F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	1
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

INDEX OF SHEETS

ILLINOIS HIGHWAY STANDARD DRAWINGS

(SEE SHEET NO. 3)

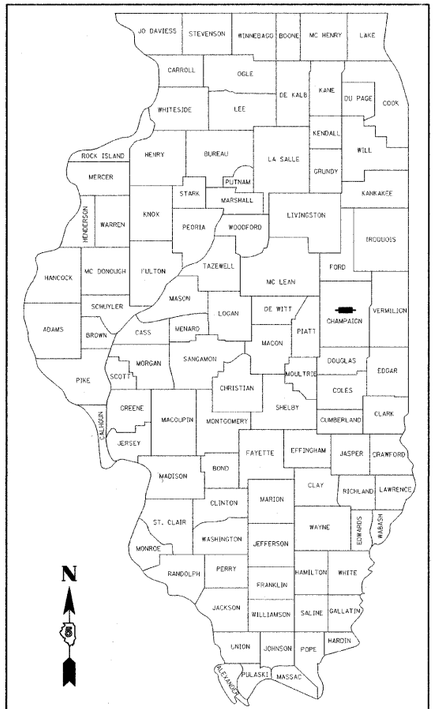
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

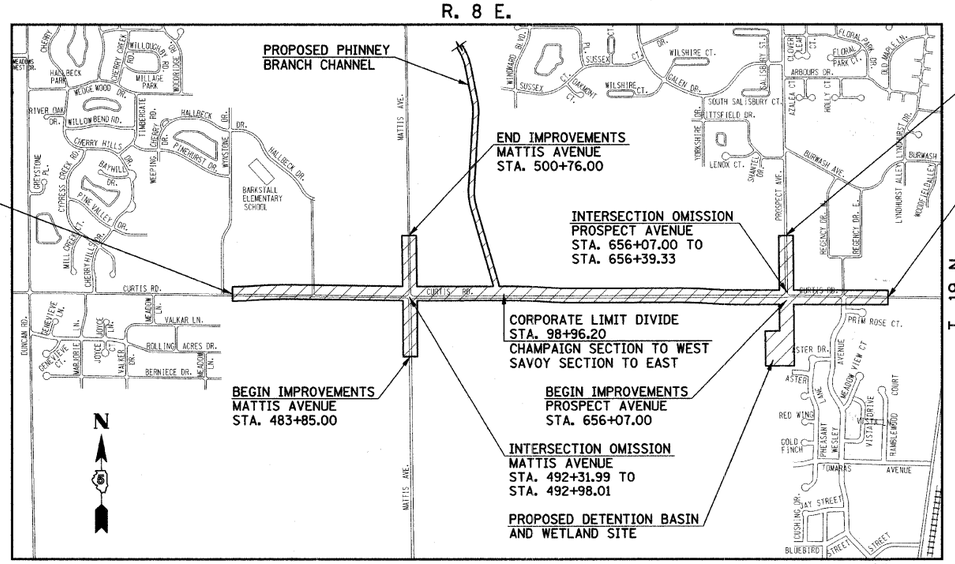
SCALES			
	PLAN	1 INCH =	20 FEET
	PROFILE HORIZ.	1 INCH =	20 FEET
	PROFILE VERT.	1 INCH =	5 FEET
	CROSS SECTIONS HORIZ.	1 INCH =	10 FEET
	CROSS SECTIONS VERT.	1 INCH =	5 FEET

CITY OF CHAMPAIGN / VILLAGE OF SAVOY
CHAMPAIGN COUNTY, ILLINOIS
SECTION NO. 00-00374-01-PV
PROJECT NO. RS-HPP-1805 (001)
JOB NO. C-95-316-06
CHAMPAIGN PROJECT NO. 23-0000-07900-0408

CURTIS ROAD - F.A.P. ROUTE 807



LOCATION OF SECTION INDICATED THUS: –■–



LOCATION MAP

SCALE : 1" = 1000'

0 0.25 0.50 0.75 1.00 MILES

TOTAL LENGTH OF CURTIS ROAD IMPROVEMENTS	= 9165.00 FEET	= 1.73 MILES
TOTAL LENGTH OF MATTIS AVENUE IMPROVEMENTS	= 1624.98 FEET	= 0.31 MILES
TOTAL LENGTH OF PROSPECT AVENUE IMPROVEMENTS	= 872.17 FEET	= 0.17 MILES
TOTAL LENGTH OF IMPROVEMENTS	= 11,662.15 FEET	= 2.21 MILES

DESIGN DESIGNATION

CURTIS ROAD
1790 (29) ARTERIAL 5.45 (PCC 20)

MATTIS AVENUE
1300 (29) ARTERIAL 1.58 (PCC 20)

PROSPECT AVENUE
590 (29) COLLECTOR 0.81 (PCC 20)

FOR STREET CLASSIFICATIONS AND TRAFFIC VOLUMES SEE TYPICAL SECTION SHEETS.

APPROVED October 6 2008
COUNTY ENGINEER

APPROVED Oct. 2 2008
CHAMPAIGN CITY ENGINEER

APPROVED Oct. 2 2008
VILLAGE OF SAVOY PUBLIC WORKS DIRECTOR

PASSED 10/23 20 08
DISTRICT FIVE ENGINEER OF LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review 10/23 20 08
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
50' 100' — 1" = 50'
50' 100' — 1" = 40'
50' 100' — 1" = 30'
50' 100' — 1" = 20'

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.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 91368

PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
DATE : 02 OCT 08
LICENSE EXPIRES 11-30-09

JERALD T. PAYONK 062-045175 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Clark Dietz ENGINEERS
DESIGN FIRM REGISTRATION No. 184-000450
1817 SOUTH NEIL STREET
SUITE 100
CHAMPAIGN, IL 61820
PHONE : 217.373.8900
FAX : 217.373.8923

P:\C01401\Plans\sheets\cover.dgn
10/2/2008 8:21:59 AM

GENERAL NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	2
STA.		TO STA.		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

1. ALL ELEVATIONS SHOWN ARE REFERRED TO THE N.A.V.D. 88 DATUM.

2. WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED ON JANUARY 1, 2007.

3. WHEREVER IN THE PLANS OR SPECIFICATIONS THE TERM "STANDARD SPECIFICATIONS FOR WATER MAIN AND SEWER CONSTRUCTION" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PREPARED BY I.S.P.E., A.G.C.I., I.M.I., AND U.C.A., ADOPTED MAY 1996.

4. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON THE HIGHWAY STANDARDS AND LEGEND SHEET NO. 3.

5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.

6. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.

7. THE CONTRACTOR SHALL TAKE CARE NOT TO STORE OR DISPOSE OF DEBRIS OR UNSUITABLE MATERIALS WITHIN LIMITS OF THE IMPROVEMENT AND TAKE CARE TO LIMIT CONSTRUCTION TO WITHIN THE RIGHT-OF-WAY AND EASEMENT AREAS. UNNECESSARY ENCROACHMENTS ONTO PRIVATE OR PUBLIC AREAS WILL NOT BE ALLOWED.

8. WHERE SECTION OR SUBSECTION MONUMENTS, BENCHMARKS, OR IRON PIPE MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN ILLINOIS REGISTERED LAND SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN ILLINOIS REGISTERED LAND SURVEYOR RE-ESTABLISH ANY MONUMENTS UNNECESSARILY DESTROYED BY HIS OPERATIONS.

9. ALL STREET RETURNS HAVE RADII DESIGNATED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.

10. THE EXCAVATION FOR THIS PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS. THE EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS, AND THE TRANSPORTATION AND PLACEMENT OF SUITABLE MATERIALS IN EMBANKMENTS. THE REMAINING EXCAVATION IS CLASSIFIED AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, TOPSOIL EXCAVATION AND PLACEMENT, PAVEMENT REMOVAL (SPECIAL), CURB AND GUTTER REMOVAL, DRIVEWAY PAVEMENT REMOVAL AND SIDEWALK REMOVAL.

11. IT WILL BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATERIAL BELOW THE PROPOSED PAVEMENT SYSTEM AT LOCATIONS SHOWN ON THE PLANS. ALL UNSTABLE, UNSUITABLE, OR ORGANIC MATERIAL SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. MATERIALS THAT ARE REMOVED AND ARE NOT CLASSIFIED AS EARTH EXCAVATION OR TOPSOIL REMOVAL SHALL BE MEASURED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

12. ALL EXISTING STUMPS WHICH LIE WITHIN RIGHT-OF-WAY LIMITS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ALL STUMPS REMOVED SHALL BE CLASSIFIED AND PAID FOR AS TREE REMOVAL.

13. TREES TO BE REMOVED: THE INDICATED TREES (INCLUDING STUMPS) TO BE REMOVED SHALL BE SUITABLY MARKED BY THE ENGINEER BEFORE TREE REMOVAL OPERATIONS BEGIN. ALL TREES, STUMPS AND ROOTS SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

14. TREES TO BE SAVED: PARTICULAR EFFORT SHALL BE MADE TO SAVE ALL DESIRABLE EXISTING TREES OR SHRUBS. ONLY A MINIMUM OF GRADING WILL BE PERMITTED AROUND TREES AS DETERMINED BY THE ENGINEER. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR UNNECESSARY DAMAGE TO TREES, SHRUBS, OR LANDSCAPING INTENDED TO BE SAVED.

15. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 6 INCHES IN AREAS TO BE SODDED OR SEEDED. THE TOPSOIL REQUIRED WILL BE PAID FOR PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT.

16. ONLY EXISTING PAVEMENT, BASE COURSES AND DRIVEWAY PAVEMENTS COMPOSED OF PORTLAND CEMENT CONCRETE, ASPHALT OR A MIX OF ASPHALT/OIL AND CHIP SHALL BE MEASURED AND PAID FOR AS "PAVEMENT REMOVAL (SPECIAL)" OR "DRIVEWAY PAVEMENT REMOVAL" AS THE CASE MAY BE IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. REMOVAL OF OTHER TYPES OF PAVEMENT COMPOSITION SUCH AS AGGREGATE OR A MIX OF AGGREGATE/OIL AND CHIP SHALL BE MEASURED AND PAID FOR AS "EARTH EXCAVATION" IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.

17. ALL DISTURBED AREAS SHALL BE SODDED OR SEEDED AS SHOWN ON THE PLANS. SEEDING, SODDING, AND MULCHING SHALL BE DONE AS SOON AS EACH STAGE IS COMPLETED AS DIRECTED BY THE ENGINEER. EXISTING TURF WHICH IS DAMAGED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY OR EASEMENTS SHALL BE REESTABLISHED WITH SOD OR SEED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

18. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

19. THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

BITUMINOUS PRIME COAT - PAVED SURFACE	0.05 TO 0.10 GAL/SQ YD
- AGGREGATE BASE	0.25 TO 0.50 GAL/SQ YD
AGGREGATE PRIME COAT - PAVED SURFACE	4 LBS/SQ YD
HOT-MIX ASPHALT (ALL TYPES)	112 LBS/SQ YD/INCH THICK
AGGREGATE MATERIALS	2.05 TON/CU YD

20. UTILITY LOCATIONS WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES AND THEIR ACCURACY SHOULD BE CONSIDERED APPROXIMATE. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS AS SHOWN OR THAT ALL UTILITY FACILITIES ARE SHOWN. UTILITY LOCATIONS SHOWN IN THE PLANS AND PROFILES ARE APPROXIMATE AND REPRESENT LOCATIONS PRIOR TO ANY UTILITY RELOCATIONS REQUIRED TO ACCOMODATE THE PROPOSED CONSTRUCTION. THE CONTRACTOR IS ADVISED THAT SOME UTILITY COMPANIES MAY HAVE RELOCATED THEIR FACILITIES PRIOR TO THE START OF CONSTRUCTION UNDER THIS CONTRACT. BEFORE COMMENCING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL OBTAIN FROM THE ENGINEER ANY AVAILABLE INFORMATION REGARDING THE RELOCATED POSITIONS OF UTILITIES WITHIN THE PROJECT LIMITS. WHETHER VARIOUS UTILITIES HAVE BEEN RELOCATED OR REMAIN IN THEIR ORIGINAL LOCATION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATION AT THE TIME OF CONSTRUCTION AND TO PROTECT SAME. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN OVERHEAD UTILITY LINES AND THE EQUIPMENT USED FOR EXCAVATING. SEE "STATUS OF UTILITIES" SHEET WITHIN THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING KNOWN UTILITY RELOCATIONS OR ADJUSTMENTS REQUIRED FOR THE PROPOSED CONSTRUCTION. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL PROVISION ENTITLED "COOPERATION WITH UTILITIES" AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS.

21. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. THE UNIVERSITY OF ILLINOIS LOCATE SERVICE NUMBER IS 217-333-3463. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.

23. UTILITY OWNERS:
*INDICATES J.U.L.I.E. MEMBER

*URBANA-CHAMPAIGN SANITARY DISTRICT
P.O. BOX 669
URBANA, ILLINOIS 61803
(217) 367-3409

*ILLINOIS-AMERICAN WATER COMPANY
201 DEVONSHIRE DR.
CHAMPAIGN, ILLINOIS 61820
(217) 373-3258

*AMEREN IP
(ELECTRICAL DIST./GAS)
1112 ANTHONY DRIVE
URBANA, ILLINOIS 61801
(217) 383-7280

*COMCAST
303 FAIRLAWN DRIVE
URBANA, ILLINOIS 61801
(217) 384-2510

*AT&T
201 S. NEIL STREET
CHAMPAIGN, ILLINOIS 61820
(217) 398-7990

*UNIVERSITY OF ILLINOIS
OPERATION & MAINTENANCE
PHYSICAL PLANT SERVICE BUILDING
1501 S. OAK STREET
CHAMPAIGN, ILLINOIS 61821
(217) 333-3463

24. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

25. ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR'S BID PRICE FOR VARIOUS STORM DRAINAGE WORK SHOULD REFLECT THE SALVAGE VALUE OF THE ITEMS.

26. ALL TRENCHES AND EXCAVATIONS FOR DRAINAGE PIPES, STRUCTURES, OR STRUCTURE REMOVALS BELOW OR WITHIN TWO FEET LATERALLY OF THE PROPOSED PAVEMENT, SHOULDER, DRIVEWAY PAVEMENT, SIDEWALK OR CURB AND GUTTER SHALL BE BACKFILLED WITH CONTROLLED LOW-STRENGTH MATERIAL (CLSM) AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND THE DETAIL IN THE PLANS. THE BACKFILLING WITH CONTROLLED LOW-STRENGTH MATERIAL AROUND DRAINAGE STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS TYPES OF DRAINAGE STRUCTURES.

27. STORM SEWER, WATER MAIN QUALITY IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET OR WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER. THE MATERIAL SHALL BE CONCRETE PRESSURE PIPE OR DUCTILE IRON PIPE MEETING THE REQUIREMENTS OF SECTIONS 40-2.01 AND 40-2.02 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS. PVC PIPE WILL NOT BE ALLOWED.

28. THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE 1 FRAME AND LID ARE TAKEN ADJACENT TO THE PAVEMENT OR GROUND SURFACE.

29. THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE 3 AND TYPE 3V FRAME AND GRATE PLACED WITHIN TYPE B-6.24 CURB AND GUTTER ARE TAKEN ALONG THE EDGE OF FRAME WHICH IS COLINEAR WITH THE EDGE OF PAVEMENT. THIS FRAME ELEVATION IS THUS 0.03 FOOT LOWER THAN THE ADJACENT EDGE OF PAVEMENT ELEVATION FOR P.C. CONCRETE PAVEMENTS AND 0.05 FOOT LOWER FOR ASPHALT PAVEMENTS. THE TYPE 3 AND TYPE 3V FRAME AND GRATES SHALL ALSO BE PROVIDED WITH OPEN FACE CURB BOXES AS DESCRIBED IN THE SPECIAL PROVISIONS. SEE THE DRAINAGE STRUCTURE FRAME AND GRATE DETAIL ON THE MISCELLANEOUS DETAIL SHEET.

30. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED AND NOTIFICATION GIVEN TO THE ENGINEER IF THE EXISTING PIPING OR STRUCTURE IS FOUND TO BE DIFFERENT THAN THAT SHOWN ON THE DRAWINGS. WHERE SUCH DISCREPANCY IS FOUND, WORK SHALL NOT PROCEED UNTIL DIRECTED ACCORDINGLY BY THE ENGINEER.

31. WHERE PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES OR EXISTING STORM SEWERS THE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. CONNECTIONS OF STORM SEWERS TO EXISTING STRUCTURES SHALL BE MADE BY CORE DRILLING HOLES IN THE STRUCTURES. THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE CONSIDERED INCLUDED WITHIN THE CONTRACT UNIT PRICE FOR THE NEW SEWER.

32. THE EXISTING PIPE CULVERTS OR STORM SEWERS SHOWN TO BE REMOVED ON THE PLANS SHALL BE DONE IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS EXCEPT THAT SALVAGING OF THE PIPE WILL NOT BE REQUIRED.

33. EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES. 3/4" EXPANSION JOINT MATERIAL SHALL BE PLACED AT THESE JUNCTURES AS DIRECTED BY THE ENGINEER.

34. WHERE THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER JOINS THE EXISTING CURB AND GUTTER, A TRANSITION BETWEEN THE TWO CONFIGURATIONS MAY BE REQUIRED. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR CURB AND GUTTER OF THE SIZE AND TYPE SPECIFIED IN THE PLANS.

35. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED. (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.)

36. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

37. THE CITY OF CHAMPAIGN AND VILLAGE OF SAVOY HAS ACQUIRED A N.P.D.E.S. PERMIT FOR THIS PROJECT FOR EROSION AND SEDIMENT CONTROL. TO SATISFY THE REQUIREMENTS OF THIS PERMIT, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY EROSION CONTROL SEEDING, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND PERIMETER EROSION BARRIER AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND STD. 280001. THE LOCATIONS FOR THE INLET AND PIPE PROTECTION SHALL BE AT ALL DRAINAGE STRUCTURES LOCATED IN SAGS AND AT END SECTIONS ON THE UPSTREAM ENDS OF ALL CULVERTS AND AS DIRECTED BY THE ENGINEER. A PERIMETER EROSION CONTROL BARRIER SHALL BE PLACED ADJACENT TO CONSTRUCTION AREAS TO PREVENT SILT AND SEDIMENT FROM LEAVING THE SITE AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR THE EROSION CONTROL ITEMS HAS BEEN INCLUDED IN THE PROJECT AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.

38. HORIZONTAL CONTROL TIES ARE SHOWN FOR THE CONTRACTOR TO PHYSICALLY LOCATE MONUMENTATION IN THE FIELD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL POINTS OR TO USE ADDITIONAL TIES AS NECESSARY TO INSURE THAT CONTROL POINTS CAN BE ACCURATELY REPLICATED DURING CONSTRUCTION.

39. THE CITY OF CHAMPAIGN AND VILLAGE OF SAVOY SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC MAINTENANCE PLANS. THE CONTRACTOR SHALL NOTIFY THE CITY OF CHAMPAIGN AND THE VILLAGE OF SAVOY OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC MAINTENANCE PLANS A MINIMUM OF 48 HOURS IN ADVANCE.

40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF THE SITE PRIOR TO FINAL ACCEPTANCE IN ACCORDANCE WITH ARTICLE 104.06 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL ALSO INCLUDE CLEANING ALL DRAINAGE FACILITIES OF FOREIGN MATERIALS IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

41. THE CONTRACTOR SHALL TEST THE SURFACE OF ALL THE FINISHED PAVEMENTS FOR SMOOTHNESS WITH A CALIFORNIA PROFILOGRAPH IN ACCORDANCE WITH ARTICLES 407.09 AND 420.10 OF THE STANDARD SPECIFICATIONS AND IDOT BDE SPECIAL PROVISION NO. 80075 "SURFACE TESTING OF PAVEMENTS". THE CONTRACTOR WILL ALSO BE REQUIRED TO CORE THE FINISHED PAVEMENTS TO DETERMINE THE THICKNESS IN ACCORDANCE WITH ARTICLES 407.10 AND 420.15 OF THE STANDARD SPECIFICATIONS. ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER. ALL WORK INVOLVED WITH PERFORMING THE SURFACE TEST AND CORING THE PAVEMENTS INCLUDING FURNISHING THE CALIFORNIA PROFILOGRAPH AND CORING EQUIPMENT WILL NOT BE PAID FOR SEPARATELY AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

42. THE LOCATIONS OF THE EXISTING FIELD TILES SHOWN ARE FROM RECORD DRAWINGS. THE EXACT LOCATIONS OF THE FIELD TILES ARE UNKNOWN. "EXPLORATION TRENCH" IS INCLUDED FOR THE PURPOSE OF LOCATING THE EXISTING FIELD TILES WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENTS. THE EXPLORATION TRENCH SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH SECTION 213 OF THE STANDARD SPECIFICATIONS. THE INTENT IS TO MAINTAIN FIELD TILE FLOW THROUGH THE PUBLIC RIGHT-OF-WAY BY REPLACING THE FIELD TILE WITHIN THE PROPOSED IMPROVEMENTS NEAR THE SAME LOCATION AND ELEVATION AS THE EXISTING FIELD TILE AS SHOWN ON THE "DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS" SHEET AND/OR CONNECTING THE DOWNSTREAM END OF THE FIELD TILE TO THE PROPOSED STORM SEWER SYSTEM AS SHOWN ON THE PLAN AND PROFILE SHEETS IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.

43. PAY ITEMS AND QUANTITIES FOR TREATING EXISTING FIELD TILE SYSTEMS HAVE BEEN INCLUDED IN THE CONTRACT DOCUMENTS FOR THE PURPOSE OF ESTABLISHING UNIT PRICES. THE ENGINEER MAY DECREASE OR ELIMINATE ANY OF THE PAY ITEMS IN ACCORDANCE WITH ARTICLE 109.03 OF THE STANDARD SPECIFICATIONS.

44. COMMITMENTS:
1. TREES THAT ARE BEING REMOVED WILL BE REPLACED ON A 1:1 BASIS IN ACCORDANCE WITH IDOT POLICIES.
2. A WETLAND COMPENSATION PLAN HAS BEEN DEVELOPED AND THE PLAN DETAILS ARE INCLUDED HEREIN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	3
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

ILLINOIS HIGHWAY STANDARD DRAWINGS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
420106-04	36' JOINTED PCC PAVEMENT
420111-02	PCC PAVEMENT ROUNDOUTS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542101-02	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" THRU 36" DIA. AT RIGHT ANGLES WITH ROADWAY
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-02	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542311-01	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE)
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602301-02	INLET, TYPE A
602306-02	INLET, TYPE B
602401-02	MANHOLE TYPE A
602406-03	MANHOLE, TYPE A, 6' DIAMETER
602416-01	MANHOLE, TYPE A, 8' DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604006-04	FRAME AND GRATE, TYPE 3
604011-04	FRAME AND GRATE, TYPE 3V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606401-01	PAVED DITCH
666001-01	RIGHT-OF-WAY MARKERS
667101-01	PERMANENT SURVEY MARKERS
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-03	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCE
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-01	PEDESTRIAN PUSH BUTTON POST
877001-04	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-04	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-07	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

LEGEND

EXISTING		PROPOSED	EXISTING		PROPOSED
W	WATER LINE			MONUMENT	
G	GAS LINE			IRON PIN/PIPE FOUND	
OHE	OVERHEAD ELECTRIC			RIGHT-OF-WAY MARKER	
UGE	UNDERGROUND ELECTRIC			SOIL BORING	
OHT	OVERHEAD TELEPHONE			TRAFFIC SIGNAL CONTROL BOX	
UGT	UNDERGROUND TELEPHONE			TRAFFIC SIGNAL POST	
UGT(FO)	UNDERGROUND TELEPHONE (FIBER OPTIC)			TRAFFIC SIGNAL MAST ARM	
CATV	CABLE TELEVISION			PEDESTRIAL PUSH BUTTON POST	
COM	COMMUNICATION LINE			TRAFFIC SIGNAL HANDHOLE	
FO	FIBER OPTIC LINE			TRAFFIC SIGNAL JUNCTION BOX	
STM	STEAM LINE			RR CROSSING GATE	
FM	FORCE MAIN			RR FLASHING SIGNAL	
	SANITARY SEWER			RR CROSSBUCK	
	STORM SEWER			STREET SIGN	
	STORM SEWER WATER MAIN QUALITY			TRAFFIC SIGN	
	INLET OR CATCH BASIN			DELINEATOR	
	MANHOLE			PARKING LOT LIGHT	
	UTILITY WARNING SIGN			YARD LIGHT	
W G	SERVICE BOX SHUTOFF			MAILBOX	
	VALVE			PARKING METER	
W	WATER MANHOLE			IRRIGATION CONTROL BOX	
W	WATER METER			IRRIGATION HEAD	
	FIRE HYDRANT			TANK FILLER CAP	
G	GAS METER			INSPECTION WELL	
GR	GAS REGULATOR		CO	CLEANOUT	
	GAS VENT PIPE		DS	DOWNSPOUT	
E	ELECTRIC MANHOLE			BOLLARD	
E	ELECTRIC METER			FENCE POST	
E	ELECTRIC PEDESTAL			GATE POST	
E	ELECTRIC JUNCTION BOX			FLAG POLE	
	POWER POLE			FLOOD LIGHT	
	POWER POLE W/LIGHT			TREE STUMP	
	POWER POLE W/TRANSFORMER				
	ROADWAY LIGHT CONTROLLER			BUSH	
	ROADWAY STREET LIGHT	OR			
	ORNAMENTAL STREET LIGHT			CONIFEROUS TREE	
	GUY POLE				
	GUY WIRE			DECIDUOUS TREE	
	TELEPHONE POLE				
T	TELEPHONE MANHOLE			PROPERTY PARCEL NUMBER	001
T	TELEPHONE PEDESTAL		*200	HOUSE ADDRESS NUMBER	
	PEDESTAL PAY PHONE				
	PHONE BOOTH				

ILLINOIS DEPARTMENT OF TRANSPORTATION

HIGHWAY STANDARDS AND LEGEND

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	4
STA.		TO STA.		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

		SUMMARY OF QUANTITIES			SAFETY CODE	2A	2A	1E	1E	1F	1F
					CONSTRUCTION CODE	J000	J000	Y030	Y030	Y031	Y031
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	306	28	278				
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	360	126	234				
△	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	4		4				
△	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2		2				
	20200100	EARTH EXCAVATION	CU YD	79,084	41,309	37,775				
*	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3,367	1,913	1,454				
	20300100	CHANNEL EXCAVATION	CU YD	18,267	18,267					
*	20800250	TRENCH BACKFILL, SPECIAL	CU YD	617	473	144				
*	21000300	GRANULAR EMBANKMENT, SPECIAL	TON	5,178	2,942	2,236				
△	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5,051	2,870	2,181				
△ *	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	25,140	12,353	12,787				
	21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	3,900	1,570	2,330				
△	25000750	MOWING	ACRE	34.2	21.0	13.2				
△	25000314	SEEDING, CLASS 4B	ACRE	0.5		0.5				
△	25000320	SEEDING, CLASS 5	ACRE	0.6		0.6				
△	25000324	SEEDING, CLASS 5B	ACRE	0.5		0.5				
△	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2,916	1,782	1,134				
△	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2,916	1,782	1,134				
△	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2,916	1,782	1,134				
△ *	25000900	SEEDING, CLASS 1 (SPECIAL)	ACRE	3.6	0.2	3.4				
△ *	25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	28.8	19.6	9.2				
△	25100115	MULCH, METHOD 2	ACRE	28.8	19.6	9.2				
△	25200100	SODDING	SQ YD	8,371	5,489	2,882				
△ *	25200200	SUPPLEMENTAL WATERING	UNIT	1,652	1,013	639				
△	25400200	SELECTIVE MOWING STAKES	EACH	62		62				
△ *	28000255	TEMPORARY EROSION CONTROL SEEDING	ACRE	32.4	19.8	12.6				
	28000300	TEMPORARY DITCH CHECKS	EACH	41	23	18				
	28000310	AGGREGATE DITCH CHECKS	EACH	4	4					
	28000400	PERIMETER EROSION BARRIER	FOOT	7,286	4,697	2,589				
	28000500	INLET AND PIPE PROTECTION	EACH	24	12	12				
	28000510	INLET FILTERS	EACH	59	9	50				
*	28101700	RIPRAP, SPECIAL	TON	432	391	41				
	28200200	FILTER FABRIC	SQ YD	80		80				
*	28500200	PRECAST BLOCK REVETMENT MAT	SQ YD	80		80				
	30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	11,915	9,333	2,582				

*SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE : NONE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	5
STA.		TO STA.		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

	SUMMARY OF QUANTITIES	SAFETY CODE		2A	2A	1E	1E	1F	1F
		CONSTRUCTION CODE		J000	J000	Y030	Y030	Y031	Y031
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
30201250	PROCESSING MODIFIED SOIL 24"	SQ YD	38,593	19,369	19,224				
30201500	LIME	TON	2,050	1,106	944				
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	1,726	980	746				
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	18,506	10,121	8,385				
* 31200100	STABILIZED SUB-BASE 4"	SQ YD	61,741	34,673	27,068				
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	7,743		7,743				
35101400	AGGREGATE BASE COURSE, TYPE B	TON	205	205					
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1,123		1,123				
35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	2,099		2,099				
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	679	104	575				
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	420		420				
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	10,581	5,061	5,520				
40600300	AGGREGATE (PRIME COAT)	TON	16		16				
40600400	MIXTURE FOR CRACKS JOINTS AND FLANGEWAYS	TON	2		2				
40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	81		81				
40600895	CONSTRUCTING TEST STRIP	EACH	11	4	7				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	385		385				
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT	SQ YD	99		99				
40600990	TEMPORARY RAMP	SQ YD	354		354				
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	634	445	189				
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1,337		1,337				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	432	300	132				
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	856		856				
* 42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	57,877	30,564	27,313				
42001300	PROTECTIVE COAT	SQ YD	63,731	32,857	30,874				
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	183		183				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	677	195	482				
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	35,590	8,735	26,855				
42400800	DETECTABLE WARNINGS	SQ FT	389	187	202				
44000100	PAVEMENT REMOVAL	SQ YD	490	490					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	712		712				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,122	24	2,098				
44000600	SIDEWALK REMOVAL	SQ FT	15,686	1,245	14,441				
* 44004400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	30,095	16,303	13,792				
44201335	CLASS C PATCHES, TYPE IV, 8 INCH	SQ YD	123		123				

*SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	6
STA.		TO STA.		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

	SUMMARY OF QUANTITIES	SAFETY CODE		2A	2A	1E	1E	1F	1F
		CONSTRUCTION CODE		J000	J000	Y030	Y030	Y031	Y031
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,494		4,494				
48101200	AGGREGATE SHOULDERS, TYPE B	TON	42		42				
48203017	HOT-MIX ASPHALT SHOULDERS, 5"	SQ YD	17,215	9,452	7,763				
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	728	320	408				
* 50104400	CONCRETE HEADWALL REMOVAL	EACH	6		6				
* 50105210	REMOVE EXISTING CULVERTS	FOOT	904	480	424				
50200100	STRUCTURE EXCAVATION	CU YD	516	516					
50300220	CLASS MS CONCRETE	CU YD	13.6	13.6					
50300225	CONCRETE STRUCTURES	CU YD	78.2	78.2					
50800105	REINFORCEMENT BARS	POUND	7,130	7,130					
△* 50900805	PEDESTRIAN RAILING	FOOT	100	100					
54001001	BOX CULVERT END SECTION, CULVERT NO. 1	EACH	2	2					
54001002	BOX CULVERT END SECTION, CULVERT NO. 2	EACH	2	2					
54001003	BOX CULVERT END SECTION, CULVERT NO. 3	EACH	2	2					
54001004	BOX CULVERT END SECTION, CULVERT NO. 4	EACH	2	2					
54001005	BOX CULVERT END SECTION, CULVERT NO. 5	EACH	1	1					
54001006	BOX CULVERT END SECTION, CULVERT NO. 6	EACH	2		2				
54001007	BOX CULVERT END SECTION, CULVERT NO. 7	EACH	2		2				
54001008	BOX CULVERT END SECTION, CULVERT NO. 8	EACH	1		1				
54010802	PRECAST CONCRETE BOX CULVERT 8'X2'	FOOT	90		90				
54010803	PRECAST CONCRETE BOX CULVERT 8'X3'	FOOT	24	24					
54011003	PRECAST CONCRETE BOX CULVERT 10'X3'	FOOT	168	168					
54011204	PRECAST CONCRETE BOX CULVERT 12'X4'	FOOT	120	120					
54020403	PRECAST CONCRETE BOX CULVERT 4'X3' (M273)	FOOT	270	270					
54020802	PRECAST CONCRETE BOX CULVERT 8'X2' (M273)	FOOT	114		114				
54020803	PRECAST CONCRETE BOX CULVERT 8'X3' (M273)	FOOT	314	314					
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	36	36					
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	322		322				
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	58	58					
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	192		192				
54206730	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE, EQUIVALENT ROUND-SIZE 15"	FOOT	140		140				
5421D024	PIPE CULVERTS, CLASS D, TYPE 1 24" (TEMPORARY)	FOOT	40	40					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	4		4				
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	7	4	3				
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	6	4	2				

*SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	7
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

		SAFETY CODE		2A	2A	1E	1E	1F	1F
	SUMMARY OF QUANTITIES	CONSTRUCTION CODE		J000	J000	Y030	Y030	Y031	Y031
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	3	3					
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2		2				
54214500	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 15"	EACH	14		14				
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	1	1					
* 54247100	GRATING FOR CONCRETE FLARED END SECTION 15"	EACH	7	4	3				
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	5	3	2				
54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	3	3					
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	2		2				
* 54248100	GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 15"	EACH	14		14				
* 54248515	CONCRETE COLLAR	EACH	23	7	16				
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	1,379	385	994				
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	76	42	34				
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	96		96				
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	1,298	1,169	129				
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	42	42					
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	153		153				
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	118	29	89				
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	500		500				
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	215		215				
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	501		501				
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	12		12				
550B0340	STORM SEWERS, CLASS B, TYPE 2 12"	FOOT	1,487		1,487				
550B0360	STORM SEWERS, CLASS B, TYPE 2 15"	FOOT	514		514				
55034700	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 53, RISE 34	FOOT	132		132				
* 55100200	STORM SEWER REMOVAL 6"	FOOT	295	70	225				
* 55100300	STORM SEWER REMOVAL 8"	FOOT	2,065	1,110	955				
* 55100400	STORM SEWER REMOVAL 10"	FOOT	273		273				
* 55100500	STORM SEWER REMOVAL 12"	FOOT	1,500	4	1,496				
* 55100900	STORM SEWER REMOVAL 18"	FOOT	163		163				
* 55101200	STORM SEWER REMOVAL 24"	FOOT	3,891	3,891					
* 55101600	STORM SEWER REMOVAL 36"	FOOT	15		15				
* 59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	2,126	423	1,703				
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	16	8	8				
* 60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	8,628	3,768	4,860				
* 60224600	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7	2	5				

*SEE SPECIAL PROVISIONS

Δ SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 10-08
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CHECKED BY : R.L.H.
SCALE : NONE

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	8
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

		SUMMARY OF QUANTITIES	SAFETY CODE		2A	2A	1E	1E	1F	1F
			CONSTRUCTION CODE		J000	J000	Y030	Y030	Y031	Y031
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
*	60225300	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1					
*	60225400	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	10	6	4				
*	60225500	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	3		3				
*	60226200	RESTRICTED DEPTH MANHOLES, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2				
*	60228600	MANHOLES, SPECIAL WITH TYPE 1 FRAME, CLOSED LID	EACH	1		1				
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	4	1	3				
	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	6	1	5				
*	60247400	JUNCTION BOX, NO. 1	EACH	1		1				
	60255500	MANHOLES TO BE ADJUSTED	EACH	6		6				
	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1		1				
	60255905	MANHOLES TO BE ADJUSTED WITH NEW TYPE 3V FRAME AND GRATE	EACH	1	1					
*	60257600	MANHOLES TO BE ADJUSTED WITH FRAME AND GRATE (SPECIAL)	EACH	1		1				
*	60258000	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	EACH	1		1				
	60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1		1				
	60261100	INLETS TO BE ADJUSTED WITH NEW TYPE 9 FRAME AND GRATE	EACH	1		1				
	60500040	REMOVING MANHOLES	EACH	5	2	3				
	60500060	REMOVING INLETS	EACH	22	6	16				
*	60500065	REMOVING INLETS, SPECIAL	EACH	1		1				
	60500105	FILLING MANHOLES	EACH	2		2				
	60600605	CONCRETE CURB, TYPE B	FOOT	31		31				
*	60602600	CONCRETE GUTTER, TYPE A (MODIFIED)	FOOT	337		337				
*	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	7,787	3,375	4,412				
*	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	62		62				
*	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3,214	1,165	2,049				
*	60605400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	1,954		1,954				
*	60614600	PAVED DITCH (SPECIAL)	FOOT	5	5					
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	20,078	10,052	10,026				
	60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	319	319					
	61100605	MISCELLANEOUS CONCRETE	CU YD	1.0	1.0					
*	61140200	STORM SEWERS, SPECIAL 12"	FOOT	58	58					
	66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	51	26	25				
*	66700095	PERMANENT SURVEY MARKERS	EACH	3	1	2				
*	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	12	8				
	67100100	MOBILIZATION	L SUM	1	0.5	0.5				
*	70103700	TRAFFIC CONTROL COMPLETE	L SUM	1	0.5	0.5				

*SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

DATE : 10-08
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CHECKED BY : R.L.H.

SCALE : NONE

SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	9
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

		SUMMARY OF QUANTITIES	SAFETY CODE		2A	2A	1E	1E	1F	1F
			CONSTRUCTION CODE		J000	J000	Y030	Y030	Y031	Y031
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	ROADWAY SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY	ROADWAY LIGHTING CHAMPAIGN SECTION 100% CITY	ROADWAY LIGHTING SAVOY SECTION 100% VILLAGE	TRAFFIC SIGNALS CHAMPAIGN SECTION 80% FEDERAL 10% CITY 10% COUNTY	TRAFFIC SIGNALS SAVOY SECTION 80% FEDERAL 10% VILLAGE 10% COUNTY
	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1,512	1,512					
	70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	66	66					
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	368	368					
	72000200	SIGN PANEL, TYPE 2	SQ FT	48						48
△*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	368	57	311				
△*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	21,902	8,542	13,360				
△*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	385		385				
△*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	645	98	547				
△*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	31		31				
△*	78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQ FT	871	516	355				
△*	78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	48,215	26,150	22,065				
△*	78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	1,319	803	516				
△*	78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	1,427	1,183	244				
△*	78008370	POLYUREA PAVEMENT MARKING TYPE II - LINE 24"	FOOT	331	220	111				
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	460	460					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	60		60				
△*	80400105	ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH	3			1	2		
△	81012300	CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	101						101
△	81012400	CONDUIT IN TRENCH, 1 1/4" DIA., PVC	FOOT	927			758	169		
△	81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	594						594
△	81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	14,331			7,387	6,516	174	254
△	81012700	CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	128					76	52
△	81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	38					18	20
△	81013000	CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	10					10	
△	81013100	CONDUIT IN TRENCH, 5" DIA., PVC	FOOT	10						10
△*	81021550	CONDUIT, AUGERED 2" DIA., PVC	FOOT	2,292			683	1,609		
△*	81021590	CONDUIT, AUGERED 4" DIA., PVC	FOOT	470					230	240
△*	81021600	CONDUIT, AUGERED 5" DIA., PVC	FOOT	275					140	135
△*	81306500	REMOVE EXISTING JUNCTION BOX	EACH	2			2			
△*	81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3					3	
△*	81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1					1	
△*	81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	4						4
△*	81400740	DOUBLE HANDHOLE, COMPOSITE CONCRETE	EACH	1						1
△*	81500120	GULFBOX JUNCTION, COMPOSITE CONCRETE	EACH	5						5
△	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	7,425			4,500	2,925		

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ILLINOIS DEPARTMENT OF TRANSPORTATION

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CONTRACT NO. 91368

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△	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	23,300			13,375	9,925		
△	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	45,200			17,500	27,700		
△	81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	7,950			7,950			
△*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,707			596	2,705	44	362
△*	81900302	TRENCH AND BACKFILL WITH SCREENINGS OR SAND	FOOT	11,478			7,068	3,507	234	669
△*	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	58				58		
△*	83007300	LIGHT POLE, ALUMINUM, 35 FT. M.H., 8 FT. MAST ARM	EACH	36				36		
△*	83008300	LIGHT POLE, ALUMINUM, 40 FT. M.H., 8 FT. MAST ARM	EACH	43			43			
△	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	96			16	80		
△*	83600405	POLE FOUNDATION, STEEL	EACH	78			43	35		
△*	84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	6				6		
△	84200600	REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE	EACH	1				1		
△*	84200805	POLE FOUNDATION REMOVED, METAL	EACH	2			2			
△	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2			2			
△*	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1						1
△*	85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1					1	
△	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,980					740	1,240
△	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3,050					1,490	1,560
△	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5,190					2,180	3,010
△	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	4,460					2,690	1,770
△	87301515	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	FOOT	1,760						1,760
△*	87502640	TRAFFIC SIGNAL POST, ALUMINUM 10 FT.	EACH	2						2
△*	87502700	TRAFFIC SIGNAL POST, ALUMINUM 16 FT.	EACH	3						3
△*	87600200	PEDESTRIAN PUSH-BUTTON POST, TYPE II	EACH	2					2	
△*	87701230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT. (SPECIAL)	EACH	1					1	
△*	87701280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT. (SPECIAL)	EACH	1					1	
△*	87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1						1
△*	87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1						1
△*	87702960	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.	EACH	1						1
△*	87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1						1
△*	87704120	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT. (SPECIAL)	EACH	1					1	
△*	87704180	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 50 FT. (SPECIAL)	EACH	1					1	
△*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	27					12	15
△*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4						4
△*	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4					4	

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△*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	112					60	52
△*	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	9					4	5
△*	88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	12					6	6
△*	88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	7					6	1
△*	88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	10					6	4
△*	88040260	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3-SECTION, 1-5-SECTION, BRACKET MOUNTED	EACH	3						3
△*	88102810	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED	EACH	16					8	8
△	88200100	TRAFFIC SIGNAL BACKPLATE	EACH	22					12	10
△*	88500100	INDUCTIVE LOOP DETECTOR	EACH	6						6
△*	88600100	DETECTOR LOOP, TYPE I	FOOT	600						600
△*	88700200	LIGHT DETECTOR	EACH	4						4
△*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1						1
△*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	6						6
△*	A2000320	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14	14					
△*	A2004420	TREE, GINKGO BILOBA (GINKGO), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7		7				
△*	A2006520	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	12		12				
△*	A2006720	TREE, QUERCUS MACROCARPA (BUR OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2		2				
△*	A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	14	6	8				
△*	A2007920	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	10	3	7				
△*	K0038000	PERENNIAL PLANTS, WETLAND EMERGENT TYPE	UNIT	34		34				
△*	K1004469	PERENNIAL PLANTS, PRAIRIE TYPE	UNIT	1		1				
△*	K1004572	PRAIRIE SEEDING (SPECIAL)	ACRE	0.3		0.3				
*	X0301232	SURVEY MARKER VAULT	EACH	3	1	2				
*	X0321905	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	496	27	469				
*	X0321906	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 15"	FOOT	13	13					
*	X0321907	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12"	FOOT	23		23				
*	X0321909	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 24"	FOOT	65		65				
*	X0077744	CONCRETE ENCASEMENTS	EACH	3	1	2				
*	X0323093	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 24"	FOOT	28	28					
*	X0323954	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 18"	FOOT	12		12				
*	X0350810	BOLLARD REMOVAL	EACH	1		1				
*	X0932150	CURB AND GUTTER OUTLET, SPECIAL	EACH	2	2					
*	X6020074	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	20	3	17				
*	X6020125	RESTRICTED DEPTH INLET TYPE B, TYPE 3 FRAME AND GRATE	EACH	1		1				
*	X6020127	RESTRICTED DEPTH INLET TYPE B, TYPE 3V FRAME AND GRATE	EACH	12	2	10				

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*	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	105	63	42				
*	X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	2	1	1				
△ *	X8250011	LIGHTING CONTROLLER, LOCATION NO. 1	L SUM	1			1			
△ *	X8250012	LIGHTING CONTROLLER, LOCATION NO. 2	L SUM	1				1		
△ *	X8250013	LIGHTING CONTROLLER, LOCATION NO. 3	L SUM	1				1		
△ *	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,520					750	770
△ *	X8760100	PEDESTRIAN PUSH-BUTTON POST, UNPAINTED ALUMINUM, TYPE II	EACH	4						4
*	XX002093	REMOVAL OF EXISTING RIPRAP	SQ YD	64	64					
*	XX002998	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	7		7				
△ *	XX003163	EMERGENCY VEHICLE PRIORITY SYSTEM	EACH	1					1	
*	54247090	GRATING FOR CONCRETE FLARED END SECTION 12"	EACH	4		4				
*	XX004735	RESTRICTED DEPTH INLET TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	9	2	7				
△ *	XX004921	PEDESTRIAN PUSH-BUTTON, SPECIAL	EACH	4					4	
*	XX005400	RESTRICTED DEPTH MANHOLES, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2		2				
△ *	XX005428	INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4					4	
*	XX005473	STORM SEWERS TYPE 1 WATER MAIN QUALITY PIPE 30"	FOOT	160	160					
*	XX005483	RESTRICTED DEPTH INLET TYPE B, TYPE 1 FRAME, OPEN LID	EACH	1		1				
△ *	XX005928	TRAFFIC SIGNAL POST, 10 FOOT (SPECIAL)	EACH	2					2	
△ *	XX005929	TRAFFIC SIGNAL POST, 14 FOOT (SPECIAL)	EACH	2					2	
*	XX006440	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1		1				
△ *	XX006444	MULCH, SPECIAL	ACRE	3.6	0.2	3.4				
*	XX006582	BRICK SIGN AND CONCRETE FOUNDATION REMOVAL	L SUM	1		1				
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.50	0.50				
*	Z0022800	FENCE REMOVAL	FOOT	95		95				
*	Z0023900	FILLING EXISTING WELLS	EACH	1		1				
*	Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	1		1				
△ *	Z0059600	SANITARY SEWER, TYPE 2 8"	FOOT	12		12				
*	Z0065900	SPECIAL DITCH CHECKS	EACH	3	1	2				
Y080 *	Z0076600	TRAINEES	HOUR	500						
*	XX007732	PRECAST CONCRETE BOX CULVERT 10'X2', SPECIAL	FOOT	540	540					
*	XX006971	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 18"	FOOT	81		81				
*	XX007733	SALVAGED AGGREGATE MATERIAL 8"	SQ YD	350	350					
*	XX007734	SALVAGED AGGREGATE MATERIAL 12"	SQ YD	5,245	3,916	1,329				
*	XX007735	SALVAGED AGGREGATE MATERIAL 24"	SQ YD	7,292	3,359	3,933				
△ *	XX007736	JUNCTION BOX, SPECIAL (12"W x 12"L x12"D)	EACH	53			43	10		

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Δ *	XX007737	JUNCTION BOX, SPECIAL (13"Wx 24Lx12"D)	EACH	7			4	3		
Δ *	XX007738	LIGHT POLE, ALUMINUM, 35 FT. M.H., 2-8 FT. MAST ARMS	EACH	9				9		
Δ *	XX007487	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT, SPECIAL	EACH	45			45			
Δ *	XX007743	ROADWAY LIGHTING CONDUIT REMOVAL	FOOT	351			351			
Δ *	XX007739	WIRELESS VEHICLE DETECTION SYSTEM	EACH	1					1	
*	XX006740	FLEXIBLE POST BARRICADES	EACH	3		3				
Δ *	XX007741	TREE, CELTIS LAEVIGATA (SUGAR HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	12		12				
Δ *	XX007742	TREE, ZELKOVA SERRATA (JAPANESE ZELKOVA), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	12	4	8				

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CONTRACT NO. 91368

EARTHWORK SUMMARY

	STAGE	LOCATION	TOPSOIL EXCAVATION (CU YD)	TOPSOIL PLACEMENT (CU YD)	•ESTIMATED TOPSOIL WASTE (CU YD)	EARTH EXCAVATION (CU YD)	••TOTAL EARTH EXCAVATION (CU YD)	CHANNEL EXCAVATION (CU YD)	EMBANKMENT (CU YD)	•••ESTIMATED EARTH WASTE (CU YD)
CHAMPAIGN SECTION	3	CURTIS ROAD	4049	2450	1599	10201	11800		10832	-1740
	4	CURTIS ROAD	850	70	780	1785	2565		2003	61
	5	CURTIS ROAD	3765	2406	1359	11082	12441		2534	9274
	6	CURTIS ROAD	2661	1686	975	7966	8941		2414	5924
	4	MATTIS AVENUE	1516	1593	-77	5634	5557		1548	3622
	3	FREEDOM BOULEVARD	0	28	-28	33	5		225	-276
	1	PHINNEY BRANCH CHANNEL	4120	4120	0	0	0	18267	0	18267
	SEE NOTE 7	DEDUCTION FOR USING SALVAGED AGGREGATE MATERIAL							-3545	4431
		SUBTOTAL CHAMPAIGN SECTION	16961	12353	4608	36701	41309	18267	16011	39563
SAVOY SECTION	1	CURTIS ROAD	2416	834	1582	4393	5975		812	4960
	2	CURTIS ROAD	5407	3745	1662	7379	9041		13656	-8029
	3	CURTIS ROAD	3306	2348	958	4650	5608		7618	-3915
	1	PROSPECT AVENUE	652	1207	-555	1944	1389		342	962
	1	DETENTION BASIN/WETLAND	4571	4571	0	15689	15689		0	15689
	2	RELOCATED PRIVATE ENTRANCE	0	82	-82	127	45		2	42
	1	PROSPECT POINTE DRIVEWAY	0	0	0	28	28		0	28
	SEE NOTE 7	DEDUCTION FOR USING SALVAGED AGGREGATE MATERIAL							-3065	3831
		SUBTOTAL SAVOY SECTION	16352	12787	3565	34210	37775		19365	13568
		TOTALS	33313	25140	8173	70911	79084	18267	35376	53131

•TOPSOIL WASTE = TOPSOIL EXCAVATION - TOPSOIL PLACEMENT (ASSUMES NO SHRINKAGE FACTOR)
••TOTAL EARTH EXCAVATION = EARTH EXCAVATION + TOPSOIL WASTE
•••EARTH WASTE = EARTH EXCAVATION + TOPSOIL WASTE + CHANNEL EXCAVATION - (EMBANKMENT x 1.25 SHRINKAGE FACTOR)

NOTES

1. THE INDICATED EARTHWORK VOLUMES ARE ESTIMATES BASED ON THE "AVERAGE END AREA" METHOD OF CALCULATION. EARTHWORK VOLUMES WILL VARY WITH ACTUAL SOIL CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THESE ESTIMATES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR ONLY AND SHOULD BE CONSIDERED APPROXIMATE. ACTUAL VOLUMES OF EARTH EXCAVATION AND EMBANKMENT WILL BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
2. THE EMBANKMENT QUANTITIES DO NOT ACCOUNT FOR SHRINKAGE FACTORS. A 25% SHRINKAGE FACTOR HAS BEEN APPLIED TO THE EMBANKMENT TO DETERMINE THE ESTIMATED VOLUME OF EARTH WASTE.
3. EXCESS EARTH MATERIALS FROM SEWER TRENCHES AND EXCAVATIONS FOR STRUCTURES AND TRAFFIC SIGNAL EQUIPMENT ARE NOT INCLUDED IN THE EARTHWORK CALCULATIONS. EXCESS EARTH MATERIAL SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE COST OF DISPOSING OF EXCESS EARTH MATERIAL WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
4. AN ESTIMATED QUANTITY FOR THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS HAS BEEN INCLUDED IN THE CONTRACT. THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS WILL BE AS DIRECTED BY THE ENGINEER AND WILL BE MEASURED AND PAID FOR AS DESCRIBED IN THE SPECIAL PROVISIONS.
5. THE EXCAVATED TOPSOIL MATERIAL REQUIRED FOR THE TOTAL TOPSOIL PLACEMENT SHALL BE STORED AT THE LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS UNTIL SUCH TIME THAT IT CAN BE PLACED IN IT'S FINAL LOCATION. THE TOPSOIL STORAGE LOCATIONS ARE DESCRIBED IN THE PROPOSED TYPICAL SECTION NOTES.
6. IT WILL BE NECESSARY FOR THE CONTRACTOR TO STORE SUITABLE EARTH MATERIAL FOR THE EMBANKMENTS NEEDED FOR STAGES 2 AND 3. THE MATERIAL SHALL BE STORED AT LOCATIONS APPROVED BY THE ENGINEER WITHIN THE PROPOSED RIGHT-OF-WAY AND EASEMENT LIMITS. THE CONTRACTOR MAY PLACE THE EMBANKMENT MATERIAL IN THE PERMANENT LOCATIONS PROVIDING TRAFFIC IS MAINTAINED AT ALL TIMES USING THE APPROPRIATE TRAFFIC CONTROL AND PROTECTION STANDARD AND WITH THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS EARTHWORK PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SEE NOTE 24 ON THE "PROPOSED TYPICAL SECTION NOTES" SHEET FOR USING SALVAGED AGGREGATE MATERIAL INSTEAD OF LIME MODIFIED SOIL, THUS INCREASING THE VOLUME OF EARTH WASTE.

25000314
SEEDING, CLASS 4B

LOCATION	ACRE
SAVOY SECTION	
STAGE 1	
DETENTION BASIN/WETLAND	0.5
TOTAL	0.5

25000320
SEEDING, CLASS 5

LOCATION	ACRE
SAVOY SECTION	
STAGE 1	
DETENTION BASIN/WETLAND	0.6
TOTAL	0.6

25000324
SEEDING, CLASS 5B

LOCATION	ACRE
SAVOY SECTION	
STAGE 1	
DETENTION BASIN/WETLAND	0.5
TOTAL	0.5

25000400, 25000500, 25000600
FERTILIZER NUTRIENTS (NITROGEN, PHOSPHORUS, POTASSIUM)

LOCATION	POUND
CHAMPAIGN SECTION	
STAGE 1	
PHINNEY BRANCH CHANNEL	738
STAGE 3	
CURTIS ROAD	288
STAGE 4	
MATTIS AVENUE	270
STAGE 5	
CURTIS ROAD	288
STAGE 6	
CURTIS ROAD	198
SAVOY SECTION	
STAGE 1	
CURTIS ROAD, PROSPECT AVENUE & DETENTION BASIN/WETLAND	396
STAGE 2	
CURTIS ROAD	495
STAGE 3	
CURTIS ROAD	243
TOTAL	2916

NOTE : FERTILZER NUTRIENT QUANTITY IS FOR SEEDING, CLASS 1 (SPECIAL) AND SEEDING, CLASS 2 (SPECIAL) ONLY. NO FERTILIZER NUTRIENTS SHALL BE PLACED AT SEEDING, CLASS 4B, 5 OR 5B AREAS.

25000900
SEEDING, CLASS 1 (SPECIAL)

LOCATION	ACRE
CHAMPAIGN SECTION	
STAGE 6	
CURTIS ROAD	0.2
SAVOY SECTION	
STAGE 1	
CURTIS ROAD & PROSPECT AVENUE	3.1
STAGE 2	
CURTIS ROAD	0.3
TOTAL	3.6

XX006444
MULCH, SPECIAL

LOCATION	ACRE
CHAMPAIGN SECTION	
STAGE 6	
CURTIS ROAD	0.2
SAVOY SECTION	
STAGE 1	
CURTIS ROAD & PROSPECT AVENUE	3.1
STAGE 2	
CURTIS ROAD	0.3
TOTAL	3.6

25001000
SEEDING, CLASS 2 (SPECIAL)

LOCATION	ACRE
CHAMPAIGN SECTION	
STAGE 1	
PHINNEY BRANCH CHANNEL	8.2
STAGE 3	
CURTIS ROAD	3.2
STAGE 4	
MATTIS AVENUE	3.0
STAGE 5	
CURTIS ROAD	3.2
STAGE 6	
CURTIS ROAD	2.0
SAVOY SECTION	
STAGE 1	
DETENTION BASIN/WETLAND	1.3
STAGE 2	
CURTIS ROAD	5.2
STAGE 3	
CURTIS ROAD	2.7
TOTAL	28.8

25100115
MULCH, METHOD 2

LOCATION	ACRE
CHAMPAIGN SECTION	
STAGE 1	
PHINNEY BRANCH CHANNEL	8.2
STAGE 3	
CURTIS ROAD	3.2
STAGE 4	
MATTIS AVENUE	3.0
STAGE 5	
CURTIS ROAD	3.2
STAGE 6	
CURTIS ROAD	2.0
SAVOY SECTION	
STAGE 1	
DETENTION BASIN/WETLAND	1.3
STAGE 2	
CURTIS ROAD	5.2
STAGE 3	
CURTIS ROAD	2.7
TOTAL	28.8

25200100
SODDING

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
63+44 LT.	64+50 LT.	137.5
72+52 LT	73+58 LT.	138.8
74+00 RT.	75+66 RT.	215.3
76+10 RT.	84+60 RT.	1121.2
83+00 LT.	84+60 LT.	210.4
87+30 RT.	88+80.5 RT.	188.3
87+30 LT.	97+50 LT.	1357.1
89+04.5 RT.	96+02.7 RT.	934.9
97+70 RT.	99+00 RT.	299.4
97+70 LT.	98+96.2 LT.	304.8
MATTIS AVENUE		
490+00 RT.	491+56 RT.	172.1
490+00 LT.	491+56 LT.	169.4
493+69 RT.	494+57 RT.	95.8
493+69 LT.	495+00 LT.	143.7
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT.	102+00 LT.	410.2
104+41 RT.	105+47 RT.	137.9
107+17 RT.	108+22.5 RT.	137.2
108+00 LT.	109+46 LT.	189.9
108+30.5 RT.	110+80 RT.	325.3
125+51 RT.	126+57 RT.	135.1
125+44 LT.	126+00 LT.	73.3
129+00 RT.	130+85 RT.	249.2
129+00 LT.	131+50 LT.	326.1
131+15 RT.	137+07 RT.	783.6
STORM SEWER OUTFALL		
2001+46 ℄	2002+10 ℄	113.8
TOTAL		8371

25200200
SUPPLEMENTAL WATERING

LOCATION	UNIT
CHAMPAIGN SECTION	
SOD AREAS	54.9
SEEDING, CLASS 1 (SPECIAL) AND CLASS 2 (SPECIAL) AREAS	958.3
SAVOY SECTION	
SOD AREAS	28.8
SEEDING, CLASS 1 (SPECIAL) AND CLASS 2 (SPECIAL) AREAS	609.8
TOTAL	1652

28101700
RIPRAP, SPECIAL

STATION	TO STATION	TON
CHAMPAIGN SECTION		
CURTIS ROAD		
97+50 LT.	98+25 LT.	272
PHINNEY BRANCH CHANNEL		
1032+40 ℄	1032+60 ℄	51
1043+40 ℄	1043+70 ℄	68
SAVOY SECTION		
CURTIS ROAD		
130+85 RT.	131+15 RT.	41
TOTAL		432

28200200
FILTER FABRIC

STATION	TO STATION	SQ YD
SAVOY SECTION		
STORM SEWER OUTFALL		
650+96.2 LT.	651+06.8 LT.	25
2001+18 ℄	2001+46 ℄	55
TOTAL		80

28500200
PRECAST BLOCK REVETMENT MAT

STATION	TO STATION	SQ YD
SAVOY SECTION		
STORM SEWER OUTFALL		
650+96.2 LT.	651+06.8 LT.	25
2001+18 ℄	2001+46 ℄	55
TOTAL		80

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

p:\c01401\plans\sheets\schedule.dgn
10/2/2008 9:43:34 AM

SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	15
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

30200650
PROCESSING MODIFIED SOIL 12"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
61+00 LT. & RT.	67+00 LT. & RT.	4157
76+00 LT. & RT.	82+50 LT. & RT.	4095
87+50 LT. & RT.	91+00 LT. & RT.	2434
MATTIS AVENUE		
488+50 LT. & RT.	491+50 LT. & RT.	1652
498+00 LT. & RT.	500+76 LT. & RT.	911
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-3916
SUBTOTAL CHAMPAIGN SECTION		9333
SAVOY SECTION		
CURTIS ROAD		
132+50 LT. & RT.	137+86 LT. & RT.	3911
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-1329
SUBTOTAL SAVOY SECTION		2582
TOTAL		11915

30201250
PROCESSING MODIFIED SOIL 24"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
67+00 LT. & RT.	76+00 LT. & RT.	6620
82+50 LT. & RT.	87+50 LT. & RT.	3827
91+00 LT. & RT.	98+96.2 LT. & RT.	6412
MATTIS AVENUE		
483+85 LT. & RT.	488+50 LT. & RT.	1845
491+50 LT. & RT.	498+00 LT. & RT.	4024
(OMISSION FOR INTERSECTION)		
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-3359
SUBTOTAL CHAMPAIGN SECTION		19369
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT. & RT.	132+50 LT. & RT.	23157
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-3933
SUBTOTAL SAVOY SECTION		19224
TOTAL		38593

30201500
LIME

STATION	TO STATION	TON
CHAMPAIGN SECTION		
CURTIS ROAD		
61+00 LT. & RT.	67+00 LT. & RT.	96
67+00 LT. & RT.	76+00 LT. & RT.	305
76+00 LT. & RT.	82+50 LT. & RT.	94
82+50 LT. & RT.	87+50 LT. & RT.	176
87+50 LT. & RT.	91+00 LT. & RT.	56
91+00 LT. & RT.	98+96.2 LT. & RT.	295
MATTIS AVENUE		
483+85 LT. & RT.	488+50 LT. & RT.	85
488+50 LT. & RT.	491+50 LT. & RT.	38
491+50 LT. & RT.	498+00 LT. & RT.	185
(OMISSION FOR INTERSECTION)		
498+00 LT. & RT.	500+76 LT. & RT.	21
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-245
SUBTOTAL CHAMPAIGN SECTION		1106
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT. & RT.	132+50 LT. & RT.	1065
132+50 LT. & RT.	137+86 LT. & RT.	90
DEDUCTION FOR SALVAGED AGGREGATE MATERIAL		-211
SUBTOTAL SAVOY SECTION		944
TOTAL		2050

31101200
SUB-BASE GRANULAR MATERIAL, TYPE B 4"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
63+00.0 LT.	84+65.5 LT.	2554
87+01.0 LT.	98+96.2 LT.	1404
63+00.0 RT.	84+65.5 RT.	2544
87+01.0 RT.	95+86.0 RT.	1040
97+67.5 RT.	98+96.2 RT.	148
MATTIS AVENUE		
483+85.0 LT.	490+90.0 LT.	582
493+79.0 LT.	500+76.0 LT.	632
483+85.0 RT.	491+50.0 RT.	640
494+36.0 RT.	500+76.0 RT.	577
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT.	131+91.0 LT.	3850
98+96.2 RT.	137+86.0 RT.	4535
TOTAL		18506

31200100
STABILIZED SUB-BASE 4"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
61+00 LT. & RT.	67+00 LT. & RT.	4157
67+00 LT. & RT.	76+00 LT. & RT.	6620
76+00 LT. & RT.	82+50 LT. & RT.	4095
82+50 LT. & RT.	87+50 LT. & RT.	3827
87+50 LT. & RT.	91+00 LT. & RT.	2434
91+00 LT. & RT.	98+96.2 LT. & RT.	6412
MATTIS AVENUE		
486+55 LT. & RT.	488+50 LT. & RT.	847
488+50 LT. & RT.	491+50 LT. & RT.	1652
491+50 LT. & RT.	498+00 LT. & RT.	4024
(OMISSION FOR INTERSECTION)		
498+00 LT. & RT.	499+76 LT. & RT.	605
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT. & RT.	132+50 LT. & RT.	23157
132+50 LT. & RT.	137+86 LT. & RT.	3911
TOTAL		61741

35101100
AGGREGATE BASE COURSE, TYPE A 12"

STATION	TO STATION	SQ YD
SAVOY SECTION		
CURTIS ROAD		
137+86.0 LT. & RT.	139+83.2 LT. & RT.	1740.4
139+84.0 LT.	800+60.9 LT.	516.0
146+75.1 LT.	146+84.9 LT.	4.4
147+96.0 LT.	148+04.0 LT.	3.9
139+83.0 RT.	799+40.0 LT.	1808.5
799+40.0 RT.	152+65.0 RT.	660.0
WESLEY AVENUE C.E.		14.4
PROSPECT AVENUE		
656+39.33 LT. & RT.	662+00.0 LT. & RT.	2994.9
TOTAL		7743

35102000
AGGREGATE BASE COURSE, TYPE B 8"

STATION	TO STATION	SQ YD
SAVOY SECTION		
PROSPECT AVENUE		
662+00.0 LT. & RT.	665+11.5 LT. & RT.	1123
TOTAL		1123

35300300
PORTLAND CEMENT CONCRETE BASE COURSE 8"

STATION	TO STATION	SQ YD
SAVOY SECTION		
CURTIS ROAD		
139+84.0 LT.	800+60.9 LT.	216
139+83.0 RT.	799+40.0 LT.	1508
799+52.0 RT.	152+65.0 RT.	375
TOTAL		2099

40200800
AGGREGATE SURFACE COURSE, TYPE B

LOCATION	TON
CHAMPAIGN SECTION (8" THICK)	
CURTIS ROAD	
75+88.0 RT. - F.E.	56.7
MATTIS AVENUE	
494+75.0 RT. - F.E.	47.5
SAVOY SECTION (8" THICK)	
CURTIS ROAD	
112+13.4 LT. - RELOCATED P.E.	355.8
112+13.4 RT. - F.E.	54.5
125+29.6 LT. - F.E.	40.1
125+29.6 RT. - F.E.	44.8
138+46.7 RT. - F.E.	79.6
TOTAL	679

40600100
BITUMINOUS MATERIALS (PRIME COAT)

STATION	TO STATION	GALLON
CHAMPAIGN SECTION (0.50 GAL/SQ YD)		
CURTIS ROAD		
63+00.0 LT.	84+65.5 LT.	1277.0
87+01.0 LT.	98+96.2 LT.	702.0
63+00.0 RT.	84+65.5 RT.	1272.0
87+01.0 RT.	95+86.0 RT.	520.5
97+67.5 RT.	98+96.2 RT.	74.0
MATTIS AVENUE		
483+85.0 LT.	490+90.0 LT.	291.0
493+79.0 LT.	500+76.0 LT.	316.0
483+85.0 RT.	491+50.0 RT.	320.0
494+36.0 RT.	500+76.0 RT.	288.5
SAVOY SECTION (0.10 GAL/SQ YD)		
CURTIS ROAD		
139+83.2 LT. & RT.	152+65.0 LT. & RT.	765.0
SAVOY SECTION (0.50 GAL/ SQ YD)		
CURTIS ROAD		
98+96.2 LT.	131+91.0 LT.	1925.0
98+96.2 RT.	137+86.0 RT.	2267.5
PROSPECT AVENUE		
662+00.0 LT. & RT.	665+11.5 LT. & RT.	562.0
TOTAL		10581

40600300
AGGREGATE (PRIME COAT)

STATION	TO STATION	TON
SAVOY SECTION		
CURTIS ROAD		
139+83.2 LT. & RT.	152+65.0 LT. & RT.	16
TOTAL		16

40600400
MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS

STATION	TO STATION	TON
SAVOY SECTION		
CURTIS ROAD		
139+83.2 LT. & RT.	152+65.0 LT. & RT.	2
TOTAL		2

40600845
POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

STATION	TO STATION	TON
SAVOY SECTION		
CURTIS ROAD		
146+46.7 LT. & RT.	151+00.0 LT. & RT.	81
TOTAL		81

40603085
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70

STATION	TO STATION	TON
CHAMPAIGN SECTION (6" THICK)		
MATTIS AVENUE		
483+85.0 LT. & RT.	486+55.0 LT. & RT.	309
499+76.0 LT. & RT.	500+76.0 LT. & RT.	136
SAVOY SECTION (3" THICK)		
PROSPECT AVENUE		
662+00.0 LT. & RT.	665+11.5 LT. & RT.	189
TOTAL		634

40603240
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90

STATION	TO STATION	TON
SAVOY SECTION		
CURTIS ROAD		
139+83.2 LT. & RT.	149+00.0 LT. & RT.	1337
TOTAL		1337

40603340
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

STATION	TO STATION	TON
CHAMPAIGN SECTION (2" THICK)		
MATTIS AVENUE		
483+85.0 LT. & RT.	486+55.0 LT. & RT.	115
499+76.0 LT. & RT.	500+76.0 LT. & RT.	35
CHAMPAIGN SECTION (THICKNESSES VARY)		
CURTIS ROAD		
TEMPORARY PAVEMENTS AT CURTIS ROAD AND MATTIS AVENUE INTERSECTION CONSTRUCTED DURING STAGE 3		150
SAVOY SECTION (2" THICK)		
PROSPECT AVENUE		
662+00.0 LT. & RT.	665+11.5 LT. & RT.	132
TOTAL		432

40603545
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90

STATION	TO STATION	TON
SAVOY SECTION (2" THICK)		
CURTIS ROAD		
139+83.2 LT. & RT.	152+65.0 LT. & RT.	856
TOTAL		856

42000301
PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
61+00.0 LT. & RT.	98+96.2 LT. & RT.	23993
MATTIS AVENUE		
486+55.0 LT. & RT.	492+31.99 LT. & RT.	3175
492+98.01 LT. & RT.	499+76.0 LT. & RT.	3396
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT. & RT.	139+83.2 LT. & RT.	24776
PROSPECT AVENUE		
656+39.33 LT. & RT.	662+00.0 LT. & RT.	2537
TOTAL		57877

42001300
PROTECTIVE COAT

LOCATION	SQ YD
CHAMPAIGN SECTION	
CURTIS ROAD & MATTIS AVENUE	
PCC PVT 8 JOINTED	30564
COMB CC&G TB6.12	751
COMB CC&G TB6.24	389
CONC MED TSB6.12	1117
CONC MED TSB6.24	36
SAVOY SECTION	
CURTIS ROAD & PROSPECT AVENUE	
PCC PVT 8 JOINTED	27313
CONC GUTTER TA MOD	113
COMB CC&G TB6.12	981
COMB CC&G TB6.18	18
COMB CC&G TB6.24	683
COMB CC&G TB6.24 SPL	652
CONC MED TSB6.12	1114
TOTAL	63731

42300200
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH

LOCATION	SQ YD
SAVOY SECTION	
PROSPECT AVENUE	
658+39.3 LT. - P.E.	52.9
659+32.0 LT. - P.E.	63.7
660+22.5 LT. - P.E.	24.0
661+42.5 LT. - P.E.	42.1
TOTAL	183

42300400
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH

LOCATION	SQ YD
CHAMPAIGN SECTION	
CURTIS ROAD	
72+23.0 LT. - C.E.	194.9
SAVOY SECTION	
CURTIS ROAD	
112+13.4 LT. - RELOCATED P.E.	126.9
134+89.7 LT. - C.E.	62.3
136+66.0 LT. - C.E.	6.1
142+65.4 RT. - C.E.	46.1
143+08.7 RT. - C.E.	49.5
149+35.5 RT. - C.E.	48.4
WESLEY AVENUE C.E.	142.6
TOTAL	677

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

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10/2/2008 9:43:34 AM

SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	16
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

42400300
PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH

STATION	TO STATION	SQ FT
CHAMPAIGN SECTION		
CURTIS RD., MATTIS AVE. & FREEDOM BLVD.		
61+00.00 LT.	63+00.00 LT.	1589.7
61+00.00 RT.	63+00.00 LT.	1609.8
84+26.19 LT.	493+31.00 LT.	890.8
493+31.00 RT.	87+39.81 LT.	1038.1
84+26.37 RT.	492+00.00 LT.	972.3
492+00.00 RT.	87+40.25 RT.	1112.8
95+50.00 RT.	699+44.50 LT.	559.6
699+44.50 RT.	98+96.20 RT.	962.1
SAVOY SECTION		
CURTIS RD., PROSPECT AVE., WESLEY AVE. & REGENCY DR.		
131+91.04 LT.	662+00.00 LT.	7943.9
658+50.00 RT.	800+78.10 LT.	7646.2
649+83.50 RT.	799+25.50 LT.	10933.8
799+56.00 RT.	146+98.70 RT.	243.0
WESLEY AVENUE C.E.		88.0
TOTAL		35590

42400800
DETECTABLE WARNINGS

LOCATION	SQ FT
CHAMPAIGN SECTION	
CURTIS ROAD/MATTIS AVENUE	
85+26.72 LT.	21.7
493+31.00 LT.	18.9
493+31.00 RT.	18.0
86+31.96 LT.	21.5
85+29.40 RT.	21.9
492+00.00 LT.	18.1
492+00.00 RT.	18.7
86+33.93 RT.	21.3
CURTIS ROAD/FREEDOM BOULEVARD	
699+44.50 LT.	13.2
699+44.50 RT.	13.7
SAVOY SECTION	
CURTIS ROAD/PROSPECT AVENUE	
137+94.00 LT.	18.3
656+69.00 LT.	19.6
656+69.00 RT.	18.8
138+99.00 LT.	21.5
138+99.00 RT.	16.0
655+62.88 RT.	23.1
CURTIS ROAD/REGENCY DRIVE	
146+09.00 LT.	10.5
800+45.00 LT.	20.4
CURTIS ROAD/WESLEY AVENUE	
146+09.00 RT.	10.5
799+56.00 LT.	20.5
799+56.00 RT.	10.1
146+76.00 RT.	12.7
TOTAL	389

44300200
STRIP REFLECTIVE CRACK CONTROL TREATMENT

STATION	TO STATION	FOOT
SAVOY SECTION		
CURTIS ROAD		
139+83.2 LT. & RT.	146+31.2 LT. & RT.	2592
146+31.2 LT. & RT.	152+65.0 LT. & RT.	1902
TOTAL		4494

48101200
AGGREGATE SHOULDERS, TYPE B

STATION	TO STATION	TON
SAVOY SECTION (5" THICK)		
PROSPECT AVENUE		
662+05.0 LT.	664+56.1 LT.	17.7
664+79.2 LT.	665+11.5 LT.	2.3
662+05.0 RT.	665+11.5 LT.	21.6
TOTAL		42

48203017
HOT-MIX ASPHALT SHOULDERS, 5"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
63+00.0 LT.	71+61.0 LT.	1005.5
72+85.0 LT.	84+65.5 LT.	1338.3
87+01.0 LT.	98+96.2 LT.	1354.1
63+00.0 RT.	75+43.0 RT.	1424.0
76+33.0 RT.	84+65.5 RT.	943.5
87+01.0 RT.	95+86.0 RT.	1003.1
97+67.5 RT.	98+96.2 RT.	145.4
MATTIS AVENUE		
483+55.0 LT.	490+90.0 LT.	553.1
493+79.0 LT.	500+76.0 LT.	602.9
483+55.0 RT.	491+50.0 RT.	608.2
495+20.0 RT.	500+76.0 RT.	473.9
SAVOY SECTION		
CURTIS ROAD		
98+96.2 LT.	111+67.0 LT.	1442.5
112+57.0 LT.	124+83.0 LT.	1392.0
125+73.0 LT.	131+91.0 LT.	720.3
98+96.2 RT.	111+69.0 RT.	1443.0
112+59.0 RT.	124+86.0 RT.	1390.8
125+76.0 RT.	137+86.0 RT.	1374.3
TOTAL		17215

48203029
HOT-MIX ASPHALT SHOULDERS, 8"

STATION	TO STATION	SQ YD
CHAMPAIGN SECTION		
CURTIS ROAD		
71+61.0 LT.	72+85.0 LT.	140.7
75+43.0 RT.	76+33.0 RT.	102.1
MATTIS AVENUE		
494+36.0 RT.	495+20.0 RT.	76.6
SAVOY SECTION		
CURTIS ROAD		
111+67.0 LT.	112+57.0 LT.	102.1
124+83.0 LT.	125+73.0 LT.	102.7
111+69.0 RT.	112+59.0 RT.	102.1
124+86.0 RT.	125+76.0 RT.	101.5
TOTAL		728

60100060
CONCRETE HEADWALL FOR PIPE DRAINS

LOCATION	EACH
CHAMPAIGN SECTION	
CURTIS ROAD	
68+70.0 LT.	1
68+70.0 RT.	1
78+90.0 LT.	1
78+90.0 RT.	1
82+55.0 LT.	1
82+55.0 RT.	1
93+50.0 LT.	1
93+50.0 RT.	1
SAVOY SECTION	
CURTIS ROAD	
100+35.0 LT.	1
100+35.0 RT.	1
105+00.0 LT.	1
105+00.0 RT.	1
120+25.0 LT.	1
120+25.0 RT.	1
122+15.0 LT.	1
122+15.0 RT.	1
TOTAL	16

60108100
PIPE UNDERDRAINS 4" (SPECIAL)

STATION	TO STATION	FOOT
CHAMPAIGN SECTION		
CURTIS ROAD		
63+76.4 LT.	68+70.0 LT.	550
63+76.2 LT.	68+70.0 RT.	548
75+38.5 RT.	82+55.0 LT.	820
75+38.5 RT.	82+55.0 RT.	826
88+96.0 RT.	93+50.0 LT.	509
88+96.0 RT.	93+50.0 RT.	515
SAVOY SECTION		
CURTIS ROAD		
100+35.0 LT.	108+92.5 LT.	968
100+35.0 RT.	108+92.5 LT.	960
115+29.0 RT.	122+15.0 LT.	780
115+29.0 RT.	122+15.0 RT.	787
128+79.0 RT.	130+96.0 LT.	217
128+79.0 RT.	130+96.0 RT.	217
131+04.0 LT.	135+50.0 LT.	459
131+04.0 RT.	135+27.0 RT.	472
TOTAL		8628

60600605
CONCRETE, TYPE B

STATION	TO STATION	FOOT
SAVOY SECTION		
CURTIS ROAD		
142+79.0 RT.	142+94.1 RT.	30.3
TOTAL		31

60602600
CONCRETE GUTTER, TYPE A (MODIFIED)

STATION	TO STATION	FOOT
SAVOY SECTION		
CURTIS ROAD		
109+55.00 LT.	111+87.30 LT.	232.3
110+85.00 RT.	111+89.35 RT.	104.4
TOTAL		337

60603800
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

STATION	TO STATION	FOOT
CHAMPAIGN SECTION		
CURTIS ROAD		
63+76.3 LT.	68+77.5 LT.	501.7
63+75.6 LT.	68+77.5 RT.	502.8
75+38.5 LT.	82+58.5 LT.	720.2
75+38.5 RT.	82+58.5 RT.	720.2
88+96.0 LT.	93+61.0 LT.	465.2
88+96.0 RT.	93+61.0 RT.	465.2
SAVOY SECTION		
CURTIS ROAD		
100+22.5 LT.	108+92.5 LT.	870.3
100+22.5 RT.	108+92.5 RT.	870.2
115+29.0 LT.	122+19.0 LT.	690.2
115+29.0 RT.	122+19.0 RT.	690.2
128+79.0 LT.	135+24.0 LT.	645.0
128+79.0 RT.	135+24.0 RT.	645.6
TOTAL		7787

60604400
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

STATION	TO STATION	FOOT
SAVOY SECTION		
CURTIS ROAD		
142+78.4 RT.	142+78.3 RT.	10.0
142+94.7 RT.	142+94.8 RT.	10.0
WESLEY AVENUE C.E.		42.0
TOTAL		62

60605000
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

STATION	TO STATION	FOOT
CHAMPAIGN SECTION		
CURTIS RD., MATTIS AVE., FREEDOM BLVD.		
61+00.0 LT.	62+80.0 LT.	179.1
61+00.0 RT.	62+80.0 RT.	180.9
84+80.5 LT.	493+79.0 LT.	116.1
493+79.0 RT.	86+86.0 LT.	130.3
84+80.5 RT.	491+50.0 LT.	125.6
491+50.0 RT.	86+86.0 RT.	124.6
95+86.0 RT.	698+73.0 LT.	134.2
698+96.5 RT.	98+30.0 RT.	173.9
SAVOY SECTION		
CURTIS RD. & PROSPECT AVE.		
131+86.0 LT.	662+05.0 LT.	1178.4
662+05.0 RT.	139+84.1 LT.	647.8
137+81.0 RT.	665+44.6 LT.	66.6
655+44.4 RT.	139+82.3 RT.	137.7
146+75.1 LT.	146+84.9 LT.	10.0
147+96.0 LT.	148+04.0 LT.	8.0
TOTAL		3214

60605400
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)

STATION	TO STATION	FOOT
SAVOY SECTION		
CURTIS RD., REGENCY DR. & WESLEY AVE.		
139+84.1 LT.	800+60.9 LT.	661.5
139+83.2 RT.	799+40.0 LT.	663.0
799+40.0 RT.	152+65.0 RT.	628.9
TOTAL		1954

60619600
CONCRETE MEDIAN, TYPE SB-6.12

STATION	TO STATION	SQ FT
CHAMPAIGN SECTION		
CURTIS ROAD		
63+67.5 LT.	63+76.1 LT.	53.2
68+77.5 LT. & RT.	71+62.5 LT.	1914.7
72+83.5 RT.	75+38.5 LT. & RT.	1769.1
82+58.5 LT. & RT.	85+20.0 LT.	1833.0
86+41.0 RT.	88+96.0 LT. & RT.	1758.5
93+61.0 LT. & RT.	96+16.5 LT.	1774.8
97+37.5 RT.	98+96.2 RT.	949.1
SAVOY SECTION		
CURTIS ROAD		
98+96.2 RT.	100+22.5 LT. & RT.	943.7
108+92.5 LT. & RT.	111+53.0 LT.	1814.7
112+74.0 RT.	115+29.0 LT. & RT.	1769.1
122+19.0 LT. & RT.	124+69.0 LT.	1713.8
125+90.0 RT.	128+79.0 LT. & RT.	1945.4
135+24.0 LT. & RT.	137+86.0 LT.	1838.9
TOTAL		20078

60620000
CONCRETE MEDIAN, TYPE SB-6.24

STATION	TO STATION	SQ FT
CHAMPAIGN SECTION		
CURTIS ROAD		
84+65.5 LT.	84+80.5 LT.	79.5
86+86.0 LT.	87+01.0 LT.	80.2
84+65.5 RT.	84+80.5 RT.	79.9
86+86.0 RT.	87+01.0 RT.	79.5
TOTAL		319

66700095
PERMANENT SURVEY MARKERS

LOCATION	EACH
CHAMPAIGN SECTION	
CURTIS ROAD	
85+81.46 RT.	1
SAVOY SECTION	
CURTIS ROAD	
112+13.79 RT.	1
138+46.53 LT.	1
TOTAL	3

X0301232
SURVEY MARKER VAULT

LOCATION	EACH
CHAMPAIGN SECTION	
CURTIS ROAD	
85+81.46 RT.	1
SAVOY SECTION	
CURTIS ROAD	
112+13.79 RT.	1
138+46.53 LT.	1
TOTAL	3

X0322630
CONCRETE ENCASEMENTS

LOCATION	EACH
CHAMPAIGN SECTION	
PHINNEY BRANCH CHANNEL	
1039+80 LT.	1
SAVOY SECTION	
CURTIS ROAD	
138+40 RT.	1
PROSPECT AVENUE	
650+63 RT.	1
TOTAL	3

X0932150
CURB AND GUTTER OUTLET, SPECIAL

STATION	TO STATION	EACH
CHAMPAIGN SECTION		
CURTIS ROAD		
62+80.0 LT.	63+00.0 LT.	1
62+80.0 RT.	63+00.0 RT.	1
TOTAL		2

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	17
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SCHEDULE OF QUANTITIES

Z0065900
SPECIAL DITCH CHECKS

LOCATION	EACH
CHAMPAIGN SECTION	
CURTIS ROAD	
88+92.5 RT.	1
SAVOY SECTION	
CURTIS ROAD	
105+51.0 RT.	1
108+26.5 RT.	1
TOTAL	3

SALVAGED AGGREGATE MATERIAL 8"

LOCATION	SQ YD
CHAMPAIGN SECTION	
TEMPORARY PAVEMENTS AT CURTIS ROAD AND MATTIS AVENUE INTERSECTION CONSTRUCTED DURING STAGE 3	350
TOTAL	350

NOTE : THIS MATERIAL MAY BE SUBSTITUTED FOR THE AGGREGATE BASE COURSE, TYPE B MATERIAL WITH THE APPROVAL OF THE ENGINEER.

SALVAGED AGGREGATE MATERIAL 12"

LOCATION	SQ YD
CHAMPAIGN SECTION	
LOCATIONS APPROVED BY THE ENGINEER	3916
SAVOY SECTION	
LOCATIONS APPROVED BY THE ENGINEER	1329
TOTAL	5245

NOTE : THIS MATERIAL MAY BE SUBSTITUTED FOR THE LIME MODIFIED SOIL 12" WITH THE APPROVAL OF THE ENGINEER.

SALVAGED AGGREGATE MATERIAL 24"

LOCATION	SQ YD
CHAMPAIGN SECTION	
LOCATIONS APPROVED BY THE ENGINEER	3359
SAVOY SECTION	
LOCATIONS APPROVED BY THE ENGINEER	3933
TOTAL	7292

NOTE : THIS MATERIAL MAY BE SUBSTITUTED FOR THE LIME MODIFIED SOIL 24" WITH THE APPROVAL OF THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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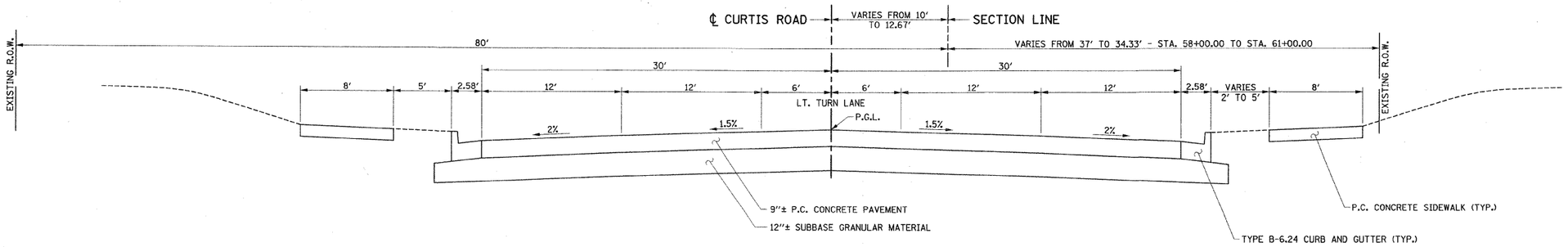
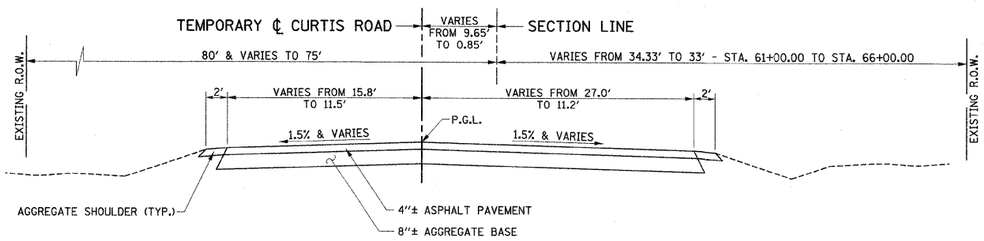
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	18
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



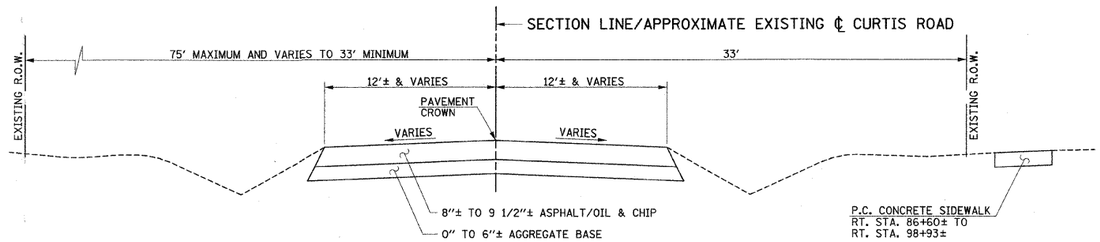
EXISTING TYPICAL CROSS SECTION
CURTIS ROAD
STA. 58+00 TO STA. 61+00

(TYPICAL SECTION SHOWN IS ALONG THE PROPOSED CENTERLINE OF CURTIS RD. AS CONSTRUCTED IN SECTION NO. 00-00374-00-PV)



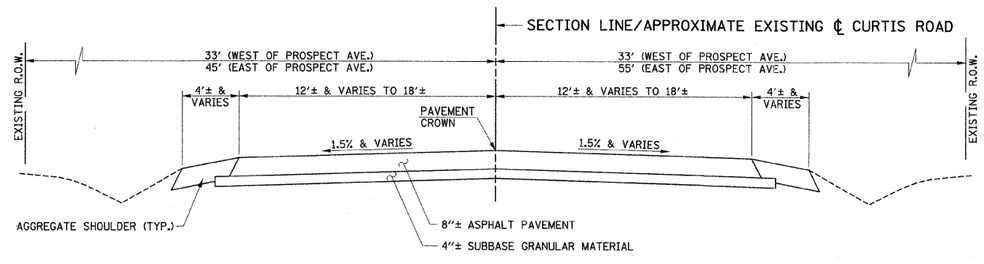
EXISTING TYPICAL CROSS SECTION
CURTIS ROAD
STA. 61+00 TO STA. 66+00

(TYPICAL SECTION SHOWN IS ALONG THE TEMPORARY CENTERLINE OF CURTIS RD. AS CONSTRUCTED IN SECTION NO. 00-00374-00-PV)



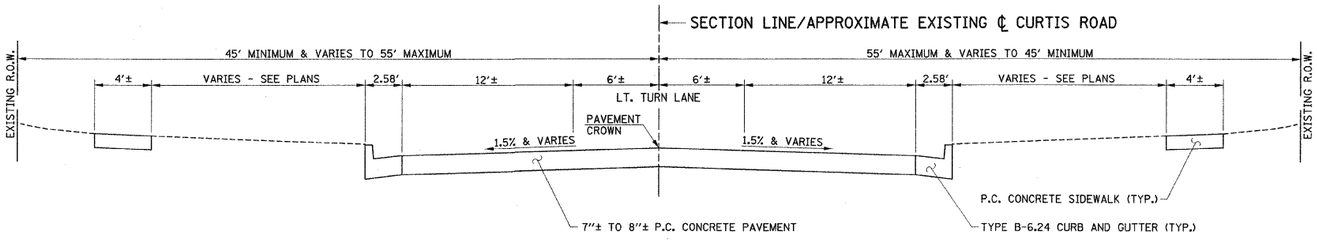
EXISTING TYPICAL CROSS SECTION
CURTIS ROAD
STA. 66+00 TO STA. 137+22

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING CURTIS RD.)



EXISTING TYPICAL CROSS SECTION
CURTIS ROAD
STA. 137+22 TO STA. 139+83.20

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING CURTIS RD.)



EXISTING TYPICAL CROSS SECTION
CURTIS ROAD
STA. 139+83.20 TO STA. 152+65

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING CURTIS RD.)

NOTE
THE EXISTING PAVEMENT TYPES AND THICKNESSES WERE TAKEN FROM EXISTING PLANS AND FROM PAVEMENT CORES AND REPRESENT THE BEST AVAILABLE INFORMATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN PAVEMENT TYPES OR THICKNESSES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS.

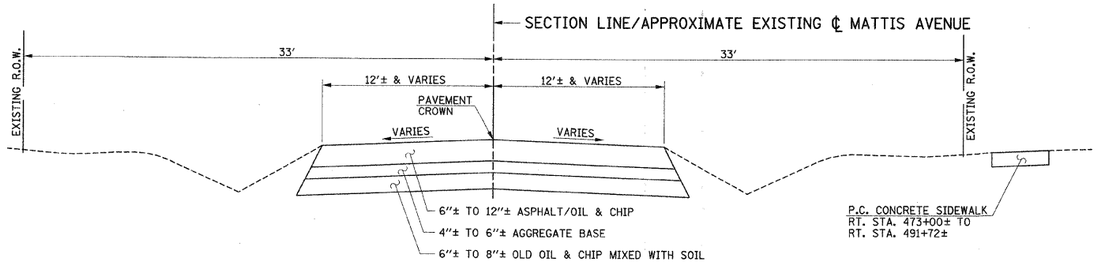
ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
CURTIS ROAD

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

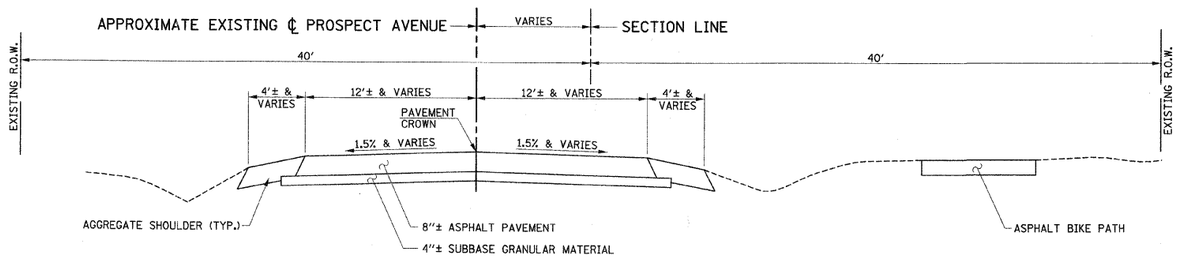
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	19
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



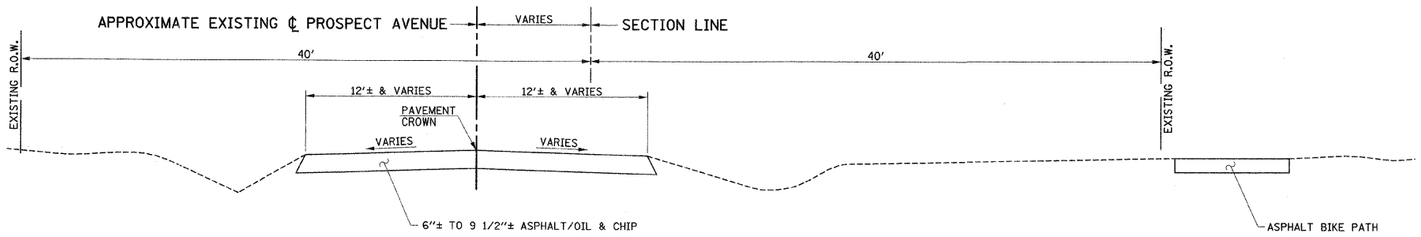
EXISTING TYPICAL CROSS SECTION
MATTIS AVENUE
STA. 483+85 TO STA. 500+76

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING MATTIS AVE.)



EXISTING TYPICAL CROSS SECTION
PROSPECT AVENUE
STA. 656+07 TO STA. 657+26

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING PROSPECT AVE.)



EXISTING TYPICAL CROSS SECTION
PROSPECT AVENUE
STA. 657+26 TO STA. 665+11.5

(TYPICAL SECTION SHOWN IS ALONG THE CENTERLINE OF EXISTING PROSPECT AVE.)

NOTE

THE EXISTING PAVEMENT TYPES AND THICKNESSES WERE TAKEN FROM EXISTING PLANS AND FROM PAVEMENT CORES AND REPRESENT THE BEST AVAILABLE INFORMATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN PAVEMENT TYPES OR THICKNESSES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS
MATTIS AVENUE AND
PROSPECT AVENUE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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PROPOSED TYPICAL SECTION NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	20
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

1. SEE INTERSECTION AND PAVEMENT JOINT DETAILS FOR LOCATIONS OF LONGITUDINAL AND TRANSVERSE JOINTS.

2. SEE PLAN AND PROFILE SHEETS AND HORIZONTAL ALIGNMENT AND CONTROL SHEETS FOR DETAILED LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS, RIGHT-OF-WAY LINES AND TEMPORARY CONSTRUCTION EASEMENTS. SEE CROSS SECTIONS FOR EXACT SIDE SLOPE RATIOS.

3. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.

4. THE P.C. CONCRETE BASE COURSE SHALL NOT BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE 8".

5. ALL SAWED TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE P.C. CONCRETE PAVEMENT MUST EXTEND THROUGH THE COMBINATION CONCRETE CURB AND GUTTER.

6. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS MAXIMUM IN THE P.C. CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER (STD. 420001). ALL DOWEL BARS 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE CONTRACTION JOINTS. THE DOWEL BARS SHALL BE 1 1/2" DIAMETER FOR THE 8" THICK PAVEMENTS.

7. TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE CONTRACTION JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINTING PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 15 FEET FROM A STAGE CONSTRUCTION LIMIT. THE CONSTRUCTION JOINTS THAT COINCIDE WITH CONTRACTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 1 1/2" DIAMETER, 18" LONG PLACED AT 12" SPACING'S AND CENTERED ACROSS THE JOINT. CONSTRUCTION JOINTS THAT COINCIDE WITH EXPANSION JOINTS SHALL BE DOWELED AS SHOWN ON STANDARD 420001.

8. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 420 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE TRANSVERSE CONSTRUCTION JOINTS, INCLUDING DRILLING AND GROUTING, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS CURB AND GUTTER AND/OR PAVEMENT PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001 EXCEPT THAT THE WIDTH OF THE EXPANSION JOINTS SHALL BE 1" MAXIMUM.

10. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 EPOXY COATED TIE BARS SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001. SEE THE PROPOSED TYPICAL SECTION KEY. WHERE THE PAVEMENT WIDTH IS 60 FEET OR GREATER ONE OF THE LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH NO. 6 EPOXY COATED SMOOTH DOWEL BARS 24" LONG AT 24" CENTERS TO PREVENT LONGITUDINAL CRACKING. SEE THE PAVEMENT JOINTING PLANS FOR ADDITIONAL INFORMATION.

11. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 12 FEET.

12. ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.

13. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.

14. THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED WITH REVERSE AND VARYING GUTTER FLAG SLOPES TO MATCH THE SLOPE OF ADJACENT PAVEMENT AT LOCATIONS SHOWN ON THE PLANS. THE COST OF CONSTRUCTING THE COMBINATION CONCRETE CURB AND GUTTER WITH REVERSE AND VARYING GUTTER FLAG SLOPES WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE VARIOUS TYPES OF COMBINATION CONCRETE CURB AND GUTTER.

15. THE COMBINATION CONCRETE CURB AND GUTTER ADJACENT TO THE NEW P.C. CONCRETE BASE COURSE AND HOT-MIX ASPHALT OVERLAY SHALL BE IN ACCORDANCE WITH STANDARD 606001 EXCEPT THAT IT SHALL BE CONSTRUCTED TO THE FULL THICKNESS OF THE PAVEMENT. THE COST OF THE CURB AND GUTTER, INCLUDING THE ADDITIONAL THICKNESS, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL).

16. SAWED CONTRACTION JOINTS 3" DEEP SHALL BE PLACED AT 15 FOOT CENTERS IN THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) AND THE JOINTS SHALL BE SEALED. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS.

17. THE PROPOSED CONCRETE MEDIANS SHALL BE TIED TO THE PAVEMENT WITH TIE BARS AS SHOWN ON THE TYPICAL SECTIONS. THE USE OF KEYED JOINTS WILL NOT BE ALLOWED.

18. THE STABILIZED SUBBASE MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 312 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ONLY HOT-MIX ASPHALT OR CEMENT AGGREGATE MIXTURE II WILL BE ALLOWED.

19. THE WIDTH OF MEASUREMENT FOR THE STABILIZED SUBBASE MATERIAL, THE AGGREGATE BASE COURSE OR THE LIME MODIFIED SOIL SHALL BE THE TOP WIDTH AS SHOWN IN THE TYPICAL SECTIONS.

20. THE PIPE UNDERDRAINS SHALL BE PERFORATED CORRUGATED POLYETHYLENE TUBING WITH A FABRIC ENVELOPE IN ACCORDANCE WITH ARTICLE 1040.04 OF THE STANDARD SPECIFICATIONS. THE UNDERDRAINS SHALL BE INSTALLED AS SHOWN ON STANDARD 601001 AND SHALL INCLUDE CLEANOUTS AS SHOWN ON THE DETAIL IN THE PLANS. THE BACKFILL MATERIAL SHALL BE CA-16 IN ACCORDANCE WITH CHECK SHEET NO. 19 "SPECIAL PROVISION FOR PIPE UNDERDRAINS". THE TRENCH WRAPPED WITH FABRIC ENVELOPE WILL NOT BE REQUIRED. THE UNDERDRAINS SHALL BE INSTALLED AFTER LIME MODIFIED SOIL WORK HAS BEEN COMPLETED. THE UNDERDRAINS SHALL BE OUTLET AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS.

21. THE EXISTING PAVEMENT AND AGGREGATE BASE BENEATH THE PROPOSED MEDIANS SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THE ENTIRE MEDIAN AREA SHALL BE FILLED WITH TOPSOIL. THE REMOVAL OF PAVEMENT WILL BE PAID FOR AS PAVEMENT REMOVAL AND THE REMOVAL OF THE AGGREGATE BASE WILL BE PAID FOR AS EARTH EXCAVATION. THE PLACEMENT OF TOPSOIL WILL BE PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT.

22. AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS THE EXISTING EARTH SHALL BE UNDERCUT AND REPLACED WITH SELECT EARTH MATERIAL AND COMPACTED TO THE DEPTHS SHOWN. THE EXCAVATION OF THESE AREAS SHALL BE PAID FOR AS EARTH EXCAVATION. THE SELECT EARTH FILL MATERIAL SHALL BE CONSIDERED AS EMBANKMENT AND WILL NOT BE PAID FOR SEPARATELY. THE EXCAVATED EARTH FROM THE UNDERCUT AREAS SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEYOND THE EDGES OF SHOULDERS OR BEHIND THE PROPOSED BACK OF CURBS.

23. THE EARTH SUBGRADE SHALL BE LIME MODIFIED TO THE DEPTHS AND LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS. FOR LIME MODIFIED SOILS 24" THICK AN ESTIMATED RATE OF 92 POUNDS OF LIME AND 10 GALLONS OF WATER PER SQUARE YARD SHALL BE USED. FOR LIME MODIFIED SOILS 12" THICK AN ESTIMATED RATE OF 46 POUNDS OF LIME AND 5 GALLONS OF WATER PER SQUARE YARD SHALL BE USED. THE RATE MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN SECTION 302 OF THE STANDARD SPECIFICATIONS. THE LIME MODIFIED SOIL 24" THICK SHALL BE PROCESSED IN TWO LIFTS 12" THICK. IN THE EARTHWORK CUT AREAS THIS MAY REQUIRE REMOVING AND STOCKPILING THE TOP LAYER OF SOIL SO THE BOTTOM 12" THICK LAYER CAN BE PROCESSED AND COMPACTED TO THE REQUIRED DENSITY. AFTER THE BOTTOM LIFT IS PROCESSED AND COMPACTED THE TOP LAYER OF SOIL SHALL THEN BE PLACED, PROCESSED AND COMPACTED. THE COST OF REMOVING, STOCKPILING AND REPLACING THE TOP LAYER OF SOIL AND FOR PROCESSING THE SOIL IN TWO LIFTS WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR LIME MODIFIED SOIL 24". IN CASE THE LIME MODIFIED SOIL CANNOT BE COMPACTED TO THE REQUIRED DENSITY, THE MODIFIED SOIL MATERIAL SHALL BE REMOVED AND REPLACED WITH COARSE AGGREGATE MATERIALS TO A DEPTH OF 24" AS SHOWN ON THE "SUBGRADE REMOVAL AND REPLACEMENT DETAIL" ON THIS SHEET. THE CONTRACTOR WILL BE PAID FOR THE LIME AND FOR PROCESSING THE MODIFIED SOIL, UNLESS THE ENGINEER DETERMINES THE REQUIREMENTS OF SECTION 302 OF THE STANDARD SPECIFICATIONS WERE NOT MET. THIS WORK SHALL BE AS DIRECTED BY THE ENGINEER. LIME MODIFICATION OF SOIL SHALL NOT BE DONE IN THE EARTH MEDIAN AREAS TO ALLOW FOR PLANTING OF LANDSCAPE MATERIALS.

24. THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED AS A SUBSTITUTE FOR AGGREGATE BASE COURSE, TEMPORARY PAVEMENTS, AGGREGATE FOR TEMPORARY ACCESS OR IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. WHERE THE SALVAGED MATERIAL IS USED IN PLACE OF LIME MODIFIED SOIL, THE MATERIAL SHALL BE PLACED 12 INCHES OR 24 INCHES THICK AND SHALL BE PLACED AND COMPACTED IN 6 INCH LIFTS IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTIONS 301 AND 311 OF THE STANDARD SPECIFICATIONS. THE MATERIAL SHALL BE PLACED AS THE TOP SUBGRADE LAYER DIRECTLY BELOW THE STABILIZED SUBBASE MATERIAL. ANY EXCESS OR UNSUITABLE MATERIALS DETERMINED NOT TO BE USABLE BY THE ENGINEER SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE PAVEMENT REMOVAL WILL BE MEASURED IN SQUARE YARDS IN ACCORDANCE WITH ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS AND WILL BE PAID FOR AS PAVEMENT REMOVAL (SPECIAL). THE PLACEMENT, GRADING, SHAPING AND COMPACTING OF THE SALVAGED MATERIAL SHALL BE MEASURED IN PLACE IN SQUARE YARDS AND WILL BE PAID FOR AS SALVAGED AGGREGATE MATERIAL 8", SALVAGED AGGREGATE MATERIAL 12" OR SALVAGED AGGREGATE MATERIAL 24". WHEN SALVAGED AGGREGATE MATERIAL IS USED IN PLACE OF LIME MODIFIED SOIL AN EQUAL QUANTITY OF PROCESSING LIME MODIFIED SOIL WILL BE DEDUCTED FROM THE CONTRACT QUANTITIES.

25. THE TOPSOIL SHALL BE REMOVED TO A DEPTH OF 12" WITHIN THE LIMITS OF ALL PROPOSED PAVED AREAS AS SHOWN ON THE CROSS SECTIONS AND SHALL BE STOCKPILED AND USED FOR TOPSOIL PLACEMENT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE EXCESS VOLUME OF TOPSOIL EXCAVATED AND NOT USED FOR TOPSOIL PLACEMENT SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEYOND THE EDGES OF SHOULDERS OR BEHIND THE PROPOSED BACK OF CURBS. TOPSOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER PAVEMENTS OR SIDEWALKS. THE EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT AND IS PLACED IN THE EMBANKMENT AREAS OR IS WASTE AND IS REMOVED AND DISPOSED OF OFF THE SITE WILL BE PAID FOR AS EARTH EXCAVATION. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.

26. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 6" OF AREAS TO BE SODDED OR SEEDED. THE CONTRACTOR SHALL STOCKPILE TOPSOIL FROM THE EXCAVATION OPERATIONS. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE VEGETATIVE SUSTAINING SOIL REQUIRED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE TOPSOIL STORAGE AREAS ARE SHOWN ON THE PLAN AND PROFILE SHEETS AND THE STROM WATER POLLUTION PREVENTION PLAN AND ARE AT THE NORTHEAST CORNER OF THE CURTIS ROAD AND MATTIS AVENUE INTERSECTION, AT STA. 111+50 LT., AT THE NORTHWEST CORNER OF THE CURTIS ROAD AND PROSPECT AVENUE INTERSECTION AND AT THE DETENTION BASIN/WETLAND SITE. THE TOPSOIL MAY ALSO BE STOCKPILED IN THE AREAS BETWEEN THE CONSTRUCTION LIMIT LINE AND R.O.W. LIMITS AS DIRECTED BY THE ENGINEER.

27. ALL EXPOSED EARTH AREAS SHALL BE SEEDED, FERTILIZED, AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. SEEDING, CLASS 1 (SPECIAL), SEEDING, CLASS 2 (SPECIAL), MULCH (SPECIAL), AND MULCH METHOD 2, PROCEDURE 2 SHALL BE USED AT THE LOCATIONS DESIGNATED IN THE SEEDING SCHEDULE. SUPPLEMENTAL WATERING AND MOWING SHALL BE DONE AS DESCRIBED IN THE SPECIAL PROVISIONS.

STRUCTURAL PAVEMENT DESIGN INFORMATION

CURTIS ROAD (NEW PCC PAVEMENT)

STRUCTURAL DESIGN TRAFFIC: YEAR 2029

PV = 15675 SU = 495 MU = 330

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 50% S = 50% M = 50%

TRAFFIC FACTOR: TF = 5.45

SUBGRADE SUPPORT RATING: SSR = "POOR"

MINIMUM STRUCTURAL DESIGN REQUIREMENTS:

P.C. CONCRETE PAVEMENT	= 8"
STABILIZED SUBBASE	= 4"
LIME MODIFIED SOIL	= 12" TO 24"

STRUCTURAL PAVEMENT DESIGN INFORMATION

CURTIS ROAD (HMA RESURFACING)

STRUCTURAL DESIGN TRAFFIC: YEAR 2029

PV = 15675 SU = 495 MU = 330

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 50% S = 50% M = 50%

TRAFFIC FACTOR: TF = 5.45

SUBGRADE SUPPORT RATING: SSR = "POOR"

MINIMUM STRUCTURAL DESIGN REQUIREMENTS:

HMA OVER EXISTING PCC PAVEMENT	= 4" MIN.
AGGREGATE BASE COURSE, TYPE A	= 12"

STRUCTURAL PAVEMENT DESIGN INFORMATION

MATTIS AVENUE

STRUCTURAL DESIGN TRAFFIC: YEAR 2019

PV = 9120 SU = 288 MU = 192

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 50% S = 50% M = 50%

TRAFFIC FACTOR: TF = 1.58

SUBGRADE SUPPORT RATING: SSR = "POOR"

MINIMUM STRUCTURAL DESIGN REQUIREMENTS:

P.C. CONCRETE PAVEMENT	= 8"
STABILIZED SUBBASE	= 4"
LIME MODIFIED SOIL	= 12" TO 24"

STRUCTURAL PAVEMENT DESIGN INFORMATION

PROSPECT AVENUE

STRUCTURAL DESIGN TRAFFIC: YEAR 2019

PV = 4655 SU = 147 MU = 98

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 50% S = 50% M = 50%

TRAFFIC FACTOR: TF = 0.81

SUBGRADE SUPPORT RATING: SSR = "POOR"

MINIMUM STRUCTURAL DESIGN REQUIREMENTS:

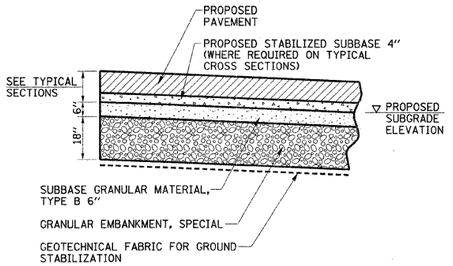
P.C. CONCRETE PAVEMENT	= 8"
AGGREGATE BASE COURSE, TYPE A	= 12"

HOT MIX ASPHALT MIXTURE REQUIREMENTS TABLE

LOCATION	Ⓢ CURTIS RD.	Ⓣ CURTIS RD.	Ⓤ CURTIS RD.	Ⓥ MATTIS AVE. & PROSPECT AVE.	Ⓦ MATTIS AVE. & PROSPECT AVE.	Ⓓ CURTIS RD. & MATTIS AVE.	Ⓧ ALL (SEE NOTE 2)	Ⓧ ALL	ALL
MIXTURE USE:	POLYMERIZED SURFACE	POLYMERIZED LEVELING BINDER	POLYMERIZED BINDER	SURFACE	BINDER	STABILIZED SUBBASE	SHOULDERS BOTTOM 3" LIFT	SHOULDERS TOP 2" LIFT	INCIDENTAL
AC/PG	SBS/SBR PG 70-22	SBS/SBR PG 70-22	SBS/SBR PG 70-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 58-22	PG 64-22
RAP % (MAX)	10	10	10	10	15	30	30	30	15
DESIGN AIR VOIDS	4.0% @ NDES = 90	4.0% @ NDES = 90	4.0% @ NDES = 90	4.0% @ NDES = 70	4.0% @ NDES = 70	2.0% @ NDES = 30	2.0% @ NDES = 30	4.0% @ NDES = 30	4.0% @ NDES = 70
MIXTURE COMPOSITION (GRADATION)	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0	OTHER	OTHER	IL 9.5 L	IL 9.5
FRICTION AGGREGATE	MIXTURE D	MIXTURE C	N/A	MIXTURE D	N/A	N/A	N/A	MIXTURE C	MIXTURE C

NOTE 1 : IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY HOT MIX ASPHALT MIXTURE, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE.

NOTE 2 : AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS WHERE ENTRANCES ARE ADJACENT TO THE SHOULDERS THE BOTTOM LIFT SHALL BE 6" THICK



NOTES:

1. THIS WORK SHALL BE CONSTRUCTED AT LOCATIONS AS DIRECTED BY THE ENGINEER. SEE NOTE 23 FOR ADDITIONAL INFORMATION.
2. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 210 OF THE STANDARD SPECIFICATIONS. THE GRANULAR EMBANKMENT, SPECIAL AND SUBBASE GRANULAR MATERIAL, TYPE B WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON. THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD. THE EARTH SUBGRADE REMOVAL WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

SUBGRADE REMOVAL AND REPLACEMENT DETAIL
(SEE NOTE 23)

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS NOTES AND TABLES

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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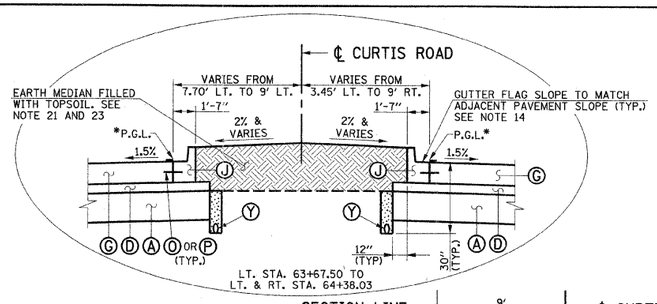
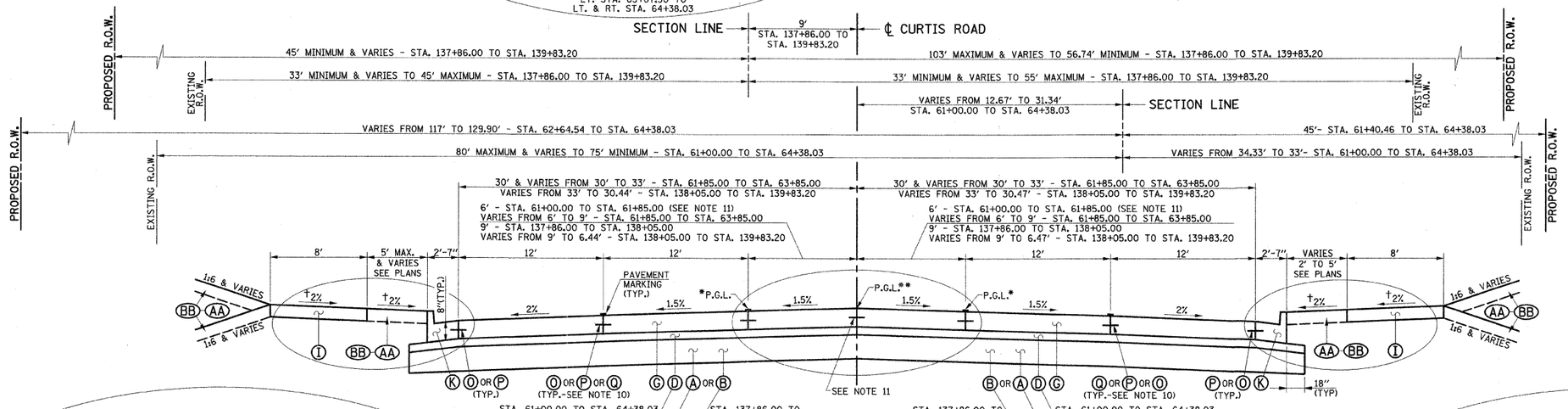
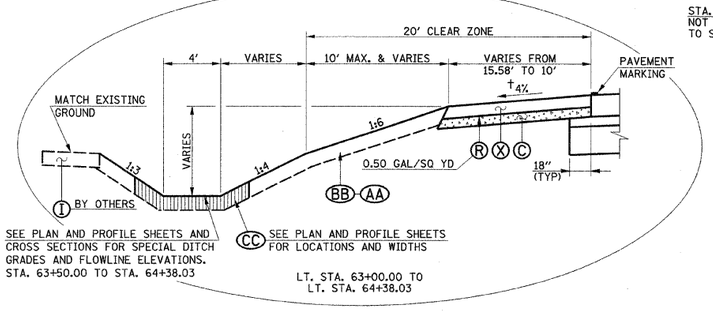
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	21
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368







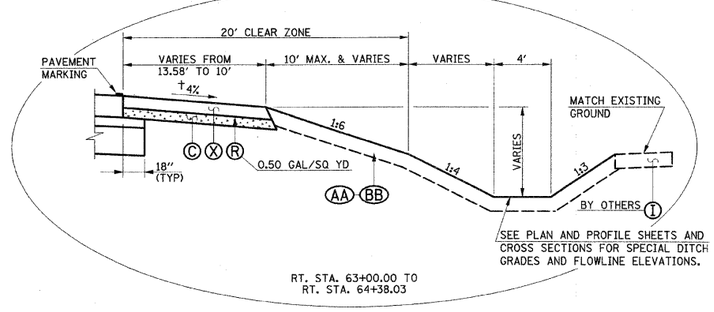
†TRANSITION SIDEWALK CROSS SLOPE FROM +2.0% AT STA. 62+50.00 TO -2.0% AT STA. 63+00.00 AND SHOULDER CROSS SLOPE FROM -2.0% AT STA. 63+00.00 TO -4.0% AT STA. 63+50.00. (TYPICAL BOTH SIDES)

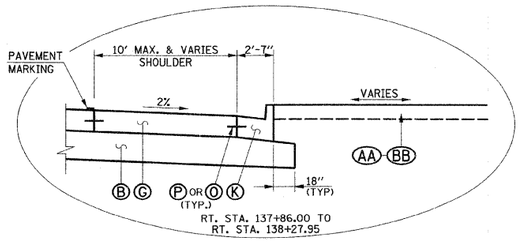
*PROFILE GRADE LINE 6' LT. AND RT. FROM STA. 61+00.00 TO STA. 61+85.00 AND TRANSITIONS FROM 6' LT. AND RT. AT STA. 61+85.00 TO 9' LT. AND RT. AT STA. 63+85.00 AND 9' LT. AND RT. FROM STA. 63+85.00 TO STA. 64+38.03

**PROFILE GRADE LINE AT CENTERLINE FROM STA. 137+86.00 TO STA. 139+83.20

PROPOSED TYPICAL CROSS SECTION
CURTIS ROAD

STA. 61+00.00 TO STA. 64+38.03
STA. 137+86.00 TO STA. 139+83.20





PROPOSED TYPICAL SECTION KEY

- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12"
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (D) STABILIZED SUBBASE 4"
- (E) AGGREGATE BASE COURSE, TYPE B 8"
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8"
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6"

PROPOSED TYPICAL SECTION KEY

- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY

- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5"
- (Y) PIPE UNDERDRAINS 4" (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6"
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

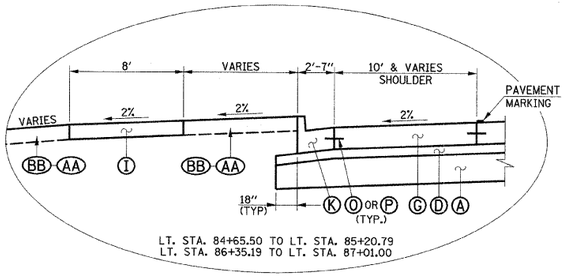
ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
CURTIS ROAD

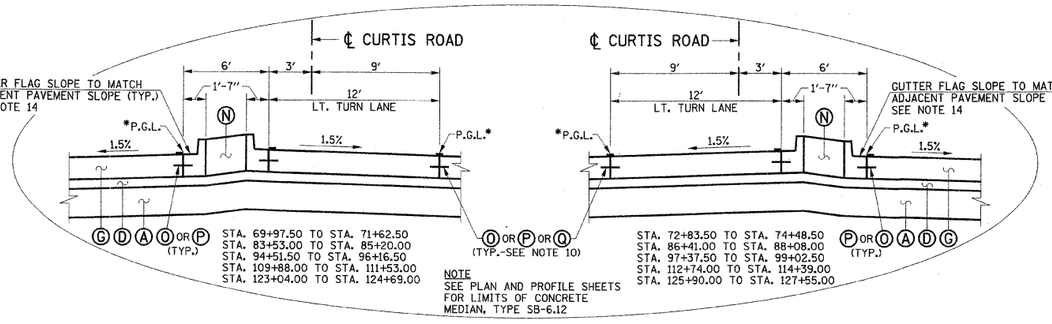
DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	22
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



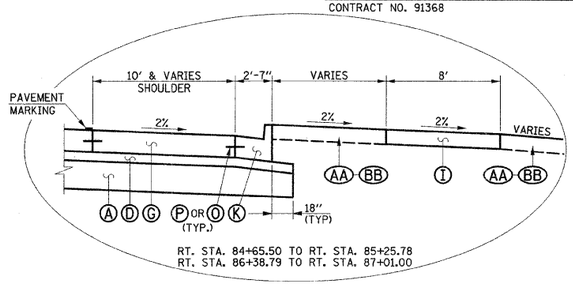
LT. STA. 84+65.50 TO LT. STA. 85+20.79
LT. STA. 86+35.19 TO LT. STA. 87+01.00



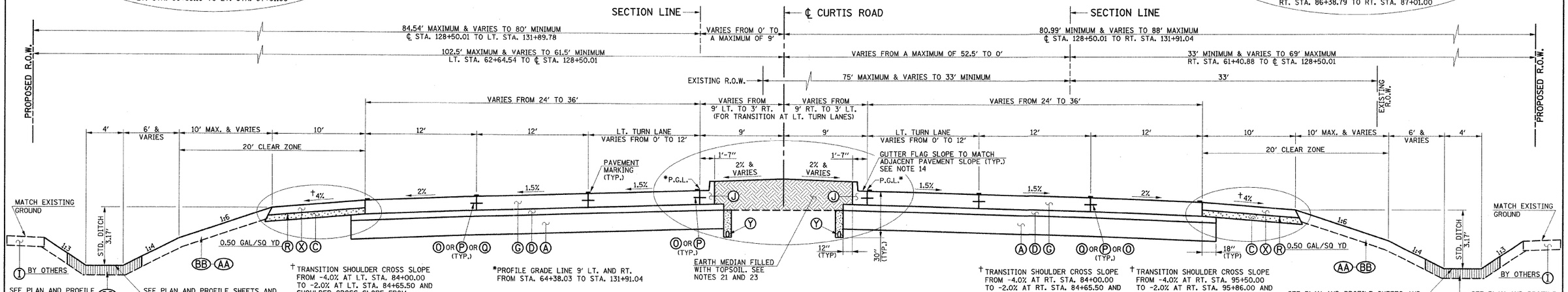
STA. 69+97.50 TO STA. 71+62.50
STA. 83+53.00 TO STA. 85+20.00
STA. 94+51.50 TO STA. 96+16.50
STA. 109+88.00 TO STA. 111+53.00
STA. 123+04.00 TO STA. 124+69.00

STA. 72+83.50 TO STA. 74+48.50
STA. 86+41.00 TO STA. 88+08.00
STA. 97+37.50 TO STA. 99+02.50
STA. 112+74.00 TO STA. 114+39.00
STA. 125+90.00 TO STA. 127+55.00

NOTE
SEE PLAN AND PROFILE SHEETS FOR LIMITS OF CONCRETE MEDIAN, TYPE SB-6.12



RT. STA. 84+65.50 TO RT. STA. 85+25.78
RT. STA. 86+38.79 TO RT. STA. 87+01.00



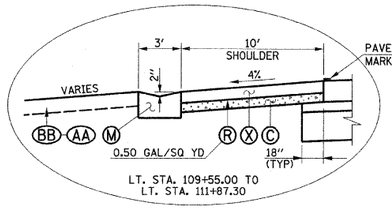
†TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT LT. STA. 84+00.00 TO -2.0% AT LT. STA. 84+65.50 AND SHOULDER CROSS SLOPE FROM -2.0% AT LT. STA. 87+01.00 TO -4.0% AT LT. STA. 87+50.00

†TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT LT. STA. 131+50.00 TO -2.0% AT LT. STA. 131+91.04

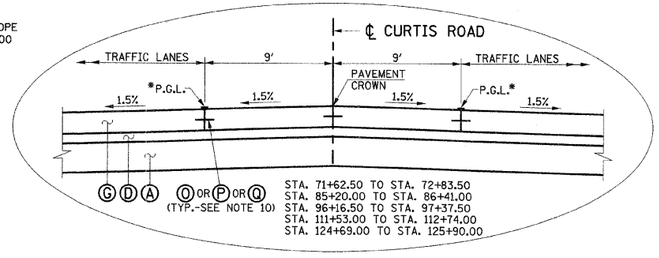
*PROFILE GRADE LINE 9' LT. AND RT. FROM STA. 64+38.03 TO STA. 131+91.04

†TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT RT. STA. 84+00.00 TO -2.0% AT RT. STA. 84+65.50 AND SHOULDER CROSS SLOPE FROM -2.0% AT RT. STA. 87+01.00 TO -4.0% AT RT. STA. 87+50.00

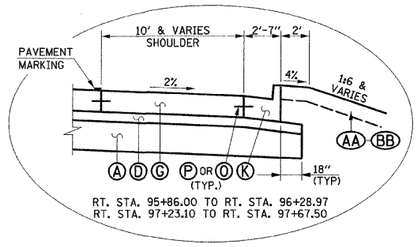
†TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT RT. STA. 95+50.00 TO -2.0% AT RT. STA. 95+86.00 AND SHOULDER CROSS SLOPE FROM -2.0% AT RT. STA. 98+30.00 TO -4.0% AT RT. STA. 98+75.00



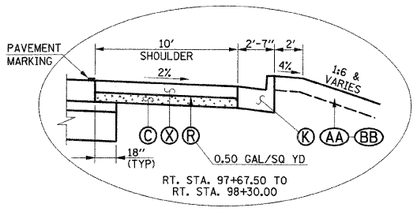
LT. STA. 109+55.00 TO
LT. STA. 111+87.30



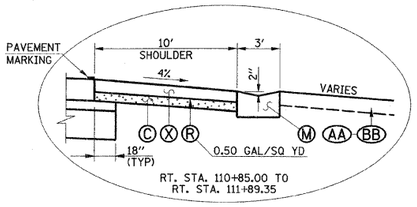
STA. 71+62.50 TO STA. 72+83.50
STA. 85+20.00 TO STA. 86+41.00
STA. 96+16.50 TO STA. 97+37.50
STA. 111+53.00 TO STA. 112+74.00
STA. 124+69.00 TO STA. 125+90.00



RT. STA. 95+86.00 TO RT. STA. 96+28.97
RT. STA. 97+23.10 TO RT. STA. 97+67.50



RT. STA. 97+67.50 TO
RT. STA. 98+30.00



RT. STA. 110+85.00 TO
RT. STA. 111+89.35

PROPOSED TYPICAL CROSS SECTION
CURTIS ROAD

STA. 64+38.03 TO STA. 131+91.04

PROPOSED TYPICAL SECTION KEY

- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12"
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (D) STABILIZED SUBBASE 4"
- (E) AGGREGATE BASE COURSE, TYPE B 8"
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8"
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6"

PROPOSED TYPICAL SECTION KEY

- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY

- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5"
- (Y) PIPE UNDERDRAINS 4" (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6"
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
CURTIS ROAD

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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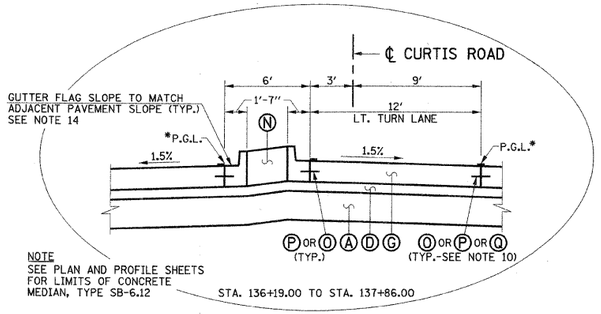
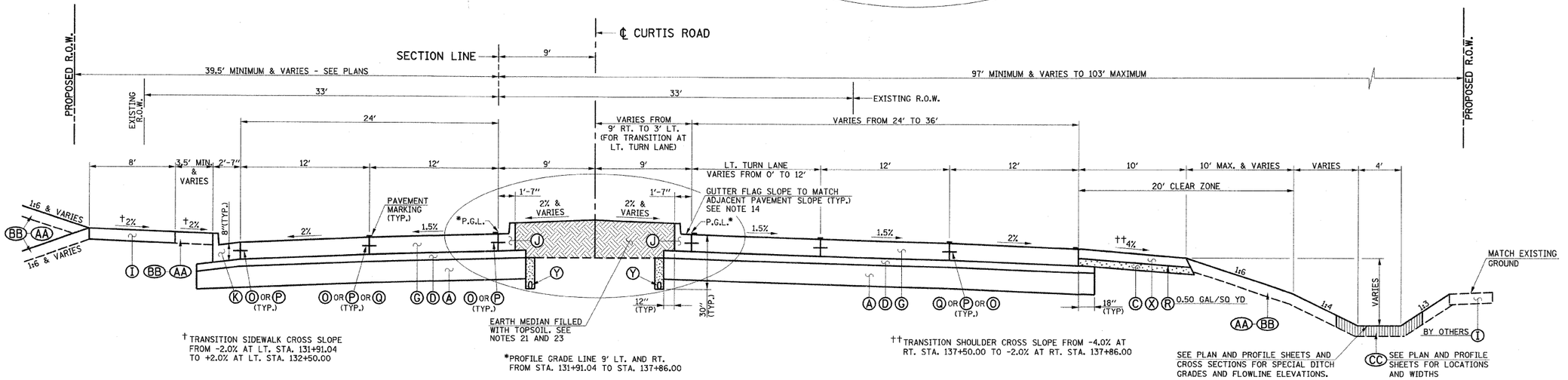
10/2/2008 8:50:36 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	23
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368





†TRANSITION SIDEWALK CROSS SLOPE FROM -2.0% AT LT. STA. 131+91.04 TO +2.0% AT LT. STA. 132+50.00

*PROFILE GRADE LINE 9′ LT. AND RT. FROM STA. 131+91.04 TO STA. 137+86.00

††TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT RT. STA. 137+50.00 TO -2.0% AT RT. STA. 137+86.00

PROPOSED TYPICAL CROSS SECTION CURTIS ROAD

STA. 131+91.04 TO STA. 137+86.00

PROPOSED TYPICAL SECTION KEY

- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12″
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4″
- (D) STABILIZED SUBBASE 4″
- (E) AGGREGATE BASE COURSE, TYPE B 8″
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8″ (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8″
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6″

PROPOSED TYPICAL SECTION KEY

- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 24″ CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24″ EPOXY COATED TIE BARS AT 24″ CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 30″ CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY

- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5″
- (Y) PIPE UNDERDRAINS 4″ (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6″
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS CURTIS ROAD

SCALE : NONE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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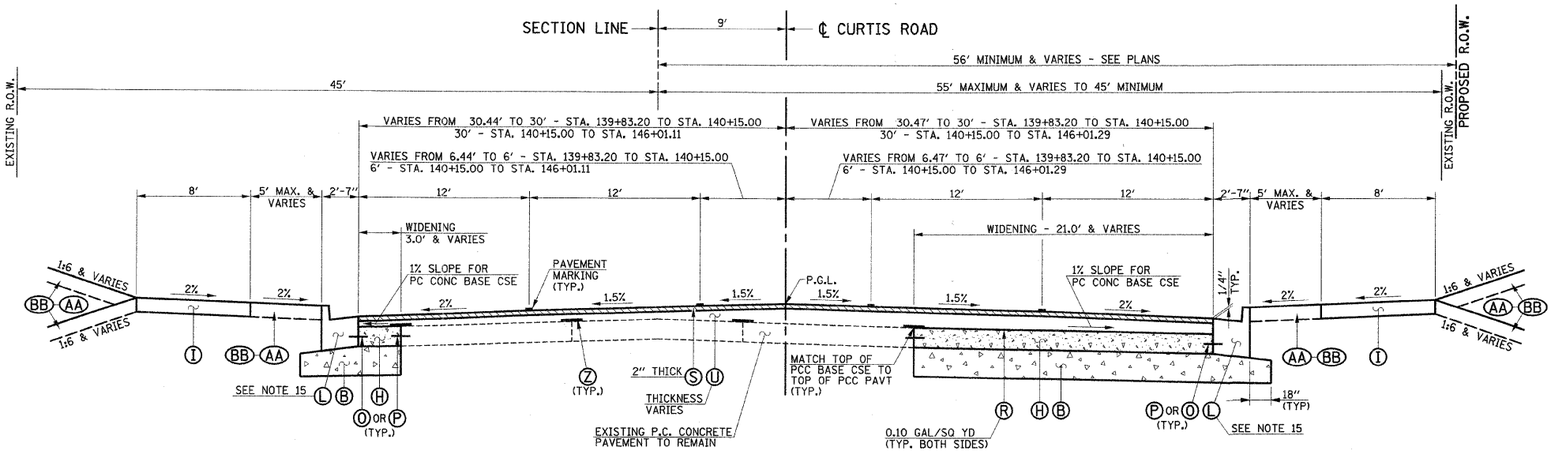
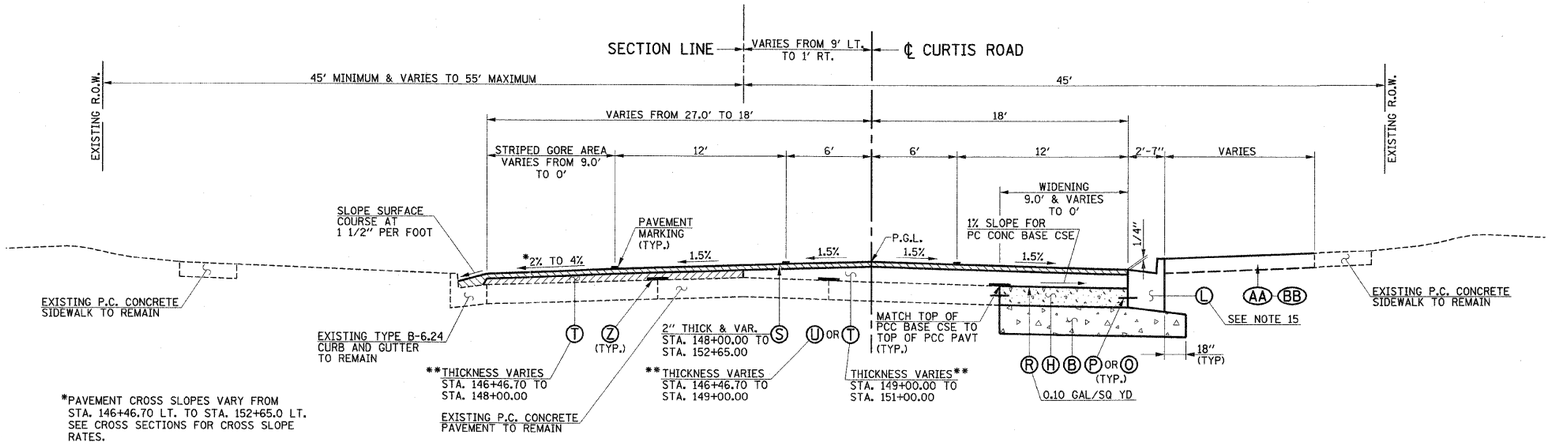
10/2/2008 8:50:36 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	24
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PROPOSED TYPICAL CROSS SECTION
CURTIS ROAD
STA. 139+83.20 TO STA. 146+46.70



*PAVEMENT CROSS SLOPES VARY FROM STA. 146+46.70 LT. TO STA. 152+65.0 LT. SEE CROSS SECTIONS FOR CROSS SLOPE RATES.

**LEVELING BINDER MATERIAL (T) SHALL BE PLACED IN AREAS WHERE THE LIFT THICKNESS IS LESS THAN 2 1/4". HOT-MIX ASPHALT BINDER COURSE MATERIAL (U) SHALL BE PLACED IN AREAS WHERE THE LIFT THICKNESS IS GREATER THAN 2 1/4". WITH THE APPROVAL OF THE ENGINEER LEVELING BINDER MAY BE PLACED IN AREAS WHERE THE LIFT THICKNESS IS GREATER THAN 2 1/4" AND IN THIS CASE ALL REQUIREMENTS OF ARTICLE 406.05(c) WILL APPLY INCLUDING THE REQUIREMENT THAT THE MAXIMUM LIFT THICKNESS WILL BE 2".

PROPOSED TYPICAL CROSS SECTION
CURTIS ROAD
STA. 146+46.70 TO STA. 152+65.00

PROPOSED TYPICAL SECTION KEY

(A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
(B) AGGREGATE BASE COURSE, TYPE A 12"
(C) SUBBASE GRANULAR MATERIAL, TYPE B 4"
(D) STABILIZED SUBBASE 4"
(E) AGGREGATE BASE COURSE, TYPE B 8"
(F) AGGREGATE SHOULDERS, TYPE B
(G) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
(H) PORTLAND CEMENT CONCRETE BASE COURSE 8"
(I) PORTLAND CEMENT CONCRETE SIDEWALK 6"

PROPOSED TYPICAL SECTION KEY

(J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
(K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
(L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
(M) CONCRETE GUTTER, TYPE A (MODIFIED)
(N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
(O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
(P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
(Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY

(R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
(S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
(T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
(U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
(V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
(W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
(X) HOT-MIX ASPHALT SHOULDERS, 5"
(Y) PIPE UNDERDRAINS 4" (SPECIAL) (SEE NOTE 20)
(Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
(AA) TOPSOIL 6"
(BB) SEEDING AND MULCH
(CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
CURTIS ROAD

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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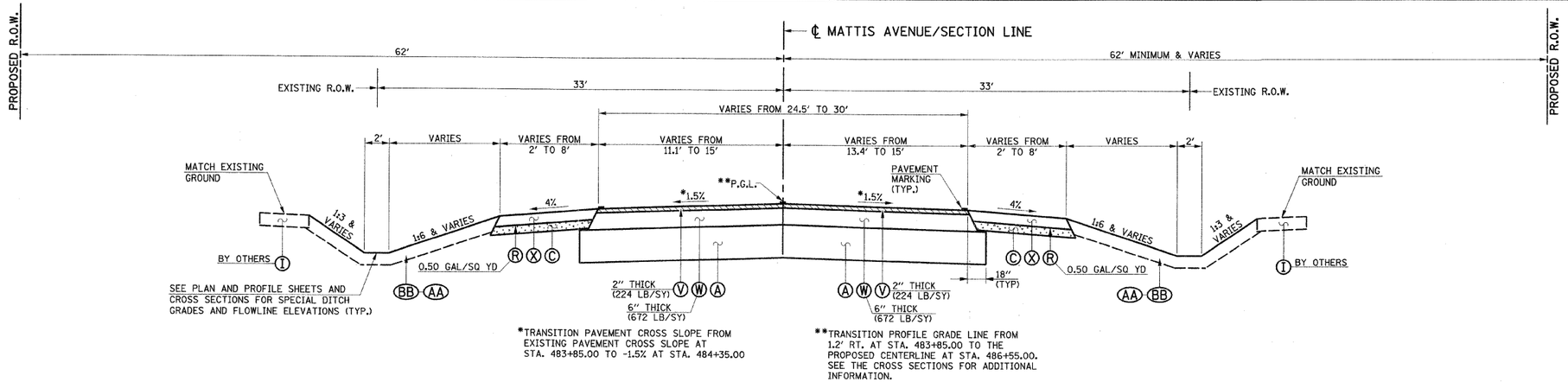
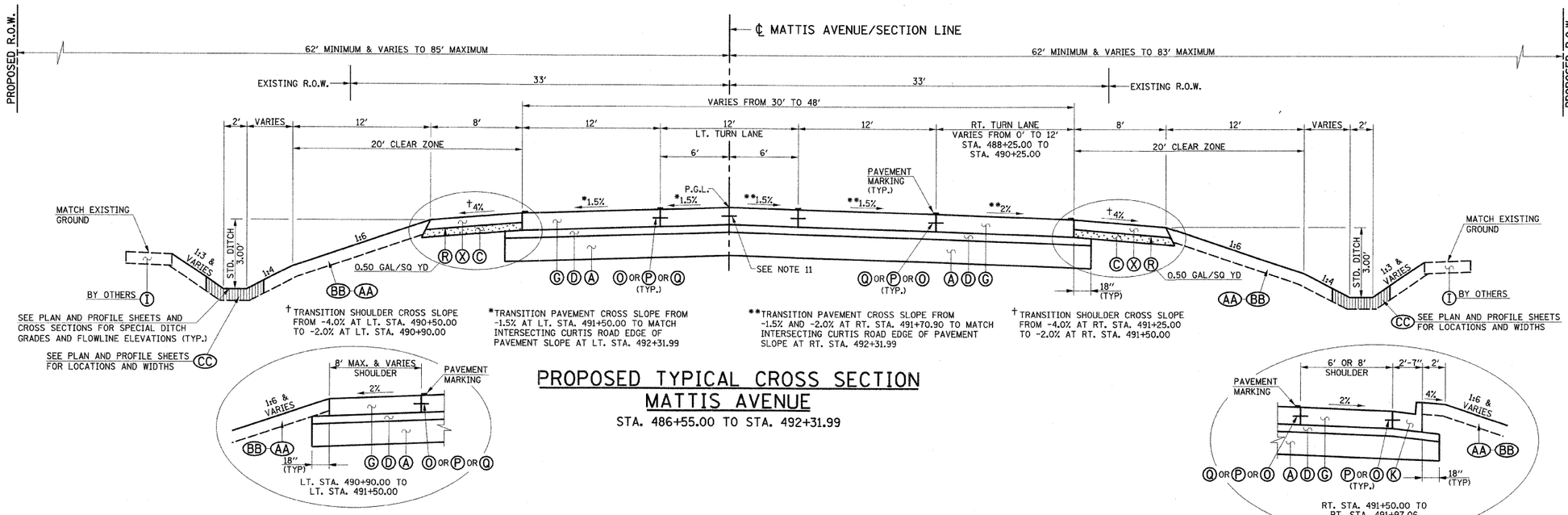
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	25
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PROPOSED TYPICAL CROSS SECTION
MATTIS AVENUE
STA. 483+85.00 TO STA. 486+55.00



PROPOSED TYPICAL CROSS SECTION
MATTIS AVENUE
STA. 486+55.00 TO STA. 492+31.99

PROPOSED TYPICAL SECTION KEY
- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12″
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4″
- (D) STABILIZED SUBBASE 4″
- (E) AGGREGATE BASE COURSE, TYPE B 8″
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8″ (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8″
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6″

PROPOSED TYPICAL SECTION KEY
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 24″ CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24″ EPOXY COATED TIE BARS AT 24″ CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 30″ CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY
- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5″
- (Y) PIPE UNDERDRAINS 4″ (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6″
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
MATTIS AVENUE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

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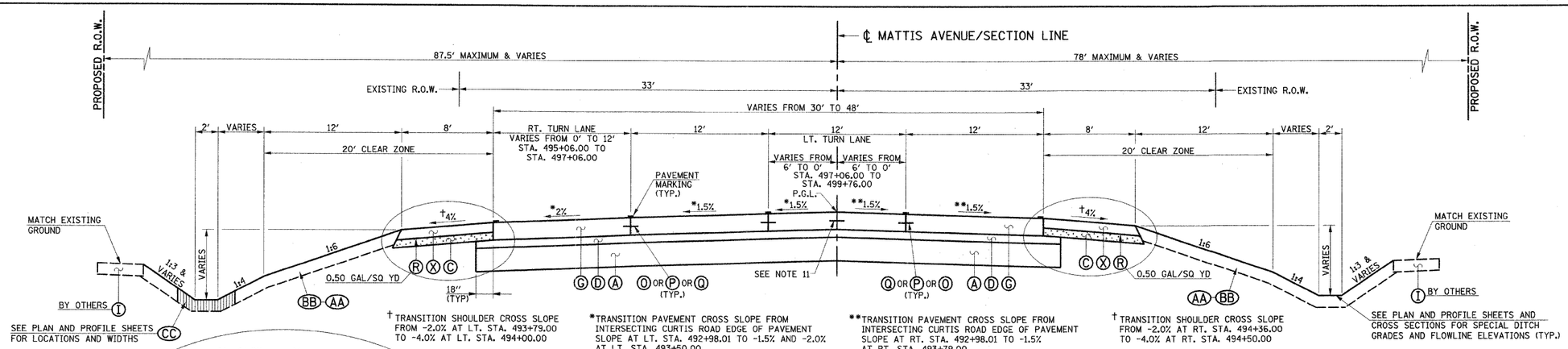
10/2/2008 8:50:37 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	26
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

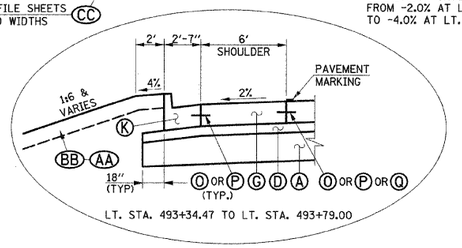


†TRANSITION SHOULDER CROSS SLOPE FROM -2.0% AT LT. STA. 493+79.00 TO -4.0% AT LT. STA. 494+00.00

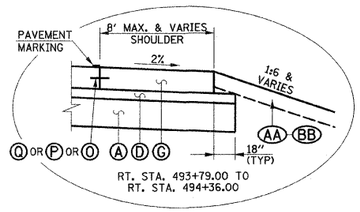
*TRANSITION PAVEMENT CROSS SLOPE FROM INTERSECTING CURTIS ROAD EDGE OF PAVEMENT SLOPE AT LT. STA. 492+98.01 TO -1.5% AND -2.0% AT LT. STA. 493+50.00

**TRANSITION PAVEMENT CROSS SLOPE FROM INTERSECTING CURTIS ROAD EDGE OF PAVEMENT SLOPE AT RT. STA. 492+98.01 TO -1.5% AT RT. STA. 493+79.00

†TRANSITION SHOULDER CROSS SLOPE FROM -2.0% AT RT. STA. 494+36.00 TO -4.0% AT RT. STA. 494+50.00



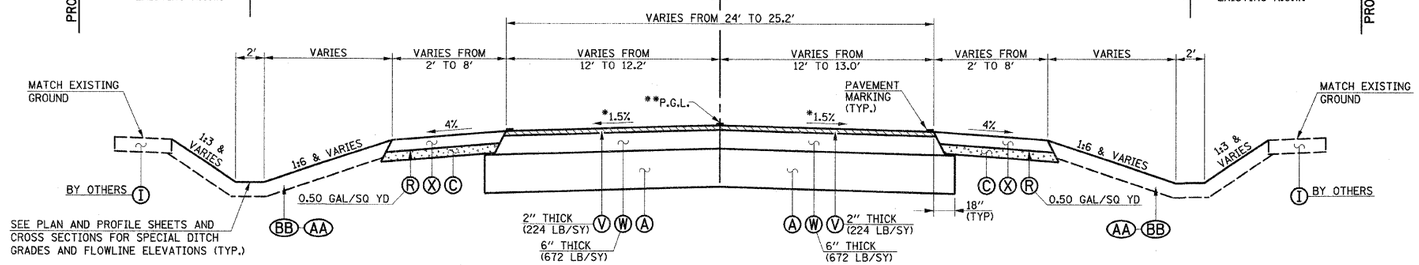
LT. STA. 493+34.47 TO LT. STA. 493+79.00



RT. STA. 493+79.00 TO RT. STA. 494+36.00

PROPOSED TYPICAL CROSS SECTION
MATTIS AVENUE

STA. 492+98.01 TO STA. 499+76.00



*TRANSITION PAVEMENT CROSS SLOPE FROM -1.5% AT STA. 500+00.00 TO MATCH EXISTING PAVEMENT CROSS SLOPE AT STA. 500+76.00

**TRANSITION PROFILE GRADE LINE FROM PROPOSED CENTERLINE AT STA. 499+76.00 TO 0.4′ RT. AT STA. 500+76.00. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

PROPOSED TYPICAL CROSS SECTION
MATTIS AVENUE

STA. 499+76.00 TO STA. 500+76.00

PROPOSED TYPICAL SECTION KEY

- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12″
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4″
- (D) STABILIZED SUBBASE 4″
- (E) AGGREGATE BASE COURSE, TYPE B 8″
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8″ (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8″
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6″

PROPOSED TYPICAL SECTION KEY

- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 24″ CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24″ EPOXY COATED TIE BARS AT 24″ CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30″ EPOXY COATED TIE BARS AT 30″ CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY

- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5″
- (Y) PIPE UNDERDRAINS 4″ (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6″
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

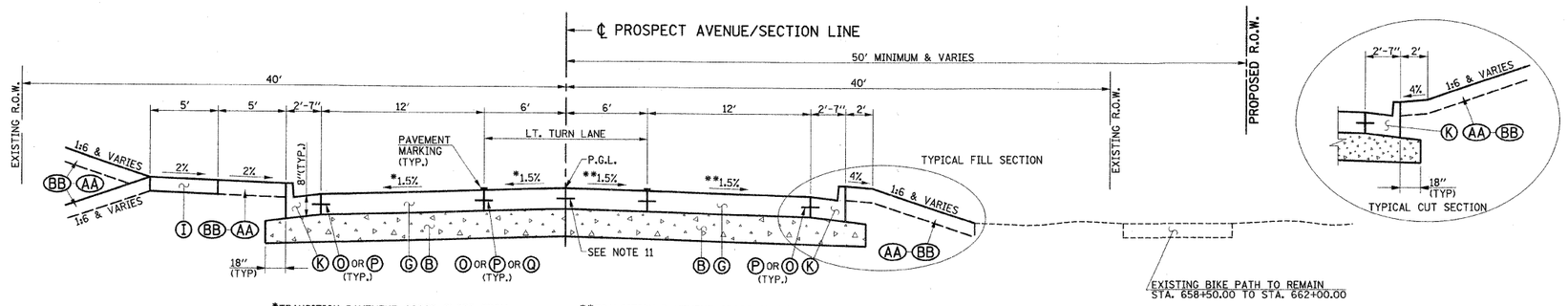
ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
MATTIS AVENUE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	27
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

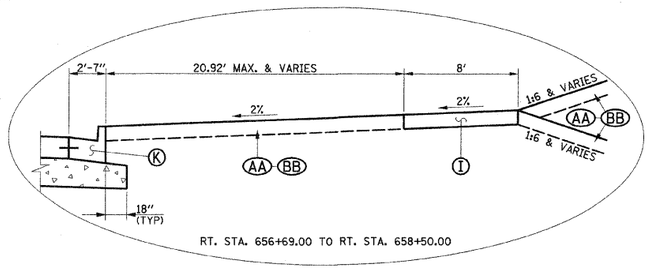


*TRANSITION PAVEMENT CROSS SLOPE FROM INTERSECTING CURTIS ROAD EDGE OF PAVEMENT SLOPE AT LT. STA. 656+39.33 TO -1.5% AT LT. STA. 657+01.35

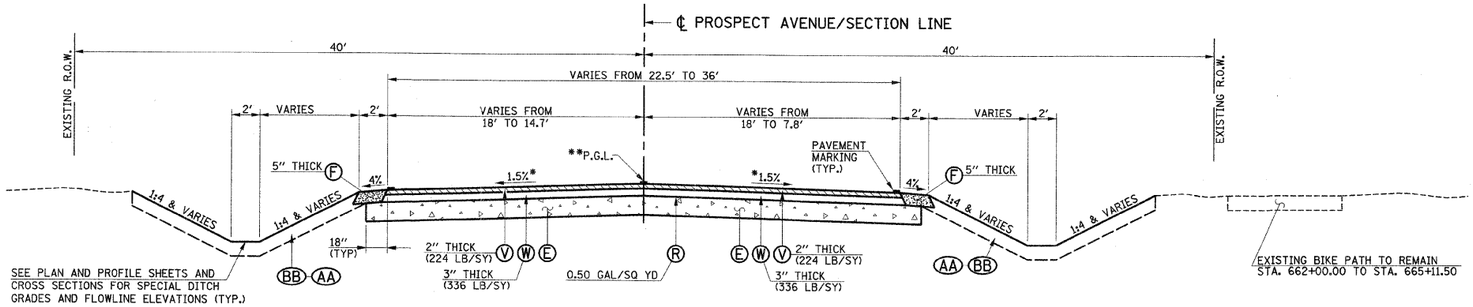
**TRANSITION PAVEMENT CROSS SLOPE FROM INTERSECTING CURTIS ROAD EDGE OF PAVEMENT SLOPE AT RT. STA. 656+39.33 TO -1.5% AT RT. STA. 657+06.00

TYPICAL CUT SECTION

PROPOSED TYPICAL CROSS SECTION
PROSPECT AVENUE
STA. 656+39.33 TO STA. 662+00.00



RT. STA. 656+69.00 TO RT. STA. 658+50.00



*TRANSITION PAVEMENT CROSS SLOPE FROM -1.5% AT STA. 664+50.00 TO MATCH EXISTING PAVEMENT CROSS SLOPE AT STA. 665+11.50

**TRANSITION PROFILE GRADE LINE FROM PROPOSED CENTERLINE AT STA. 662+00.00 TO 3.5' LT. AT STA. 665+11.50. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION.

PROPOSED TYPICAL CROSS SECTION
PROSPECT AVENUE
STA. 662+00.00 TO STA. 665+11.50

PROPOSED TYPICAL SECTION KEY
- (A) LIME MODIFIED SOIL (SEE NOTES 23 & 24)
- (B) AGGREGATE BASE COURSE, TYPE A 12"
- (C) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (D) STABILIZED SUBBASE 4"
- (E) AGGREGATE BASE COURSE, TYPE B 8"
- (F) AGGREGATE SHOULDERS, TYPE B
- (G) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (H) PORTLAND CEMENT CONCRETE BASE COURSE 8"
- (I) PORTLAND CEMENT CONCRETE SIDEWALK 6"

PROPOSED TYPICAL SECTION KEY
- (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (STD. 606001)
- (K) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (STD. 606001)
- (L) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (SEE NOTE 15)
- (M) CONCRETE GUTTER, TYPE A (MODIFIED)
- (N) CONCRETE MEDIAN, TYPE SB-6.12 (STD. 606301)
- (O) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
- (P) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (Q) SAWED LONGITUDINAL JOINT WITH NO. 6 X 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)

PROPOSED TYPICAL SECTION KEY
- (R) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICALS FOR APP. RATE
- (S) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- (T) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
- (U) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
- (V) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- (W) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- (X) HOT-MIX ASPHALT SHOULDERS, 5"
- (Y) PIPE UNDERDRAINS 4" (SPECIAL) (SEE NOTE 20)
- (Z) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (AA) TOPSOIL 6"
- (BB) SEEDING AND MULCH
- (CC) SODDING

SEE SHEET 20 FOR PROPOSED TYPICAL SECTION NOTES.

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
PROSPECT AVENUE

SCALE : NONE

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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10/2/2008 8:50:38 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	28
STA. 61+00.00	TO STA. 90+00.00			
STA. 414+30.00	500+76.00			
	ILLINOIS	F.A. PROJ. NO. RS-NPP-1805(001)		

CONTRACT NO. 91368

PROPOSED ℄
CURTIS RD.
CURVE DATA
P.I. STA. 61+84.04
Δ = 4°30'28"
D = 0°53'13"
T = 254.25'
R = 6460.00'
L = 508.24'
E = 5.00'
P.C. STA. 59+29.79
P.R.C. STA. 64+38.03
S.E. = NONE

PROPOSED ℄
CURTIS RD.
CURVE DATA
P.I. STA. 67+00.29
Δ = 4°38'59"
D = 0°53'13"
T = 262.27'
R = 6460.00'
L = 524.24'
E = 5.32'
P.R.C. STA. 64+38.03
P.T. STA. 69+62.27
S.E. = NONE

PROPOSED CENTERLINE CONTROL COORDINATE TABLE

LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM NORTHING	LOCAL GROUND SYSTEM EASTING
℄ CURTIS ROAD	P.O.L. 52+75.18	1,239,240.916	997,015.027
	P.C. 59+29.79	1,239,233.327	997,669.596
	P.I. 61+84.04	1,239,230.379	997,923.829
	P.R.C. 64+38.03	1,239,247.422	998,177.507
	P.I. 67+00.29	1,239,265.002	998,439.183
	P.T. 69+62.27	1,239,261.311	998,701.423
	℄-℄ INT. 85+80.33	1,239,238.544	1,000,319.323
℄ MATTIS AVENUE	P.O.L. 465+66.80	1,236,540.388	1,000,333.999
	P.O.L. 483+00.00	1,238,273.562	1,000,324.890
	P.O.L. 492+12.48	1,239,186.028	1,000,320.094
	℄-℄ INT. 492+65.00	1,239,238.544	1,000,319.323
	P.O.L. 502+00.00	1,240,173.443	1,000,305.602
	P.O.L. 518+50.08	1,241,823.343	1,000,281.386

PROPOSED R.O.W. STATIONS AND OFFSETS

1. 62+64.54, 97.64' LT.
2. 67+00.00, 102.91' LT.
3. 84+89.99, 97.50' LT.
4. 500+50.00, 45.00' LT.
5. 501+00.00, 45.00' LT.
6. 501+00.00, 33.00' LT.
7. 501+00.00, 33.00' RT.
8. 501+00.00, 45.00' RT.
9. 500+50.00, 45.00' RT.
10. 497+50.00, 60.00' RT.
11. 495+50.00, 60.00' LT.
12. 86+56.15, 102.49' LT.
13. 61+40.88, 47.00' RT.
14. 61+40.46, 58.99' RT.
15. 65+50.00, 84.52' RT.
16. 68+00.00, 83.49' RT.
17. 74+50.00, 85.50' RT.
18. 75+50.00, 97.50' RT.
19. 83+00.00, 97.50' RT.
20. 84+50.00, 105.50' RT.
21. 84+97.85, 105.50' RT.
22. 491+00.00, 70.00' LT.
23. 488+00.00, 62.00' LT.
24. 482+00.00, 62.00' LT.
25. 482+00.00, 70.00' LT.
26. 479+00.00, 70.00' LT.
27. 479+00.00, 62.00' LT.
28. 477+00.00, 62.00' LT.
29. 474+00.00, 45.00' LT.
30. 474+00.00, 33.00' LT.
31. 474+00.00, 33.00' RT.
32. 474+00.00, 45.00' RT.
33. 477+50.00, 60.00' RT.
34. 481+93.00, 60.00' RT.
35. 481+98.55, 80.00' RT.
36. 482+62.65, 72.00' RT.
37. 483+00.00, 72.00' RT.
38. 484+00.00, 62.00' RT.
39. 488+00.00, 62.00' RT.
40. 490+50.00, 83.00' RT.
41. 86+65.01, 97.51' RT.

TEMPORARY CONSTRUCTION EASEMENT STATIONS AND OFFSETS

201. 60+50.00, 47.00' RT.
202. 60+50.00, 57.00' RT.
203. 495+00.00, 64.89' RT.
204. 87+80.00, 239.34' LT.
205. 87+80.00, 102.49' LT.
206. NOT USED
207. NOT USED
208. NOT USED
209. NOT USED

P.O.L. STA. 518+50.08
E. 1/4 COR., SEC. 27, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M.

P.O.L. STA. 502+00.00
MAG NAIL SET

END IMPROVEMENTS
MATTIS AVENUE
STA. 500+76.00

N

0' 100' 200'
SCALE: 1" = 100'

PROPOSED ℄
MATTIS AVE./
SECTION LINE

PARCEL 040
ALEXANDER C. LO, TRUSTEE

500
N00°50'27"W
EAST LINE, SEC. 27, T.19N., R.8E.
WEST LINE, SEC. 26, T.19N., R.8E.
495

BEGIN PROJECT
BEGIN IMPROVEMENTS
CURTIS ROAD
STA. 61+00.00

EAST LINE, SW. 1/4, SEC. 27, T.19N., R.8E.
WEST LINE, SE. 1/4, SEC. 27, T.19N., R.8E.
WYNSTONE DR.

PARCEL 037
FIRST PRESBYTERIAN CHURCH OF CHAMPAIGN

PARCEL 038
BUSEY TRUST OF OPAL GILLILAND

PROPOSED ℄
CURTIS RD.

P.C. STA. 59+29.79
MAG NAIL SET

S89°20'09"E
10'
60 65 70 75 80 85
P.R.C. STA. 64+38.03
P.T. STA. 69+62.27
S89°11'38"E
52.5'
SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.
S89°36'44"E
SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

P.O.L. STA. 52+75.18
MAG NAIL SET

EAST LINE, NW. 1/4, SEC. 34, T.19N., R.8E.
WEST LINE, NE. 1/4, SEC. 34, T.19N., R.8E.

PARCEL 034
JOHN R. THOMPSON

PARCEL 057
BANKILLINOIS TRUST OF HALLBECK HOMES

STA. 85+80.33 (℄ CURTIS RD.) =
STA. 492+65.00 (℄ MATTIS AVE.)
MAG NAIL SET

PROPOSED ℄ MATTIS AVE./ SECTION LINE
88°21'10" 91°13'43"
PROPOSED ℄ CURTIS RD.
91°38'50" 88°46'17"
52.5'
88°21'10" 91°13'42"
SECTION LINE SECTION LINE
91°06'27" 89°18'41"
PROPOSED ℄ MATTIS AVE./ SECTION LINE

STA. 85+81.46, 52.51' RT. (CURTIS RD.)=
STA. 492+12.48, ℄ (MATTIS AVE.)
SW. COR., SEC. 26, T.19N., R.8E., 3RD P.M.
NW. COR., SEC. 35, T.19N., R.8E., 3RD P.M.

490
N00°18'04"W
EAST LINE, SEC. 34, T.19N., R.8E.
WEST LINE, SEC. 35, T.19N., R.8E.

PARCEL 045
LIBERTY ON THE LAKE, L.L.C.

PROPOSED ℄
MATTIS AVE./
SECTION LINE

MATCH LINE - STA. 485+00.00

MATCH LINE - STA. 90+00.00

N

PARCEL 034
JOHN R. THOMPSON

PARCEL 057
BANKILLINOIS TRUST OF HALLBECK HOMES

PROPOSED ℄
MATTIS AVE./
SECTION LINE

P.O.L. STA.
483+00.00
MAG NAIL SET

475
N00°18'04"W
EAST LINE, SEC. 34, T.19N., R.8E.
WEST LINE, SEC. 35, T.19N., R.8E.
480

P.O.L. STA. 465+66.80
E. 1/4 COR., SEC. 34, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 35, T.19N., R.8E., 3RD P.M.

PARCEL 045
LIBERTY ON THE LAKE, L.L.C.

CONGRESSIONAL WAY

MATCH LINE - STA. 485+00.00

BEGIN IMPROVEMENTS
MATTIS AVENUE
STA. 483+85.00

LEGEND
- SECTION LINE
- EXISTING R.O.W. LINE
- EXISTING PERMANENT EASEMENT LINE
- PROPERTY LINE
- PROPOSED R.O.W. LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

NOTE
BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=100'

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	29
STA. 90+00.00 1000+00.00	TO STA. 136+00.00 1005+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

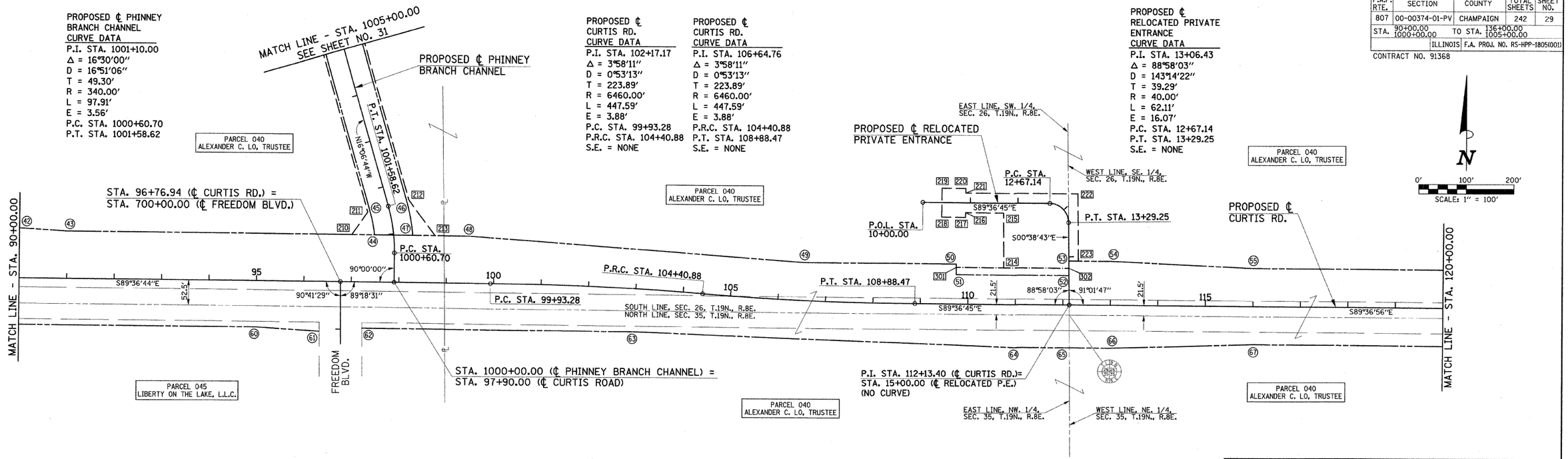
CONTRACT NO. 91368

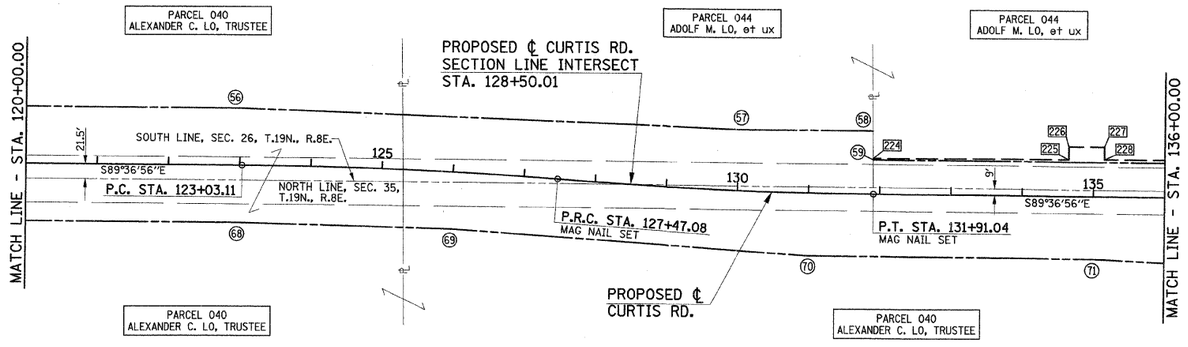
PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1001+10.00
Δ = 16°30'00"
D = 16°51'06"
T = 49.30'
R = 340.00'
L = 97.91'
E = 3.56'
P.C. STA. 1000+60.70
P.T. STA. 1001+58.62

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 102+17.17
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.C. STA. 99+93.28
P.R.C. STA. 104+40.88
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

PROPOSED ℄ RELOCATED PRIVATE ENTRANCE
CURVE DATA
P.I. STA. 13+06.43
Δ = 88°58'03"
D = 143°14'22"
T = 39.29'
R = 40.00'
L = 62.11'
E = 16.07'
P.C. STA. 12+67.14
P.T. STA. 13+29.25
S.E. = NONE





PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 125+25.18
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.C. STA. 123+03.11
P.R.C. STA. 127+47.08
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 129+69.15
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.R.C. STA. 127+47.08
P.T. STA. 131+91.04
S.E. = NONE

PROPOSED R.O.W. STATIONS AND OFFSETS

(42) 90+00.00, 102.49' LT.
(43) 91+00.00, 97.49' LT.
(44) 97+47.73, 97.50' LT.
(45) 1001+58.62, 40.00' LT.
(46) 1001+58.62, 40.00' RT.
(47) 98+28.21, 97.50' LT.
(48) 99+50.00, 97.50' LT.
(49) 106+50.00, 79.15' LT.
(50) 109+75.00, 83.50' LT.
(51) 109+75.00, 61.50' LT.
(52) 112+12.29, 61.50' LT.
(53) 112+11.75, 91.50' LT.
(54) 113+00.00, 91.50' LT.
(55) 116+00.00, 79.50' LT.
(56) 123+00.00, 79.50' LT.
(57) 130+00.00, 86.21' LT.
(58) 131+89.78, 89.00' LT.
(59) 131+90.46, 48.50' LT.
(60) 95+00.00, 97.50' RT.
(61) 96+33.20, 105.00' RT.
(62) 97+23.12, 97.50' RT.
(63) 103+00.00, 90.32' RT.
(64) 111+00.00, 90.50' RT.
(65) 112+14.77, 90.50' RT.
(66) 113+00.00, 90.50' RT.
(67) 116+00.00, 80.50' RT.
(68) 123+00.00, 80.50' RT.
(69) 126+00.00, 79.76' RT.
(70) 131+00.00, 88.65' RT.
(71) 135+00.00, 88.00' RT.

TEMPORARY CONSTRUCTION EASEMENT STATIONS AND OFFSETS

210 97+00.00, 97.50' LT.
211 1001+58.62, 45.00' LT.
212 1001+58.62, 45.00' RT.
213 98+75.00, 97.50' LT.
214 110+75.00, 76.50' LT.
215 110+73.19, 190.00' LT.
216 109+93.19, 190.00' LT.
217 109+93.19, 180.00' LT.
218 109+43.19, 180.00' LT.
219 109+43.19, 240.00' LT.
220 109+93.19, 240.00' LT.
221 109+93.19, 230.00' LT.
222 112+29.27, 230.00' LT.
223 112+31.76, 91.50' LT.
224 131+90.42, 50.50' LT.
225 134+65.00, 52.00' LT.
226 134+65.00, 70.00' LT.
227 135+15.00, 70.00' LT.
228 135+15.00, 52.50' LT.

PERMANENT EASEMENT STATIONS AND OFFSETS

301 109+75.00, 76.50' LT.
302 112+12.02, 76.50' LT.

PROPOSED CENTERLINE CONTROL COORDINATE TABLE

LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM NORTHING	LOCAL GROUND SYSTEM EASTING
℄ CURTIS ROAD	℄-℄ INT. 96+76.94	1,239,231.121	1,001,415.901
	℄-℄ INT. 97+90.00	1,239,230.355	1,001,528.962
	P.C. 99+93.28	1,239,228.979	1,001,732.240
	P.I. 102+17.17	1,239,227.465	1,001,956.121
	P.R.C. 104+40.88	1,239,210.455	1,002,179.360
	P.I. 106+64.76	1,239,193.445	1,002,402.600
	P.T. 108+88.47	1,239,191.931	1,002,626.481
	P.I. 112+13.40	1,239,189.734	1,002,951.406
	P.C. 123+03.11	1,239,182.422	1,004,041.087
	P.I. 125+25.18	1,239,180.932	1,004,263.154
	P.R.C. 127+47.08	1,239,164.195	1,004,484.594
	P.I. 129+69.15	1,239,147.459	1,004,706.033
	P.T. 131+91.04	1,239,145.969	1,004,928.100
℄ PHINNEY BRANCH CHANNEL	℄-℄ INT. 1000+00.00	1,239,230.355	1,001,528.962
	P.C. 1000+60.70	1,239,291.056	1,001,529.373
	P.I. 1001+10.00	1,239,340.353	1,001,529.707
	P.T. 1001+58.62	1,239,387.714	1,001,516.026
℄ RELOCATED PRIVATE ENTRANCE	P.O.L. 10+00.00	1,239,401.827	1,002,642.622
	P.C. 12+67.14	1,239,400.021	1,002,909.756
	P.I. 13+06.43	1,239,399.755	1,002,949.041
	P.T. 13+29.25	1,239,360.472	1,002,949.483
	℄-℄ INT. 15+00.00	1,239,189.734	1,002,951.406

LEGEND

- SECTION LINE
- EXISTING R.O.W. LINE
- EXISTING PERMANENT EASEMENT LINE
- PROPERTY LINE
- PROPOSED R.O.W. LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

NOTE
BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=100'

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	30
STA. 136+00.00 646+95.00	TO STA. 154+50.00 665+11.50			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

P.O.L. STA. 682+62.44
E. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 25, T.19N., R.8E., 3RD P.M.

P.O.L. STA. 666+00.00
MAG NAIL SET

END IMPROVEMENTS
PROSPECT AVENUE
STA. 665+11.50

EAST LINE, SEC. 26, T.19N., R.8E.

WEST LINE, SEC. 25, T.19N., R.8E.

PROPOSED ℄
PROSPECT AVE./
SECTION LINE

PARCEL 047
WILLIAM P. ABEL, et ux

PARCEL 048
LENFORD L. RUSSEL, et ux

PARCEL 049
GLENN D. ARCHER, et ux

PARCEL 050
VILLAGE OF SAVOY

PARCEL 044
ADOLF M. LO, et ux

PARCEL 051
THE CARLE FOUNDATION

665

660

N00°35'48"W

136+00.00

MATCH LINE - STA. 136+00.00

SOUTH LINE, SEC. 26, T.19N., R.8E.

S89°36'56"E

NORTH LINE, SEC. 35, T.19N., R.8E.

SEE DETAIL THIS SHEET

NORTH LINE, SEC. 36, T.19N., R.8E.

SOUTH LINE, SEC. 25, T.19N., R.8E.

S89°27'54"E

140

145

150

88°53'21"

91°06'39"

90°00'21"

89°59'39"

PROPOSED ℄
CURTIS RD.

PARCEL 052
JOHN E. CROSS, et ux

REGENCY DR.

WESLEY AVE.

P.C. STA. 148+07.00
MAG NAIL SET

P.R.C. STA. 150+32.78
MAG NAIL SET

P.T. STA. 152+60.15
MAG NAIL SET

P.O.L. STA. 154+00.00
MAG NAIL SET

PARCEL 053
PROSPECT POINT PARTNERS

PARCEL 054
PROSPECT POINT L.L.C.

PARCEL 056
PROSPECT POINT EAST L.L.C.

PARCEL 040
ALEXANDER C. LO, TRUSTEE

655

N00°27'33"W

XX

90°59'10"

89°00'50"

650

PROPOSED ℄ DETENTION
BASIN OUTFALL CHANNEL

P.O.L. STA. 2006+50.00
MAG NAIL SET

2005

S89°28'23"E

PARCEL 055
MAIN STREET BANK, TRUSTEE

PROPOSED ℄
PROSPECT AVE./
SECTION LINE

STA. 650+64.88 (℄ PROSPECT AVE.) =
STA. 2000+00.00 (℄ PROPOSED DETENTION
BASIN OUTFALL CHANNEL)
IRON PIN WITH CAP SET

EAST LINE, SEC. 35, T.19N., R.8E.

WEST LINE, SEC. 36, T.19N., R.8E.

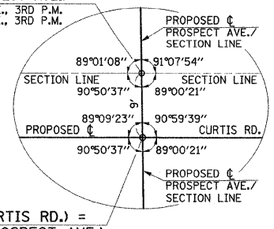
P.O.L. STA. 645+00.00
IRON PIN WITH CAP SET

P.O.L. STA. 629+71.76
E. 1/4 COR., SEC. 35, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 36, T.19N., R.8E., 3RD P.M.

STA. 146+46.70 (℄ CURTIS RD.) =
STA. 800+00.00 (℄ WESLEY AVE./REGENCY DR.)
MAG NAIL SET

END PROJECT
END IMPROVEMENTS
CURTIS ROAD
STA. 152+65.00

STA. 138+46.53, 9.00' LT. (CURTIS RD.)=
STA. 656+16.00, ℄ (PROSPECT AVE.)
SE. COR., SEC. 26, T.19N., R.8E., 3RD P.M.
NE. COR., SEC. 35, T.19N., R.8E., 3RD P.M.



STA. 138+46.67 (℄ CURTIS RD.) =
STA. 656+07.00 (℄ PROSPECT AVE.)
MAG NAIL SET

PROPOSED CURTIS RD. CURVE DATA
P.I. STA. 149+19.91
Δ = 2°31'45"
D = 1°07'13"
T = 112.91'
R = 5114.73'
L = 225.78'
E = 1.25'
P.C. STA. 148+07.00
P.R.C. STA. 150+32.78
S.E. = NONE

PROPOSED CURTIS RD. CURVE DATA
P.I. STA. 151+46.48
Δ = 2°31'45"
D = 1°06'45"
T = 113.70'
R = 5150.73'
L = 227.37'
E = 1.25'
P.R.C. STA. 150+32.78
P.T. STA. 152+60.15
S.E. = NONE

PROPOSED CENTERLINE CONTROL COORDINATE TABLE

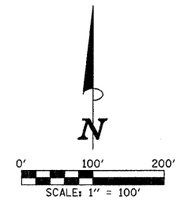
		LOCAL GROUND SYSTEM	
LOCATION	DESCRIPTION	NORTHING	EASTING
℄ CURTIS ROAD	℄-℄ INT. 138+46.67	1,239,141.569	1,005,583.708
	℄-℄ INT. 146+46.70	1,239,134.100	1,006,383.706
	P.C. 148+07.00	1,239,132.604	1,006,543.999
	P.I. 149+19.91	1,239,131.550	1,006,656.902
	P.R.C. 150+32.78	1,239,135.479	1,006,769.742
	P.I. 151+46.48	1,239,139.436	1,006,883.375
	P.T. 152+60.15	1,239,138.374	1,006,997.073
	P.O.L. 154+50.00	1,239,136.602	1,007,186.915
℄ PROSPECT AVENUE	P.O.L. 629+71.76	1,236,506.410	1,005,604.830
	P.O.L. 645+00.00	1,238,034.606	1,005,592.581
	℄-℄ INT. 650+64.88	1,238,599.468	1,005,588.053
	℄-℄ INT. 656+07.00	1,239,141.569	1,005,583.708
	P.O.L. 656+16.00	1,239,150.570	1,005,583.635
	P.O.L. 666+00.00	1,240,134.517	1,005,573.386
	P.O.L. 682+62.44	1,241,796.865	1,005,556.071
℄ DETENTION BASIN OUTFALL CHANNEL	℄-℄ INT. 2000+00.00	1,238,599.468	1,005,588.053
	P.O.L. 2006+50.00	1,238,593.490	1,006,238.025

PROPOSED R.O.W.
STATIONS AND OFFSETS

72 137+14.27, 48.50' LT.
73 137+55.00, 59.00' LT.
74 657+00.00, 40.00' LT.
75 657+40.00, 40.00' RT.
76 657+40.00, 50.00' RT.
77 656+90.00, 60.00' RT.
78 139+65.00, 54.00' LT.
79 146+05.00, 54.00' LT.
80 146+15.15, 77.00' LT.
81 136+50.00, 94.00' RT.
82 137+98.05, 94.00' RT.
83 655+03.58, 40.00' LT.
84 651+75.00, 40.00' LT.
85 651+75.00, 300.00' LT.
86 646+95.00, 300.00' LT.
87 646+95.00, ℄
88 2000+40.35, 20.00' RT.
89 2006+08.93, 20.00' RT.
90 2000+39.80, 20.00' LT.
91 2006+23.60, 20.00' LT.
92 139+60.51, 48.00' RT.
93 140+50.00, 47.00' RT.
94 145+75.00, 47.00' RT.
95 146+02.00, 50.00' RT.
96 146+13.72, 76.00' RT.

TEMPORARY CONSTRUCTION EASEMENT
STATIONS AND OFFSETS

229 136+57.08, 53.00' LT.
230 658+15.00, 40.00' LT.
231 658+15.00, 55.00' LT.
232 658+60.00, 55.00' LT.
233 658+60.00, 40.00' LT.
234 659+08.94, 55.00' LT.
235 659+60.00, 55.00' LT.
236 659+60.00, 45.00' LT.
237 660+58.68, 45.00' LT.
238 661+40.00, 40.00' LT.
239 661+40.00, 55.00' LT.
240 662+08.78, 55.00' LT.
241 658+60.00, 40.00' RT.
242 658+60.00, 60.00' RT.
243 657+40.99, 60.00' RT.
244 656+96.62, 68.87' RT.
245 139+57.44, 69.00' LT.
246 142+75.00, 69.00' LT.
247 142+75.00, 54.00' LT.
248 137+93.04, 94.00' RT.
249 651+75.00, 55.00' LT.
250 139+52.64, 56.00' RT.
251 142+30.00, 56.00' RT.
252 142+30.00, 66.00' RT.
253 143+50.00, 66.00' RT.
254 143+50.00, 56.00' RT.
255 146+00.00, 56.00' RT.
256 146+00.00, 80.00' RT.
257 146+13.72, 80.00' RT.
258 146+79.72, 51.00' RT.
259 146+94.83, 36.00' RT.
260 146+03.74, 196.00' RT.
261 145+43.74, 196.01' RT.
262 145+43.74, 236.01' RT.
263 146+03.74, 236.00' RT.



LEGEND

- SECTION LINE
- EXISTING R.O.W. LINE
- EXISTING PERMANENT EASEMENT LINE
- PROPERTY LINE
- PROPOSED R.O.W. LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

NOTE
BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT
LAYOUT AND CONTROL

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1"=100'

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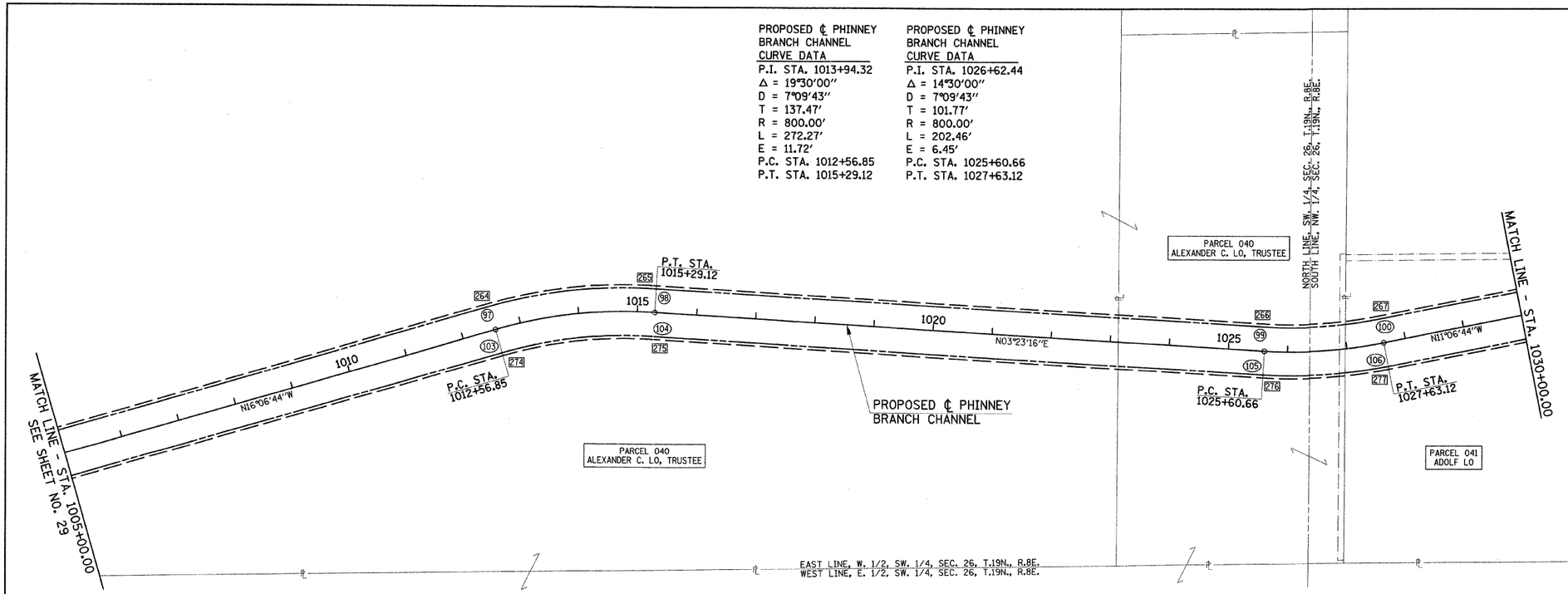
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	31
STA. 1005+00.00	TO STA. 1054+02.53			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1013+94.32
Δ = 19°30'00"
D = 7°09'43"
T = 137.47'
R = 800.00'
L = 272.27'
E = 11.72'
P.C. STA. 1012+56.85
P.T. STA. 1015+29.12

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1026+62.44
Δ = 14°30'00"
D = 7°09'43"
T = 101.77'
R = 800.00'
L = 202.46'
E = 6.45'
P.C. STA. 1025+60.66
P.T. STA. 1027+63.12



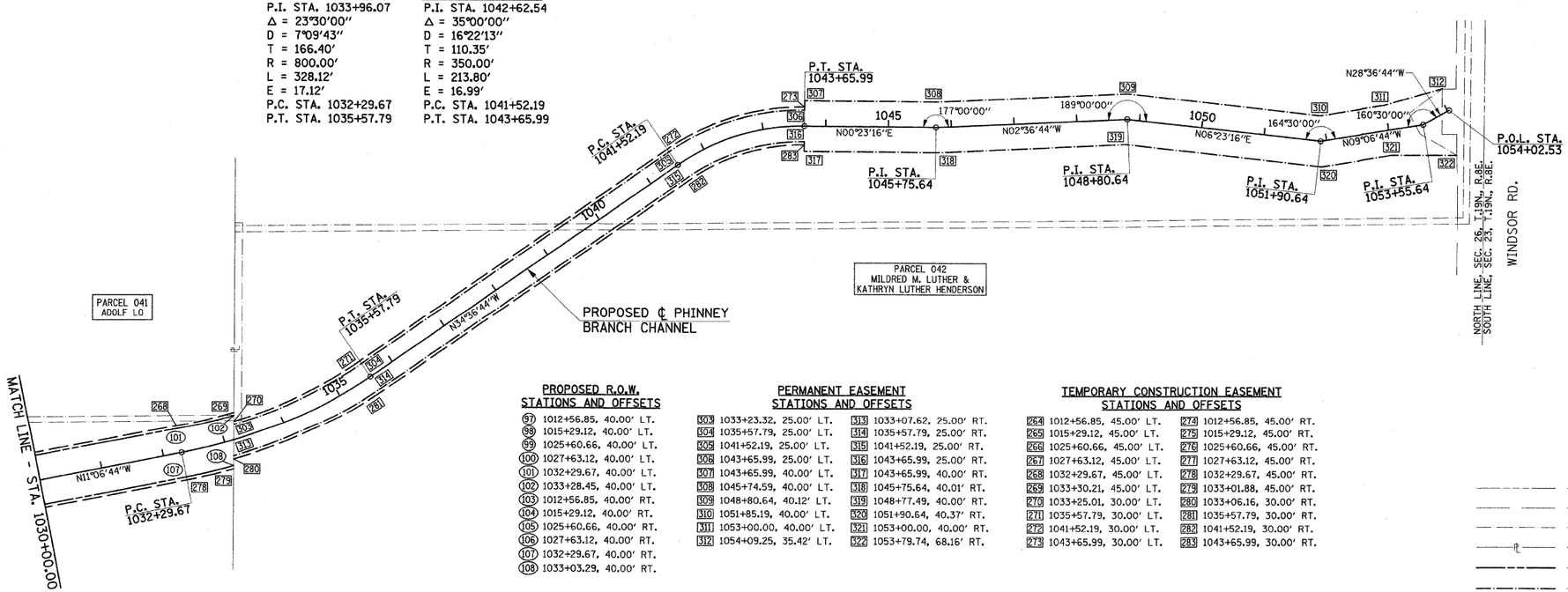
N

0' 100' 200'

SCALE: 1" = 100'

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1033+96.07
Δ = 23°30'00"
D = 7°09'43"
T = 166.40'
R = 800.00'
L = 328.12'
E = 17.12'
P.C. STA. 1032+29.67
P.T. STA. 1035+57.79

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1042+62.54
Δ = 35°00'00"
D = 16°22'13"
T = 110.35'
R = 350.00'
L = 213.80'
E = 16.99'
P.C. STA. 1041+52.19
P.T. STA. 1043+65.99



PROPOSED CENTERLINE CONTROL COORDINATE TABLE			
		LOCAL GROUND SYSTEM	
LOCATION	DESCRIPTION	NORTHING	EASTING
℄ PHINNEY BRANCH CHANNEL	P.C. 1012+56.85	1,240,442.813	1,001,211.245
	P.I. 1013+94.32	1,240,574.878	1,001,173.096
	P.T. 1015+29.12	1,240,712.103	1,001,181.220
	P.C. 1025+60.66	1,241,741.841	1,001,242.178
	P.I. 1026+62.44	1,241,843.436	1,001,248.192
	P.T. 1027+63.12	1,241,943.301	1,001,228.578
	P.C. 1032+29.67	1,242,401.100	1,001,138.660
	P.I. 1033+96.07	1,242,564.381	1,001,106.590
	P.T. 1035+57.79	1,242,701.331	1,001,012.072
	P.C. 1041+52.19	1,243,190.529	1,000,674.443
	P.I. 1042+62.54	1,243,281.353	1,000,611.760
	P.T. 1043+65.99	1,243,391.705	1,000,612.507
	P.I. 1045+75.64	1,243,601.346	1,000,613.926
	P.I. 1048+80.64	1,243,906.029	1,000,600.026
	P.I. 1051+90.64	1,244,214.104	1,000,634.516
	P.I. 1053+55.64	1,244,377.022	1,000,608.385
	P.I. 1054+02.53	1,244,418.186	1,000,585.930

PROPOSED R.O.W. STATIONS AND OFFSETS

(97) 1012+56.85, 40.00' LT.
(98) 1015+29.12, 40.00' LT.
(99) 1025+60.66, 40.00' LT.
(100) 1027+63.12, 40.00' LT.
(101) 1032+29.67, 40.00' LT.
(102) 1033+28.45, 40.00' LT.
(103) 1012+56.85, 40.00' RT.
(104) 1015+29.12, 40.00' RT.
(105) 1025+60.66, 40.00' RT.
(106) 1027+63.12, 40.00' RT.
(107) 1032+29.67, 40.00' RT.
(108) 1033+03.29, 40.00' RT.

PERMANENT EASEMENT STATIONS AND OFFSETS

303 1033+23.32, 25.00' LT.
304 1035+57.79, 25.00' LT.
305 1041+52.19, 25.00' LT.
306 1043+65.99, 25.00' LT.
307 1043+65.99, 40.00' LT.
308 1045+74.59, 40.00' LT.
309 1048+80.64, 40.12' LT.
310 1051+85.19, 40.00' LT.
311 1053+00.00, 40.00' LT.
312 1054+09.25, 35.42' LT.
313 1033+07.62, 25.00' RT.
314 1035+57.79, 25.00' RT.
315 1041+52.19, 25.00' RT.
316 1043+65.99, 25.00' RT.
317 1043+65.99, 40.00' RT.
318 1045+75.64, 40.01' RT.
319 1048+77.49, 40.00' RT.
320 1051+90.64, 40.37' RT.
321 1053+00.00, 40.00' RT.
322 1053+79.74, 68.16' RT.

TEMPORARY CONSTRUCTION EASEMENT STATIONS AND OFFSETS

264 1012+56.85, 45.00' LT.
265 1015+29.12, 45.00' LT.
266 1025+60.66, 45.00' LT.
267 1027+63.12, 45.00' LT.
268 1032+29.67, 45.00' LT.
269 1033+30.21, 45.00' LT.
270 1033+25.01, 30.00' LT.
271 1035+57.79, 30.00' LT.
272 1041+52.19, 30.00' LT.
273 1043+65.99, 30.00' LT.
274 1012+56.85, 45.00' RT.
275 1015+29.12, 45.00' RT.
276 1025+60.66, 45.00' RT.
277 1027+63.12, 45.00' RT.
278 1032+29.67, 45.00' RT.
279 1033+01.88, 45.00' RT.
280 1033+06.16, 30.00' RT.
281 1035+57.79, 30.00' RT.
282 1041+52.19, 30.00' RT.
283 1043+65.99, 30.00' RT.

LEGEND

- SECTION LINE
- EXISTING R.O.W. LINE
- EXISTING PERMANENT EASEMENT LINE
- PROPERTY LINE
- PROPOSED R.O.W. LINE
- PROPOSED PERMANENT EASEMENT LINE
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT LINE

NOTE
BEARINGS ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=100'

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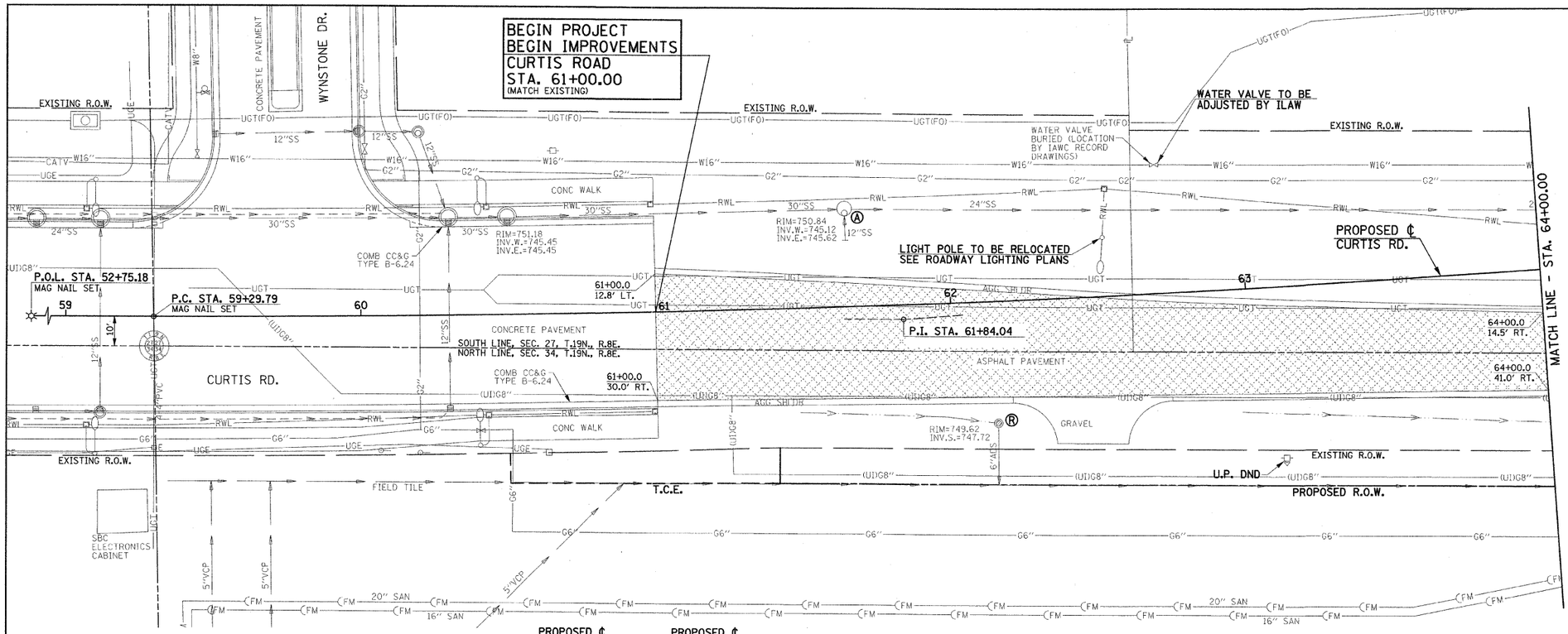
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	32
STA. 59+00.00		TO STA. 69+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



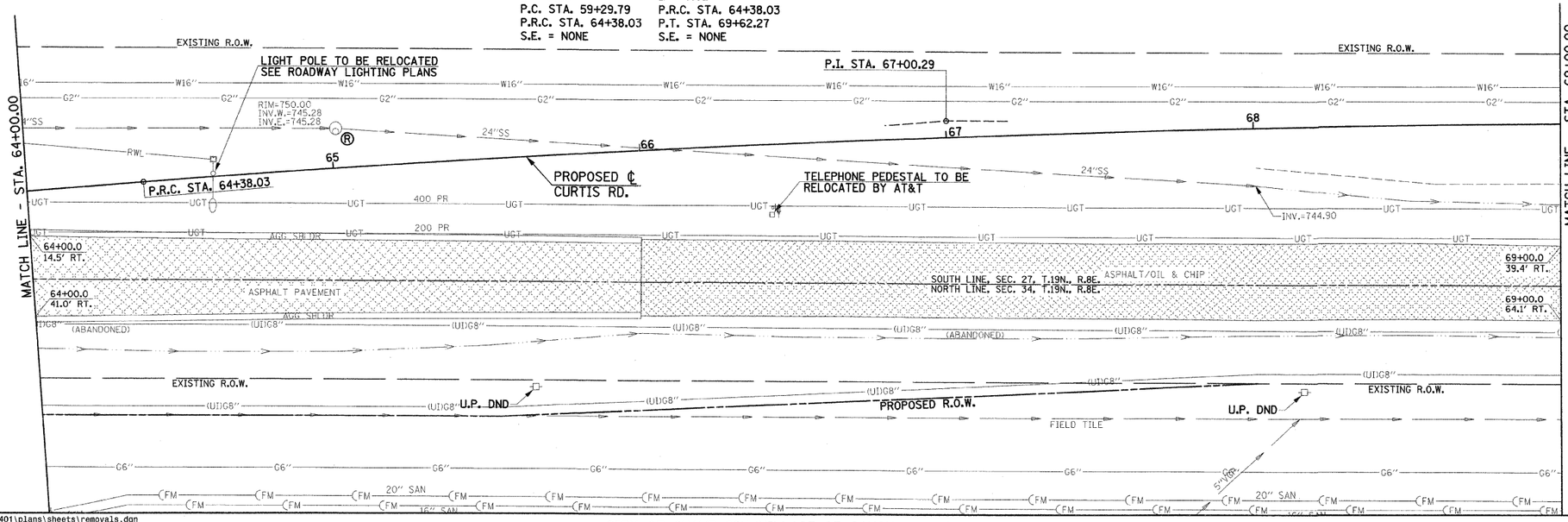
PROPOSED ℄
CURTIS RD.
CURVE DATA

P.I. STA. 61+84.04
Δ = 4°30'28"
D = 0°53'13"
T = 254.25'
R = 6460.00'
L = 508.24'
E = 5.00'
P.C. STA. 59+29.79
P.R.C. STA. 64+38.03
S.E. = NONE

PROPOSED ℄
CURTIS RD.
CURVE DATA

P.I. STA. 67+00.29
Δ = 4°38'59"
D = 0°53'13"
T = 262.27'
R = 6460.00'
L = 524.24'
E = 5.32'
P.R.C. STA. 64+38.03
P.T. STA. 69+62.27
S.E. = NONE

PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
61+00.0 LT. & RT. TO 64+00.0 RT.	1134.1
64+00.0 RT. TO 69+00.0 RT.	1361.6
SHEET TOTAL	2495.7



NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 46-48.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

N

0' 20' 40'
SCALE: 1" = 20'

LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- - EXISTING FENCE
- - FENCE REMOVAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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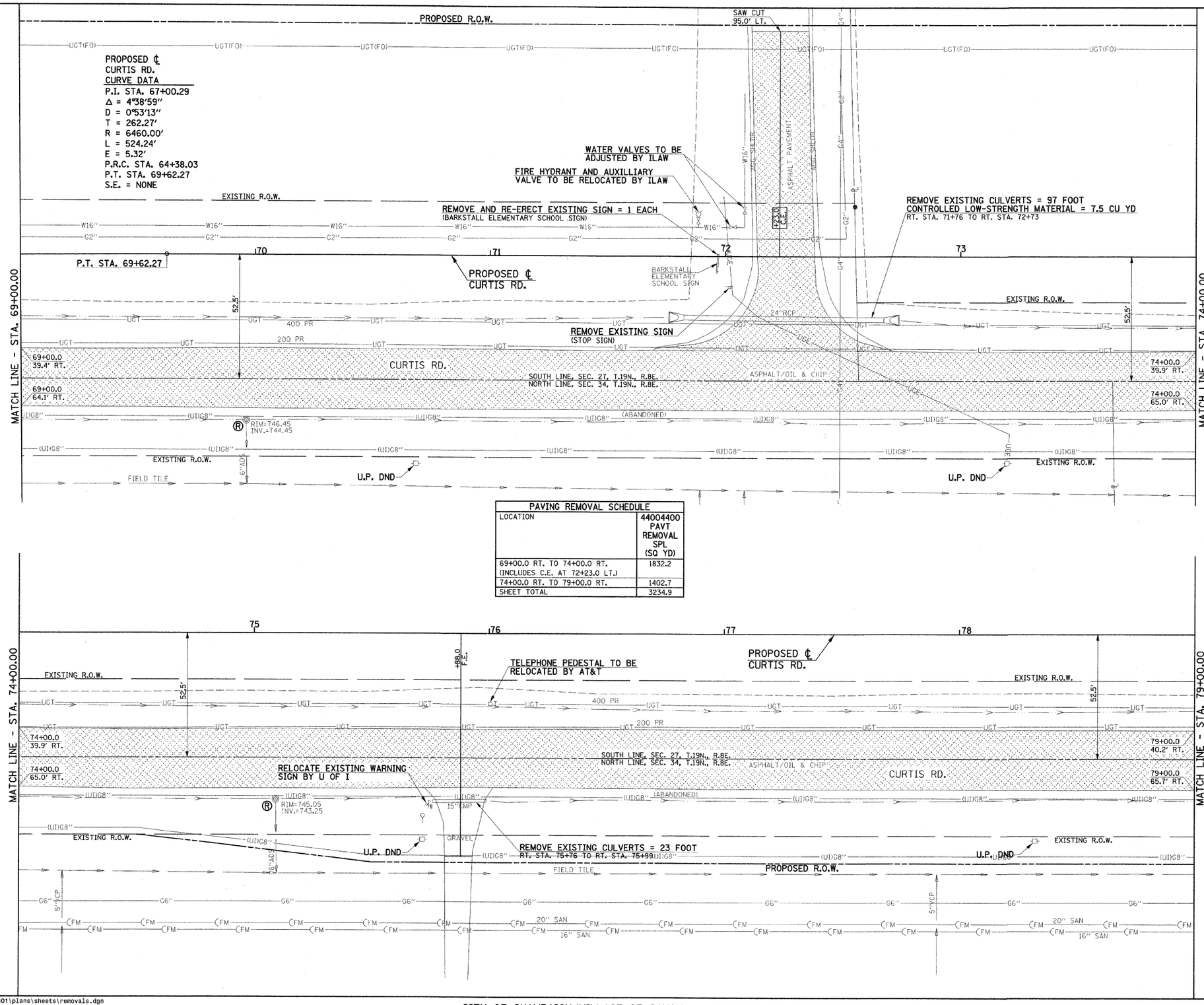
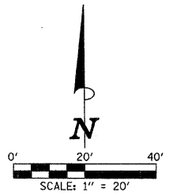
10/2/2008 8:59:27 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	33
STA. 69+00.00		TO STA. 79+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
69+00.0 RT. TO 74+00.0 RT. (INCLUDES C.E. AT 72+23.0 LT.)	1832.2
74+00.0 RT. TO 79+00.0 RT.	1402.7
SHEET TOTAL	3234.9



LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- M OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- ×—×—×— - EXISTING FENCE
- ×—X—×—X—×— - FENCE REMOVAL

NOTE

THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 48-50.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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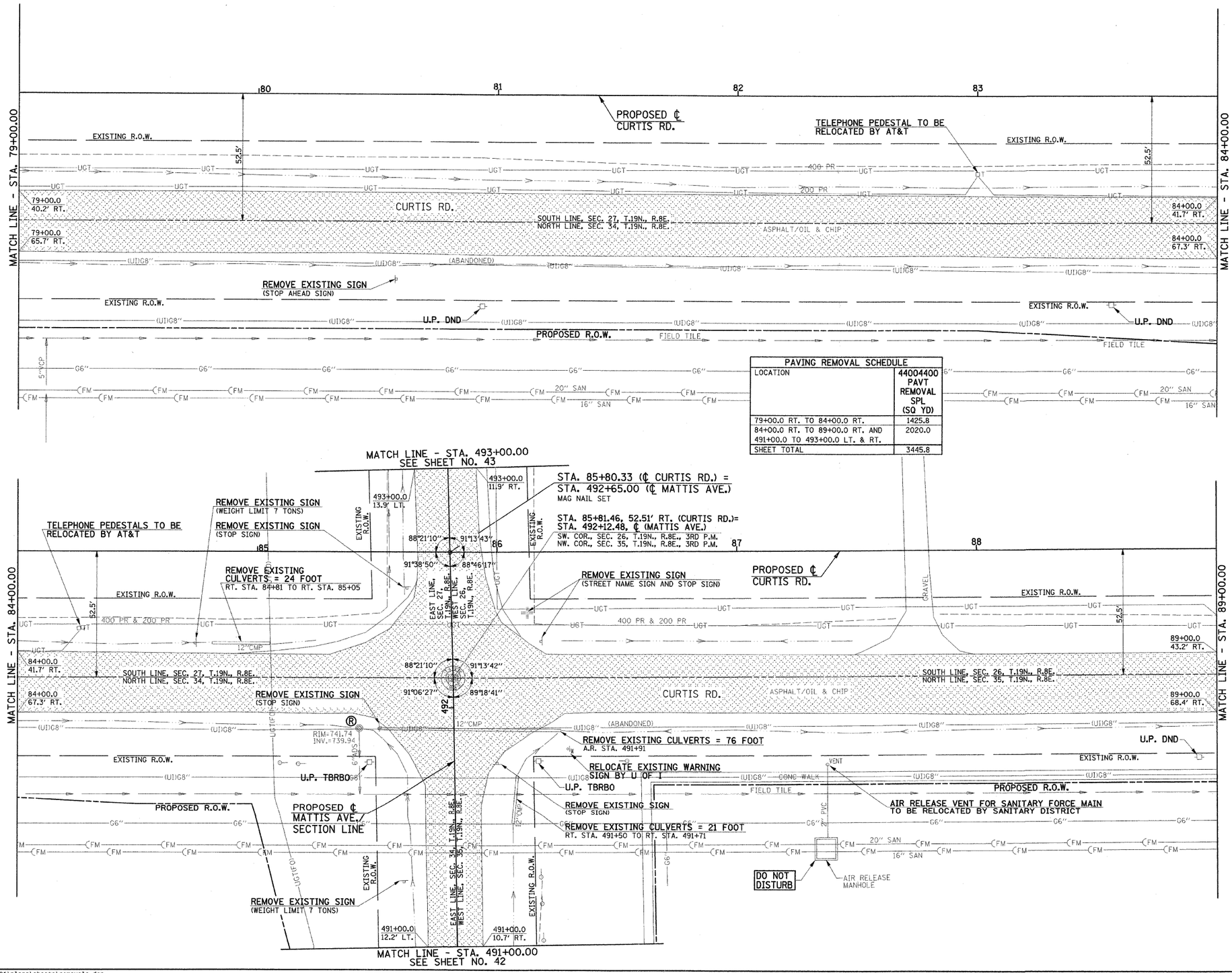
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	34
STA. 79+00.00 491+00.00		TO STA. 89+00.00 493+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
79+00.0 RT. TO 84+00.0 RT.	1425.8
84+00.0 RT. TO 89+00.0 RT. AND 491+00.0 TO 493+00.0 LT. & RT.	2020.0
SHEET TOTAL	3445.8

N

0' 20' 40'

SCALE: 1" = 20'

LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- ■ OR ● OR ● - TREE REMOVAL
- PR1 - TREE PRUNING
- ▨ - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- ▨ - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- ▨ - PAVEMENT REMOVAL
- ▨ - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- ▨ - DRIVEWAY PAVEMENT REMOVAL
- ▨ - COMBINATION CURB AND GUTTER REMOVAL
- ▨ - SIDEWALK REMOVAL
- ×—×—× - EXISTING FENCE
- ×—X—×—X—× - FENCE REMOVAL

NOTE

THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 50-52.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

SCALE : 1"=20'

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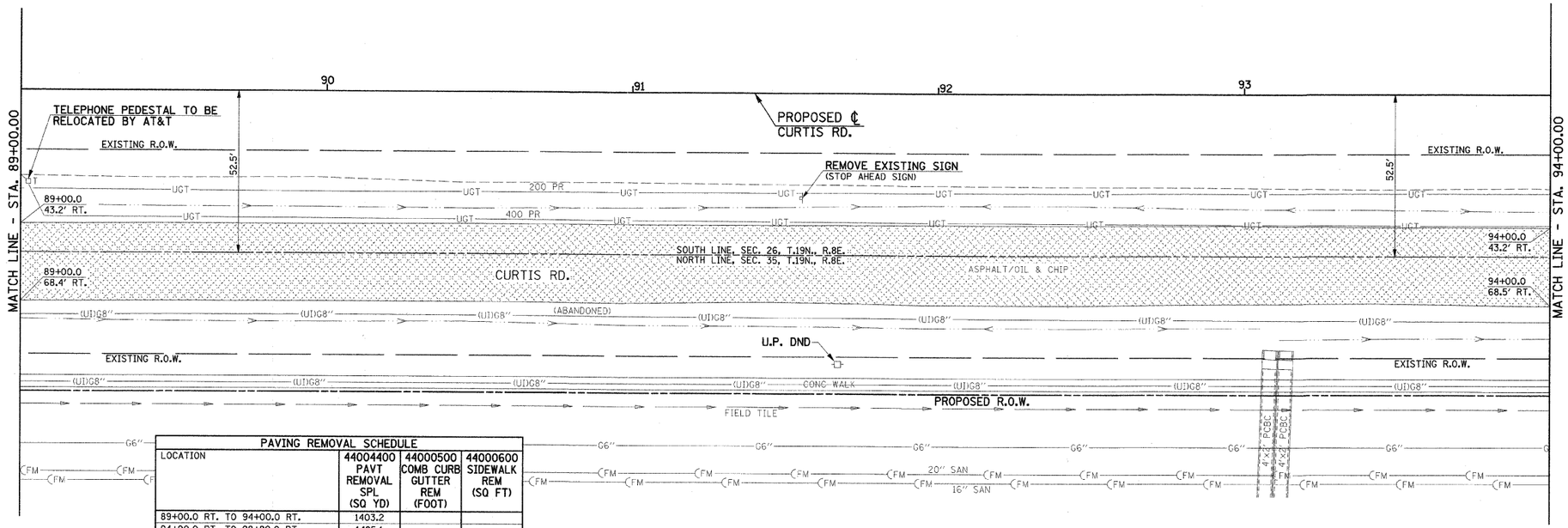
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	35
STA. 89+00.00	TO STA. 98+80.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

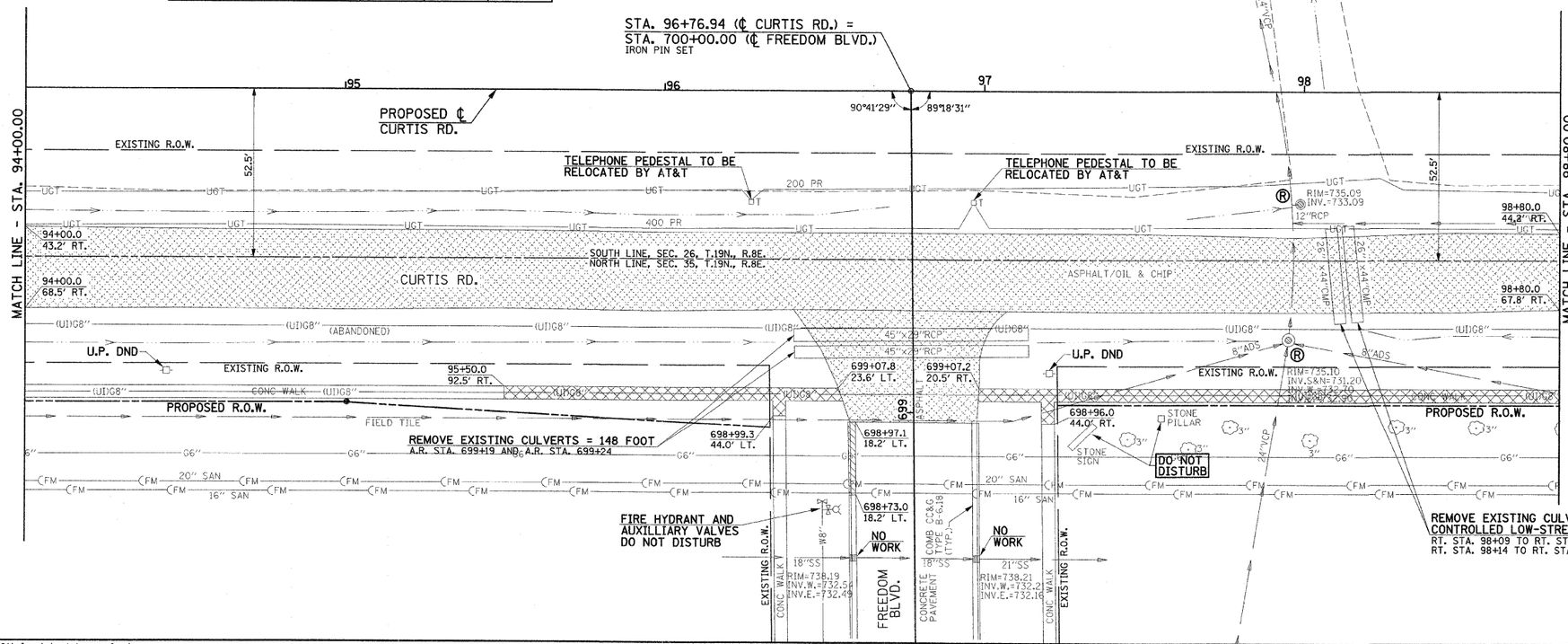
CONTRACT NO. 91368



PAVING REMOVAL SCHEDULE			
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)	44000500 COMB CURB GUTTER REM (FOOT)	44000600 SIDEWALK REM (SQ FT)
89+00.0 RT. TO 94+00.0 RT.	1403.2		
94+00.0 RT. TO 98+80.0 RT. (INCLUDES FREEDOM BLVD.)	1485.1		
698+73.0 LT. TO 698+97.1 LT.		24.1	
95+50.0 RT. TO 699+07.8 LT.			439.5
699+07.2 RT. TO 98+80.0 RT.			754.1
SHEET TOTAL	2888.3	24.1	1193.6

LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- ⓂOR OR OR - TREE REMOVAL
- PRI - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- ×—×—× - EXISTING FENCE
- ×—X—×—X—× - FENCE REMOVAL



NOTE

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FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 52-54.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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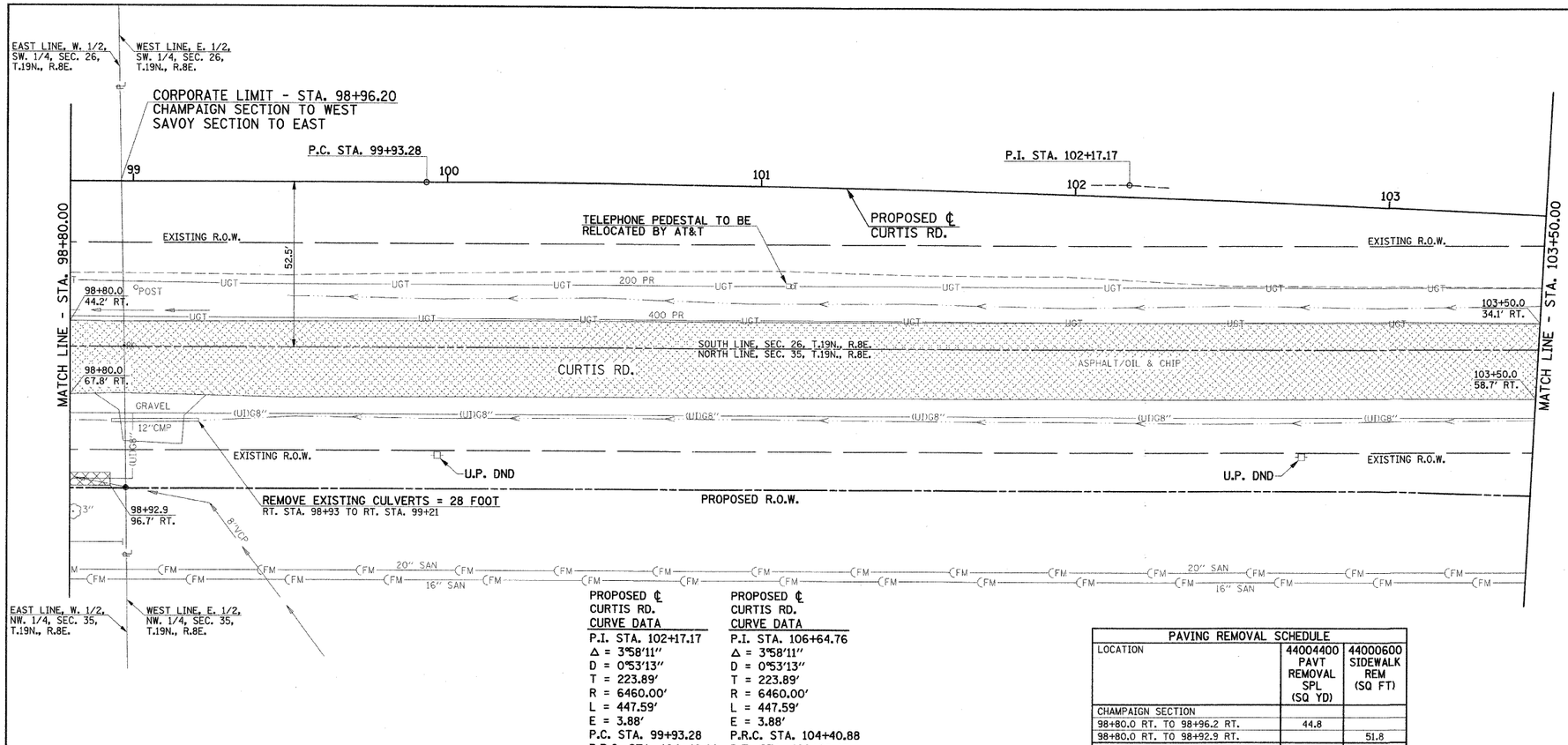
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	36
STA. 98+80.00		TO STA. 108+50.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

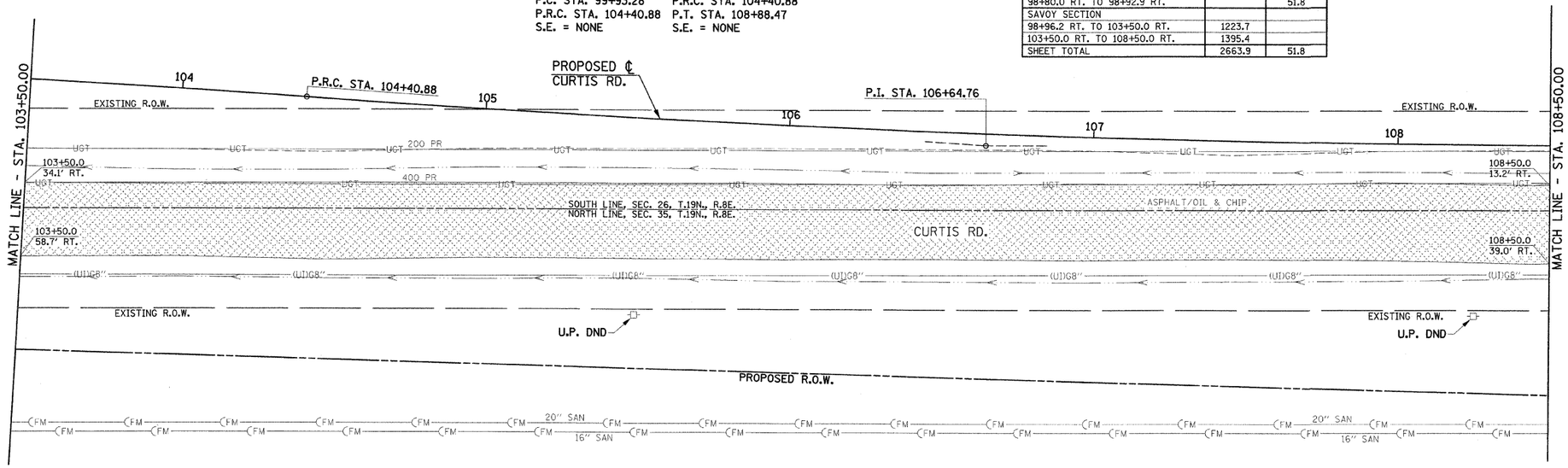
CONTRACT NO. 91368

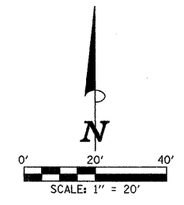


PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 102+17.17
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.C. STA. 99+93.28
P.R.C. STA. 104+40.88
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

PAVING REMOVAL SCHEDULE		
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)	44000600 SIDEWALK REM (SQ FT)
CHAMPAIGN SECTION		
98+80.0 RT. TO 98+96.2 RT.	44.8	
98+80.0 RT. TO 98+92.9 RT.		51.8
SAVOY SECTION		
98+96.2 RT. TO 103+50.0 RT.	1223.7	
103+50.0 RT. TO 108+50.0 RT.	1395.4	
SHEET TOTAL	2663.9	51.8





LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- ▣ OR ⊛ OR ⊛ - TREE REMOVAL
- PR1 ○ - TREE PRUNING
- ▨ - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- ▨ - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- ◇ - PAVEMENT REMOVAL
- ◇ - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- ▤ - DRIVEWAY PAVEMENT REMOVAL
- ▨ - COMBINATION CURB AND GUTTER REMOVAL
- ▨ - SIDEWALK REMOVAL
- ×—×—× - EXISTING FENCE
- ×—X—×—X—× - FENCE REMOVAL

NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 54-56.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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10/2/2008 8:59:31 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	37
STA. 108+50.00		TO STA. 113+50.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PROPOSED ℄
RELOCATED PRIVATE
ENTRANCE
CURVE DATA
P.I. STA. 13+06.43
Δ = 88°58'03"
D = 143°14'22"
T = 39.29'
R = 40.00'
L = 62.11'
E = 16.07'
P.C. STA. 12+67.14
P.T. STA. 13+29.25
S.E. = NONE

PROPOSED ℄
CURTIS RD.
CURVE DATA
P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
110+10.5	5.5' LT.	12
SHEET TOTAL		12

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
109+02.5	5.2' LT.	16
109+53.8	27.3' LT.	16
109+74.0	47.0' LT.	18
109+96.7	36.6' LT.	18
110+33.1	4.8' LT.	16
110+38.6	63.9' LT.	24
110+46.8	13.8' LT.	24
110+65.3	55.7' LT.	30
SHEET TOTAL		162

PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
108+50.0 RT. TO 113+50.0 RT.	1347.2
SHEET TOTAL	1347.2

N

0' 20' 40'
SCALE: 1" = 20'

LEGEND
- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- M OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- ×—×—×— - EXISTING FENCE
- ×—X—×—X—×— - FENCE REMOVAL

NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 56, 57 & 76.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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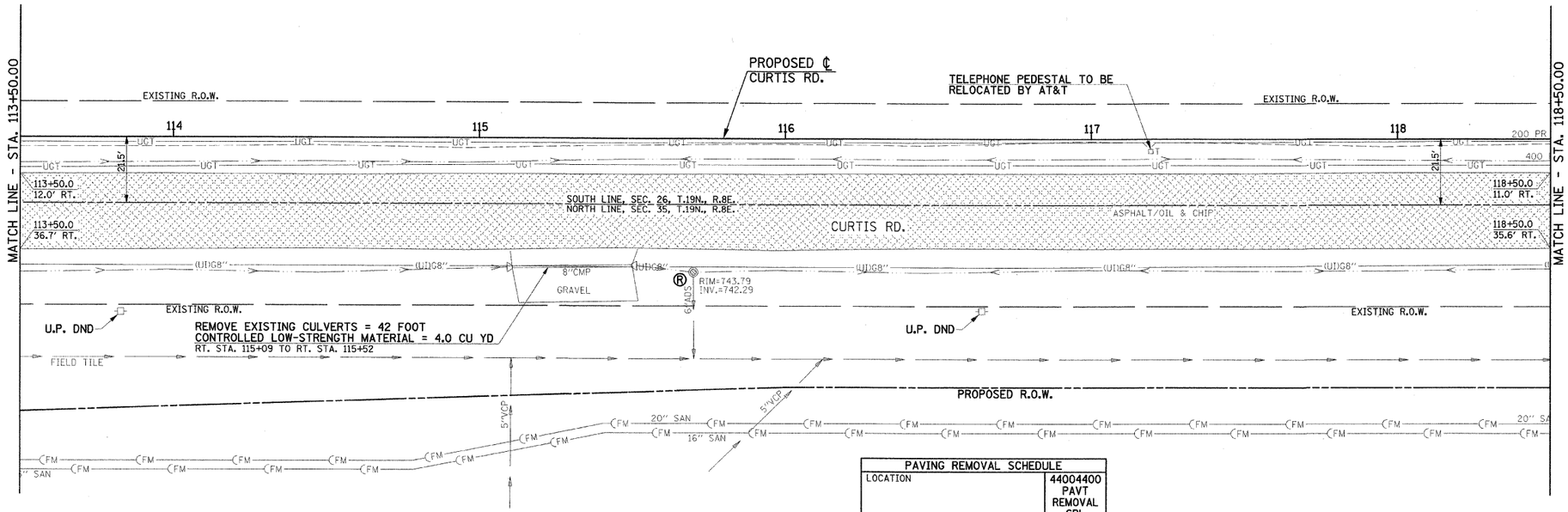
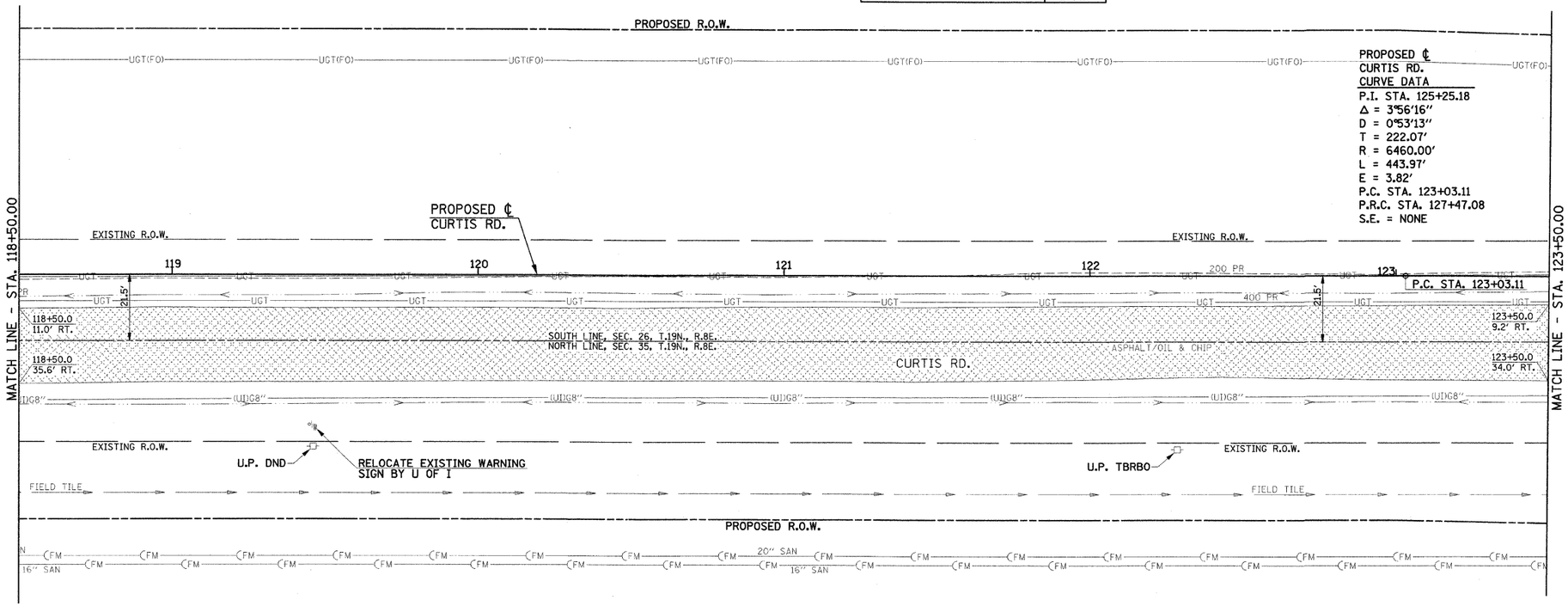
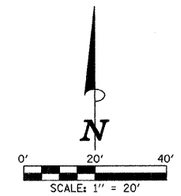
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	38
STA. 113+50.00	TO STA. 123+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
113+50.0 RT. TO 118+50.0 RT.	1357.2
118+50.0 RT. TO 123+50.0 RT.	1337.3
SHEET TOTAL	2694.5





LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- ⊠ OR ⊗ OR ⊗ - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- ×—×—× - EXISTING FENCE
- ×—X—×—X—× - FENCE REMOVAL

NOTE

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FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 57-59.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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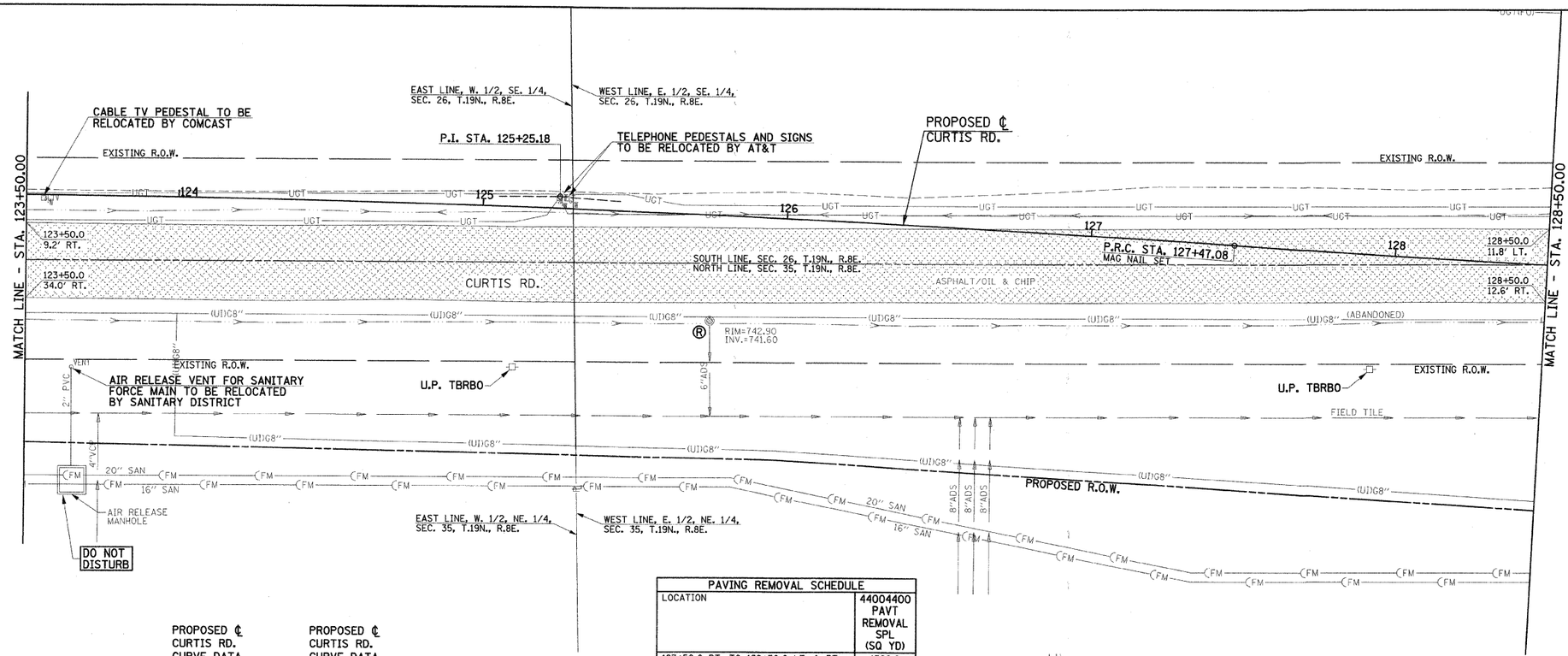
10/2/2008 8:59:33 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	39
STA. 123+50.00		TO STA. 133+50.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

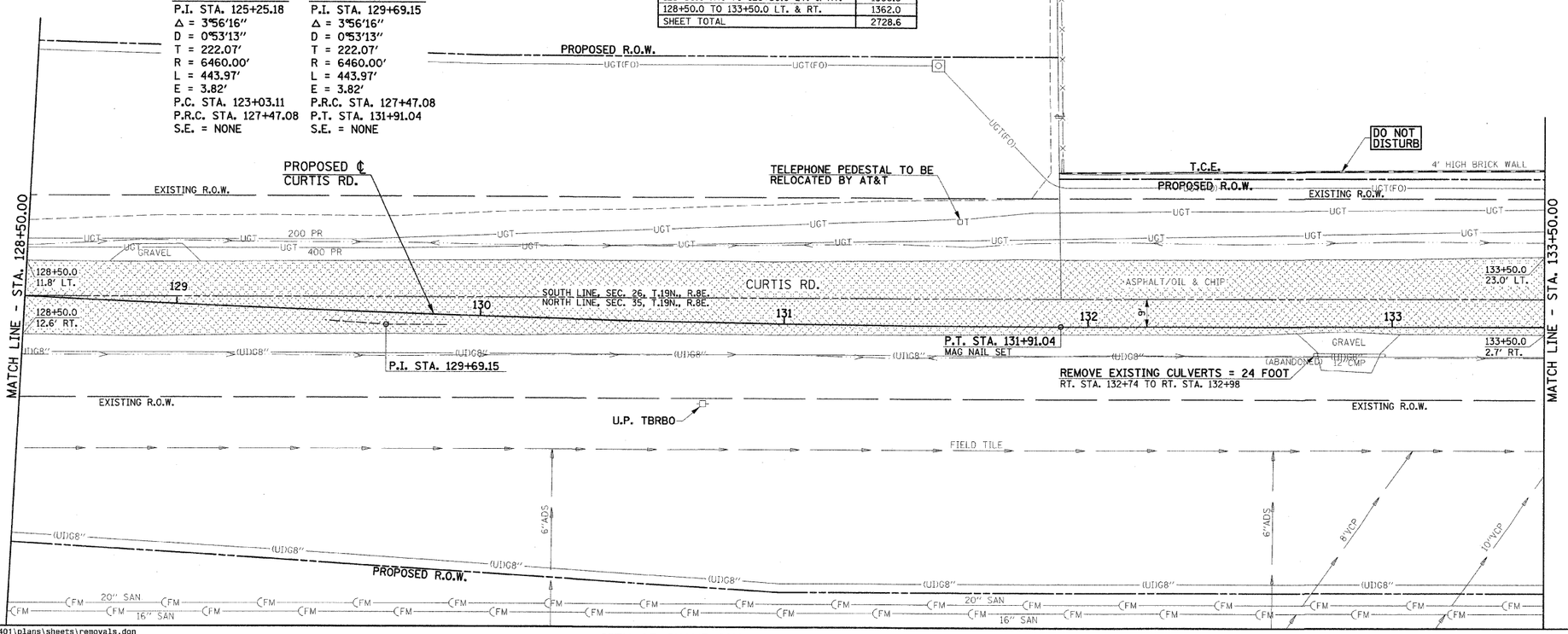
CONTRACT NO. 91368

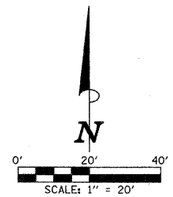


PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
123+50.0 RT. TO 128+50.0 LT. & RT.	1366.6
128+50.0 TO 133+50.0 LT. & RT.	1362.0
SHEET TOTAL	2728.6

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 125+25.18
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.C. STA. 123+03.11
P.R.C. STA. 127+47.08
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 129+69.15
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.R.C. STA. 127+47.08
P.T. STA. 131+91.04
S.E. = NONE





LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- ×—×—× - EXISTING FENCE
- ×—X—×—X—× - FENCE REMOVAL

NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 59-61.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

SCALE : 1"=20'

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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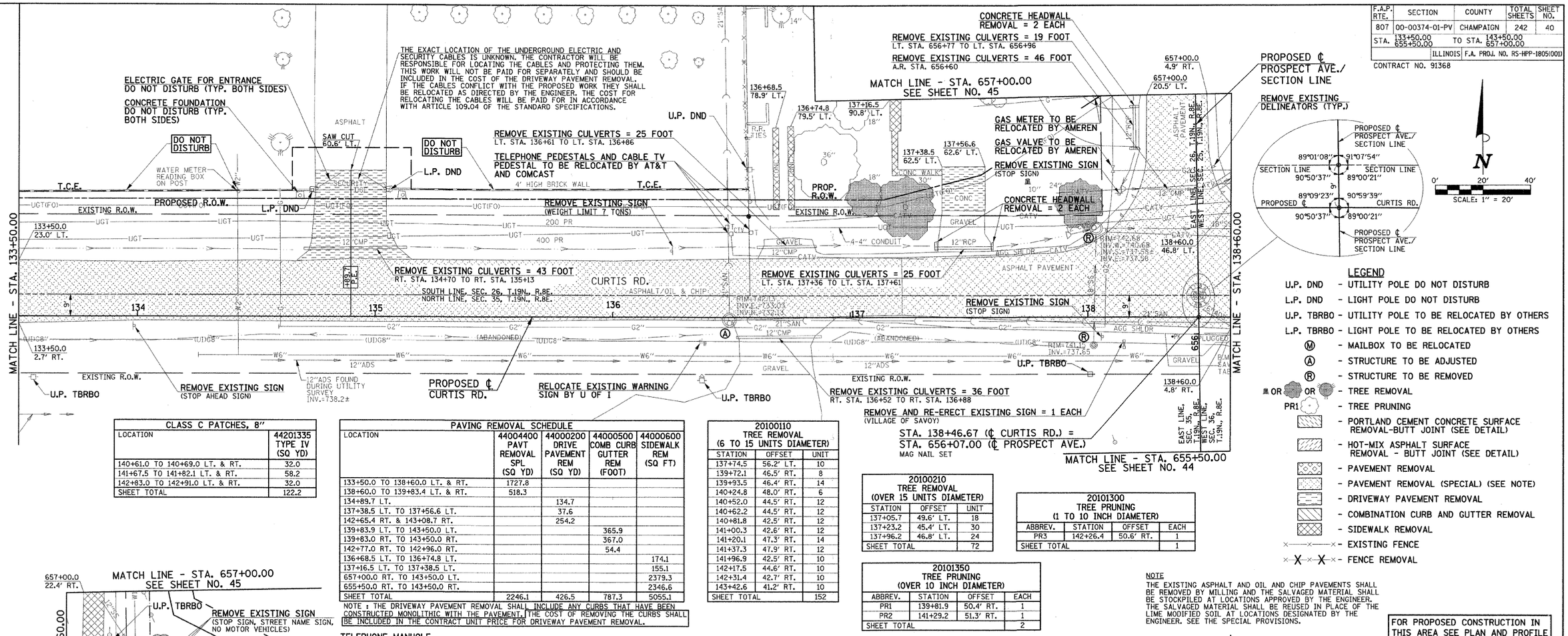
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	40
STA.	133+50.00 655+50.00	TO STA.	143+50.00 657+00.00	
	ILLINOIS	F.A. PROJ. NO.	RS-HPP-1805(001)	

CONTRACT NO. 91368



LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- Ⓜ OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- PAVEMENT REMOVAL
- PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- EXISTING FENCE
- FENCE REMOVAL

CLASS C PATCHES, 8"	
LOCATION	44201335 TYPE IV (SQ YD)
140+61.0 TO 140+69.0 LT. & RT.	32.0
141+67.5 TO 141+82.1 LT. & RT.	58.2
142+83.0 TO 142+91.0 LT. & RT.	32.0
SHEET TOTAL	122.2

PAVING REMOVAL SCHEDULE				
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)	44000200 DRIVE PAVEMENT REM (SQ YD)	44000500 COMB CURB GUTTER REM (FOOT)	44000600 SIDEWALK REM (SQ FT)
133+50.0 TO 138+60.0 LT. & RT.	1727.8			
138+60.0 TO 139+83.4 LT. & RT.	518.3			
134+89.7 LT.		134.7		
137+38.5 LT. TO 137+56.6 LT.		37.6		
142+65.4 RT. & 143+08.7 RT.		254.2		
139+83.9 LT. TO 143+50.0 LT.			365.9	
139+83.0 RT. TO 143+50.0 RT.			367.0	
142+77.0 RT. TO 142+96.0 RT.			54.4	
136+68.5 LT. TO 136+74.8 LT.				174.1
137+16.5 LT. TO 137+38.5 LT.				155.1
657+00.0 RT. TO 143+50.0 LT.				2379.3
655+50.0 RT. TO 143+50.0 RT.				2346.6
SHEET TOTAL	2246.1	426.5	787.3	5055.1

NOTE : THE DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE ANY CURBS THAT HAVE BEEN CONSTRUCTED MONOLITHIC WITH THE PAVEMENT. THE COST OF REMOVING THE CURBS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL.

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
137+74.5	56.2' LT.	10
139+72.1	46.5' RT.	8
139+93.5	46.4' RT.	14
140+24.8	48.0' RT.	6
140+52.0	44.5' RT.	12
140+62.2	44.5' RT.	12
140+81.8	42.5' RT.	12
141+00.3	42.6' RT.	12
141+20.1	47.3' RT.	14
141+37.3	47.9' RT.	12
141+96.9	42.5' RT.	10
142+17.5	44.6' RT.	10
142+31.4	42.7' RT.	10
143+42.6	41.2' RT.	10
SHEET TOTAL		152

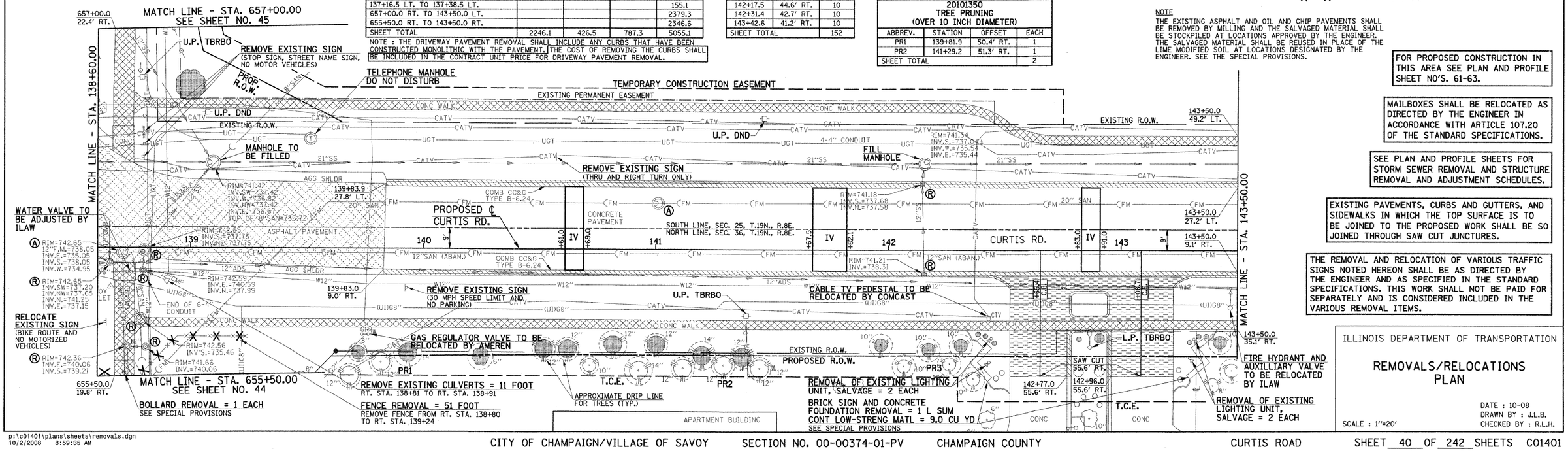
20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
137+05.7	49.6' LT.	18
137+23.2	45.4' LT.	30
137+96.2	46.8' LT.	24
SHEET TOTAL		72

20101300 TREE PRUNING (1 TO 10 INCH DIAMETER)			
ABBREV.	STATION	OFFSET	EACH
PR3	142+26.4	50.6' RT.	1
SHEET TOTAL			1

20101350 TREE PRUNING (OVER 10 INCH DIAMETER)			
ABBREV.	STATION	OFFSET	EACH
PR1	139+81.9	50.4' RT.	1
PR2	141+29.2	51.3' RT.	1
SHEET TOTAL			2

NOTE

THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.



ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 61-63.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

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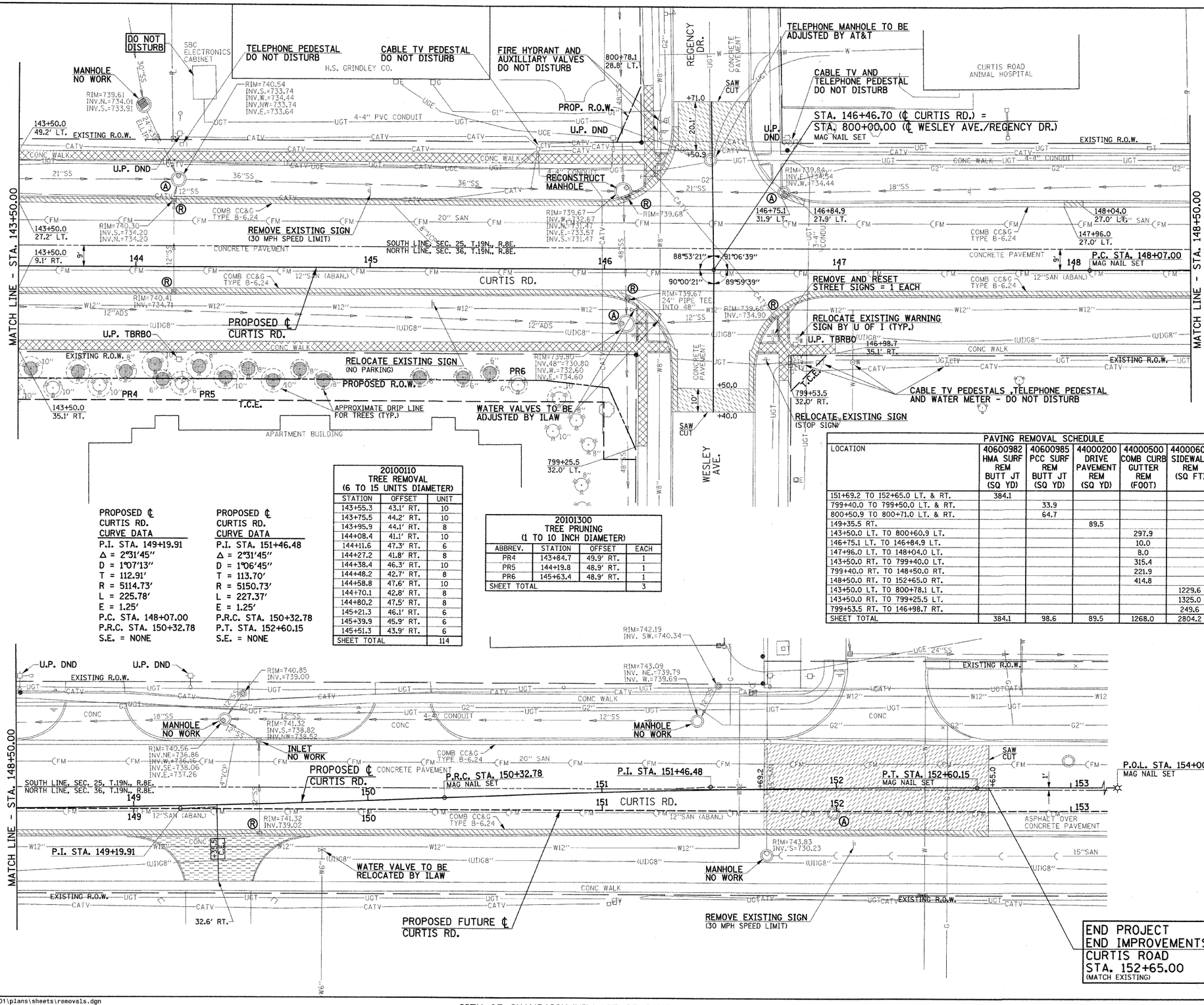
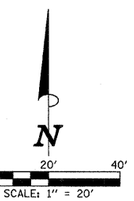
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	41
STA. 143+50.00	TO STA. 153+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368





LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- Ⓜ OR Ⓡ OR PR1 - TREE REMOVAL
- TREE PRUNING
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- PAVEMENT REMOVAL
- PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- EXISTING FENCE
- FENCE REMOVAL

PAVING REMOVAL SCHEDULE

LOCATION	40600982 HMA SURF REM BUTT JT (SQ YD)	40600985 PCC SURF REM BUTT JT (SQ YD)	44000200 DRIVE PAVEMENT REM (SQ YD)	44000500 COMB CURB GUTTER REM (FOOT)	44000600 SIDEWALK REM (SQ FT)
151+69.2 TO 152+65.0 LT. & RT.	384.1				
799+40.0 TO 799+50.0 LT. & RT.		33.9			
800+50.9 TO 800+71.0 LT. & RT.		64.7			
149+35.5 RT.			89.5		
143+50.0 LT. TO 800+60.9 LT.				297.9	
146+75.1 LT. TO 146+84.9 LT.				10.0	
147+96.0 LT. TO 148+04.0 LT.				8.0	
143+50.0 RT. TO 799+40.0 LT.				315.4	
799+40.0 RT. TO 148+50.0 RT.				221.9	
148+50.0 RT. TO 152+65.0 RT.				414.8	
143+50.0 LT. TO 800+78.1 LT.					1229.6
143+50.0 RT. TO 799+25.5 LT.					1325.0
799+53.5 RT. TO 146+98.7 RT.					249.6
SHEET TOTAL	384.1	98.6	89.5	1268.0	2804.2

NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNIT
143+55.3	43.1' RT.	10
143+75.5	44.2' RT.	10
143+95.9	44.1' RT.	8
144+08.4	41.1' RT.	10
144+11.6	47.3' RT.	6
144+27.2	41.8' RT.	8
144+38.4	46.3' RT.	10
144+48.2	42.7' RT.	8
144+58.8	47.6' RT.	10
144+70.1	42.8' RT.	8
144+80.2	47.5' RT.	8
145+21.3	46.1' RT.	6
145+39.9	45.9' RT.	6
145+51.3	43.9' RT.	6
SHEET TOTAL		114

20101300 TREE PRUNING (1 TO 10 INCH DIAMETER)

ABBREV.	STATION	OFFSET	EACH
PR4	143+84.7	49.9' RT.	1
PR5	144+19.8	48.9' RT.	1
PR6	145+63.4	48.9' RT.	1
SHEET TOTAL			3

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 149+19.91
Δ = 2°31'45"
D = 1°07'13"
T = 112.91'
R = 5114.73'
L = 225.78'
E = 1.25'
P.C. STA. 148+07.00
P.R.C. STA. 150+32.78
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 151+46.48
Δ = 2°31'45"
D = 1°06'45"
T = 113.70'
R = 5150.73'
L = 227.37'
E = 1.25'
P.R.C. STA. 150+32.78
P.T. STA. 152+60.15
S.E. = NONE

END PROJECT
END IMPROVEMENTS
CURTIS ROAD
STA. 152+65.00
(MATCH EXISTING)

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 63-65.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

SCALE : 1"=20'

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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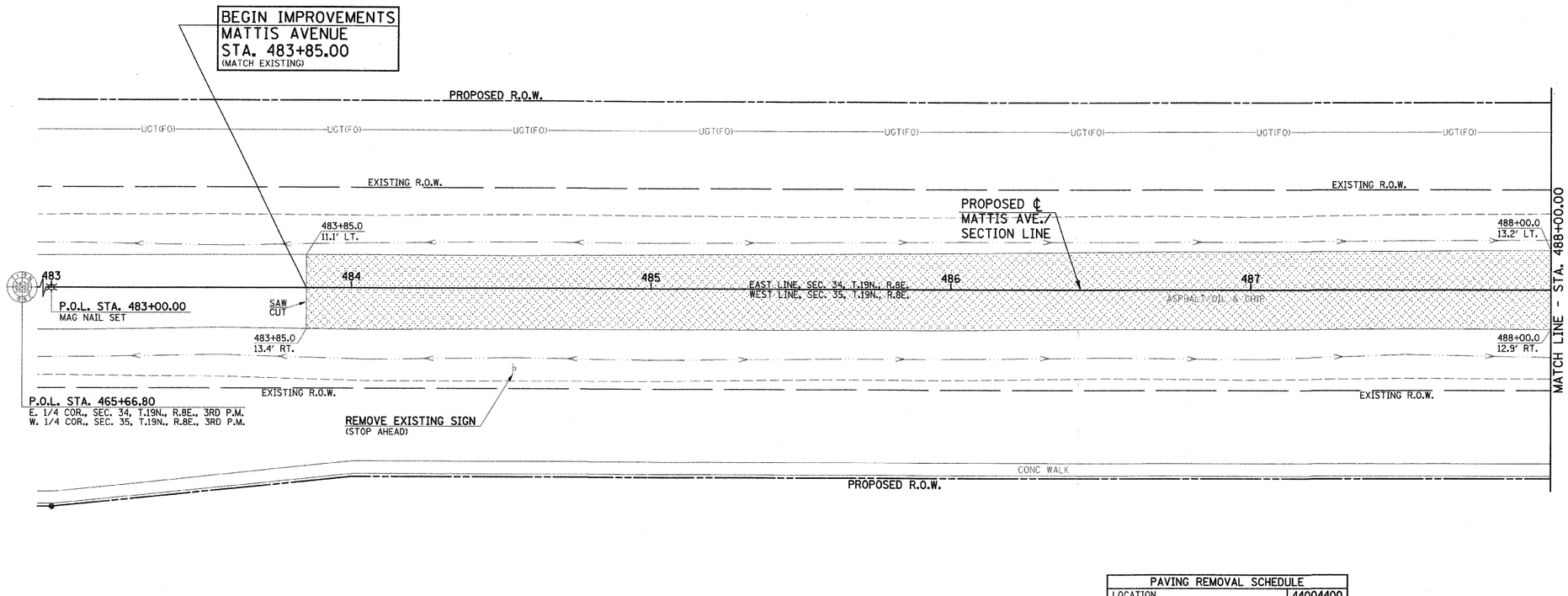
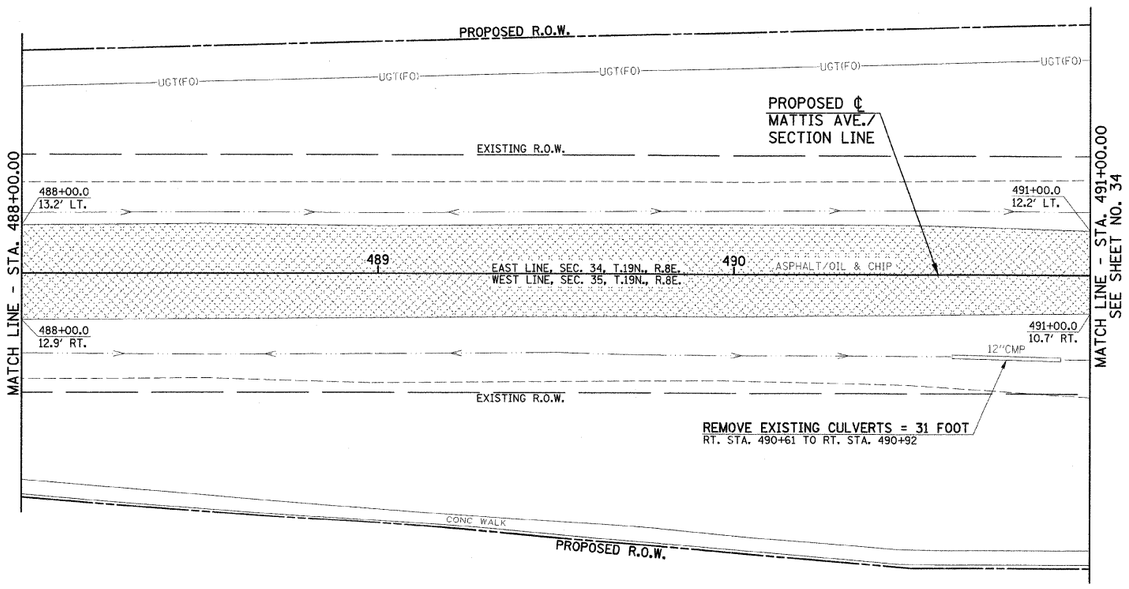
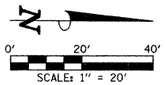
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	42
STA. 483+00.00	TO STA. 491+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368







LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- X OR OR - TREE REMOVAL
- PRI - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- - EXISTING FENCE
- - FENCE REMOVAL

PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
483+855.0 TO 488+00.0 LT. & RT.	1166.5
488+00.0 TO 491+00.0 LT. & RT.	845.4
SHEET TOTAL	2011.9

NOTE

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FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 66-67.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

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ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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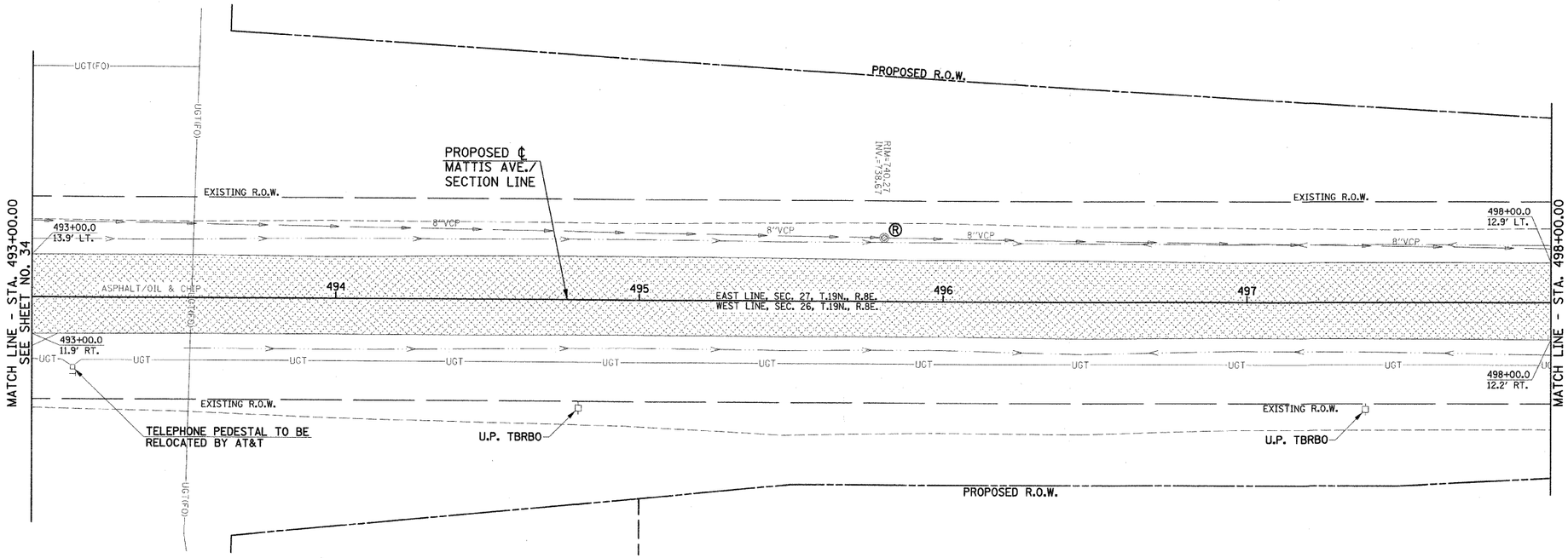
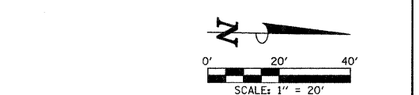
10/2/2008 8:59:37 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	43
STA. 493+00.00	TO STA. 503+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368





LEGEND

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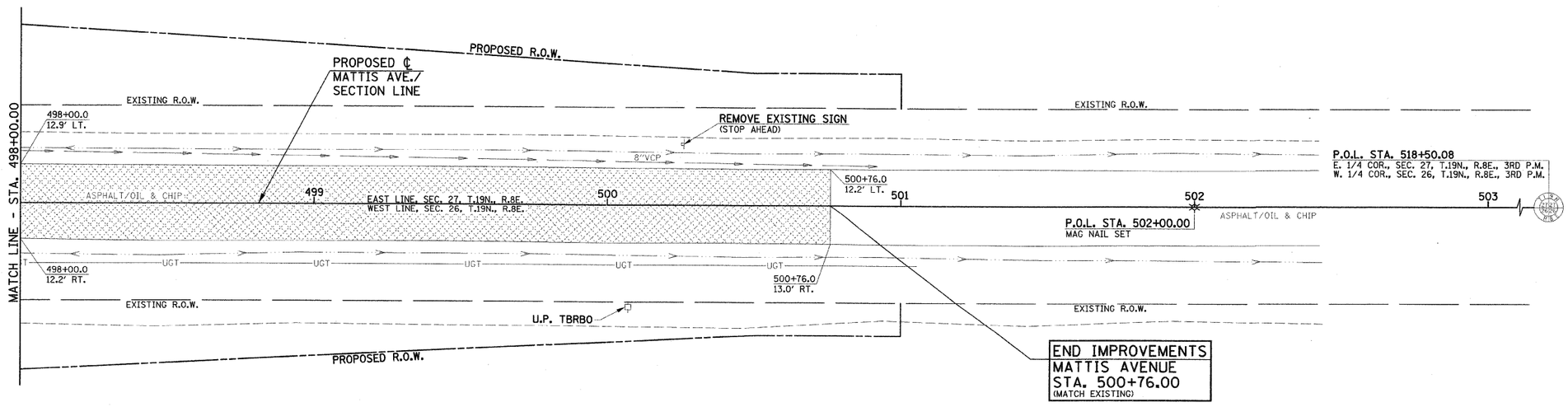
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- R OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- - PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- - HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- - PAVEMENT REMOVAL
- - PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- - DRIVEWAY PAVEMENT REMOVAL
- - COMBINATION CURB AND GUTTER REMOVAL
- - SIDEWALK REMOVAL
- x——x——x - EXISTING FENCE
- x—X—x—X—x - FENCE REMOVAL

PAVING REMOVAL SCHEDULE	
LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)
493+00.0 TO 498+00.0 LT. & RT.	1408.1
498+00.0 TO 500+76.0 LT. & RT.	773.1
SHEET TOTAL	2181.2

NOTE

THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.



FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 68-69.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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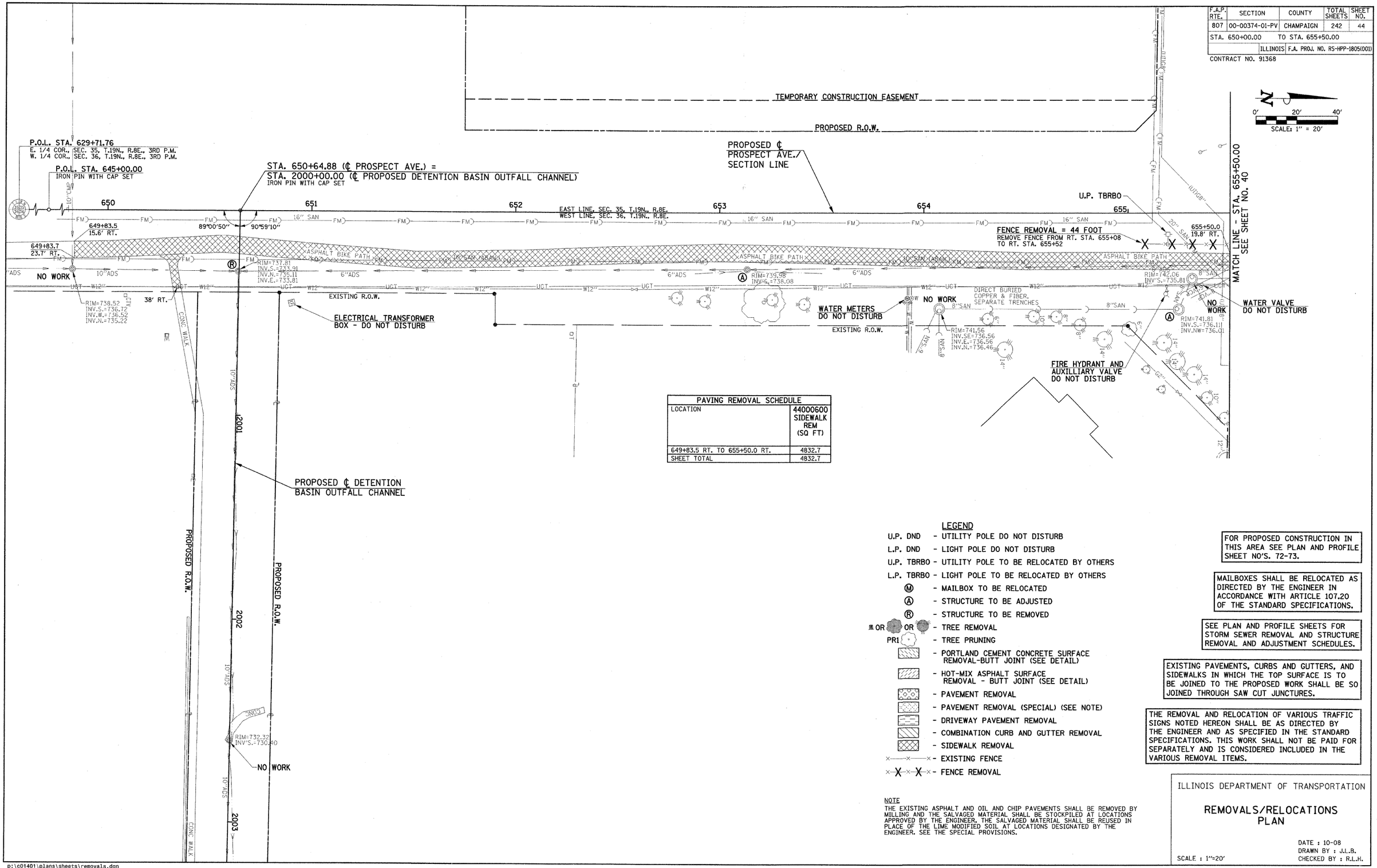
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	44
STA. 650+00.00	TO STA. 655+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PAVING REMOVAL SCHEDULE	
LOCATION	44000600 SIDEWALK REM (SQ FT)
649+83.5 RT. TO 655+50.0 RT.	4832.7
SHEET TOTAL	4832.7

LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- TREE REMOVAL
- PR1 - TREE PRUNING
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- PAVEMENT REMOVAL
- PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- EXISTING FENCE
- FENCE REMOVAL

NOTE

THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 72-73.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

SCALE : 1"=20'

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	45
STA. 657+00.00	TO STA. 666+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

N

0' 20' 40'

SCALE: 1" = 20'

REMOVAL OF EXISTING LIGHTING UNIT, NO SALVAGE = 1 EACH

FILLING EXISTING WELLS = 1 EACH
LT. STA. 657+42 - SEE SPECIAL PROVISIONS

REMOVE EXISTING CULVERTS = 19 FOOT CONT LOW-STRENG MATL = 1.2 CU YD
LT. STA. 657+31 TO LT. STA. 657+50

REMOVE EXISTING CULVERTS = 31 FOOT CONT LOW-STRENG MATL = 0.8 CU YD
LT. STA. 658+23 TO LT. STA. 658+54

WATER SERVICE BOX DO NOT DISTURB

REMOVAL OF EXISTING BRICK LANDSCAPE EDGE INCIDENTAL TO EARTHWORK

REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE = 2 EACH

REMOVE MAILBOX

CONCRETE HEADWALL REMOVAL = 2 EACH

REMOVE EXISTING CULVERTS = 19 FOOT CONT LOW-STRENG MATL = 1.1 CU YD
LT. STA. 659+22 TO LT. STA. 659+41

GAS REGULATOR VALVE DO NOT DISTURB

REMOVE EXISTING CULVERTS = 19 FOOT CONT LOW-STRENG MATL = 1.2 CU YD
LT. STA. 660+02 TO LT. STA. 660+21

REMOVE EXISTING SIGN (35 MPH SPEED LIMIT)

TELEPHONE MANHOLE NO WORK

RELOCATE EXISTING WARNING SIGN BY OTHERS

PROPOSED ℄ PROSPECT AVE./ SECTION LINE

REMOVE EXISTING CULVERTS = 37 FOOT CONT LOW-STRENG MATL = 5.7 CU YD
LT. STA. 661+42 TO LT. STA. 661+79

DOMESTIC WATER SERVICE BOX TO BE ADJUSTED BY ILAW

LANDSCAPING TO REMIAN

MAILBOX TO REMIAN

CULVERT TO REMIAN

END IMPROVEMENTS
PROSPECT AVENUE
STA. 665+11.50
(MATCH EXISTING)

P.O.L. STA. 666+00.00
MAG NAIL SET

P.O.L. STA. 682+62.44
E. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 25, T.19N., R.8E., 3RD P.M.

EAST LINE, SEC. 26, T.19N., R.8E.
WEST LINE, SEC. 25, T.19N., R.8E.

MATCH LINE - STA. 657+00.00 SEE SHEET NO. 40

MATCH LINE - STA. 662+00.00

MATCH LINE - STA. 662+00.00

LEGEND

- U.P. DND - UTILITY POLE DO NOT DISTURB
- L.P. DND - LIGHT POLE DO NOT DISTURB
- U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
- L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
- Ⓜ - MAILBOX TO BE RELOCATED
- Ⓐ - STRUCTURE TO BE ADJUSTED
- Ⓡ - STRUCTURE TO BE REMOVED
- M OR OR - TREE REMOVAL
- PR1 - TREE PRUNING
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT (SEE DETAIL)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- PAVEMENT REMOVAL
- PAVEMENT REMOVAL (SPECIAL) (SEE NOTE)
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- EXISTING FENCE
- FENCE REMOVAL

NOTE
THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. SEE THE SPECIAL PROVISIONS.

PAVING REMOVAL SCHEDULE

LOCATION	44004400 PAVT REMOVAL SPL (SQ YD)	44000200 DRIVE PAVEMENT REM (SQ YD)	44000600 SIDEWALK REM (SQ FT)
657+00.0 TO 662+00.0 LT. & RT.	1352.9		
662+00.0 TO 665+11.5 LT. & RT.	803.1		
658+39.3 LT.		34.1	
659+32.0 LT.		70.8	
660+22.5 LT.		32.0	
661+42.5 LT.		58.6	
657+00.0 LT. TO 657+21.2 LT.			208.2
657+10.4 LT. TO 657+31.6 LT.			138.2
657+00.0 RT. TO 658+50.0 RT.			1314.1
SHEET TOTAL	2156.0	195.5	1660.6

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE PLAN AND PROFILE SHEET NO'S. 70-71.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

SEE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

THE REMOVAL AND RELOCATION OF VARIOUS TRAFFIC SIGNS NOTED HEREON SHALL BE AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCLUDED IN THE VARIOUS REMOVAL ITEMS.

ILLINOIS DEPARTMENT OF TRANSPORTATION

REMOVALS/RELOCATIONS PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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10/2/2008 8:59:40 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	46
STA. 58+00.00	TO STA. 63+20.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BEGIN PROJECT
BEGIN IMPROVEMENTS
CURTIS ROAD
STA. 61+00.00
(MATCH EXISTING)

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
•STA. 61+40.46, 58.99' RT.
STA. 62+64.54, 97.64' LT.
•OMIT MARKER IF IN CONFLICT WITH FIELD TILE

TRANSITION SIDEWALK CROSS SLOPE FROM +2.0% AT STA. 62+50.00 TO -2.0% AT STA. 63+00.00 AND SHOULDER CROSS SLOPE FROM -2.0% AT STA. 63+00.00 TO -4.0% AT STA. 63+50.00. (TYPICAL BOTH SIDES)

PROPOSED PC
CONC SIDEWALK 6

PROPOSED COMB
CC&G TB6.24

CURB AND GUTTER
OUTLET, SPECIAL = 1 EACH
(SEE DETAIL SHEET)

CONSTRUCTION LIMITS

WYNSTONE DR.

EXISTING R.O.W.

PROPOSED R.O.W.

037

30"SS @ 0.50%

30"SS WMQ @ 0.30%

63+00.00 48.02' LT.

EXISTING R.O.W.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

WATER VALVE BURIED (LOCATION BY IAWC RECORD DRAWINGS)

STRAIGHT TAPER

62+94.00 32.36' LT.

63+00.00 32.44' LT.

61+90.28 30.08' LT. R=169.76'

30"SS WMQ @ 0.30%

61+85.00 30.00' LT.

12"SS @ 1.00%

PROPOSED ℄ CURTIS RD.

P.I. STA. 61+84.04

12"SS @ 0.50%

PC-2 62+48.7 10.0' RT. 752.4

ASPHALT PAVEMENT

62+94.00 30.92' RT.

63+00.00 31.03' RT.

61+85.00 30.00' RT.

STRAIGHT TAPER

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

GRAVEL

63+00.00 44.61' RT.

61+00.00 42.58' RT.

62+00.00 43.60' RT.

CURB AND GUTTER OUTLET, SPECIAL = 1 EACH (SEE DETAIL SHEET)

PROPOSED R.O.W.

034

034TE

PROPOSED DITCH

PROPOSED SIDEWALK (BY OTHERS-TYP.)

BM 108

CONSTRUCTION LIMITS

PROPOSED COMB CC&G TB6.24

PROPOSED PC CONC SIDEWALK 6

MATCH LINE - STA. 63+20.00

P.O.L. STA. 52+75.18
MAG NAIL SET

P.C. STA. 59+29.79
MAG NAIL SET

CURTIS RD.

CONCRETE PAVEMENT

SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.

EAST LINE, NW. 1/4, SEC. 34, T.19N., R.8E.

WEST LINE, NE. 1/4, SEC. 34, T.19N., R.8E.

EAST LINE, SW. 1/4, SEC. 27, T.19N., R.8E.
WEST LINE, SE. 1/4, SEC. 27, T.19N., R.8E.

FIELD TILE

SBC ELECTRONICS CABINET

COMB CC&G TYPE B-6.24

CONC WALK

ADJ. SHLDR.

T.C.E.

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 32

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 61+84.04
Δ = 4°30'28"
D = 0°53'13"
T = 254.25'
R = 6460.00'
L = 508.24'
E = 5.00'
P.C. STA. 59+29.79
P.R.C. STA. 64+38.03
S.E. = NONE

N
0' 20' 40'
SCALE: 1" = 20'

EXPLORATION TRENCH 72" DEPTH = 5 FOOT
STA. 61+45, 54' RT. TO STA. 61+45, 59' RT.
(TO VERIFY FIELD TILE DEPTH)

LIME MODIFIED SOIL 12" THICK
STABILIZED SUB-BASE 4"
PROPOSED CURTIS ROAD ROADWAY

CURTIS ROAD ROADWAY PROFILE GRADE LINE ALONG PROPOSED CENTERLINE PREVIOUSLY CONSTRUCTED FROM STA. 61+00.00 TO WEST

PROPOSED CURTIS ROAD ROADWAY PROFILE GRADE LINE 6' LT. AND RT. FROM STA. 61+00.00 TO STA. 61+85.00

TRANSITION CURTIS ROAD ROADWAY WIDTH PROFILE GRADE LINE VARIES FROM 6' LT. AND RT. AT STA. 61+85.00 TO 9' LT. AND RT. AT STA. 63+85.00

BM 108 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 63+11, 58' RT. ELEV. 752.58

COPPER CABLES AND 3/4" CONDUIT WITH FIBER

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

MATCH EXISTING STA. 61+00.00 ELEV. 751.48

+00.00

+85.00

SPECIAL DITCH RT. AT -2.40%

63+00 RT. EL. 749.70

63+20 RT. EL. 749.22

-0.30%

EXISTING 24"SS

EXISTING 30"SS

PROP. 30"SS WMQ @ 0.30%

PROP. 30"SS @ 0.50%

16" & 20" FORCEMAIN

EXIST. 24"SS

EXIST. 30"SS

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

752.47 752.32 752.17 752.02 751.87 751.72 751.57 751.48 751.33 751.29 751.19 751.18 751.03 751.28 750.88 750.74

58+00 58+50 59+00 59+50 60+00 60+50 61+00 61+50 62+00 62+50 63+00

760 755 750 745 740 735 730 725 720

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER REM 24" (FOOT)	SS 1 WMQ 30" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 30" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
1 - 5		129			0.30	48.9
1 - 9	332					148.2
2 - 3			53		0.50	7.0
4						1.4
5 - 6			68		1.00	10.3
5 - 7		31			0.30	6.1
7 - 8				42	0.50	

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
1	MAN ADJUST NEW T3V F & G	LT	•61+65.00	•31.80	•61+65.00	•33.30	•750.84	750.83	----	•745.12	WEST	•745.12	5
										•747.29	2	•745.62	9
2	CONNECT TO EXISTING S.S.	LT	----	----	•61+65.00	•22.50	----	----	----	•747.33	3	•747.33	1
3	INLETS TA T3V F & G	RT	61+65.00	31.80	61+65.00	31.80	----	750.83	----	----	----	747.60	2
4	REMOVE INLET	RT	62+17.50	41.00	----	----	749.62	----	----	----	----	747.72	SOUTH
5	RD MAN TA 5 DIA T1 OPEN	LT	62+97.00	36.40	62+98.50	36.40	----	750.20	749.20	744.73	1	744.65	7
										746.32	6		
6	INLETS TA T1 OPEN	RT	62+97.00	34.50	62+97.00	34.50	----	750.20	----	----	----	747.00	5
7	RD MAN TA 5 DIA T1 CLOSED	LT	62+98.50	72.00	63+00.00	72.00	----	749.10	748.30	744.55	5	744.45	8

•FIELD VERIFY LOCATION AND ELEVATIONS

PLAN / PROFILE — SURVEYED — PLOTTED — DRAWN — CHECKED — QUANTITIES CHECKED — R.L. OF WAY CHECKED — NOTE BOOK — CADD FILE NAME — NO. — DATE — BY — STRUCTURE NOTATIONS ON PLAN

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	47
STA. 63+20.00	TO STA. 68+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED R.O.W.
PROPOSED SIDEWALK (BY OTHERS-TYP.)
CONSTRUCTION LIMITS
PROPOSED DITCH
30"SS @ 0.50%
PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%
TRANSITION SIDEWALK CROSS SLOPE FROM +2.0% AT STA. 62+50.00 TO -2.0% AT STA. 63+00.00 AND SHOULDER CROSS SLOPE FROM -2.0% AT STA. 63+00.00 TO -4.0% AT STA. 63+50.00. (TYPICAL BOTH SIDES)
EXISTING R.O.W.
STRAIGHT TAPER
63+85.00 33.00' LT.
64+38.03 43.00' LT.
64+38.03 33.00' LT.
63+85.00 9.00' LT.
64+38.03 9.00' LT.
63+67.50 7.70' LT.
63+67.50 3.45' LT.
R=120'
R=200.00'
P.R.C. STA. 64+38.03
64+38.03 9.00' RT.
PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)
P.I. STA. 67+00.29
SB-5 67+03.5 28.1' LT. 749.8
SB-6 64+76.1 749.8
67+97.50 9.00' RT.
R=200'
PROPOSED ℄ CURTIS RD.
PROPOSED CONC MED TSB6.12 RAMPED NOSE SEE NOTE 1
UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)
63+77.83 32.89' RT.
63+85.00 33.00' RT.
64+38.03 33.00' RT.
64+38.03 43.00' RT.
R=232.76'
ASPHALT PAVEMENT
AGG SHLDR
SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.
PC-4 65+46.3 44.6' RT.
752.5
PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
ASPHALT/OIL & CHIP
(ABANDONED)
CONSTRUCTION LIMITS
PROPOSED DITCH
EXISTING R.O.W.
PROPOSED R.O.W.
EXPLORATION TRENCH 72" DEPTH = 5 FOOT
STA. 65+45, 79' RT. TO STA. 61+45, 84' RT.
(TO VERIFY FIELD TILE DEPTH)
FIELD TILE
MATCH LINE - STA. 63+20.00
MATCH LINE - STA. 68+00.00
037
034
SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 61+84.04
Δ = 4°30'28"
D = 0°53'13"
T = 254.25'
R = 6460.00'
L = 508.24'
E = 5.00'
P.C. STA. 59+29.79
P.R.C. STA. 64+38.03
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 67+00.29
Δ = 4°38'59"
D = 0°53'13"
T = 262.27'
R = 6460.00'
L = 524.24'
E = 5.32'
P.R.C. STA. 64+38.03
P.T. STA. 69+62.27
S.E. = NONE

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
– PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
- STA. 65+50.00, 84.52' RT.
  STA. 67+00.00, 102.91' LT.
  STA. 68+00.00, 83.49' RT.
- OMIT MARKER IF IN CONFLICT WITH FIELD TILE

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 32

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / DATE / BY

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE OFFSETS CHKD

TRANSITION CURTIS ROAD ROADWAY WIDTH
PROFILE GRADE LINE VARIES FROM 6' LT. AND RT. AT STA. 61+85.00 TO 9' LT. AND RT. AT STA. 63+85.00
CURTIS ROAD ROADWAY PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE
+85.00
63+20 RT. EL. 749.22
SPECIAL DITCH RT. AT -2.40%
63+50 RT. EL. 748.50
-0.30%
PROP. 30"SS @ 0.50%
63+50 LT. EL. 744.20
SPECIAL DITCH RT. AT -0.80%
SPECIAL DITCH LT. AT -0.20%
PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE
EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE
LIME MODIFIED SOIL 12" THICK
LIME MODIFIED SOIL 24" THICK
+00.00
67+00 RT. EL. 745.70
-0.30%
68+00 LT. EL. 743.30
EXISTING 24"SS
15" & 20" FORCEMAIN
SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT
STANDARD DITCH RT.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
8	PRC FLAR END SEC 30"	LT	----	----	**63+44.00	**73.00	----	----	----	744.24	7	744.21	DITCH
	GRATING - C FL END S 30"												
9	REMOVE MANHOLE	LT	*65+02.00	*12.00	----	----	*750.00	----	----	*745.28	1	*745.28	10

*FIELD VERIFY LOCATION AND ELEVATIONS **STATION AND OFFSET TO UPSTREAM END OF END SECTION

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER REM 24" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
9			4.8
9 - 10	299		56.7

63+50	64+00	64+50	65+00	65+50	66+00	66+50	67+00	67+50	68+00
750.02 / 750.73	750.03 / 750.58	750.33 / 750.43	750.42 / 750.28	750.58 / 750.13	750.51 / 749.98	750.43 / 749.83	750.27 / 749.68	749.92 / 749.53	748.61 / 749.38

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	48
STA. 68+00.00	TO STA. 73+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED R.O.W.

CONSTRUCTION LIMITS

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 68+70.0, 61.5' LT.
I.E. = 743.70

PROPOSED DITCH

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED CONC MED TSB6.12

P CUL CL A 1 30 - 58 FOOT
PRC FLAR END SEC 30 = 2 EACH
GRATING-C FL END S 30 = 2 EACH
CONT LOW-STRENG MATL = 16.7 CU YD
U.S.F.L. ELEV. = 742.52 (FES) - STA. 71+88.0, 68.0' LT.
D.S.F.L. ELEV. = 742.38 (FES) - STA. 72+58.0, 68.0' LT.

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

EXISTING R.O.W.

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

MATCH LINE - STA. 68+00.00

MATCH LINE - STA. 73+00.00

HALLBECK DRIVE

SAW CUT

PROPOSED R.O.W.

MATCH EXIST. ENT. 72+23.0, 95.0' LT.
24.0' C.E. (PCC) @ +1.4%
CONSTRUCT ENTRANCE WITH CONCRETE TO 95.0' LT. AT +1.4%.
SEE DETAIL SHEET AND CROSS SECTIONS.

2' STUB (TYP)

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 67+00.29
Δ = 4°38'59"
D = 0°53'13"
T = 262.27'
R = 6460.00'
L = 524.24'
E = 5.32'
P.R.C. STA. 64+38.03
P.T. STA. 69+62.27
S.E. = NONE

PROPOSED CONC MED TSB6.12
RAMPED NOSE
SEE NOTE 1

69+62.27 43.00' LT.
69+62.27 33.00' LT.
69+62.27 9.00' LT.
69+62.27 33.00' RT.
69+62.27 43.00' RT.
71+59.50 9.00' LT.
71+59.50 3.00' LT.
72+86.50 3.00' RT.
72+86.50 9.00' RT.
69+97.50 3.00' LT.

P.T. STA. 69+62.27

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 68+70.0, 53.0' RT.
I.E. = 745.70

PROPOSED ℄ CURTIS RD.

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

RAMPED NOSE SEE NOTE 1

BARKSTALL ELEMENTARY SCHOOL SIGN

STA. 72+23.00
(℄ CURTIS RD.)
MAG NAIL SET

SB-6 68+47.1 9.3' RT. 747.4
SB-9 72+97.6 47.7' LT. 747.8
SB-9 69+97.9 0.2' LT. 747.1
SB-8 71+47.7 22.6' RT. 747.8

68+19.99 7.70' RT.

24"RCP

ASPHALT/OIL & CHIP

SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.

PROPOSED DITCH

CONSTRUCTION LIMITS

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED SIDEWALK (BY OTHERS-TYP.)

FIELD TILE

FUTURE CONSTRUCTION (BY OTHERS-TYP.)

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BM 109

BM 109 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD.
STA. 68+15, 87' RT.
ELEV. 749.39

LEGEND
- PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 72+52.74, 97.50' LT.

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 32-33.

N
0' 20' 40'
SCALE: 1" = 20'

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

LIME MODIFIED SOIL 24" THICK

PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

-0.30%

-0.20%

P.V.C. 72+00.00 ELEV. 748.18

P.V.I. 73+00.00 (747.87) ELEV. 747.88

200.00' V.C.

68+00 LT. EL. 743.30

SPECIAL DITCH LT. AT -0.20%

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

P CUL CL A 1 30

71+88 LT. EL. 742.52

72+58 LT. EL. 742.38

73+00 LT. EL. 742.30

SPECIAL DITCH LT. AT -0.20%

STANDARD DITCH RT.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
10	END EXISTING PIPE	RT	----	----	•68+01.00	•18.00	----	----	----	•744.90	9	•744.90	DITCH
11	REMOVE INLET	RT	66+96.30	70.00	----	----	746.45	----	----	----	----	744.45	SOUTH

•FIELD VERIFY LOCATION AND ELEVATIONS

	68+00	68+50	69+00	69+50	70+00	70+50	71+00	71+50	72+00	72+50	73+00
EXISTING	748.61	747.44	746.95	747.05	747.44	747.54	747.44	747.88	748.15	748.07	747.35
PROPOSED	749.38	749.23	749.08	748.93	748.78	748.63	748.48	748.33	748.18	748.03	747.87

760 755 750 745 740 735 730 725 720

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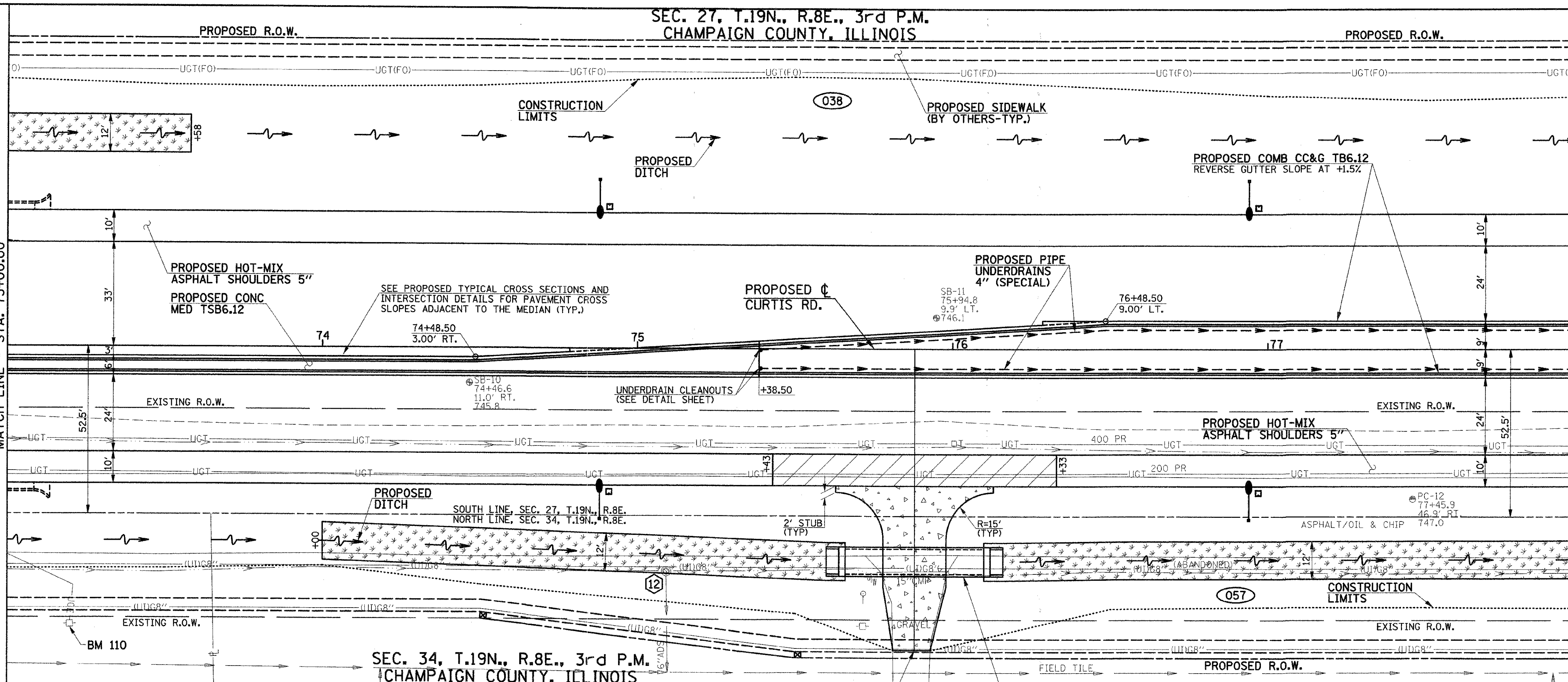
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	49
STA. 73+00.00	TO STA. 78+00.00			
		ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)	

CONTRACT NO. 91368



SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS
PROPOSED R.O.W.
UGT(FO)
CONSTRUCTION LIMITS
038
PROPOSED SIDEWALK (BY OTHERS-TYP.)
PROPOSED DITCH
PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%
+58
12'
10'
33'
3'
6'
24'
52.5'
9'
PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
PROPOSED CONC MED TSB6.12
SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)
74+48.50
3.00' RT.
74
75
76
77
PROPOSED ℄ CURTIS RD.
PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)
SB-11
75+94.8
9.9' LT.
746.1
76+48.50
9.00' LT.
SB-10
74+46.6
11.0' RT.
745.8
UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)
+38.50
EXISTING R.O.W.
MATCH LINE - STA. 73+00.00
MATCH LINE - STA. 78+00.00
UGT
400 PR
200 PR
+43
+33
PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
PROPOSED DITCH
SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.
2' STUB (TYP)
R=15' (TYP)
PC-12
77+45.9
46.9' RT.
747.0
ASPHALT/OIL & CHIP
+00
(UD)G8"
(ABANDONED)
15" CMP
GRAVEL
12
057
CONSTRUCTION LIMITS
6" ADS
BM 110
FIELD TILE
PROPOSED R.O.W.
SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
- PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 74+50.00, 85.50' RT.
STA. 75+50.00, 97.50' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 33

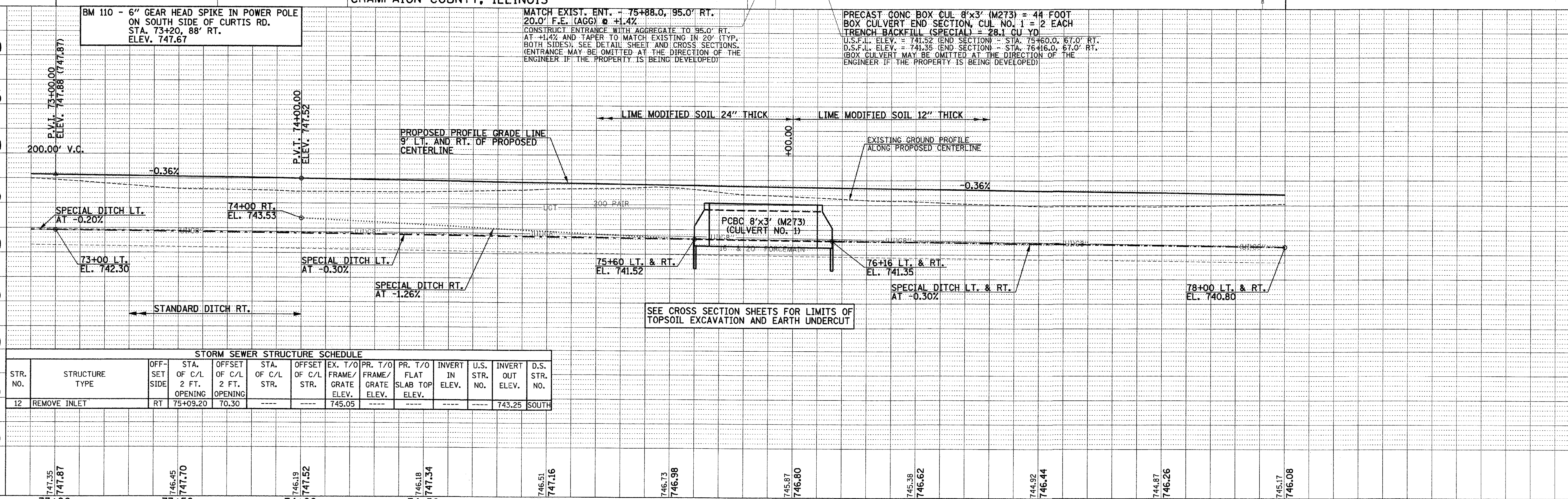
SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

BM 110 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 73+20, 88' RT. ELEV. 747.67

MATCH EXIST. ENT. - 75+88.0, 95.0' RT.
20.0' F.E. (AGG) @ +1.4%
CONSTRUCT ENTRANCE WITH AGGREGATE TO 95.0' RT. AT +1.4% AND TAPER TO MATCH EXISTING IN 20' (TYP. BOTH SIDES). SEE DETAIL SHEET AND CROSS SECTIONS. (ENTRANCE MAY BE OMITTED AT THE DIRECTION OF THE ENGINEER IF THE PROPERTY IS BEING DEVELOPED)

PRECAST CONC BOX CUL 8'x3' (M273) = 44 FOOT
BOX CULVERT END SECTION, CUL NO. 1 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 28.1 CU YD
U.S.F.L. ELEV. = 741.52 (END SECTION) - STA. 75+60.0, 67.0' RT.
D.S.F.L. ELEV. = 741.35 (END SECTION) - STA. 76+16.0, 67.0' RT.
(BOX CULVERT MAY BE OMITTED AT THE DIRECTION OF THE ENGINEER IF THE PROPERTY IS BEING DEVELOPED)



760
755
750
745
740
735
730
725
720
P.V.I. 73+00.00
ELEV. 747.88 (747.87)
200.00' V.C.
-0.36%
P.V.T. 74+00.00
ELEV. 747.52
PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE
LIME MODIFIED SOIL 24" THICK
LIME MODIFIED SOIL 12" THICK
+00.00
EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE
-0.36%
UGT
200 PAIR
PCBC 8'x3' (M273) (CULVERT NO. 1)
(UD)G8"
16" & 20" FORCEMAIN
SPECIAL DITCH LT. AT -0.20%
74+00 RT. EL. 743.53
73+00 LT. EL. 742.30
SPECIAL DITCH LT. AT -0.30%
SPECIAL DITCH RT. AT -1.26%
STANDARD DITCH RT.
75+60 LT. & RT. EL. 741.52
76+16 LT. & RT. EL. 741.35
SPECIAL DITCH LT. & RT. AT -0.30%
78+00 LT. & RT. EL. 740.80
SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT
747.35 747.87
746.45 747.70
746.19 747.52
746.18 747.34
746.51 747.16
746.73 746.98
745.87 746.80
745.38 746.62
744.92 746.44
744.87 746.26
745.17 746.08
73+00
73+50
74+00
74+50
75+00
75+50
76+00
76+50
77+00
77+50
78+00

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
12	REMOVE INLET	RT	75+09.20	70.30	----	----	745.05	----	----	----	----	743.25	SOUTH

PLAN — NOTE BOOK / NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK / NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CH'KD — BY — DATE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	50
STA. 78+00.00		TO STA. 83+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PLAN — SURVEYED / PLOTTED / LAST PLOT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / LAST PLOT CHECKED / REM. NOTED / SIGNATURE APPEARS ON FILE / NOTE BOOK / NO. / BY / DATE

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED R.O.W.

UGT(FO)

038

CONSTRUCTION LIMITS

PROPOSED SIDEWALK (BY OTHERS-TYP.)

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 78+90.0, 58.0' LT.
I.E. = 741.00

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

PROPOSED DITCH

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 82+55.0, 57.5' LT.
I.E. = 739.90

MATCH LINE - STA. 78+00.00

MATCH LINE - STA. 83+00.00

SB-13
78+93.5
30.1' LT.
746.0

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

PROPOSED ℄ CURTIS RD.

SB-15
81+87.5
8.0' LT.
744.1

+58.50

79 80 81 82

SB-14
80+43.6
11.7' RT.
745.1

81+53.00
9.00' RT.

PROPOSED CONC MED TSB6.12

EXISTING R.O.W.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

400 PR

200 PR

SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.

ASPHALT/OIL & CHIP

(ABANDONED)

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 78+90.0, 58.0' RT.
I.E. = 741.00

BM 111

PROPOSED DITCH

057

CONSTRUCTION LIMITS

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 82+55.0, 57.5' RT.
I.E. = 739.90

FIELD TILE

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BM 111 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD.
STA. 78+32, 88' RT.
ELEV. 746.80

PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

-0.36%

LIME MODIFIED SOIL 12" THICK

LIME MODIFIED SOIL 24" THICK

+50.00

200 PAIR

400 PAIR

16" & 20" FORCEMAIN

78+00 LT. & RT.
EL. 740.80

SPECIAL DITCH LT. & RT.
AT -0.30%

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

BEGIN EARTH UNDERCUT
STA. 82+50
ELEV. 743.0

SPECIAL DITCH LT. & RT.
AT -1.52%

83+00 LT. & RT.
EL. 739.30

EARTH UNDERCUT
STA. 83+00
ELEV. 742.5

760 755 750 745 740 735 730 725 720

78+00	78+50	79+00	79+50	80+00	80+50	81+00	81+50	82+00	82+50	83+00
745.17 / 746.08	745.87 / 745.90	745.85 / 745.72	745.46 / 745.54	744.94 / 745.36	744.74 / 745.18	744.67 / 745.00	744.48 / 744.82	744.12 / 744.64	743.91 / 744.46	743.83 / 744.28

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 83+00.00, 97.50' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 33-34.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

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SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	51
STA.	83+00.00 TO STA. 88+00.00 491+40.00 TO 493+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(00D)		

CONTRACT NO. 91368

PRECAST CONC BOX CUL 4'x3' (M273) = 270 FOOT
BOX CULVERT END SECTION, CUL NO. 2 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 73.5 CU YD
U.S.F.L. ELEV. = 736.70 (END SECTION) - STA. 84+54.0, 73.0' LT.
D.S.F.L. ELEV. = 736.14 (END SECTION) - STA. 87+36.0, 73.0' LT.
(CULVERT HAS 3" SUMP BELOW DITCH FLOWLINE)

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT STA. 84+00.00 TO -2.0% AT STA. 84+65.50. (TYPICAL BOTH SIDES)

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -2.0% AT STA. 87+01.00 TO -4.0% AT STA. 87+50.00. (TYPICAL BOTH SIDES)

PROPOSED SIDEWALK (BY OTHERS-TYP.)

24"SS WMQ @ 0.50%

MATCH LINE - STA. 493+50.00
SEE SHEET NO. 68

PROPOSED ℄ MATTIS AVE./ SECTION LINE

15"SS @ 0.60%

2-CENTERED CURVE R=60'-350' 0=12'

CONSTRUCTION LIMITS

PROPOSED DITCH

PROPOSED COMB CC&G TB6.24

PROPOSED CONC MED TSB6.24 (SEE DETAIL SHEET)

PROPOSED PC CONC SIDEWALK 6

PROPOSED CONC MED TSB6.12

PROPOSED ℄ CURTIS RD.

STA. 85+80.33 (℄ CURTIS RD.) = STA. 492+65.00 (℄ MATTIS AVE.)
MAG NAIL SET

RAMPED NOSE SEE NOTE 1

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILES FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

EXISTING R.O.W.

MATCH LINE - STA. 83+00.00

MATCH LINE - STA. 88+00.00

400 PR & 200 PR

SOUTH LINE, SEC. 27, T.19N., R.8E.
NORTH LINE, SEC. 34, T.19N., R.8E.

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

EAST LINE, SEC. 27, T.19N., R.8E.
WEST LINE, SEC. 26, T.19N., R.8E.

EAST LINE, SEC. 34, T.19N., R.8E.
WEST LINE, SEC. 35, T.19N., R.8E.

(ABANDONED)

SEE NOTE 2

BM 112 - RAILROAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 83+56, 87' RT. ELEV. 744.86

PERMANENT SURVEY MARKERS = 1 EACH
SURVEY MARKER VAULT = 1 EACH
STA. 85+81.46, 52.51' RT. (CURTIS RD.)=
STA. 492+12.48, ℄ (MATTIS AVE.)
SW. CDR., SEC. 26, T.19N., R.8E., 3RD P.M.
NW. CDR., SEC. 35, T.19N., R.8E., 3RD P.M.
(SEE DETAIL SHEET AND SPECIAL PROVISIONS)

PROPOSED CENTERLINE MATTIS AVENUE STA. 85+80.33 ELEV. 743.27 (PROPOSED P.G.L. CURTIS ROAD AT 9' LT. & RT.)

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

EARTH UNDERCUT
STA. 83+00
ELEV. 742.5

EARTH UNDERCUT
STA. 86+50
ELEV. 739.0

END EARTH UNDERCUT
STA. 87+50
ELEV. 739.0

SPECIAL DITCH LT. & RT.
AT -0.36%

SPECIAL DITCH LT. & RT.
AT -1.52%

83+00 LT. & RT.
EL. 739.30

84+54 LT. & RT.
EL. 736.96

87+36 LT. & RT.
EL. 736.39

88+00 LT. & RT.
EL. 736.20

18" & 20" FORCEMAIN

PCBC 4'x3' (M273) (CULVERT NO. 2)
PCBC 8'x3' (M273) (CULVERT NO. 3)

LIME MODIFIED SOIL 24" THICK

LIME MODIFIED SOIL 12" THICK

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

PRECAST CONC BOX CUL 8'x3' (M273) = 270 FOOT
BOX CULVERT END SECTION, CUL NO. 3 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 96.8 CU YD
U.S.F.L. ELEV. = 736.70 (END SECTION) - STA. 84+54.0, 73.0' RT.
D.S.F.L. ELEV. = 736.14 (END SECTION) - STA. 87+36.0, 73.0' RT.
(CULVERT HAS 3" SUMP BELOW DITCH FLOWLINE)

EXPLORATION TRENCH 72" DEPTH = 40 FOOT
STA. 491+40, 63' LT. TO STA. 491+80, 63' LT.
(NO C.L.S.M. BACKFILL REQUIRED-DO NOT CROSS F.M.)

EXPLORATION TRENCH 72" DEPTH = 25 FOOT
STA. 491+40, 75' RT. TO STA. 491+65, 75' RT.
(NO C.L.S.M. BACKFILL REQUIRED DO NOT CROSS F.M.)

MATCH LINE - STA. 491+40.00
SEE SHEET NO. 67

PROPOSED CURB AND GUTTER OUTLET (TYP.)
(SEE DETAIL SHEET)

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

NOTE 2
PROVIDE 24" DIA. OPENING IN TOP OF BOX CULVERTS WITH TYPE 1 FRAME WITH CLOSED LID. SEE DETAIL SHEET.

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
1 – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
– PROPOSED SIDEWALK RAMP DETECTABLE WARNINGS (SEE DETAIL SHEET)
– PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 84+50.00, 105.50' RT.
STA. 84+97.85, 105.50' RT.

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 34

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS AND INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 8" (FOOT)	SS 1 WMQ 24" (FOOT)	STORM SEWER CL A 2 12" (FOOT)	%	CONTR LOW-STRENG MATL (CU YD)
13 - 13a			28		0.50	
14 - 14a				23	0.50	
14a - 14b	1			6		
14b - EAST		150				15.3

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 15" (FOOT)	STORM SEWER CL A 1 24" (FOOT)	%	CONTR LOW-STRENG MATL (CU YD)
14c - 14d			34	3.20	
15 - 15a			34	3.20	
17 - 18	63			0.80	3.0
18 - 20	21			1.00	
19 - 20		16		3.00	5.4
20 - 20a		12		3.00	
21 - 22		14		0.60	

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
13	CONNECT S.S. TO BOX CUL.	LT	----	----	85+17.00	75.25	----	----	----	736.83	13a	736.58	BOX CUL
14	CONNECT S.S. TO BOX CUL.	RT	----	----	85+17.00	76.75	----	----	----	736.78	14a	736.57	BOX CUL
14a	RD INLETS TB T1 CLOSED	RT	**85+17.50	**101.30	**85+17.00	**101.30	----	**742.80	**741.80	**737.00	14b	**736.90	14
14b	CONNECT TO EXISTING S.S.	RT	----	----	85+09.00	**101.30	----	----	----	**737.00	WEST	**737.00	14a
14c	CONNECT S.S. TO BOX CUL.	RT	----	----	85+29.00	76.70	----	----	----	736.81	14d	736.55	BOX CUL
14d	PRC FLAR END SEC 24"	LT	----	----	*491+56.00	*53.00	----	----	----	738.09	DITCH	737.90	14c
	GRATING - C FL END S 24"												

*STATION AND OFFSET TO DOWNSTREAM END OF END SECTION
**FIELD VERIFY LOCATION AND ELEVATION

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
15	CONNECT S.S. TO BOX CUL.	RT	----	----	85+35.00	76.70	----	----	----	736.81	15a	736.54	BOX CUL
15a	PRC FLAR END SEC 24"	LT	----	----	*491+56.00	*48.00	----	----	----	738.09	DITCH	737.90	15
	GRATING - C FL END S 24"												
16	REMOVE INLET	RT	85+42.60	73.80	----	----	741.74	----	----	----	----	739.94	SOUTH
17	INLETS TA T3V F & G	LT	491+60.00	26.65	491+60.00	26.65	----	742.28	----	----	----	738.80	18
18	RD INLETS TB T3V F & G	RT	491+60.00	37.80	491+60.00	38.30	----	741.90	740.82	738.30	17	738.20	20

*STATION AND OFFSET TO DOWNSTREAM END OF END SECTION

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
19	CONNECT S.S. TO BOX CUL.	RT	----	----	86+43.00	76.70	----	----	----	----	----	736.92	20
20	RD MAN TA 4 DIA T1 CLOSED	RT	491+70.00	59.00	491+70.00	60.00	----	----	741.70	740.70	737.99	18	737.40
											737.49	20a	
20a	PRC FLAR END SEC 15"	RT	----	----	*491+56.00	*59.00	----	----	----	----	738.03	DITCH	737.85
	GRATING - C FL END S 15"												
21	CONNECT S.S. TO BOX CUL.	RT	----	----	86+31.00	75.35	----	----	----	736.72	22	736.35	BOX CUL

*STATION AND OFFSET TO DOWNSTREAM END OF END SECTION

	83+00	83+50	84+00	84+50	85+00	85+50	86+00	86+50	87+00	87+50	88+00
760											
755											
750											
745											
740											
735											
730											
725											
720	743.83 744.28	743.42 744.10	742.93 743.92	742.53 743.74	742.23 743.56	741.98 743.38	741.34 743.20	740.38 743.02	740.36 742.84	740.54 742.66	742.22 742.48

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	52
STA. 88+00.00	TO STA. 93+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED R.O.W.

PROPOSED SIDEWALK (BY OTHERS)

040

040TE

CONSTRUCTION LIMITS

PROPOSED DITCH

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

MATCH LINE - STA. 88+00.00

MATCH LINE - STA. 93+00.00

PROPOSED CONC MED TSB6.12

88+08.00
3.00' RT.

90+08.00
9.00' LT.

SB-21
90+96.5
28.2' LT.
739.7

PROPOSED ℄
CURTIS RD.

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

89

90

91

92

UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)

+96.00

EXISTING R.O.W.

SB-22
92+46.3
11.5' RT.
738.1

92+51.50
9.00' RT.

EXISTING R.O.W.

52.5'

UGT

UGT(FO)

200 PR

400 PR

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

PC-20
89+47.6
51.1' RT.
742.4

POWER POLE TO BE PROTECTED

PROPOSED DITCH

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

ASPHALT/OIL & CHIP

(UDG8")

(ABANDONED)

CONSTRUCTION LIMITS

045

BM 114R

EXISTING R.O.W.

EXISTING R.O.W.

PROPOSED R.O.W.

CONC WALK

FIELD TILE

PROPOSED R.O.W.

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SPECIAL DITCH CHECK = 1 EACH
STA. 88+92.5, 64.5' RT.
TOP OF DITCH CHECK ELEV. = 740.4
SEE DETAIL SHEET

PRECAST CONC BOX CUL 8'x3' = 24 FOOT BOX CULVERT END SECTION, CUL NO. 4 = 2 EACH
U.S.F.L. ELEV. = 735.73 (END SECTION) - STA. 88+74.5, 70.0' RT.
D.S.F.L. ELEV. = 735.62 (END SECTION) - STA. 89+10.5, 70.0' RT.
(CULVERT HAS 3" SUMP BELOW DITCH FLOWLINE)

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

LIME MODIFIED SOIL 12" THICK

LIME MODIFIED SOIL 24" THICK

+00.00

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

-0.36%

-0.36%

88+74.5 RT.
EL. 735.98

PCBC 8'x3' (CULVERT NO. 4)

89+10.5 RT.
EL. 735.87

88+00 LT. & RT.
EL. 736.20

200 PAIR

400 PAIR

16" & 20" FORCEMAIN

SPECIAL DITCH LT. & RT.
AT -0.30%

BEGIN EARTH UNDERCUT
STA. 92+00
ELEV. 737.6

EARTH UNDERCUT
STA. 92+50
ELEV. 737.0

93+00 LT. & RT.
EL. 734.70

EARTH UNDERCUT
STA. 93+00
ELEV. 736.65

760
755
750
745
740
735
730
725
720

742.22 742.48 | 742.30 742.30 | 742.67 742.12 | 742.20 741.94 | 741.55 741.76 | 740.74 741.58 | 739.83 741.40 | 739.09 741.22 | 738.52 741.04 | 738.34 740.86 | 738.50 740.68

88+00 | 88+50 | 89+00 | 89+50 | 90+00 | 90+50 | 91+00 | 91+50 | 92+00 | 92+50 | 93+00

BM 114R - TIMBER SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 91+67, 88' RT. ELEV. 740.51

N

0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 90+00.00, 102.49' LT.
STA. 91+00.00, 97.49' LT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 34-35.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PLAN
SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. MONUMENTS
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.O.W. MONUMENTS
NOTE BOOK
NO.
DATE
BY

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	53
STA. 93+00.00	TO STA. 97+60.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M. CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M. CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 93+00.00

MATCH LINE - STA. 97+60.00

PROPOSED R.O.W.

CONSTRUCTION LIMITS

I.C.E.

PROPOSED SIDEWALK (BY OTHERS)

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 93+50.0, 61.0' LT.
I.E. = 735.00

PROPOSED DITCH

040 040TE 040PE

STA. 96+76.94 (℄ CURTIS RD.) =
STA. 700+00.00 (℄ FREEDOM BLVD.)
IRON PIN SET

SB-25
96+35.2
48.5' LT.
734.6

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

SB-23
93+91.0
7.9' LT.
737.8

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED CONC MED TSB6.12

RAMPED NOSE SEE NOTE 1

96+13.50
9.00' LT.

R=3'

94+51.50
3.00' LT.

96+13.50
3.00' LT.

PROPOSED ℄ CURTIS RD.

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

90°41'29" 89°18'31"

97+40.50
3.00' RT.

97+40.50
9.00' RT.

EXISTING R.O.W.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT RT. STA. 95+50.00 TO -2.0% AT RT. STA. 95+86.00

SB-24
95+45.7
26.5' RT.
737.0

95+95.80
33.00' RT.

PROPOSED COMB CC&G TB6.24 (TYP.)

97+56.26
33.00' RT.

97+23.10
43.00' RT.

96+28.97
43.00' RT.

200 PR

400 PR

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 93+50.0, 61.0' RT.
I.E. = 735.00

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

PROPOSED CURB AND GUTTER OUTLET
(SEE DETAIL SHEET)

699+42.00
46.66' LT.

PROPOSED PC CONC SIDEWALK 6 (TYP.)

699+42.00
44.55' RT.

ASPHALT/OIL & CHIP

PROPOSED DITCH

045

CONSTRUCTION LIMITS

95+50.0
92.5' RT.

2-CENTERED CURVE
R=60'-250'
0=4'

45"x29" RCP

699+20.28
23.52' LT.

699+06.05
18.20' RT.

EXISTING R.O.W.

PROPOSED R.O.W.

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

FIELD TILE

1.60' STUB
698+97.14
19.80' LT.

698+99.3
40.0' LT.

698+96.54
18.20' RT.

698+96.0
44.0' RT.

STONE SIGN

20" SAN

16" SAN

698+73.05
18.25' LT.

CONC WALK

FREEDOM BLVD.

CONCRETE PAVEMENT

COMB CC&G TYPE B-6.18 (TYP.)

18"SS

21"SS

12"SS

W8"

FM

045

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
26a	RD INLETS TB TI CLOSED	RT	96+47.70	•103.00	96+47.70	•102.50	----	738.90	737.90	•732.70	26c	•732.70	26d
26c	CONNECT TO EXISTING S.S.	RT	----	----	•96+43.00	•102.50	----	----	----	•732.80	WEST	•732.80	26a
26d	CONNECT S.S. TO BOX CUL	RT	----	----	96+47.70	83.00	----	----	----	732.50	26a	731.90	BOX CUL

•FIELD VERIFY LOCATION AND ELEVATION

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR., OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER CL A 1 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
26a - 26c	1	4		
26a - 26d		18		

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

PRECAST CONCRETE BOX CULVERT 10'x3' = 168 FOOT
BOX CULVERT END SECTION, CUL NO. 5 = 1 EACH
TRENCH BACKFILL (SPECIAL) = 114.4 CU YD
U.S.F.L. ELEV. = 732.20 (END SECTION) - STA. 95+96.7, 78.0' RT.
D.S.F.L. ELEV. = 731.15 (DROP BOX) - STA. 97+70.7, 78.0' RT.

10' TRANSITION FROM COMB CC&G TB6.24 TO EXISTING CURB TYPE

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

LIME MODIFIED SOIL 24" THICK

EARTH UNDERCUT
STA. 93+00
ELEV. 736.65

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

95+00.00
P.V.C.
ELEV. 739.96

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

-0.36%

-0.36%

200 PAIN

(UD)G8"

16" & 20" FORCEMAIN

PCBC 10'x3'
(CULVERT NO. 5)

93+00 LT. & RT.
EL. 734.70

SPECIAL DITCH LT. & RT.
AT -0.30%

94+00 LT. & RT.
EL. 734.40

SPECIAL DITCH RT.
AT -1.10%

95+96 RT.
EL. 732.24

END EARTH UNDERCUT
STA. 97+00
ELEV. 733.85

SPECIAL DITCH LT.
AT -1.00%

97+60 LT.
EL. 730.80

738.50 740.68
738.54 740.50
738.19 740.32
737.76 740.14
737.20 739.96
736.81 739.79
736.31 739.66
735.52 739.55
734.73 739.47
735.42 739.41

93+00 93+50 94+00 94+50 95+00 95+50 96+00 96+50 97+00 97+50

760 755 750 745 740 735 730 725 720

N

0' 20' 40'

SCALE: 1" = 20'

LEGEND

1 – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)

– PROPOSED SIDEWALK RAMP DETECTABLE WARNINGS (SEE DETAIL SHEET)

– PROPOSED SODDING FOR DITCH LINING

– PROPOSED RIPRAP, SPECIAL (SEE DETAIL SHEET)

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 35

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS AND INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.P. OR MAP CHECKED, CORD FILE NAME, NOTE BOOK, NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, R.P. NOTED, STRUCTURE NOTATIONS CHKED, NOTE BOOK, NO., DATE, BY

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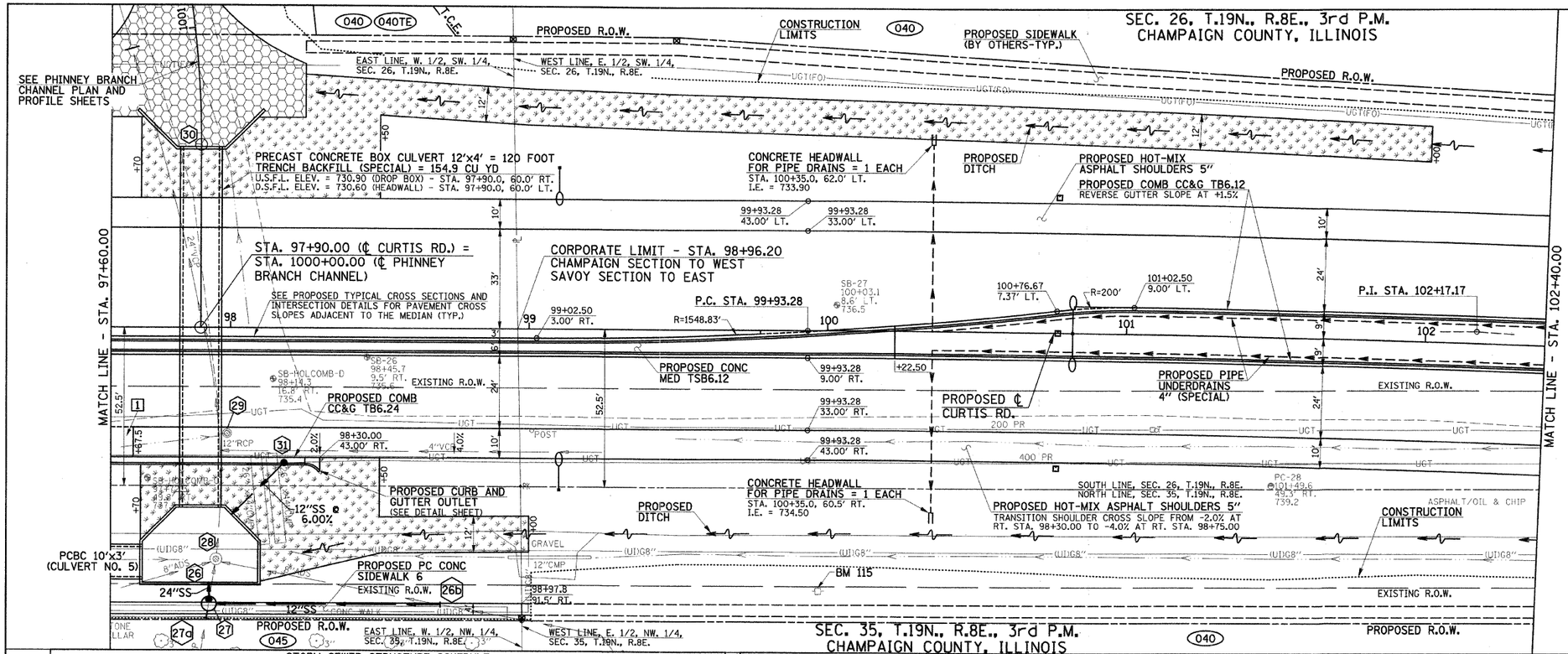


PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 102+17.17
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.C. STA. 99+93.28
P.R.C. STA. 104+40.88
S.E. = NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	54
STA. 97+60.00	TO STA. 102+40.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
1 – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
– PROPOSED SODDING FOR DITCH LINING
– PROPOSED RIPRAP, SPECIAL (SEE DETAIL SHEET)

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 98+94.22, 97.50' LT.
STA. 98+97.84, 97.50' RT.
STA. 99+50.00, 97.50' LT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 35-36.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
26	••CULVERT DROP BOX	RT	----	----	97+90.00	60.00	----	----	----	731.15	BOX CUL	730.90	BOX CUL
										731.20	27		
										733.06	31		
26b	CONNECT TO EXISTING S.S.	RT	----	----	•98+65.00	•91.00	----	----	----	•732.90	EAST	•732.90	27
27	RD MAN TA 5 DIA T1 CLOSED	RT	97+93.00	90.50	97+93.00	92.00	----	736.50	735.50	•732.70	26a	731.20	26
										•732.70	26b		
										•731.20	27a		

•FIELD VERIFY LOCATION AND ELEVATION ••SEE CULVERT DROP BOX DETAIL SHEET •••SEE CULVERT HEADWALL DETAIL SHEET

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
27a	CONNECT TO EXISTING S.S.	RT	----	----	•97+93.00	•97.00	----	----	----	•731.20	SOUTH	•731.20	27
28	REMOVE MANHOLE	RT	97+95.30	77.20	----	----	735.10	----	----	732.70	WEST	731.20	NORTH
										731.20	SOUTH		
										732.90	EAST		
29	REMOVE INLET	RT	97+98.90	35.00	----	----	735.09	----	----	----	----	733.09	WEST
30	•••CULVERT HEADWALL	LT	----	----	97+90.00	60.00	----	----	----	730.60	26	730.60	DITCH
31	INLETS TA T3 F & G	RT	98+18.00	44.80	98+18.00	44.80	----	738.72	----	----	----	734.50	26

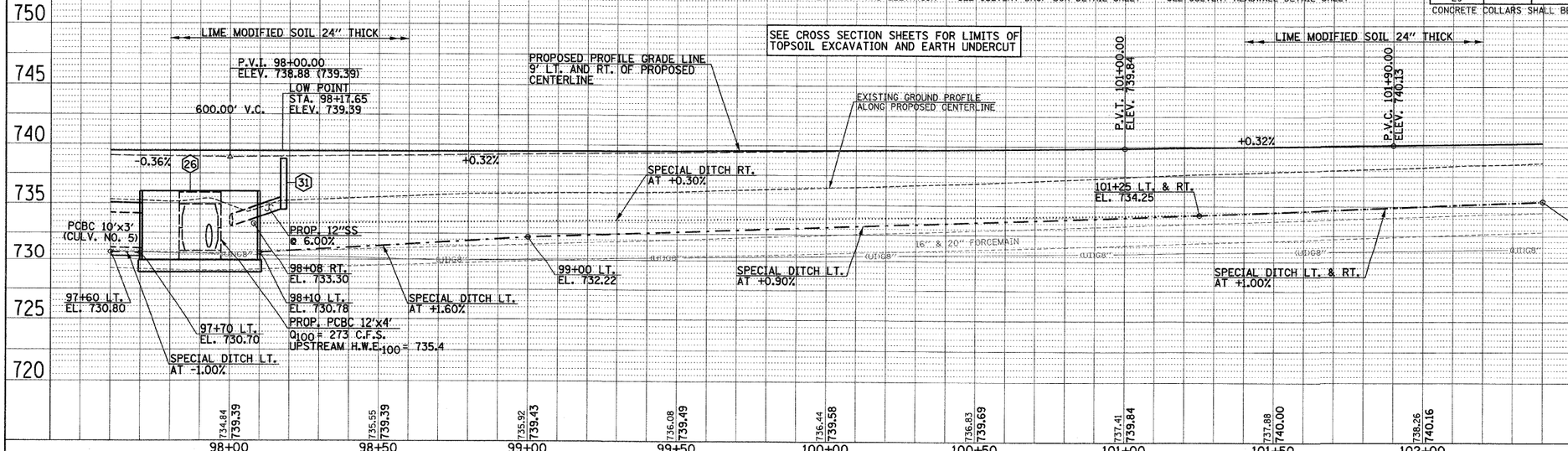
•FIELD VERIFY LOCATION AND ELEVATION ••SEE CULVERT DROP BOX DETAIL SHEET •••SEE CULVERT HEADWALL DETAIL SHEET

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 8" (FOOT)	STORM SEWER REM 12" (FOOT)	STORM SEWER REM 24" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 24" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
26 - 27						5		
26 - 31					24		6.00	
26b - 27	1				71			21.4
26b - 28		70						
27 - 27a	1					2		
27a-NORTH				195				
28 - WEST		60						
	29		4					

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

BM 115 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 99+97, 87' RT. ELEV. 738.52



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	55
STA. 102+40.00	TO STA. 107+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 102+40.00

MATCH LINE - STA. 107+00.00

PROPOSED R.O.W.

PROPOSED SIDEWALK (BY OTHERS-TYP.)

040

CONSTRUCTION LIMITS

PROPOSED DITCH

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 105+00.0, 54.0' LT.
I.E. = 738.50

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED ℄ CURTIS RD.

SB-29
102+99.8
30.6' LT.
738.5

104+40.88
43.00' LT.

104+40.88
33.00' LT.

104+40.88
9.00' LT.

P.R.C. STA. 104+40.88

103

104

105

106

EXISTING R.O.W.

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

SB-30
104+47.8
10.3' RT.
740.0

104+40.88
9.00' RT.

104+40.88
33.00' RT.

104+40.88
43.00' RT.

200 PR

400 PR

UGT

SB-31
105+95.9
10.1' LT.
740.8

P.I. STA. 106+64.76

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

POWER POLE TO BE PROTECTED

(UT)G8"

LIME MODIFIED SOIL 24" THICK

BM 116

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 105+00.0, 54.0' RT.
I.E. = 738.50

P CUL 1 RC-E EQRS 15 (2 AT 8') = 16 FOOT
PRCF END S EL EQRS 15 = 4 EACH
GRT-C FL END S EQV 15 = 4 EACH
U.S.F.L. ELEV. = 738.61 (FES) - STA. 105+61.0, 58.0' & 62.0' RT.
D.S.F.L. ELEV. = 738.41 (FES) - STA. 105+41.0, 58.0' & 62.0' RT.

SPECIAL DITCH CHECK = 1 EACH
STA. 105+51.0, 57.4' RT.
TOP OF DITCH CHECK ELEV. = 740.5
SEE DETAIL SHEET

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

P.V.I. 103+40.00
ELEV. 740.61 (740.86)

300.00' V.C.

P.V.I. 104+90.00
ELEV. 742.11

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

+0.32%

+1.00%

+1.00%

16" & 20" FORCEMAIN

SPECIAL DITCH LT. & RT. AT +1.00%

105+41 RT.
EL. 738.41

105+61 RT.
EL. 738.61

P CUL 1 RC-E
EQRS 15 (2 AT 8')

BEGIN EARTH UNDERCUT
STA. 106+50
ELEV. 741.0

107+00 LT. & RT.
EL. 740.00

EARTH UNDERCUT
STA. 107+00
ELEV. 741.0

102+40 LT. & RT.
EL. 735.40

738.78 740.36
738.99 740.62
739.34 740.93
739.65 741.30
740.07 741.73
740.36 742.21
740.69 742.71
741.13 743.21
741.76 743.71
742.36 744.21

102+50 103+00 103+50 104+00 104+50 105+00 105+50 106+00 106+50 107+00

760 755 750 745 740 735 730 725 720

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 102+17.17
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.C. STA. 99+93.28
P.R.C. STA. 104+40.88
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

N

0' 20' 40'
SCALE: 1" = 20'

LEGEND
– PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 103+00.00, 90.32' RT.
STA. 106+50.00, 79.15' LT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 36

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

BM 116 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD.
STA. 105+52, 65' RT.
ELEV. 742.71

PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, NOTE BOOK, NO., PT. OF WAY CHECKED, CADD FILE NAME, DATE, 9"

PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, NOTE BOOK, NO., STRUCTURE NOTATIONS CHKD, BY, DATE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	56
STA. 107+00.00	TO STA. 111+40.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 107+00.00

MATCH LINE - STA. 111+40.00

PROPOSED SIDEWALK (BY OTHERS-TYP.)

PROPOSED R.O.W.

PROPOSED DITCH

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED COMB CC&G TB6.12 REVERSE GUTTER SLOPE AT +1.5%

SB-33 108+71.2 50.1' LT. 742.4

12"SS @ 0.60%

PERMANENT EASEMENT

CONSTRUCTION LIMITS

T.C.E.

CONC WALK

108+88.47 43.00' LT.

108+88.47 33.00' LT.

108+88.47 9.00' LT.

+92.50

109+65.00 43.00' LT.

PROPOSED CONCRETE GUTTER OUTLET (TYP.) (SEE DETAIL SHEET)

PROPOSED CONC MED TSB6.12

PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED) (SEE DETAIL SHEET)

EXISTING R.O.W.

P.T. STA. 108+88.47

UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)

109+88.00 3.00' LT.

GRAVEL

200 PR

400 PR

107+88.00 9.00' RT.

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

ASPHALT/OIL & CHIP

PC-32 107+46.3 33.0' RT. 742.9

PC-34 110+43.4 17.5' RT. 746.8

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

108+88.47 33.00' RT.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED ℄ CURTIS RD.

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

110+95.00 43.00' RT.

POWER POLE TO BE PROTECTED

EXPLORATION TRENCH 72" DEPTH = 40 FOOT
STA. 110+50, 45' RT. TO STA. 110+50, 85' RT.
(NO C.L.S.M. BACKFILL REQUIRED)

PROPOSED CONCRETE GUTTER, TYPE A (MODIFIED) (SEE DETAIL SHEET)

BM 117R

FIELD TILE

SEE NOTE 1

12"SS

CONSTRUCTION LIMITS

CONNECT FIELD TILE TO PROPOSED INLET

CONNECT FIELD TILE TO PROPOSED STORM SEWER

20" SAN

16" SAN

EXPLORATION TRENCH 72" DEPTH = 35 FOOT
STA. 108+00, 45' RT. TO STA. 108+00, 80' RT.
(NO C.L.S.M. BACKFILL REQUIRED)

P CUL CL A 2 15 = 192 FOOT
PRC FLAR END SEC 15 = 2 EACH
GRATING-C FL END S 15 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 11.2 CU YD
U.S.F.L. ELEV. = 743.14 (FES) - STA. 112+80.0, 70.0' RT.
D.S.F.L. ELEV. = 742.52 (FES) - STA. 110+74.0, 67.0' RT.

P CUL CL A 1 24 = 322 FOOT
PRC FLAR END SEC 24 = 2 EACH
GRATING-C FL END S 24 = 2 EACH
CONT LOW-STRENG MATL = 10.1 CU YD
U.S.F.L. ELEV. = 743.14 (FES) - STA. 112+80.0, 70.0' LT.
D.S.F.L. ELEV. = 742.12 (FES) - STA. 109+40.0, 64.0' LT.

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
[:::] – PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 109+75.00, 83.50' LT.
STA. 109+75.00, 61.50' LT.
STA. 111+00.00, 90.50' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 36-37.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

P CUL 1 RC-E EQRS 15 (2 AT 8') = 16 FOOT
PRCF END S EL EQRS 15 = 4 EACH
GRT-C FL END S EQV 15 = 4 EACH
U.S.F.L. ELEV. = 741.36 (FES) - STA. 108+36.5, 60.0' & 64.0' RT.
D.S.F.L. ELEV. = 741.16 (FES) - STA. 108+16.5, 60.0' & 64.0' RT.

SPECIAL DITCH CHECK = 1 EACH
STA. 108+26.5, 60.0' RT.
TOP OF DITCH CHECK ELEV. = 743.7
SEE DETAIL SHEET

NOTE 1
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

BM 117R - TIMBER SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 111+01, 56' RT. ELEV. 749.41

PROFILE

LIME MODIFIED SOIL 24" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE

P CUL 1 RC-E EQRS 15 (2 AT 8')

EARTH UNDERCUT STA. 107+00 ELEV. 741.0

+1.00%

107+00 LT. & RT. EL. 740.00

SPECIAL DITCH LT. & RT. AT +1.00%

EARTH UNDERCUT STA. 108+00 ELEV. 741.0

108+16.5 RT. EL. 741.16

108+36.5 RT. EL. 741.36

END EARTH UNDERCUT STA. 108+50 ELEV. 741.50

109+00 LT. & RT. EL. 742.00

16" & 20" FORCEMAIN

PROP. 12"SS @ 0.60%

109+40 LT. & RT. EL. 742.12

SPECIAL DITCH LT. & RT. AT +0.30%

P.V.I.C. 110+00.00 ELEV. 747.21

LIME MODIFIED SOIL 24" THICK

SPECIAL DITCH RT. AT +0.30%

P CUL CL A 1 24

P CUL CL A 2 15

PROP. 12"SS @ 0.60%

110+74 RT. EL. 742.52

STORM SEWER PIPE SCHEDULE				
LOCATION STR. - STR. OR STA., O.S.	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL B 2 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
32 - 33	18		0.60	1.2
33a - 33b	19		0.60	0.8
34 - 35	18		0.60	1.6
34a - 35a		262	•••	
•••SEE NOTE 1				

STORM SEWER STRUCTURE SCHEDULE												
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
32	PRC FLAR END SEC 12"	LT	----	----	•109+44.00	•56.50	----	----	----	742.19	33	742.15	DITCH
	GRATING - C FL END S 12"												
33	INLETS TA T1 OPEN	LT	109+58.00	45.20	109+58.00	45.20	----	745.70	----	----	----	742.30	32
33a	INLETS TA T1 OPEN	LT	110+80.00	44.50	110+80.00	44.50	----	746.95	----	----	----	743.50	33b
33b	RD MAN TA 5 DIA T1 CLOSED	LT	110+80.00	65.00	110+80.00	66.50	----	747.00	746.00	743.39	33a	742.54	WEST
										742.54	EAST		
34	PRC FLAR END SEC 12"	RT	----	----	•110+76.50	•59.50	----	----	----	742.59	35	742.55	DITCH
	GRATING - C FL END S 12"												
34a	RD INLETS TB T1 CLOSED	RT	••108+87.00	••75.00	••108+86.50	••75.00	----	••744.70	••743.70	••741.00	SOUTH	••741.00	35a
35	INLETS TA T1 OPEN	RT	110+88.00	45.20	110+88.00	45.20	----	746.91	----	----	----	742.70	34

•STATION AND OFFSET TO UPSTREAM END OF END SECTION
••FIELD VERIFY LOCATION AND ELEVATION

STR. NO.	760	755	750	745	740	735	730	725	720
32	742.36	744.21							
33			742.61	744.71					
33a					742.42	745.21			
33b							742.68	745.71	
34							744.09	746.21	
34a									745.09	746.71
35									746.30	747.21
									747.36	747.68
									748.21	748.10
	107+00		107+50		108+00		108+50		109+00	109+50	110+00	110+50	111+00

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	57
STA. 111+40.00	TO STA. 116+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

MATCH LINE - 95.00' LT. CURTIS ROAD - SEE SHEET NO. 76

MATCH LINE - STA. 111+40.00

MATCH LINE - STA. 116+00.00

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

EAST LINE, SW. 1/4, SEC. 26, T.19N., R.8E.

WEST LINE, SE. 1/4, SEC. 26, T.19N., R.8E.

PERMANENT EASEMENT

P CUL CL A 1 24"

PROPOSED R.O.W.

CONSTRUCTION LIMITS

PROPOSED SIDEWALK (BY OTHERS-TYP.)

PROPOSED DITCH

EXPLORATION TRENCH 72" DEPTH = 380 FOOT
STA. 112+20, 80' LT. TO STA. 116+00, 65' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED CONC GUTTER, TA (MOD) (SEE DETAIL SHEET)

111+87.30 43.00' LT.

PROPOSED ℄ RELOCATED P.E.

P.I. STA. 112+13.40 (℄ CURTIS RD.)= STA. 15+00.00 (℄ RELOCATED P.E.) (NO CURVE)

PROPOSED ℄ CURTIS RD.

111+50.00 9.00' LT. EXISTING R.O.W.

SB-35 111+99.8 9.8' LT. 747.5

88°58'03" 91°01'47"

112+77.00 3.00' RT.

RAMPED NOSE SEE NOTE 1

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

SB-37 114+96.4 28.4' LT. 745.4

UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)

EXISTING R.O.W.

114+39.00 3.00' RT.

111+50.00 3.00' LT.

112+77.00 9.00' RT.

PROPOSED CONC MED TSB6.12

RAMPED NOSE SEE NOTE 1

ASPHALT/OIL & CHIP

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

+29.00

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

111+89.35 43.00' RT.

PERMANENT SURVEY MARKERS = 1 EACH
SURVEY MARKER VAULT = 1 EACH
STA. 112+13.79, 21.50' RT.
S. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M.
N. 1/4 COR., SEC. 35, T.19N., R.8E., 3RD P.M.
(SEE DETAIL SHEET AND SPECIAL PROVISIONS)

POWER POLE TO BE PROTECTED

SB-36 113+48.3 56.0' RT. 746.9

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED DITCH

8" CMP

GRAVEL

EXISTING R.O.W.

P CUL CL A 2 15

WEST LINE, NE. 1/4, SEC. 35, T.19N., R.8E.

SEE NOTE 2

FIELD TILE

12"SS

CONNECT FIELD TILE TO PROPOSED INLET

EAST LINE, NW. 1/4, SEC. 35, T.19N., R.8E.

CONSTRUCT NEW ENTRANCE
112+13.4, 88.0' RT. (ON SKEW)
20.0' F.E. (AGG) @ +0.4%
CONSTRUCT ENTRANCE WITH AGGREGATE TO 88.0' RT. ON SKEW AT +0.4%. SEE DETAIL SHEET AND CROSS SECTIONS.

EXPLORATION TRENCH 72" DEPTH = 45 FOOT
STA. 113+00, 45' RT. TO STA. 113+00, 90' RT.
(NO C.L.S.M. BACKFILL REQUIRED)

20" SAN

16" SAN

5"VCP

FM

LEGEND

- PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
- PROPOSED SODDING FOR DITCH LINING

N

0' 20' 40'

SCALE: 1" = 20'

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 113+00.00, 91.50' LT.
STA. 113+00.00, 90.50' RT.

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

NOTE 2
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 37-38.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PROFILE

LIME MODIFIED SOIL 24" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

PROPOSED CENTERLINE RELOCATED P.E. STA. 112+13.40 ELEV. 748.85 (PROPOSED P.G.L. CURTIS ROAD AT 9' LT. & RT.)

P.V.I. 113+00.00
ELEV. 750.21 (749.23)

600.00' V.C.

PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE

HIGH POINT STA. 114+61.64 ELEV. 749.52

P.V.T. 116+00.00 ELEV. 749.31

+1.00%

-0.30%

-0.30%

P CUL CL A 2 15

112+80 LT. & RT. EL. 743.14

16" & 20" FORCEMAIN

SPECIAL DITCH LT. & RT. AT +0.30%

UGT

200 PAIR

400 PAIR

116+00 LT. & RT. EL. 744.10

760 755 750 745 740 735 730 725 720

111+50 112+00 112+50 113+00 113+50 114+00 114+50 115+00 115+50 116+00

747.97 748.46 | 748.06 748.77 | 747.45 749.03 | 747.24 749.23 | 746.70 749.38 | 746.17 749.47 | 745.78 749.51 | 745.28 749.50 | 745.22 749.43 | 745.18 749.31

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER CL B 2 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)	TRENCH BACKFILL (SPECIAL) (CU YD)
35a - 36		358	**		26.1
36 - 36a	1	6	**		
36b				1.2	

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS
**SEE NOTE 2

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
35a	RD INLETS TB T1 CLOSED	RT	•111+50.00	•84.50	•111+50.00	•84.00	----	•748.30	•747.30	•740.70	34a	•740.70	36
35b	RD INLETS TB T1 CLOSED	RT	111+78.00	68.00	111+78.00	68.50	----	748.50	747.50	742.83	EAST	742.83	WEST
36	RD INLETS TB T1 CLOSED	RT	•115+11.00	•71.00	•115+11.00	•71.50	----	•745.30	•744.30	•740.30	35a	•740.30	EAST
36a	CONNECT TO EXISTING S.S.	RT	----	----	•115+18.00	•71.50	----	----	----	•740.30	36	•740.30	EAST
36b	REMOVE INLET	RT	115+70.00	43.50	----	----	743.79	----	----	----	----	742.29	SOUTH

•FIELD VERIFY LOCATION AND ELEVATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	58
STA. 116+00.00	TO STA. 121+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PLAN
SURVEYED DATE
PLOTTED BY
FIELD BOOK CHECKED
R.O.W. NOTED
GRADES CHECKED
R.O.W. CHKD
NOTE BOOK
NO. MULTIPLE NOTATIONS CHKD
BY DATE

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 116+00.00

PROPOSED R.O.W.

040

CONSTRUCTION LIMITS

PROPOSED R.O.W.

UGT(FO)

EXPLORATION TRENCH 72" DEPTH = 500 FOOT
STA. 116+00, 65' LT. TO STA. 121+00, 65' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

PROPOSED DITCH

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 120+25.0, 53.0' LT.
I.E. = 744.50

SB-41
120+93.5
47.2' LT.
745.9

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED ℄ CURTIS RD.

116+39.00
9.00' LT.

EXISTING R.O.W.

SB-39
117+95.1
8.9' LT.
745.2

117 118 119 120

200 PR

PC-38
116+46.6
16.0' RT.
746.1

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

ASPHALT/OIL & CHIP

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

PC-40
119+45.8
31.2' RT.
746.6

(U)DG8"

POWER POLE TO BE PROTECTED

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED DITCH

BM 118

FIELD TILE

PROPOSED SIDEWALK (BY OTHERS-TYP.)

FM

20" SAN

16" SAN

MATCH LINE - STA. 121+00.00

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 2 EACH
STA. 116+00.00, 79.50' LT.
STA. 116+00.00, 80.50' RT.

N
0' 20' 40'
SCALE: 1" = 20'

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 38

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROFILE
SURVEYED DATE
PLOTTED BY
GRADES CHECKED
R.O.W. NOTED
NOTE BOOK
NO. MULTIPLE NOTATIONS CHKD
BY DATE

LIME MODIFIED SOIL 24" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

P.V.T. 116+00.00
ELEV. 745.31

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

-0.30%

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

116+00 LT. & RT.
EL. 744.10

SPECIAL DITCH LT. & RT.
AT +0.30%

118+00 LT. & RT.
EL. 744.70

16" & 20" FORCEMAIN

STANDARD DITCH LT. & RT.

BM 118 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD.
STA. 119+46, 56' RT.
ELEV. 747.42

760 755 750 745 740 735 730 725 720

116+00	116+50	117+00	117+50	118+00	118+50	119+00	119+50	120+00	120+50	121+00
745.18 749.31	745.71 749.16	745.71 749.01	745.53 748.86	745.51 748.71	745.87 748.56	746.06 748.41	746.00 748.26	746.11 748.11	746.14 747.96	746.18 747.81

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	59
STA. 121+00.00	TO STA. 126+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 121+00.00

MATCH LINE - STA. 126+00.00

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 122+15.0, 53.0' LT.
I.E. = 744.00

PROPOSED R.O.W.

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

PROPOSED DITCH

CONSTRUCTION LIMITS

EXPLORATION TRENCH 72" DEPTH = 500 FOOT
STA. 121+00, 65' LT. TO STA. 126+00, 62' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

EAST LINE, W. 1/2, SE. 1/4, SEC. 26, T.19N., R.8E.

WEST LINE, E. 1/2, SE. 1/4, SEC. 26, T.19N., R.8E.

P CUL 1 RC-E EQRS 15 = 36 FOOT
PRCF END S EL EQRS 15 = 2 EACH
GRT-C FL END S EQV 15 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 3.1 CU YD
U.S.F.L. ELEV. = 742.61 (FES) - STA. 125+02.0, 61.0' LT.
D.S.F.L. ELEV. = 742.47 (FES) - STA. 125+50.0, 61.0' LT.

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

EXISTING R.O.W.

123+03.11 43.00' LT.
123+03.11 33.00' LT.
123+03.11 9.00' LT.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED CONC MED TSB6.12

SB-43 123+90.7 9.4' LT. 744.6

124+66.00 9.00' LT.

P.I. STA. 125+25.18

86°59'10" TO LOCAL TANGENT

93°00'50" TO LOCAL TANGENT

125+93.00 3.00' RT.

R=15' (TYP)

2' STUB

R=3'

+19.00

200 PR

400 PR

121+04.00 9.00' RT.

123+04.00 3.00' LT.

P.C. STA. 123+03.11

PC-42 122+43.3 15.6' RT. 745.3

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

ASPHALT/OIL & CHIP

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

PROPOSED ℄ CURTIS RD.

RAMPED NOSE SEE NOTE 1

124+66.00 3.00' LT.

EXPLORATION TRENCH 72" DEPTH = 35 FOOT
STA. 125+60, 45' RT. TO STA. 125+60, 80' RT.
(NO C.L.S.M. BACKFILL REQUIRED)

88°59'40"

91°00'20"

PROPOSED CONC MED TSB6.12
RAMPED NOSE SEE NOTE 1

125+93.00 9.00' RT.

123+03.11 33.00' RT.

123+03.11 43.00' RT.

POWER POLE TO BE PROTECTED

PROPOSED DITCH

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

EXISTING R.O.W.

2' STUB

SEE NOTE 2

FIELD TILE

CONSTRUCTION LIMITS

12"SS @ 0.20%

12"SS

PROPOSED R.O.W.

PROPOSED SIDEWALK (BY OTHERS-TYP.)

20" SAN

16" SAN

4"VENT

AIR RELEASE MANHOLE

P CUL 1 RC-E EQRS 15 (2 AT 36') = 72 FOOT
PRCF END S EL EQRS 15 = 4 EACH
GRT-C FL END S EQV 15 = 4 EACH
TRENCH BACKFILL (SPECIAL) = 6.1 CU YD
U.S.F.L. ELEV. = 742.59 (FES) - STA. 125+09.0, 59.0' & 63.0' RT.
D.S.F.L. ELEV. = 742.45 (FES) - STA. 125+57.0, 59.0' & 63.0' RT.

EAST LINE, W. 1/2, NE. 1/4, SEC. 35, T.19N., R.8E.

WEST LINE, E. 1/2, NE. 1/4, SEC. 35, T.19N., R.8E.

CONCRETE HEADWALL FOR PIPE DRAINS = 1 EACH
STA. 122+15.0, 53.0' RT.
I.E. = 744.00

CONSTRUCT NEW ENTRANCE
125+29.6, 79.1' RT. (ON SKEW)
20.0' F.E. (AGG) @ -6.4%
CONSTRUCT ENTRANCE WITH AGGREGATE TO 79.1' RT. ON SKEW AT -6.4%, SEE DETAIL SHEET AND CROSS SECTIONS.

PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 125+25.18
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.C. STA. 123+03.11
P.R.C. STA. 127+47.08
S.E. = NONE

CONSTRUCT NEW ENTRANCE
125+29.6, 74.5' LT. (ON SKEW)
20.0' F.E. (AGG) @ -6.4%
CONSTRUCT ENTRANCE WITH AGGREGATE TO 74.5' LT. ON SKEW AT -6.4%. SEE DETAIL SHEET AND CROSS SECTIONS.

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
- PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 123+00.00, 79.50' LT.
STA. 123+00.00, 80.50' RT.
STA. 126+00.00, 79.76' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 38-39.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

NOTE 2
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

LIME MODIFIED SOIL 24" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE

-0.30%

EARTH UNDERCUT STA. 122+00 ELEV. 743.3

EARTH UNDERCUT STA. 123+00 ELEV. 743.3

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

BEGIN EARTH UNDERCUT STA. 121+50 ELEV. 744.0

END EARTH UNDERCUT STA. 123+50 ELEV. 744.0

16" & 20" FORCEMAIN

STANDARD DITCH LT. & RT.

P CUL 1 RC-E EQRS 15 (2 AT 36')

P.V.C. 126+00.00 ELEV. 746.31

200 PAIR

400 PAIR

125+09 RT. EL. 742.59

125+57 RT. EL. 742.45

121+00	121+50	122+00	122+50	123+00	123+50	124+00	124+50	125+00	125+50	126+00
746.18 / 747.81	745.38 / 747.66	744.42 / 747.51	744.29 / 747.36	744.54 / 747.21	744.84 / 747.06	744.72 / 746.91	744.07 / 746.76	743.99 / 746.61	744.01 / 746.46	744.17 / 746.31

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 8" (FOOT)	STORM SEWER CL B 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)	TRENCH BACKFILL (SPECIAL) (CU YD)
37 - 37a	1		7	6			
37 - 37c			152	148	••0.20		11.1
37b - SOUTH		31				1.1	
37b						1.1	

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS
••SEE NOTE 1

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
37	RD INLETS TB T1 CLOSED	RT	•125+15.00	•69.00	•125+15.00	•68.50	----	•744.60	•743.60	•739.20	37a	•739.20	37c
37a	CONNECT TO EXISTING S.S.	RT	----	----	•125+08.00	•68.50	----	----	----	•739.20	36	•739.20	37
37b	REMOVE INLET	RT	125+76.00	34.90	----	----	742.90	----	----	----	----	741.60	SOUTH

•FIELD VERIFY LOCATION AND ELEVATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	60
STA. 126+00.00	TO STA. 130+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PLAN — SURVEYED / PLOTTED / DRAWN / GRADES CHECKED / E.M.L. NO FIELD / RT. OF WAY CHECKED / C-ADD FILE NAME / NOTE BOOK / NO. / DATE / BY

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 126+00.00

MATCH LINE - STA. 130+50.00

PROPOSED R.O.W.

PROPOSED SIDEWALK (BY OTHERS-TYP.)

040

CONSTRUCTION LIMITS

EXPLORATION TRENCH 72" DEPTH = 450 FOOT
STA. 126+00, 62' LT. TO STA. 130+50, 73' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED DITCH

PROPOSED ℄ CURTIS RD. SECTION LINE INTERSECT STA. 128+50.01

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

EXISTING R.O.W.

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

P.R.C. STA. 127+47.08
MAG NAIL SET

PROPOSED CONC MED TSB6.12

PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)

SB-45
126+89.3
29.4' LT.
744.6

127+47.08 43.00' LT.
127+47.08 33.00' LT.
127+47.08 3.00' RT.
127+55.00 3.00' RT.
127+47.08 9.00' RT.
127+47.08 33.00' RT.
127+47.08 43.00' RT.

127 128 129 130

SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.

ASPHALT/OIL & CHIP

GRAVEL

200 PR
400 PR

PC-47
129+90.0
12.9' LT.
744.6

129+31.76
7.61' LT.

R=200'

129+55.00
9.00' LT.

R=1203.06'

PC-46
128+41.0
7.7' RT.
745.6

+79.00

(U)DG8" (ABANDONED)

UNDERDRAIN CLEANOUTS (SEE DETAIL SHEET)

P.I. STA. 129+69.15

PROPOSED ℄ CURTIS RD.

FIELD TILE

SEE NOTE 1

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

PROPOSED DITCH

12"SS @ 0.20%

12"SS (TYP)

37c 37d 37e 37f 38

8"ADS

20" SAN
16" SAN

CONSTRUCTION LIMITS

040

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

EXPLORATION TRENCH 72" DEPTH = 60 FOOT
CONTROLLED LOW-STRENGTH MATERIAL = 2.9 CU YD
STA. 129+00, 18' RT. TO STA. 129+00, 78' RT.

CONNECT FIELD TILE TO PROPOSED INLET

PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 125+25.18
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.C. STA. 123+03.11
P.R.C. STA. 127+47.08
S.E. = NONE

PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 129+69.15
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.R.C. STA. 127+47.08
P.T. STA. 131+91.04
S.E. = NONE

LEGEND
▭ – PROPOSED SODDING FOR DITCH LINING

N
0' 20' 40'
SCALE: 1" = 20'

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 130+00.00, 86.21' LT.

NOTE 1
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 39

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PROFILE — SURVEYED / PLOTTED / DRAWN / GRADES CHECKED / E.M.L. NO FIELD / STRUCTURE NOTATIONS CHECKED / NOTE BOOK / NO. / DATE / BY

LIME MODIFIED SOIL 24" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

P.V.C. 126+00.00
ELEV. 746.31

P.V.I. 127+00.00
ELEV. 746.01 (746.00)

200.00' V.C.

P.V.T. 128+00.00
ELEV. 745.69

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE

-0.30%

-0.32%

-0.32%

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

16" & 20" FORCEMAIN

STANDARD DITCH LT. & RT.

130+50 LT.
EL. 740.90

130+00 RT.
EL. 741.05

SPECIAL DITCH LT.
AT -1.80%

200 PAIR

130+50 RT.
EL. 740.42

SPECIAL DITCH RT.
AT -1.25%

STANDARD DITCH LT.

STANDARD DITCH RT.

760 755 750 745 740 735 730 725 720

744.17 746.31 | 744.72 746.16 | 745.25 746.00 | 745.74 745.85 | 745.98 745.69 | 745.72 745.53 | 745.05 745.37 | 744.59 745.21 | 744.35 745.05 | 744.32 744.89

126+00 126+50 127+00 127+50 128+00 128+50 129+00 129+50 130+00 130+50

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
37c	RD MAN TA 4 DIA T1 CLOSED	RT	*126+66.00	*74.00	*126+66.00	*75.00	----	*744.60	*743.60	*738.90	37	*738.80	38
37d	CONNECT TO EXISTING S.S.	RT	----	----	*126+61.00	*78.00	----	----	----	*738.90	SOUTH	*738.90	37c
37e	CONNECT TO EXISTING S.S.	RT	----	----	*126+66.00	*78.00	----	----	----	*738.90	SOUTH	*738.90	37c
37f	CONNECT TO EXISTING S.S.	RT	----	----	*126+71.00	*78.00	----	----	----	*738.90	SOUTH	*738.90	37c
38	RD INLETS TB T1 CLOSED	RT	*130+25.50	*78.50	*130+25.50	*79.00	----	*743.90	*742.90	*738.08	37c	*738.00	38a
										*738.10	SOUTH		

*FIELD VERIFY LOCATION AND ELEVATION

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 8" (FOOT)	STORM SEWER CL B 2 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
37c - 37d	1		17	5	**	
37c - 37e	1		17	3	**	
37c - 37f	1		17	5	**	
37c - 38			360	358	**0.20	
38 - 38a				72	**0.20	
38 - 39		37	295			138.2

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS
**SEE NOTE 1

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	61
STA. 130+50.00	TO STA. 136+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT LT. STA. 131+50.00 TO -2.0% AT LT. STA. 131+91.04

PROPOSED R.O.W.

PROPOSED DITCH

EXPLORATION TRENCH 72" DEPTH = 135 FOOT
STA. 130+50, 73' LT. TO STA. 131+85, 73' LT.

PROPOSED PC CONC SIDEWALK 6
TRANSITION SIDEWALK CROSS SLOPE FROM -2.0% AT LT. STA. 131+91.04 TO +2.0% AT LT. STA. 132+50.00

PROPOSED COMB CC&G TB6.12
REVERSE GUTTER SLOPE AT +1.5%

PROPOSED COMB CC&G TB6.24

MATCH EXIST. ENT.
134+89.7, 60.6' LT.
30.0' C.E. (PCC) @ +8.0%
CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 39.1' LT. AT +8.0% AND CONCRETE TO 60.6' LT. AT +8.0%. SEE DETAIL SHEET, CROSS SECTIONS AND NOTE 2.

NOTE 2
THE DRIVEWAY PAVEMENT AND SIDEWALK SHALL BE CONSTRUCTED IN HALF WIDTHS USING HIGH-EARLY STRENGTH CONCRETE AS DIRECTED BY THE ENGINEER. SEE THE SPECIAL PROVISION FOR TRAFFIC CONTROL COMPLETE FOR ADDITIONAL INFORMATION.

BM 400
CONSTRUCTION LIMITS
WATER METER READING BOX ON POST
ASPHALT
T.C.E.
SAW CUT
GATES, POSTS, BRICK WALL, ELECTRIC CABLE AND SECURITY CABLE TO BE PROTECTED
T.C.E. 4' HIGH BRICK WALL
PROPOSED R.O.W.
EXISTING R.O.W.
PROPOSED CURB AND GUTTER OUTLET (SEE DETAIL SHEET)
P.T. STA. 131+91.04
MAG NAIL SET
ASPHALT/OIL & CHIP
SOUTH LINE, SEC. 26, T.19N., R.8E.
NORTH LINE, SEC. 35, T.19N., R.8E.
CONNECT U.D. TO BOX CULVERT (TYP.)
PROPOSED PIPE UNDERDRAINS 4" (SPECIAL)
PROPOSED ℄ CURTIS RD.
CONNECT PIPE U.D. TO PROPOSED INLET
PROPOSED CONC MED TSB6.12
EXISTING R.O.W.
EXPLORATION TRENCH 72" DEPTH = 75 FOOT
CONTROLLED LOW-STRENGTH MATERIAL = 3.9 CU YD
STA. 132+50, 10' RT. TO STA. 132+50, 85' RT.
EXPLORATION TRENCH 72" DEPTH = 75 FOOT
CONTROLLED-LOW STRENGTH MATERIAL = 5.2 CU YD
STA. 135+00, 10' RT. TO STA. 135+00, 85' RT.
CONNECT PIPE U.D. TO PROPOSED STORM SEWER
PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
RIPRAP, SPECIAL = 41 TON
SEE MISCELLANEOUS DETAIL SHEETS AND SPECIAL PROVISIONS.
FIELD TILE
SEE NOTE 1
PROPOSED DITCH
PROPOSED SIDEWALK (BY OTHERS-TYP.)
CONNECT FIELD TILE TO PROPOSED STORM SEWER
PROPOSED R.O.W.
CONSTRUCTION LIMITS
SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 129+69.15
Δ = 3°56'16"
D = 0°53'13"
T = 222.07'
R = 6460.00'
L = 443.97'
E = 3.82'
P.R.C. STA. 127+47.08
P.T. STA. 131+91.04
S.E. = NONE

PRECAST CONCRETE BOX CULVERT 8'x2' (M273) = 114 FOOT
BOX CULVERT END SECTION, CUL NO. 6 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 30.1 CU YD
U.S.F.L. ELEV. = 739.60 (END SECTION) - STA. 131+00.0, 63.0' LT.
D.S.F.L. ELEV. = 739.40 (END SECTION) - STA. 131+00.0, 63.0' RT.
(CULVERT HAS 5" SUMP BELOW DITCH FLOWLINE)

NOTE 1
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

BM 400 - SOUTHWEST TOP CORNER OF BRICK WALL ON NORTH SIDE OF CURTIS RD.
STA. 131+91, 50' LT.
ELEV. 748.14

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

LIME MODIFIED SOIL 24" THICK
LIME MODIFIED SOIL 12" THICK
PROPOSED PROFILE GRADE LINE 9' LT. AND RT. OF PROPOSED CENTERLINE
EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE
SPECIAL DITCH LT. AT -1.80%
SPECIAL DITCH LT. AT +4.00%
SPECIAL DITCH RT. AT -1.25%
SPECIAL DITCH RT. AT -0.30%
PCBC 8'x2' (M273) (CULVERT NO. 6)
16" & 20" FORCEMAIN
PROP. 12"SS WMQ @ 0.40%
PROP. 12"SS @ 0.40%
PROP. 12"SS @ 1.00%
-0.32%

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
38a	RD INLETS TB T1 CLOSED	RT	131+00.00	81.50	131+00.00	82.00	----	•743.70	•742.70	•737.86	38	•737.80	38b
38b	RD MAN TA 4 DIA T1 CLOSED	RT	•132+75.00	•81.00	•132+75.00	•82.00	----	•743.10	•742.10	•737.46	38a	•737.40	39
										•737.50	38c		
38c	CONNECT TO EXISTING S.S.	RT	----	----	•132+75.00	•87.00	----	----	----	•737.50	SOUTH	•737.50	38b
39	RD MAN TA 4 DIA T1 CLOSED	RT	133+20.00	47.00	133+20.00	48.00	----	742.55	741.55	•737.29	38b	•737.20	48a
										•737.30	39a		
39a	CONNECT TO EXISTING S.S.	RT	----	----	•133+25.00	•85.00	----	----	----	•737.50	SOUTH	•737.50	39
40	INLETS TA T3V F & G	LT	133+50.00	34.80	133+50.00	34.80	----	743.48	----	----	----	740.00	40a
40a	RD INLETS TB T3V F & G	LT	134+50.00	34.80	134+50.00	35.30	----	743.16	742.08	739.61	40	739.50	40b
40b	RD INLETS TB T3V F & G	LT	135+50.00	34.80	135+50.00	35.30	----	742.84	741.76	739.11	40a	739.00	41
										740.00	P.U.D.		

•FIELD VERIFY LOCATION AND ELEVATION

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 8" (FOOT)	STORM SEWER REM 10" (FOOT)	STORM SEWER REM 12" (FOOT)	SS 1 WMQ 12" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL B 2 12" (FOOT)	STORM SEWER CL B 2 15" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
38a - 38b		42						171		••0.20	
38b - 38c	1							3		••	
38b - 39			55					54		••0.20	
39 - 39a	1			55				36		••	
39 - 48a					330						118.7
39 - 48a									326	••0.20	
40 - 40a						98				0.40	12.1
40a - 40b							97			0.40	13.8
40b - 41							97			1.00	18.5

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS ••SEE NOTE 1

LEGEND
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- PROPOSED SODDING FOR DITCH LINING
- PROPOSED RIPRAP, SPECIAL (SEE DETAIL SHEET)

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 131+00.00, 88.65' RT.
STA. 131+89.78, 89.00' LT.
STA. 135+00.00, 88.00' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 39-40.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

SURVEYED / PLOTTED / RIGHT-OF-WAY CHECKED / GRADES CHECKED / SEAL NOTED / STRUCTURE NOTATING CHKD / NOTE BOOK / NO. / PLAN / PROFILE / DATE / BY

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	62
STA.	136+00.00 TO STA. 141+00.00 / 655+00.00 TO STA. 657+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

CONSTRUCT NEW ENTRANCE
136+66.0, 39.1' LT.
12.0' C.E. (PCC) @ +2.0%
CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 39.1' LT. AT +2.0%. SEE DETAIL SHEET.

PROPOSED PC CONC SIDEWALK 6
PROPOSED COMB CC&G TB6.24
PROPOSED CONC MED TSB6.12
PROPOSED HOT-MIX ASPHALT SHOULDERS 5" TRANSITION SHOULDER CROSS SLOPE FROM -4.0% AT RT. STA. 137+50.00 TO -2.0% AT RT. STA. 137+86.00
PROPOSED DITCH
PROPOSED CURB AND GUTTER OUTLET (TYP.) (SEE DETAIL SHEET)
PROPOSED SIDEWALK (BY OTHERS-TYP.)
PROPOSED R.O.W.
PROPOSED ¢ PROSPECT AVE./ SECTION LINE
PROPOSED ¢ CURTIS RD.
PROPOSED CONCRETE PAVEMENT
PROPOSED PC CONC SIDEWALK 6
PROPOSED COMB CC&G TB6.24 SPL
CONSTRUCTION LIMITS
TOPSOIL STORAGE AREA
T.C.E.
EXISTING R.O.W.
EXISTING P.E.
EXISTING F.E.
SEE NOTE 2

MATCH LINE - STA. 657+00.00
SEE SHEET NO. 70

MATCH LINE - STA. 136+00.00

MATCH LINE - STA. 141+00.00

MATCH LINE STA. 655+00.00
SEE SHEET NO. 72

PERMANENT SURVEY MARKERS = 1 EACH
SURVEY MARKER VAULT = 1 EACH
STA. 138+46.53, 9.00' LT. (CURTIS RD.)=
STA. 656+16.00, ¢ (PROSPECT AVE.)
SE. COR., SEC. 26, T.19N., R.8E., 3RD P.M.
NE. COR., SEC. 35, T.19N., R.8E., 3RD P.M.
(SEE DETAIL SHEET AND SPECIAL PROVISIONS)

2-CENTERED CURVE
R=65'-350'
0=12'

STRAIGHT TAPER
STA. 138+05.00 TO STA. 140+15.00
(TYP. BOTH SIDES)

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 136+50.00, 94.00' RT.
STA. 137+98.05, 94.00' RT.
STA. 655+03.58, 40.00' LT.

SCALE: 1" = 20'

LEGEND
1 – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
– PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 8"
– PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
– PROPOSED SIDEWALK RAMP DETECTABLE WARNINGS (SEE DETAIL SHEET)
– CLASS C PATCH - SEE REMOVAL/RELOCATION PLANS FOR LOCATIONS AND THICKNESS
– PROPOSED SODDING FOR DITCH LINING

NOTE 1
THE RAMPED CONCRETE MEDIAN NOSES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. 606301. THE RAMPED NOSES SHALL BE 6 FEET LONG MEASURED FROM THE END OF THE RAMP TO THE BACK OF THE CURB. THE RAMPED NOSES SHALL BE PAID FOR AS CONCRETE MEDIAN, TYPE SB-6.12.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 40

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS AND INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PRECAST CONCRETE BOX CULVERT 10'x2' (SPECIAL) = 540 FOOT
BOX CULVERT END SECTION, CUL NO. 7 = 2 EACH
U.S.F.L. ELEV. = 738.00 (END SECTION) - STA. 137+01.0, 63.6' RT.
D.S.F.L. ELEV. = 736.35 (END SECTION) - STA. 651+06.8, 89.8' LT.
SEE DETAIL SHEET
(A) 137+49.1, 62.9' RT.
(B) 655+22.6, 43.1' LT.
(C) 655+14.1, 34.6' LT.
(D) 655+03.0, 30.0' LT.

CONCRETE ENCASEMENT = 1 EACH
RT. STA. 138+40 FOR SANITARY SEWER ENCASEMENT. SEE DETAIL SHEET.

SEE INTERSECTION DETAIL SHEET FOR INFORMATION IN THIS AREA

SEE PROPOSED TYPICAL CROSS SECTIONS AND INTERSECTION DETAILS FOR PAVEMENT CROSS SLOPES ADJACENT TO THE MEDIAN (TYP.)

RAMPED NOSE SEE NOTE 1

BM SAVOY - BRASS TABLET IN CONCRETE ON SOUTH SIDE OF CURTIS RD. STA. 138+66, 17' RT. ELEV. 742.45
(ELEVATION TO BE RE-ESTABLISHED BY SAVOY ON NEW SURVEY MARKER AT STA. 138+46, 53' LT.)

FOR PGL ALONG SIDEWALK SEE SHEET NO. 72

STA. 138+46.67 (¢ CURTIS RD.) =
STA. 656+07.00 (¢ PROSPECT AVE.)
MAG NAIL SET

LIMITS OF PC CONCRETE PAVEMENT 8"
LIMITS OF WIDENING AND RESURFACING
TEMP. CONST. EASEMENT
BLOCK OUT C.L.S.M. BACKFILL TO ALLOW FOR STREET LIGHT FOUNDATION CONSTRUCTION

NOTE 2
THE LOCATION AND SIZE OF THE EXISTING FIELD TILE IS UNKNOWN. THE CONTRACTOR SHALL PERFORM THE EXPLORATORY TRENCHING TO DETERMINE THE LOCATION AND DIRECTION OF FLOW OF THE FIELD TILE PRIOR TO CONSTRUCTING THE PROPOSED STORM SEWER SYSTEM. THE FINAL LOCATION, DEPTH AND METHOD OF OUTLETTING THE PROPOSED STORM SEWER SYSTEM WILL BE AS DIRECTED BY THE ENGINEER.

CURTIS ROAD ROADWAY PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE
LIME MODIFIED SOIL 12" THICK
STABILIZED SUB-BASE 4"

CURTIS ROAD ROADWAY PROFILE GRADE LINE ON PROPOSED CENTERLINE. AGGREGATE BASE COURSE, TYPE A 12" THICK
(STABILIZED SUB-BASE 4" NOT REQUIRED)

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

PROPOSED PROFILE GRADE LINE
9' LT. AND RT. OF PROPOSED CENTERLINE
EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

P.V.I. 137+95.00
ELEV. 742.50 (742.62) BACK
ELEV. 742.64 (742.76) AHEAD
LOW POINT
STA. 137+91.03
ELEV. 742.76
PGL LOCATION CHANGE
STA. 137+86.00
135.00' V.C.
P.V.C. 137+27.50
ELEV. 742.72
P.V.I. 137+46.67
ELEV. 742.84
P.V.C. 138+62.50
ELEV. 742.89
HIGH POINT
STA. 139+28.18
ELEV. 743.01
P.V.I. 139+30.00
ELEV. 743.13 (743.01)
P.V.T. 139+97.50
ELEV. 742.87
PROP. 12"SS @ 2.00%
PROP. 18"SS WMQ @ 0.20%
PROP. 12"SS @ 1.00%
PROP. 15"SS @ 0.30%
PROP. 18"SS @ 0.20%
CONCRETE ENCASEMENT
20" FORCEMAIN
136+00 RT. EL. 738.30
137+01 RT. EL. 738.00
SPECIAL DITCH RT. AT -0.30%
-0.32%
+0.36%
-0.38%

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	SS 1 WMQ 12" (FOOT)	SS 2 WMQ 18" (FOOT)	SS 2 WMQ 24" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 2 15" (FOOT)	STORM SEWER CL A 2 18" (FOOT)	STORM SEWER CL A 2 30" (FOOT)	STORM SEWER CL B 2 15" (FOOT)	SANITARY SEWER T2 8" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
41 - 43						97					0.30	24.8
43 - 47						84					0.30	26.6
46 - 47					32						1.00	5.7
47 - 48				65							0.30	24.3
48 - 48c									50		**0.20	21.6
48a - 48c									135		**0.20	53.6
48 - 48b					25						2.00	5.0
48 - 52a							33			12	0.20	25.8
52a - 61	1		12				170				0.20	75.3
48 - 214								111			0.20	46.2
60 - 61		62									0.50	9.2
61 - 64						107					0.30	31.1

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

**SEE NOTE 2

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 8" (FOOT)	STORM SEWER REM 12" (FOOT)	STORM SEWER REM 18" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
44 - 45				46		20.5
45 - 58			11	102		35.1
49 - 82	80	35	790			395.2
51 - 55			6			4.0
53 - 54			17			9.2
54 - 58			44			15.7
†58 - 67						27.4
48 - 48a			200			62.3

†FILL STORM SEWER WITH C.L.S.M.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
41	RD INLETS TB T3V F & G	LT	136+50.00	34.80	136+50.00	35.30	----	742.52	741.44	738.03	40b	737.80	43
42	MANHOLE ADJUST	RT	136+49.20	2.30	----	----	742.13	743.07	----	733.03	50	732.13	NORTH
43	RD INLETS TB T3V F & G	LT	137+50.00	34.80	137+50.00	35.30	----	742.21	741.13	737.51	41	737.45	47
44	REMOVE INLET	RT	138+02.50	11.90	----	----	741.45	----	----	----	----	737.65	45
45	REMOVE MANHOLE	LT	138+02.50	37.10	----	----	742.68	----	----	740.68	WEST	737.58	58
										737.58	44		
46	INLETS TA T3V F & G	LT	138+09.50	53.15	138+09.50	53.15	----	741.90	----	----	----	738.50	47
47	RD MAN TA 6 DIA T1 CLOSED	LT	138+38.00	33.00	138+38.00	35.00	----	742.26	741.26	737.20	43	737.15	48
										738.18	46		
										737.17	300		
48	RD MAN TA 6 DIA T1 CLOSED	RT	138+42.00	36.00	138+42.00	34.00	----	742.28	741.28	736.96	47	735.70	214
										736.13	48c		
										738.00	48b		
										736.07	52a		
48a	RD MAN TA 4 DIA T1 CLOSED	RT	136+50.00	47.00	136+50.00	48.00	----	741.50	740.55	736.55	39	736.50	48c

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
48b	INLETS TA T3 F & G	RT	138+63.00	52.90	138+63.00	52.90	----	742.22	----	----	----	738.50	48
48c	RD MAN TA 4 DIA T1 CLOSED	RT	137+89.00	44.80	137+89.00	43.80	----	742.00	740.92	736.23	48a	736.23	48
49	REMOVE INLET	RT	138+65.20	6.30	----	----	742.65	----	----	737.20	WEST	737.15	82
										737.65	NW		
50	MANHOLE ADJUST	RT	138+71.80	2.20	----	----	742.65	742.89	----	738.05	SOUTH	734.85	42
										741.25	NORTH		
										735.05	52		
										738.05	54		
										735.35	58		
51	REMOVE INLET	RT	138+73.00	44.40	----	----	742.36	----	----	740.06	55	739.21	213
52	REMOVE MANHOLE	RT	138+77.90	31.10	----	----	742.56	----	----	735.46	56	735.46	50
52a	***MAN SPECIAL T1 CLOSED	RT	138+77.50	33.50	138+78.50	33.50	----	742.43	----	735.46	56	735.46	50
										736.14	61	736.14	48
53	REMOVE INLET	RT	138+79.60	9.90	----	----	742.59	----	----	740.59	EAST	737.99	54
54	REMOVE MANHOLE	RT	138+79.40	1.80	----	----	742.65	----	----	737.75	53	737.75	58
										737.95	107		

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
55	REMOVE INLET	RT	138+80.70	44.40	----	----	741.66	----	----	----	----	740.06	51
56	MANHOLE (NO WORK)	RT	138+79.20	74.90	----	----	742.06	----	----	735.81	57	735.81	52
57	MANHOLE ADJUST	RT	138+94.90	82.00	----	----	741.81	742.40	----	736.11	SOUTH	736.01	56
58	•FILL MANHOLE	LT	139+08.10	36.50	----	----	741.42	----	----	736.82	45	736.67	67
										736.05	50		
										737.42	54		
										737.42	304		
59	MANHOLE (NO WORK)	LT	139+51.40	46.90	----	----	743.12	----	----	----	----	----	----
60	INLETS TA T3V F & G	LT	140+65.00	31.80	140+65.00	31.80	----	742.06	----	----	----	738.70	61
61	RD MAN TA 4 DIA T3V F & G	RT	140+65.00	31.80	140+64.00	31.80	----	742.06	740.99	738.39	60	736.50	52a
										736.68	64		

•EXISTING 8" SANITARY SEWER THROUGH MANHOLE TO REMAIN IN SERVICE

743.34 743.13 | 743.07 742.97 | 742.91 742.81 | 743.16 742.66 | PGL 9' LT. & RT. OF ¢ | 743.02 742.62 | PGL ON ¢ | 742.84 742.85 | ***SEE MISCELLANEOUS DETAIL SHEET | 742.59 742.98 | 742.27 742.99 | 742.14 742.86 | 742.04 742.67 | 741.80 742.48

136+00 | 136+50 | 137+00 | 137+50 | +86 | 138+00 | 138+50 | 139+00 | 139+50 | 140+00 | 140+50 | 141+00

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	63
STA. 141+00.00	TO STA. 145+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 141+00.00

MATCH LINE - STA. 145+50.00

051 / 051TE — 052 — 053 / 053TE — 054 / 054TE

SBC ELECTRONICS CABINET

H.S. GRINDLEY CO.

APARTMENT BUILDING

TEMPORARY CONSTRUCTION EASEMENT

EXISTING PERMANENT EASEMENT

EXISTING R.O.W.

PROPOSED R.O.W.

CONSTRUCTION LIMITS

CONC WALK

4-4" CONDUIT

4-4" PVC CONDUIT

PROPOSED PC CONC SIDEWALK 6

PROPOSED COMB CC&G TB6.24 SPL

PROPOSED COMB CC&G TB6.18 (TYP.)

PROPOSED CONC CURB TB

PROPOSED ℄ CURTIS RD.

SOUTH LINE, SEC. 25, T.19N., R.8E.
NORTH LINE, SEC. 36, T.19N., R.8E.

PC-55 142+01.9 741.5

BM 123

SB-56 140+21.2 741.5

SB-57 144+97.5 740.5

12"SS WMQ @ 0.50%

12"SS WMQ @ 0.40%

15"SS @ 0.30%

12"SS @ 0.40%

12"SS @ 10.00%

12"SS @ 1.00%

12"SS @ 0.50%

12"SAN (ABAN.)

20" SAN

36"SS

8"VCP

CONCRETE PAVEMENT

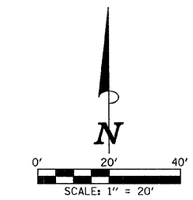
SAW CUT (TYP.)

R=5' TYP.

BLOCK OUT C.L.S.M. BACKFILL TO ALLOW FOR STREET LIGHT FOUNDATION CONSTRUCTION (TYP.)

MATCH EXIST. ENT. 142+65.4, 55.6' RT.
24.5' C.E. (PCC) @ -4.0%
CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 37.6' RT. AT +2.0% AND CONCRETE TO 55.6' RT. AT -4.0%. SEE DETAIL SHEET AND CROSS SECTIONS.

MATCH EXIST. ENT. 143+08.7, 55.6' RT.
26.5' C.E. (PCC) @ -2.5%
CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 37.6' RT. AT +2.0% AND CONCRETE TO 55.6' RT. AT -2.5%. SEE DETAIL SHEET AND CROSS SECTIONS.



LEGEND
- PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 8"
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- CLASS C PATCH - SEE REMOVAL/RELOCATION PLANS FOR LOCATIONS AND THICKNESS

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 40-41.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

BM 123 - "M" IN MUELLER ON FIRE HYDRANT ON SOUTH SIDE OF CURTIS RD. STA. 143+47, 26' RT. ELEV. 743.51

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

AGGREGATE BASE COURSE, TYPE A 12" THICK

PROPOSED PROFILE GRADE LINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

-0.38%

PROP. 15"SS @ 0.30%

PROP. 12"SS @ 0.40%

PROP. 12"SS @ 1.00%

PROP. 12"SS @ 0.50%

EXIST. 21"SS

EXISTING 36"SS

20" FORCEMAIN

P.V.C. 145+45.00 ELEV. 740.79

755 / 750 / 745 / 740 / 735 / 730 / 725 / 720 / 715

141+00 — 141+50 — 142+00 — 142+50 — 143+00 — 143+50 — 144+00 — 144+50 — 145+00 — 145+50

741.80 / 742.48 — 741.64 / 742.29 — 741.47 / 742.10 — 741.33 / 741.91 — 741.04 / 741.72 — 740.80 / 741.53 — 740.64 / 741.34 — 740.43 / 741.15 — 740.26 / 740.96 — 740.07 / 740.77

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
62	MANHOLE ADJUST	LT	141+00.00	19.70	----	----	741.82	742.18	----	735.37	EAST	735.37	WEST
63	INLETS TA T3V F & G	LT	141+75.00	31.80	141+75.00	31.80	----	741.64	----	----	----	738.30	64
64	RD MAN TA 4 DIA T3V F&G	RT	141+75.00	31.80	141+75.00	30.80	----	741.64	740.56	738.00	63	737.00	61
										737.16	69		
65	REMOVE INLET	LT	142+14.60	27.60	----	----	741.18	----	----	737.68	66	737.58	67
66	REMOVE INLET	RT	142+15.40	9.70	----	----	741.21	----	----	----	----	738.31	65
67	FILL MANHOLE	LT	142+16.30	37.70	----	----	741.34	----	----	735.54	58	735.44	75
										737.04	65		
68	INLETS TA T3V F & G	LT	142+87.00	31.80	142+87.00	31.80	----	741.21	----	----	----	737.90	69
69	RD INLETS TB T3V F & G	RT	142+87.00	31.80	142+87.00	31.30	----	741.21	740.13	737.66	68	737.60	64
70	INLETS TA T3V F & G	LT	143+75.00	31.80	143+75.00	31.80	----	740.88	----	----	----	737.60	73a
71	INLETS TA T3V F & G	RT	143+90.00	31.80	143+90.00	31.80	----	740.82	----	----	----	737.60	77

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
72	MANHOLE (NO WORK)	LT	144+02.50	68.80	----	----	739.61	----	----	734.01	NORTH	733.91	75
73	REMOVE INLET	LT	144+16.10	27.70	----	----	740.30	----	----	734.20	74	734.20	75
73a	RD INLETS TB T3V F & G	LT	144+16.00	31.80	144+15.50	31.80	----	740.72	739.64	737.21	70	734.00	75
74	REMOVE INLET	RT	144+16.20	9.80	----	----	740.41	----	----	----	----	734.71	73
75	MAN ADJUST NEW T1 CLOSED	LT	144+18.10	38.80	----	----	740.54	741.26	----	734.44	67	733.64	76a
										733.74	72		
										733.74	73		
										733.80	73a		
76	INLETS TA T3V F & G	LT	145+10.00	31.80	145+10.00	31.80	----	740.37	----	----	----	736.10	76a
76a	RD MAN TA 5 DIA T1 CLOSED	LT	145+10.00	•34.00	145+10.00	•35.50	----	740.81	739.81	•733.15	75	•733.15	80
										736.00	76		
77	RD INLETS TB T3V F & G	RT	145+00.00	31.80	145+00.00	31.30	----	740.40	739.32	737.06	71	737.00	79

•FIELD VERIFY LOCATION AND ELEVATIONS

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 12" (FOOT)	STORM SEWER REM 36" (FOOT)	SS 1 WMQ 12" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 2 12" (FOOT)	STORM SEWER CL A 2 36" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
63 - 64				60				0.50	8.8
64 - 69					109			0.40	19.5
65 - 66••									3.5
65 - 67		6							1.9
67 - 75••									17.9
68 - 69				61				0.40	8.5
70 - 73a					39			1.00	4.3
71 - 77					108			0.50	10.7
73 - 74••									6.7
73 - 75		6							
73a - 75						2		10.00	
76 - 76a						1		10.00	
76a	2		15		100		••••12		14.7
77 - 79								0.50	12.1

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS
••FILL STORM SEWER WITH CONTROLLED LOW-STRENGTH MATERIAL ••••FOR CONNECTION OF EXISTING PIPE

PLAN: SURVEYED | PLOTTED | DRAWN | CHECKED | NOTE BOOK | NOS. | BY | DATE

PROFILE: SURVEYED | DRAWN | CHECKED | BM. NOTED | STRUCTURE NOTATIONS CHKD

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	64
STA. 145+50.00 TO STA. 799+40.00		STA. 150+00.00 800+61.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 145+50.00

MATCH LINE - STA. 150+00.00

MATCH EXISTING 800+78.1, 28.8' LT.

PROPOSED PC CONC SIDEWALK 6

PROPOSED COMB CC&G TB6.24 SPL

REGENCY DR.

BM 124 800+60.9 14.2' LT. +71.0

CURTIS ROAD ANIMAL HOSPITAL

STA. 146+46.70 (℄ CURTIS RD.) = STA. 800+00.00 (℄ WESLEY AVE./REGENCY DR.) MAG NAIL SET

CONSTRUCTION LIMITS

EXISTING R.O.W.

PROP. R.O.W.

PROPOSED COMB CC&G TB6.24

PROPOSED ℄ CURTIS RD.

P.I. STA. 149+19.91

P.C. STA. 148+07.00 MAG NAIL SET

SOUTH LINE, SEC. 25, T.19N., R.8E. NORTH LINE, SEC. 36, T.19N., R.8E.

PROPOSED FUTURE ℄ CURTIS RD.

MATCH EXIST. ENT. 149+35.5, 32.6' RT. 28.0' C.E. (PCC) @ +3.9%
CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 32.6' RT. AT +3.9%. SEE DETAIL SHEET AND CROSS SECTIONS.

MATCH EXISTING 146+98.7, 35.1' RT.

MATCH EXISTING 799+53.5, 32.0' RT.

MATCH EXISTING 799+25.5, 32.0' LT.

WESLEY AVE.

799+52.00 15.42' RT.
799+40.0 15.4' LT.
799+40.0 15.4' RT.

146+01.11 30.00' LT.
146+01.29 30.00' RT.
146+92.12 18.00' RT.
148+07.00 18.00' RT.

12"SS @ 4.00%
12"SS @ 10.00%
12"SS WMQ @ 2.00%
12"SS @ 6.00%
12"SS WMQ @ 4.50%
12"SS @ 4.50%
12"SS WMQ @ 7.50%
12"SS @ 1.00%
12"SS @ 0.50%
12"SS WMQ @ 1.00%
12"SS WMQ @ 0.50%
12"SS WMQ @ 0.00%
12"SS WMQ @ 1.00%
18"SS @ 5.00%

PROPOSED COMB CC&G TB6.24 SPL
PROPOSED PC CONC SIDEWALK 6

BLOCK OUT C.L.S.M. BACKFILL TO ALLOW FOR STREET LIGHT FOUNDATION CONSTRUCTION

PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 149+19.91
Δ = 2°31'45"
D = 1°07'13"
T = 112.91'
R = 5114.73'
L = 225.78'
E = 1.25'
P.C. STA. 148+07.00
P.R.C. STA. 150+32.78
S.E. = NONE

N
0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 8"
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)
- PROPOSED SIDEWALK RAMP DETECTABLE WARNINGS (SEE DETAIL SHEET)

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 41

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE PAVEMENT JOINTS AND INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

BM 124 - "M" IN MUELLER ON FIRE HYDRANT ON NORTH SIDE OF CURTIS RD. STA. 146+26, 63' LT. ELEV. 743.05

AGGREGATE BASE COURSE, TYPE A 12" THICK

AGGREGATE BASE COURSE, TYPE A 12" THICK

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

LOW POINT P.V.I. 146+10.00 ELEV. 740.55 (740.67)

P.V.C. 146+75.00 ELEV. 740.79

P.V.C. 148+90.00 ELEV. 741.61

P.V.I. 149+40.00 ELEV. 741.80 (741.84)

P.V.T. 149+90.00 ELEV. 742.14

PROPOSED PROFILE GRADE LINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

130.00' V.C.

100.00' V.C.

-0.38%
+0.38%
+0.38%
+0.38%
+0.68%

PROP. 12"SS @ 0.50%
PROP. 12"SS WMQ @ 4.50%
PROP. 12"SS WMQ @ 1.00%
PROP. 12"SS WMQ @ 0.50%
PROP. 12"SS WMQ @ 1.00%
12"SS
EXIST. 12"SS

EXISTING 36"SS
EXISTING 12"SS
EXISTING 21"SS
EXISTING 18"SS
EXISTING 18"SS
DIRECT BURIED CABLE

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 18" (FOOT)	SS 1 WMQ 12" (FOOT)	SS 2 WMQ 12" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 2 12" (FOOT)	STORM SEWER CL A 2 18" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
78 - 80					2			10.00	0.1
79 - 82						8		4.00	1.6
81									1.2
80 - 84			7					2.00	0.8
82 - 85					12			7.50	2.2
87 - 91						32		1.00	9.9
88 - 91	1				11			4.50	3.3
90 - 92						5		6.00	1.1
91 - 93			87					1.00	12.9
93 - 96			77					0.50	8.4
94 - 95						6		5.00	
95	2	15					•••12		
100 - 102			8					0.00	0.3
102 - 103			9					1.00	0.2

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS
•••FOR CONNECTION OF EXISTING PIPE

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
78	INLETS TA T3 F & G	LT	146+03.00	31.85	146+03.00	31.85	----	740.10	----	----	----	736.60	80
79	RD INLETS TB T3V F & G	RT	146+03.00	31.85	146+03.00	31.35	----	740.09	739.00	736.50	77	735.80	82
80	•MAN RECONSTRUCT, SPECIAL	LT	146+09.40	32.20	----	----	739.67	740.10	----	732.67	75	731.47	82
										731.47	NORTH		
										736.40	78		
										736.46	84		
										733.57	90		
81	•REMOVE INLET, SPECIAL	RT	146+10.10	11.80	----	----	739.67	----	----	730.87	80	730.87	82

•SEE MISCELLANEOUS DETAIL SHEET ••FIELD VERIFY LOCATION AND ELEVATIONS

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
82	MAN ADJUST WITH F&G SPL	RT	146+07.50	23.00	----	----	739.80	740.30	----	732.60	49	730.80	SOUTH
										735.48	79		
										730.80	80		
										735.50	85		
										734.60	89		
83	REMOVE INLET	LT	146+10.20	29.80	----	----	739.68	----	----	----	----	----	80
84	INLETS TA T3 F & G	LT	146+17.00	36.70	146+17.00	36.70	----	740.10	----	----	----	736.60	80
85	INLETS TA T3V F & G	RT	146+17.00	36.60	146+17.00	36.60	----	739.98	----	----	----	736.40	82
86	MANHOLE ADJUST (BY OTHERS)	LT	146+45.10	46.80	----	----	740.20	740.37	----	----	----	----	----
87	INLETS TA T3V F & G	RT	799+50.00	17.20	799+50.00	17.20	----	740.00	----	----	----	736.50	91
88	CONNECT TO EXISTING S.S.	RT	----	----	••146+69.00	••21.00	----	----	----	••734.90	89	••734.90	82
89	REMOVE INLET	RT	146+70.90	20.30	----	----	739.65	----	----	----	----	734.90	82
90	MANHOLE ADJUST	LT	146+76.70	31.50	----	----	739.84	739.94	----	736.30	92	734.44	80
										734.54	95		

•SEE MISCELLANEOUS DETAIL SHEET ••FIELD VERIFY LOCATION AND ELEVATIONS

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
91	RD MAN TA 4 DIA T3V F&G	RT	146+81.00	22.10	146+82.00	22.10	----	740.40	739.32	736.18	87	735.40	88
										736.43	93		
92	INLETS TA T3 F & G	LT	146+83.00	30.25	146+83.00	30.25	----	739.97	----	----	----	736.60	90
93	RD INLETS TB T3V F & G	RT	147+70.00	19.80	147+70.00	20.30	----	740.84	739.76	737.41	96	737.30	91
94	INLETS TA T3V F & G	LT	148+00.00	28.80	148+00.00	28.80	----	740.68	----	----	----	737.40	95
95	RD MAN TA 4 DIA T1 CLOSED	LT	148+00.00	••36.40	148+00.00	••35.40	----	741.20	740.12	737.10	94	••735.30	90
										••735.30	97		
96	INLETS TA T3V F & G	RT	148+50.00	19.80	148+50.00	19.80	----	741.14	----	----	----	737.80	93
97	MANHOLE (NO WORK)	LT	149+38.10	37.40	----	----	740.56	----	----	736.86	98	736.16	95
										738.06	99		
98	INLET (NO WORK)	LT	149+46.40	49.00	----	----	740.85	----	----	----	----	739.20	97
99	INLET (NO WORK)	LT	149+53.40	27.80	----	----	741.32	----	----	738.82	101	738.52	97
100	CONNECT TO EXISTING S.S.	RT	----	----	••149+53.50	••10.90	----	----	----	••739.00	102	••739.00	99
101	REMOVE INLET	RT	149+53.70	9.60	----	----	741.32	----	----	----	----	739.02	99
102	RD INLETS TB T1 OPEN	RT	149+53.50	19.80	149+53.50	20.30	----	741.60	740.75	739.01	103	739.00	100
103	INLETS TA T3V F & G	RT	149+65.00	19.80	149+65.00	19.80	----	741.66	----	----	----	739.10	102

•SEE MISCELLANEOUS DETAIL SHEET ••FIELD VERIFY LOCATION AND ELEVATIONS

755 750 745 740 735 730 725 720 715

740.07 740.77 | 740.01 740.67 | 740.03 740.72 | 740.24 740.89 | 740.49 741.08 | 740.77 741.27 | 741.04 741.46 | 741.23 741.65 | 741.57 741.89 | 741.92 742.21

145+50 146+00 146+50 147+00 147+50 148+00 148+50 149+00 149+50 150+00

DATE BY

PLAN SURVEYED PLOTTED ALIGNMENT CHECKED R.O.W. CHECKED NOTE BOOK CAD FILE NAME NO.

PROFILE SURVEYED PLOTTED GRADES CHECKED S.M.H. NOTED NO. STRUCTURE NOTATING DRAWN

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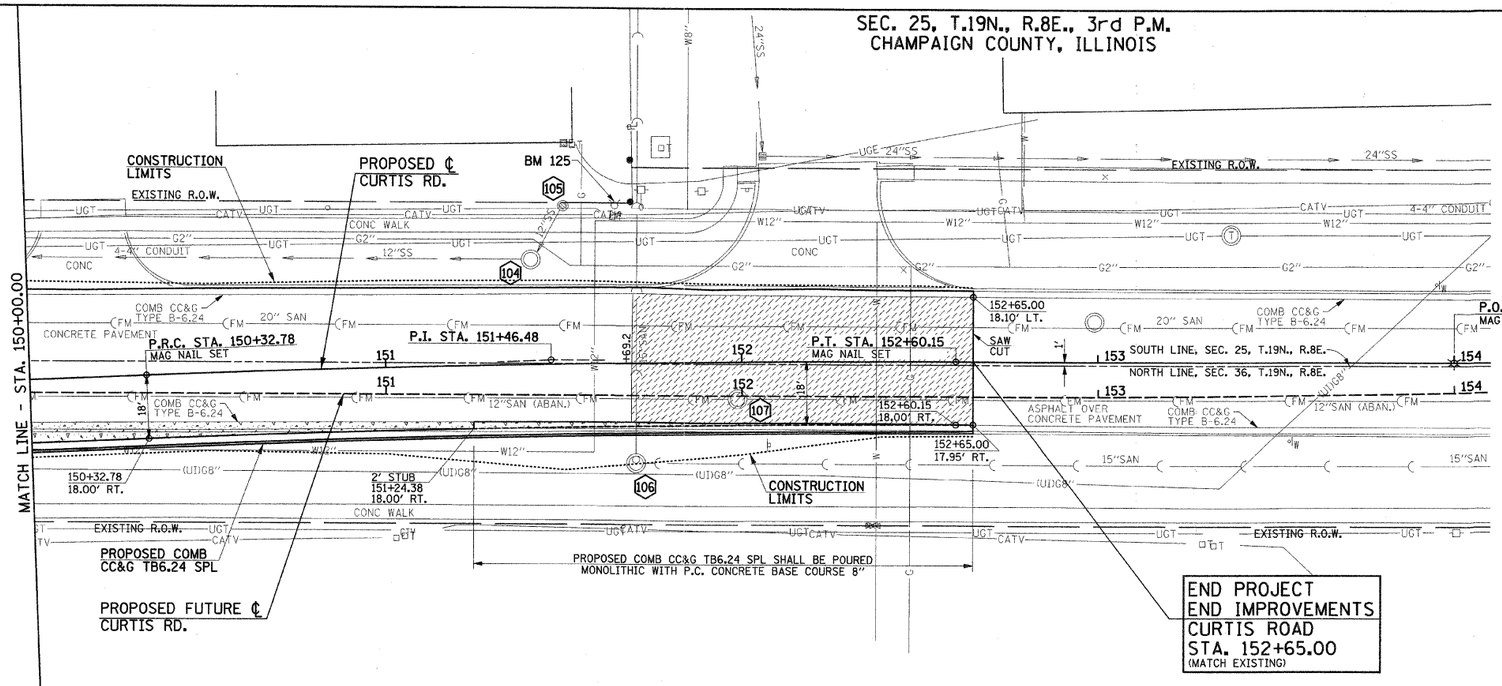
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	65
STA. 150+00.00	TO STA. 154+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 149+19.91
Δ = 2°31'45"
D = 1°07'13"
T = 112.91'
R = 5114.73'
L = 225.78'
E = 1.25'
P.C. STA. 148+07.00
P.R.C. STA. 150+32.78
S.E. = NONE

PROPOSED ℄ CURTIS RD.
CURVE DATA
P.I. STA. 151+46.48
Δ = 2°31'45"
D = 1°06'45"
T = 113.70'
R = 5150.73'
L = 227.37'
E = 1.25'
P.R.C. STA. 150+32.78
P.T. STA. 152+60.15
S.E. = NONE



0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE 8"
- PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL)

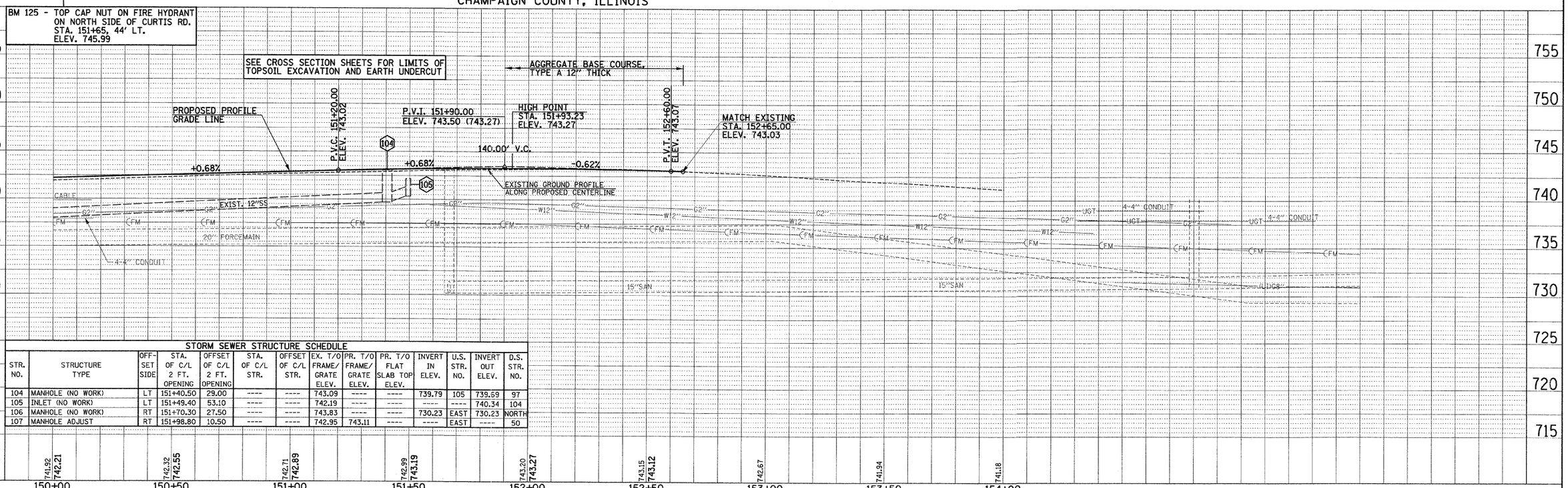
FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 41

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BM 125 - TOP CAP NUT ON FIRE HYDRANT ON NORTH SIDE OF CURTIS RD. STA. 151+65, 44' LT. ELEV. 745.99



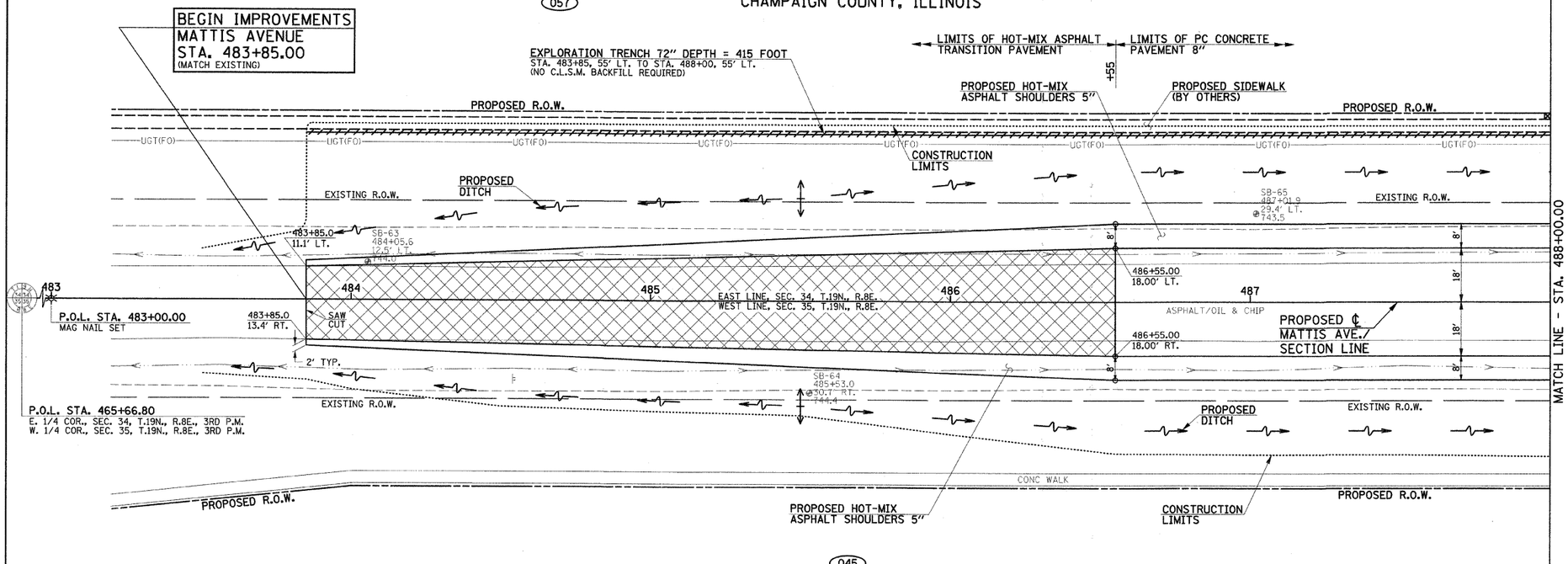
STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
104	MANHOLE (NO WORK)	LT	151+40.50	29.00	----	----	743.09	----	----	739.79	105	739.69	97
105	INLET (NO WORK)	LT	151+49.40	53.10	----	----	742.19	----	----	----	----	740.34	104
106	MANHOLE (NO WORK)	RT	151+70.30	27.50	----	----	743.83	----	----	730.23	EAST	730.23	NORTH
107	MANHOLE ADJUST	RT	151+98.80	10.50	----	----	742.95	743.11	----	----	EAST	----	50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	66
STA. 483+00.00	TO STA. 488+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



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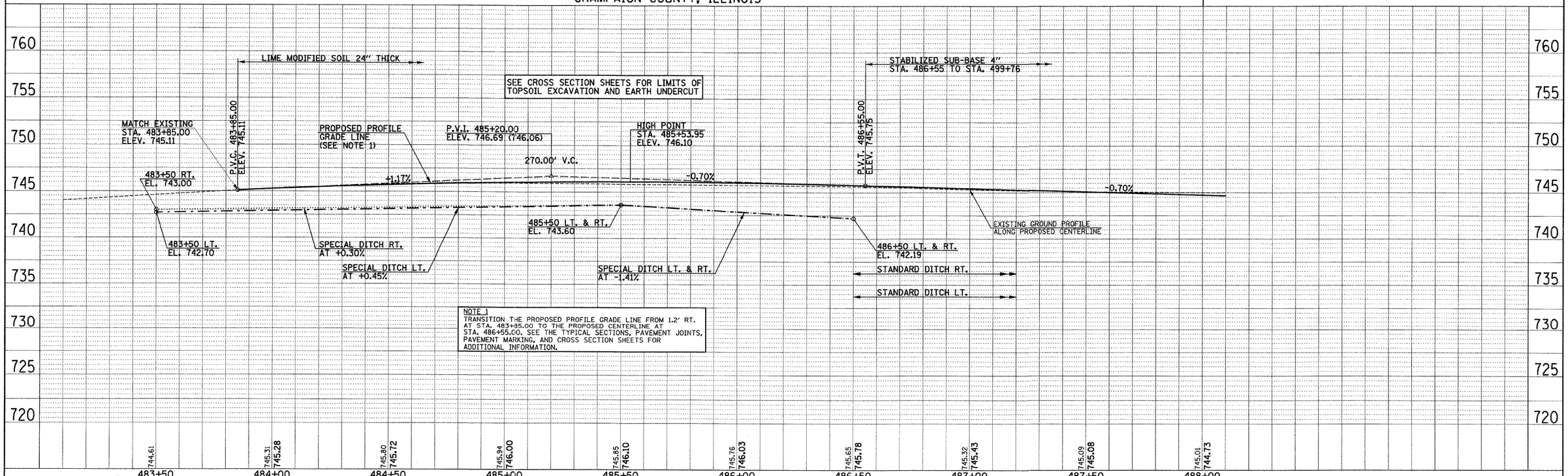
SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



LEGEND

PROPOSED TRANSITION PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2" THICK) OVER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (6" THICK)

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 488+00.00, 62.00' LT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 42

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MATTIS AVE.

PLAN: SURVEYED, PLOTTED, AS-BUILT, CHECKED, R/W CHECKED, CADD FILE NAME, NOTE BOOK, NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, AS-BUILT, CHECKED, ELEV. NOTED, STRUCTURE (MTS/ABUT), NOTE BOOK, NO., DATE, BY

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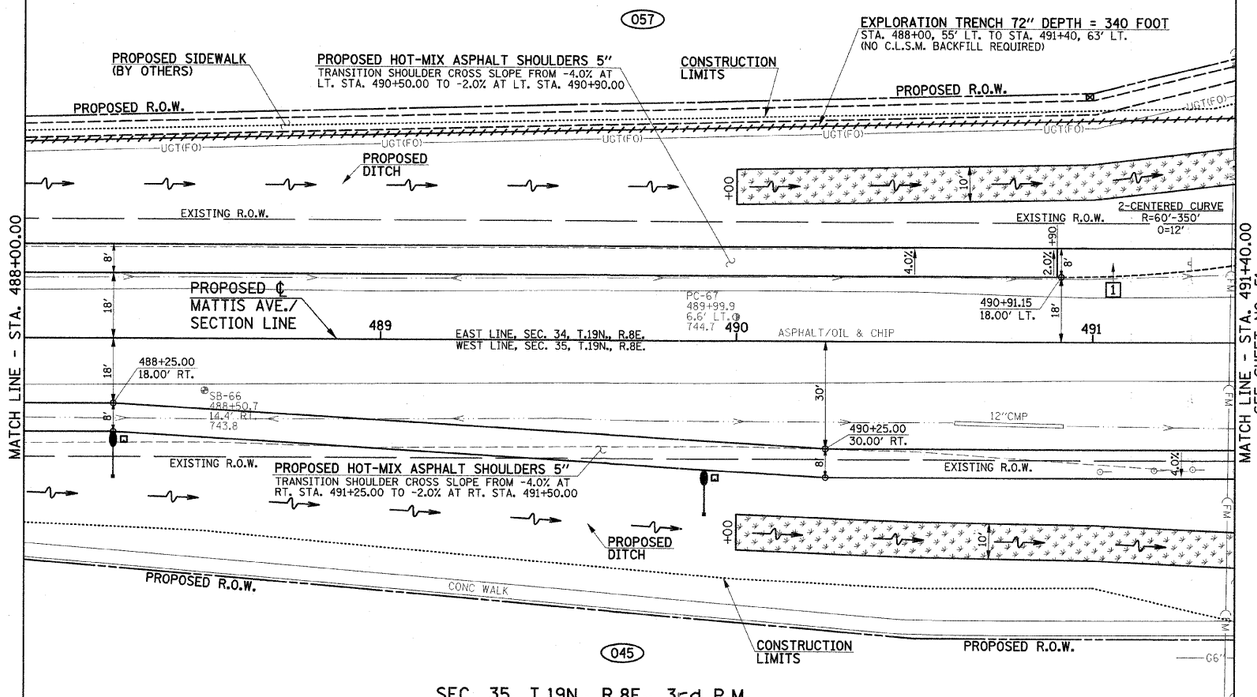
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	67
STA. 488+00.00		TO STA. 491+40.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

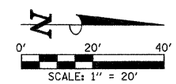
CONTRACT NO. 91368

SEC. 34, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 491+00.00, 70.00' LT.



LEGEND

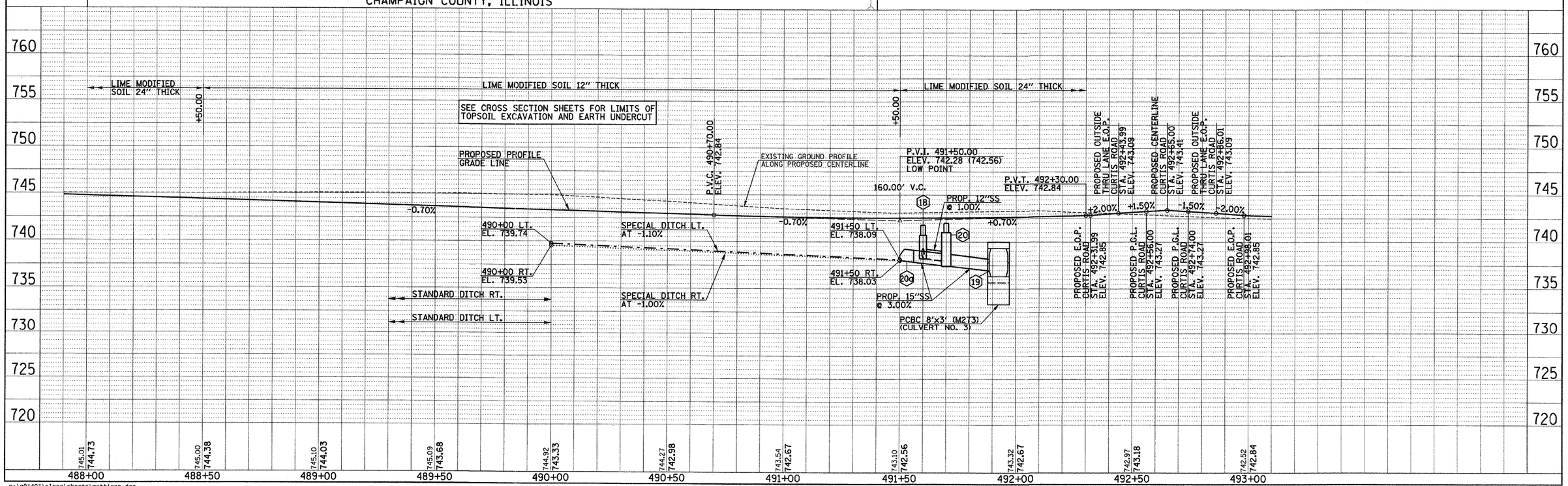
[1] – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)

– PROPOSED SODDING FOR DITCH LINING

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO'S. 34 & 42.

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MATTIS AVE.



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	68
STA. 493+50.00	TO STA. 497+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

MATCH LINE - STA. 493+50.00
SEE SHEET NO. 51

MATCH LINE - STA. 497+00.00

CONSTRUCTION LIMITS

PROPOSED R.O.W.

EXPLORATION TRENCH 72" DEPTH = 350 FOOT
STA. 493+50, 80' LT. TO STA. 497+00, 60' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

24"SS WMQ @ 0.50%

PROPOSED CURB AND GUTTER OUTLET (TYP.)
(SEE DETAIL SHEET)

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -2.0% AT LT. STA. 493+79.00 TO -4.0% AT LT. STA. 494+00.00

PROPOSED DITCH

EXISTING R.O.W.

493+79.00
36.00' LT.

493+60.63
30.00' LT.

495+06.00
30.00' LT.

8"VCP

S8-71
495+96.5
15.2' LT.
740.8

PROPOSED ℄ MATTIS AVE./ SECTION LINE

EAST LINE, SEC. 27, T.19N., R.8E.
WEST LINE, SEC. 26, T.19N., R.8E.

12"SS @ 0.80%

PROPOSED COMB CC&G TB6.24 (TYP.)

494+38.65
18.00' RT.

PC-70
494+47.6
9.2' RT.
742.1

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"
TRANSITION SHOULDER CROSS SLOPE FROM -2.0% AT RT. STA. 494+36.00 TO -4.0% AT RT. STA. 494+50.00

UGT

493+79.00
23.12' RT.

EXISTING R.O.W.

12"SS WMQ @ 1.00%

15"SS @ 0.60%

15"SS WMQ @ 0.60%

R=15' (TYP)

2' TYP.

CONSTRUCTION LIMITS

PROPOSED DITCH

EXISTING R.O.W.

PROPOSED R.O.W.

PROPOSED SIDEWALK (BY OTHERS-TYP.)

2-CENTERED CURVE
R=60'-350'
0=12'

T.C.E.

P CUL CL A 1 15 = 36 FOOT
PRC FLAR END SEC 15 = 2 EACH
GRATING-C FL END S 15 = 2 EACH
TRENCH BACKFILL (SPECIAL) = 4.8 CU YD
U.S.F.L. ELEV. = 737.99 (FES) - STA. 494+99.0, 45.0' RT.
D.S.F.L. ELEV. = 737.61 (FES) - STA. 494+51.0, 47.0' RT.

CONSTRUCT NEW ENTRANCE
494+75.0, 64.8' RT
20.0' F.E. (AGG) @ -3.7%
CONSTRUCT ENTRANCE WITH AGGREGATE TO 64.8' RT. AT -3.7%. SEE DETAIL SHEET AND CROSS SECTIONS.

TOPSOIL STORAGE AREA
SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEET FOR ENTIRE AREA OF T.C.E.

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

0' 20' 40'
SCALE: 1" = 20'

LEGEND
1 – PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
– PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
– PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
– PROPOSED SODDING FOR DITCH LINING

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 493+65.06, 87.50' LT.
STA. 493+65.84, 78.00' RT.
STA. 495+50.00, 60.00' RT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 43

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MATTIS AVE.

PLAN: SURVEYED; PLOTTED; ROADWAY CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK NO.; DATE; BY

PROFILE: SURVEYED; PLOTTED; GRADES CHECKED; S.I.M. NOTED; STRUCTURE NOTATIONS CHKD; DATE; BY

PROPOSED OUTSIDE THRU LANE E.O.P. CURTIS ROAD STA. 492+45.99 ELEV. 743.09

PROPOSED CENTERLINE CURTIS ROAD STA. 492+65.00 ELEV. 743.41

PROPOSED OUTSIDE THRU LANE E.O.P. CURTIS ROAD STA. 492+86.01 ELEV. 743.09

PROPOSED E.O.P. CURTIS ROAD STA. 492+31.99 ELEV. 742.85

PROPOSED P.G.L. CURTIS ROAD STA. 492+36.00 ELEV. 743.27

PROPOSED P.G.L. CURTIS ROAD STA. 492+74.00 ELEV. 743.27

PROPOSED E.O.P. CURTIS ROAD STA. 492+88.01 ELEV. 742.85

LIME MODIFIED SOIL 24" THICK

+2.00% +1.50% -1.50% -2.00% -0.70% -0.70% +0.30% +0.30%

PROP. 15"SS @ 0.60%

PROP. 12"SS WMQ @ 1.00%

P.V.C. 493+65.00 ELEV. 742.39

P.V.I. 494+50.00 ELEV. 741.79 (742.00)

170.00' V.C.

LOW POINT STA. 494+84.00 ELEV. 741.97

P.V.T. 495+35.00 ELEV. 742.05

P.V.C. 497+00.00 ELEV. 742.54

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

PROPOSED PROFILE GRADE LINE

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

P CUL CL A 1 15

493+75 LT. & RT. EL. 737.00

494+51 RT. EL. 737.61

494+99 RT. EL. 737.99

495+00 LT. & RT. EL. 738.00

497+00 LT. & RT. EL. 738.60

SPECIAL DITCH LT. & RT. AT +0.30%

PCBC 4'x3' (M273) (CULVERT NO. 2)

SPECIAL DITCH LT. & RT. AT +0.80%

PROP. 15"SS WMQ @ 0.60%

742.97 743.18 | 742.52 742.84 | 742.36 742.49 | 742.30 742.18 | 742.13 742.00 | 741.97 741.98 | 741.86 742.09 | 741.86 742.24 | 742.10 742.39 | 742.28 742.54

492+50 493+00 493+50 494+00 494+50 495+00 495+50 496+00 496+50 497+00

760 755 750 745 740 735 730 725 720

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER REM 8" (FOOT)	SS 1 WMQ 12" (FOOT)	SS 1 WMQ 15" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
22 - 22a			13		0.60	
22 - 24		27			1.00	
23 - 24				63	0.80	5.2
25 - SOUTH	**330					17.6
25 - NORTH	**500					38.4

**FIELD VERIFY LOCATION AND DEPTH OF FIELD TILE. REMOVE FIELD TILE WITHIN CONSTRUCTION LIMITS.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
13a	PRC FLAR END SEC 24"	LT	----	----	•493+69.00	•62.00	----	----	----	737.00	DITCH	736.97	13
	GRATING - C FL END S 24"												
22	RD MAN TA 4 DIA TI CLOSED	RT	493+55.00	51.50	493+55.00	52.50	----	741.00	740.00	737.33	24	736.80	21
										736.88	22a		
22a	PRC FLAR END SEC 15"	RT	----	----	•493+69.00	•53.00	----	----	----	737.00	DITCH	736.96	21
	GRATING - C FL END S 15"												
23	INLETS TA T3V F & G	LT	493+70.00	37.80	493+70.00	37.80	----	741.69	----	----	----	738.20	24
24	RD INLETS TB T3V F & G	RT	493+70.00	26.65	493+70.00	27.15	----	741.96	740.88	737.70	23	737.60	22
25	REMOVE INLET	LT	495+80.50	20.80	----	----	740.27	----	----	738.67	SOUTH	738.67	NORTH

•STATION AND OFFSET TO DOWNSTREAM END OF END SECTION

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	69
STA. 497+00.00	TO STA. 502+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 27, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

(038)

PROPOSED ℄ MATTIS AVE./ SECTION LINE

PROPOSED R.O.W.

CONSTRUCTION LIMITS

PROPOSED DITCH

EXPLORATION TRENCH 72" DEPTH = 390 FOOT
497+00, 60' LT. TO STA. 500+90, 35' LT.
(NO C.L.S.M. BACKFILL REQUIRED)

EXISTING R.O.W.

PROPOSED HOT-MIX ASPHALT SHOULDERS 5"

SB-73
498+96.2
30.2' LT.
741.8

SB-75
500+93.4
21.0' LT.
739.5

8"VCP

497+06.00
18.00' LT.

497+06.00
18.00' RT.

499+76.00
12.00' LT.

499+76.00
12.00' RT.

500+76.0
12.2' LT.

500+76.0
13.0' RT.

P2.74
500+43.6
5.8' RT.
240.8

EAST LINE, SEC. 27, T.19N., R.8E.
WEST LINE, SEC. 26, T.19N., R.8E.

498 499 500 501 502

ASPHALT/OIL & CHIP

P.O.L. STA. 502+00.00
MAG NAIL SET

P.O.L. STA. 518+50.08
E. 1/4 COR., SEC. 27, T.19N., R.8E., 3RD P.M.
W. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M.

UGT

2' TYP.

BM 300

SB-72
497+46.2
23.9' RT.
740.5

MATCH LINE - STA. 497+00.00

CONSTRUCTION LIMITS

PROPOSED SIDEWALK (BY OTHERS-TYP.)

(040)

LIMITS OF PC CONCRETE PAVEMENT 8" | +76 | LIMITS OF HOT-MIX ASPHALT TRANSITION PAVEMENT

END IMPROVEMENTS
MATTIS AVENUE
STA. 500+76.00
(MATCH EXISTING)

LEGEND
PROPOSED TRANSITION PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2" THICK) OVER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (6" THICK)

0' 20' 40'
SCALE: 1" = 20'

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 43

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON MATTIS AVE.

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 7 EACH
STA. 497+50.00, 60.00' RT.
STA. 500+50.00, 45.00' LT.
STA. 500+50.00, 45.00' RT.
STA. 501+00.00, 45.00' LT.
STA. 501+00.00, 45.00' RT.
STA. 501+00.00, 33.00' LT.
STA. 501+00.00, 33.00' RT.

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. CHECKED, NOTE BOOK, NO., DGN FILE NAME, BY, DATE

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BM 300 - 6" GEAR HEAD SPIKE IN POWER POLE ON EAST SIDE OF MATTIS AVE.
STA. 497+39, 35' RT.
ELEV. 741.58

760 755 750 745 740 735 730 725 720

LIME MODIFIED SOIL 24" THICK

LIME MODIFIED SOIL 12" THICK

STABILIZED SUB-BASE 4"
STA. 476+65 TO STA. 499+76

SEE CROSS SECTION SHEETS FOR LIMIT'S OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

P.V.C. 497+00.00
ELEV. 742.54

HIGH POINT
STA. 497+53.57
ELEV. 742.62

+0.30%

200.00' V.C.

P.V.I. 498+00.00
ELEV. 742.84 (742.56)

-0.82%

P.V.T. 499+00.00
ELEV. 742.02

PROPOSED PROFILE GRADE LINE (SEE NOTE 1)

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

SPECIAL DITCH LT. AT -0.25%

-0.82%

MATCH EXISTING
STA. 500+76.00
ELEV. 740.58

501+00 LT.
EL. 738.70

501+00 RT.
EL. 738.40

497+00 LT. & RT.
EL. 738.60

SPECIAL DITCH LT. & RT.
AT +0.30%

499+00 LT. & RT.
EL. 739.20

SPECIAL DITCH RT.
AT -0.40%

NOTE 1
TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 499+76.00 TO 0.4" RT. AT STA. 500+76.00. SEE THE TYPICAL SECTIONS, PAVEMENT JOINTS, PAVEMENT MARKING, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

742.28 742.54 | 742.41 742.62 | 742.54 742.56 | 742.55 742.36 | 742.35 742.02 | 741.90 741.61 | 741.34 741.20 | 740.82 740.79 | 740.37 | 740.09 | 739.94 | 739.92 | 739.84

497+00 497+50 498+00 498+50 499+00 499+50 500+00 500+50 501+00 501+50 502+00 502+50 503+00

PROFILE — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, BEAM NOTES, R.O.W. LINE, NOTE BOOK, NO., DGN FILE NAME, BY, DATE

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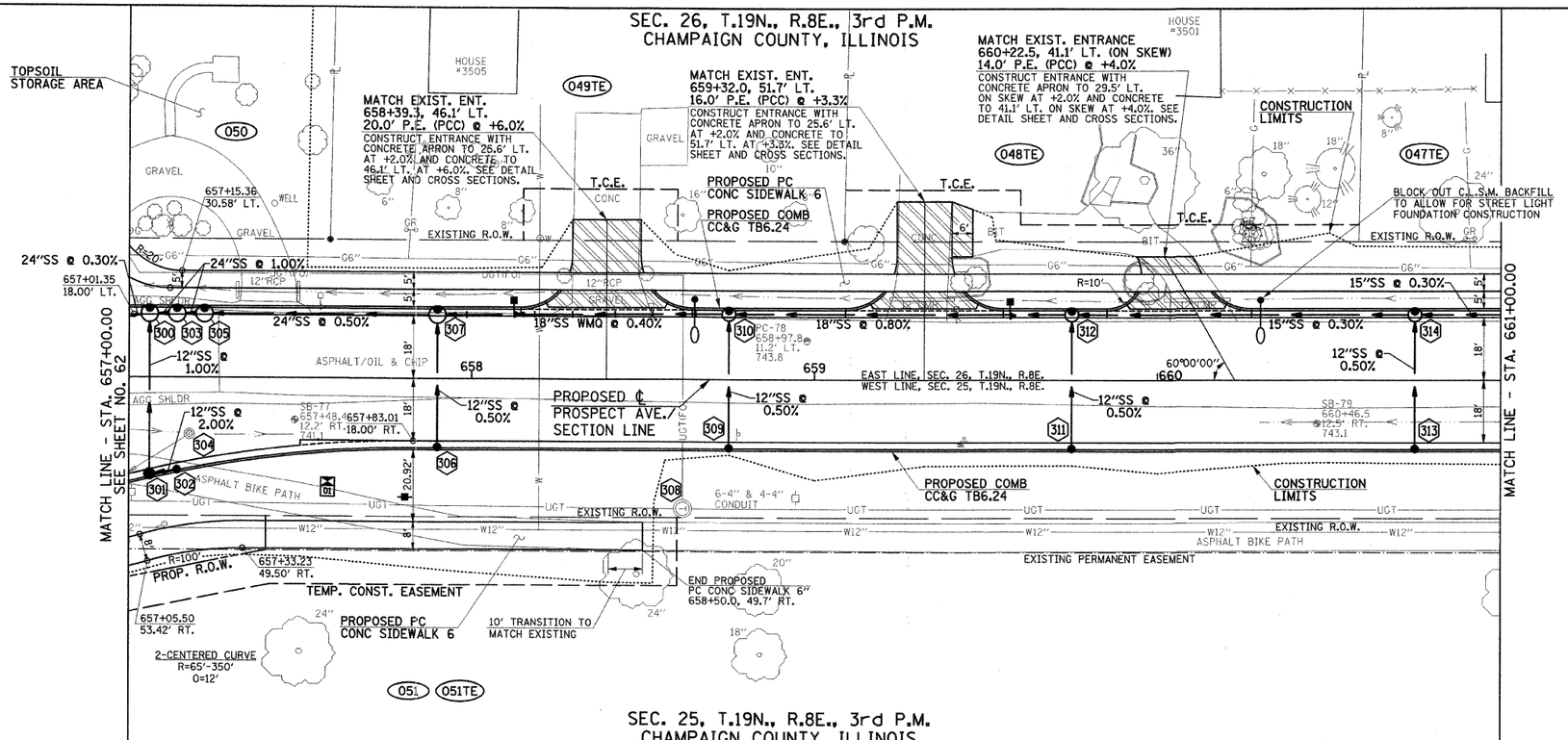
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	70
STA. 657+00.00	TO STA. 661+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 45

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON PROSPECT AVE.

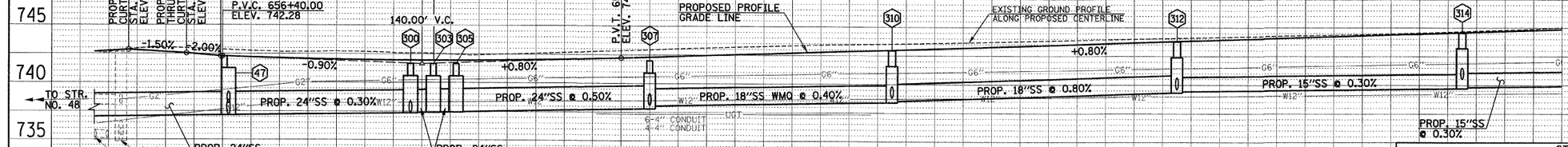
N

0' 20' 40'

SCALE: 1" = 20'

LEGEND

▨ – PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)



STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
300	RD MAN TA 5 DIA T3 F&G	LT	657+06.00	19.80	657+06.00	18.30	----	741.66	740.58	737.38	301	737.35	47
										737.37	303		
301	RD INLETS TB T3 F & G	RT	657+06.00	28.40	657+06.00	27.90	----	741.53	740.45	737.88	302	737.80	300
302	INLETS TA T3 F & G	RT	657+14.00	26.70	657+14.00	26.70	----	741.55	----	----	----	738.00	301
303	RD MAN TA 5 DIA T3 F&G	LT	657+14.00	19.80	657+14.00	18.30	----	741.65	740.57	737.42	305	737.40	300
304	REMOVE INLET	RT	657+17.50	16.50	----	----	740.39	----	----	----	----	739.09	58
305	RD MAN TA 5 DIA T3 F&G	LT	657+22.00	19.80	657+22.00	18.30	----	741.66	740.58	737.48	307	737.45	303
306	INLETS TA T3V F & G	RT	657+90.00	19.80	657+90.00	19.80	----	741.99	----	----	----	738.30	307
307	RD MAN TA 5 DIA T3V F&G	LT	657+90.00	19.80	657+90.00	18.30	----	741.99	740.91	738.12	306	737.80	305
										738.06	310		

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
308	MANHOLE (NO WORK)	RT	658+61.60	37.40	----	----	742.77	----	----	----	----	----	----
309	INLETS TA T3V F & G	RT	658+75.00	19.80	658+75.00	19.80	----	742.67	----	----	----	739.00	310
310	RD MAN TA 4 DIA T3V F&G	LT	658+75.00	19.80	658+75.00	18.80	----	742.67	741.59	738.82	309	738.40	307
										738.53	312		
311	INLETS TA T3V F & G	RT	659+75.00	19.80	659+75.00	19.80	----	743.47	----	----	----	739.80	312
312	RD MAN TA 4 DIA T3V F&G	LT	659+75.00	19.80	659+75.00	18.80	----	743.47	742.39	739.62	311	739.30	310
										739.41	314		
313	INLETS TA T3V F & G	RT	660+75.00	19.80	660+75.00	19.80	----	744.27	----	----	----	740.70	314
314	RD MAN TA 4 DIA T3V F&G	LT	660+75.00	19.80	660+75.00	18.80	----	744.27	743.19	740.52	313	739.70	312
										739.80	315		

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER REM 12" (FOOT)	SS 1 WMQ 18" (FOOT)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 18" (FOOT)	STORM SEWER CL A 1 24" (FOOT)	STORM SEWER CL A 2 15" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
300 - 47					60		0.30	17.9
300 - 301			42				1.00	9.5
300 - 303					3		1.00	0.5
301 - 302			6				2.00	0.8
303 - 305					3		1.00	0.5
304 - 58	86							20.6
305 - 307					63		0.50	14.1
306 - 307			36				0.50	7.0
307 - 310		81					0.40	18.2
309 - 310			36				0.50	7.0
310 - 312				96			0.80	22.2
311 - 312			36				0.50	7.0
312 - 314						96	0.30	23.8
313 - 314			36				0.50	6.6
314 - 315						116	0.30	35.0

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SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	71
STA. 661+00.00	TO STA. 666+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

SCALE: 1" = 20'

END IMPROVEMENTS
PROSPECT AVENUE
STA. 665+11.50
(MATCH EXISTING)

LEGEND
- PROPOSED TRANSITION PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2" THICK) OVER HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (3" THICK)
- PROPOSED PCC DRIVEWAY PAVEMENT (6" FOR P.E. - 8" FOR C.E.)
- PROPOSED AGGREGATE SHOULDERS, TYPE B 5"

HOUSE #3405 — 047TE — MATCH EXIST. ENTRANCE 661+42.5, 52.7' LT. (ON SKEW) 14.0' P.E. (PCC) @ +6.0%. CONSTRUCT ENTRANCE WITH CONCRETE APRON TO 29.5' LT. ON SKEW AT +2.0% AND CONCRETE TO 52.7' LT. ON SKEW AT +6.0%. SEE DETAIL SHEET AND CROSS SECTIONS.

BLOCK OUT C.L.S.M. BACKFILL TO ALLOW FOR STREET LIGHT FOUNDATION CONSTRUCTION

END PROPOSED PC CONC SIDEWALK 6" 662+00.00, 30.58' LT.

PROPOSED PC CONC SIDEWALK 6

PROPOSED COMB CC&G TB6.24

T.C.E.

CONSTRUCTION LIMITS

PROPOSED DITCH

EXISTING R.O.W.

MATCH LINE - STA. 661+00.00

15"SS @ 0.30%

15"SS @ 8.00% (318)

662+05.00 18.00' LT. (315)

662+05.00 18.00' RT. (316)

12"SS @ 0.50%

12"SS @ 4.20% (317)

PROPOSED ℄ PROSPECT AVE./ SECTION LINE

PROPOSED DITCH

PROPOSED COMB CC&G TB6.24

PROPOSED CURB AND GUTTER OUTLET (TYP.) (SEE DETAIL SHEET)

BM 301

EXISTING PERMANENT EASEMENT

LIMITS OF PC CONCRETE PAVEMENT 8" — LIMITS OF HOT-MIX ASPHALT TRANSITION PAVEMENT

051 — 051TE

HOUSE #3401

MATCH EXIST. ENTRANCE 664+66.5, 25.0' LT. RESURFACE EXISTING ASPHALT ENTRANCE WITH A MINIMUM OF 1" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70. SEE CROSS SECTIONS.

CONC — 12"RCP — GRAVEL — ASPHALT/OIL & CHIP — ASPHALT BIKE PATH — 6-4" & 4-4" CONDUIT

PC-8' 664+95.37 14.7' LT. 745.7 — 665+11.5 14.7' LT.

PC-8' 664+95.37 7.8' RT. 745.7 — 665+11.5 7.8' RT.

2' TYP.

EAST LINE, SEC. 26, T.19N., R.8E. / WEST LINE, SEC. 25, T.19N., R.8E.

P.O.L. STA. 666+00.00 MAG NAIL SET

P.O.L. STA. 682+62.44 E. 1/4 COR., SEC. 26, T.19N., R.8E., 3RD P.M. W. 1/4 COR., SEC. 25, T.19N., R.8E., 3RD P.M.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 45

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON PROSPECT AVE.

SEC. 25, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

BM 301 - 6" GEAR HEAD SPIKE IN POWER POLE ON EAST SIDE OF PROSPECT AVE. STA. 661+02, 34' RT. ELEV. 745.77

AGGREGATE BASE COURSE, TYPE A 12" THICK

PROPOSED PROFILE GRADE LINE (SEE NOTE 1)

P.V.C. 662+40.00 ELEV. 745.89

662+35 RT. EL. 743.50

662+35 LT. EL. 743.45

P.V.I. 663+30.00 ELEV. 746.61 (746.37)

180.00' V.C.

HIGH POINT STA. 663+70.91 ELEV. 746.42

P.V.T. 664+20.00 ELEV. 746.34

SPECIAL DITCH RT. AT +0.30%

SPECIAL DITCH LT. AT +0.20%

MATCH EXISTING STA. 665+11.50 ELEV. 746.07

664+54 LT. EL. 743.89

665+00 RT. EL. 744.30

+0.80% — -0.30% — PROP. 15"SS @ 0.30% — PROP. 15"SS @ 8.00%

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE

755 / 750 / 745 / 740 / 735 / 730 / 725 / 720 / 715

744.90 744.77 — 745.51 745.17 — 746.12 745.57 — 746.38 745.97 — 746.23 746.26 — 746.07 746.41 — 745.92 746.39 — 745.93 746.25 — 745.92 746.10 — 746.01 — 746.19 — 745.92 — 745.73

661+00 — 661+50 — 662+00 — 662+50 — 663+00 — 663+50 — 664+00 — 664+50 — 665+00 — 665+50 — 666+00 — 666+50 — 667+00

SEE CROSS SECTION SHEETS FOR LIMITS OF TOPSOIL EXCAVATION AND EARTH UNDERCUT

NOTE 1
TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 662+00.00 TO 3.5' LT. AT STA. 665+11.50. SEE THE TYPICAL SECTIONS, PAVEMENT MARKING, AND CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION.

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
315	RD MAN TA 4 DIA T3V F&G	LT	661+95.00	19.80	661+95.00	18.80	----	745.23	744.15	741.52	316	740.15	314
										740.25	318		
316	RD INLETS TB T3V F & G	RT	661+95.00	19.80	661+95.00	20.30	----	745.23	744.15	741.82	317	741.70	315
317	PRC FLAR END SEC 12"	RT	----	----	•662+29.00	•27.50	----	----	----	743.50	DITCH	743.25	316
	GRATING - C FL END S 12"												
318	PRC FLAR END SEC 15"	LT	----	----	•662+29.00	•28.00	----	----	----	743.45	DITCH	742.97	315
	GRATING - C FL END S 15"												

•STATION AND OFFSET TO DOWNSTREAM END OF END SECTION

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 15" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
315 - 316	36		0.50	6.4
315 - 318		34	8.00	3.1
316 - 317	34		4.20	1.4

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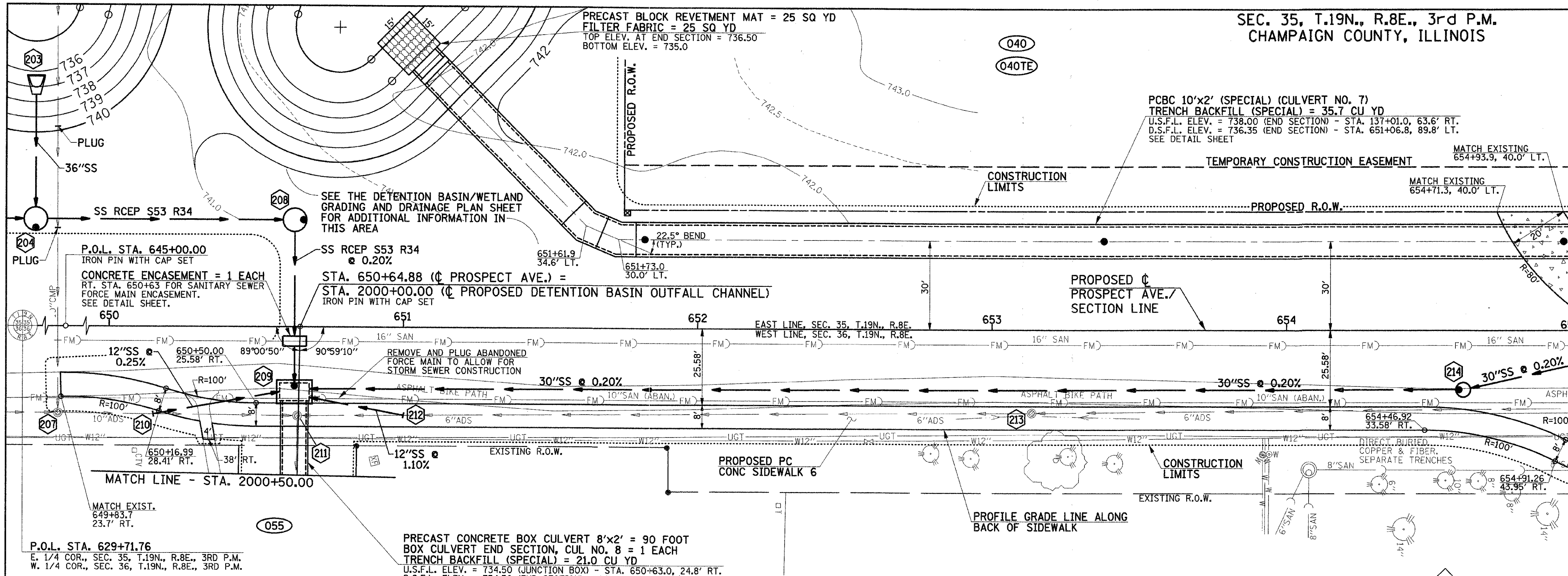
SEC. 35, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



0' 20' 40'
SCALE: 1" = 20'

LEGEND
- PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)
- PROPOSED PRECAST BLOCK REVETMENT MAT

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 1 EACH
STA. 651+75.00, 40.00' LT.

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 44

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON PROSPECT AVE.

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

STORM SEWER STRUCTURE SCHEDULE

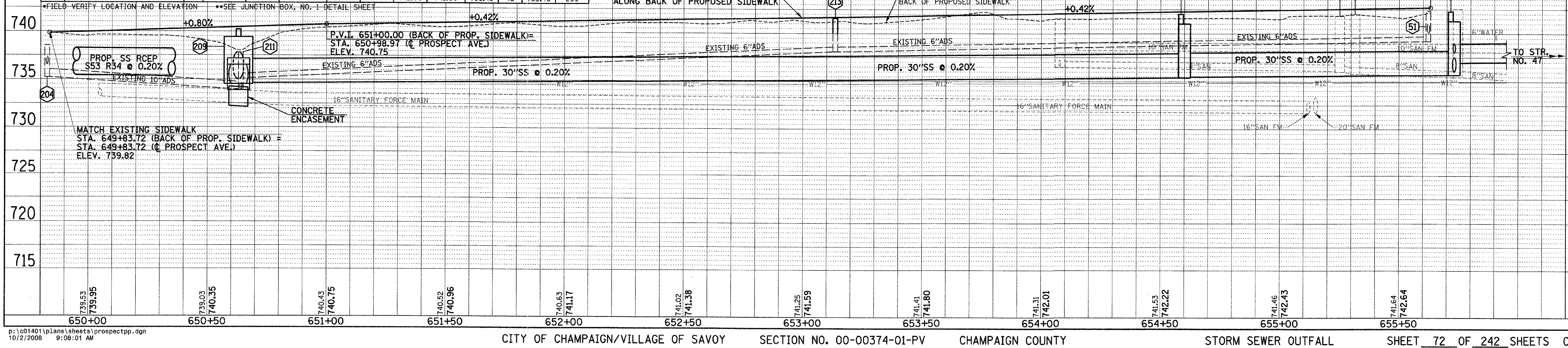
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
207	INLET (NO WORK)	RT	649+82.50	29.00	----	----	738.52	----	----	736.72	SOUTH	735.22	211
										736.52	WEST		
208	RD MAN TA 8 DIA T1 CLOSED	LT	650+66.00	36.00	650+63.00	36.00	----	741.00	740.00	735.19	204	735.10	209
209	**JUNCTION BOX, NO. 1	RT	650+63.00	19.80	650+63.00	21.80	----	740.20	739.40	735.00	208	734.50	BOX CUL
										734.59	210		
										735.12	212		
										734.62	214		
210	CONNECT TO EXISTING S.S.	RT	----	----	*650+15.00	*29.50	----	----	----	*734.70	207	*734.70	209
211	REMOVE INLET	RT	650+64.00	30.00	----	----	737.81	----	----	733.91	207	733.81	215
										735.11	213		
212	CONNECT TO EXISTING S.S.	RT	----	----	*651+00.00	*29.50	----	----	----	*735.50	213	*735.50	209
213	INLET ADJUST NEW T1 CLOSED	RT	----	----	653+13.50	28.00	739.98	741.54	----	738.08	51	738.08	209
214	RD MAN TA 5 DIA T1 CLOSED	RT	654+58.50	19.80	654+60.00	19.80	----	742.00	741.00	735.48	48	735.40	209

*FIELD VERIFY LOCATION AND ELEVATION **SEE JUNCTION BOX, NO. 1 DETAIL SHEET

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 10" (FOOT)	STORM SEW 1 RCEP S53 R34 (FOOT)	STORM SEWER CL A 2 12" (FOOT)	STORM SEWER CL A 2 30" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
208 - 209				52			0.20	
209 - 210	1				44		0.25	33.1
209 - 212	1				34		1.10	14.4
209 - 214						390	0.20	
210 - 211			48					25.1
211 - 212		35						7.7
211 - 215			170					

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTAT'NS CH'KD, NOTE BOOK, NO., BY, DATE

SEC. 36, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

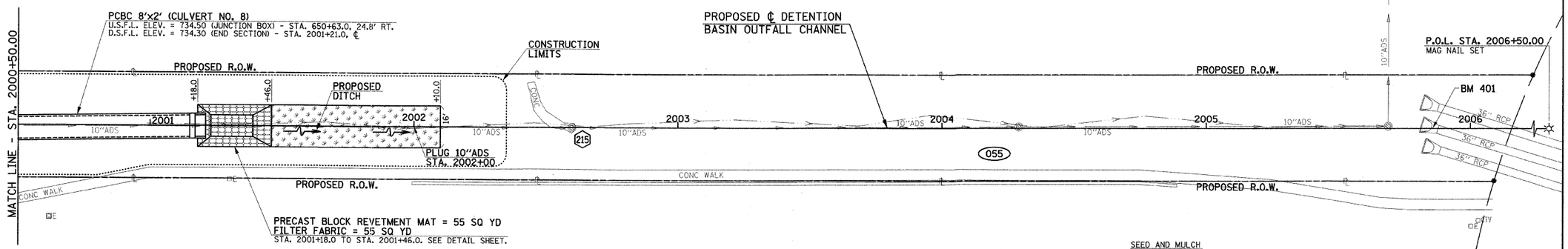
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	73
STA. 2000+50.00	TO STA. 2006+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

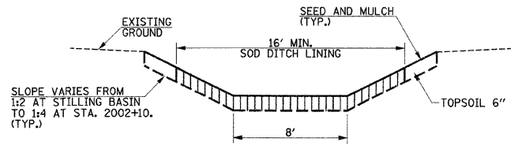
CONTRACT NO. 91368

LEGEND
- PROPOSED PRECAST BLOCK REVETMENT MAT
- PROPOSED SODDING FOR DITCH LINING

N

0' 20' 40'
SCALE: 1" = 20'





DITCH TYPICAL SECTION

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 44

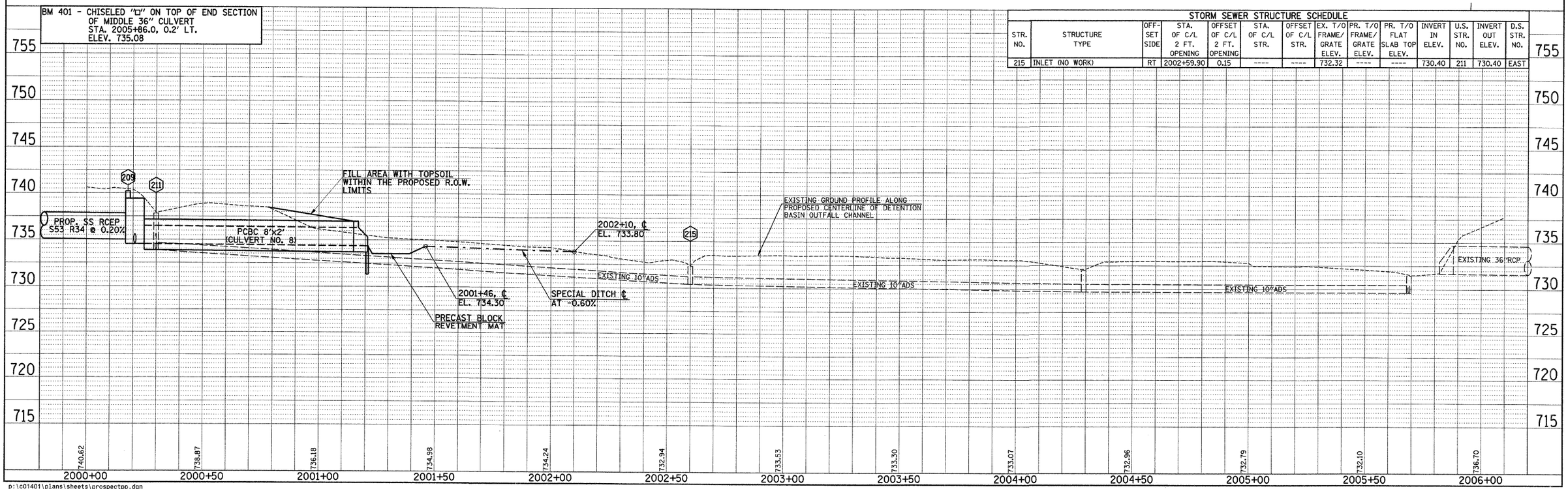
SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON PROSPECT AVE.

BM 401 - CHISELED "□" ON TOP OF END SECTION OF MIDDLE 36" CULVERT
STA. 2005+86.0, 0.2' LT.
ELEV. 735.08

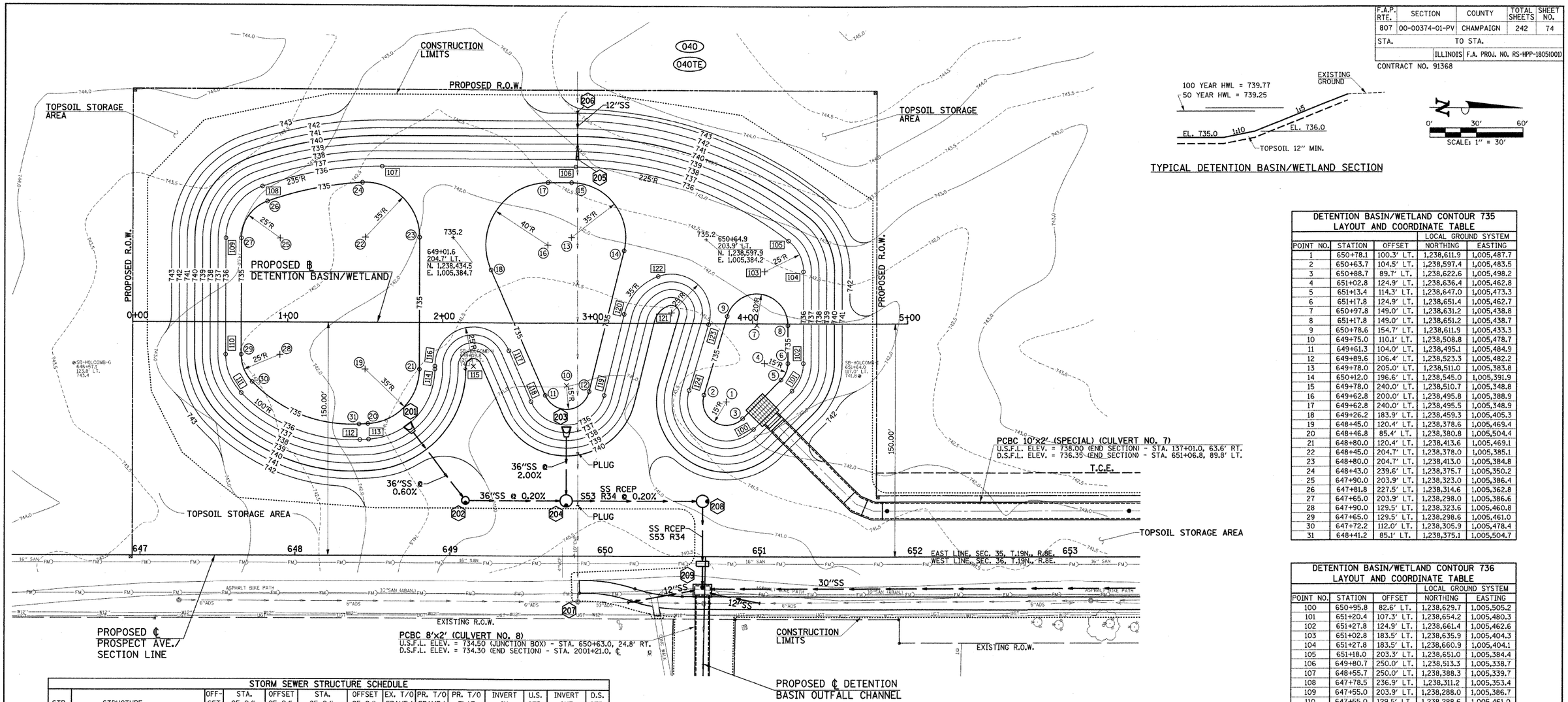
STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
215	INLET (NO WORK)	RT	2002+59.90	0.15	----	----	732.32	----	----	730.40	211	730.40	EAST



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	74
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



TYPICAL DETENTION BASIN/WETLAND SECTION

DETENTION BASIN/WETLAND CONTOUR 735 LAYOUT AND COORDINATE TABLE

			LOCAL GROUND SYSTEM	
POINT NO.	STATION	OFFSET	NORTHING	EASTING
1	650+78.1	100.3' LT.	1,238,611.9	1,005,487.7
2	650+63.7	104.5' LT.	1,238,597.4	1,005,483.5
3	650+88.7	89.7' LT.	1,238,622.6	1,005,498.2
4	651+02.8	124.9' LT.	1,238,636.4	1,005,462.8
5	651+13.4	114.3' LT.	1,238,647.0	1,005,473.3
6	651+17.8	124.9' LT.	1,238,651.4	1,005,462.7
7	650+97.8	149.0' LT.	1,238,631.2	1,005,438.8
8	651+17.8	149.0' LT.	1,238,651.2	1,005,438.7
9	650+78.6	154.7' LT.	1,238,611.9	1,005,433.3
10	649+75.0	110.1' LT.	1,238,508.8	1,005,478.7
11	649+61.3	104.0' LT.	1,238,495.1	1,005,484.9
12	649+89.6	106.4' LT.	1,238,523.3	1,005,482.2
13	649+78.0	205.0' LT.	1,238,511.0	1,005,383.8
14	650+12.0	196.6' LT.	1,238,545.0	1,005,391.9
15	649+78.0	240.0' LT.	1,238,510.7	1,005,348.8
16	649+62.8	200.0' LT.	1,238,495.8	1,005,388.9
17	649+62.8	240.0' LT.	1,238,495.5	1,005,348.9
18	649+26.2	183.9' LT.	1,238,459.3	1,005,405.3
19	648+45.0	120.4' LT.	1,238,378.6	1,005,469.4
20	648+46.8	85.4' LT.	1,238,380.8	1,005,504.4
21	648+80.0	120.4' LT.	1,238,413.6	1,005,469.1
22	648+45.0	204.7' LT.	1,238,378.0	1,005,385.1
23	648+80.0	204.7' LT.	1,238,413.0	1,005,384.8
24	648+43.0	239.6' LT.	1,238,375.7	1,005,350.2
25	647+90.0	203.9' LT.	1,238,323.0	1,005,386.4
26	647+81.8	227.5' LT.	1,238,314.6	1,005,362.8
27	647+65.0	203.9' LT.	1,238,298.0	1,005,386.6
28	647+90.0	129.5' LT.	1,238,323.6	1,005,460.8
29	647+65.0	129.5' LT.	1,238,298.6	1,005,461.0
30	647+72.2	112.0' LT.	1,238,305.9	1,005,478.4
31	648+41.2	85.1' LT.	1,238,375.1	1,005,504.7

DETENTION BASIN/WETLAND CONTOUR 736 LAYOUT AND COORDINATE TABLE

			LOCAL GROUND SYSTEM	
POINT NO.	STATION	OFFSET	NORTHING	EASTING
100	650+95.8	82.6' LT.	1,238,629.7	1,005,505.2
101	651+20.4	107.3' LT.	1,238,654.2	1,005,480.3
102	651+27.8	124.9' LT.	1,238,661.4	1,005,462.6
103	651+02.8	183.5' LT.	1,238,635.9	1,005,404.3
104	651+27.8	183.5' LT.	1,238,660.9	1,005,404.1
105	651+18.0	203.3' LT.	1,238,651.0	1,005,384.4
106	649+80.7	250.0' LT.	1,238,513.3	1,005,338.7
107	648+55.7	250.0' LT.	1,238,388.3	1,005,339.7
108	647+78.5	236.9' LT.	1,238,311.2	1,005,353.4
109	647+55.0	203.9' LT.	1,238,288.0	1,005,386.7
110	647+55.0	129.5' LT.	1,238,288.6	1,005,461.0
111	647+65.0	105.0' LT.	1,238,298.8	1,005,485.5
112	648+41.7	75.2' LT.	1,238,375.7	1,005,514.7
113	648+47.4	75.5' LT.	1,238,381.4	1,005,514.3
114	648+90.0	120.4' LT.	1,238,423.6	1,005,469.1
115	649+15.0	122.4' LT.	1,238,448.6	1,005,466.9
116	648+90.0	122.4' LT.	1,238,423.6	1,005,467.1
117	649+37.9	132.5' LT.	1,238,471.4	1,005,456.6
118	649+52.2	100.0' LT.	1,238,486.0	1,005,489.0
119	649+99.3	104.0' LT.	1,238,533.1	1,005,484.6
120	650+12.1	155.7' LT.	1,238,545.5	1,005,432.8
121	650+42.7	156.6' LT.	1,238,576.0	1,005,431.6
122	650+34.0	180.1' LT.	1,238,567.2	1,005,408.2
123	650+66.6	149.5' LT.	1,238,600.0	1,005,438.6
124	650+54.1	107.4' LT.	1,238,587.8	1,005,480.8

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
201	PRC FLAR END SEC 36"	LT	----	----	•648+76.20	•79.90	----	----	----	736.00	BASIN	735.96	202
	GRATING - C FL END S 36"												
202	RD MAN TA 5 DIA T1 CLOSED	LT	649+10.00	34.50	649+10.00	36.00	----	741.30	740.30	735.63	201	735.55	204
203	PRC FLAR END SEC 36"	LT	----	----	•649+75.00	•77.45	----	----	----	736.30	BASIN	736.18	204
	GRATING - C FL END S 36"												
204	RD MAN TA 8 DIA T1 CLOSED	LT	649+75.00	33.00	649+75.00	36.00	----	740.80	739.80	735.43	202	735.35	208
										735.42	203		
205	PRC FLAR END SEC 12"	LT	----	----	••649+82.00	••261.10	----	----	----	••737.00	206	••737.00	BASIN
	GRATING - C FL END S 12"												
206	CONNECT TO EXISTING FIELD TILE	LT	----	----	••649+82.00	••286.10	----	----	----	••737.00	WEST	••737.00	205

•STATION AND OFFSET TO DOWNSTREAM END OF END SECTION
••SEE NOTE 1

STORM SEWER PIPE SCHEDULE

LOCATION STR. - STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER CL A 1 12" (FOOT)	STORM SEWER CL A 1 36" (FOOT)	STORM SEW 1 RCEP S53 R34 (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
201 - 202			56		0.60	
202 - 204			59		0.20	
203 - 204			38		2.00	
204 - 208				80	0.20	
205 - 206	1	25				

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

NOTE 1
THE EXACT LOCATION AND ELEVATION OF THE FIELD TILE IS UNKNOWN AND SHALL BE DETERMINED BY THE CONTRACTOR DURING EXCAVATION OF THE DETENTION BASIN. THE FIELD TILE CONNECTION AND OUTLET SHALL BE AS DIRECTED BY THE ENGINEER. THE FIELD TILE SHALL BE REMOVED WITHIN THE LIMITS OF THE BASIN AND THE DOWNSTREAM END OF THE FIELD TILE SHALL BE PLUGGED.

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS = 3 EACH
STA. 646+95.00, ℄
STA. 646+95.00, 300.00' LT.
STA. 651+75.00, 300.00' LT.

DETENTION BASIN HYDRAULIC DATA

FLOOD YEAR	BASIN INFLOW	BASIN OUTFLOW	STORAGE VOLUME	HIGH WATER ELEVATION
50 YEAR	140.6 CFS	92.3 CFS	7.83 AC/FT	739.25
100 YEAR	173.6 CFS	106.7 CFS	10.50 AC/FT	739.77

SEE THE DETENTION BASIN/WETLAND PLANTING PLAN SHEET FOR SEEDING AND PLANTING AND DETAILS FOR THE DETENTION BASIN/WETLAND SITE.

SEE THE STORM SEWER OUTFALL PLAN AND PROFILE SHEETS AND THE DETENTION BASIN/WETLAND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETENTION BASIN/WETLAND GRADING AND DRAINAGE PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=30'

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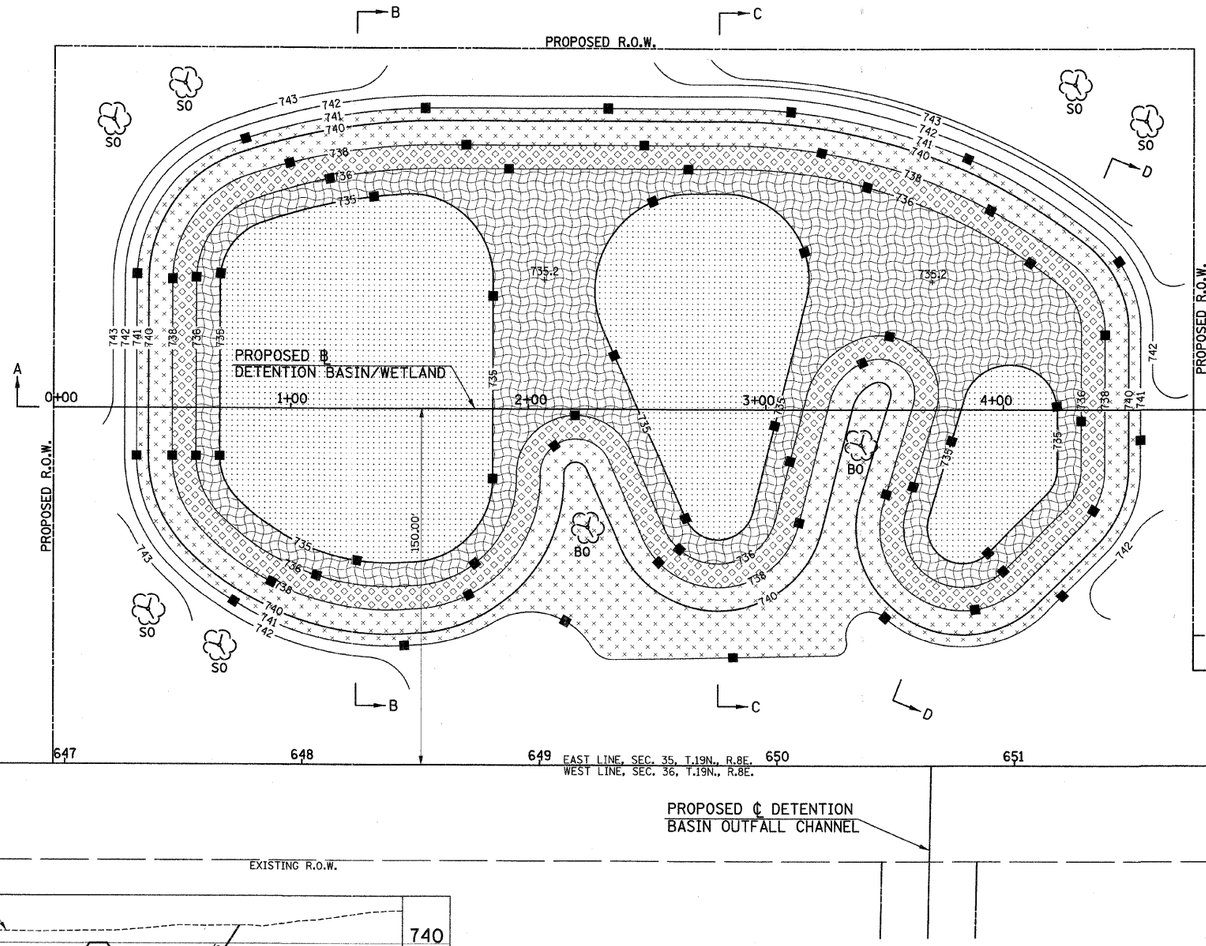
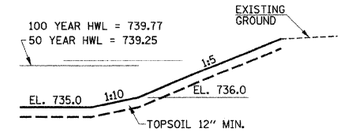
10/2/2008 9:08:05 AM

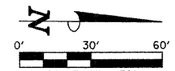
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	75
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



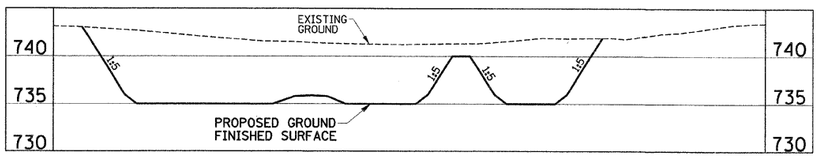


TYPICAL DETENTION BASIN/WETLAND SECTION

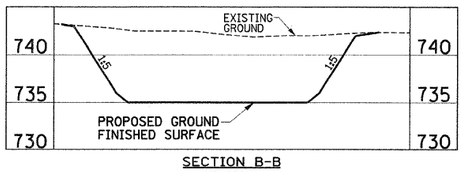


LEGEND

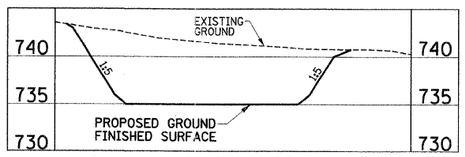
- ZONE 1 (BELOW ELEV. 735.0) AQUATIC ZONE
- ZONE 2 (ELEV. 735.0 TO 736.0) SHORELINE/SEDGE MEADOW ZONE
- ZONE 3 (ELEV. 736.0 TO 738.0) MESIC PRAIRIE ZONE
- ZONE 4 (ELEV. 738.0 TO 741.0) PRAIRIE MIX ZONE
- DECIDUOUS TREE (SEE PLANTING SCHEDULE FOR TREE SPECIES)
- SELECTIVE MOWING STAKES



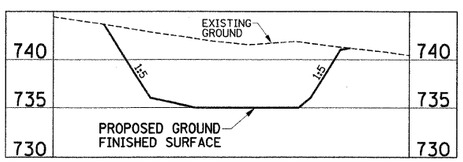
SECTION A-A
NO SCALE



SECTION B-B
NO SCALE



SECTION C-C
NO SCALE



SECTION D-D
NO SCALE

PLANTING SCHEDULE

PLANTING ZONE	AREA (ACRE)	RATE	IDOT STANDARD SPECIFICATION SECTION REFERENCE	PAY ITEM	UNIT	QUANTITY
1	0.7	SEE NOTE 1	SECTION 254.03(d)	PERENNIAL PLANTS, WETLAND EMERGENT TYPE, 6-12" WATER DEPTHS	UNIT	34
2	0.5	6 LB/ACRE	SECTION 250.07	SEEDING, CLASS 4B	ACRE	0.5
2	0.5	2 LB/ACRE	SECTION 250.07	SEEDING, CLASS 5B	ACRE	0.5
3	0.3	SEE NOTE 2	SECTION 254	PERENNIAL PLANTS, PRAIRIE TYPE (MODIFIED)	UNIT	1
3	0.3	SEE NOTE 2	SECTION 254	PRAIRIE SEEDING (SPECIAL)	ACRE	0.3
4	0.6	1 LB/ACRE	SECTION 250.07	SEEDING, CLASS 5	ACRE	0.6
ALL		SEE NOTE 3	SECTIONS 250.08 AND 1081.13(a)	SELECTIVE MOWING STAKES	EACH	62
TREE CODE						
SO			SECTIONS 253 AND 1081.01	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK) 2 1/2" CALIPER, BALLED AND BURLAPPED	EACH	6
BO			SECTIONS 253 AND 1081.01	TREE, QUERCUS MACROCARPA (BUR OAK) 2 1/2" CALIPER, BALLED AND BURLAPPED	EACH	2

NOTES

1. QUANTITIES FOR PERENNIAL PLANTS ARE BASED ON A SPACING OF THREE FOOT ON CENTER. QUANTITIES SHOULD BE DIVIDED EQUALLY AMONG THE SPECIES SPECIFIED FOR THE PLANTING ZONE.
2. SEE THE SPECIAL PROVISIONS FOR THE PLANTING SCHEDULE FOR THE MODIFIED PLANT LIST. BASED ON AVAILABILITY, PLANT SUBSTITUTIONS MAY BE MADE AT THE DISCRETION OF THE PLANTING CONTRACTOR. SUBSTITUTIONS MUST BE APPROVED BY THE ENGINEER AND I.D.O.T. THE CONTRACTOR SHALL PROVIDE A FINAL AS-BUILT PLANTING SCHEDULE AS A BASELINE RECORD FOR THE MONITORING PERIOD.
3. SELECTIVE MOWING STAKES SHALL BE PLACED AT 75 FOOT MAXIMUM SPACES TO DELINEATE THE PLANTING ZONES AT CONTOUR ELEVATIONS 735, 736, 738 AND 741.
4. SEEDING, CLASS 2 AND MULCH, METHOD 2 SHALL BE PLACED AROUND THE BASIN BEYOND THE ZONE 4 LIMITS.
5. FERTILIZER NUTRIENTS AND MULCH SHALL NOT BE SPREAD IN THE PLANTING ZONES 1, 2, 3 AND 4, BUT SHALL BE SPREAD IN THE CLASS 2 SEEDING AREA.
6. IN CONFORMANCE WITH THE WETLAND COMPENSATION PLAN, THE VILLAGE OF SAVOY WILL MONITOR AND MAINTAIN THE WETLAND SITE AFTER THE PLANTINGS HAVE BEEN ESTABLISHED AND ACCEPTED BY THE ENGINEER.

SEE THE DETENTION BASIN/WETLAND GRADING AND DRAINAGE PLAN SHEET FOR THE BASIN LAYOUT AND STORM SEWER OUTFALL INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETENTION BASIN/WETLAND PLANTING PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=30'

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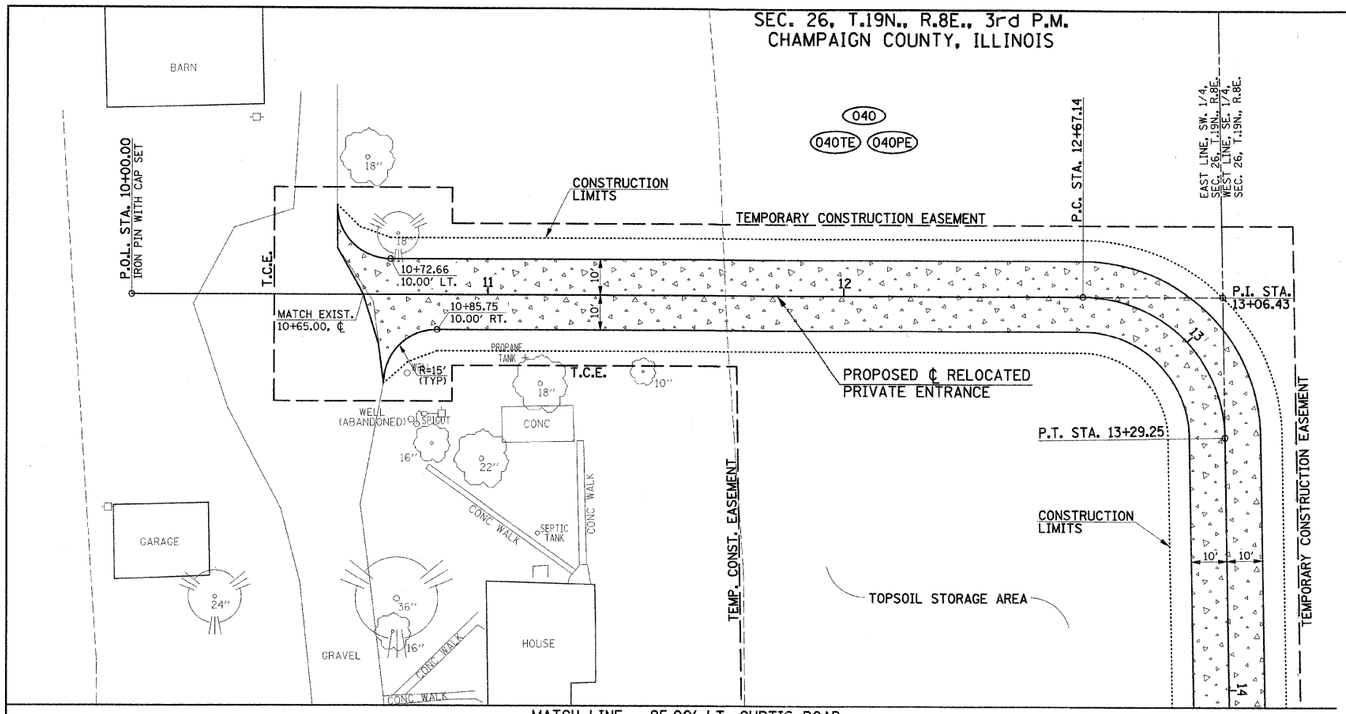
10/2/2008 9:08:05 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	76
STA. 10+00.00	TO STA. 14+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R/W CHECKED / CADD FILE NAME / NOTE BOOK / NO. / DATE / BY

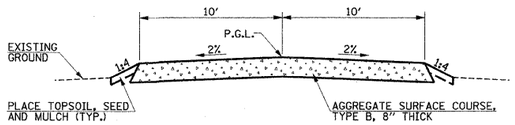
SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



MATCH LINE - 95.00' LT. CURTIS ROAD
SEE SHEET NO. 57

PROPOSED ℄ RELOCATED PRIVATE ENTRANCE CURVE DATA
P.I. STA. 13+06.43
Δ = 88°58'03"
D = 143°14'22"
T = 39.29'
R = 40.00'
L = 62.11'
E = 16.07'
P.C. STA. 12+67.14
P.T. STA. 13+29.25
S.E. = NONE

LEGEND
– PROPOSED AGGREGATE SURFACE COURSE, TYPE B (8" THICK)



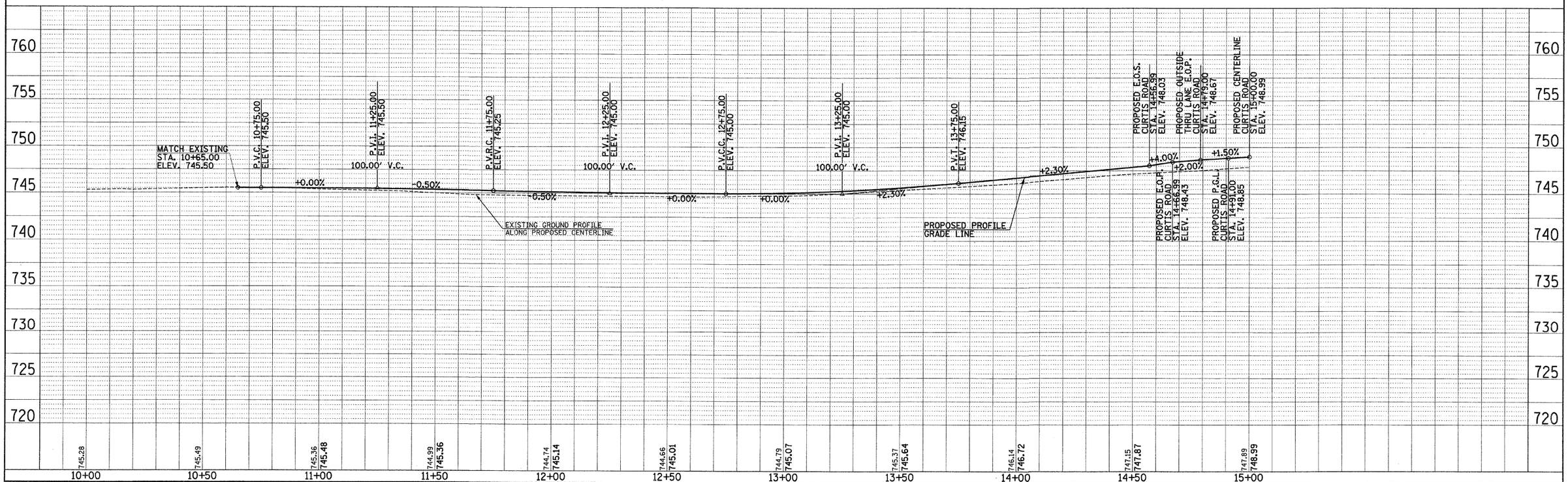
PROPOSED PRIVATE ENTRANCE
TYPICAL SECTION

FOR REMOVAL/RELOCATION PLAN IN THIS AREA SEE SHEET NO. 37

SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAVEMENT PAY ITEMS AND THEIR LOCATIONS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / R/W NOTED / STRUCTURE (EXISTING OR)PKD / NOTE BOOK / NO. / DATE / BY

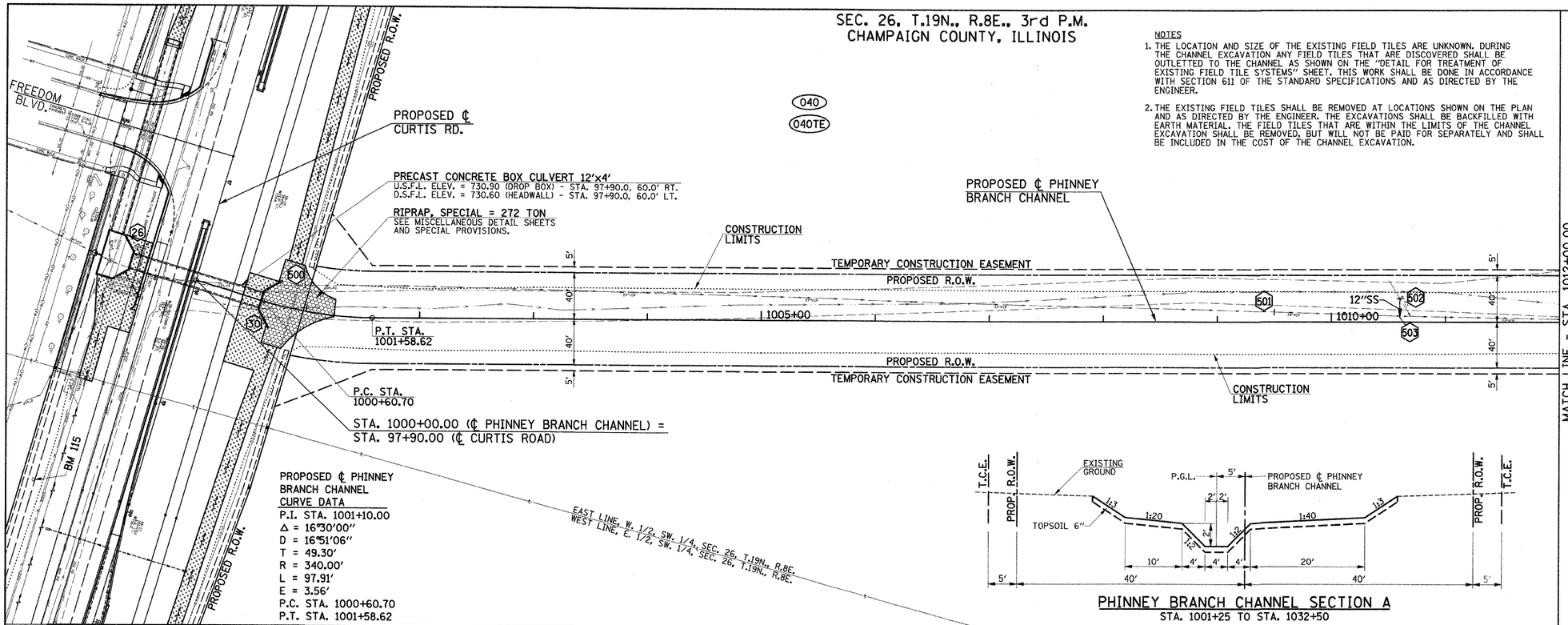


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	77
STA. 1000+00.00	TO STA. 1012+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-NPP-1805(001)		

CONTRACT NO. 91368

SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

NOTES
1. THE LOCATION AND SIZE OF THE EXISTING FIELD TILES ARE UNKNOWN. DURING THE CHANNEL EXCAVATION ANY FIELD TILES THAT ARE DISCOVERED SHALL BE OUTLETTED TO THE CHANNEL AS SHOWN ON THE "DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS" SHEET. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
2. THE EXISTING FIELD TILES SHALL BE REMOVED AT LOCATIONS SHOWN ON THE PLAN AND AS DIRECTED BY THE ENGINEER. THE EXCAVATIONS SHALL BE BACKFILLED WITH EARTH MATERIAL. THE FIELD TILES THAT ARE WITHIN THE LIMITS OF THE CHANNEL EXCAVATION SHALL BE REMOVED, BUT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE CHANNEL EXCAVATION.



PHINNEY BRANCH CHANNEL SECTION A
STA. 1001+25 TO STA. 1032+50

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

0' 50' 100'
SCALE: 1" = 50'

LEGEND
- PROPOSED SODDING FOR DITCH LINING
- PROPOSED RIPRAP, SPECIAL (SEE DETAIL SHEET)

PLAN
SURVEYED
ADDITION
RT.-OF-WAY CHECKED
NOTE BOOK
ENG. NOTES
NO.
DATE
BY

PROFILE
SURVEYED
ADDITION
GRADES CHECKED
ENG. NOTES
NOTE BOOK
NO.
DATE
BY

BM 115 - 6" GEAR HEAD SPIKE IN POWER POLE ON SOUTH SIDE OF CURTIS RD. STA. 99+97, 87' RT. ELEV. 738.52

STORM SEWER PIPE SCHEDULE

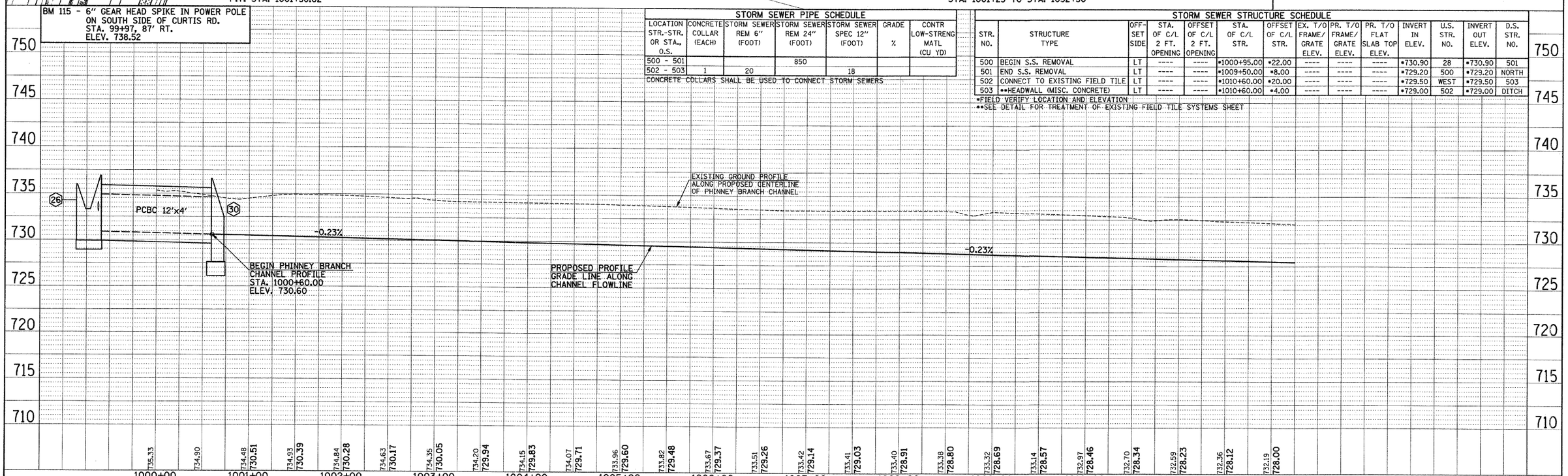
LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 24" (FOOT)	STORM SEWER SPEC 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
500 - 501			850			
502 - 503	1	20		18		

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
500	BEGIN S.S. REMOVAL	LT	----	----	•1000+95.00	•22.00	----	----	----	•730.90	28	•730.90	501
501	END S.S. REMOVAL	LT	----	----	•1009+50.00	•8.00	----	----	----	•729.20	500	•729.20	NORTH
502	CONNECT TO EXISTING FIELD TILE	LT	----	----	•1010+60.00	•20.00	----	----	----	•729.50	WEST	•729.50	503
503	••HEADWALL (MISC. CONCRETE)	LT	----	----	•1010+60.00	•4.00	----	----	----	•729.00	502	•729.00	DITCH

•FIELD VERIFY LOCATION AND ELEVATION
••SEE DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS SHEET



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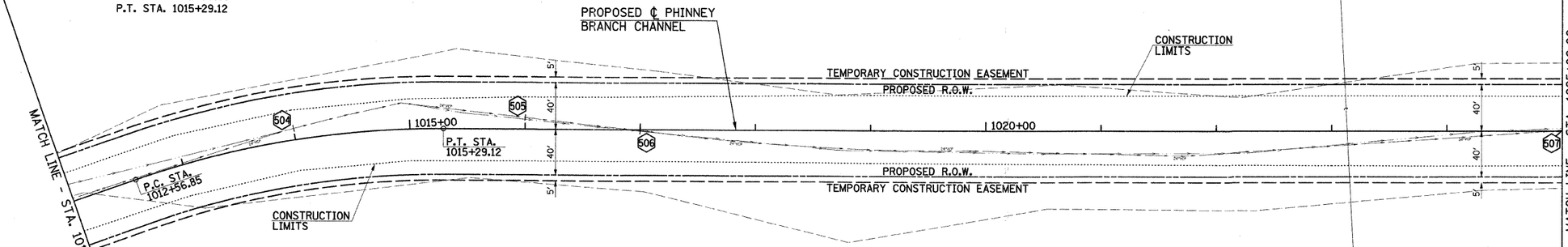
SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

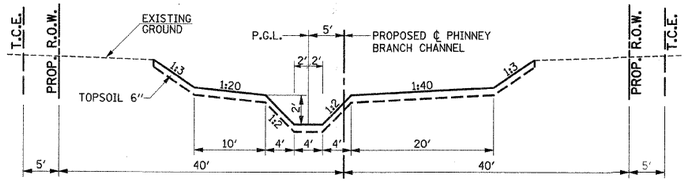
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	78
STA. 1012+00.00		TO STA. 1025+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

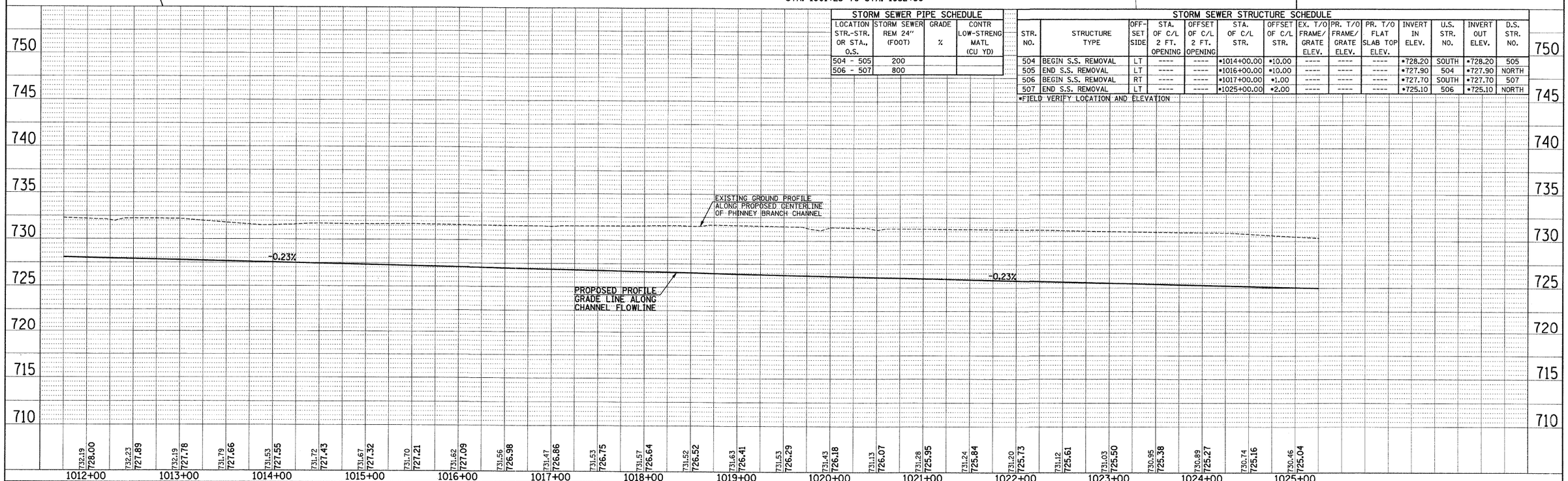
PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1013+94.32
Δ = 19°30'00"
D = 7°09'43"
T = 137.47'
R = 800.00'
L = 272.27'
E = 11.72'
P.C. STA. 1012+56.85
P.T. STA. 1015+29.12

040
040TE





PHINNEY BRANCH CHANNEL SECTION A
STA. 1001+25 TO STA. 1032+50



STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR., OR STA., O.S.	STORM SEWER REM 24" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
504 - 505	200		
506 - 507	800		

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
504	BEGIN S.S. REMOVAL	LT	----	----	•1014+00.00	•10.00	----	----	----	•728.20	SOUTH	•728.20	505
505	END S.S. REMOVAL	LT	----	----	•1016+00.00	•10.00	----	----	----	•727.90	504	•727.90	NORTH
506	BEGIN S.S. REMOVAL	RT	----	----	•1017+00.00	•1.00	----	----	----	•727.70	SOUTH	•727.70	507
507	END S.S. REMOVAL	LT	----	----	•1025+00.00	•2.00	----	----	----	•725.10	506	•725.10	NORTH

•FIELD VERIFY LOCATION AND ELEVATION

NOTES
1. THE LOCATION AND SIZE OF THE EXISTING FIELD TILES ARE UNKNOWN. DURING THE CHANNEL EXCAVATION ANY FIELD TILES THAT ARE DISCOVERED SHALL BE OUTLETTED TO THE CHANNEL AS SHOWN ON THE "DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS" SHEET. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
2. THE EXISTING FIELD TILES SHALL BE REMOVED AT LOCATIONS SHOWN ON THE PLAN AND AS DIRECTED BY THE ENGINEER. THE EXCAVATIONS SHALL BE BACKFILLED WITH EARTH MATERIAL. THE FIELD TILES THAT ARE WITHIN THE LIMITS OF THE CHANNEL EXCAVATION SHALL BE REMOVED, BUT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE CHANNEL EXCAVATION.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

0' 50' 100'
SCALE: 1" = 50'

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, BAL. NOTED, PT. OF WAY CHECKED, C-500 FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BAL. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

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SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	79
STA. 1025+00.00		TO STA. 1039+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1026+62.44
Δ = 14°30'00"
D = 7°09'43"
T = 101.77'
R = 800.00'
L = 202.46'
E = 6.45'
P.C. STA. 1025+60.66
P.T. STA. 1027+63.12

NOTES
1. THE LOCATION AND SIZE OF THE EXISTING FIELD TILES ARE UNKNOWN. DURING THE CHANNEL EXCAVATION AND STORM SEWER INSTALLATION ANY FIELD TILES THAT ARE DISCOVERED SHALL BE OUTLETTED TO THE CHANNEL AS SHOWN ON THE "DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS" SHEET OR TO THE PROPOSED STORM SEWER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
2. THE EXISTING FIELD TILES SHALL BE REMOVED AT LOCATIONS SHOWN ON THE PLAN AND AS DIRECTED BY THE ENGINEER. THE EXCAVATIONS SHALL BE BACKFILLED WITH EARTH MATERIAL. THE FIELD TILES THAT ARE WITHIN THE LIMITS OF THE CHANNEL EXCAVATION OR STORM SEWER TRENCH SHALL BE REMOVED, BUT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE CHANNEL EXCAVATION.

PROPOSED ℄ PHINNEY BRANCH CHANNEL
CURVE DATA
P.I. STA. 1033+96.07
Δ = 23°30'00"
D = 7°09'43"
T = 166.40'
R = 800.00'
L = 328.12'
E = 17.12'
P.C. STA. 1032+29.67
P.T. STA. 1035+57.79

040 040TE 041 041TE 042TE 042PE

NORTH LINE SW. 1/4, SEC. 26, T.19N., R.8E.
SOUTH LINE, NW. 1/4, SEC. 26, T.19N., R.8E.

MATCH LINE - STA. 1025+00.00

MATCH LINE - STA. 1039+00.00

EXISTING PERMANENT EASEMENT

PROPOSED ℄ PHINNEY BRANCH CHANNEL

CONSTRUCTION LIMITS

TEMPORARY CONSTRUCTION EASEMENT

PROPOSED R.O.W.

508 12"SS 1025+00

509 P.C. STA. 1025+60.66

510 1030+00

511 P.T. STA. 1027+63.12

512 P.C. STA. 1032+29.67

513 1035+00

P.T. STA. 1035+57.79

RIPRAP, SPECIAL = 51 TON
STA. 1032+40 TO STA. 1032+60
SEE MISCELLANEOUS DETAIL SHEETS AND SPECIAL PROVISIONS.

PROTECT SANITARY SEWER FROM BEING CRUSHED DURING CONSTRUCTION OPERATIONS

PROTECT SANITARY MANHOLE

24"SS @ 0.20%

PERMANENT EASEMENT

TREE REMOVAL (6 TO 15 UNITS DIAMETER) = 28 UNIT
TREE REMOVAL (OVER 15 UNITS DIAMETER) = 126 UNIT
REMOVE TREES WITHIN PHINNEY BRANCH CHANNEL CONSTRUCTION LIMITS.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

SCALE: 1" = 50'

LEGEND
– PROPOSED RIPRAP, SPECIAL (SEE DETAIL SHEET)

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 24" (FOOT)	STORM SEWER CLA 1 24" (FOOT)	STORM SEWER SPEC 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
508 - 509	1	25			18		
510 - 514			1010				
511 - 512				58		0.20	
512 - 513				244		0.20	
513 - 514				345		0.20	

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
508	CONNECT TO EXISTING FIELD TILE	LT	----	----	•1025+48.00	•20.00	----	----	----	•725.70	WEST	•725.70	509
509	••HEADWALL (MISC. CONCRETE)	LT	----	----	•1025+48.00	•4.00	----	----	----	•725.50	508	•725.50	DITCH
510	BEGIN S.S. REMOVAL	LT	----	----	•1029+00.00	•10.50	----	----	----	•724.00	SOUTH	•724.00	514
511	•••CIP RC END SEC 24	LT	----	----	1032+50.00	5.00	----	----	----	723.30	DITCH	723.30	512
512	RD MAN TA 5 DIA T1 CLOSED	LT	1033+10.00	0.50	1033+10.00	2.00	----	726.90	726.15	723.18	511	723.18	513
513	RD MAN TA 5 DIA T1 CLOSED	LT	1035+60.00	8.50	1035+60.00	10.00	----	726.90	726.00	722.69	512	722.69	514

•FIELD VERIFY LOCATION AND ELEVATION ••SEE DETAIL FOR TREATMENT OF EXISTING FIELD TILE SYSTEMS SHEET
•••SEE STANDARD 542101 (DESIGN NO. D24-2)

PHINNEY BRANCH CHANNEL SECTION A
STA. 1001+25 TO STA. 1032+50

PHINNEY BRANCH CHANNEL SECTION B
STA. 1032+50 TO STA. 1034+00

EXISTING GROUND PROFILE ALONG PROPOSED CENTERLINE OF PHINNEY BRANCH CHANNEL

P.V.I. 1032+50.00 ELEV. 727.00

P.V.I. 1032+47.00 ELEV. 723.34

PROPOSED PROFILE GRADE LINE ALONG CHANNEL FLOWLINE

-0.23%

-0.20%

PROP. 24"SS @ 0.20%

2"SAN

SANITARY MANHOLE AT APPROX. 34' LT. STA. 1033+33

1025+00	1026+00	1027+00	1028+00	1029+00	1030+00	1031+00	1032+00	1033+00	1034+00	1035+00	1036+00	1037+00	1038+00	1039+00
730.46 / 725.04	730.20 / 724.93	730.13 / 724.81	730.27 / 724.70	730.07 / 724.59	730.09 / 724.47	730.00 / 724.36	729.93 / 724.24	729.71 / 724.13	729.48 / 724.02	729.24 / 723.90	729.04 / 723.79	729.02 / 723.67	729.03 / 723.56	729.08 / 723.45	729.15 / 727.00	728.60 / 726.90	728.06 / 726.80	727.69 / 726.70	727.67 / 726.60	727.58 / 726.50	727.43 / 726.40	727.23 / 726.30	727.04 / 726.20	726.93 / 726.10	726.84 / 726.00	726.77 / 725.90	726.68 / 725.80	726.72 / 725.70

750 745 740 735 730 725 720 715 710

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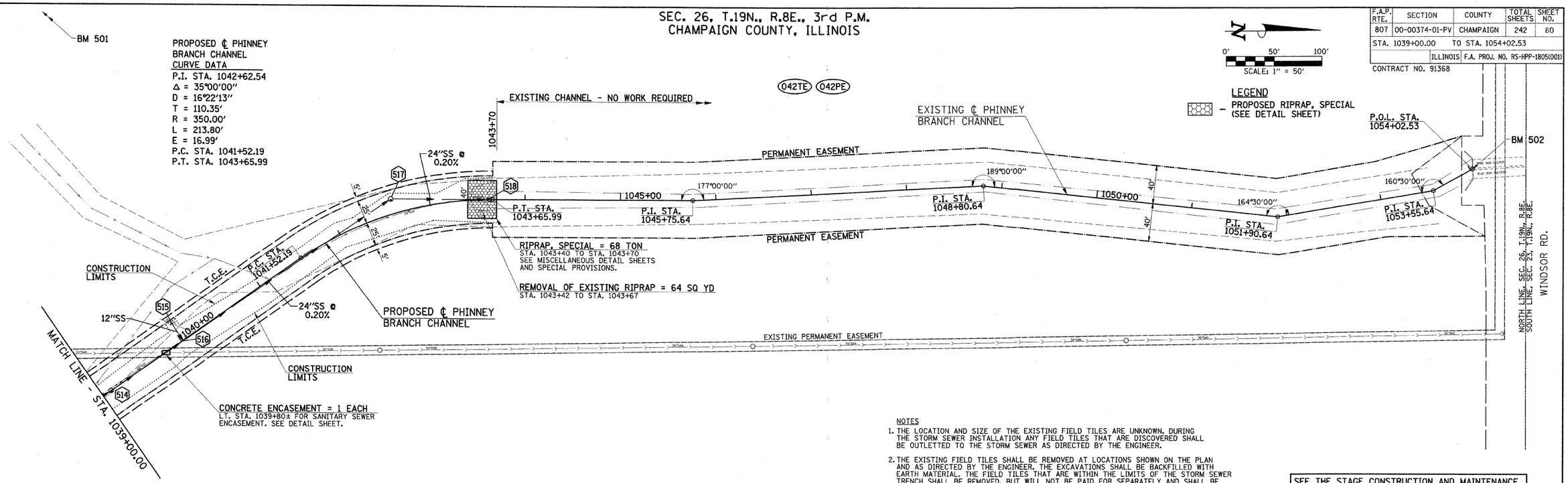
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	80
STA. 1039+00.00	TO STA. 1054+02.53			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

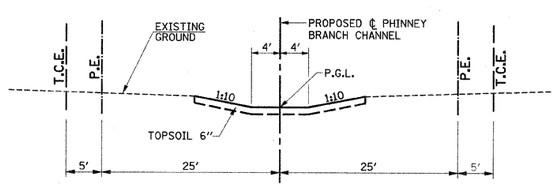
SEC. 26, T.19N., R.8E., 3rd P.M.
CHAMPAIGN COUNTY, ILLINOIS



NOTES
1. THE LOCATION AND SIZE OF THE EXISTING FIELD TILES ARE UNKNOWN. DURING THE STORM SEWER INSTALLATION ANY FIELD TILES THAT ARE DISCOVERED SHALL BE OUTLETTED TO THE STORM SEWER AS DIRECTED BY THE ENGINEER.
2. THE EXISTING FIELD TILES SHALL BE REMOVED AT LOCATIONS SHOWN ON THE PLAN AND AS DIRECTED BY THE ENGINEER. THE EXCAVATIONS SHALL BE BACKFILLED WITH EARTH MATERIAL. THE FIELD TILES THAT ARE WITHIN THE LIMITS OF THE STORM SEWER TRENCH SHALL BE REMOVED, BUT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER.

SEE THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR THE VARIOUS STAGES AND CONSTRUCTION SEQUENCES ON CURTIS RD.

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. NOTED / GRADES CHECKED / R.O.W. CHECKED / R&A. NOTED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE



PHINNEY BRANCH CHANNEL SECTION B
STA. 1034+00 TO STA. 1043+60

BM 501 - 6" GEAR HEAD SPIKE IN POWER POLE AT THE SW. QUADRANT OF MATTIS AVE. AND KENNY AVE. ELEV. 733.58

BM 502 - CHISELED "□" IN TOP OF HEADWALL ON SOUTH SIDE OF WINDSOR RD. AT THE PHINNEY BRANCH ELEV. 726.63

STORM SEWER STRUCTURE SCHEDULE

STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	EX. T/O FRAME/ GRATE ELEV.	PR. T/O FRAME/ GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
514	RD MAN TA 5 DIA T1 CLOSED	℄	1039+10.00	1.50	1039+10.00	0.00	----	725.70	724.95	722.00	513	722.00	517
515	CONNECT TO EXISTING FIELD TILE	LT	----	----	•1040+02.00	•21.00	----	----	----	•722.90	WEST	•722.90	516
516	CONNECT TO PROP. STORM SEW	RT	----	----	•1040+02.00	•0.50	----	----	----	•722.50	515	•722.50	S.S.
517	RD MAN TA 5 DIA T1 CLOSED	LT	1042+62.00	14.50	1042+62.00	16.00	----	726.40	725.40	721.30	514	721.20	518
518	PRC FLAR END SEC 24	℄	----	----	••1043+58.00	••0.00	----	----	----	721.00	517	720.98	DITCH

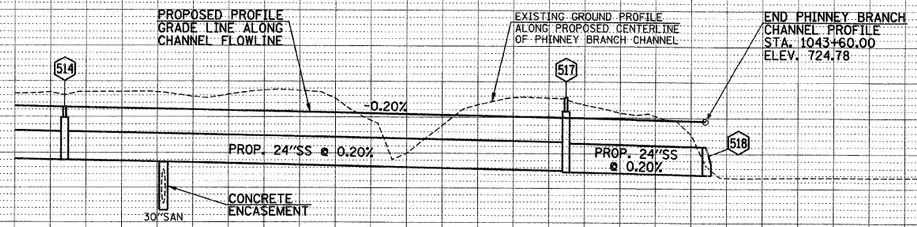
•FIELD VERIFY LOCATION AND ELEVATION
••STATION AND OFFSET TO UPSTREAM END OF END SECTION

STORM SEWER PIPE SCHEDULE

LOCATION STR.-STR. OR STA., O.S.	CONCRETE COLLAR (EACH)	STORM SEWER REM 6" (FOOT)	STORM SEWER REM 24" (FOOT)	STORM SEWER CL A 1 24" (FOOT)	STORM SEWER SPEC 12" (FOOT)	GRADE %	CONTR LOW-STRENG MATL (CU YD)
514 - 517			100	347		0.20	
515 - 516	1	25			22		
517 - 518			105	100		0.20	

CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / R&A. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	81
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

TRAFFIC CONTROL GENERAL NOTES

1. THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS PROVIDE A SUGGESTED STAGE CONSTRUCTION SEQUENCE. PRIOR TO THE START OF CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL SUBMIT ALL REVISIONS TO THIS SEQUENCE AND THE RESULTANT CHANGES TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS TO THE ENGINEER FOR APPROVAL. NO DEVIATIONS FROM THE SUGGESTED PLAN WILL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

2. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION; THE APPLICABLE GUIDELINES CONTAINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; STANDARDS 701006, 701101, 701301, 701311, 701501, 701502, 701601, 701701, 701801, 701901, BLR 21, AND BLR 22; THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS; AND THE SPECIAL PROVISIONS.

3. TRAFFIC CONTROL AND PROTECTION WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL COMPLETE. THE TRAFFIC CONTROL AND PROTECTION INSTALLATION FOR EACH WORK AREA WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR THIS ITEM. ALL ADDITIONAL TRAFFIC CONTROL DEVICES AND SIGNS REQUIRED FOR THE WORK AS SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

4. STANDARDS 701006 AND 701101 MAY BE USED FOR OFF-ROAD OPERATIONS 15' TO 24" FROM THE EDGE OF PAVEMENT. STANDARDS 701301 AND 701311 MAY BE USED FOR SHORT TERM OPERATIONS REQUIRING THE CLOSURE OF ONE TRAFFIC LANE. STANDARDS 701006, 701101, 701301, AND 701311 WILL NOT BE MEASURED FOR PAYMENT, AS DESCRIBED IN ARTICLE 701.19(a) OF THE STANDARD SPECIFICATIONS.

5. TRAFFIC CONTROL SURVEILLANCE WILL NOT BE PAID FOR SEPARATELY FOR THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL TRAFFIC CONTROL DEVICES AT ALL TIMES INCLUDING NIGHTTIME, WEEKENDS, AND ANY TIME WORKERS ARE NOT PRESENT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH RECURRING SPECIAL PROVISION LRS3. THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR THE INSPECTION AND MAINTENANCE OF THE TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

6. TEMPORARY HOT-MIX ASPHALT PAVEMENT SHALL BE 4" OF HOT-MIX ASPHALT SURFACE COURSE OVER 8" OF AGGREGATE BASE COURSE OR 4" OF HOT-MIX ASPHALT SURFACE COURSE OVER 5" OF AGGREGATE BASE COURSE AS SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS. TEMPORARY HOT-MIX ASPHALT PAVEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR AGGREGATE BASE COURSE, TYPE B AND AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70. TEMPORARY HOT-MIX ASPHALT PAVEMENT REMOVAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL. THE CONTRACTOR MAY SUBSTITUTE SALVAGED AGGREGATE MATERIAL 8" FOR THE AGGREGATE BASE COURSE 8" WITH THE APPROVAL OF THE ENGINEER.

7. TEMPORARY AGGREGATE ENTRANCES AND ACCESS ROADS SHALL BE 8" THICK (MINIMUM) AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR AGGREGATE FOR TEMPORARY ACCESS. THE PLACEMENT, MAINTENANCE, AND REMOVAL OF THE TEMPORARY AGGREGATE ENTRANCES AND ACCESS ROADS SHALL BE INCLUDED IN THE PRICE OF AGGREGATE FOR TEMPORARY ACCESS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CONTRACTOR MAY SUBSTITUTE SALVAGED AGGREGATE MATERIAL 8" FOR THE AGGREGATE FOR TEMPORARY ACCESS WITH THE APPROVAL OF THE ENGINEER.

8. TEMPORARY HOT-MIX ASPHALT RAMPS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V:H) AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY RAMP. THE CONSTRUCTION, MAINTENANCE, AND REMOVAL OF TEMPORARY HOT-MIX ASPHALT RAMPS SHALL BE INCLUDED IN THE PRICE OF THIS ITEM.

9. TEMPORARY HOT-MIX ASPHALT PAVEMENT, TEMPORARY AGGREGATE ENTRANCES, TEMPORARY AGGREGATE ACCESS ROADS, AND TEMPORARY HOT-MIX ASPHALT RAMPS SHALL BE CONSTRUCTED AT THE LOCATIONS SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

10. THE WORK ZONE PAVEMENT MARKING SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PAVEMENT MARKING TAPE, TYPE III 4" AND PAVEMENT MARKING TAPE, TYPE III 24". WORK ZONE PAVEMENT MARKING REQUIRED BY THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY, AS DESCRIBED IN ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS. ONLY PAVEMENT MARKING TAPE, TYPE III SHALL BE ALLOWED ON THE FINAL WEARING SURFACE. THE REMOVAL OF WORK ZONE PAVEMENT MARKING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR WORK ZONE PAVEMENT MARKING REMOVAL.

11. FINAL PAVEMENT MARKING AND LANDSCAPING SHALL BE PERFORMED AT THE COMPLETION OF EACH STAGE AND PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE CONTRACTOR MAY COMPLETE THE FINAL PAVEMENT MARKING AND LANDSCAPING AFTER THE COMPLETION OF THE ENTIRE PROJECT BY PERFORMING THE WORK UNDER TRAFFIC USING THE APPROPRIATE TRAFFIC CONTROL AND PROTECTION STANDARDS. UNDER THIS OPTION, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE TEMPORARY PAVEMENT MARKING IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND MAINTAIN THE TEMPORARY PAVEMENT MARKING UNTIL THE FINAL PAVEMENT MARKING IS INSTALLED. ONLY PAVEMENT MARKING TAPE, TYPE III WILL BE ALLOWED ON THE FINAL WEARING SURFACE. THE COST TO INSTALL, MAINTAIN, AND REMOVE ANY TEMPORARY PAVEMENT MARKING PROVIDED UNDER THIS OPTION WILL BE BORNE BY THE CONTRACTOR AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

12. THE CONTRACTOR SHALL COVER OR REMOVE ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS. THE PROPOSED TRAFFIC CONTROL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 701901.

13. "STOP AHEAD" SIGNS (W3-1-48) SHALL BE PROVIDED ON CURTIS ROAD, MATTIS AVENUE, AND PROSPECT AVENUE IN ADVANCE OF ALL STOP SIGNS PLACED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

14. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED AND OPERATIONAL FIVE DAYS PRIOR TO THE START OF ROAD CONSTRUCTION FOR EACH STAGE. THE SIGNS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL INSPECT THE SIGNS BY 8:00 A.M. EACH DAY TO ENSURE THAT THE SIGNS ARE FULLY OPERATIONAL AND IN PROPER WORKING ORDER. THE SIGNS SHALL BE REMOVED TWO DAYS AFTER THE START OF CONSTRUCTION FOR EACH STAGE. FURNISHING, INSPECTING, MAINTAINING, AND REMOVING THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INCLUDED IN THE PRICE OF CHANGEABLE MESSAGE SIGN AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. THE REQUIREMENTS OF ARTICLE 701.07 FOR THE MAXIMUM ALLOWABLE DIFFERENTIAL IN ELEVATION SHALL APPLY. THE CONTRACTOR SHALL PLACE DRUMS OR BARRICADES WITH STEADY BURN LIGHTS AT 25' CENTERS OR AS OTHERWISE DIRECTED BY THE ENGINEER TO DELINEATE THE DROP-OFFS.

16. FLASHING LIGHTS SHALL BE PLACED ON ALL TYPE III BARRICADES IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. STEADY BURN LIGHTS SHALL BE PLACED ON ALL DRUMS AND BARRICADES (EXCEPT FOR TYPE III BARRICADES) IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.

17. TYPE III BARRICADES NOT ASSOCIATED WITH ANY TRAFFIC CONTROL AND PROTECTION STANDARD, BUT REQUIRED BY THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS OR BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

18. THE PROPOSED TRAFFIC SIGNAL HEADS AT THE INTERSECTION OF CURTIS ROAD AND PROSPECT AVENUE SHALL BE BAGGED UNTIL THE END OF STAGE IV UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE PROPOSED TRAFFIC SIGNAL HEADS AT THE INTERSECTION OF CURTIS ROAD AND MATTIS AVENUE SHALL BE BAGGED UNTIL THE END OF STAGE V UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

19. TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

20. THE CONTRACTOR SHALL NOTIFY THE CITY OF CHAMPAIGN AND THE VILLAGE OF SAVOY OF ALL ROAD CLOSURES AND DETOURS A MINIMUM OF 48 HOURS IN ADVANCE OF THE ROAD CLOSURES AND DETOURS.

21. THE CITY OF CHAMPAIGN AND THE VILLAGE OF SAVOY WILL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, THE MASS TRANSIT DISTRICT, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND DETOURS.

22. FOR THE SUGGESTED STAGE CONSTRUCTION SEQUENCE, REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS FOR EACH STAGE.

23. FOR INFORMATION ON EXISTING ITEMS TO BE REMOVED AND PROPOSED ITEMS TO BE CONSTRUCTED, REFER TO THE REMOVALS/RELOCATIONS PLANS AND THE PLAN AND PROFILE SHEETS.

24. THE WORK ZONES SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS AND THE PLACEMENT OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES DEPICTED HEREON ARE SCHEMATIC IN NATURE. FOR SPECIFIC INSTRUCTIONS ON THE INCLUSION OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES FOR INDIVIDUAL WORK ZONES, AND THE PLACEMENT THEREOF, REFER TO THE STANDARD DETAILS INCLUDED IN THESE PLANS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE SPECIAL PROVISIONS. SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES THAT ARE SHOWN ON THE TRAFFIC CONTROL AND PROTECTION STANDARDS REQUIRED FOR THIS WORK ARE NOT SHOWN ON THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS UNLESS OTHERWISE NOTED.

25. IT WILL BE NECESSARY FOR THE CONTRACTOR TO STORE SUITABLE EARTH MATERIAL FOR THE EMBANKMENTS NEEDED FOR STAGES II AND III. THE MATERIAL SHALL BE STORED AT LOCATIONS APPROVED BY THE ENGINEER WITHIN THE PROPOSED RIGHT-OF-WAY AND EASEMENT LIMITS. THE CONTRACTOR MAY PLACE THE EMBANKMENT MATERIAL IN THE PERMANENT LOCATIONS PROVIDING TRAFFIC IS MAINTAINED AT ALL TIMES USING THE APPROPRIATE TRAFFIC CONTROL AND PROTECTION STANDARD AND WITH THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS EARTHWORK PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

TRAFFIC CONTROL SUMMARY OF QUANTITIES

	CODE NUMBER	DESCRIPTION	UNIT	QUANTITY
*	35101400	AGGREGATE BASE COURSE, TYPE B	TON	205
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	420
	40600990	TEMPORARY RAMP	SQ YD	354
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	150
	44000100	PAVEMENT REMOVAL	SQ YD	490
	70103700	TRAFFIC CONTROL COMPLETE	L SUM	1
	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1512
	70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	66
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	368
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	105
*		SALVAGED AGGREGATE MATERIAL 8"	SQ YD	350

* SEE NOTE 6.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS
GENERAL NOTES AND SUMMARY OF QUANTITIES

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : NONE

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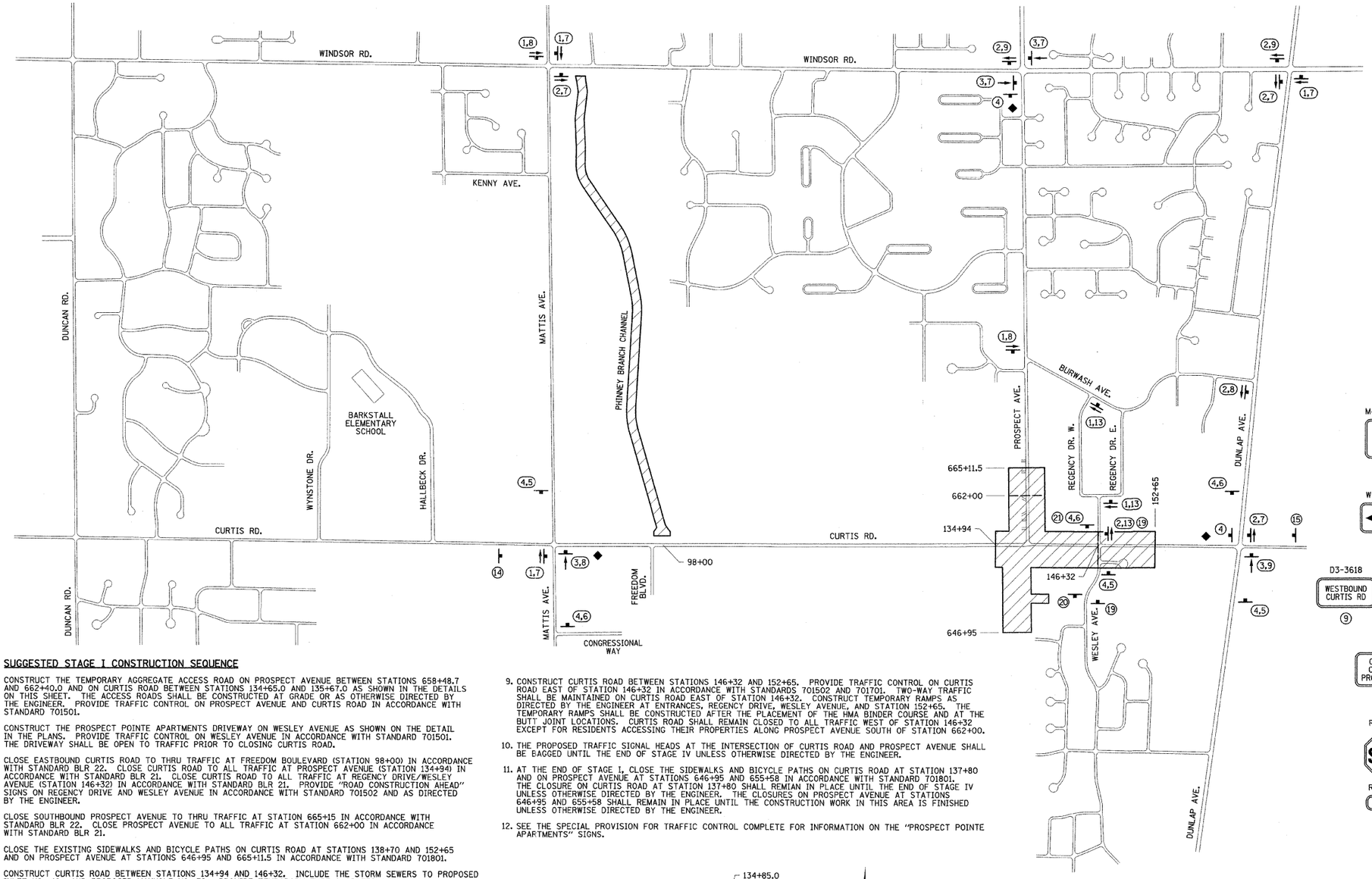
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	82
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

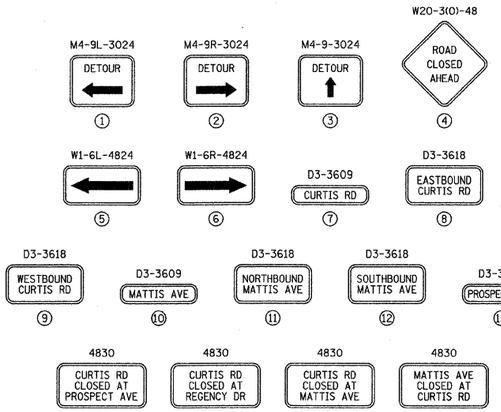
CONTRACT NO. 91368



LEGEND

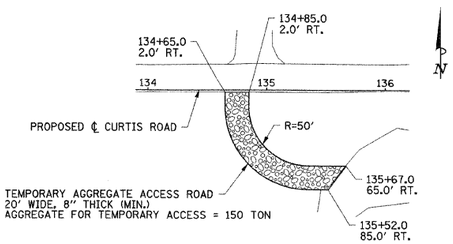
- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- ◆ PORTABLE CHANGEABLE MESSAGE SIGN

DETOUR SIGN LEGEND

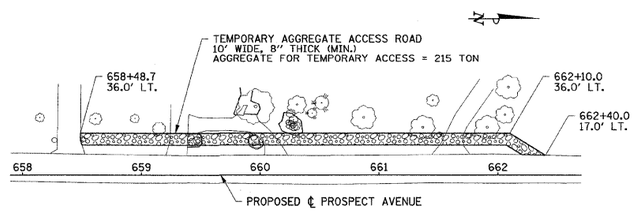


SUGGESTED STAGE I CONSTRUCTION SEQUENCE

1. CONSTRUCT THE TEMPORARY AGGREGATE ACCESS ROAD ON PROSPECT AVENUE BETWEEN STATIONS 658+48.7 AND 662+40.0 AND ON CURTIS ROAD BETWEEN STATIONS 134+65.0 AND 135+67.0 AS SHOWN IN THE DETAILS ON THIS SHEET. THE ACCESS ROADS SHALL BE CONSTRUCTED AT GRADE OR AS OTHERWISE DIRECTED BY THE ENGINEER. PROVIDE TRAFFIC CONTROL ON PROSPECT AVENUE AND CURTIS ROAD IN ACCORDANCE WITH STANDARD 701501.
2. CONSTRUCT THE PROSPECT POINTE APARTMENTS DRIVEWAY ON WESLEY AVENUE AS SHOWN ON THE DETAIL IN THE PLANS. PROVIDE TRAFFIC CONTROL ON WESLEY AVENUE IN ACCORDANCE WITH STANDARD 701501. THE DRIVEWAY SHALL BE OPEN TO TRAFFIC PRIOR TO CLOSING CURTIS ROAD.
3. CLOSE EASTBOUND CURTIS ROAD TO THRU TRAFFIC AT FREEDOM BOULEVARD (STATION 98+00) IN ACCORDANCE WITH STANDARD BLR 22. CLOSE CURTIS ROAD TO ALL TRAFFIC AT PROSPECT AVENUE (STATION 134+94) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT REGENCY DRIVE/WESLEY AVENUE (STATION 146+32) IN ACCORDANCE WITH STANDARD BLR 21. PROVIDE "ROAD CONSTRUCTION AHEAD" SIGNS ON REGENCY DRIVE AND WESLEY AVENUE IN ACCORDANCE WITH STANDARD 701502 AND AS DIRECTED BY THE ENGINEER.
4. CLOSE SOUTHBOUND PROSPECT AVENUE TO THRU TRAFFIC AT STATION 665+15 IN ACCORDANCE WITH STANDARD BLR 22. CLOSE PROSPECT AVENUE TO ALL TRAFFIC AT STATION 662+00 IN ACCORDANCE WITH STANDARD BLR 21.
5. CLOSE THE EXISTING SIDEWALKS AND BICYCLE PATHS ON CURTIS ROAD AT STATIONS 138+70 AND 152+65 AND ON PROSPECT AVENUE AT STATIONS 646+95 AND 665+11.5 IN ACCORDANCE WITH STANDARD 701801.
6. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 134+94 AND 146+32. INCLUDE THE STORM SEWERS TO PROPOSED INLET NO. 40a AND PROPOSED MANHOLE NO. 39. PROVIDE TEMPORARY TYPE 8 GRATES ON PROPOSED INLET NO. 40a AND PROPOSED MANHOLE NO. 39 DURING THIS STAGE. THE TYPE 8 GRATES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE. PROVIDE A TEMPORARY DITCH FROM THE EXISTING DITCH AT APPROXIMATE LT. STATION 134+00 TO PROPOSED INLET NO. 40a. PROVIDE A TEMPORARY DITCH FROM THE EXISTING CULVERT OUTLET AT APPROXIMATE RT. STATION 132+98 TO PROPOSED MANHOLE NO. 39. CONSTRUCT THE PCC DRIVEWAY PAVEMENT AND SIDEWALK FOR THE ENTRANCE AT LT. STATION 134+89.7 IN HALF-WIDTHS USING HIGH-EARLY STRENGTH CONCRETE. SEE THE PLAN AND PROFILE SHEET AND THE SPECIAL PROVISION FOR TRAFFIC CONTROL COMPLETE FOR ADDITIONAL INFORMATION. DO NOT CONSTRUCT THE PROPOSED CURB AND GUTTER FOR THE MEDIAN BETWEEN STATIONS 134+94 AND 135+24 DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED SHOULDER BETWEEN STATIONS 134+94 AND 137+86 DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED DITCH BETWEEN STATIONS 134+94 AND 137+01 DURING THIS STAGE. CONSTRUCT PROSPECT AVENUE BETWEEN STATIONS 656+39.33 AND 662+00.
7. BEGIN CONSTRUCTION OF CULVERT NO. 7, THE STORM SEWER OUTFALL, THE DETENTION BASIN/WETLAND, AND THE PHINNEY BRANCH CHANNEL DURING STAGE I.
8. CONSTRUCT THE TRANSITION PAVEMENT ON PROSPECT AVENUE BETWEEN STATIONS 662+00 AND 665+11.5. THE ROAD CLOSURE AT STATION 662+00 SHALL BE RELOCATED TO STATION 665+11.5. THE ENTRANCES AT LT. STATIONS 658+39.3, 659+32.0, 660+22.5, AND 661+42.5 SHALL HAVE ACCESS TO PROSPECT AVENUE SOUTH OF STATION 662+00 AND CURTIS ROAD EAST OF STATION 137+19 DURING CONSTRUCTION OF THE TRANSITION PAVEMENT ON PROSPECT AVENUE. THE CONTRACTOR SHALL MODIFY THE TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER TO ALLOW THIS ACCESS FROM THE ENTRANCES WHILE PREVENTING ACCESS TO PROSPECT AVENUE NORTH OF STATION 662+00. AGGREGATE FOR TEMPORARY ACCESS SHALL BE PROVIDED FOR THE ENTRANCE AT LT. STATION 664+66.5 DURING CONSTRUCTION OF THE TRANSITION PAVEMENT AS DIRECTED BY THE ENGINEER. A QUANTITY OF 30 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN ASSUMED FOR THIS ENTRANCE.
9. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 146+32 AND 152+65. PROVIDE TRAFFIC CONTROL ON CURTIS ROAD EAST OF STATION 146+32 IN ACCORDANCE WITH STANDARDS 701502 AND 701701. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON CURTIS ROAD EAST OF STATION 146+32. CONSTRUCT TEMPORARY RAMPS AS DIRECTED BY THE ENGINEER AT ENTRANCES, REGENCY DRIVE, WESLEY AVENUE, AND STATION 152+65. THE TEMPORARY RAMPS SHALL BE CONSTRUCTED AFTER THE PLACEMENT OF THE HMA BINDER COURSE AND AT THE BUTT JOINT LOCATIONS. CURTIS ROAD SHALL REMAIN CLOSED TO ALL TRAFFIC WEST OF STATION 146+32 EXCEPT FOR RESIDENTS ACCESSING THEIR PROPERTIES ALONG PROSPECT AVENUE SOUTH OF STATION 662+00.
10. THE PROPOSED TRAFFIC SIGNAL HEADS AT THE INTERSECTION OF CURTIS ROAD AND PROSPECT AVENUE SHALL BE BAGGED UNTIL THE END OF STAGE IV UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
11. AT THE END OF STAGE I, CLOSE THE SIDEWALKS AND BICYCLE PATHS ON CURTIS ROAD AT STATION 137+80 AND ON PROSPECT AVENUE AT STATIONS 646+95 AND 655+58 IN ACCORDANCE WITH STANDARD 701801. THE CLOSURE ON CURTIS ROAD AT STATION 137+80 SHALL REMIAN IN PLACE UNTIL THE END OF STAGE IV UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CLOSURES ON PROSPECT AVENUE AT STATIONS 646+95 AND 655+58 SHALL REMAIN IN PLACE UNTIL THE CONSTRUCTION WORK IN THIS AREA IS FINISHED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. SEE THE SPECIAL PROVISION FOR TRAFFIC CONTROL COMPLETE FOR INFORMATION ON THE "PROSPECT POINTE APARTMENTS" SIGNS.



STAGE I TEMPORARY AGGREGATE ACCESS ROAD DETAIL - CURTIS ROAD



STAGE I TEMPORARY AGGREGATE ACCESS ROAD DETAIL - PROSPECT AVENUE

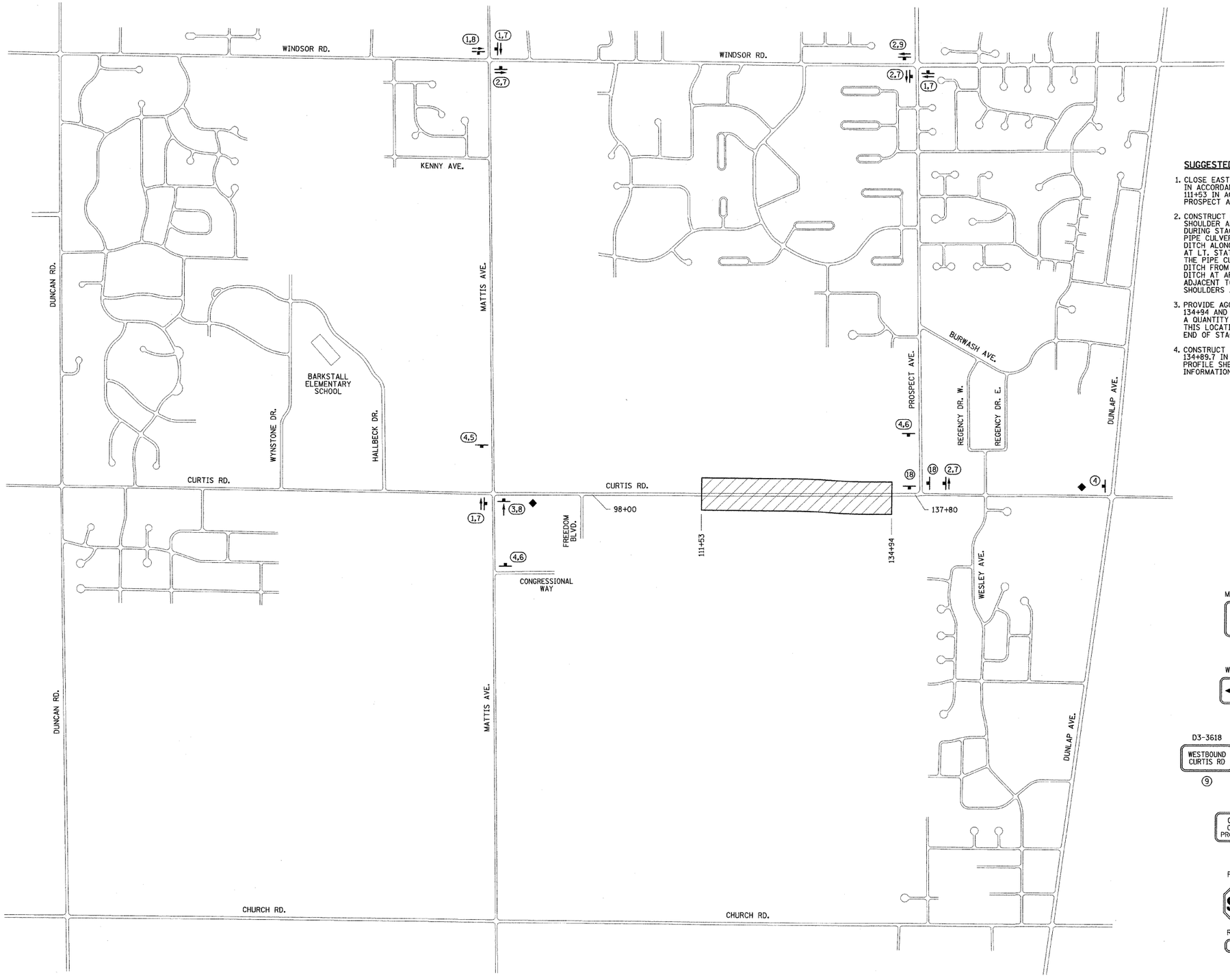
ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS
STAGE I

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	83
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



N

SUGGESTED STAGE II CONSTRUCTION SEQUENCE

1. CLOSE EASTBOUND CURTIS ROAD TO THRU TRAFFIC AT FREEDOM BOULEVARD (STATION 98+00) IN ACCORDANCE WITH STANDARD BLR 22. CLOSE CURTIS ROAD TO ALL TRAFFIC AT STATION 111+53 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT PROSPECT AVENUE (STATION 137+80) IN ACCORDANCE WITH STANDARD BLR 21.

2. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 111+53 AND 134+94. INCLUDE THE PROPOSED SHOULDER AND PROPOSED DITCH AT THE WEST END OF STAGE I THAT WERE NOT CONSTRUCTED DURING STAGE I. INCLUDE THE STORM SEWER TO PROPSED INLET NO. 35a. CONSTRUCT THE PIPE CULVERT AT THE RELOCATED ENTRANCE AT LT. STATION 112+13.4. PROVIDE A TEMPORARY DITCH ALONG THE PROPOSED LEFT DITCH ALIGNMENT FROM THE DOWNSTREAM FLARED END SECTION AT LT. STATION 109+40 TO THE EXISTING DITCH AT APPROXIMATE STATION 98+00. CONSTRUCT THE PIPE CULVERT AT THE PROPOSED ENTRANCE AT RT. STATION 112+13.4. PROVIDE A TEMPORARY DITCH FROM THE DOWNSTREAM FLARED END SECTION AT RT. STATION 110+74 TO THE EXISTING DITCH AT APPROXIMATE STATION 108+50. DO NOT CONSTRUCT THE PROPOSED TYPE A GUTTER ADJACENT TO EITHER ENTRANCE DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED SHOULDERS AT EACH ENTRANCE WEST OF THE WEST RADIUS RETURNS DURING THIS STAGE.

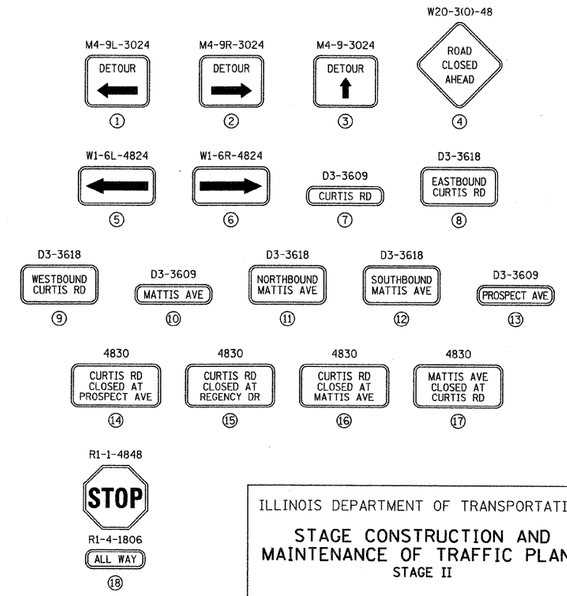
3. PROVIDE AGGREGATE FOR TEMPORARY ACCESS IN THE PROPOSED MEDIAN BETWEEN STATIONS 134+94 AND 135+24 TO ALLOW TEMPORARY ACCESS TO THE ENTRANCE AT LT. STATION 134+89.7. A QUANTITY OF 25 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN ASSUMED FOR THIS LOCATION. THE AGGREGATE FOR TEMPORARY ACCESS SHALL REMAIN IN PLACE UNTIL THE END OF STAGE IV UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

4. CONSTRUCT THE PCC DRIVEWAY PAVEMENT AND SIDEWALK FOR THE ENTRANCE AT LT. STATION 134+89.7 IN HALF-WIDTHS USING HIGH-EARLY STRENGTH CONCRETE. SEE THE PLAN AND PROFILE SHEET AND THE SPECIAL PROVISION FOR TRAFFIC CONTROL COMPLETE FOR ADDITIONAL INFORMATION.

LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- PORTABLE CHANGEABLE MESSAGE SIGN

DETOUR SIGN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

STAGE II

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

SCALE : NONE

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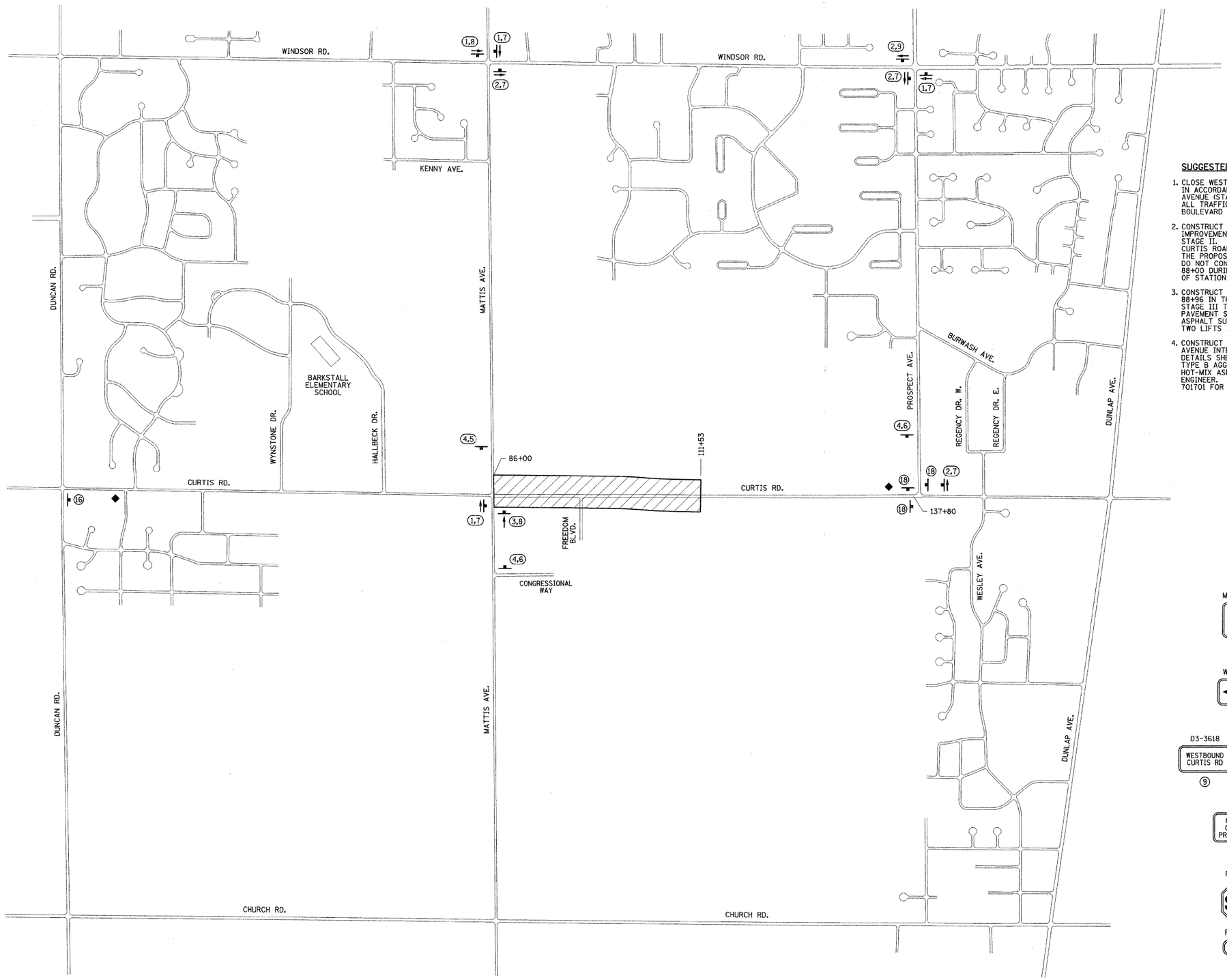
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	84
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



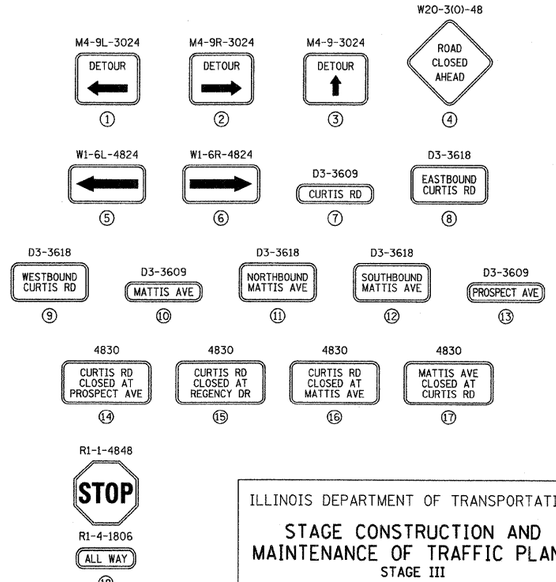
SUGGESTED STAGE III CONSTRUCTION SEQUENCE

1. CLOSE WESTBOUND CURTIS ROAD TO THRU TRAFFIC AT PROSPECT AVENUE (STATION 137+80) IN ACCORDANCE WITH STANDARD BLR 22. CLOSE CURTIS ROAD TO ALL TRAFFIC AT MATTIS AVENUE (STATION 86+00) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT STATION 111+53 IN ACCORDANCE WITH STANDARD BLR 21. CLOSE FREEDOM BOULEVARD TO ALL TRAFFIC AT CURTIS ROAD IN ACCORDANCE WITH STANDARD BLR 21.
2. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 86+41 AND 111+53. INCLUDE THE PROPOSED IMPROVEMENTS AT THE WEST END OF STAGE II THAT WERE NOT CONSTRUCTED DURING STAGE II. DO NOT CONSTRUCT THE PROPOSED CURB AND GUTTER OR SIDEWALK AT THE CURTIS ROAD & MATTIS AVENUE INTERSECTION DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED CONCRETE MEDIAN BETWEEN STATIONS 86+41 AND 88+96 DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED SHOULDER FROM RT. STATION 86+86 TO RT. STATION 88+00 DURING THIS STAGE. DO NOT CONSTRUCT THE PROPOSED PAVEMENT MARKING WEST OF STATION 90+08 DURING THIS STAGE.
3. CONSTRUCT THE TEMPORARY HOT-MIX ASPHALT PAVEMENT BETWEEN STATIONS 87+25 AND 88+96 IN THE AREA OF THE FUTURE CONCRETE MEDIAN AS SHOWN IN THE DETAIL ON THE STAGE III TEMPORARY PAVEMENT DETAILS SHEET. THE TEMPORARY HOT-MIX ASPHALT PAVEMENT SHALL CONSIST OF 5" OF TYPE B AGGREGATE BASE COURSE AND 4" OF HOT-MIX ASPHALT SURFACE COURSE. THE HOT-MIX ASPHALT SURFACE COURSE SHALL BE PLACED IN TWO LIFTS AS DIRECTED BY THE ENGINEER.
4. CONSTRUCT THE TEMPORARY HOT-MIX ASPHALT PAVEMENT AT THE CURTIS ROAD & MATTIS AVENUE INTERSECTION AS SHOWN IN THE DETAIL ON THE STAGE III TEMPORARY PAVEMENT DETAILS SHEET. THE TEMPORARY HOT-MIX ASPHALT PAVEMENT SHALL CONSIST OF 8" OF TYPE B AGGREGATE BASE COURSE AND 4" OF HOT-MIX ASPHALT SURFACE COURSE. THE HOT-MIX ASPHALT SURFACE COURSE SHALL BE PLACED IN TWO LIFTS AS DIRECTED BY THE ENGINEER. PROVIDE TRAFFIC CONTROL ON MATTIS AVENUE IN ACCORDANCE WITH STANDARD 701701 FOR SHOULDER OPERATIONS.

LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- PORTABLE CHANGEABLE MESSAGE SIGN

DETOUR SIGN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

STAGE III

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : NONE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	85
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368

CURTIS ROAD TEMPORARY PAVEMENT DATA

POINT	STATION	OFFSET	DESCRIPTION
A	85+30.00	55.18' RT	PC FOR TRAFFIC
B	86+22.00	49.29' RT	POC FOR TRAFFIC
C	87+08.26	31.93' RT	PRC FOR EASTBOUND TRAFFIC
D	87+38.36	22.93' RT	PRC FOR WESTBOUND TRAFFIC
E	88+79.37	9.00' RT	PT FOR EASTBOUND TRAFFIC
F	89+39.57	9.00' LT	PT FOR WESTBOUND TRAFFIC
G	86+02.67	83.46' RT	PC FOR 65' RADIUS
H	86+54.81	122.27' RT	RADIUS POINT FOR 65' RADIUS
I	86+44.29	58.13' RT	PT FOR 65' RADIUS
J	86+51.22	32.58' RT	PC FOR 50' RADIUS
K	86+42.28	16.62' LT	RADIUS POINT FOR 50' RADIUS
L	85+92.33	14.47' LT	PT FOR 50' RADIUS
M	85+91.25	43.79' LT	EDGE OF TEMPORARY PAVEMENT
N	85+95.25	43.89' LT	EDGE OF TEMPORARY PAVEMENT
O	85+97.89	1.64' RT	EDGE OF TEMPORARY PAVEMENT
P	86+15.04	22.90' RT	EDGE OF TEMPORARY PAVEMENT
Q	86+41.00	31.36' RT	EDGE OF TEMPORARY PAVEMENT
R	87+68.00	33.00' RT	EDGE OF TEMPORARY PAVEMENT
S	87+68.00	37.00' RT	EDGE OF TEMPORARY PAVEMENT
T	86+28.00	67.63' RT	EDGE OF TEMPORARY PAVEMENT
U	86+28.00	42.71' RT	EDGE OF TEMPORARY PAVEMENT
V	90+08.00	9.00' LT	END OF TEMPORARY PAVEMENT MARKING
W	88+96.00	9.00' RT	END OF TEMPORARY PAVEMENT MARKING
X	89+80.00	33.00' RT	END OF TEMPORARY PAVEMENT MARKING

N

0' 20' 40'

SCALE: 1" = 20'

PROPOSED ℄ MATTIS AVENUE

PROPOSED ℄ CURTIS ROAD

PROVIDE ADDITIONAL HOT-MIX ASPHALT SURFACE COURSE IN THIS AREA AS DIRECTED BY THE ENGINEER. A QUANTITY OF 35 TONS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 HAS BEEN ASSUMED FOR THIS WORK.

PROPOSED SHOULDER TO BE CONSTRUCTED DURING STAGE III

TEMPORARY HOT-MIX ASPHALT PAVEMENT
5" AGGREGATE BASE COURSE, TYPE B = 45 TON
4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 = 35 TON
PAVEMENT REMOVAL = 140 SQ YD

PROPOSED PAVEMENT TO BE CONSTRUCTED DURING STAGE III

PAVEMENT MARKING TAPE TYPE III 4" (YELLOW) = 306'

PAVEMENT MARKING TAPE TYPE III 4" (WHITE) = 450'

PAVEMENT MARKING TAPE TYPE III 4" (YELLOW) = 190'

PAVEMENT MARKING TAPE TYPE III 4" (WHITE) = 390'

PROPOSED MEDIAN TO BE CONSTRUCTED DURING STAGE III TO STATION 88+96

PROPOSED SHOULDER TO BE CONSTRUCTED DURING STAGE III TO STATION 88+00

EXISTING PAVEMENT TO REMAIN DURING STAGE III

PAVEMENT MARKING TAPE TYPE III 4" (DOUBLE YELLOW) = 176'

TEMPORARY HOT-MIX ASPHALT PAVEMENT
8" AGGREGATE BASE COURSE, TYPE B = 160 TON
4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 = 80 TON
PAVEMENT REMOVAL = 350 SQ YD

APPROXIMATE LIMITS OF STAGE III PAVEMENT REMOVAL (SPECIAL)

* PAVEMENT MARKING TAPE TYPE III 24" (WHITE)
NORTH LEG = 14'
SOUTH LEG = 16'
EAST LEG = 22'
WEST LEG = 14'

R=650' R=50' R=65'

+25 +51 +43 +20 +73 +00

84 85 86 87 88 89 90

491 492 493 494

12'

LEGEND

- A — TEMPORARY PAVEMENT DATA POINT
- POST MOUNTED SIGN LOCATION
- (18) — SIGN NUMBER
- DIRECTION OF TRAFFIC
- DRUM OR BARRICADE WITH STEADY BURN LIGHTS (PLACED AT 25' CENTERS)
- EXISTING PAVEMENT TO REMAIN
- PROPOSED PAVEMENT LIMITS
- PROPOSED SHOULDER LIMITS
- PROPOSED MEDIAN LIMITS
- TEMPORARY HMA PAVEMENT

SIGN LEGEND

R1-1-4848

R1-4-1806

(18)

STAGE CONSTRUCTION NOTES PRIOR TO WINTER SHUTDOWN

1. CLOSE THE OUTSIDE WESTBOUND LANE OF CURTIS ROAD IN ACCORDANCE WITH STANDARD 701601. THE 245' MERGING TAPER SHALL BE BETWEEN STATIONS 103+00 AND 105+45 OR AS OTHERWISE DIRECTED BY THE ENGINEER. PLACE ADDITIONAL TRAFFIC CONTROL DEVICES AS SHOWN ON THE PLANS.
2. REFER TO THE SUGGESTED STAGE III CONSTRUCTION SEQUENCE FOR ADDITIONAL INFORMATION ON THE TEMPORARY HOT-MIX ASPHALT PAVEMENT.
3. PLACE PAVEMENT MARKING TAPE, TYPE III AS SHOWN ON THE PLANS AND AS REQUIRED BY ARTICLE 701.18(J)(1) OF THE STANDARD SPECIFICATIONS. THE PAVEMENT MARKING TAPE REQUIRED BY THE STANDARD SPECIFICATIONS FOR STANDARD 701601 WILL NOT BE PAID FOR SEPARATELY, AS DESCRIBED IN ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS.
4. THE LOCATIONS OF THE PAVEMENT MARKING TAPE AND STOP/ALL WAY SIGNS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
5. WORK ZONE PAVEMENT MARKING REMOVAL = 368 SQ FT.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

STAGE III TEMPORARY PAVEMENT DETAILS

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

SCALE : 1"=20'

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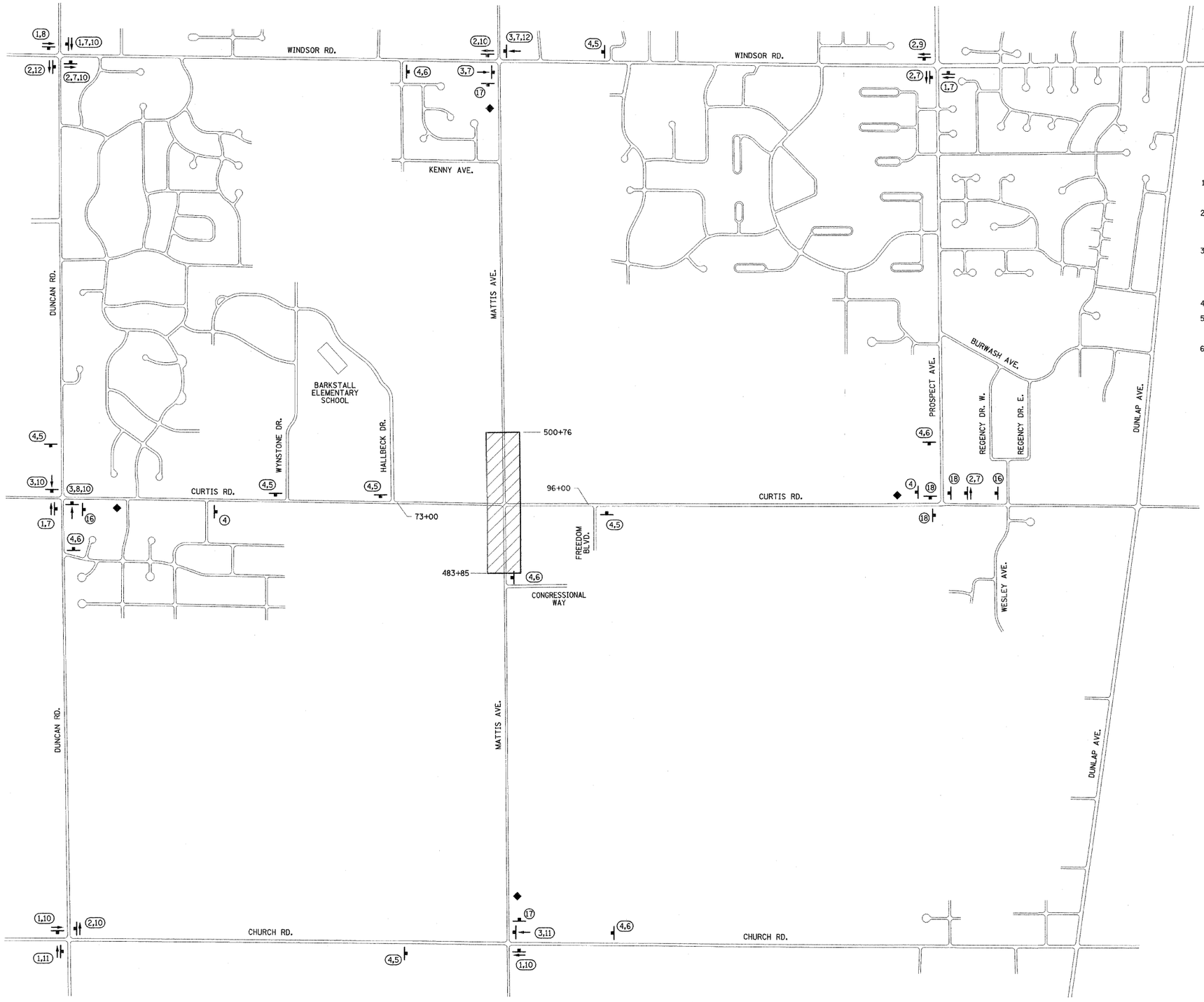
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	86
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



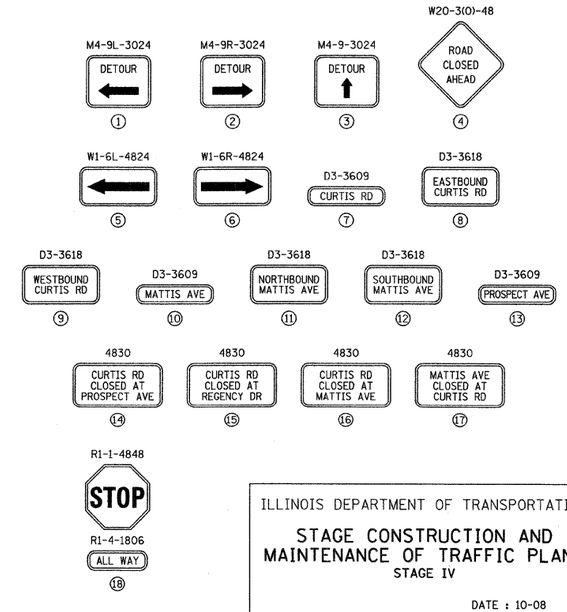
SUGGESTED STAGE IV CONSTRUCTION SEQUENCE

1. CLOSE CURTIS ROAD TO ALL TRAFFIC AT HALLBECK DRIVE (STATION 73+00) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT FREEDOM BOULEVARD (STATION 96+00) IN ACCORDANCE WITH STANDARD BLR 21.
2. CLOSE MATTIS AVENUE TO ALL TRAFFIC AT CONGRESSIONAL WAY (STATION 483+85) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE SOUTHBOUND MATTIS AVENUE TO THRU TRAFFIC AT KENNY AVENUE IN ACCORDANCE WITH STANDARD BLR 22. CLOSE MATTIS AVENUE TO ALL TRAFFIC AT STATION 500+76 IN ACCORDANCE WITH STANDARD BLR 21.
3. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 84+08.50 AND 86+41. INCLUDE THE PROPOSED IMPROVEMENTS AT THE WEST END OF STAGE III THAT WERE NOT CONSTRUCTED DURING STAGE III. PROVIDE A TEMPORARY DITCH FROM THE UPSTREAM BOX CULVERT END SECTION AT LT. STATION 84+54 TO THE EXISTING DITCH AT APPROXIMATE STATION 83+00. PROVIDE A TEMPORARY DITCH FROM THE UPSTREAM BOX CULVERT END SECTION AT RT. STATION 84+54 TO THE EXISTING DITCH AT APPROXIMATE STATION 83+00.
4. CONSTRUCT MATTIS AVENUE BETWEEN STATIONS 483+85 AND 500+76.
5. THE PROPOSED TRAFFIC SIGNAL HEADS AT THE INTERSECTION OF CURTIS ROAD AND MATTIS AVENUE SHALL BE BAGGED UNTIL THE END OF STAGE V UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. AT THE END OF STAGE IV, TURN ON THE TRAFFIC SIGNALS AT THE INTERSECTION OF CURTIS ROAD AND PROSPECT AVENUE.

LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- PORTABLE CHANGEABLE MESSAGE SIGN
- TEMPORARY HMA PAVEMENT

DETOUR SIGN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

STAGE IV

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : NONE

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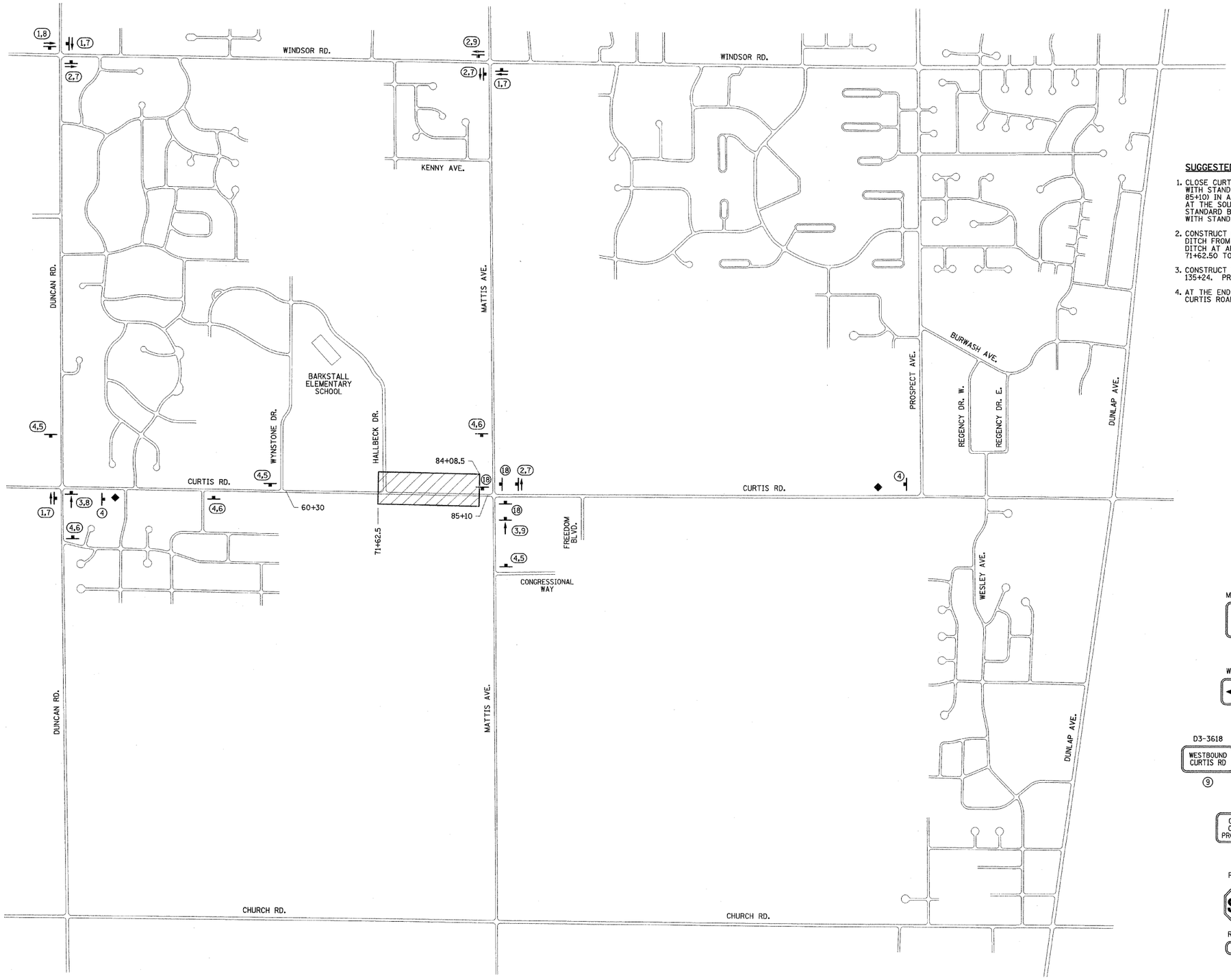
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	87
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



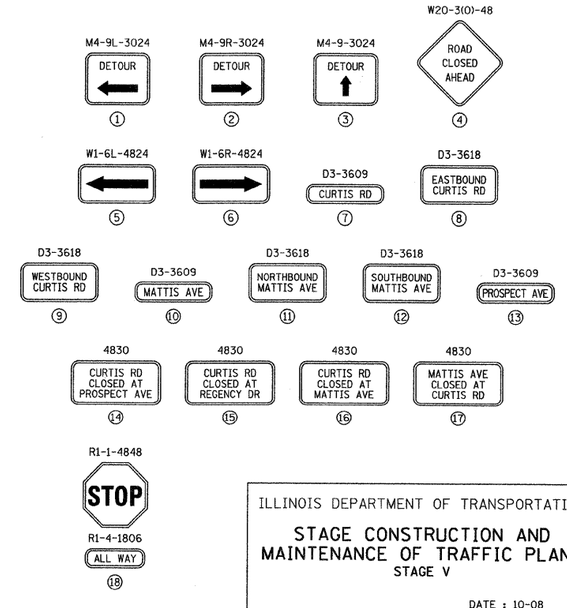
SUGGESTED STAGE V CONSTRUCTION SEQUENCE

1. CLOSE CURTIS ROAD TO ALL TRAFFIC AT WYNSTONE DRIVE (STATION 60+30) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT MATTIS AVENUE (STATION 85+10) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE HALLBECK DRIVE TO THRU TRAFFIC AT THE SOUTH SIDE OF THE BARKSTALL ELEMENTARY SCHOOL ENTRANCE IN ACCORDANCE WITH STANDARD BLR 22. CLOSE HALLBECK DRIVE TO ALL TRAFFIC AT CURTIS ROAD IN ACCORDANCE WITH STANDARD BLR 21.
2. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 71+62.50 AND 84+08.50. PROVIDE A TEMPORARY DITCH FROM THE UPSTREAM FLARED END SECTION AT LT. STATION 71+88 TO THE EXISTING DITCH AT APPROXIMATE STATION 71+00. PROVIDE A TEMPORARY DITCH FROM RT. STATION 71+62.50 TO THE EXISTING DITCH AT APPROXIMATE STATION 70+50.
3. CONSTRUCT THE PROPOSED CURB AND GUTTER FOR THE MEDIAN BETWEEN STATIONS 134+94 AND 135+24. PROVIDE TRAFFIC CONTROL ON CURTIS ROAD IN ACCORDANCE WITH STANDARD 701601.
4. AT THE END OF STAGE V, TURN ON THE TRAFFIC SIGNALS AT THE INTERSECTION OF CURTIS ROAD AND MATTIS AVENUE.

LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- PORTABLE CHANGEABLE MESSAGE SIGN

DETOUR SIGN LEGEND



ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

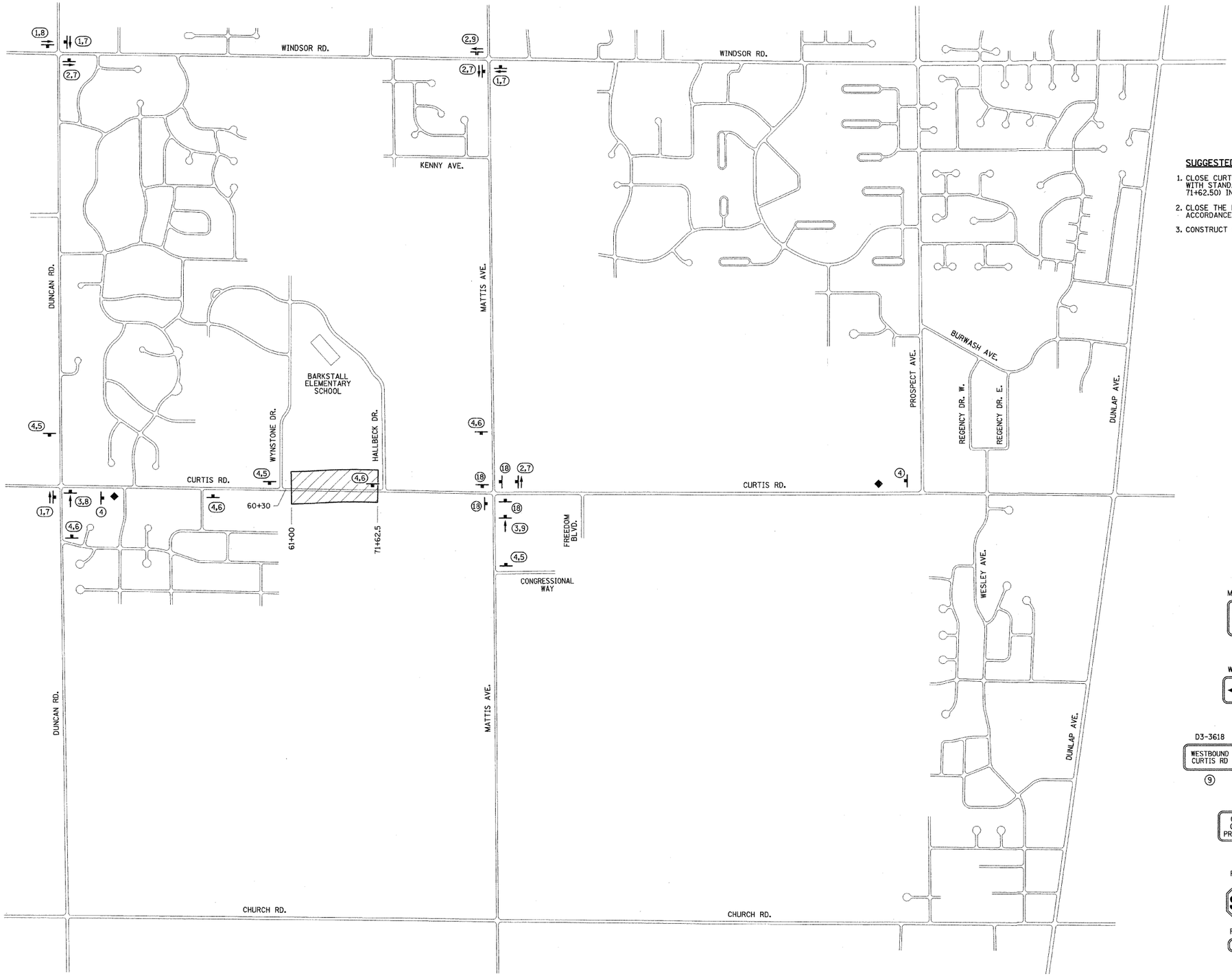
STAGE V

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.

SCALE : NONE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	88
STA.		TO STA.		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



SUGGESTED STAGE VI CONSTRUCTION SEQUENCE

1. CLOSE CURTIS ROAD TO ALL TRAFFIC AT WYNSTONE DRIVE (STATION 60+30) IN ACCORDANCE WITH STANDARD BLR 21. CLOSE CURTIS ROAD TO ALL TRAFFIC AT HALLBECK DRIVE (STATION 71+62.50) IN ACCORDANCE WITH STANDARD BLR 21.
2. CLOSE THE EXISTING SIDEWALKS AND BICYCLE PATHS ON CURTIS ROAD AT STATION 60+30 IN ACCORDANCE WITH STANDARD 701801.
3. CONSTRUCT CURTIS ROAD BETWEEN STATIONS 61+00 AND 71+62.50.

LEGEND

- CONSTRUCTION WORK ZONE
- POST MOUNTED SIGN LOCATION
- (1) DETOUR SIGN NUMBER
- DIRECTION OF DETOUR
- PORTABLE CHANGEABLE MESSAGE SIGN

DETOUR SIGN LEGEND

(1) M4-9L-3024 — DETOUR
(2) M4-9R-3024 — DETOUR
(3) M4-9-3024 — DETOUR
(4) W20-3(O)-48 — ROAD CLOSED AHEAD
(5) W1-6L-4824
(6) W1-6R-4824
(7) D3-3609 — CURTIS RD
(8) D3-3618 — EASTBOUND CURTIS RD
(9) D3-3618 — WESTBOUND CURTIS RD
(10) D3-3609 — MATTIS AVE
(11) D3-3618 — NORTHBOUND MATTIS AVE
(12) D3-3618 — SOUTHBOUND MATTIS AVE
(13) D3-3609 — PROSPECT AVE
(14) 4830 — CURTIS RD CLOSED AT PROSPECT AVE
(15) 4830 — CURTIS RD CLOSED AT REGENCY DR
(16) 4830 — CURTIS RD CLOSED AT MATTIS AVE
(17) 4830 — MATTIS AVE CLOSED AT CURTIS RD
(18) R1-1-4848 — STOP; R1-4-1806 — ALL WAY

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLANS

STAGE VI

DATE : 10-08
DRAWN BY : J.A.J.
CHECKED BY : R.L.H.
SCALE : NONE

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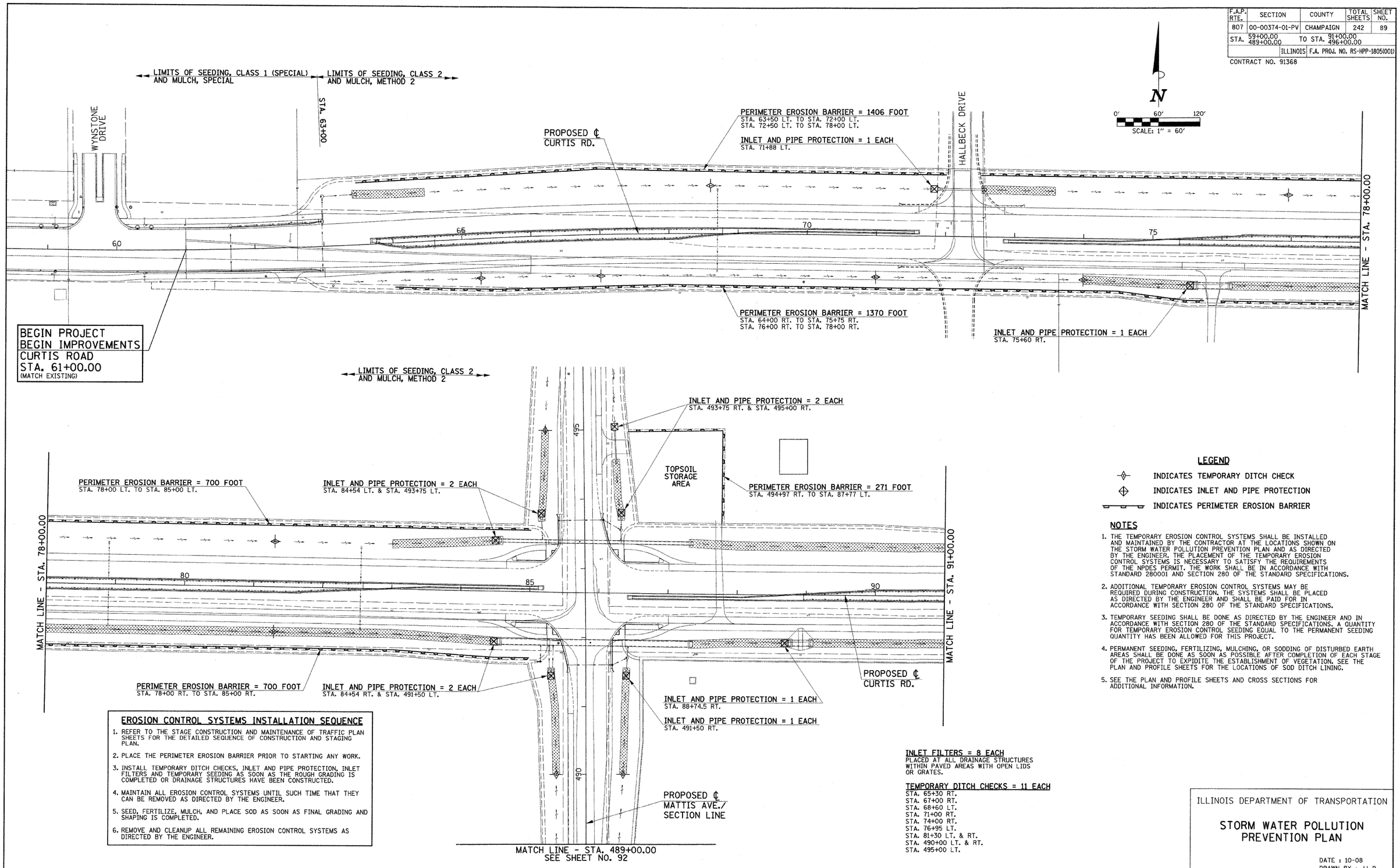
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	89
STA. 59+00.00 489+00.00		TO STA. 91+00.00 496+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.
2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETED OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. SEED, FERTILIZE, MULCH, AND PLACE SOD AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

INLET FILTERS = 8 EACH
PLACED AT ALL DRAINAGE STRUCTURES WITHIN PAVED AREAS WITH OPEN LIDS OR GRATES.

TEMPORARY DITCH CHECKS = 11 EACH
STA. 65+30 RT.
STA. 67+00 RT.
STA. 68+60 LT.
STA. 71+00 RT.
STA. 74+00 RT.
STA. 76+95 LT.
STA. 81+30 LT. & RT.
STA. 490+00 LT. & RT.
STA. 495+00 LT.

LEGEND

- INDICATES TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPIDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

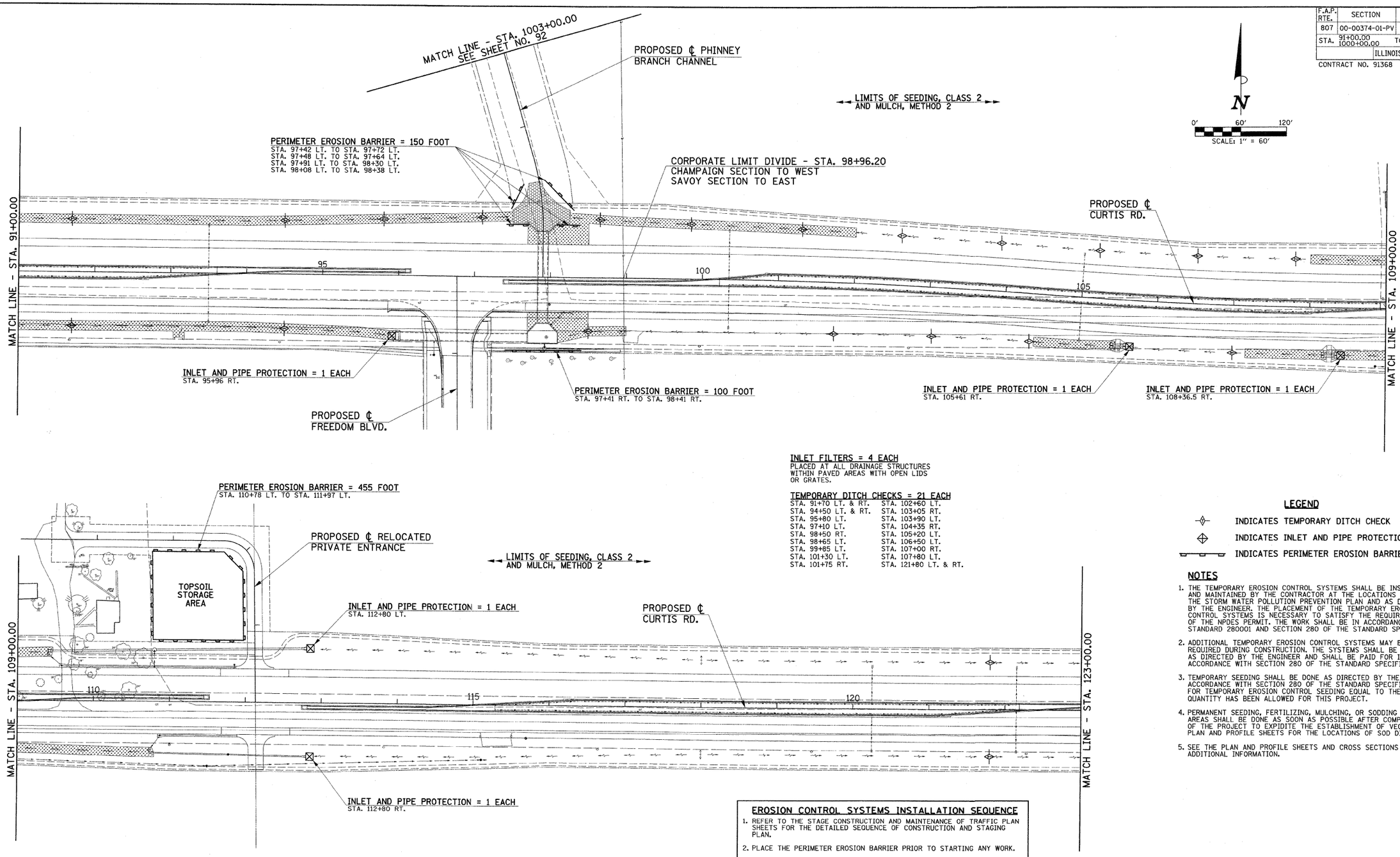
ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=60'

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	90
STA. 91+00.00 1000+00.00	TO STA. 123+00.00 1003+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



INLET FILTERS = 4 EACH
PLACED AT ALL DRAINAGE STRUCTURES WITHIN PAVED AREAS WITH OPEN LIDS OR GRATES.

TEMPORARY DITCH CHECKS = 21 EACH

STA. 91+70 LT. & RT.	STA. 102+60 LT.
STA. 94+50 LT. & RT.	STA. 103+05 RT.
STA. 95+80 LT.	STA. 103+90 LT.
STA. 97+10 LT.	STA. 104+35 RT.
STA. 98+50 RT.	STA. 105+20 LT.
STA. 98+65 LT.	STA. 106+50 LT.
STA. 99+85 LT.	STA. 107+00 RT.
STA. 101+30 LT.	STA. 107+80 LT.
STA. 101+75 RT.	STA. 121+80 LT. & RT.

LEGEND

- INDICATES TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPIDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.
2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETED OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. SEED, FERTILIZE, MULCH, AND PLACE SOD AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=60'

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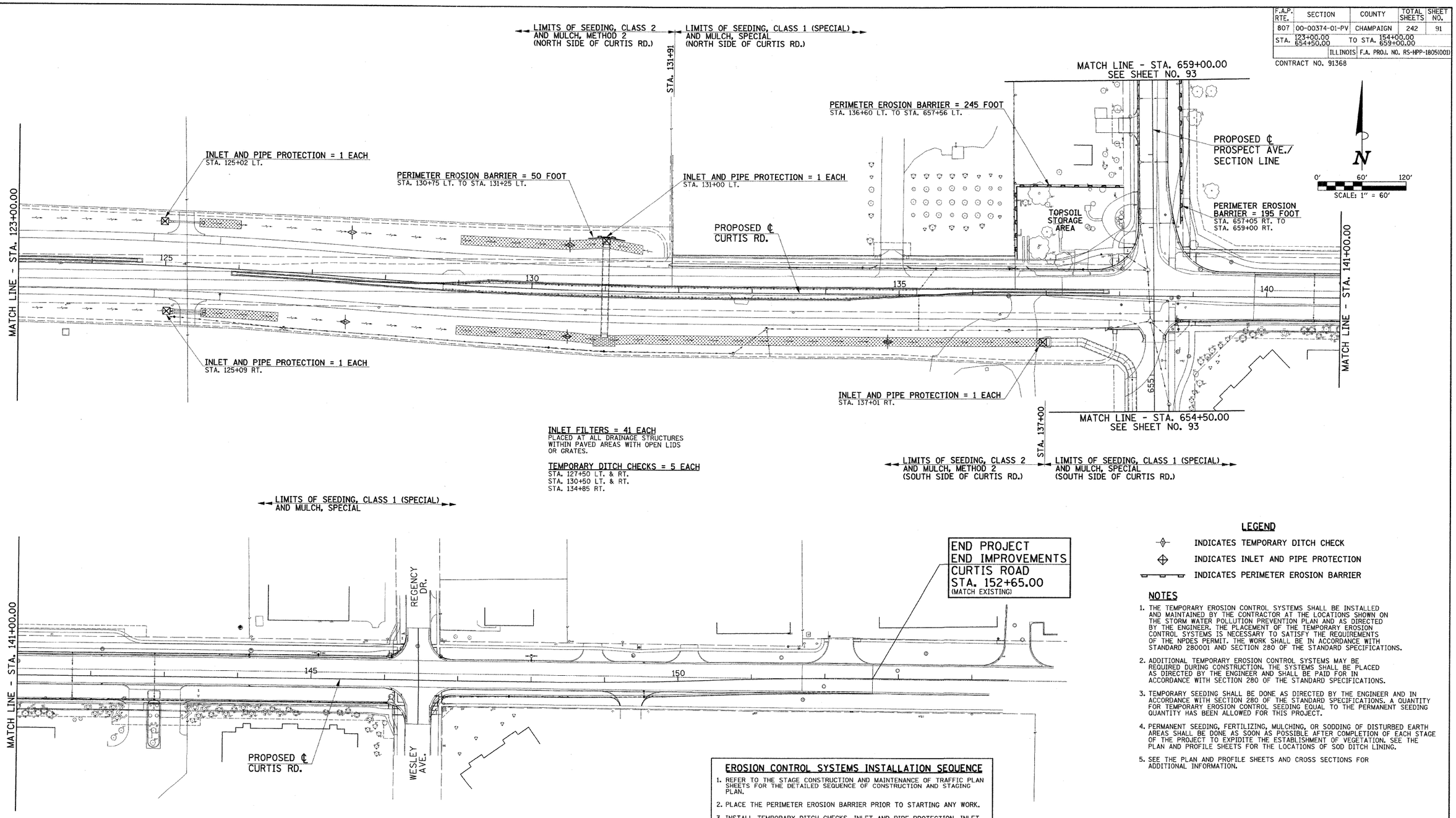
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	91
STA.	123+00.00 TO STA. 154+00.00 654+50.00 659+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



LEGEND

- INDICATES TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPIDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.
2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETED OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. SEED, FERTILIZE, MULCH, AND PLACE SOD AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=60'

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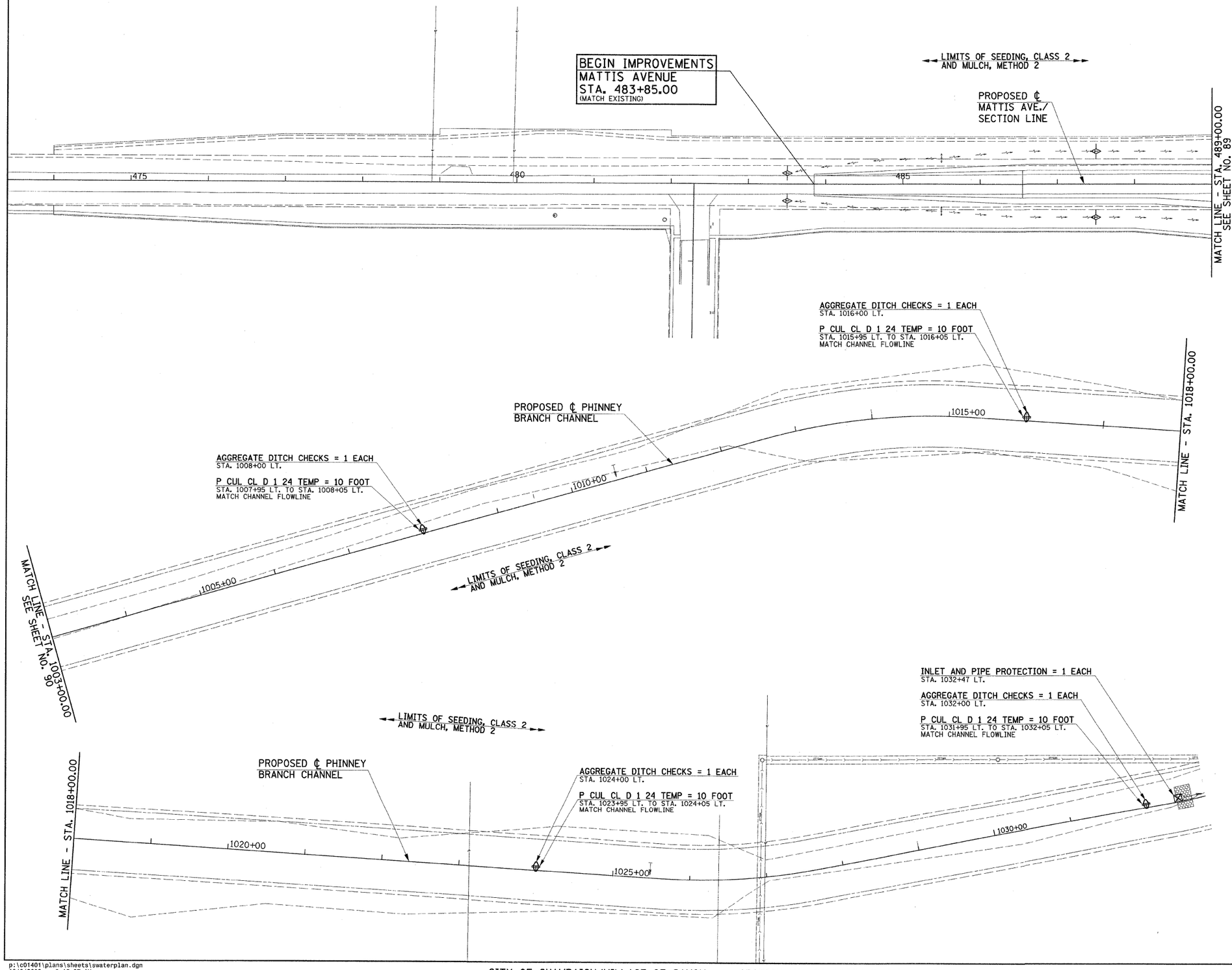
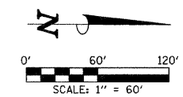
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	92
STA. 474+00.00 1003+00.00	TO STA. 489+00.00 1032+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368





TEMPORARY DITCH CHECKS = 4 EACH
STA. 483+50 LT. & RT.
STA. 487+50 LT. & RT.

LEGEND

- INDICATES TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPIDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.
2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETED OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. SEED, FERTILIZE, MULCH, AND PLACE SOD AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

DATE : 10-08
DRAWN BY : J.L.B.
SCALE : 1"=60' CHECKED BY : R.L.H.

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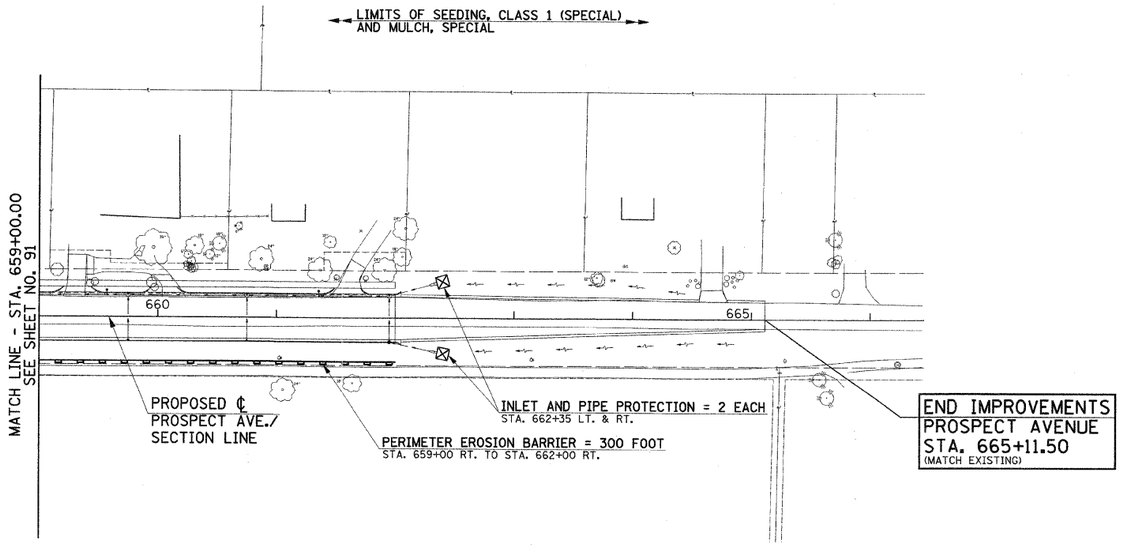
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	93
STA. 645+00.00	TO STA. 666+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

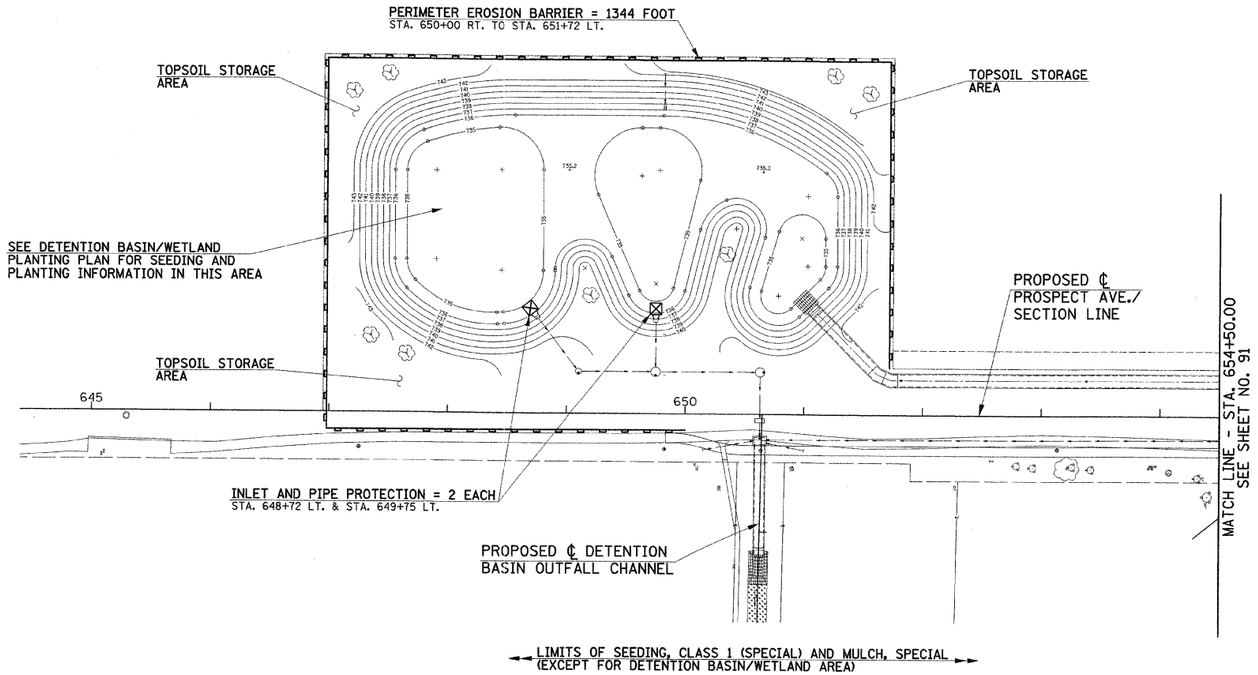
CONTRACT NO. 91368



EROSION CONTROL SYSTEMS INSTALLATION SEQUENCE

1. REFER TO THE STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE DETAILED SEQUENCE OF CONSTRUCTION AND STAGING PLAN.
2. PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, INLET FILTERS AND TEMPORARY SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETED OR DRAINAGE STRUCTURES HAVE BEEN CONSTRUCTED.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. SEED, FERTILIZE, MULCH, AND PLACE SOD AS SOON AS FINAL GRADING AND SHAPING IS COMPLETED.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

INLET FILTERS = 6 EACH
PLACED AT ALL DRAINAGE STRUCTURES WITHIN PAVED AREAS WITH OPEN LIDS OR GRATES.



LEGEND

- INDICATES TEMPORARY DITCH CHECK
- INDICATES INLET AND PIPE PROTECTION
- INDICATES PERIMETER EROSION BARRIER

NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY SEEDING SHALL BE DONE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE PERMANENT SEEDING QUANTITY HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT SEEDING, FERTILIZING, MULCHING, OR SODDING OF DISTURBED EARTH AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER COMPLETION OF EACH STAGE OF THE PROJECT TO EXPIDITE THE ESTABLISHMENT OF VEGETATION. SEE THE PLAN AND PROFILE SHEETS FOR THE LOCATIONS OF SOD DITCH LINING.
5. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=60'

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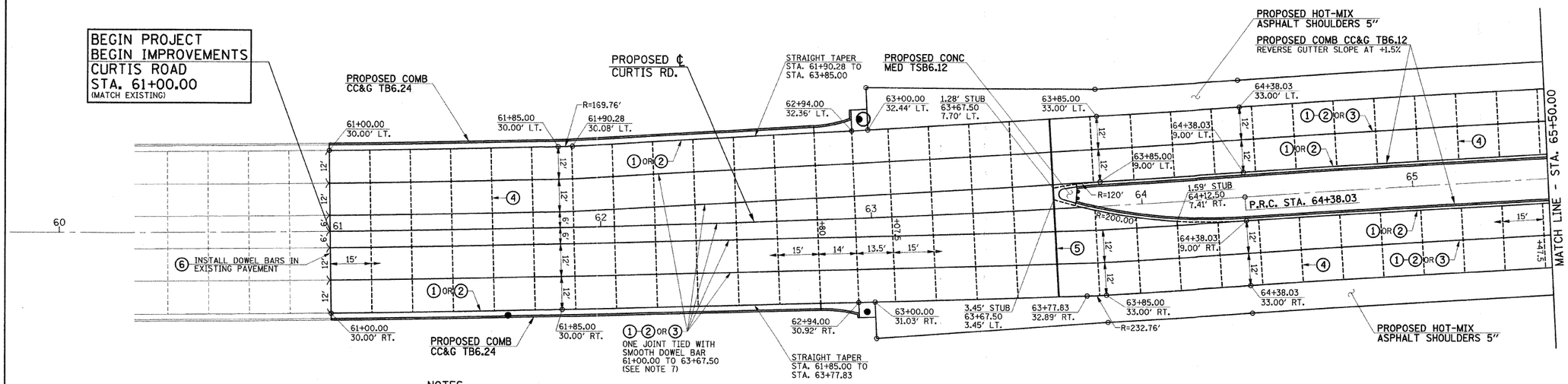
10/2/2008 9:15:28 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	94
STA. 60+00.00	TO STA. 70+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



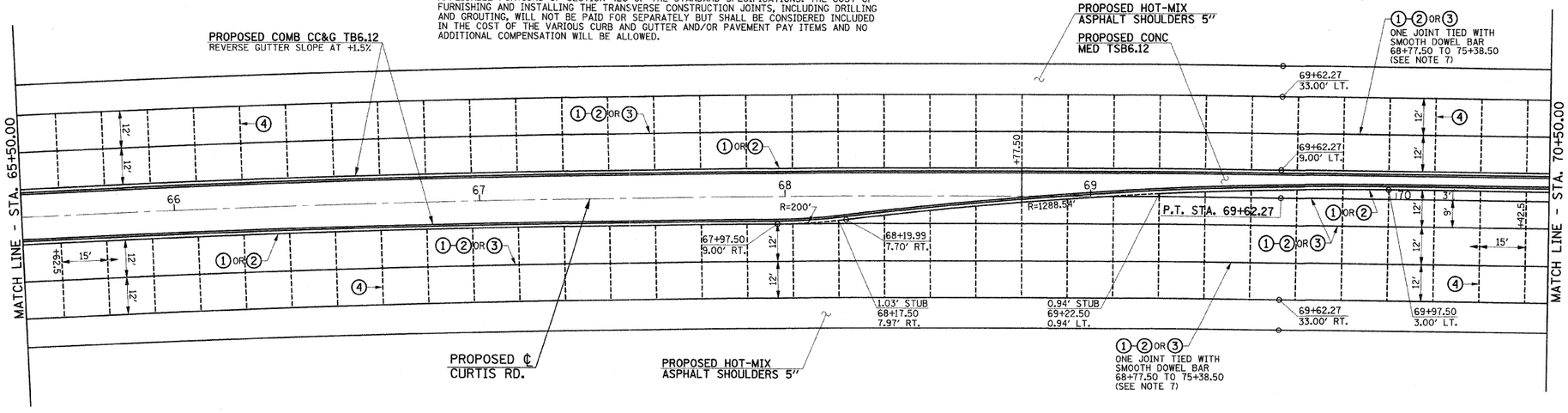
PROPOSED ℄ CURTIS RD. CURVE DATA	PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 61+84.04	P.I. STA. 67+00.29
Δ = 4°30'28"	Δ = 4°38'59"
D = 0°53'13"	D = 0°53'13"
T = 254.25'	T = 262.27'
R = 6460.00'	R = 6460.00'
L = 508.24'	L = 524.24'
E = 5.00'	E = 5.32'
P.C. STA. 59+29.79	P.R.C. STA. 64+38.03
P.R.C. STA. 64+38.03	P.T. STA. 69+62.27
S.E. = NONE	S.E. = NONE

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
2. ALL SAWED TRANSVERSE CONTRACTION JOINTS AND TRANSVERSE EXPANSION JOINTS IN THE P.C. CONCRETE PAVEMENT MUST EXTEND THROUGH THE COMBINATION CONCRETE CURB AND GUTTER.
3. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS MAXIMUM IN THE P.C. CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER (STD. 420001). ALL DOWEL BARS 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE CONTRACTION JOINTS. THE DOWEL BARS SHALL BE 1 1/2" DIAMETER FOR THE 8" THICK PAVEMENTS.
4. TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINTING PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 15 FEET FROM A STAGE CONSTRUCTION LIMIT. THE CONSTRUCTION JOINTS THAT COINCIDE WITH CONTRACTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 1 1/2" DIAMETER, 18" LONG PLACED AT 12" SPACING'S AND CENTERED ACROSS THE JOINT. CONSTRUCTION JOINTS THAT COINCIDE WITH EXPANSION JOINTS SHALL BE DOWELED AS SHOWN ON STANDARD 420001.
5. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 420 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE TRANSVERSE CONSTRUCTION JOINTS, INCLUDING DRILLING AND GROUTING, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS CURB AND GUTTER AND/OR PAVEMENT PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001 EXCEPT THAT THE WIDTH OF THE EXPANSION JOINTS SHALL BE 1" MAXIMUM.
7. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 EPOXY COATED TIE BARS SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001. WHERE THE PAVEMENT WIDTH IS 60 FEET OR GREATER ONE OF THE LONGITUDINAL JOINTS SHALL BE TIED WITH A SMOOTH DOWEL BAR TO PREVENT LONGITUDINAL CRACKING. SEE THE PAVEMENT JOINTING PLANS FOR ADDITIONAL INFORMATION.
8. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM PERMISSIBLE WIDTH OF THE CENTER SLAB IS 12 FEET.
9. ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.
10. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
11. THE PROPOSED CONCRETE MEDIANS SHALL BE TIED TO THE PAVEMENT WITH TIE BARS AS SHOWN ON THE TYPICAL SECTIONS. THE USE OF KEYED JOINTS WILL NOT BE ALLOWED.

PAVEMENT JOINT KEY

1. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
2. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
3. SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
4. SAWED TRANSVERSE CONTRACTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
5. 1" EXPANSION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001) (NOTE : EXPANSION JOINT WIDTH MODIFIED FROM STD. 420001)
6. TRANSVERSE CONSTRUCTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)



LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
- STAGE CONSTRUCTION LIMITS
- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD
PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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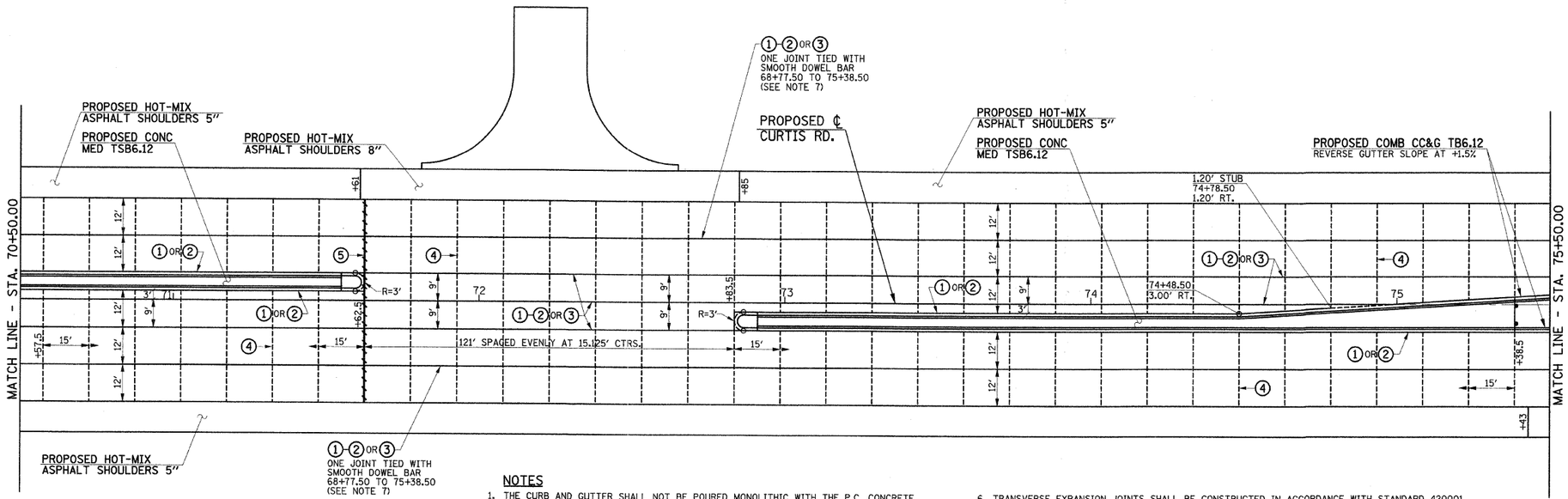
10/2/2008 9:18:04 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	95
STA. 70+50.00	TO STA. 80+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
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6. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001 EXCEPT THAT THE WIDTH OF THE EXPANSION JOINTS SHALL BE 1" MAXIMUM.
7. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 EPOXY COATED TIE BARS SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001. WHERE THE PAVEMENT WIDTH IS 60 FEET OR GREATER ONE OF THE LONGITUDINAL JOINTS SHALL BE TIED WITH A SMOOTH DOWEL BAR TO PREVENT LONGITUDINAL CRACKING. SEE THE PAVEMENT JOINTING PLANS FOR ADDITIONAL INFORMATION.
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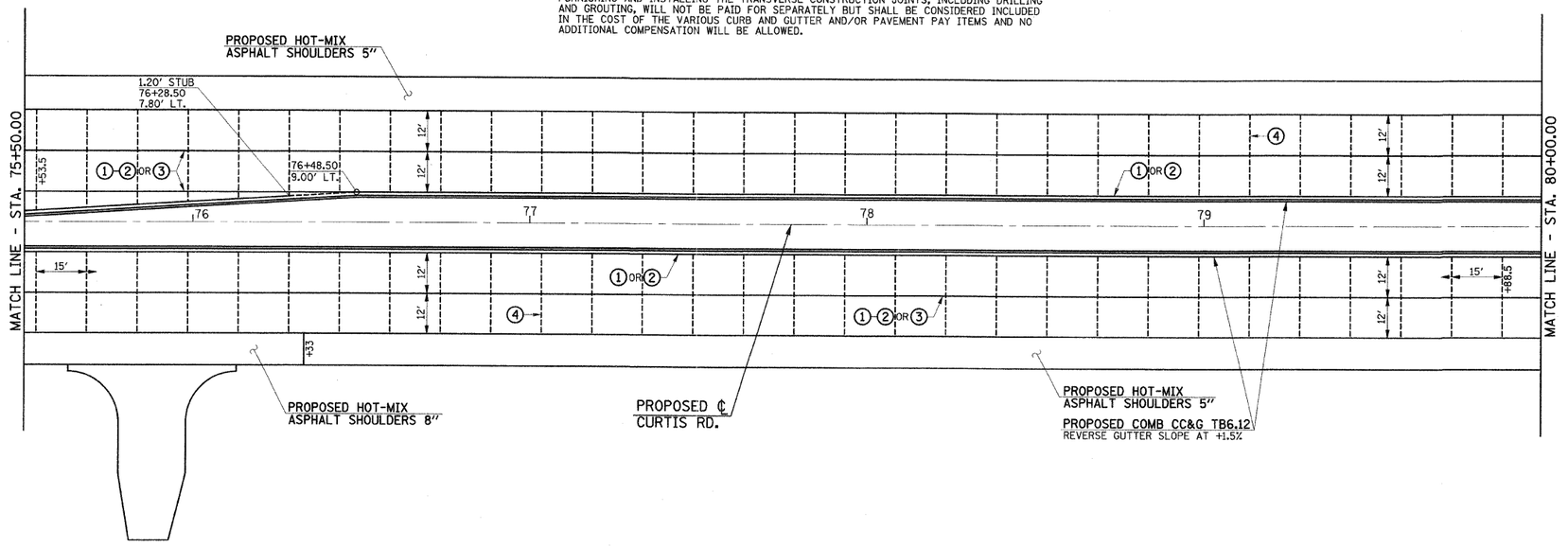
9. ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.
10. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
11. THE PROPOSED CONCRETE MEDIANS SHALL BE TIED TO THE PAVEMENT WITH TIE BARS AS SHOWN ON THE TYPICAL SECTIONS. THE USE OF KEYED JOINTS WILL NOT BE ALLOWED.



PAVEMENT JOINT KEY

1. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
2. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
3. SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
4. SAWED TRANSVERSE CONTRACTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
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6. TRANSVERSE CONSTRUCTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)

LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
- STAGE CONSTRUCTION LIMITS
- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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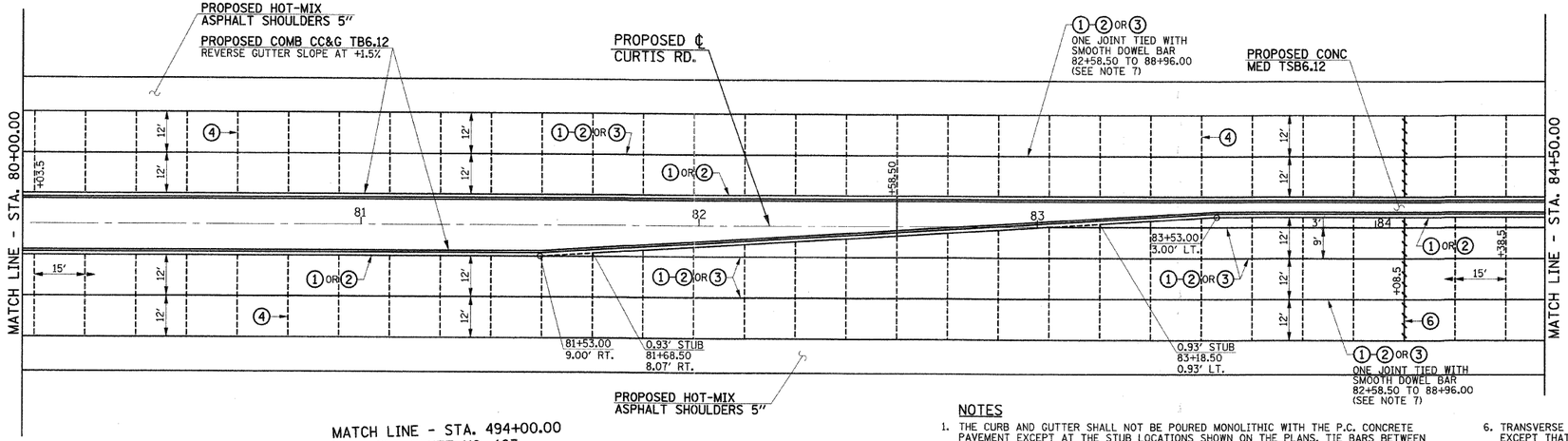
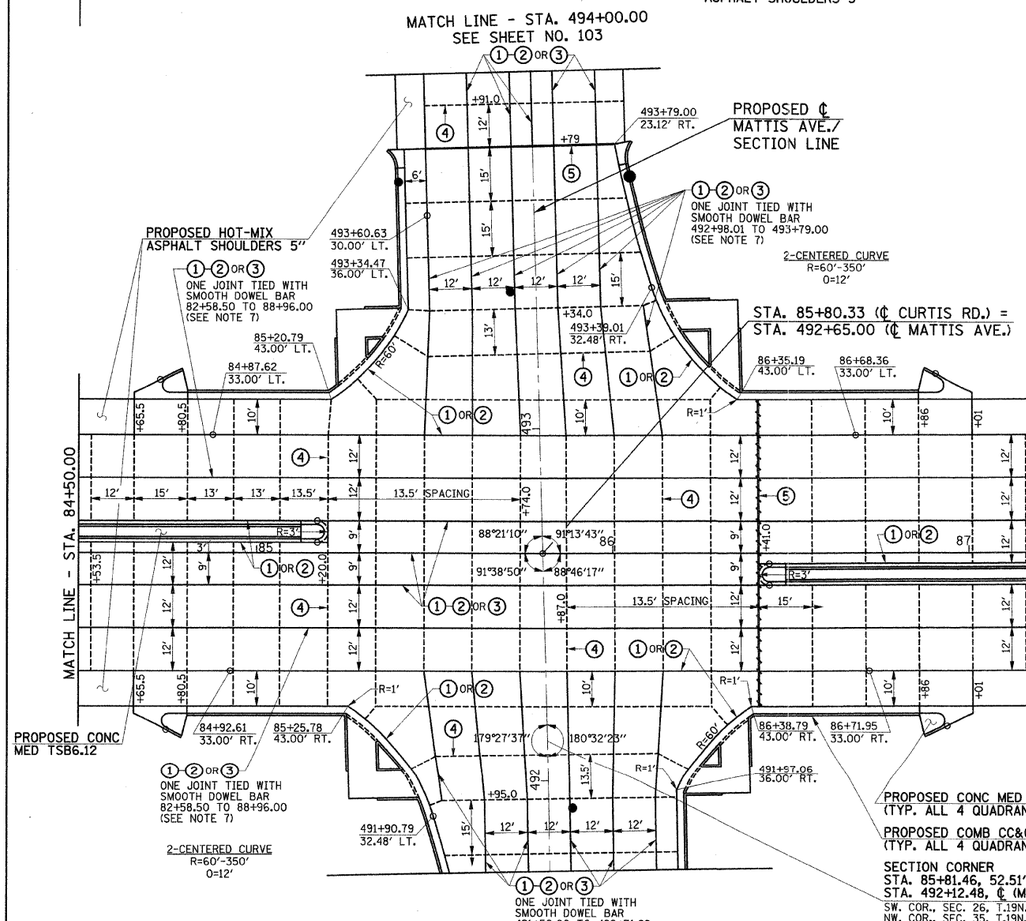
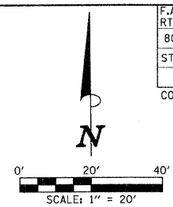
10/2/2008 9:18:04 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	96
STA. 80+00.00 491+75.00	TO STA. 89+50.00 494+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368







PAVEMENT JOINT KEY

1. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
2. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
3. SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
4. SAWED TRANSVERSE CONTRACTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
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6. TRANSVERSE CONSTRUCTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
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LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
- STAGE CONSTRUCTION LIMITS
- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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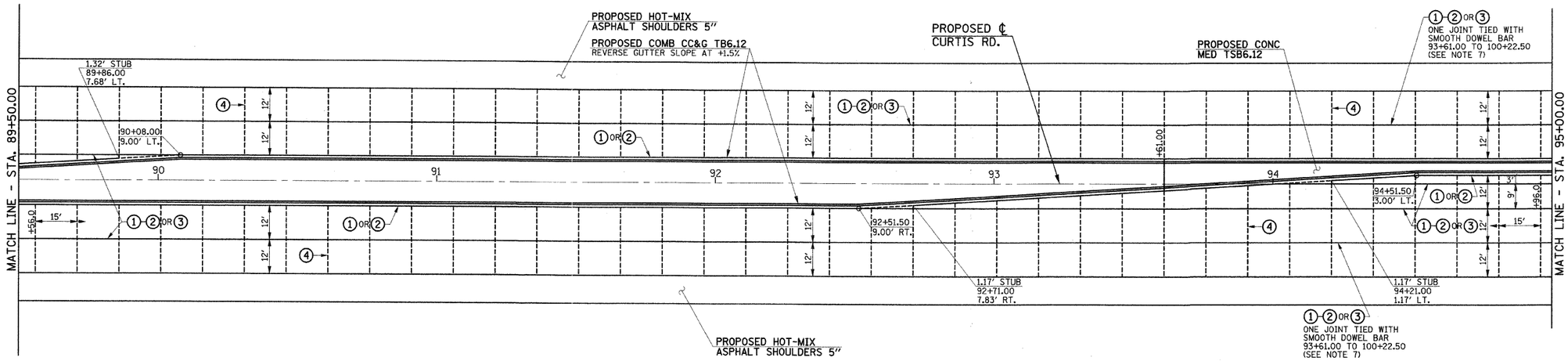
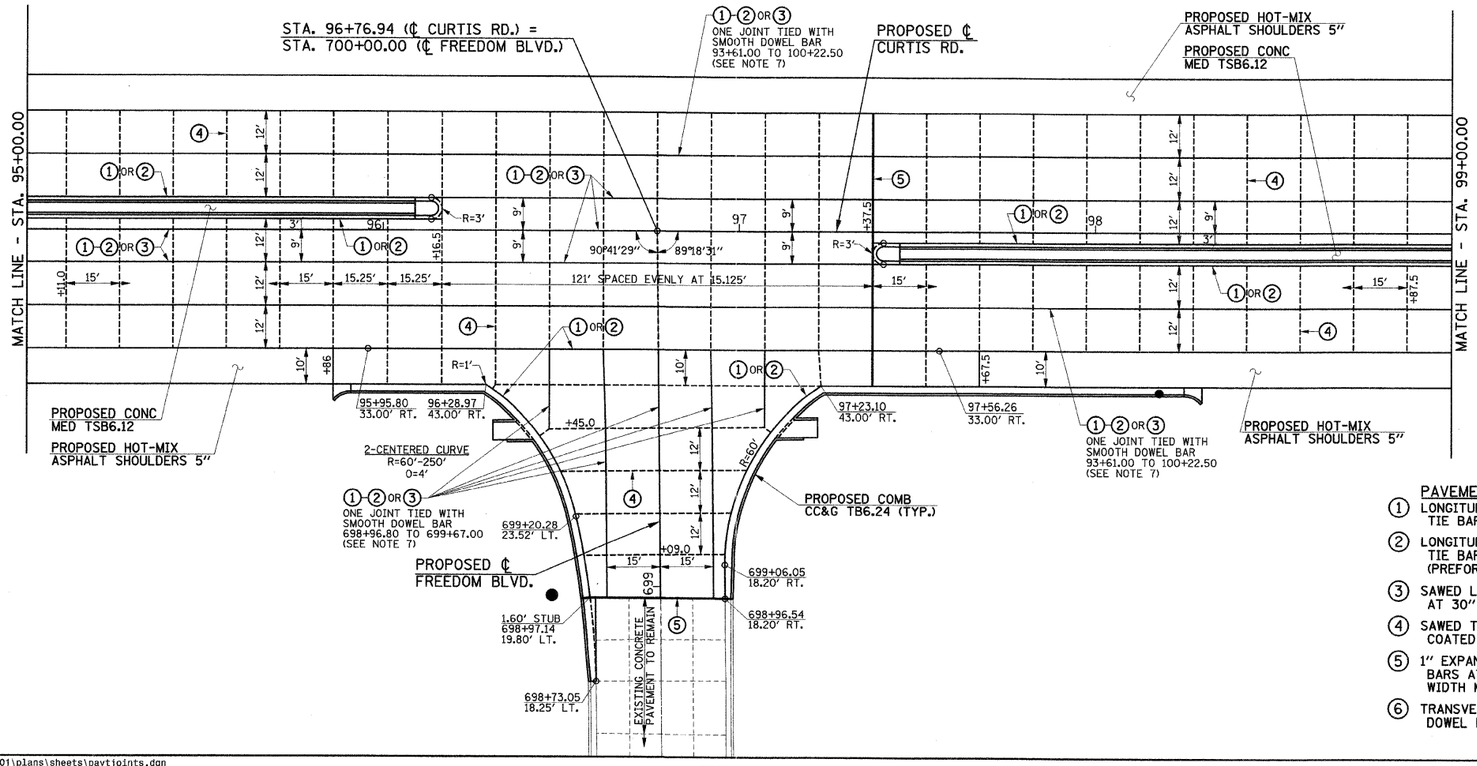
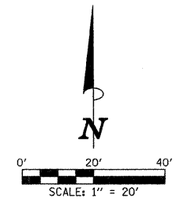
10/2/2008 9:18:05 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	97
STA. 89+50.00	TO STA. 99+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368







NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
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3. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS MAXIMUM IN THE P.C. CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER (STD. 420001). ALL DOWEL BARS 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE CONTRACTION JOINTS. THE DOWEL BARS SHALL BE 1 1/2" DIAMETER FOR THE 8" THICK PAVEMENTS.
4. TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINTING PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 15 FEET FROM A STAGE CONSTRUCTION LIMIT. THE CONSTRUCTION JOINTS THAT COINCIDE WITH CONTRACTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 1 1/2" DIAMETER, 18" LONG PLACED AT 12" SPACING'S AND CENTERED ACROSS THE JOINT. CONSTRUCTION JOINTS THAT COINCIDE WITH EXPANSION JOINTS SHALL BE DOWELED AS SHOWN ON STANDARD 420001.
5. TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 420 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE TRANSVERSE CONSTRUCTION JOINTS, INCLUDING DRILLING AND GROUTING, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS CURB AND GUTTER AND/OR PAVEMENT PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001 EXCEPT THAT THE WIDTH OF THE EXPANSION JOINTS SHALL BE 1" MAXIMUM.
7. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 EPOXY COATED TIE BARS SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001. WHERE THE PAVEMENT WIDTH IS 60 FEET OR GREATER ONE OF THE LONGITUDINAL JOINTS SHALL BE TIED WITH A SMOOTH DOWEL BAR TO PREVENT LONGITUDINAL CRACKING. SEE THE PAVEMENT JOINTING PLANS FOR ADDITIONAL INFORMATION.
8. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM PERMISSIBLE WIDTH OF THE CENTER SLAB IS 12 FEET.
9. ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.
10. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
11. THE PROPOSED CONCRETE MEDIANS SHALL BE TIED TO THE PAVEMENT WITH TIE BARS AS SHOWN ON THE TYPICAL SECTIONS. THE USE OF KEYED JOINTS WILL NOT BE ALLOWED.

PAVEMENT JOINT KEY

1. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
2. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
3. SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
4. SAWED TRANSVERSE CONTRACTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
5. 1" EXPANSION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001) (NOTE : EXPANSION JOINT WIDTH MODIFIED FROM STD. 420001)
6. TRANSVERSE CONSTRUCTION JOINT WITH 1 1/2" DIA. x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)

LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
- STAGE CONSTRUCTION LIMITS
- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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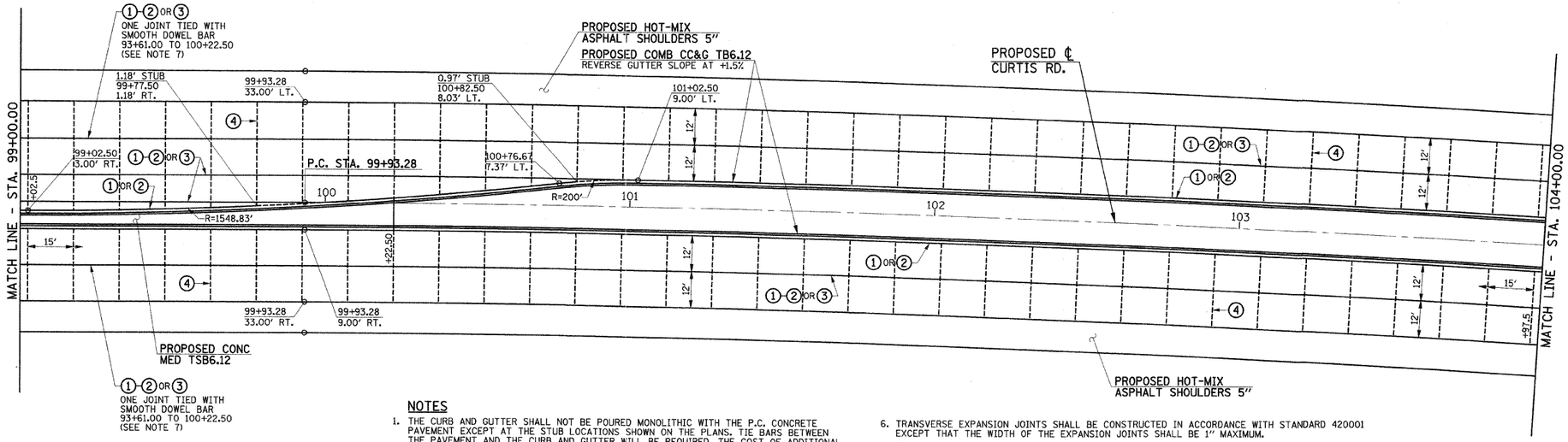
10/2/2008 9:18:06 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	98
STA. 99+00.00		TO STA. 109+00.00		
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



PROPOSED ℄ CURTIS RD.

CURVE DATA

P.I. STA. 102+17.17
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.C. STA. 99+93.28
P.R.C. STA. 104+40.88
S.E. = NONE

PROPOSED ℄ CURTIS RD.

CURVE DATA

P.I. STA. 106+64.76
Δ = 3°58'11"
D = 0°53'13"
T = 223.89'
R = 6460.00'
L = 447.59'
E = 3.88'
P.R.C. STA. 104+40.88
P.T. STA. 108+88.47
S.E. = NONE

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
2. ALL SAWED TRANSVERSE CONTRACTION JOINTS AND TRANSVERSE EXPANSION JOINTS IN THE P.C. CONCRETE PAVEMENT MUST EXTEND THROUGH THE COMBINATION CONCRETE CURB AND GUTTER.
3. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS MAXIMUM IN THE P.C. CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER (STD. 420001). ALL DOWEL BARS 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE CONTRACTION JOINTS. THE DOWEL BARS SHALL BE 1 1/2" DIAMETER FOR THE 8" THICK PAVEMENTS.
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8. THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM PERMISSIBLE WIDTH OF THE CENTER SLAB IS 12 FEET.
9. ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.
10. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
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PAVEMENT JOINT KEY

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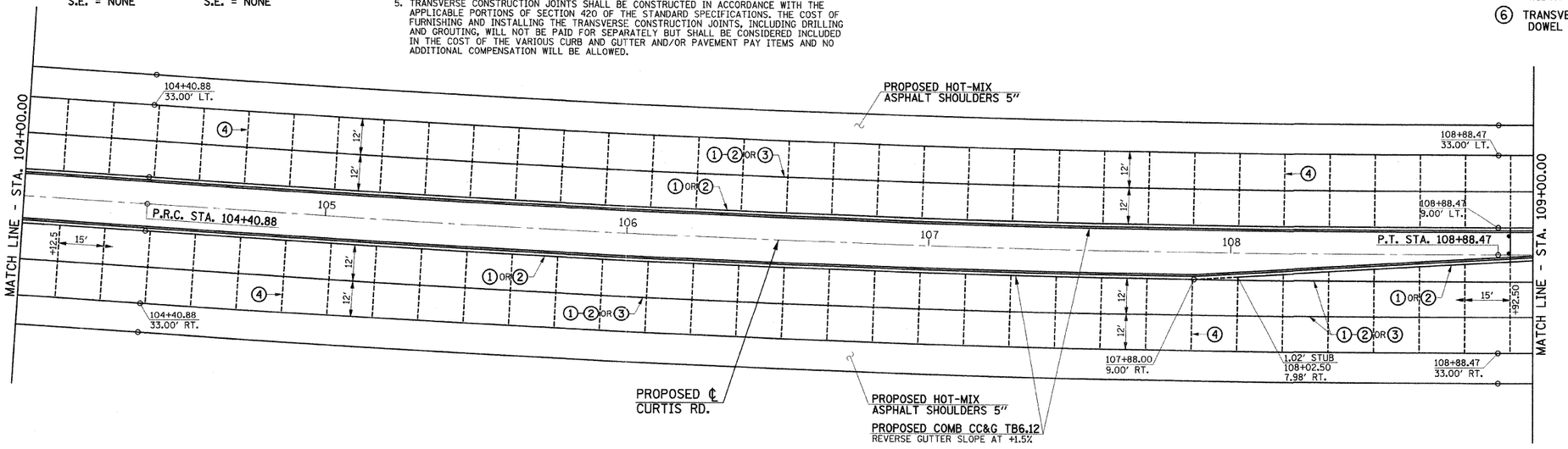

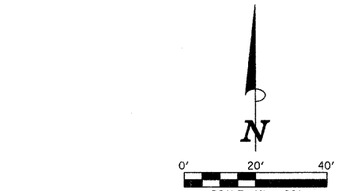

LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
- STAGE CONSTRUCTION LIMITS
- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
SCALE : 1"=20'
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.

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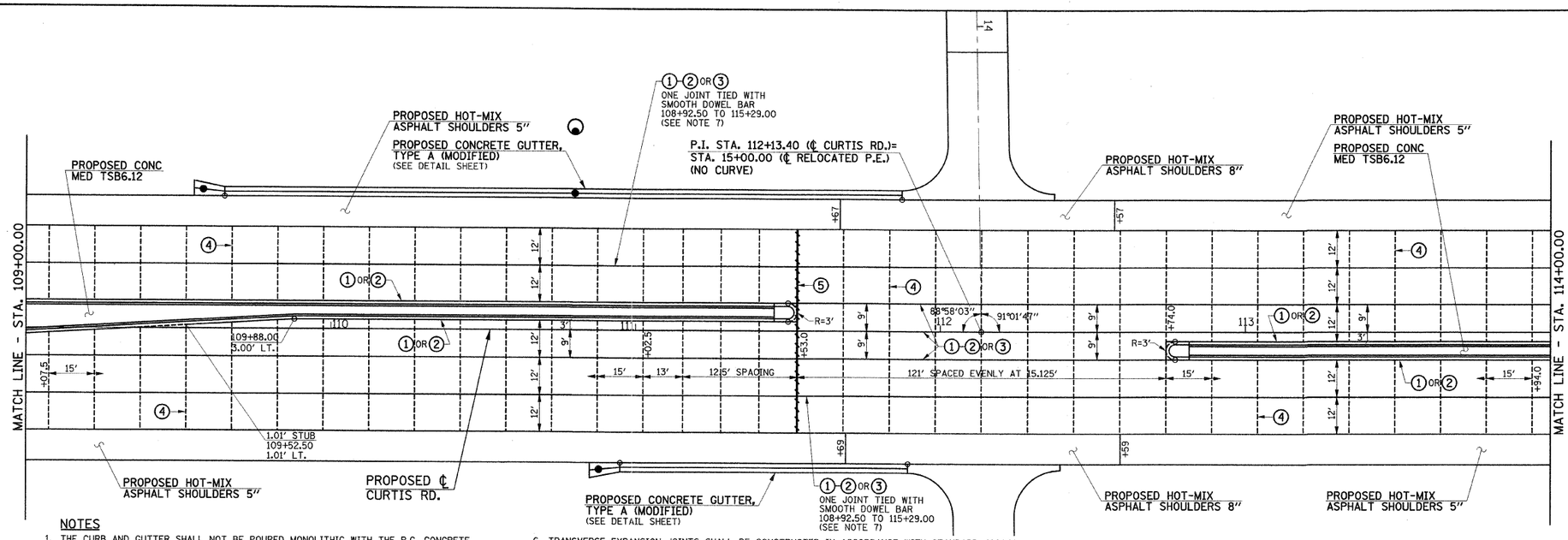
10/2/2008 9:18:06 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	99
STA. 109+00.00	TO STA. 119+00.00			
	ILLINOIS	F.A. PROJ. NO. RS-MPP-1805(001)		

CONTRACT NO. 91368



NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
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PAVEMENT JOINT KEY

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2. LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
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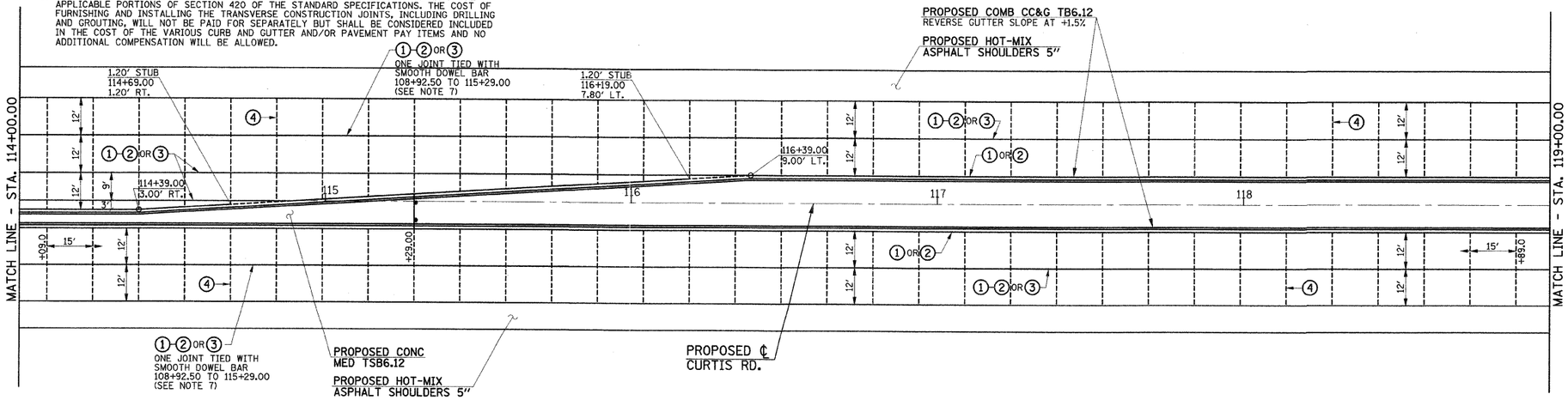

LEGEND

- PROPOSED 1" EXPANSION JOINTS
- PROPOSED LONGITUDINAL JOINTS
- PROPOSED TRANSVERSE CONTRACTION JOINTS
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- PROPOSED INLETS
- PROPOSED MANHOLES

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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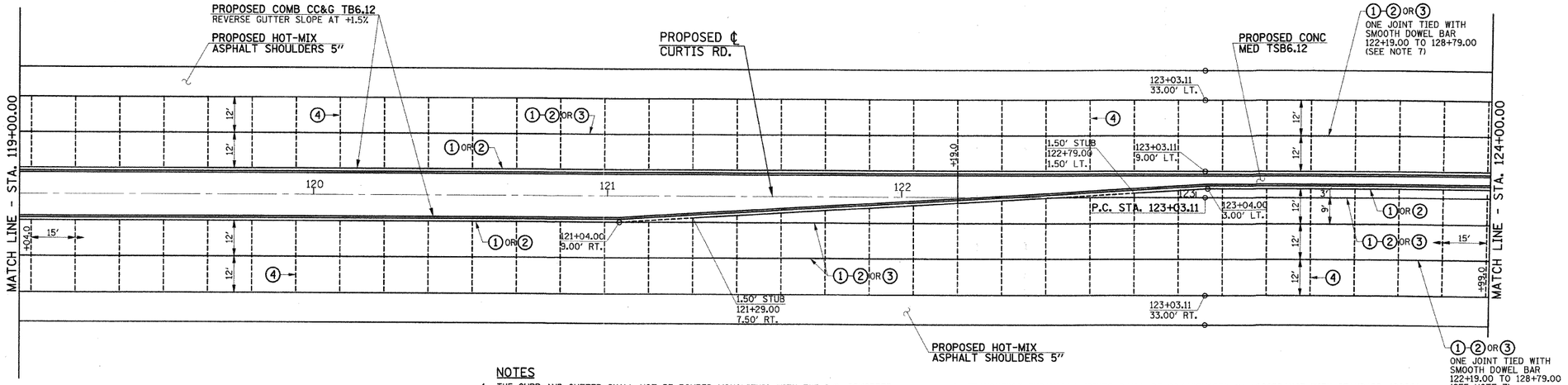
10/2/2008 9:18:07 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	100
STA. 119+00.00	TO STA. 128+50.00			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-1805(001)		

CONTRACT NO. 91368



N

0' 20' 40'

SCALE: 1" = 20'

PROPOSED ℄ CURTIS RD. CURVE DATA	PROPOSED ℄ CURTIS RD. CURVE DATA
P.I. STA. 125+25.18	P.I. STA. 129+69.15
Δ = 3°56'16"	Δ = 3°56'16"
D = 0°53'13"	D = 0°53'13"
T = 222.07'	T = 222.07'
R = 6460.00'	R = 6460.00'
L = 443.97'	L = 443.97'
E = 3.82'	E = 3.82'
P.C. STA. 123+03.11	P.R.C. STA. 127+47.08
P.R.C. STA. 127+47.08	P.T. STA. 131+91.04
S.E. = NONE	S.E. = NONE

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
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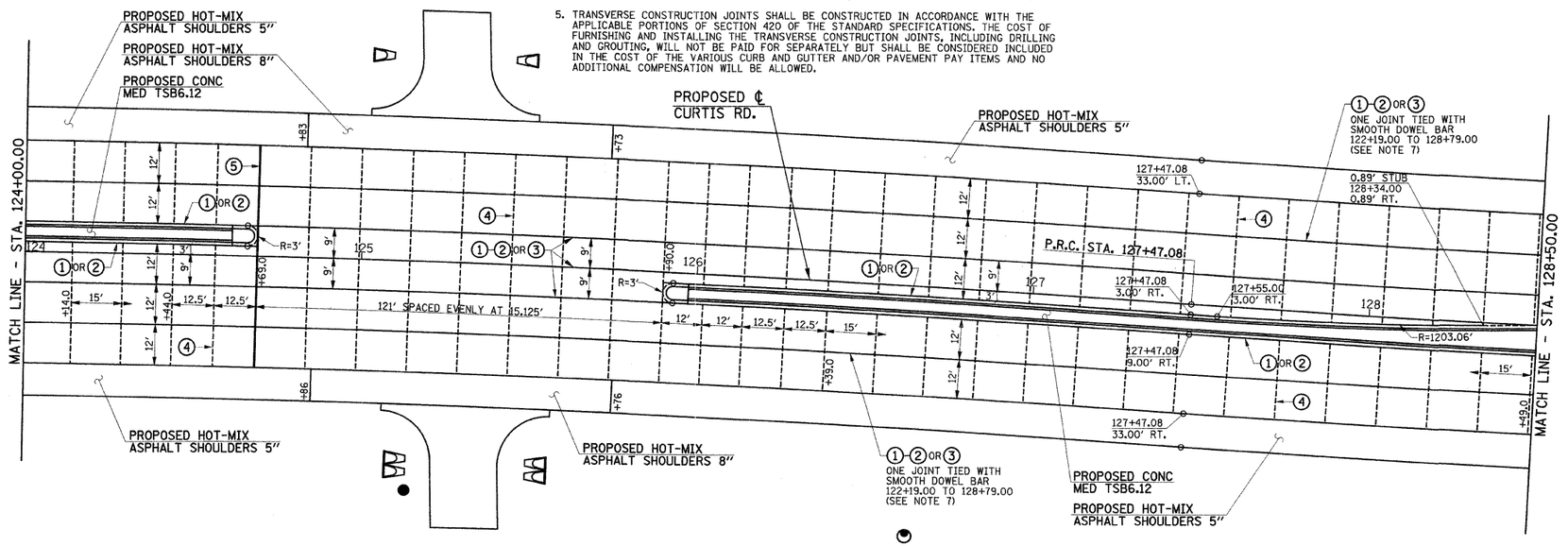

PAVEMENT JOINT KEY

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LEGEND

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- PROPOSED LONGITUDINAL JOINTS
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ILLINOIS DEPARTMENT OF TRANSPORTATION

CURTIS ROAD PAVEMENT JOINT PLANS

DATE : 10-08
DRAWN BY : J.L.B.
CHECKED BY : R.L.H.
SCALE : 1"=20'

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10/2/2008 9:18:08 AM