

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

WILLOW POND ROAD
POSTED SPEED LIMIT = 20 MPH
2011 ADT = 1600 VPD

DESIGN DESIGNATION

WILLOW POND ROAD: MAJOR COLLECTOR

VILLAGE OFFICIALS

CHARLES SMITH - MAYOR

MIKE GRAHAM - CLERK

PAT CHAMBERLIN - COMPTROLLER

RICK SNIDER - ADMINISTRATOR

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

TRUSTEES

CHAD SMITH

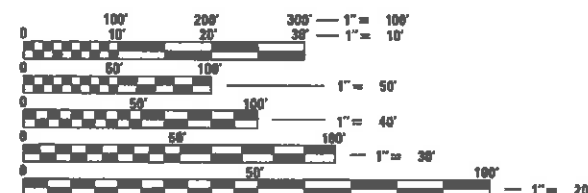
HANK GAMEL

JENNIFER FOX

RICH MEDLEN

SAM HALL

TERRY WORKMAN



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. A2191118



CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:

COUNTY = CHAMPAIGN
CITY-TOWNSHIP = RANTOUL - RANTOUL
SEC. & 1/4 SEC. NO. = 1 SW 1/4 T21N R9E
48 HOURS (2 working days) BEFORE YOU DIG

VILLAGE OF RANTOUL, ILLINOIS

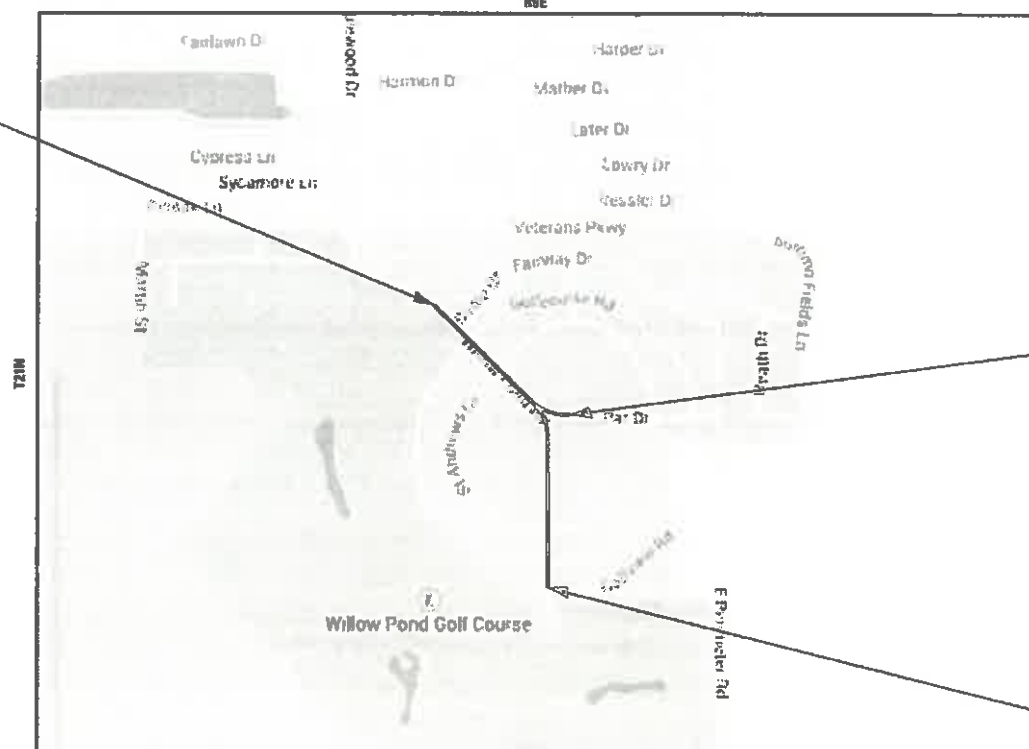
FAU 7098 WILLOW POND ROAD RECONSTRUCTION

FROM BIRDIE DRIVE TO GOLFVIEW ROAD

CHAMPAIGN COUNTY

WILLOW POND RD
IMPROVEMENT BEGINS
STA. 100 + 06

LOCATION MAP



PAR DR
IMPROVEMENT ENDS
STA. 303 + 05

WILLOW POND RD
IMPROVEMENT ENDS
STA. 124 + 81

SECTION 1, T21N, R9E, OF THE THIRD PRINCIPAL MERIDIAN
RANTOUL TOWNSHIP
GROSS LENGTH = 2769 FT. = 0.524 MILE
NET LENGTH = 2769 FT. = 0.524 MILE

BAXTER & WOODMAN
Consulting Engineers

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APPROVED *May 4 2018*
Anthony Vay
VILLAGE OF RANTOUL, DIRECTOR OF PUBLIC WORKS

5/4/18
CHRISTINE A. COE
82-059984
LICENSED
PROFESSIONAL
ENGINEER
OF
STATE OF ILLINOIS
Christine A. Coe
PROJECT MANAGER
"LICENSE EXPIRES 11-30-2019"

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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 WILLOW POND ROAD AND PAR DRIVE.

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 OPPOSITE 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
- 420001-09 PAVEMENT JOINTS
- 420101-06 24' (7.2 m) JOINTED PCC PAVEMENT
- 420111-04 PCC PAVEMENT ROUNDOUTS
- 42400110 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424006-03 DIAGONAL CURB RAMPS FOR SIDEWALKS
- 424021-04 DEPRESSED CORNER FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 602001-02 CATCH BASIN TYPE A
- 602301-04 INLET - TYPE A
- 602401-04 MANHOLE TYPE A
- 602601-05 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-04 FRAME AND LIDS TYPE 1
- 604006-05 FRAME AND GRATE TYPE 3
- 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 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
- 701901-07 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 TELESOPING 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 SET ON NORTH FACE OF POWER POLE AT SOUTHEAST CORNER OF WILLOW POND RD AND GOLFVIEW RD.	738.76
BM-5	RAILROAD SPIKE SET ON EAST FACE OF POWER POLE AT 762 WILLOW POND RD.	736.83
BM-8	TOP NUT ON FIRE HYDRANT AT 683 WILLOW POND RD.	735.36
BM-9	TOP NUT ON FIRE HYDRANT AT SOUTHWEST CORNER OF WILLOW POND RD AND ST ANDREWS CIRCLE.	736.35
BM-12	RAILROAD SPIKE SET ON WEST FACE OF POWER POLE AT NORTHEAST CORNER OF WILLOW POND RD AND GOLFCOURSE RD.	737.04

DISTRICT 5 STANDARD DETAILS

40800050C	PRIVATE AND COMMERCIAL ENTRANCES (NONCOMMERCIAL AND COMMERCIAL RURAL)
408000AA	SIDEROADS AND SIDESTREETS (RURAL)
42300AAA	DRIVEWAY PAVEMENT (PCC) (NON & COMMERCIAL URBAN)
60600905	CONCRETE CURB, TYPE B (MODIFIED) (NARROW ROW DRIVEWAY SEPARATION)
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) 892-6800
PUBLIC WORKS	(217) 892-6526
POLICE DEPARTMENT	(217) 893-5600
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 - 05-04-18	FILE - 140688_Index.sht

VILLAGE OF RANTOUL ILLINOIS
WILLOW POND ROAD RECONSTRUCTION

INDEX OF SHEETS, HIGHWAY STANDARDS AND DISTRICT 5 STANDARD DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:		STA.	TO STA.		CHAMPAIGN	53 2
				CONTRACT NO.		
				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

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 (GREG HAZEL AT 217-892-6526) 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. 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.
9. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.

GENERAL NOTES

17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. 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.
27. 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
28. 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.
29. 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.
30. 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.**
31. 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.
32. 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.
33. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
34. 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.

35. 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."
36. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
37. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL.
38. THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.
39. ANY ANTI-STRIPPING ADDITIVE REQUIRED SHALL BE INCLUDED IN THE COST OF THE SURFACE COURSE.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDW	REVISED -	VILLAGE OF RANTOUL ILLINOIS WILLOW POND ROAD RECONSTRUCTION		GENERAL NOTES					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BCD	REVISED -										CHAMPAIGN	53	3
	CHECKED - CAC	REVISED -			CONTRACT NO.									
	DATE - 05-04-18	FILE - 140688-GenNotes.sht												
				SCALE: NONE	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT					

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CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	45		45
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	75		75
* 20101200	TREE ROOT PRUNING	EACH	10		10
* 20101100	TREE TRUNK PROTECTION	EACH	10		10
20200100	EARTH EXCAVATION	CU YD	1085		1085
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1175		1175
20800150	TRENCH BACKFILL	CU YD	40		40
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1065		1065
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2533	1013	1520
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	51	22	29
* 25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	51	22	29
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	51	22	29
* 25100630	EROSION CONTROL BLANKET	SQ YD	2533	1013	1520
* 25200200	SUPPLEMENTAL WATERING	UNIT	115	46	69
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	56	24	32

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
* 28000510	INLET FILTERS	EACH	8	4	4
SP 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	750		750
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	312	279	33
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	4259		4259
SP 40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	9582.8		9582.8
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7438.6	5617.0	1821.6
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	13	
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5, N50	TON	358	358	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	178	178	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	737		737
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1219	822	397
42001300	PROTECTIVE COAT	SQ YD	878	599	279
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2686	2414	272
42400800	DETECTABLE WARNINGS	SQ FT	240	240	
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	8321	8321	

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS



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DATE - 05-04-18	FILE - 140688_S001.shx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	4
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
44000100	PAVEMENT REMOVAL	SQ YD	5041		5041
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	5007	5007	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1315	856	459
44000600	SIDEWALK REMOVAL	SQ FT	2833	2434	399
44201690	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	5	5	
44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	96	96	
44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	161	161	
44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	310	310	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	167	167	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	50		50
55100300	STORM SEWER REMOVAL 8"	FOOT	21		21
55100500	STORM SEWER REMOVAL 12"	FOOT	52		52
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2		2
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	3	1
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1		1

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
60255700	MANHOLES TO BE ADJUSTED WITH NEWTYPE 1 FRAME, OPEN LID	EACH	2		2
60255900	MANHOLES TO BE ADJUSTED WITH NEWTYPE 3 FRAME AND GRATE	EACH	3	3	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	2	1
60500040	REMOVING MANHOLES	EACH	4	3	1
60500060	REMOVING INLETS	EACH	1		1
60600605	CONCRETE CURB, TYPE B	FOOT	25		25
60602800	CONCRETE GUTTER, TYPE B	FOOT	637	311	326
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1619	1005	614
67100100	MOBILIZATION	L SUM	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5906	3486	2420
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2752	1740	1012
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1
72000100	SIGN PANEL - TYPE 1	SQ FT	248	209	39
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	31	22	9

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	5
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2	
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	54	54	
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	310	220	90
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	87	82	5
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4224	2092	2132
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1133	1093	40
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	408	188	220
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	141	113	28
* A2000114	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	2		2
* A2003114	TREE, CELTIS OCCIDENTALIS WINDY CITY (WNDY CITY HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	2		2
* A2008518	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	2		2
* C2000548	SHRUB, ARONIA MELANOCARPA (BLACK CHOKE BERRY), 4' HEIGHT, BALLED AND BURLAPPED	EACH	8		8
* C2005812	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2' HEIGHT, BALLED AND BURLAPPED	EACH	8		8
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	40		40
SP * X2500920	SEEDING, CLASS 1A (SPECIAL)	ACRE	1.0	0.6	0.4

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0004 - ROADWAY	
				RESURFACE	RECONSTRUCT
SP X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	19	450	8550
SP X4023000	TEMPORARY ACCESS (ROAD)	EACH	13	1200	15600
SP X4400196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	119	25	2975
SP X4400220	CURB REMOVAL AND REPLACEMENT	FOOT	152	30	4560
SP X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3312	4	13248
SP X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	9	900	8100
SP X6026630	VALVE BOXES TO BE MOVED	EACH	1	1350	1350
SP Z0013798	CONSTRUCTION LAYOUT	L SUM	1	18000	18000
SP Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	390	20	7800

* DENOTES SPECIALITY ITEM
SP DENOTES ITEMS COVERED BY SPECIAL PROVISIONS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	6
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTION NOTES

1.

LEVELING BINDER SHALL HAVE A THICKNESS OF 3/4" TO 1 3/4" AT CROWN AND 3/4" AT EDGE OF PAVEMENT.
2.

EXISTING HOT-MIX ASPHALT PARKING LOTS SHALL BE REPLACED TO MATCH THE PROPOSED ADJACENT PAVEMENT STRUCTURE. EXISTING PORTLAND CEMENT CONCRETE PARKING LOTS SHALL REMAIN IN PLACE.
3.

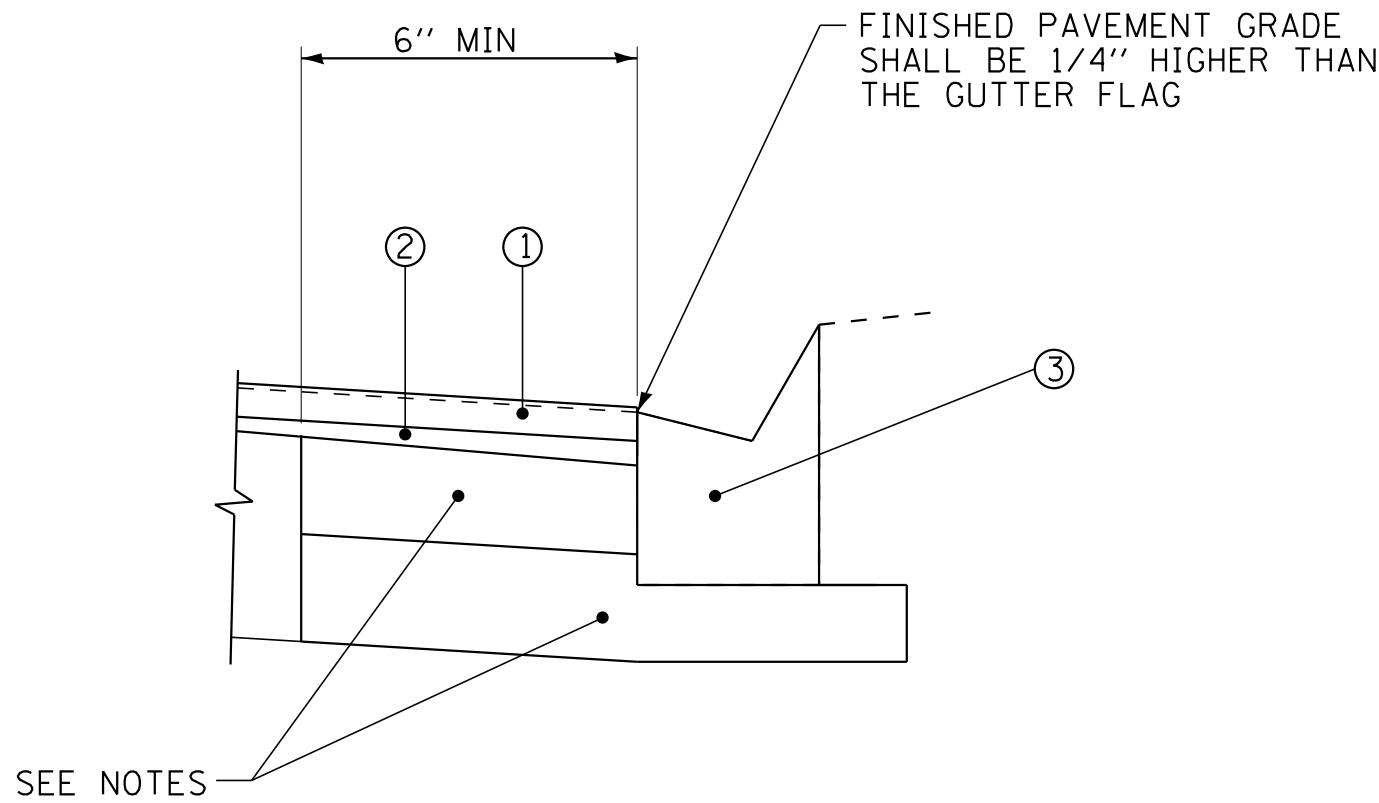
THE PAVEMENT AND BASE COURSE THICKNESS WERE TAKEN FROM THE "GEOTECHNICAL REPORT" PREPARED BY MIDWEST ENGINEERING AND TESTING, INC. DATED AUGUST 28, 2014.
4.

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.
5.

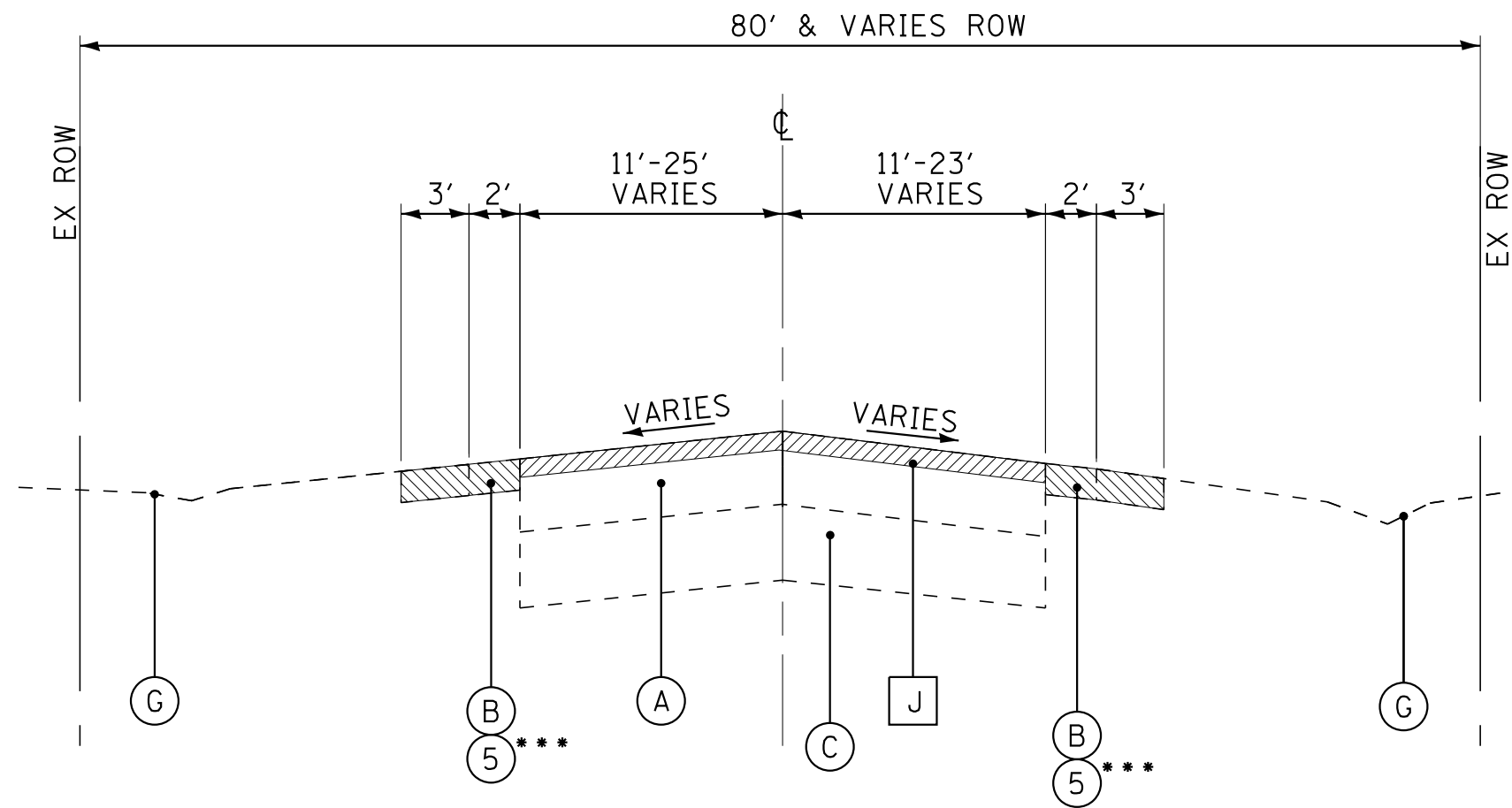
THE PAY ITEMS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS IN THE SUBGRADE WITH SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED 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.
6.

PARKWAY GRADING ON WILLOW POND ROAD AND PAR DRIVE SHALL BE COORDINATED IN THE FIELD WITH THE ENGINEER.
7.

PORTIONS OF THE EXISTING CURB AND GUTTER HAVE GUTTER OVERLAID WITH EXISTING ASPHALT. REMOVAL OF THE EXISTING CURB AND GUTTER WITHOUT DAMAGE TO THE EXISTING CURB AND GUTTER TO REMAIN IS TO BE PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL.

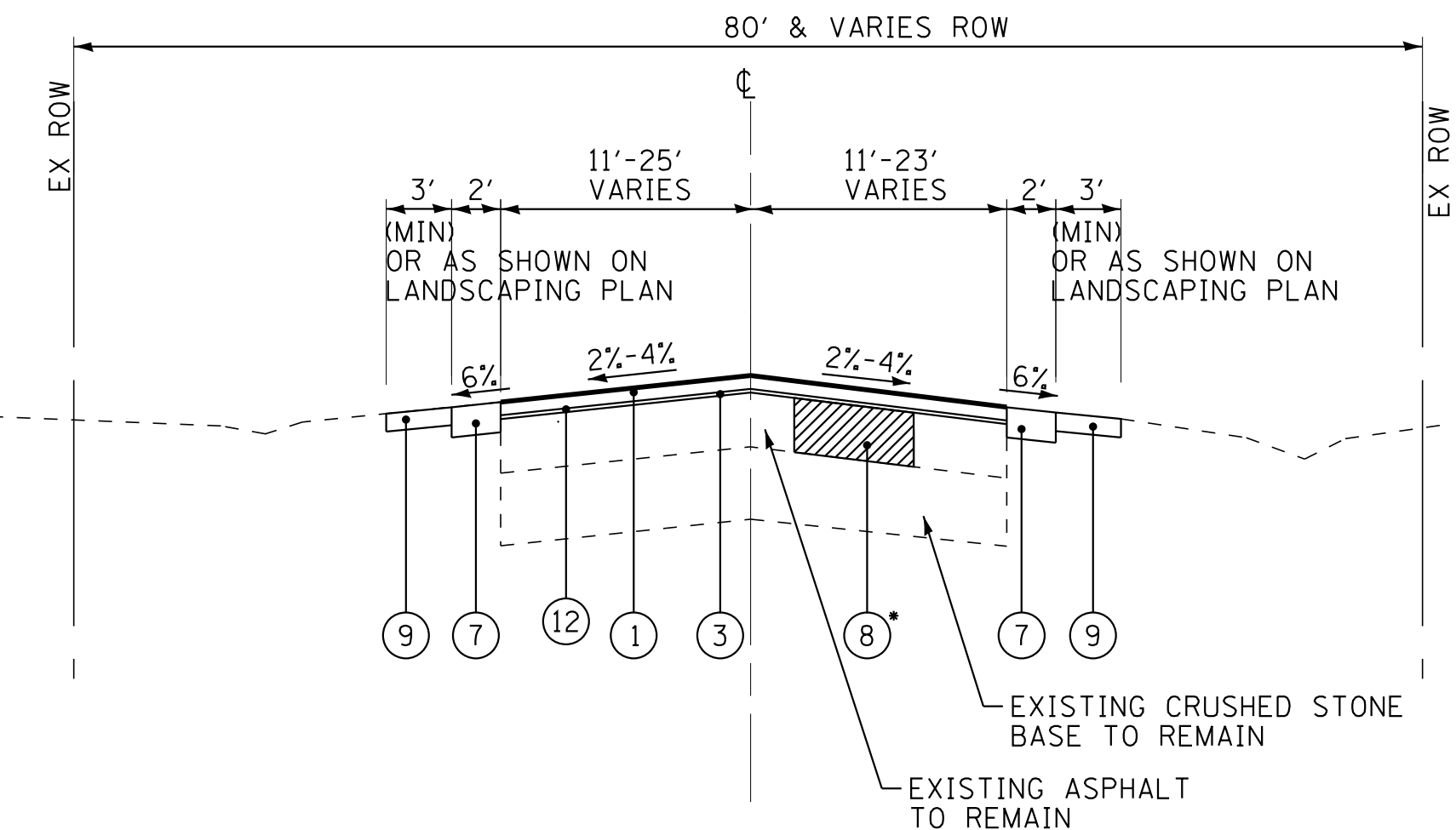


DETAIL A



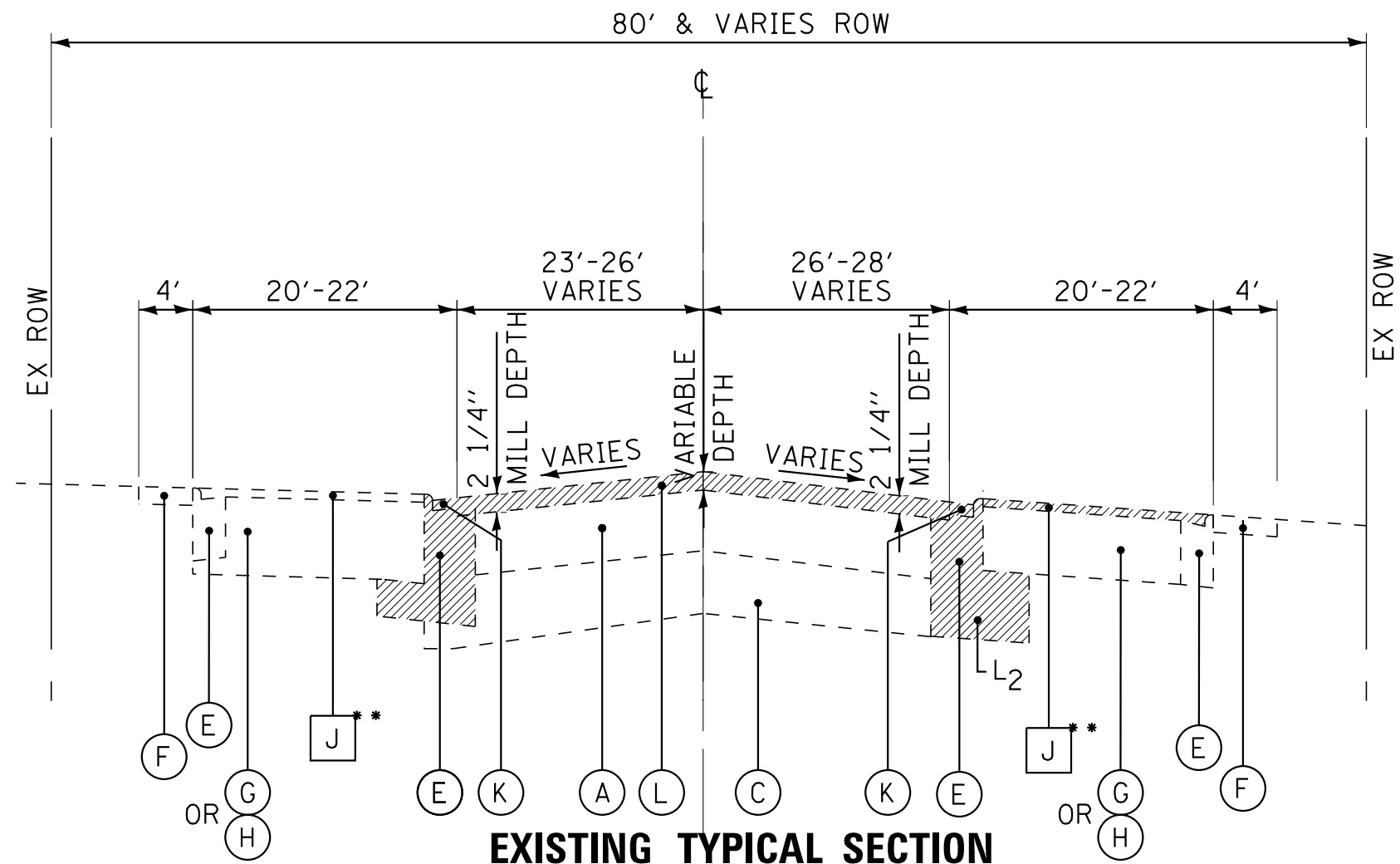
EXISTING TYPICAL SECTION
WILLOW POND RD

STA 100+06 TO STA 104+67



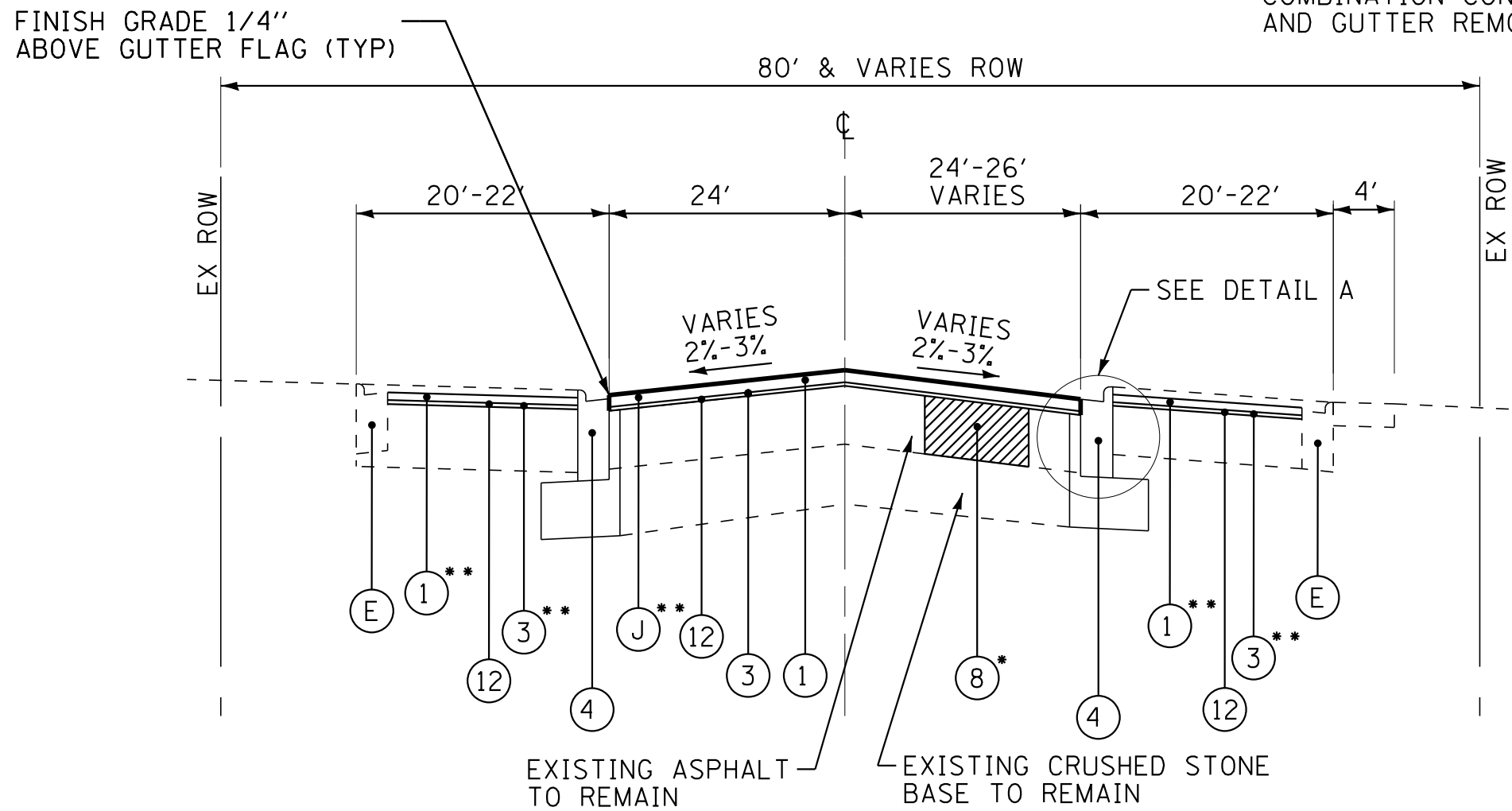
PROPOSED TYPICAL SECTION
WILLOW POND RD

STA 100+06 TO STA 104+67



EXISTING TYPICAL SECTION
WILLOW POND RD

STA 104+67 TO STA 109+34



PROPOSED TYPICAL SECTION
WILLOW POND RD

STA 104+67 TO STA 109+34

HMA MIXTURE REQUIREMENTS

LOCATION	WILLOW POND ROAD	WILLOW POND ROAD	WILLOW POND ROAD	WILLOW POND ROAD
MIXTURE USE:	SURFACE AND PARKING AREAS	FINE GRADED BINDER	PATCHING, FINE GRADED BINDER	RESURFACING, LEVELING BINDER (MACHINE METHOD)
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE RAP/RAS S.P.	SEE RAP/RAS S.P.	SEE RAP/RAS S.P.	SEE RAP/RAS S.P.
DESIGN AIR VOIDS:	4.0% @ Ndes = 50	4.0% @ Ndes = 50	4.0% @ Ndes = 70	4.0% @ Ndes = 50
MIXTURE COMPOSITION: (GRADATION)	IL 19.0 FG	IL 19.0 FG	IL 19.0 FG	IL 9.5
FRICTION AGGREGATE	MIXTURE D	N.A.	N.A.	N.A.

NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING.

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

EXISTING LEGEND

- (A)

HOT-MIX ASPHALT PAVEMENT (4" - 5 1/2")
- (B)

AGGREGATE SHOULDER
- (C)

CRUSHED STONE BASE (4 1/2"-12")
- (D)

DRIVEWAY
- (E)

COMBINATION CONCRETE CURB AND GUTTER
- (F)

SIDEWALK
- (G)

GROUND SURFACE (TURF)
- (H)

PARKING LOT (HMA OR PCC)
- (I)

PAVEMENT REMOVAL
- (J)

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- (K)

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
- (L)

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ITEM TO BE REMOVED

- AS DETERMINED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION
- AT HMA PARKING LOTS ONLY
- PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

PROPOSED LEGEND

- 1

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
- 2

HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 3 1/4"
- 3

LEVELING BINDER (MACHINE METHOD), 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 AND PARKING LOTS
- 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

AGGREGATE SHOULDERS, TYPE A 6"
- 8

CLASS D PATCHES, TYPE I -IV, 4-INCH
- 9

TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 1A (SPECIAL) EROSION CONTROL BLANKET
- 10

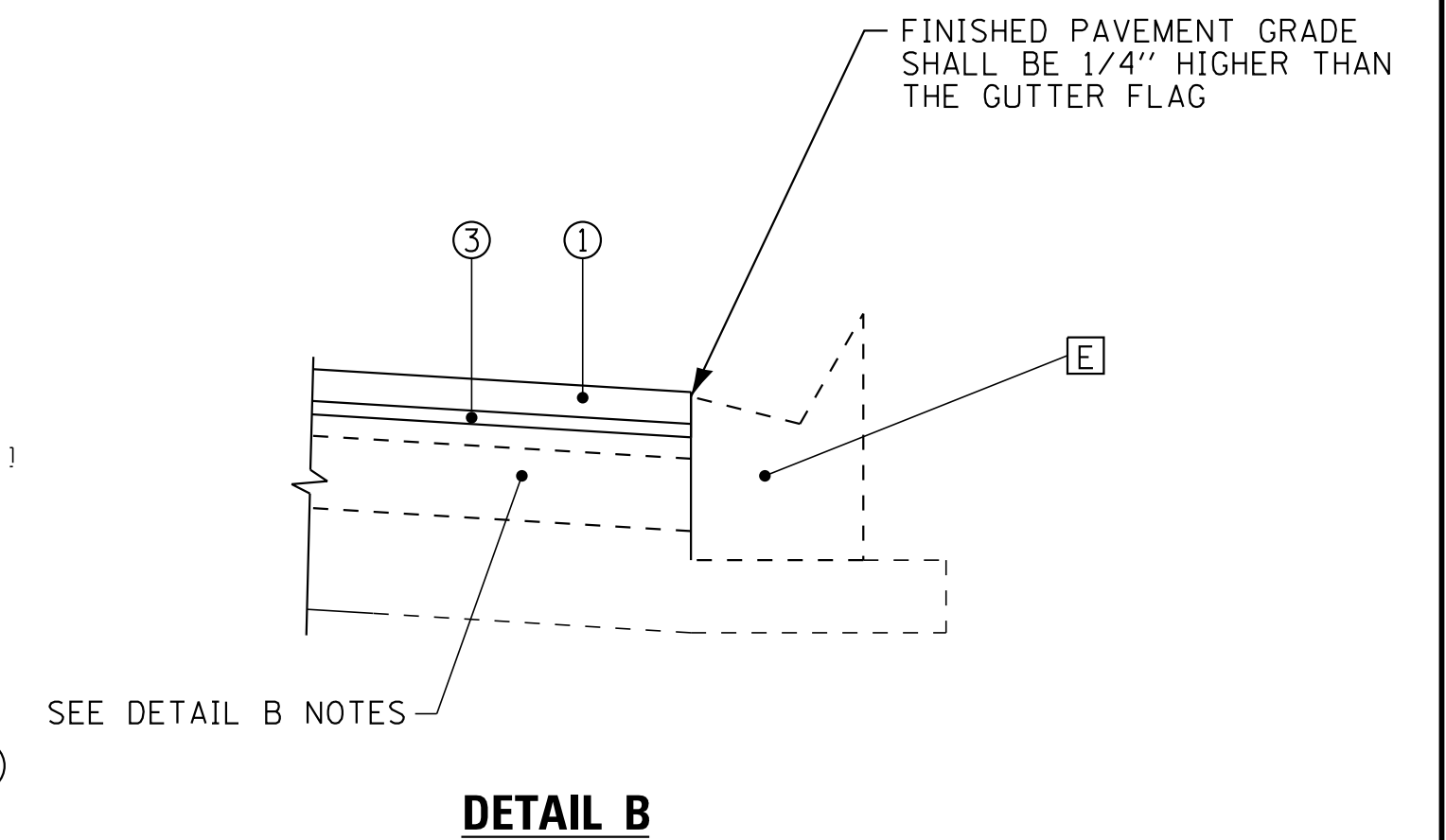
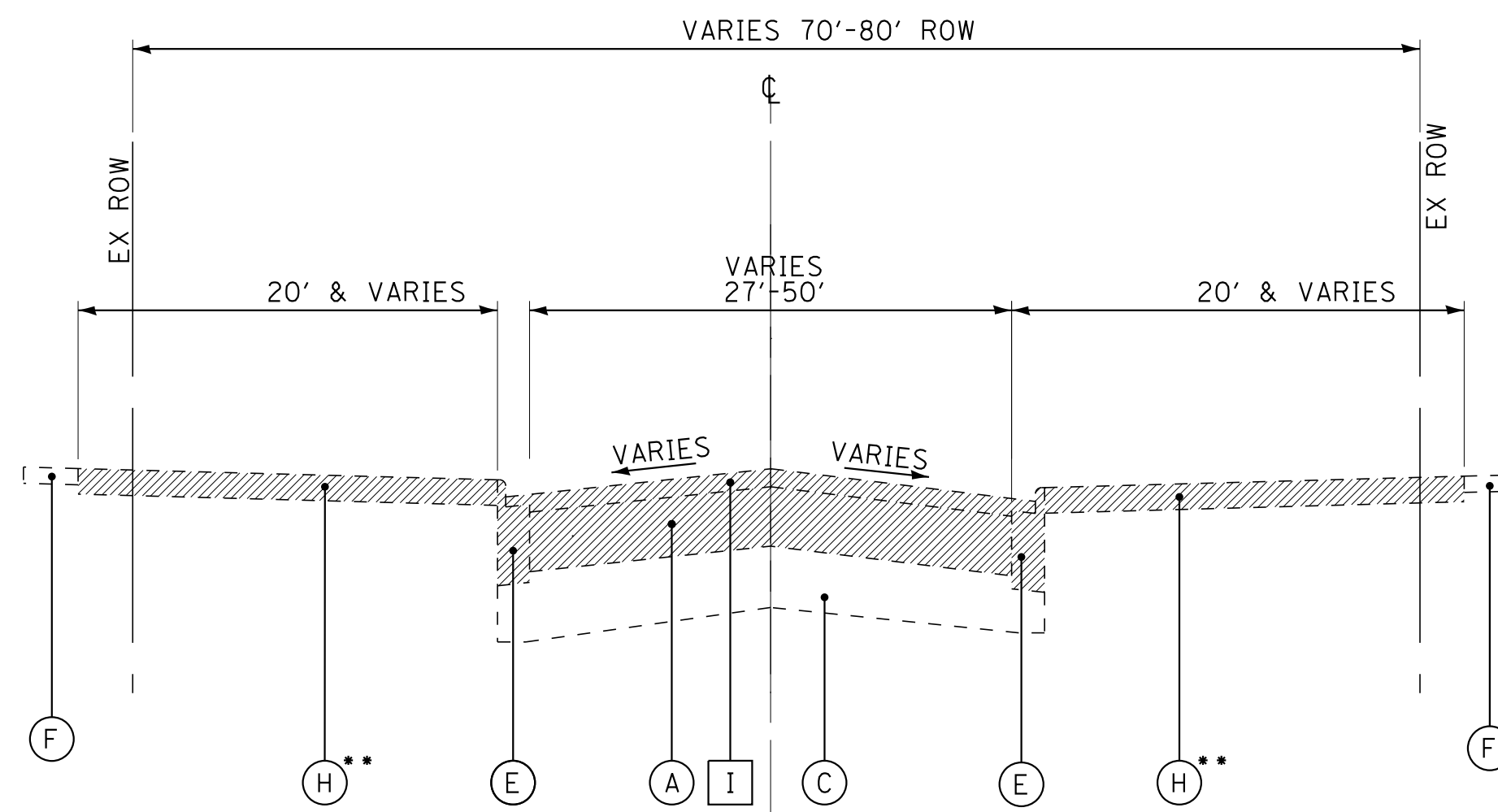
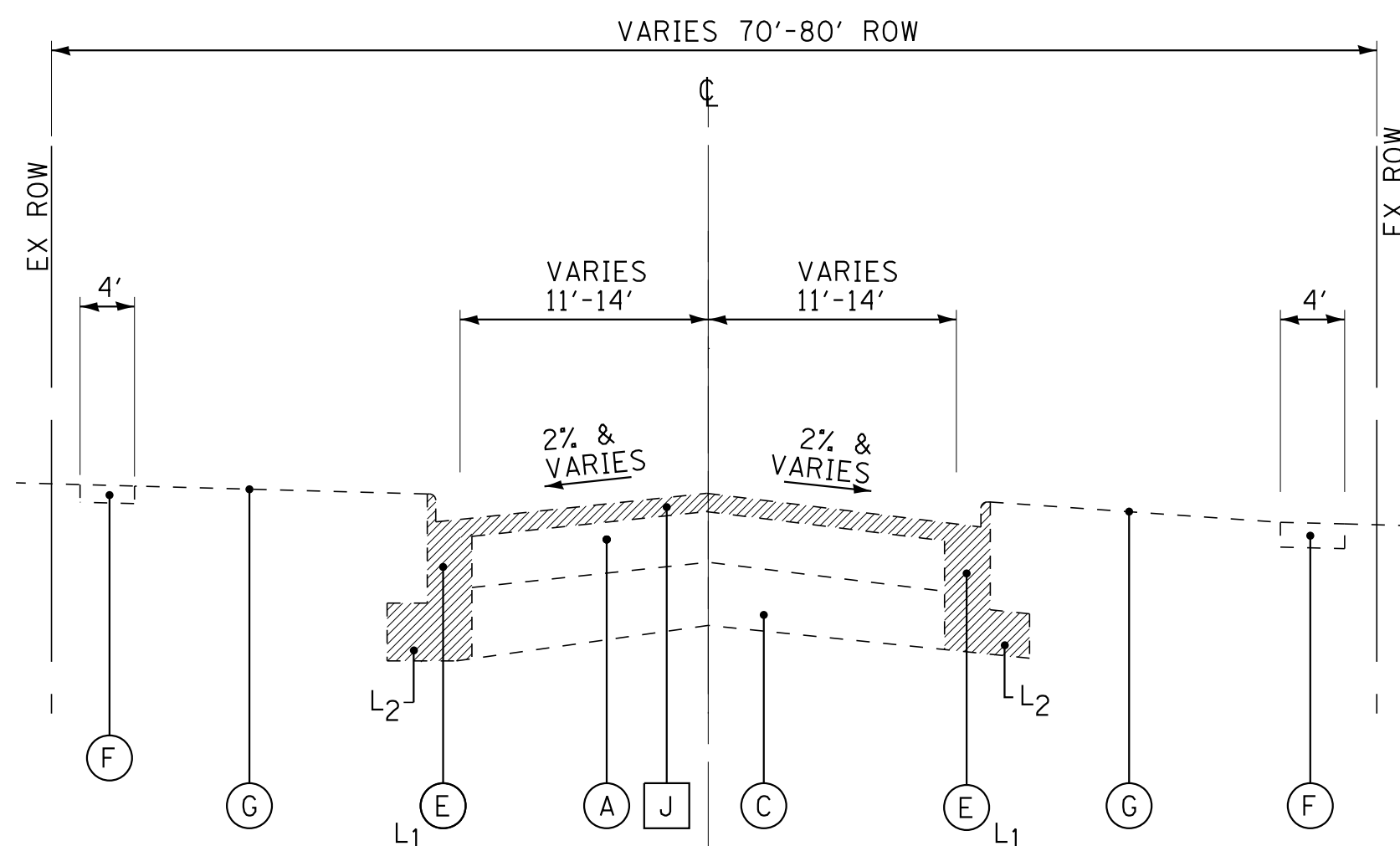
AGGREGATE BASE COURSE, TYPE B 4"
- 11

AGGREGATE BASE COURSE, TYPE B 8"
- 12

AREA REFLECTIVE CRACK CONTROL TREATMENT WITH BITUMINOUS MATERIALS (PRIME COAT) @ 0.25 LB/SQ FT

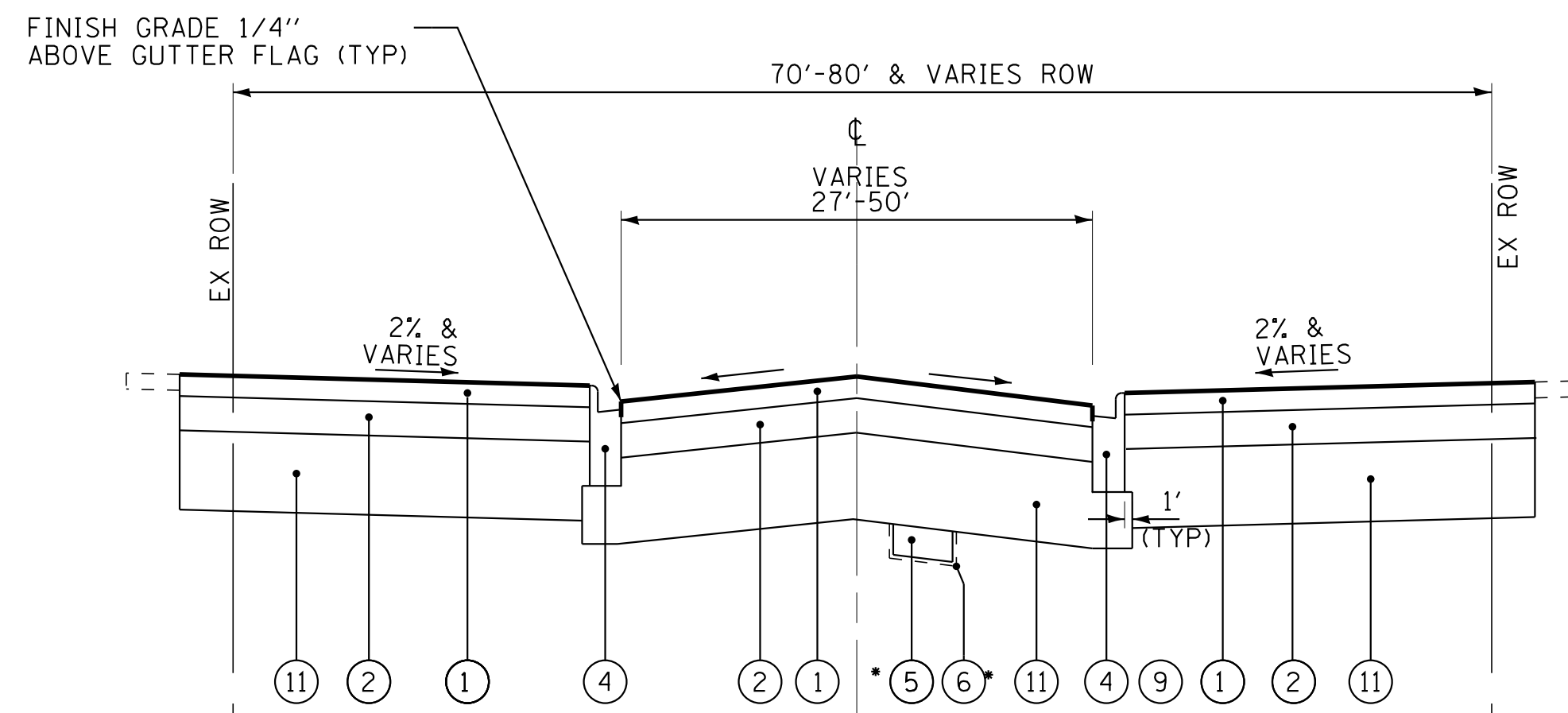
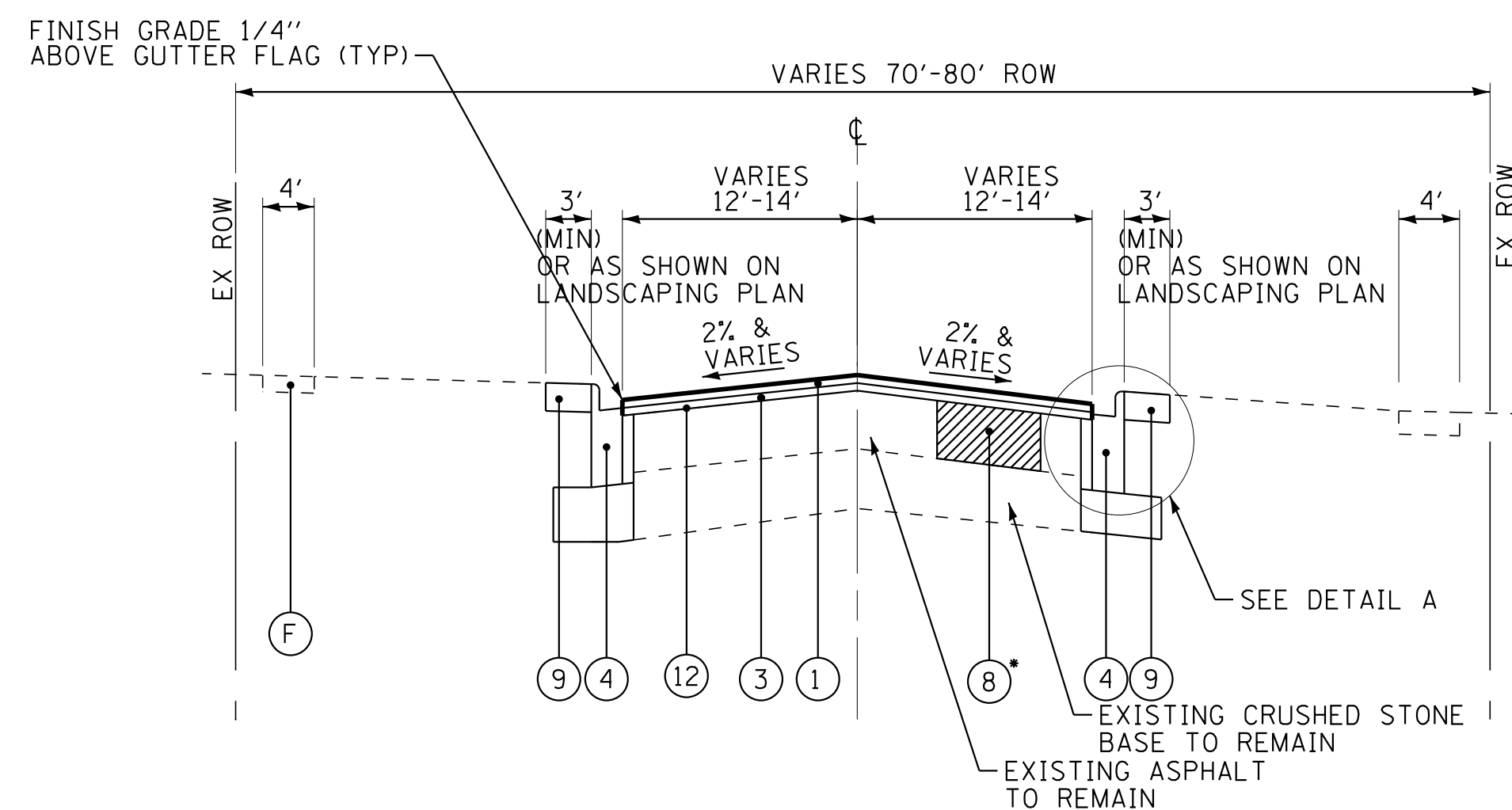
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	7
			CONTRACT NO.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- DETAIL B NOTES:

1. EXISTING CURB AND GUTTER TO REMAIN AS SHOWN IN THE GEOMETRIC PLAN AND PROFILE SHEETS.
2. ENTIRE ROADWAY SHOULD HAVE A FULL MILL DEPTH OF 2 1/2".



PROPOSED TYPICAL SECTION
WILLOW POND RD
 STA 109+34 TO STA 115+06
PAR DR
 STA 300+11 TO STA 303+05

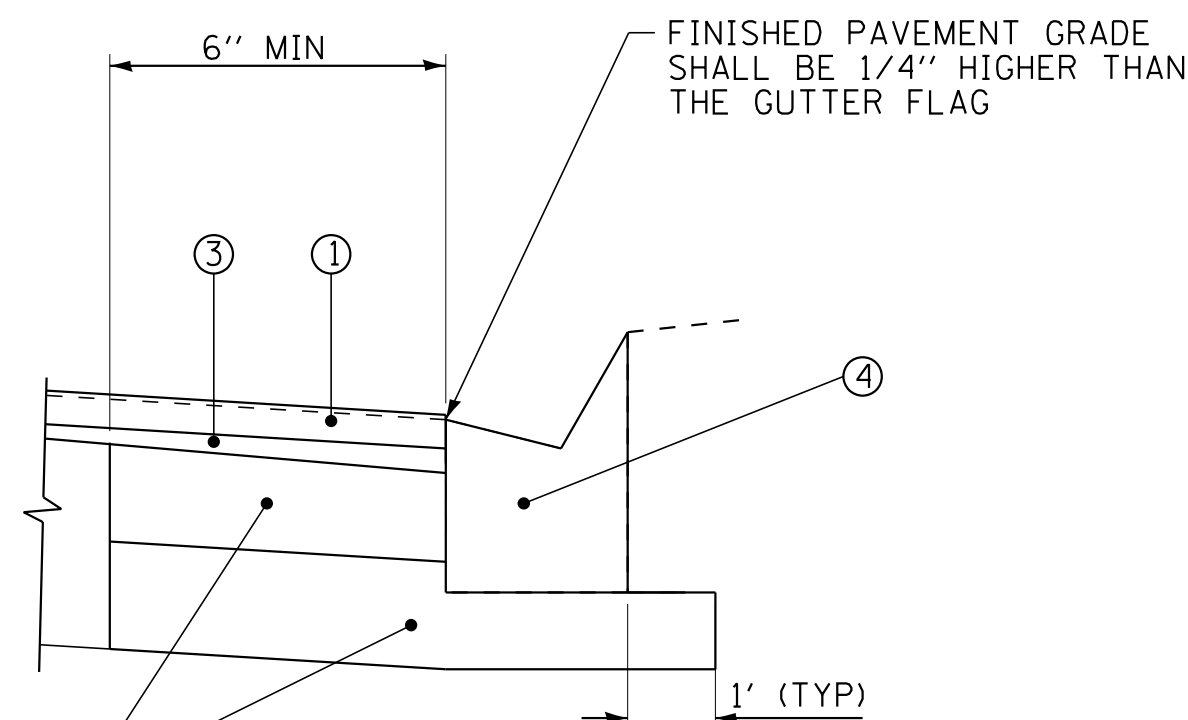
- * DETERMINED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION
- ** AT HMA PARKING LOTS ONLY

EXISTING LEGEND

- | | |
|---|--|
| (A) | HOT-MIX ASPHALT PAVEMENT (4" - 5 1/2") |
| (B) | AGGREGATE SHOULDER |
| (C) | CRUSHED STONE BASE (4 1/2" - 12") |
| (D) | DRIVEWAY |
| (E) | COMBINATION CONCRETE CURB AND GUTTER |
| (F) | SIDEWALK |
| (G) | GROUND SURFACE (TURF) |
| (H) | PARKING LOT (HMA OR PCC) |
| (I) | PAVEMENT REMOVAL |
| (J) | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" |
| (K) | HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL |
|  | ITEM TO BE REMOVED |

PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
- ② HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 3 1/4"
- ③ LEVELING BINDER (MACHINE METHOD), 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 AND PARKING LOTS
- 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 AGGREGATE SHOULDERS, TYPE A, 6"
- ⑧ CLASS D PATCHES, TYPE I -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 B 8"
- ⑫ AREA REFLECTIVE CRACK CONTROL TREATMENT WITH BITUMINOUS MATERIALS (PRIME COAT)
@ 0.25 LB/SQ FT



DETAIL A

- DETAIL A NOTES:

1. IN RESURFACING AREAS WITH NEW CURB AND GUTTER, SAWCUT EDGE OF PAVEMENT 6" FROM EDGE OF PAVEMENT. FILL GAP WITH CLASS SI CONCRETE OVER AGGREGATE BASE COURSE, TYPE B 4" AS INCIDENTAL TO COST OF COMBINATION CONCRETE CURB & GUTTER.
2. AREAS OF NEW CURB AND GUTTER REFER TO GEOMETRIC PLAN AND PROFILE SHEETS

EARTHWORK SUMMARY

LOCATION		1	2	3	4	5	6	7	8	9
STA TO STA		UNDERCUT AND AGG SUBGRADE IMPROVEMENT (CY)	UNSUITABLE EXCAVATION (TOPSOIL) (CY)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CY)	EARTH EXCAVATION (20200100) (CY)	UTILITY EXCAVATION (CY)	TOTAL SUITABLE EXCAVATION (CY)	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CY)	EMBANKMENT (CY)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY)
WILLOW POND ROAD										
100+06.30	101+00.00	0.0	16.0	16.0	0.3	0.0	0.3	0.2	3.5	-3.3
101+00.00	102+00.00	0.0	38.0	38.0	3.5	0.0	3.5	3	4.4	-1.4
102+00.00	103+00.00	0.0	40.6	40.6	3.5	0.0	3.5	3	7.7	-4.7
103+00.00	104+00.00	0.0	35.2	35.2	0.2	0.0	0.2	0.2	20.1	-19.9
104+00.00	105+00.00	0.0	51.9	51.9	0.0	0.0	0.0	0	36.9	-36.9
105+00.00	106+00.00	0.0	38.4	38.4	0.0	0.0	0.0	0	28.1	-28.1
106+00.00	107+00.00	0.0	13.2	13.2	0.0	0.0	0.0	0	9.3	-9.3
107+00.00	108+00.00	0.0	8.9	8.9	0.0	0.0	0.0	0	7.5	-7.5
108+00.00	109+00.00	0.0	8.6	8.6	0.0	0.0	0.0	0	6.8	-6.8
109+00.00	109+33.60	17.4	3.7	21.1	24.4	0.0	24.4	20.7	2.8	17.9
109+33.60	109+50.00	17.6	4.5	22.1	26.0	0.0	26.0	22.1	2.8	19.3
109+50.00	110+00.00	70.8	11.3	82.1	120.5	0.0	120.5	102.4	6.1	96.3
110+00.00	111+00.00	140.7	9.3	150.0	241.0	0.0	241.0	204.9	4.2	200.7
111+00.00	112+00.00	105.6	6.5	112.0	123.5	0.0	123.5	105	3.2	101.8
112+00.00	113+00.00	87.0	18.0	105.0	91.6	0.0	91.6	77.8	103.5	-25.7
113+00.00	114+00.00	71.3	36.3	107.6	93.3	0.0	93.3	79.3	118.0	-38.7
114+00.00	115+00.00	63.9	30.5	94.4	76.8	0.0	76.8	65.2	20.4	44.8
115+00.00	115+06.00	3.4	1.5	4.9	4.5	0.0	4.5	3.8	0.7	3.1
PAR DRIVE										
300+11.16	300+50.00	17.6	0.0	17.6	27.3	0.0	27.3	23.2	0.0	23.2
300+50.00	301+00.00	30.1	0.0	30.1	44.8	0.0	44.8	38.1	29.0	9.1
301+00.00	302+00.00	65.7	19.4	85.1	110.6	0.0	110.6	94	135.0	-41.0
302+00.00	303+00.00	55.6	32.0	87.6	90.2	0.0	90.2	76.7	91.7	-15.0
303+00.00	303+05.00	2.8	1.3	4.1	3.6	0.0	3.6	3.1	0.8	2.3
TOTALS		750	425	1,175	1,085	0	1,085	923	642	280

EARTHWORK SUMMARY

	TOTAL	
(20200100) EARTH EXCAVATION	1,085	CU YD
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	1,175	CU YD
(30300001) AGGREGATE SUBGRADE IMPROVEMENT	750	CU YD
(20400800) FURNISHED EXCAVATION	0	CU YD

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

RESURFACE			
STATION	STATION	LOCATION	LENGTH (FT)
103+40	- 103+60	LT	34
103+60	104+23	LT	64
104+23	104+48	LT	44
104+76	104+95	LT	41
104+95	- 105+46	LT	52
106+09	107+68	LT	173
106+46	106+80	RT	34
107+19	107+68	RT	61
107+95	108+48	LT	68
107+96	108+32	RT	49
108+87	108+92	RT	5
108+96	109+34	LT	38
114+34	114+69	LT	46
114+86	115+06	LT	35
116+51	116+68	LT	17
119+79	119+99	RT	20
119+87	119+97	LT	10
120+07	120+11	LT	10
120+07	120+11	RT	10
120+38	120+62	LT	43
120+38	120+69	RT	50
121+99	122+05	LT	6
121+99	122+05	RT	6
123+23	123+63	RT	40
124+03	124+13	LT	10
124+34	124+35	LT	8
124+52	124+83	RT	31
SUBTOTAL - RESURFACE = 1005			
RECONSTRUCT			
109+34	109+51	LT	17
109+34	109+52	RT	18
110+96	111+66	RT	69
112+39	114+34	LT	430
113+59	114+39	RT	80
SUBTOTAL - RECONSTRUCT = 614			
TOTAL = 1619			

SIGN PANEL - TYPE 1				
STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RESURFACE				
103+12	R1-1	1	30 X 30	6.25
104+37	R1-1	1	30 X 30	6.25
104+95	R1-1	1	30 X 30	6.25
105+79	R7-8	1	12 X 18	1.5
106+05	NEIGH WTC	1	18 X 24	3
106+81	R8-3A	1	18 X 24	3
107+99	R2-1	1	24 X 30	5
108+04	R6-2	1	24 X 30	5
109+11	R2-1	1	24 X 30	5
115+44	R7-8	1	12 X 18	1.5
115+88	R7-8	1	12 X 18	1.5
116+07	R7-8	1	12 X 18	1.5
116+18	R7-8	1	12 X 18	1.5
117+26	R7-8	1	12 X 18	1.5
118+70	NEIGH WTC	1	18 X 24	3
118+80	R7-8	1	12 X 18	1.5
119+53	R7-8	1	12 X 18	1.5
121+28	R7-8	1	12 X 18	1.5
121+31	R7-8	1	12 X 18	1.5
122+50	R1-1	1	30 X 30	6.25
123+04	R1-1	1	30 X 30	6.25
125+50	R5-1	1	30 X 30	6.25
120+02	R1-1	1	30 X 30	6.25
120+02	R5-1	1	30 X 30	6.25
124+25	R1-1	1	30 X 30	6.25
124+25	R8-3A	1	18 X 24	3
106+69	R2-1	1	24 X 30	5
106+69	R8-3A	1	18 X 24	3
107+62	R1-1	1	30 X 30	6.25
108+00	R8-3A	1	18 X 24	3
114+34	R2-1	1	24 X 30	5
114+34	WTC CHLD	1	30 X 30	6.25
115+41	R8-3A	1	18 X 24	3
117+78	R8-3A	1	18 X 24	3
119+17	R8-3A	1	18 X 24	3
120+38	R2-1	1	24 X 30	5
120+38	CHLD @ PLAY	1	24 X 30	5
124+58	R8-3A	2	18 X 24 X 2	6
SUBTOTAL - RESURFACE = 152				
RECONSTRUCT				
110+71	R7-8	1	12 X 18	1.5
112+13	R1-1	1	30 X 30	6.25
112+21	R7-8	1	12 X 18	1.5
112+74	R5-1	1	30 X 30	6.25
112+79	R7-8	1	12 X 18	1.5
112+90	R7-8	1	12 X 18	1.5
113+05	R5-1	1	30 X 30	6.25
113+60	R1-1	1	30 X 30	6.25
114+32	R2-1	1	24 X 30	5
114+32	R8-3A	1	18 X 24	3
SUBTOTAL - RECONSTRUCT = 39				
TOTAL = 191				

REMOVE SIGN PANEL ASSEMBLY - TYPE A				
STATION	SIGN	QTY (EACH)	DIMENSION (N)	AREA (SQ FT)
RESURFACE				
103+12	R1-1	1	30 X 30	6.25
104+37	R1-1	1	30 X 30	6.25
104+95	R1-1	1	30 X 30	6.25
105+79	R7-8	1	12 X 18	1.5
106+05	NEIGH WTC	1	18 X 24	3
106+81	R8-3A	1	18 X 24	3
107+99	R2-1	1	24 X 30	5
108+04	R6-2	1	24 X 30	5
109+11	R2-1	1	24 X 30	5
115+44	R7-8	1	12 X 18	1.5
115+88	R7-8	1	12 X 18	1.5
116+07	R7-8	1	12 X 18	1.5
116+18	R7-8	1	12 X 18	1.5
117+26	R7-8	1	12 X 18	1.5
118+70	NEIGH WTC	1	18 X 24	3
118+80	R7-8	1	12 X 18	1.5
119+53	R7-8	1	12 X 18	1.5
121+28	R7-8	1	12 X 18	1.5
121+31	R7-8	1	12 X 18	1.5
122+50	R7-8	1	12 X 18	1.5
122+50	R1-1	1	30 X 30	6.25
123+04	R1-1	1	30 X 30	6.25
125+50	R1-1	1	30 X 30	6.25
125+50	R5-1	1	30 X 30	6.25
SUBTOTAL - RESURFACE = 22				
RECONSTRUCT				
110+71	R7-8	1	12 X 18	1.5
112+13	R1-1	1	30 X 30	6.25
112+21	R7-8	1	12 X 18	1.5
112+74	R5-1	1	30 X 30	6.25
112+79	R7-8	1	12 X 18	1.5
112+90	R7-8	1	12 X 18	1.5
113+05	R5-1	1	30 X 30	6.25
113+60	R1-1	1	30 X 30	6.25
114+32	R2-1, R8-3A	1	24 X 30, 18 X 24	8
SUBTOTAL - RECONSTRUCT = 9				
TOTAL = 31				

REMOVE SIGN PANEL ASSEMBLY - TYPE B				
STATION	SIGN	QTY (EACH)	DIMENSION (N)	AREA (SQ FT)
RESURFACE				
120+02	R1-1, R5-1	1	30 X 30 X 2	12.5
124+25	R1-1, R8-3A	1	30 X 30, 18 X 24	9.25
SUBTOTAL - RESURFACE = 2				
RECONSTRUCT				
114+32	R2-1	1	24 X 30	5
114+32	R8-3A	1	18 X 24	3
SUBTOTAL - RECONSTRUCT = 8				
TOTAL = 2				

THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STA	TO	STA	SIDE	TYPE	LENGTH (FT)
RESURFACE					
100+06		103+48	CL	SKIP DASH (Y)	110
103+48		106+29	CL	DY	1144
106+29		107+44	CL	DY	230
105+66		105+93	LT	PARKING	84
105+66		105+93	RT	PARKING	84
108+19		109+34	RT	DY	230
120+78		121+23	LT	PARKING	96
120+78		121+23	RT	PARKING	114
SUBTOTAL - RESURFACE = 2092					
RECONSTRUCT					
109+34		111+82	CL	DY	1012
111+82		114+34	CL	DY	504
109+65		110+82	LT	PARKING	308
109+65		110+82	RT	PARKING	308
SUBTOTAL - RECONSTRUCT = 2132					
TOTAL = 4224					

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

STA	TO	STA	SIDE	TYPE	LENGTH (FT)
RESURFACE					
104+35		104+85	LT	XWALK (W)	90
104+52		104+94	RT	XWALK (W)	74
105+21		106+29	RT	SKIP DASH (W)	40
106+29		107+44	RT	LT LANE	115
107+48		107+54	N/A	XWALK (W)	103
107+64		107+97	LT	XWALK (W)	62
107+65		107+99	RT	XWALK (W)	63
108+09		108+15	N/A	XWALK (W)	102
108+19		109+34	LT	LT LANE	115
114+64		114+82	LT	XWALK (W)	38
119+84		119+90	N/A	XWALK (W)	57
120+06		120+33	LT	XWALK (W)	57
120+05		120+33	RT	XWALK (W)	57
120+48		120+54	N/A	XWALK (W)	56
122+51		122+84	LT	XWALK (W)	64

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ROADWAY PAVEMENT ITEMS													
STATION	-	STATION	WIDTH	AREA	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50-1 3/4" 40603335 (TON)	LEVELING BINDER (MACHINE METHOD) N50-3/4" 40600625 (TON)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50-3 1/4" 40603080 (TON)	AGGREGATE BASE COURSE, TYPE B, 8" 35102000 SQ YD	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION 21001000 (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT) 40600275 (POUND)	BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	AGGREGATE SHOULDERS, TYPE A 6" 48100500 (SQ YD)	AREA REFLECTIVE CRACK CONTROL TREATMENT 44300100 (SQ YD)
			(FT)	(SQ YD)	(TON)	(TON)	(TON)	SQ YD	(SQ YD)	(POUND)	(POUND)	(SQ YD)	(SQ YD)
RESURFACE													
WILLOW POND ROAD													
100+06		104+42	VARIES	1263	124	54					852.6	167	1263
104+42		109+34	VARIES	2932	288	124					1979.1		2932
115+06		124+81	VARIES	3127	307	132					2110.8		3127
BIRDIE DR													
103+28 LT			22	72	8	4					48.6		72
GOLFCOURSE RD (N)													
104+58 LT			35	152	15	7					102.6		152
104+67 RT			16	68	7	3					45.9		68
ST ANDREWS CIR (N)													
107+84 LT			22	80	8	4					54.0		80
107+82 RT			21	88	9	4					59.4		88
ST ANDREWS CIR (S)													
120+17 LT			26	97	10	5					65.5		97
120+18 RT			28	107	11	5					72.3		107
GOLFCOURSE RD (S)													
122+70 LT			31	134	14	6					90.5		134
122+87 RT			22	105	11	5					70.9		105
GOLFVIEW RD													
124+42 LT			26	96	10	5					64.8		96
SUBTOTALS - RESURFACE =					822.0	358.0	0.0	0.0	0.0	0.0	5617.0	167.0	8321.0
RECONSTRUCT													
WILLOW POND ROAD / PAR DRIVE													
109+34		115+06	VARIES	4048	397		737	4259	1065	9,582.8	1,821.6		
SUBTOTALS - RECONSTRUCT =					397.0	0.0	737.0	4259.0	1065.0	9582.8	1821.6	0.0	0.0
TOTALS =					1,219	358	737	4,259	1,065	9,582.8	7,438.6	167	8,321

STATION	-	STATION	LOCATION	EXISTING MATERIAL	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
RESURFACE							
BIRDIE DRIVE							
103+40		103+60	LT	CONC	20	4 - 5.0	251.3
GOLFCOURSE ROAD (N)							
104+15		104+33	LT	CONC	18	4 - 5.0	48.2
104+32		104+55	RT	CONC	23	4 - 5.0	117.9
104+82		105+04	LT	CONC	22	4 - 5.0	70.3
104+90		105+13	RT	CONC	23	4 - 5.0	86.0
105+92		106+10	RT	CONC	18	4 - 5.0	102.2
106+32		106+36	LT	CONC	4	4 - 5.0	30.6
106+70		106+73	LT	CONC	3	4 - 5.0	33.6
106+71		106+74	RT	CONC	3	4 - 5.0	36.9
ST ANDREWS CIRCLE (N)							
107+42		107+65	LT	CONC	23	4 - 5.0	166.6
107+43		107+65	RT	CONC	22	4 - 5.0	150.9
107+97		108+20	LT	CONC	23	4 - 5.0	155.7
107+98		108+15	RT	CONC	17	4 - 5.0	131.7
109+27		109+31	LT	CONC	4	4 - 5.0	34.3
109+30		109+33	RT	CONC	3	4 - 5.0	21.3
PRIVATE DRIVEWAY							
114+40		114+62	LT	CONC	22	4 - 5.0	82.6
114+84		115+04	LT	CONC	20	4 - 5.0	79.9
ST ANDREWS CIRCLE (S)							
119+85		120+04	LT	CONC	19	4 - 5.0	146.5
119+86		120+04	RT	CONC	18	4 - 5.0	140.7
120+35		120+57	LT	CONC	22	4 - 5.0	188.3
120+35		120+58	RT	CONC	23	4 - 5.0	191.1
GOLFCOURSE ROAD (S)							
122+32		122+50	LT	CONC	18	4 - 5.0	68.2
122+84		123+04	LT	CONC	20	4 - 5.0	79.1
GOLFVIEW ROAD							
124+24		124+29	LT	CONC	5	4 - 5.0	20.1
SUBTOTAL - RESURFACE =					2434		

RECONSTRUCT							
109+93		110+08	LT	CONC	15	4 - 5.0	104.5
110+28		110+43	LT	CONC	15	4 - 5.0	100.6
111+21		111+24	RT	CONC	3	4 - 5.0	29.4
113+20		113+21	LT	CONC	1	4 - 5.0	36.8
113+34		113+35	LT	CONC	1	4 - 5.0	39.9
113+59		113+61	LT	CONC	2	4 - 5.0	51.0
114+04		114+07	RT	CONC	3	4 - 5.0	36.8
SUBTOTAL - RECONSTRUCT =					399		

TOTAL = 2833

REMOVE SIGN PANEL - TYPE 1				
STATION	SIGN	QTY (EACH)	DIMENSION (IN)	AREA (SQ FT)
RESURFACE				
106+69	R2-1, R8-3A	2	24 X 30, 18 X 24	8
107+62	R1-1	1	30 X 30	6.25
109+00	R8-3A	1	18 X 24	3
114+34	R2-1, WTCH CHLD	2	24 X 30, 30 X 30	11.25
115+41	R8-3A	1	18 X 24	3
117+78	R8-3A	1	18 X 24	3
119+17	R8-3A	1	18 X 24	3
120+38	R2-1, CHLD @ PLAY	2	24 X 30 X 2	10
124+58	R8-3A	2	18 X 24 X 2	6
SUBTOTAL - RESURFACE =				

TOTAL = 3

MANHOLES TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE

STATION	LOCATION	QTY (EACH)
107+40	RT	1
107+57	LT	1
108+05	LT	1

TOTAL = 3

CLASS D PATCHES, TYPE HV, 4 INCH								
STATION	-	STATION	LOCATION	AREA	TYPE 1	TYPE 2	TYPE 3	TYPE 4
				(SQ FT)	44201690 (SQ YD)	44201692 (SQ YD)	44201694 (SQ YD)	44201696 (SQ YD)
104+40		104+59	LT	180	0	0	20	0
104+59		104+90	LT	400	0	0	0	44
105+30		106+00	RT	280	0	0	0	31
105+45		105+70	LT	100	0	11	0	0
106+05		106+50	RT	160	0	0	18	0
106+15		106+25	LT	120	0	13	0	0
106+60		107+20	RT	200	0	0	22	0
107+35		107+65	LT	300	0	0	0	33
107+45		108+10	LT	780	0	0	0	87
107+50		107+75	RT	175	0	0	19	0
107+75		107+85	LT	64	0	7	0	0
108+05		108+25	LT	300	0	0	0	33
108+05		108+25	RT	80	0	9	0	0
108+45		108+65	RT	80	0	9	0	0
109+00		109+20	RT	60	0	7	0	0
109+15		109+30	LT	150	0	0	17	0
115+35		116+00	RT	480	0	0	0	53
119+25		119+50	RT	200	0	0	22	0
119+60		119+70	LT	64	0	7	0	0
120+10		120+20	RT	250	0	0	0	28
120+20		120+45	RT	80	0	9	0	0
120+20		120+30	LT	90	0	10	0	0
123+10		123+30	RT	180	0	0	20	0
123+40		123+50	RT	48	0	5	0	0
123+55		123+70	LT	75	0	8	0	0
123+65		123+75	RT	40	5	0	0	0
124+15		124+35	LT	203	0	0	23	0

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

STA	SIDE	TYPE	LENGTH (FT)
RESURFACE			
103+17	LT	STOP BAR (W)	12
104+50	LT	STOP BAR (W)	18
104+77	RT	STOP BAR (W)	16
107+74	LT	STOP BAR (W)	15
122+62	LT	STOP BAR (W)	15
122+97	RT	STOP BAR (W)	24
124+37	LT	STOP BAR (W)	13
SUBTOTAL - RESURFACE =			

RECONSTRUCT			
112+24	LT	STOP BAR (W)	28
SUBTOTAL - RECONSTRUCT =			

TOTAL = 141

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

STA	SIDE	TYPE	AREA (SQ FT)
RESURFACE			
106+42	CL	LT ONLY	36.4
108+96	CL	LT ONLY	36.4
121+28	LT	HCAP	5
121+28	RT	HCAP	5
SUBTOTAL - RESURFACE =			
RECONSTRUCT			
110+68	LT	HCAP	5
SUBTOTAL - RECONSTRUCT =			

TOTAL = 87

CONCRETE CURB, TYPE B

RECONSTRUCT				
STATION	-	STATION	LOCATION	LENGTH (FT)
109+44		109+53	LT	25
SUBTOTAL - RECONSTRUCT =				25

TOTAL = 25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESTORATION & EROSION CONTROL SCHEDULE

STATION	- STATION	LOCATION	AREA	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 1A (SPECIAL)	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROU S FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	SUPPLEMENT AL WATERING	INLET FILTERS
			(SQ FT)	21101615 (SQ YD)	X25000920 (ACRE)	250000400 (POUND)	250000500 (POUND)	250000600 (POUND)	25100630 (SQ YD)	28000250 (POUND)	25200200 (UNIT)	28000510 (EACH)
RESURFACE												
100+07	102+50	LT	730.6	82	0.02	1.60	1.60	1.60	82	1.70	3.69	
102+50	102+97	LT	864.1	97	0.03	1.90	1.90	1.90	97	2.10	4.37	
100+06	103+28	RT	965.9	108	0.03	2.10	2.10	2.10	108	2.30	4.86	
103+28	103+50	RT	198.0	22	0.01	0.50	0.50	0.50	22	0.50	0.99	
103+50	104+50	RT	340.1	38	0.01	0.80	0.80	0.80	38	0.80	1.71	
103+40	104+32	LT	1108.9	124	0.03	2.40	2.40	2.40	124	2.60	5.58	
103+49	103+65	LT	77.1	9	0.01	0.20	0.20	0.20	9	0.20	0.41	
104+15	104+46	LT	137.8	16	0.01	0.30	0.30	0.30	16	0.40	0.72	
104+33	104+56	RT	70.9	8	0.01	0.20	0.20	0.20	8	0.20	0.36	
104+78	105+03	LT	124.1	14	0.01	0.30	0.30	0.30	14	0.30	0.63	
104+86	105+55	LT	402.3	45	0.01	0.90	0.90	0.90	45	1.00	2.03	
104+85	105+12	RT	80.6	9	0.01	0.20	0.20	0.20	9	0.20	0.41	
104+92	105+14	RT	63.4	8	0.01	0.20	0.20	0.20	8	0.20	0.36	
105+92	105+96	RT	9.8	2	0.01	0.10	0.10	0.10	2	0.10	0.09	
105+99	106+11	RT	35.7	4	0.01	0.10	0.10	0.10	4	0.10	0.18	
106+02	106+12	RT	83.3	10	0.01	0.20	0.20	0.20	10	0.30	0.45	
106+09	106+32	LT	87.7	10	0.01	0.20	0.20	0.20	10	0.30	0.45	
106+35	106+70	LT	195.7	22	0.01	0.50	0.50	0.50	22	0.50	0.99	
106+46	106+71	RT	137.3	16	0.01	0.30	0.30	0.30	16	0.40	0.72	
106+73	107+48	LT	334.6	38	0.01	0.80	0.80	0.80	38	0.80	1.71	
107+20	107+49	RT	110.4	13	0.01	0.30	0.30	0.30	13	0.30	0.59	
107+43	107+66	RT	131.7	15	0.01	0.30	0.30	0.30	15	0.40	0.68	1
107+42	107+66	LT	128.1	15	0.01	0.30	0.30	0.30	15	0.40	0.68	1
107+97	108+20	LT	136.5	16	0.01	0.30	0.30	0.30	16	0.40	0.72	1
107+98	108+11	RT	91.5	11	0.01	0.30	0.30	0.30	11	0.30	0.50	
108+15	108+48	LT	120.5	14	0.01	0.30	0.30	0.30	14	0.30	0.63	
108+94	109+27	LT	116.0	13	0.01	0.30	0.30	0.30	13	0.30	0.59	
109+27	109+30	RT	28.5	4	0.01	0.10	0.10	0.10	4	0.10	0.18	
114+44	114+67	LT	67.5	8	0.01	0.20	0.20	0.20	8	0.20	0.36	
114+88	115+08	LT	178.3	20	0.01	0.40	0.40	0.40	20	0.50	0.90	
116+51	116+68	LT	51.0	6	0.01	0.20	0.20	0.20	6	0.20	0.27	1
119+86	120+09	LT	170.8	19	0.01	0.40	0.40	0.40	19	0.40	0.86	
119+80	120+09	RT	190.9	22	0.01	0.50	0.50	0.50	22	0.50	0.99	
120+40	120+62	LT	269.1	30	0.01	0.60	0.60	0.60	30	0.70	1.35	
120+40	120+68	RT	294.9	33	0.01	0.70	0.70	0.70	33	0.70	1.49	
121+99	122+05	LT	17.9	2	0.01	0.10	0.10	0.10	2	0.10	0.09	
121+99	122+05	RT	18.0	2	0.01	0.10	0.10	0.10	2	0.10	0.09	
122+37	122+59	LT	185.1	21	0.01	0.40	0.40	0.40	21	0.50	0.95	
122+60	122+70	RT	65.9	8	0.01	0.20	0.20	0.20	8	0.20	0.36	
122+89	123+11	LT	187.9	21	0.01	0.40	0.40	0.40	21	0.50	0.95	
123+13	123+63	RT	158.5	18	0.01	0.40	0.40	0.40	18	0.40	0.81	
124+03	124+13	LT	30.0	4	0.01	0.10	0.10	0.10	4	0.10	0.18	
124+29	124+34	LT	37.8	5	0.01	0.10	0.10	0.10	5	0.20	0.23	
124+52	124+84	RT	94.5	11	0.01	0.30	0.30	0.30	11	0.30	0.50	
SUBTOTALS - RESURFACE =				1013	0.6	22	22	22	1013	24	46	4
RECONSTRUCT												
109+31	109+53	LT	137.6	16	0.01	0.30	0.30	0.30	16	0.40	0.72	
109+33	109+54	RT	127.1	15	0.01	0.30	0.30	0.30	15	0.40	0.68	
109+93	110+08	LT	44.8	5	0.01	0.10	0.10	0.10	5	0.20	0.23	
110+28	110+43	LT	45.2	6	0.01	0.20	0.20	0.20	6	0.20	0.27	
110+98	111+21	RT	99.0	11	0.01	0.30	0.30	0.30	11	0.30	0.50	
111+24	111+66	RT	300.2	34	0.01	0.70	0.70	0.70	34	0.80	1.53	1
113+59	114+10	RT	597.1	67	0.02	1.30	1.30	1.30	67	1.40	3.02	1
114+12	114+41	RT	114.1	13	0.01	0.30	0.30	0.30	13	0.30	0.59	2
INTERSECTION				N/A	12172.1	1353	25.20	25.20	1353	28.00	60.89	
SUBTOTALS - RECONSTRUCT =				1520	0.4	29	29	29	1520	32	69	4
TOTALS =				2533	1	51	51	51	2533	56	115	8

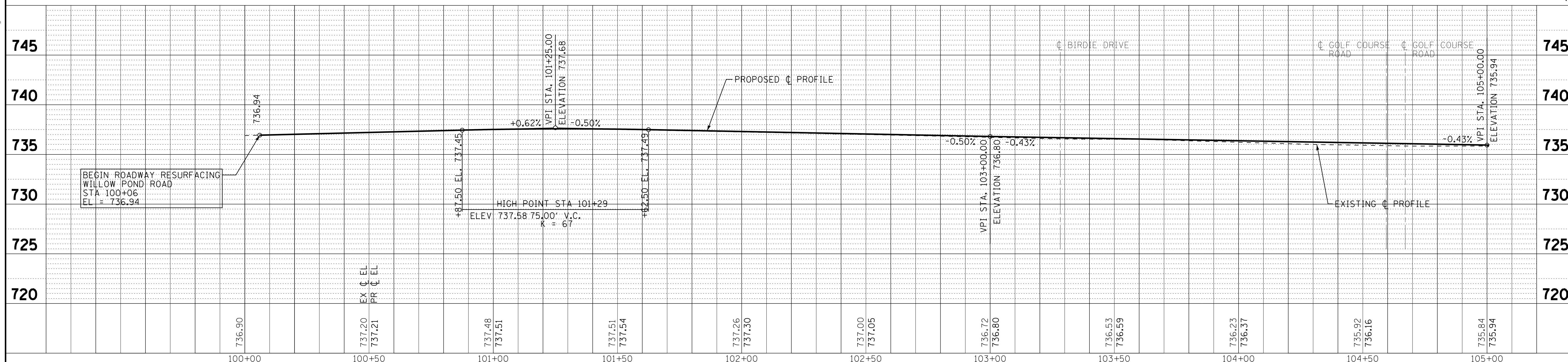
 SIDEWALK REMOVAL

 COMBINATION CURB AND GUTTER REMOVAL

1. LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT FOR ADA COMPLIANCE SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. CURB AND GUTTER SHALL BE DEPRESSED AT THE LOCATIONS OF PROPOSED DETECTABLE WARNINGS AND CURB RAMPS.



ROADWAY RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
LEVELING BINDER (MACHINE METHOD) N50 - 3/4"
AREA REFLECTIVE CRACK CONTROL TREATMENT (TYP)
MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS (TYP)



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 05-04-18	FILE - 140688-Sh+_PP1.dgn

**VILLAGE OF RANTOUL, ILLINOIS
WILLOW POND ROAD RECONSTRUCTION**

GEOMETRIC PLAN AND PROFILE WILLOW POND ROAD

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

STA. 100+00	TO STA. 105+00
-------------	----------------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	11
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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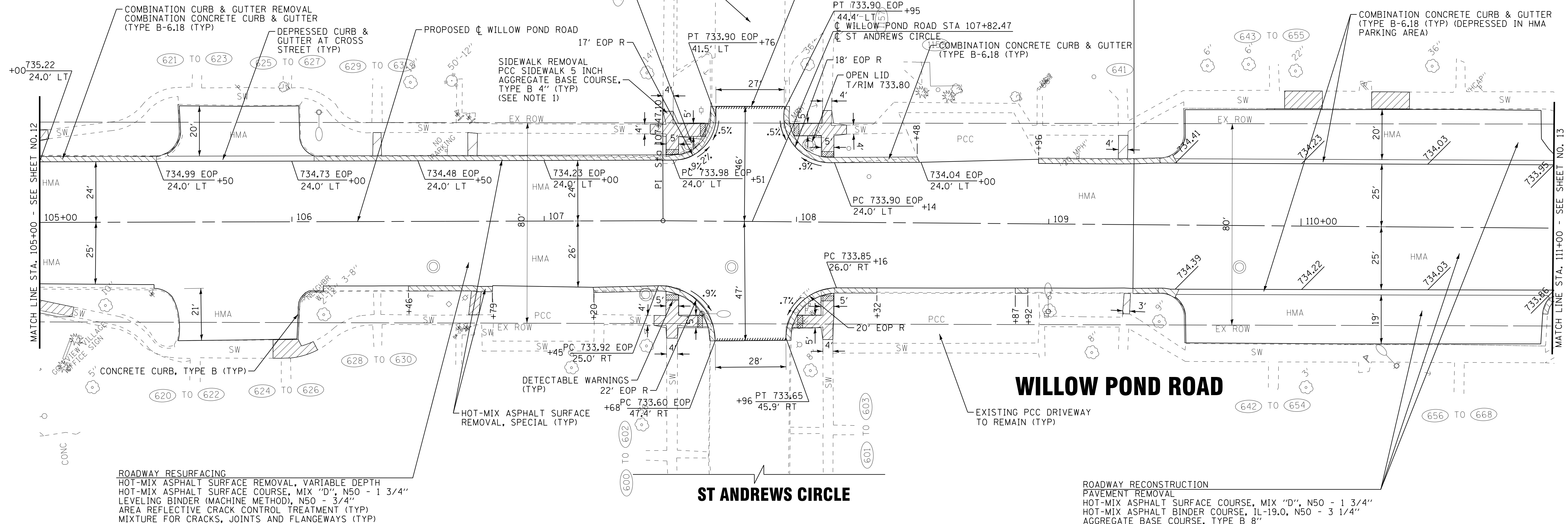
1. LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT FOR ADA COMPLIANCE SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. CURB AND GUTTER SHALL BE DEPRESSED AT THE LOCATIONS OF PROPOSED DETECTABLE WARNINGS AND CURB RAMPS.

ST ANDREWS CIRCLE

LEGEND:

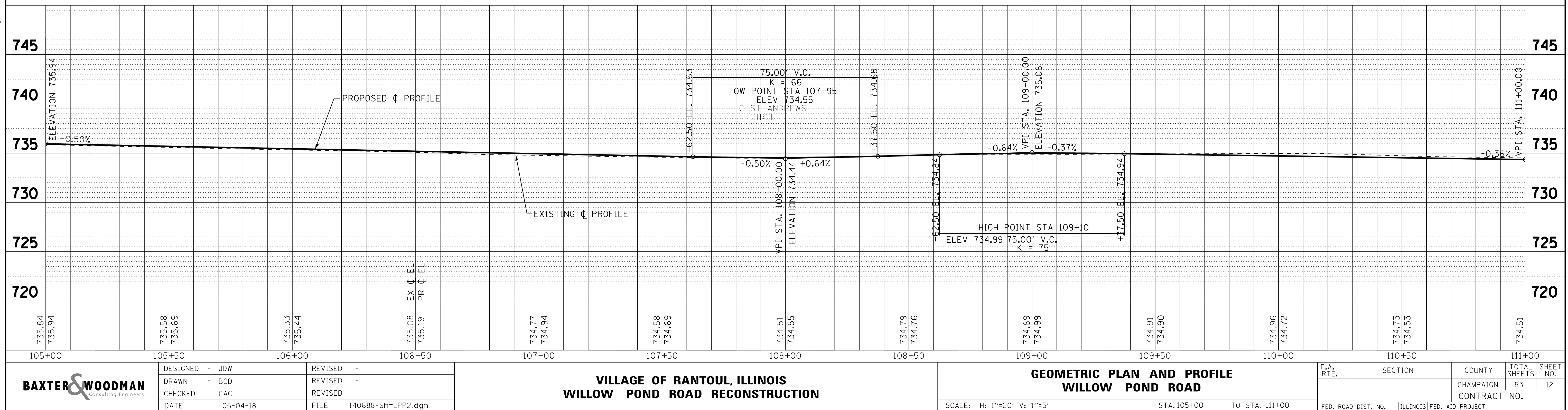
SIDEWALK REMOVAL

COMBINATION CURB AND GUTTER REMOVAL



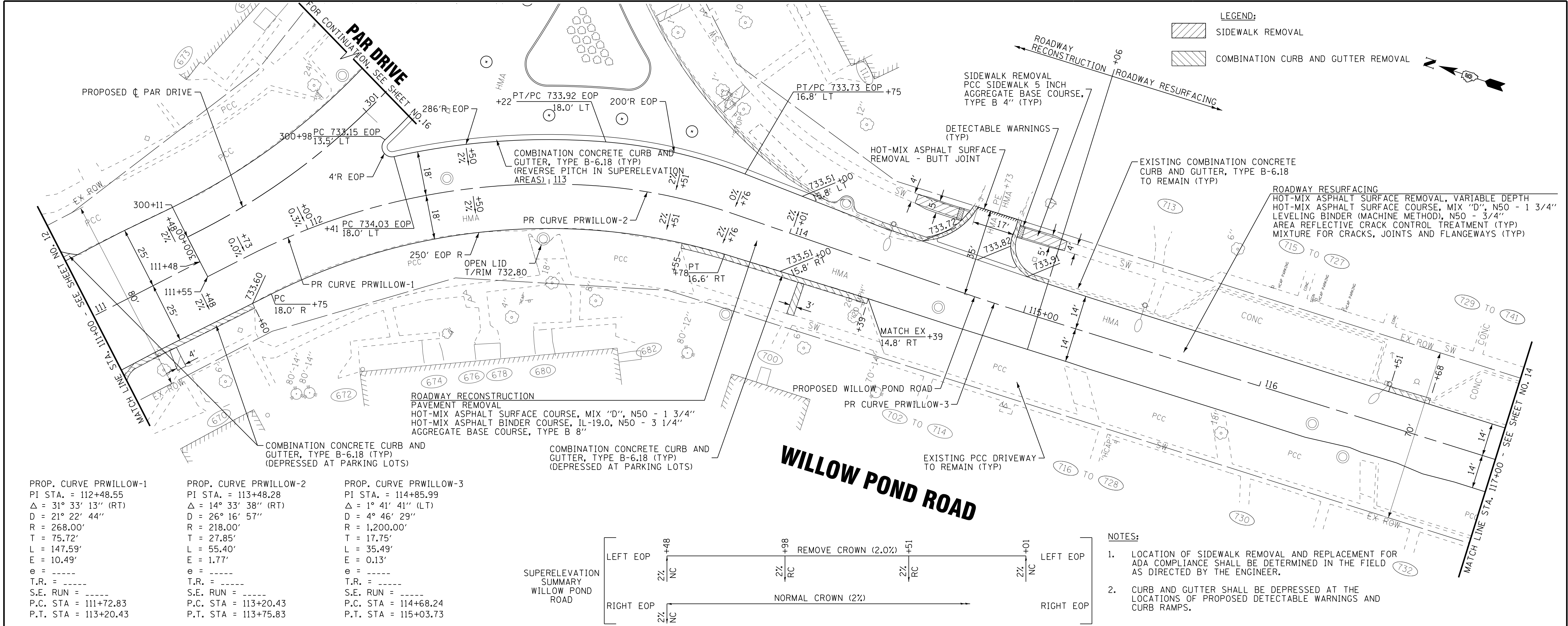
ROADWAY RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
AREA REFLECTIVE CRACK CONTROL TREATMENT (TYP)
MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS (TYP)

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



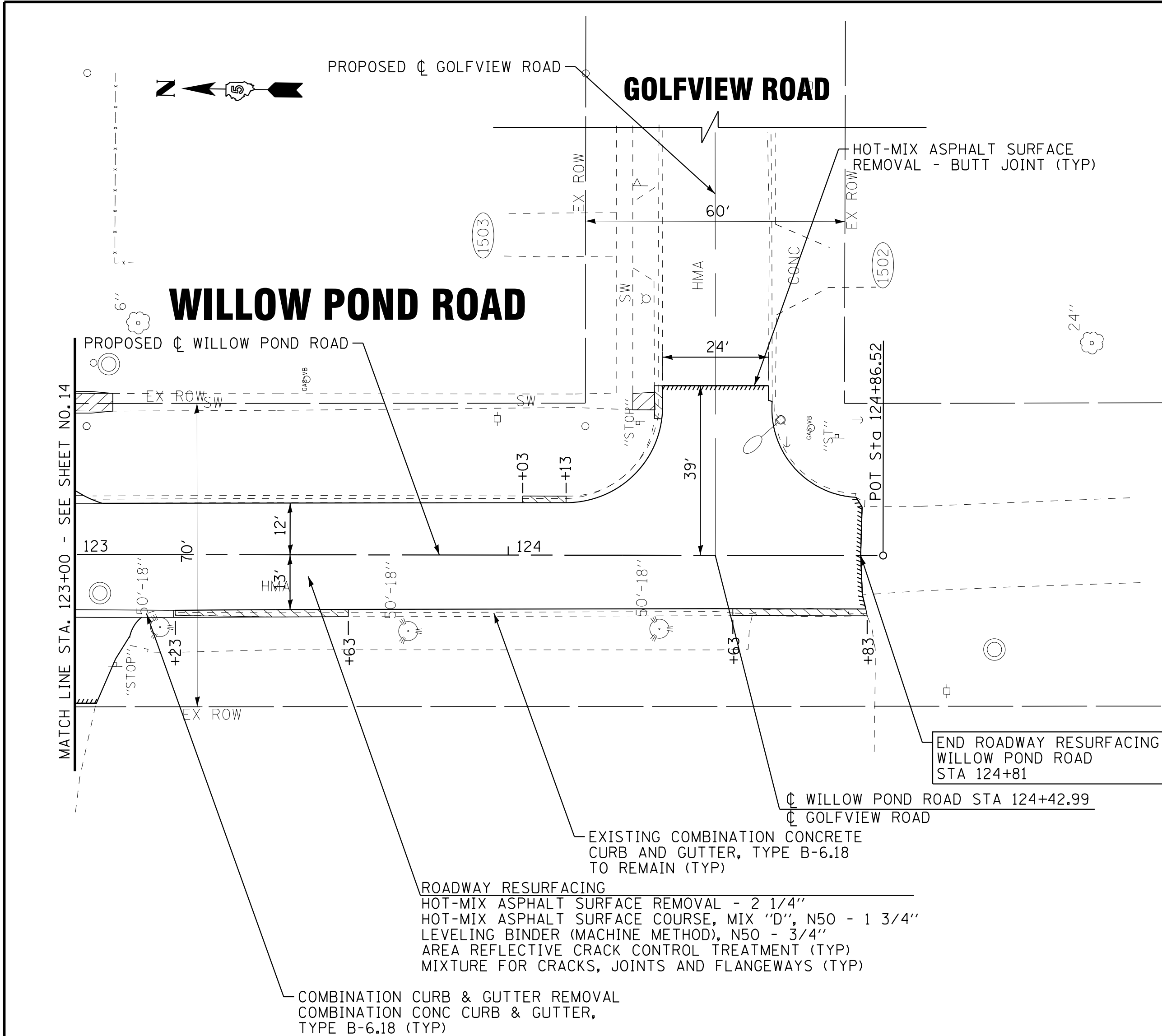
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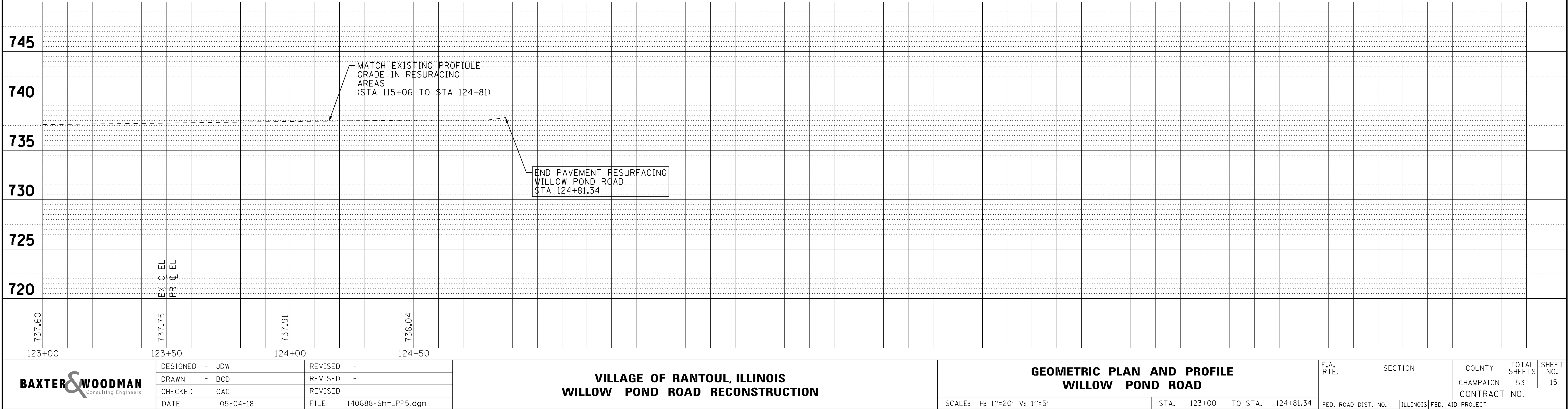
Profile view showing ELEVATION (720 to 740) vs. Stationing (111+00 to 117+00). The profile includes a vertical curve with a 75.00' V.C. and K = 94. The LOW POINT is at STA 112+97 with an ELEV of 733.56. The profile shows a 0.45% grade from STA 111+00 to STA 112+97, and a 0.34% grade from STA 112+97 to STA 115+06. The profile ends at STA 115+06 with an ELEV of 734.21. The profile is labeled 'PROPOSED C PROFILE' and 'EXISTING C PROFILE'. A box indicates 'END ROADWAY RECONSTRUCTION WILLOW POND ROAD STA 115+06'. A note indicates 'MATCH EXISTING PROFILE GRADE IN RESURFACING AREAS (STA 115+06 TO STA 124+81)'.																				740																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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734.51	734.35					734.26	734.13					733.82	733.90					733.67	733.68					733.61	733.56									733.62	733.85							733.92	734.02									734.19	734.19									734.35																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

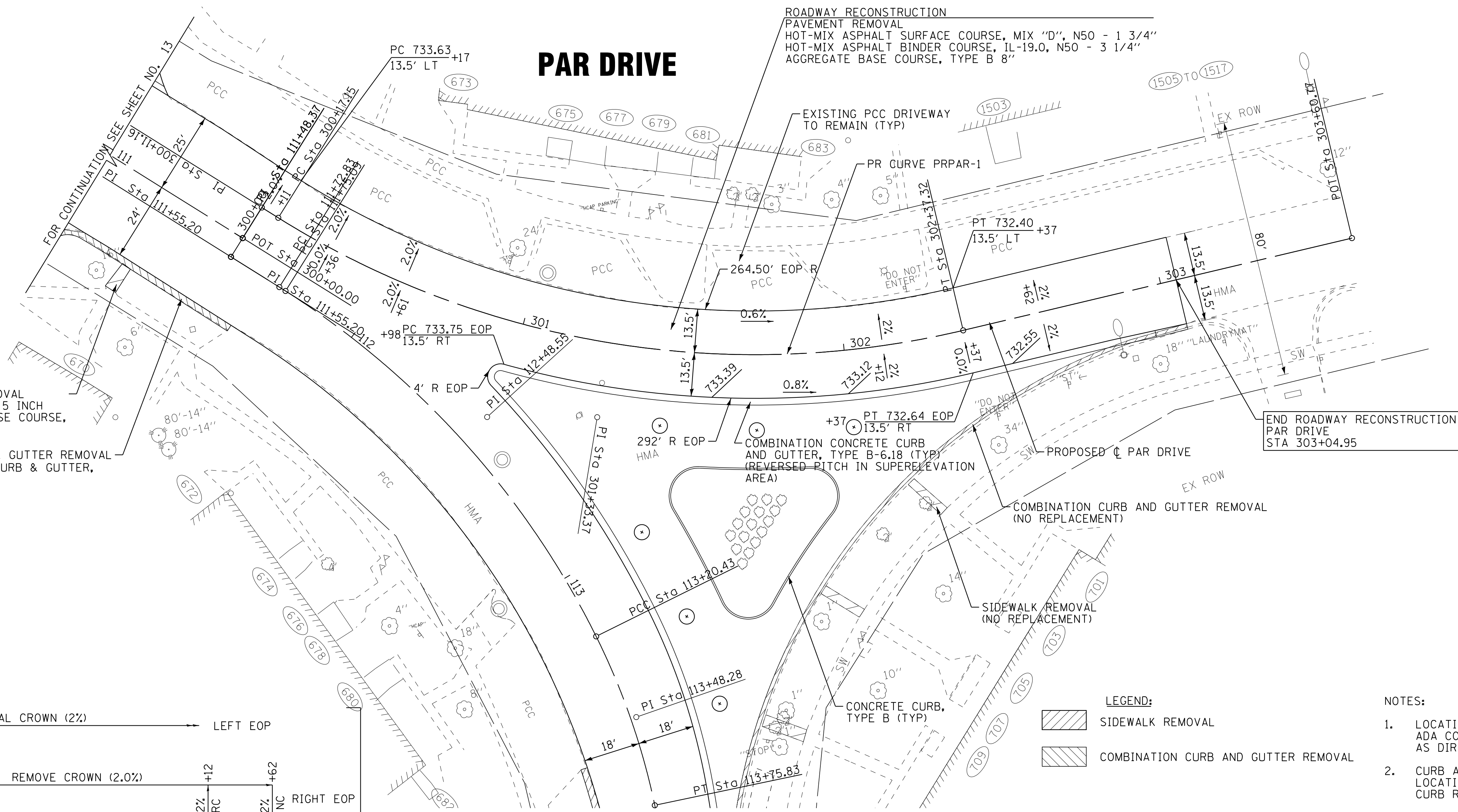
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- LEGEND:**
- SIDEWALK REMOVAL
 - COMBINATION CURB AND GUTTER REMOVAL

- NOTES:**
- LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT FOR ADA COMPLIANCE SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
 - CURB AND GUTTER SHALL BE DEPRESSED AT THE LOCATIONS OF PROPOSED DETECTABLE WARNINGS AND CURB RAMPS.

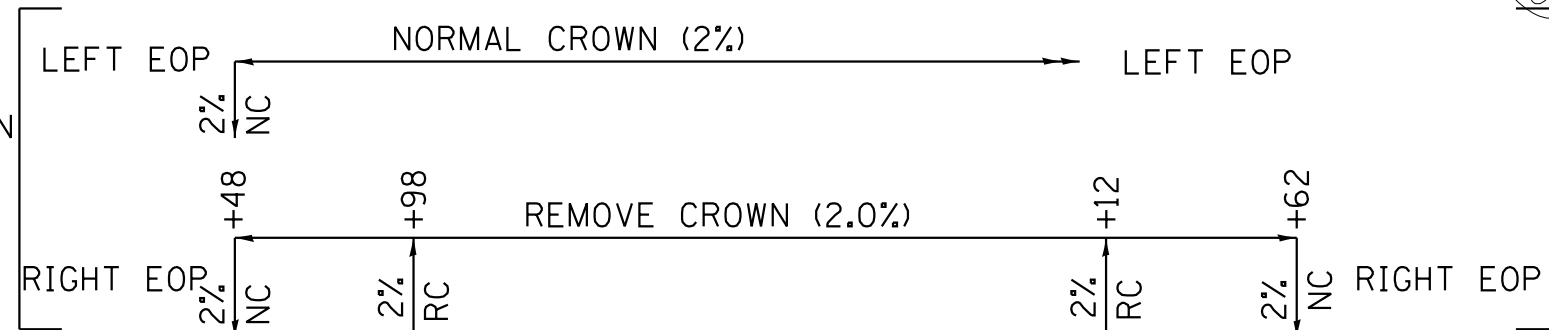




ROADWAY RECONSTRUCTION
PAVEMENT REMOVAL
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 3 1/4"
AGGREGATE BASE COURSE, TYPE B 8"

END ROADWAY RECONSTRUCTION
PAR DRIVE
STA 303+04.95

SUPERELEVATION
SUMMARY
PAR DRIVE

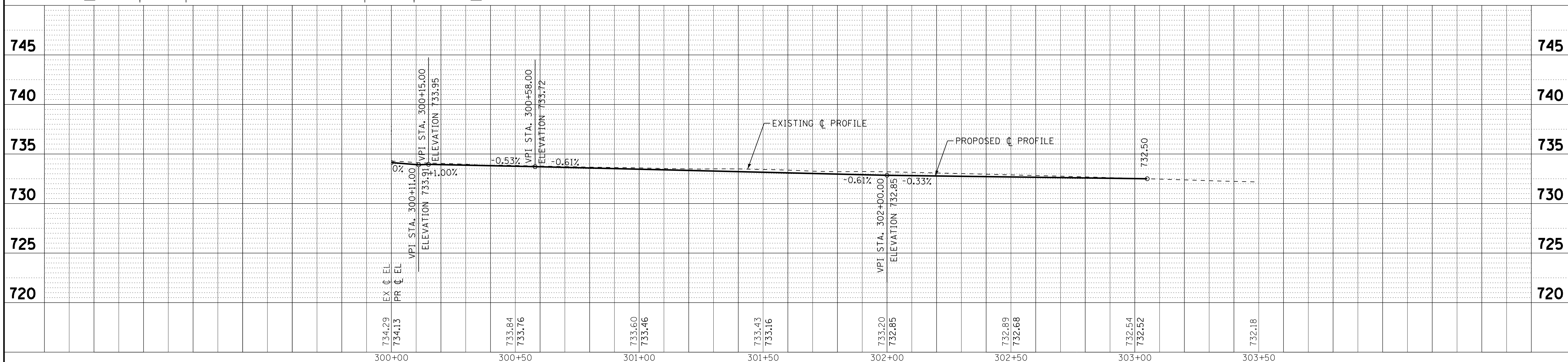


LEGEND:

-  SIDEWALK REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL

NOTES:

1. LOCATION OF SIDEWALK REMOVAL AND REPLACEMENT FOR ADA COMPLIANCE SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.
2. CURB AND GUTTER SHALL BE DEPRESSED AT THE LOCATIONS OF PROPOSED DETECTABLE WARNINGS AND CURB RAMPS.



**VILLAGE OF RANTOUL, ILLINOIS
WILLOW POND ROAD RECONSTRUCTION**

GEOMETRIC PLAN AND PROFILE PAR DRIVE

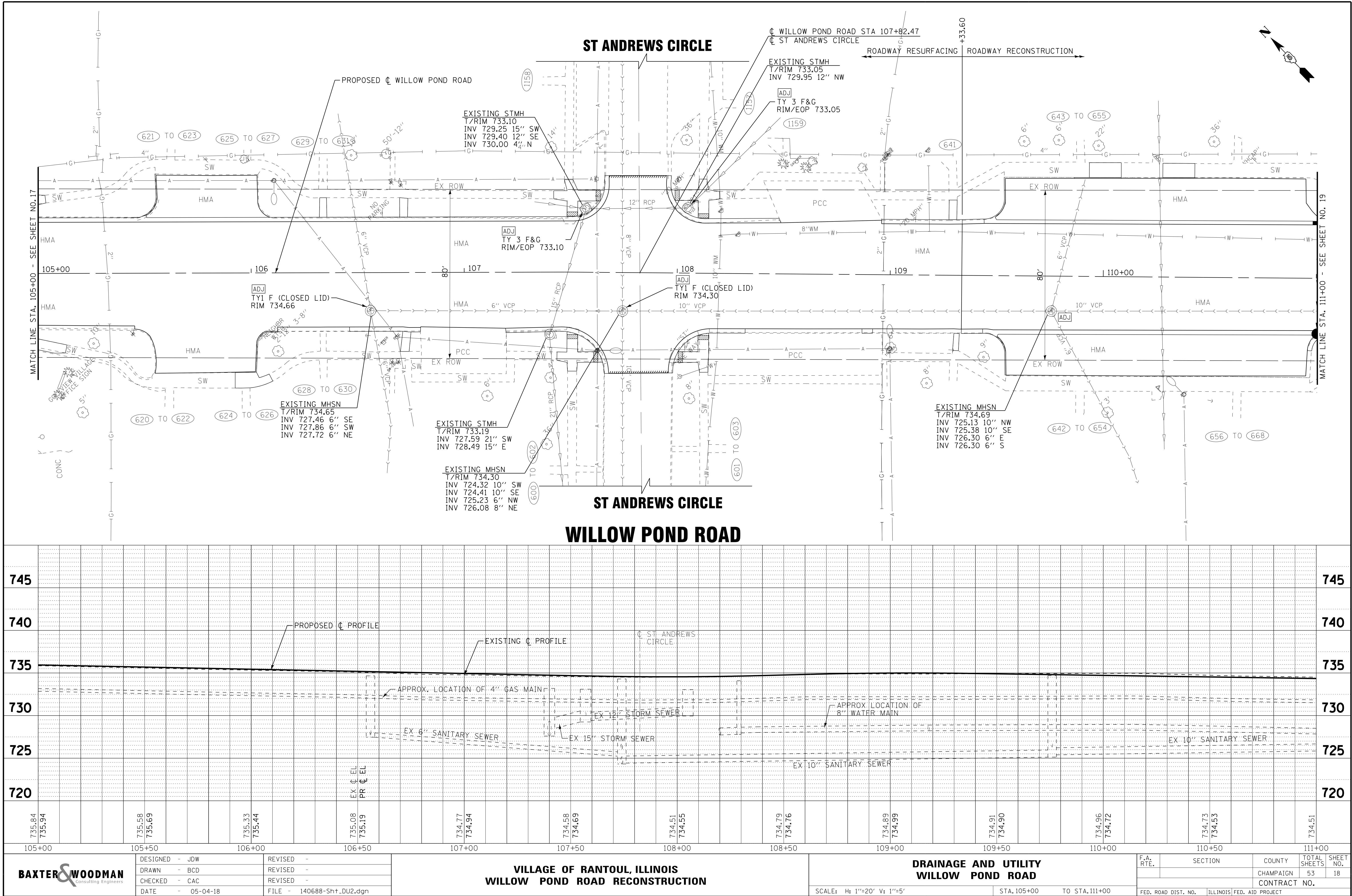
SCALE: H: 1"=20' V: 1"=5'

STA.300+11.16	TO STA.303+04.95
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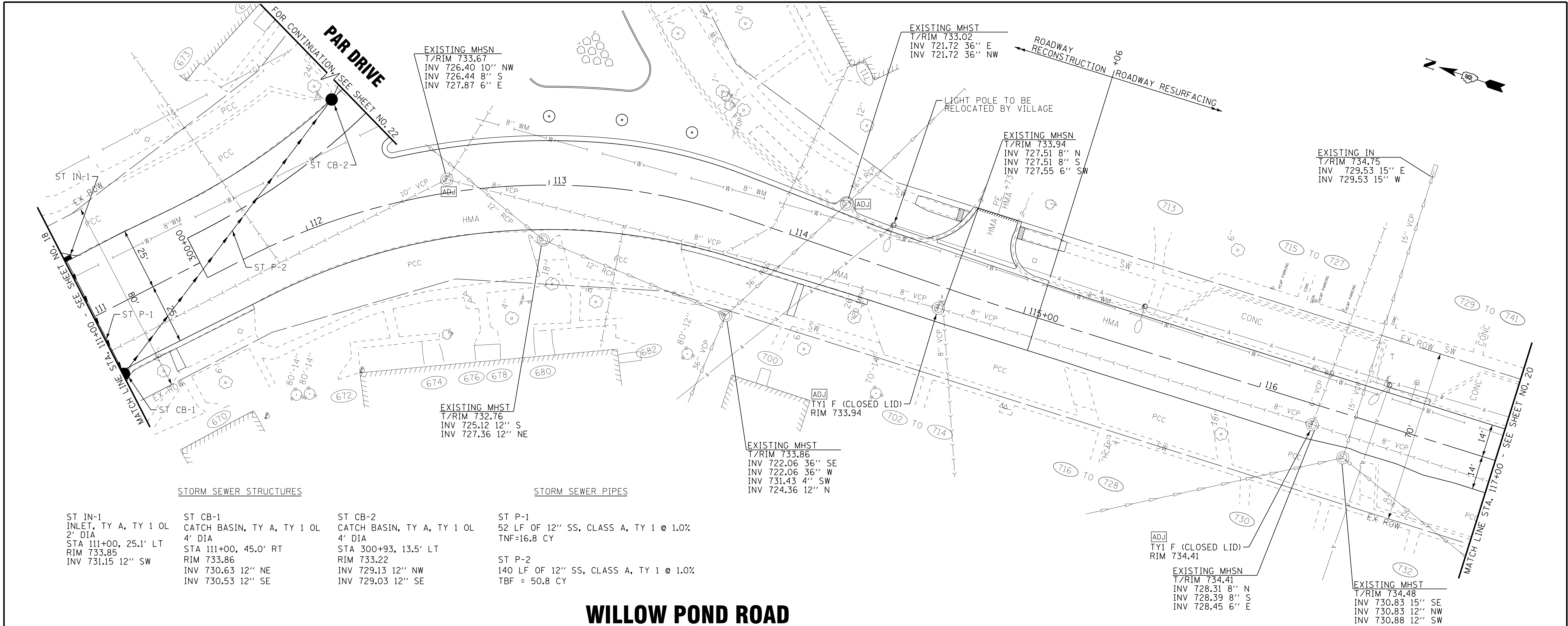
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	16
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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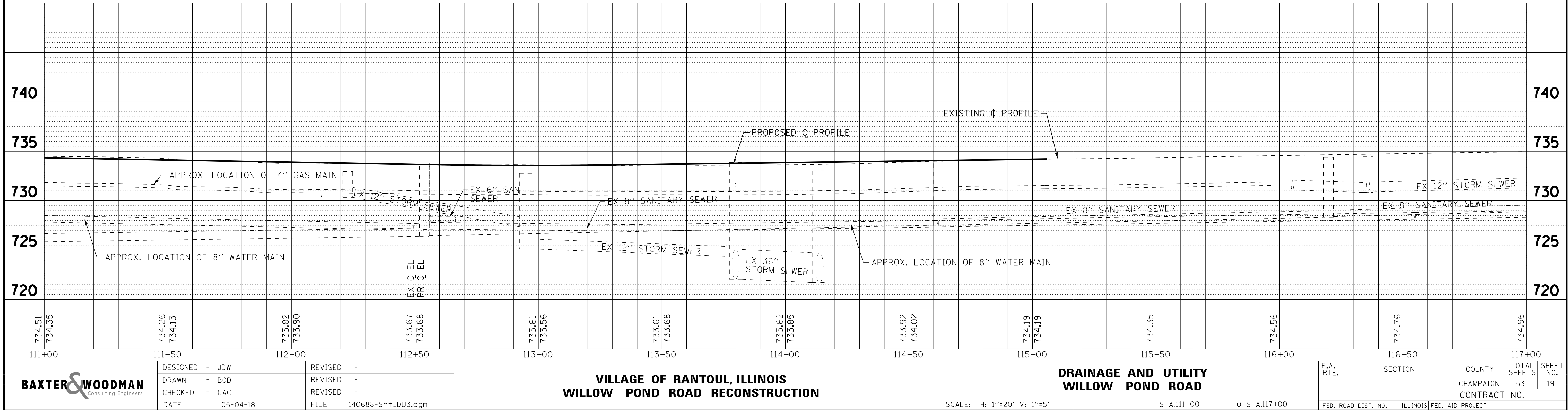
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WILLOW POND ROAD



BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 05-04-18	FILE - 140688-Sh1-DU3.dgn

VILLAGE OF RANTOUL, ILLINOIS
WILLOW POND ROAD RECONSTRUCTION

DRAINAGE AND UTILITY
WILLOW POND ROAD

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

STA.111+00

TO STA.117+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	19
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BAXTER & WOODMAN
Consulting Engineers

**VILLAGE OF RANTOUL, ILLINOIS
WILLOW POND ROAD RECONSTRUCTION**

DRAINAGE AND UTILITY WILLOW POND ROAD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	21
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

- TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 1A (SPECIAL)
EROSION CONTROL BLANKET (TYP)

THERMOPLASTIC PAVEMENT MARKING - LINE 24"
(WHITE STOP LINE) (TYP)

BIRDIE DRIVE

GOLF COURSE ROAD

THERMOPLASTIC PAVEMENT MARKING - LINE 4"
(YELLOW - 10' LINE, 30' SKIP) (TYP)

TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 1A (SPECIAL)
EROSION CONTROL BLANKET (TYP)

WILLOW POND ROAD

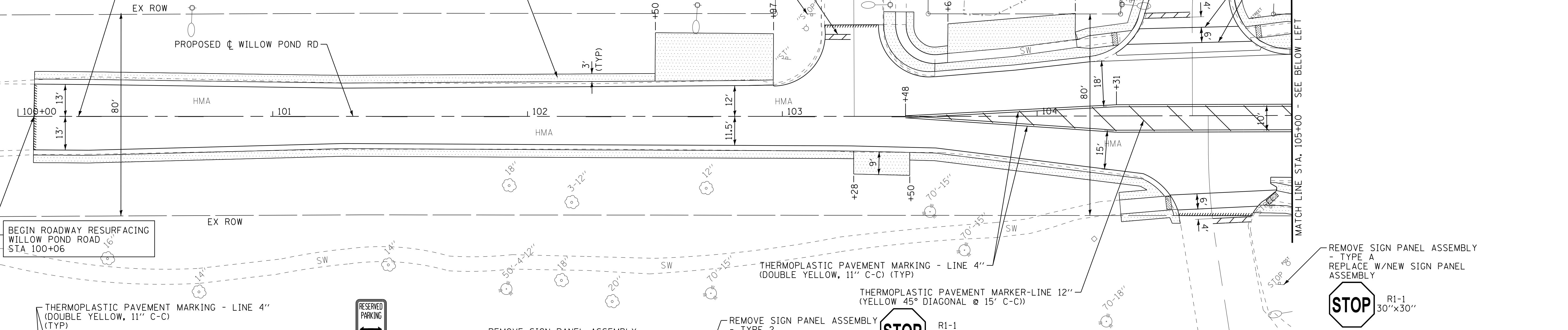
REMOVE SIGN PANEL ASSEMBLY -
TYPE A
REPLACE W/NEW SIGN PANEL
ASSEMBLY

STOP R1-1
30"x30"

REMOVE SIGN PANEL ASSEMBLY -
TYPE A
REPLACE W/NEW SIGN PANEL
ASSEMBLY

STOP R1-1
30"x30"

THERMOPLASTIC PAVEMENT MARKING - LINE 6"
(WHITE) (TYP)



THERMOPLASTIC PAVEMENT MARKING - LINE 4"
(DOUBLE YELLOW, 11" C-C)
(TYP)

REMOVE SIGN PANEL ASSEMBLY - TYPE A
REPLACE W/NEW SIGN PANEL ASSEMBLY

RESERVED
PARKING
R7-8
12"x18"

THERMOPLASTIC PAVEMENT MARKING - LINE 6"
(WHITE SKIP DASH - 2' LINE, 6' SKIP) (TYP)

THERMOPLASTIC PAVEMENT MARKING -
LETTERS AND SYMBOLS (TYP)

REMOVE SIGN PANEL ASSEMBLY -
TYPE A
REPLACE W/NEW SIGN PANEL
ASSEMBLY

NO PARKING
R8-3A
18"x24"

ST. ANDREWS CIRCLE

THERMOPLASTIC PAVEMENT
MARKING - LINE 6" (WHITE)
(TYP)

TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 1A (SPECIAL)
EROSION CONTROL BLANKET (TYP)

PROPOSED CL WILLOW POND RD

REMOVE SIGN PANEL ASSEMBLY -
TYPE 2
REPLACE W/NEW SIGN PANEL
ASSEMBLY-TYPE 2

STOP R1-1
30"x30"

THERMOPLASTIC PAVEMENT MARKING - LINE 24"
(WHITE STOP LINE)

REMOVE SIGN PANEL-TYPE A
REPLACE WITH NEW SIGN PANEL
ASSEMBLY

SPEED
LIMIT
20
R2-1
24"x30"

THERMOPLASTIC PAVEMENT MARKING - LINE 6"
(WHITE) (TYP)

WILLOW POND ROAD

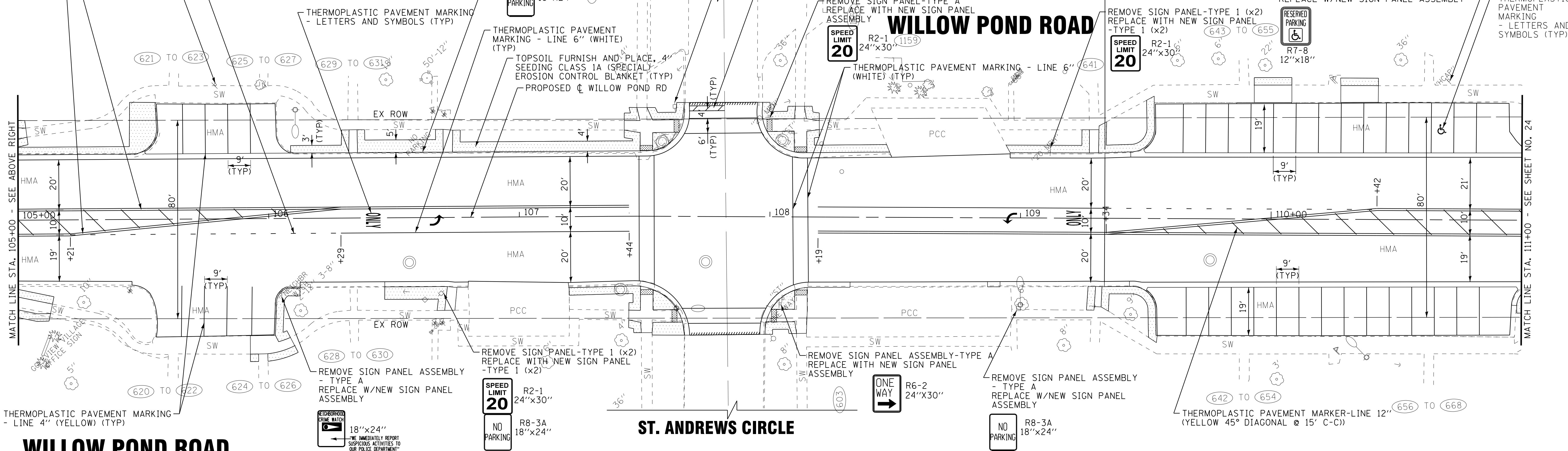
REMOVE SIGN PANEL-TYPE 1 (x2)
REPLACE WITH NEW SIGN PANEL
-TYPE 1 (x2)

SPEED
LIMIT
20
R2-1
24"x30"

REMOVE SIGN PANEL ASSEMBLY - TYPE A
REPLACE W/NEW SIGN PANEL ASSEMBLY

RESERVED
PARKING
R7-8
12"x18"

THERMOPLASTIC
PAVEMENT
MARKING
- LETTERS AND
SYMBOLS (TYP)



THERMOPLASTIC PAVEMENT MARKING -
LINE 4" (YELLOW) (TYP)

WILLOW POND ROAD

RESERVED
PARKING
R7-8
12"x18"

REMOVE SIGN PANEL ASSEMBLY -
TYPE A
REPLACE W/NEW SIGN PANEL
ASSEMBLY

REMOVE SIGN PANEL-TYPE 1 (x2)
REPLACE WITH NEW SIGN PANEL
-TYPE 1 (x2)

SPEED
LIMIT
20
R2-1
24"x30"

NO PARKING
R8-3A
18"x24"

ST. ANDREWS CIRCLE

REMOVE SIGN PANEL ASSEMBLY-TYPE A
REPLACE WITH NEW SIGN PANEL
ASSEMBLY

ONE
WAY
R6-2
24"x30"

REMOVE SIGN PANEL ASSEMBLY -
TYPE A
REPLACE W/NEW SIGN PANEL
ASSEMBLY

NO PARKING
R8-3A
18"x24"

THERMOPLASTIC PAVEMENT MARKER-LINE 12"
(YELLOW 45° DIAGONAL @ 15' C-C)

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - JDW	REVISED -
DRAWN - BCD	REVISED -
CHECKED - CAC	REVISED -
DATE - 05-04-18	FILE - 140688-Sh+Pmk1.dgn

VILLAGE OF RANTOUL ILLINOIS
WILLOW POND ROAD RECONSTRUCTION

PAVEMENT MARKING, SIGNAGE
AND LANDSCAPING PLAN

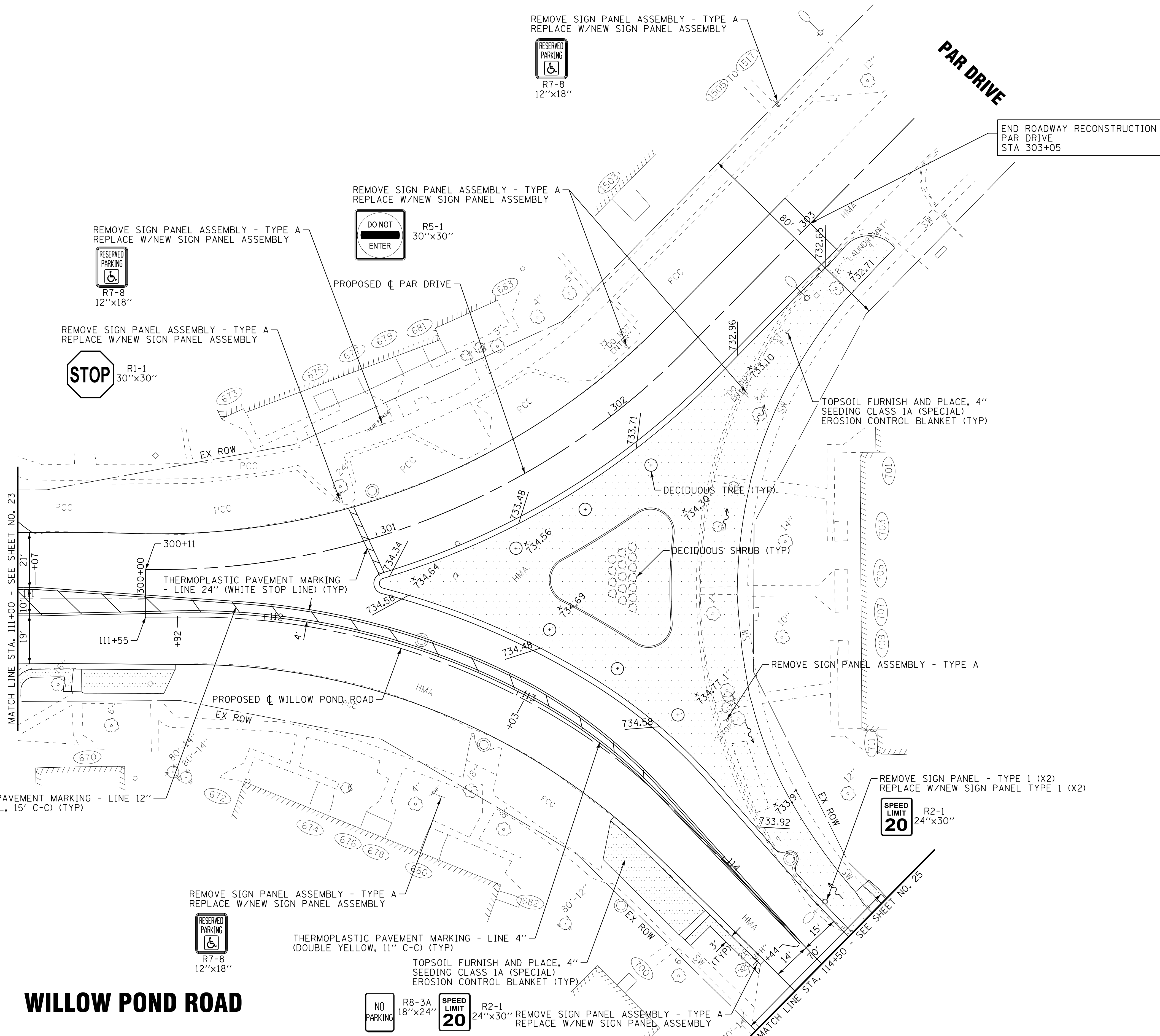
SCALE: 1"=20'

STA. 100+00

TO STA. 111+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	23
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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LEGEND:
TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 1A (SPECIAL)
EROSION CONTROL BLANKET (TYP)

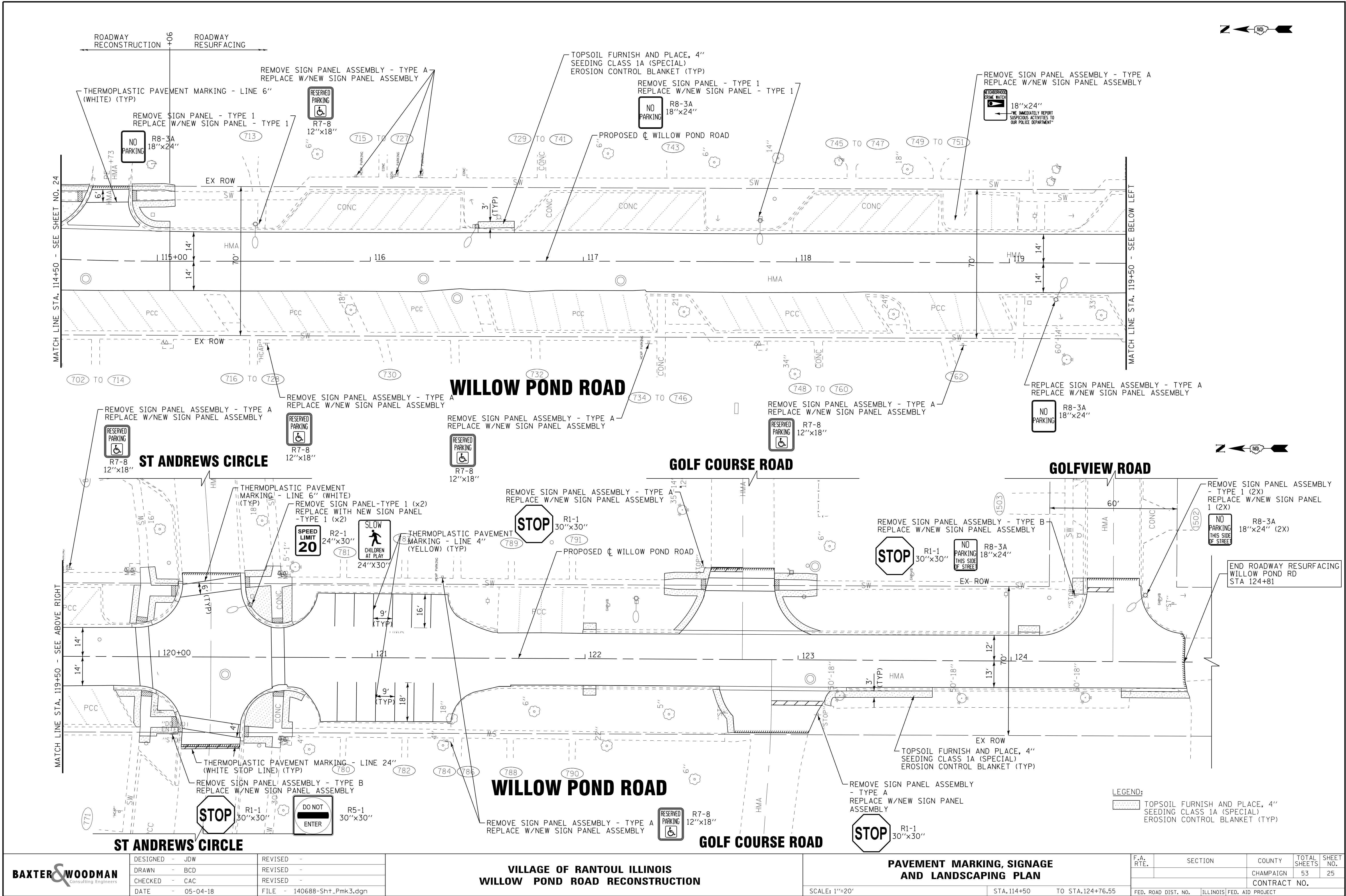
WILLOW POND ROAD

VILLAGE OF RANTOUL ILLINOIS WILLOW POND ROAD RECONSTRUCTION

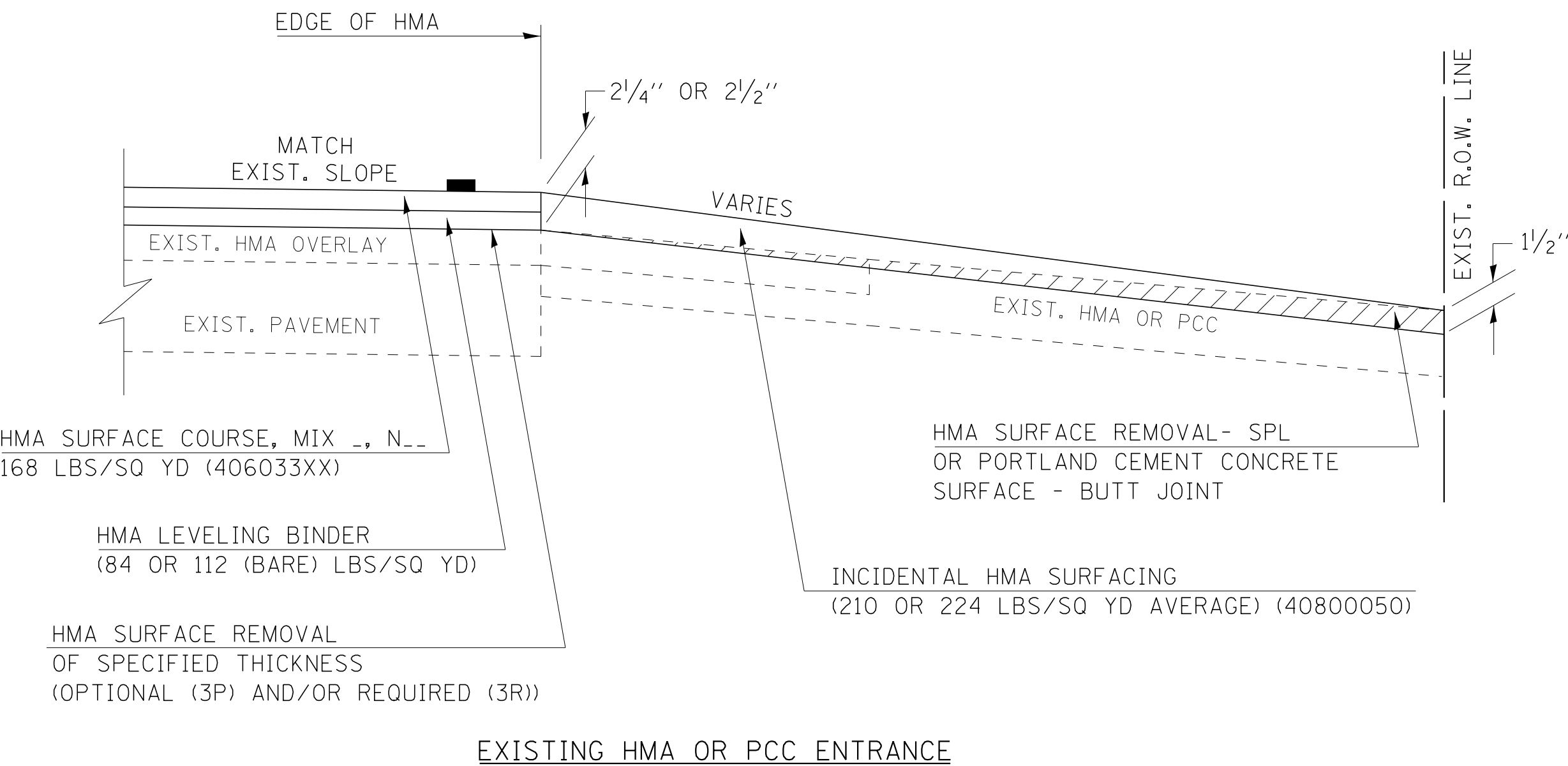
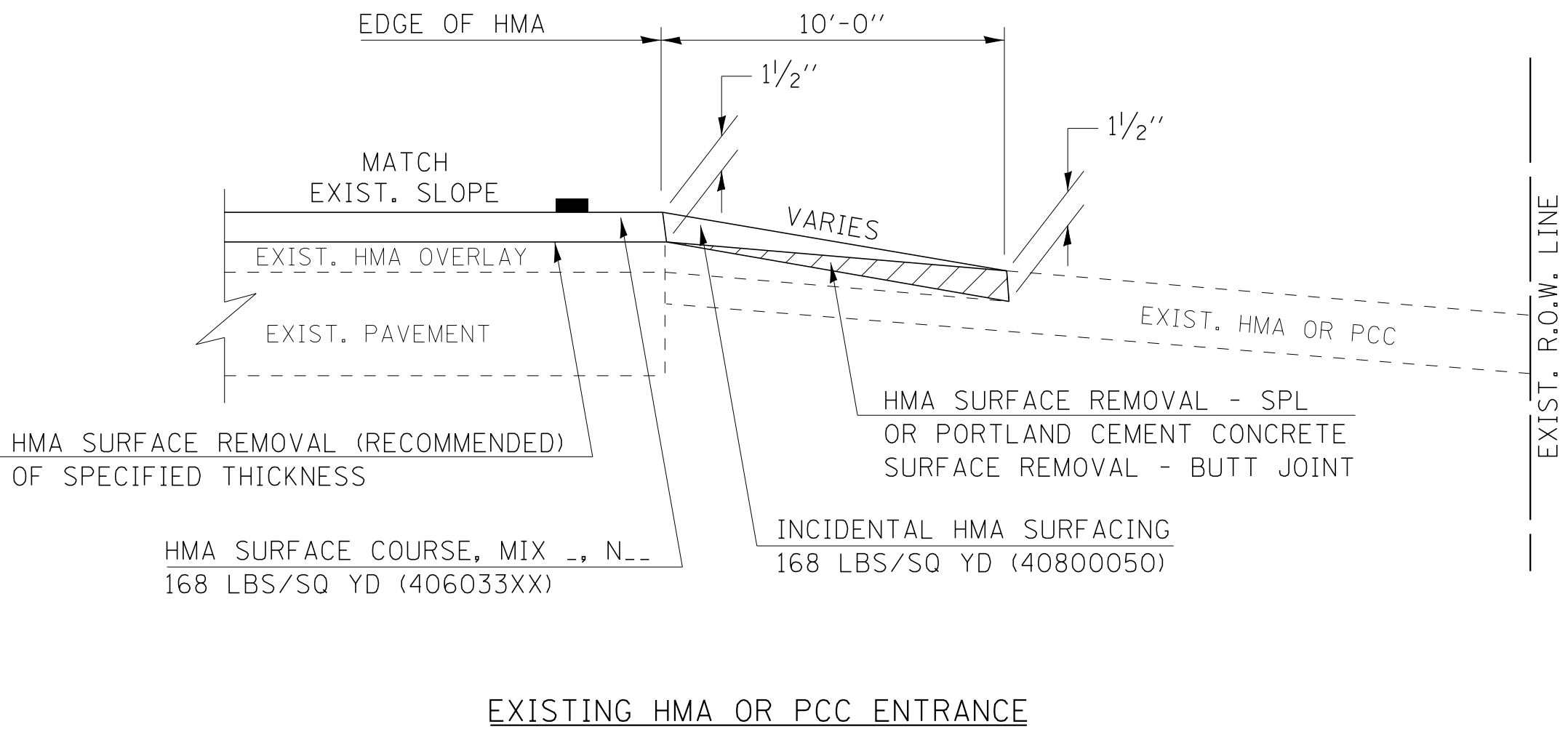
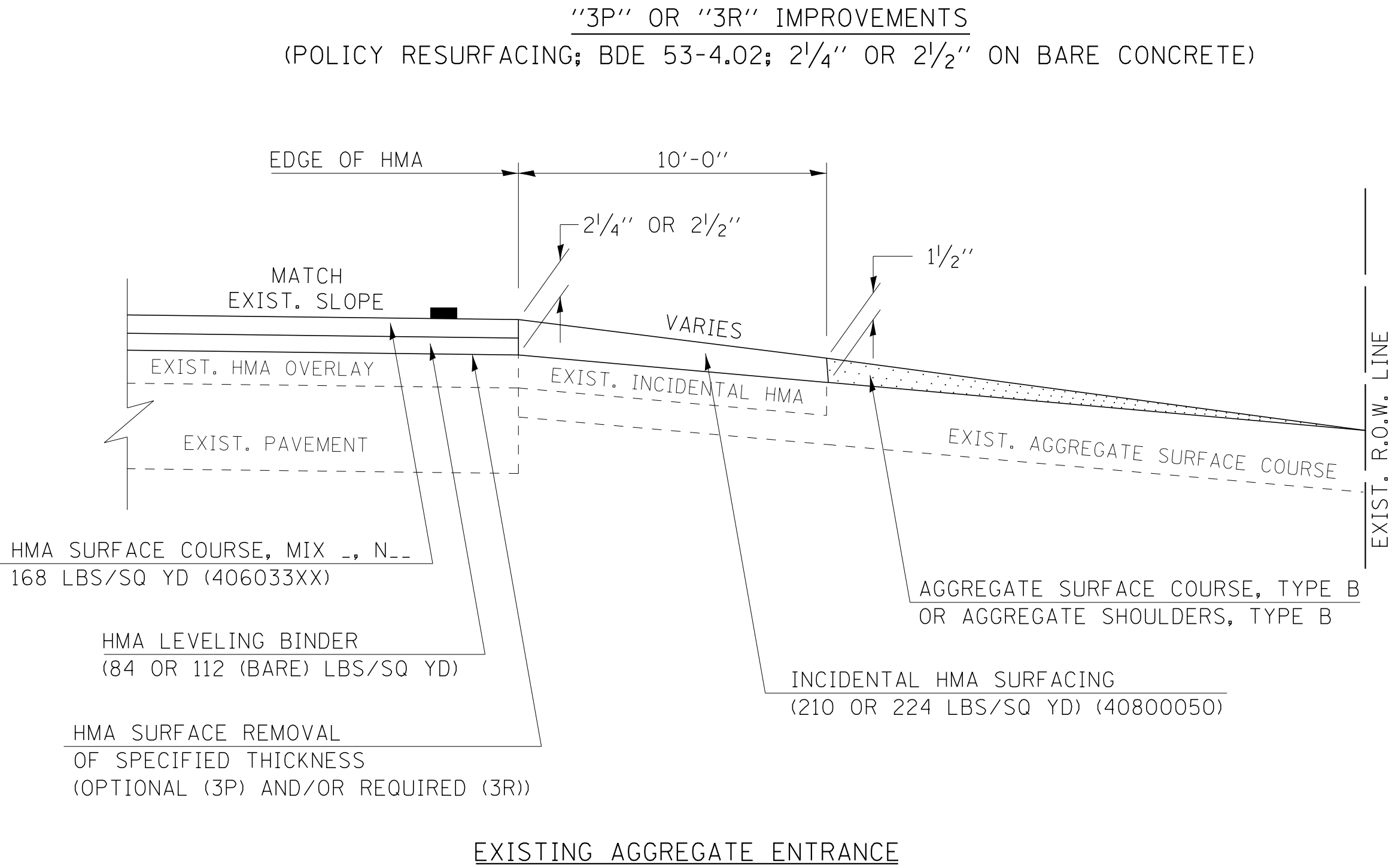
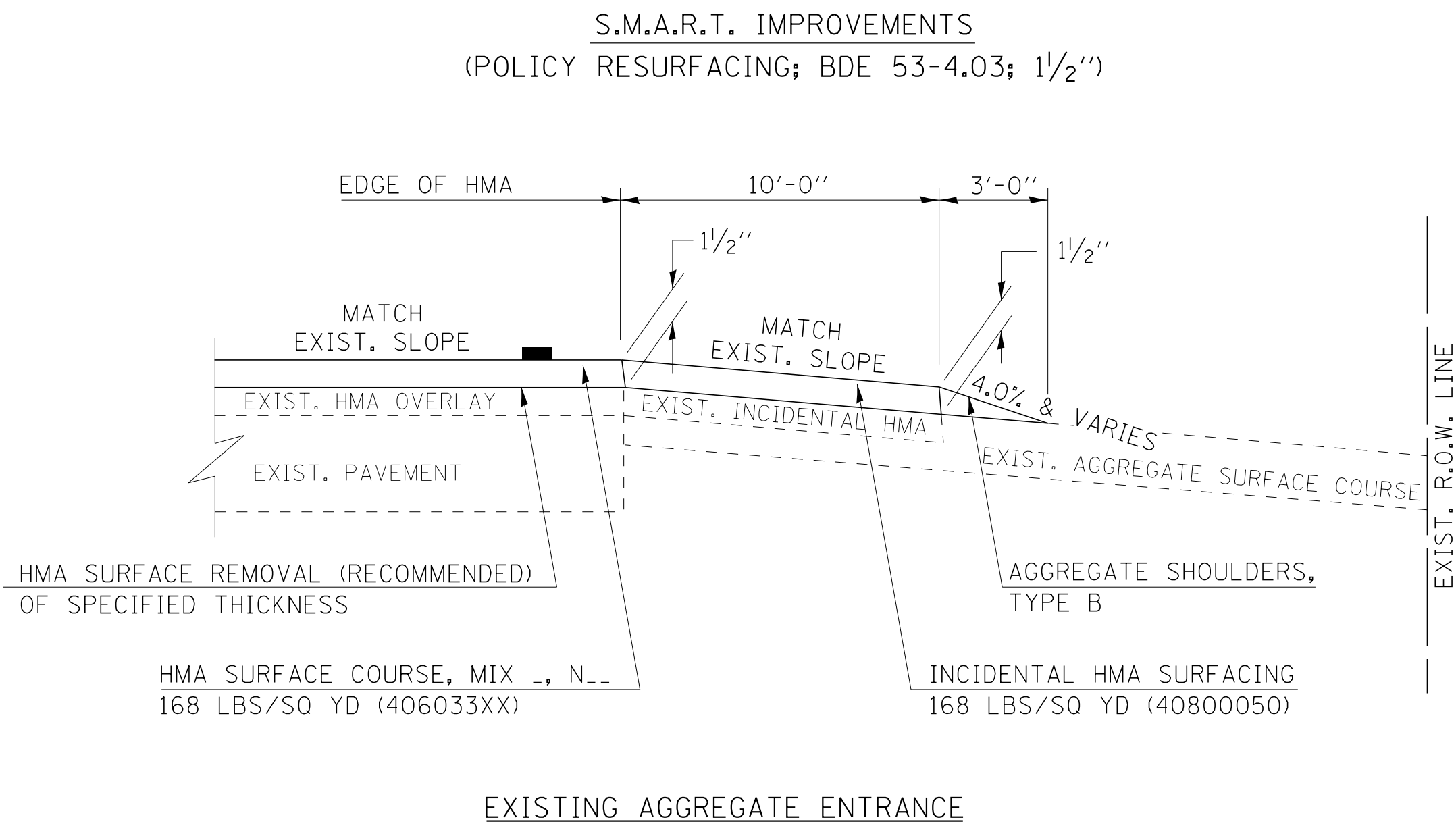
PAVEMENT MARKING, SIGNAGE AND LANDSCAPING PLAN

BAXTER & WOODMAN consulting Engineers	DESIGNED - JDW	REVISED -	VILLAGE OF RANTOUL ILLINOIS WILLOW POND ROAD RECONSTRUCTION		PAVEMENT MARKING, SIGNAGE AND LANDSCAPING PLAN					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - BCD	REVISED -										CHAMPAIGN	53	24
	CHECKED - CAC	REVISED -								CONTRACT NO.				
	DATE - 05-04-18	FILE - 140688-Shf_Pmk2.dgn												
	SCALE: 1"=20'									STA. 111+00 TO STA. 114+50		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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PROJECTS WITHOUT RECONSTRUCTION



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

DISTRICT 5 DETAIL NO. 40800050C

FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED -	REVISED - 09/07 KAG
		DRAWN -	REVISED - 05/08 KJT
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED - 04/10 KJT
	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED - 3/6/17 SWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

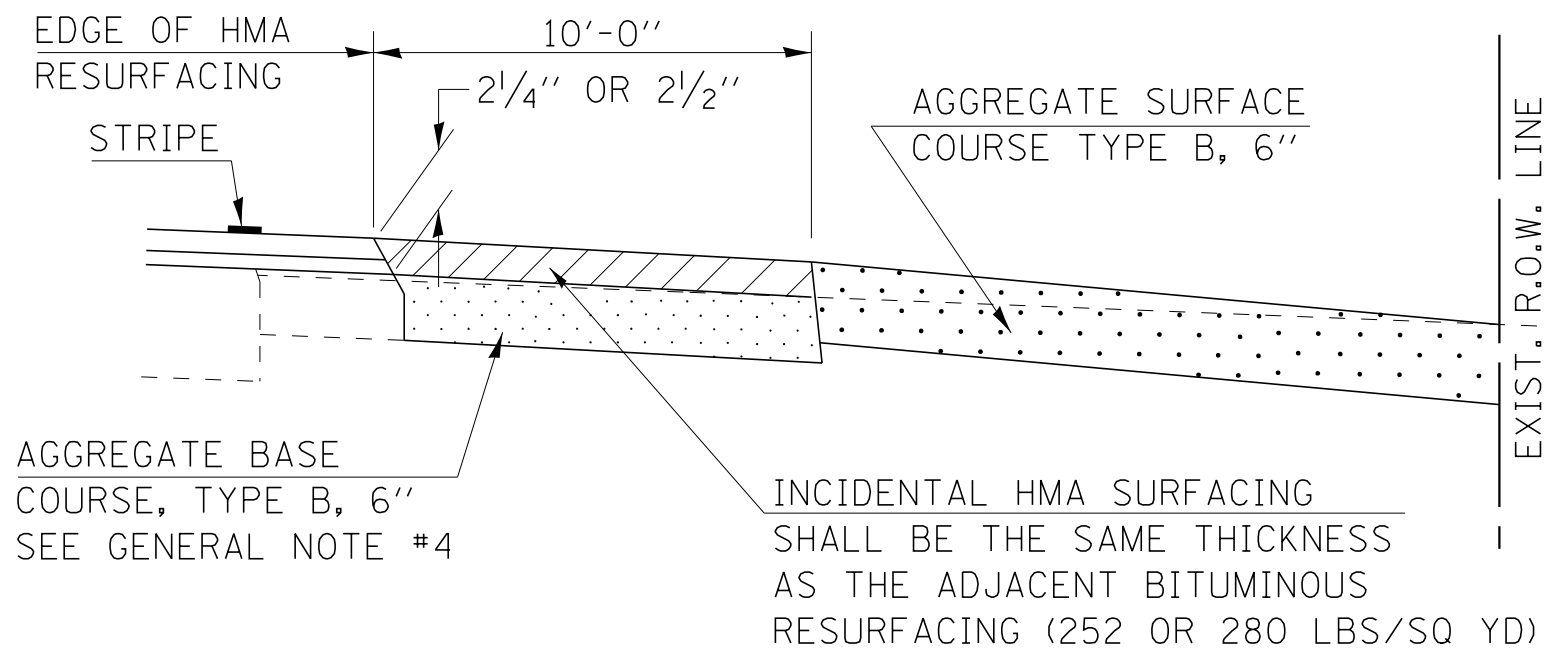
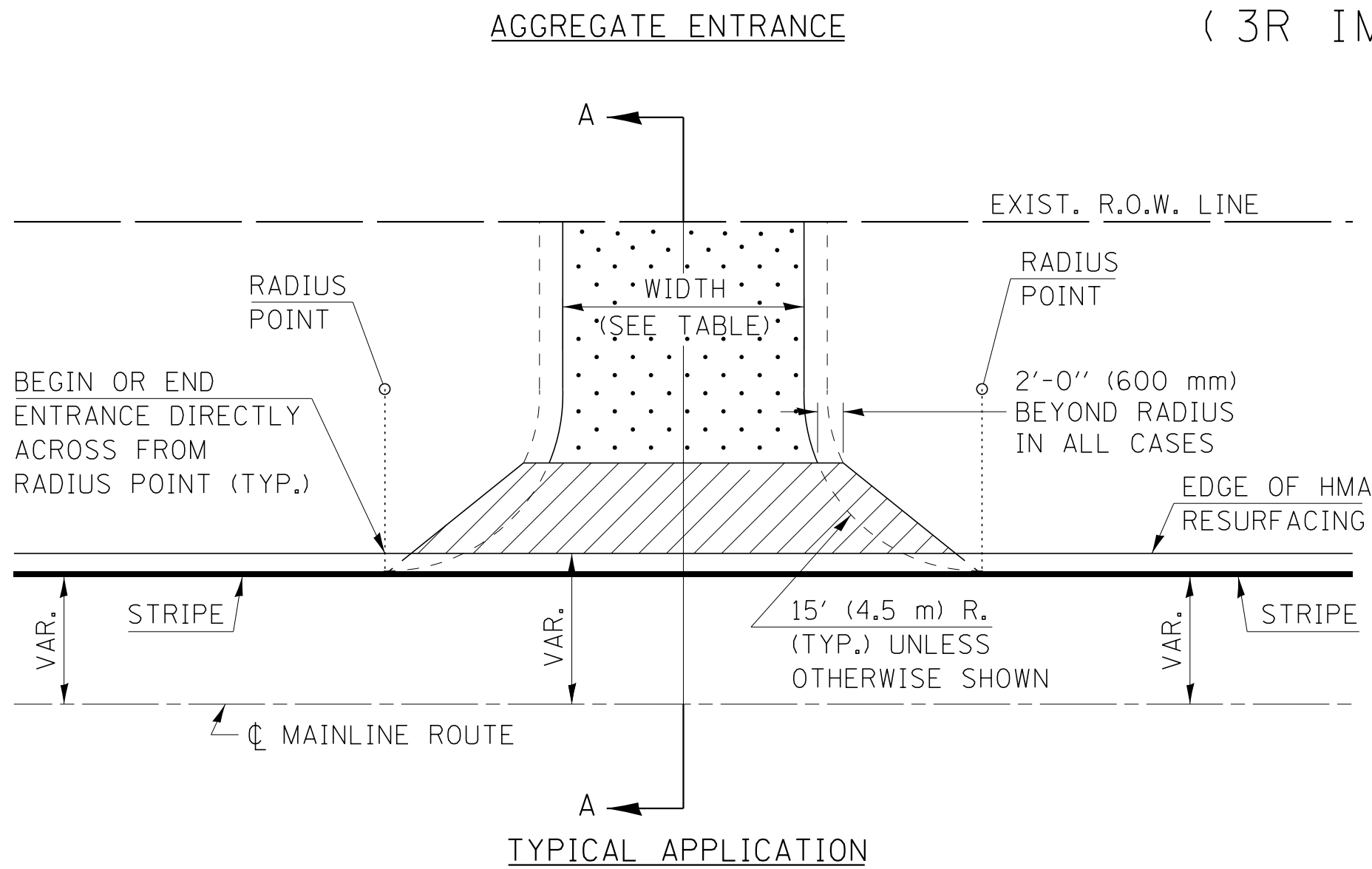
PRIVATE AND COMMERCIAL ENTRANCES
(NONCOMMERCIAL AND COMMERCIAL RURAL)

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

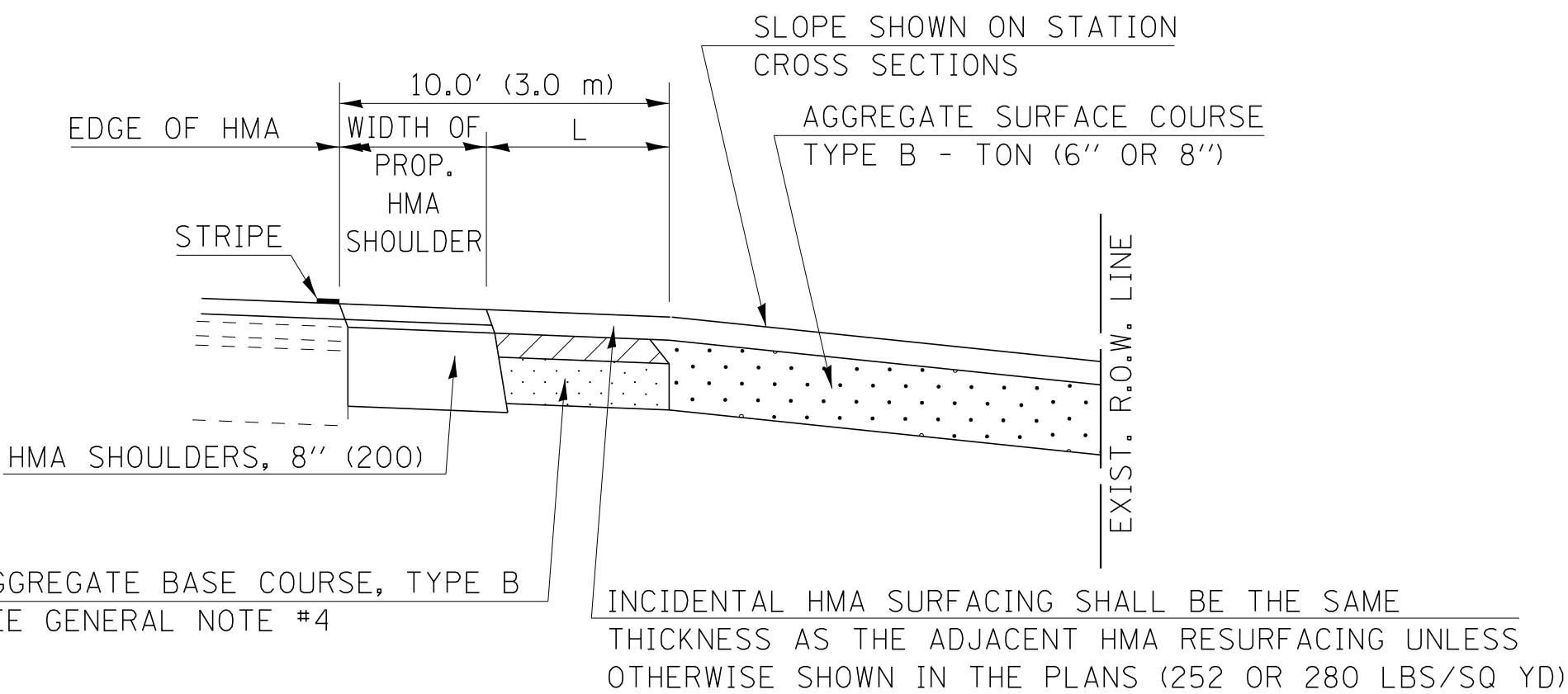
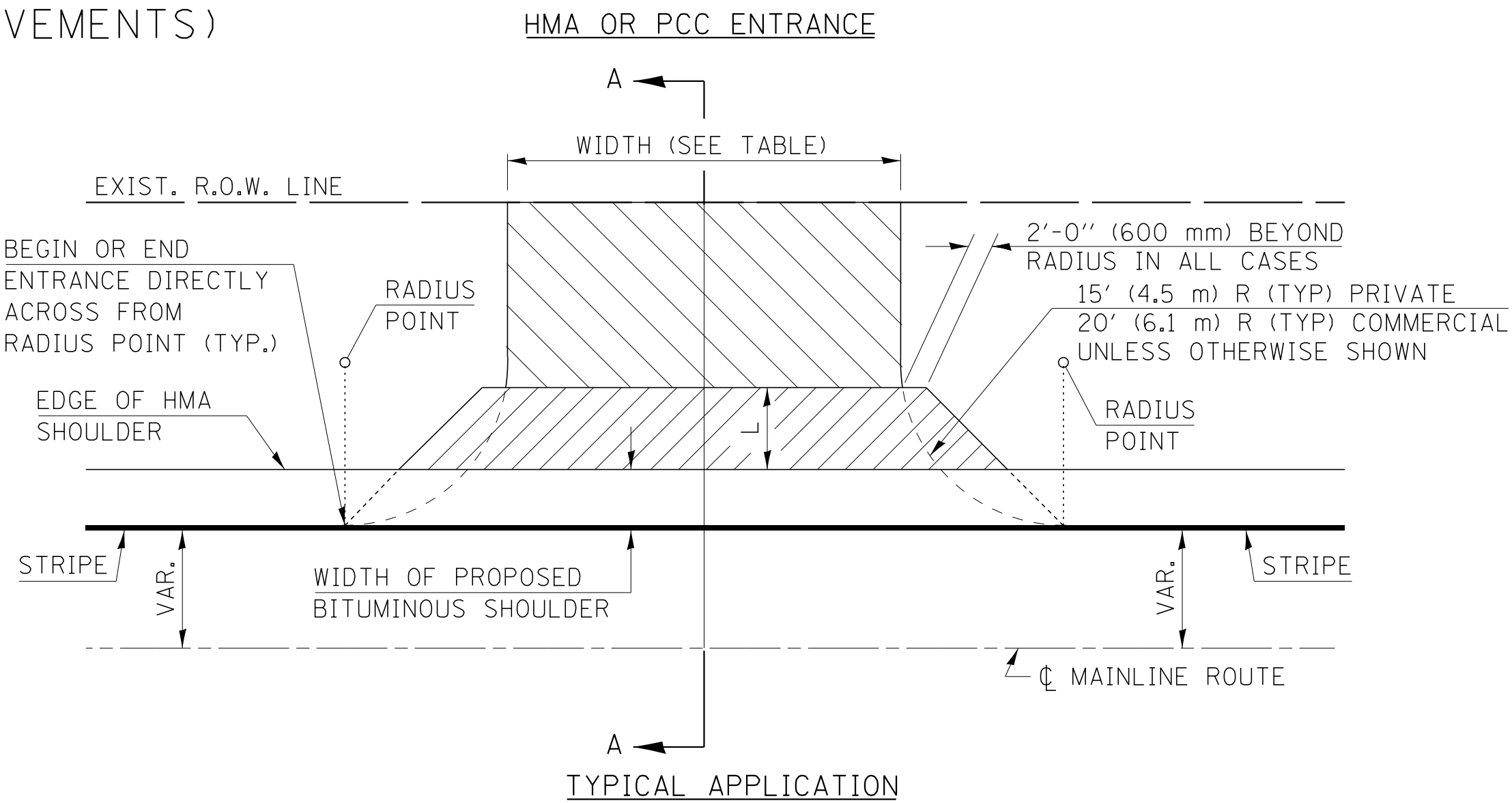
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	26
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PROJECTS WITH RECONSTRUCTION

(3R IMPROVEMENTS)



SECTION A-A



SECTION A-A

"HMA EXAMPLE"

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 ALONG WITH DISTRICT PROJECT IMPLEMENTATION MEMO 104/01 DISCUSS THIS PROCEDURE.

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

RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)														
	NEW CONSTRUCTION & 3R with RECONSTRUCTION								3R w/out RECONSTRUCTION, 3P, SMART & CM					
	NONCOMMERCIAL						NONCOMMERCIAL							
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS			COMMERCIAL							
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS		COMMERCIAL			PRIVATE & FIELD			COMMERCIAL		
DESIGN ELEMENT	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.
SURFACE WIDTH (FT)	12	16	24	24	30	1 LANE, 1 WAY						1 LANE, 1 WAY		
						14	16	24						
						2 LANE, 2 WAY						2 LANE, 2 WAY		
						24	30	35				resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them		
RADIUS (FT)	15	25	40	30		20	30	50						
SHOULDER WIDTH (FT)	2	2		2		1	3							
SHOULDER SLOPE (%)	2	4	6	4		2	4	6						
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10						
SIDE SLOPE (FT)	1:10	1:6	1:4	1:6	1:4	1:10	1:6	1:4						
SURFACE TYPE														
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" for "butt joints" and to minimize aggregate shoulder					
AGGREGATE SURFACE COURSE, TYPE B (INCH)		6		6		8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02					
PCC DRIVEWAY PAVEMENT (INCH)		6						6 or 8						

FILE NAME = \$FILEL\$	USER NAME = 488oac	DESIGNED -	REVISED - 09/07 KAG
		DRAWN -	REVISED - 05/08 KJT
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED - 04/10 KJT
Default	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED - 3/6/17 SWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

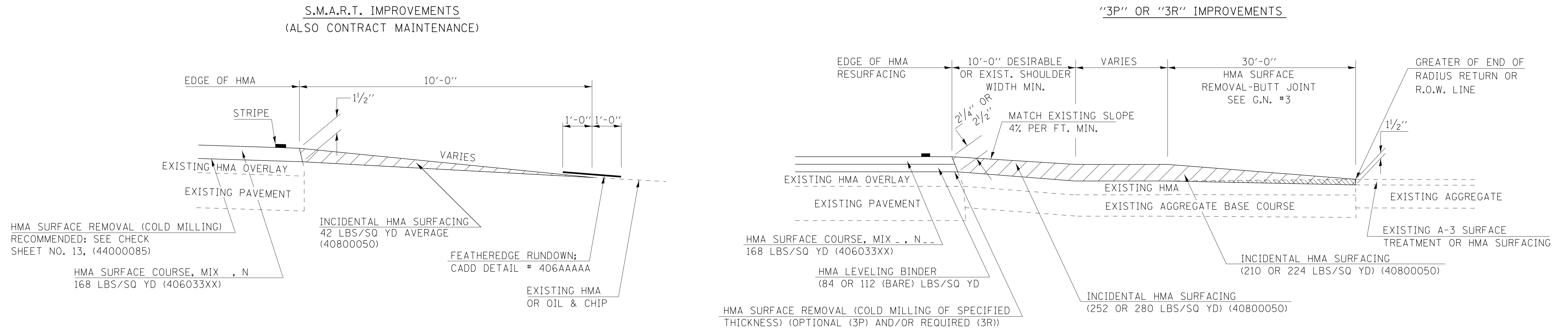
PRIVATE AND COMMERCIAL ENTRANCES
(NONCOMMERCIAL AND COMMERCIAL RURAL)

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 40800050C

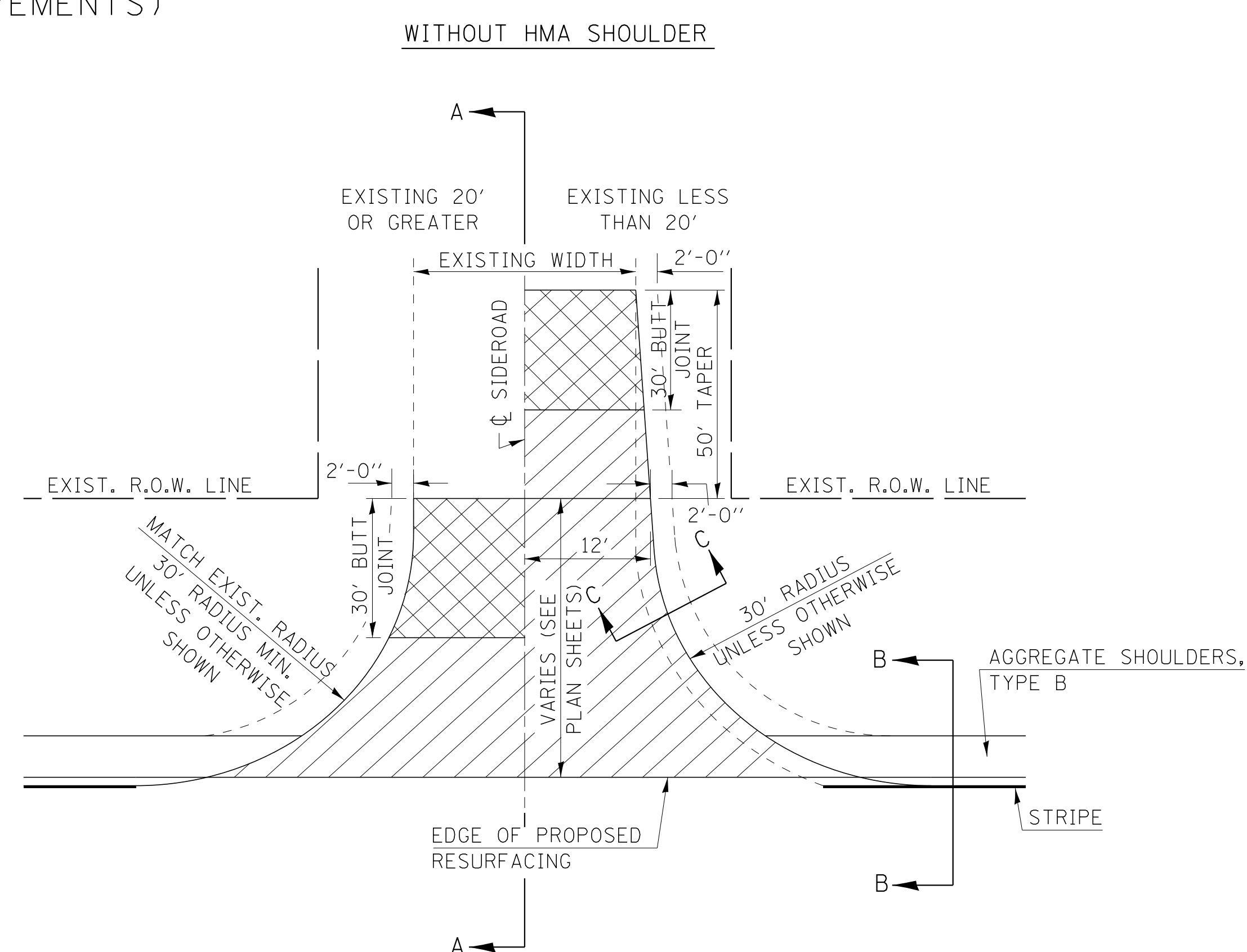
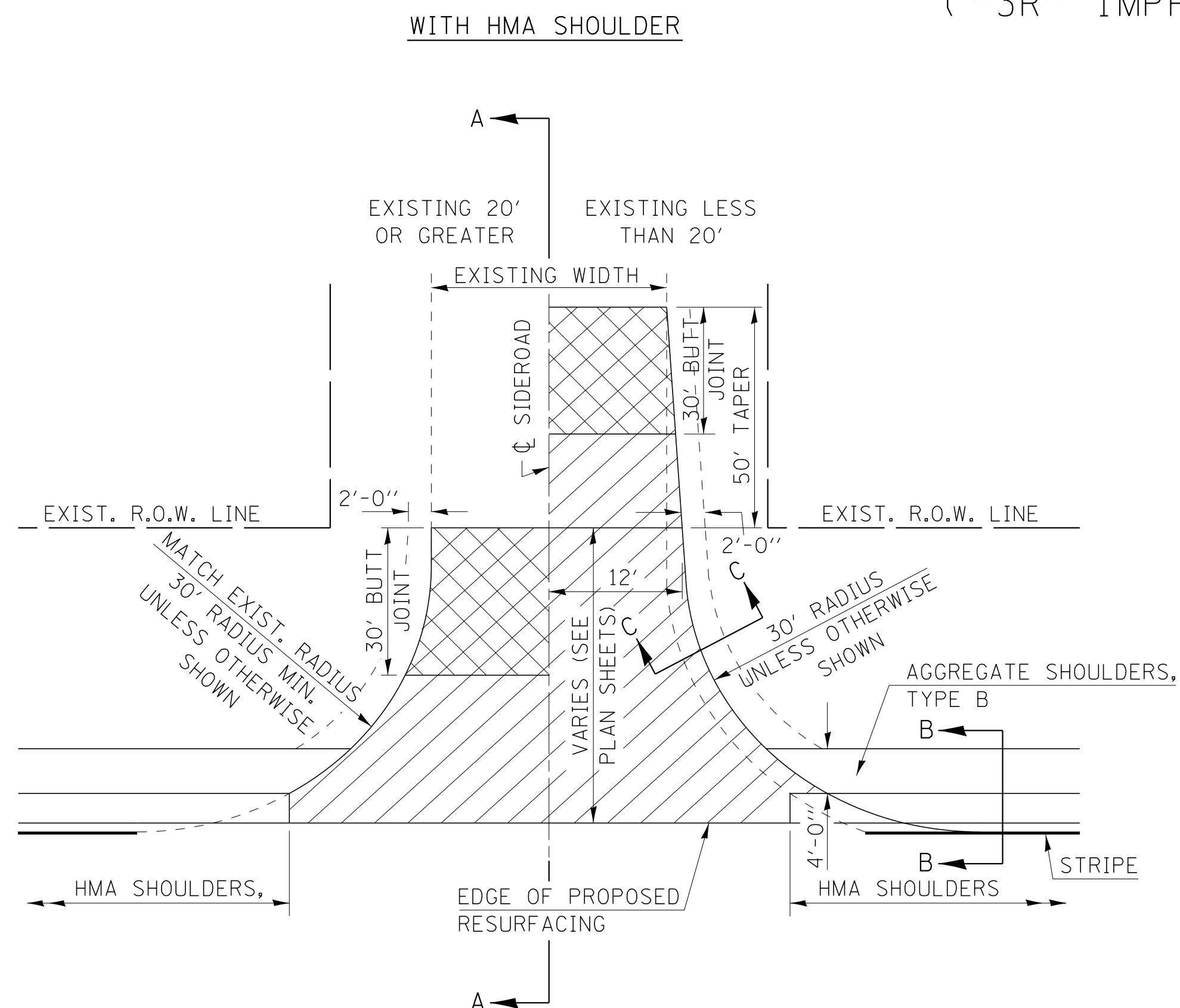
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	27
CONTRACT NO.				
ILLINOIS		FED. AID PROJECT		

PROJECTS WITHOUT RECONSTRUCTION



PROJECTS WITH RECONSTRUCTION

("3R" IMPROVEMENTS)

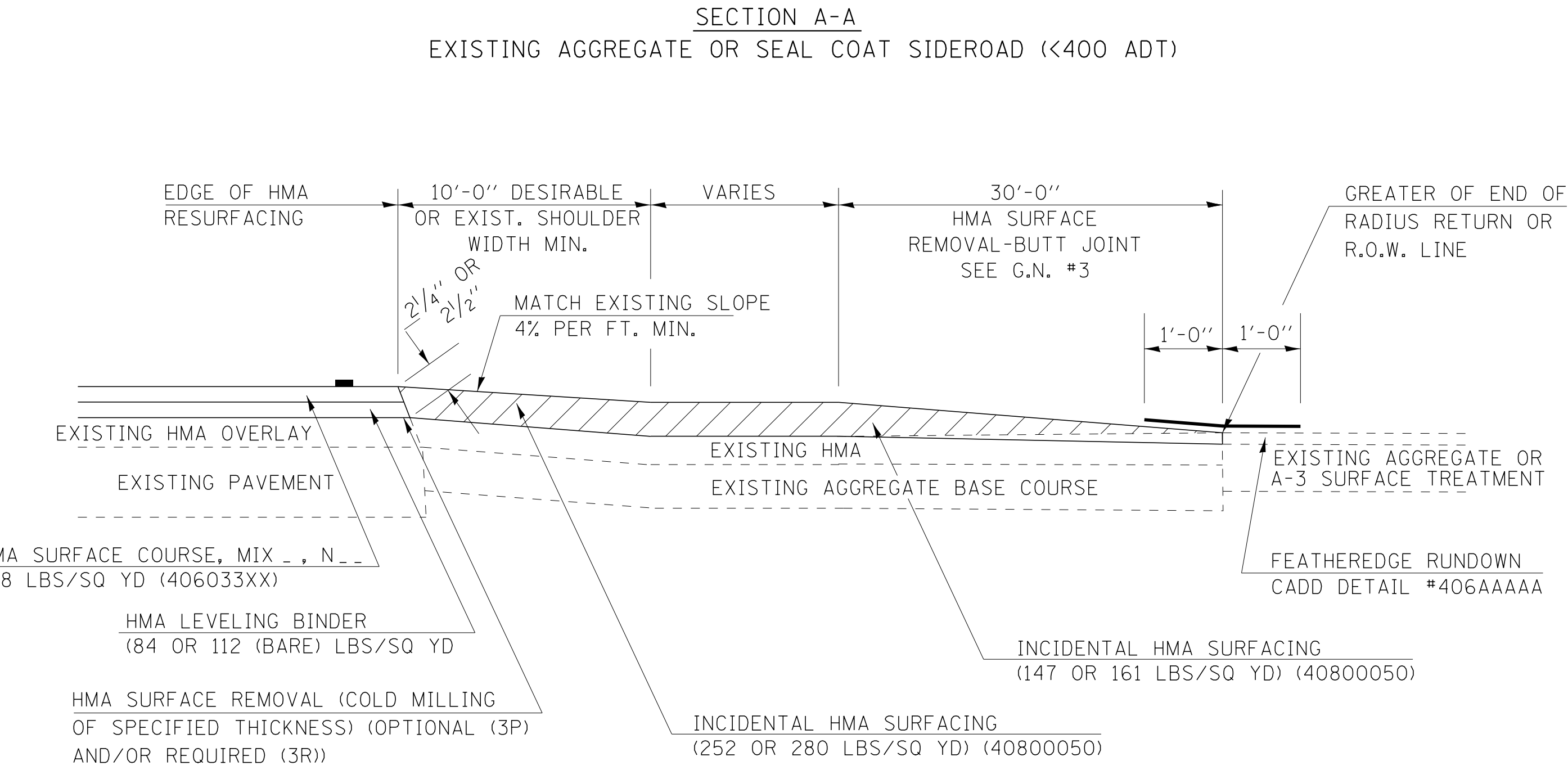
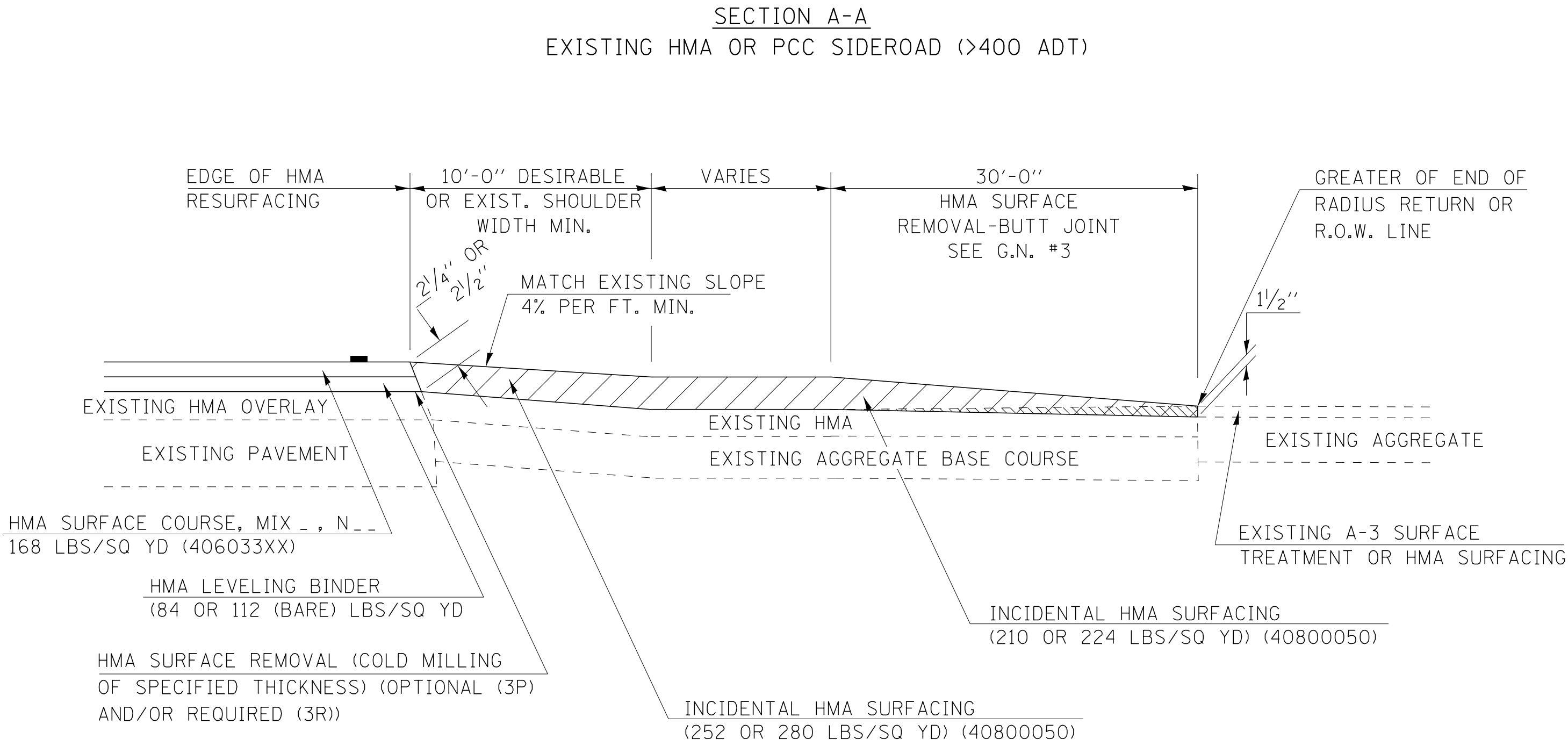


GENERAL NOTES

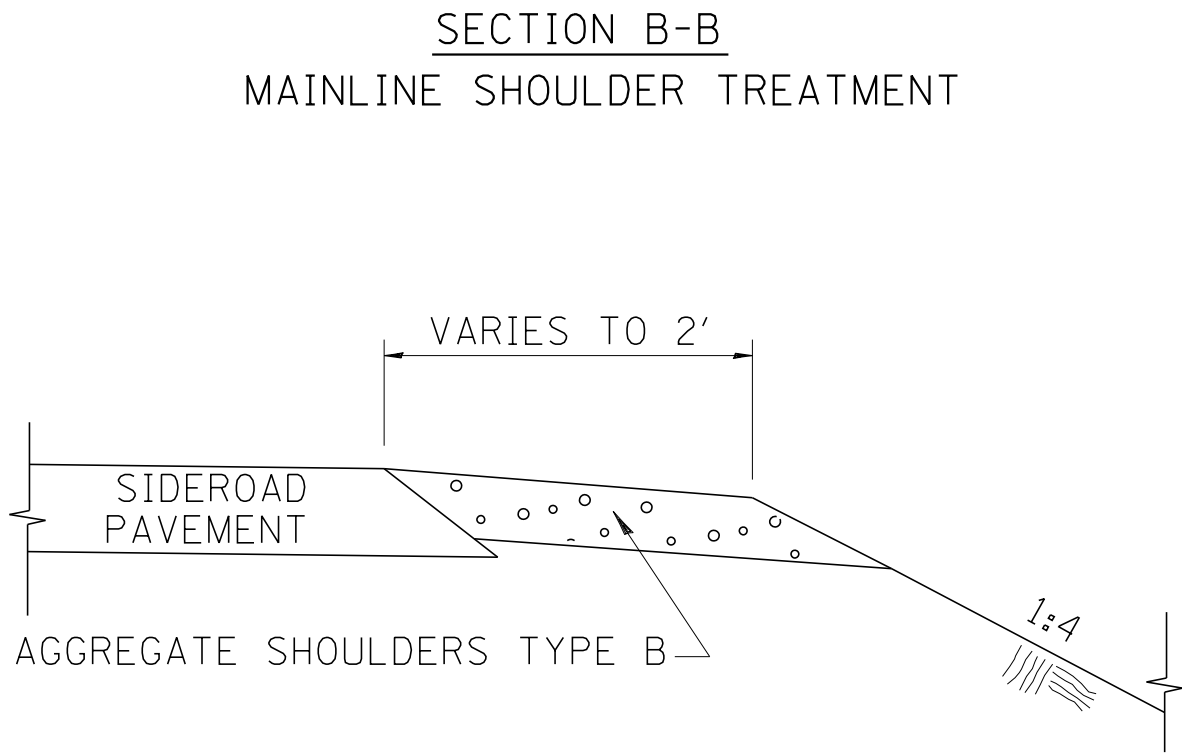
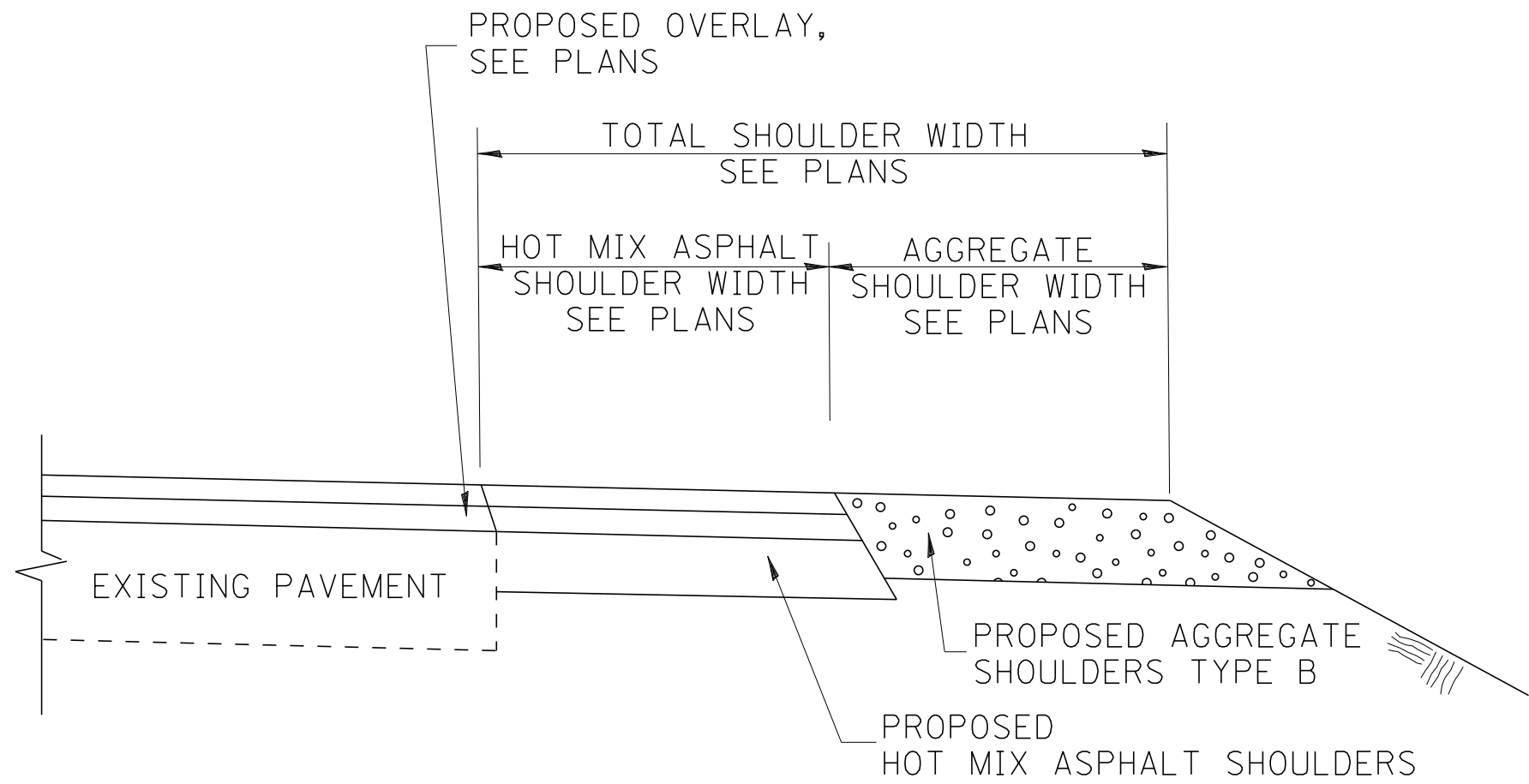
1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS
2. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. MAJOR SIDEROAD/SIDESTREETS (>400 ADT) SHALL HAVE "BUTT JOINTS" CONSTRUCTED WHETHER THE EXISTING ENTRANCE 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 - 12/06 TJB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEROADS & SIDESTREETS (RURAL)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED - 09/07 KAG					CHAMPAIGN	53	28	
	PLOT SCALE = 20.0000 ' / 1in.	CHECKED -	REVISED - 12/09 KJT			CONTRACT NO.					
Default	PLOT DATE = 5/4/2018	DATE = 05-04-18	REVISED -			SCALE:	SHEET 1	OF 2	SHEETS	STA.	TO STA.
					ILLINOIS FED. AID PROJECT						



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								



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

FILE NAME = \$FILEL\$	USER NAME = 488oac	DESIGNED -	REVISED - 12/06 TJB
		DRAWN -	REVISED - 09/07 KAG
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED - 12/09 KJT
Default	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEROADS & SIDESTREETS (RURAL)			
SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.

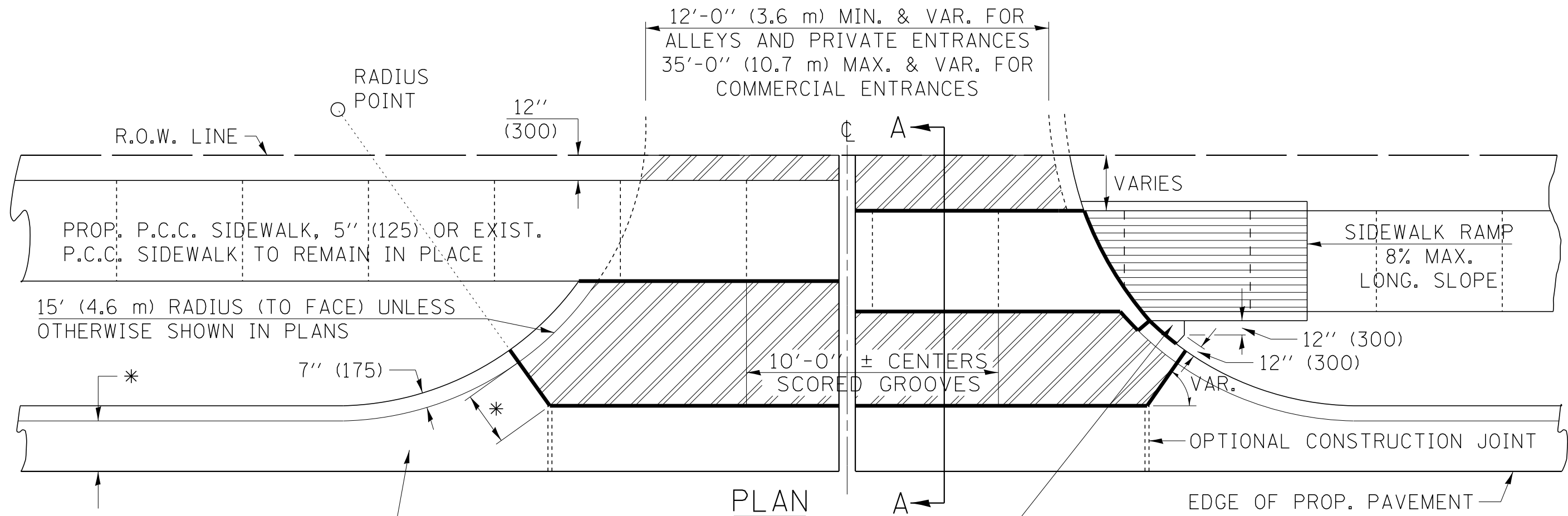
DISTRICT 5 DETAIL NO. 408000AA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	29
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. THIS LONGITUDINAL CURB EXPANSION JOINT SHALL BE PLACED ONLY WHERE THE PROPOSED P.C. CONCRETE SIDEWALK OR DRIVEWAY PAVEMENT MEETS AN EXISTING CONCRETE ENTRANCE. THE P.C.C. DRIVEWAY PAVEMENT WILL BE POURED MONOLITHIC WITH THE P.C.C. SIDEWALK WHEN THE DISTANCE BETWEEN THE SIDEWALK AND RIGHT-OF-WAY IS LESS THAN OR EQUAL TO 24" (600 mm). THE LONGITUDINAL EXPANSION JOINT BETWEEN THE DRIVEWAY PAVEMENT AND SIDEWALK WILL NOT BE NEEDED UNLESS THE DISTANCE EXCEEDS 24" (600 mm).
2. THE LONGITUDINAL CURB EXPANSION JOINT SHALL CONFORM TO SECTION 1051 OF THE STANDARD SPECS.
3. DRIVEWAYS THAT WILL MEET EXISTING OR PROPOSED CURB NEAR THE R.O.W. LINE SHALL HAVE THE CURB CONSTRUCTED FULL HEIGHT TO THE R.O.W. LINE.
4. DRIVEWAYS THAT WILL BE CONSTRUCTED WITH FULL HEIGHT CURBS AND NOT MEETING EXISTING OR PROPOSED CURBS NEAR THE R.O.W. LINE SHALL HAVE THE CURB SLOPED AS SHOWN ABOVE.
5. DEPRESSED CURB SHALL BE BUILT ONLY AT PRIVATE DRIVES WITH NO SIDEWALK RAMPS.
6. THE ENTRANCE GRADES WILL BE AS SHOWN ON THE STATION CROSS SECTIONS AND AS DIRECTED BY THE ENGINEER.
7. THE P.C. CONCRETE DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED WITH SCORED GROOVES, AS SPECIFIED IN ARTICLE 424.06 OF THE STANDARD SPECIFICATIONS, AT APPROXIMATELY EVERY OTHER JOINT, EITHER IN THE EXISTING SIDEWALK OR THE PROPOSED SIDEWALK. THE PROPOSED P.C. CONCRETE SIDEWALK SHALL BE CONSTRUCTED PRIOR TO CONSTRUCTING THE P.C. CONC. DRIVEWAY PAVEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED AS SHOWN AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LIN.FT. (METER) FOR COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. THE P.C. CONCRETE SIDEWALK SHALL BE CONSTRUCTED AS SHOWN ABOVE AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ.FT. (m²) FOR P.C. CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE EXTRA THICKNESS AS SHOWN ABOVE OR THE SEQUENCE OF CONSTRUCTION AS SPECIFIED.
10. BEFORE A CHANGE IN THE METHOD OF CONSTRUCTION IS ALLOWED, THE REQUEST SHALL BE SUBMITTED IN WRITING AND MUST BE APPROVED BY THE ENGINEER.
11. THE VARIABLE HEIGHT CURB ADJACENT TO THE P.C. CONCRETE DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED MONOLITHIC WITH AND INCLUDED IN THE AREA OF THE P.C. CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ.YD. (m²) FOR P.C. CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS, INCLUDING THE MONOLITHIC CURBS AS SPECIFIED, THE SCORED GROOVES, THE LONGITUDINAL CURB EXPANSION JOINTS, AND THE ADDITIONAL THICKNESS REQUIRED ADJACENT TO THE DEPRESSED COMBINATION CONCRETE CURB AND GUTTER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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



PLAN

12'-0" (3.6 m) MIN. & VAR. FOR ALLEYS AND PRIVATE ENTRANCES
35'-0" (10.7 m) MAX. & VAR. FOR COMMERCIAL ENTRANCES

12" (300)

R.O.W. LINE

PROPOSED P.C.C. SIDEWALK, 5" (125) OR EXIST. P.C.C. SIDEWALK TO REMAIN IN PLACE

15' (4.6 m) RADIUS (TO FACE) UNLESS OTHERWISE SHOWN IN PLANS

7" (175)

* WIDTH OF PROPOSED GUTTER FLAG

10'-0" ± CENTERS SCORED GROOVES

12" (300)

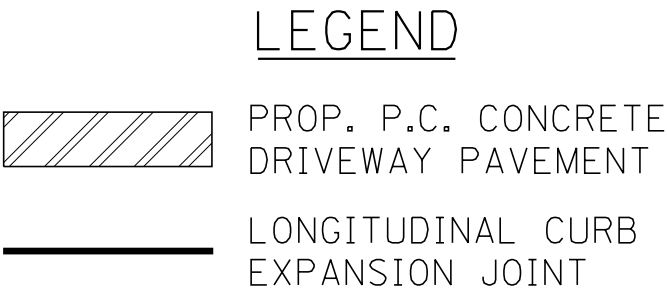
VARIES

SIDEWALK RAMP 8% MAX. LONG. SLOPE

OPTIONAL CONSTRUCTION JOINT

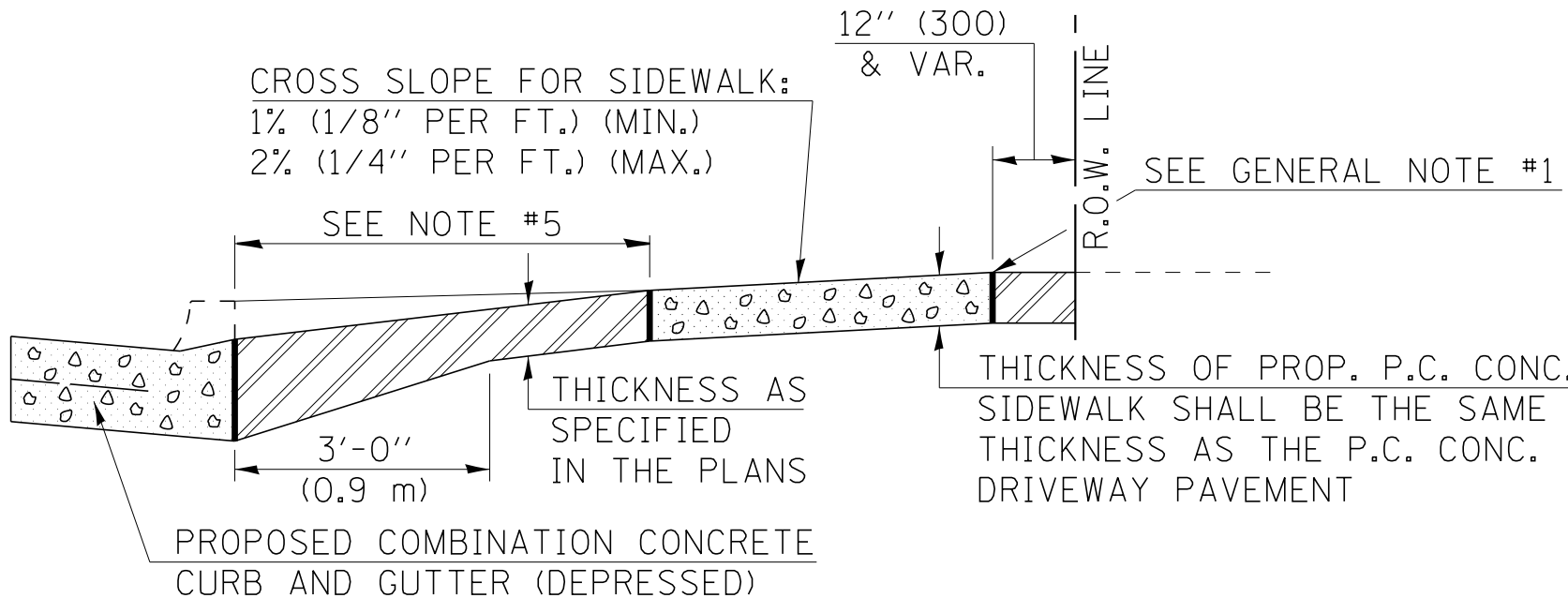
EDGE OF PROP. PAVEMENT

P.C. CONCRETE SIDEWALK, 5" (125) SHALL BE POURED BETWEEN THE CURB OF THE DRIVEWAY AND SIDEWALK RAMP, WHERE IN THE OPINION OF THE ENGINEER, CONSTRUCTION WILL CREATE A MOWING PROBLEM (I.E. POINTED AREAS ADJACENT TO HIGH CURBS).

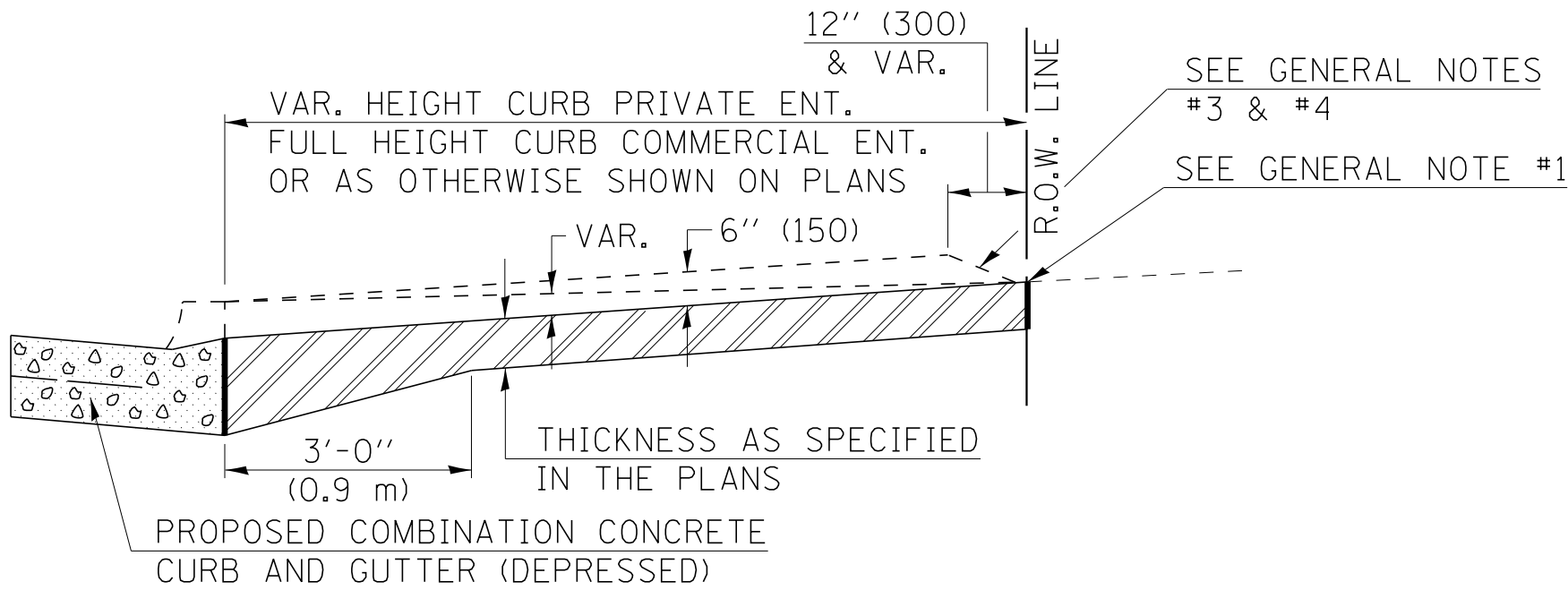


NOTE: SIDEWALK RAMPS SHALL BE CONSTRUCTED AT COMMERCIAL ENTRANCES. AT PRIVATE ENTRANCES RAMPS SHALL USUALLY BE NEEDED WHERE NARROW BOULEVARDS OR RADII GREATER THAN 15' (4.6 m) ARE CONSTRUCTED. THE BACK CURB RAMPS AT PRIVATE ENTRANCES MAY BE ELIMINATED IF GRADING CAN BE ACCOMPLISHED WITHOUT THE CURB.

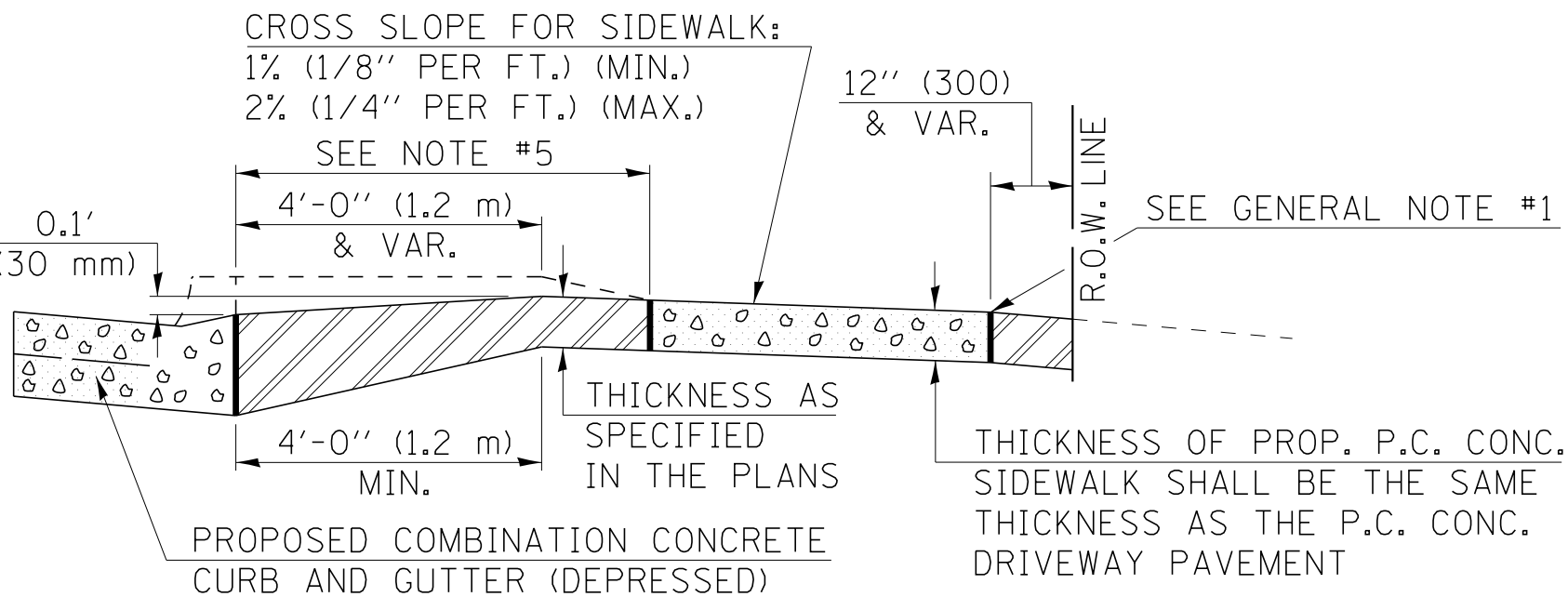
NOTE: THE ENTRANCE WIDTHS SHOWN ON THE PLANS SHALL BE INTERPRETED TO BE THE WIDTHS AT THE COMPLETED RADIUS, WHICH MAY BE LOCATED BEHIND THE R.O.W. LINE.



SECTION A-A WITH POSITIVE GRADE



SECTION A-A WITHOUT SIDEWALK



SECTION A-A WITH NEGATIVE GRADE

URBAN ENTRANCE DESIGN STANDARDS (PPM 40-09)														
	NEW CONSTRUCTION & 3R with RECONSTRUCTION						3R w/out RECONSTRUCTION, 3P, SMART & CM							
	NONCOMMERCIAL			COMMERCIAL			NONCOMMERCIAL			COMMERCIAL				
DESIGN ELEMENT	min.	des.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.		
SURFACE WIDTH (FT)	12	12 or 14	24	1 LANE, 1 WAY						1 LANE, 1 WAY				
				14	16	24				2 LANE, 2 WAY				
		2 LANE, 2 WAY			resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them									
		24		30							35			
RADIUS (FT)	12	15 or 12	25	15	30	40								
ENTRANCE GRADE (%)	0	2 to 5	8	0	2 to 4	6								
SURFACE TYPE														
INCIDENTAL HMA SURFACING (INCH)				3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" for "butt joints" and to minimize aggregate shoulder							
AGGREGATE SURFACE COURSE, TYPE A (INCH)				8										
PCC DRIVEWAY PAVEMENT (INCH)	6	6			6 or 8									

FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED - 11/06 TJB
\$FILEL\$		DRAWN -	REVISED - 09/07 KAG
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED -

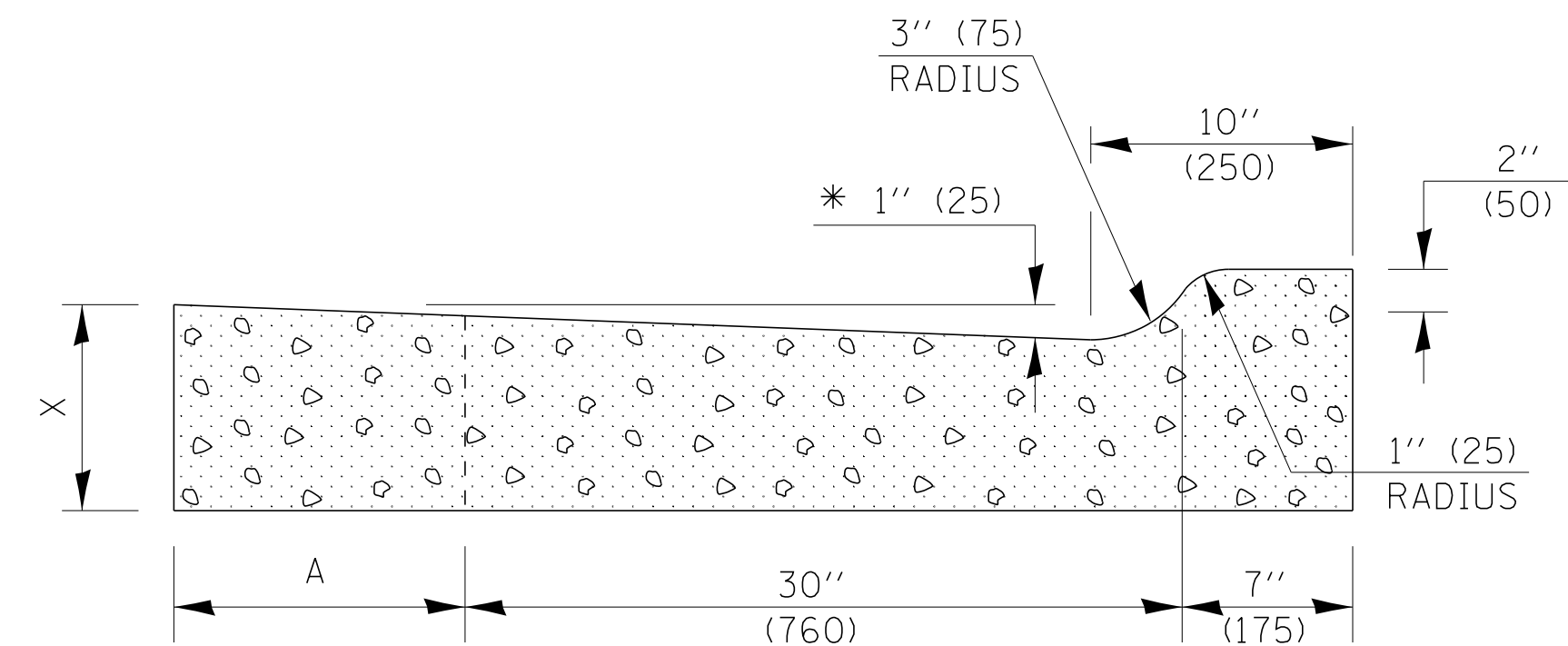
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY PAVEMENT (PCC) (NON & COMMERCIAL URBAN)

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

DISTRICT 5 DETAIL NO. 42300AAA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHAMPAIGN	53	30
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

[illegible]

GENERAL NOTES

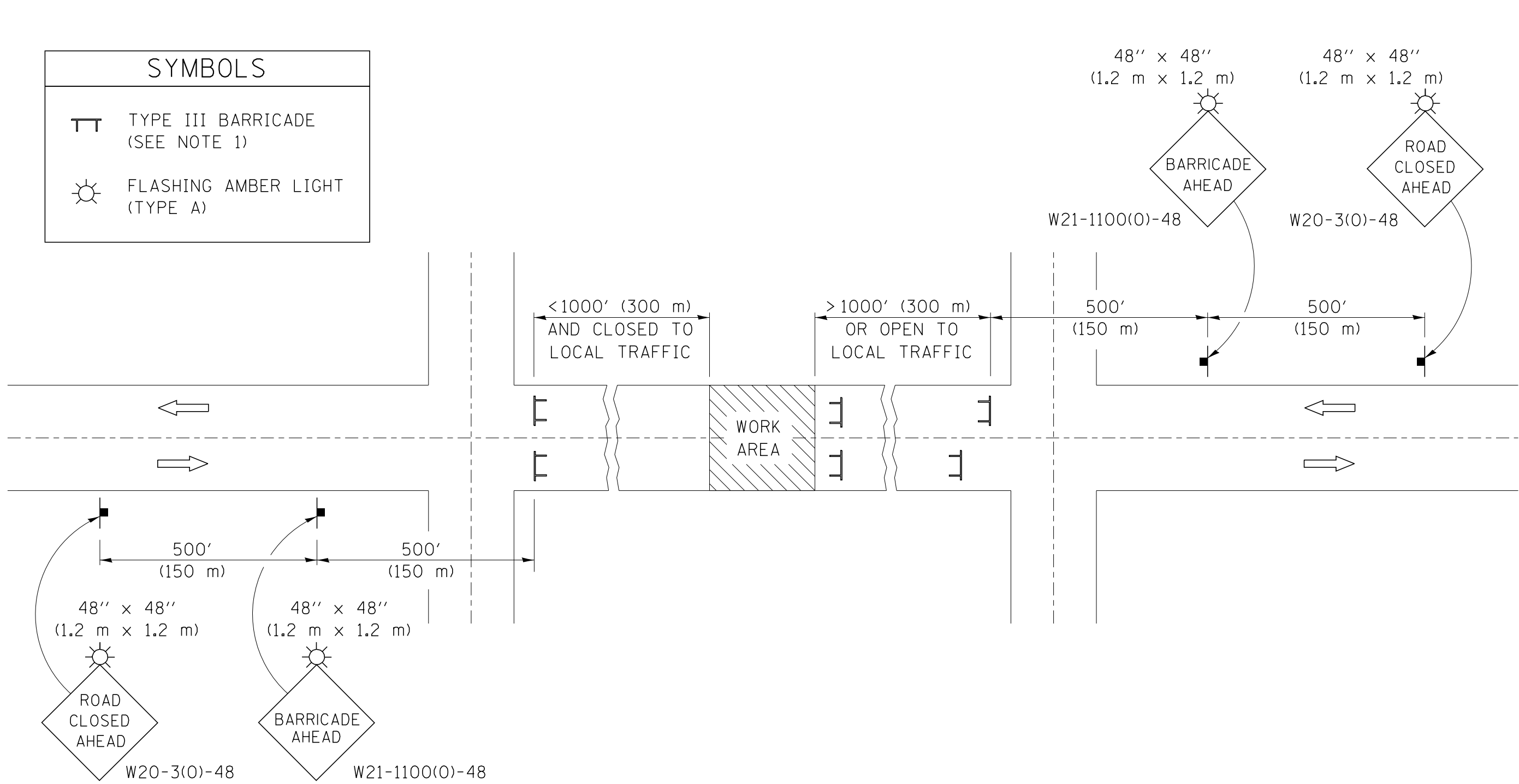
- | | B-6.12
(B-15.30) | | B-9.12
(B-22.30) | | B-6.18
(B-15.45) | | B-9.18
(B-22.45) | | B-6.24
(B-15.60) | | B-9.24
(B-22.60) | |
|----------------------------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|
| A | 12''
(300) | 12''
(300) | 12''
(300) | 12''
(300) | 18''
(450) | 18''
(450) | 18''
(450) | 18''
(450) | 24''
(600) | 24''
(600) | 24''
(600) | 24''
(600) |
| B | 6''
(150) | 6''
(150) | 9''
(225) | 9''
(225) | 6''
(150) | 6''
(150) | 9''
(225) | 9''
(225) | 6''
(150) | 6''
(150) | 9''
(225) | 9''
(225) |
| X | 9''
(225) | 10''
(250) | 9''
(225) | 10''
(250) | 9''
(225) | 10''
(250) | 9''
(225) | 10''
(250) | 9''
(225) | 10''
(250) | 9''
(225) | 10''
(250) |
| CU. YD.
(m ³) | 0.37
(0.28) | 0.42
(0.32) | 0.38
(0.29) | 0.42
(0.32) | 0.44
(0.34) | 0.49
(0.37) | 0.45
(0.34) | 0.50
(0.38) | 0.51
(0.39) | 0.56
(0.43) | 0.52
(0.40) | 0.57
(0.44) |
| CLASS SI
CONCRETE
(OUTLET) | | | | | | | | | | | | |

DISTRICT 5 DETAIL NO. 60600095A

FILE NAME =	USER NAME = 488cac	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INLET – COMBINATION CONCRETE CURB & GUTTER (BARRIER CURB)	F.A. R.T.E.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN -	REVISED -						CHAMPAIGN	53	31	
	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO.						
Default	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	

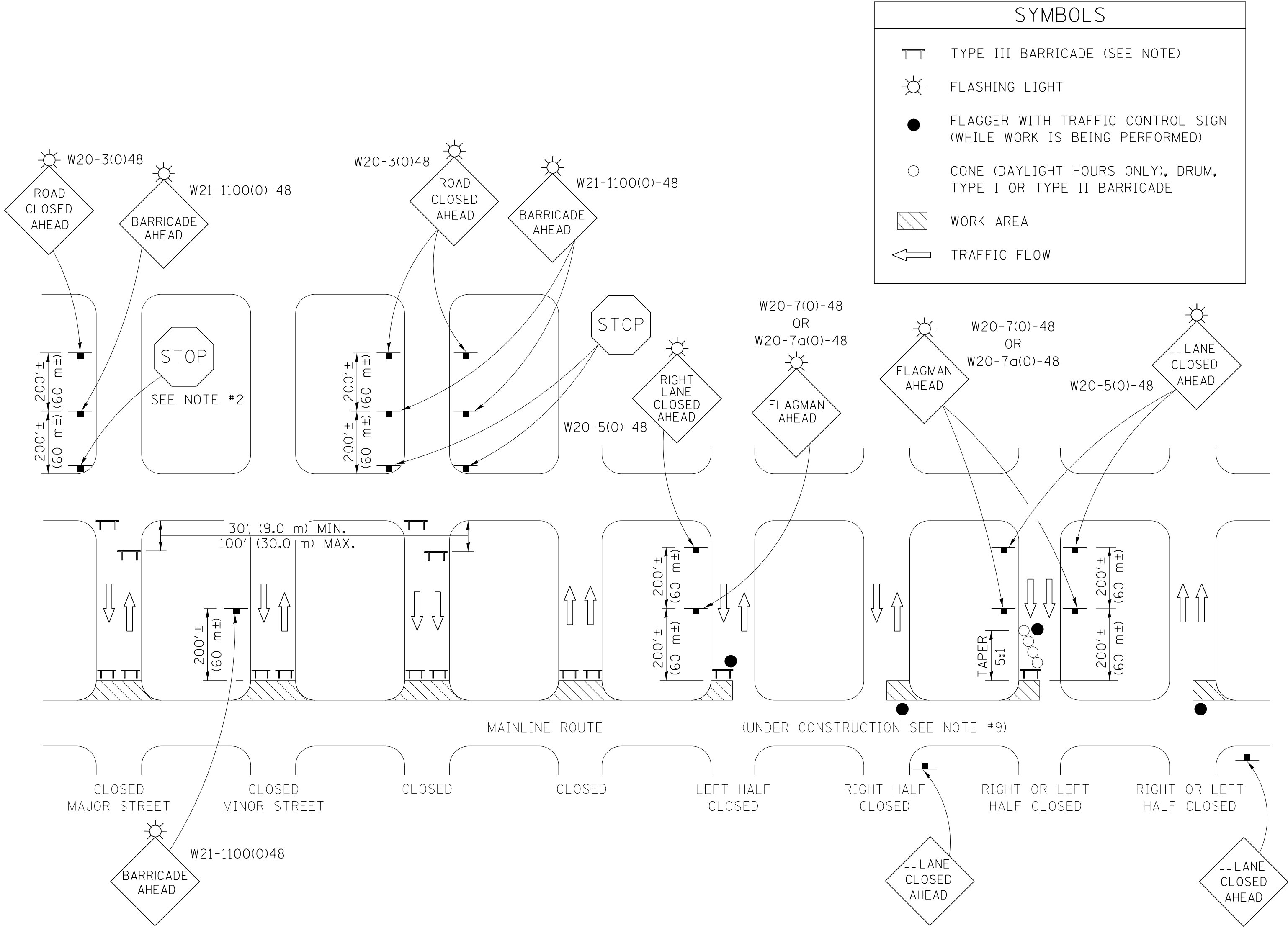
ROAD CLOSURE

SIDEROAD / STREET CLOSURE



GENERAL NOTES

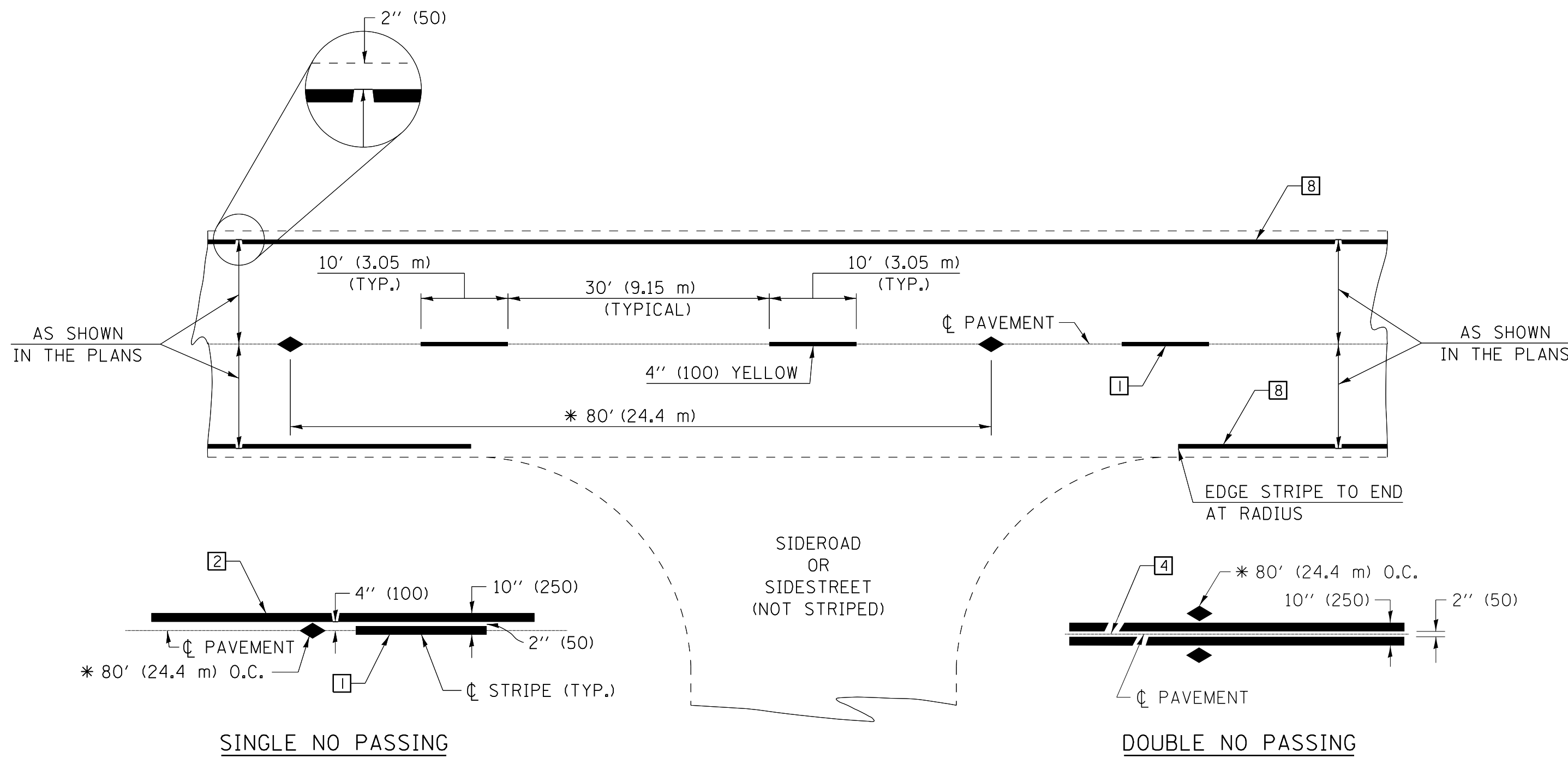
- TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 701901 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
- IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, 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.



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

TYPICAL PAVEMENT MARKING LEGEND

1 4'' (100) SKIP-DASH (YELLOW)

2 4'' (100) SOLID (YELLOW)

3 12'' (300) DIAGONAL (YELLOW)

4 4'' (100) DOUBLE YELLOW (NARROW)

5 RESERVED

6 RESERVED

7 4'' (100) SKIP-DASH (WHITE)

8 4'' (100) SOLID (WHITE)

9 12'' (300) DIAGONAL (WHITE)

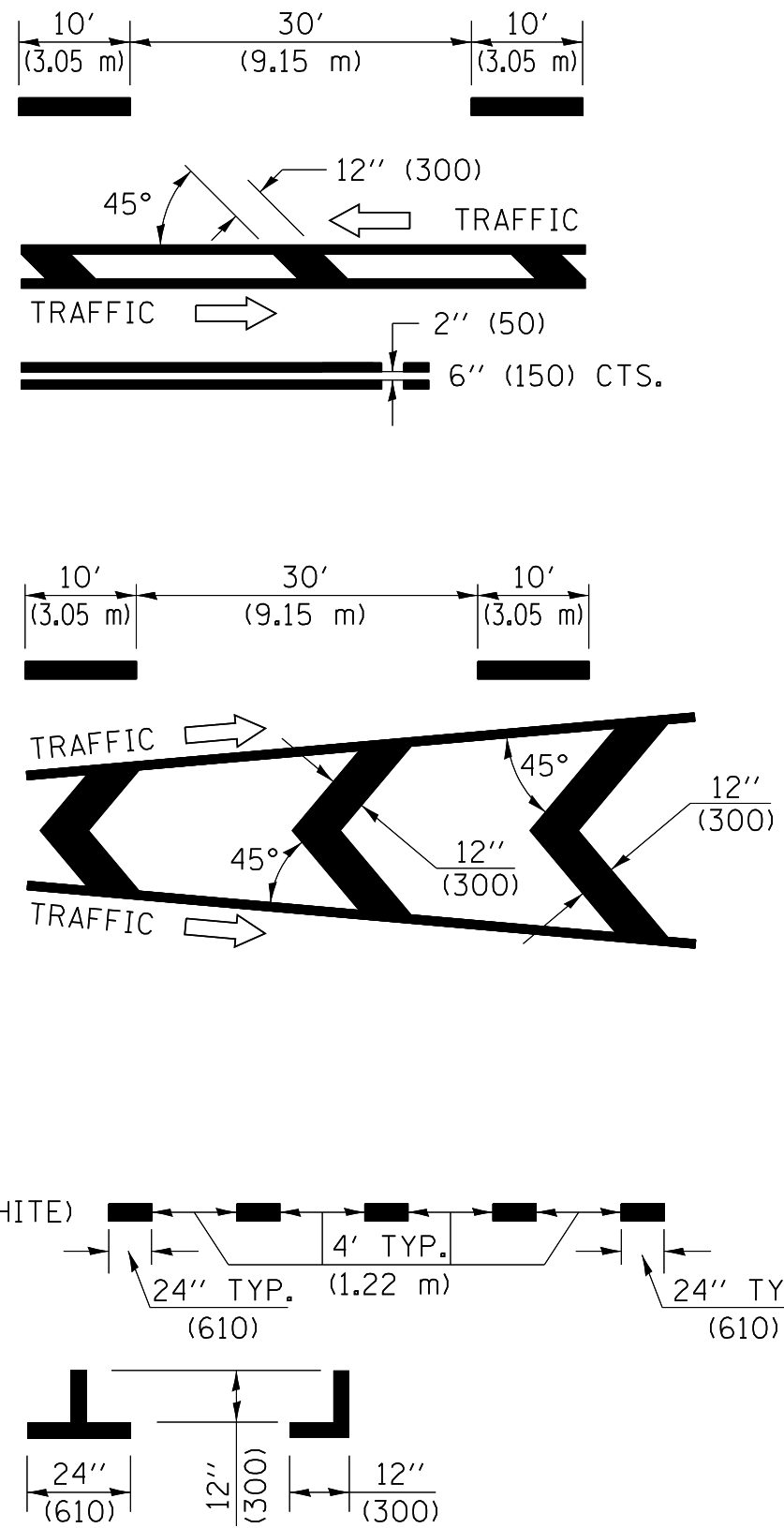
10 6'' (150) SOLID (WHITE)

11 24'' (600) STOP BAR (WHITE)

12 8'' (200) SOLID (WHITE)

13 4'' (100) LANE LINE EXTENSIONS (WHITE)

14 4'' (100) PARKING WHITE



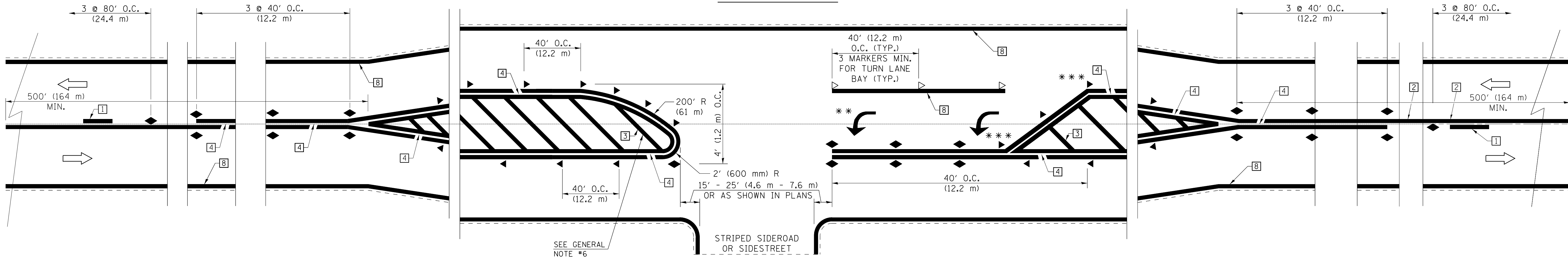
TYPICAL PAVEMENT MARKERS LEGEND

◆ TWO-WAY AMBER MARKER

▶ ONE-WAY AMBER MARKER

▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



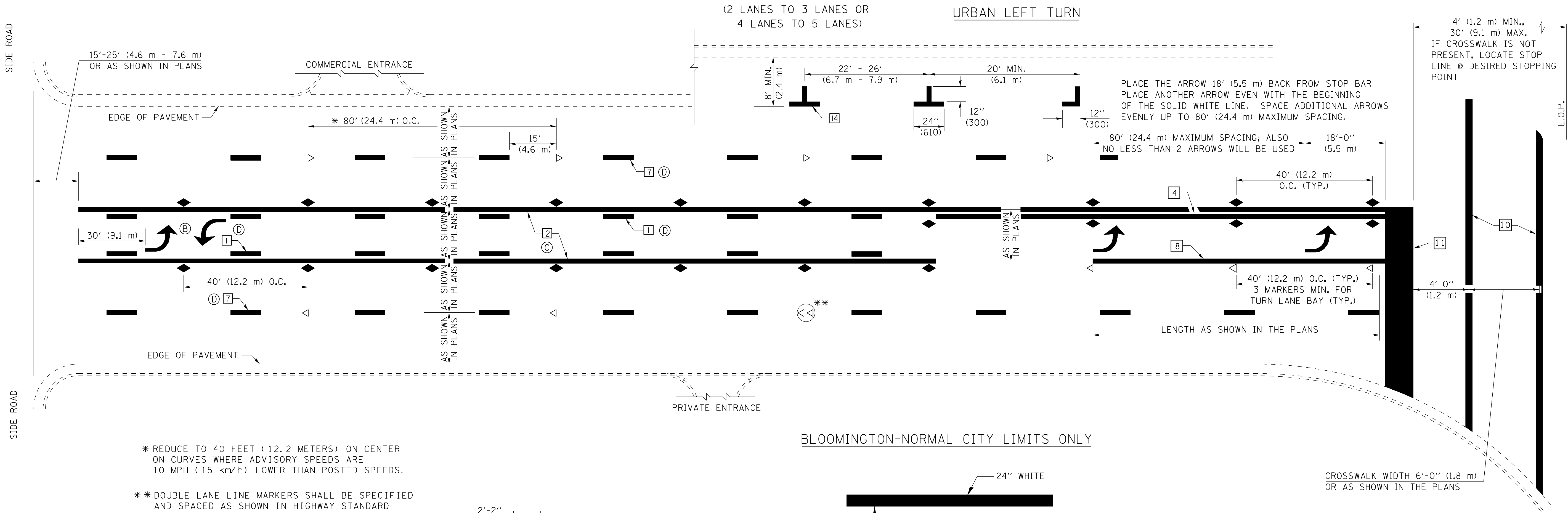
*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

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

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME = \$FILEL\$	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.
Default	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED - 09/2009 - KJT						CHAMPAIGN	53	33
	PLOT DATE = 5/4/2018	CHECKED -	REVISED - 04/14 - JLA		SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.		CONTRACT NO.				
		DATE - 05-04-18	REVISED -				ILLINOIS FED. AID PROJECT				

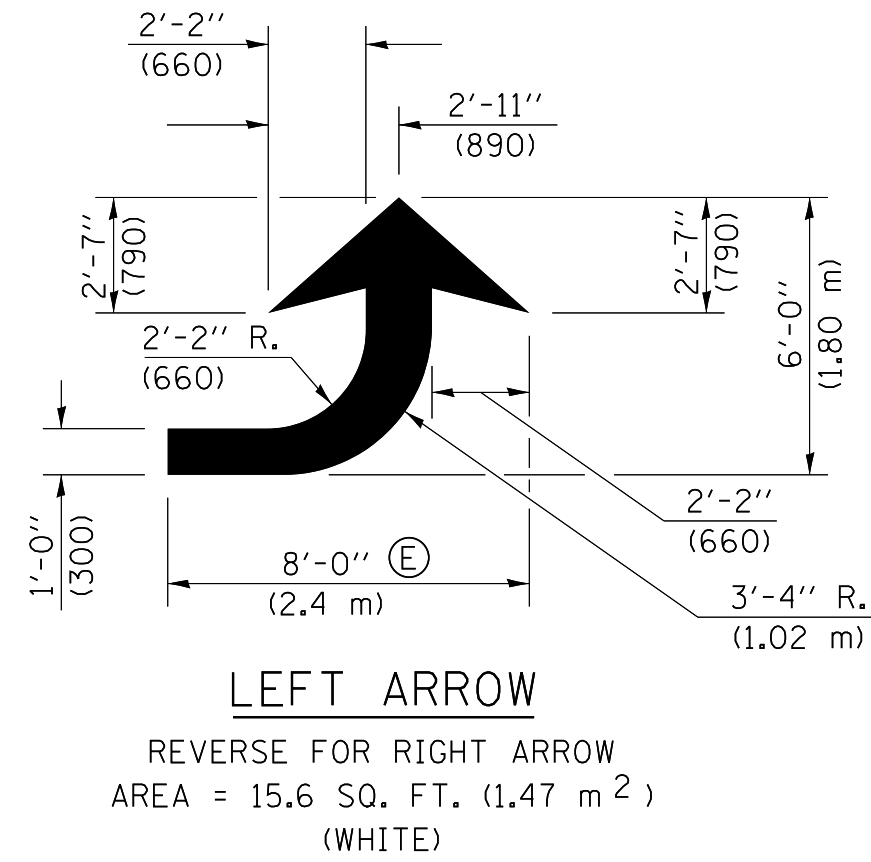


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

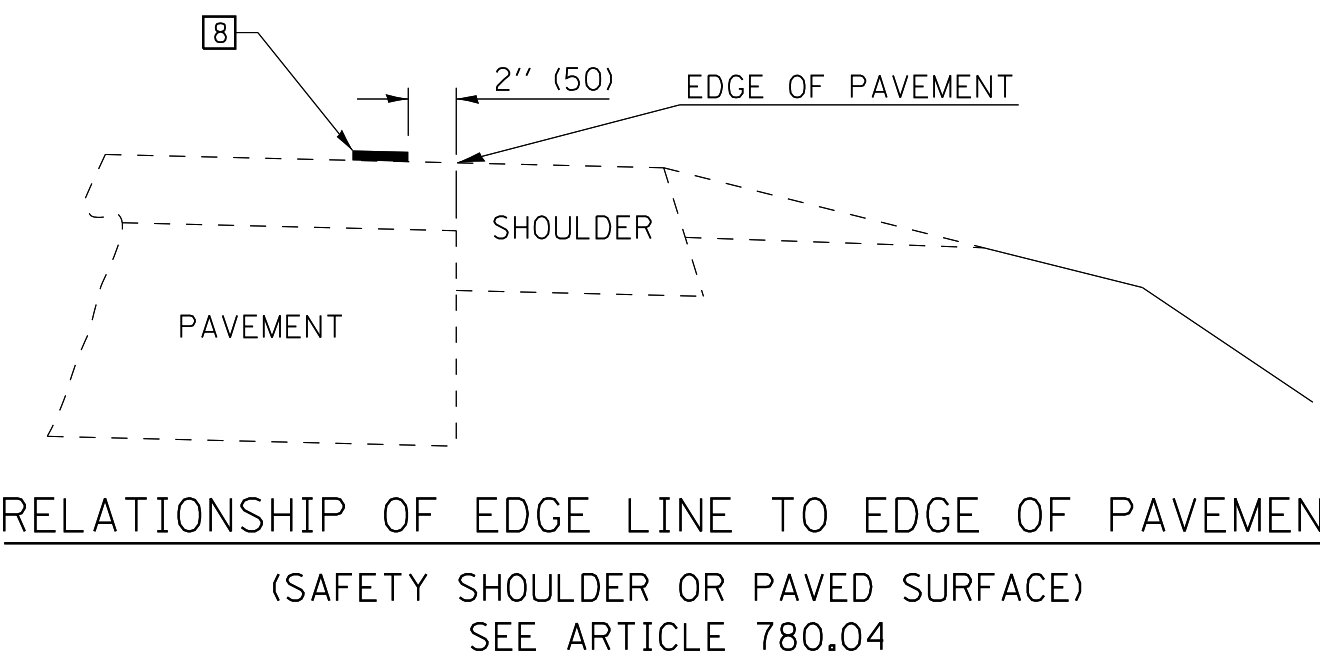
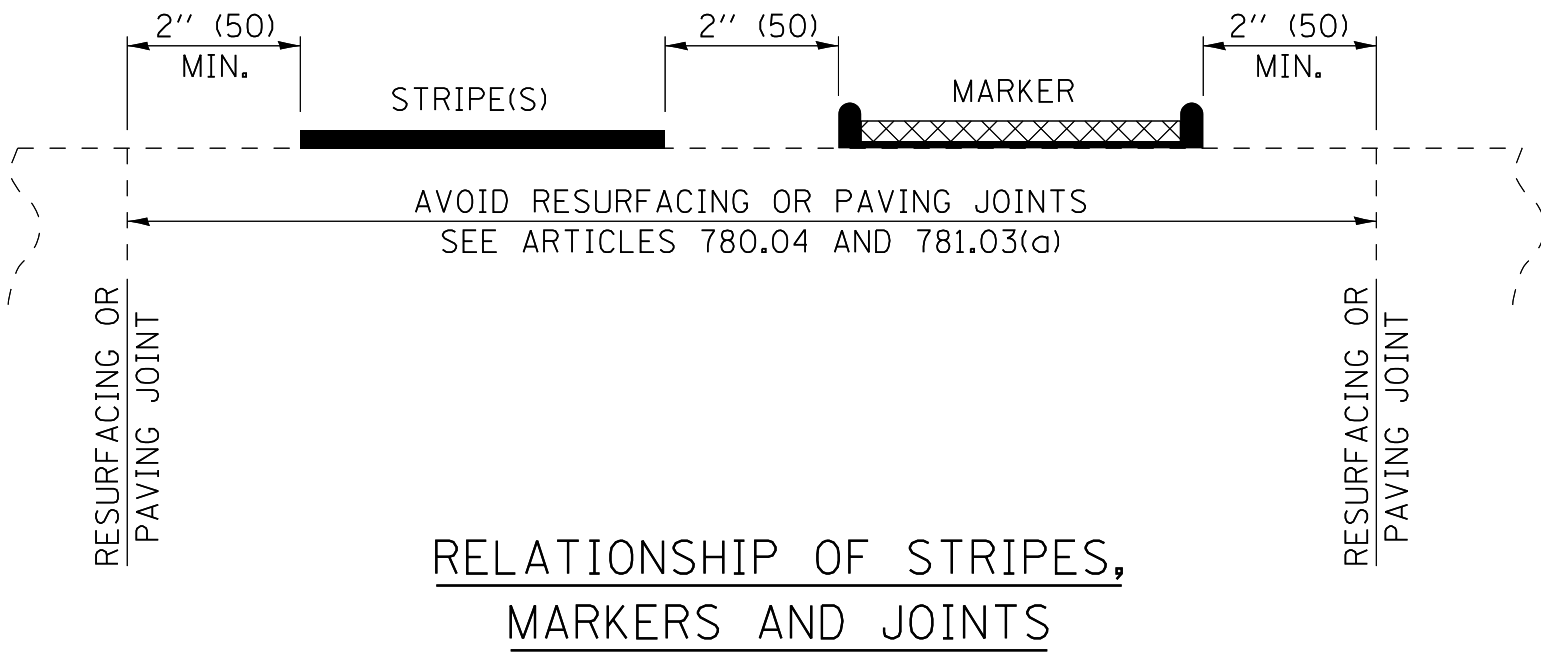
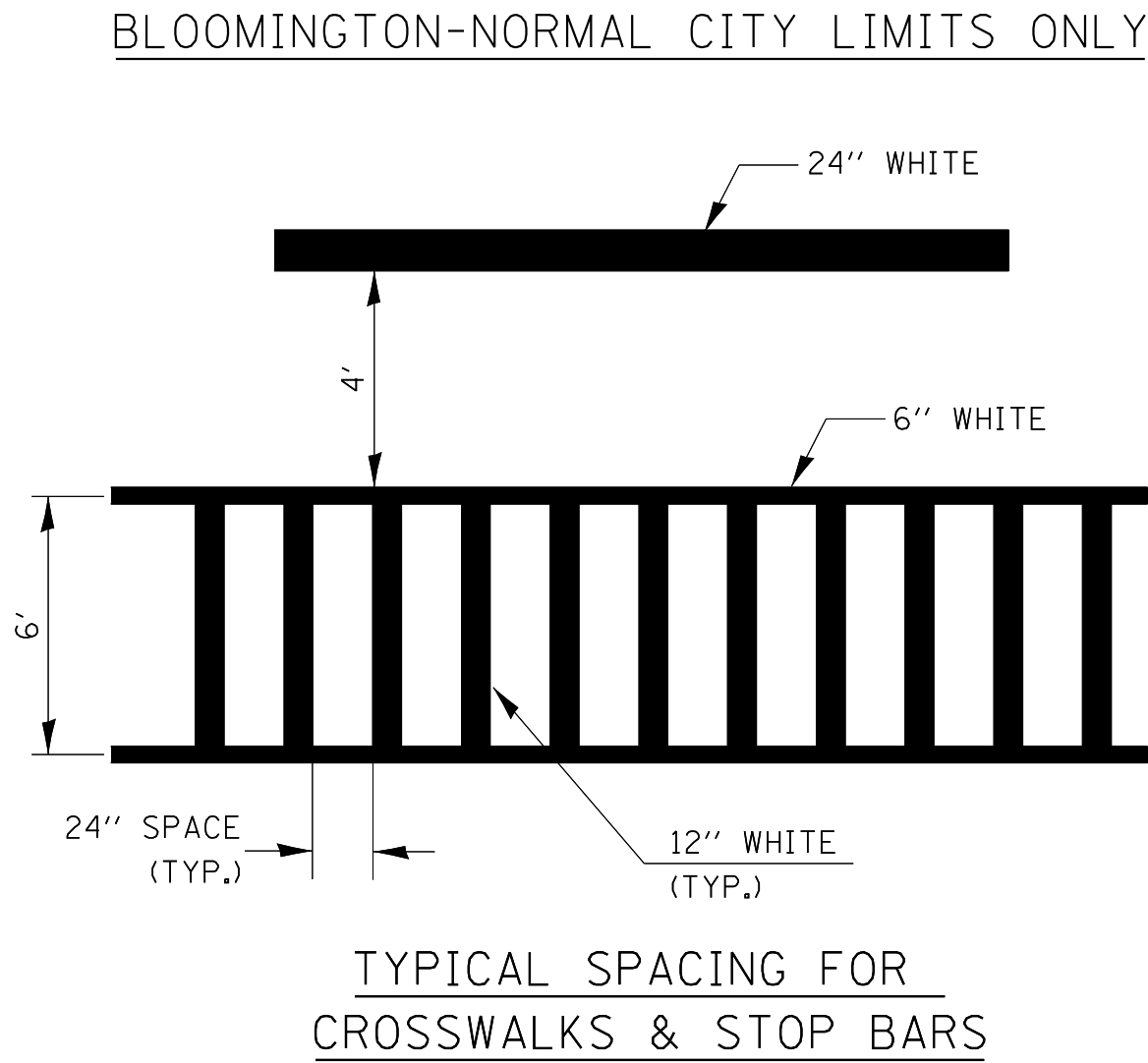
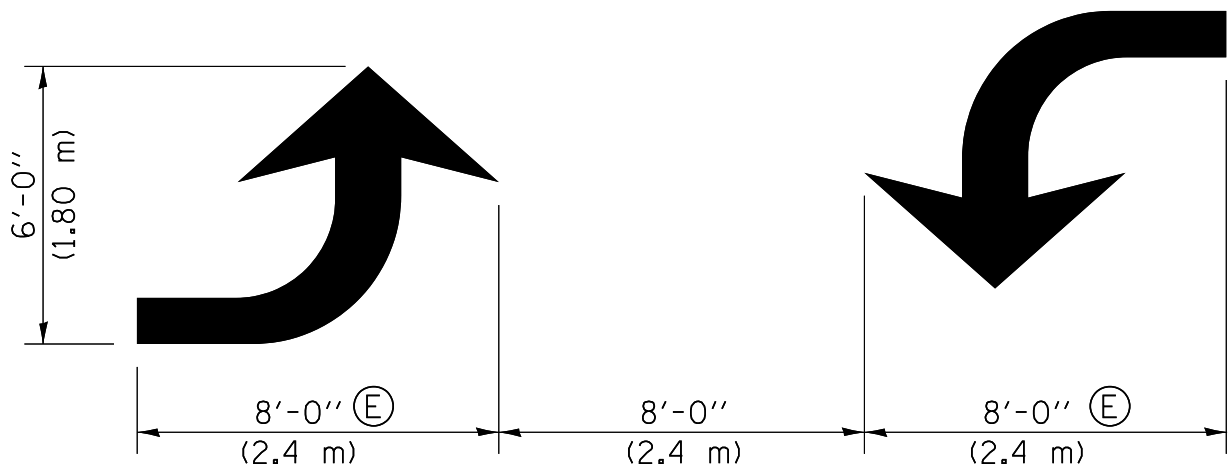
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

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)



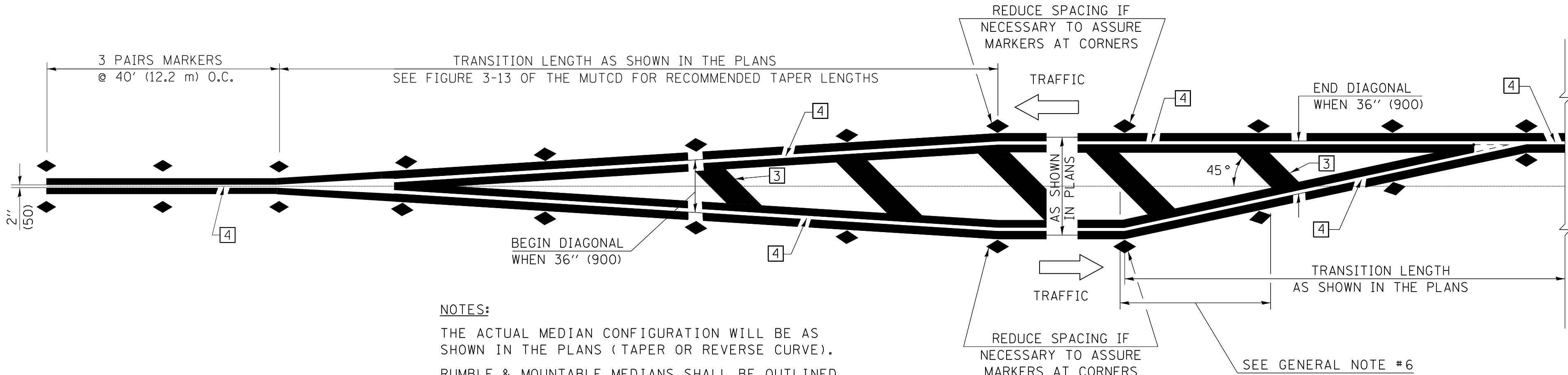
TYPICAL DOUBLE TURN ARROWS (WHITE)



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.
\$FILEL\$		DRAWN -	REVISED - 09/2009 - KJT								CHAMPAIGN	53	34
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED - 04/14 - JLA		CONTRACT NO.								
Default	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED -		SCALE:	SHEET 2 OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

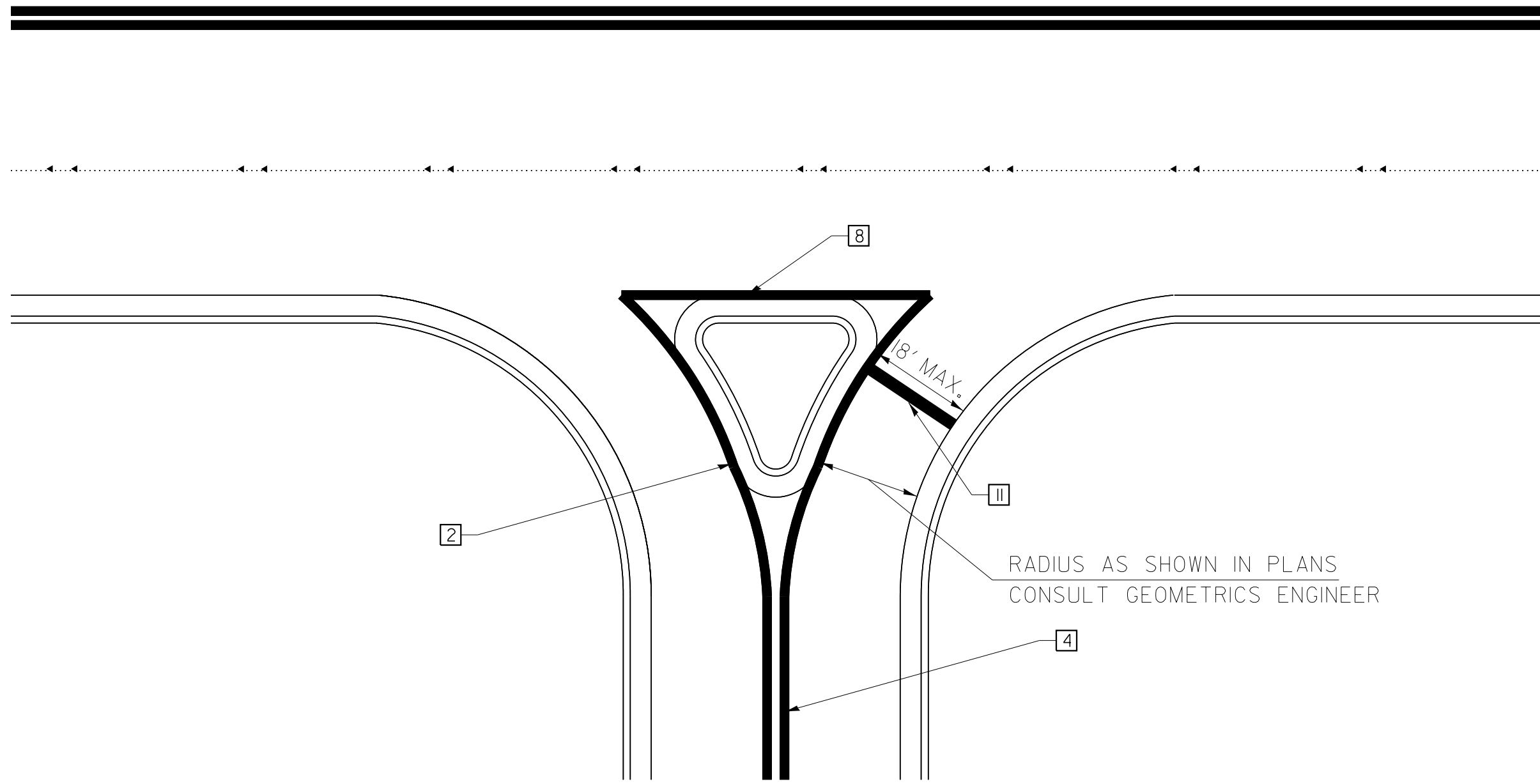


NOTES:
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

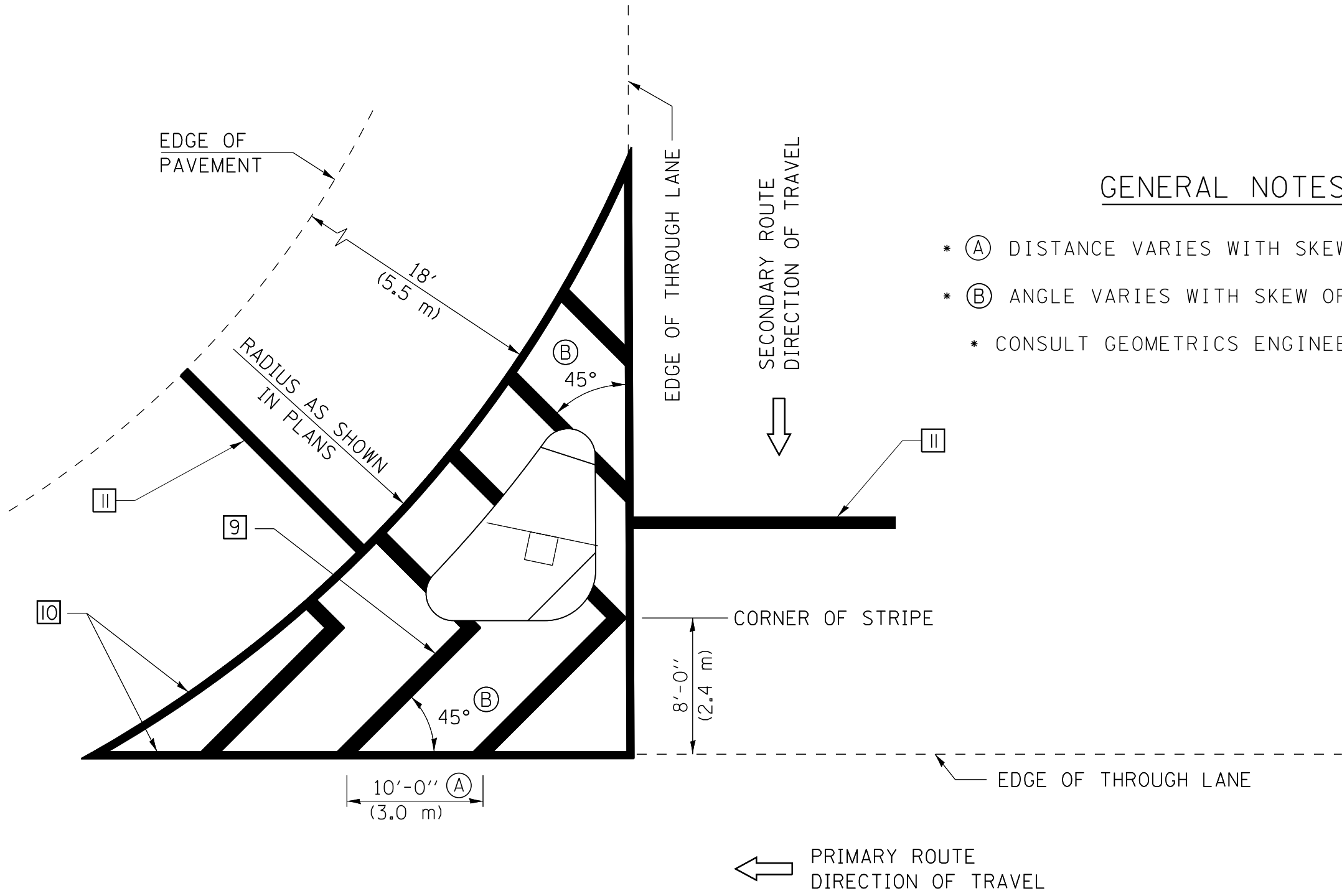
GENERAL NOTES

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

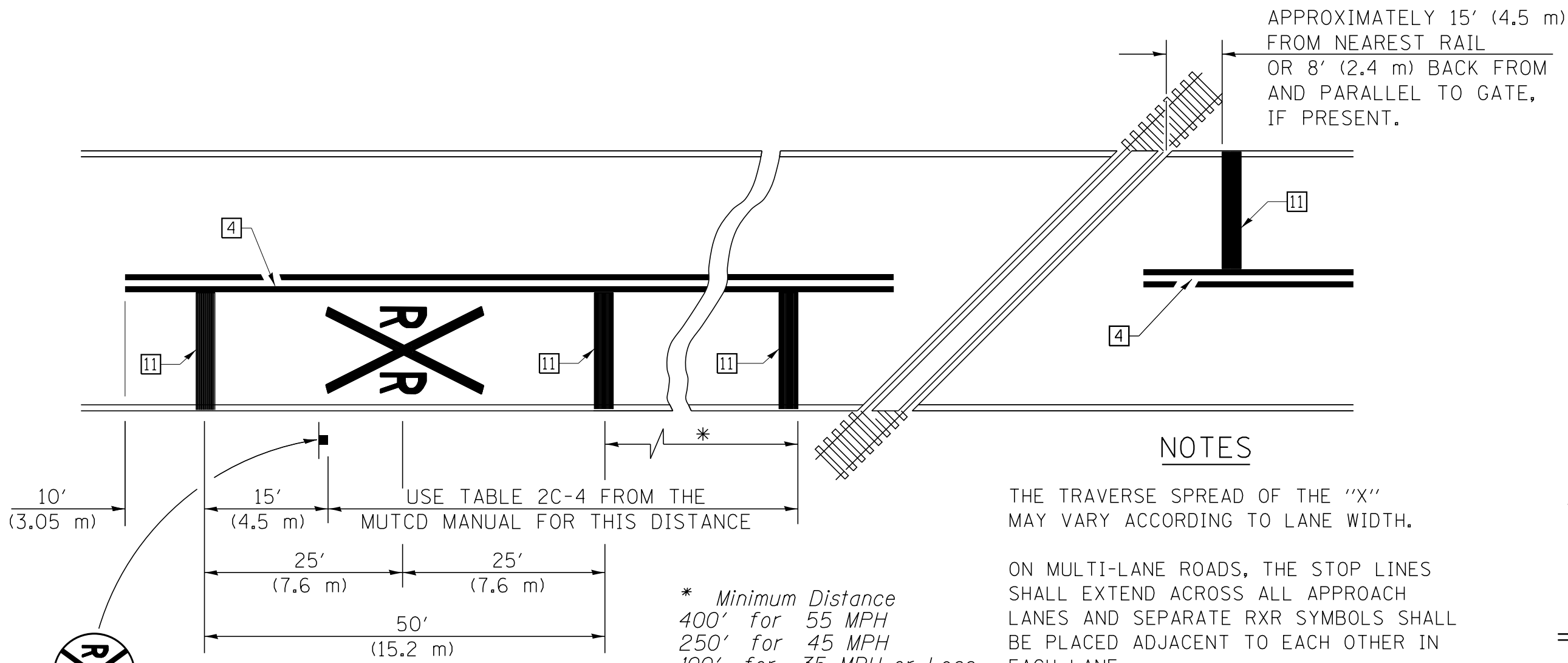
- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

ISLAND

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

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME = \$FILEL\$ Default	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	53	35	
	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED - 04/14 - JLA						CONTRACT NO.					
	PLOT DATE = 5/4/2018	DATE - 05-04-18	REVISED -											
					SCALE:	SHEET 3	OF 4	SHEETS	STA.	TO STA.				
										ILLINOIS FED. AID PROJECT				



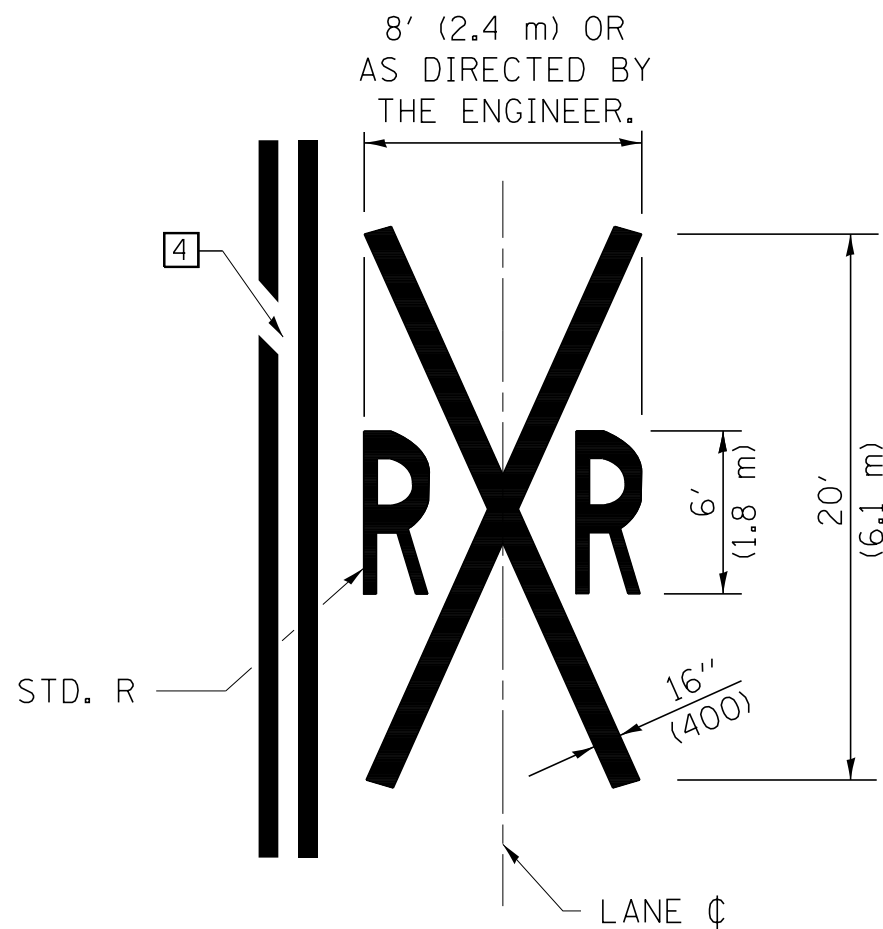
PAVEMENT MARKINGS AT
RAILROAD-HIGHWAY GRADE CROSSING

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.



W10-I100
30" X 36"

CAUTION
XX FT
BETWEEN
TRACKS AND
HIGHWAY

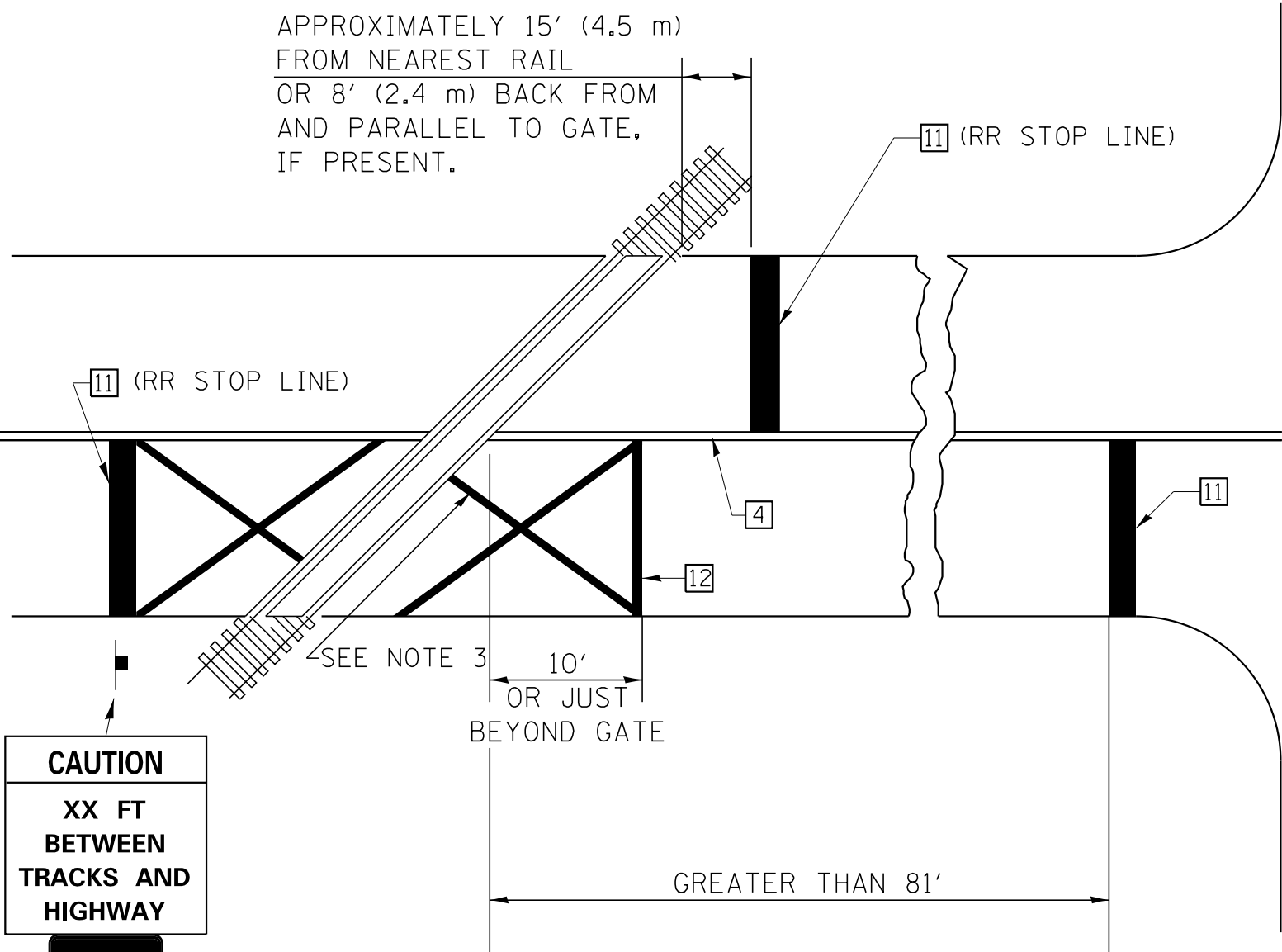
R8-8
24" X 30"

ALTERNATE SIGNS

R10-6a(L)
24" X 30"

R10-6a(R)
24" X 30"

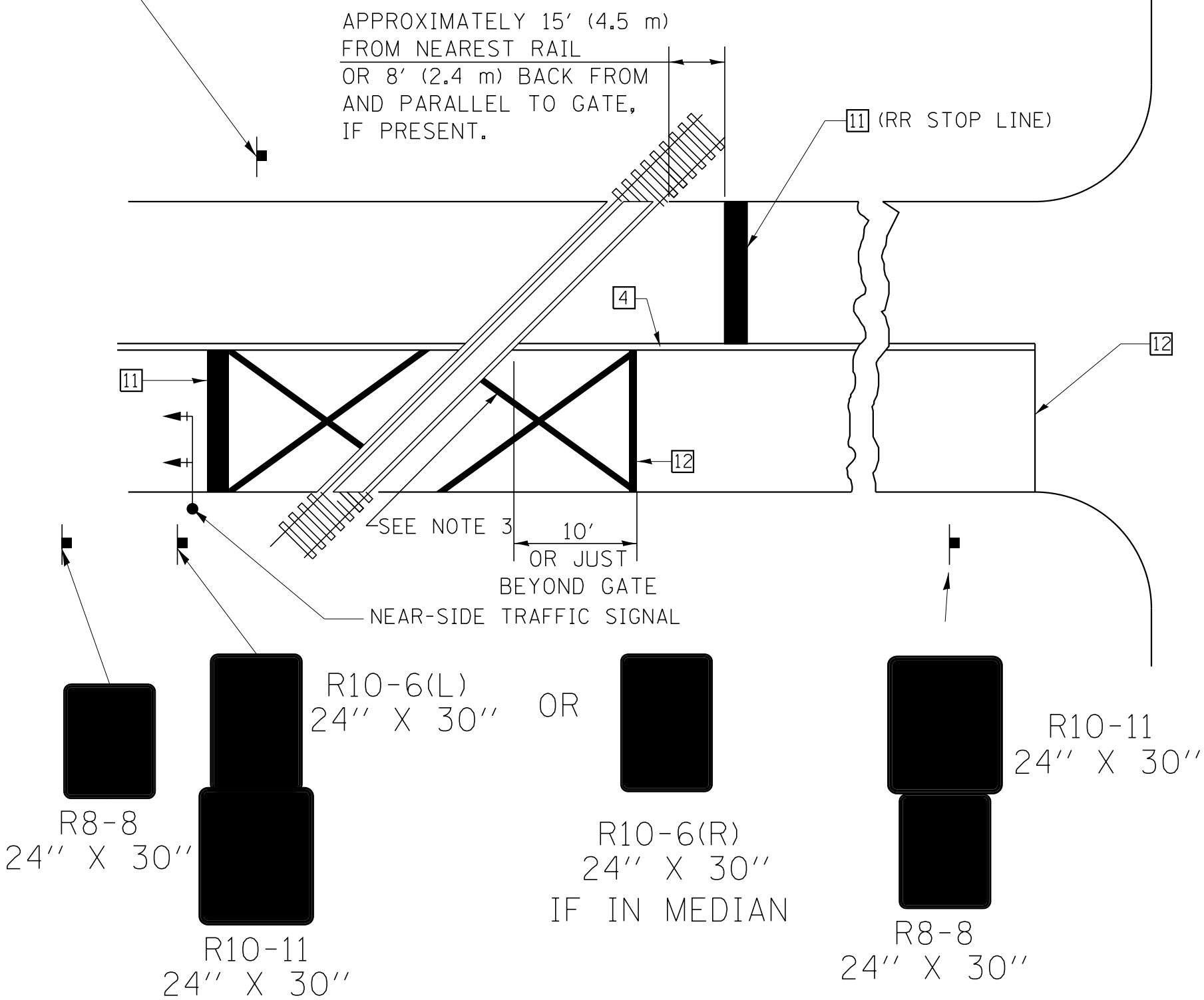
RAILROAD CROSSING WITH INTERCONNECT ONLY



DO NOT
STOP
ON
TRACKS
(R8-8)
24" x 30"

ONLY IF SIGNAL HEAD
CANNOT BE LOCATED
IN MEDIAN

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



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.
- 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
- XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

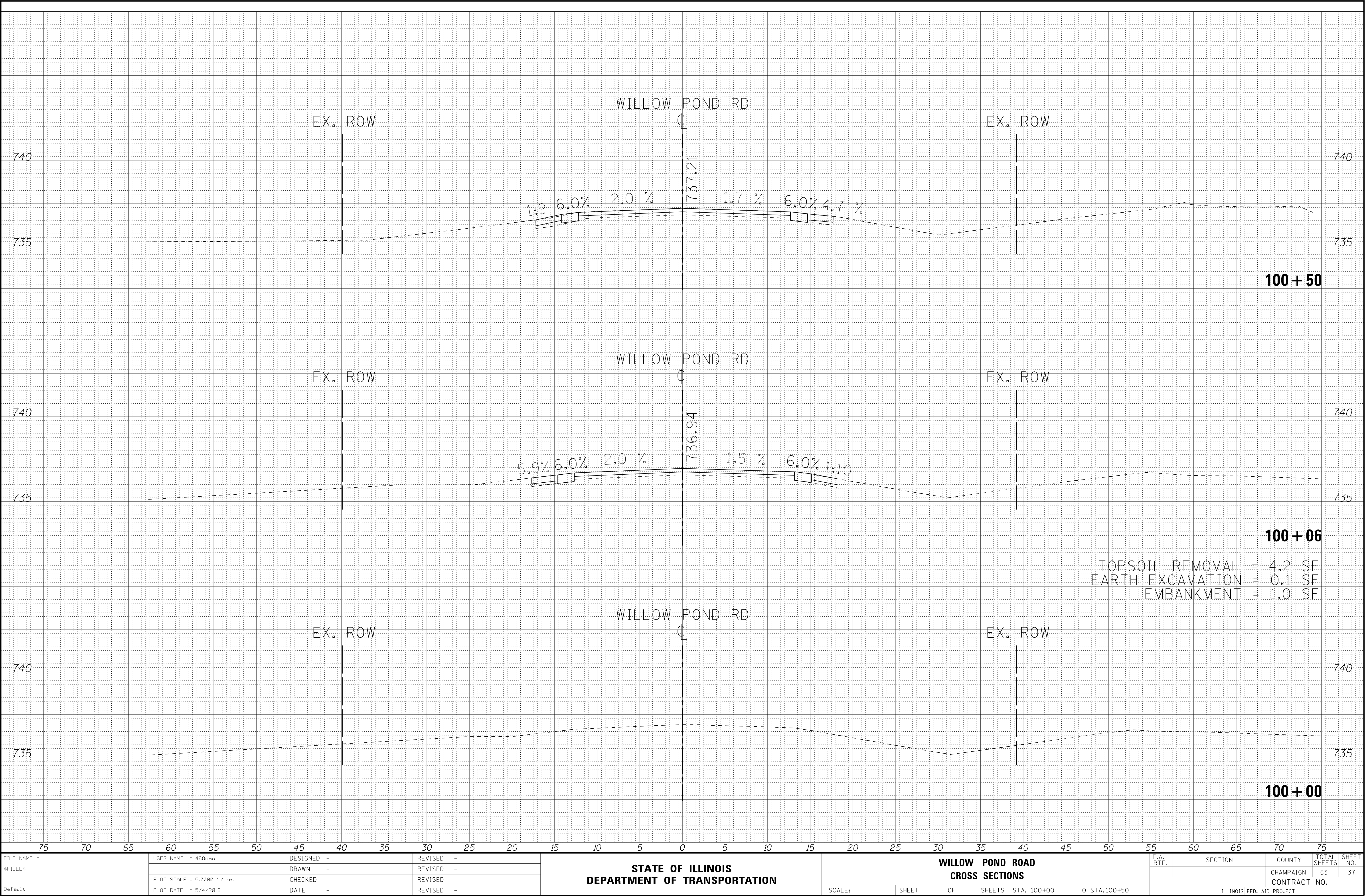
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAAA

FILE NAME = \$FILEL\$	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.
Default	PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED - 09/2009 - KJT						CHAMPAIGN	53	36
	PLOT DATE = 5/4/2018	CHECKED -	REVISED - 04/14 - JLA		SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.		CONTRACT NO.				
		DATE - 05-04-18	REVISED -				ILLINOIS FED. AID PROJECT				

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

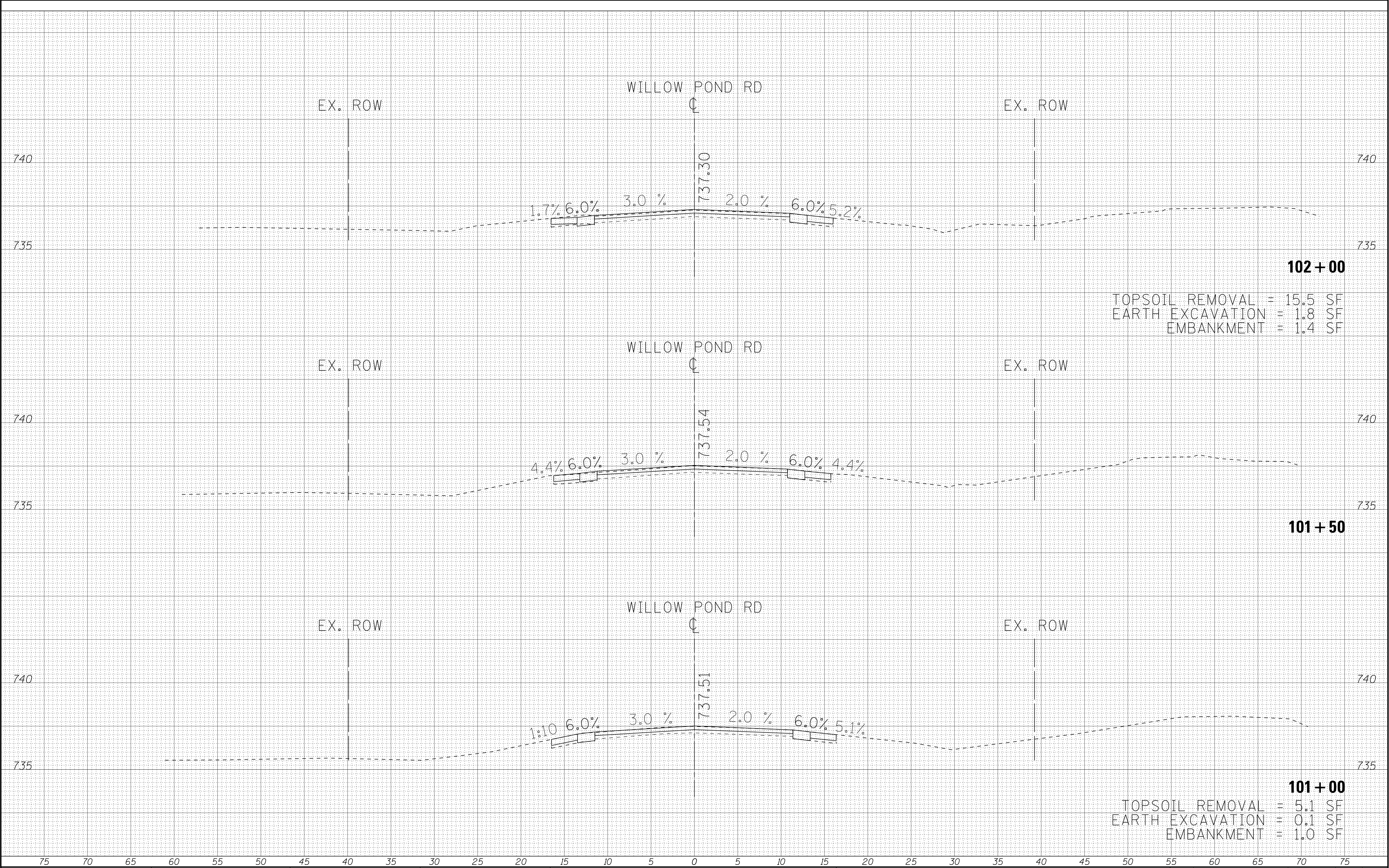
ORIGINAL SURVEY NOTE BOOK NO.	BY	DATE	SURVEYED
			PLOTTED
			TEMPLATE
			AREAS CHECKED



FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILLOW POND ROAD CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -								CHAMPAIGN	53	37
	PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -						CONTRACT NO.				
	PLOT DATE = 5/4/2018	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET	OF	SHEETS	STA. 100+00	TO STA. 100+50				

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

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



102 + 00

TOPSOIL REMOVAL = 15.5 SF
EARTH EXCAVATION = 1.8 SF
EMBANKMENT = 1.4 SF

101 + 50

101 + 00

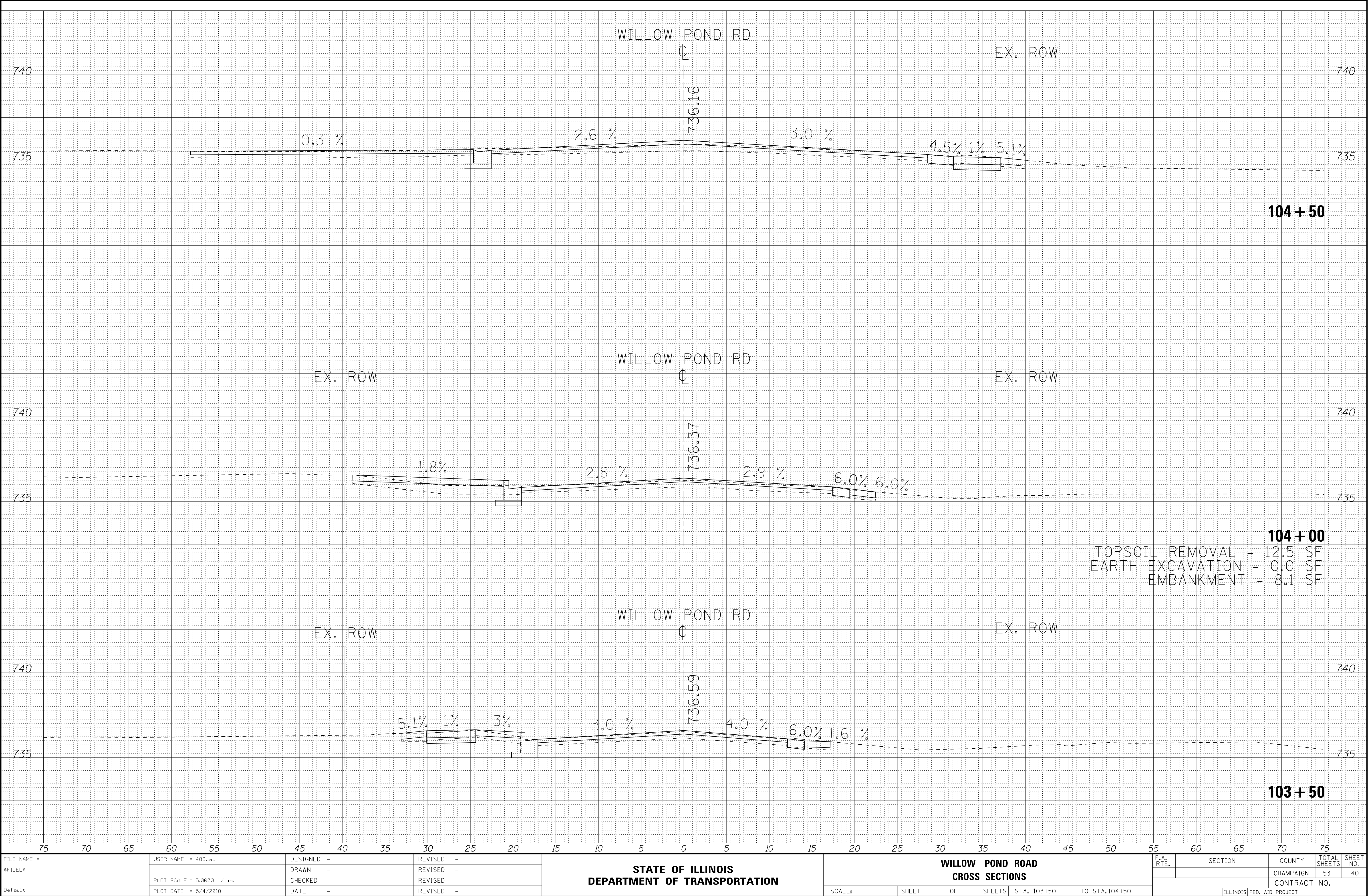
TOPSOIL REMOVAL = 5.1 SF
EARTH EXCAVATION = 0.1 SF
EMBANKMENT = 1.0 SF

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

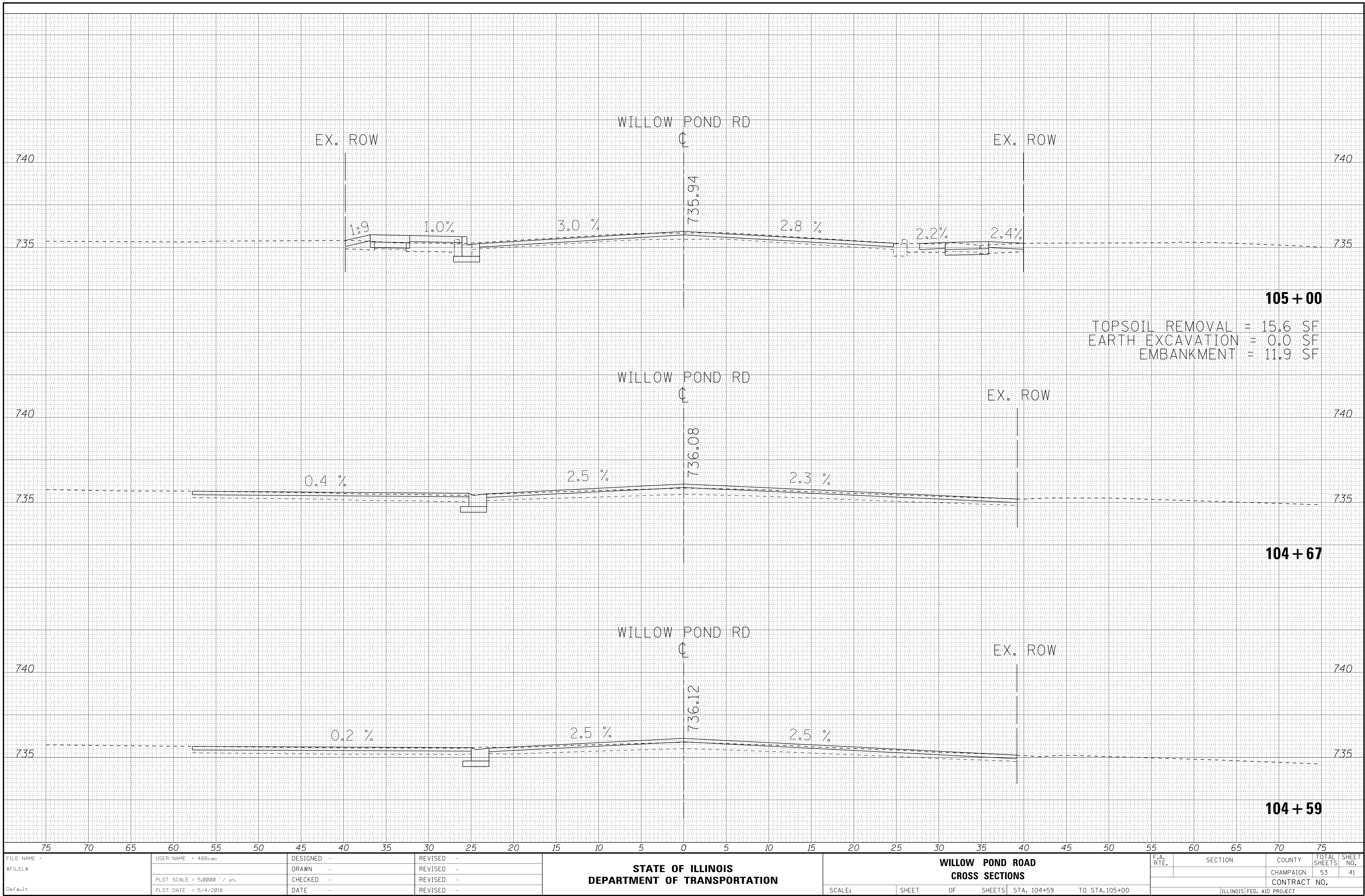


FINAL SURVEY NOTE BOOK NO.	DATE		BY	
	SURVEYED		PLOTTED	
	NOTE BOOK		TEMPLATE	
	AREAS		CHECKED	

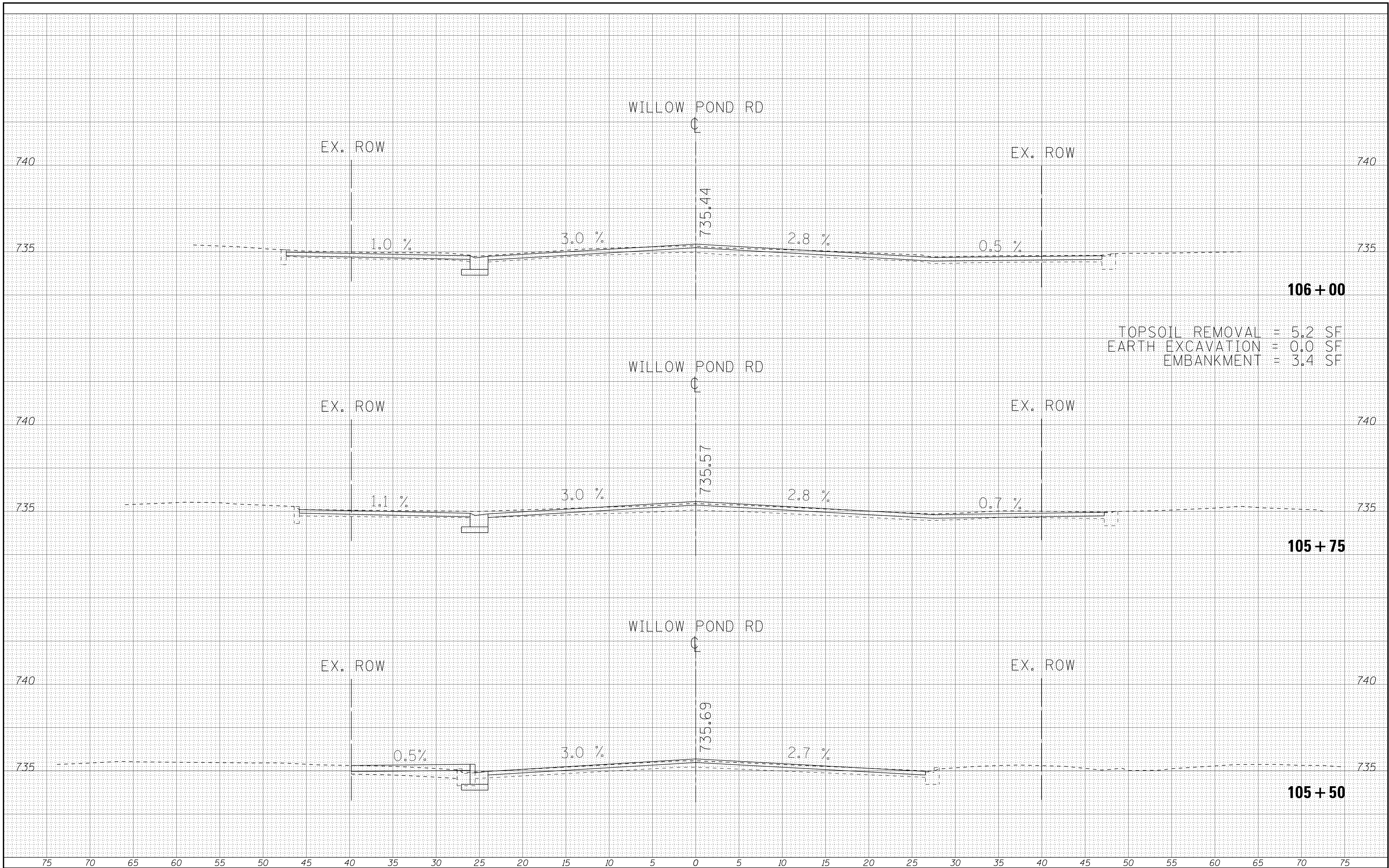
ORIGINAL SURVEY NOTE BOOK NO.	DATE		BY	
	SURVEYED		PLOTTED	
	NOTE BOOK		TEMPLATE	
	AREAS		CHECKED	



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



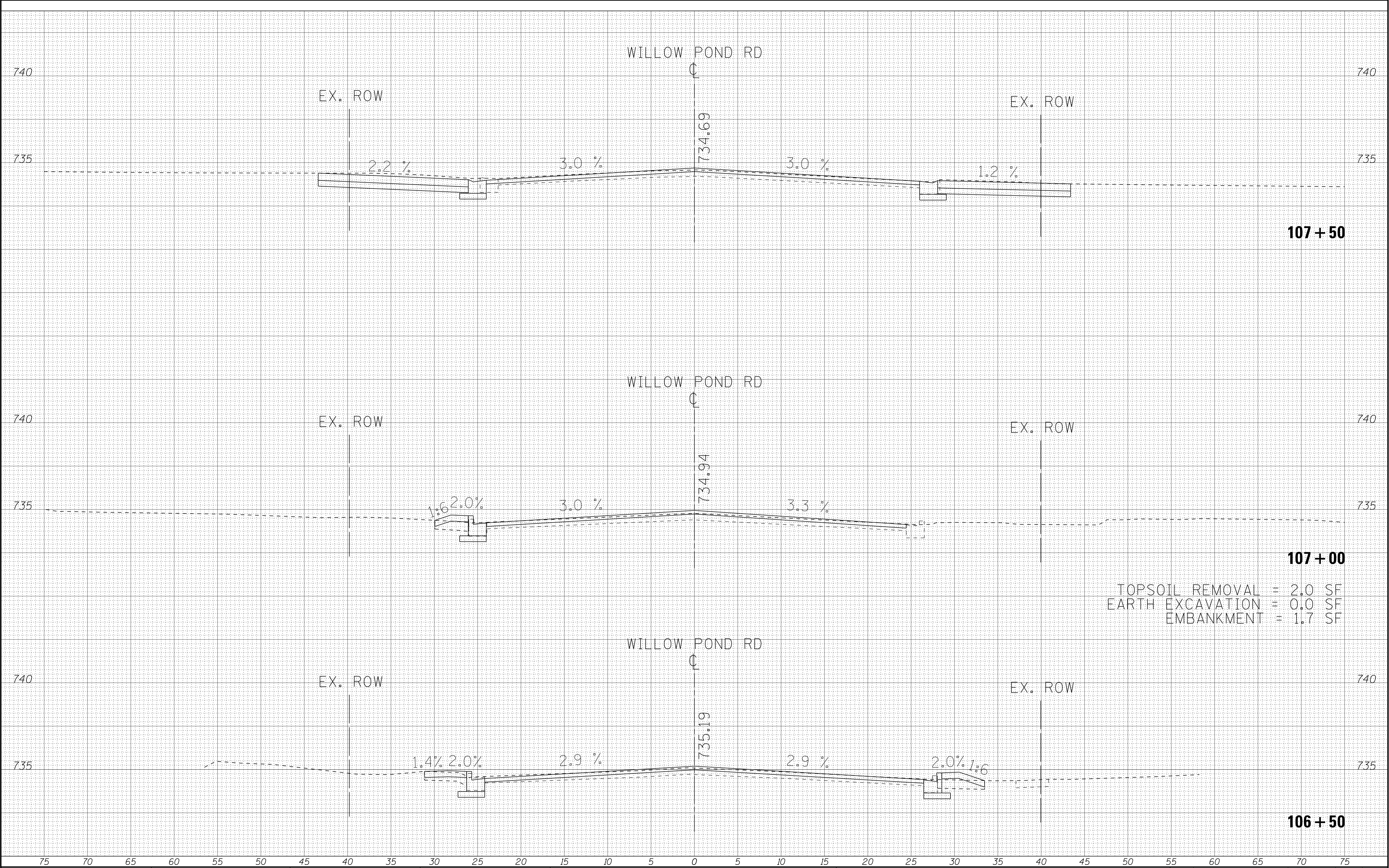
ORIGINAL SURVEY	BY _____	DATE _____
NOTE BOOK		
SURVEYED _____		
PLOTTED _____		
TEMPLATE _____	BY _____	DATE _____
AREAS _____		
AREAS CHECKED _____		
NO. _____		



FILE NAME =	USER NAME = 488ccc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILLOW POND ROAD CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -								CHAMPAIGN	53	42
	PLOT SCALE = 5.0000 ' / in.	CHECKED -	REVISED -		CONTRACT NO.								
Default	PLOT DATE = 5/4/2018	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 105+50	TO	STA. 106+00	ILLINOIS FED. AID PROJECT	

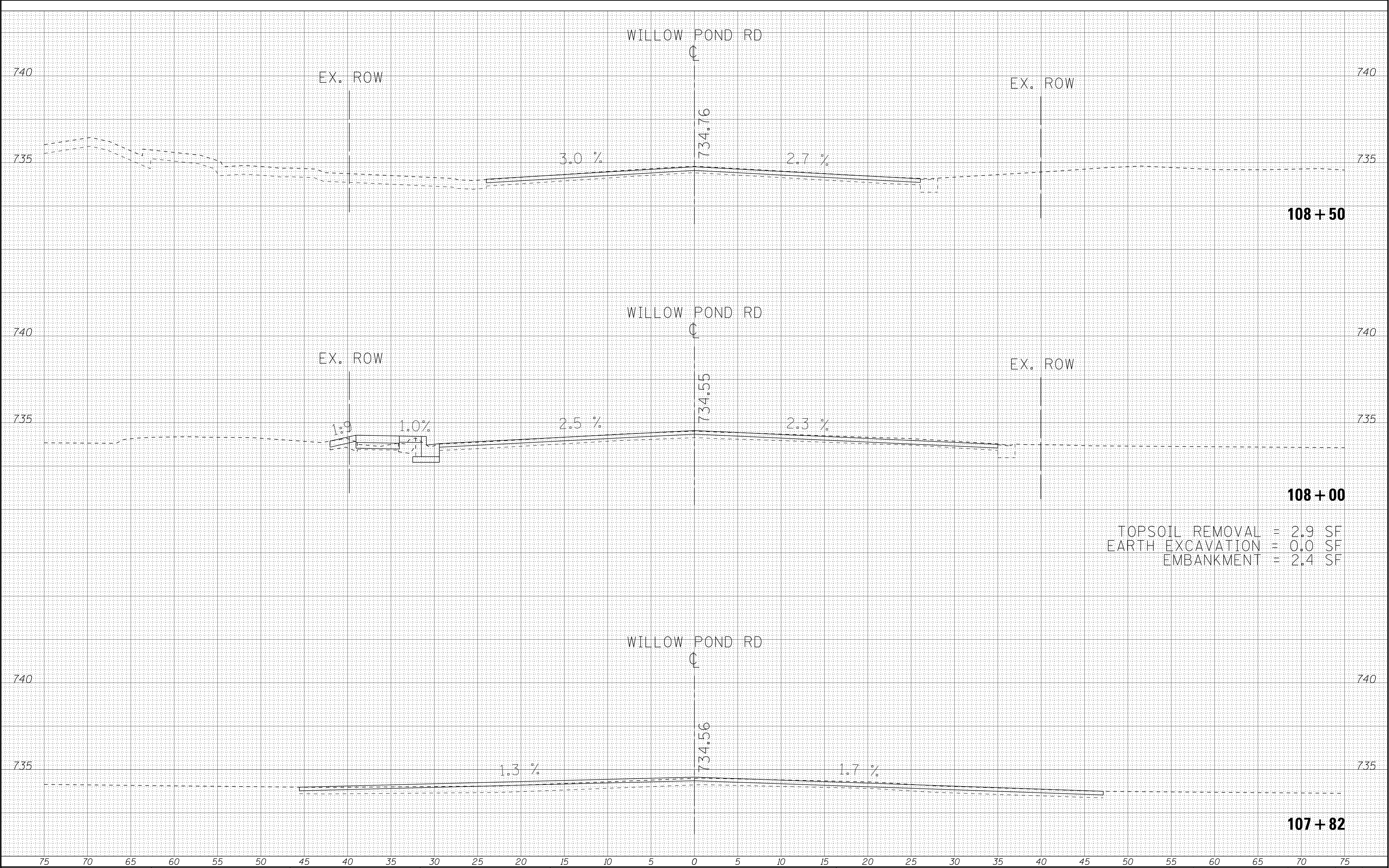
FINAL SURVEY	NO. _____	DATE _____	BY _____	SURVEYED _____	PLOTTED _____	TEMPLATE _____	AREAS CHECKED _____
NOTE BOOK							

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



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

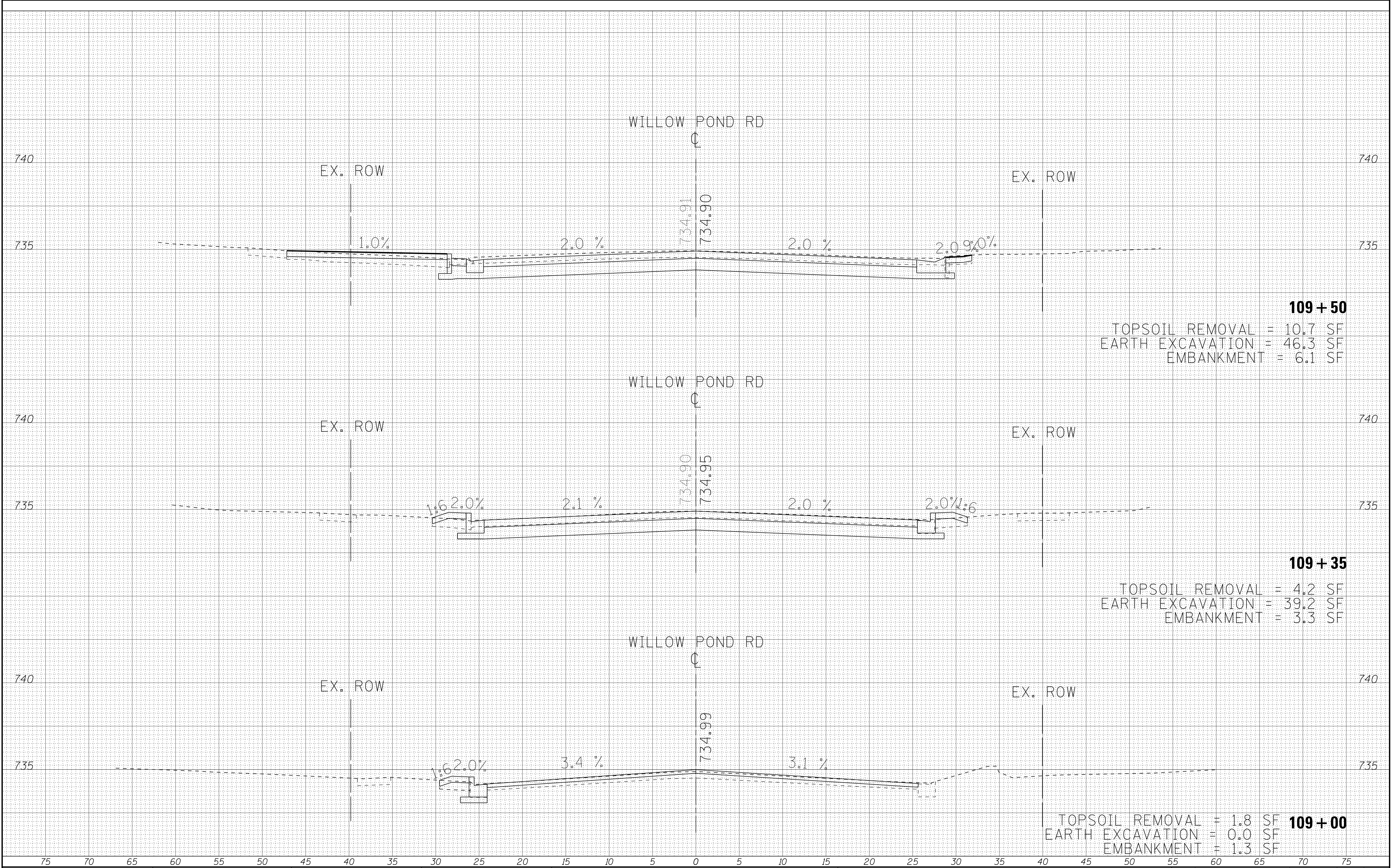
ORIGINAL SURVEY	NO.	DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
				NOTE BOOK				



TOPSOIL REMOVAL = 2.9 SF
EARTH EXCAVATION = 0.0 SF
EMBANKMENT = 2.4 SF

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

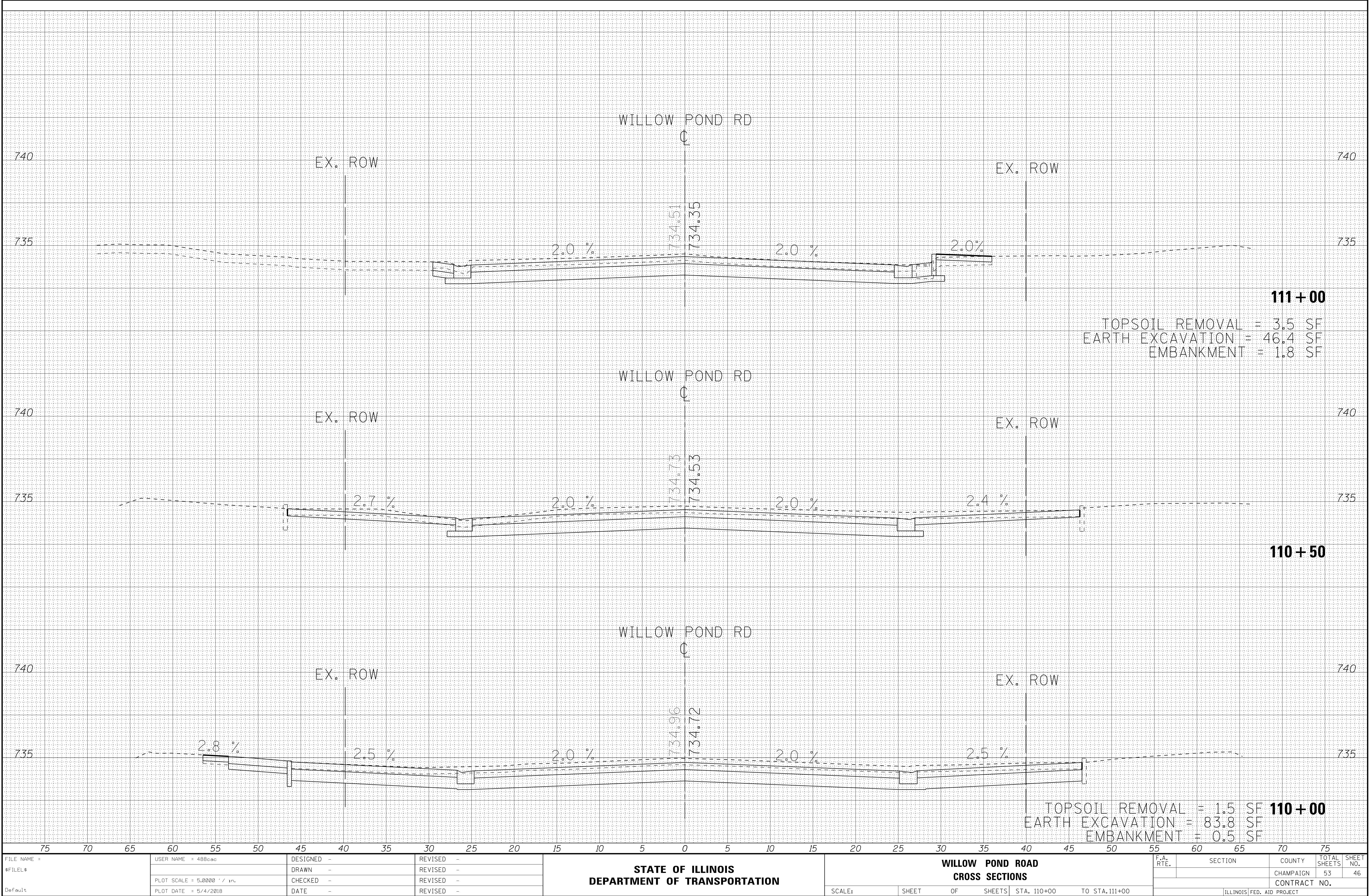
DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		ORIG	SURV	NOTE	BOOK	NO.



FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				WILLOW POND ROAD CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -											CHAMPAIGN	53	45
		CHECKED -	REVISED -											CONTRACT NO.		
Default	PLOT DATE = 5/4/2018	DATE -	REVISED -											ILLINOIS FED. AID PROJECT		
								SCALE:	SHEET	OF	SHEETS	STA. 109+00	TO STA. 109+50			

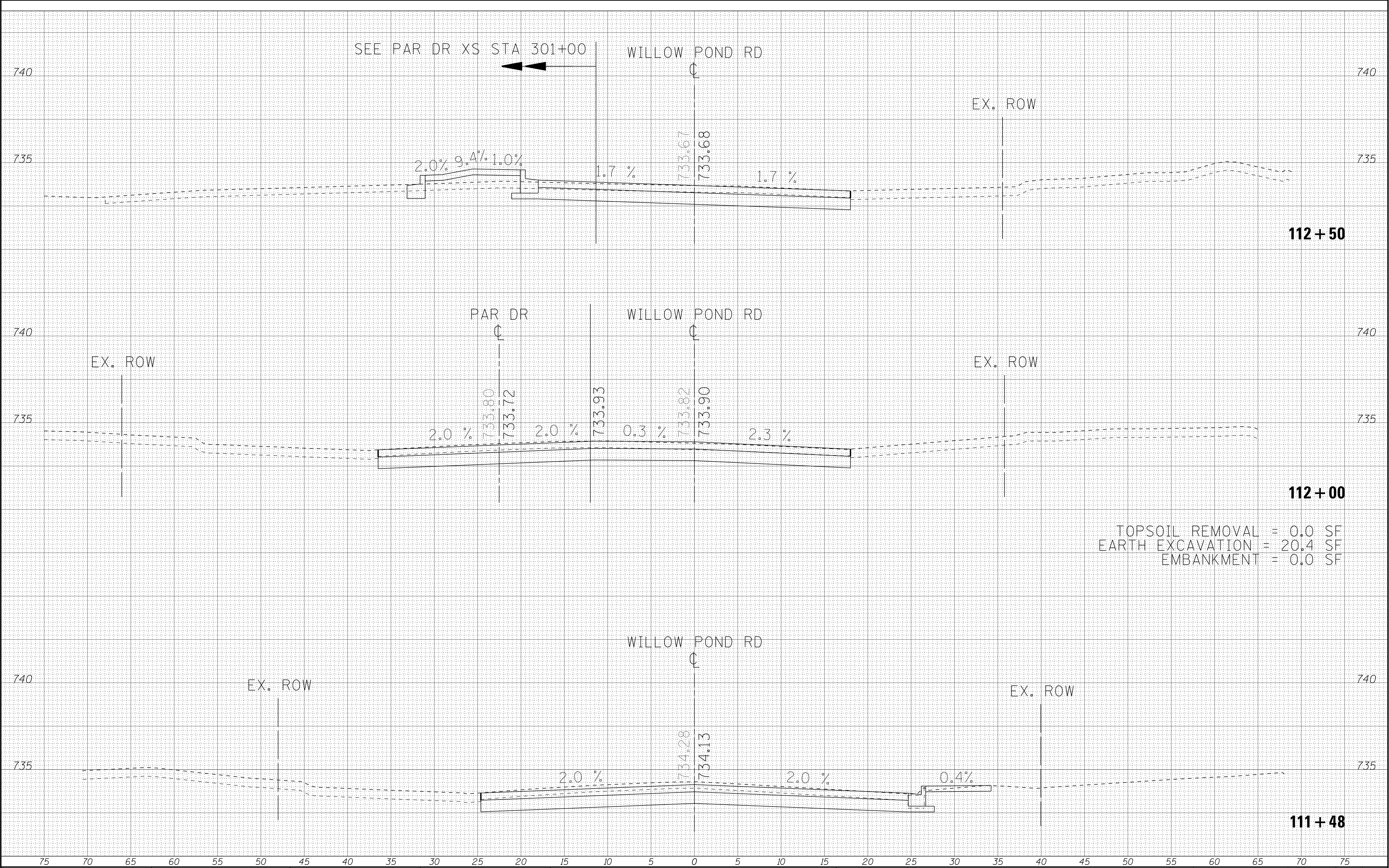
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		FINL	SURVEY	NOTE BOOK	NO.	

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



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

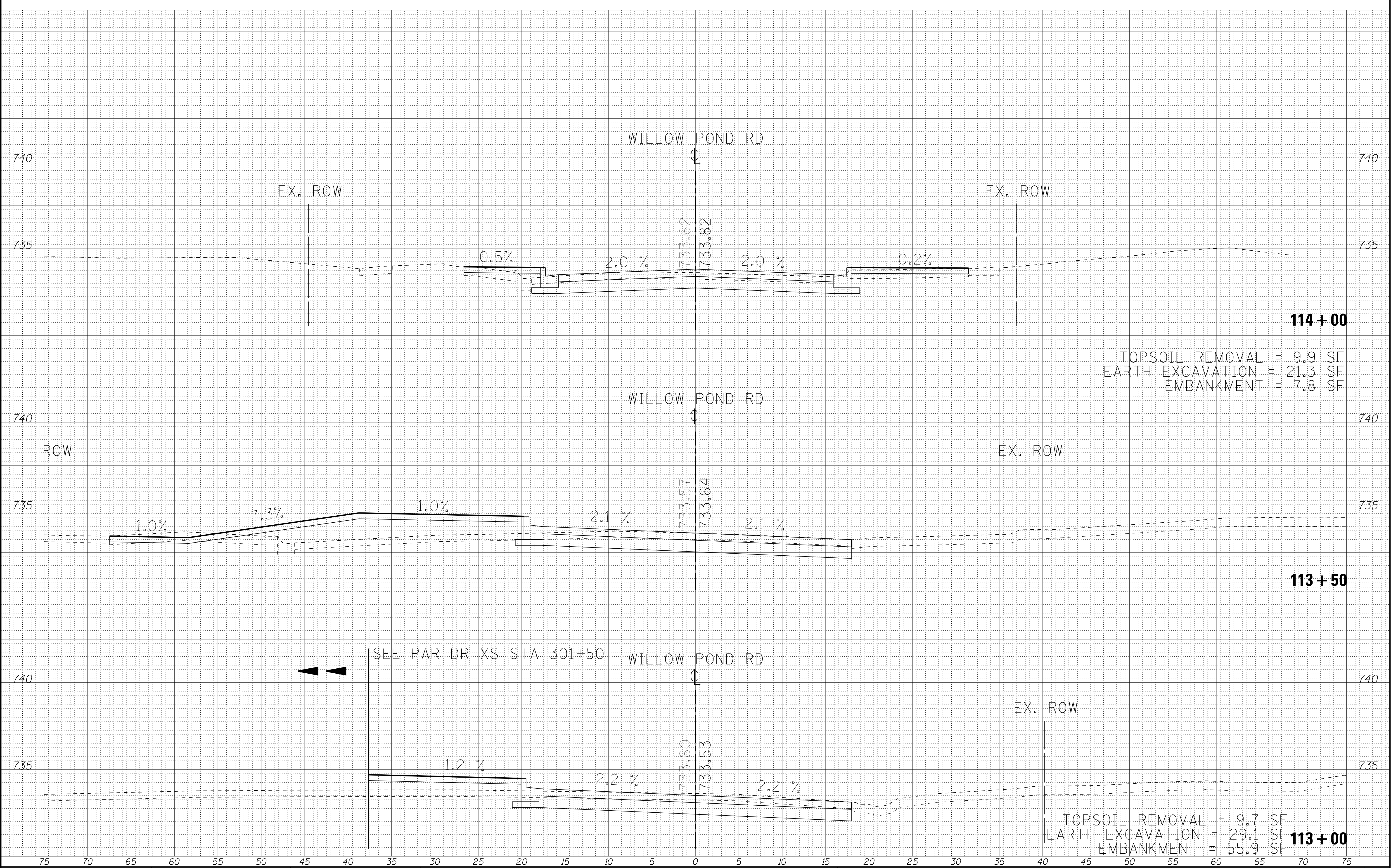
ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	



FILE NAME =	USER NAME = 488oac	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				WILLOW POND ROAD CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -											CHAMPAIGN	53	47
		CHECKED -	REVISED -											CONTRACT NO.		
Default	PLOT DATE = 5/4/2018	DATE -	REVISED -											ILLINOIS FED. AID PROJECT		
				SCALE:		SHEET	OF	SHEETS	STA. 111+48	TO STA. 112+50						

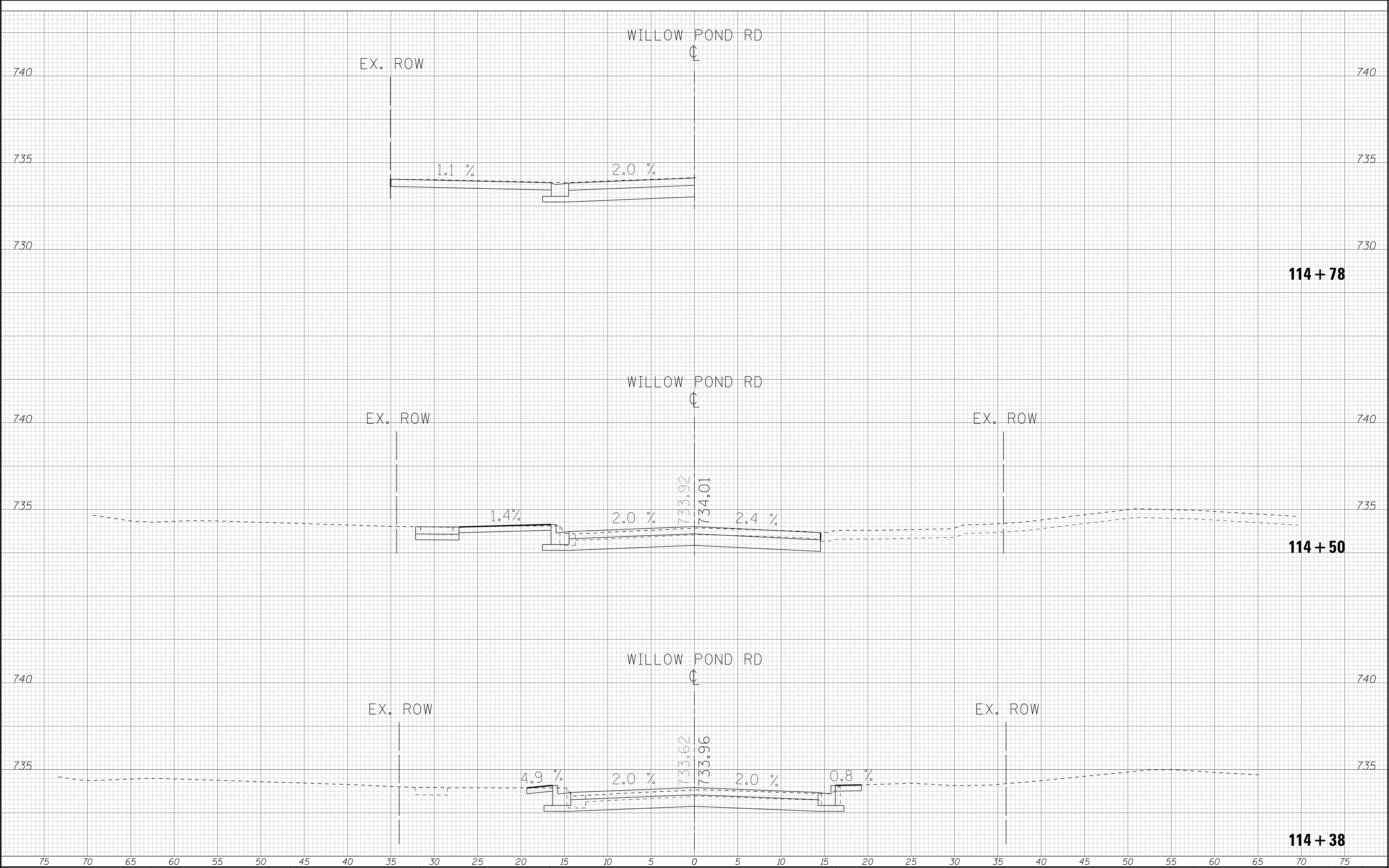
DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED
		FINL	SURVEY	NOTE BOOK	NO.	

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



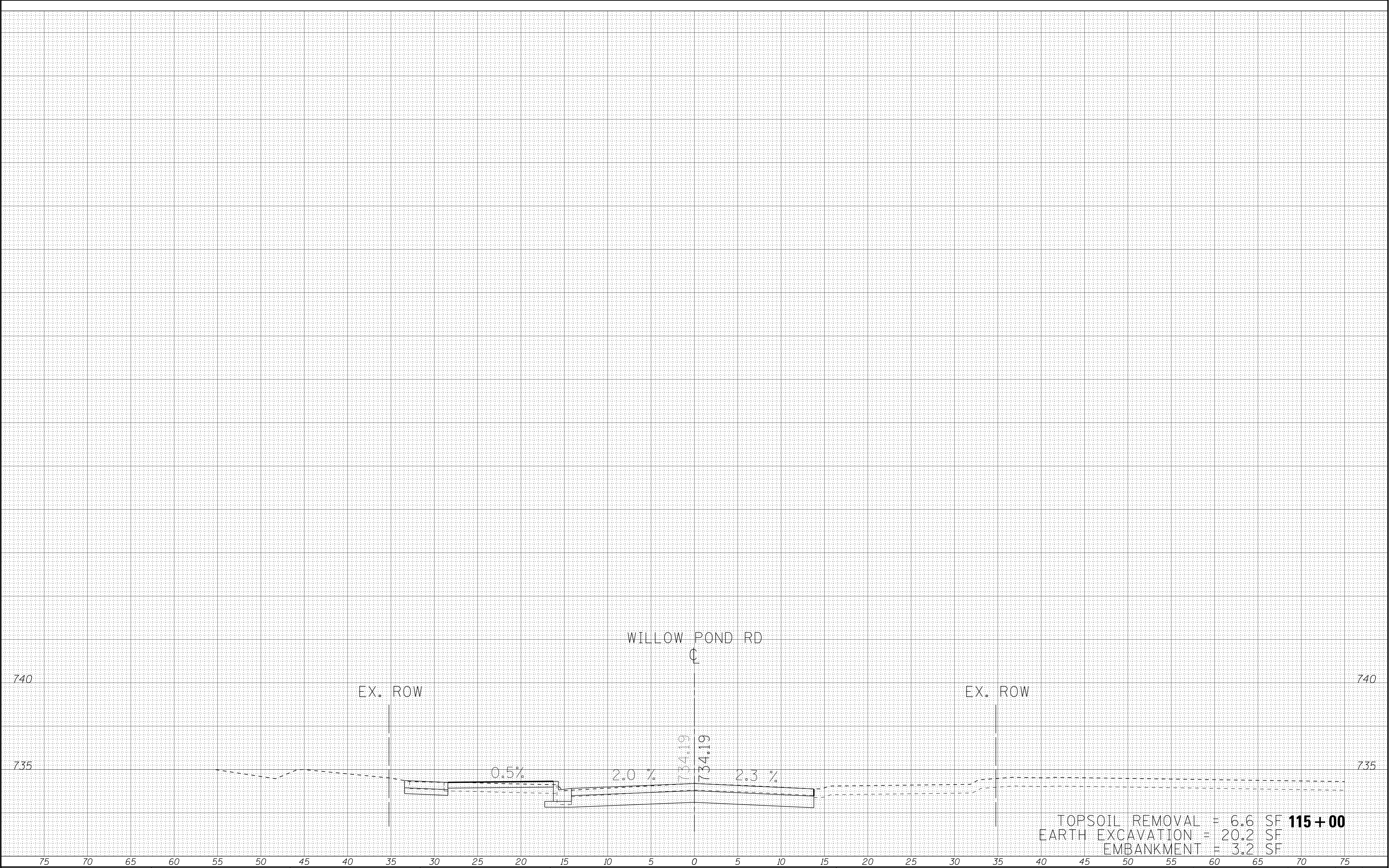
FINAL SURVEY	NO.	NO.	AREAS CHECKED	BY	DATE
ORIGINAL SURVEY	NO.	NO.	AREAS CHECKED	BY	DATE

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



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

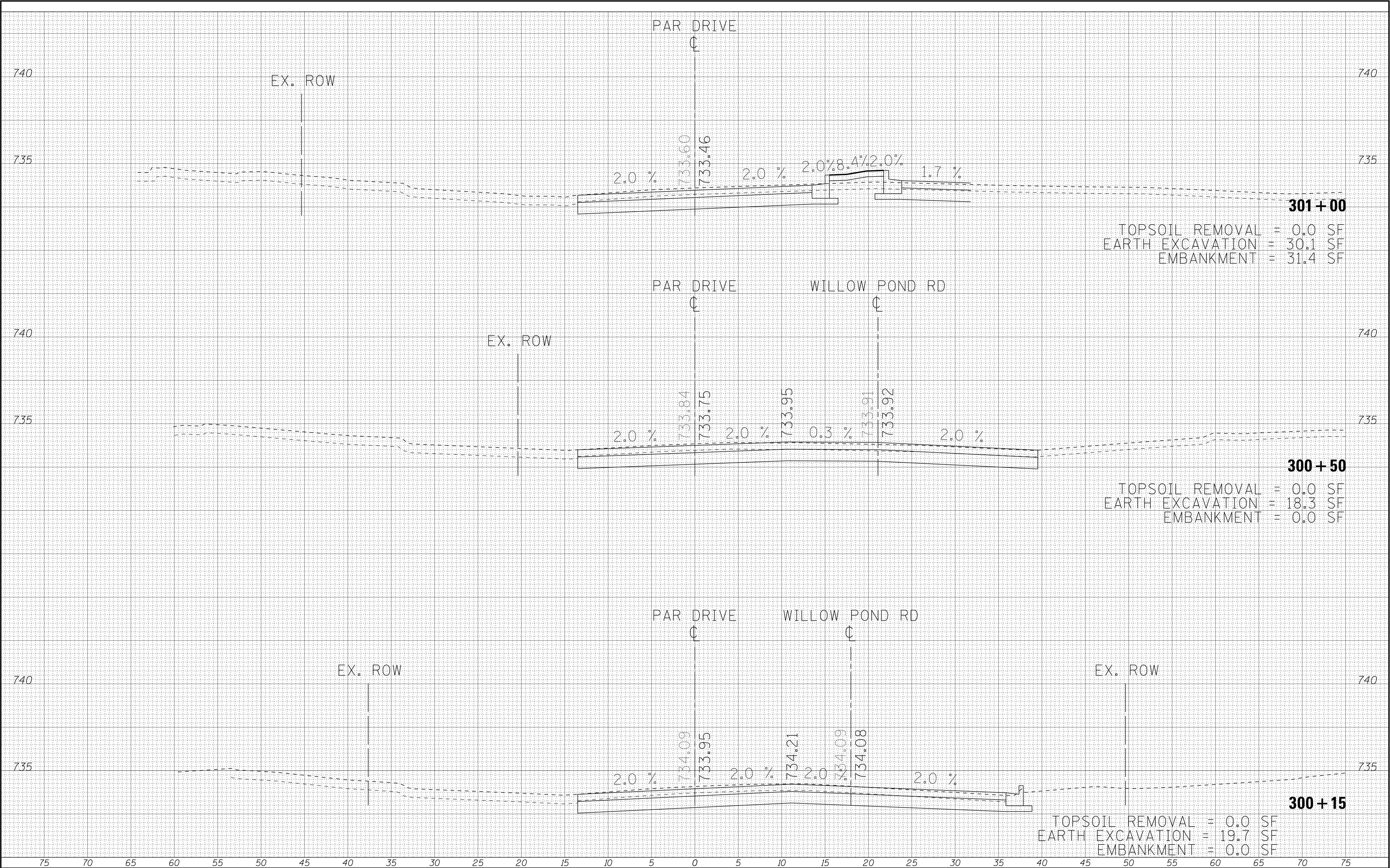
ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED		BY	DATE
	PLOTTED			
	TEMPLATE			
	AREAS CHECKED			



FILE NAME =		USER NAME = 488ooc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILLOW POND ROAD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$			DRAWN -	REVISED -		CROSS SECTIONS						CHAMPAIGN	53	50
Default		PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -						CONTRACT NO.				
		PLOT DATE = 5/4/2018	DATE -	REVISED -		SCALE: SHEET OF SHEETS				STA. 115+00 TO STA. 115+00		ILLINOIS FED. AID PROJECT		

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

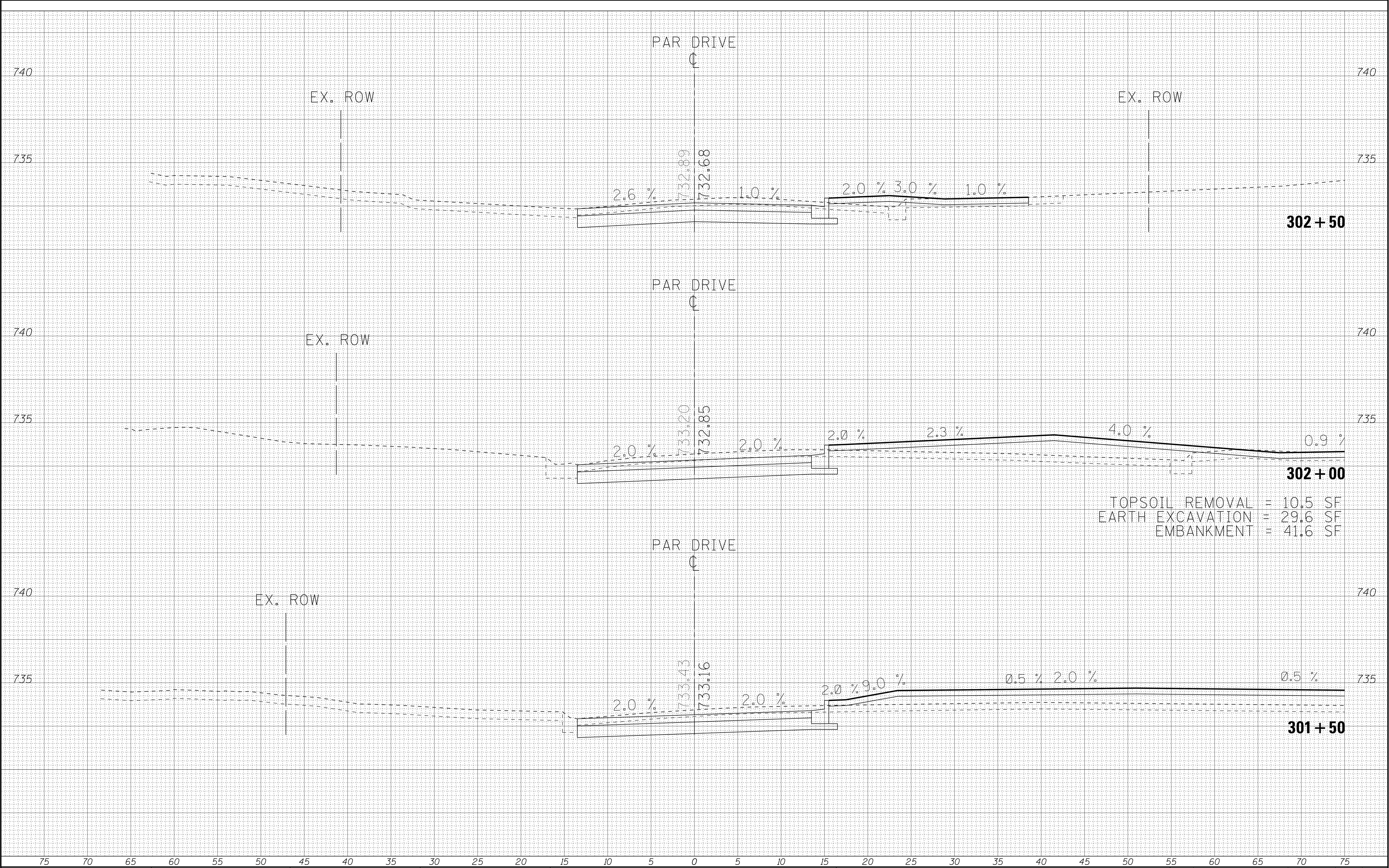
ORIGINAL SURVEY NOTE BOOK NO.	DATE	BY	SURVEYED	PLOTTED	TEMPLATE	AREAS	CHECKED



FILE NAME = \$FILEL\$ Default	USER NAME = 488oac	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAR DRIVE CROSS SECTIONS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
		DRAWN -	REVISED -								CHAMPAIGN	53	51				
	PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -														
	PLOT DATE = 5/4/2018	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 300+15	TO STA. 301+00	CONTRACT NO.						
														ILLINOIS FED. AID PROJECT			

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

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



TOPSOIL REMOVAL = 10.5 SF
EARTH EXCAVATION = 29.6 SF
EMBANKMENT = 41.6 SF

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

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

