

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

NOTE:

THE LOCATION OF UTILITIES SHOWN ARE DETERMINED FROM THE BEST AVAILABLE DATA AND ARE FOR INFORMATION ONLY AND ARE NOT INTENDED TO REPRESENT THE ACTUAL LOCATION OF SUCH UTILITIES. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF THE UTILITIES IN THE FIELD AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES AND SHALL BE LIABLE FOR ANY DAMAGES TO THEM RESULTING FROM HIS OPERATIONS.

TRAFFIC DATA

SANGAMON AVENUE
POSTED SPEED LIMIT = 30 MPH
2011 ADT = 950 VPD

DESIGN DESIGNATION

SANGAMON AVENUE: LOCAL ROAD

VILLAGE OFFICIALS

CHARLES SMITH - MAYOR

MIKE GRAHAM - CLERK

SCOT BRANDON - COMPTROLLER

JEFFREY FIEGENSCHUH - ADMINISTRATOR

G. GREGORY HAZEL, P.E. - DIRECTOR OF PUBLIC WORKS

TRUSTEES

ANTHONY BROWN

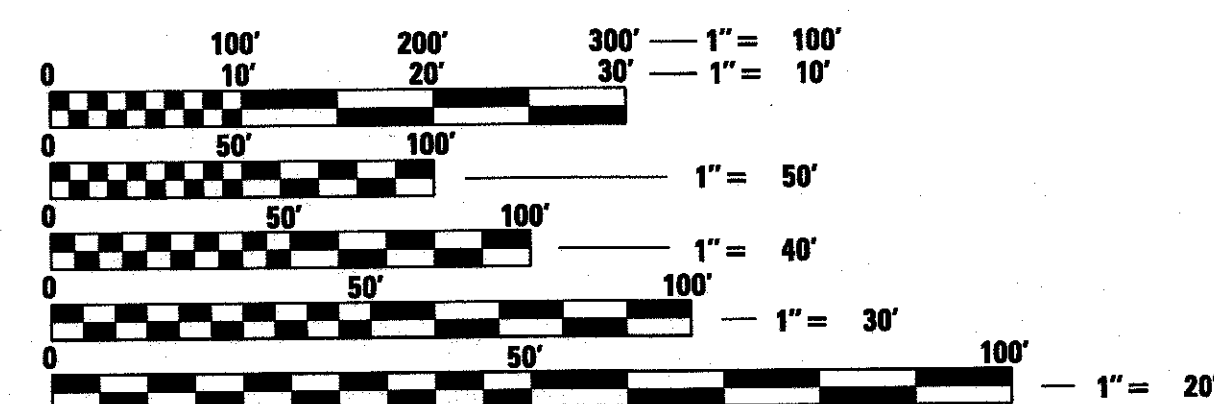
JEREMY REALE

CHAD SMITH

JENNIFER FOX

HANK GAMEL

GARY WILSON



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

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A2191103

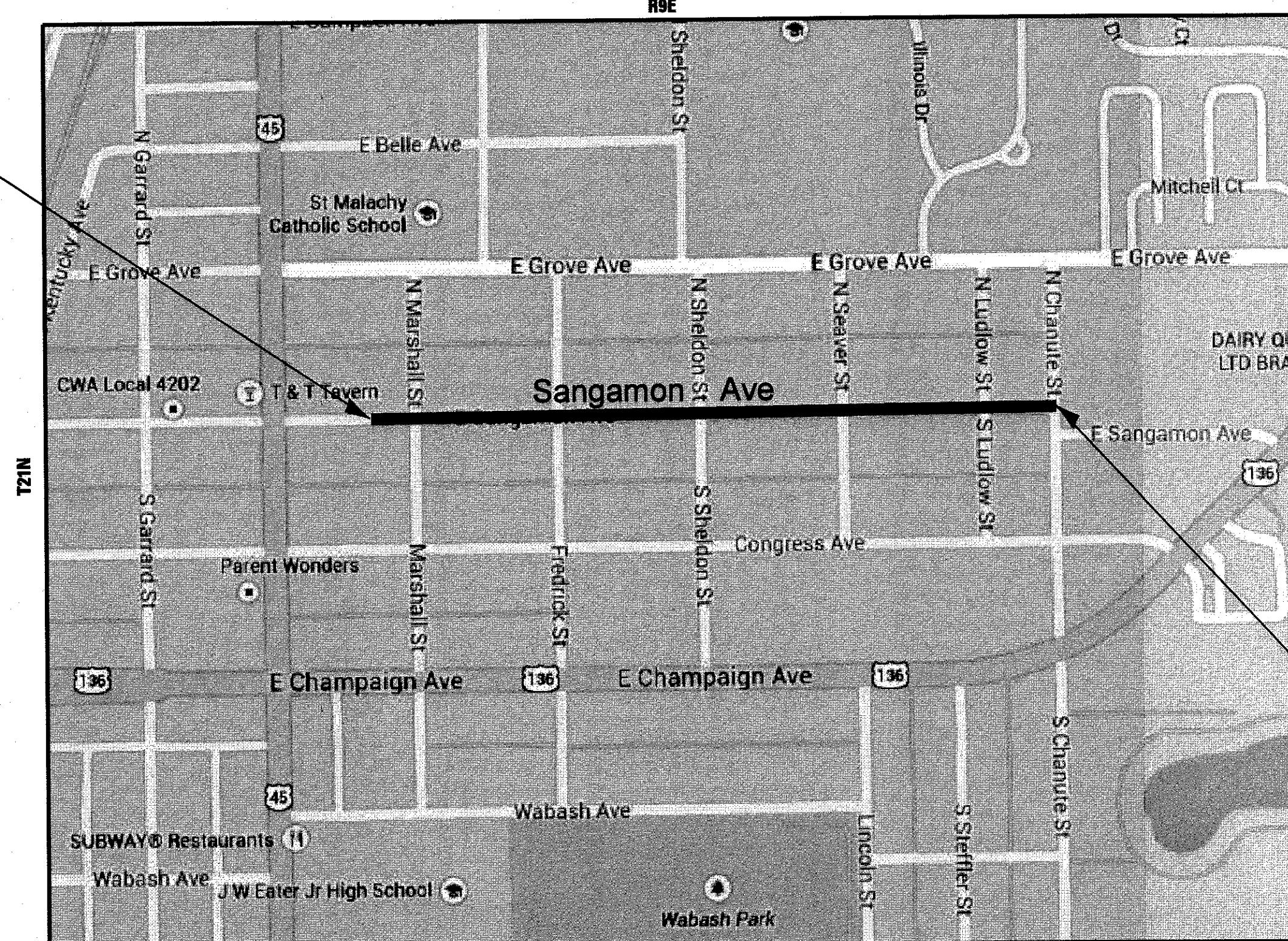


CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = CHAMPAIGN
CITY-TWNSHP. = RANTOUL - RANTOUL
SEC. & 1/4 SEC. NO. = 2 NW 1/4 T21N R9E
48 HOURS (2 working days) BEFORE YOU DIG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PROPOSED
HIGHWAY PLANS**
M.F.T. SECTION NO.: 16-00109-00-PV
SANGAMON AVENUE
FROM MARSHALL ST TO CHANUTE ST
ROADWAY RECONSTRUCTION
VILLAGE OF RANTOUL
CHAMPAIGN COUNTY

LOCATION MAP



SECTION 2, T21N, R9E, OF THE THIRD PRINCIPAL MERIDIAN
RANTOUL TOWNSHIP
GROSS LENGTH = 2472 FT. = 0.468 MILE
NET LENGTH = 2472 FT. = 0.468 MILE

BAXTER & WOODMAN
Consulting Engineers

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LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

AGENCY RESPONSIBLE FOR LETTING

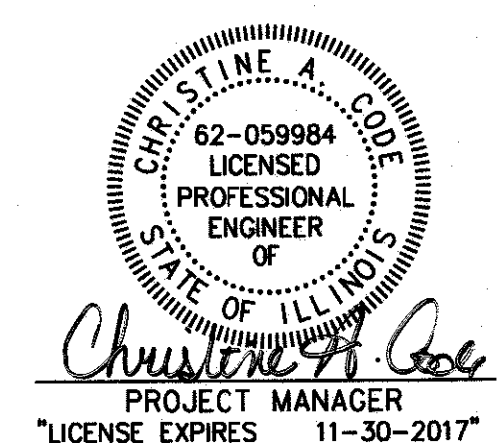
APPROVED *[Signature]*
DIRECTOR OF PUBLIC WORKS
LOCAL AGENCY, POSITION

PASSED

DISTRICT 5 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW

REGION 5 ENGINEER



B&W PROJECT NO.: 140687

DATE: 04-22-16

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TRAFFIC CONTROL NOTES

1. EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONTRUCTION ACTIVITIES.
2. ALL LANES ON ALL STREETS SHALL BE OPEN TO 2 WAY TRAFFIC AT THE END OF EACH DAY, MAINTAINING A MINIMUM 9' WIDTH PER LANE.
3. 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 . THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
4. 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.
5. ALL TYPE I OR II BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LIGHTS. SPACING SHALL BE AT 50 FOOT INTERVALS ALONG WORK AREAS AND 25 FEET WHERE DIRECTION CHANGES AND TAPERS OCCUR OR AS DIRECTED BY THE ENGINEER.
6. DAILY LANE CLOSURES SHALL BE APPROVED BY THE VILLAGE.

EROSION CONTROL

1. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST WEEKLY AND AFTER EACH SOIL RUNOFF PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEAN UP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY (THE SAME DAY).
2. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL". THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), AND IN CONFORMANCEOF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPEDES) PERMIT .
3. ALL SLOPES SHALL BE COVERED WITH SEED AND BLANKET AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SEEDING SHALL BE THE LIMITS OF GRADING AND/OR AS DETERMINED BY THE ENGINEER.
4. INLET FILTER BASKETS SHALL BE PLACED ON ALL CATCH BASINS, INLETS AND MANHOLES WITH OPEN GRATES.

CONSTRUCTION STAGING

1. PROVIDE TRAFFIC CONTROL AND PROTECTION. CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVES OR ROADS SHALL NOT BE COMMENCED WITHOUT AT LEAST THREE DAYS PRIOR TO NOTICE TO THE VILLAGE BY THE CONTRACTOR. LOCAL AND EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
2. THE CONTRACTOR SHALL SUBMIT A PRE-PLANNED SEQUENCE (CONSTRUCTION SCHEDULE) OF THE WORK AT THE PRECONSTRUCTION MEETING FOR REVIEW AND APPROVAL. THE CONSTRUCTION SCHEDULE MUST BE APPROVED BY THE VILLAGE AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.

A. PRIOR TO CONSTRUCTION, INSTALL SEDIMENT AND EROSION CONTROL DEVICES, TREE TRUNK PROTECTION AND PRUNING AND ESTABLISH NECESSARY TRAFFIC CONTROL.

B. CONSTRUCT STORM SEWER IMPROVEMENTS ON SANGAMON AVE AND SHELDON ST.

C. COMPLETE PAVEMENT REMOVAL, CURB AND GUTTER REMOVAL, SIDEWALK REMOVAL, DRIVEWAY REMOVAL AND SUBGRADE REMOVAL AND REPLACEMENT. THE PAVEMENT AREA TO BE EXCAVATED EACH DAY MUST INCLUDE THE INSTALLATION OF AGGREGATE BASE COURSE IN ORDER TO MAINTAIN VEHICLE TRAFFIC BY THE END OF THE SAME DAY.

D. CONSTRUCT SUBBASE, CONCRETE CURB AND GUTTER, SIDEWALK, AND DRIVEWAY APRONS ON ONE SIDE OF THE STREET AT A TIME. ALL DRIVEWAYS ON ONE SIDE SHALL BE ACCESSIBLE PRIOR TO REMOVING DRIVEWAYS ON THE OPPOSITE SIDE OF THE STREET. CONCRETE SHALL HAVE A MINIMUM OF 72 HOURS CURING TIME.

E. CONSTRUCT HOT-MIX ASPHALT BINDER COURSE IN TWO (2) LIFTS. THE BINDER COURSE MUST BE PLACED WITHIN 10 WORKING DAYS AFTER THE FINAL INSTALLATION OF THE AGGREGATE BASE COURSE.

F. COMPLETE PARKWAY RESTORATION AND CLEAN-UP ON BOTH SIDES OF THE ROADWAY. DIRECT TRAFFIC TO OPOSITE SIDE OF THE ROADWAY WERE WORK IS BEING PERFORMED. ALL TRAFFIC IN BOTH DIRECTIONS.

G. CONSTRUCT HOT-MIX ASPHALT SURFACE COURSE.

H. INSTALL THERMOPLASTIC PAVEMENT MARKINGS.

I. COMPLETE PUNCH LIST ITEMS AND REMOVE EROSION CONTROL ONCE VEGETATION HAS ESTABLISHED.

HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-08 PAVEMENT JOINTS
- 420101-05 24' (7.2 m) JOINTED PCC PAVEMENT
- 420111-03 PCC PAVEMENT ROUNDOUTS
- 424001-08 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424021-03 DEPRESSED CORNER FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 601001-05 PIPE UNDERDRAINS
- 601101-02 CONCRETE HEADWALL FOR PIPE UNDERDRAINS
- 602001-02 CATCH BASIN TYPE A
- 602301-04 INLET - TYPE A
- 602401-03 MANHOLE TYPE A
- 602601-04 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-04 FRAME AND LIDS TYPE 1
- 604006-05 FRAME AND GRATE TYPE 3
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-05 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-05 TYPICAL PAVEMENT MARKINGS

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BENCHMARKS (N.A.V.D. 88)

BENCHMARKS	LOCATION-DESCRIPTION	ELEVATION
BM-2	RAILROAD SPIKE ON SOUTH FACE OF POWER POLE AT NORTHEAST CORNER OF SANGAMON AVE AND MARSHALL ST.	749.04
BM-4	RAILROAD SPIKE ON NORTHWEST FACE OF POWER POLE AT SOUTHEAST CORNER OF SANGAMON AVE AND FREDRICK ST.	749.93
BM-6	RAILROAD SPIKE ON NORTH FACE OF POWER POLE AT SOUTHWEST CORNER OF SANGAMON AVE AND SHELDON ST.	745.72
BM-7	CUT "X" SET IN CURB AT SOUTHEAST CORNER OF SANGAMON AVE AND SEAVER ST.	744.73
BM-10	CUT "X" SET IN CURB AT SOUTHEAST CORNER OF SANGAMON AVE AND LUDLOW ST.	742.34
BM-11	CUT "X" SET IN EAST BACK OF CURB LINE AT CENTER LINE OF SANGAMON AVE AND CHANUTE ST.	743.64

DISTRICT 5 STANDARD DETAILS

408000AA	SIDEROADS AND SIDESTREETS (RURAL)
70200000	TRAFFIC CONTROL & PROTECTION DEVICES (ROAD & SIDEROAD/STREET CLOSURES)
7800AAAA	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

VILLAGE OF RANTOUL PHONE NUMBERS

VILLAGE HALL	(217) 892-5701
PUBLIC WORKS	(217) 892-6526
POLICE DEPARTMENT	(217) 892-2103
FIRE DEPARTMENT	(217) 892-8401
POST OFFICE	(217) 892-5900

UTILITY COMPANIES

1. J.U.L.I.E.	(800) 892-0123
2. WATER/SEWER/ELECTRICITY	VILLAGE OF RANTOUL 200 W. GROVE AVE RANTOUL, IL 61866 CONTACT: GREG HAZEL (217) 892-6526
3. TELEPHONE	FRONTIER COMMUNICATIONS (309) 557-1377
4. GAS	NICOR GAS (630) 388-3046
5. CABLE TELEVISION	MEDIACOM (309) 743-4750

	DESIGNED - JDW	REVISED -
	DRAWN - BCD	REVISED -
	CHECKED - CAC	REVISED -
	DATE - 04-22-16	FILE - 140687-Index.sht

VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

INDEX OF SHEETS, HIGHWAY STANDARDS, BENCHMARKS, DISTRICT 5 STANDARDS, TRAFFIC CONTROL NOTES, EROSION CONTROL AND CONSTRUCTION STAGING				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					16-00109-00-PV	CHAMPAIGN	54	2
						CONTRACT NO.		
SCALE: NONE				STA.	TO STA.	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT		

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1. 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".
2. THE LOCATIONS OF PUBLIC UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. 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.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS DEPARTMENT (PETE PASSARELLI AT 217-892-2178) AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
4. THE CONTRACTOR SHALL SUBMIT PARTIAL WAIVERS OF LIEN FROM ALL SUBCONTRACTORS AND SUPPLIERS WITH EACH PARTIAL PAYMENT ESTIMATE AND CONTRACTOR'S AFFIDAVIT FOR SUBCONTRACTORS AND SUPPLIERS WITH SECOND PAYMENT REQUEST FOR THE PREVIOUS PAYMENT ESTIMATES AND THEN WITH ALL SUBSEQUENT PAYMENT ESTIMATES.
5. 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 RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
6. 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.
7. 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 AS TEMPORARY ACCESS.
8. 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.
9. A ½-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.
10. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
11. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS PP-1 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.
12. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE COMPOSITE 24"x48" MINIMUM NOMINAL SIZE PANEL AS MANUFACTURED BY ARMOR-TILE, ADA SOLUTIONS, INC., OR TUFTILE. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE CONTRASTING PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
13. 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.
14. 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 ½-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.
15. 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.
16. 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.

GENERAL NOTES

17. 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.
18. 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.
19. 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.
20. 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.
21. 10 FOOT 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.
22. 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.
23. 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.
24. 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.
25. NEW OR REPLACEMENT CLOSED LIDS SHALL BE STAMPED TO INDICATE THE STRUCTURE TYPE. STORM LIDS SHALL BE STAMPED WITH "STORM", SANITARY LIDS SHALL BE STAMPED WITH "SANITARY" AND WATER VALVE VAULT LIDS SHALL BE STAMPED WITH "WATER". STAMPING SHALL BE INCLUDED IN THE COST OF THE NEW LID OR STRUCTURE. ALL NEW TYPE 1 OPEN LIDS SHALL BE BICYCLE SAFE.
26. 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.
27. FRAMES, LIDS, GRATES, VALVES, FIRE HYDRANTS, ETC WHICH ARE TO BE ABANDONED OR REPLACED IN THIS PROJECT SHALL BE SALVAGED AND REMAIN PROPERTY OF RANTOUL. THE CONTRACTOR SHALL COORDINATE DELIVERY OR PICK UP OF THESE ITEMS WITH THE ENGINEER.
28. ALL POSTS, RAILROAD TIES, DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR
29. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
30. TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DETERMINED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
31. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DETERMINED BY THE ENGINEER. **THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.**
32. THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

33. DOWEL/TIE BARS REQUIRED FOR INSTALLATION OF PORTLAND CEMENT CONCRETE PAVEMENT OR COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED ACCORDING TO THE APPLICABLE HIGHWAY STANDARDS INCLUDED IN THE PLANS. THIS WORK SHALL BE INCLUDED IN THE PAY ITEMS PORTLAND CEMENT CONCRETE PAVEMENT 6" AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18.
34. ANY DAMAGE DONE TO WATER MAIN, (VILLAGE OWNED OR OWNED BY OTHERS) WATER SERVICES, SANITARY SEWER, OR SANITARY SEWER SERVICES NOT CONSIDERED IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE.
35. IF MATERIAL IS TAKEN TO AN IEPA APPROVED FILL SITE, THE CONTRACTOR IS RESPONSIBLE FOR THE TESTING AND PROFESSIONAL ENGINEERING SERVICES REQUIRED BY THE SITE 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. 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 CERTIFICATIONS AND ANALYSIS COMPLETED BY THE CONTRACTOR WILL BE PAID FOR AS LUMP SUM "SOIL DISPOSAL ANALYSIS (SPECIAL)".
36. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
37. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
38. 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 INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
39. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."

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VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

GENERAL NOTES

SCALE: NONE

STA.

TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	3
		CONTRACT NO.		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
* 20101200	TREE ROOT PRUNING	EACH	22		22
* 20101100	TREE TRUNK PROTECTION	EACH	22		22
20200100	EARTH EXCAVATION	CU YD	2,038		2,038
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,212		2,212
20800150	TRENCH BACKFILL	CU YD	299		299
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,590		4,590
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3,694	212	3,482
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	73	5	68
* 25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	73	5	68
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	73	5	68
SP * 25100630	EROSION CONTROL BLANKET	SQ YD	3,583	101	3,482
* 25200200	SUPPLEMENTAL WATERING	UNIT	162	5	157
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	79	3	76
* 28000510	INLET FILTERS	EACH	34	2	32
SP 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,530		1,530

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	3,577	102	3,475
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	9,473	200	9,273
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	15,727		15,727
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2,334	761	1,573
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2	2	
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5 FG, N50	TON	45	45	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40	40	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,277		1,277
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	801	113	688
42000100	PORTLAND CEMENT CONCRETE PAVEMENT 6"	SQ YD	623		623
42001300	PROTECTIVE COAT	SQ YD	4,745	172	4,573
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	2,322	83	2,239
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	19	19	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,441		6,441
42400800	DETECTABLE WARNINGS	SQ FT	442		442

* DENOTES SPECIALITY ITEM
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VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	4
		CONTRACT NO.		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SP

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
44000100	PAVEMENT REMOVAL	SQ YD	8,094		8,094
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,341	102	2,239
44000300	CURB REMOVAL	FOOT	364	35	329
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,865	301	4,564
44000600	SIDEWALK REMOVAL	SQ FT	5,541		5,541
44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	113	113	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	203		203
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	80		80
55100300	STORM SEWER REMOVAL 8"	FOOT	21		21
55100500	STORM SEWER REMOVAL 12"	FOOT	311		311
60107600	PIPE UNDERDRAINS 4"	FOOT	158		158
60200305	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	5		5
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5		5
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	5		5
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	4		4

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	5		5
60255900	MANHOLES TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	5		5
60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	8		8
* 60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2		2
60500040	REMOVING MANHOLES	EACH	4		4
60500060	REMOVING INLETS	EACH	5		5
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	4,839	301	4,538
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6		6
67100100	MOBILIZATION	L SUM	1	0	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	238	33	205
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	80	11	69
72000100	SIGN PANEL - TYPE 1	SQ FT	170	7	163
72000200	SIGN PANEL - TYPE 2	SQ FT	72		72
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	26	1	25
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	7		7

* DENOTES SPECIALITY ITEM
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VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	5
		CONTRACT NO.		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	330	10	320
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	680	90	590
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,632	179	1,453
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200	30	170
SP X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	80.00		80.00
SP * X2500920	SEEDING, CLASS 1A (SPECIAL)	ACRE	1.3	0.1	1.2
SP X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	39	1	38
SP X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1	1	
SP X4023000	TEMPORARY ACCESS (ROAD)	EACH	13	1	12
SP X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,124	1,124	
SP X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1
SP Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
SP Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	4	2	2
SP Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	338	26	312

* DENOTES SPECIALITY ITEM
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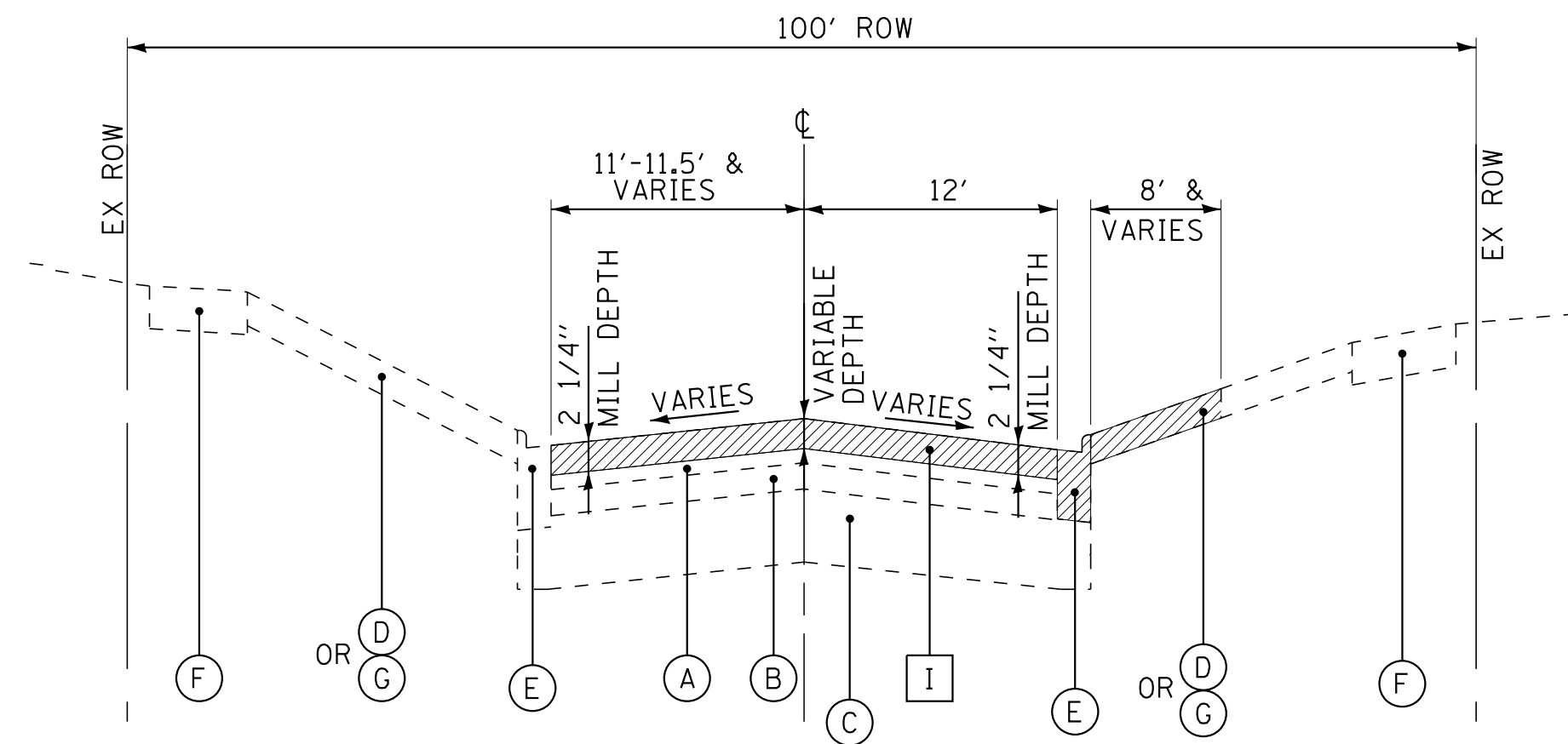
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VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

SUMMARY OF QUANTITIES

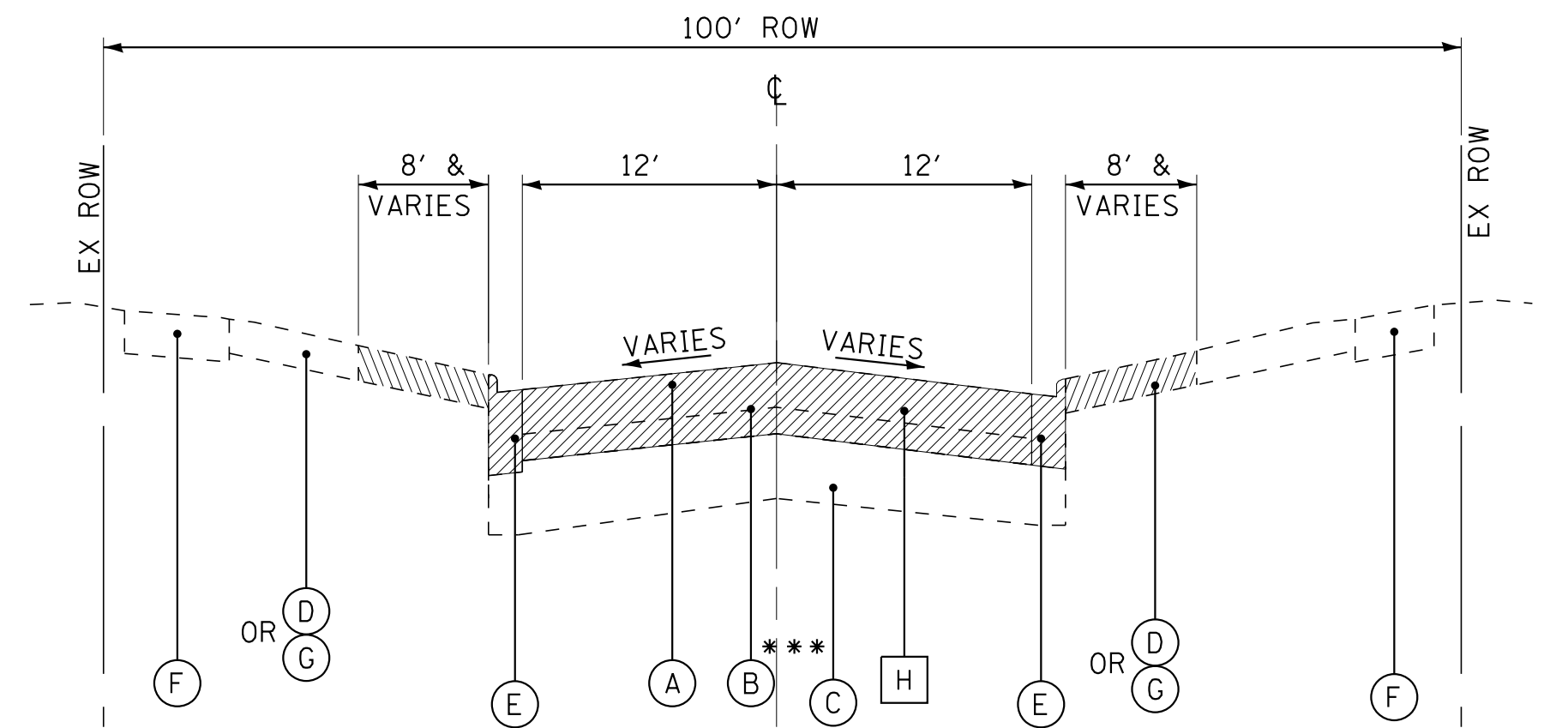
SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	6
		CONTRACT NO.		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION SANGAMON AVE

STA 206+83 TO STA 209+94

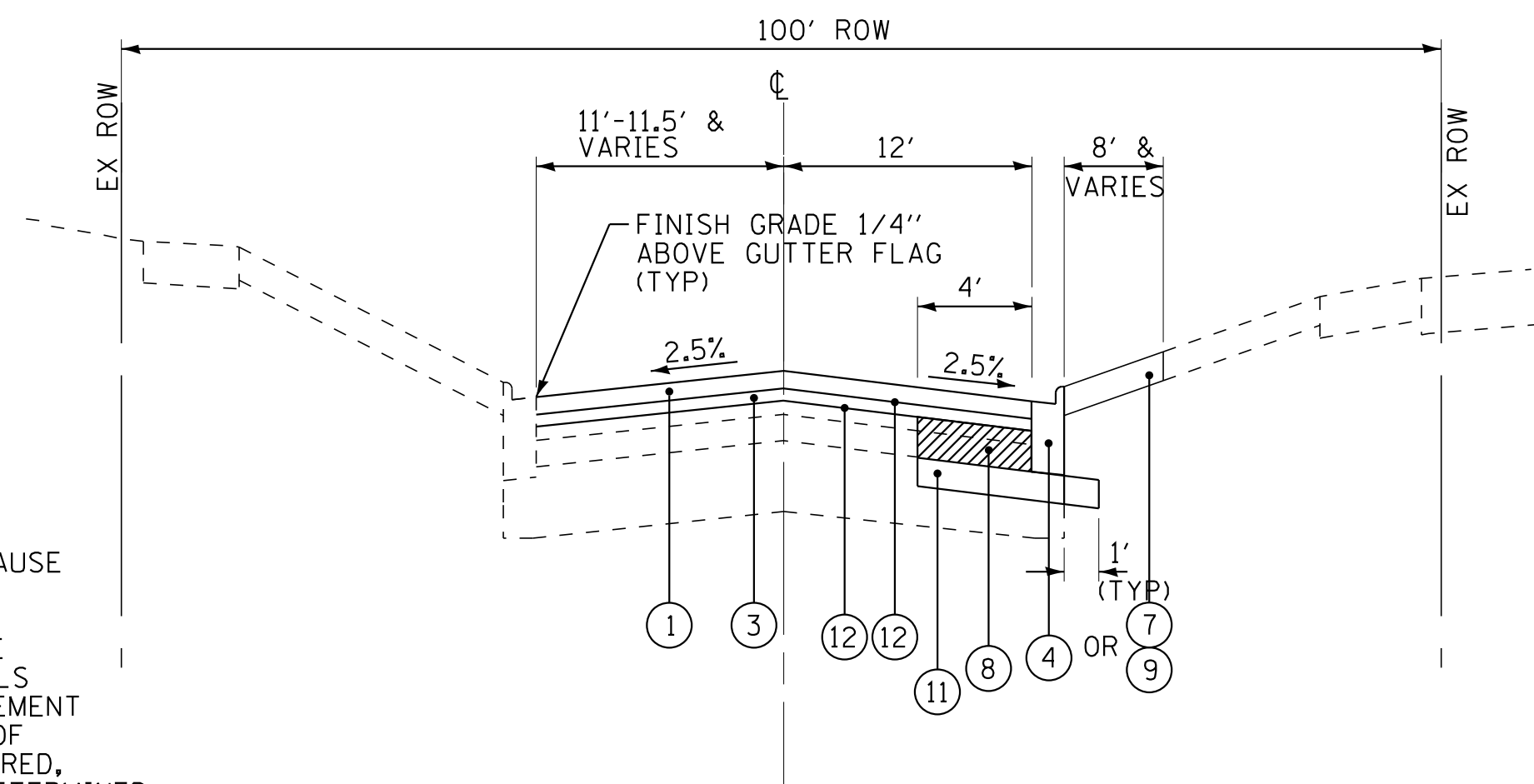


EXISTING TYPICAL SECTION SANGAMON AVE

STA 209+94 TO STA 231+55

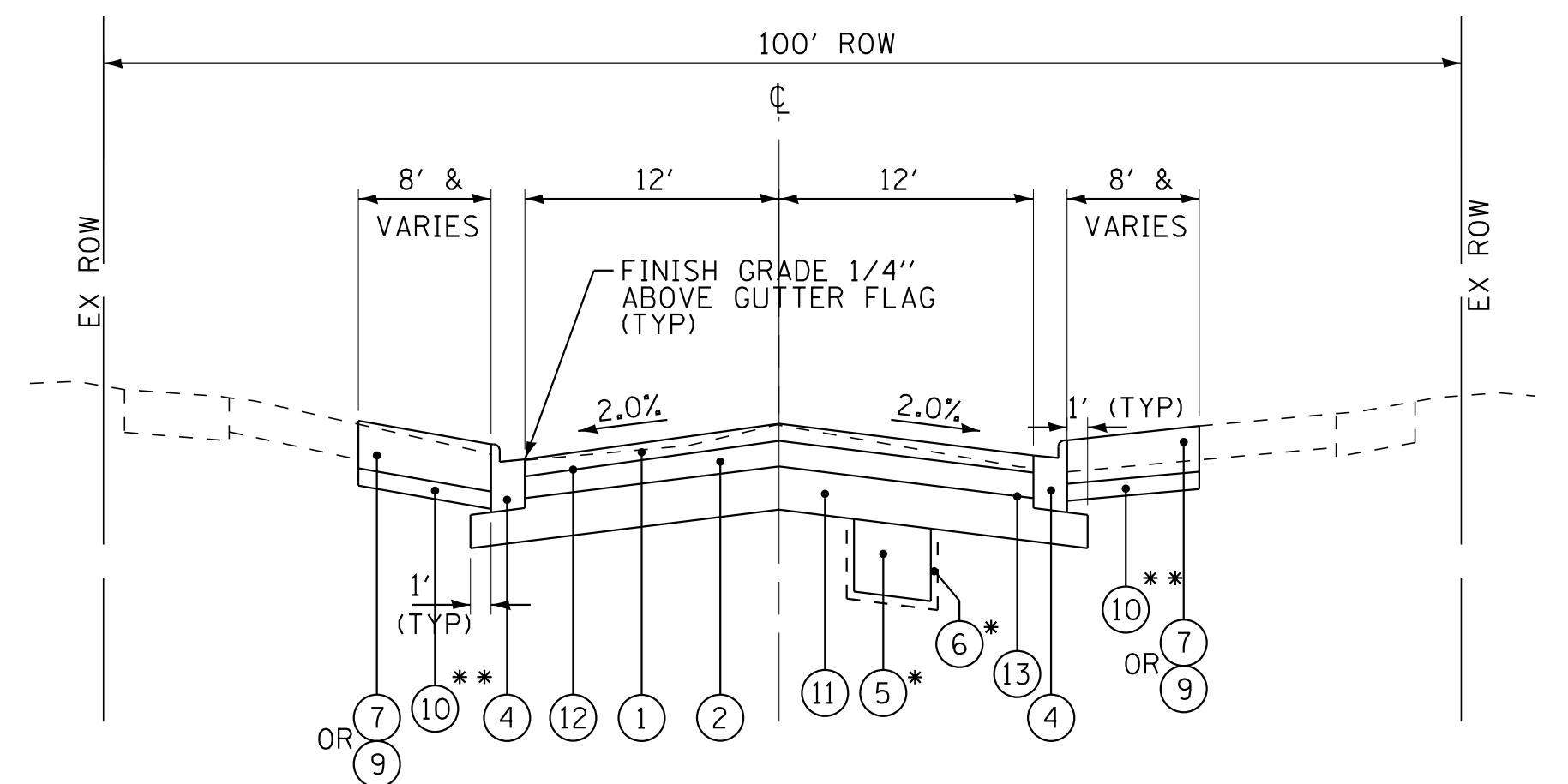
TYPICAL SECTION NOTES

1. THE PAVEMENT AND BASE COURSE THICKNESS WERE TAKEN FROM THE "GEOTECHNICAL REPORT PREPARED BY MIDWEST ENGINEERING AND TESTING, INC. DATED AUGUST 28, 2014.
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESSES OF THE EXISTING PAVEMENT TO BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESS SHOWN ON THE PLANS.
3. THE PAY ITEMS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS IN THE SUBGRADE WITH SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY PROVIDED IN THE CONTRACT WILL NOT BE USED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
4. PARKWAY GRADING ON SANGAMON AVE SHALL BE COORDINATED IN THE FIELD WITH THE ENGINEER.
5. WITHIN THE RESURFACING LIMITS ON SANGAMON AVENUE, THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TOPSOIL REMOVAL) FOR PARKWAY RESTORATION ADJACENT TO THE CURB AND GUTTER SHALL BE INCLUDED IN THE PAY ITEM TOPSOIL FURNISH AND PLACE, 4".



PROPOSED TYPICAL SECTION
SANGAMON AVE

STA 206+83 TO STA 209+94



PROPOSED TYPICAL SECTION SANGAMON AVE

STA 209+94 TO STA 231+55

HMA MIXTURE REQUIREMENTS

LOCATION	SANGAMON AVE	SANGAMON AVE	SANGAMON AVE	SANGAMON AVE
MIXTURE USE:	HMA SURFACE COURSE	HMA BINDER	CLASS D PATCHING	LEVELING BINDER
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ Ndes = 50	4.0% @ Ndes = 50	4.0% @ Ndes = 70	4.0% @ Ndes = 50
MIXTURE COMPOSITION: (GRADATION)	IL 9.5	IL 19.0	IL 19.0	IL 9.5 FG
FRICTION AGGREGATE	MIXTURE C	N.A.	N.A.	N.A.
MIXTURE WEIGHT (LB/SY-IN)	112	112	112	112
QUALITY MANAGEMENT PROGRAM (QMP)	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	N.A.	N.A.	N.A.	N.A.

EXISTING LEGEND

- | | |
|---|---|
| (A) | HOT-MIX ASPHALT PAVEMENT (1 3/4" - 4") |
| (B) | BRICK PAVEMENT (2 3/4"-3 3/4") |
| (C) | AGGREGATE BASE COURSE OR CLAY SUBGRADE |
| (D) | DRIVEWAY |
| (E) | COMBINATION CONCRETE CURB AND GUTTER |
| (F) | SIDEWALK |
| (G) | GROUND SURFACE |
| (H) | PAVEMENT REMOVAL |
| (I) | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH |
|  | ITEM TO BE REMOVED |

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 1 3/4"
- ② HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 3 1/4"
- ③ LEVELING BINDER (MACHINE METHOD), IL-9.5 FG, N50 - 3/4"
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (9" MIN. GUTTER FLAG DEPTH) CONCRETE CURB AND GUTTER DEPRESSED AT DRIVEWAYS
- ⑤ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL; AND AGGREGATE SUBGRADE IMPROVEMENT (6" MIN) (SEE TYPICAL SECTION NOTE 3)•
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION•
- ⑦ PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH
- ⑧ CLASS D PATCHES, TYPE IV, 4-INCH
- ⑨ TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 1A (SPECIAL) EROSION CONTROL BLANKET
- ⑩ AGGREGATE BASE COURSE, TYPE B 4"
- ⑪ AGGREGATE BASE COURSE, TYPE A 8"
- ⑫ BITUMINOUS MATERIALS (TACK COAT)
- ⑬ BITUMINOUS MATERIALS (PRIME COAT)

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VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

SCHEDULE OF QUANTITIES

SCALE: NONE	STA.	TO STA.	FED. ROAD DIST. NO. 5 [ILLINOIS] FED. AID PROJECT
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PRIVATE/COMMERCIAL ENTRANCE SCHEDULE

ADDRESS	STATION	WDTH FROM BOC (FT)	EXISTING APRON MAT'L	44000200 DRIVEWAY PAVEMENT REMOVAL (SY)	PROPOSED APRON MAT'L	TOTAL DRIVEWAY AREA (SY)	42300200 PCC DRIVEWAY PAVEMENT 6 INCH (SY)	42300400 PCC DRIVEWAY PAVEMENT 8 INCH (SY)	35101600 AGG. BASE CRSE TY B, 4" (SY)	44000300 CURB REMOVAL (FT)	42001300 PROTECTIVE COAT (SY)	X4021000 TEMP. ACCESS (PE) (EACH)	X4022000 TEMP. ACCESS (CE) (EACH)
RESURFACE													
314/318	207+44 RT	12	PCC	83	PCC	83	83		83		83	1	
320	208+51 RT	8	HMA	19	PCC	19	0	19	19	35	19	0	1
SUBTOTALS - RESURFACE =				102	0	102	83	19	102	35	102	1	1
RECONSTRUCT													
404	211+13 RT	12	PCC	25	PCC	25	25		40	15	25	1	
412	211+60 RT	8	AGG	74	PCC	74	74		89		74	1	
420/424	213+24 RT	8	AGG	34	PCC	34	34		49	74	34	1	
500/504	215+63 RT	8	AGG	41	PCC	41	41		56		41	1	
508	216+17 RT	15	AGG	100	PCC	100	100		115		100	1	
518	217+46 RT	8	AGG	75	PCC	75	75		90		75	1	
522/526	218+12 RT	15	AGG	65	PCC	65	65		80	37	65	1	
612	221+34 RT	8	AGG	69	PCC	69	69		84		69	1	
616	222+18 RT	8	PCC	20	PCC	20	20		35		20	1	
620	222+44 RT	8	PCC	20	PCC	20	20		35		20	1	
624/628	223+19 RT	8	PCC	21	PCC	21	21		36		21	1	
704/706	225+59 RT	8	AGG	167	PCC	167	167		182		167	1	
712/714	226+31 RT	8	AGG	31	PCC	31	31		46		31	1	
722	227+29 RT	8	AGG	65	PCC	65	65		80		65	1	
724	228+05 RT	8	AGG	42	PCC	42	42		57	24	42	1	
800/808	229+96 RT	8	AGG	44	PCC	44	44		59		44	1	
810	230+52 RT	8	PCC	11	PCC	11	11		26	14	11	1	
415	211+57 LT	8	AGG	67	PCC	67	67		82	20	67	1	
415	211+72 LT	8	PCC	18	PCC	18	18		33		18	1	
417	212+62 LT	8	AGG	117	PCC	117	117		132		117	1	
421	212+96 LT	8	AGG	59	PCC	59	59		74		59	1	
501	215+86 LT	8	PCC	22	PCC	22	22		37	22	22	1	
511	216+11 LT	8	AGG	35	PCC	35	35		50		35	1	
515	216+57 LT	8	PCC	10	PCC	10	10		25	22	10	1	
523	217+56 LT	12	AGG	62	PCC	62	62		77		62	1	
527	218+12 LT	12	AGG	38	PCC	38	38		53		38	1	
607/611	220+78 LT	15	AGG	75	PCC	75	75		90		75	1	
615	221+98 LT	8	AGG	54	PCC	54	54		69	12	54	1	
617	222+72 LT	8	AGG	61	PCC	61	61		76		61	1	
629	223+16 LT	12	PCC	39	PCC	39	39		54		39	1	
631	223+27 LT	12	PCC	76	PCC	76	76		91		76	1	
701	224+96 LT	15	PCC	37	PCC	37	37		52	40	37	1	
705	225+36 LT	12	AGG	130	PCC	130	130		145		130	1	
711/715	226+23 LT	15	AGG	192	PCC	192	192		207		192	1	
719	227+01 LT	12	AGG	64	PCC	64	64		79		64	1	
723/727	227+58 LT	8	AGG	110	PCC	110	110		125		110	1	
803	230+03 LT	12	AGG	56	PCC	56	56		71	25	56	1	
E CHANUTE	231+55 LT	8	PCC	13	PCC	13	13		28	24	13	1	
SUBTOTALS - RECONSTRUCT =				2239	0	2239	2239	0	2809	329	2239	38	0
TOTALS =				2341	0	2341	2322	19	2911	364	2341	39	1

ROADWAY PAVEMENT ITEMS

STATION	-	STATION	WIDTH	AREA	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50-1 3/4"	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-3 1/4"	PORTLAND CEMENT CONCRETE PAVEMENT 6"	PROTECTIVE COAT	AGGREGATE BASE COURSE, TYPE A 8"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)
			(FT)	(SQ YD)	(TON)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(POUND)	(POUND)
RESURFACE												
SANGAMON AVENUE												
206+83		209+94	24	829	82	31			200			559.9
MARSHALL STREET												
209+94 LT			42	145	15	7						97.7
209+94 RT			44	153	16	7						103.4
SUBTOTALS - RESURFACE =					113	45	0	0	0	200	0.0	761.0
RECONSTRUCT												
SANGAMON AVENUE												
209+94		231+57	24	5769	566		1051		7043		12980.9	1298.1
MARSHALL STREET												
209+94 LT			42	38	4		7		57		84.6	8.5
209+94 RT			44	39	4		8		58		87.2	8.8
FREDRICK STREET												
214+62 LT			38	172	17		32		207		387.7	38.8
214+62 RT			43	190	19		35		228		427.5	42.8
SHELDON STREET												
219+42 LT			43	180	18		33		218		404.4	40.5
219+42 RT			38	162	16		30		197		364.7	36.5
SEAVER STREET (PCC)												
224+22 LT			23	122				123	123	147		
224+22 RT			23	126				126	126	151		
LUDLOW STREET (PCC)												
229+02 LT			38	184				184	184	221		
229+02 RT			39	190				190	190	227		
CHANUTE STREET												
231+39 LT			34	144	15		27		173		324.2	32.4
231+39 RT			57	296	29		54		346		665.8	66.6
SUBTOTALS - RECONSTRUCT =					688	0	1,277	623	623	9,273	15,727.0	1,573.0
TOTALS =					801	45	1,277	623	623	9,473	15,727	2,334

PAVEMENT REMOVAL

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
SANGAMON AVENUE						
209+94	-	211+50	MAINLINE	156	25	434
211+50	-	216+50	MAINLINE	500	26	1445
216+50	-	218+00	MAINLINE	150	25	417
218+00	-	228+50	MAINLINE	1050	26	3034
228+50	-	230+50	MAINLINE	200	26	578
230+50	-	231+57	MAINLINE	107	25	298
MARSHALL STREET						
209+94 LT			VARIES		42	35
209+94 RT			VARIES		44	36
FREDRICK STREET						
214+63 LT			VARIES		39	173
214+63 RT			VARIES		45	197
SHELDON STREET						
219+40 LT			VARIES		44	175
219+40 RT			VARIES		38	163
SEAVER STREET (PCC)						
224+18 LT			VARIES		25	138
224+18 RT			VARIES		24	137
LUDLOW STREET (PCC)						
229+02 LT			VARIES		39	188
229+02 RT			VARIES		40	190
CHANUTE STREET						
231+39 LT			VARIES		35	152
231+39 RT			VARIES		59	304

TOTAL = 8094

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
SANGAMON AVENUE						
206+83	-	209+94	MAINLINE	311	24	822
MARSHALL STREET						
209+94 LT			VARIES		42	147
209+94 RT			VARIES		44	155

TOTAL = 1124

SIDEWALK SCHEDULE

STATION	-	STATION	LOCATION	THICKNESS	LENGTH	WIDTH	AREA	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	PROTECTIVE COAT	AGGREGATE BASE COURSE, TYPE B 4"
				(IN)	(FT)	(FT)	(SQ FT)	42400200 (SQ FT)	42400800 (SQ FT)	42001300 (SQ YD)	35101600 (SQ YD)
MARSHALL STREET											
209+40		209+70	LT	5	30	5	290.7	290.7	20	33	33
209+40		209+70	RT	5	30	5	297.2	297.2	20	34	34
210+00		210+30	LT	5	30	5	334.3	334.3	20	38	38
210+00		210+32	RT	5	32	5	330.6	330.6	20	37	37
212+91		212+94	RT	5	3	5	52.0	52.0	0	6	6
FREDRICK STREET											
214+16		214+43	LT	5	27	5	286.1	286.1	20	32	32
214+21		214+43	RT	5	22	5	302.3	302.3	20	34	34
214+80		214+95	LT	5	15	5	227.4	227.4	20	26	26
214+80		215+03	RT	5	23	5	268.2	268.2	20	30	30
SHELDON STREET											
218+96		219+25	LT	5	29	5	282.3	282.3	20	32	32
218+94		219+25	RT	5	31	5	303.5	303.5	20	34	34
219+59		219+94	LT	5	35	5	346.3	346.3	20	39	39
219+59		219+87	RT	5	28	5	291.1	291.1	20	33	33
SNAVER STREET											
223+73		224+03	LT	5	30	5	285.2	285.2	20	32	32
223+73		224+03	RT	5	30	5	313.6	313.6	20	35	35
224+40		224+60	LT	5	20	5	244.3	244.3	20	28	28
224+40		224+65	RT	5	25	5	280.3	279.9	20	32	32
LUDLOW STREET											
228+54		228+83	LT	5	29	5	278.2	278.2	20	31	31
228+63		228+83	RT	5	20	5	244.8	244.8	20	28	28
229+20		229+50	LT	5	30	5	284.9	284.9	20	32	32
229+20		229+43	RT	5	23	5	263.3	263.3	20	30	30
CHANUTE STREET											
231+00		231+20	LT	5	20	5	229.3	229.3	20	26	26
231+01		231+19	RT	5	18	5	180.5	180.5	20	21	21
231+57		231+75	RT	5	18	5	261.9	224.5	42	25	30

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RESTORATION & EROSION CONTROL SCHEDULE													
STATION	-	STATION	LOCATION	AREA	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 1A (SPECIAL)	NITROGEN FERTILIZER NUTRIENT	PHOSPHORU S FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORAR Y EROSION CONTROL SEEDING	SUPPLEMENT AL WATERING	INLET FILTERS
				(SQ FT)	21101615 (SQ YD)	X2500920 (ACRE)	25000400 (POUND)	25000500 (POUND)	25000600 (POUND)	25100630 (SQ YD)	28000250 (POUND)	25200200 (UNIT)	28000510 (EACH)
RESURFACE													
206+83		207+33	RT	221.3	25	0.02	0.50	0.50	0.50	25	0.60	1.13	
207+55		208+43	RT	336.6	38	0.02	0.80	0.80	0.80	38	0.80	1.71	2
208+58		209+42	RT	341.0	38	0.02	0.80	0.80	0.80	38	0.80	1.71	
209+37		209+63	LT	533.0	60	0.02	1.20	1.20	1.20	60	1.30	2.70	
209+38		209+63	RT	455.3	51	0.02	1.00	1.00	1.00	51	1.10	2.30	
SUBTOTALS - RESURFACE =					212	0.10	5	5	5	101	3	5	2
RECONSTRUCT													
210+00		210+25	LT	439.7	49	0.02	1.00	1.00	1.00	49	1.10	2.21	7
210+00		210+25	RT	503.8	56	0.02	1.10	1.10	1.10	56	1.20	2.52	
210+20		211+49	LT	960.6	107	0.03	2.00	2.00	2.00	107	2.30	4.82	
210+22		211+05	RT	372.5	42	0.01	0.80	0.80	0.80	42	0.90	1.89	
211+21		211+51	RT	180.3	21	0.01	0.40	0.40	0.40	21	0.50	0.95	
211+71		212+91	RT	1029.3	115	0.03	2.20	2.20	2.20	115	2.40	5.18	
212+94		213+19	RT	265.1	30	0.01	0.60	0.60	0.60	30	0.70	1.35	
211+84		212+57	LT	1054.4	118	0.03	2.20	2.20	2.20	118	2.50	5.31	
212+68		212+87	LT	345.5	39	0.01	0.80	0.80	0.80	39	0.90	1.76	
213+04		214+26	LT	467.2	52	0.02	1.00	1.00	1.00	52	1.10	2.34	
213+28		214+26	RT	1095.4	122	0.03	2.30	2.30	2.30	122	2.60	5.49	
214+21		214+43	RT	367.7	41	0.01	0.80	0.80	0.80	41	0.90	1.85	4
214+21		214+43	LT	320.2	36	0.01	0.70	0.70	0.70	36	0.80	1.62	
214+80		214+95	LT	160.8	18	0.01	0.40	0.40	0.40	18	0.40	0.81	
214+80		214+98	RT	269.7	30	0.01	0.60	0.60	0.60	30	0.70	1.35	
214+95		215+57	RT	865.0	97	0.02	1.80	1.80	1.80	97	2.10	4.37	
214+90		215+75	LT	681.3	76	0.02	1.50	1.50	1.50	76	1.60	3.42	
215+69		216+03	RT	650.6	73	0.02	1.40	1.40	1.40	73	1.60	3.29	
215+97		216+06	LT	124.8	14	0.01	0.30	0.30	0.30	14	0.30	0.63	
216+16		216+53	LT	209.9	24	0.01	0.50	0.50	0.50	24	0.50	1.08	
216+31		217+35	RT	504.9	57	0.02	1.10	1.10	1.10	57	1.20	2.57	
216+61		217+47	LT	839.1	94	0.02	1.80	1.80	1.80	94	2.00	4.23	
217+56		218+03	RT	306.4	35	0.01	0.70	0.70	0.70	35	0.80	1.58	
217+65		218+06	LT	287.4	32	0.01	0.60	0.60	0.60	32	0.70	1.44	
218+17		219+15	LT	778.8	87	0.02	1.70	1.70	1.70	87	1.80	3.92	
218+21		219+14	RT	759.1	85	0.02	1.60	1.60	1.60	85	1.80	3.83	
218+94		219+25	RT	329.3	37	0.01	0.70	0.70	0.70	37	0.80	1.67	12
219+10		219+25	LT	363.7	41	0.01	0.80	0.80	0.80	41	0.90	1.85	
219+59		219+87	LT	511.3	57	0.02	1.10	1.10	1.10	57	1.20	2.57	
219+59		219+76	RT	447.1	50	0.02	1.00	1.00	1.00	50	1.10	2.25	
219+73		221+24	RT	868.5	97	0.02	1.80	1.80	1.80	97	2.10	4.37	
219+82		220+67	LT	500.4	56	0.02	1.10	1.10	1.10	56	1.20	2.52	
220+89		221+90	LT	597.6	67	0.02	1.30	1.30	1.30	67	1.40	3.02	
221+44		222+08	RT	973.5	109	0.03	2.10	2.10	2.10	109	2.30	4.91	
222+06		222+63	LT	307.0	35	0.01	0.70	0.70	0.70	35	0.80	1.58	
222+28		222+33	RT	20.4	3	0.01	0.10	0.10	0.10	3	0.10	0.14	
222+54		223+09	RT	175.8	20	0.01	0.40	0.40	0.40	20	0.50	0.90	
222+80		223+09	LT	331.2	37	0.01	0.70	0.70	0.70	37	0.80	1.67	
223+29		223+94	RT	275.0	31	0.01	0.60	0.60	0.60	31	0.70	1.40	
223+32		223+95	LT	288.1	33	0.01	0.60	0.60	0.60	33	0.70	1.49	
223+83		224+03	LT	524.3	59	0.02	1.10	1.10	1.10	59	1.30	2.66	3
223+83		224+03	RT	553.2	62	0.02	1.20	1.20	1.20	62	1.30	2.79	
224+40		224+65	RT	304.5	34	0.01	0.70	0.70	0.70	34	0.80	1.53	
224+40		224+60	LT	231.2	26	0.01	0.50	0.50	0.50	26	0.60	1.17	
224+55		224+87	LT	235.6	27	0.01	0.50	0.50	0.50	27	0.60	1.22	
224+56		225+35	RT	403.6	45	0.01	0.90	0.90	0.90	45	1.00	2.03	
225+05		225+16	LT	167.3	19	0.01	0.40	0.40	0.40	19	0.40	0.86	
225+54		225+89	LT	300.7	34	0.01	0.70	0.70	0.70	34	0.80	1.53	
225+82		226+16	RT	400.6	45	0.01	0.90	0.90	0.90	45	1.00	2.03	
226+47		227+16	RT	446.6	50	0.02	1.00	1.00	1.00	50	1.10	2.25	
226+58		226+90	LT	629.5	70	0.02	1.40	1.40	1.40	70	1.50	3.15	
227+11		227+42	LT	151.3	17	0.01	0.40	0.40	0.40	17	0.40	0.77	
227+43		227+99	RT	972.0	108	0.03	2.10	2.10	2.10	108	2.30	4.86	
227+75		228+69	LT	513.9	58	0.02	1.10	1.10	1.10	58	1.20	2.61	
228+11		228+70	RT	525.6	59	0.02	1.10	1.10	1.10	59	1.30	2.66	
228+59		228+83	LT	273.6	31	0.01	0.60	0.60	0.60	31	0.70	1.40	4
228+65		228+83	RT	197.7	22	0.01	0.50	0.50	0.50	22	0.50	0.99	
229+20		229+43	RT	280.5	32	0.01	0.60	0.60	0.60	32	0.70	1.44	
229+20		229+41	LT	290.4	33	0.01	0.60	0.60	0.60	33	0.70	1.49	
229+36		229+94	LT	330.9	37	0.01	0.70	0.70	0.70	37	0.80	1.67	
229+38		229+90	RT	1315.0	147	0.04	2.80	2.80	2.80	147	3.10	6.62	
230+03		230+47	RT	434.4	49	0.01	0.90	0.90	0.90	49	1.10	2.21	
230+13		231+05	LT	564.5	63	0.02	1.20	1.20	1.20	63	1.40	2.84	
230+57		231+06	RT	491.0	55	0.02	1.10	1.10	1.10	55	1.20	2.48	
231+01		231+20	RT	106.4	12	0.01	0.30	0.30	0.30	12	0.30	0.54	2
231+00		231+20	LT	240.0	27	0.01	0.50	0.50	0.50	27	0.60	1.22	
231+57		231+60	RT	195.9	22	0.01	0.50	0.50	0.50	22	0.50	0.99	
231+68		231+80	RT	99.5	12	0.01	0.30	0.30	0.30	12	0.30	0.54	
231+77		231+80	RT	30.8	4	0.01	0.10	0.10	0.10	4	0.10	0.18	
SUBTOTALS - RECONSTRUCT =					3482	1.20	68	68	68	3482	76	157	32
TOTALS =					3694	1.30	73	73	73	3583	79	162	34

CURB AND GUTTER SCHEDULE

RESURFACE					
SANGAMON AVE - WEST LIMITS TO MARSHALL					
STATION	-	STATION	LOCATION	CCC&G, TY B 6.18 LENGTH (FT)	PROTECTIVE COAT (SY)
206+83	-	209+36	RT	253	58
209+36	-	209+51	RT	15	3
209+39	-	209+50	LT	11	3
209+63	-	209+65	RT	11	3
209+63	-	209+65	LT	11	3
SUBTOTAL - RESURFACE =				301	70
RECONSTRUCT					
SANGAMON AVE - MARSHALL TO FREDRICK					
210+25	-	214+18	LT	393	91
210+25	-	214+18	RT	393	91
MARSHALL STREET					
NE RETURN		LT	54	12	
SE RETURN		RT	56	13	
SANGAMON AVE - FREDRICK TO SHELDON					
215+05	-	218+99	LT	394	91
215+05	-	218+99	RT	394	91
FREDRICK STREET					
NE RETURN		LT	50	12	
NW RETURN		LT	51	12	
SE RETURN		RT	55	13	
SW RETURN		RT	56	13	
SANGAMON AVE - SHELDON TO SEAVER					
219+84	-	223+77	LT	393	91
219+84	-	223+76	RT	392	91
SHELDON STREET					
NE RETURN		LT	55	13	
NW RETURN		LT	55	13	
SE RETURN		RT	50	12	
SW RETURN		RT	50	12	
SANGAMON AVE - SEAVER TO LUDLOW					
224+67	-	228+53	LT	386	89
224+69	-	228+53	RT	384	89
SEAVER STREET					
NE RETURN		LT	36	8	
NW RETURN		LT	36	8	
SE RETURN		RT	37	9	
SW RETURN		RT	36	8	
SANGAMON AVE - LUDLOW TO CHANUTE					
229+50	-	230+90	LT	120	32
229+50	-	230+75	RT	125	29
LUDLOW STREET					
NE RETURN		LT	53	12	
NW RETURN		LT	54	12	
SE RETURN		RT	54	12	
SW RETURN		RT	54	12	
SANGAMON AVE - CHANUTE					
NE RETURN		LT	34	8	
NW RETURN		LT	49	11	
SE RETURN		N/A	64	15	
SW RETURN		N/A	81	19	
E LIMITS ON CHANUTE		N/A	24	6	
SUBTOTAL - RECONSTRUCT =				4538	1050
TOTALS =				4839	1120

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SIDEWALK REMOVAL						
STATION	- STATION	LOCATION	EXISTING MATERIAL	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
MARSHALL STREET						
209+40	209+70	LT	CONC	30	4 - 5.0	247.9
209+40	209+70	RT	CONC	30	4 - 5.0	252.1
210+00	210+30	LT	CONC	30	4 - 5.0	288.3
210+00	210+32	RT	CONC	32	4 - 5.0	268.4
210+98	211+11	LT	CONC	13	4 - 5.0	50.3
212+91	212+94	RT	CONC	3	4 - 5.0	52.0
FREDRICK STREET						
214+16	214+43	LT	CONC	27	4 - 5.0	248.2
214+21	214+43	RT	CONC	22	4 - 5.0	267.5
214+80	214+95	LT	CONC	15	4 - 5.0	202.4
214+80	215+03	RT	CONC	23	4 - 5.0	252.6
SHELDON STREET						
218+96	219+25	LT	CONC	29	4 - 5.0	275.4
218+94	219+25	RT	CONC	31	4 - 5.0	227.7
219+59	219+94	LT	CONC	35	4 - 5.0	286.6
219+59	219+87	RT	CONC	28	4 - 5.0	240.7
SEAUVER STREET						
223+73	224+03	LT	CONC	30	4 - 5.0	196.8
223+73	224+03	RT	CONC	30	4 - 5.0	211.5
224+40	224+60	LT	CONC	20	4 - 5.0	211.1
224+40	224+65	RT	CONC	25	4 - 5.0	235.4
LUDLOW STREET						
228+54	228+83	LT	CONC	29	4 - 5.0	258.9
228+63	228+83	RT	CONC	20	4 - 5.0	218.3
229+20	229+50	LT	CONC	30	4 - 5.0	258.2
229+20	229+43	RT	CONC	23	4 - 5.0	244.4
CHANUTE STREET						
231+00	231+20	LT	CONC	20	4 - 5.0	201.4
231+01	231+19	RT	CONC	18	4 - 5.0	167.1
231+57	231+75	RT	CONC	18	4 - 5.0	177.3

TOTAL = 5541

SIGN PANEL - TYPE 1

STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RESURFACE				
209+61	R1-1	1.0	30 X 30	6.25
SUBTOTAL - RESURFACE =				7

RECONSTRUCT				
210+02	R1-1	1.0	30 X 30	6.3
210+29	R2-1	1.0	24 X 30	5.0
211+94	R8-3a	1.0	18 X 24 X 2	6.0
212+13	R8-3a	1.0	18 X 24 X 2	6.0
214+39	R1-1	1.0	30 X 30	6.3
214+90	R1-1	1.0	30 X 30	6.3
215+16	R8-3a	1.0	18 X 24 X 2	6.0
216+39	R8-3a	1.0	18 X 24	3.0
218+97	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
219+22	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
219+60	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
219+83	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
223+72	R8-3a	1.0	18 X 24 X 2	6.0
224+02	R1-1	1.0	30 X 30	6.3
224+44	R1-1	1.0	30 X 30	6.3
226+74	R8-3a	1.0	18 X 24 X 2	6.0
228+44	R8-3a	1.0	18 X 24	3.0
228+82	R1-1	1.0	30 X 30	6.3
229+20	R1-1	1.0	30 X 30	6.3
229+60	R2-1, R8-3a	1.0	24 X 30, 18 X 24	8.0
230+12	R8-3a	1.0	18 X 24 X 2	6.0
230+92	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
231+15	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
231+58	W1-7	1.0	48 X 24	8.0
231+61	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0
231+85	R1-1, 3P	1.0	30 X 30, 18 X 6	7.0

SUBTOTAL - RECONSTRUCT = 163

TOTAL = 170

SIGN PANEL - TYPE 2

STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RECONSTRUCT				
	special MFT sign	4.0	54" x 48"	72.0
TOTAL =				72

REMOVE SIGN PANEL ASSEMBLY - TYPE A

STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RESURFACE				
209+61	R1-1	1.0	30 X 30	6.25
SUBTOTAL - RESURFACE =				1

RECONSTRUCT				
210+02	R1-1	1.0	30 X 30	6.25
210+29	R2-1	1.0	24 X 30	5
211+94	R8-3a	1.0	18 X 24 X 2	6
212+13	R8-3a	1.0	18 X 24 X 2	6
214+39	R1-1	1.0	30 X 30	6.25
215+16	R8-3a	1.0	18 X 24 X 2	6
216+39	R8-3a	1.0	18 X 24	3
218+97	R1-1, 3P	1.0	30 X 30, 18 X 6	7
219+22	R1-1, 3P	1.0	30 X 30, 18 X 6	7
219+60	R1-1, 3P	1.0	30 X 30, 18 X 6	7
219+83	R1-1, 3P	1.0	30 X 30, 18 X 6	7
223+72	R8-3a	1.0	18 X 24 X 2	6
224+02	R1-1	1.0	30 X 30	6.25
224+44	R1-1	1.0	30 X 30	6.25
226+74	R8-3a	1.0	18 X 24 X 2	6
228+44	R8-3a	1.0	18 X 24	3
228+82	R1-1	1.0	30 X 30	6.25
229+20	R1-1	1.0	30 X 30	6.25
229+60	R2-1, R8-3a	1.0	24 X 30, 18 X 24	8
230+12	R8-3a	1.0	18 X 24 X 2	6
230+92	R1-1, 3P	1.0	30 X 30, 18 X 6	7
231+15	R1-1, 3P	1.0	30 X 30, 18 X 6	7
231+58	W1-7	1.0	48 X 24	8
231+61	R1-1, 3P	1.0	30 X 30, 18 X 6	7
231+85	R1-1, 3P	1.0	30 X 30, 18 X 6	7

SUBTOTAL - RECONSTRUCT = 25.0

TOTAL = 26

REMOVE SIGN PANEL - TYPE 1

STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RECONSTRUCT				
214+90	R1-1	1.0	30 X 30	6.25
SUBTOTAL - RECONSTRUCT =				7

TOTAL = 7

EARTHWORK SUMMARY

LOCATION STA TO STA	1 UNDERCUT AND AGG SUBGRADE IMPROVEMENT (303000001) (CY)	2 UNSUITABLE EXCAVATION (TOPSOIL) (CY)	3 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (20201200) (CY)	4 EARTH EXCAVATION (20200100) (CY)	5 UTILITY EXCAVATION (CY)	6 TOTAL SUITABLE EXCAVATION (CY)	7 EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CY)	8 EMBANKMENT (CY)	9 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
SANGAMON AVENUE									
209+93.52	210+00.00	26.2	3.3	29.5	15.2	0.0	15.2	0.6	12.3
210+00.00	210+50.00	128.7	33.1	161.8	70.6	0.0	70.6	10.7	49.3
210+50.00	211+00.00	55.6	11.3	66.9	24.4	0.0	24.4	7.4	13.4
211+00.00	212+00.00	111.1	19.1	130.2	50.0	0.0	50.0	42.5	35.3
212+00.00	213+00.00	111.1	38.1	149.2	53.0	0.0	53.0	22.7	22.3
213+00.00	214+00.00	111.1	37.4	148.5	58.1	0.0	58.1	21.6	27.8
214+00.00	214+44.00	48.9	27.3	76.1	26.5	0.0	26.5	5.6	16.9
214+44.00	214+45.00	0.6	0.5	1.1	1.5	0.0	1.5	0.1	1.2
214+45.00	214+78.00	0.0	0.0	89.7	0.0	0.0	89.7	0.0	76.3
214+78.00	214+79.00	0.0	0.5	0.5	1.8	0.0	1.8	0.1	1.5
214+79.00	215+00.00	0.0	13.4	13.4	13.9	0.0	13.9	3.4	8.4
215+00.00	216+00.00	0.0	40.1	40.1	65.4	0.0	65.4	27.4	28.2
216+00.00	217+00.00	0.0	35.3	35.3	76.9	0.0	76.9	23.1	42.2
217+00.00	218+00.00	0.0	15.6	15.6	84.4	0.0	84.4	4.2	67.6
218+00.00	219+00.00	0.0	19.5	19.5	101.4	0.0	101.4	2.8	83.4
219+00.00	219+25.00	0.0	15.7	15.7	30.8	0.0	30.8	2.6	23.6
219+25.00	219+26.00	0.0	0.5	0.5	2.7	0.0	2.7	0.1	2.2
219+26.00	219+58.00	0.0	0.0	0.0	124.0	0.0	124.0	0.0	105.4
219+58.00	219+59.00	0.6	0.5	1.1	2.2	0.0	2.2	0.1	1.8
219+59.00	220+00.00	45.6	23.9	69.4	34.6	0.0	34.6	4.6	24.8
220+00.00	221+00.00	111.1	16.0	127.1	74.3	0.0	74.3	4.3	58.8
221+00.00	222+00.00	111.1	31.7	142.8	64.3	0.0	64.3	15.5	39.1
222+00.00	223+00.00	111.1	32.3	143.4	66.4	0.0	66.4	16.8	39.6
223+00.00	223+50.00	55.6	8.8	64.4	34.4	0.0	34.4	3.0	26.3
223+50.00	224+00.00	77.8	24.4	102.2	52.5	0.0	52.5	8.1	36.5
224+00.00	224+04.00	4.0	1.6	5.6	6.4	0.0	6.4	0.6	4.9
224+04.00	224+39.00	0.0	0.0	0.0	63.6	0.0	63.6	0.0	54.1
224+39.00	224+50.00	0.0	5.6	5.6	16.0	0.0	16.0	1.1	12.5
224+50.00	225+00.00	0.0	30.6	30.6	44.4	0.0	44.4	6.8	30.9
225+00.00	226+00.00	0.0	23.5	23.5	77.4	0.0	77.4	8.4	57.4
226+00.00	227+00.00	0.0	23.2	23.2	86.2	0.0	86.2	8.1	65.2
227+00.00	228+00.00	0.0	29.2	29.2	79.6	0.0	79.6	11.4	56.3
228+00.00	228+50.00	0.0	14.6	14.6	38.0	0.0	38.0	5.9	26.4
228+50.00	228+84.00	0.0	20.8	20.8	26.8	0.0	26.8	4.6	18.2
228+84.00	228+85.00	0.0	0.5	0.5	1.9	0.0	1.9	0.1	1.5
228+85.00	229+18.00	0.0	0.0	0.0	98.0	0.0	98.0	0.0	83.3
229+18.00	229+19.00	0.6	0.5	1.1	1.8	0.0	1.8	0.1	1.4
229+19.00	229+50.00	34.4	24.5	58.9	20.4	0.0	20.4	9.3	8.0
229+50.00	230+00.00	55.6	21.3	76.9	38.1	0.0	38.1	12.5	19.9
230+00.00	231+00.00	127.8	29.4	157.2	97.8	0.0	97.8	10.2	72.9
231+00.00	231+22.00	62.7	3.2	66.0	39.9	0.0	39.9	1.1	32.8
231+22.00	231+54.67	139.1	4.8	144.0	82.9	0.0	82.9	1.7	68.8
TOTALS	1,530	682	2,212	2,038	0	2,038	1,733	274	1,459

EARTHWORK SUMMARY

		TOTAL	
(20200100) EARTH EXCAVATION		2,038	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		2,212	CU YD
(303000001) AGGREGATE SUBGRADE IMPROVEMENT		1,530	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
COLUMN 5 = STORM, SANITARY, WATER, UTILITY EXCAVATION
COLUMN 6 = COLUMN 4 + COLUMN 5
COLUMN 7 = COLUMN 6 x (0.85)
COLUMN 8 = FROM CROSS SECTION END AREAS
COLUMN 9 = COLUMN 8 - COLUMN 9



DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 04-22-16	FILE - 140687_Sch0F003.sht

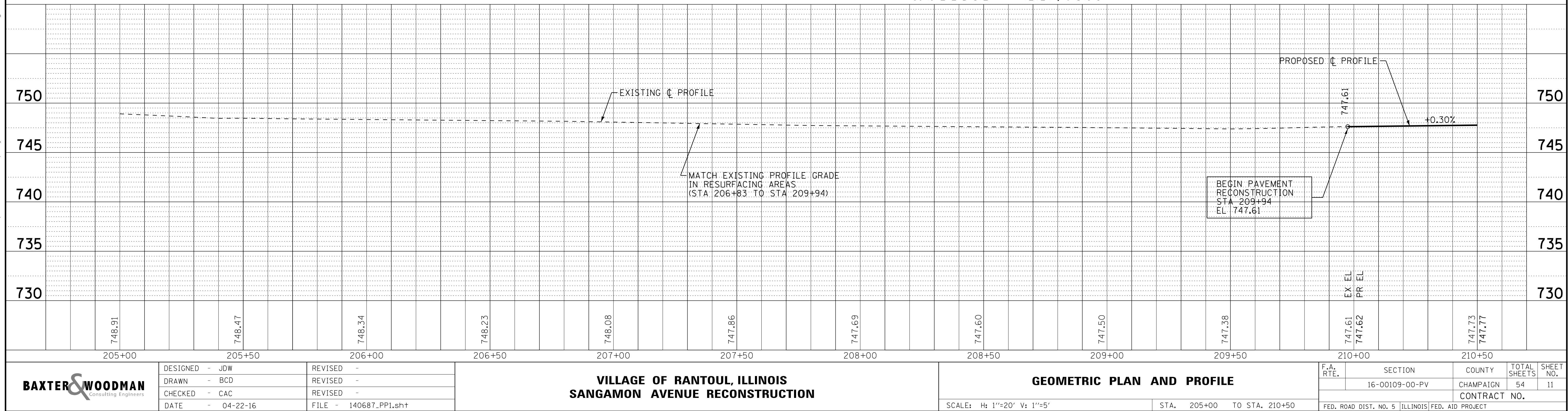
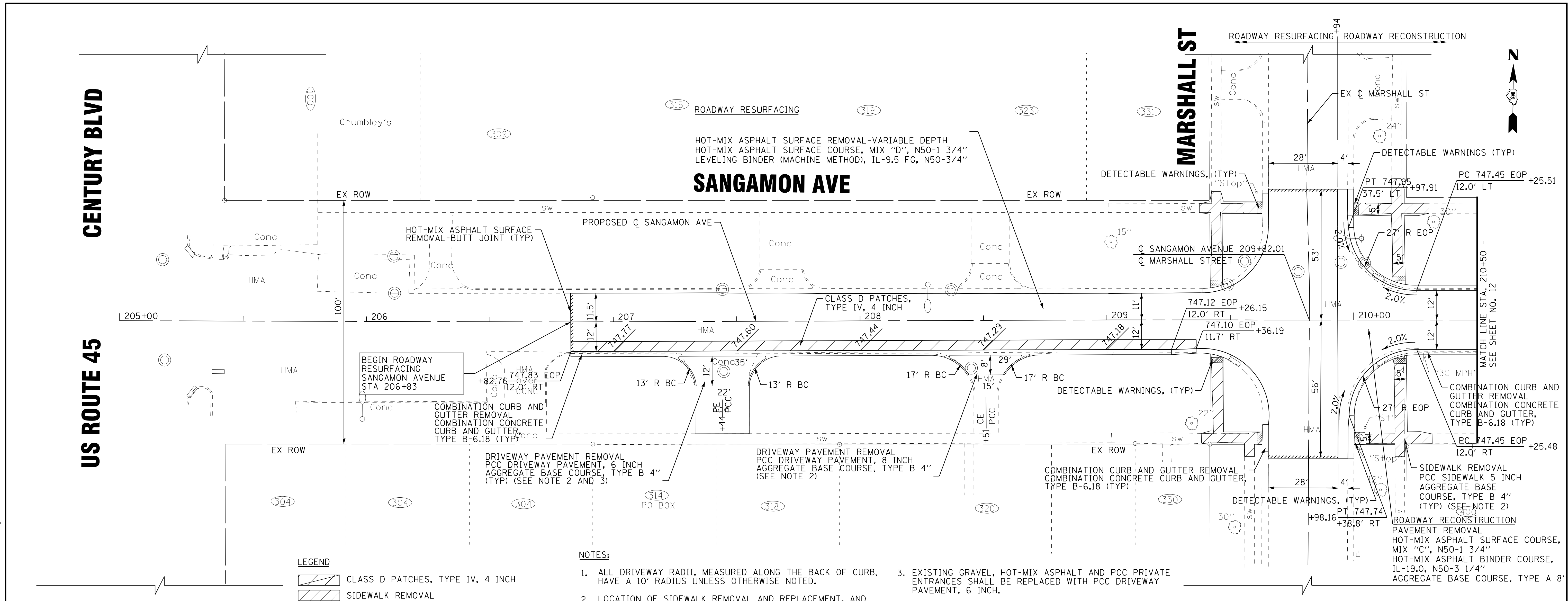
VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

SCHEDULE OF QUANTITIES

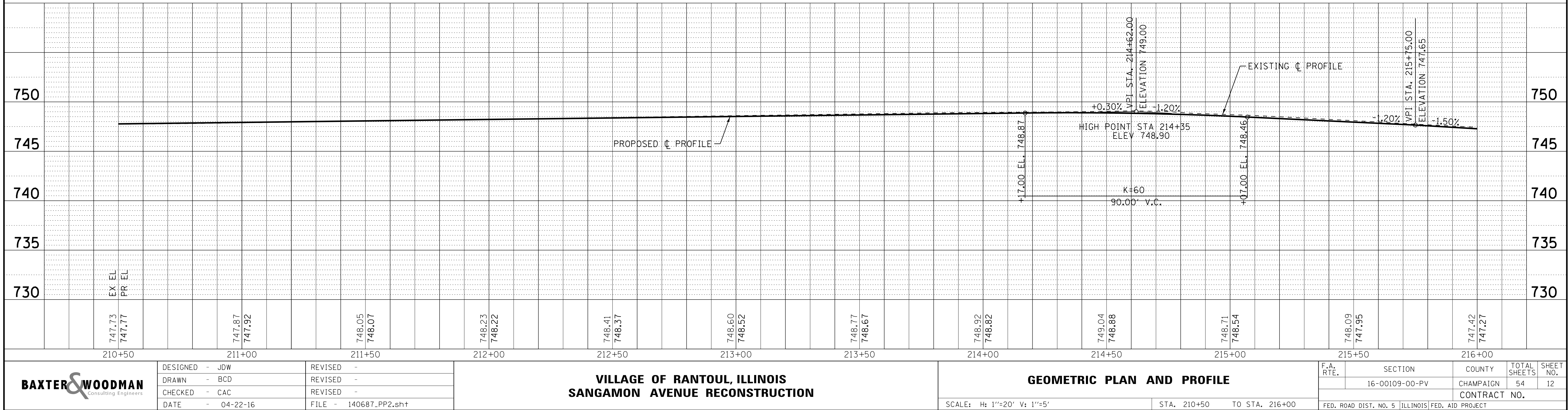
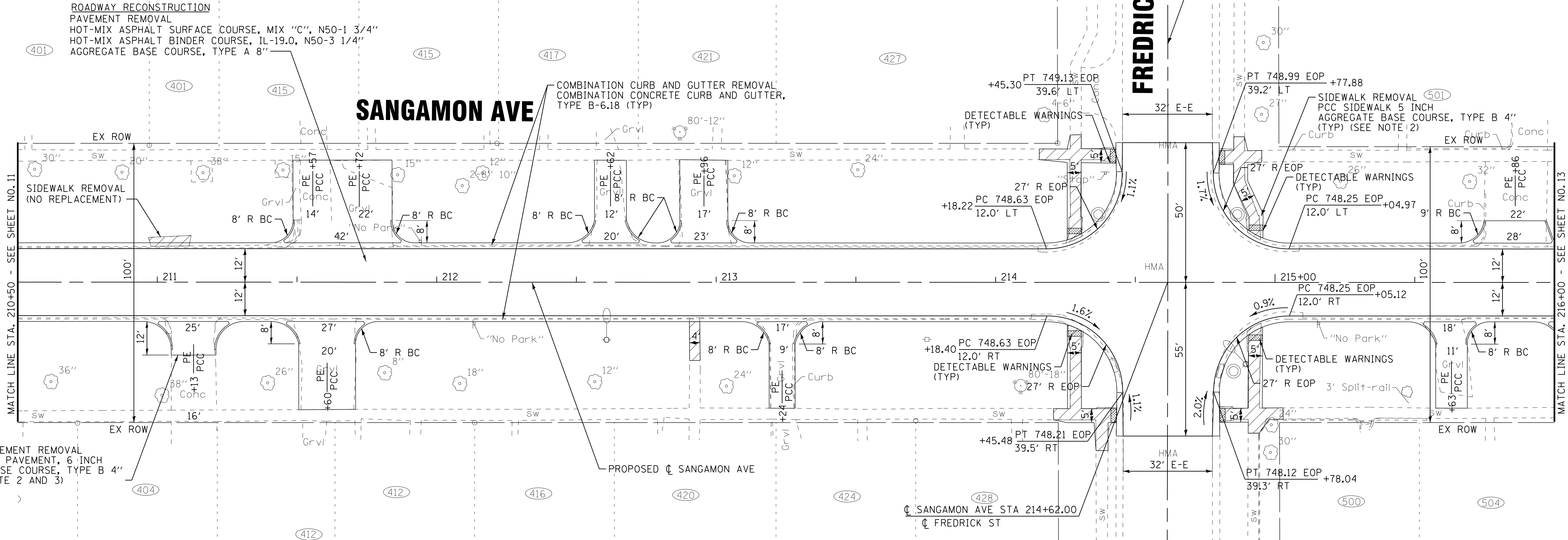
SCALE: NONE

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1. ALL DRIVEWAY RADII, MEASURED ALONG THE BACK OF CURB, HAVE A 10' RADIUS UNLESS OTHERWISE NOTED.
2. LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT, AND DRIVEWAY REMOVAL AND REPLACEMENT TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. EXISTING GRAVEL, HOT-MIX ASPHALT AND PCC PRIVATE ENTRANCES SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 6 INCH.
4. CONCRETE BARRIER CURB TO BE USED FOR DRIVEWAY RADII SHALL BE INCLUDED IN THE PAY ITEM FOR PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH.

 SIDEWALK REMOVAL



- 
- SIDEWALK REMOVAL



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ROADWAY RECONSTRUCTION
PAVEMENT REMOVAL
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50-1 3/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-3 1/4"
AGGREGATE BASE COURSE, TYPE A 8"

COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.18 (TYP)

DETECTABLE WARNINGS (TYP)
SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE
COURSE, TYPE B 4"
(TYP) (SEE NOTE 2)

EXISTING ϕ LUDLOW ST

SANGAMON AVE

EXISTING ϕ CHANUTE ST

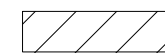
CHANUTE ST

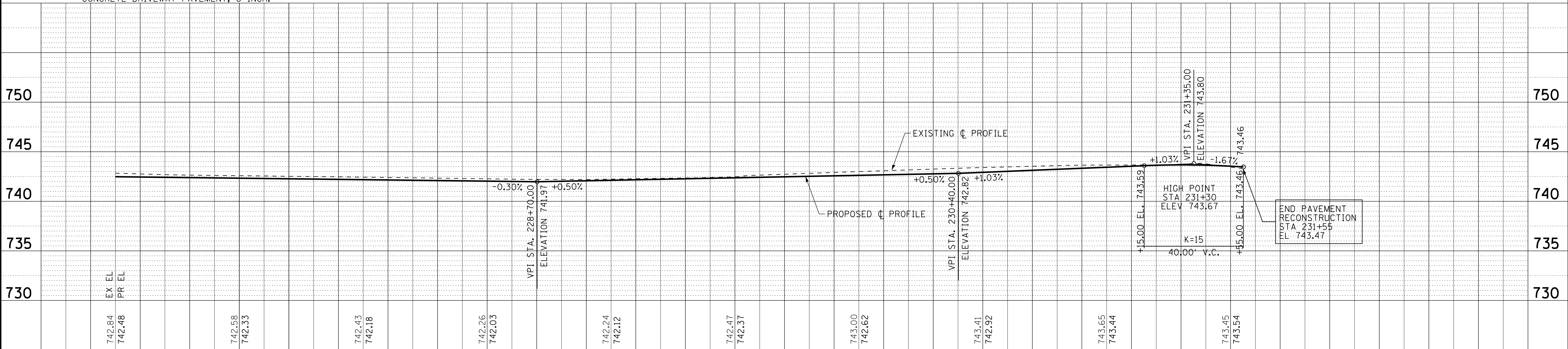


NOTES:

- ALL DRIVEWAY RADII, MEASURED ALONG THE BACK OF CURB, HAVE A 10' RADIUS UNLESS OTHERWISE NOTED.
- LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT, AND DRIVEWAY REMOVAL AND REPLACEMENT TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- EXISTING GRAVEL, HOT-MIX ASPHALT AND PCC PRIVATE ENTRANCES SHALL BE REPLACED WITH PCC DRIVEWAY PAVEMENT, 6 INCH.
- CONCRETE BARRIER CURB TO BE USED FOR DRIVEWAY RADII SHALL BE INCLUDED IN THE PAY ITEM FOR PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH.

LEGEND

 SIDEWALK REMOVAL



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 04-22-16	FILE - 140687_PP5.sht

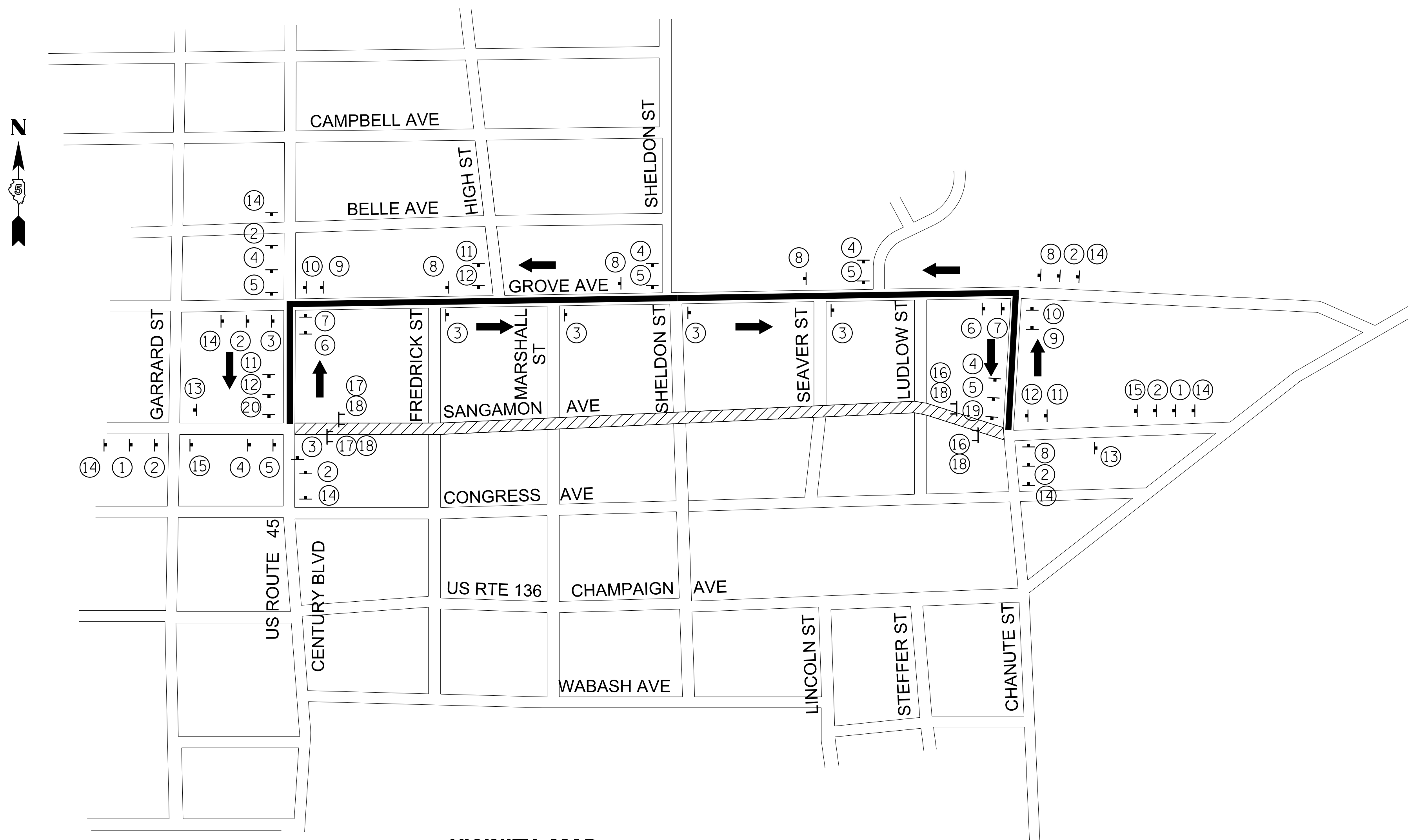
VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

GEOMETRIC PLAN AND PROFILE

SCALE: H: 1"=20' V: 1"=5'

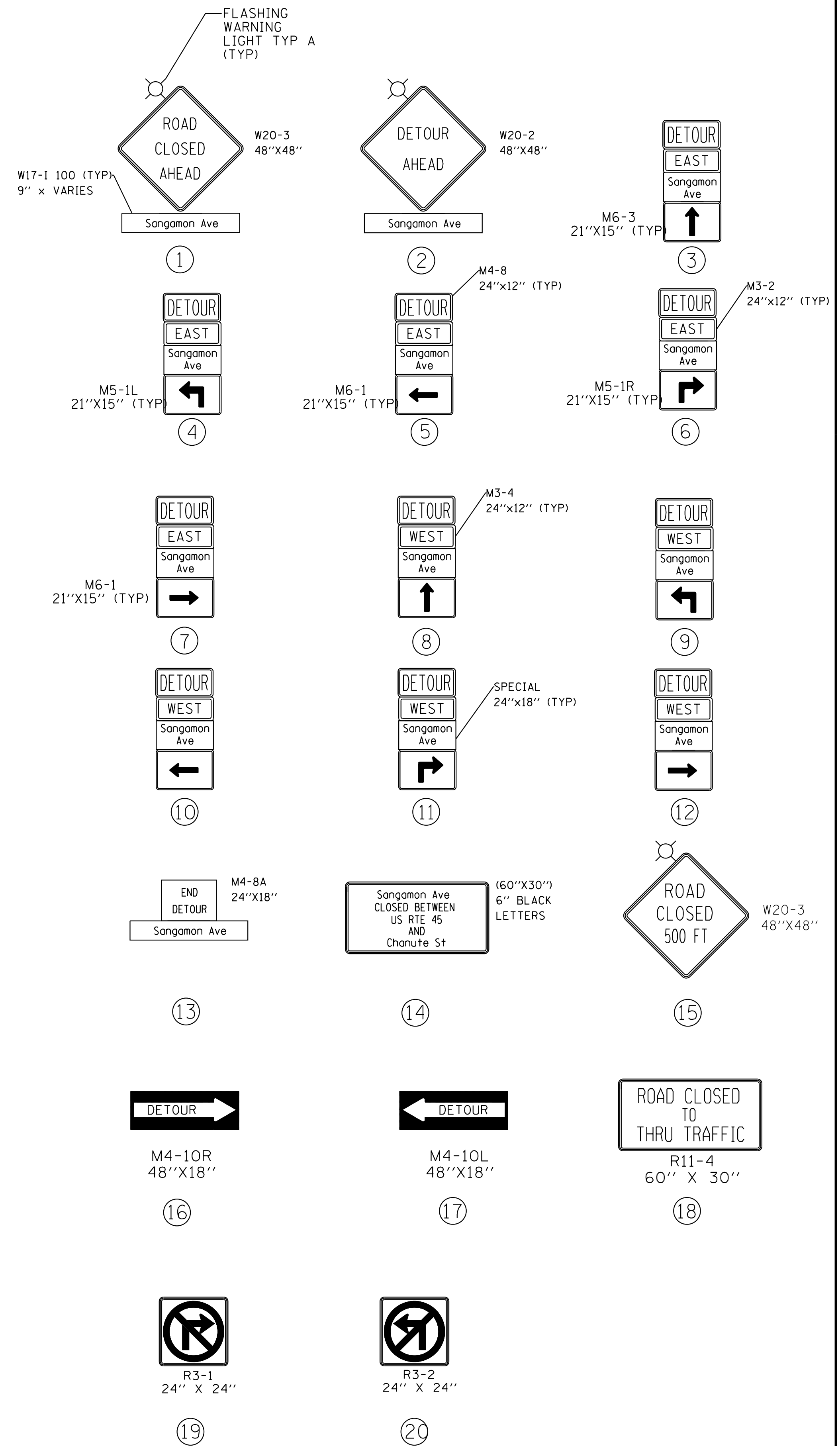
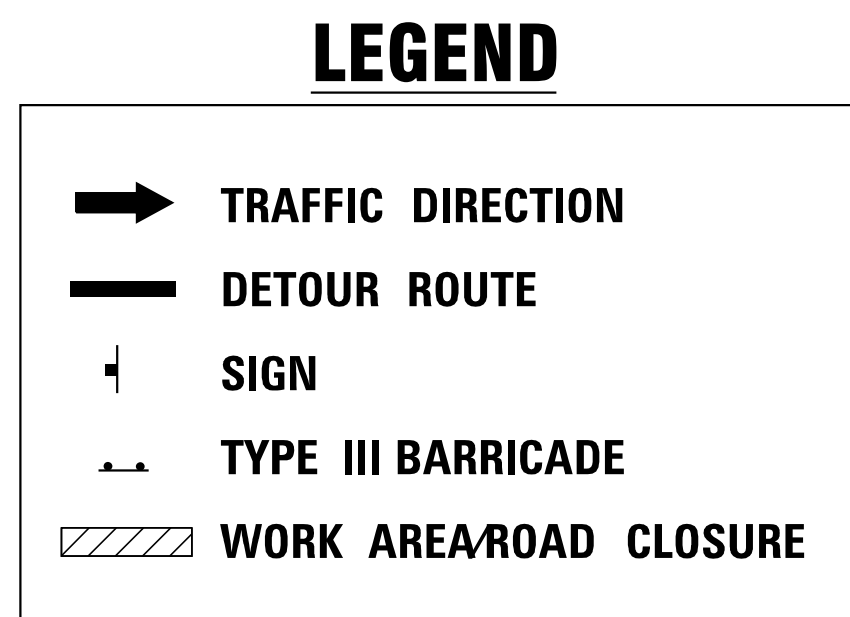
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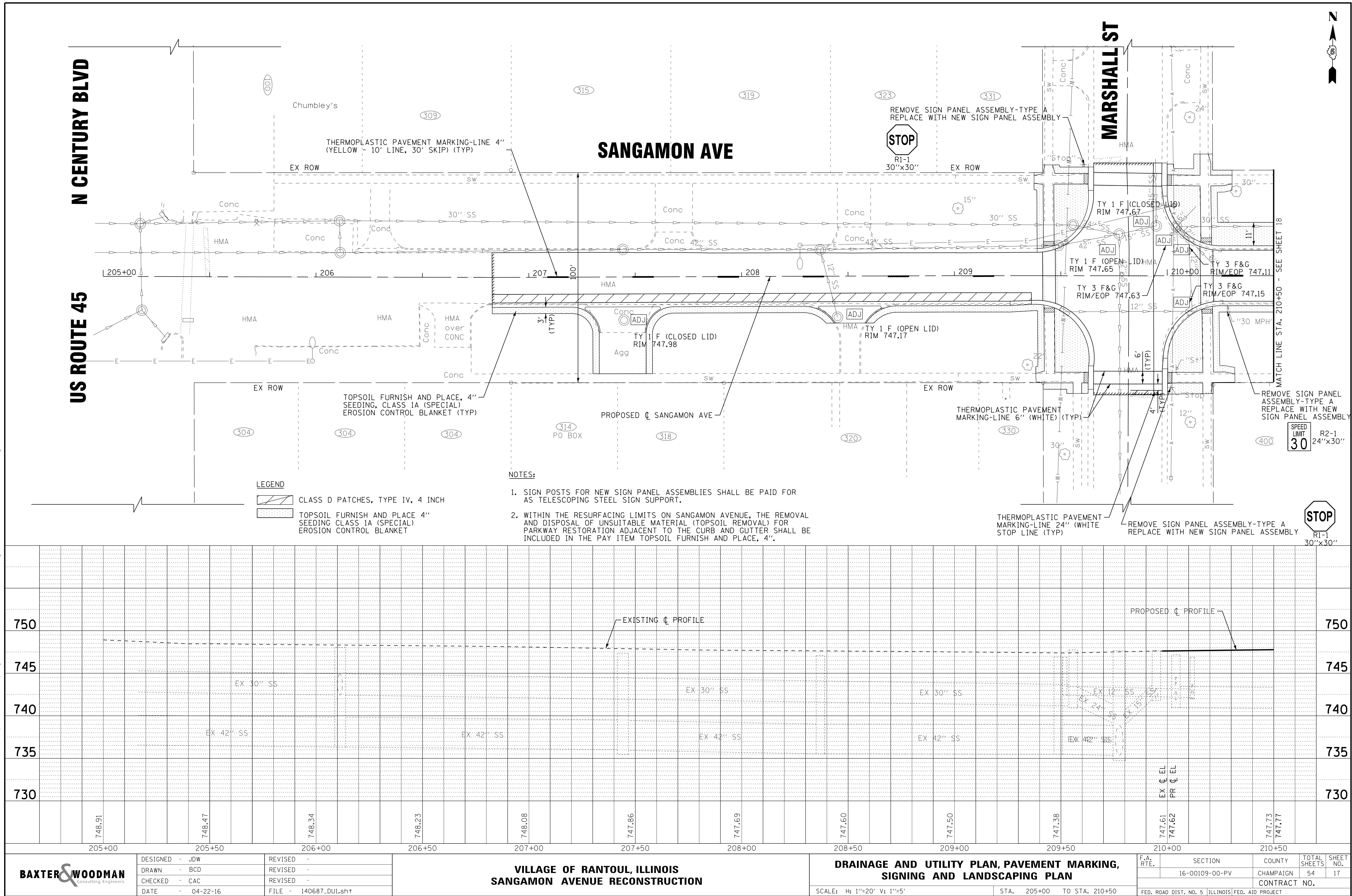
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO.				
FED. ROAD DIST. NO. 5 [ILLINOIS] FED. AID PROJECT				



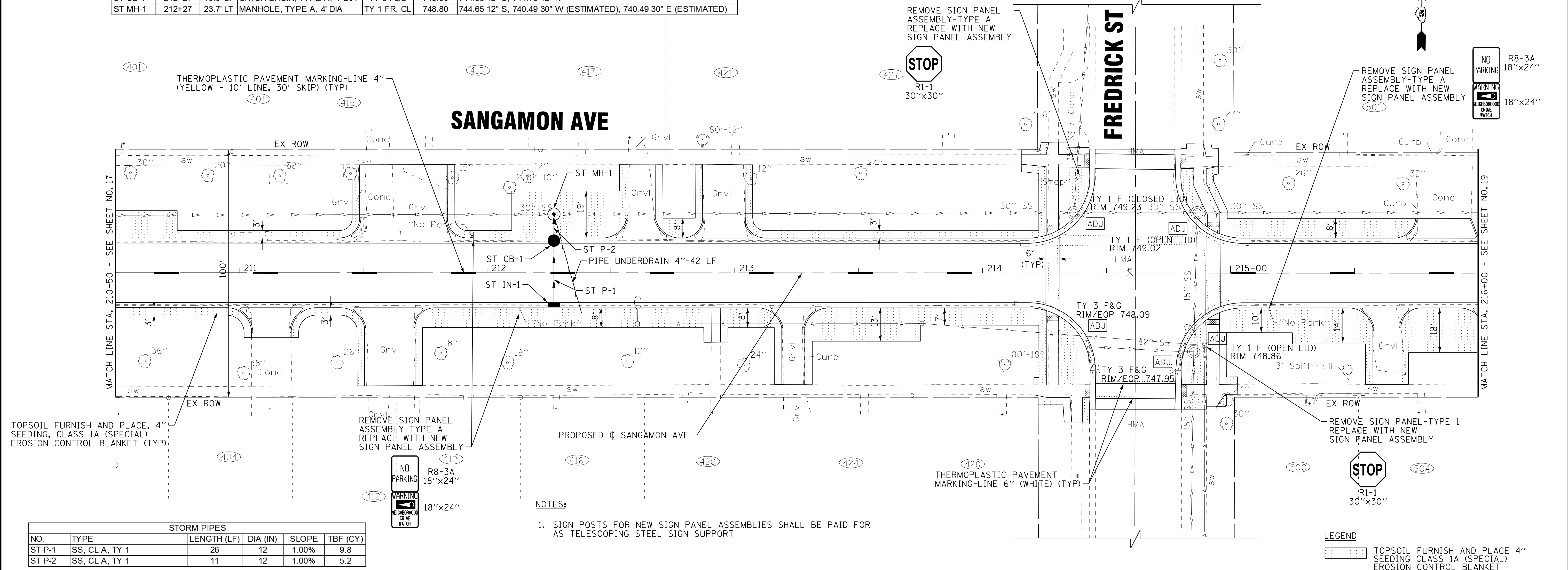
- MAINTENANCE OF TRAFFIC NOTES:

1. REFER TO DISTRICT DETAIL 70200000 FOR SIDEROAD/STREET CLOSURE SIGN PLACEMENT AND SPACING.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
3. 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).
4. EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION WITH CONTINUED MAINTENANCE FOR THE DURATION OF CONSTRUCTION.
5. THE CONTRACTOR SHALL MAINTAIN EMERGENCY VEHICLE AND LOCAL TRAFFIC DURING THE CONSTRUCTION. THE COST FOR MAINTAINING ACCESS ON SANGAMON AVE SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
6. THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO ALL ENTRANCES AND SIDE STREETS DURING THE RECONSTRUCTION OF SANGAMON AVENUE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (ROAD), TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (COMMERCIAL ENTRANCE).
7. DETOUR SIGN ASSEMBLIES MAY SUBSTITUTE M4-9 SERIES FOR SEPARATE M4-8 & ARROW PANELS.
8. 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.
9. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF RANTOUL (217 892-6526) 10 DAYS IN ADVANCE OF OPERATION OF THE DETOUR ROUTE.
10. ALL UTILITY TRENCHES SUBJECTED TO TRAFFIC SHALL HAVE TEMPORARY PAVEMENT INSTALLED PRIOR TO OPENING TO TRAFFIC.

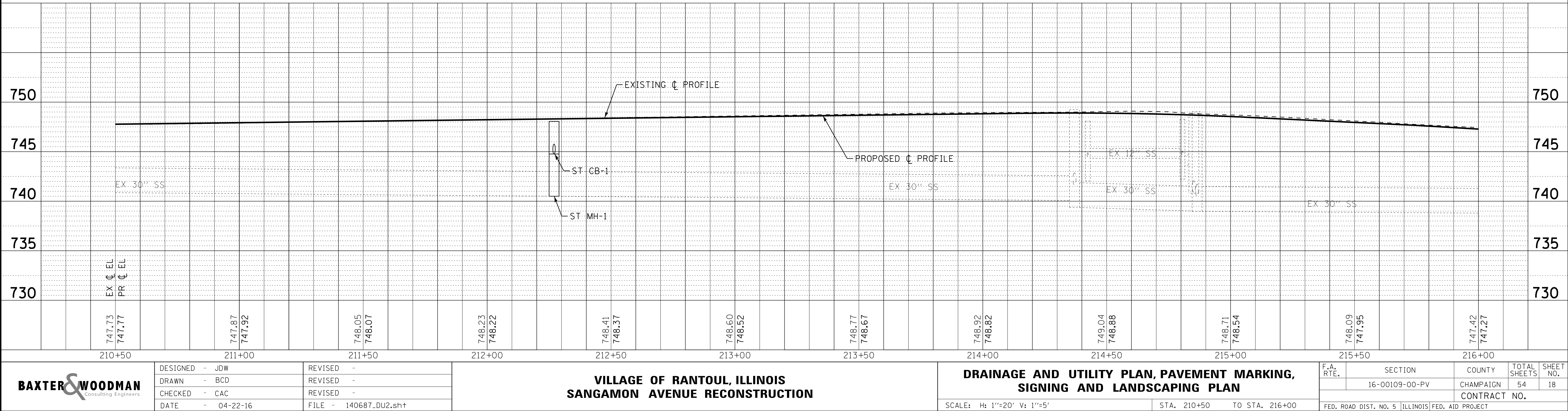




STORM STRUCTURES						
NO.	STATION	OFFSET	STORM STRUCTURE TYPE	FRAME	RIM/EOP	INVERTS
ST IN-1	212+27	12.8' RT	INLET, TYPE A, 2' DIA	TY 3 F&G	748.06	745.12 12" N
ST CB-1	212+27	13.0' LT	CATCH BASIN, TYPE A, 4' DIA	TY 3 F&G	748.06	744.86 12" S, 744.76 12" N
ST MH-1	212+27	23.7' LT	MANHOLE, TYPE A, 4' DIA	TY 1 FR, CL	748.80	744.65 12" S, 740.49 30" W (ESTIMATED), 740.49 30" E (ESTIMATED)



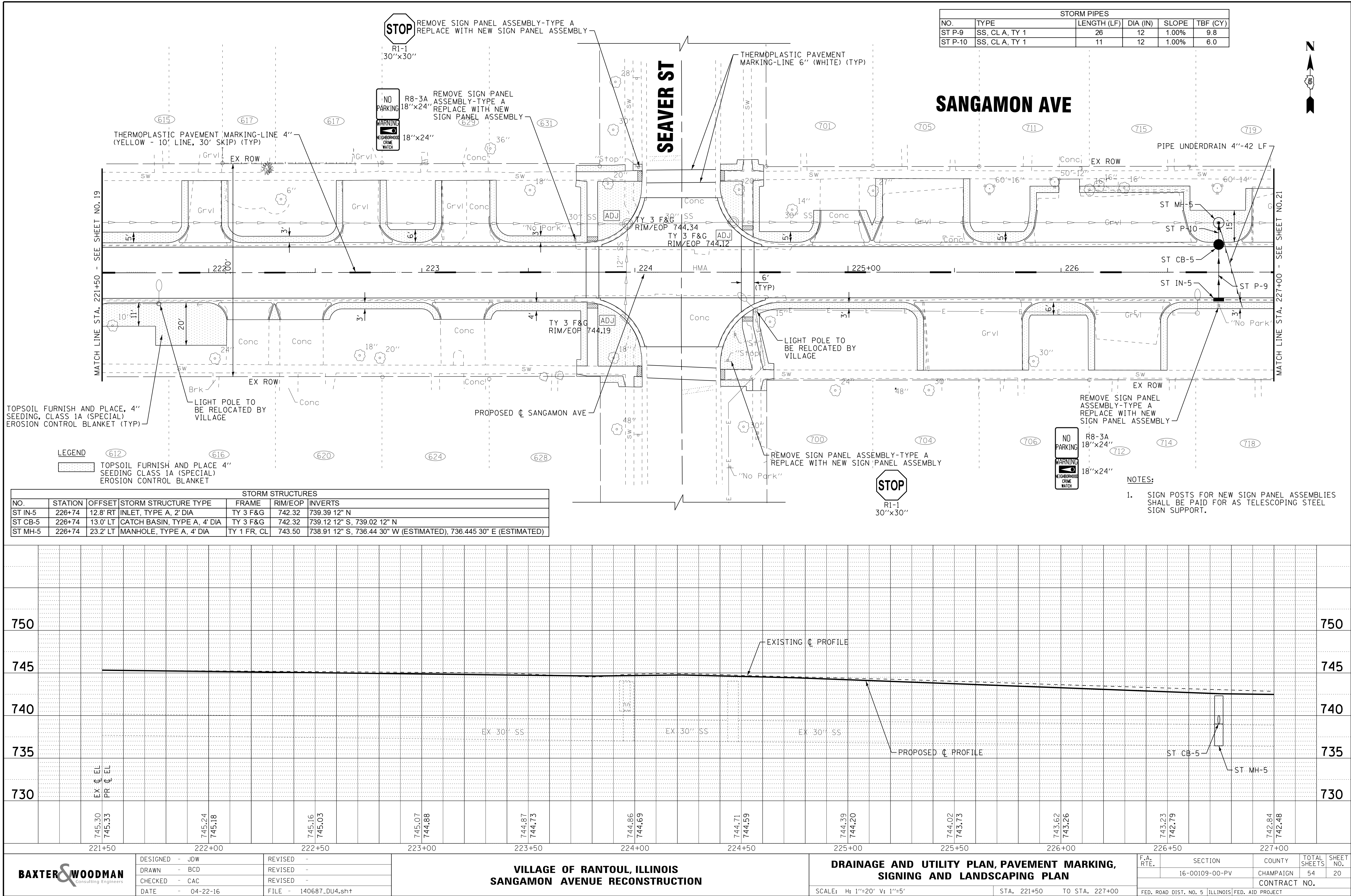
STORM PIPES					
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE	TBF (CY)
ST P-1	SS, CL A, TY 1	26	12	1.00%	9.8
ST P-2	SS, CL A, TY 1	11	12	1.00%	5.2



STORM PIPES					
NO.	TYPE	LENGTH (LF)	DIA (IN)	SLOPE	TBF (CY)
ST P-3	SS, CL A, TY 1	26	12	1.00%	9.8
ST P-4	SS, CL A, TY 1	12	12	1.00%	6.0
ST P-5	SS (WATER MAIN QUALITY)	35	12	1.00%	15.6
ST P-6	SS (WATER MAIN QUALITY)	12	12	1.00%	5.2
ST P-7	SS, CL A, TY 1	36	12	2.30%	11.8
ST P-8	SS, CL A, TY 1	8	12	1.00%	4.4



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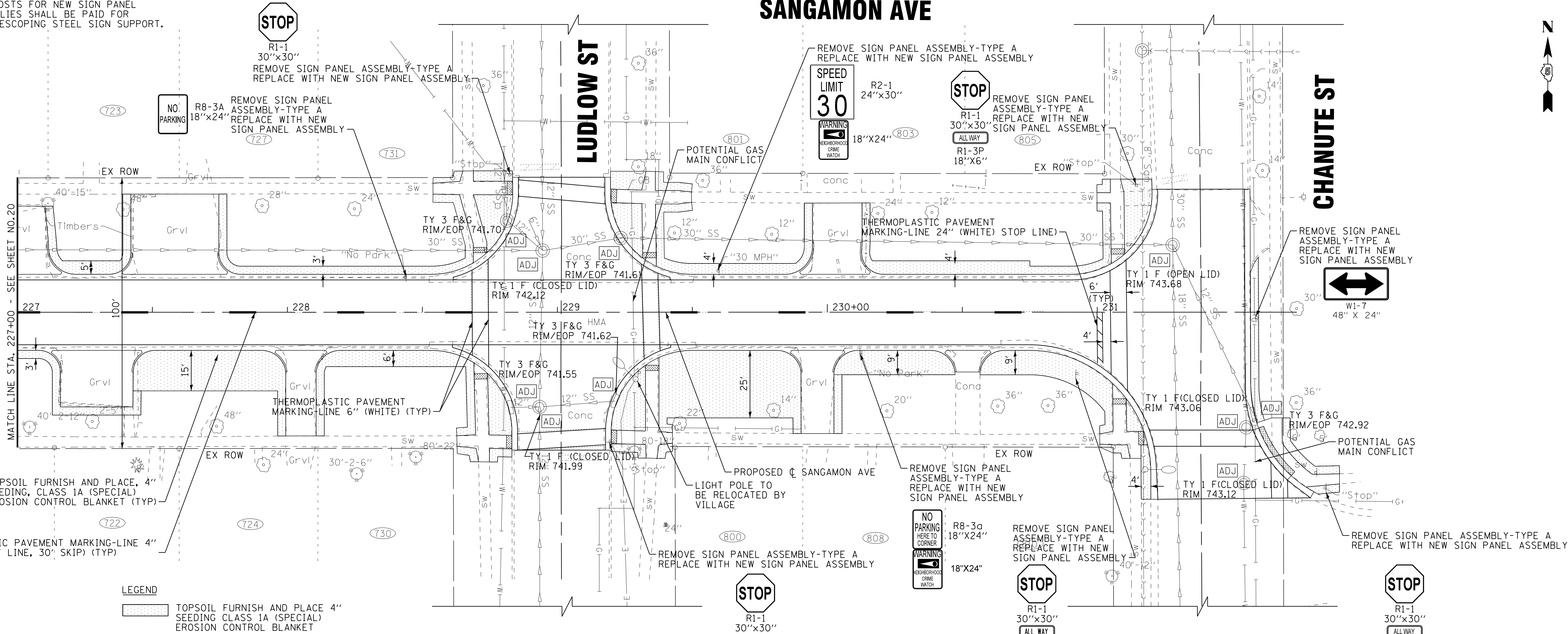


NOTES:
1. SIGN POSTS FOR NEW SIGN PANEL ASSEMBLIES SHALL BE PAID FOR AS TELESCOPING STEEL SIGN SUPPORT.

SANGAMON AVE

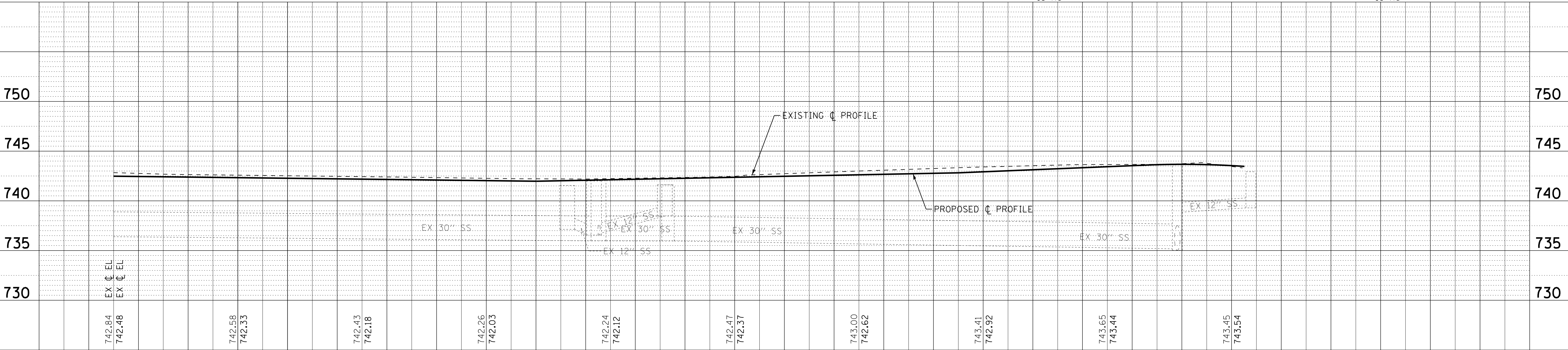
LUDLOW ST

CHANUTE ST



LEGEND

TOPSOIL FURNISH AND PLACE 4\"/>



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 04-22-16	FILE - 140687-DU5.shx

VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

DRAINAGE AND UTILITY PLAN, PAVEMENT MARKING,
SIGNING & LANDSCAPING PLAN

SCALE: H: 1"=20' V: 1"=5' STA. 221+50 TO STA. 227+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	21
CONTRACT NO.				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS PROFESSIONAL ENGINEERING
LICENSE NO. 184-00121 - EXPIRES 4/30/2017
488ccc \\corpbboxwood.com\projects\Wokend\Projects\140687-Sangamon Ave Recon\CADD\Drawings\00NS\Sheets\140687-DU5.shx

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00123 - EXPIRES 4/30/2017
488coc
5/4/2016 12:43:15 PM
I:\Mokend\RA\NTL\140687-Sangamon Ave Recon\CADD\Drawings\DCNS\Sheets\140687_De+01.shd



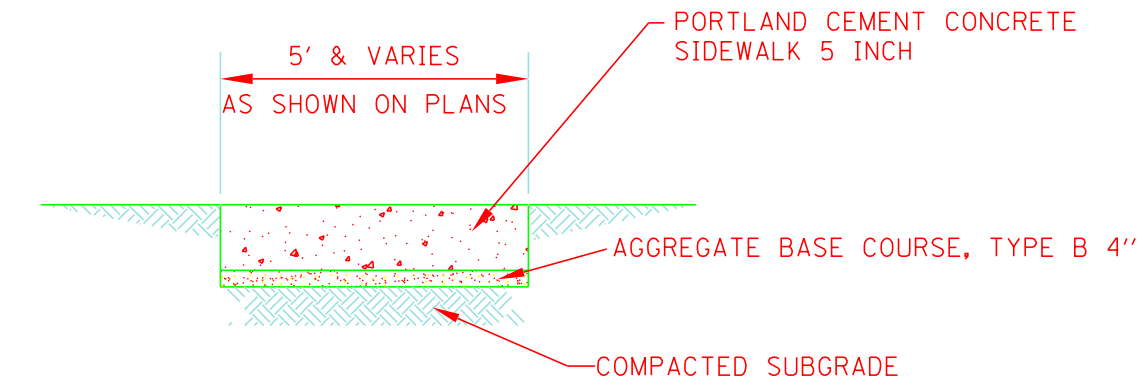
DESIGNED	-	JDW	REVISED	-
DRAWN	-	BCD	REVISED	-
CHECKED	-	CAC	REVISED	-
DATE	-	04-22-16	FILE	- 140687_De+01.shd

VILLAGE OF RANTOUL, ILLINOIS
SANGAMON AVENUE RECONSTRUCTION

DETAILS

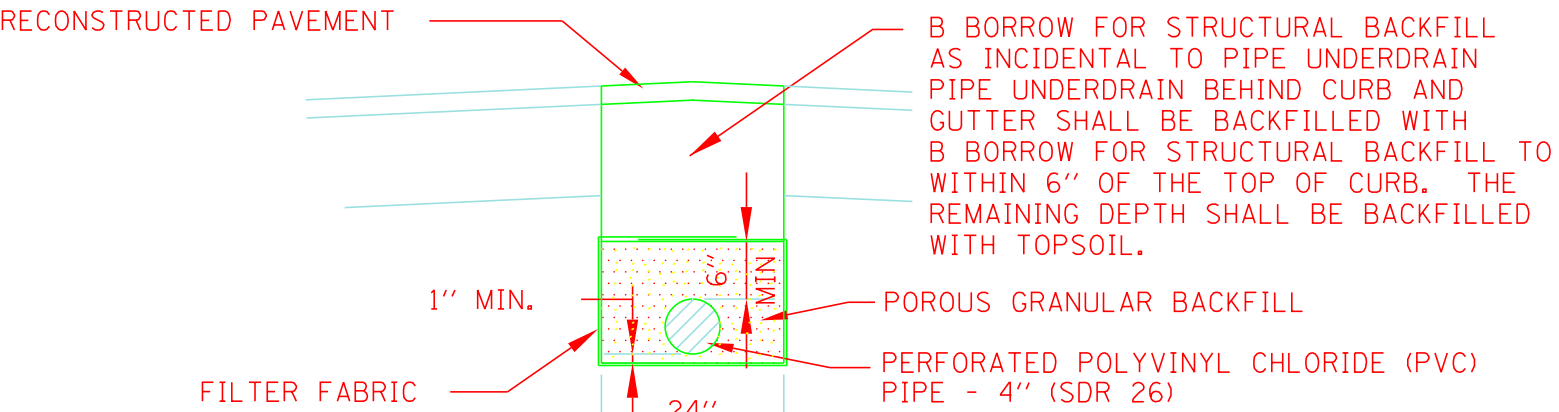
SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	16-00109-00-PV	CHAMPAIGN	54	22
		CONTRACT NO.		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

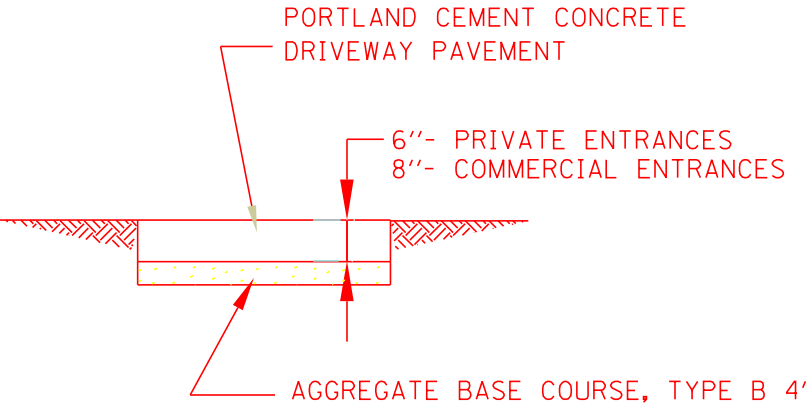
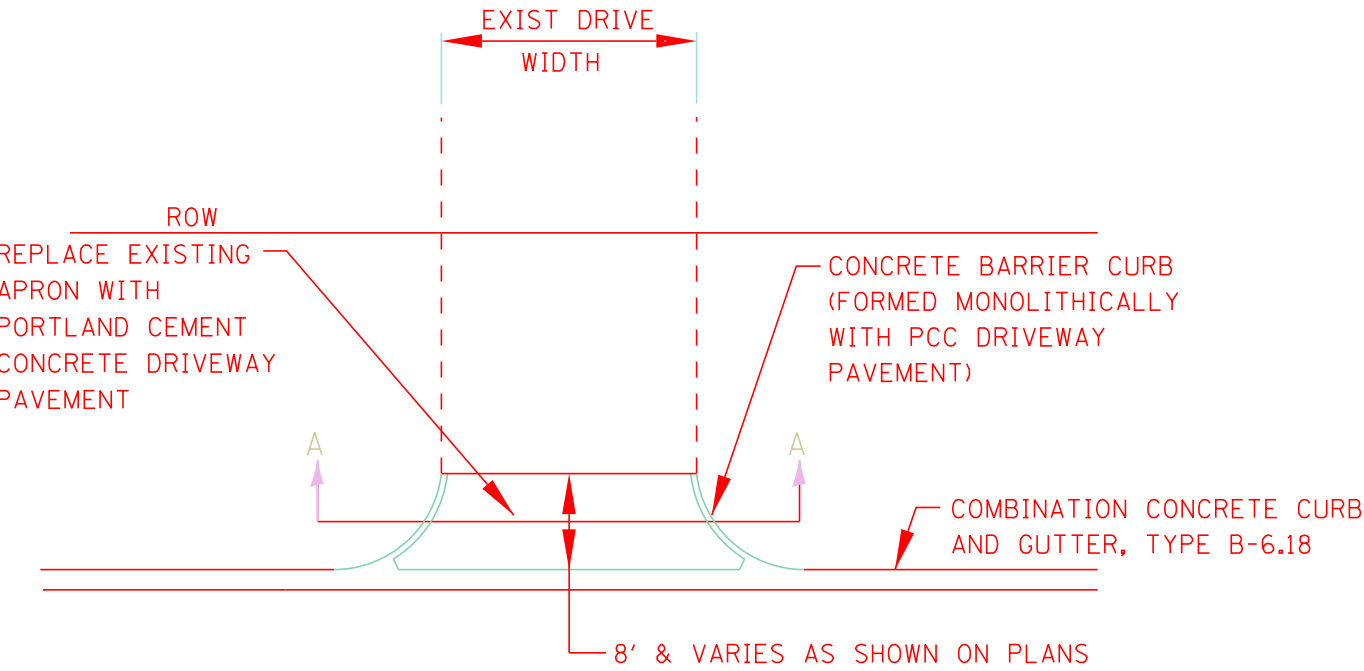


NOTES: 1. PROVIDE FIBER 3/4 IN EXPANSION JOINTS WHERE NEW SIDEWALK MEETS CURBS @ 40 FT. O.C. MAX. PROVIDE CONTROL JOINTS @ 5 FT. O.C.

SIDEWALK DETAIL
NO SCALE

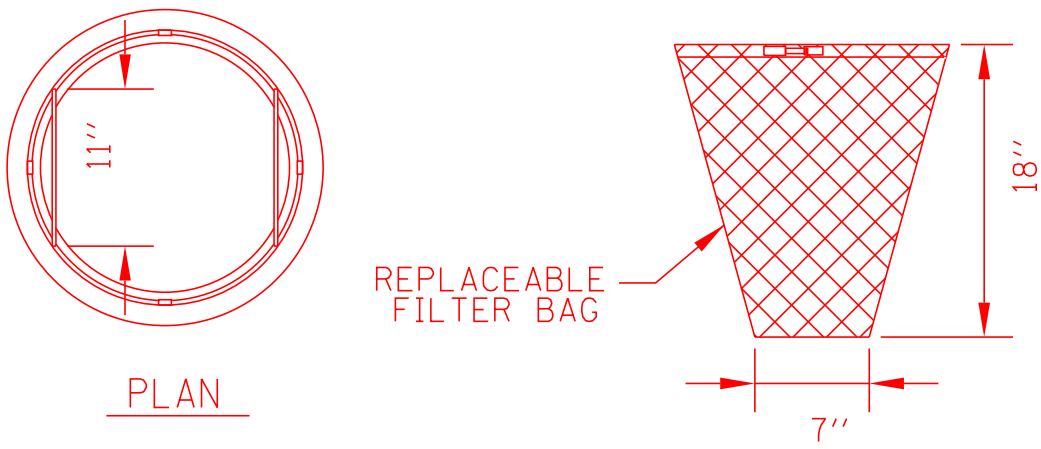


PIPE UNDERDRAIN DETAIL
NO SCALE



SECTION - A

DRIVEWAY PAVEMENT DETAIL
NO SCALE



PLAN

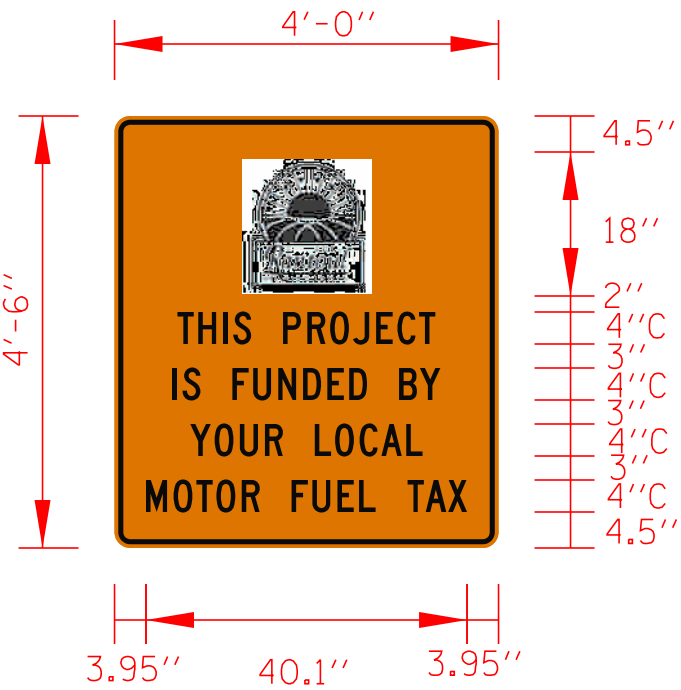
SECTION

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.

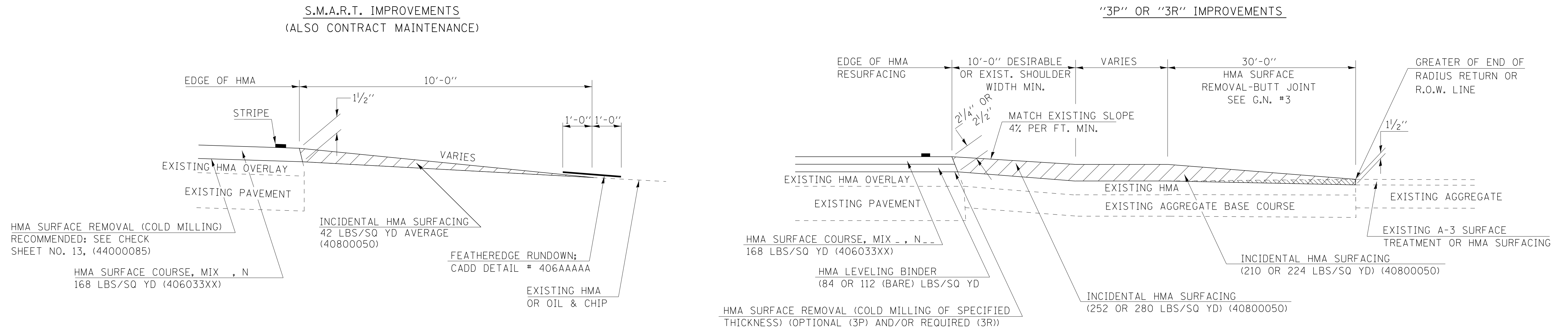
INLET FILTER
NO SCALE



SIGN PANEL - TYPE 2

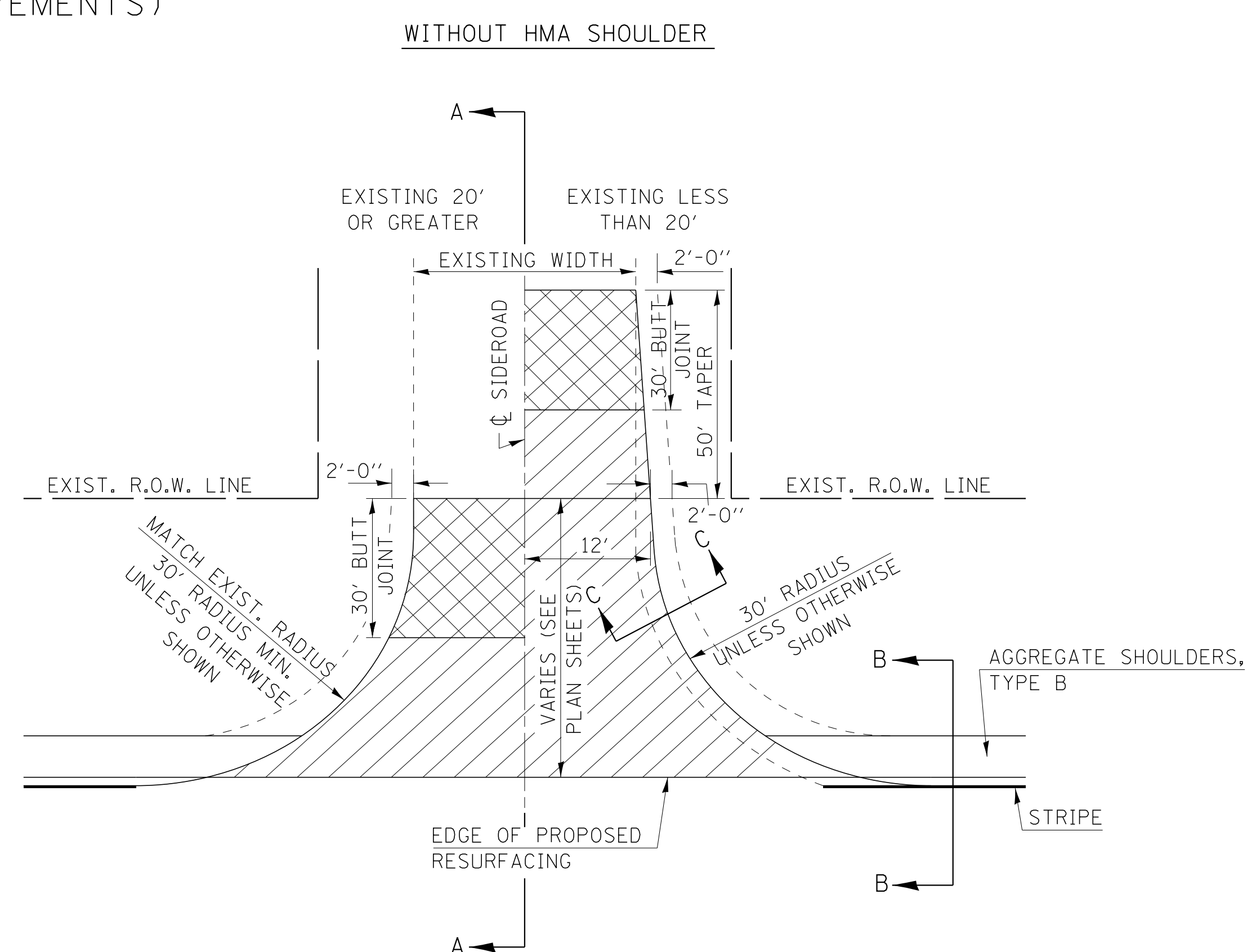
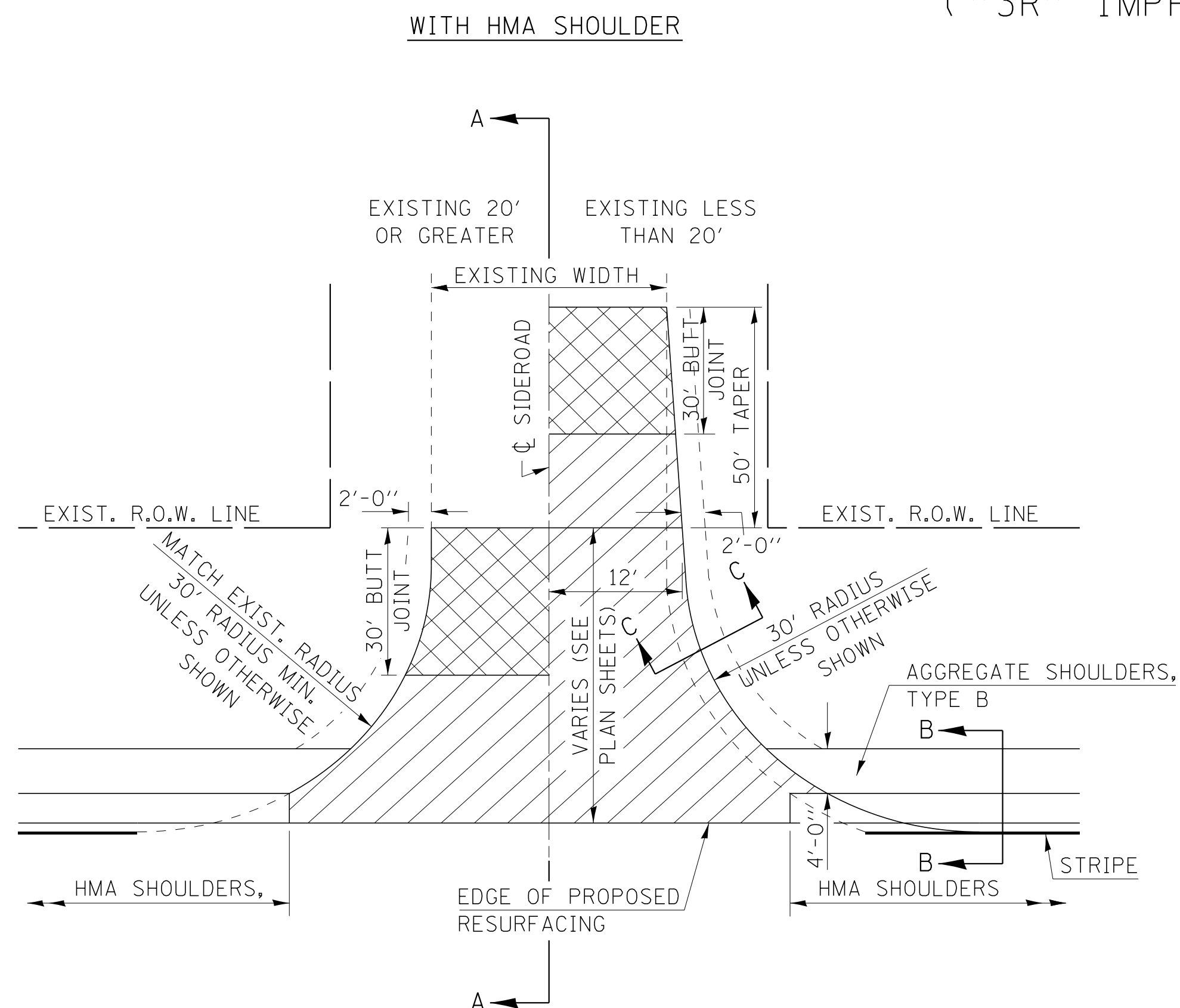
SIZE: 54" X 48"
BACKGROUND: ORANGE
TEXT: BLACK SERIES C FONT
4" UPPER CASE

PROJECTS WITHOUT RECONSTRUCTION



PROJECTS WITH RECONSTRUCTION

("3R" IMPROVEMENTS)



GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS
2. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. MAJOR SIDEROAD/SIDESTREETS (>400 ADT) SHALL HAVE "BUTT JOINTS" CONSTRUCTED WHETHER THE EXISTING ENTRANCE IS HMA OR PCC. MINOR SIDEROAD/SIDESTREETS (<400 ADT) SHALL HAVE "FEATHEREDGE RUNDOWNS".
4. AGGREGATE BASE COURSE, TYPE B OF THE THICKNESS SPECIFIED IN THE PLANS 6" MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT 6" EXISTING BASE MATERIAL FOR THE PROPOSED SIDEROAD RETURNS. THIS MATERIAL SHALL BE USED TO WIDEN SIDEROAD RETURNS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' WIDER THAN THE SURFACE DIMENSIONS.
6. AGGREGATE SHOULDERS, TYPE B WILL BE WRAPPED AROUND THE SIDEROAD RETURNS. TAPER WIDTH FROM 4' ALONG MAINLINE TO 2' AT BACK OF RETURN.

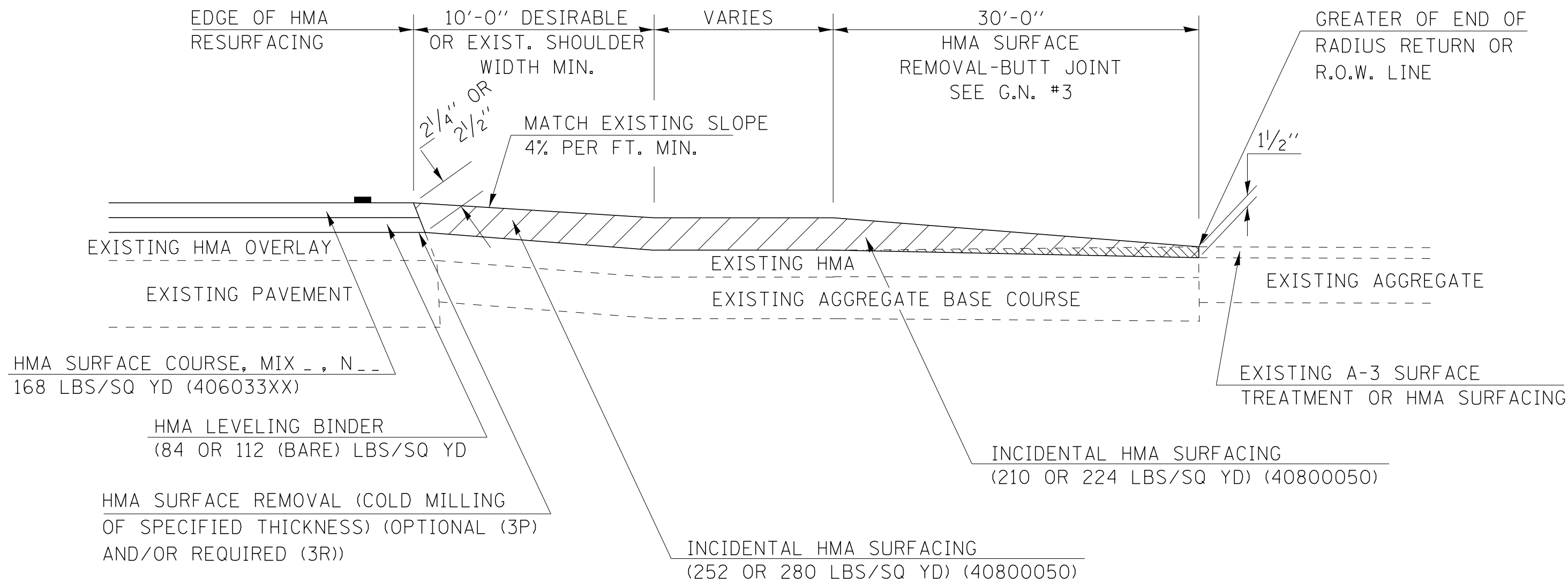
Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.

FILE NAME =	USER NAME = 488cac	DESIGNED -	REVISED - 12/13/06 TJB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEROADS & SIDESTREETS (RURAL)					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 09/21/07 KAG									CHAMPAIGN	54	23
	PLOT SCALE = 20.0000 ' / 1in.	CHECKED -	REVISED - 12/21/09 KJT		CONTRACT NO.									
	PLOT DATE = 5/14/2016	DATE -	REVISED -		SCALE: NA	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 5	ILLINOIS FED. AID PROJECT				

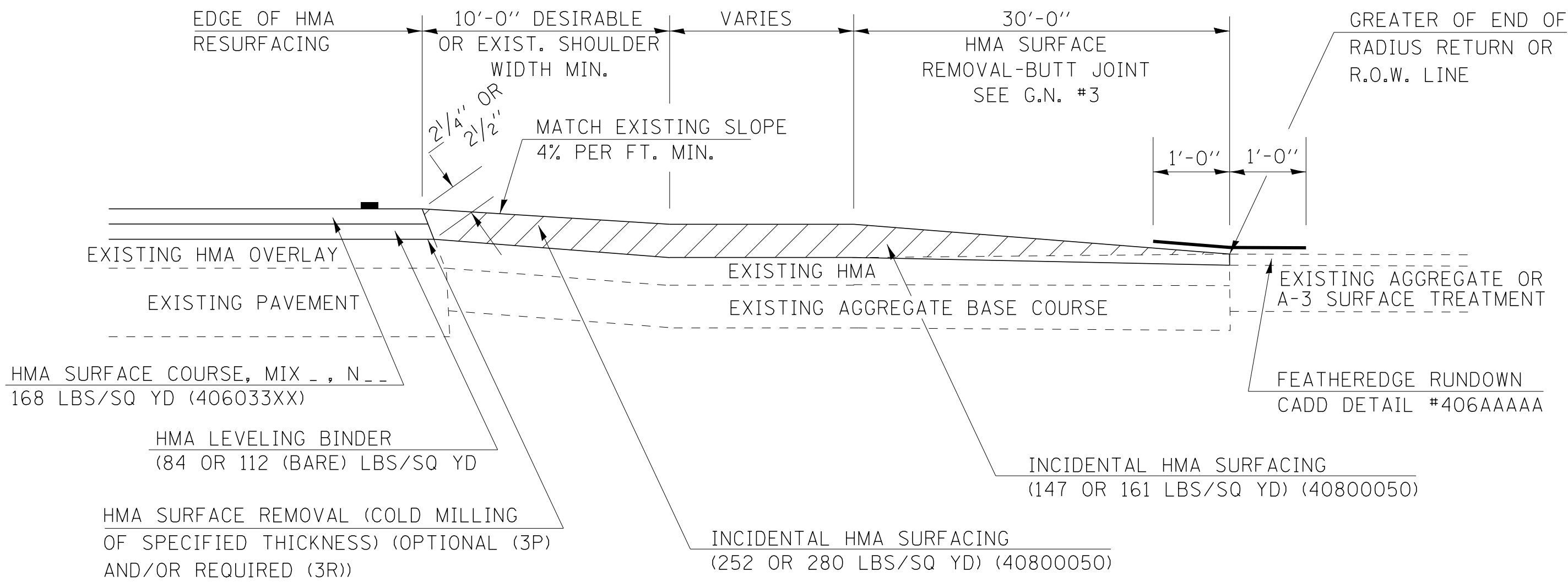
DESIGNER NOTE: SEE PLAN PREPARATION MEMORANDUM 40-06
CONSULT CHAPTER 49 OF BDE MANUAL

DESIGNER NOTE: SEE PLAN PREPARATION MEMORANDUM 40-06
CONSULT CHAPTER 49 OF BDE MANUAL

SECTION A-A
EXISTING HMA OR PCC SIDEROAD (>400 ADT)

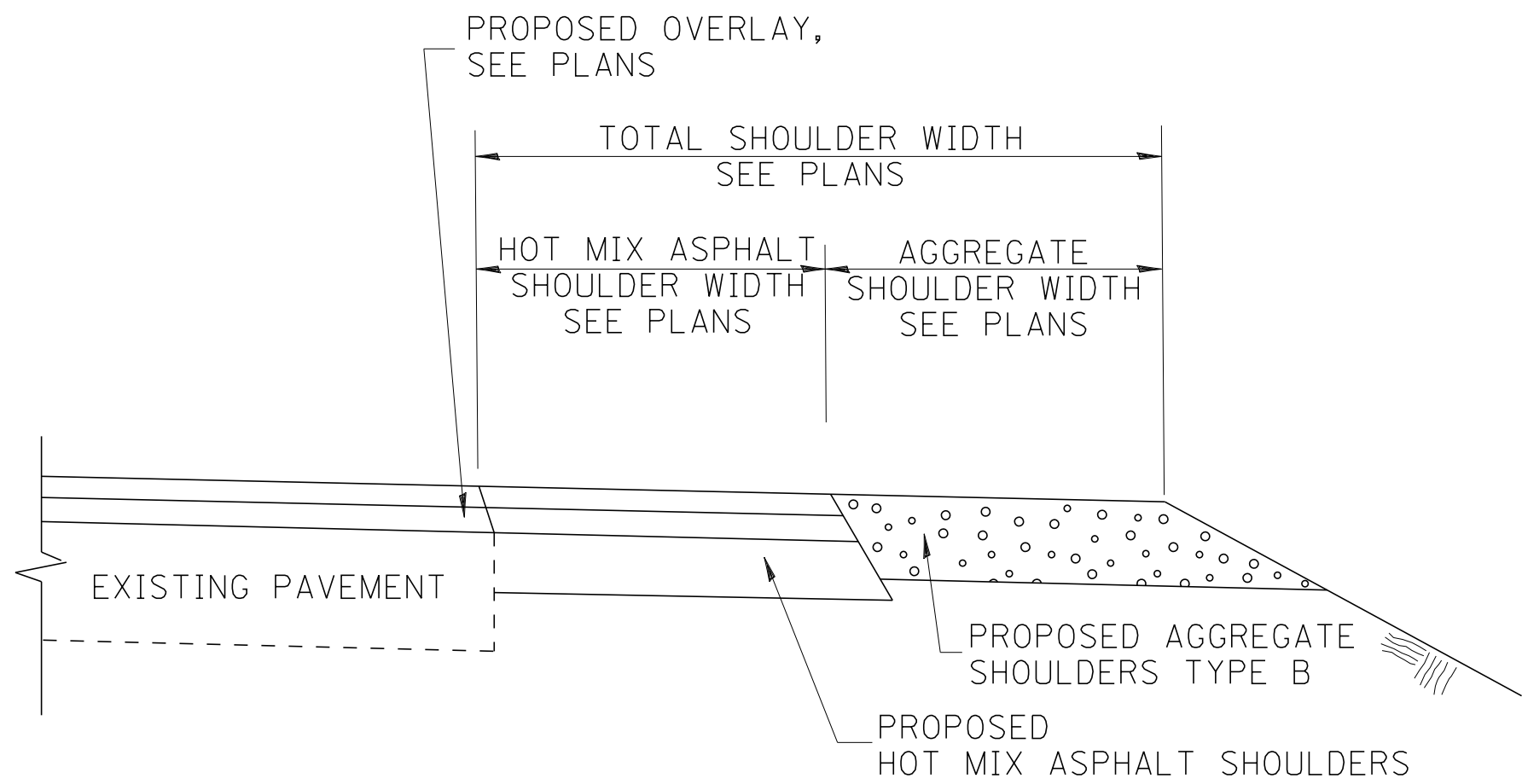


SECTION A-A
EXISTING AGGREGATE OR SEAL COAT SIDEROAD (<400 ADT)

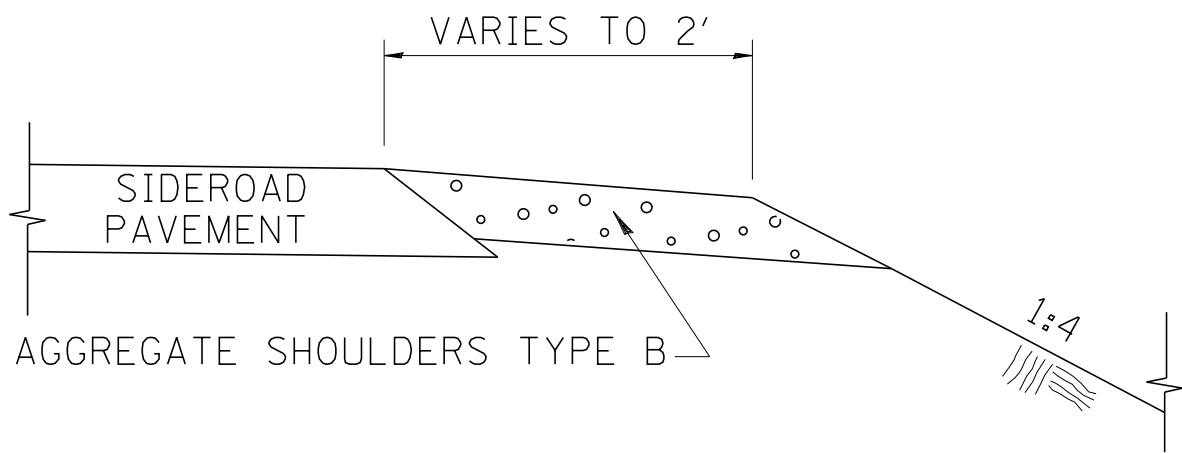


RURAL SIDEROAD DESIGN STANDARDS (PPM 40-06)

	New Construction & 3R (Existing Width Less Than 20 ft)			3R (Existing Width 20 ft or Greater) & 3P			SMART & Contract Maintenance			
DESIGN ELEMENT	min.	des.	max.	min.	des.	max.	min.	des.	max.	
SURFACE WIDTH (FT); (measured at end of radius or row line; greatest distance from edge of traveled way)	24	24	Coordinate with Geometrics Engineer	resurface existing configuration to completion of radius return or row line; greatest distance from edge of traveled way; major sideroads (> 400 adt) shall have "butt joints" constructed whether the entrance is hma or pcc; minor sideroads (< 400 adt) shall have "featheredge rundown" as shown in district cadd detail 406AAAAA			resurface existing configuration with the completion of a 10 ft. featheredge rundown for ALL sideroads as shown in district cadd detail 406AAAAA			
RADIUS (FT)	30	30								
SHOULDER WIDTH (FT)	4	8								10
SHOULDER SLOPE (%)	2	4								12
ENTRANCE GRADE (%)	1	1 to 4								4
BREAKOVER (%)	0	5								10
SIDE SLOPE	1:10	1:6								1:4
INTERSECTION ANGLE	60	75 to 90								
SURFACE TYPE										
INCIDENTAL HMA SURFACING (INCH)	4			taper from 2 1/4" to 1 1/2" or featheredge			taper from 1 1/2" to featheredge			
AGGREGATE BASE COURSE, TYPE A (INCH)	8	4		if applicable use item: 35800100 Preparation of Base						
PCC PAVEMENT (INCH)		8								



SECTION B-B
MAINLINE SHOULDER TREATMENT



SECTION C-C
SIDEROAD SHOULDER TREATMENT

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

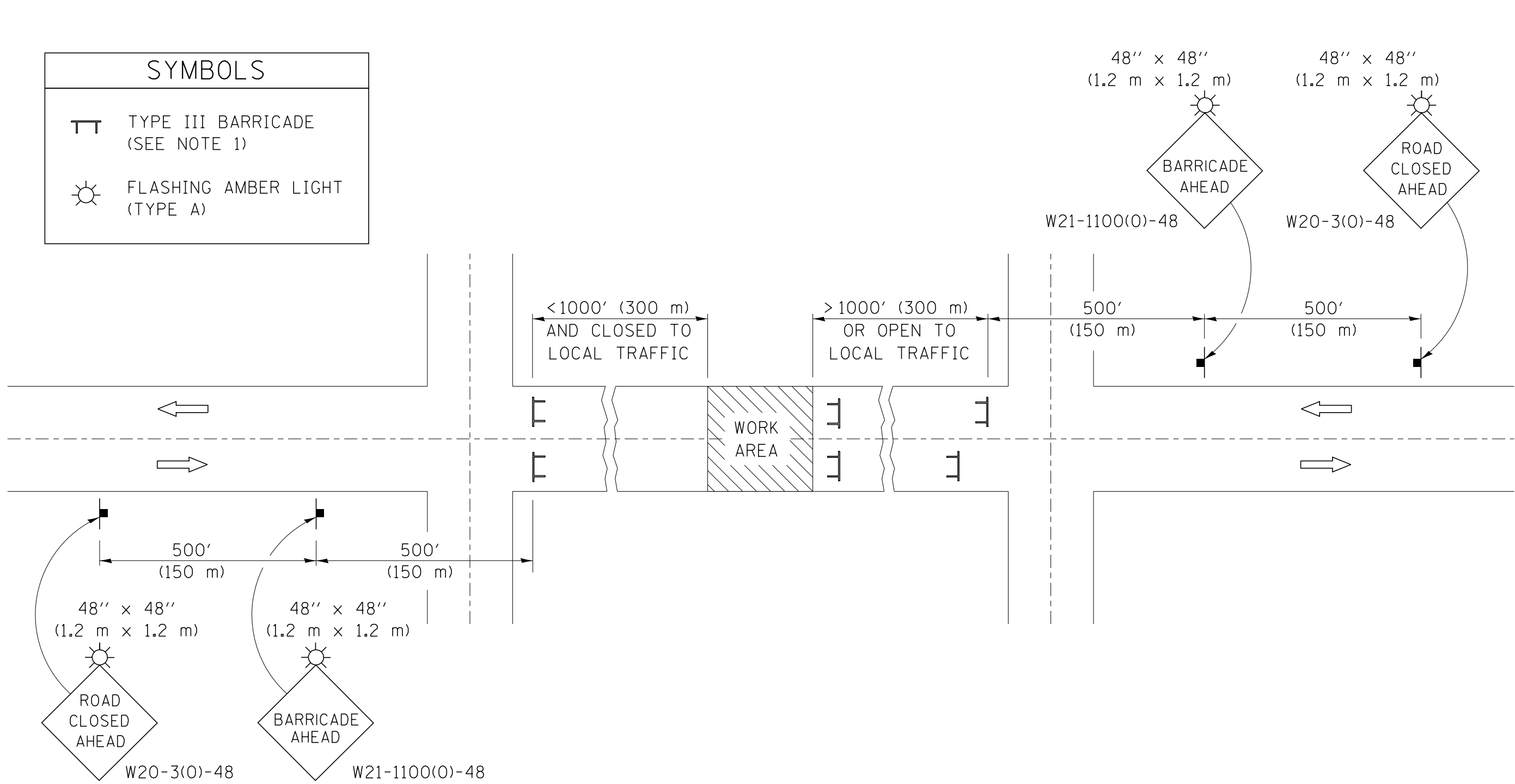
DISTRICT 5 DETAIL NO. 408000AA

FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED - 12/13/06 TJB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEROADS & SIDESTREETS (RURAL)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 09/21/07 KAG							CHAMPAIGN	54	24
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED - 12/21/09 KJT					CONTRACT NO.				
	PLOT DATE = 5/14/2016	DATE -	REVISED -		SCALE: NA	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.				

FED. ROAD DIST. NO. 5 | ILLINOIS | FED. AID PROJECT

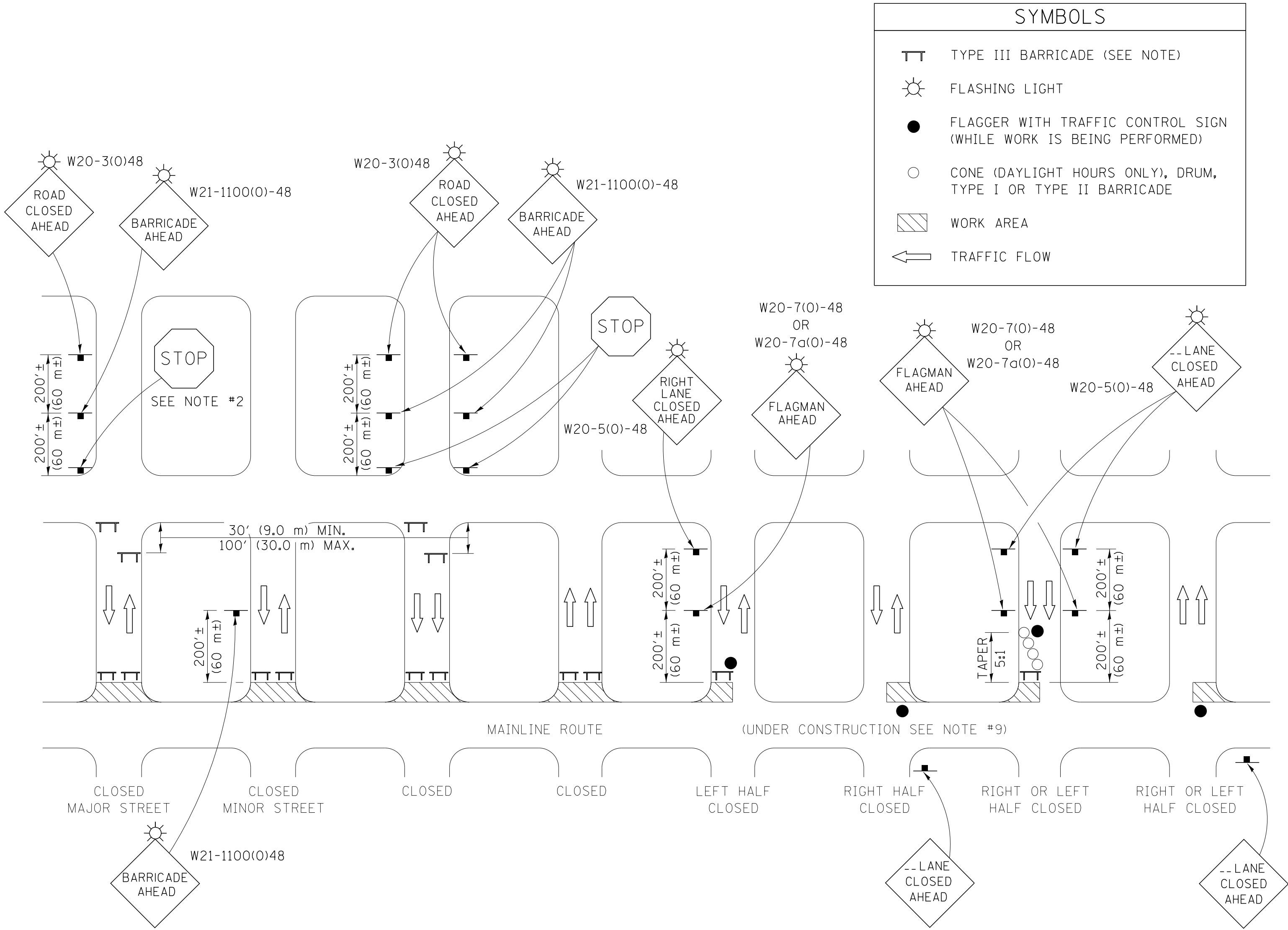
ROAD CLOSURE

SIDEROAD / STREET CLOSURE



GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 701901 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
- WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100' (30 m) OF THE INTERSECTION.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
- REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TY III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT. 725 AND BT. 726 ARE REQUIRED.
- WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
- AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.



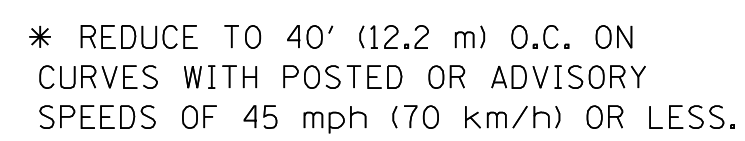
GENERAL NOTES

- TYPE III BARRICADES SHALL BE AS SHOWN ON "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- WHERE A STOP CONDITION EXISTS, AS SHOWN ABOVE, WARNING SIGNS MAY BE OMITTED IN ADVANCE OF THE "STOP" SIGN.
- STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & MANUFACTURE OF TYPE III BARRICADES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ONE FLASHING LIGHT IS REQUIRED ABOVE EACH ADVANCE WARNING SIGN DURING HOURS OF DARKNESS.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- FORMS BT 725 AND BT 726 ARE REQUIRED.
- THE MAINLINE ROUTE TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS.
- ALL FLAGGERS REQUIRED AT SIDE ROADS AND ENTRANCES REMAINING OPEN TO TRAFFIC AND/OR ADDITIONAL BARRICADES REQUIRED BY THE ENGINEER TO CLOSE SIDE ROADS AND ENTRANCES WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

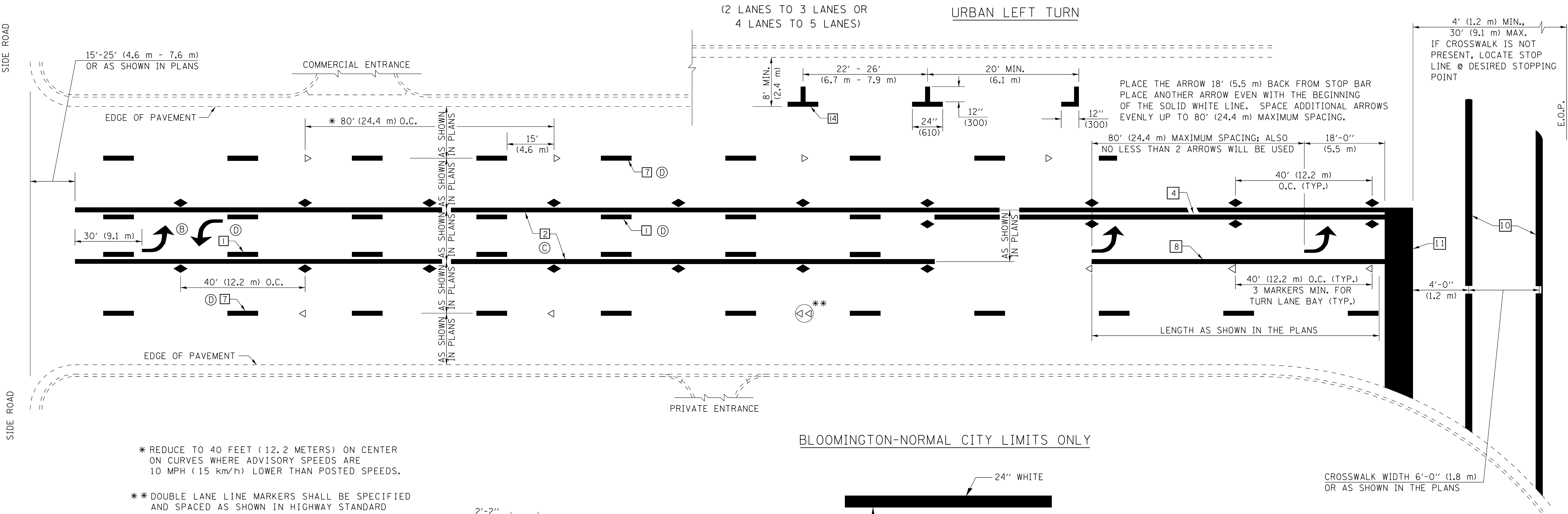
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 70200000

FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL & PROTECTION DEVICES (ROAD & SIDEROAD/STREET CLOSURES)				F.A.P. F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 12/07								CHAMPAIGN	54	25
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED - 09/09 - KJT						CONTRACT NO.				
	PLOT DATE = 5/14/2016	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT M-5059(105)		



FILE NAME =	USER NAME = 488csc	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P.	SECTION	COUNTY	TOTAL	SHEET	
		DRAWN -	REVISED - 09/2009 - KJT			F.A.U.		CHAMPAIGN	SHEETS	NO.	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -					54	26		
	PLOT DATE = 5/14/2016	DATE	REVISED -			CONTRACT NO.					
						SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.		
						FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT M-5059H(05)					

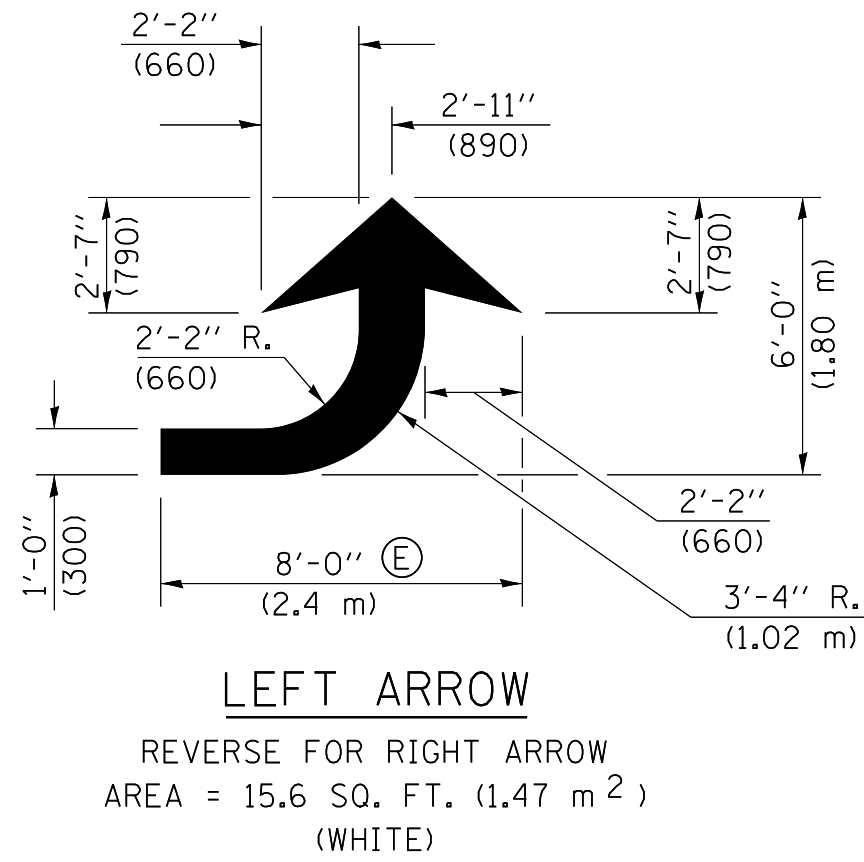


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

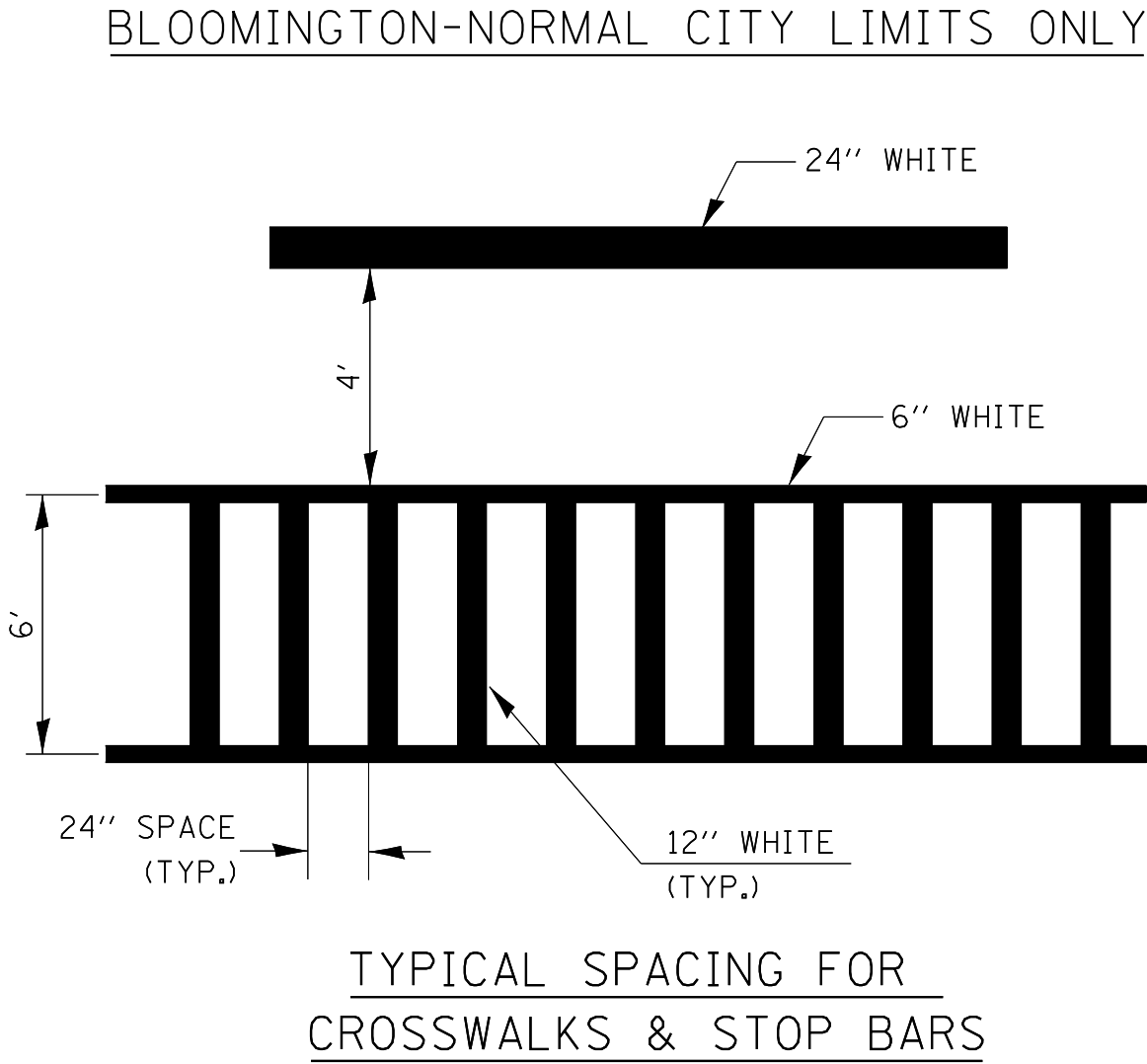
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

GENERAL NOTES:

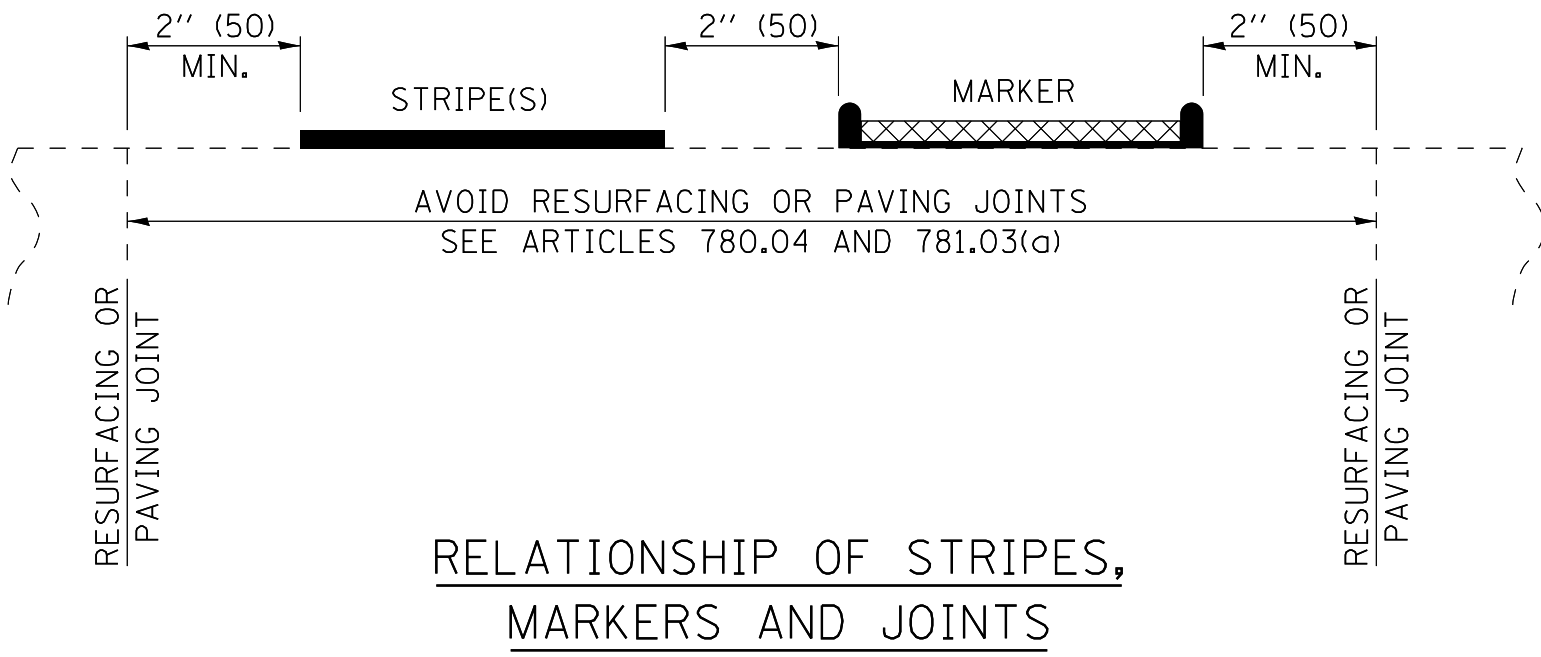
- Ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- Ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- Ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- Ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



TYPICAL DOUBLE TURN ARROWS (WHITE)



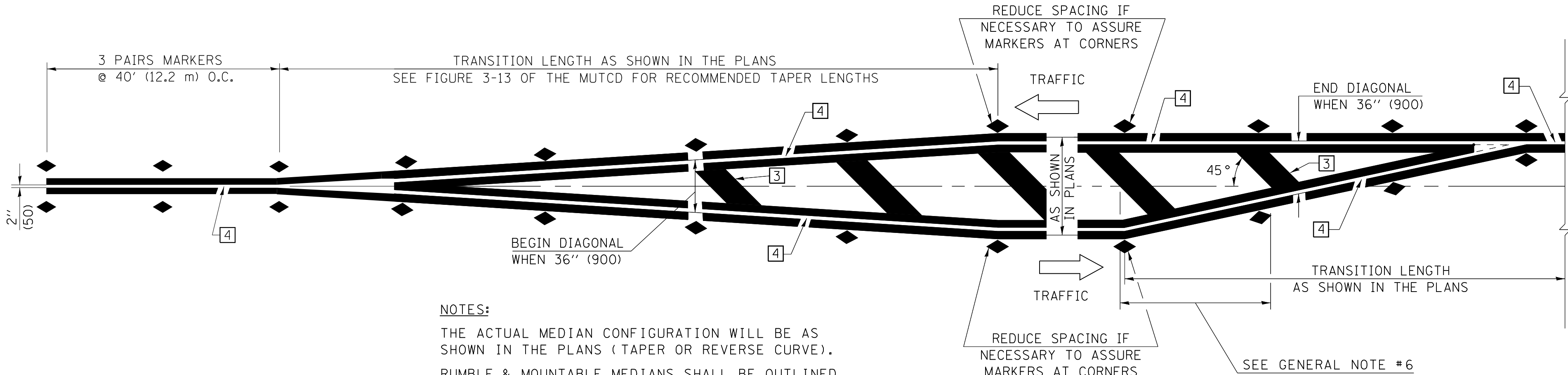
RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT (SAFETY SHOULDER OR PAVED SURFACE) SEE ARTICLE 780.04



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME =	USER NAME = 488cac	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 09/2009 - KJT							CHAMPAIGN	54	27
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO.				
	PLOT DATE = 5/14/2016	DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT	M-5059(105)

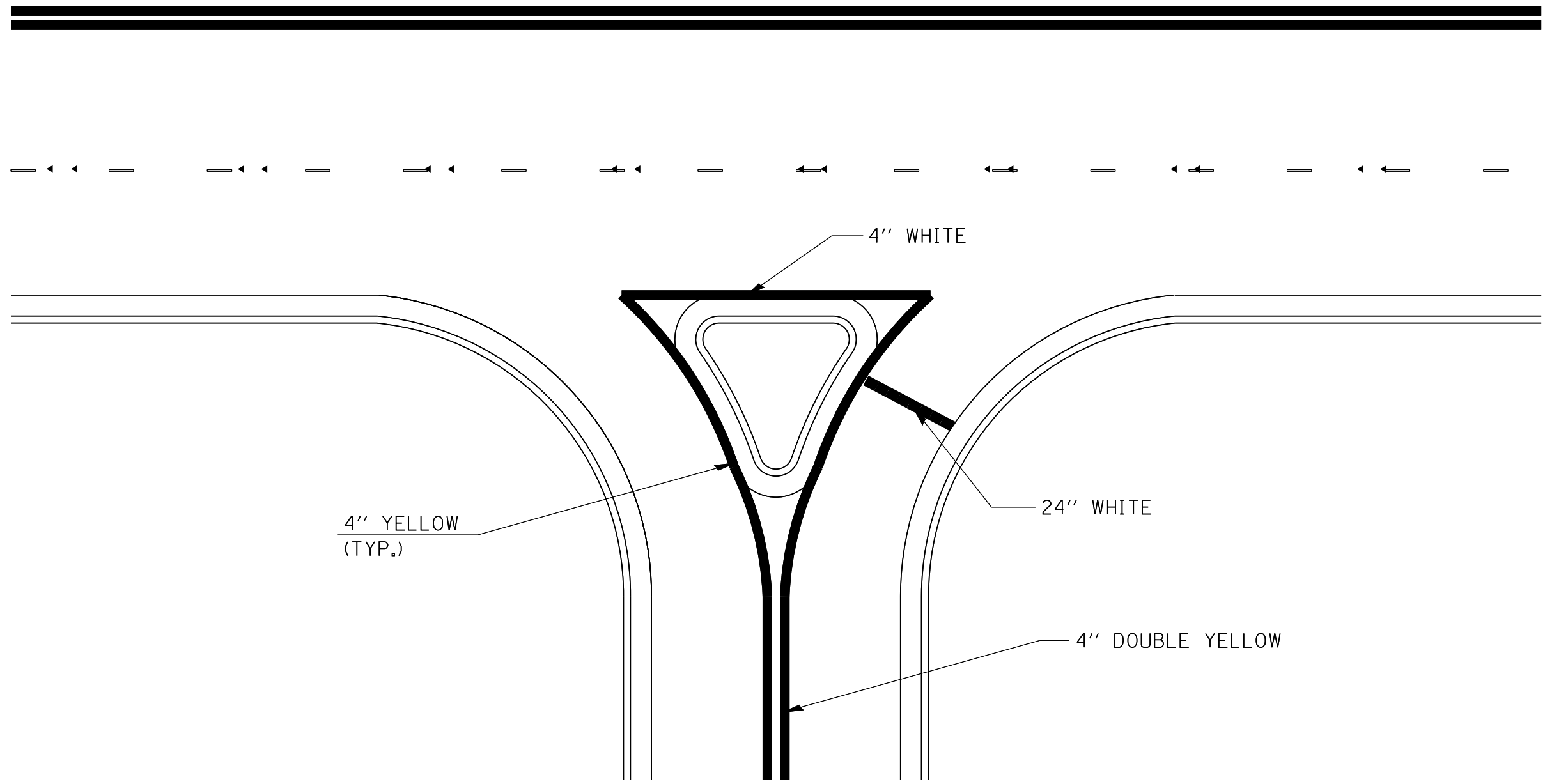


NOTES:
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

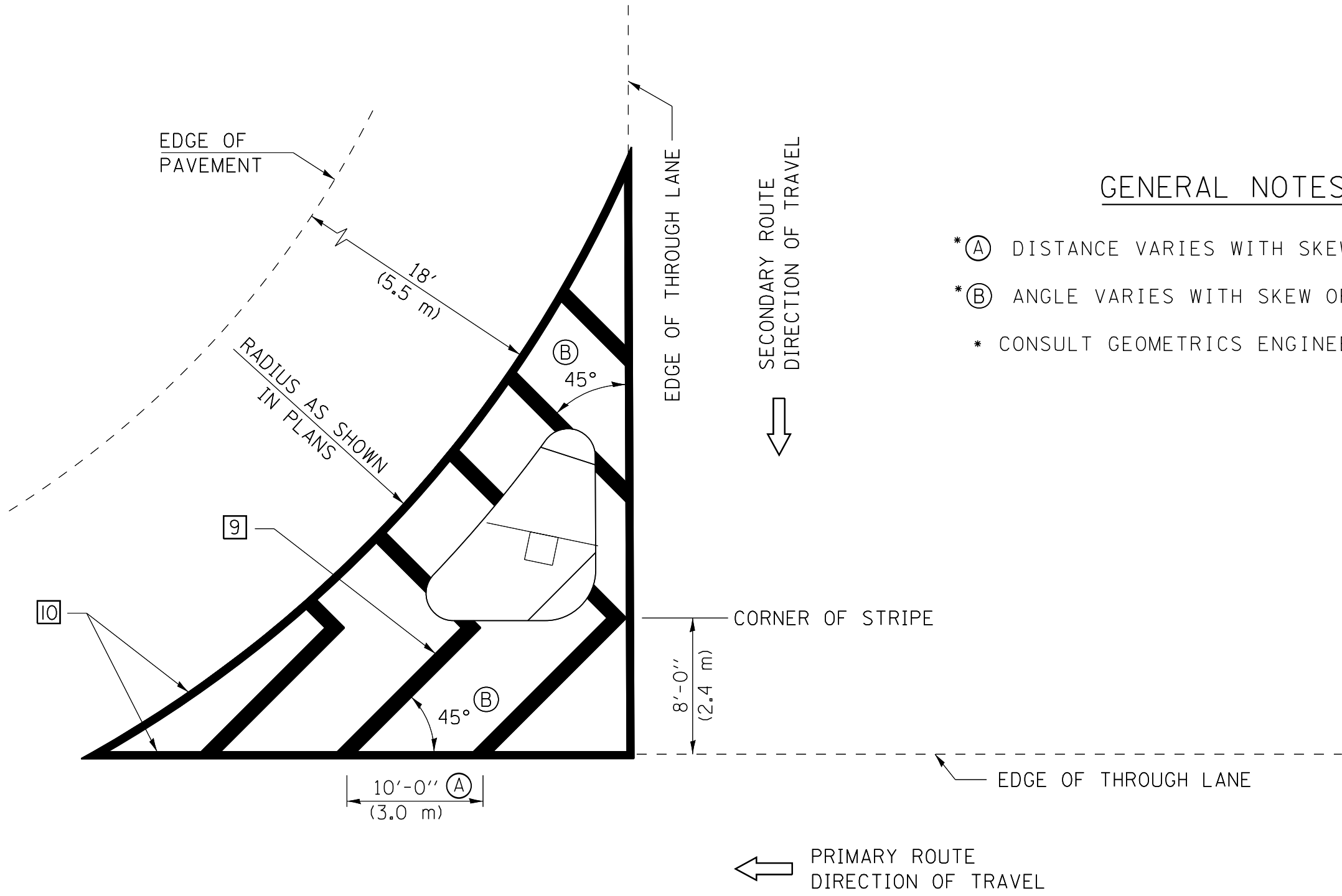
GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,
< 30 MPH USE 15' (< 50 km/h USE 4.5 m)
30-45 MPH USE 20' (50-75 km/h USE 6.0 m)
> 45 MPH USE 30' (> 75 km/h USE 9.0 m)

TYPICAL MEDIAN TRANSITIONS



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

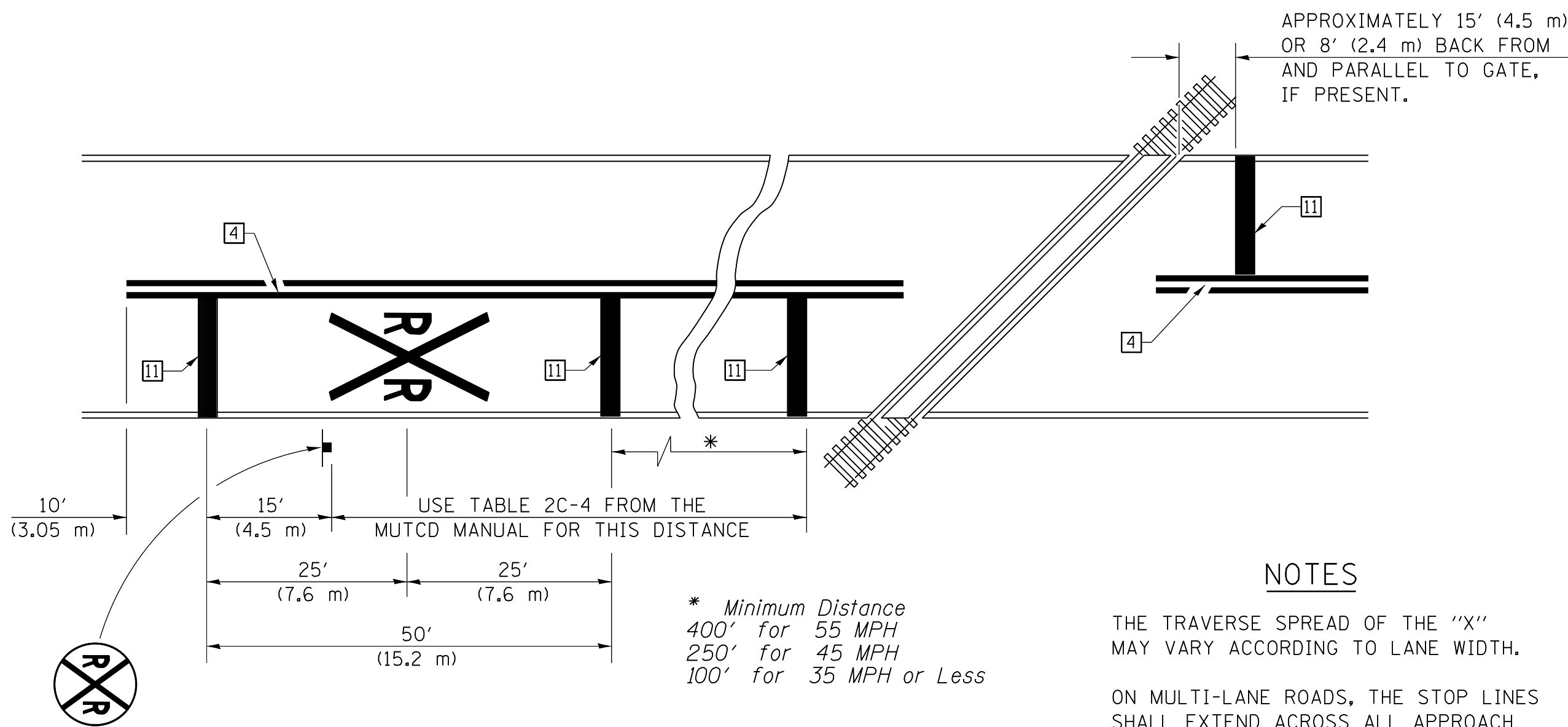
- *Ⓐ DISTANCE VARIES WITH SKEW OF INTERSECTION.
- *Ⓑ ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

ISLAND

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED - 09/2009 - KJT							CHAMPAIGN	54	28
	PLOT DATE = 5/14/2016	CHECKED -	REVISED -					CONTRACT NO.				
		DATE -	REVISED -		SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT M-5059(105)			



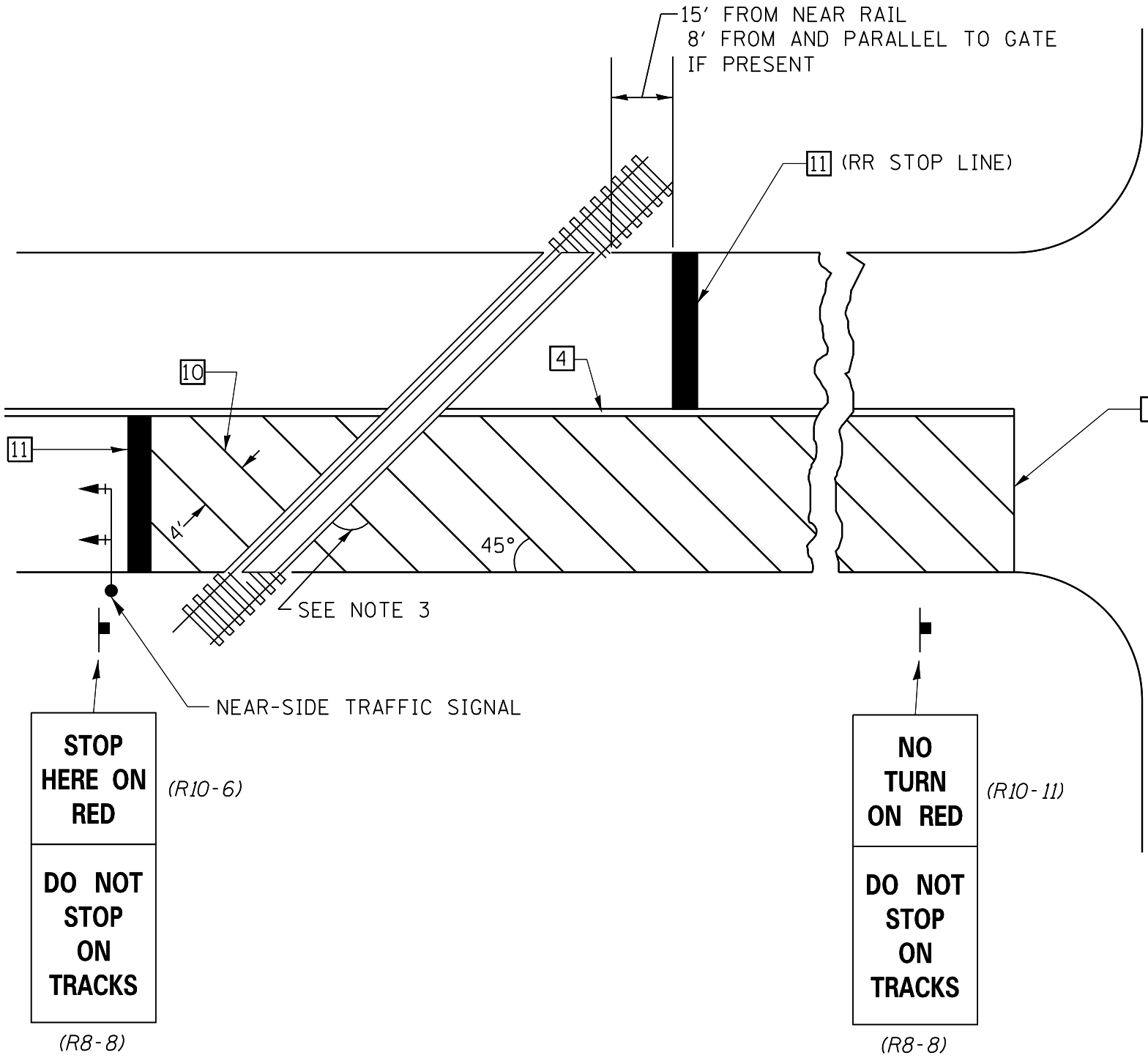
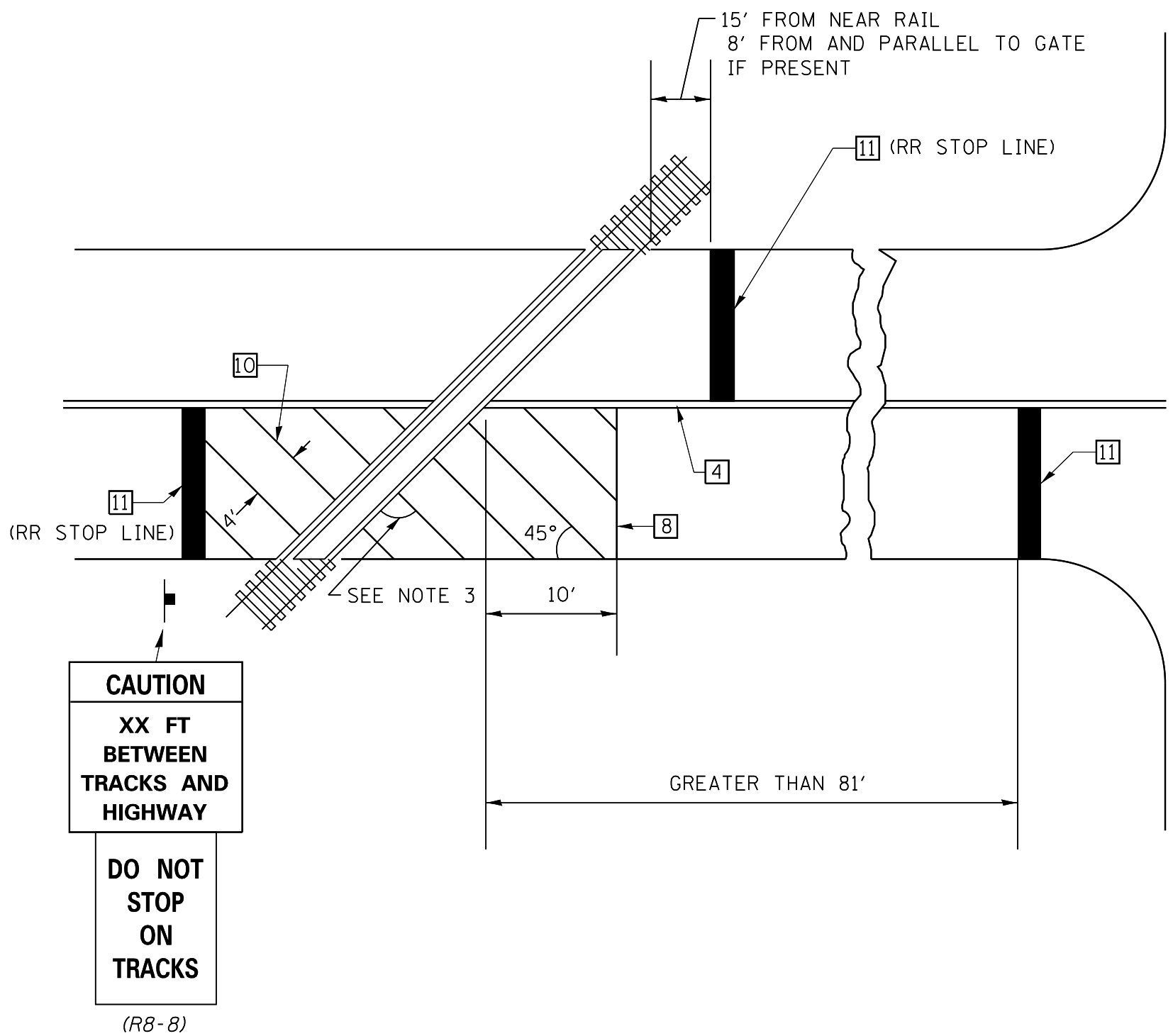
PAVEMENT MARKINGS AT
RAILROAD-HIGHWAY GRADE CROSSING

NOTES

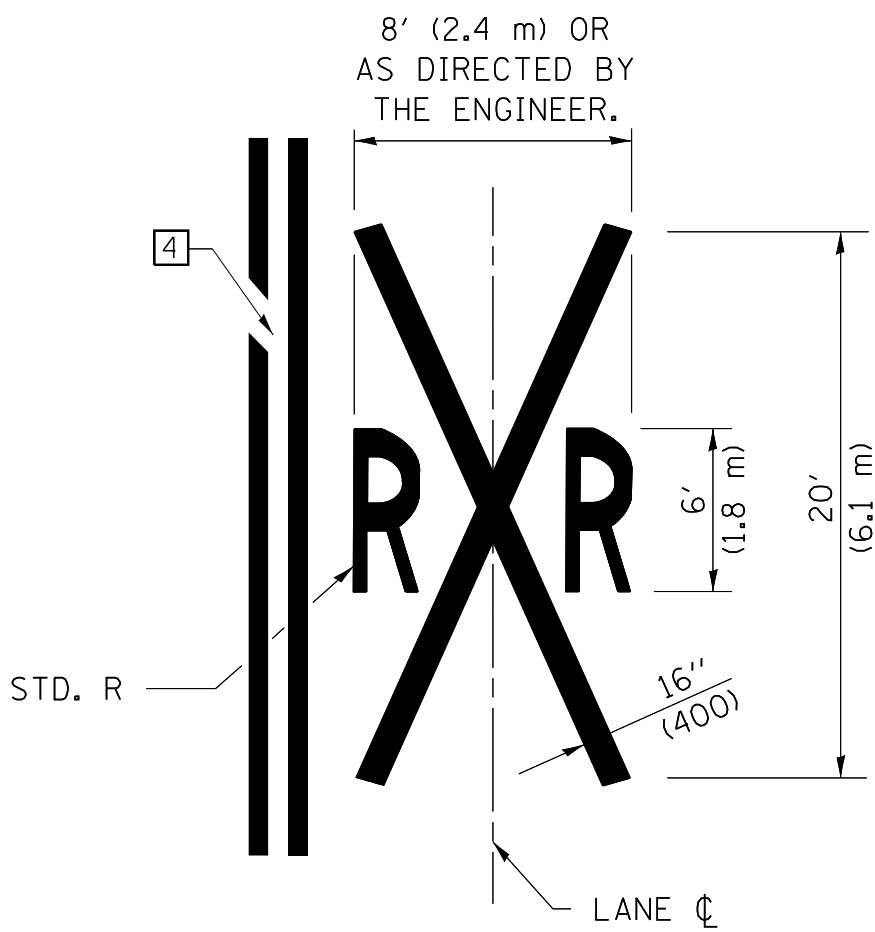
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR
RAILROAD-HIGHWAY GRADE CROSSING



GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME :	USER NAME : 488oac	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 09/2009 - KJT
	PLOT SCALE : 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE : 5/14/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

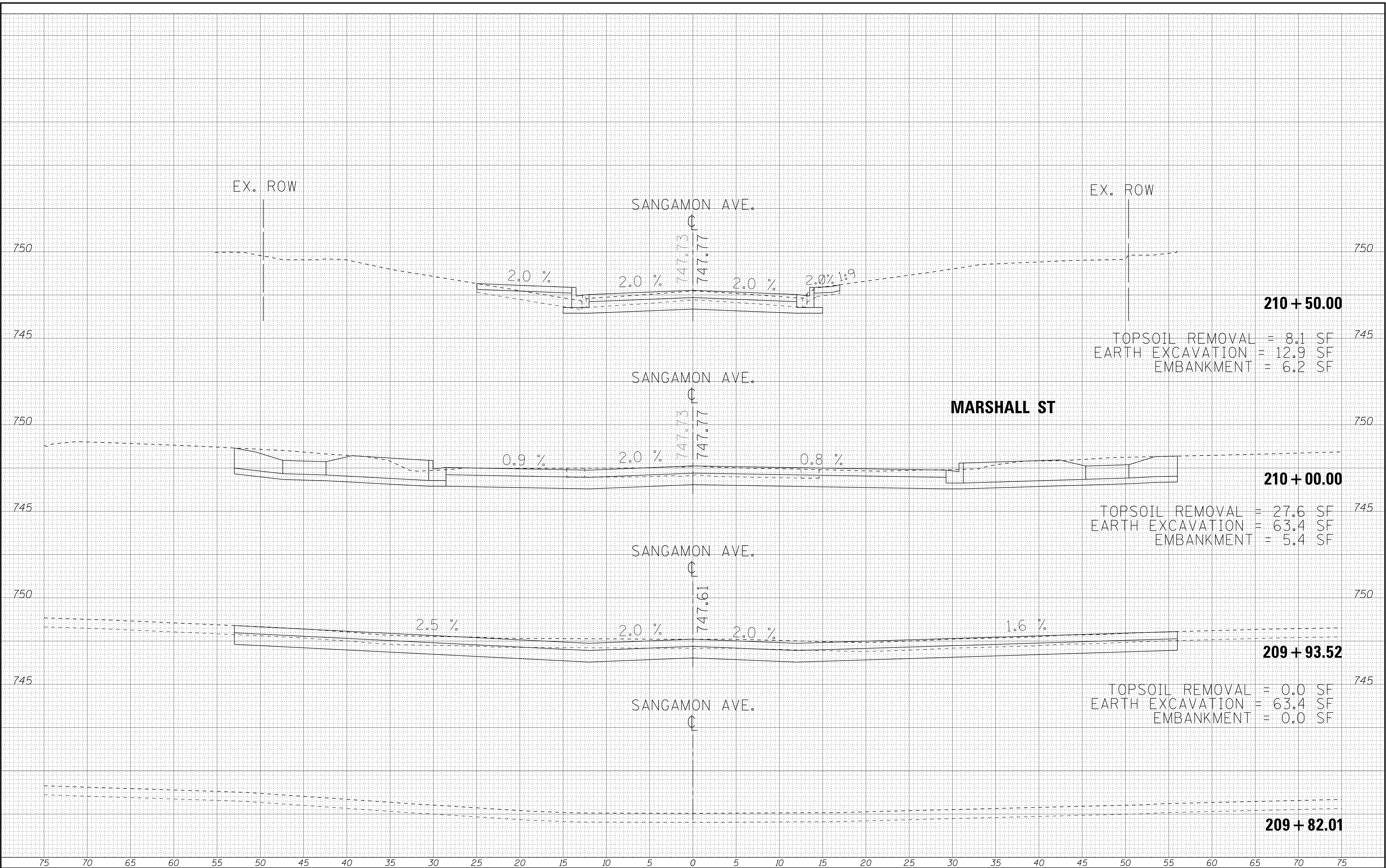
PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	54	29
CONTRACT NO.				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT M-5059(105)				

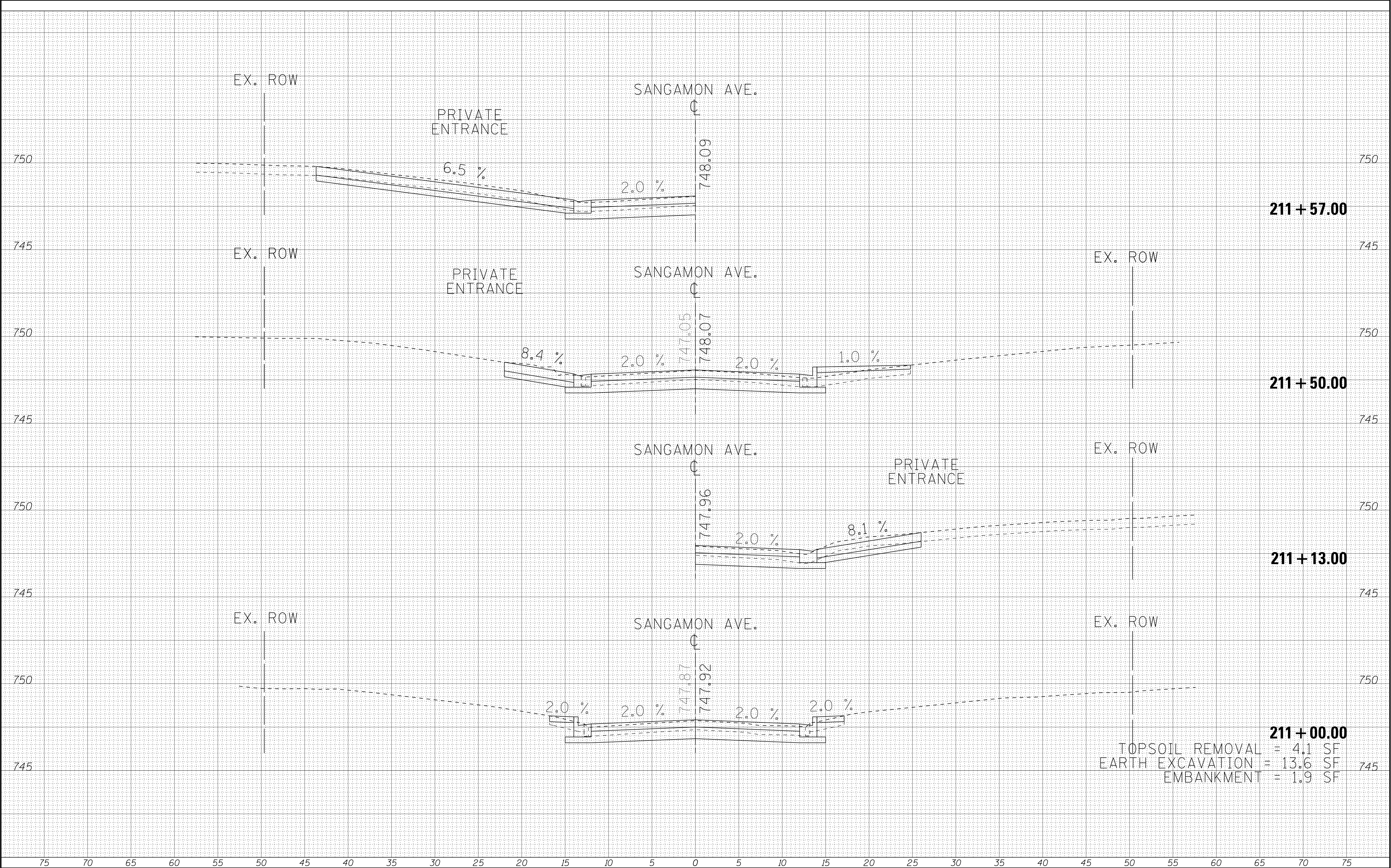
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ORIGINAL SURVEY	NO.	NO.	AREAS CHECKED	BY	DATE
NO.	NO.	NO.	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	NO.	AREAS CHECKED	BY	DATE
NO.	NO.	NO.	AREAS CHECKED	BY	DATE



DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		FINL	SURVY	NOTE	BOOK	NO.

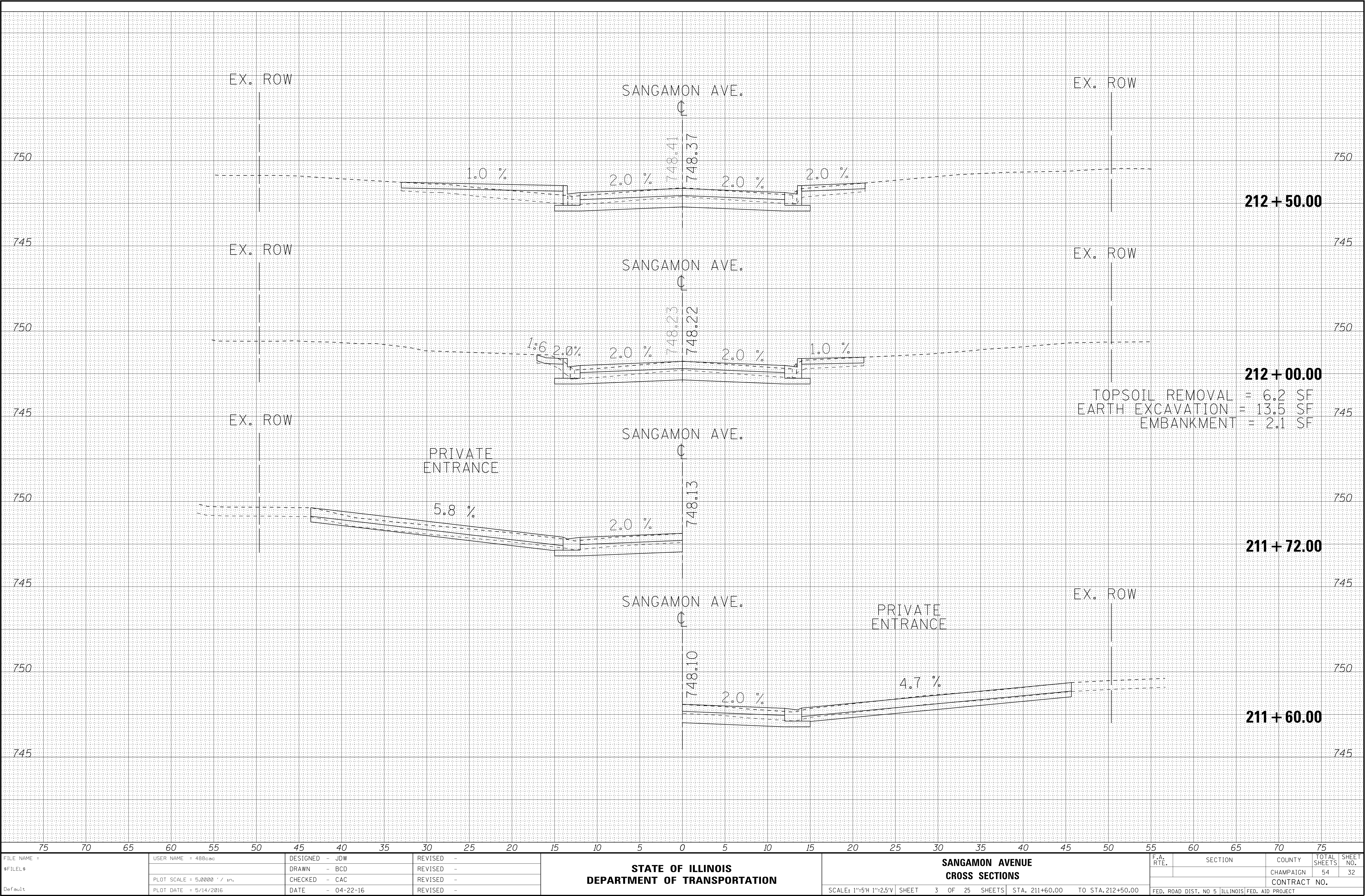
DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		ORIGIAL	SURVY	NOTE	BOOK	NO.



FILE NAME =	USER NAME = 4880ac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -											CHAMPAIGN	54	31
		CHECKED - CAC	REVISED -											CONTRACT NO.		
Default		DATE - 04-22-16	REVISED -											FED. ROAD DIST. NO 5 ILLINOIS	FED. AID PROJECT	
				SCALE: 1"=5'H 1"=2.5'V				SHEET 2 OF 25 SHEETS				STA. 211+00.00 TO STA. 211+57.00				

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

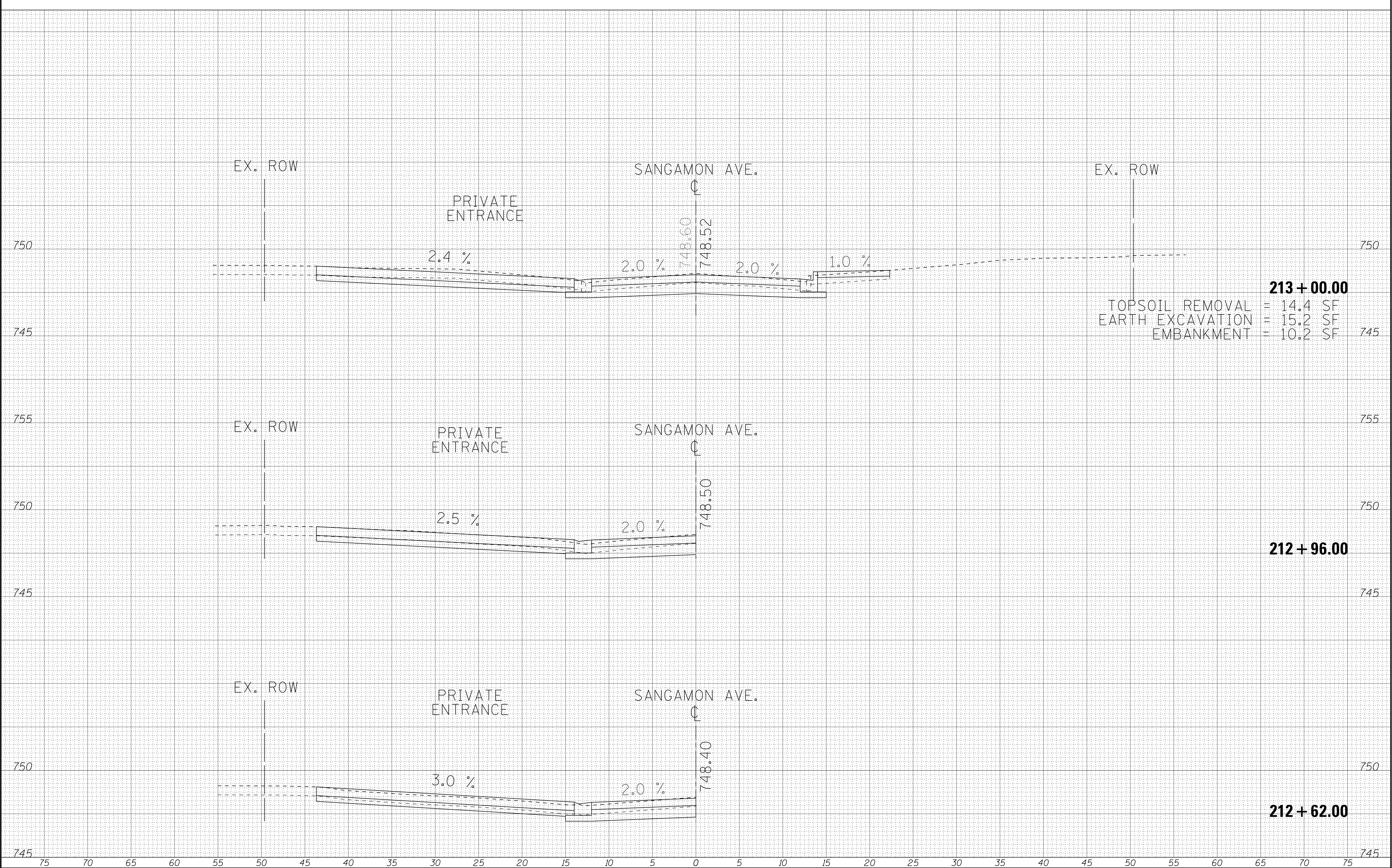
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FILE NAME =	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -											CHAMPAIGN	54	32
		CHECKED - CAC	REVISED -											CONTRACT NO.		
Default		DATE - 04-22-16	REVISED -											FED. ROAD DIST. NO 5	ILLINOIS	FED. AID PROJECT
								SCALE: 1"=5'H 1"=2.5'V	SHEET	3	OF	25	SHEETS	STA. 211+60.00	TO	STA. 212+50.00

DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		FINL	SURV	NOTE	BOOK	NO.

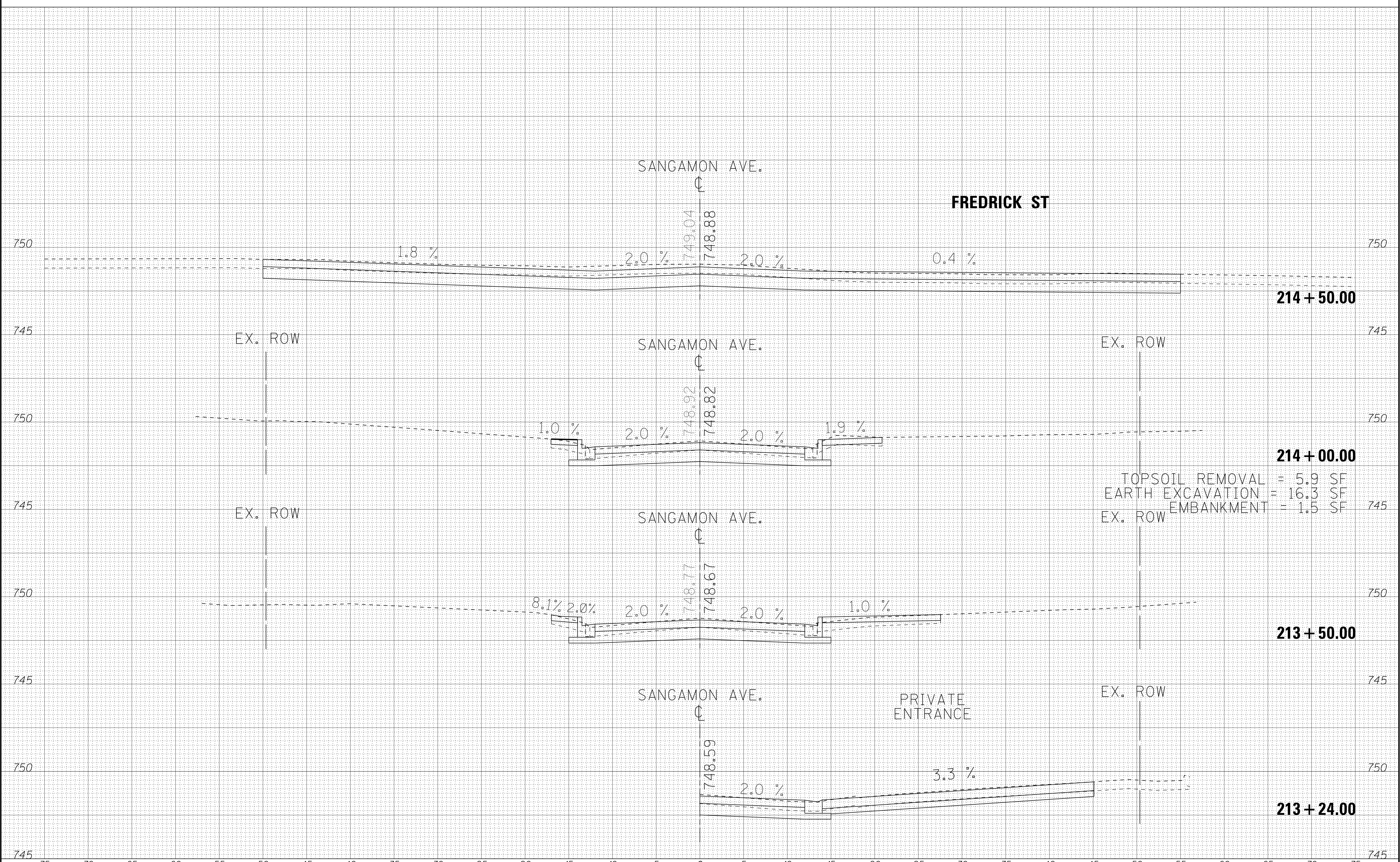
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		ORIGI	SURV	NOTE	BOOK	NO.



FILE NAME =	USER NAME = 4880ac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -											CHAMPAIGN	54	33
		CHECKED - CAC	REVISED -													CONTRACT NO.
Default		DATE - 04-22-16	REVISED -													FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT
				SCALE: 1"=5'H 1"=2.5'V				SHEET	4	OF	25	SHEETS	STA. 212+62.00	TO	STA. 213+00.00	

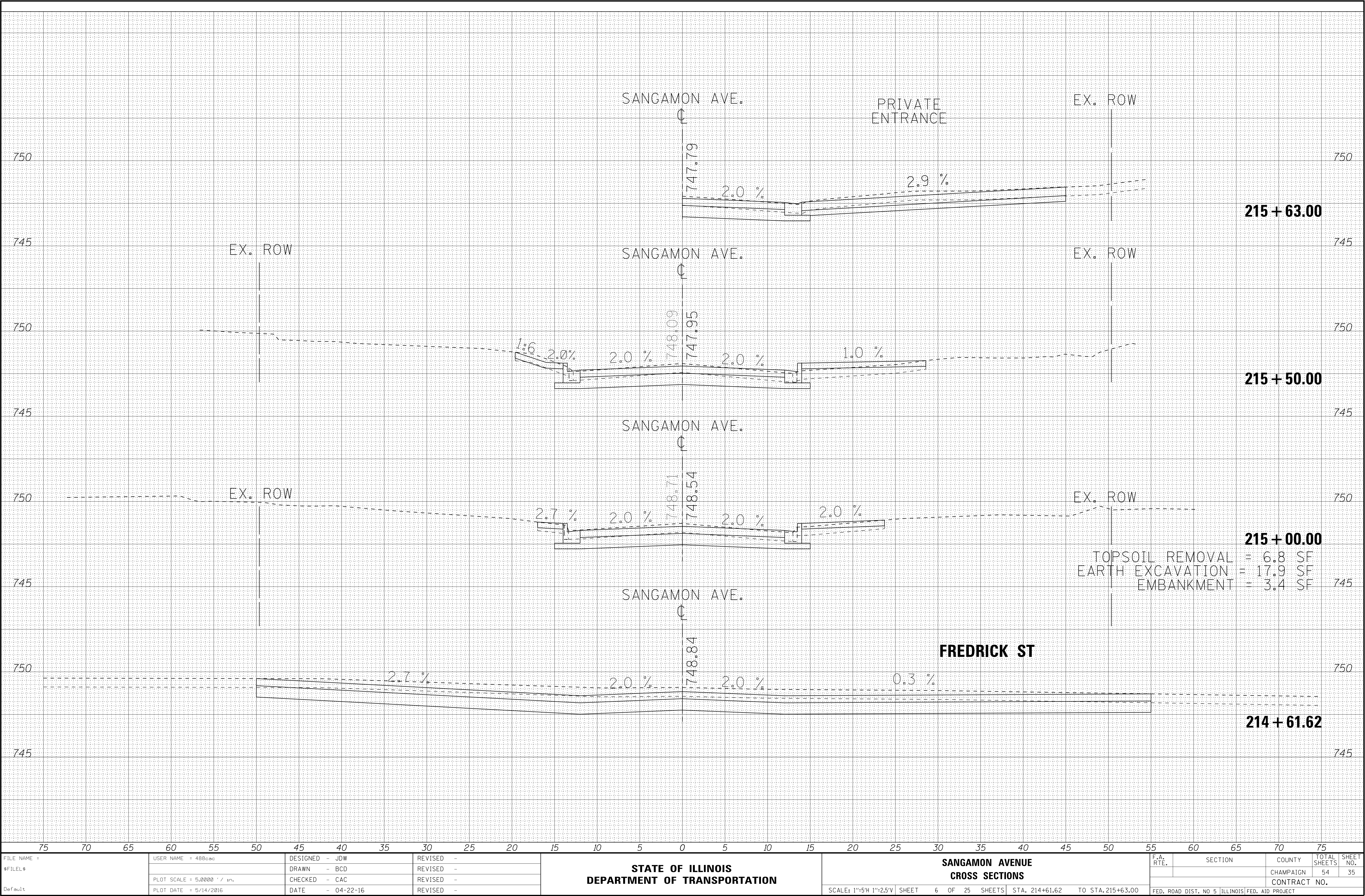
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		FINL	SURV	NOTE	BOOK	NO.

DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		ORIG	SURV	NOTE	BOOK	NO.



FINAL SURVEY	NO.	NO.	DATE	BY	DATE
FINL SURVEY	NO.	NO.	DATE	BY	DATE
FINL SURVEY	NO.	NO.	DATE	BY	DATE
FINL SURVEY	NO.	NO.	DATE	BY	DATE

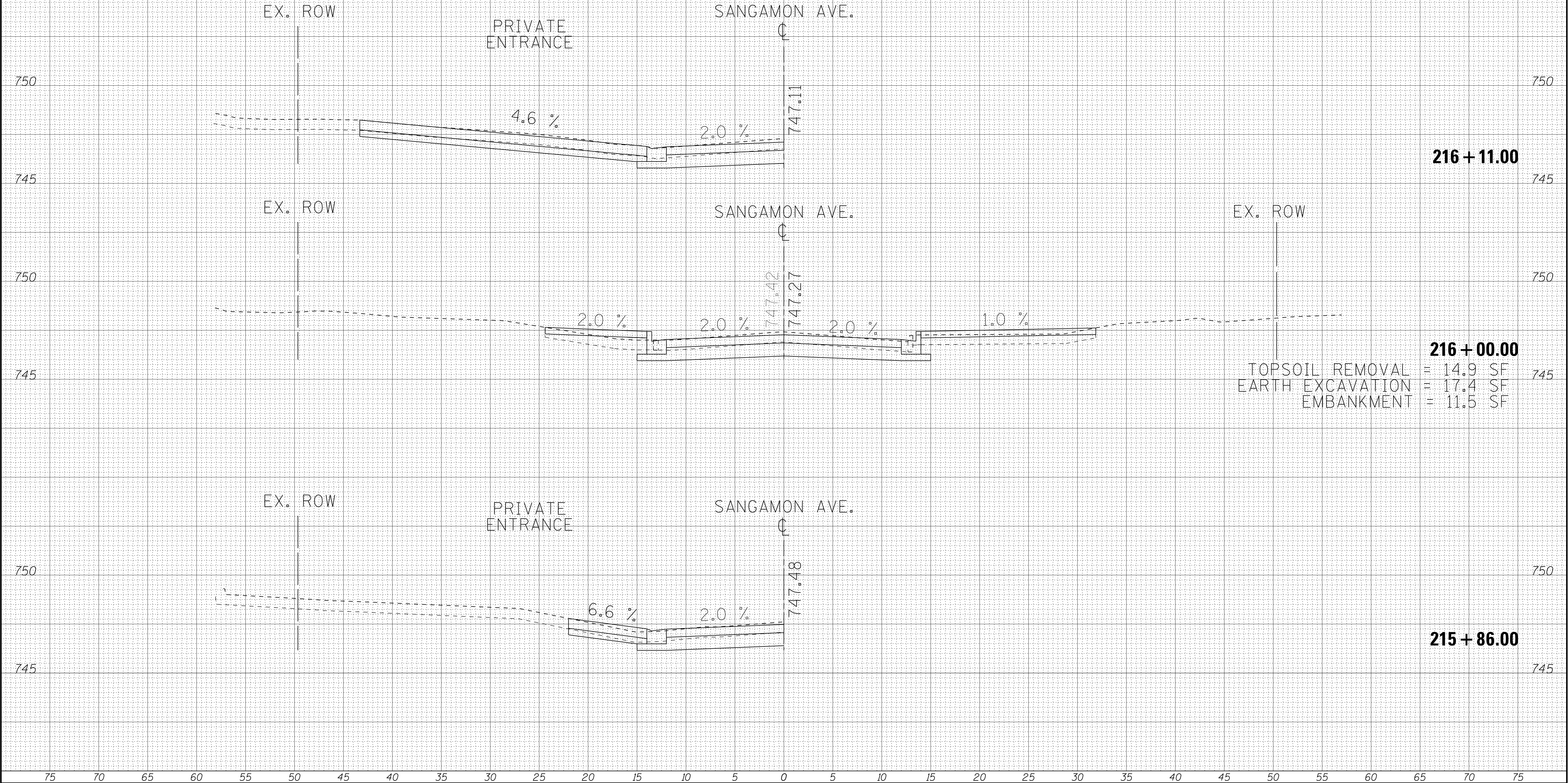
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ORIGINAL SURVEY	NO.	NO.	DATE	BY	DATE
ORIGINAL SURVEY	NO.	NO.	DATE	BY	DATE



FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS	SCALE: 1"=5'H 1"=2.5'V	SHEET 6 OF 25 SHEETS	STA. 214+61.62 TO STA. 215+63.00	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -								CHAMPAIGN	54	35
		CHECKED - CAC	REVISED -								CONTRACT NO.		
		DATE - 04-22-16	REVISED -						FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				

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

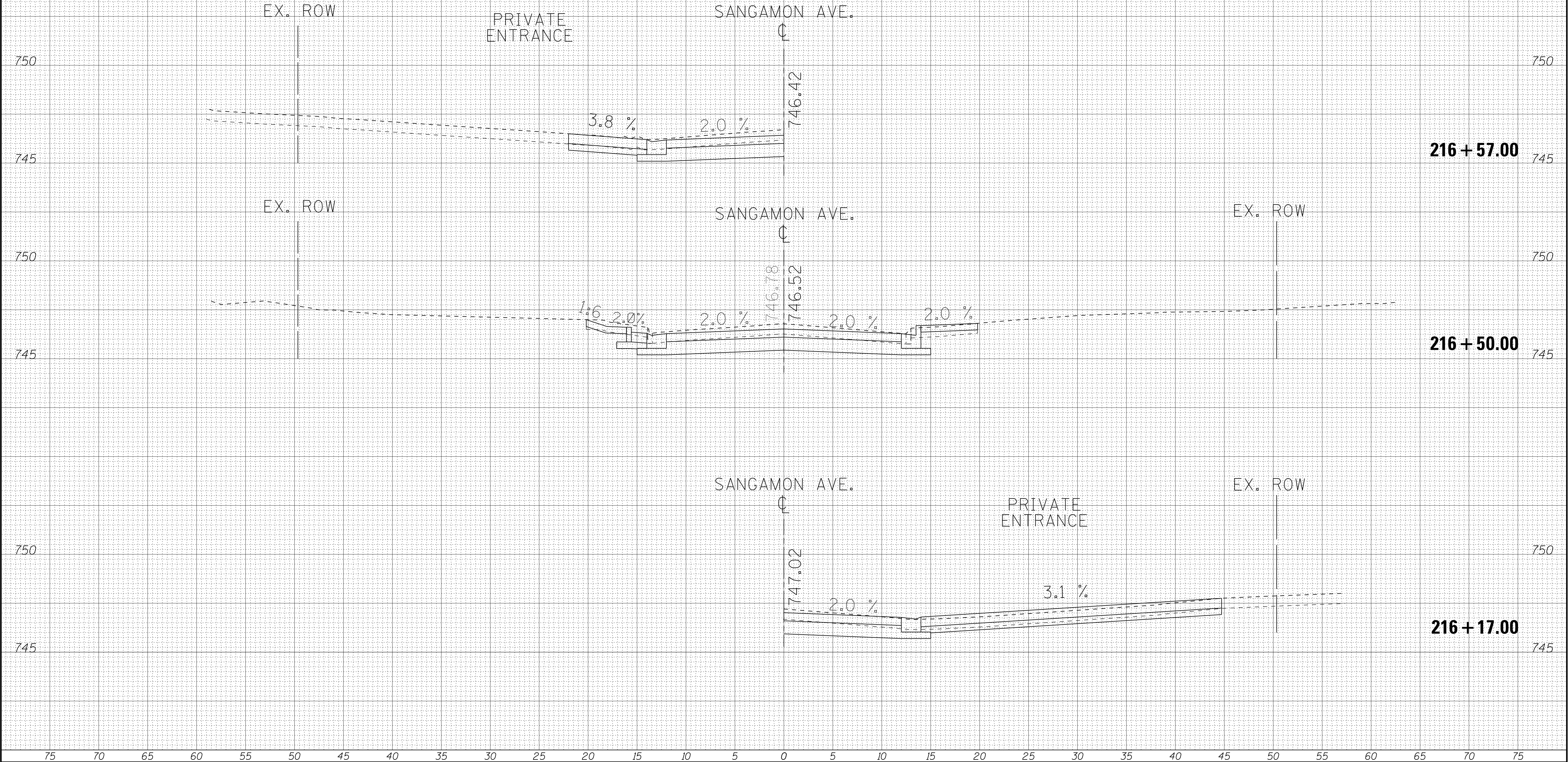
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FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -							
	PLOT SCALE = 5.0000' / 1" =	CHECKED - CAC	REVISED -							
	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -							
SCALE: 1"=5'H 1"=2.5'V SHEET 7 OF 25 SHEETS STA. 215+86.00 TO STA.216+11.00						FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				
						CONTRACT NO.				

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

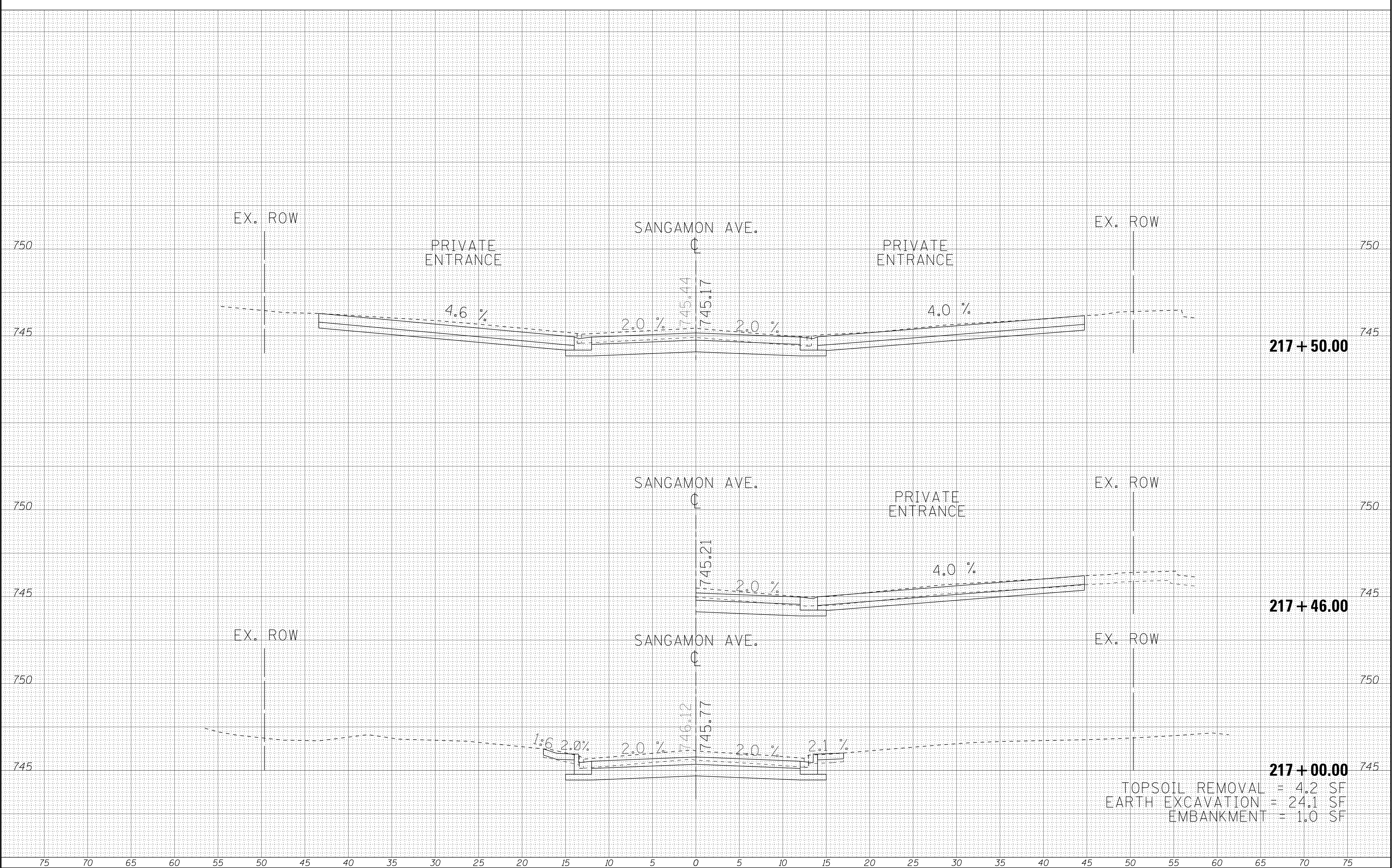
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FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS	SCALE: 1"=5'H 1"=2.5'V	SHEET 8 OF 25 SHEETS	STA. 216+17.00 TO STA. 216+57.00	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -								CHAMPAIGN	54	37
		PLOT SCALE = 5.0000' / in.	CHECKED - CAC								CONTRACT NO.		
		PLOT DATE = 5/14/2016	DATE - 04-22-16						FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED _____ PLOTTED _____ TEMPLATE _____ AREAS _____ AREAS CHECKED _____	BY _____	DATE _____
NO. _____			

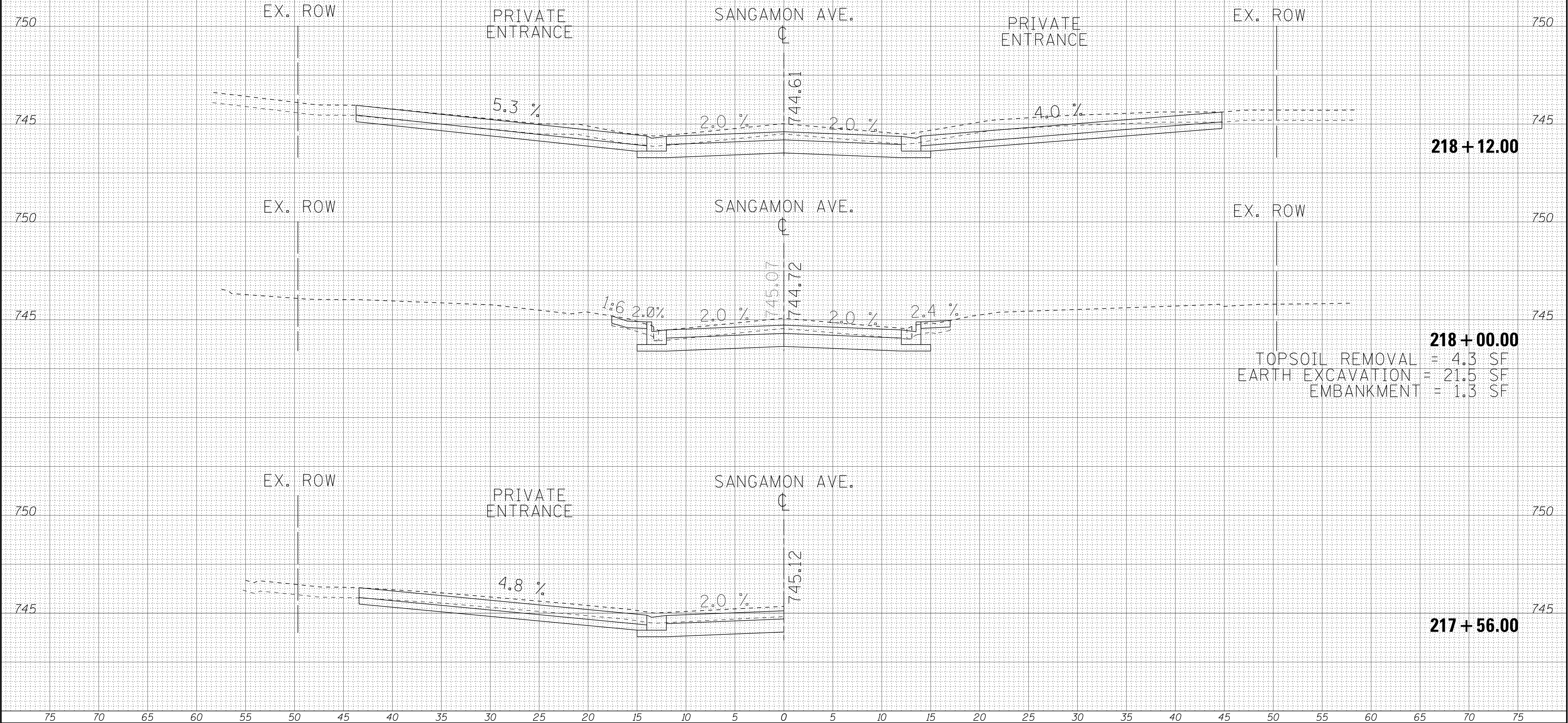


TOPSOIL REMOVAL = 4.2 SF
EARTH EXCAVATION = 24.1 SF
EMBANKMENT = 1.0 SF

FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -									54	38
	PLOT SCALE = 5.0000' / 1" =	CHECKED - CAC	REVISED -									CONTRACT NO.	
	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -									FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT	
					SCALE: 1"=5'H 1"=2.5'V				SHEET 9 OF 25 SHEETS	STA. 217+00.00 TO STA.217+50.00			

FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

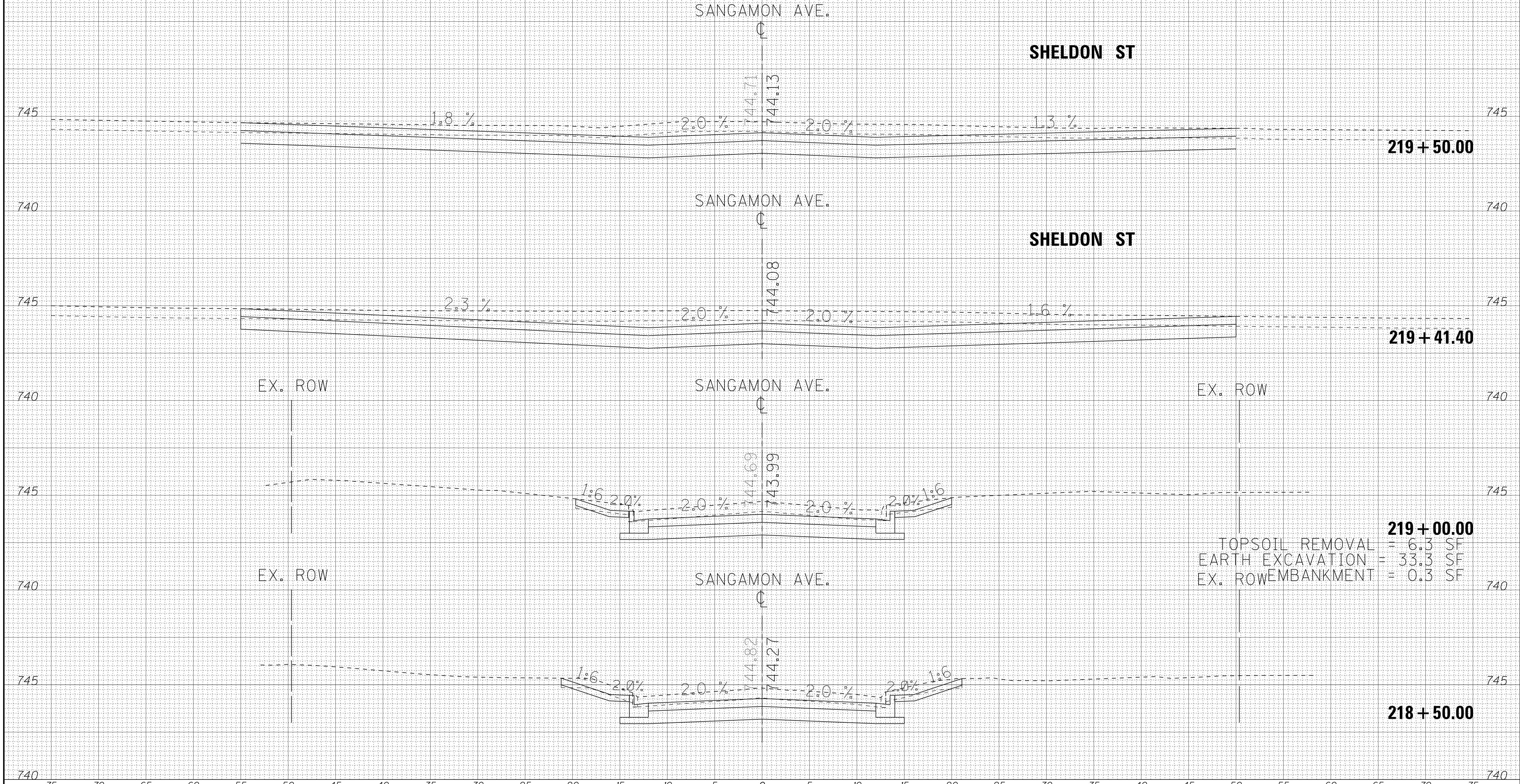


TOPSOIL REMOVAL = 4.3 SF
EARTH EXCAVATION = 21.5 SF
EMBANKMENT = 1.3 SF

FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS		SCALE: 1"=5'H 1"=2.5'V	SHEET 10 OF 25 SHEETS	STA. 217+56.00 TO STA. 218+12.00	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -									CHAMPAIGN	54	39
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		PLOT DATE = 5/14/2016	DATE - 04-22-16							FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				

DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		FINL	SURV	NOTE	BOOK	NO.

DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		ORIG	SURV	NOTE	BOOK	NO.



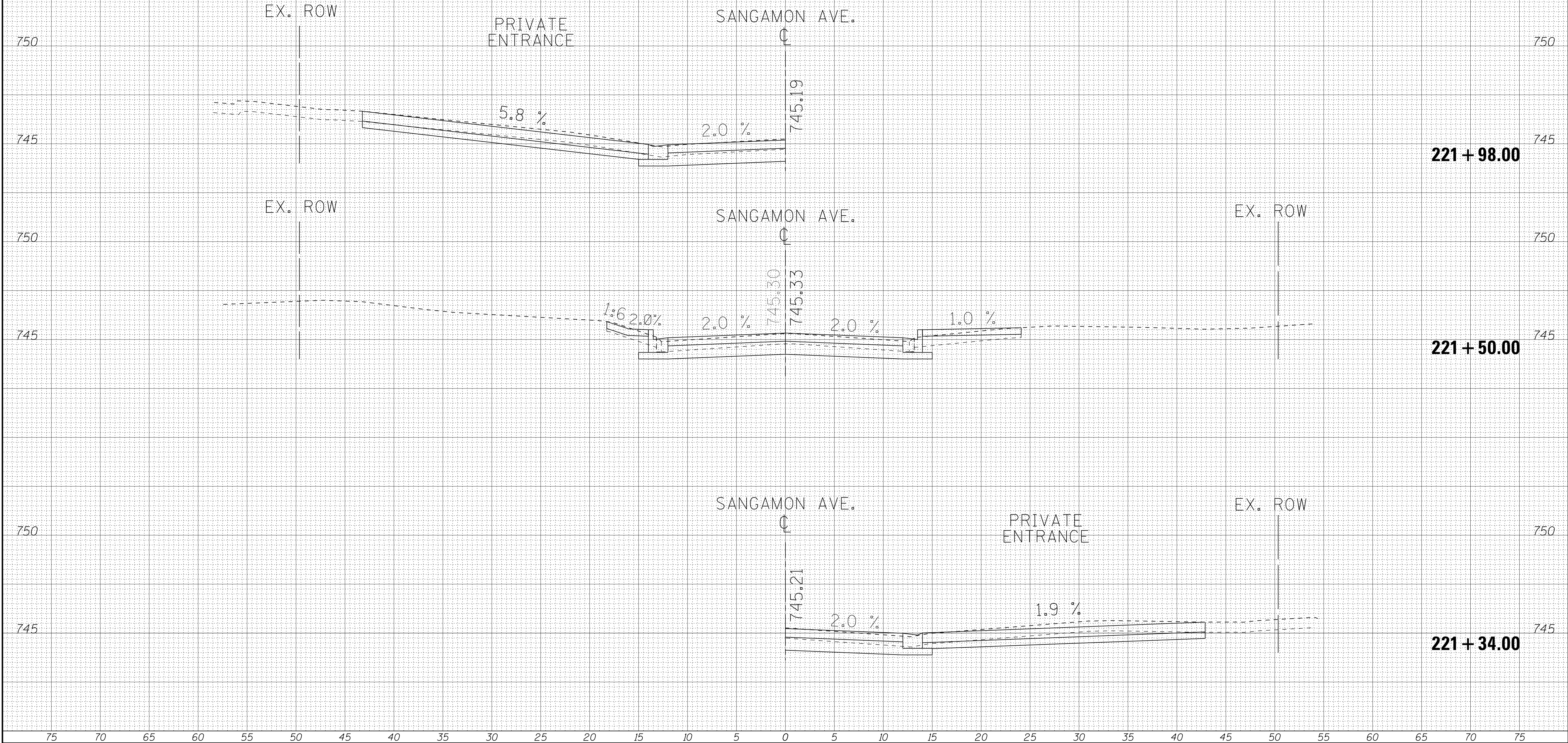
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NOTE BOOK		
SURVEYED _____		
PLOTTED _____		
TEMPLATE _____	BY _____	DATE _____
AREAS _____		
AREAS CHECKED _____		
NO. _____		



FILE NAME =	USER NAME = 488ccc	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -								CHAMPAIGN	54	41
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Default	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -						SCALE: 1"=5'H 1"=2.5'V	SHEET 12 OF 25 SHEETS	STA. 220+00.00 TO STA. 221+00.00	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT	

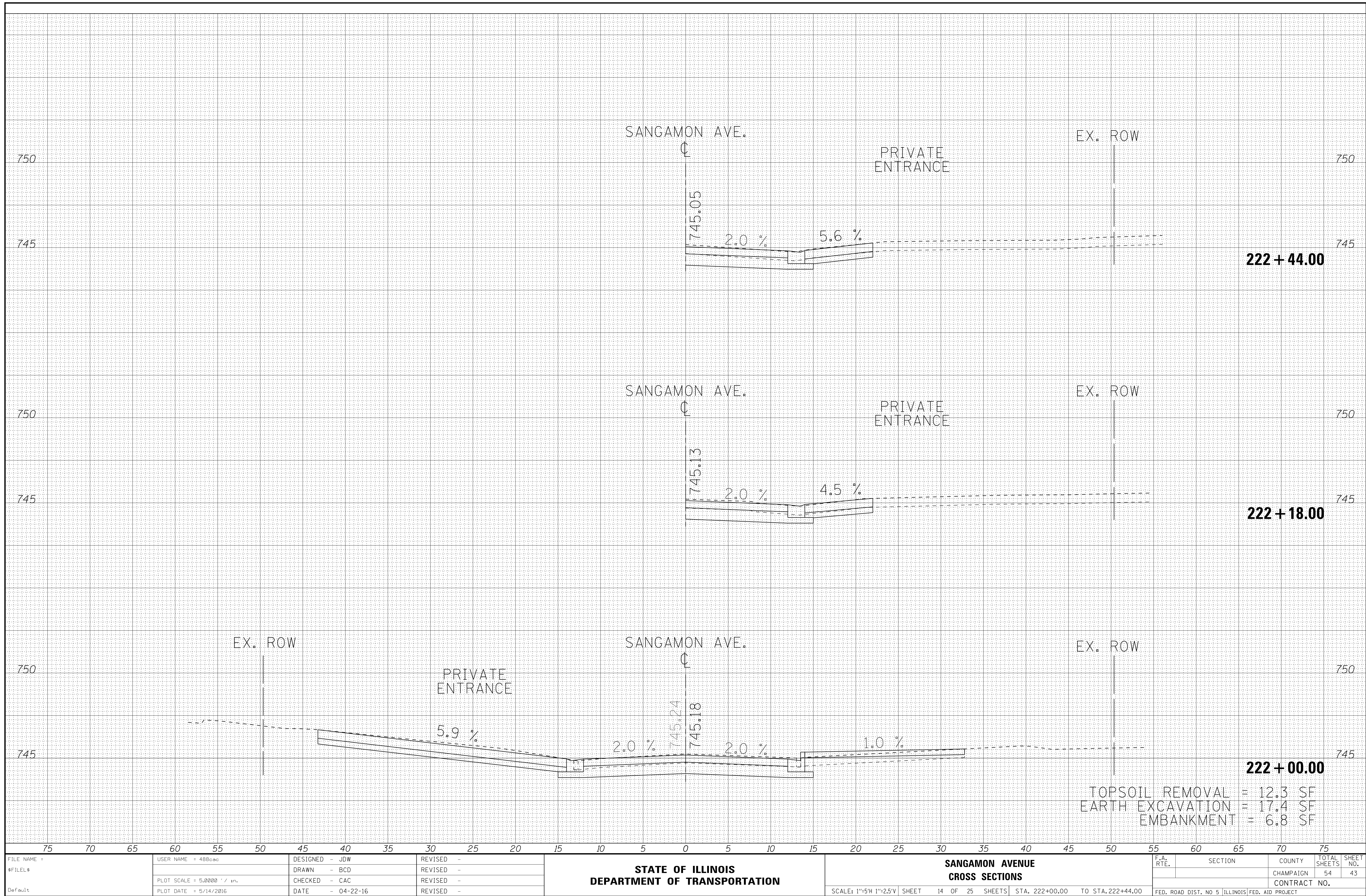
BY	DATE
FINL	SURVEY
SURVEY	PLOTTED
NOTE BOOK	TEMPLATE
NO.	AREAS CHECKED

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



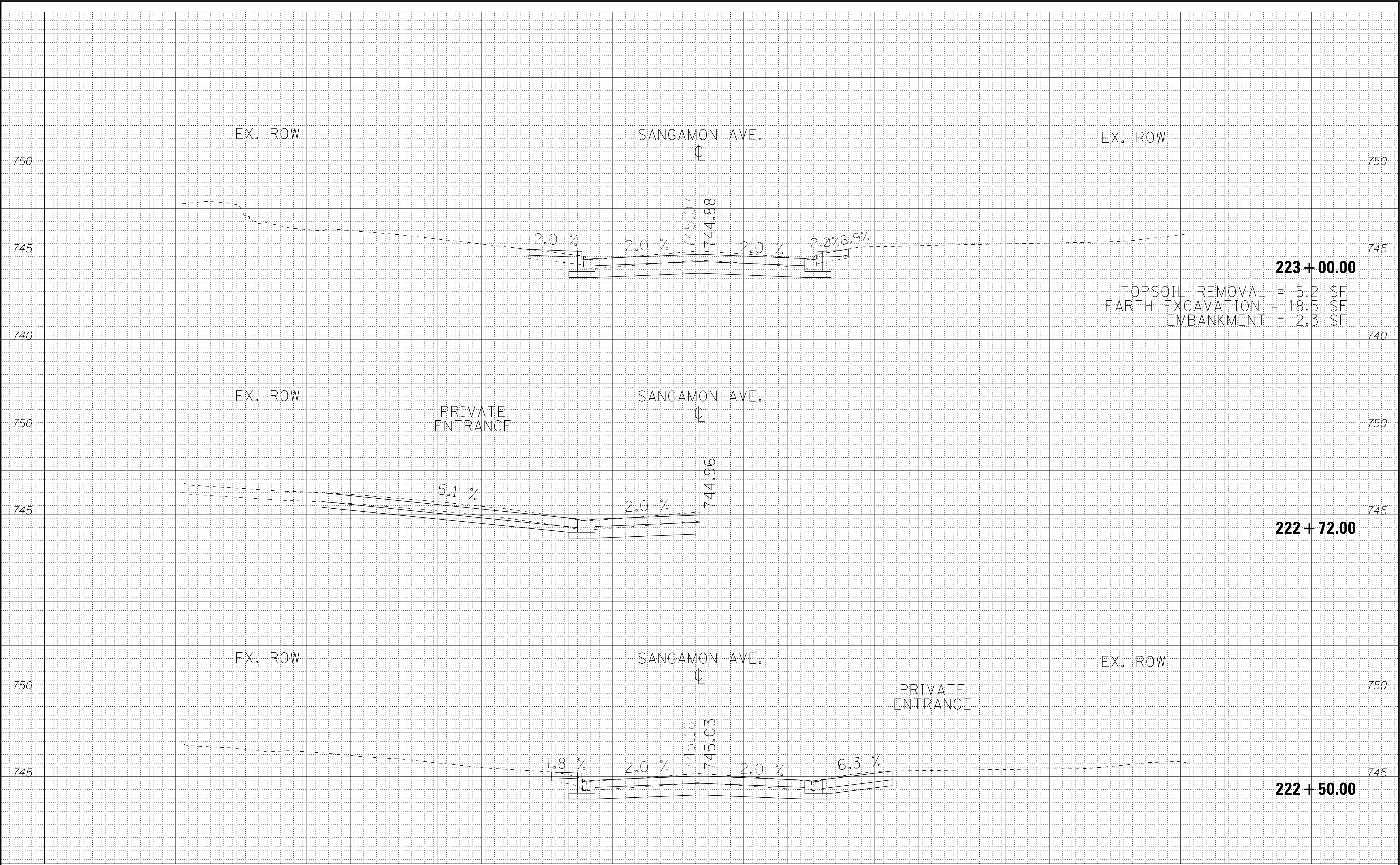
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\$FILEL\$		DRAWN - BCD	REVISED -													
	PLOT SCALE = 5.0000 ' / in.	CHECKED - CAC	REVISED -													
Default	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -													
SCALE: 1"=5'H 1"=2.5'V						SHEET	13	OF	25	SHEETS	STA. 221+34.00	TO	STA. 221+98.00	FED. ROAD DIST. NO 5 ILLINOIS		FED. AID PROJECT

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



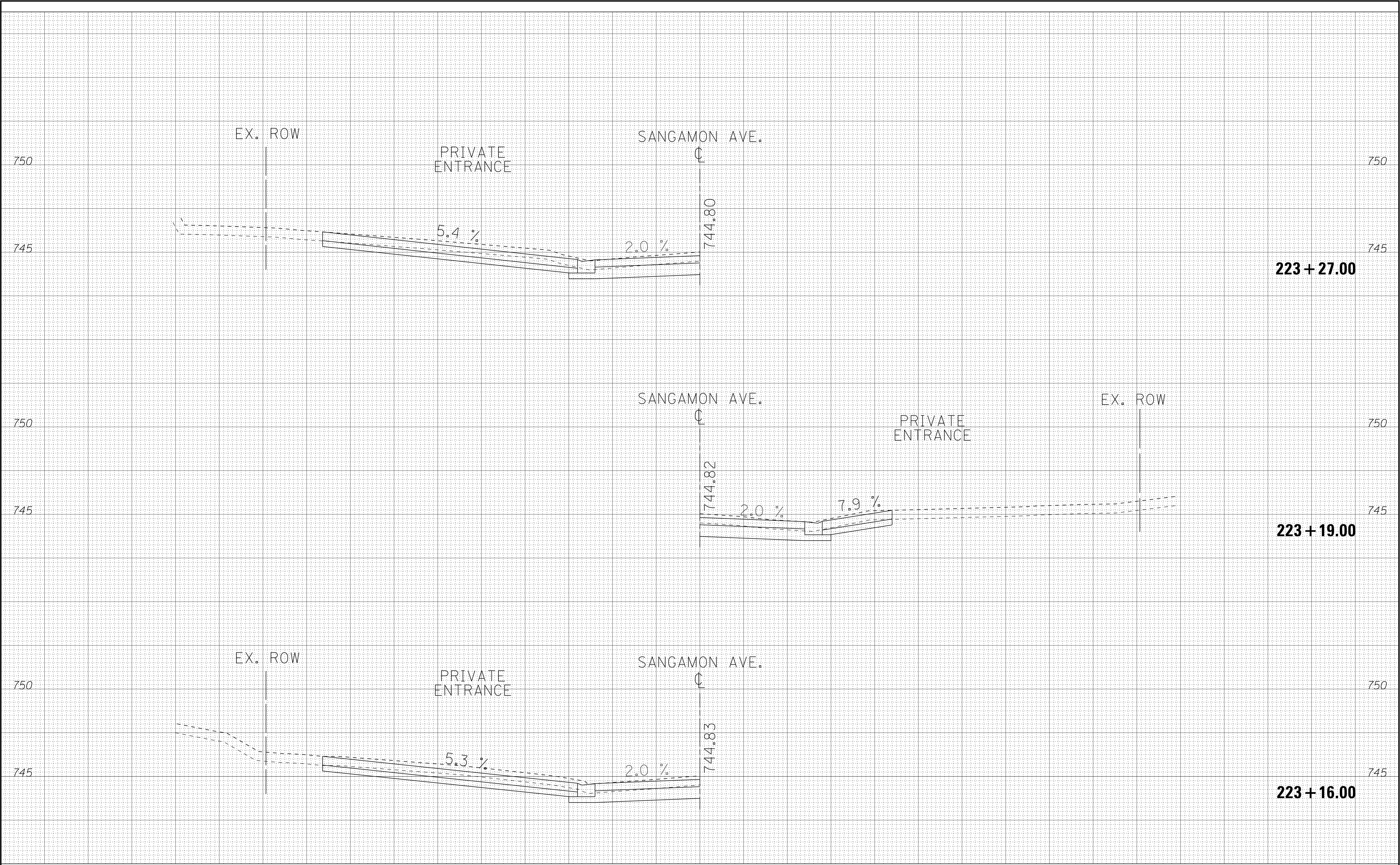
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		FINL	SURV	NOTE	BOOK	NO.

DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		ORIG	SURV	NOTE	BOOK	NO.



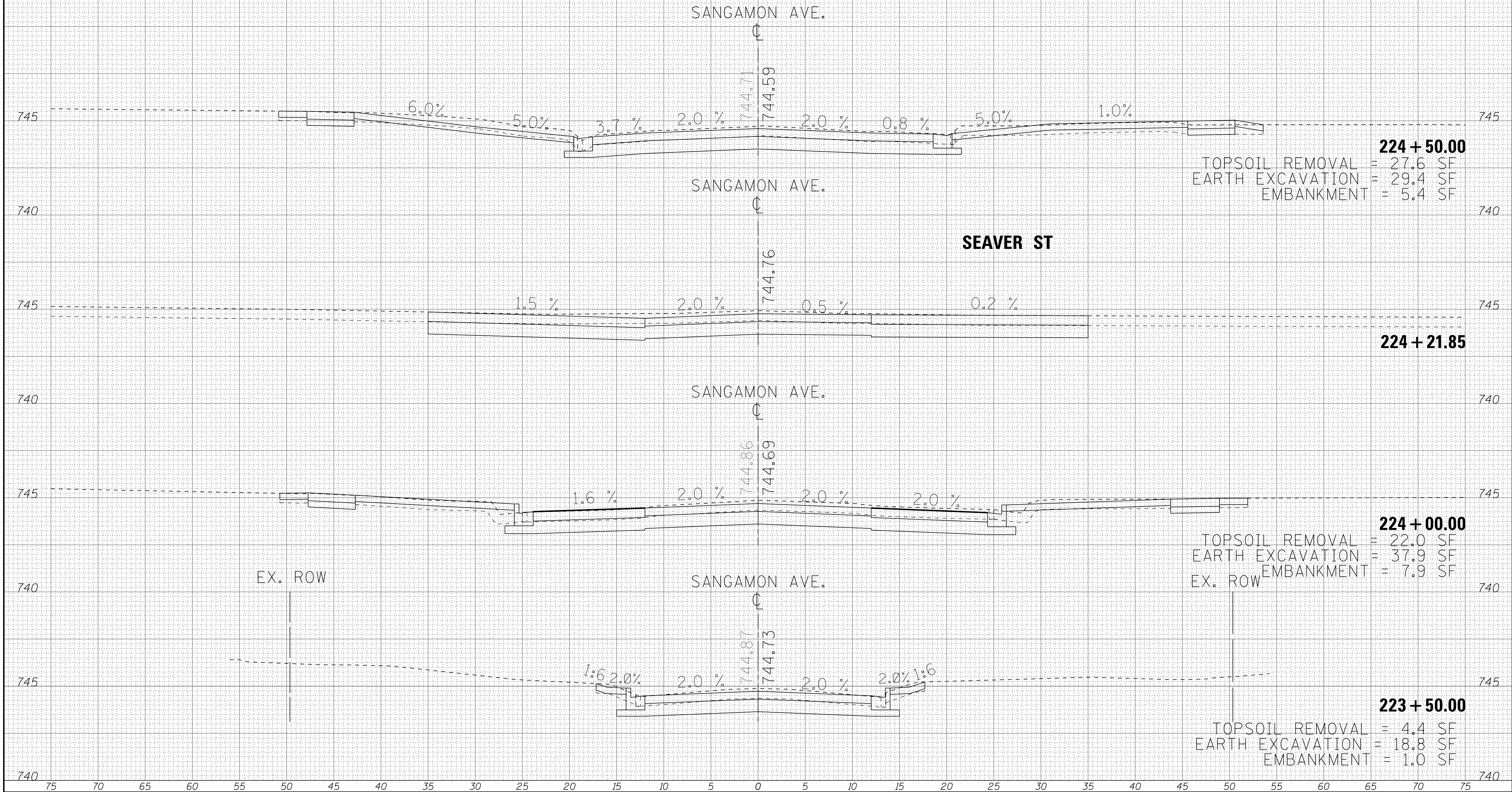
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	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

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



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

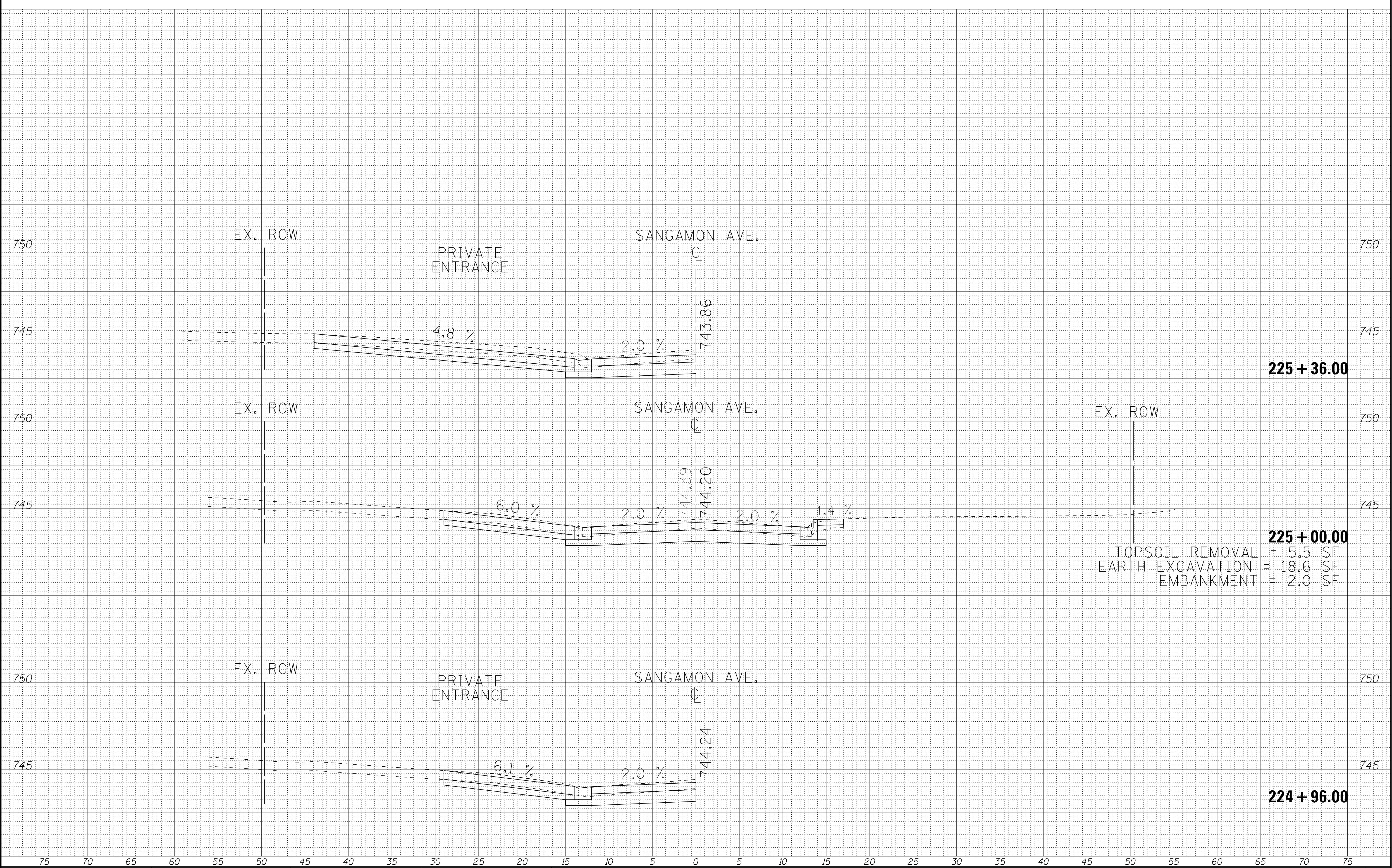
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FILE NAME =	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -								CHAMPAIGN	54	46
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				SCALE: 1"=5'H 1"=2.5'V	SHEET 17 OF 25 SHEETS	STA. 223+50.00 TO STA. 224+50.00							

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

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

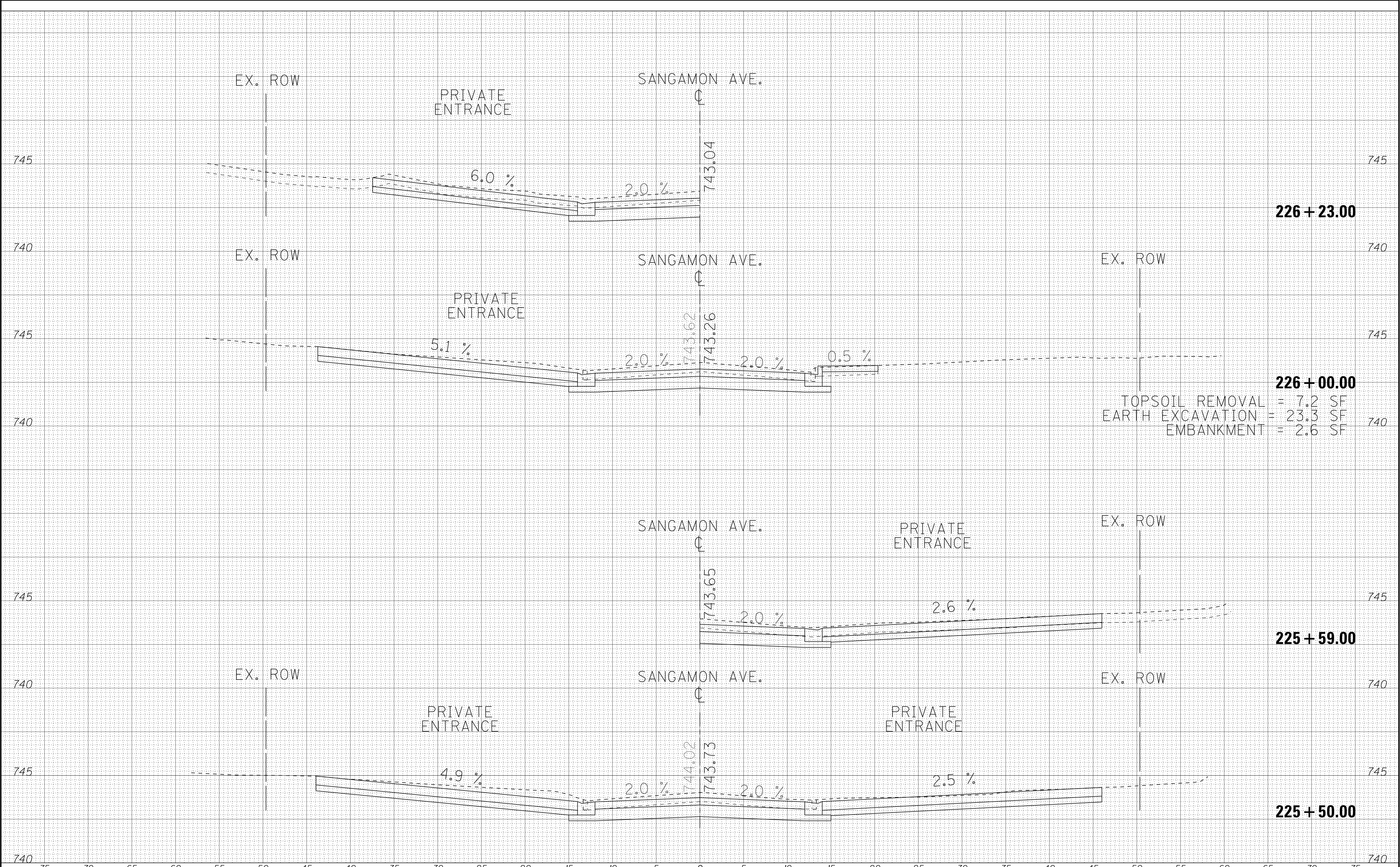


225 + 00.00
TOPSOIL REMOVAL = 5.5 SF
EARTH EXCAVATION = 18.6 SF
EMBANKMENT = 2.0 SF

FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -								CHAMPAIGN	54	47
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	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -						FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				
				SCALE: 1"=5'H 1"=2.5'V	SHEET 18 OF 25 SHEETS	STA. 224+96.00 TO STA. 225+36.00							

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

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

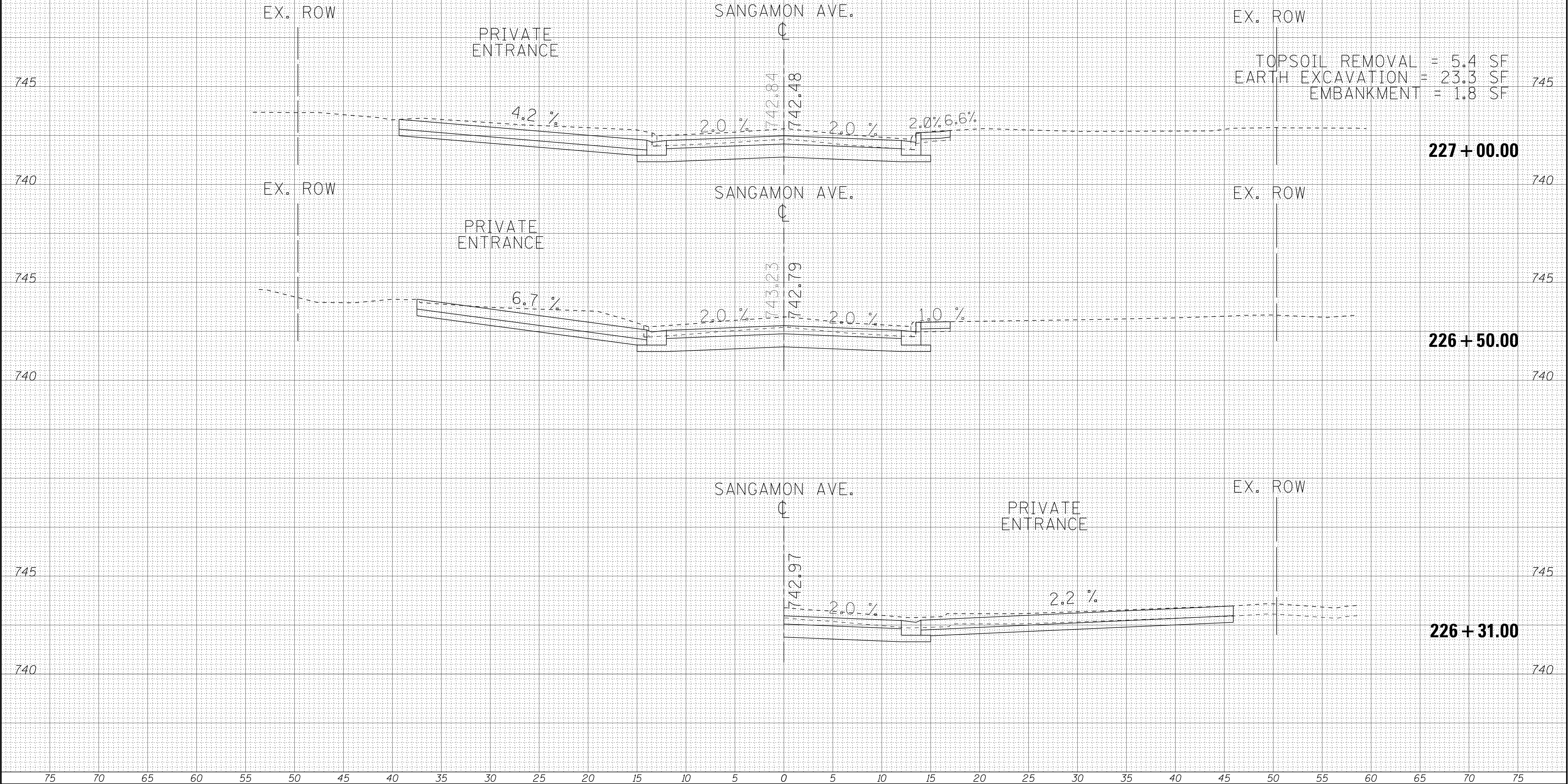


TOPSOIL REMOVAL = 7.2 SF
EARTH EXCAVATION = 23.3 SF
EMBANKMENT = 2.6 SF

FILE NAME =		USER NAME = 4880ac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$			DRAWN - BCD	REVISED -								CHAMPAIGN	54	48
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Default		PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -						SCALE: 1"=5'H 1"=2.5'V	SHEET 19 OF 25 SHEETS	STA. 225+50.00 TO STA. 226+23.00	FED. ROAD DIST. NO 5	ILLINOIS

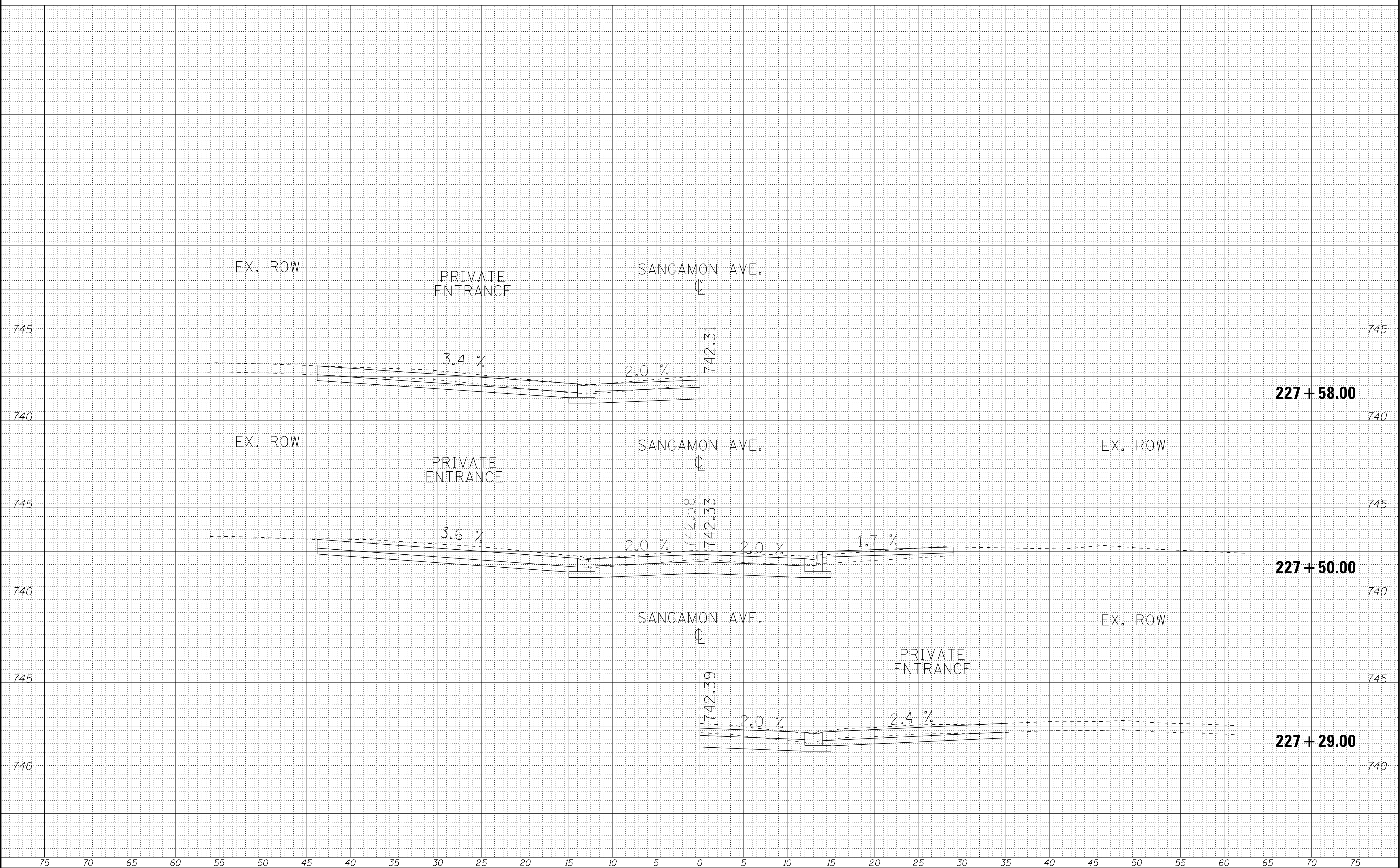
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NOTE BOOK	NO.	PLOTTED	BY	DATE
AREAS	NO.	CHECKED	BY	DATE

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



FINAL SURVEY	NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

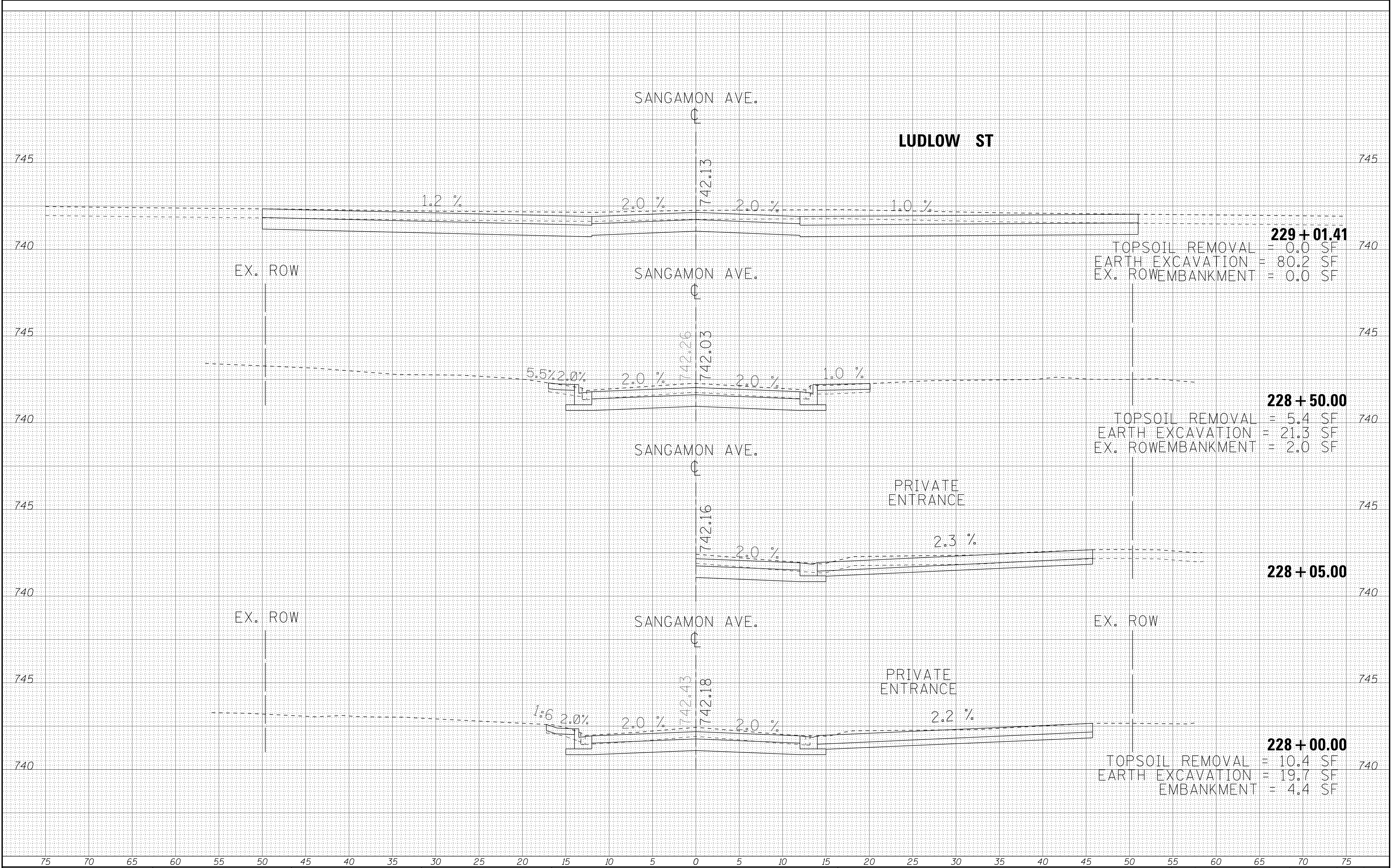
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		DRAWN - BCD	REVISED -									CHAMPAIGN	54	50
		CHECKED - CAC	REVISED -										CONTRACT NO.	
		DATE - 04-22-16	REVISED -							FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				

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

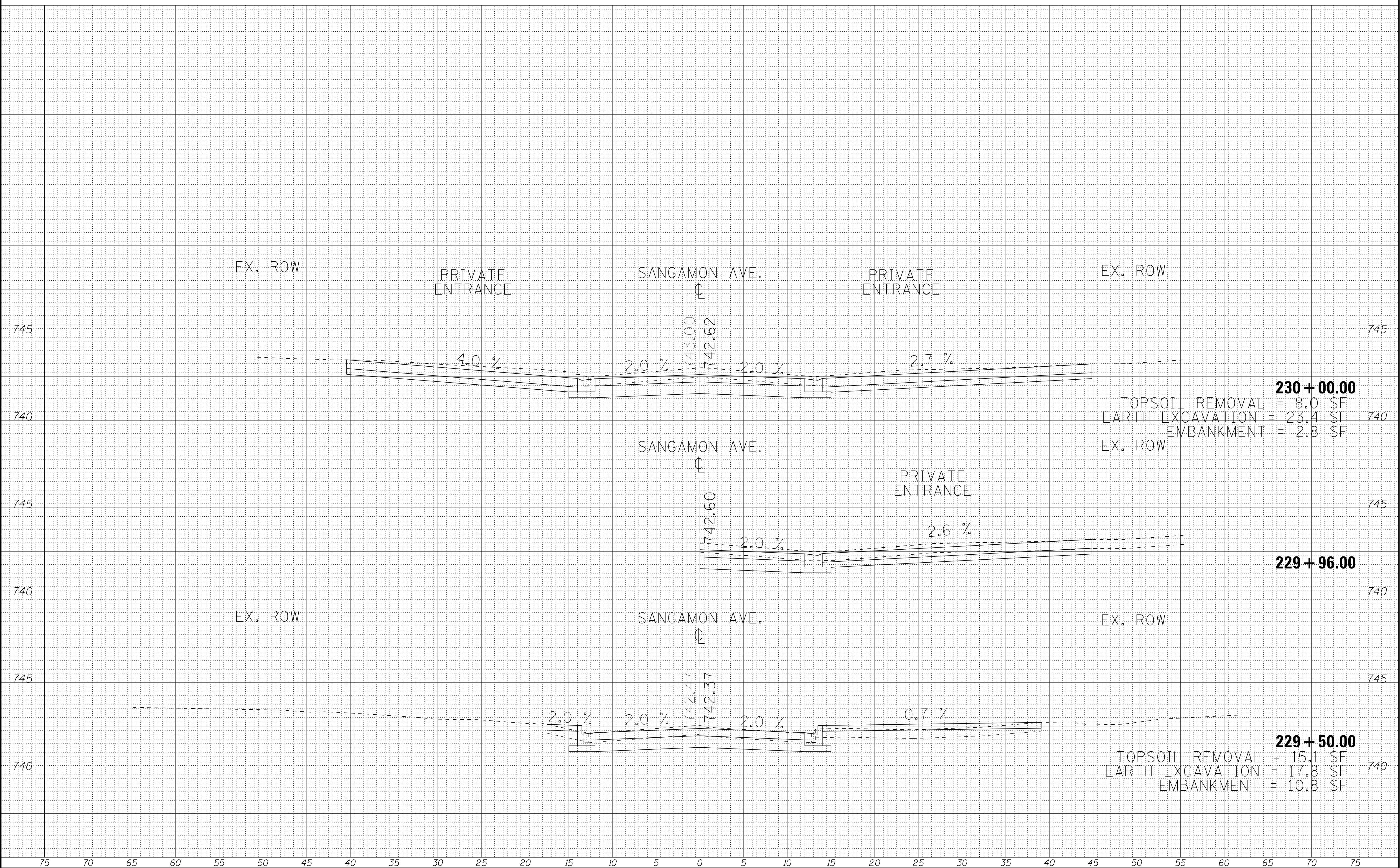
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FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCD	REVISED -					CHAMPAIGN	54	51
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	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -			SCALE: 1"=5'H 1"=2.5'V SHEET 22 OF 25 SHEETS STA. 228+00.00 TO STA.229+01.41				
						FED. ROAD DIST. NO 5 ILLINOIS FED. AID PROJECT				

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

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



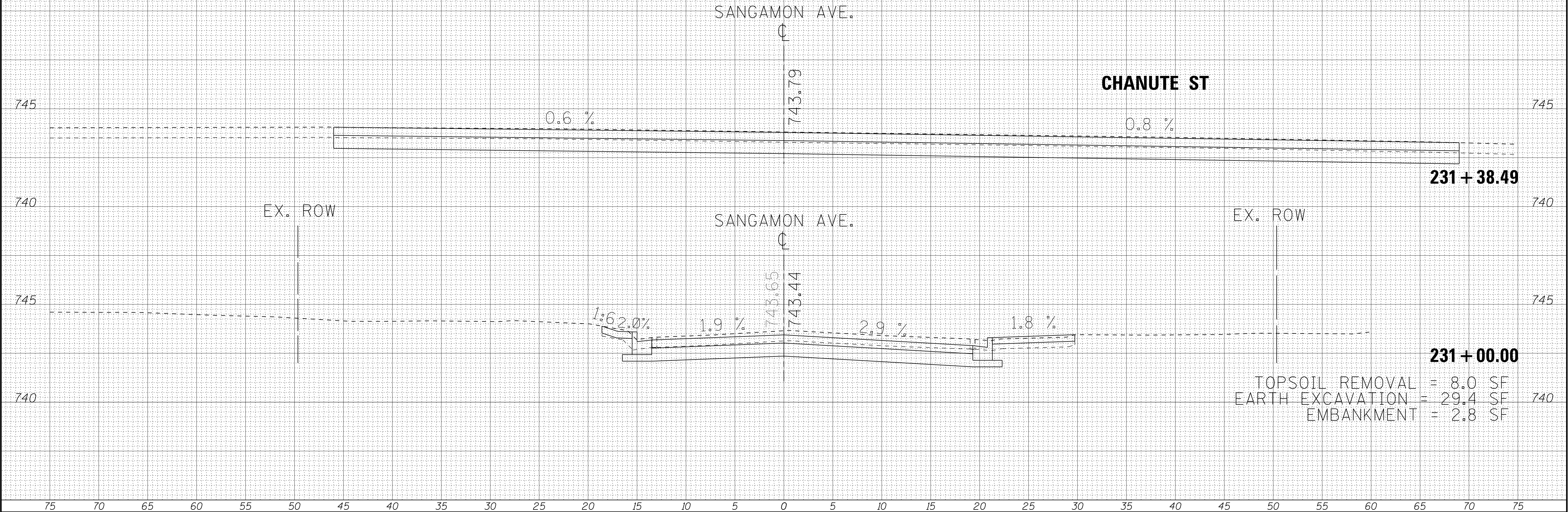
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\$FILEL\$		DRAWN - BCD	REVISED -											CHAMPAIGN	54	52
Default		CHECKED - CAC	REVISED -											CONTRACT NO.		
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ORIGINAL SURVEY	BY _____	DATE _____
NOTE BOOK		
SURVEYED _____		
PLOTTED _____		
AREAS CHECKED _____	BY _____	DATE _____
NO. _____		
AREAS _____		
TEMPLE _____		



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

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



TOPSOIL REMOVAL = 8.0 SF
EARTH EXCAVATION = 29.4 SF
EMBANKMENT = 2.8 SF

FILE NAME =	USER NAME = 488cac	DESIGNED - JDW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SANGAMON AVENUE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - BCD	REVISED -								CHAMPAIGN	54	54
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Default	PLOT DATE = 5/14/2016	DATE - 04-22-16	REVISED -						SCALE: 1"=5'H 1"=2.5'V	SHEET 25 OF 25 SHEETS	STA. 231+00.00 TO STA. 231+38.49		FED. ROAD DIST. NO 5