLUMN 9 = FROM CROSS SECTION END AREAS
- COLUMN 10 = COLUMN 8 - COLUMN 9

25100635 - HEAVY DUTY EROSION CONTROL BLANKET						
STA	TO	STA	SIDE	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
15+47		15+75	RT	28.0	VAR	88.3
15+75		15+97	LT	22.0	VAR	36.4
TOTAL=						125

25200110 - SODDING, SALT TOLERANT							
STA	TO	STA	SIDE	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)	AREA (SQ YD)
RESURFACING LIMITS:							
10+05		14+35	RT	358	3.0	1074.0	119.3
10+05		14+35	LT	358	3.0	1074.0	119.3
SUBTOTAL =						2148.0	238.6
RECONSTRUCTION LIMITS:							
14+16		14+88	RT	72	3.0	475.6	52.8
14+35		14+92	RT	57	4.5	256.5	28.5
14+35		14+76	LT	41	4.5	184.5	20.5
14+76		14+76	RT	VAR	VAR	120.0	13.3
15+10		15+22	RT	VAR	VAR	308.0	34.2
14+12		14+76	LT	64	3.0	192.0	21.3
14+12		14+76	LT	64	VAR	345.0	38.3
201+00		201+96	RT	96	VAR	626.0	69.6
15+75		15+90	RT	15	VAR	391.0	43.4
15+75		16+16	RT	41	VAR	1160.0	128.9
15+97		16+39	LT	42	VAR	547.0	60.8
15+97		16+30	LT	33	VAR	81.0	9.0
SUBTOTAL =						5210.0	574.0

25200200 - SUPPLEMENTAL WATERING					
RATE (GAL/SQ YD)	AREA (SQ FT)	AREA (SQ YD)	# OF APPLICATIONS	GAL/UNIT	QTY (UNIT)
RESURFACING LIMITS:					
3	2151	239.00	10.00	1000.00	7.17
SUBTOTAL =					7.0
RECONSTRUCTION LIMITS:					
3	4689	521.00	10.00	1000.00	15.63
SUBTOTAL =					16.0
TOTAL =					23

28000250 - TEMPORARY EROSION CONTROL SEEDING				
RATE (LB/ACRE)	AREA (SQ FT)	AREA (ACRE)	QTY (LB)	
RECONSTRUCTION LIMITS:				
100	5814	0.13	14.0	
TOTAL =				14

28000305 - TEMPORARY DITCH CHECKS				
STA	TO	STA	SIDE	LENGTH (FT)
15+22		15+22	LT	40
15+67		15+67	RT	40
TOTAL =				80

28000400 - PERIMETER EROSION BARRIER				
STA	TO	STA	SIDE	LENGTH (FT)
201+15		201+96	LT	81
15+14		15+26	RT	12
TOTAL =				93

28000510 - INLET FILTERS				
STA	TO	STA	SIDE	QTY (EACH)
14+57		14+57	LT	1
14+57		14+57	RT	1
TOTAL =				2



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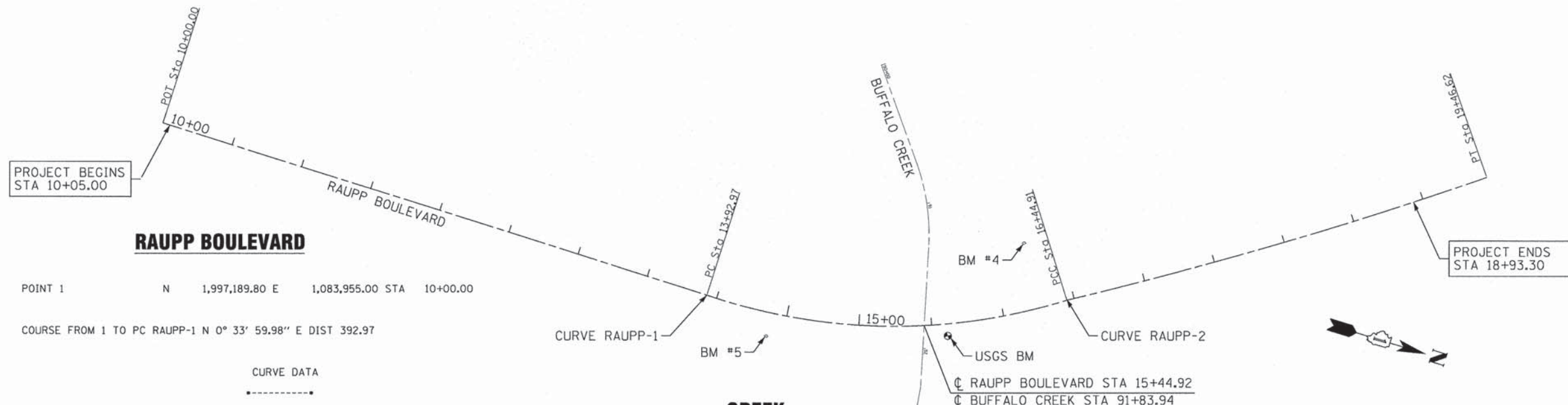
SCHEDULE OF QUANTITIES

SCALE: NONE

STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	11
CONTRACT NO. 61A70				

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PROJECT BEGINS
STA 10+05.00

PROJECT ENDS
STA 18+93.30

POINT 1 N 1,997,189.80 E 1,083,955.00 STA 10+00.00
 COURSE FROM 1 TO PC RAUPP-1 N 0° 33' 59.98" E DIST 392.97

CURVE RAUPP-1 BM #5
 CURVE RAUPP-2 BM #4
 USGS BM
 RAUPP BOULEVARD STA 15+44.92
 BUFFALO CREEK STA 91+83.94

CURVE DATA

CURVE RAUPP-1
 P.I. STATION 15+23.28 N 1,997,712.99 E 1,083,962.92
 DELTA = 36° 05' 14.93" (LT)
 DEGREE = 14° 19' 26.20"
 TANGENT = 130.31
 LENGTH = 251.94
 RADIUS = 400.00
 EXTERNAL = 20.69
 LONG CHORD = 247.79
 MID. ORD. = 19.67
 P.C. STATION 13+92.97 N 1,997,582.75 E 1,083,958.89
 P.T. STATION 16+44.91 N 1,997,820.62 E 1,083,889.47
 C.C. N 1,997,595.14 E 1,083,559.08
 BACK = N 1° 46' 28.53" E
 AHEAD = N 34° 18' 46.40" W
 CHORD BEAR = N 16° 16' 08.93" W

POINT C1 N 1,997,650.75 E 1,083,771.73 STA 90+00.00
 COURSE FROM C1 TO PC CREEK-1 N 53° 02' 58.11" E DIST 70.62

POINT C2 N 1,997,742.06 E 1,083,976.37 STA 92+26.68
 COURSE FROM C2 TO PC CREEK-2 N 83° 02' 14.86" E DIST 31.95

CURVE DATA

CURVE RAUPP-2
 P.I. STATION 17+95.90 N 1,997,950.65 E 1,083,812.72
 DELTA = 5° 56' 33.46" (LT)
 DEGREE = 1° 58' 10.77"
 TANGENT = 150.99
 LENGTH = 301.71
 RADIUS = 2,908.92
 EXTERNAL = 3.92
 LONG CHORD = 301.57
 MID. ORD. = 3.91
 P.C. STATION 16+44.91 N 1,997,820.62 E 1,083,889.47
 P.T. STATION 19+46.62 N 1,998,072.04 E 1,083,722.93
 C.C. N 1,996,342.12 E 1,081,384.30
 BACK = N 30° 32' 53.92" W
 AHEAD = N 36° 29' 27.38" W
 CHORD BEAR = N 33° 31' 10.65" W

CURVE DATA

CURVE CREEK-1 (CHORD DEFINITION)
 P.I. STATION 91+01.33 N 1,997,711.66 E 1,083,852.71
 DELTA = 23° 08' 24.61" (RT)
 DEGREE = 38° 56' 32.79"
 TANGENT = 30.71
 LENGTH = 59.42
 RADIUS = 150.00
 EXTERNAL = 3.11
 LONG CHORD = 60.17
 MID. ORD. = 3.05
 P.C. STATION 90+70.62 N 1,997,693.20 E 1,083,828.16
 P.T. STATION 91+30.04 N 1,997,718.99 E 1,083,882.53
 C.C. N 1,997,573.33 E 1,083,918.33
 BACK = N 53° 02' 58.11" E
 AHEAD = N 76° 11' 22.71" E
 CHORD BEAR = N 64° 37' 10.41" E

CURVE DATA

CURVE CREEK-2 (CHORD DEFINITION)
 P.I. STATION 92+77.73 N 1,997,748.25 E 1,084,027.04
 DELTA = 41° 49' 01.12" (LT)
 DEGREE = 180° 00' 00.00"
 TANGENT = 19.10
 LENGTH = 23.23
 RADIUS = 50.00
 EXTERNAL = 3.52
 LONG CHORD = 35.69
 MID. ORD. = 3.29
 P.C. STATION 92+58.63 N 1,997,745.93 E 1,084,008.08
 P.T. STATION 92+81.86 N 1,997,762.62 E 1,084,039.63
 C.C. N 1,997,795.56 E 1,084,002.02
 BACK = N 83° 02' 14.86" E
 AHEAD = N 41° 13' 13.75" E
 CHORD BEAR = N 62° 07' 44.30" E

COURSE FROM PT CREEK-1 TO C2 N 76° 11' 22.71" E DIST 96.64

COURSE FROM PT CREEK-2 TO PC CREEK-3 N 41° 13' 13.75" E DIST 47.11

BENCHMARK LIST

- USGS BENCHMARK DISK IN SIDEWALK AT NORTHEAST CORNER OF EXISTING BRIDGE, ELEV=675.50
- BM 4 RAILROAD SPIKE SET IN EAST FACE OF POWER POLE IN THE RETURN TO THE EXIT OF THE RECREATION CENTER PARKING LOT, ELEV=677.60
- BM 5 RAILROAD SPIKE SET IN WEST FACE OF POWER POLE AT RESIDENCE 171, ELEV=675.99

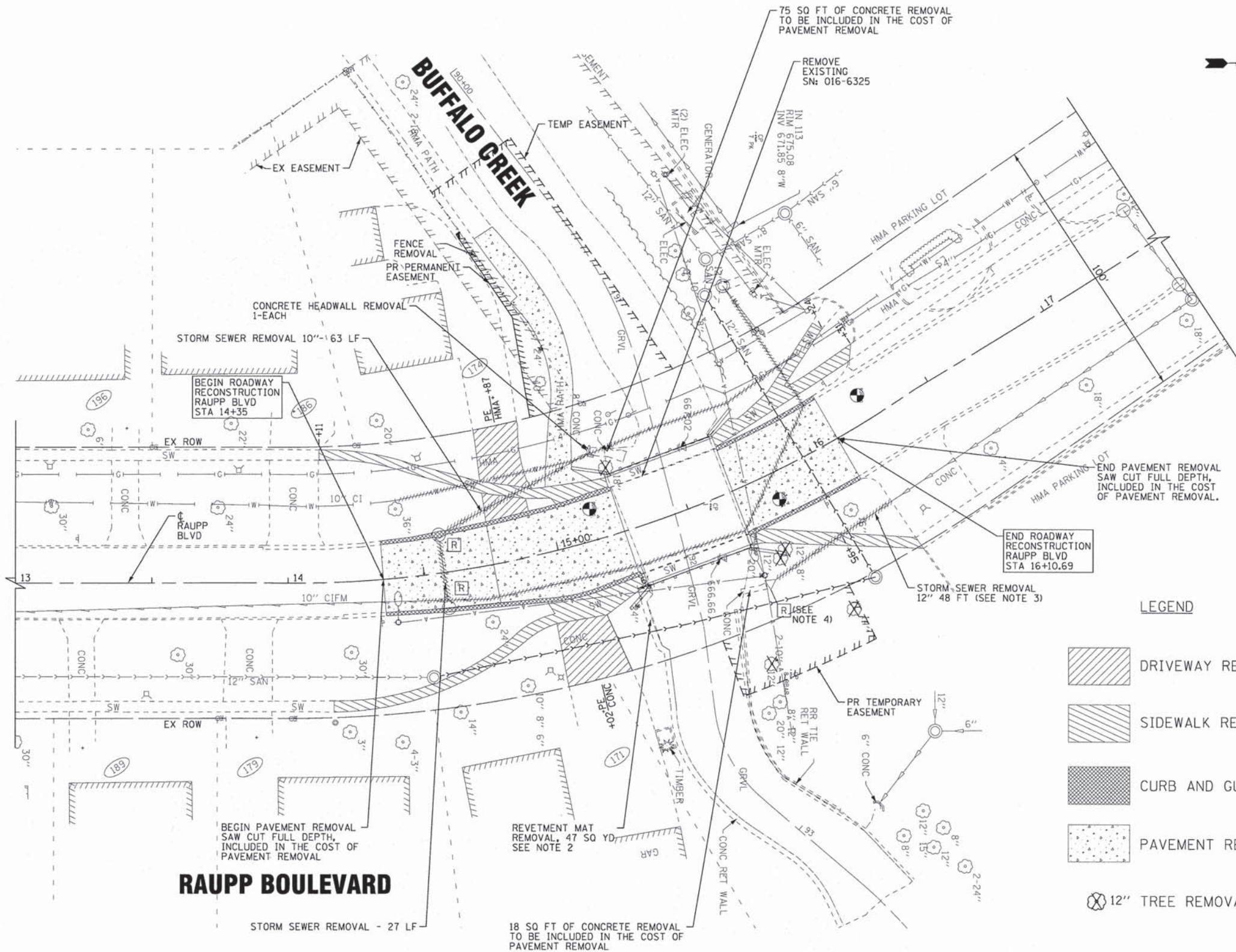
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND BENCHMARKS	
SCALE: 1" = 40'	STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	12
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901			CONTRACT NO. 61A70	



LEGEND

-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  CURB AND GUTTER REMOVAL
-  PAVEMENT REMOVAL
-  12" TREE REMOVAL

NOTES:

1. SEE DRAINAGE AND UTILITY SHEETS FOR WATER MAIN AND FORCEMAIN REMOVALS
2. LIMITS OF REVETMENT MAT REMOVAL SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER
3. THE CONTRACTOR SHALL PROVIDE A TEMPORARY OUTLET FOR THE STORM SEWER DURING CONSTRUCTION OF THE FORCE MAIN. QUANTITIES HAVE BEEN PROVIDED TO REMOVE AND REPLACE THE 12" STORM SEWER AT THIS LOCATION.
4. END SECTION REMOVAL SHALL BE INCLUDED IN THE COST OF STORM SEWER REMOVAL

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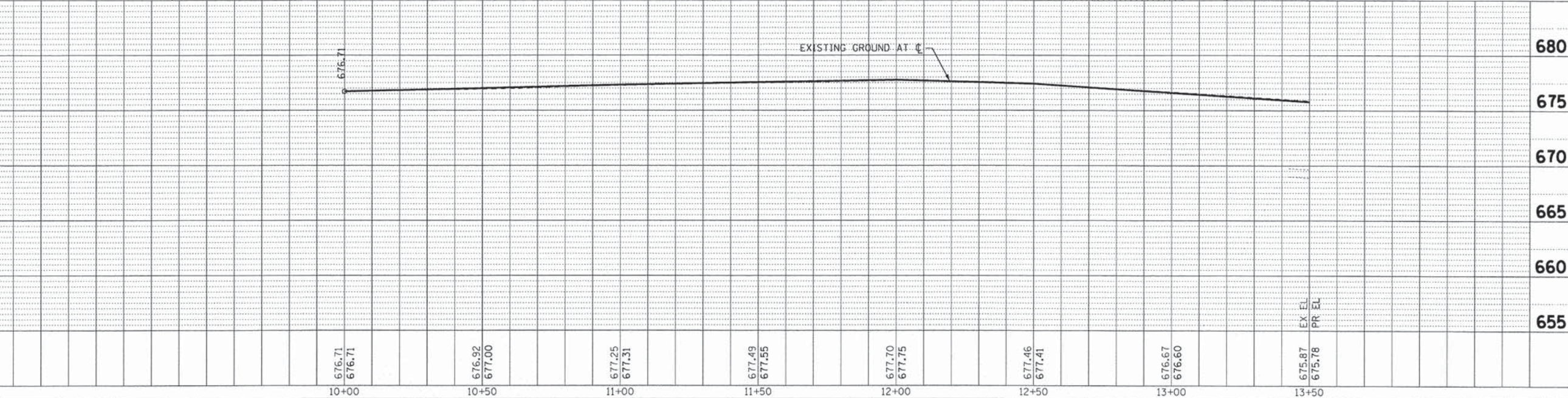
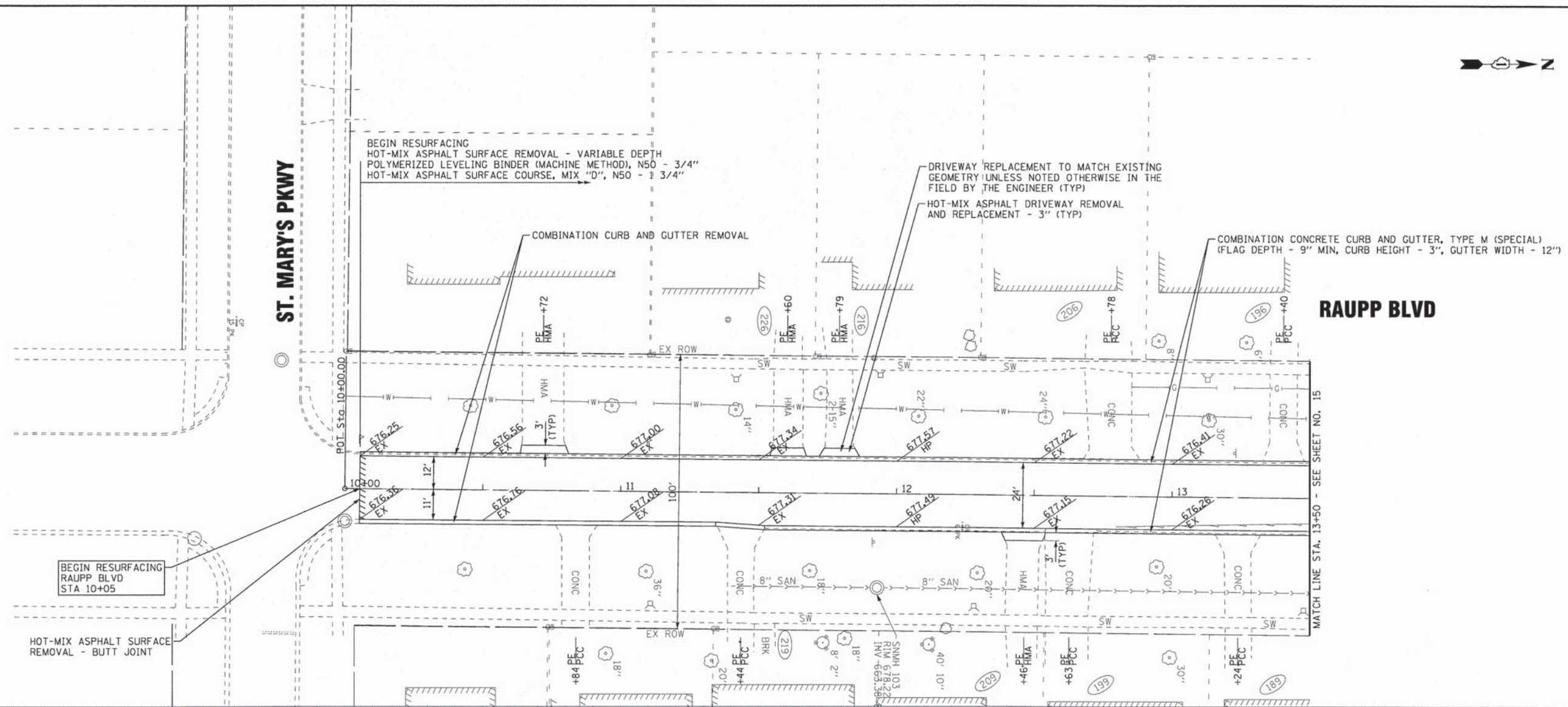
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN - RECONSTRUCTION AREA

SCALE: 1" = 20'
STA. 13+00 TO STA. 17+00

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	13
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90037901	



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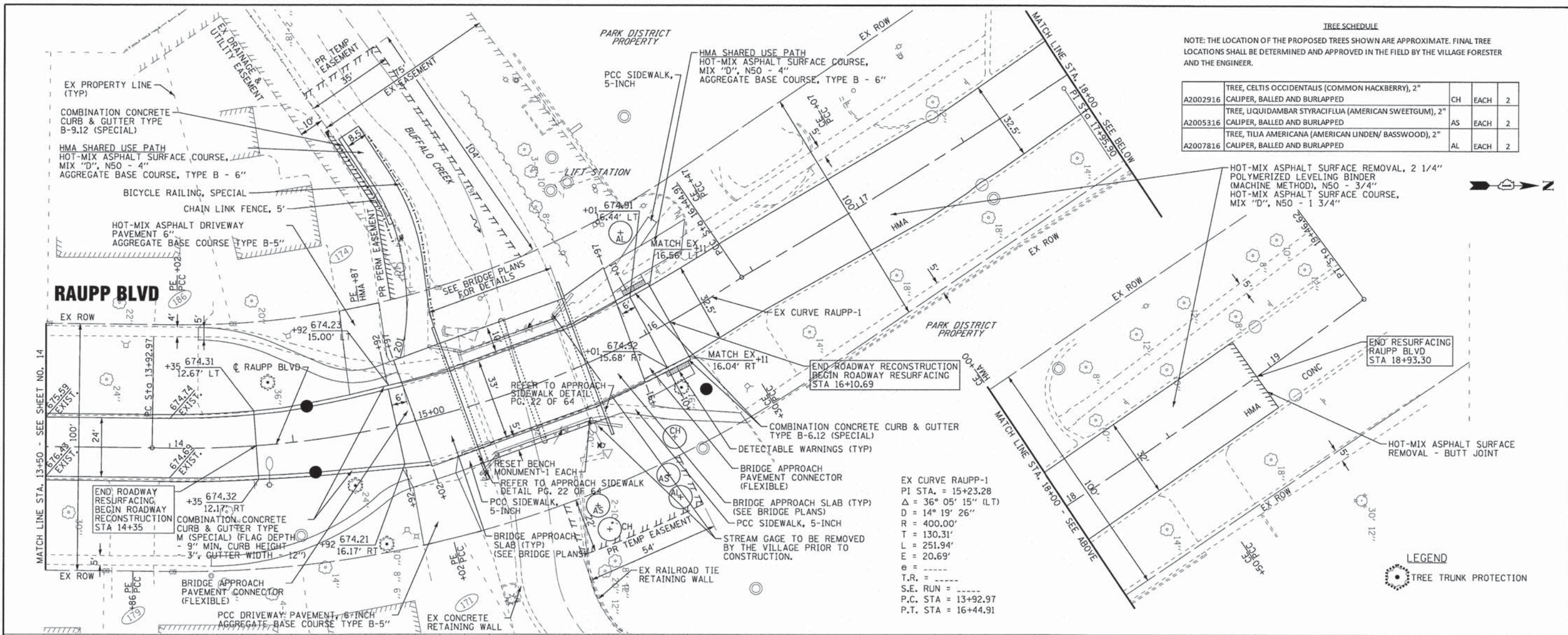
BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -
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	CHECKED - TAO	REVISED -
	DATE - 08/15/14	FILE - 101120SHT_PPI.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC PLAN & PROFILE	
SCALE: H: 1"=20' V: 1"=5'	STA. 13+00 TO STA. 18+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	14
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	CONTRACT NO. 61A70			

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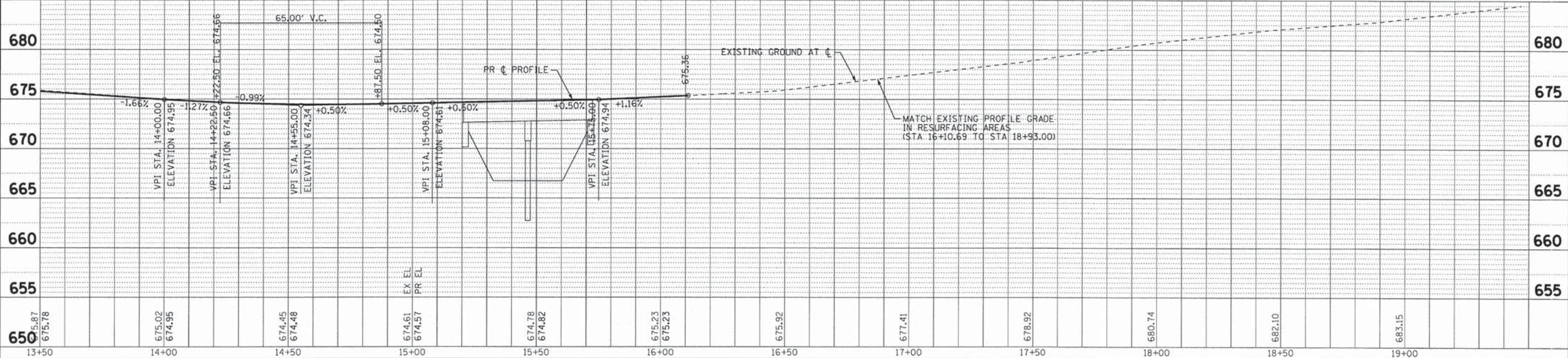


TREE SCHEDULE

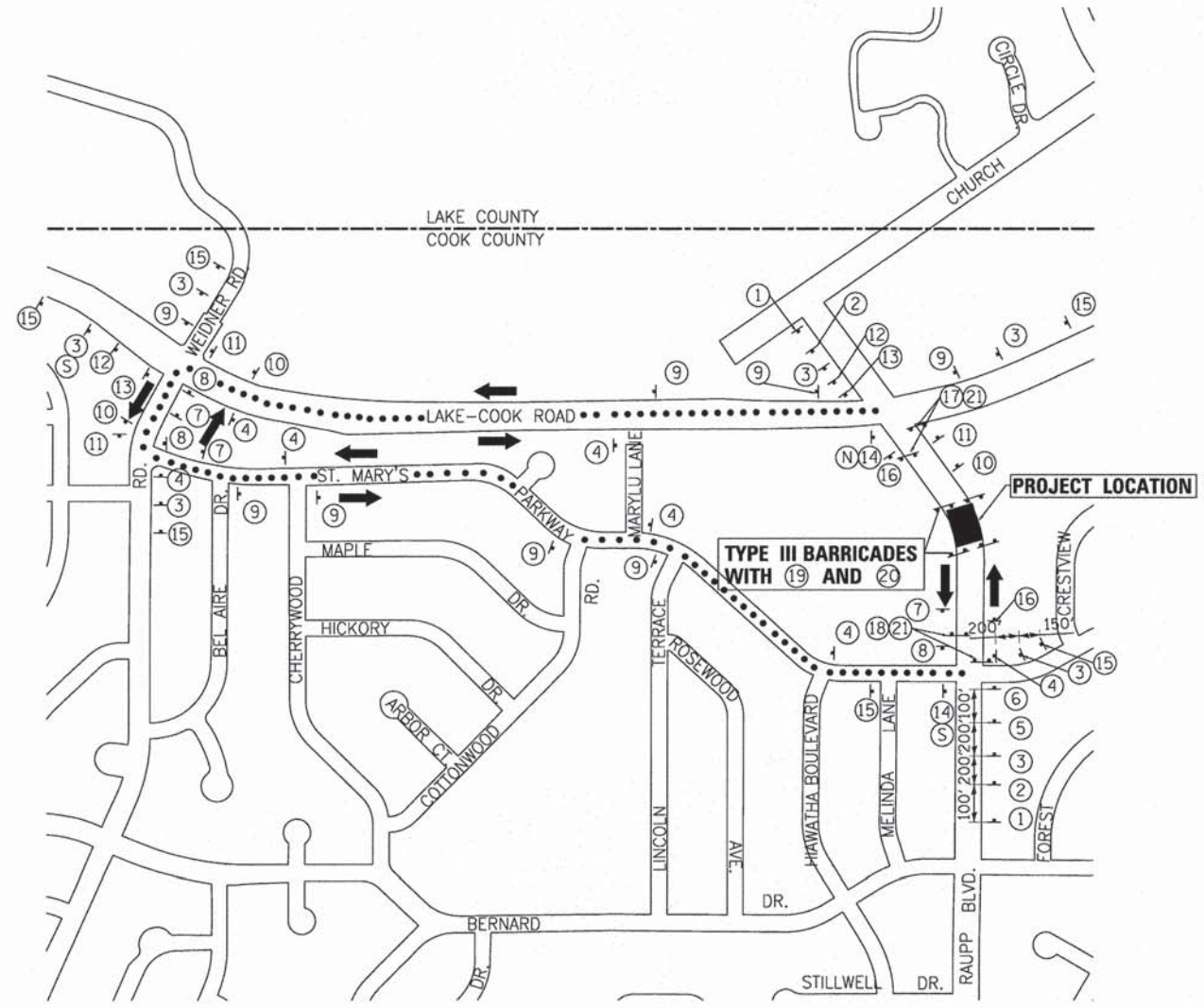
NOTE: THE LOCATION OF THE PROPOSED TREES SHOWN ARE APPROXIMATE. FINAL TREE LOCATIONS SHALL BE DETERMINED AND APPROVED IN THE FIELD BY THE VILLAGE FORESTER AND THE ENGINEER.

ITEM NO.	TREE SPECIES	SIZE	QUANTITY	REMARKS
A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2"	2"	EACH	2
A2005316	TREE, LIQUIDAMBAR STYRACIFLUA (AMERICAN SWEETGUM), 2"	2"	EACH	2
A2007816	TREE, TILIA AMERICANA (AMERICAN LINDEN/ BASSWOOD), 2"	2"	EACH	2

EX CURVE RAUPP-1
 P1 STA. = 15+23.28
 $\Delta = 36^\circ 05' 15''$ (LT)
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 130.31'$
 $L = 251.94'$
 $E = 20.69'$
 $e =$
 T.R. =
 S.E. RUN =
 P.C. STA = 13+92.97
 P.T. STA = 16+44.91

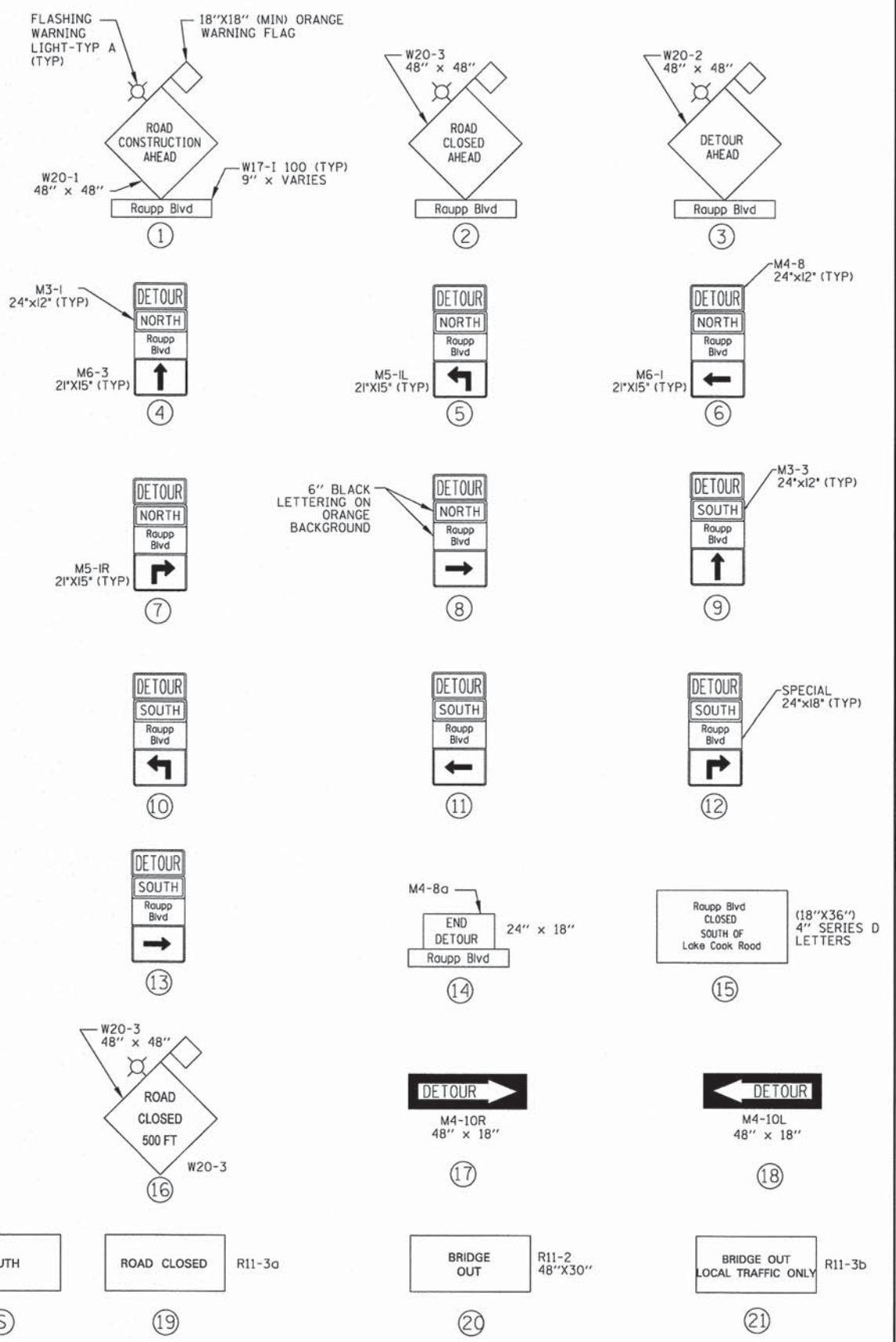
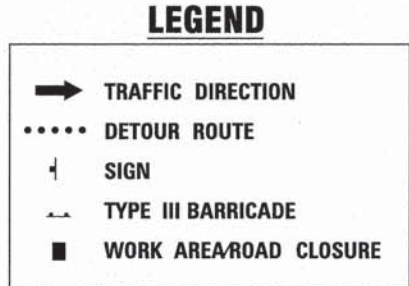


BAXTER & WOODMAN Consulting Engineers	DESIGNED - TAO/BLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GEOMETRIC PLAN & PROFILE		MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CJC	REVISED -		2020	11-00101-00-BR	COOK	64	15		
	CHECKED - TAO	REVISED -		SCALE: H: 1"=20' V: 1"=5'			STA. 13+00 TO STA. 18+00		CONTRACT NO. 61A70	
	DATE - 08/15/14	FILE - 101120SHT_PP2.shx		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		BHM-90037901				



VICINITY MAP
NO SCALE

- SUGGESTED MAINTENANCE OF TRAFFIC NOTES:**
- REFER TO DISTRICT DETAIL TC-21 FOR SIGN SPACING, EXCEPT AS INDICATED.
 - THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
 - THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
 - EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION WITH CONTINUED MAINTENANCE FOR THE DURATION OF CONSTRUCTION. SEE EROSION CONTROL SHEETS FOR ADDITIONAL INFORMATION.
 - THE CONTRACTOR SHALL MAINTAIN EMERGENCY VEHICLE AND LOCAL TRAFFIC DURING THE CONSTRUCTION. THE COST FOR MAINTAINING ACCESS ON RAUPP BOULEVARD SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
 - THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO ALL ENTRANCES DURING THE CONSTRUCTION OF THE BRIDGE OVER BUFFALO CREEK. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (ROAD), TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (FIELD ENTRANCE).
 - DETOUR SIGN ASSEMBLIES MAY SUBSTITUTE M4-9 SERIES FOR SEPARATE M4-8 & ARROW PANELS.
 - ALL SIGNS, BARRICADES, SIGN'S LIGHTS & FLAGS SHALL BE IN ACCORDANCE WITH THOSE INDICATED IN THE TRAFFIC CONTROL STANDARDS OF THE MUTCD & THE STANDARD SPECIFICATIONS.
 - THE CONTRACTOR SHALL NOTIFY CCDOTH (MICHAEL D. STERR, 312-603-1670) AND THE VILLAGE OF BUFFALO GROVE (847-459-2523) 10 DAYS IN ADVANCE OF OPERATION OF THE DETOUR ROUTE.
 - THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION SCHEDULE FOR THE VILLAGE IMPROVEMENTS WITH CCDOTH'S CONTRACTOR PRIOR TO PLACEMENT OF THE SIGNS FOR THE DETOUR ROUTE.
 - THE CONTRACTOR SHALL IMPLEMENT THE DETOUR PLAN PRIOR TO COMMENCING FORCE MAIN CONSTRUCTION DUE TO CONFLICTS WITH THE EXISTING WINGWALL AND SOUTH ABUTMENT FOOTING.



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DATE - 08-12-14	FILE - 101120SHT_DeTour.sht

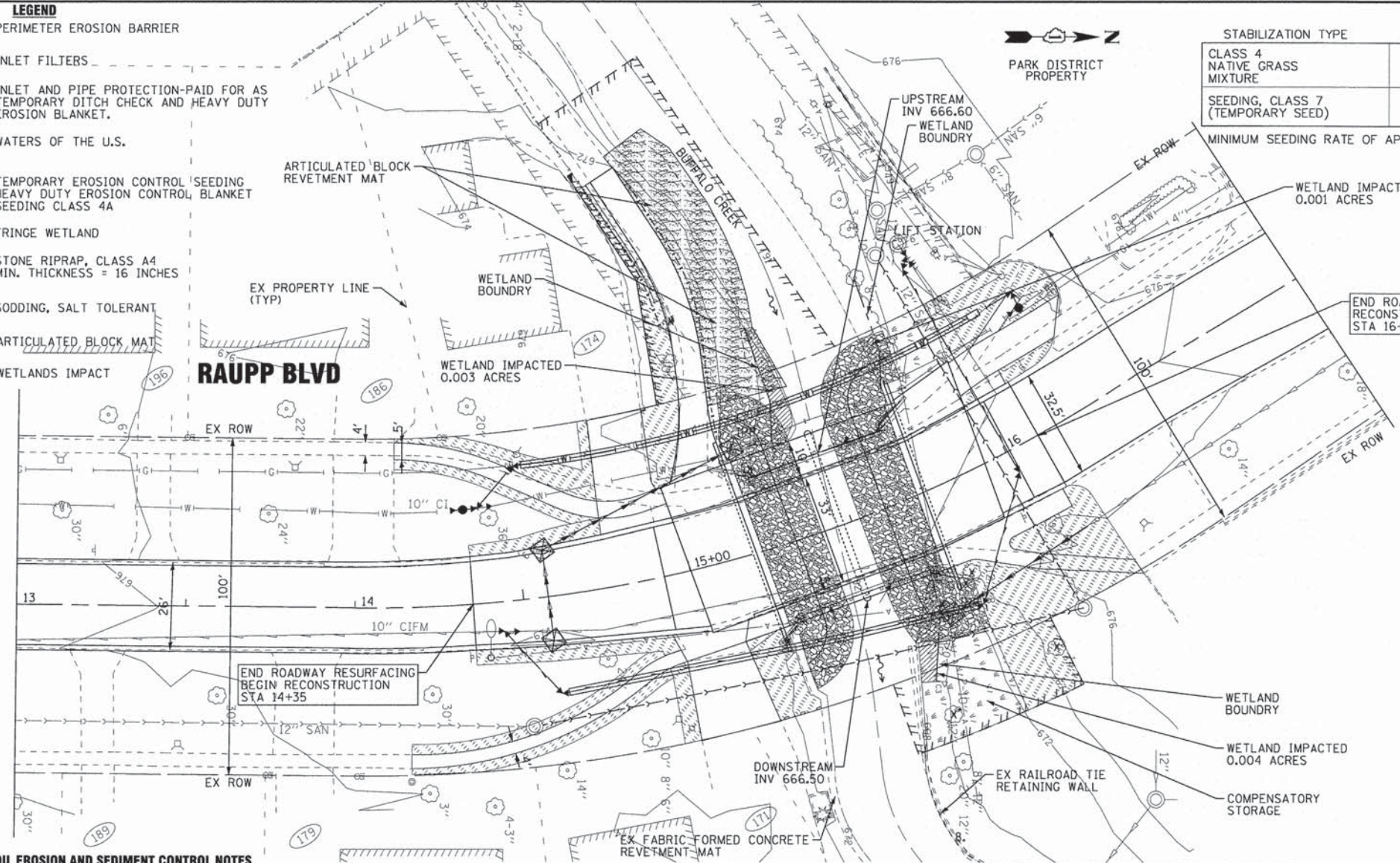
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC - DETOUR

SCALE: NONE STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	16
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT BHM-900317901			CONTRACT NO. 61A70	

- LEGEND**
- PERIMETER EROSION BARRIER
 - INLET FILTERS
 - IPP INLET AND PIPE PROTECTION-PAID FOR AS TEMPORARY DITCH CHECK AND HEAVY DUTY EROSION BLANKET.
 - WATERS OF THE U.S.
 - TEMPORARY EROSION CONTROL SEEDING HEAVY DUTY EROSION CONTROL BLANKET SEEDING CLASS 4A
 - FRINGE WETLAND
 - STONE RIPRAP, CLASS A4 MIN. THICKNESS = 16 INCHES
 - SODDING, SALT TOLERANT
 - ARTICULATED BLOCK MAT
 - WETLANDS IMPACT



SOIL STABILIZATION CHART

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

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

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

1. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
2. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
3. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR DEDISTURBANCE.
4. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH MAT OR BLANKET IN COMBINATION WITH SEEDING.
5. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
6. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
7. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR OF EROSION CONTROL MEASURES.
8. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE. DEWATERING DIRECTLY INTO STREAMS, WETLANDS, FIELD TILES OR STORM WATER STRUCTURES IS PROHIBITED.
9. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE NCCSWCD, ENGINEER, OR LOCAL AGENCY.
10. CONTRACTOR SHALL COMPLY WITH OSHA WORK AND SAFETY RULES.
11. CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.
12. COMPLY WITH REQUIREMENTS FROM THE U.S. ARMY CORPS OF ENGINEERS, NORTH COOK COUNTY SOIL AND WATER CONSERVATION DISTRICT, AND VILLAGE OF BUFFALO GROVE.
13. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL.
14. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH RAIN EVENT RESULTING IN RUNOFF FROM THE SITE.
15. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
16. WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR THE CONSTRUCTION OF THE COFFERDAM. ALL MATERIALS FOR THIS COFFERDAM MUST BE NON-ERODIBLE. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

17. IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE (ROCK CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT LATER AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
18. DEWATERING MEASURES SHALL COMPLY WITH THE ILLINOIS URBAN MANUAL. DURING DEWATERING OF THE COFFERED AREA, THE WATER SHALL BE FILTERED TO REMOVE SEDIMENT PRIOR TO DISCHARGE TO THE STREAM. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. FILTRATION AREA SHALL BE PLACED ON A STABILIZED AREA OR DISCHARGE TO AN ENERGY DISSIPATING SURFACE PRIOR TO BEING RE-INTRODUCED TO DOWNSTREAM WATERWAY. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY. THE DISCHARGE FROM THE DEWATERING DEVICE SHALL NOT CAUSE EROSION.
19. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED FOR REVIEW BY THE NCCSWCD.
20. EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS, THE SIDE SLOPES MUST BE RESEDED AND STABILIZED IMMEDIATELY AFTER FINAL GRADING WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE CHANNEL MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.
21. THE PORTION OF THE SIDE SLOPE THAT IS ABOVE THE OBSERVED WATER ELEVATION SHALL BE STABILIZED AS SPECIFIED IN THE PLANS PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE AND TOE OF SLOPE THAT HAS BEEN DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED OR PRE-CONSTRUCTION CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.
22. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
23. CONCRETE WASHOUT FACILITIES SHALL BE INSTALLED, OPERATED AND MAINTAINED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
24. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
25. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
26. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE OWNER OR APPLICABLE REGULATORY AGENCY.
27. FINAL ACCEPTANCE OF PROJECT WILL BE CONTINGENT ON RECORD DRAWING APPROVAL BY THE ENGINEER.
28. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS, PERMITS, AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.
29. THE CONTRACTOR SHALL PROVIDE ADEQUATE RECEPTACLES FOR THE DEPOSITION OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO THE DEVELOPMENT SITE, CHANNEL, WATERS OF THE U.S. OR ISOLATED WATERS OF COOK COUNTY. THE CONTRACTOR SHALL MAINTAIN THE DEVELOPMENT SITE FREE OF CONSTRUCTION MATERIAL DEBRIS.
30. THIS PROJECT REQUIRES ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE VILLAGE, AS A CONDITION OF THIS PERMIT. THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE VILLAGE AND NORTH COOK SOIL & WATER CONSERVATION DISTRICT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USAGE WEBSITE. THE USAGE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MAINTENANCE SCHEDULE

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

CONSTRUCTION SEQUENCING

1. INSTALL SEDIMENT AND EROSION CONTROL SYSTEMS.
2. COMPLETE TREE REMOVAL, CLEARING AND GRUBBING.
3. INSTALL COFFERDAMS FOR UTILITY INSTALLATION.
4. COMPLETE WATER MAIN AND FORCE MAIN INSTALLATION ACROSS CREEK.
5. STRIP AND STOCKPILE TOPSOIL AND BEGIN MASS GRADING, TEMPORARY SEED AS REQUIRED.
6. INSTALL COFFERDAMS FOR BRIDGE CONSTRUCTION. DEMOLISH EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
7. CONSTRUCT NEW SUBSTRUCTURE.
8. REMOVE COFFERDAMS.
9. CONSTRUCT SUPERSTRUCTURE.
10. COMPLETE PAVEMENT REMOVAL.
11. COMPLETE ROADWAY APPROACHES, RECONSTRUCTION AND RESURFACING.
12. COMPLETE PAVEMENT MARKINGS AND RESTORATION.
13. REMOVE EROSION CONTROL MEASURES AND RESTORE.

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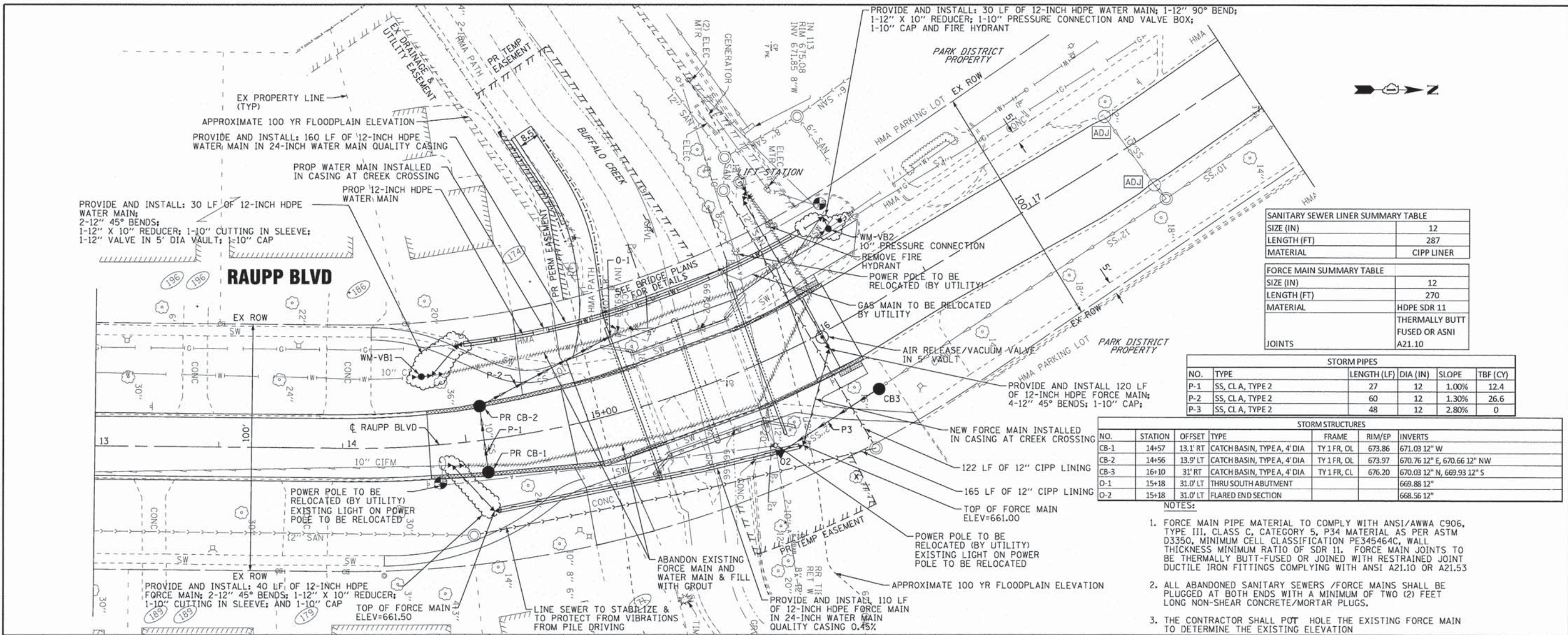
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: H: 1"=20'	STA. 13+00 TO STA. 17+00	MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		2020	11-00101-00-BR	COOK	64	17
		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO. 61A70		

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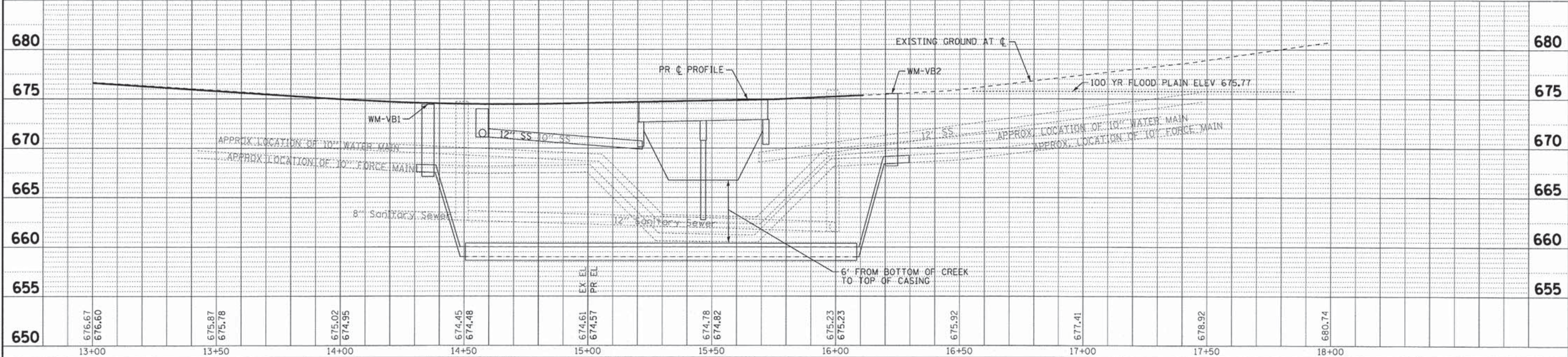
SANITARY SEWER LINER SUMMARY TABLE	
SIZE (IN)	12
LENGTH (FT)	287
MATERIAL	CIPP LINER

FORCE MAIN SUMMARY TABLE	
SIZE (IN)	12
LENGTH (FT)	270
MATERIAL	HDPE SDR 11
JOINTS	THERMALLY BUTT FUSED OR ASNI A21.10

STORM PIPES					
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE	TBF (CY)
P-1	SS, CLA, TYPE 2	27	12	1.00%	12.4
P-2	SS, CLA, TYPE 2	60	12	1.30%	26.6
P-3	SS, CLA, TYPE 2	48	12	2.80%	0

STORM STRUCTURES						
NO.	STATION	OFFSET	TYPE	FRAME	RIM/EP	INVERTS
CB-1	14+57	13.1' RT	CATCH BASIN, TYPE A, 4' DIA	TY 1 FR, OL	673.86	671.03 12" W
CB-2	14+56	13.9' LT	CATCH BASIN, TYPE A, 4' DIA	TY 1 FR, OL	673.97	670.76 12" E, 670.66 12" NW
CB-3	16+10	31.1' RT	CATCH BASIN, TYPE A, 4' DIA	TY 1 FR, CL	676.20	670.03 12" N, 669.93 12" S
O-1	15+18	31.0' LT	THRU SOUTH ABUTMENT			669.88 12"
O-2	15+18	31.0' LT	FLARED END SECTION			668.56 12"

- NOTES:
- FORCE MAIN PIPE MATERIAL TO COMPLY WITH ANSI/AWWA C906, TYPE III, CLASS C, CATEGORY 5, P34 MATERIAL AS PER ASTM D3350, MINIMUM CELL CLASSIFICATION PE345464C, WALL THICKNESS MINIMUM RATIO OF SDR 11. FORCE MAIN JOINTS TO BE THERMALLY BUTT-FUSED OR JOINED WITH RESTRAINED JOINT DUCTILE IRON FITTINGS COMPLYING WITH ANSI A21.10 OR A21.53
 - ALL ABANDONED SANITARY SEWERS /FORCE MAINS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG NON-SHEAR CONCRETE/MORTAR PLUGS.
 - THE CONTRACTOR SHALL POT HOLE THE EXISTING FORCE MAIN TO DETERMINE THE EXISTING ELEVATION



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Consulting Engineers

DESIGNED - TAO/BLB	REVISED -
DRAWN - CJC	REVISED -
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DATE - 08/15/14	FILE - 101120SHT_DUI.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITY PLAN

SCALE: H: 1"=20' V: 1"=5'
STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	18
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90037901	

PART OF SECTIONS 4 & 5, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Station / Description	Northing	Easting	Station / Description	Northing	Easting
10+00.00 Project Beginning	1,997,189.80	1,083,955.00	14+88.46 121.99' LT.	1,997,652.47	1,083,831.11
13+92.39 P.C.	1,997,582.17	1,083,958.87	14+90.81 122.61' LT.	1,997,653.81	1,083,830.20
15+23.02 P.I.	1,997,716.98	1,083,960.20	15+02.04 50.15' LT.	1,997,678.88	1,083,898.75
16+44.91 P.T.	1,997,820.62	1,083,889.47	15+05.78 87.41' LT.	1,997,672.79	1,083,861.86
16+44.91 Project End	1,998,121.67	1,083,684.00			

LEGEND

SECTION CORNER
QUARTER SECTION CORNER

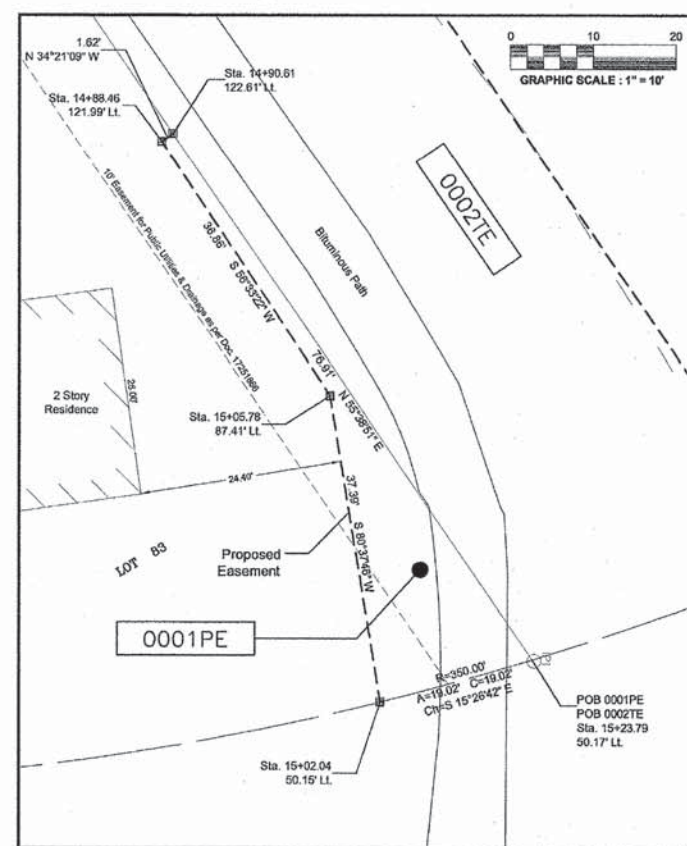
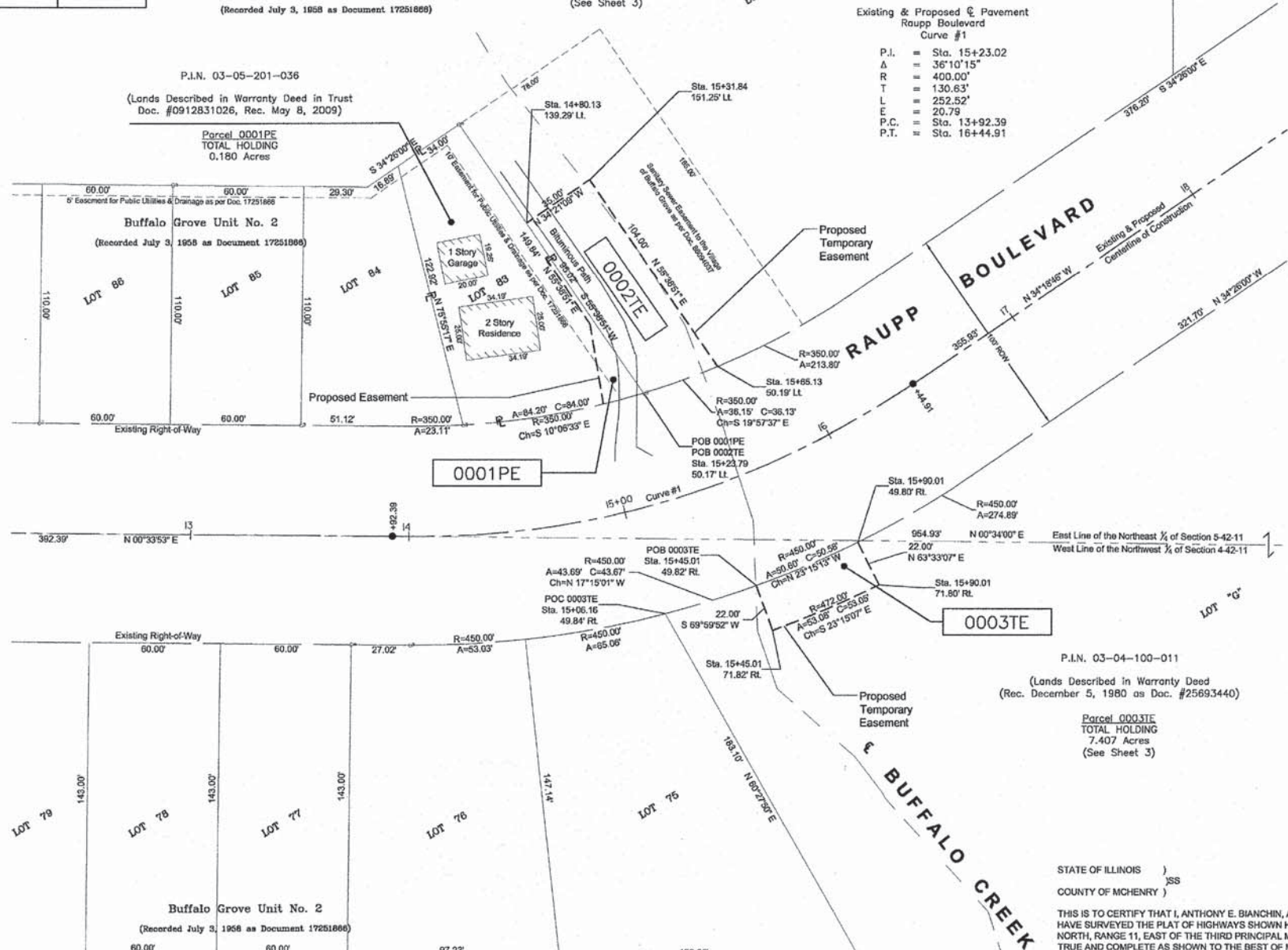
SECTION / QUARTER SECTION LINE
PLATTED LOT LINES
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE

129.32'
129.32' (COMP)
(129.32')
RECORDED DIMENSION

EXISTING BUILDING

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
STAKING OF PROPOSED RIGHT OF WAY
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS
BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET

Notes:
• Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
• Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
• All dimensions are measured unless otherwise noted.
• All measured and calculated distances are grid.
• To obtain ground distances, divide grid distances by the combination factor of 0.99775.



PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0001PE	0.180	N/A	N/A	N/A	0.011	--	03-05-201-036
0002TE	12.994	N/A	N/A	N/A	0.080	--	03-05-201-037 03-05-201-038
0003TE	7.407	N/A	N/A	N/A	0.026	--	03-04-100-011

STATE OF ILLINOIS)
COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHINI, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5 TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS, THIS 4TH DAY OF JUNE, 2014 A.D.

Anthony E. Bianchini
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



SHEET 19 OF 64

BAXTER & WOODMAN
Consulting Engineers
8078 RIDGEFIELD ROAD • CRYSTAL LAKE, IL 60012
PHONE: 815-459-1200 • FAX: 815-455-6400

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
RAUPP BOULEVARD

LIMITS: AT BUFFALO CREEK COUNTY: COOK
SECTION: 11-00101-00-BR JOB NO.: R-55-001-97
STA. 12+50.00 TO STA. 18+00.00 SHEET 19
SCALE: 1" = 30' SHEET 2 OF 3 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

I:\CRYSTAL LAKE\BFW\101120-RAUPP BRIDGE\CADD-SURVEY\DRAWINGS\PLATS\10-120_TOTO.DWG Plot of Highway (2)
 Plotted: 10/23/2013 @ 2:21 PM By: 5544EB
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REVISION DATE: 06/04/2014 REVISION MADE BY: AEB

CONTRACT 61A70

PART OF SECTIONS 4 & 5, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

- Notes:
- Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
 - Coordinates are based on Illinois State Plane Coordinate System, East Zone, North American Datum of 1983, "grid" (2011 adjustment)
 - All dimensions are measured unless otherwise noted.
 - All measured and calculated distances are grid. To obtain ground distances, divide grid distances by the combination factor of 0.99975.

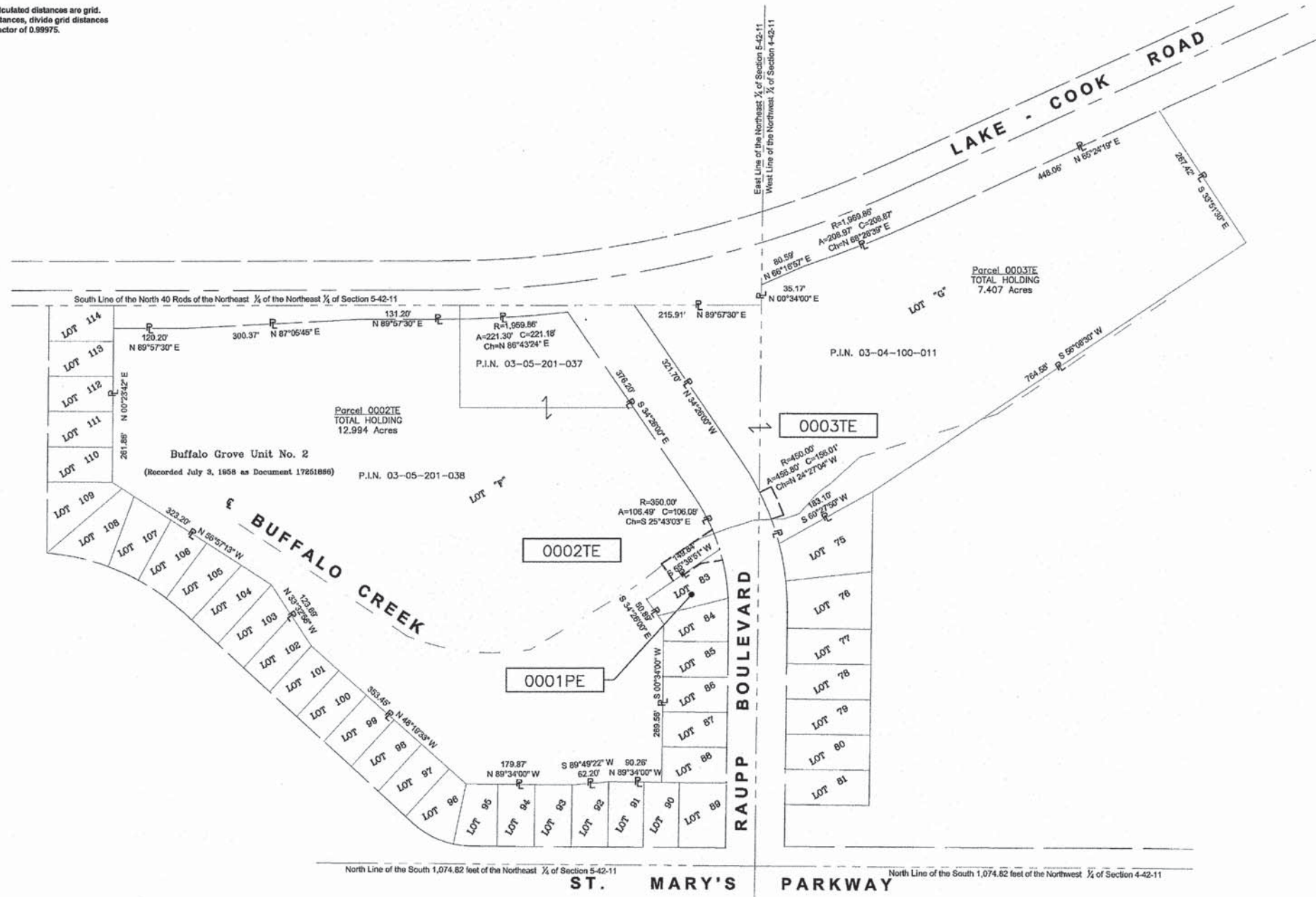
LEGEND

SECTION CORNER
QUARTER SECTION CORNER

SECTION / QUARTER SECTION LINE
PLATTED LOT LINES
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
MEASURED DIMENSION
129.32'
129.32' (COMP)
129.32'
RECORDED DIMENSION
EXISTING BUILDING

GRAPHIC SCALE
0 30
SCALE: 1" = 30'

- Bearings and distances are referenced to Illinois State Plane Coordinate System, East Zone, NAD83, (2011 Adjustment)
- IRON PIPE OR ROD FOUND
 - ⊕ "MAG" NAIL SET
 - + CUT CROSS FOUND OR SET
 - 5/8" REBAR SET
 - STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8" INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
 - ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET



STATE OF ILLINOIS)
COUNTY OF MCHENRY)

THIS IS TO CERTIFY THAT I, ANTHONY E. BIANCHIN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 4 & 5 TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CRYSTAL LAKE, ILLINOIS THIS 4TH DAY OF JUNE, 2014 A.D.

Anthony E. Bianchin
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003603
LICENSE EXPIRATION DATE: NOVEMBER 30, 2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

ANTHONY E. BIANCHIN
035-003603
PROFESSIONAL
LAND SURVEYOR
STATE OF
ILLINOIS
CRYSTAL LAKE, ILLINOIS

"LICENSE EXPIRES 11-30-2014"

SHEET 20 OF 64

BAXTER & WOODMAN
Consulting Engineers
8678 RIDGEBELD ROAD • CRYSTAL LAKE, IL 60012
PHONE: 815-455-1250 • FAX: 815-455-0450

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
RAUPP BOULEVARD

LIMITS : AT BUFFALO CREEK COUNTY : COOK
SECTION : 11-00101-00-BR JOB NO. : R-55-001-97
STA. 12+50.00 TO STA. 18+00.00 SHEET 20
SCALE : 1" = 30' SHEET 3 OF 3 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

DOT USE ONLY

REVISION DATE: 06/04/2014 REVISION MADE BY: AEB

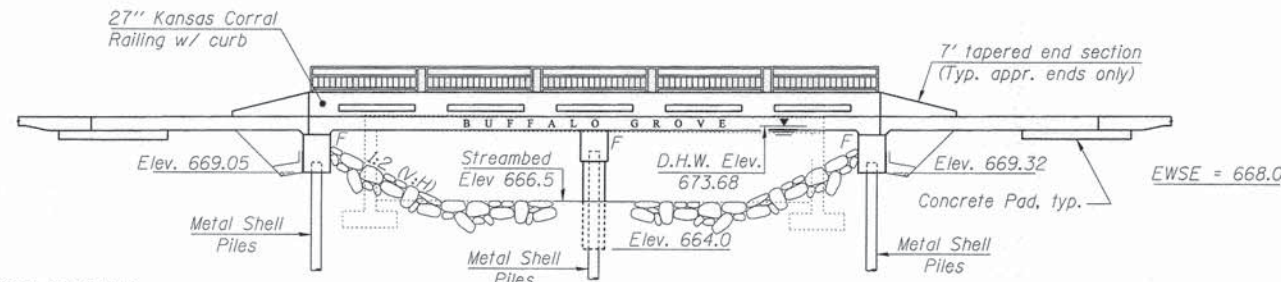
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Drawing: 2013, By: Baxter & Woodman, Inc.
Sheet: 20 of 64, Date: 06/04/2014, File: 4-30-13
License No.: 184-001121 - Expires: 4-30-13

CONTRACT 61A70

Benchmark: USGS Benchmark Disk in sidewalk at Northeast corner of existing bridge, Elev. 675.50

Existing Structure: SN 016-6325, built in 1967, the existing bridge is a single-span precast prestressed concrete deck beam superstructure supported by closed concrete abutments, founded on spread footings. The structure measures 42'-4" back to back of abutments, and 43'-4" out to out. Bridge is to be removed and replaced with a two-span reinforced concrete slab structure, on pile bent pier and abutments. Traffic to be detoured during construction.

No Salvage.



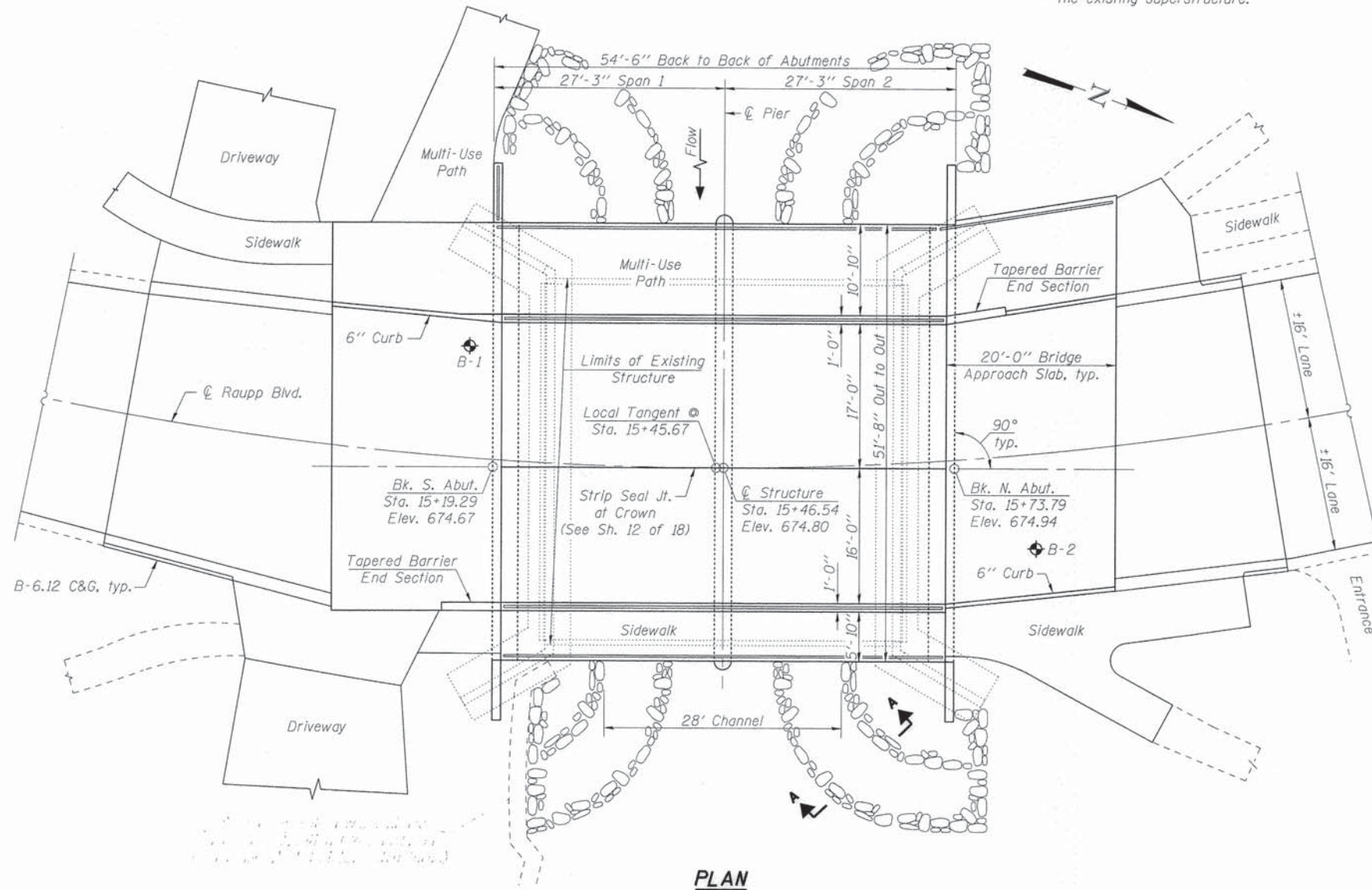
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier	N. Abut.
	669.05	662.3	669.32

($Q_{100}scour = Q_{500}scour$)

ELEVATION

NOTE
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.



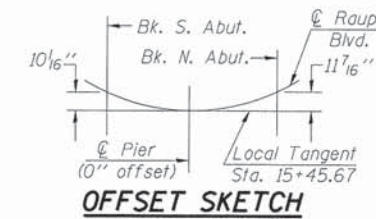
PLAN

See Sheet 2 of 18 for Section A-A.

WATERWAY INFORMATION

Drainage Area = 19.1 Sq. Mi. Low Grade Elev. 674.44 @ Sta. 14+50

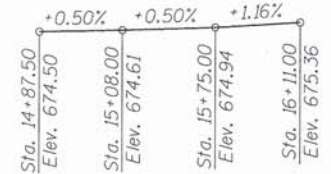
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	681	193.7	208.7	672.01	0.06	0.00	672.07	672.01
Design	30	1152	209.9	262.6	673.68	0.28	0.04	673.96	673.72
Base	100	2062	209.9	262.6	675.61	0.26	0.15	675.87	675.76
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	4142	209.9	262.6	678.30	0.12	0.12	678.42	678.42



OFFSET SKETCH

CURVE DATA

$\Delta = 36^\circ 05' 15''$ (LT)
 $D = 14^\circ 19' 26''$
 $T = 130.31'$
 $L = 215.94'$
 $E = 20.69'$
 $R = 400.00'$
 $S.E. = N/A$
 $P.C. = Sta. 13+92.97$
 $P.T. = Sta. 16+44.91$
 $P.I. = Sta. 15+23.28$



PROFILE GRADE

Along C. Roadway

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications
6th Edition w/ Interims

DESIGN STRESSES

FIELD UNITS

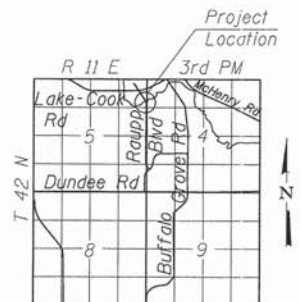
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.091g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.173g
 Soil Site Class = D



LOCATION SKETCH



DATE: 8/12/14
 LICENSE EXPIRES 11/30/14

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

**GENERAL PLAN
 RAUPP BOULEVARD
 OVER BUFFALO CREEK
 SEC. 11-00101-00-BR
 COOK COUNTY
 STATION 15+46.54
 STRUCTURE NO. 016-8216**

USER NAME =	DESIGNED - BLB	REVISED -
PLLOT SCALE =	CHECKED - AS	REVISED -
PLLOT DATE =	DRAWN - BLB	REVISED -
	CHECKED - AS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN
 STRUCTURE NO. 016-8216**

SHEET NO. 1 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	21
CONTRACT NO. 61A70			

ILLINOIS FED. AID PROJECT

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GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.

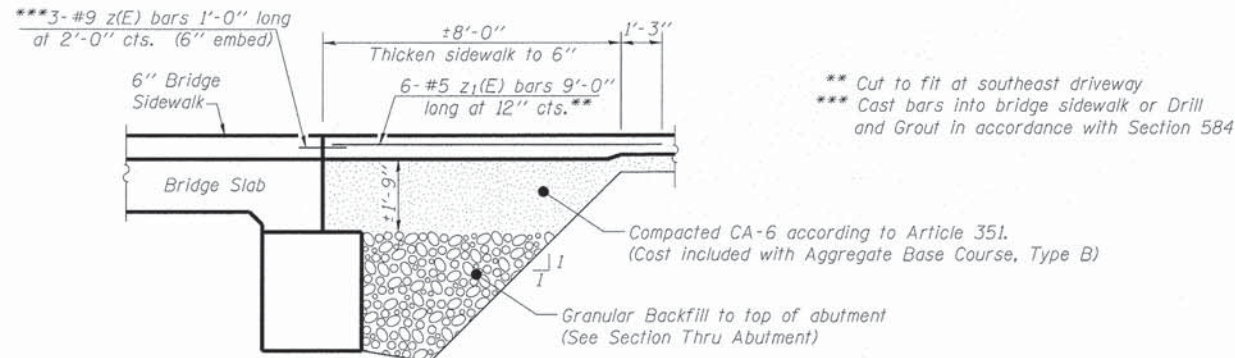
INDEX OF SHEETS

1. General Plan
2. General Data
3. Top of Slab Elevations
4. Top of South Approach Slab Elevations
5. Top of North Approach Slab Elevations
6. Superstructure
7. Superstructure Details I
8. Superstructure Details II
9. Approach Slab Details
10. Approach Slab Details
11. Pedestrian Railing Details
12. Longitudinal Joint Details
13. South Abutment
14. North Abutment
15. Pier
16. Pier Details
17. Soil Borings
18. Soil Borings

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd		385	385
Filter Fabric	Sq Yd		385	385
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu Yd		202	202
Cofferdam Excavation	Cu Yd		55	55
Cofferdam (Type I) (Location - I)	Each		1	1
Concrete Structures	Cu Yd		110.9	110.9
Concrete Superstructure	Cu Yd	252.8		252.8
Bridge Deck Grooving	Sq Yd	460		460
Protective Coat	Sq Yd	584		584
Reinforcement Bars, Epoxy Coated	Pound	57350	16550	73900
Pedestrian Railing	Foot	234		234
Furnishing Metal Shell Piles 14" x 0.250"	Foot		902	902
Driving Piles	Foot		902	902
Test Pile Metal Shells	Each		3	3
Pile Shoes	Each		26	26
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	52		52
Geocomposite Wall Drain	Sq Yd		46	46
Granular Backfill for Structures	Cu Yd		78	78
Pipe Underdrains for Structures 4"	Foot		166	166
Lettering	L Sum	1		1

See Sheet 7 of 18.



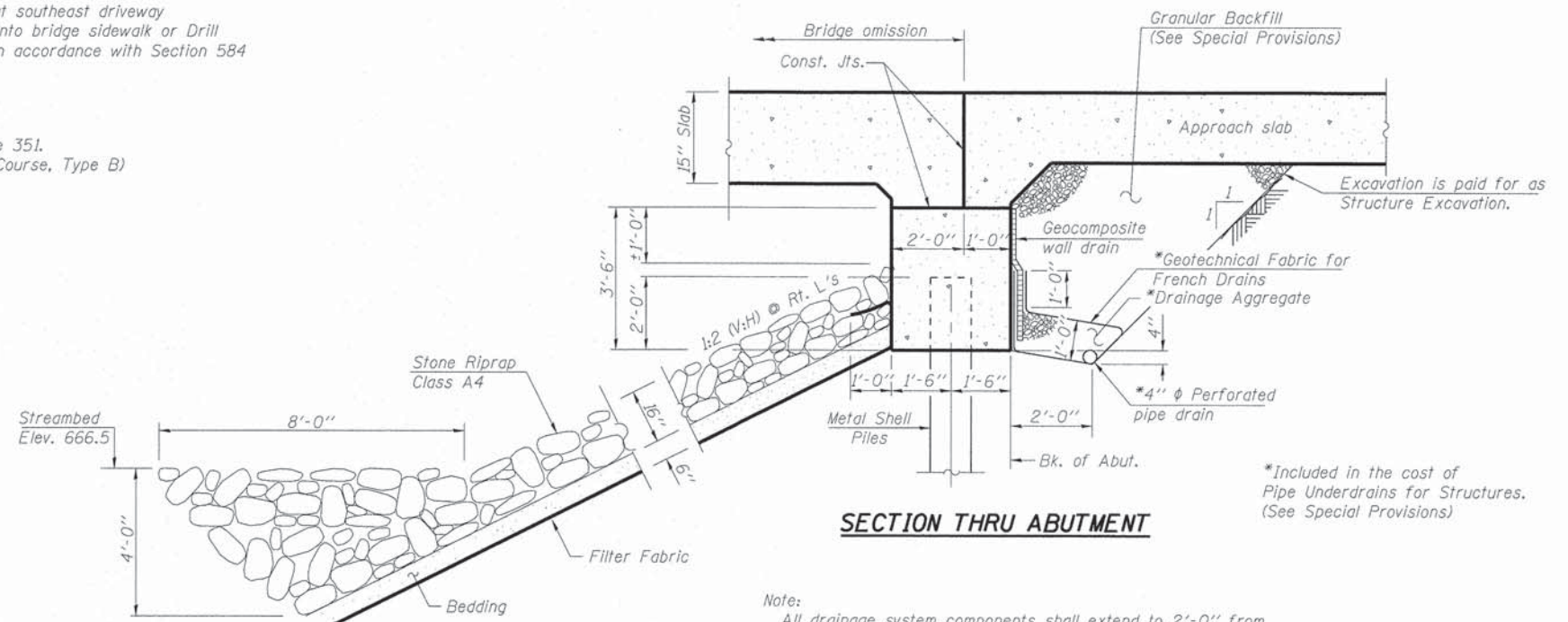
APPROACH SIDEWALK DETAIL

Typical Southeast and Northeast corners, outside limits of Approach Slabs

**APPROACH SIDEWALKS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
z(E)	6	#9	1'-0"	—
z ₁ (E)	12	#5	9'-0"	—
Reinforcement Bars, Epoxy Coated			Pound	140

See Roadway Plans for Sidewalk & Aggregate Base Course quantities.



SECTION THRU ABUTMENT

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).

SECTION A-A

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 016-8216**

SHEET NO. 2 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	22
CONTRACT NO. 61A70		ILLINOIS FED. AID PROJECT	

WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	15+19.29	-28.83	674.23	674.23
☉ S. Abut.	15+20.79	-28.83	674.24	674.24
A	15+30.79	-28.83	674.29	674.29
B	15+40.79	-28.83	674.34	674.34
☉ Pier	15+46.54	-28.83	674.37	674.37
C	15+56.54	-28.83	674.42	674.42
D	15+66.54	-28.83	674.47	674.47
☉ N. Abut.	15+72.29	-28.83	674.50	674.50
Back N. Abut.	15+73.79	-28.83	674.50	674.50

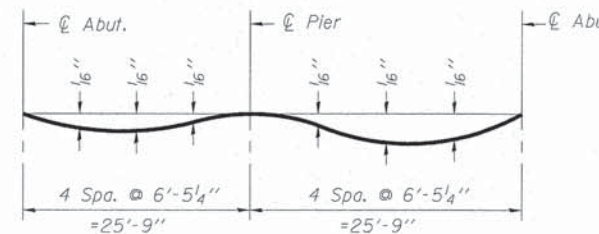
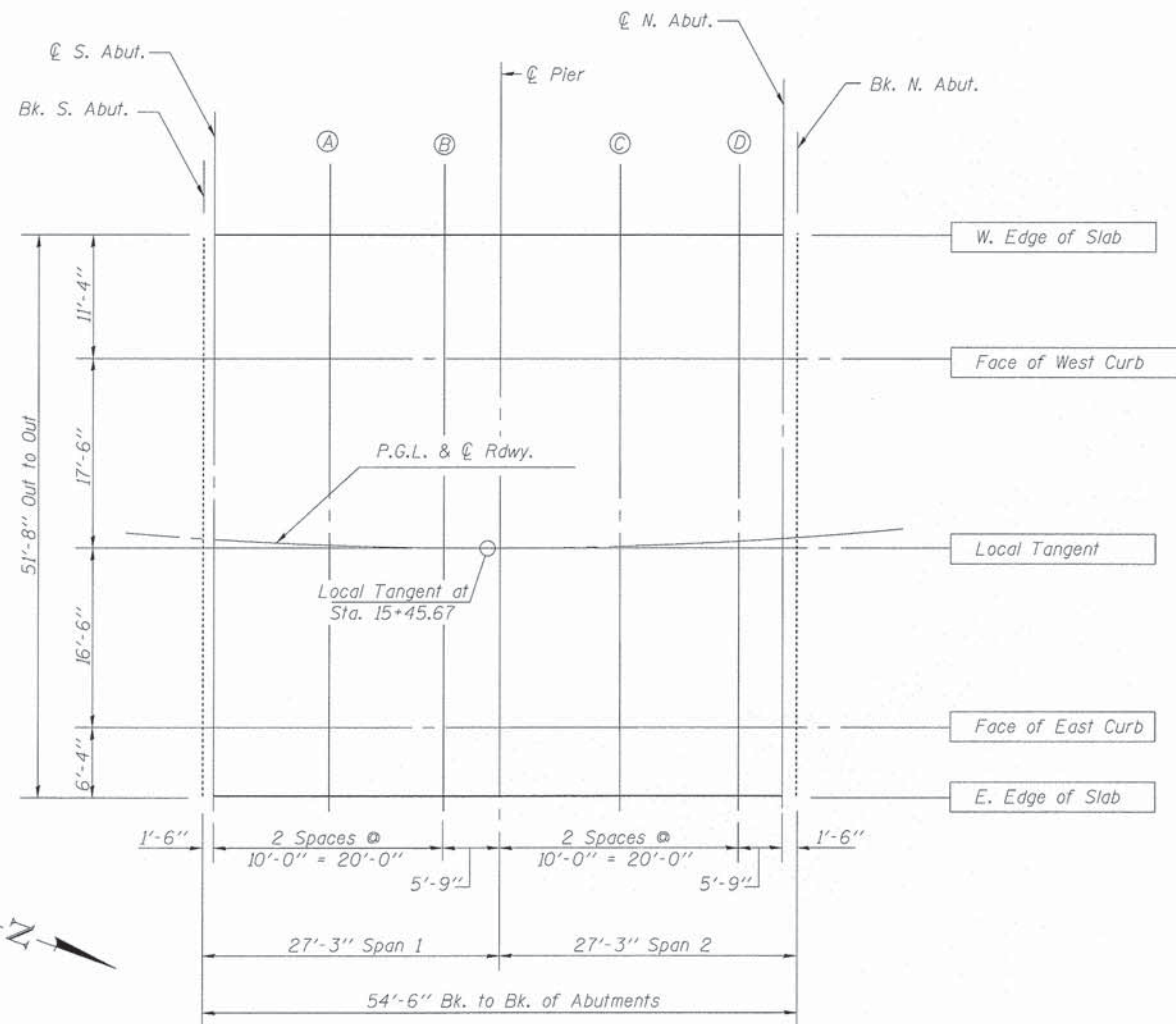
FACE OF WEST CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	15+19.29	-17.50	674.40	674.40
☉ S. Abut.	15+20.79	-17.50	674.41	674.41
A	15+30.79	-17.50	674.46	674.46
B	15+40.79	-17.50	674.51	674.51
☉ Pier	15+46.54	-17.50	674.54	674.54
C	15+56.54	-17.50	674.59	674.59
D	15+66.54	-17.50	674.64	674.64
☉ N. Abut.	15+72.29	-17.50	674.67	674.67
Back N. Abut.	15+73.79	-17.50	674.67	674.67

CROWN & LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	15+19.29	0.00	674.66	674.66
☉ S. Abut.	15+20.79	0.00	674.67	674.67
A	15+30.79	0.00	674.72	674.73
B	15+40.79	0.00	674.77	674.78
☉ Pier	15+46.54	0.00	674.80	674.80
C	15+56.54	0.00	674.85	674.86
D	15+66.54	0.00	674.90	674.91
☉ N. Abut.	15+72.29	0.00	674.93	674.93
Back N. Abut.	15+73.79	0.00	674.94	674.94

Stations and offsets are given relative to local tangent.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

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 on this sheet.

FACE OF EAST CURB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	15+19.29	16.50	674.42	674.42
☉ S. Abut.	15+20.79	16.50	674.42	674.42
A	15+30.79	16.50	674.47	674.48
B	15+40.79	16.50	674.52	674.53
☉ Pier	15+46.54	16.50	674.55	674.55
C	15+56.54	16.50	674.60	674.61
D	15+66.54	16.50	674.65	674.66
☉ N. Abut.	15+72.29	16.50	674.68	674.68
Back N. Abut.	15+73.79	16.50	674.69	674.69

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	15+19.29	22.83	674.32	674.32
☉ S. Abut.	15+20.79	22.83	674.33	674.33
A	15+30.79	22.83	674.38	674.38
B	15+40.79	22.83	674.43	674.43
☉ Pier	15+46.54	22.83	674.46	674.46
C	15+56.54	22.83	674.51	674.51
D	15+66.54	22.83	674.56	674.56
☉ N. Abut.	15+72.29	22.83	674.59	674.59
Back N. Abut.	15+73.79	22.83	674.59	674.59

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	CHECKED - BLB	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 016-8216**

SHEET NO. 3 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	23
CONTRACT NO. 61A70			
ILLINOIS FED. AID PROJECT			

WEST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	15+00.29	-28.83	674.17
AI	15+10.29	-28.83	674.21
N. End S. Appr. Slab	15+20.29	-28.83	674.24

FACE OF WEST CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	15+00.29	-18.89	674.33
AI	15+10.29	-17.94	674.38
N. End S. Appr. Slab	15+20.29	-17.00	674.42

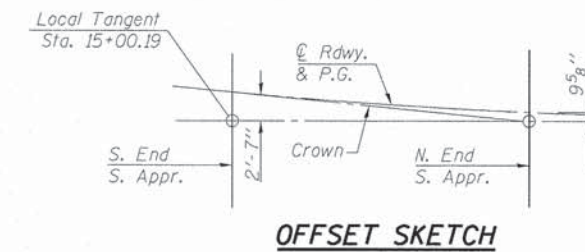
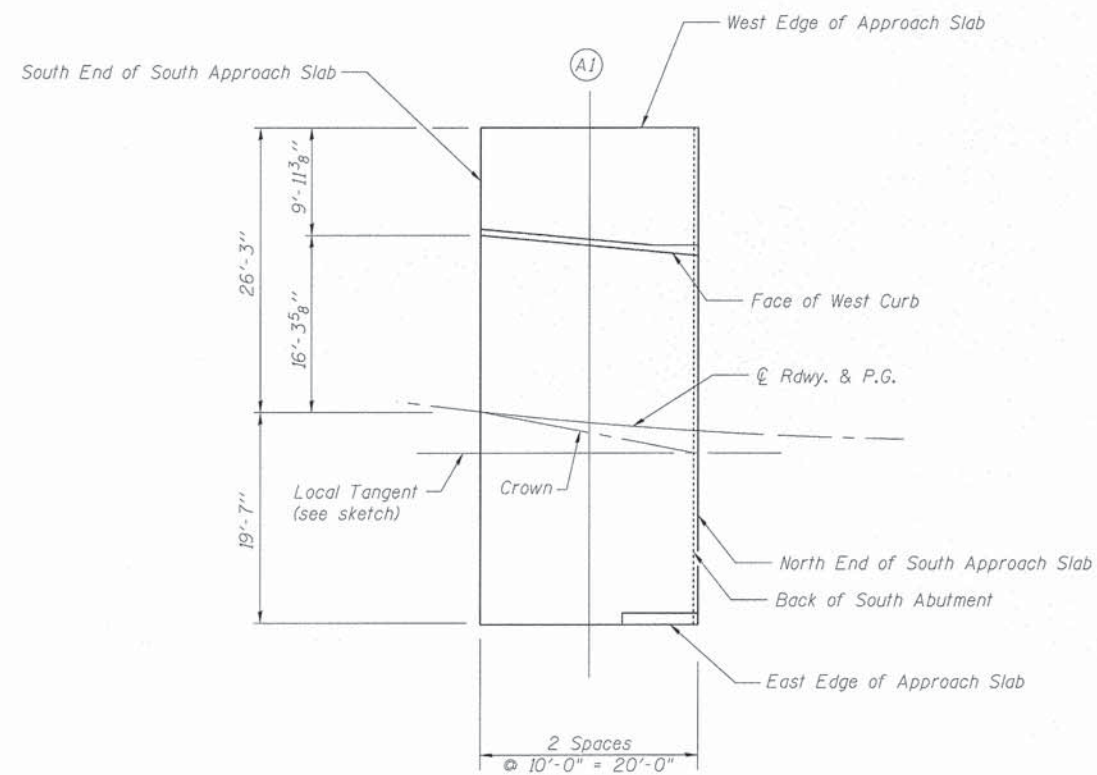
CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	15+00.29	-2.58	674.57
AI	15+10.29	-1.29	674.62
N. End S. Appr. Slab	15+20.29	0.00	674.67

NOTE:
All Stations and Offsets are given relative to Local Tangent.

EAST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	15+00.29	17.00	674.33
AI	15+10.29	17.00	674.38
N. End S. Appr. Slab	15+20.29	17.00	674.42



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	PLOT SCALE =	CHECKED - BLB	REVISED -		11-00101-00-BR	COOK	64	24		
	PLOT DATE = 08-15-14	DRAWN - ABW	REVISED -		CONTRACT NO. 61A70					
		CHECKED - BLB	REVISED -		ILLINOIS FED. AID PROJECT					

WEST EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	15+72.79	-29.31	674.50
A2	15+82.79	-32.19	674.64
N. End N. Appr. Slab	15+92.79	-35.06	674.77

FACE OF WEST CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	15+72.79	-17.00	674.67
A2	15+82.79	-18.61	674.78
N. End N. Appr. Slab	15+92.79	-20.22	674.89

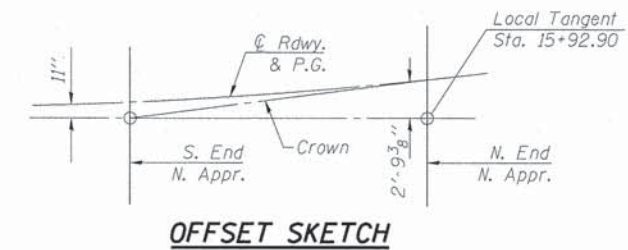
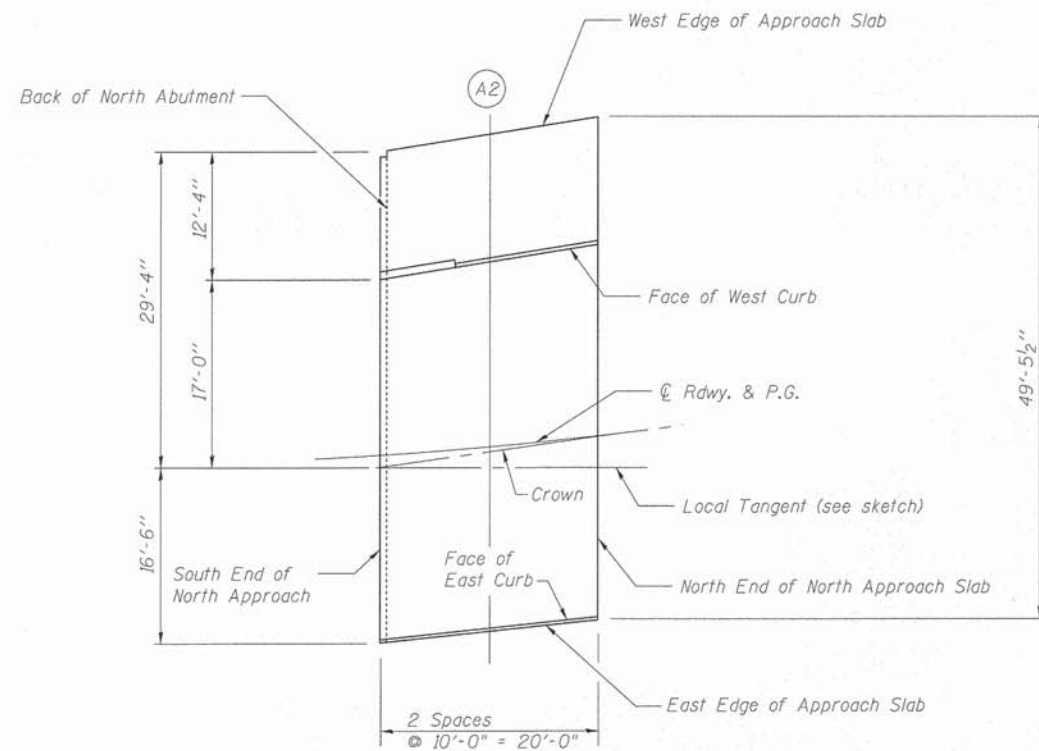
CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	15+72.79	0.00	674.93
A2	15+82.79	-1.39	675.04
N. End N. Appr. Slab	15+92.79	-2.78	675.15

NOTE:
All Stations and Offsets are given relative to Local Tangent.

FACE OF EAST CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	15+72.79	16.00	674.69
A2	15+82.79	14.95	674.80
N. End N. Appr. Slab	15+92.79	13.90	674.91



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PLOT SCALE =	DRAWN - ABW	REVISIONS -
PLOT DATE = 08-15-14	CHECKED - BLB	REVISIONS -

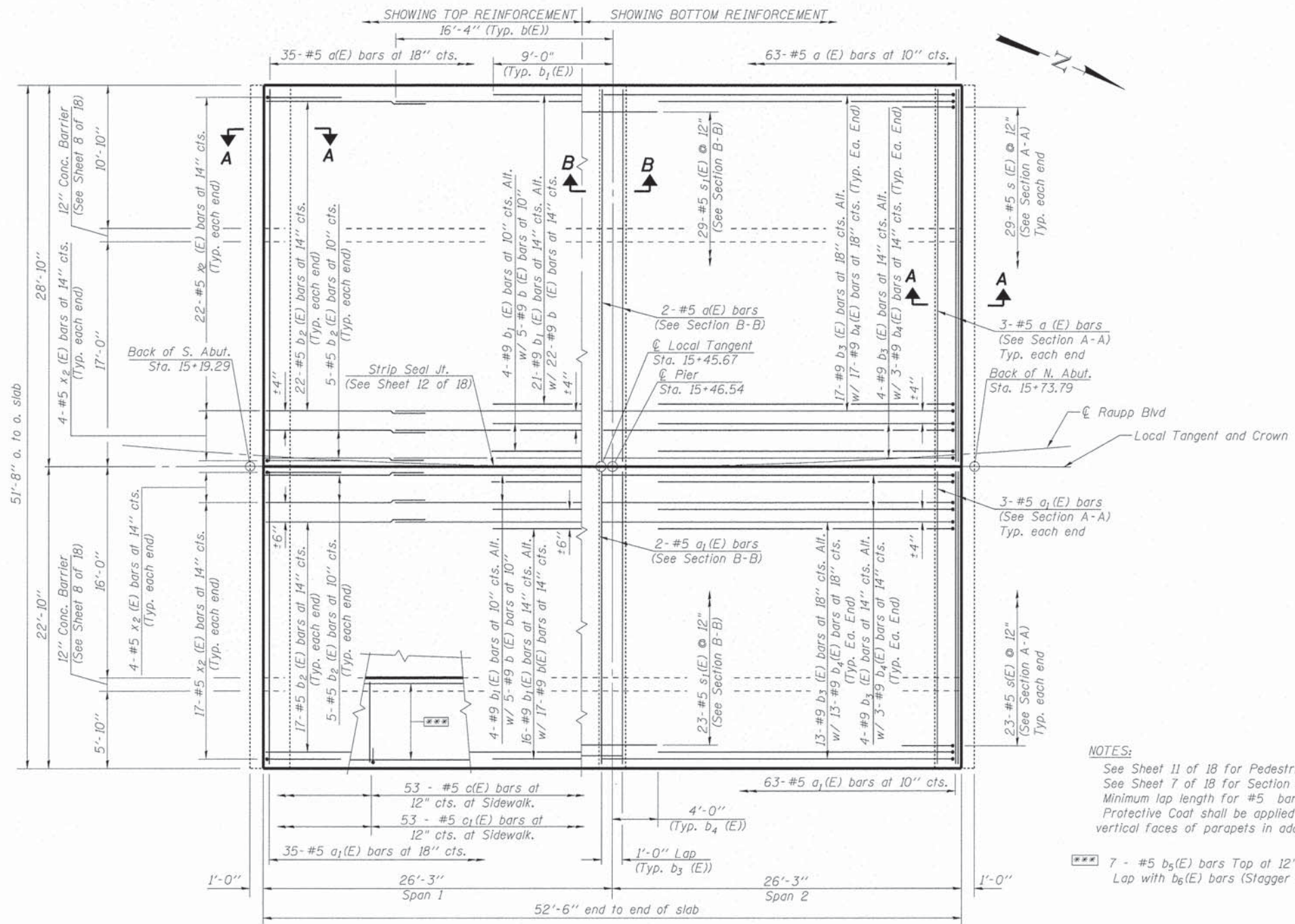
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-8216

SHEET NO. 5 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	25
CONTRACT NO. 61A70		ILLINOIS FED. AID PROJECT	

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 LICENSE NO. 184-000121 - EXPIRES 4/30/2015
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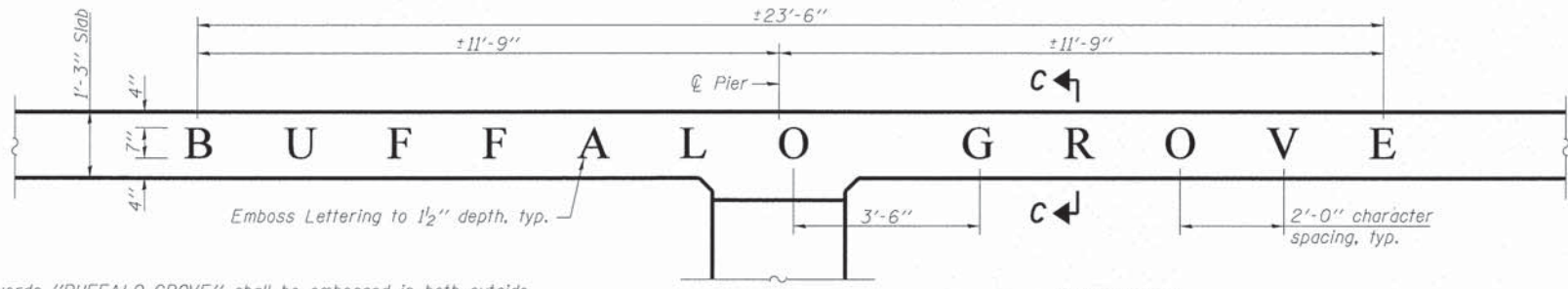


NOTES:
 See Sheet 11 of 18 for Pedestrian Railing Details.
 See Sheet 7 of 18 for Section A-A, Section B-B, and Bill of Materials.
 Minimum lap length for #5 bars = 2'-11".
 Protective Coat shall be applied to both fascias of slab and outside vertical faces of parapets in addition to the surfaces called for in Article 503.19.

*** 7 - #5 b5(E) bars Top at 12" cts. at Sidewalk.
 Lap with b6(E) bars (Stagger Lap Locations)

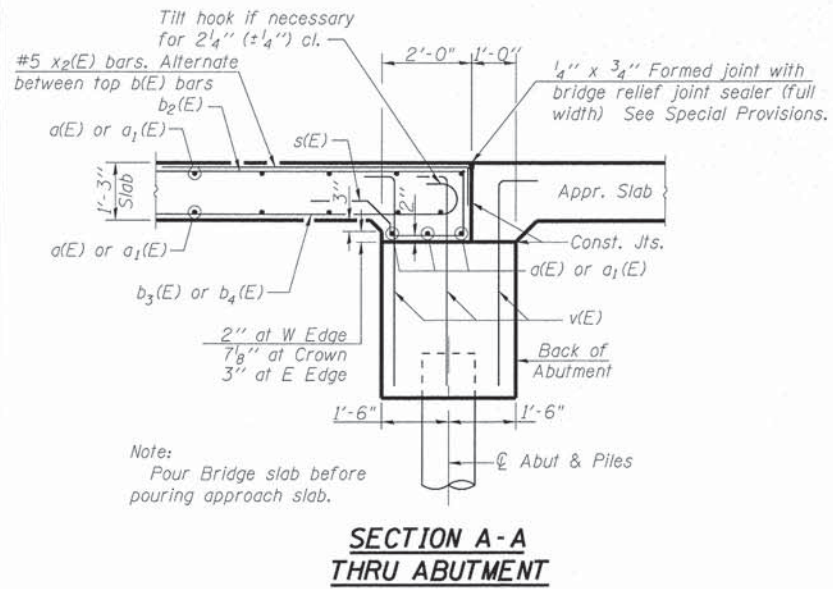
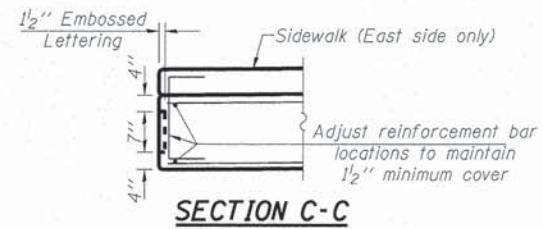
SLAB PLAN

BAXTER & WOODMAN <small>Consulting Engineers</small>	USER NAME = G11BLB	DESIGNED - BAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 016-8216 <small>SHEET NO. 6 OF 18 SHEETS</small>	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AS	REVISED -			11-00101-00-BR	COOK	64	26
	PLOT DATE = 08-15-14	DRAWN - BAB	REVISED -			CONTRACT NO. 61A70			
		CHECKED - AS	REVISED -			ILLINOIS FED. AID PROJECT			



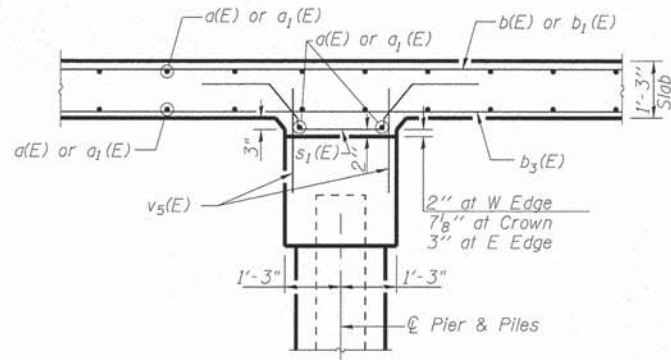
The words "BUFFALO GROVE" shall be embossed in both outside faces of the slab in the location and letter style shown in this detail. Layout dimensions and character spacing has been provided for guidance. The Contractor shall provide a lettering layout with the shop drawing submittal for review and approval by the Engineer. See Special Provision for "Lettering".

EMBOSS LETTERING DETAIL
(Typical East and West faces of slab)



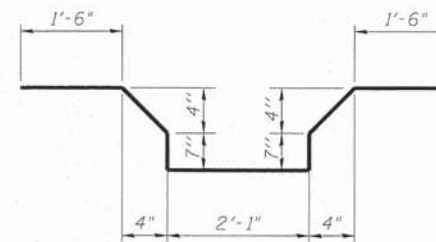
Note:
Pour Bridge slab before pouring approach slab.

SECTION A-A THRU ABUTMENT

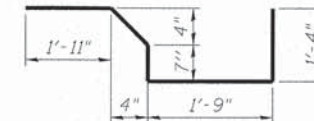


SECTION B-B THRU PIER

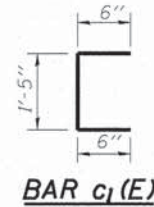
See Abutment & Pier details for v(E) and v5(E) bars.



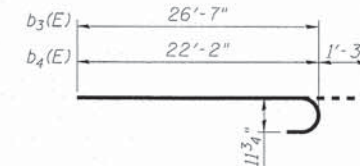
BAR s1(E)



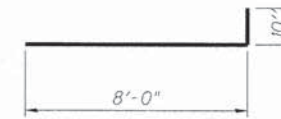
BAR s(E)



BAR c1(E)



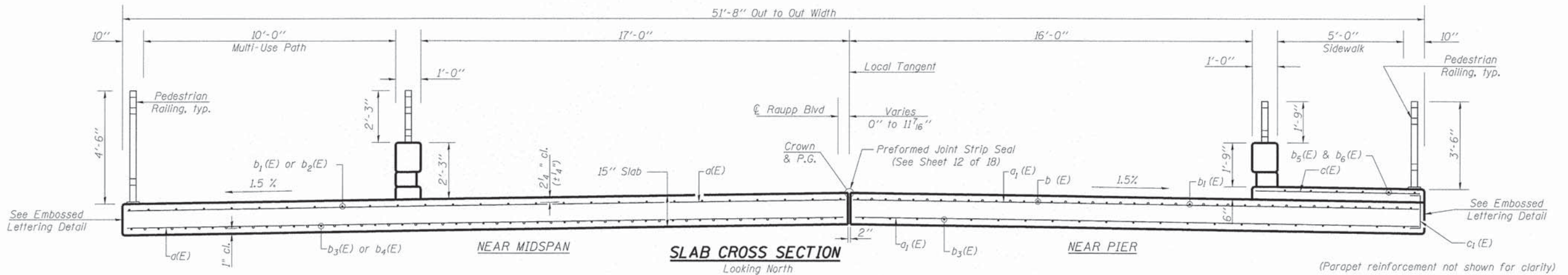
BARS b3(E) & b4(E)



BAR x2(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	106	#5	28'-5"	—
a1(E)	106	#5	22'-5"	—
b(E)	49	#9	32'-8"	—
b1(E)	45	#9	18'-0"	—
b2(E)	98	#5	12'-0"	—
b3(E)	76	#9	27'-10"	—
b4(E)	72	#9	23'-5"	—
b5(E)	7	#5	30'-0"	—
b6(E)	7	#5	25'-1"	—
c(E)	53	#5	6'-6"	—
c1(E)	53	#5	2'-5"	—
d(E)	4	#7	4'-5"	—
d1(E)	100	#4	3'-2"	—
d2(E)	100	#7	7'-6"	—
d3(E)	60	#4	3'-9"	—
e(E)	16	#5	6'-11"	—
e1(E)	12	#4	17'-7"	—
e2(E)	24	#6	9'-2"	—
e3(E)	36	#6	9'-8"	—
e4(E)	32	#3	4'-6"	—
e5(E)	24	#4	6'-6"	—
e6(E)	12	#4	5'-3"	—
s(E)	104	#5	6'-1"	—
s1(E)	52	#5	8'-1"	—
s5(E)	150	#3	3'-7"	—
s6(E)	16	#3	4'-7"	—
x2(E)	94	#5	8'-10"	—
Reinforcement Bars, Epoxy Coated		Pound	34,300	
Concrete Superstructure		Cu. Yd.	147.2	
Bridge Deck Grooving		Sq. Yd.	181	
Protective Coat		Sq. Yd.	366	
Lettering		L. Sum	1	



See Sheet 11 of 18 for Pedestrian Railing Details.

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 12/15/14 12:51:18 PM 566dcd

BAXTER & WOODMAN
Consulting Engineers

USER NAME = 611BLB	DESIGNED - BAB	REVISED -
PLOT SCALE =	CHECKED - AS	REVISED -
PLOT DATE = 08-15-14	DRAWN - BAB	REVISED -
	CHECKED - AS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

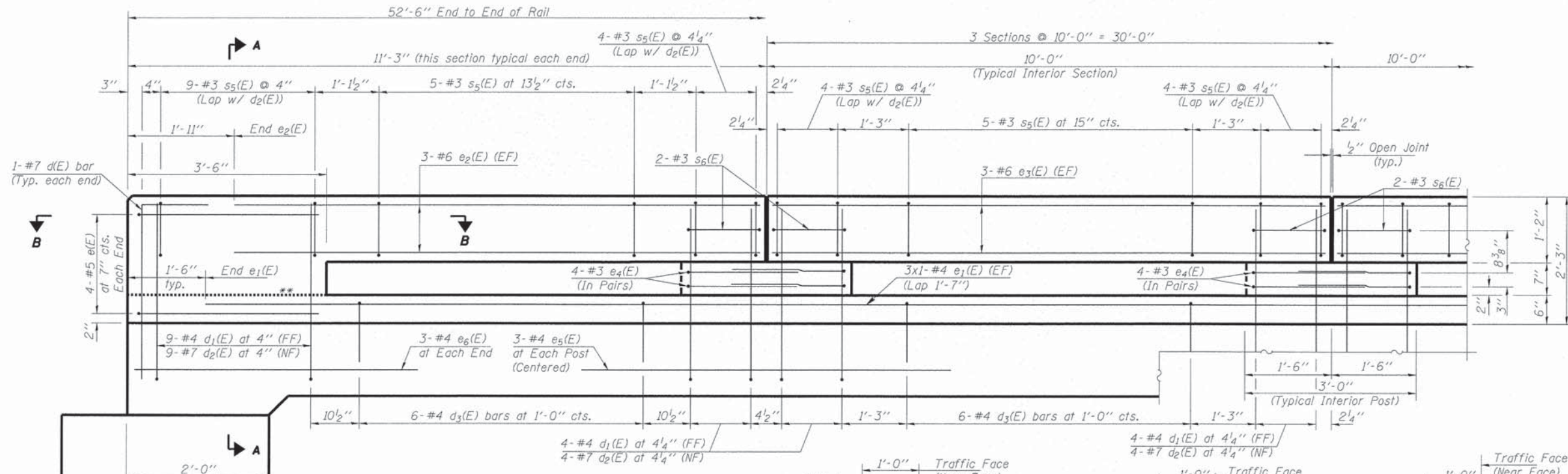
SUPERSTRUCTURE DETAILS I
STRUCTURE NO. 016-8216

SHEET NO. 7 OF 18 SHEETS

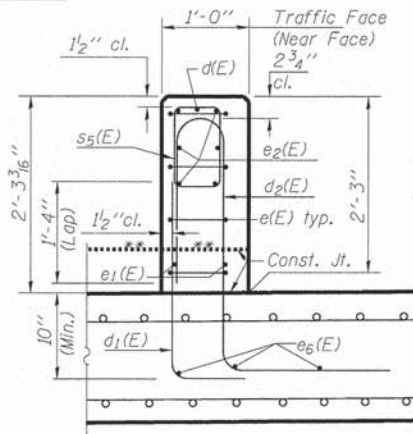
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	27
CONTRACT NO. 61A70		ILLINOIS FED. AID PROJECT	

LEGEND

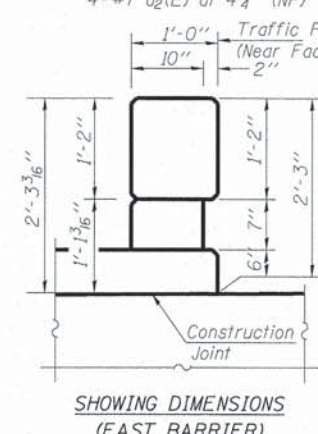
(NF) = Near Face
 (FF) = Far Face
 (EF) = Each Face



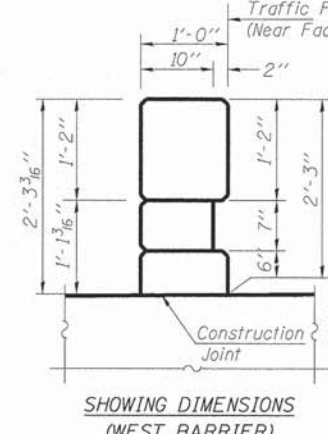
PARTIAL ELEVATION
 (Along Traffic Face)



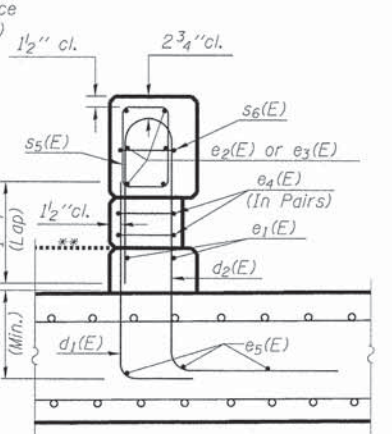
SECTION A-A



SHOWING DIMENSIONS
 (EAST BARRIER)

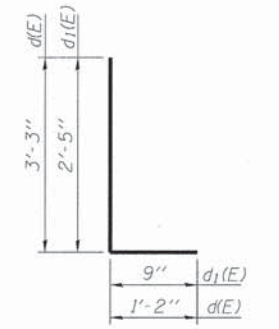


SHOWING DIMENSIONS
 (WEST BARRIER)

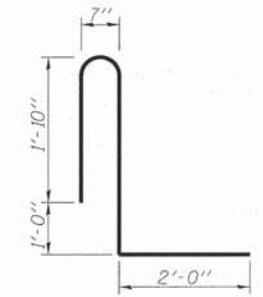


SHOWING REINFORCEMENT

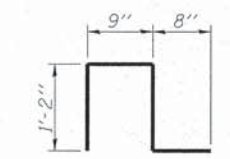
TYPICAL SECTION THRU INTERIOR POST



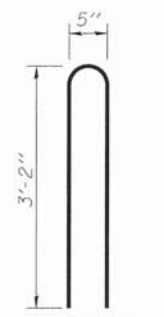
BARS d(E) & d1(E)



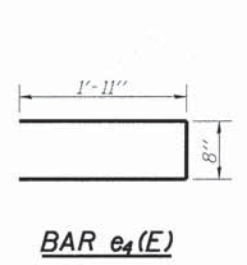
BAR d2(E)



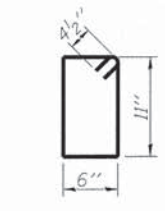
BAR d3(E)



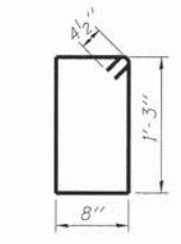
BAR e(E)



BAR e4(E)

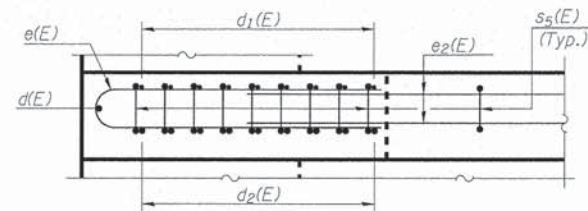


BAR s5(E)

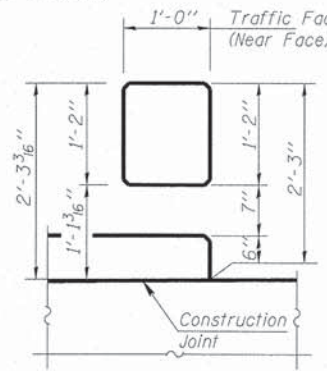


BAR s6(E)

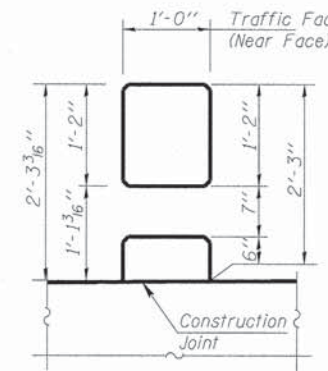
BENDING DIAGRAMS
 (All dimensions are out to out of bars)



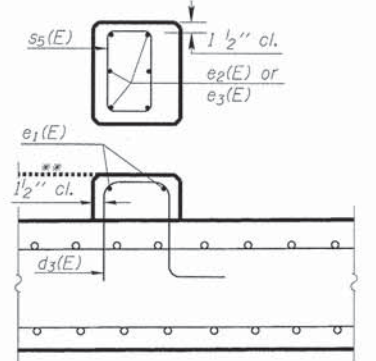
SECTION B-B



SHOWING DIMENSIONS
 (EAST BARRIER)



SHOWING DIMENSIONS
 (WEST BARRIER)



SHOWING REINFORCEMENT

TYPICAL SECTION BETWEEN POSTS

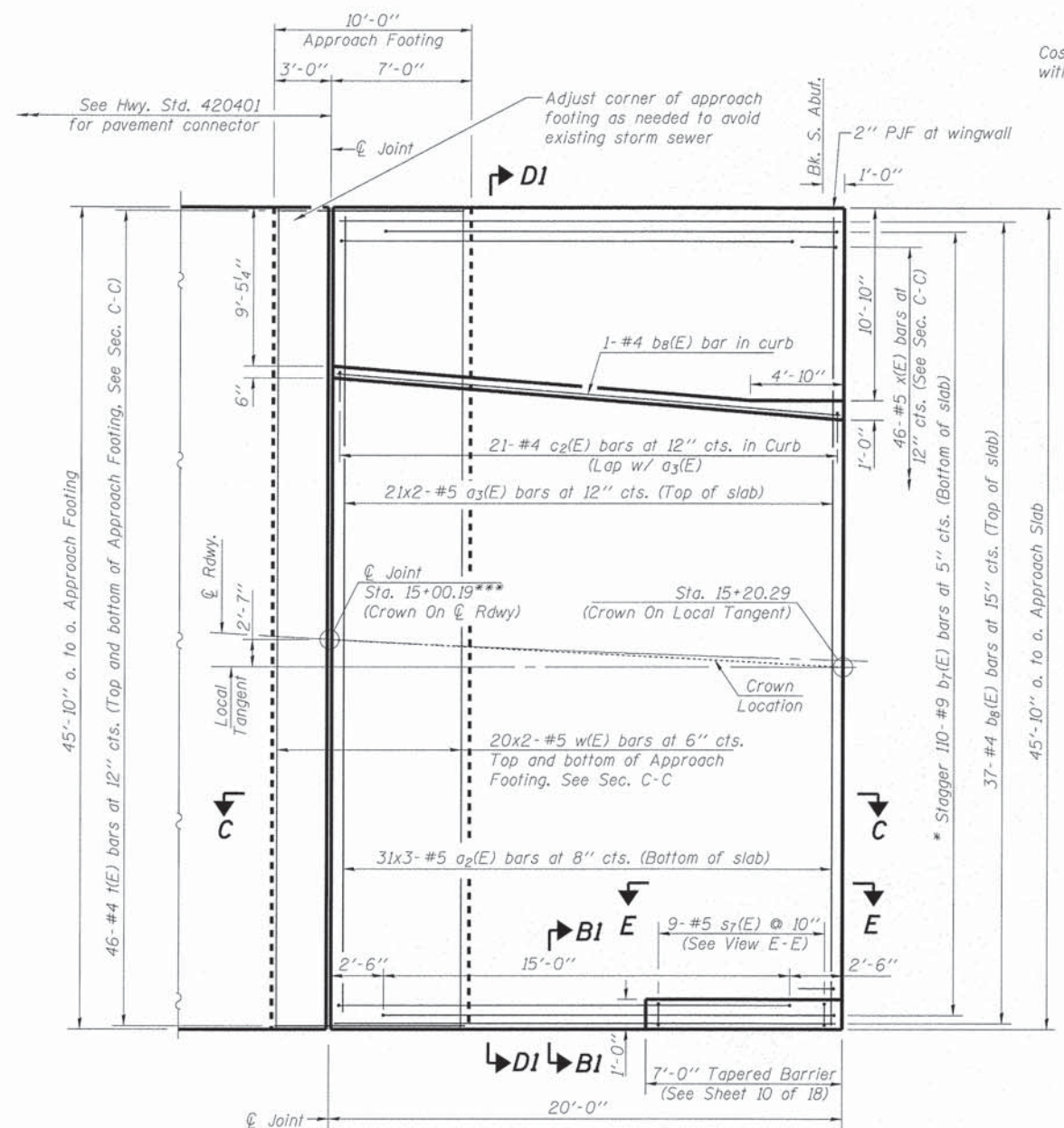
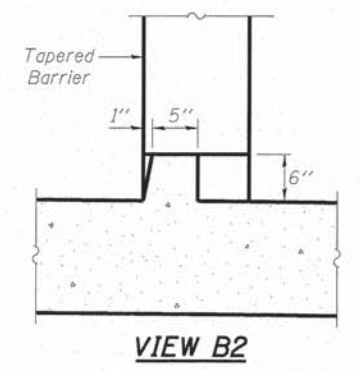
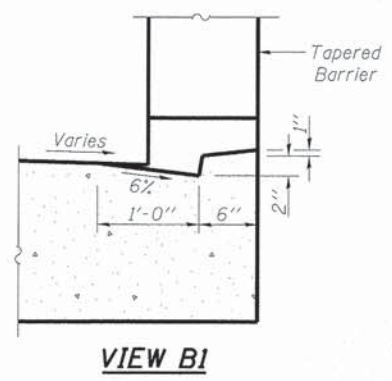
** Sidewalk on East Side Only

NOTE:
 See Sheet 11 of 18 for Pedestrian Railing details.

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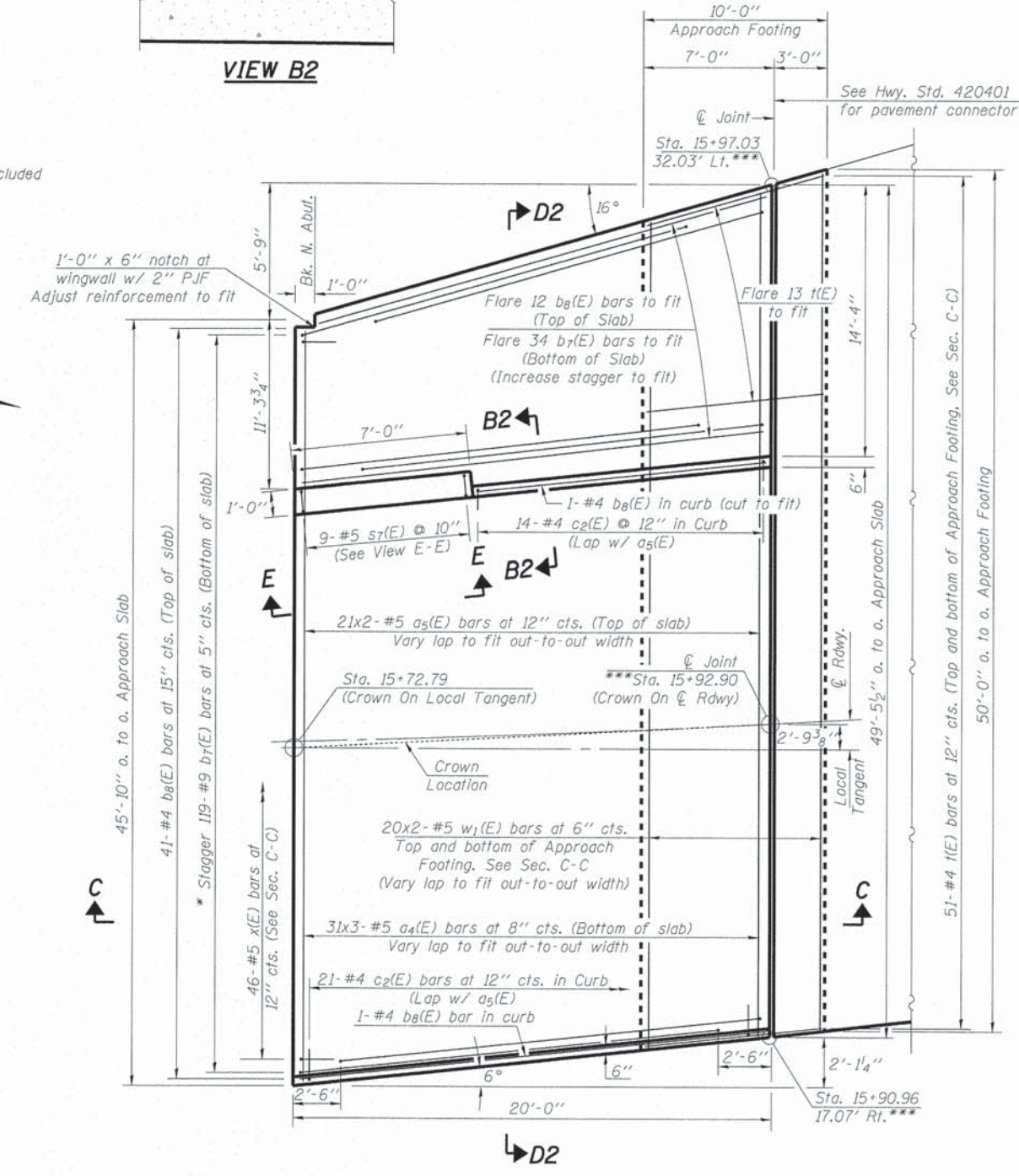
BAXTER & WOODMAN Consulting Engineers	USER NAME = 6110LB	DESIGNED - BLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS II STRUCTURE NO. 016-8216 SHEET NO. 8 OF 18 SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AS	REVISED -			11-00101-00-BR	COOK	64	28
	PLOT DATE = 08-15-14	DRAWN - BLB	REVISED -			CONTRACT NO. 61A70			
		CHECKED - AS	REVISED -			ILLINOIS FED. AID PROJECT			

Notes:
 See sheet 10 of 18 for Sections C-C & D-D and View E-E.
 Min. Lap Length for #5 bars = 2'-11".
 $a_2(E)$, $a_3(E)$, $a_4(E)$ and $a_5(E)$ bar spacings measured along local tangent.



PLAN - SOUTH APPROACH SLAB

Cost of 2" PJF at wingwalls included with Concrete Superstructure.

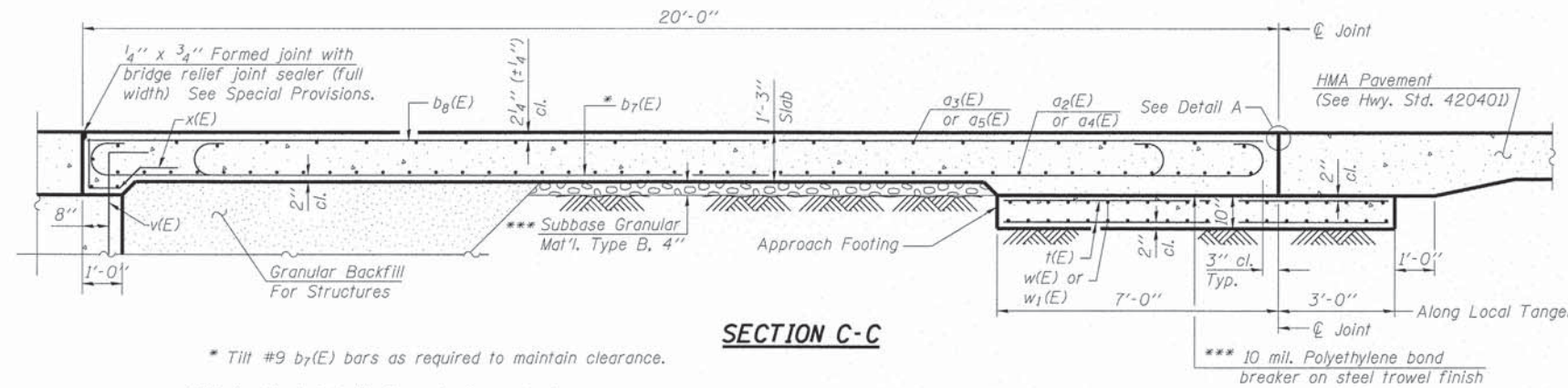


PLAN - NORTH APPROACH SLAB

(Sheet 1 of 2)

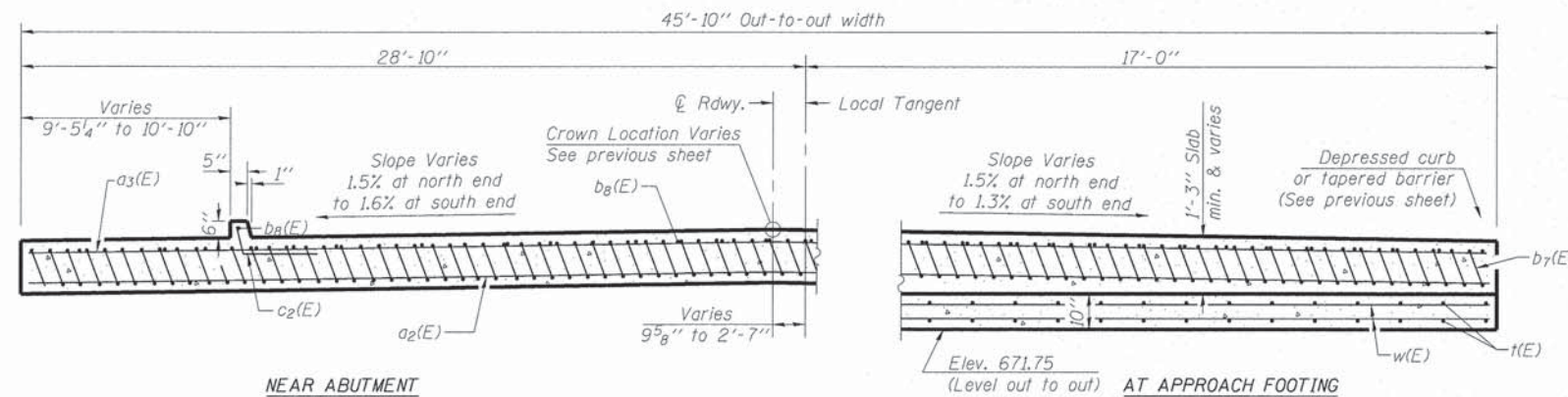
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 ..\p\dr\vw\dwf-BW\Defaut.plt

BAXTER & WOODMAN Consulting Engineers	USER NAME = 611BLB	DESIGNED - BAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	APPROACH SLAB DETAILS STRUCTURE NO. 016-8216	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AS	REVISED -			11-00101-00-BR	COOK	64	29
	PLOT DATE = 08-15-14	DRAWN - BAB	REVISED -			CONTRACT NO. 61A70			
		CHECKED - AS	REVISED -			ILLINOIS FED. AID PROJECT			



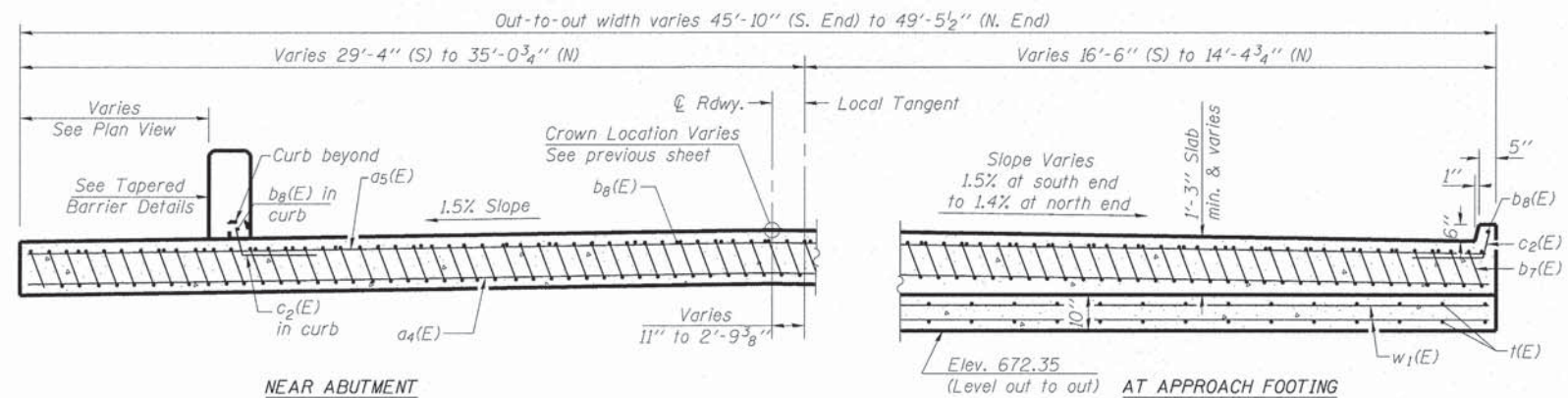
Notes:

Approach slab, curb and barrier 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 $v(E)$ bar details, see sheet 13 of 18. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Granular Backfill For Structures and drainage treatment details, see sheet 2 of 18.



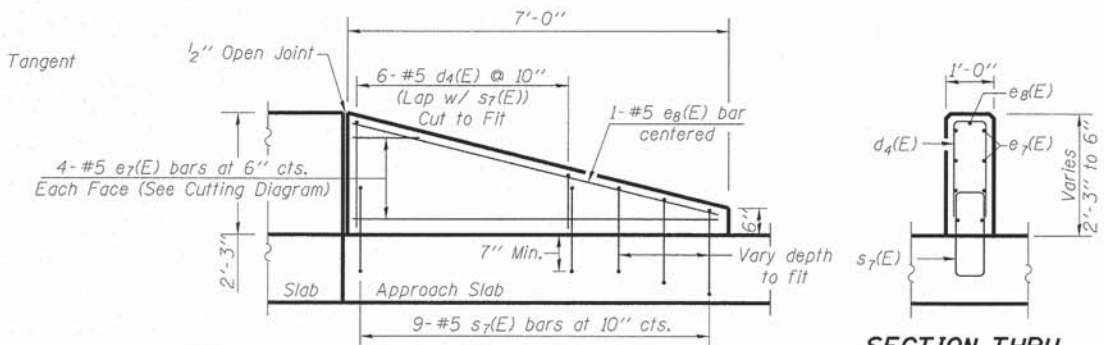
SECTION D1-D1 (SOUTH APPROACH SLAB)

(See Plan for dimensions not shown)



SECTION D2-D2 (NORTH APPROACH SLAB)

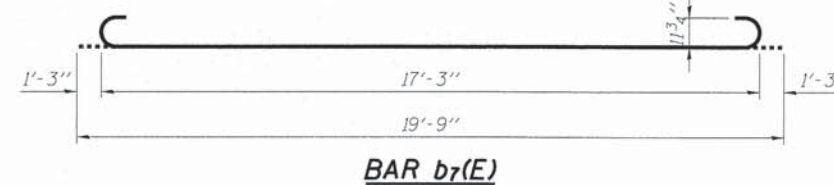
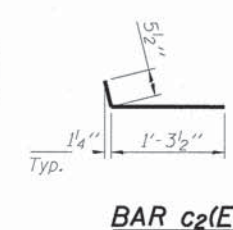
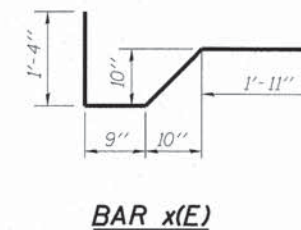
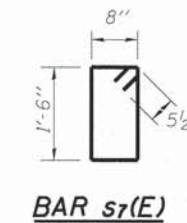
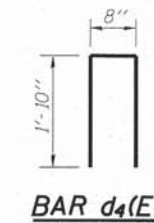
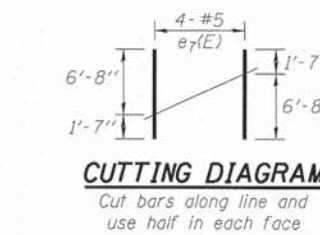
(See Plan for dimensions not shown)



VIEW E-E

TAPERED BARRIER DETAILS

(Typ. 2 Locations)

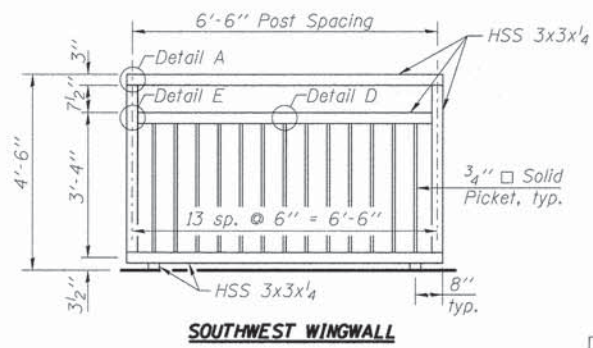


TWO APPROACHES BILL OF MATERIAL

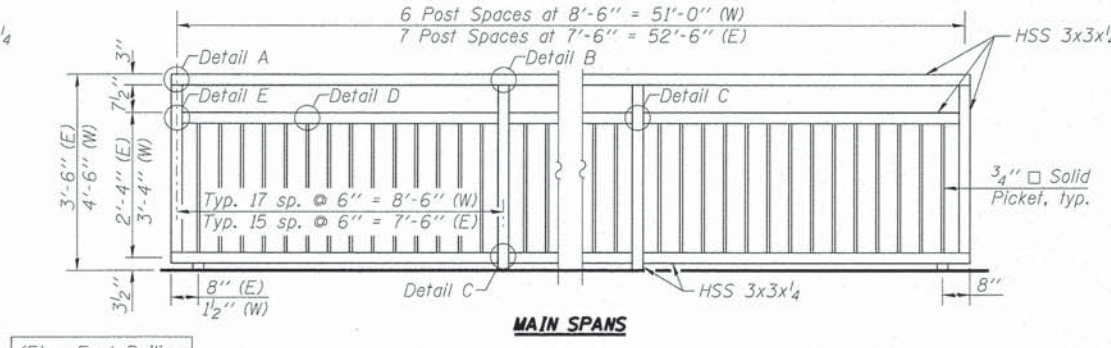
Bar	No.	Size	Length	Shape
$a_2(E)$	93	#5	17'-3"	—
$a_3(E)$	42	#5	24'-5"	—
$a_4(E)$	93	#5	18'-4"	—
$a_5(E)$	42	#5	26'-1"	—
$b_7(E)$	229	#9	19'-9"	—
$b_8(E)$	81	#4	19'-8"	—
$c_2(E)$	56	#4	1'-9"	—
$d_4(E)$	12	#5	4'-4"	—
$e_7(E)$	8	#5	8'-3"	—
$e_8(E)$	2	#5	6'-10"	—
$s_7(E)$	18	#5	5'-3"	—
$t(E)$	194	#4	9'-8"	—
$w(E)$	80	#5	24'-5"	—
$w_1(E)$	80	#5	26'-4"	—
$x(E)$	92	#5	5'-3"	—
Concrete Superstructure			Cu. Yd.	105.6
Concrete Structures			Cu. Yd.	29.3
Reinforcement Bars, Epoxy Coated			Pound	28,400

(Sheet 2 of 2)

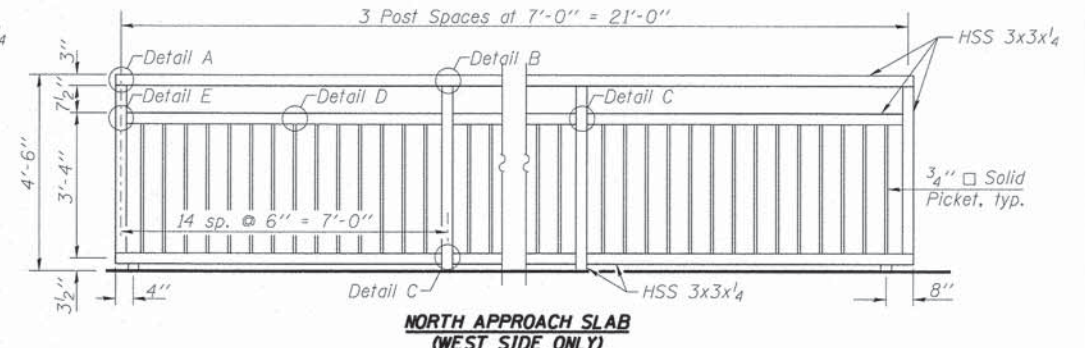
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 5660cd 8/15/2014
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SOUTHWEST WINGWALL



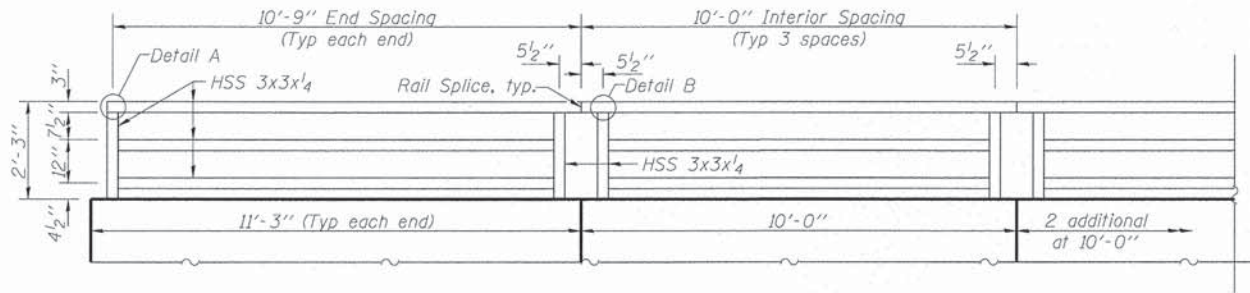
MAIN SPANS



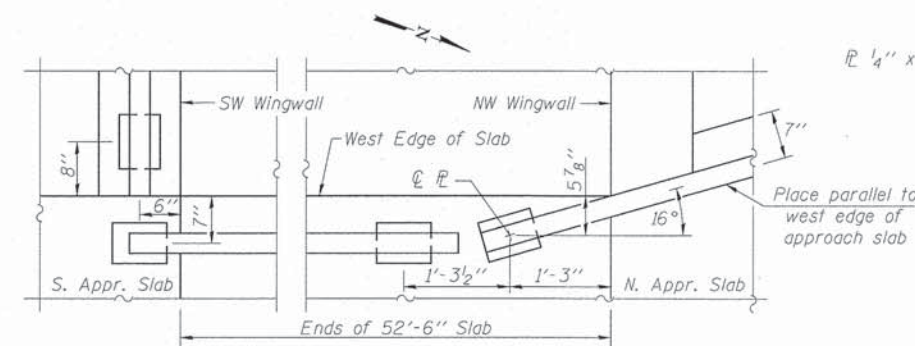
**NORTH APPROACH SLAB
(WEST SIDE ONLY)**

(E) = East Railing
(W) = West Railing

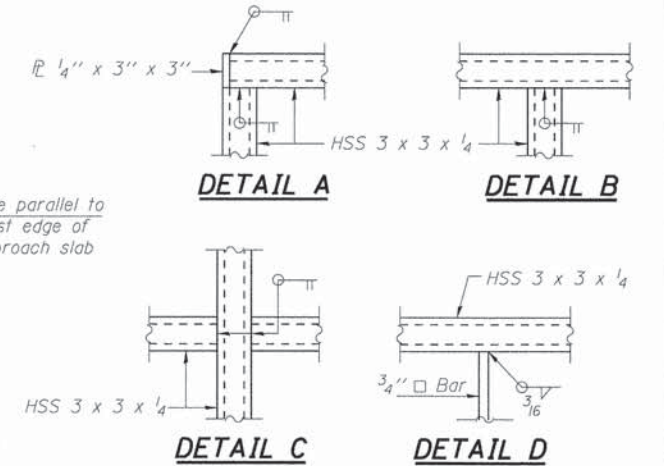
**EXTERIOR PEDESTRIAN RAILING
INSIDE ELEVATION**



PEDESTRIAN RAILING ELEVATION - WEST PARAPET



WEST RAILING BASE P LAYOUT



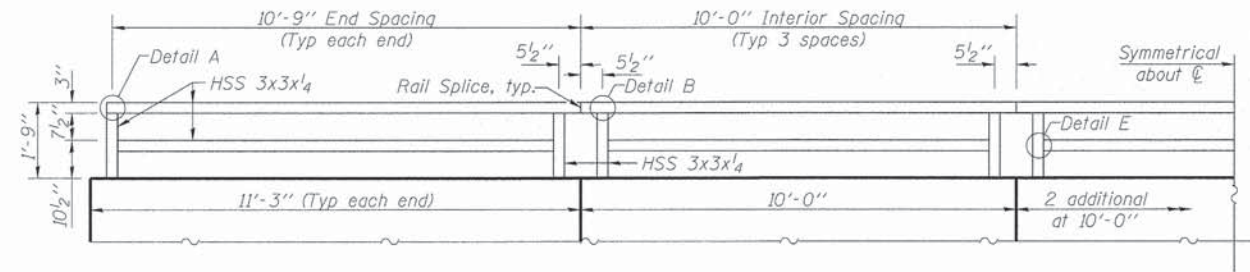
DETAIL A

DETAIL B

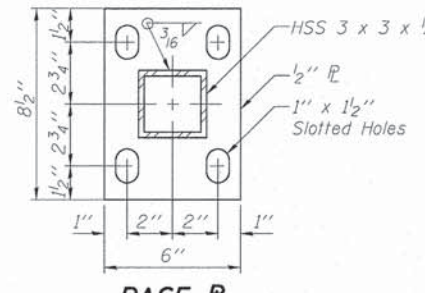
DETAIL C

DETAIL D

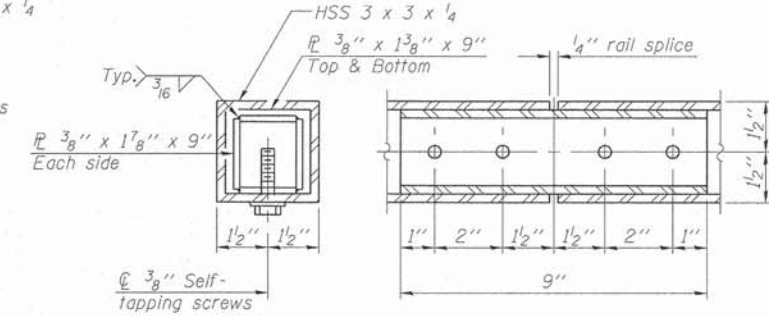
DETAIL E



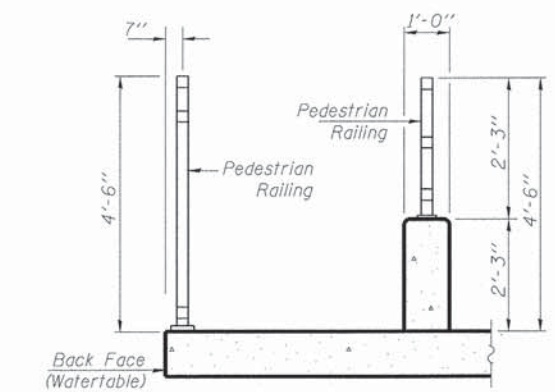
PEDESTRIAN RAILING ELEVATION - EAST PARAPET



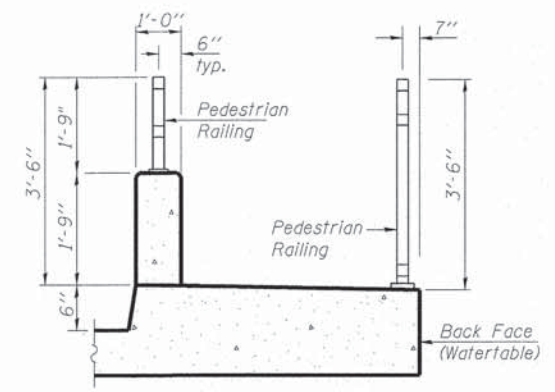
BASE P



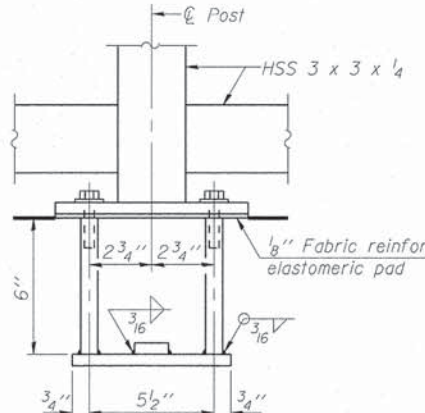
RAIL SPLICE



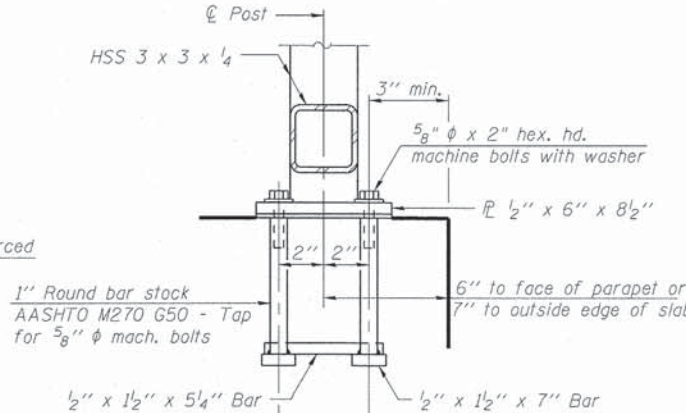
SECTION THRU WEST RAILINGS



SECTION THRU EAST RAILINGS



ANCHOR BOLT DETAILS



NOTES

Railing shall be according to the applicable portions of Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Pedestrian Railing.
Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
Hollow steel pipes shall conform to the requirements of ASTM A53 and shall be "standard weight".
All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
All post, railing, splices, anchor devices, and bent plates shall be painted using the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The color of the final finish coat shall be matte black.
Space reinforcement in slab and parapets to miss anchor rods.

BILL OF MATERIAL

Item	Unit	Quantity
Pedestrian Railing	Foot	234

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 PROJECT NO. - 11-00101-00-BR
 PROJECT NAME - BRIDGE OVER I-55/US-41
 DRAWING NO. - 11-00101-00-BR-11
 DATE - 8/15/2014

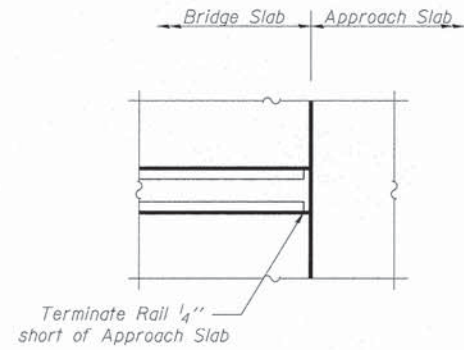
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	PLAT DATE = 08-15-14	DRAWN - BLB	REVISED -
		CHECKED - BAB	REVISED -

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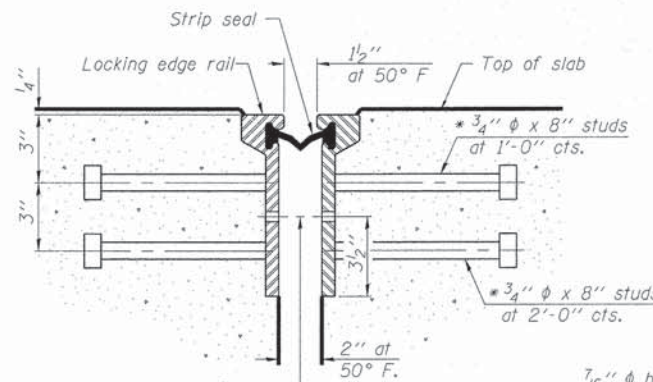
**PEDESTRIAN RAILING DETAILS
STRUCTURE NO. 016-8216**
SHEET NO. 11 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	31

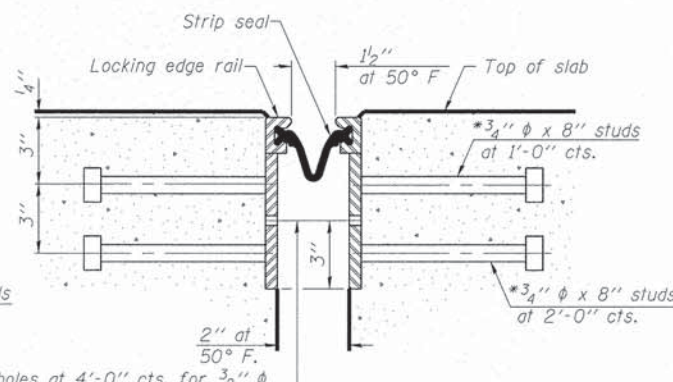
CONTRACT NO. 61A70
ILLINOIS FED. AID PROJECT



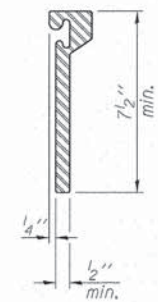
PLAN AT END OF SLAB



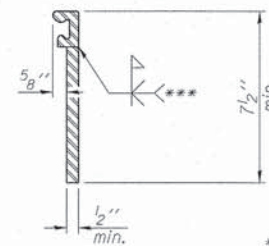
SECTION THRU ROLLED RAIL JOINT



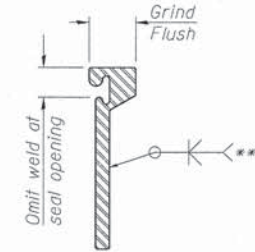
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
 Rolled rail shown, welded rail similar.

*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAILS

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	52

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BAXTER & WOODMAN
 Consulting Engineers

USER NAME = 611BLB
 PLOT SCALE =
 PLOT DATE = 08-15-14

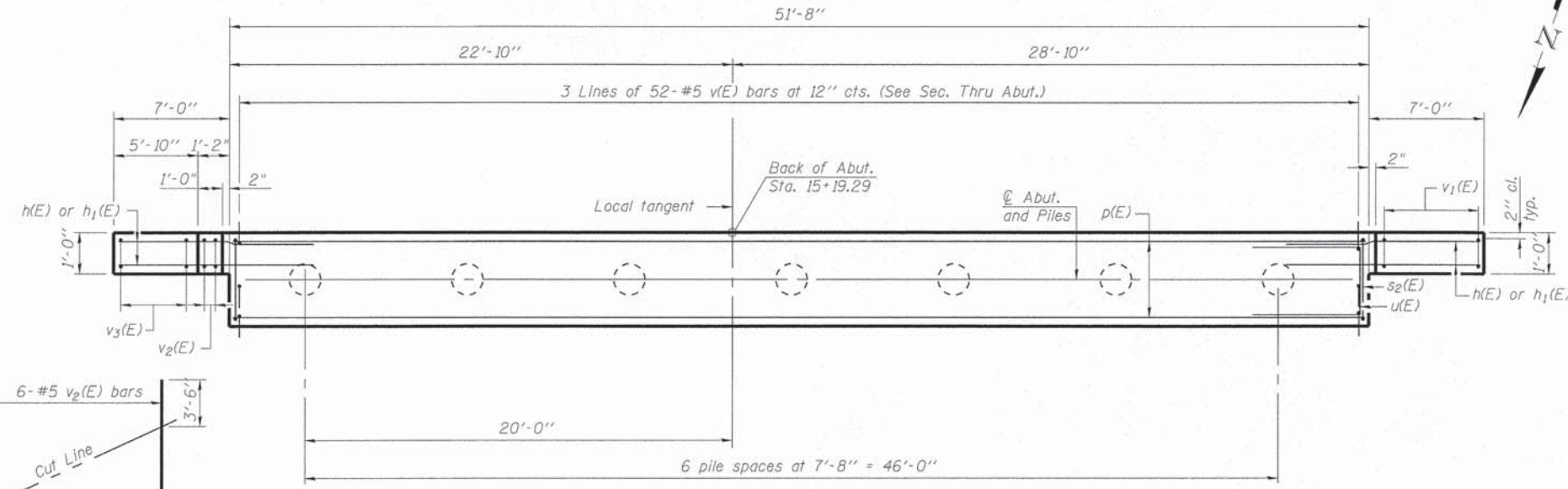
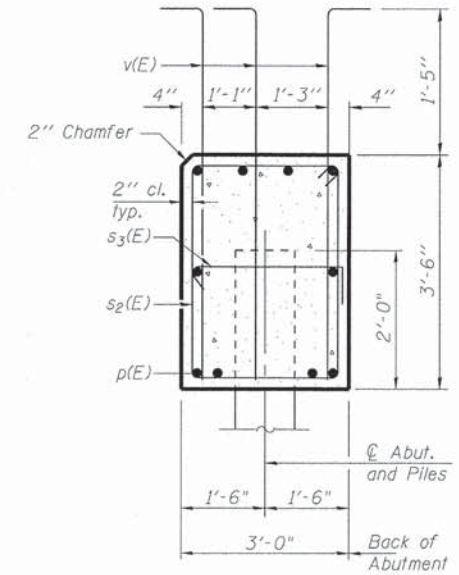
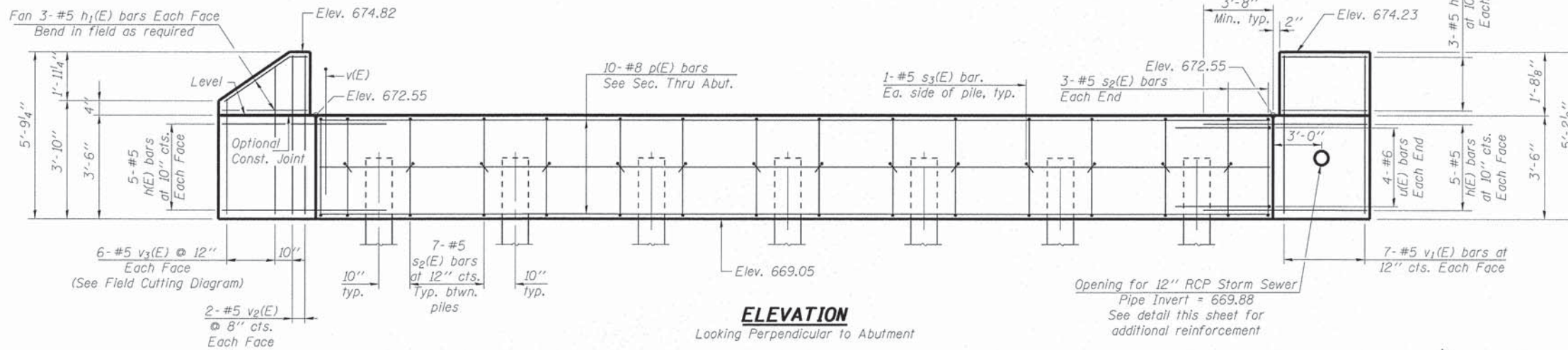
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CHECKED - BAB	REVISIONS -
DRAWN - BLB	REVISIONS -
CHECKED - BAB	REVISIONS -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

LONGITUDINAL JOINT DETAILS
 STRUCTURE NO. 016-8216

SHEET NO. 12 OF 18 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11-00101-00-BR	COOK	64	32
		CONTRACT NO. 61A70	
ILLINOIS FED. AID PROJECT			



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	10'-6"	—
h1(E)	12	#5	6'-6"	—
p(E)	10	#8	51'-4"	—
s2(E)	48	#5	12'-7"	⌊
s3(E)	14	#5	3'-8"	⌋
u(E)	8	#6	10'-3"	⌊
v(E)	156	#5	5'-7"	—
v1(E)	14	#5	4'-10"	—
v2(E)	4	#5	5'-5"	—
v3(E)	6	#5	8'-8"	—
Structure Excavation Cu. Yd.				101
Concrete Structures Cu. Yd.				22.7
Reinforcement Bars, Epoxy Coated Pound				3,540
Furnishing Metal Shell Piles 14" x 0.312" Foot				150
Driving Piles Foot				150
Test Pile Metal Shells Each				1

FIELD CUTTING DIAGRAM

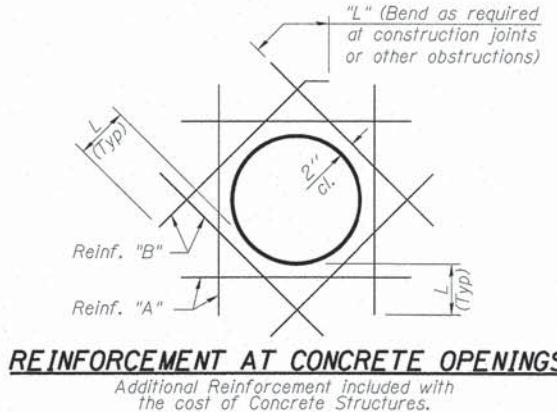
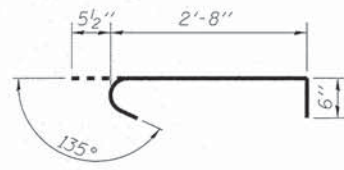
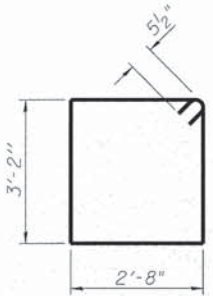
Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.

PILE DATA

Type: 14" ϕ Metal Shell w/ 0.312" walls
Nominal Required Bearing: 291 Kips
Factored Resistance Available: 160 Kips
Est. Length: 25'
No. Production Piles: 6
No. Test Piles: 1

Notes:

Contractor shall drive a Test Pile in permanent location at abutment as directed by the Engineer before ordering the remainder of piles. See Sheet 16 of 18 for Pile Details. See Sheet 11 of 18 for Pedestrian Railing mounted to southwest wingwall.

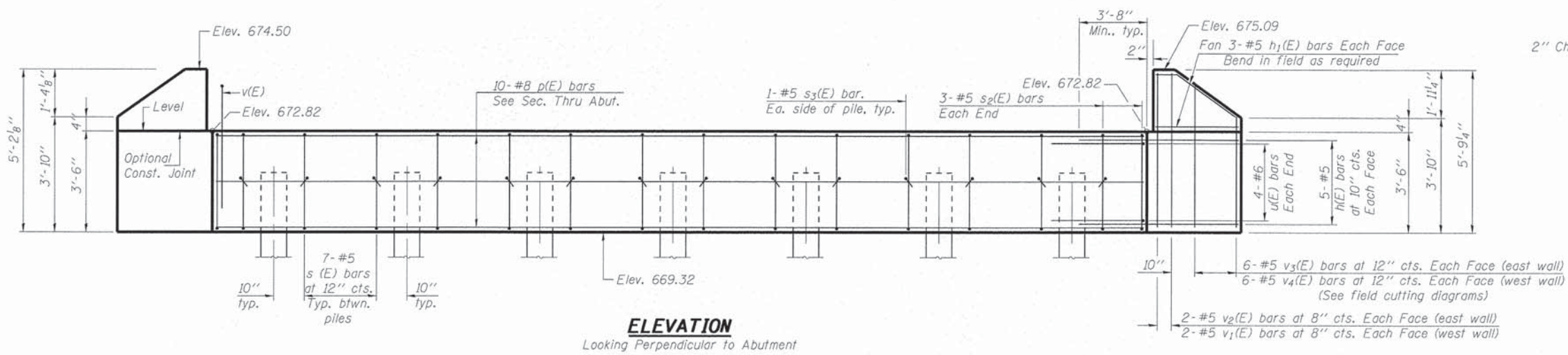


Detail Notes:

- Provide additional reinforcement at concrete openings in accordance with this detail unless otherwise shown in the plans.
- Relocate Reinforcement Bars a maximum of 2" and cut remaining bars within opening.
- Provide minimum #4 bar size for reinforcing "A" and "B".
- Provide reinforcing "A" on each side of opening equal to minimum 1/2 total area of interrupted steel and extend steel a distance "L" beyond opening edges.
- Provide reinforcing "B" with size equal to the largest bar cut and place as follows:
 - Center of wall where one layer of reinforcing is provided.
 - Each face of wall where two layers of reinforcing are provided.
 - Top and Bottom for all slabs.

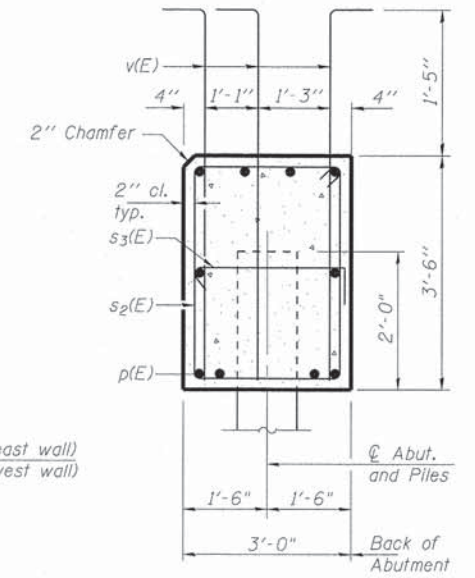
BAR SIZE	"L" DIMENSION
#4	26"
#5	32"
#6	39"
#7	45"
#8	52"

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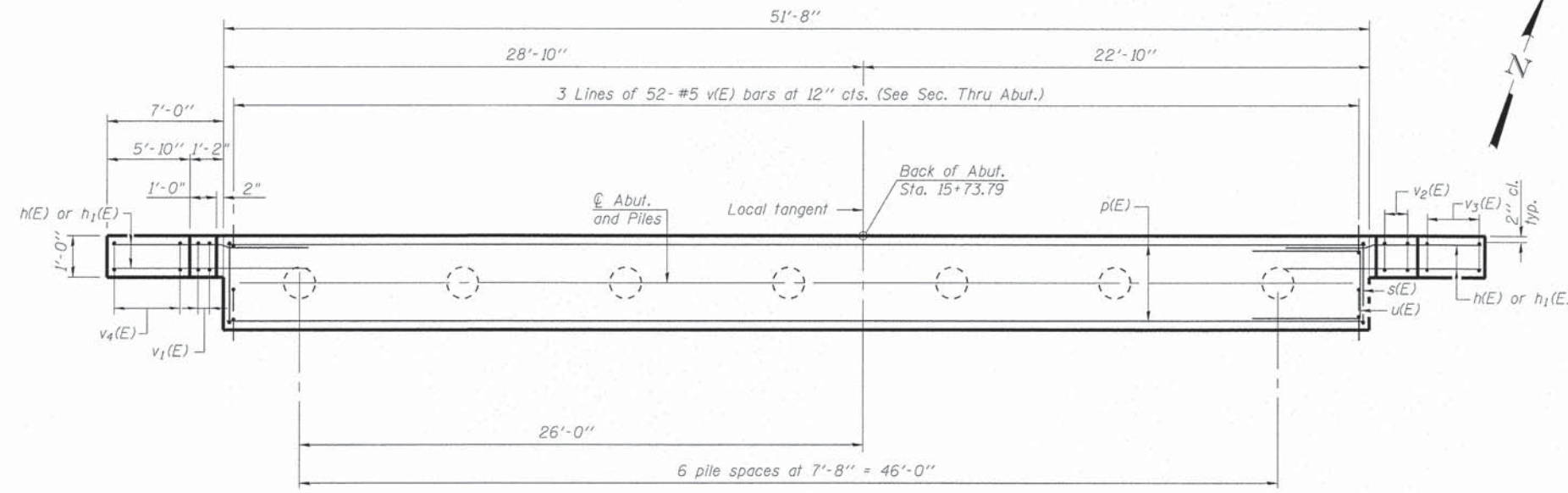


ELEVATION

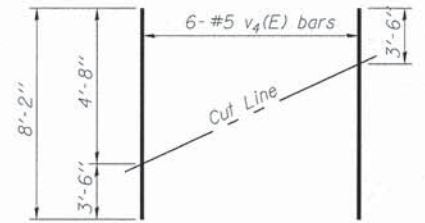
Looking Perpendicular to Abutment



SEC. THRU ABUT.



PLAN



FIELD CUTTING DIAGRAM

Order v4(E) full length. Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	10'-6"	—
h1(E)	12	#5	6'-6"	—
p(E)	10	#8	51'-4"	—
s2(E)	48	#5	12'-7"	⊠
s3(E)	14	#5	3'-8"	⌋
u(E)	8	#6	10'-3"	⊠
v(E)	156	#5	5'-7"	—
v1(E)	4	#5	4'-10"	—
v2(E)	4	#5	5'-5"	—
v3(E)	6	#5	8'-8"	—
v4(E)	6	#5	8'-2"	—
Structure Excavation		Cu. Yd.	101	
Concrete Structures		Cu. Yd.	22.1	
Reinforcement Bars, Epoxy Coated		Pound	3,490	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	180	
Driving Piles		Foot	180	
Test Pile Metal Shells		Each	1	

PILE DATA

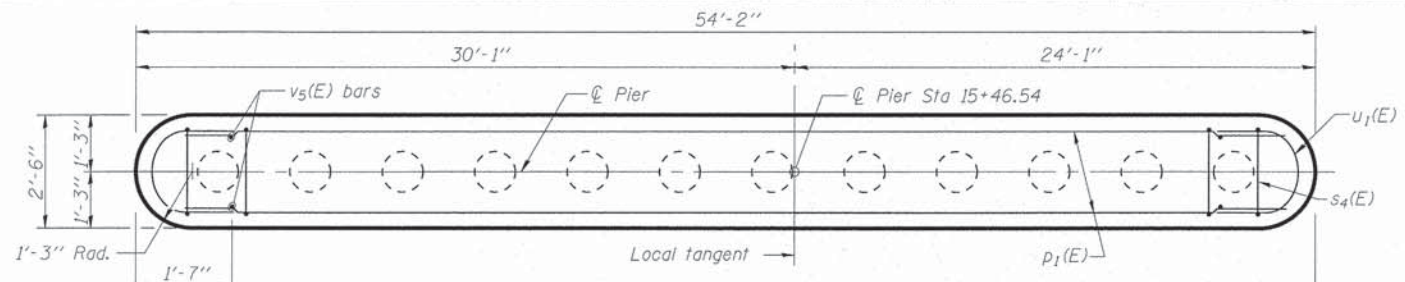
Type: 14" ϕ Metal Shell w/ 0.312" walls
 Nominal Required Bearing: 291 Kips
 Factored Resistance Available: 160 Kips
 Est. Length: 30'
 No. Production Piles: 6
 No. Test Piles: 1

Notes:

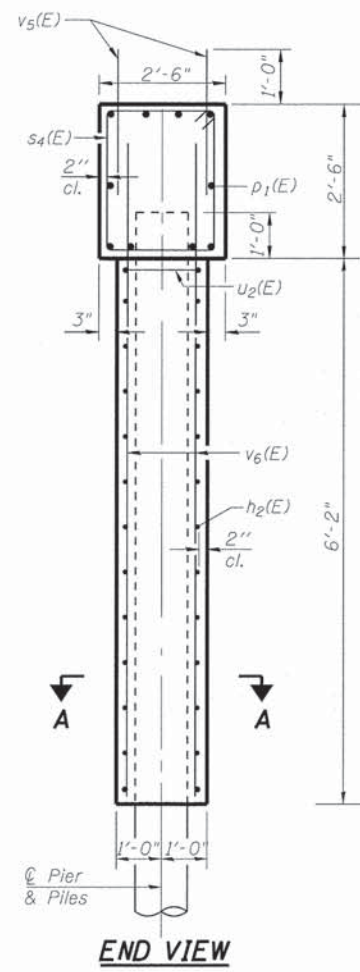
Contractor shall drive a Test Pile in permanent location at abutment as directed by the Engineer before ordering the remainder of piles. See Sheet 13 of 18 for v(E), s2(E), s3(E) and u(E) bar diagrams and v3(E) field cutting diagram. See Sheet 16 of 18 for Pile Details.

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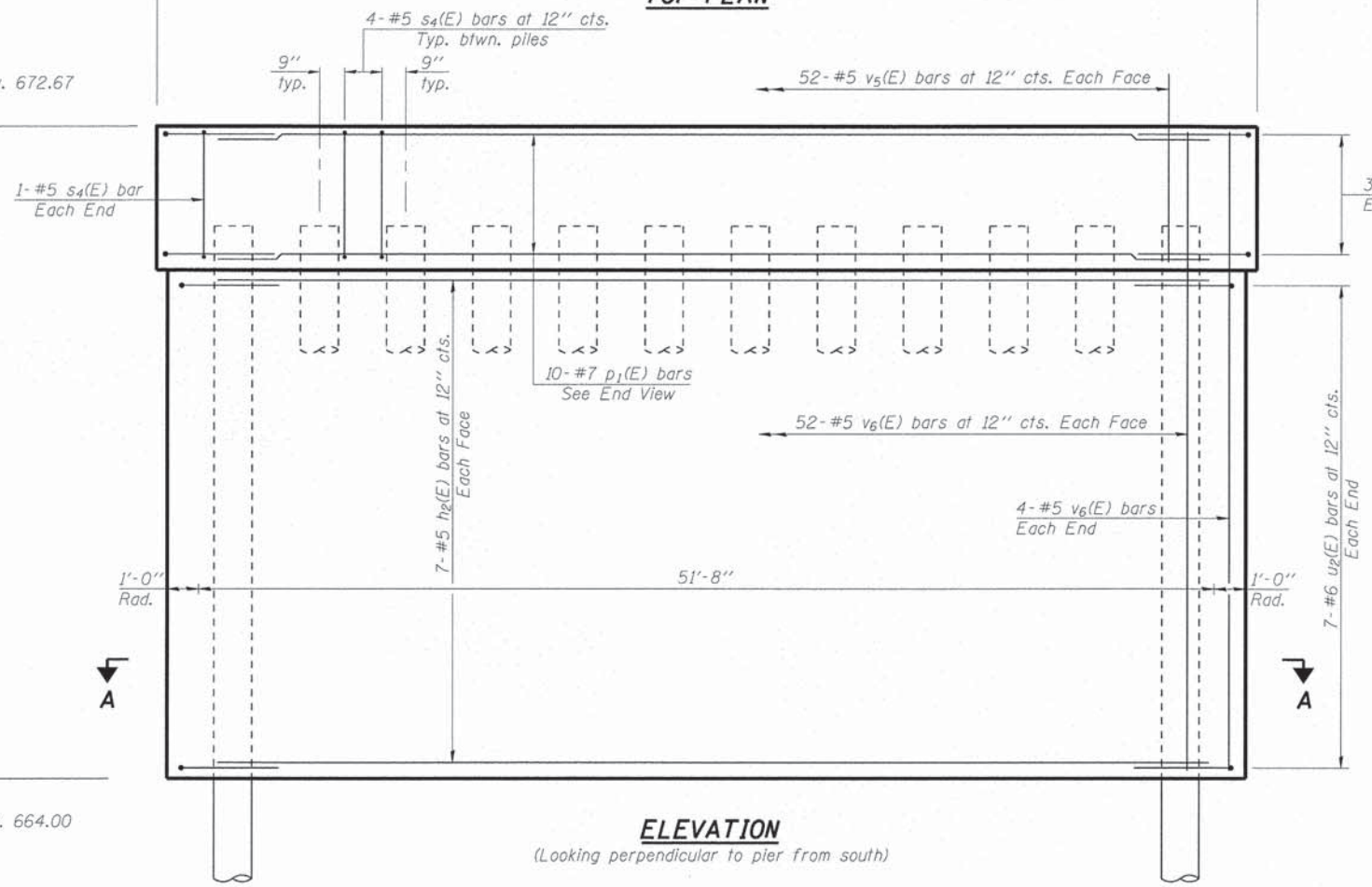
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	PLOT SCALE =	DRAWN - AS	REVISED -			11-00101-00-BR	COOK	64	34
	PLOT DATE = 08-15-14	CHECKED - BAB	REVISED -			CONTRACT NO. 61A70			
	ILLINOIS FED. AID PROJECT								



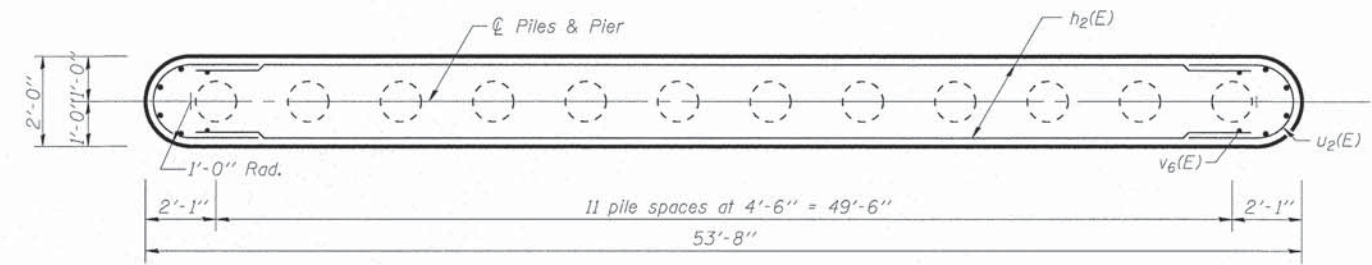
TOP PLAN



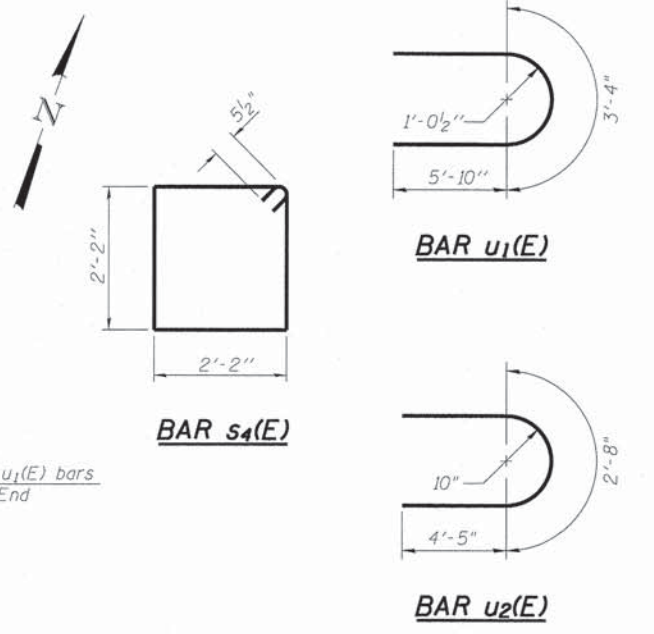
END VIEW



ELEVATION
(Looking perpendicular to pier from south)



FOOTING PLAN



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	14	#5	51'-8"	—
p1(E)	10	#7	51'-8"	—
s4(E)	46	#5	9'-7"	□
u1(E)	6	#7	15'-0"	U
u2(E)	14	#6	11'-6"	U
vs(E)	104	#5	3'-3"	—
v6(E)	112	#5	8'-4"	—
Concrete Structures		Cu. Yd.	36.8	
Reinforcement Bars, Epoxy Coated		Pound	4,030	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	572	
Driving Piles		Foot	572	
Test Pile Metal Shells		Each	1	
Cofferdam (Type 1) (Location 1)		Each	1	
Cofferdam Excavation		Cu. Yd.	55	

PILE DATA

Type: 14" ϕ Metal Shell w/ 0.312" walls
 Nominal Required Bearing: 364 Kips
 Factored Resistance Available: 200 Kips
 Est. Length: 52'
 No. Production Piles: 11
 No. Test Piles: 1

Note:
 See sheet 16 of 18 for Pile Details.

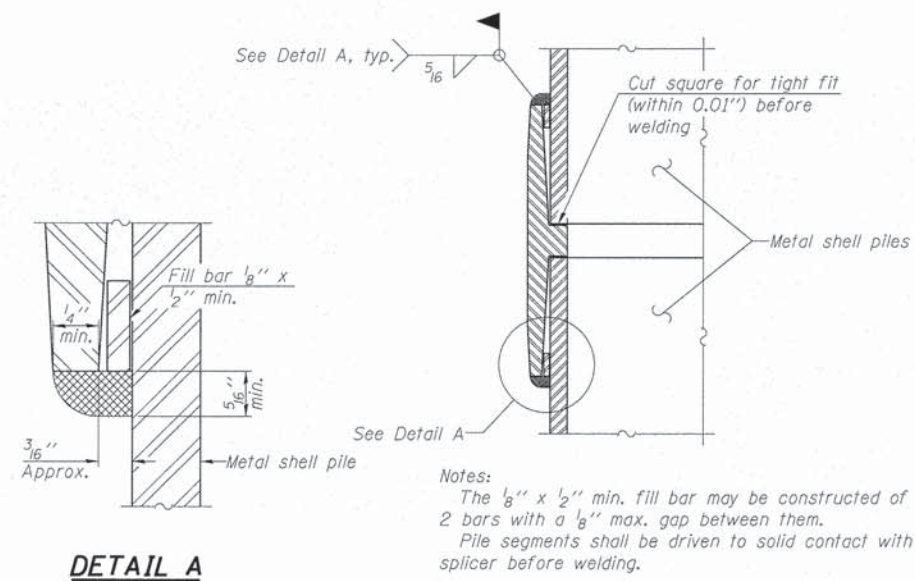
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BAXTER & WOODMAN Consulting Engineers	USER NAME = 611BLB	DESIGNED - AS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER STRUCTURE NO. 016-8216 SHEET NO. 15 OF 18 SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLLOT DATE = 08-15-14	DRAWN - AS	REVISED -			CONTRACT NO. 61A70			
		CHECKED - BAB	REVISED -			ILLINOIS FED. AID PROJECT			



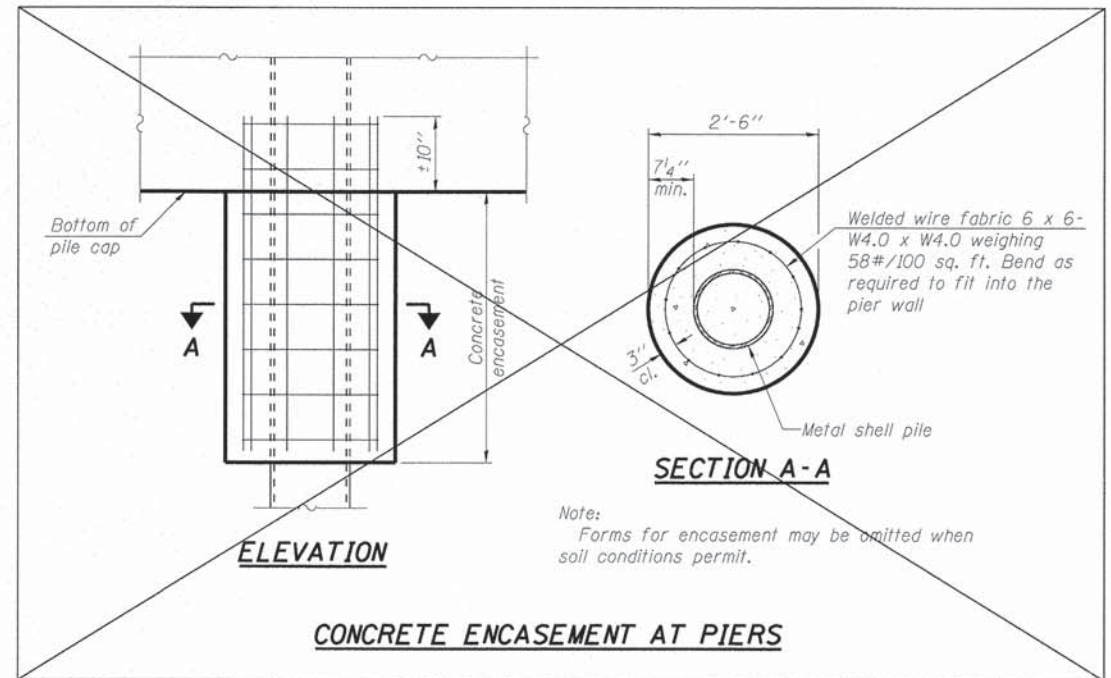
METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



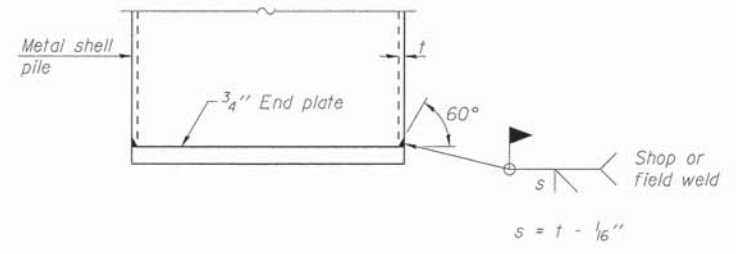
Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE

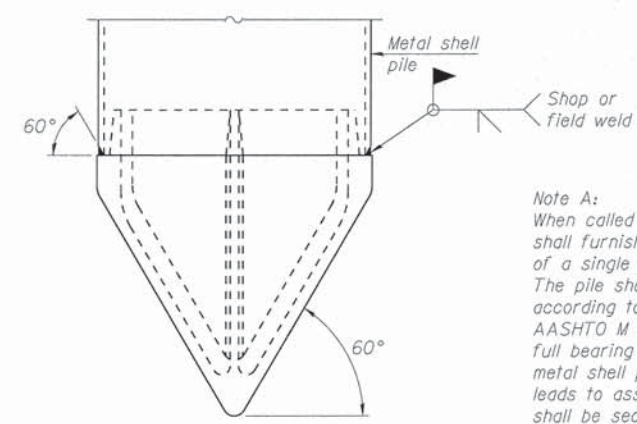


Note:
 Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



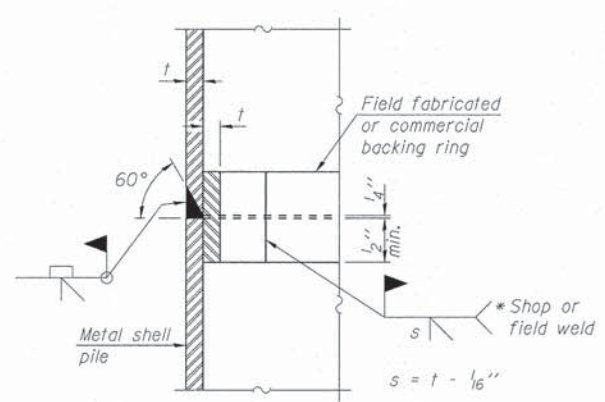
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

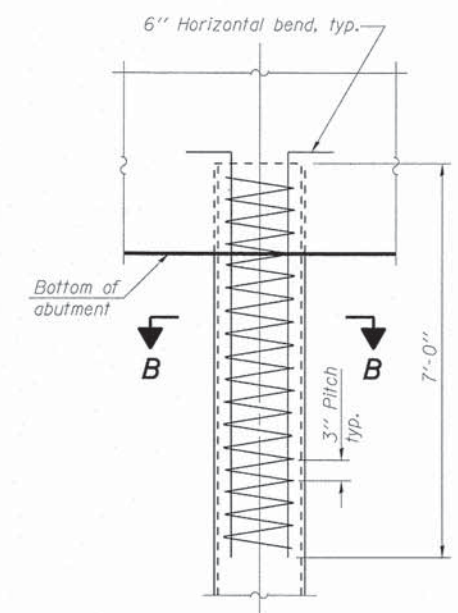
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



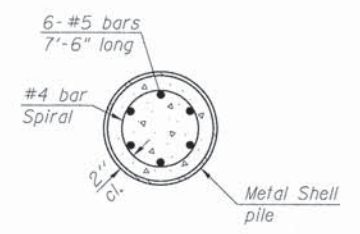
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS

1-27-12

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BAXTER & WOODMAN Consulting Engineers	USER NAME = 611BLB	DESIGNED - BLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	METAL SHELL PILE DETAILS STRUCTURE NO. 016-8216 SHEET NO. 16 OF 18 SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AS	REVISED -			11-00101-00-BR	COOK	64	36
	PLOT DATE = 08-15-14	DRAWN - BLB	REVISED -			CONTRACT NO. 61A70			
		CHECKED - AS	REVISED -			ILLINOIS FED. AID PROJECT			

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG B-1**
 Client Baxter & Woodman, Inc. Sheet 1 of 3
 Project Raupp Blvd. Bridge Date 9/9/11
 Station 15+15, 11' L. of Cl. Location Buffalo Grove, IL Drilled By AC
 S.N. 016-6325 Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
674.6'	(SEE CORE LOG)										
	Brown fine-medium sand, some coarse sand & gravel, damp, medium dense - Fill	1	SS	7"	10	25		3.2			
671.6'	Brown-gray-black clay & silt, trace sand & gravel, damp, tough - Fill										
669.6'	Black silt, some clay, trace sand, damp (topsoil)	2	SS	6"	4	7	1.0	14.2			
668.6'	Dark brown to brown clay & silt, trace sand, damp, very tough	3						30.3			
666.6'	Brown clay, some silt, trace sand & gravel, damp, very tough	4	SS	15"	5	9	1.25	22.2	99.7	2.2	
663.6'	Gray clay, some silt, trace sand & gravel, damp, hard	5	SS	14"	3	5	1.5	16.5	112.8	3.0	
		6	SS	18"	8	14	4.0	14.5	118.7	5.4	
		7	SS	18"	8	14	4.5+	15.3	117.4	5.9	
		8	SS	18"	8	15	4.0	15.7	120.7	4.3	
654.6'		9	SS	18"	8	14	4.0	18.0	114.4	5.0	

Water Level— depth, ft. elev., ft.
 - while drilling: 25.5
 - after drilling: 28.0
 - hrs. after drilling: _____

S - sample T - type: J(Lar), SS (split-spoon), ST (shelby tube) R - recovery length, in.
 B - Standard Penetration Test (SPT), blow/6" interval W - water content, %
 N - SPT, blow/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG B-1**
 Client Baxter & Woodman, Inc. Sheet 2 of 3
 Project Raupp Blvd. Bridge Date 9/9/11
 Location Buffalo Grove, IL Drilled By AC
 Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay, some silt, trace sand & gravel, damp, very tough	10	SS	18"	7	12	3.5	19.7	111.4	3.5	
649.1'	Gray silt, some clay, trace sand & gravel, damp-very damp, medium dense	11	SS	18"	7	13	2.25	14.7	123.3	2.1	
		12	SS	12"	7	14		13.5			
645.6'	Gray clay, some silt, trace sand & gravel, damp, hard	13						11.8			
		14	SS	18"	16	31	4.5+	12.9	126.7	6.6	
642.6'	Gray silt, some clay, trace fine sand, damp-very damp, medium dense	15	SS	18"	14	24		14.3			
		16	SS	18"	10	17		14.9			
634.6'		16	SS	18"	10	17		14.9			

Water Level— depth, ft. elev., ft.
 - while drilling: 25.5
 - after drilling: 28.0
 - hrs. after drilling: _____

S - sample T - type: J(Lar), SS (split-spoon), ST (shelby tube) R - recovery length, in.
 B - Standard Penetration Test (SPT), blow/6" interval W - water content, %
 N - SPT, blow/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-111b

SMC SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG B-1**
 Client Baxter & Woodman, Inc. Sheet 3 of 3
 Project Raupp Blvd. Bridge Date 9/9/11
 Location Buffalo Grove, IL Drilled By AC
 Equipment CME 45B H.A. Other Logged By DA

Elev. ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray silt, some clay, trace fine sand, damp-very damp, medium dense	17	SS	18"	13	24		14.7			
627.6'	Gray clay, some silt, trace sand & gravel, damp, very tough	18	SS	18"	10	19	3.75	15.3	119.6	2.6	
622.6'	Gray silt, some clay, trace fine sand, damp, very dense	19	SS	18"	16	26	4.5+	14.4	127.2	2.8	
614.6'	End of Boring	20	SS	9"	50+			14.4			

Water Level— depth, ft. elev., ft.
 - while drilling: 25.5
 - after drilling: 28.0
 - hrs. after drilling: _____

S - sample T - type: J(Lar), SS (split-spoon), ST (shelby tube) R - recovery length, in.
 B - Standard Penetration Test (SPT), blow/6" interval W - water content, %
 N - SPT, blow/foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons/sq. ft. U_w - dry unit weight of soil, lbs./cu. ft.
 Qu - unconfined compressive strength, tons/sq. ft.

F-111b

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BAXTER & WOODMAN Consulting Engineers	USER NAME = 611BLB	DESIGNED - BLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORINGS STRUCTURE NO. 016-8216	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - AS	REVISED -			11-00101-00-BR	COOK	64	37
	PLOT DATE = 08-15-14	DRAWN - BLB	REVISED -			CONTRACT NO. 61A70			
		CHECKED - AS	REVISED -			ILLINOIS FED. AID PROJECT			

SHEET NO. 17 OF 18 SHEETS

SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG** B-2
 Client Baxter & Woodman, Inc. Sheet 1 of 4
 Project Raupp Blvd. Bridge Date 8/24/11
 Comments _____ Location Buffalo Grove, IL Drilled By AC
 Station 15+85, 9' E. of C.C. Location Buffalo Grove, IL Drilled By AC
 S.N. 016-6325 Equipment CME 45B H.A. Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
675.1'	(SEE CORE LOG)										
672.6'	Brown fine-medium sand, some coarse sand & gravel, damp, medium dense - Fill	1	SS	14"	7	16		13.5			
	Brown-dark brown-black clay, some silt & gravel, trace sand, damp-very damp, very tough - Fill	2	SS	14"	9	15	2.5	17.0	114.3	2.0	
		3	SS	8"	6	12	2.0	13.5			
666.6'	Brown clay, some silt, trace sand & gravel, damp, very tough	4	SS	18"	4	9	2.5	21.4	107.9	2.1	
655.1'	Gray clay, some silt, trace sand & gravel, damp, very tough to hard	5	SS	18"	10	17	4.5+	13.4	124.4	3.0	
		6	SS	18"	11	18	4.5+	15.3	118.0	4.5	
		7	SS	18"	12	22	4.5+	15.0	123.1	4.6	
656.6'	Gray clay, some silt, trace sand & gravel, damp, very tough	20	SS	18"	6	11	4.0	14.1	170.5	3.6	

Water Level— depth, ft. elev., ft. 8.0 / 25.5
 - while drilling: 8.0 / 25.5
 - after drilling: 30.0
 hrs. after drilling: _____
 S - sample T - type (J.M.S. 55000 open, 67000 by tube) R - recovery length, ft.
 B - Standard Penetration Test (SPT), blow(s) / ft. interval W - water content, %
 N - SPT, blow(s) / foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons / sq. ft. U_w - dry unit weight of soil, lbs. / cu. ft.
 Qu - unconfined compressive strength, tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG** B-2
 Client Baxter & Woodman, Inc. Sheet 3 of 4
 Project Raupp Blvd. Bridge Date 8/24/11
 Comments _____ Location Buffalo Grove, IL Drilled By AC
 Station _____ Location Buffalo Grove, IL Drilled By AC
 S.N. _____ Equipment CME 45B H.A. Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray silt, some clay, trace fine sand, damp, medium dense	40									
		41									
630.1'	Gray clay, some silt, trace sand & gravel, damp, tough	47	SS	18"	14	26		17.5			
		48	SS	18"	10	18	2.5	17.9	122.0	1.7	
623.1'	Gray fine sand, trace medium-coarse sand, very damp-saturated, medium dense	49									
621.1'	Gray clay, some silt, trace sand & gravel, damp, hard	54	SS	18"	16	30	4.5+	14.9	132.4	6.3	
617.1'	Gray fine sand, very damp, very dense	60									
615.1'		60	SS	18"	14	23		20.5			

Water Level— depth, ft. elev., ft. 8.0 / 25.5
 - while drilling: 8.0 / 25.5
 - after drilling: 30.0
 hrs. after drilling: _____
 S - sample T - type (J.M.S. 55000 open, 67000 by tube) R - recovery length, ft.
 B - Standard Penetration Test (SPT), blow(s) / ft. interval W - water content, %
 N - SPT, blow(s) / foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons / sq. ft. U_w - dry unit weight of soil, lbs. / cu. ft.
 Qu - unconfined compressive strength, tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG** B-2
 Client Baxter & Woodman, Inc. Sheet 2 of 4
 Project Raupp Blvd. Bridge Date 8/24/11
 Comments _____ Location Buffalo Grove, IL Drilled By AC
 Station _____ Location Buffalo Grove, IL Drilled By AC
 S.N. _____ Equipment CME 45B H.A. Other Logged By DA

Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray clay, some silt, trace sand & gravel, damp, very tough to tough	9	SS	18"	8	14	3.0	16.3	114.0	3.4	
		10	SS	18"	3	9	2.0	13.4	124.8	1.6	
649.6'	Gray fine sand, trace medium-coarse sand, very damp-saturated, mod. dense	11						15.1			
	Gray silt, some clay, trace fine sand, damp, dense	12	SS	18"	15	31		16.5			
646.6'	Gray clay, some silt, trace sand & gravel, damp, hard	20	SS	18"	12	23	4.5+	13.0	128.5	5.7	
		14						14.6	118.9	3.3	
641.1'	Gray silt, trace fine sand, damp, dense	24	SS	18"	16	44		18.8			
638.1'	Gray silt, some clay, trace fine sand, damp, medium dense	30									
635.1'		40	SS	18"	10	20		15.5			

Water Level— depth, ft. elev., ft. 8.0 / 25.5
 - while drilling: 8.0 / 25.5
 - after drilling: 30.0
 hrs. after drilling: _____
 S - sample T - type (J.M.S. 55000 open, 67000 by tube) R - recovery length, ft.
 B - Standard Penetration Test (SPT), blow(s) / ft. interval W - water content, %
 N - SPT, blow(s) / foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons / sq. ft. U_w - dry unit weight of soil, lbs. / cu. ft.
 Qu - unconfined compressive strength, tons / sq. ft.

F-111b

SOIL AND MATERIAL CONSULTANTS, INC. File No. 20374 **BORING LOG** B-2
 Client Baxter & Woodman, Inc. Sheet 4 of 4
 Project Raupp Blvd. Bridge Date 8/24/11
 Comments _____ Location Buffalo Grove, IL Drilled By AC
 Station _____ Location Buffalo Grove, IL Drilled By AC
 S.N. _____ Equipment CME 45B H.A. Other Logged By DA

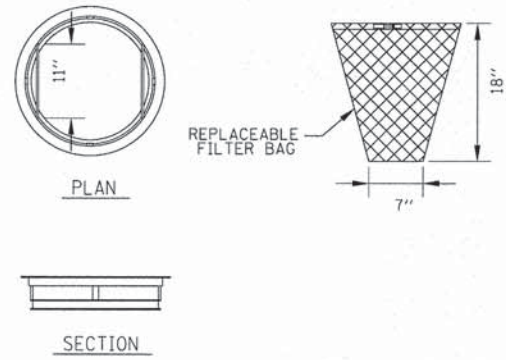
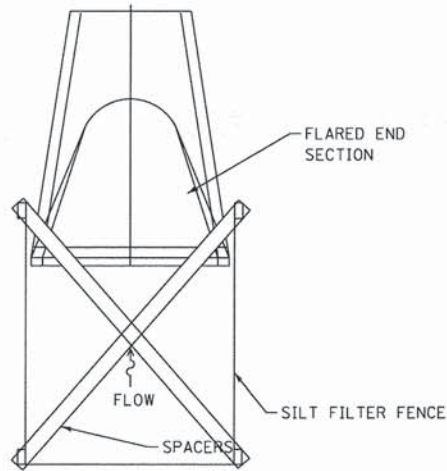
Elev., ft.	Description	Depth, ft.	S	T	R	B	N	Pen.	W	Uw	Qu
	Gray fine sand, very damp, medium dense	60									
610.1'	End of Boring	62	SS	18"	9	16		15.0			

Water Level— depth, ft. elev., ft. 8.0 / 25.5
 - while drilling: 8.0 / 25.5
 - after drilling: 30.0
 hrs. after drilling: _____
 S - sample T - type (J.M.S. 55000 open, 67000 by tube) R - recovery length, ft.
 B - Standard Penetration Test (SPT), blow(s) / ft. interval W - water content, %
 N - SPT, blow(s) / foot to drive 2" O.D. split-spoon sampler with 140 lb. hammer falling 30".
 Pen. - pocket penetrometer reading, tons / sq. ft. U_w - dry unit weight of soil, lbs. / cu. ft.
 Qu - unconfined compressive strength, tons / sq. ft.

F-111b

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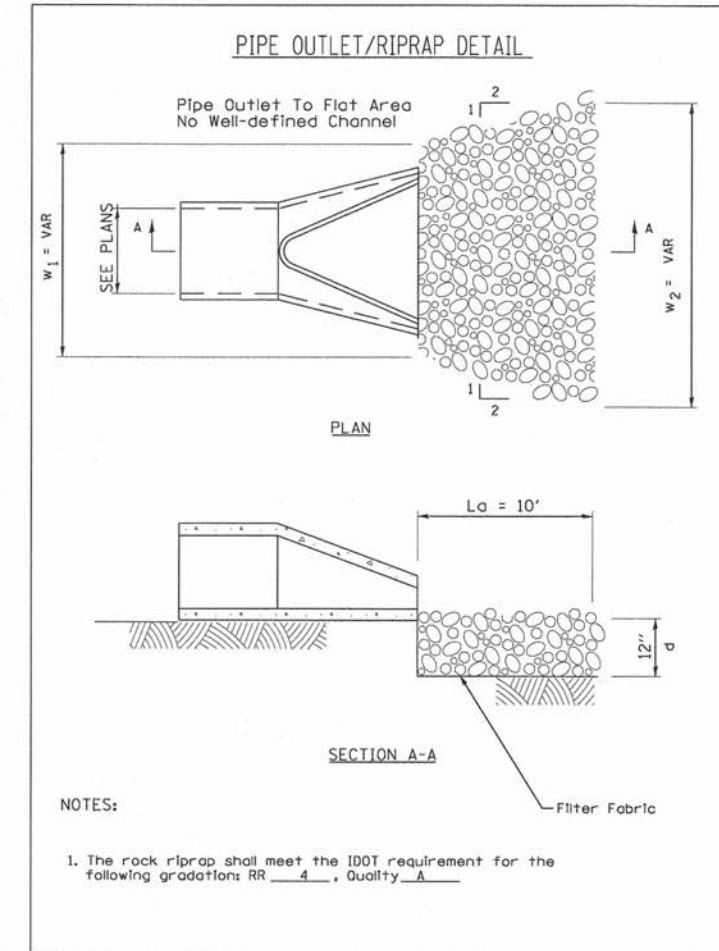
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	PLOT SCALE =	CHECKED - AS	REVISION -			11-00101-00-BR	COOK	64	38
	PLOT DATE = 08-15-14	DRAWN - BLB	REVISION -			CONTRACT NO. 61A70		ILLINOIS FED. AID PROJECT	



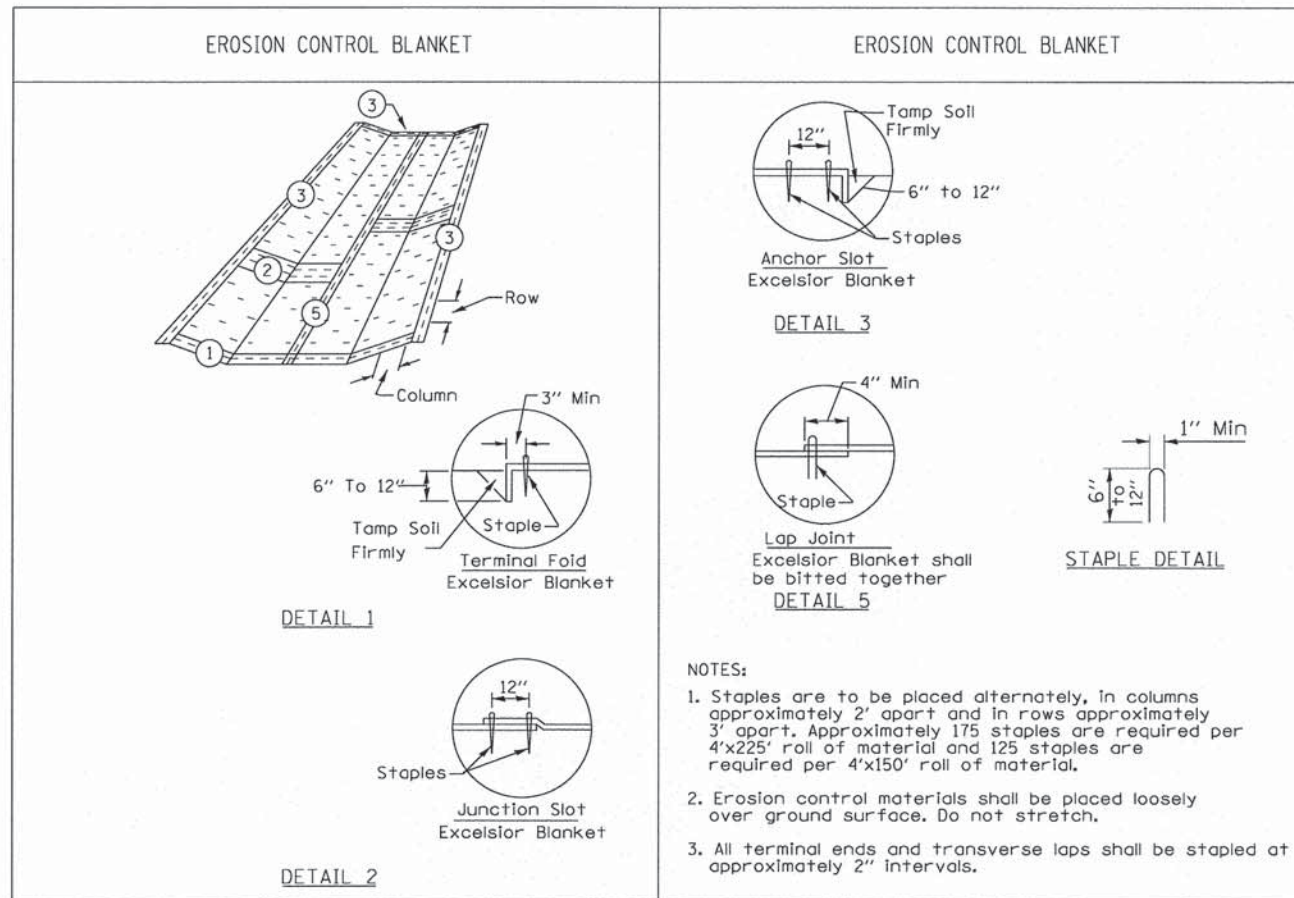
*INSTALL PER IDOT STANDARD 280001-05
DRAINAGE PROTECTION
 NOT TO SCALE

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

INLET FILTER
 NO SCALE



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



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

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DATE - 08/15/14	FILE - 101120SHT...ER-Def.dwg

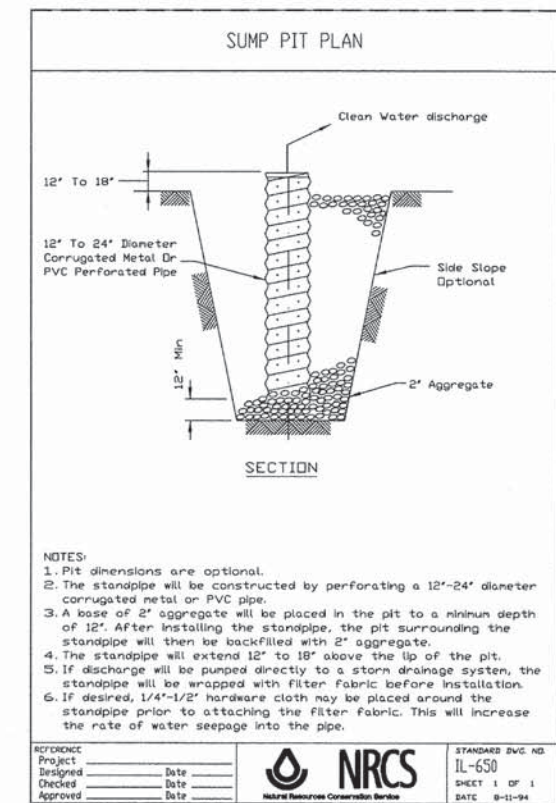
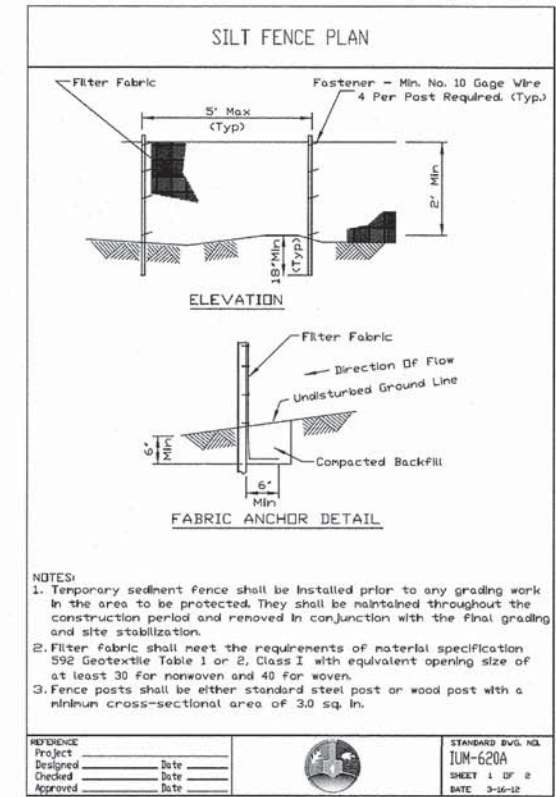
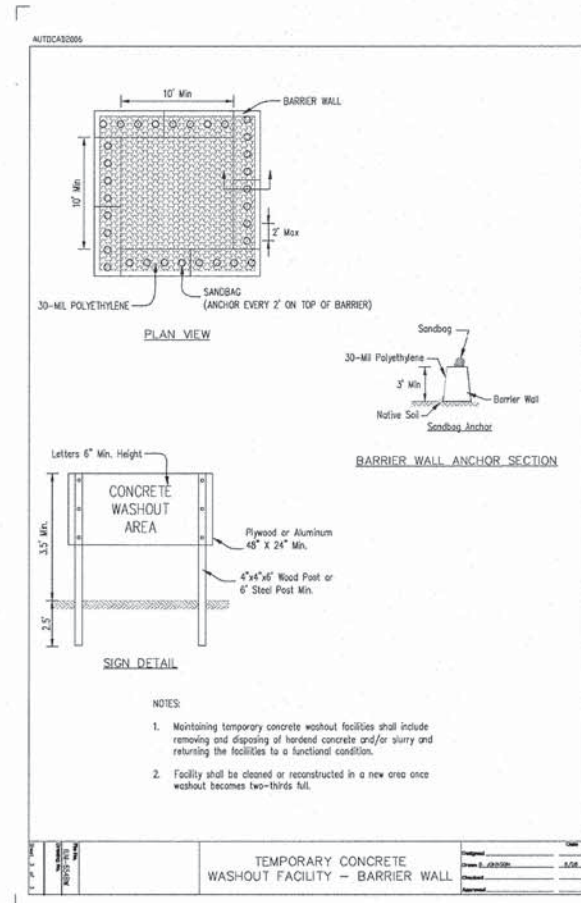
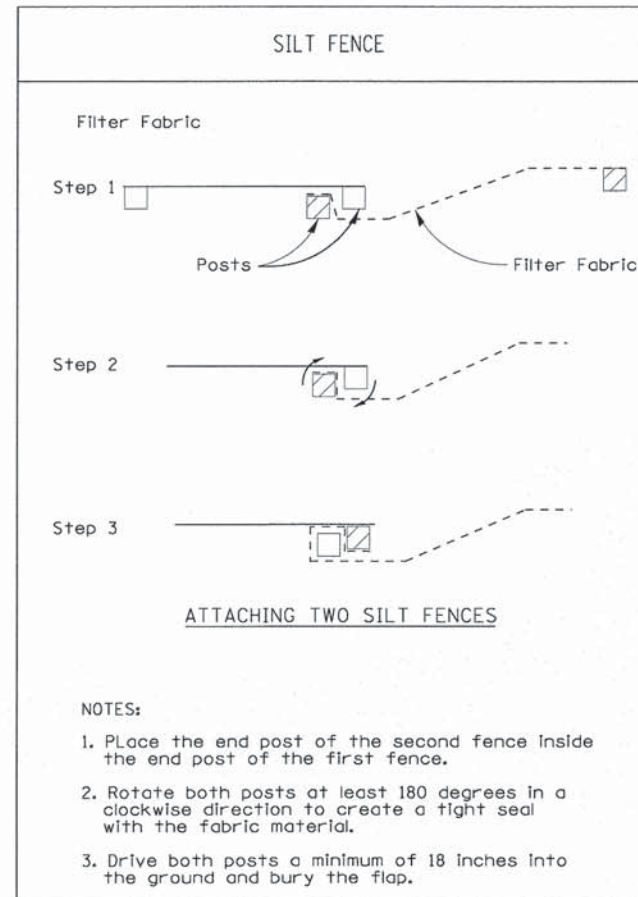
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS 1

SCALE: NONE STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	39
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-900317901	

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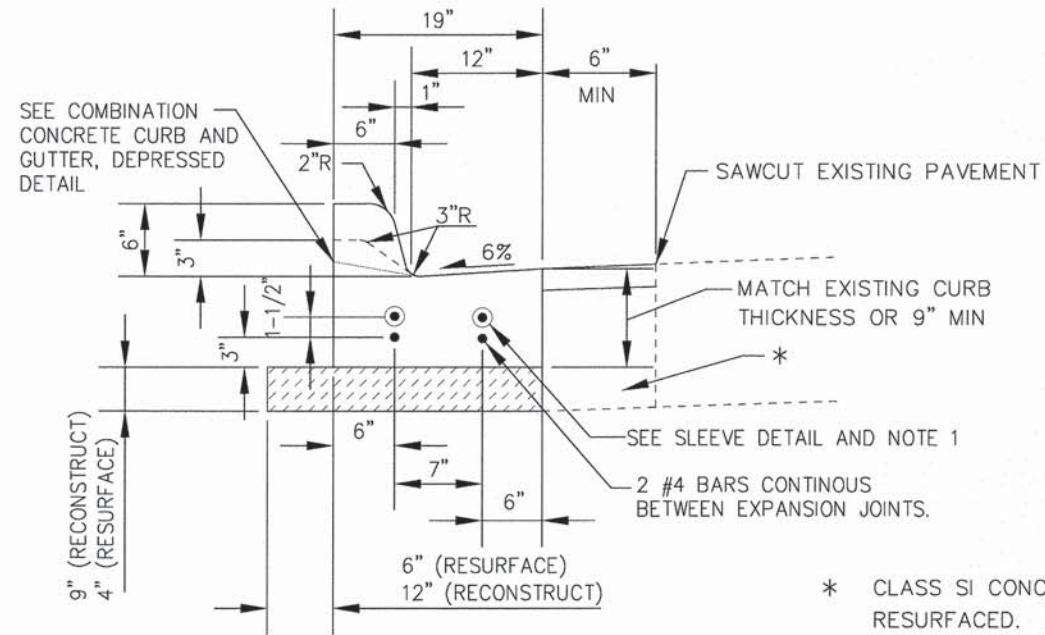
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DRAWN - CJC	REVISIONS
CHECKED - TAO	REVISIONS
DATE - 08/15/14	FILE - 101120SHT_1_ER-Det.dwg

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL DETAILS 2

SCALE: NONE STA. TO STA.

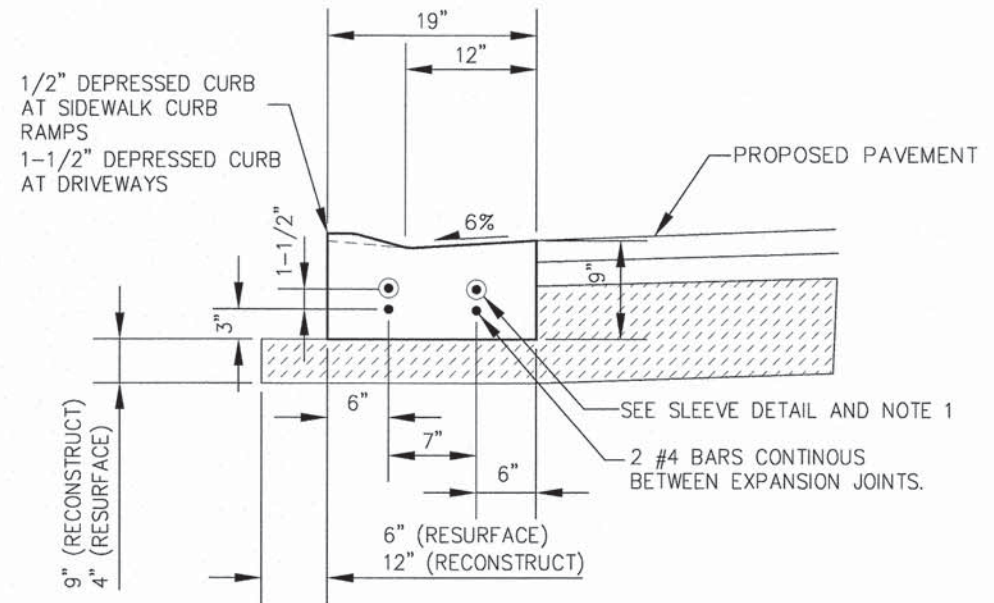
MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	40
CONTRACT NO. 61A70				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-90037901				



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (SPECIAL) OR TYPE M-3.12 (SPECIAL)

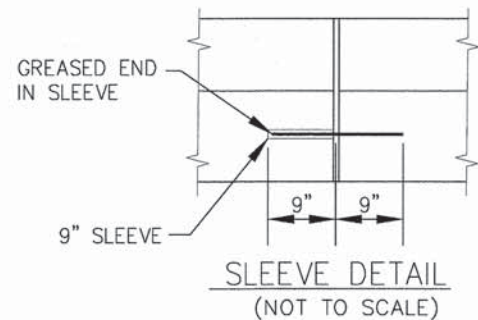
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(RESURFACING AREA SHOWN)

* CLASS SI CONCRETE FOR STREETS TO BE RESURFACED. (CONCRETE TO BE LEFT 2 1/4\"/>



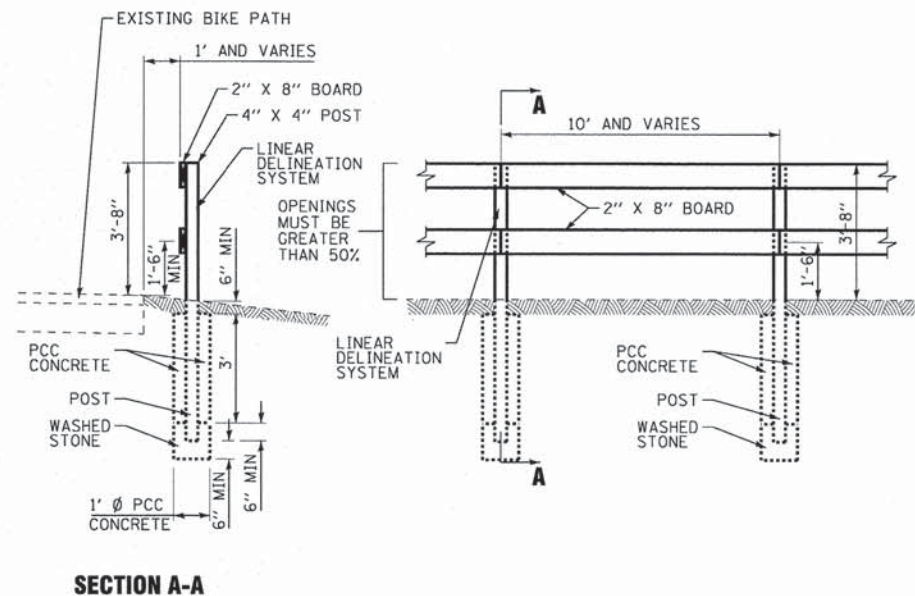
COMBINATION CONCRETE CURB & GUTTER, DEPRESSED

(NOT TO SCALE)
(RECONSTRUCTION AREA SHOWN)



NOTES:

- EXPANSION JOINTS W/ 3/4\"/>
 - AT ENDS OF INTERSECTION RADII, P.C.'S, RADIUS POINTS, & BACK OF CUL-DE-SACS
 - 5 FT. ON EACH SIDE OF DRAINAGE STRUCTURES
 - MAX. OF 60 FT. INTERVALS
 - WHERE NEW CURB MEETS EXISTING CURB, THE EXISTING CURB SHALL BE DRILLED AND TWO (2) #6 SMOOTH DOWEL BARS GROUTED IN PLACE W/ THE GREASE CAP PLACED ON THE SIDE OF THE NEW CURB & GUTTER.
- SAWCUT CONTRACTION JOINTS AT 15 FT. INTERVALS.
- SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HRS. AND SEALED W/ JOINT SEALANT, JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.



BICYCLE RAILING, SPECIAL DETAIL

SCALE: 1" = 2.5'

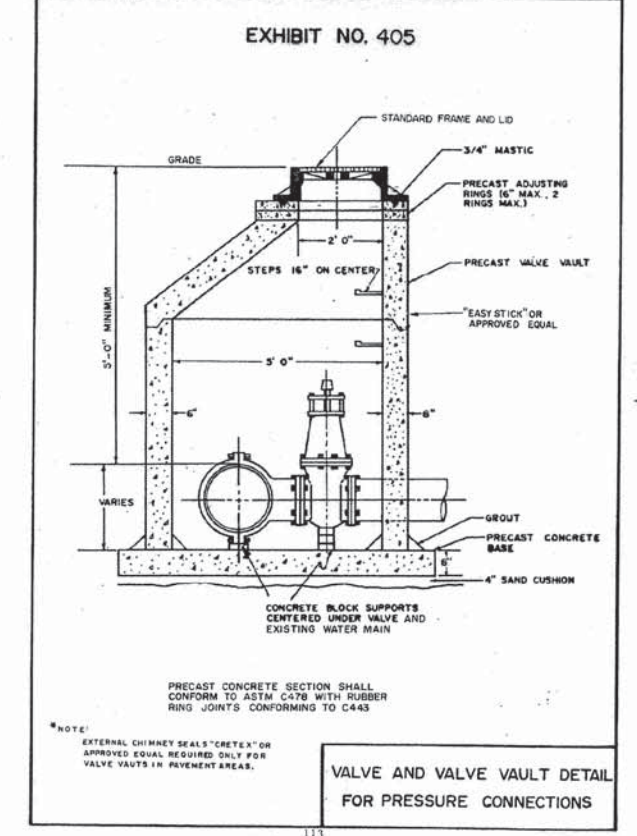
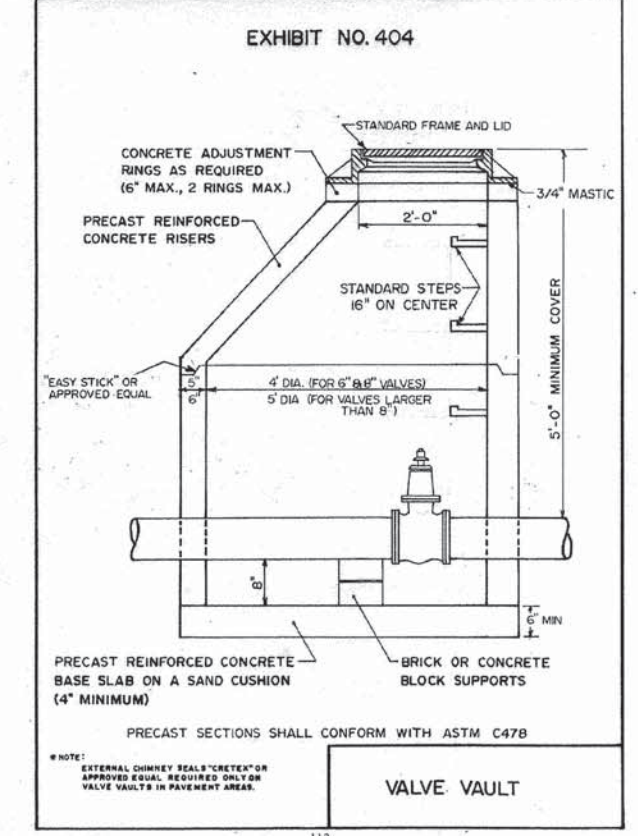
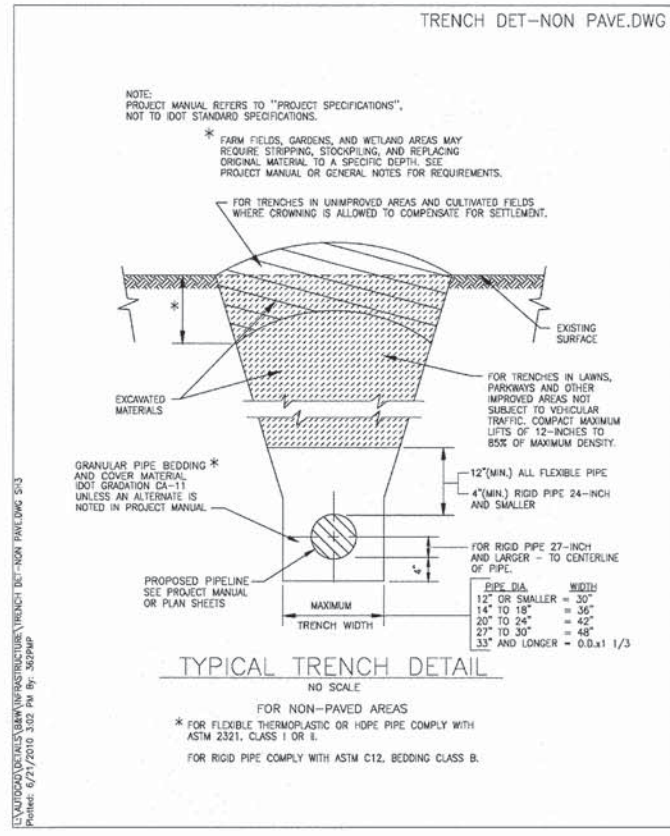
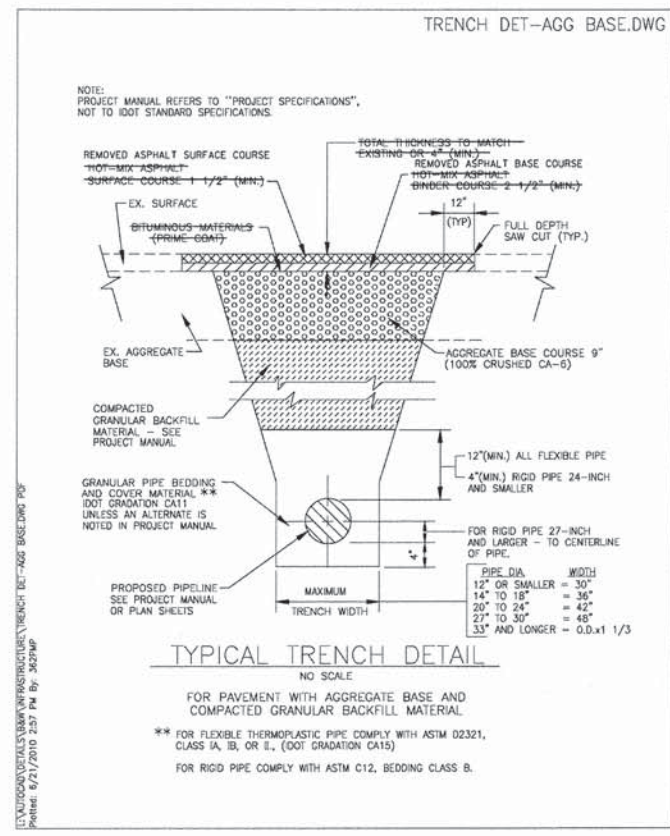
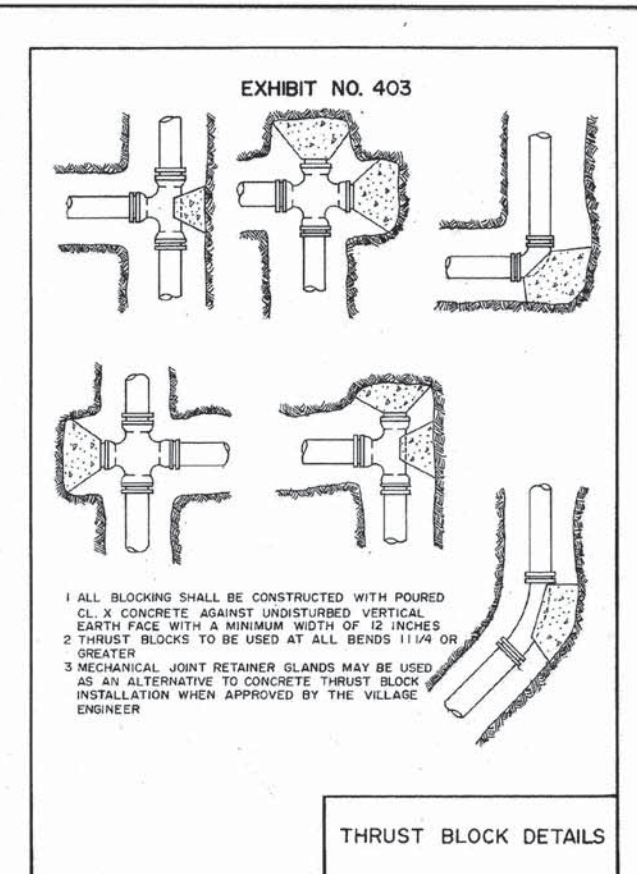
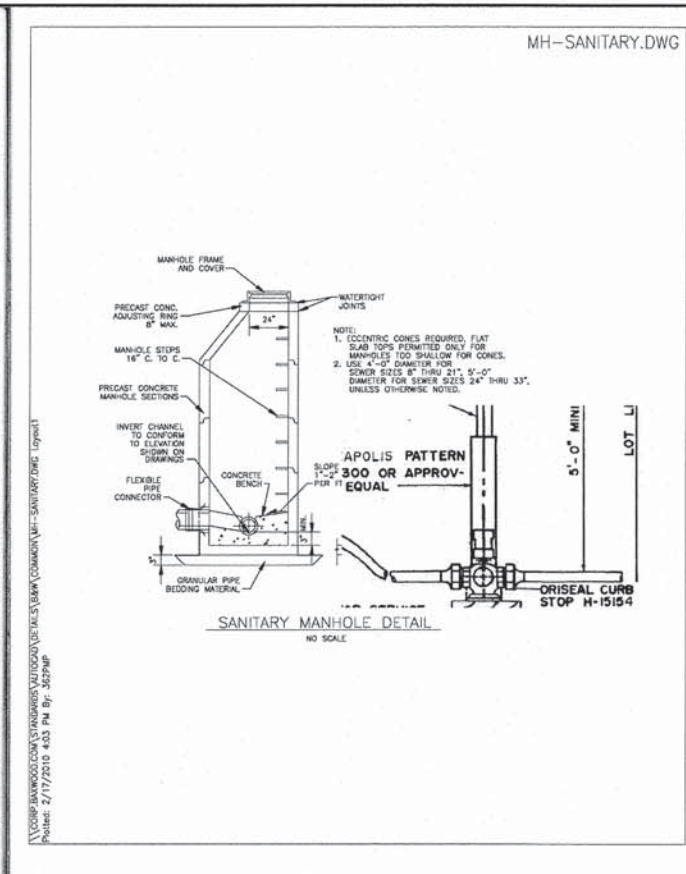
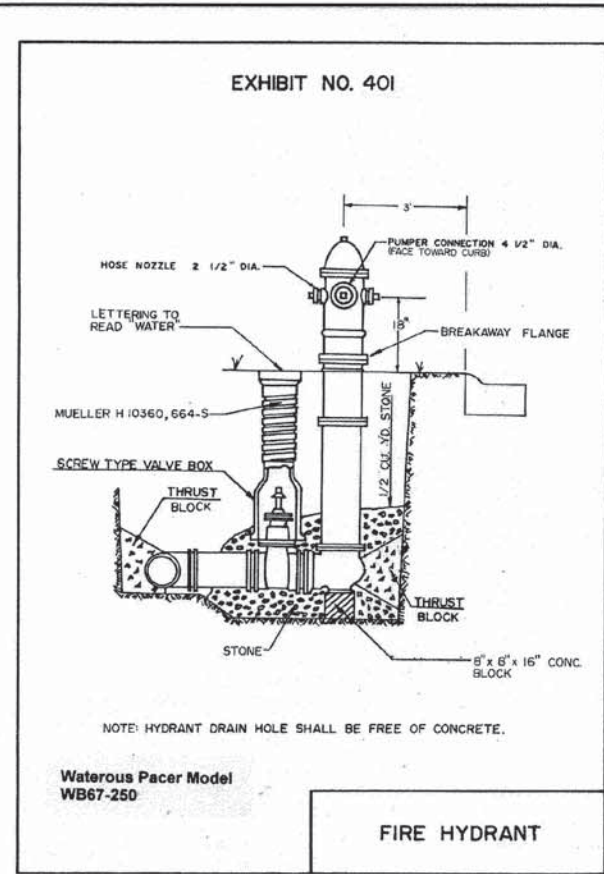
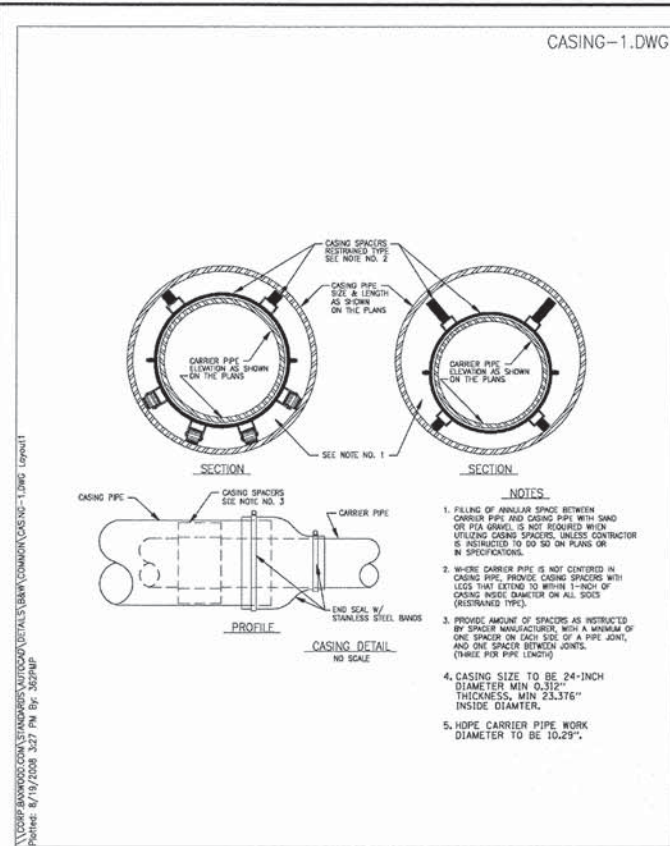
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BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - TAO	REVISED -
	DATE - 08/15/14	FILE - 101120SHT_Misc-De+.shp

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS	
STA.	TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	41
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-90037901			CONTRACT NO. 61A70	



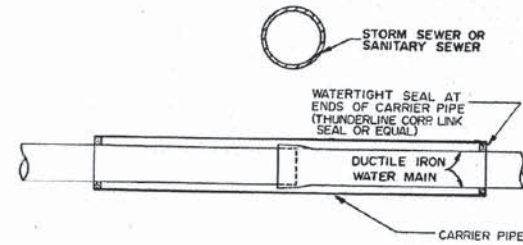
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 PROJECT NO. - 101120SHT
 DATE - 08/15/14

BAXTER & WOODMAN Consulting Engineers	DESIGNED - CAC	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - TAO	REVISED -
	DATE - 08/15/14	FILE - 101120SHT_Misc-Def.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER, SANITARY SEWER & FORCE MAIN DETAILS			MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			2020	11-00101-00-BR	COOK	64	43
			CONTRACT NO. 61A70				
STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-90037901				

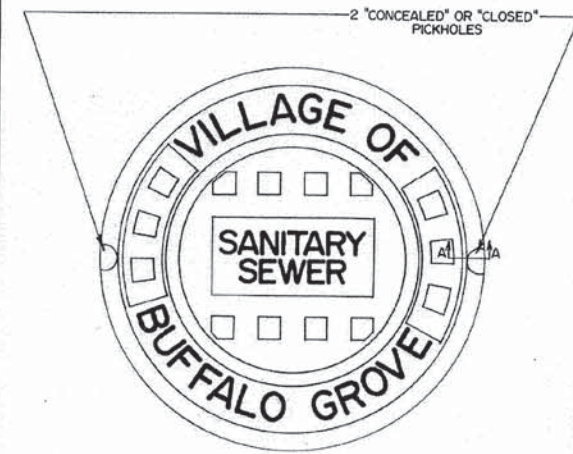
EXHIBIT NO. 407



CARRIER PIPE

115

EXHIBIT NO. 302



REQUIRED GROOVE AND GASKET

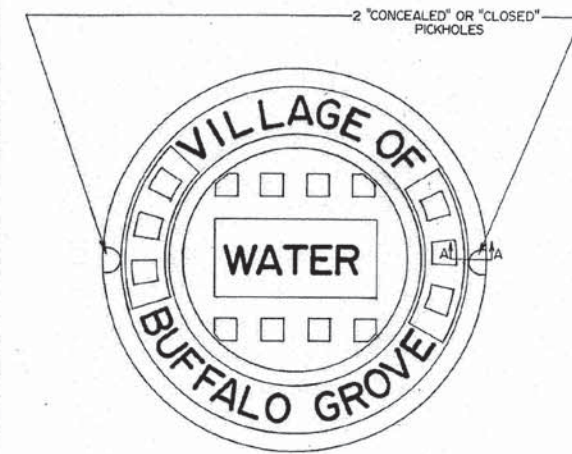


CLOSED PICKHOLE SECTION A-A

SANITARY SEWER MANHOLE LID

107

EXHIBIT NO. 406



OPTIONAL GROOVE AND GASKET



CLOSED PICKHOLE SECTION A-A

VALVE VAULT LID

114

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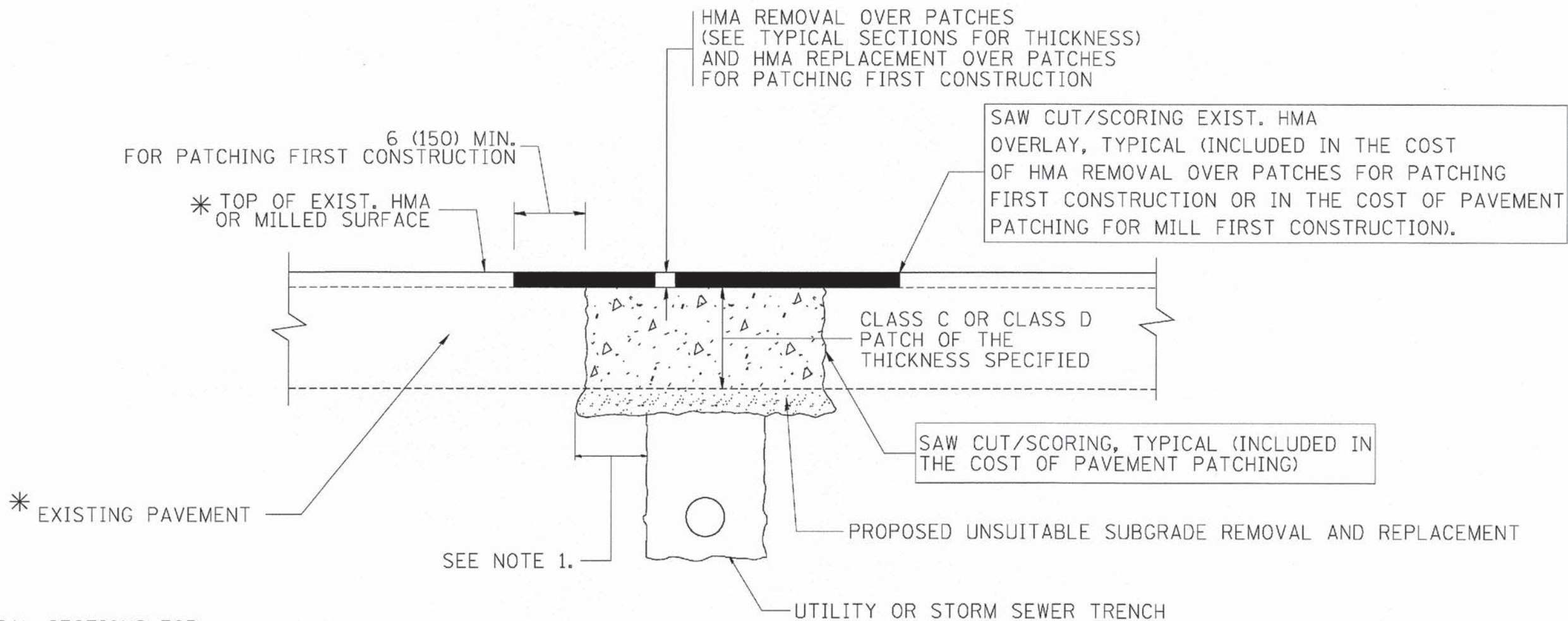
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DATE - 08/15/14	FILE - 101120SHT_Misc-De1.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER, SANITARY SEWER & FORCE MAIN DETAILS

STA. TO STA.

MUN ST	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	44
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
BHM-90037901				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

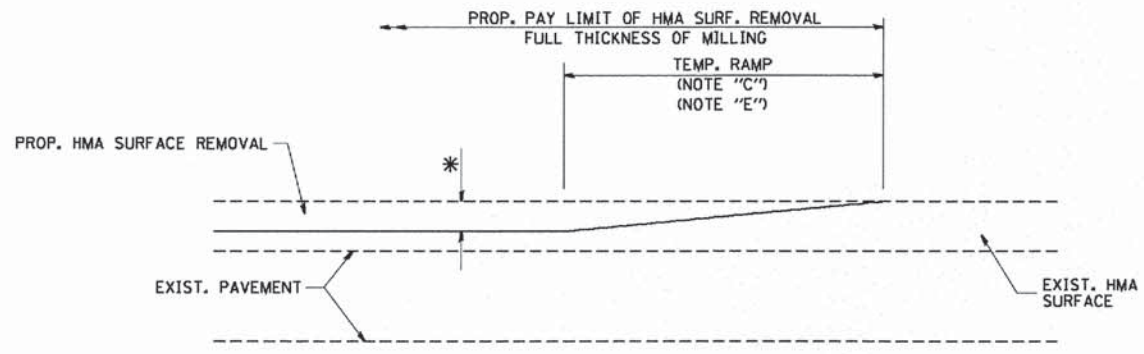
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

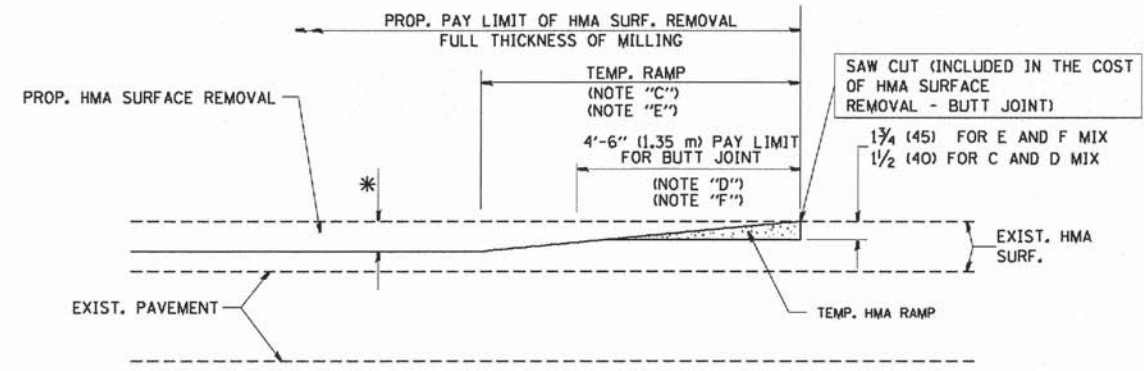
COPYRIGHT © 2014 BY BAXTER & WOODMAN, INC. PROJECT NO. 11-00101-00-BR. SHEET NO. 64 OF 64. DATE: 10/27/2014.

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		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	11-00101-00-BR	COOK	64	45
		CHECKED -	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO. 61A70		
		DATE - 10-25-94	REVISED - K. ENG 10-27-08					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)				



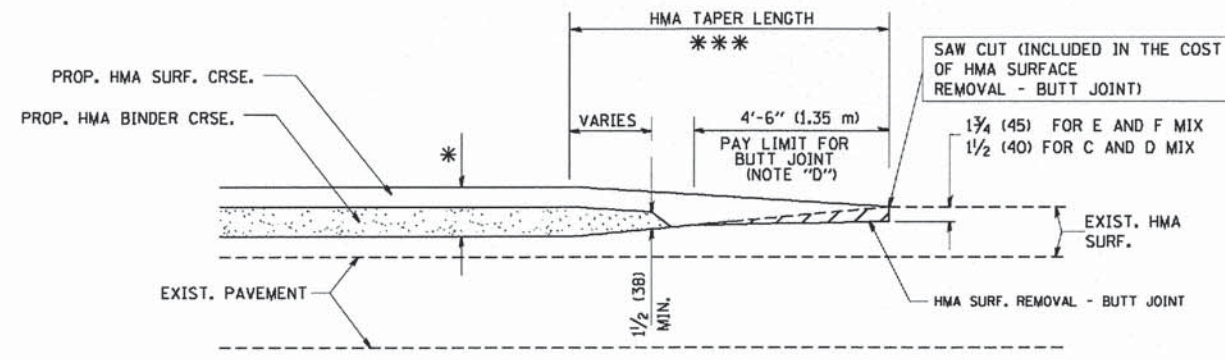
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



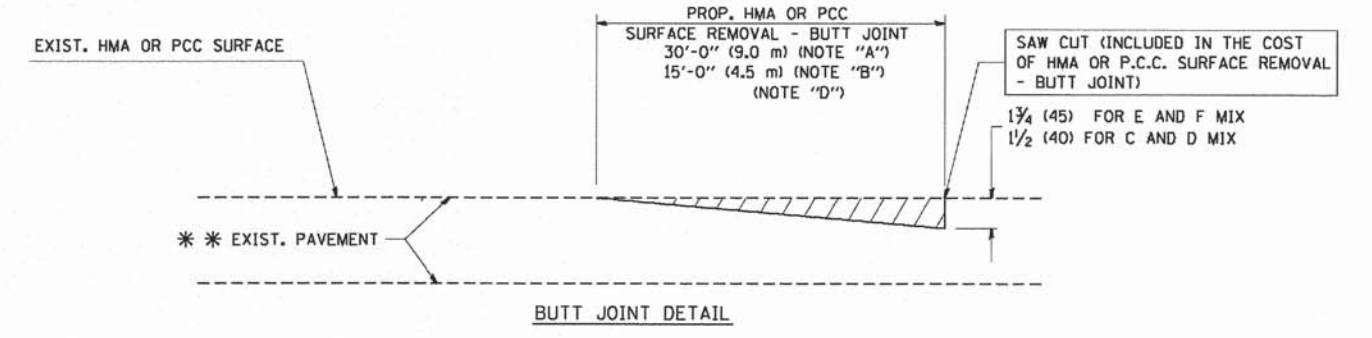
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

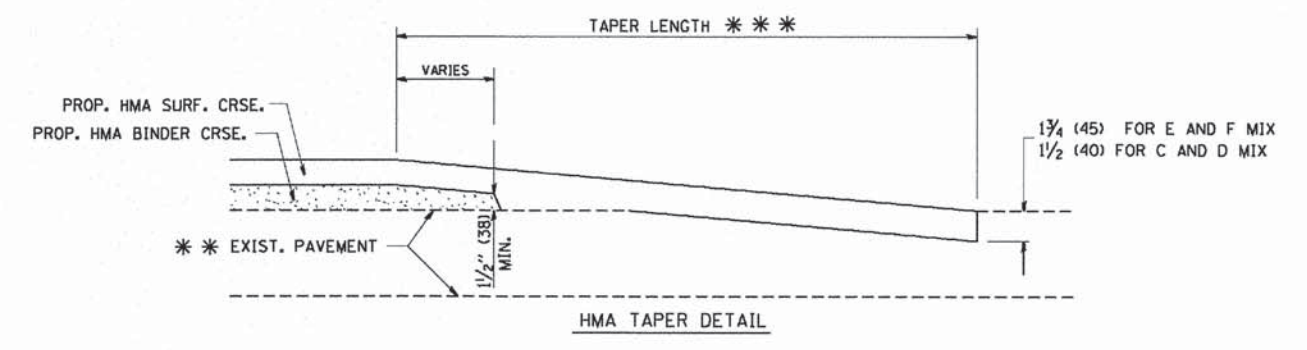


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

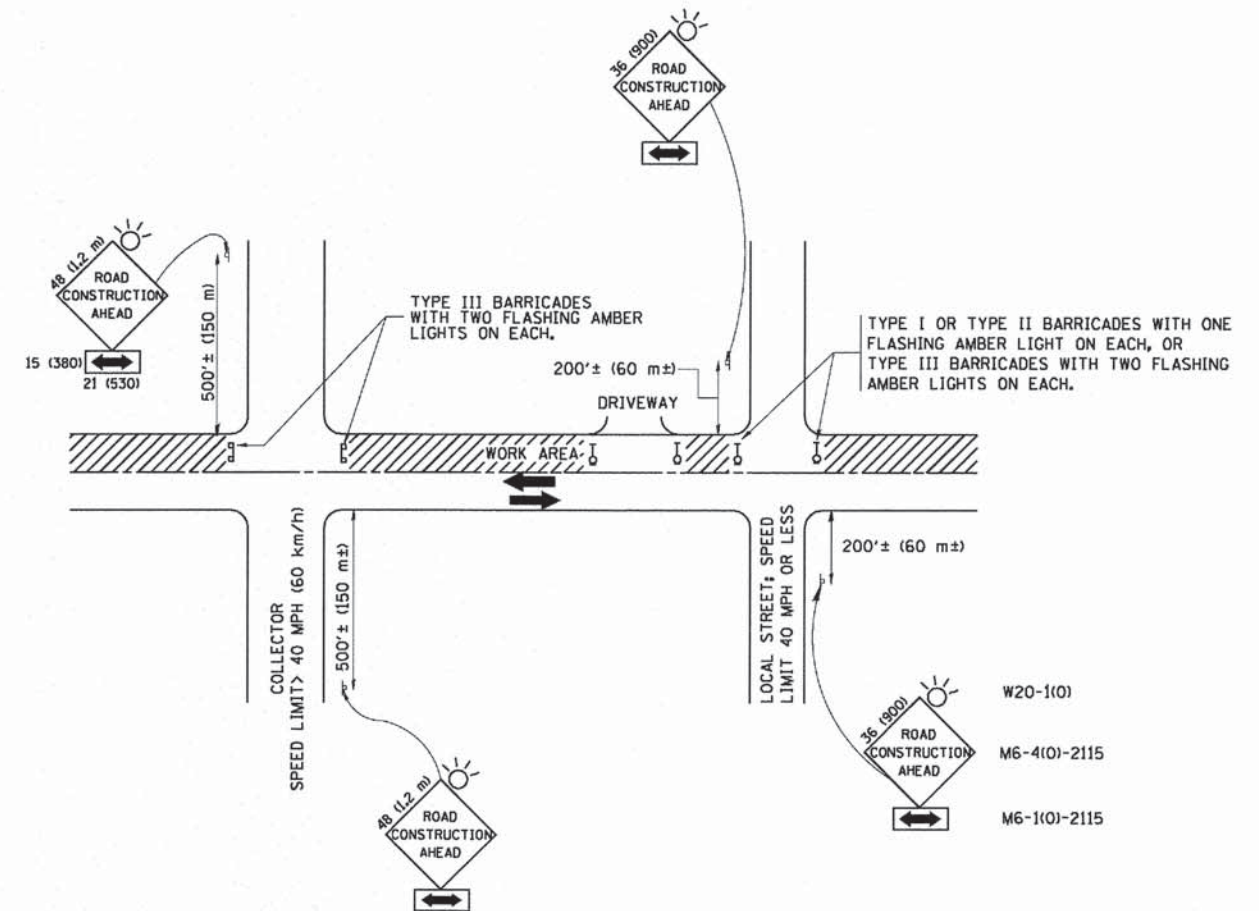
BASIS OF PAYMENT:

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

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

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 REVISED - R. SHAH 10-25-94
 DRAWN -
 REVISED - A. ABBAS 03-21-97
 CHECKED -
 REVISED - M. GOMEZ 04-06-01
 DATE - 06-13-90
 REVISED - R. BORO 01-01-07
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 1/4/2008

FILE NAME =	USER NAME = geglumobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\data\std\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE			11-00101-00-BR	COOK	64	46	
		CHECKED -	REVISED - M. GOMEZ 04-06-01		SHEET NO. 1 OF 1 SHEETS			BD400-05 BD32	CONTRACT NO. 61A70			
		DATE - 06-13-90	REVISED - R. BORO 01-01-07		STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT	BHM-9003(750)		



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

NOTES:

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

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

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 DESIGNED - LHA
 REVISIONS:
 REVISION NO. 1
 DATE 10-18-95
 BY J. OBERLE
 REVISION NO. 2
 DATE 03-06-96
 BY A. HOUSEH
 REVISION NO. 3
 DATE 10-15-96
 BY A. HOUSEH
 REVISION NO. 4
 DATE 01-06-00
 BY T. RAMMACHER

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

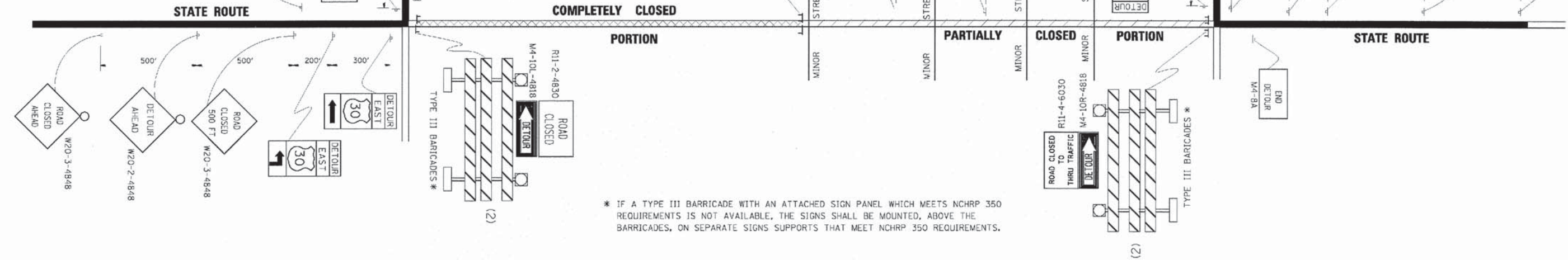
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	47
TC-10		CONTRACT NO. 61A70		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-900317901				

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

ROUTE MARKERS	
	FOR U.S. ROUTES MI-40-2424
	FOR ILLINOIS ROUTES MI-50-2424
	R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS	
	M5-1L-2115
	M5-1R-2115
	M6-1-2115
	M6-1-2115
	M6-3-2115
	M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS	
	M3-1-2412
	M3-2-2412
	M3-3-2412
	M3-4-2412
	M4-8-2412

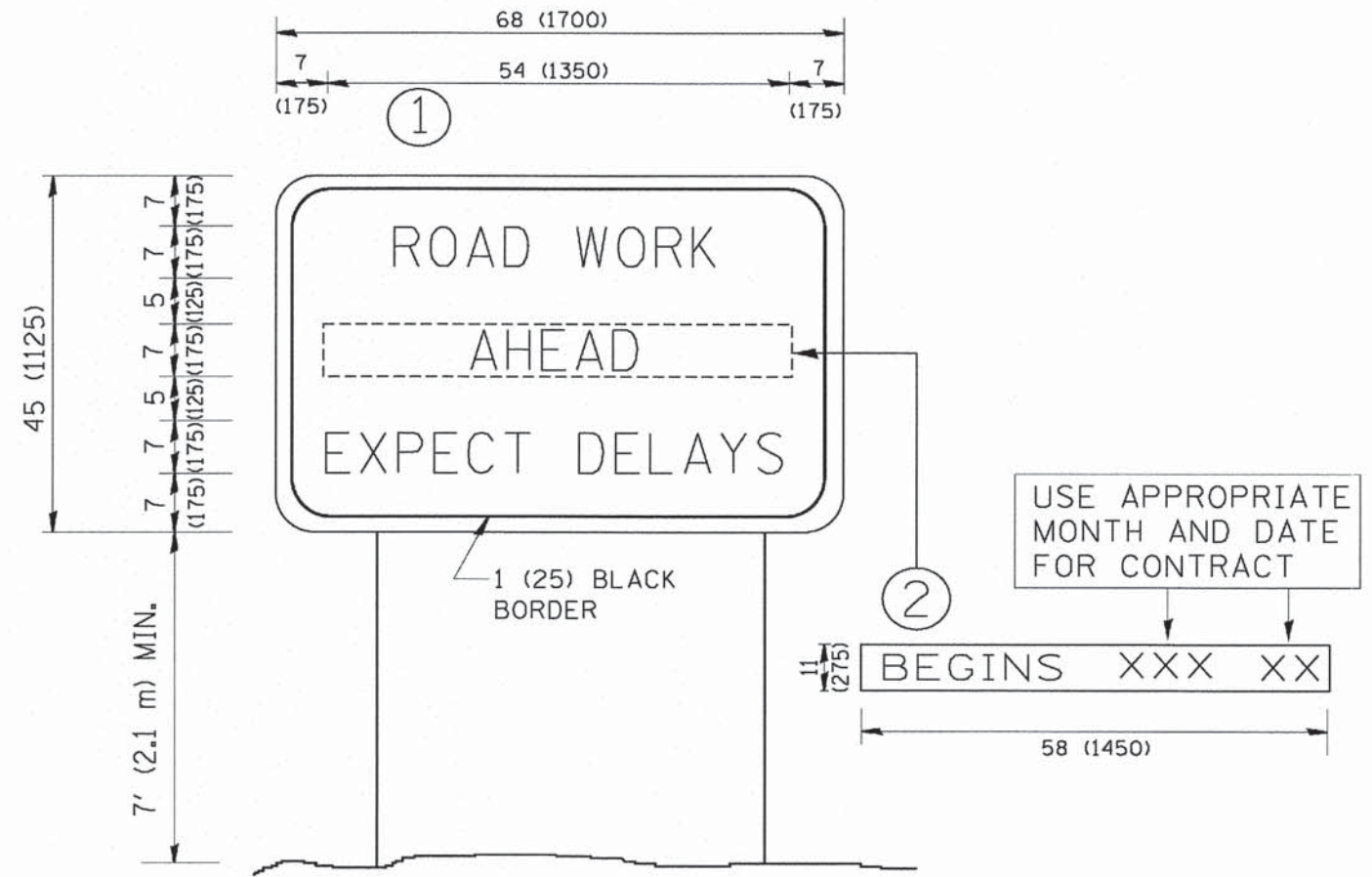


* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

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 LICENSE NO. 184-000212 - EXPIRES 7/30/2015
 5666000
 8/15/2014 12:59:11 PM

F.T. NAME = P. CT SCALE = 1/4" = 10' / IN. W. 11 1/2" x 17" / 21MM	USER NAME = drivak01gn P. dgn SCALE = 1/4" = 10' / IN. W. 11 1/2" x 17" / 21MM	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - 10-18-02 REVISED R. BORO 09-14-09 REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 11-00101-00-BR COOK 64 49 TC-21 CONTRACT NO. 61A70 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)
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 LICENSE NO. 04-000211 EXP. 07/31/2015
 5466cc0
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 PLOT DATE = 1/4/2008
 REVISED - R. MJRS 09-15-97
 REVISED - R. MJRS 12-11-97
 REVISED - T. RAMMACHER 02-02-99
 REVISED - C. JUCIUS 01-31-07
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 ARTERIAL ROAD
 INFORMATION SIGN
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
 F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 TC-22 CONTRACT NO. 61A70
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)

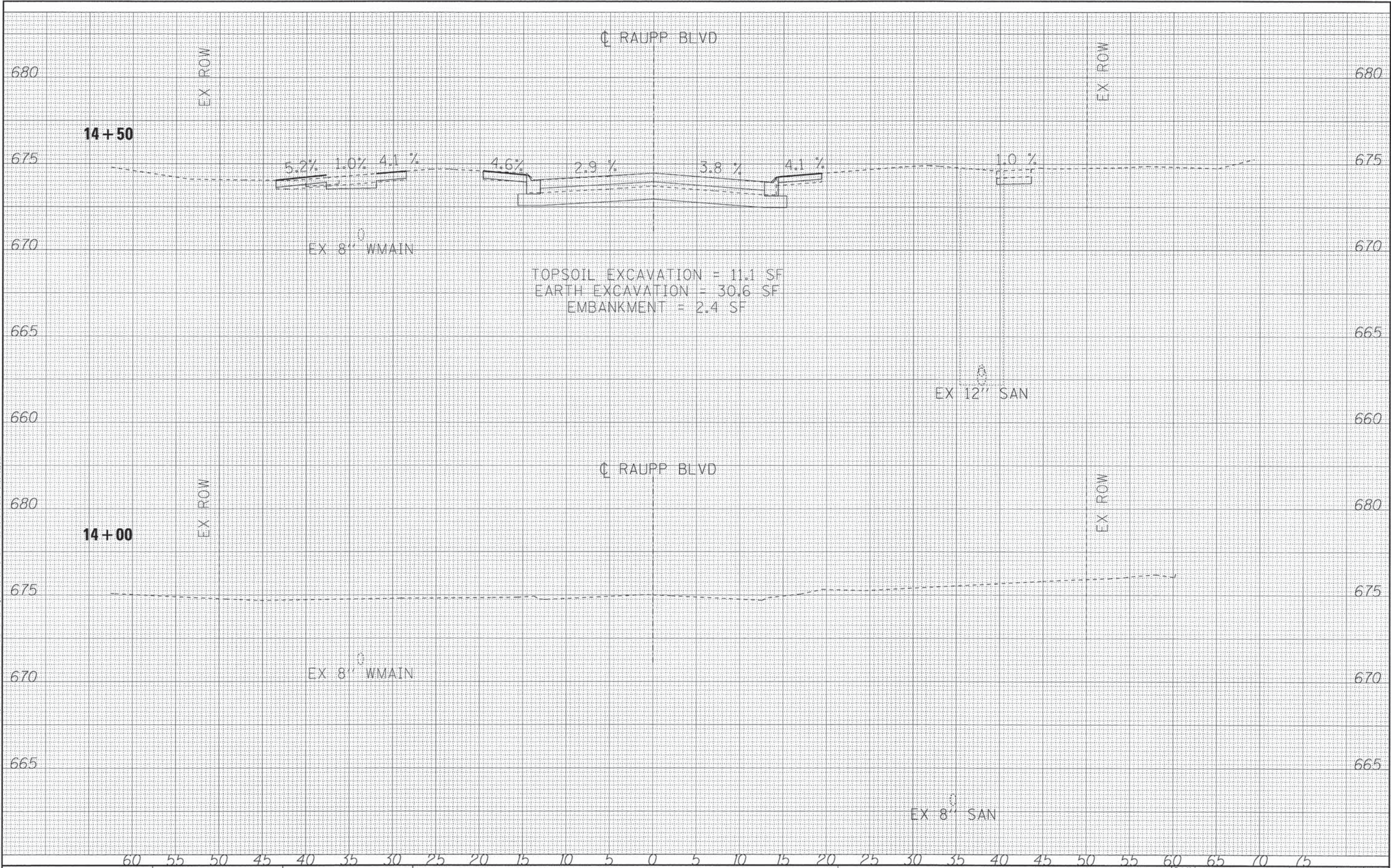


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\datastatd\22x34\tc22.dgn	USER NAME = geglvarukt	DESIGNED -	REVISED - R. MJRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MJRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22	CONTRACT NO. 61A70	64	50
		CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)							
		DATE -	REVISED - C. JUCIUS 01-31-07									



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. 101 - 987654321
 PROJECT NO. 11-00101-00-BR
 SHEET NO. 51 OF 64
 DATE: 08-15-14
 DRAWN BY: CJC
 CHECKED BY: TAO
 DESIGNED BY: CAC
 PROJECT: RAUPP BLVD SANITARY SEWER MAIN REPAIR AND REPLACEMENT
 LOCATION: WILSONVILLE, ILLINOIS



DESIGNED	- CAC	REVISED	-
DRAWN	- CJC	REVISED	-
CHECKED	- TAO	REVISED	-
DATE	- 08-15-14	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

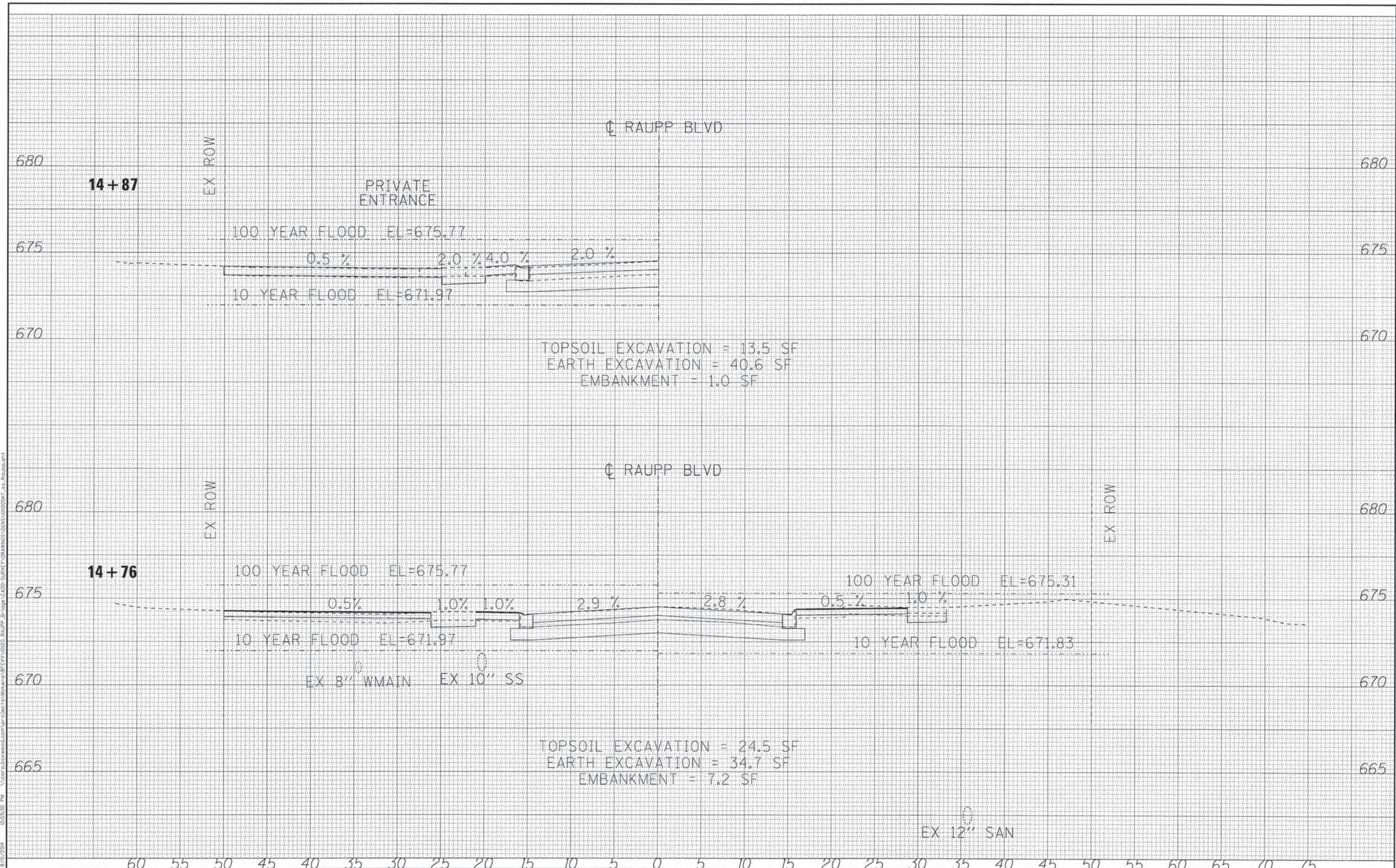
CROSS SECTIONS
RAUPP BOULEVARD

SCALE: H: 1"=5' V: 1"=2.5'

STA. 14+00 TO STA. 14+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	51
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90031790	

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. 181-000277 EXPIRES 6/30/2018
 PROJECT NO. 11-00101-00-BR
 SHEET NO. 64 OF 64
 DRAWN BY: J.C.J. / CHECKED BY: T.A.O. / DATE: 08-15-14
 PROJECT: RAUPP BOULEVARD
 DRAWING: CROSS SECTIONS



DESIGNED - CAC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
RAUPP BOULEVARD

SCALE: H: 1"=5' V: 1"=2.5' STA. 14+76 TO STA. 14+87

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	52
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-9003(790)	

EARTHWORK MATCHLINE
SEE CREEK XS STA 91+50

RAUPP BLVD

PRIVATE ENTRANCE

15+10

100 YEAR FLOOD EL=675.77

100 YEAR FLOOD EL=675.31

3.0%
10 YEAR FLOOD EL=671.97

1.5% 1.5% 0.5%
10 YEAR FLOOD EL=671.83

EX 10" SS
EX 8" WMAIN

TOPSOIL EXCAVATION = 0.0 SF
EARTH EXCAVATION = 106.4 SF
EMBANKMENT = 0.1 SF

RAUPP BLVD

EX 12" SAN

15+00

100 YEAR FLOOD EL=675.77

100 YEAR FLOOD EL=675.31

1.6%
10 YEAR FLOOD EL=671.97

1.5% 1.6% 1.0% 1.1%
10 YEAR FLOOD EL=671.83

EX 8" WMAIN EX 10" SS

TOPSOIL EXCAVATION = 14.6 SF
EARTH EXCAVATION = 68.7 SF
EMBANKMENT = 8.1 SF

EX 12" SAN

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 546620 01/2014
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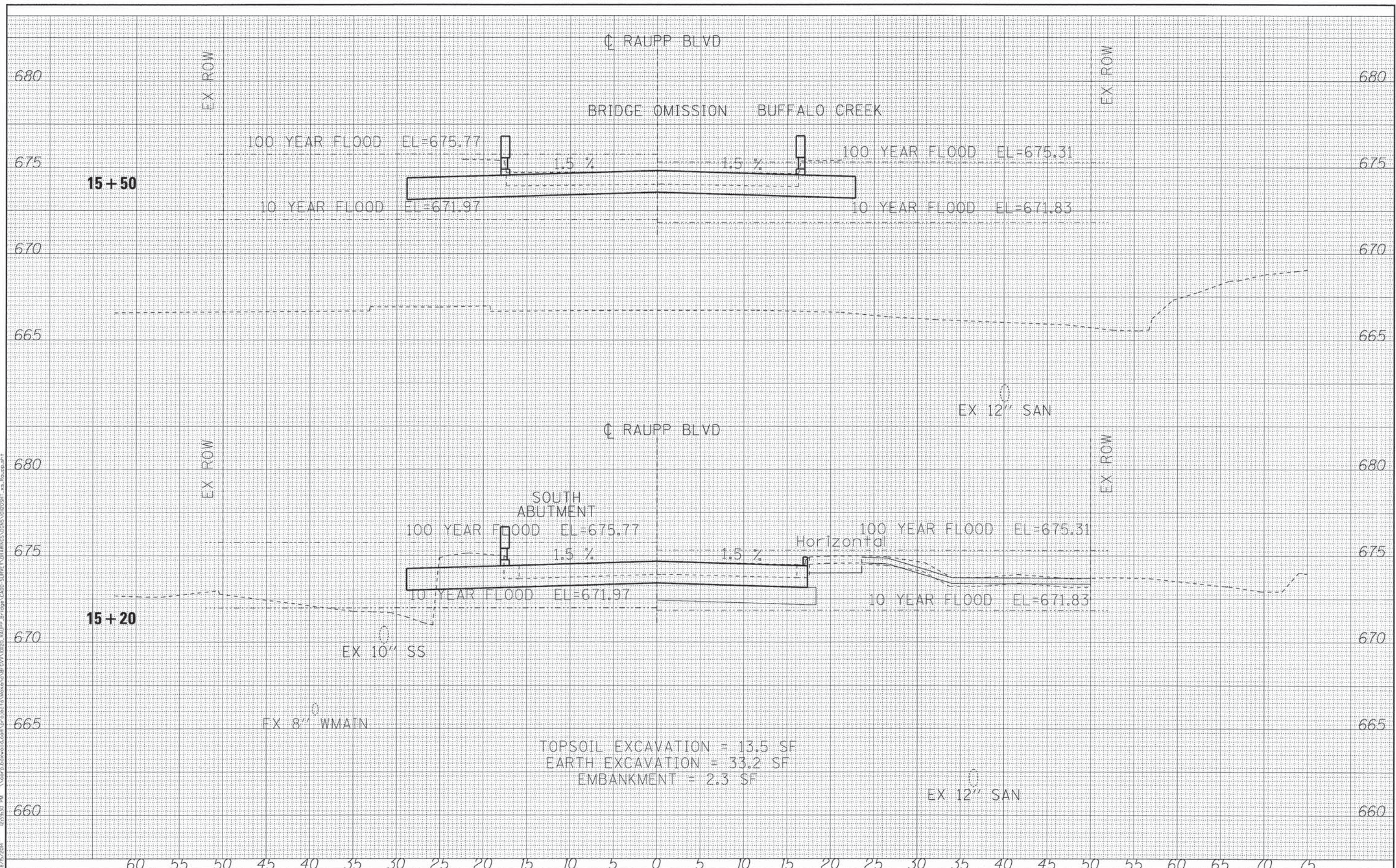
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CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
RAUPP BOULEVARD

SCALE: H: 1"=5' V: 1"=2.5'
STA. 15+00 TO STA. 15+10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	53
CONTRACT NO. 61A70			BHM-90037901	



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. 015-10020 PEN, TD
 5666502
 PROJECT NO. 11-00101-00-BR
 DATE: 08/15/14

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - CAC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

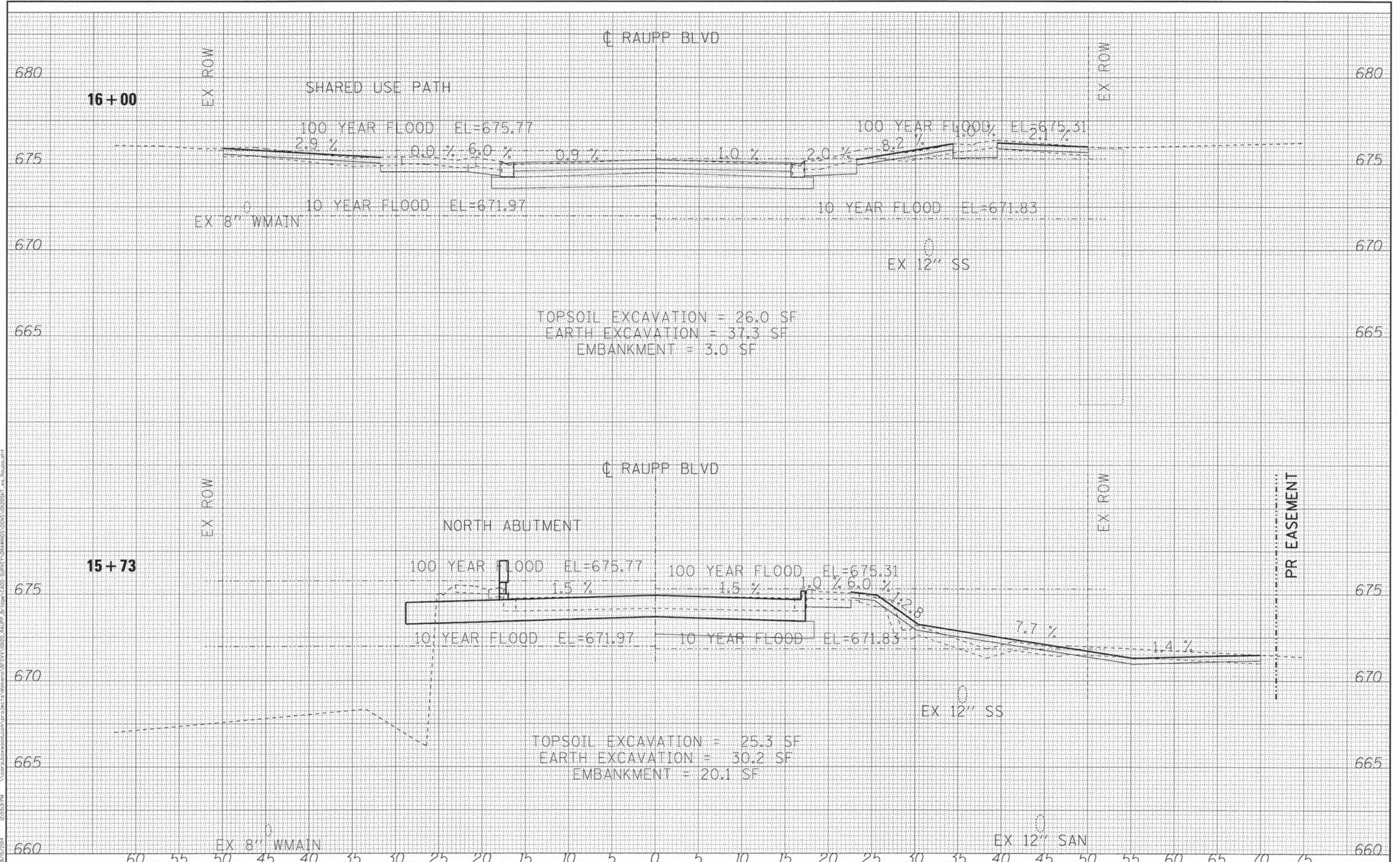
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**CROSS SECTIONS
RAUPP BOULEVARD**

SCALE: H: 1"=5' V: 1"=2.5'

STA. 15+20 TO STA. 15+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	54
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-900317901	



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 NO. 081-001015-00-01
 PROJECT: RAUPP BOULEVARD
 SHEET: 64 OF 65
 DATE: 08/15/14

BAXTER & WOODMAN
 Consulting Engineers

DESIGNED - CAC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

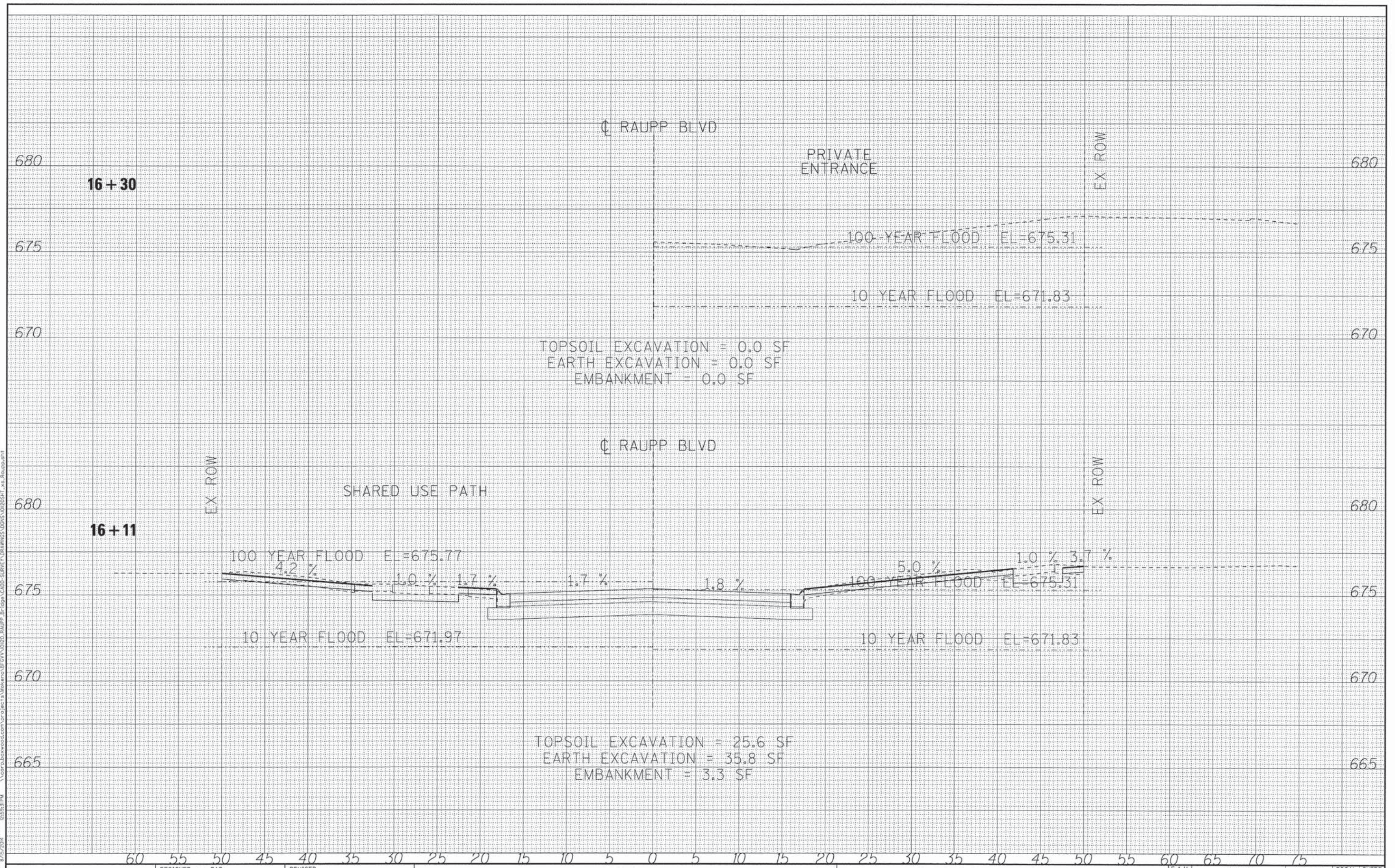
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**CROSS SECTIONS
 RAUPP BOULEVARD**

SCALE: H: 1"=5' V: 1"=2.5'

STA. 15+73 TO STA. 16+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	55
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90037901	



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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. 018-0000000-0000-0000-0000-000000000000
 PROJECT NO. 11-00101-00-BR
 SHEET NO. 64 OF 56
 DATE: 08/15/14

BAXTER & WOODMAN
Consulting Engineers

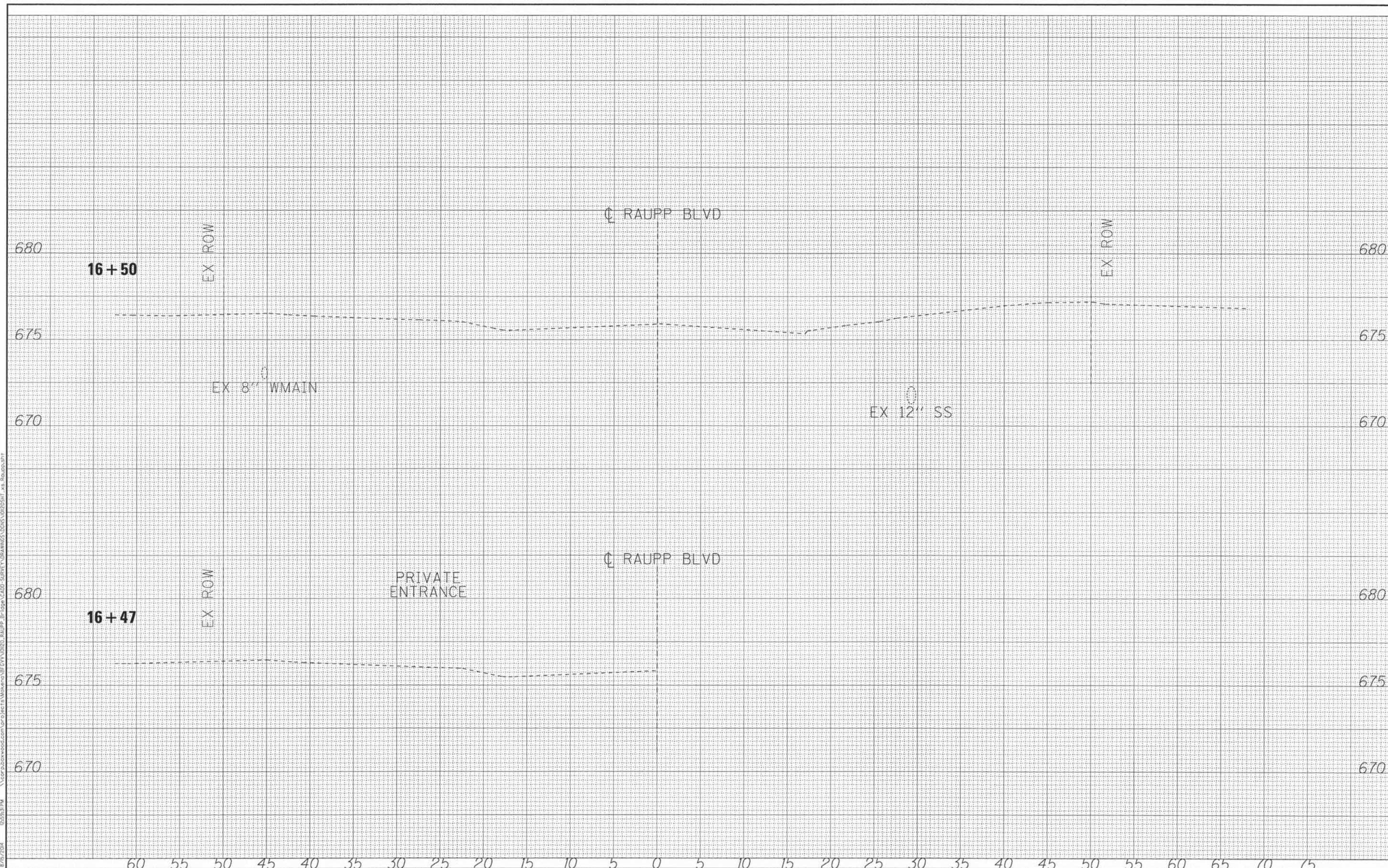
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CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**CROSS SECTIONS
RAUPP BOULEVARD**
SCALE: H: 1"=5' V: 1"=2.5'
STA. 16+11 TO STA. 16+30

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	56
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90037901	

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 EXP. NO. 181-0000000-0000000000
 PROJECT NO. 11-00101-00-BR
 SHEET NO. 57 OF 64
 DATE: 08/15/14
 DRAWN BY: JJC
 CHECKED BY: TAO
 DESIGNED BY: CAC
 REVISIONS: -
 PROJECT: RAUPP BOULEVARD
 DRAWING: SURVEY/UTILITY/DRAINAGE/DESIGN/RAUPP



DESIGNED - CAC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TAO	REVISED -
DATE - 08-15-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

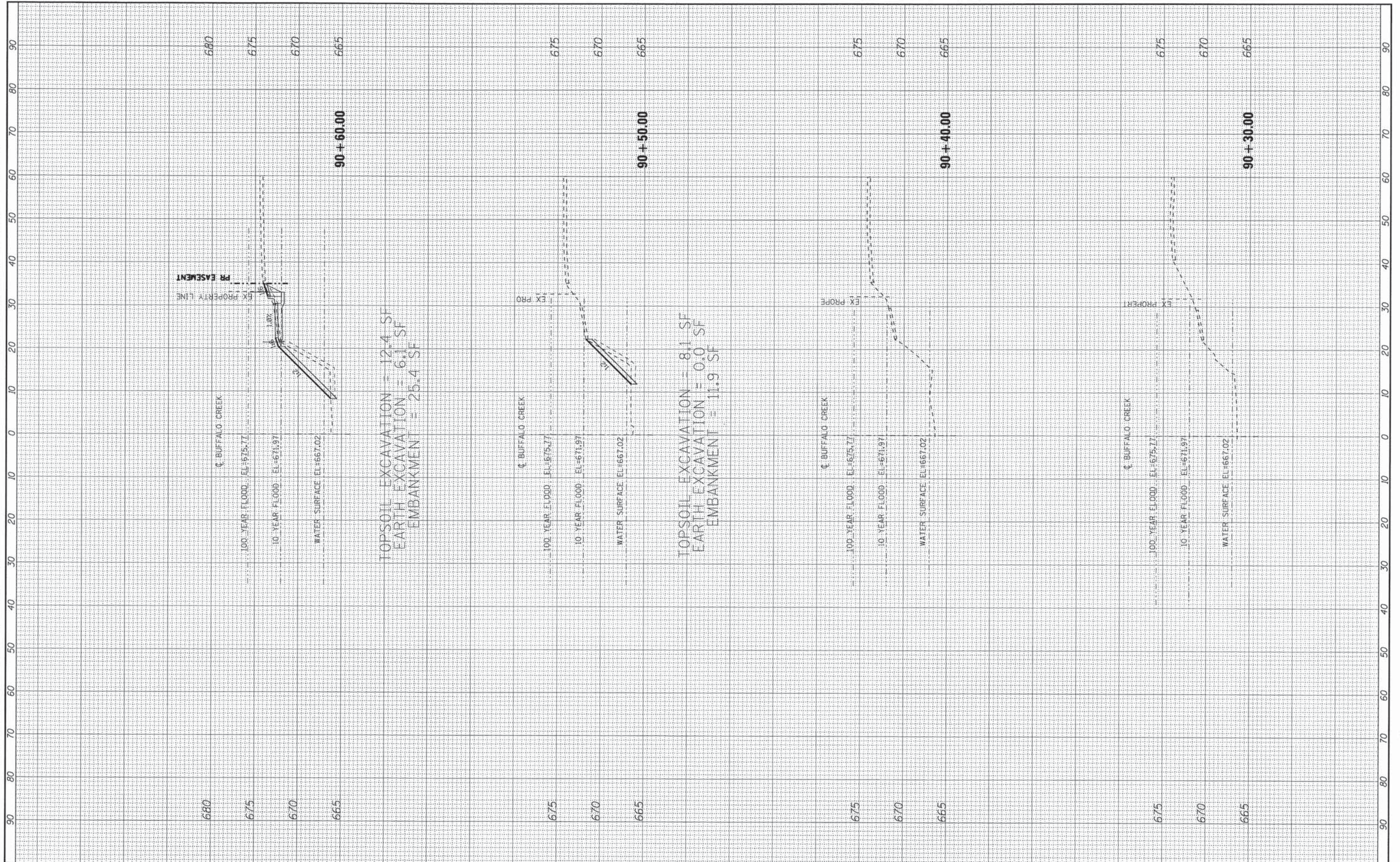
CROSS SECTIONS
RAUPP BOULEVARD

SCALE: H: 1"=5' V: 1"=2.5' STA. 16+47 TO STA. 16+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	11-00101-00-BR	COOK	64	57
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-90031790	

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

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



FILE NAME =	USER NAME = 966bcd	DESIGNED - CAC	REVISED -
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Default	PLOT SCALE = 10.0000' / in.	CHECKED - TAO	REVISED -
	PLOT DATE = 8/15/2014	DATE - 08-15-14	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: H: 1"=10'
V: 1"=5'

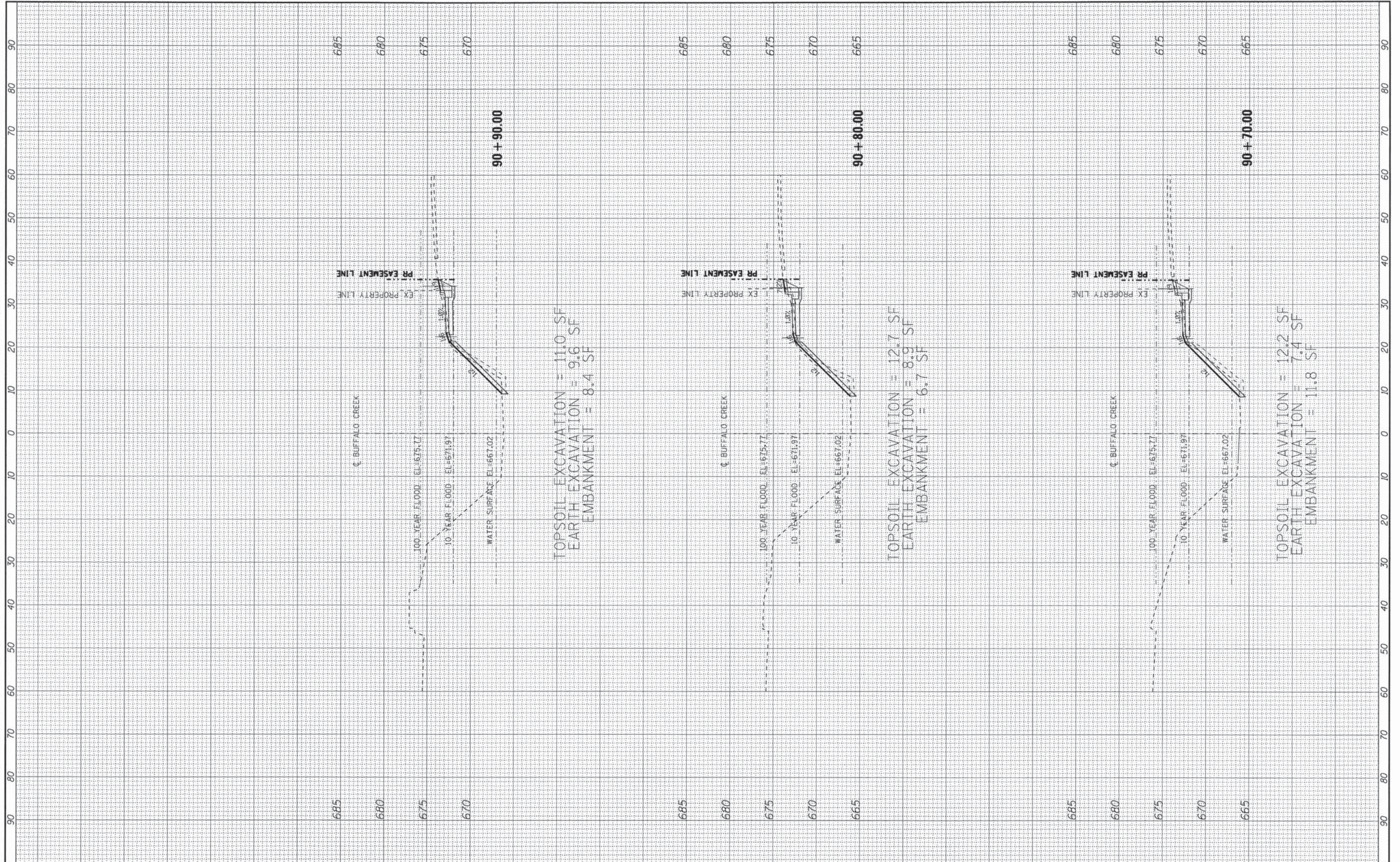
CROSS SECTIONS
BUFFALO CREEK

SHEET OF SHEETS STA. 90+30.00 TO STA. 90+60.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2020	11-00101-00-BR	COOK	64	58
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61A70	
			BHM-9003(790)	

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

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



TOPSOIL EXCAVATION = 11.0 SF
 EARTH EXCAVATION = 9.6 SF
 EMBANKMENT = 8.4 SF

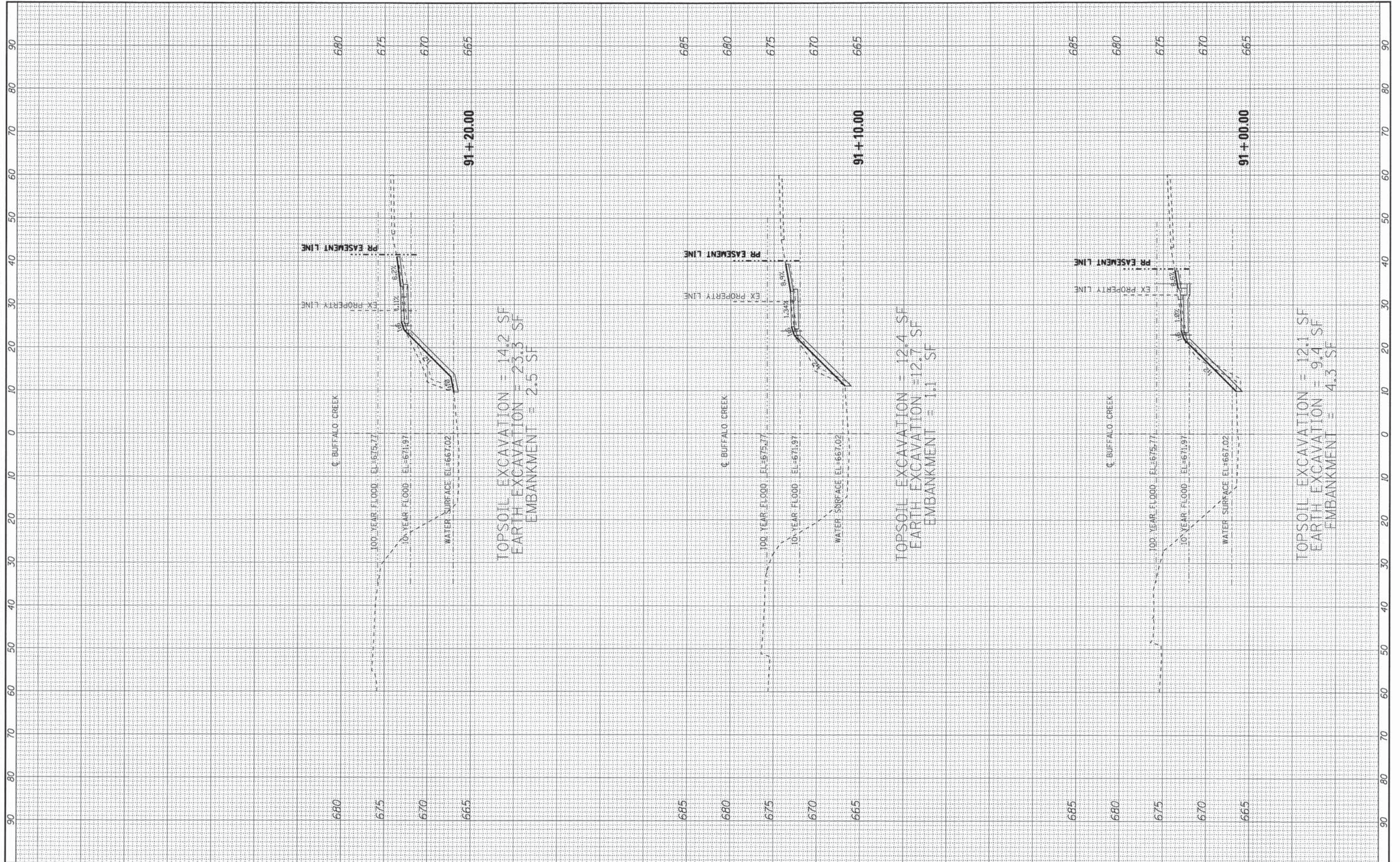
TOPSOIL EXCAVATION = 12.7 SF
 EARTH EXCAVATION = 8.9 SF
 EMBANKMENT = 6.7 SF

TOPSOIL EXCAVATION = 12.2 SF
 EARTH EXCAVATION = 7.4 SF
 EMBANKMENT = 11.8 SF

FILE NAME =	USER NAME = 566bcd	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS BUFFALO CREEK			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
I:\Mokone\BFGVV\101120_RAUPP_Bridge\CA00-SURVE	\DRAWINGS\DGNS\101120SHT_ws_creek.sht	DRAWN - CJC	REVISED -		SCALE: V: 1"=5'	SHEET	OF	SHEETS	STA. 90+70.00	TO STA. 90+90.00	COOK	64	59
Default	PLOT SCALE = 10.0000" / in.	CHECKED - TAO	REVISED -		CONTRACT NO. 61A70								
	PLOT DATE = 8/15/2014	DATE - 08-15-14	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)								

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

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



TOPSOIL EXCAVATION = 14.2 SF
 EARTH EXCAVATION = 23.3 SF
 EMBANKMENT = 2.5 SF

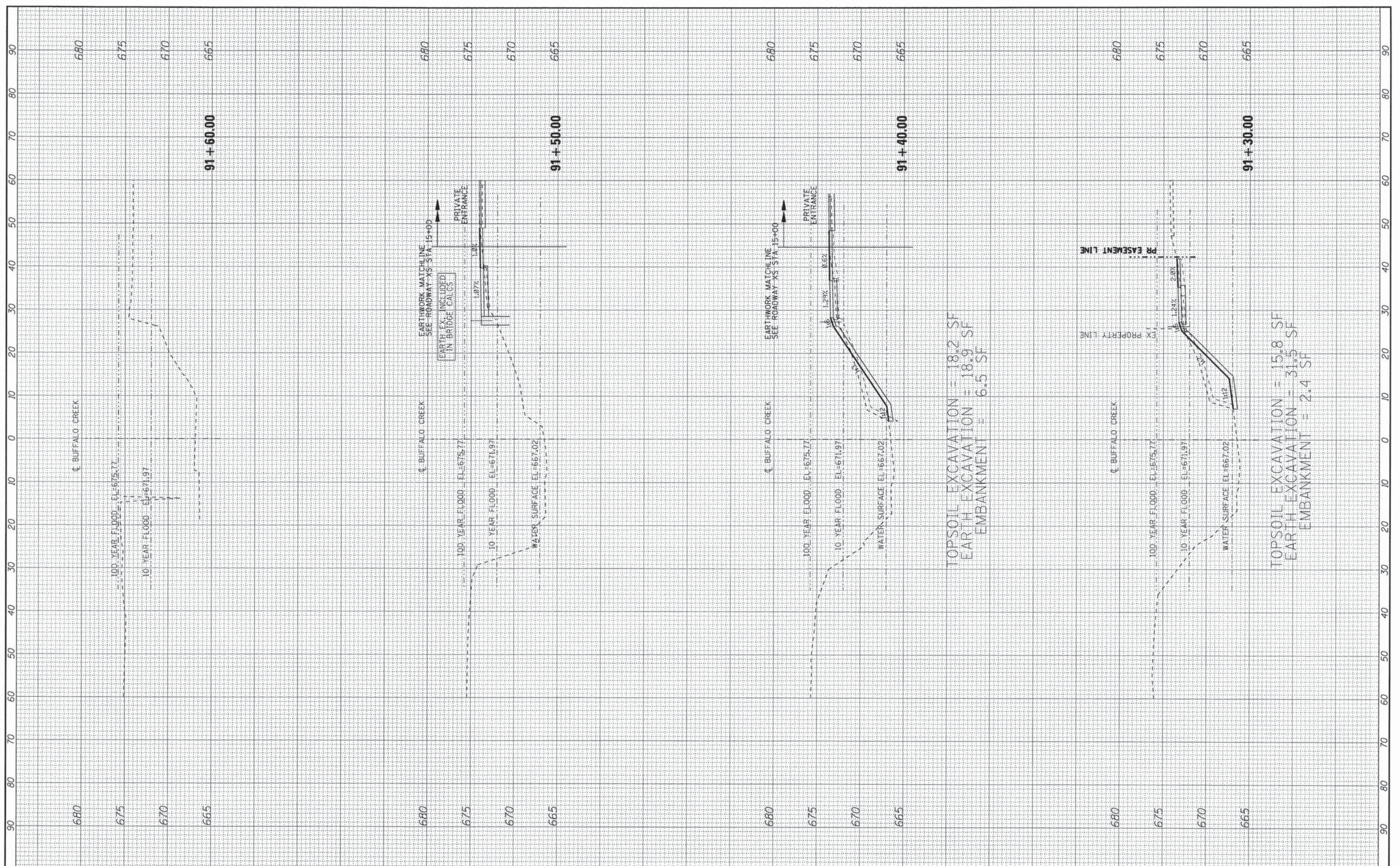
TOPSOIL EXCAVATION = 12.4 SF
 EARTH EXCAVATION = 12.7 SF
 EMBANKMENT = 1.1 SF

TOPSOIL EXCAVATION = 12.1 SF
 EARTH EXCAVATION = 9.4 SF
 EMBANKMENT = 4.3 SF

FILE NAME =	USER NAME = 566bod	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	H _v 1"=10' SCALE: V: 1"=5'	CROSS SECTIONS BUFFALO CREEK			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\Mokona\BFGV\101120_RAUPP_Bridge\CADD-SURVE\DRAWINGS\DGNS\101120SH1_ws_creek.sht		DRAWN - CJC	REVISED -			2020	11-00101-00-BR	COOK	64	60			
Default	PLOT SCALE = 10.00000' / in.	CHECKED - TAO	REVISED -			CONTRACT NO. 61A70							
	PLOT DATE = 8/15/2014	DATE = 08-15-14	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)							
					SHEET OF SHEETS STA. 91+00.00 TO STA. 91+20.00								

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

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



FILE NAME =	USER NAME = 566bcd	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: H _v 1"=10' V: 1"=5'	SHEET OF SHEETS	STA. 91+30.00 TO STA. 91+60.00	CROSS SECTIONS BUFFALO CREEK		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	\\Makers\BFGV\101128_RAUPP_Bridge\CADD-SURVE\DRAWINGS\DCNS\101128SHT_xs_creek.sht	DRAWN - CJC	REVISED -					2020	11-00101-00-BR	COOK	64	61		
	PLOT SCALE = 18.0000 "/td> <td>CHECKED - TAO</td> <td>REVISED -</td> <td colspan="4" style="text-align: center;">CONTRACT NO. 61A70</td>	CHECKED - TAO	REVISED -					CONTRACT NO. 61A70						
	PLOT DATE = 8/15/2014	DATE - 08-15-14	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)						

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

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

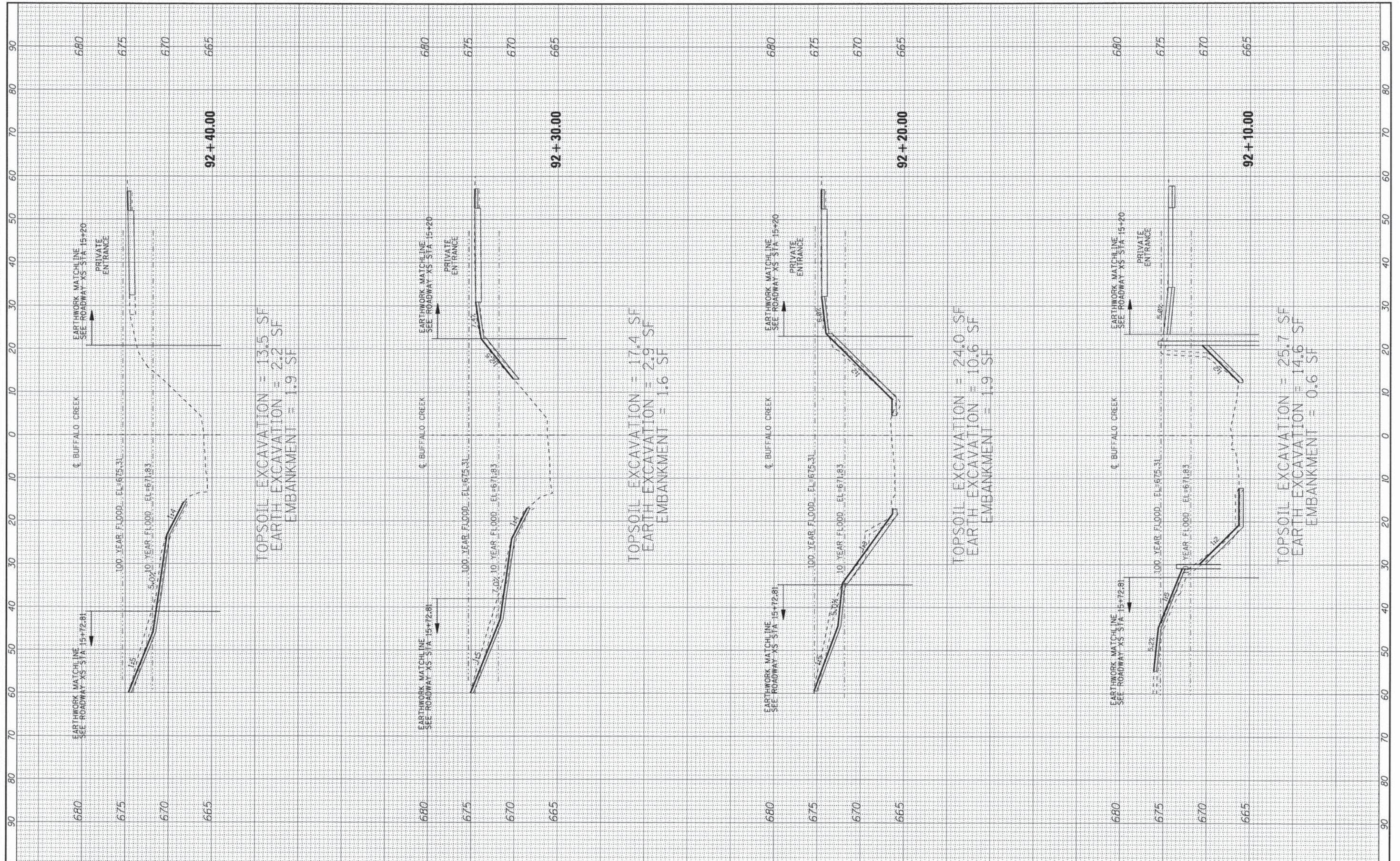


FILE NAME =	USER NAME = 566bcd	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS BUFFALO CREEK	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
I:\Mokens\BFGVV\101120_RAUPP_Bridge\CADD-SURVE	\DRAWINGS\DGNS\101120SHT_xs_creek.sht	DRAWN - CJC	REVISED -			2020	11-00101-00-BR	COOK	64	62	
Default	PLOT SCALE = 10.0000' / in.	CHECKED - TAO	REVISED -			CONTRACT NO. 61A70					
	PLOT DATE = 8/15/2014	DATE - 08-15-14	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)					

H_v 1"=10'
SCALE: V: 1"=5' SHEET OF SHEETS STA. 91+70.00 TO STA. 92+00.00

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

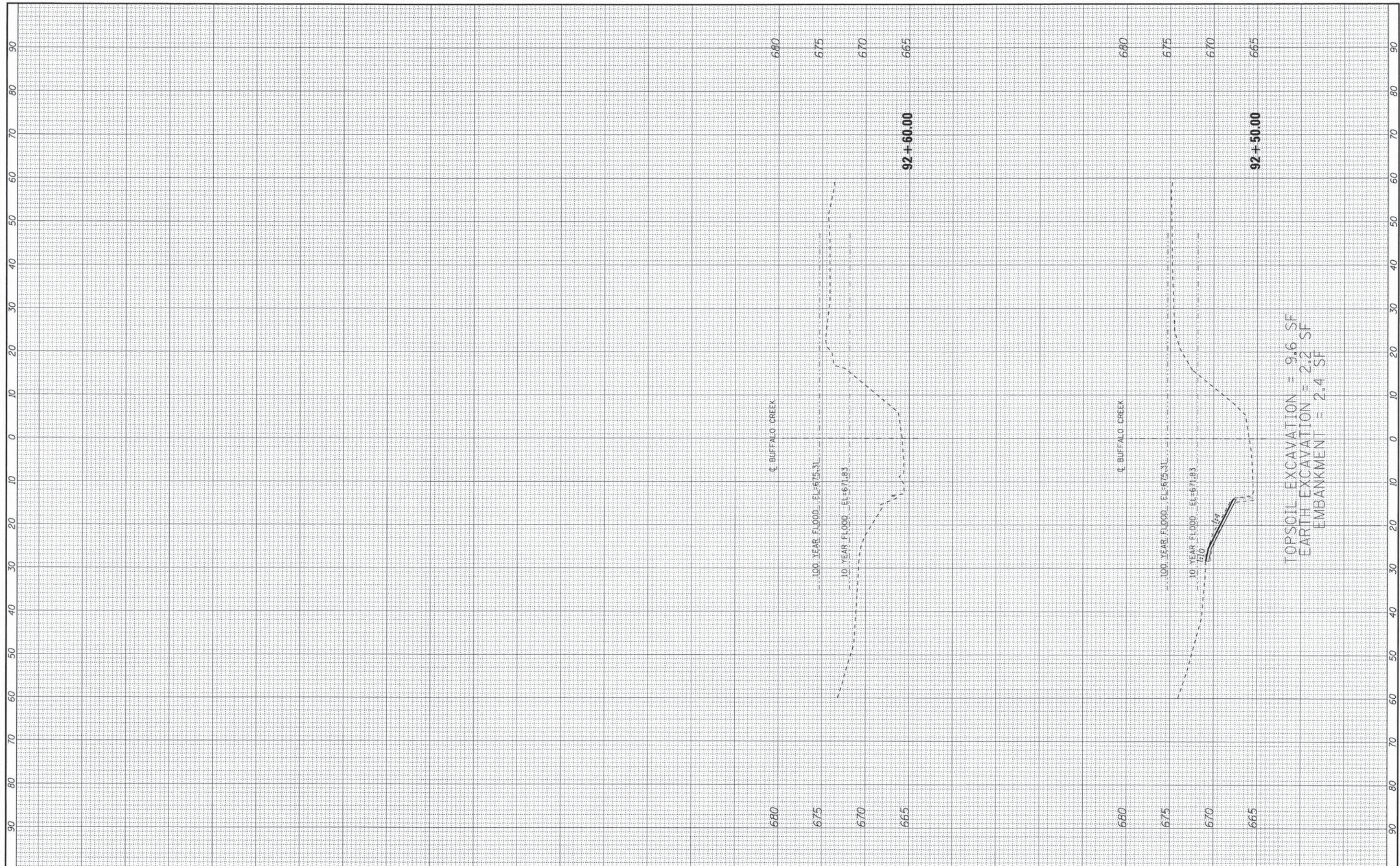
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME = I:\Mokena\BFGV\101120_RAUPP\Bridge\CADD-SURVE\DRAWINGS\DGNS\101120SHT_ws_creek.sht	USER NAME = 566bcd	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	H _s 1"=10' SCALE: V: 1"=5'	CROSS SECTIONS BUFFALO CREEK	F.A. RTE. 2020	SECTION 11-00101-00-BR	COUNTY COOK	TOTAL SHEETS 64	SHEET NO. 63		
Default	PLOT SCALE = 10.0000' / in.	CHECKED - TAO	REVISED -				CONTRACT NO. 61A70						
	PLOT DATE = 8/15/2014	DATE - 08-15-14	REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)						
							SHEET OF SHEETS STA. 92+10.00 TO STA. 92+40.00						

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

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



FILE NAME = I:\Mokena\BFGV\101120_RAUPP_Bridge\CADD-SURVE\DRAWINGS\DGNS\101120SHT_xs_creek.sht	USER NAME = 566bad	DESIGNED - CAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS BUFFALO CREEK			F.A. RTE. 2020	SECTION 11-00101-00-BR	COUNTY COOK	TOTAL SHEETS 64	SHEET NO. 64
Default	PLOT SCALE = 10.0000' / in.	DRAWN - CJC	REVISED -		SCALE: V: 1"=5'	H: 1"=10'	SHEET OF SHEETS	STA. 92+50.00	TO STA. 92+60.00	CONTRACT NO. 61A70		
	PLOT DATE = 8/15/2014	CHECKED - TAO	REVISED -							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BHM-9003(790)		
		DATE - 08-15-14	REVISED -									