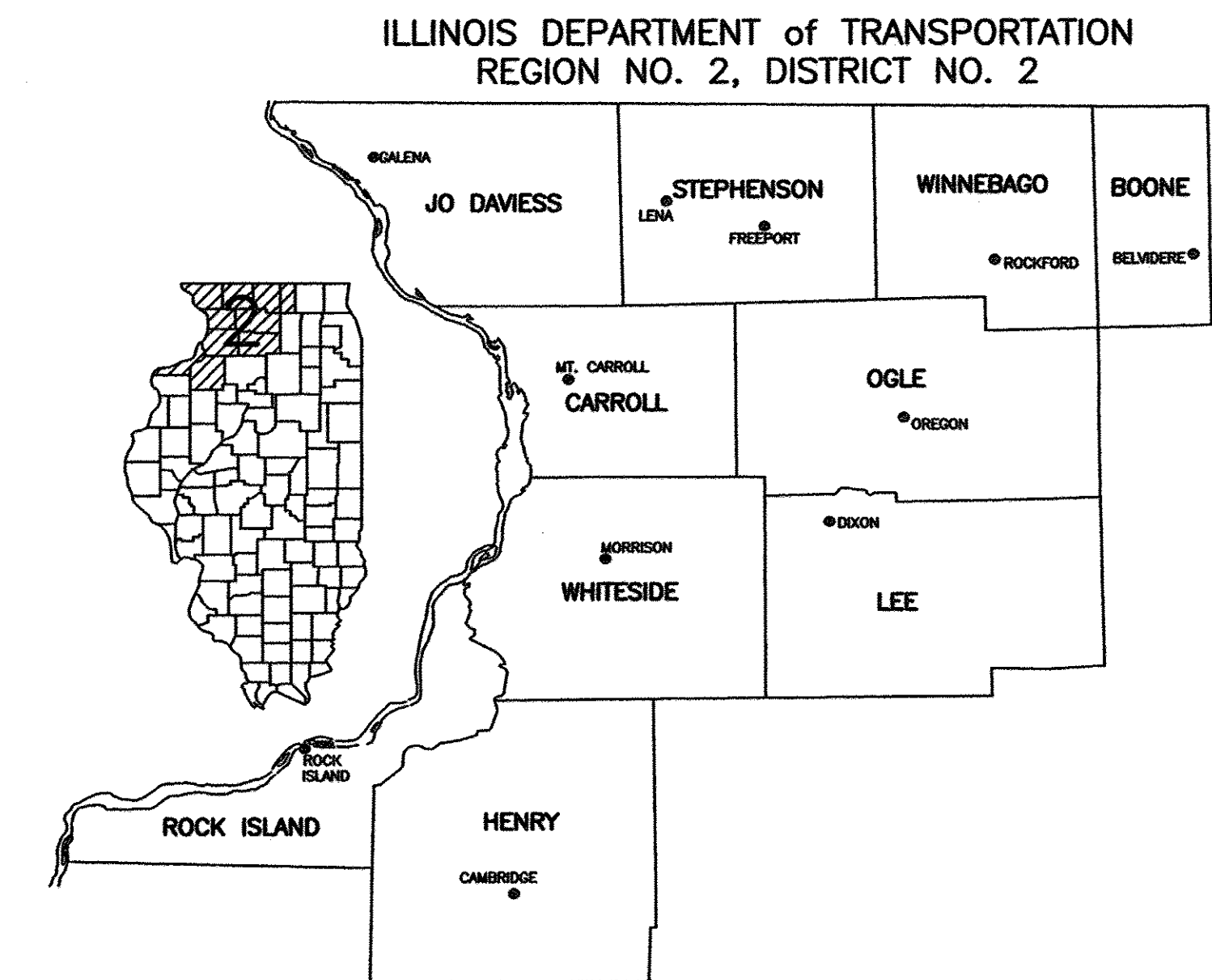


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21	DETAILS
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23	SIDEWALK & DRIVEWAY PAVEMENT PAY AREAS, 35.4

STATE OF ILLINOIS 06-16-2017 LETTING ITEM 238
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SAFE ROUTES TO SCHOOL
FOR
VILLAGE OF PEARL CITY
PEARL CITY, IL



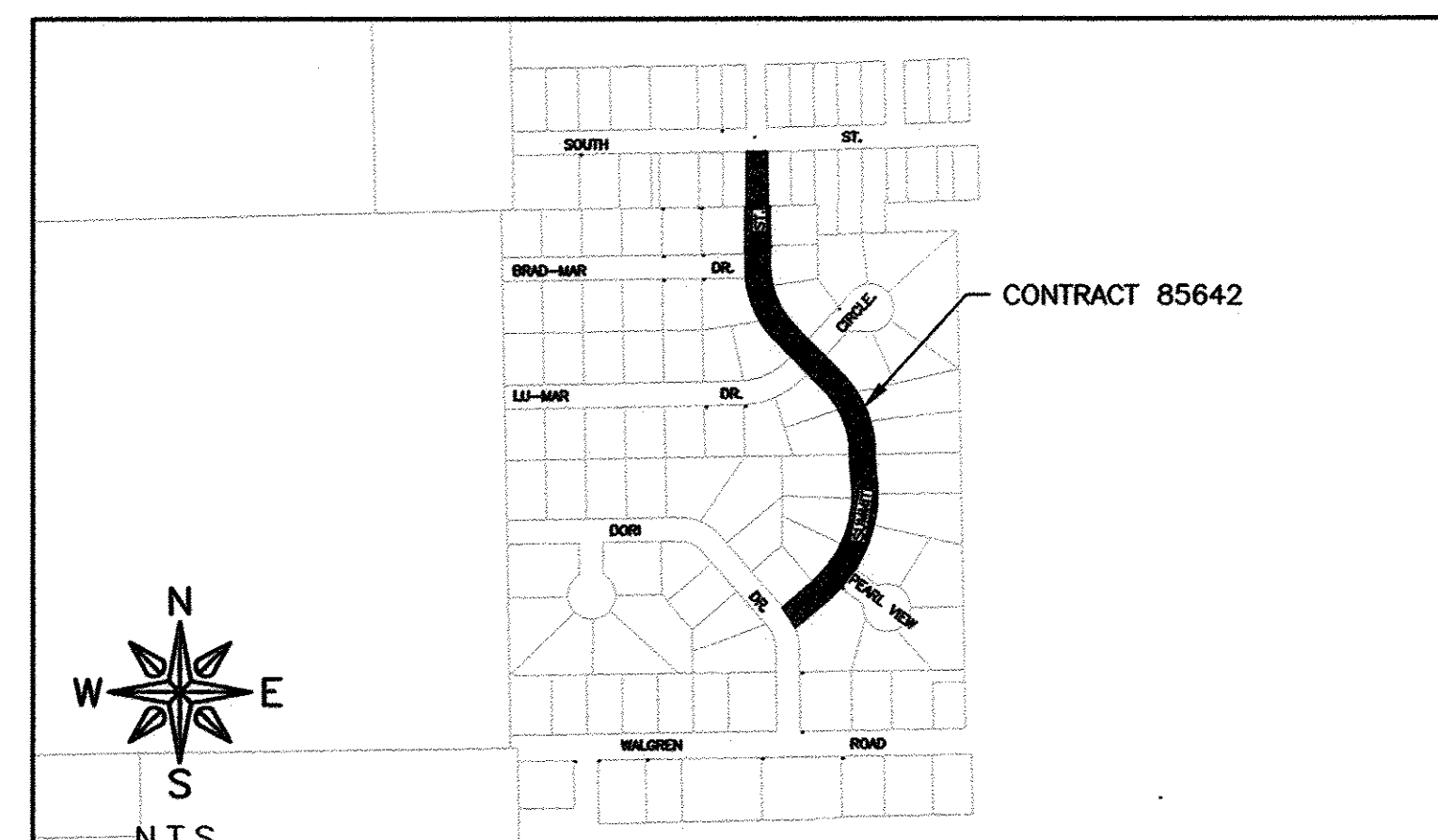
SECTION: 15-00022-00-SW
STEPHENSON COUNTY
PROJECT NUMBER: SRTS-4009(360)
JOB NUMBER: C-92-091-16
CONTRACT NUMBER: 85642



2-8-17
SIGNATURE DATE

STATE STANDARDS

- 424001-09 PERPENDICULAR CURB RAMPS
- 606001-06 CONCRETE TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600mm) FROM PAVEMENT EDGE
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701801-06 SIDEWALK, CORNER, OR CROSSWALK CLOSURE
- 701901-06 TRAFFIC CONTROL DEVICES
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGN MARKERS)



LOCATION MAP

PROJECT LENGTH = 2,860' (0.5 MILES)
FUNCTIONAL CLASS: LOCAL STREET
ADT: WALGREN ROAD = 1,050 (1.0% TRUCKS)
DORI DRIVE = <100 (1.0% TRUCKS)
SUMMIT STREET = <100 (1.0% TRUCKS)
SOUTH STREET = <100 (1.0% TRUCKS)

APPROVED _____ March 8 2017
Robert Knoup
Village President

PASSED _____ March 10 2017
Paul Wagner
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW _____ March 10 2017
Kevin Mardel
DEPUTY DIRECTOR OF HIGHWAYS/REGION 2 ENGINEER

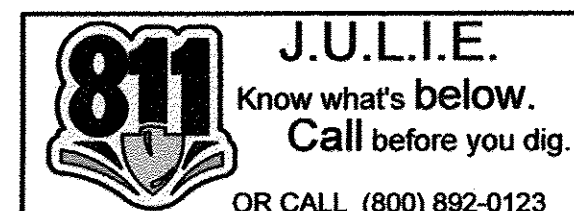
VILLAGE OF PEARL CITY	
BOB KNOUP	PRESIDENT
CHERYL LIEBENSTEIN	CLERK
JAMIE MELVILLE	TREASURER
LARRY JOHNSON	TRUSTEE
DAVE DIXON	TRUSTEE
WILLIAM BACKUS	TRUSTEE
JIM WESTABY	TRUSTEE
BOB ASCHE	TRUSTEE
MAT DIEHL	TRUSTEE
ROB KNOUP	PUBLIC WORKS

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

ILLINOIS IOWA WISCONSIN

ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER: 184003525

REVISIONS	
REV. NO.	DESCRIPTION



GENERAL NOTES

- AS PART OF THE BIDDING PROCEDURE, THE CONTRACTOR SHALL VERIFY THAT THE QUANTITIES FOR PAY ITEMS, AS PRESENTED IN THESE PLAN DOCUMENTS, ARE SUBSTANTIALLY CORRECT. IF DISCREPANCIES ARE DETECTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE DISCREPANCY PRIOR TO THE BID DATE.
- QUANTITIES SHOWN ARE ESTIMATES FOR INFORMATION ONLY. PAYMENT WILL BE BASED ON ACTUAL QUANTITIES MEASURED IN THE FIELD OR ON PAYMENT LIMIT DETAILS.
- SPECIFICATIONS FOR THIS PROJECT ARE ILLINOIS DEPARTMENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION AND THE VILLAGE OF PEARL CITY STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL BE PAID FOR MATERIALS AND EQUIPMENT SUCCESSFULLY INSTALLED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AS MEASURED OR VERIFIED IN PLACE BY THE ENGINEER OR HIS AGENT.
- IN CASE OF CONFLICT BETWEEN THE ABOVE MENTIONED SPECIFICATIONS, THE ENGINEER SHALL DETERMINE WHICH OF THE SPECIFICATIONS SHALL GOVERN. THE ENGINEER'S DECISION SHALL BE FINAL AND NO ADDITIONAL COMPENSATION SHALL BE AWARDED UNLESS APPROVED BY THE ENGINEER.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE OWNER. IMPROVEMENT REPRESENTATIONS AS SHOWN ON THESE PLANS, ARE AS ACCURATE AS POSSIBLE FROM THE INFORMATION AVAILABLE. HOWEVER SOME FIELD REVISIONS MAY BE REQUIRED TO ACCOMMODATE UNFORESEEN CIRCUMSTANCES - THE ENGINEER SHALL BE ADVISED OF ANY NECESSARY REVISIONS WITH SUFFICIENT LEAD TIME ALLOWED TO PROPERLY CONSIDER AND ACT UPON SAID REQUESTS. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED IN CONSTRUCTING THOSE IMPROVEMENTS AS DETAILED IN THIS ENGINEERING PLAN.
- THE ENGINEER SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE OR REJECT THE WORKMANSHIP AND/OR MATERIALS WHICH GO TO MAKE UP IMPROVEMENTS AS DETAILED IN THESE PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.
- GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH STATE STANDARD SPECIFICATIONS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA), AS IT RELATES TO HIS OPERATIONS, REVISED AS OF JULY 1, 1987.
- THE CONTRACTOR SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.
- THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS NOT THE REDUCED SIZE PLANS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCIDENTAL TO THE CONTRACT.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING SIGNAGE IN ACCORDANCE WITH STATE STANDARD SPECIFICATIONS, AND CONSIDER THIS AS INCIDENTAL TO THE CONTRACT.
- OUTSIDE THE EXISTING RIGHT-OF-WAY, THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY SIGNS REMOVED FOR CONSTRUCTION PURPOSES SHALL BE CAREFULLY REMOVED AND RE-ERECTED BY THE CONTRACTOR AT A LOCATION NEAREST TO THE ORIGINAL LOCATION, OR AT A LOCATION DETERMINED BY THE ENGINEER IN THE FIELD. REMOVAL AND RE-ERECTED SIGNS AND ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL ITEMS SHALL INCLUDE ALL THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE. MATERIALS AND LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
- THE CONTRACTOR SHALL CALL THE ATTENTION OF THE ENGINEER TO ANY ERRORS OR DISCREPANCIES WHICH MAY BE SUSPECTED IN LINES AND GRADES, AND SHALL NOT PROCEED WITH THE WORK UNTIL ALL LINES AND GRADES WHICH ARE BELIEVED TO BE IN ERROR HAVE BEEN VERIFIED OR CORRECTED BY THE ENGINEER OR HIS REPRESENTATIVE.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCE OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS - THE CONTRACTOR IS RESPONSIBLE FOR THE ASSESSMENT AND PROPER DISPOSAL OF ALL EXCESS SOIL AND SUBSURFACE MATERIALS THAT ARE NOT ABLE TO BE RE-USED ON THE PROJECT SITE AS SUITABLE CLEAN FILL. CONTRACTOR RESPONSIBILITY'S SHALL INCLUDE ALL REQUIRED SOIL SAMPLING, LABORATORY ANALYSIS, DISPOSAL PROFILING FEES, TRANSPORTATION, AND DISPOSAL TIPPING FEES AND SURCHARGES.

- THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES DURING THE CONSTRUCTION PERIOD.
 - ANY REMOVAL ITEM NOT INCLUDED IN THE QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- CONSTRUCTION STAKING**
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING THE PROPOSED IMPROVEMENTS AND SHALL INCLUDE THE COST OF STAKING IN THEIR QUOTE. CONTROL POINTS ARE INDICATED ON THE PLANS. THE OWNER'S ENGINEER WILL PROVIDE, UPON REQUEST, AN AUTOCAD FILE OF THE PLAN VIEW DRAWINGS TO THE SUCCESSFUL CONTRACTOR FOR USE IN CONSTRUCTION STAKING.

TEMPORARY EROSION CONTROL

- TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- TEMPORARY EROSION CONTROL MEASURES INCLUDE TEMPORARY DITCH CHECKS, PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, AND ANY OTHER TEMPORARY EROSION CONTROL MEASURE NEEDED TO LIMIT THE AMOUNT OF SOIL EROSION AND SEDIMENTATION DURING CONSTRUCTION.
- THE EROSION CONTROL SYSTEM SHALL BE MAINTAINED THROUGHOUT THE COURSE OF THE PROJECT. AFTER EACH SIGNIFICANT RAINFALL EVENT, THE CONTRACTOR SHALL CHECK THE CONDITION OF THE EROSION CONTROL SYSTEM AND CORRECT ANY DEFICIENCIES. THIS SHALL INCLUDE BUT NOT BE LIMITED TO CORRECTING IMPROPER INSTALLATION AND REPAIRING OF THE EROSION CONTROL SYSTEM, REMOVAL OF TRAPPED SEDIMENT, AND CLEANING OF SILT FILTER FENCE AND ALL ROADWAY AND DRIVEWAY CULVERTS. THE COST OF MAINTAINING THE EROSION CONTROL SYSTEM SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR EROSION CONTROL AND SHALL NOT BE PAID FOR SEPARATELY.
- AT THE COMPLETION OF THE PROJECT, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED FROM THE SITE, AND BECOME THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, EQUIPMENT AND ALL OTHER INCIDENTALS TO PROVIDE PROPER EROSION CONTROL AS INDICATED IN THIS PROVISION TO THIS CONTRACT. THIS WORK SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTION 280 OF THE STANDARD SPECIFICATIONS AND THE DETAILS INCLUDED IN THE PLAN AND ALL REQUIREMENTS SET FORTH IN THE GENERAL NPDES PERMIT NO. ILR10. ANY DISTURBED AREAS SHALL BE KEPT TO A PRACTICAL MINIMUM AND SHALL BE TEMPORARILY SEEDDED, MULCHED, SODDED OR PAVED WITHIN 7 CALENDAR DAYS; EXCEPT WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 7 DAYS FROM WHEN ACTIVITIES CEASED, THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE. AT ALL TIMES SILT FENCING OR SEDIMENT CONTROL DEVICES WILL BE IN PLACE DOWNSLOPE OF THE DISTURBED AREAS DURING THE LIFE OF THE CONTRACT.
- WHEN EXCESS TOPSOIL AND EXCAVATED MATERIAL IS REMOVED FROM THE SITE, THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO AVOID TRACKING OR SPILLING DIRT ONTO THE ADJACENT ROADWAYS. IF EXCAVATED MATERIAL IS SPILLED OUTSIDE OF THE JOB SITE, THE CONTRACTOR SHALL REMOVE THE DEBRIS AND CLEAN THE PAVEMENTS TO THE SATISFACTION OF THE OWNER, AND PROPERLY DISPOSE OF THE MATERIAL. AT NO ADDITIONAL COST TO THE OWNER.
- UNTIL SUCH TIME AS THE PROJECT SITE REACHES FINAL STABILIZATION, THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST, REPAIR, OR REPLACE, ALL VEGETATION, EROSION CONTROLS, SEDIMENT CONTROLS, AND ANY OTHER PROTECTIVE MEASURES AS REQUIRED IN ORDER TO MAINTAIN THEIR INTENDED FUNCTION IN A GOOD AND EFFECTIVE OPERATING CONDITION.
- EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER EXPECTED DURING THE CONSTRUCTION PROCESS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE IDENTIFIED IN THE PLANS. THESE DISCHARGES SHALL BE DIRECTED AWAY FROM UNPROTECTED, BARE, OR OTHERWISE UNSTABILIZED SOIL, AND APPROPRIATE POLLUTION PREVENTION MEASURES SHALL BE IMPLEMENTED SO THAT THESE DISCHARGES DO NOT CAUSE EROSION OR DEGRADE THE QUALITY OF RUNOFF FROM THE CONSTRUCTION SITE.
- THE INSPECTOR SHALL HAVE AUTHORIZATION TO DETERMINE THE ADEQUACY OF THE CONTRACTOR'S EROSION CONTROL EFFORTS. THE OWNER OR THE INSPECTOR SHALL HAVE FULL AUTHORITY OVER THE GENERAL CONTRACTOR AND ANY SUBCONTRACTOR TO CAUSE POLLUTANT CONTROL MEASURES TO BE REPAIRED, MODIFIED, MAINTAINED, SUPPLEMENTED, OR WHATEVER ELSE IS NECESSARY IN ORDER TO ACHIEVE EFFECTIVE POLLUTANT CONTROL OR TO SUSPEND OR LIMIT THE CONTRACTORS OPERATIONS PENDING ADEQUATE PERFORMANCE.

RESTORATION

- DISTURBED AREAS ARE LOCATIONS WHERE THE CONTRACTOR'S OPERATIONS HAVE DAMAGED EXISTING GROUND COVER AND/OR TOPSOIL OUTSIDE OF THE LIMITS OF THE TOPSOIL FURNISH AND PLACE.
- THE FINAL TOP 4 INCHES OF SOIL IN ANY DISTURBANCE AREA MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.
- RESTORATION - THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION OF THE IMPROVEMENTS AND RELATED APPURTENANCES OR AS PART OF ANY OF THEIR ACTIVITIES TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION.

SUBGRADES, SUBBASES, AND BASE COURSES

- THE CONTRACTOR WILL BE REQUIRED TO SUBSTANTIATE BASE COURSE THICKNESSES AND FINISH PAVEMENT THICKNESSES. THE ENGINEER SHALL INSPECT BASE COURSE COREOUT PRIOR TO PLACING BASE COURSE TO ENSURE REQUIRED BASE COURSE DEPTH IS PRESENT. IN ADDITION, THE ENGINEER AND/OR THE CITY ENGINEER SHALL WITNESS THE PLACEMENT OF BITUMINOUS BINDER AND SURFACE COURSE. CORE DRILLING MAY BE REQUIRED TO DEMONSTRATE THAT BASE COURSE AND PAVEMENT THICKNESSES CONFORM TO THE SPECIFICATIONS. PRIOR TO PLACING BASE COURSE MATERIAL, THE CONTRACTOR SHALL TEST ROLL THE SUBGRADE, IN THE PRESENCE OF THE ENGINEER OR HIS AGENT TO DEMONSTRATE THAT SAID SUBGRADE IS READY FOR BASE. PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE, THE SAME VERIFICATION PROCEDURE SHALL BE PERFORMED ON THE BASE COURSE MATERIAL. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO PERFORMING ANY OF THE REQUIRED TESTS SO THAT A REPRESENTATIVE MAY BE PRESENT.
- THIS WORK SHALL CONFORM TO SECTION 351 OF THE STANDARD SPECIFICATIONS AND AS SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER. THE OVERALL MINIMUM THICKNESS SHALL BE PER PLAN AND SHALL CONSIST OF GRADATION SPECIFIED IN DETAIL.
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50
HOT-MIX ASPHALT BINDER COURSE, IL-9.5 FG, N50
- TOPSOIL OR OTHERWISE UNSUITABLE SOIL SHALL BE STRIPPED. STOCKPILE TOPSOIL IN AREA APPROVED BY OWNER AND REMOVE UNSUITABLE MATERIAL AND EXCESS SOIL FROM SITE. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A FINAL GRADE THAT IS SUITABLE FOR SEEDING AND LANDSCAPING (MINIMUM OF 4" OF TOPSOIL).
- THE UPPER 12 INCHES OF SUBGRADE BELOW PAVEMENTS, FLOORS, OR NEW FILLS SHALL BE BROUGHT TO WITHIN -2% TO +3% OF OPTIMUM MOISTURE AND COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY. IT MAY BE NECESSARY TO DISK AND AERATE THE EXISTING SOIL TO ACHIEVE OPTIMAL MOISTURE CONTENT.
- NO FILL OR BACKFILL SHALL CONSIST OF OR BE PLACED OVER FROZEN, MUDDY, OR OTHERWISE UNSTABLE MATERIAL.
- ALL FILL OR BACKFILL PLACED BENEATH EXTERIOR PAVED AREAS SHALL BE COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY.
- ALL FILL AND BACKFILL SHALL BE PLACED IN APPROXIMATE 9 INCH LIFTS LOOSE MEASURE FOR COHESIVE SOILS AND UP TO 12 INCHES FOR GRANULAR MATERIAL, EACH LIFT TO BE COMPACTED TO THE SPECIFIED DENSITY PRIOR TO THE PLACEMENT OF ADDITIONAL FILL.
- ANY OVER EXCAVATION OR UNDERCUTTING OF UNSUITABLE MATERIAL SHALL BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 95% OF MAXIMUM DENSITY.
- ALL DENSITY MEASUREMENTS REFERENCED ABOVE SHALL BE IN ACCORDANCE WITH ASTM DESIGNATION D1557 MODIFIED PROCTOR METHOD.

EXCAVATION/EARTHWORK

- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL EXPENSE TO THE OWNER.
- ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO SECTION 440 OF THE IDOT STANDARD SPECIFICATIONS. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWS TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ADDITIONAL SAWING OR RE-SAWING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER WITH NO ADDITIONAL COMPENSATION BEING ALLOWED. THE COST OF SAWCUTTING THE EXISTING PAVEMENT SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PRIOR TO STARTING EARTHWORK OR UTILITY TRENCHING, THE CONTRACTOR SHALL STRIP THE RIGHT-OF-WAY OF TOPSOIL TO A DEPTH AND TO THE LIMITS APPROVED BY THE ENGINEER. THIS MATERIAL SHALL BE STOCKPILED IN A REMOTE LOCATION OF THE SITE (APPROVED BY THE ENGINEER) UNTIL THE PLAN IMPROVEMENTS ARE COMPLETED AND THE EXCESS MATERIAL SPREAD AS DIRECTED. THEN IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SPREAD THIS TOPSOIL MATERIAL IN AREAS OF THE RIGHT-OF-WAY, OVER AREAS WHERE EXCESS EXCAVATED MATERIAL, SAND, GRAVEL HAS BEEN SPREAD OR IN OTHER AREAS AS DESIGNATED BY THE ENGINEER. THE MATERIAL SHALL THEN BE COMPACTED TO A MINIMAL DEPTH OF 4" AND FINE GRADED IN A MANNER ACCEPTABLE TO THE ENGINEER. THIS IS INCIDENTAL.
- ALL EXCAVATIONS SHALL BE KEPT DEWATERED DURING CONSTRUCTION UNTIL BACKFILL IS IN PLACE. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. (COST INCIDENTAL)
- EARTH EXCAVATION SHALL CONFORM TO SECTION 202 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL INCLUDE THE EXCAVATION OF ALL MATERIALS TO DESIGN SUBGRADE ELEVATIONS INDICATED IN THE PLANS.
- TOPSOIL PLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS. PLACEMENT OF TOPSOIL SHALL BE AT A MINIMUM OF 4 INCHES THICK.

ROAD

- SAW CUTTING - THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AND DRIVEWAY PAVEMENT, AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR SO AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED AT CONTRACTORS EXPENSE.



ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
GENERAL NOTES

SET TYPE:
©(3/0/15)15-036(Plan)15-036 PLAN.dwg, NOTES

JOB NUMBER:
15-036

SHEET NUMBER:
2 of 23

ABBREVIATIONS

<	ANGLE
ABC	AGGREGATE BASE COURSE
AC	ACRE(S)
ACI	AMERICAN CONCRETE INSTITUTE
AGR	AGGREGATE
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
ALT	ALTERNATE
ARCH	ARCHITECT
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS
B	BALL VALVE
BFP	BACKFLOW PREVENTER
BIT	BITUMINOUS
BLDG	BUILDING
BLK	BLOCKING
BM	BENCHMARK
BOT	BOTTOM
BSMT	BASEMENT
BV	BUTTERFLY VALVE
B-B	BACK-TO-BACK OF CURB DIMENSION
CL or C	CENTERLINE
C TO C	CENTER TO CENTER
C & G	CURB AND GUTTER
CF	CUBIC FEET
CHD	CHORD LENGTH
CI	CAST IRON PIPE
CHK	CHECK VALVE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CTY	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
C-B	CENTERLINE TO BACK OF CURB DIMENSION
COORD	COORDINATE
CU	COPPER PIPING
CTRS	CENTERS
CY	CUBIC YARDS
CS	CORPORATION STOP
D	DEGREE OF CURVE
DEP	DEPRESSED
DET	DETAIL
DIAG	DIAGONAL
DIM	DIMENSION
DI	DUCTILE IRON PIPE
DN	DOWN
DNSTR	DOWNSIDE
DP	DRAINAGE PIPE/STORM PIPE
DWG	DRAWING
E	EAST
EJ	EXPANSION JOINT
EL	ELEVATION
EP	EDGE OF PAVEMENT
EQUIP	EQUIPMENT
EQUIV	EQUIVALENT
EW	EACH WAY
EXP	EXPANSION
EX, EXIST	EXISTING
EXT	EXTERIOR
E =	EXTERNAL DISTANCE
FD	FLOOR DRAIN
FDN	FOUNDATION
FE	FIELD ENTRANCE
FFL	FINISH FLOOR LEVEL
FIL	FILLET
FIN	FINISH
FL	FLOW LINE
FLR	FLOOR
FM	FORCE MAIN
FND	FOUND
FRMG	FRAMING
FTG	FOOTING
F-F	FACE TO FACE
GA	GAUGE
GI	GALVANIZED IRON PIPE
GRD	GRADE
GRS	GRATING SUPPORT
GRT	GROUT
GV	GAS VALVE
GYP	GYPSONUM
HSE	HOUSE
HC	HORIZONTAL CURVE
HMA	HOT MIX ASPHALT
HNGR	HANGER
HORIZ	HORIZONTAL
H.P.	HIGH POINT
HW	HOT WATER
HHW	HOT WATER HEATER
Δ =	CENTRAL ANGLE
I	MOMENT OF INERTIA
ID	INSIDE DIAMETER
INT	INTERIOR
INV	INVERT ELEVATION; BASED ON BENCH MARK DATUM
IP	IRON PIPE
JST	JOIST
L	LENGTH OF CURVE
LAT	LATERAL
LAV	LAVATORY
LF	LINEAL FEET
L.P.	LOW POINT
LT	LEFT OF SURVEY BASE LINE
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MTL	METAL
N	NORTH
No. or #	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OO	OUTSIDE TO OUTSIDE
OPNG	OPENING
OPR	OPPOSITE
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PDP	PERFORATED DRAIN PIPE

PE	POLYETHYLENE PIPE
PI	POINT OF INTERSECTION
PL	PLATE
PLG	PLUG VALVE
PLP	POLYPROPYLENE PIPE
PLYWD	PLYWOOD
PM	PRINCIPAL MERIDIAN
PR	PRESSURE REGULATORS
PRC	POINT OF REVERSE CURVATURE
PRESS	PRESSURE
PR, PROP	PROPOSED
PRV	PRESSURE REDUCING VALVE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PSL	PIPE SLEEVE
PT	POINT OF TANGENCY
PLG	PLUG VALVE
PVC	POLYVINYL CHLORIDE (PLASTIC) PIPE
R	RADIUS
RDCR	REDUCER
RCCP	REINFORCED CONCRETE CYLINDER PIPE
RCP	REINFORCED CONCRETE PIPE
RD	ROOF DRAIN
REINF	REINFORCING
REQD	REQUIRED
ROW	RIGHT OF WAY
RFTTR	RAFTER
RND	ROUND
RR	RAILROAD
RRSP	RAILROAD SPIKE
RT	RIGHT
R&R	REMOVE AND REPLACE
S	SOUTH
SB	STREAM BED
SCHED	SCHEDULE
SEC	SECTION
SF	SQUARE FEET
SHR	SHOWER
SHT	SHEET
SHTG	SHEATHING
SP	SANITARY PIPE
SPA	SPACING OR SPACES
SPEC	SPECIFICATION
SQ	SQUARE
SS	SANITARY SERVICE
STA	STATION
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL
SW	SIDEWALK
SY	SQUARE YARDS
SYM	SYMMETRICAL
TAN	TANGENT LENGTH
TBC	TOP BACK OF CURB
TBM	TEMPORARY BENCH MARK; BASED ON BENCHMARK DATUM
TD	TILE DRAIN
THK	THICK
TR	TREAD
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
UPSTR	UPSTREAM
UR	URINAL
USGS	US GEOLOGICAL SURVEY
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
VOL	VOLUME
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVATURE
VPT	VERTICAL POINT OF TANGENCY
W	WEST
WC	WATER CLOSET
WF	WIDE FLANGE
WM	WATER MAIN
WMQ	WATER MAIN QUALITY
WV	WATER VALVE
WGT	WEIGHT
WP	WEATHER PROOF
WS	WATER SERVICE
WWF	WELDED WIRE FABRIC
W	WITH
W/O	WITHOUT
XP	EXPLOSION PROOF

HATCH PATTERNS

	EARTH - FILL		BRICK
	EARTH - UNDISTURBED		STEEL
	ROCK (GEOLOGICAL)		INSULATION (LOOSE/ BATT)
	STONE OR RIP RAP		INSULATION (RIGID)
	GRAVEL		WOOD (ROUGH)
	CONCRETE		WOOD (BLOCKING)
	CONCRETE BLOCK		WOOD (FINISH)
	CMU		DETECTABLE WARNING
	ASPHALT PAVEMENT		

SYMBOLS

CIVIL		PROPOSED	
	RIGHT-OF-WAY LINE		PROPOSED R.O.W.
	PROPERTY LINE		
	CENTERLINE		
	SETBACK LINE		
	EASEMENT LINE		
	SECTION LINE		
	SECTION CORNER		
	COORDINATE POINT ON GRID SYSTEM		
	FOUND OR SET PROPERTY PIN		o SET
	RIGHT-OF-WAY MARKER		o SET
	BENCHMARK		
	CONTOUR LINE		600
	SPOT ELEVATION (AT o)		600.00 FG
	FENCE LINE		
	SILT FENCE LINE		
	CURB AND GUTTER		
	TIP OUT CURB AND GUTTER		
	SAWCUT, LIMITS OF PAVEMENT REMOVAL & REPLACEMENT		
	DECIDUOUS TREE W/ SIZE		X"
	CONIFEROUS TREE W/ SIZE		X"
	TREE STUMP		
	HEDGEROW		
	BUSH OR SHRUB		
	TREE LINE		CL
	CONSTRUCTION LIMIT LINE		
	SIGN (MULTIPLE POST, SINGLE POST)		
	SIGN (PYLON)		
	GUARD RAIL		
	RAILROAD TRACKS		
	BUILDING		
	MAILBOX		B

MISC		PROPOSED	
	SOIL BORING LOCATION AND NUMBER		S.B. #XX
	MONITORING WELL		MW #XX
	REVISION NUMBER		
	OUTLINE OF DETAILED AREA		
	SECTION NUMBER		A
	SHEET WHERE SHOWN		S

SANITARY SEWER		PROPOSED	
	SANITARY SEWER		SAN
	SANITARY SEWER SERVICE		
	SANITARY SEWER FORCE MAIN		FM
	SANITARY CLEANOUT		CO
	SANITARY MANHOLE		
	WYE FITTING		

WATER		PROPOSED	
	WATER SERVICE		
	WATER PIPE		
	FIRE HYDRANT		
	YARD HYDRANT		
	WATER VALVE WITH BOX		
	CURB STOP W/CURB BOX		
	REDUCER		
	WATER VALVE VAULT		
	11.25° BEND		
	22.50° BEND		
	45° BEND		
	90° BEND		
	TEE		
	CAP		
	WATER METER		M
	SPRINKLER HEAD		

STORM SEWER		PROPOSED	
	STORM SEWER		
	DITCH LINE (PAVED)		
	DITCH LINE (UNPAVED)		
	STORM MANHOLE		
	CATCH BASIN		
	STORM SEWER INLET		
	STORM SEWER INLET - BEHIND CURB		
	DOWNSPOUT		
	CULVERT AND SIZE		X" TYPE
	RCCP OR RCP EQRS (RCAP) END SECTION		
	METAL OR HDPE END SECTION		
	FLOW DIRECTION		
	INLET PROTECTION		

EROSION CONTROL		PROPOSED	
	EROSION CONTROL BLANKET		
	TEMPORARY AND PERMANENT SEEDING AREA		
	UNDISTURBED AREA		
	STABILIZED CONSTRUCTION ENTRANCE		
	SILT FENCE		
	INLET PROTECTION		
	TEMPORARY SEDIMENT TRAP		
	CULVERT INLET PROTECTION		
	ROCK OUTLET PROTECTION		
	ROCK CHECK DAM - COURSE AGGREGATE		
	ROCK CHECK DAM - RIP RAP		
	DITCH CHECK		

UTILITY		PROPOSED	
	FIBER OPTIC LINE		
	UNDERGROUND TV CABLE		
	CABLE TV RISER PEDESTAL		
	OVERHEAD UTILITY		
	UNDERGROUND ELECTRIC		
	ELECTRIC RISER PEDESTAL		
	ELECTRIC MANHOLE		E
	UNDERGROUND TELEPHONE		
	TELEPHONE RISER PEDESTAL		
	UTILITY POLE		
	UTILITY POLE W/ METER		
	UTILITY POLE W/ TRANSFORMER		
	UTILITY POLE W/ LIGHT		
	UTILITY POLE WITH GUY WIRE AND ANCHOR		
	LIGHT (MAST MOUNTED)		
	LIGHT POLE (SINGLE FIXTURE)		
	YARD LIGHT		
	GAS MAIN		
	GAS METER		M
	GAS VALVE		

TRAFFIC RELATED		PROPOSED	
	CONTROLLER		
	MAST ARM ASSEMBLY AND POLE		
	SIGNAL HEAD AND POST		
	SIGNAL HEAD		
	PEDESTRIAN HEAD		
	PEDESTRIAN PUSH-BUTTON		
	HAND HOLE		
	DOUBLE HAND HOLE		
	HAND HOLE OR JUNCTION BOX		
	HEAVY-DUTY HAND HOLE		
	EXISTING CONDUIT (LENGTH AND SIZE) PROP GALVANIZED STEEL OR PVC CONDUIT UPPER MATERIAL INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH "P" INDICATED CONDUIT PUSHED LOWER NUMERAL INDICATES SIZE AND TYPE		5' - T 2" GS-PVC
	LUMINAIRE		
	ARROW - THROUGH, TURN LEFT		
	ARROW - THROUGH		
	ARROW - TURN LEFT		
	ARROW - TURN RIGHT		
	ONE DIRECTION TURN ONLY		
	HANDICAPPED PARKING STALL		
	TRAFFIC DETECTOR LOOP		
	TRAFFIC CONTROL BOX		

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003525
PLOT DATE: 3/8/17 © 2017 FEHR GRAHAM

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING: STANDARD LEGEND
SET TYPE: ©\CSD\15-036\Plan\15-036 PLAN.dwg, LEGEND

JOB NUMBER:
15-036
SHEET NUMBER:
3 of 23

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE: 0021

S.P.	PAY ITEMS	ITEMS	UNIT	TOTAL
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	14
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNITS	34
*	20101400	NITROGEN FERTILIZER	LBS	29
*	20101500	PHOSPHORUS FERTILIZER	LBS	29
*	20101600	POTASSIUM FERTILIZER	LBS	29
*	25200100	SODDING	SY	2375
*	25200200	SUPPLEMENTAL WATERING	UNITS	7
	28000250	TEMPORARY EROSION CONTROL SEEDING	LBS	49
	28000400	PERIMETER EROSION BARRIER	FT	979
	28000500	INLET AND PIPE PROTECTION	EA	5
*	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6-INCH	SY	637
*	42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH	SF	5802
*	42400800	DETECTABLE WARNINGS	SF	100
	44000200	DRIVEWAY PAVEMENT REMOVAL	SY	637
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FT	53
*	44000600	SIDEWALK REMOVAL	SF	454
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTION 12"	EA	4
	550A0050	STORM SEWER, CLASS A, TYPE 1 12"	FT	61
Δ	56400400	FIRE HYDRANTS TO BE RELOCATED	EA	2
	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EA	4
	60255500	MANHOLES TO BE ADJUSTED	EA	1
*	60609800	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18	FT	53
	67100100	MOBILIZATION	LS	1
Δ	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FT	426
Δ	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FT	84
*	X0322936	REMOVE EXISTING FLARED END SECTION	EA	1
*	X0326458	PAVEMENT REPLACEMENT SPECIAL	SY	13
*	X0326806	WASHOUT BASIN	LS	1
*	X2020410	EARTH EXCAVATION SPECIAL	CY	150
*	X2040805	FURNISHED EXCAVATION, SPECIAL	CY	250
*	X6024240	INLETS, SPECIAL	EA	4
*	X7010216	TRAFFIC CONTROL AND PROTECTION SPECIAL	LS	1
*	X8130110	JUNCTION BOX, SPECIAL	EA	1

Δ SPECIALTY ITEMS

BENCHMARK TABLE

POINT NUMBER	EASTING	NORTHING	ELEVATION	DESCRIPTION
2	2387478.19'	2037454.98'	873.26'	GPS CNTRL PNT +CPRB
3	2387821.37'	2037457.59'	869.17'	GPS CNTRL PNT +CPRB
4	2388120.01'	2037432.37'	863.62'	GPS CNTRL PNT +CPRB
5	2388088.30'	2037779.57'	859.27'	GPS CNTRL PNT +CPRB
6	2388297.68'	2038084.98'	852.49'	GPS CNTRL PNT +CPRB
7	2388210.92'	2038392.22'	853.61'	GPS CNTRL PNT +CPRB
8	2388024.37'	2038722.59'	860.24'	GPS CNTRL PNT +CPRB
9	2388053.41'	2039036.43'	860.12'	GPS CNTRL PNT +CPRB
10	2387786.19'	2039018.91'	859.52'	GPS CNTRL PNT +CPRB
11	2387368.74'	2039037.32'	846.32'	GPS CNTRL PNT +CPRB
50	2388030.73'	2038829.28'	862.15'	SRVY WORK PNT +CPPK
51	2388137.84'	2038433.65'	854.43'	SRVY WORK PNT +CPPK

UTILITIES

UTILITY TYPE	COMMON NAME	ADDRESS	CONTACT/TELEPHONE NUMBER
WATER & SEWER	VILLAGE OF PEARL CITY	302 STATION ST., PEARL CITY, IL 61062	815-443-2141
ELECTRIC	COMED CO.	123 ENERGY AVE., ROCKFORD, IL	800-334-7661
TELEPHONE	FRONTIER	112 W. ELM ST., SYCAMORE, IL 60178	815-895-1532
GAS	NICOR GAS CO.	4651 LINDEN RD., ROCKFORD, IL	CONNIE LANE/630-388-3830
CABLE	MEDIACOM	112 N. 2nd ST., CLINTON, IA 52732	GREG BUBENYAK/563-243-2254
COMMUNICATIONS	IFIBER	P.O. BOX 755, SYCAMORE, IL 60178	815-753-8113

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

ILLINOIS
IOWA
WISCONSIN

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302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SUMMARY OF QUANTITIES, BENCHMARKS, &
UTILITIES

SET TYPE:
C:\330\15\15-036\Plans\15-036 PLAN.dwg, QUANTITY

JOB NUMBER:
15-036

SHEET NUMBER:
4 of 23

56500600 DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	
STATION	EACH
103+75 (RT)	1
110+23 (RT)	1
110+24 (RT)	1
111+44 (RT)	1
TOTAL	4

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
STATION	UNIT
113+44 (RT)	14
TOTAL	14

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)	
STATION	UNIT
103+80 (RT)	18
113+11 (RT)	16
TOTAL	34

44000200 DRIVEWAY PAVEMENT REMOVAL	
STATION TO STATION	SQ. YD.
102+60 - 102+86 (RT)	57
103+82 - 104+10 (RT)	55
104+76 - 104+94 (RT)	43
105+09 - 105+41 (RT)	63
105+81 - 106+09 (RT)	54
107+19 - 107+48 (RT)	53
109+37 - 109+66 (RT)	68
110+80 - 111+10 (RT)	56
111+79 - 112+17 (RT)	81
112+52 - 113+10 (RT)	107
TOTAL	637

44000500 COMBINATION CURB & GUTTER REMOVAL	
STATION	FT
206+14 - 206+21 (RT)	10
206+15 - 206+22(LT)	14
206+54 - 206+65 (RT)	17
206+55 - 206+63 (LT)	12
TOTAL	53

56400400 FIRE HYDRANTS TO BE RELOCATED	
STATION	EACH
100+17 (RT)	1
102+25 (RT)	1
TOTAL	2

60255500 MANHOLES TO BE ADJUSTED	
STATION	EACH
104+07 (RT)	1
TOTAL	1

X0322936 REMOVE EXISTING FLARED END SECTION	
STATION	EACH
100+22 (RT)	1
TOTAL	1

44000600 SIDEWALK REMOVAL	
STATION	SQ. FT.
205+93 - 206+20 (RT)	168
206+16 - 206+20 (LT)	56
206+55 - 206+77 (RT)	102
206+56 - 206+76 (LT)	128
TOTAL	454

78005130 EPOXY PAVEMENT MARKING - LINE 6"	
STATION	FT
101+97 (LT)	62
107+99 (RT)	51
113+61 (LT/RT)	69
206+18 (LT/RT)	93
206+39 (LT)	66
206+61 (LT/RT)	85
TOTAL	426

78005180 EPOXY PAVEMENT MARKING - LINE 24"	
STATION	FT
102+03 (RT)	11
108+05 (RT)	10
113+54 (RT)	12
206+11 (RT)	19
206+32 (LT)	15
206+68 (LT)	17
TOTAL	84

54213657 PRECAST REINFORCED CONCRETE FLARED END SECTION 12"	
STATION	EACH
100+07 (RT)	1
101+80 (RT)	1
107+78 (RT)	1
108+22 (RT)	1
TOTAL	4

X0326458 PAVEMENT REPLACEMENT SPECIAL	
STATION	SQ. YD.
206+14 - 206+21 (RT)	3
206+15 - 206+22 (LT)	3
206+54 - 206+65 (RT)	4
206+55 - 206+63 (LT)	3
TOTAL	13

42400800 DETECTABLE WARNINGS	
STATION	SQ. FT.
101+79 (RT)	10
102+13 (RT)	10
107+86 (RT)	10
108+16 (RT)	10
206+19 (LT)	14
206+17 (RT)	13
206+58 (LT)	15
206+60 (RT)	18
TOTAL	100

42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6-INCH	
STATION TO STATION	SQ. YD.
102+59 - 102+91 (RT)	57
103+80 - 104+09 (RT)	55
104+71 - 104+99 (RT)	43
105+14 - 105+36 (RT)	63
105+85 - 106+03 (RT)	54
107+22 - 107+41 (RT)	53
109+41 - 109+64 (RT)	68
110+85 - 111+06 (RT)	56
111+82 - 112+14 (RT)	81
112+52 - 113+06 (RT)	107
TOTAL	637

28000500 INLET AND PIPE PROTECTION	
STATION	EACH
100+22 (RT)	1
101+56 (RT)	1
103+35 (RT)	1
107+78 (RT)	1
108+22 (RT)	1
TOTAL	5

X6024240 INLETS, SPECIAL	
STATION	EACH
101+56 (RT)	1
103+35 (RT)	1
107+78 (RT)	1
108+22 (RT)	1
TOTAL	4

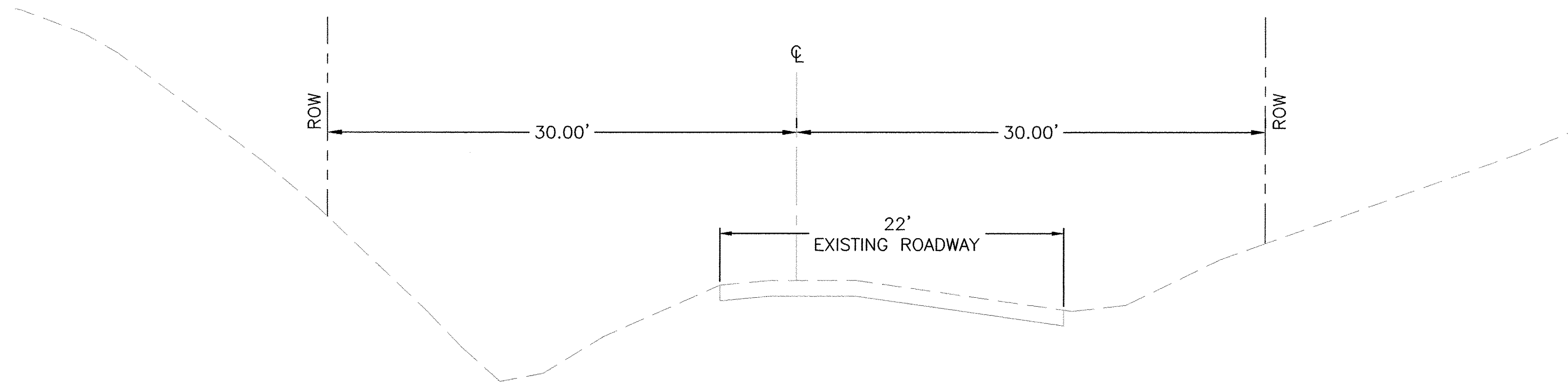
42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5-INCH		
STATION TO STATION	WIDTH	SQ. FT.
100+16 - 101+80 (RT)	5	846
102+10 - 102+64 (RT)	5	298
102+86 - 103+85 (RT)	5	538
104+04 - 104+75 (RT)	5	362
104+93 - 105+14 (RT)	5	102
105+36 - 105+85 (RT)	5	268
106+03 - 107+22 (RT)	5	652
107+41 - 107+88 (RT)	5	233
108+14 - 109+41 (RT)	5	606
109+64 - 110+85 (RT)	5	549
111+06 - 111+82 (RT)	5	389
112+14 - 112+52 (RT)	5	189
113+06 - 113+59 (RT)	5	270
205+93 - 206+20 (RT)	5	192
206+16 - 206+21 (RT)	5	67
206+55 - 206+77 (RT)	5	99
206+56 - 206+76 (RT)	5	142
TOTAL		5802

X8130110 JUNCTION BOX, SPECIAL	
STATION	EACH
100+22 (RT)	1
TOTAL	1

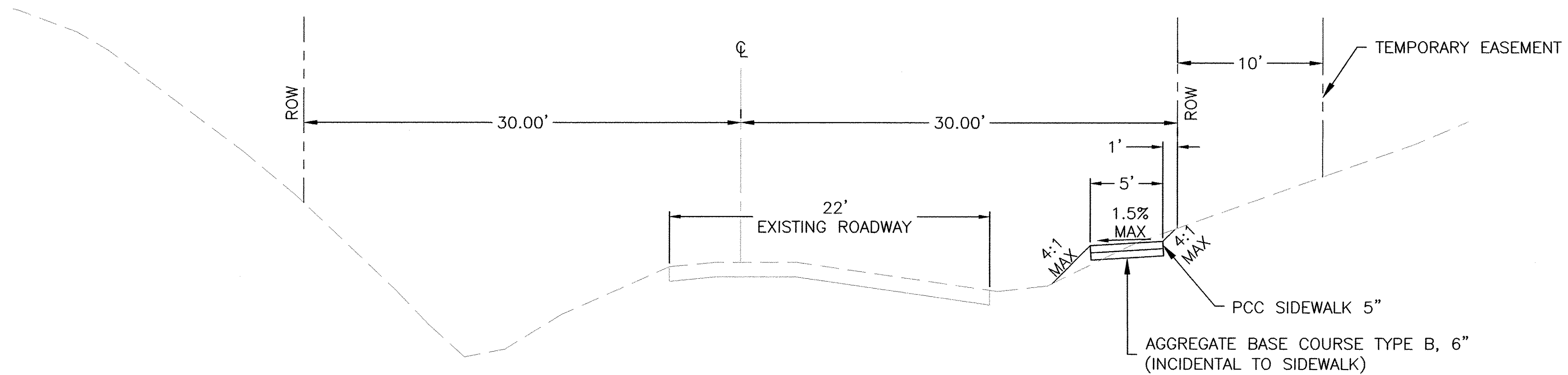
550A0050 STORM SEWER, CLASS A, TYPE 1 12"	
STATION	FT
100+17 (RT)	14
101+68 (RT)	22
107+78 (RT)	13
108+22 (RT)	12
TOTAL	61

60609800 COMBINATION CURB & GUTTER, TYPE M-6.18	
STATION	FT
206+14 - 206+21 (RT)	10
206+15 - 206+22 (LT)	14
206+54 - 206+65 (RT)	17
206+55 - 206+63 (LT)	12
TOTAL	53

REVISIONS		
REV. NO.	DESCRIPTION	DATE



EXISTING CROSS-SECTION SUMMIT STREET
STA. 100+00 TO STA. 114+00
N.T.S.



PROPOSED CROSS-SECTION SUMMIT STREET
STA. 100+00 TO STA. 114+00
N.T.S.

FEHR GRAHAM

ENGINEERING & ENVIRONMENTAL

ILLINOIS DESIGN FIRM NO. 184-003525

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

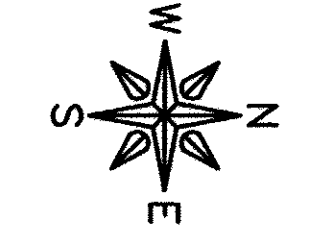
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
TYPICAL SECTIONS

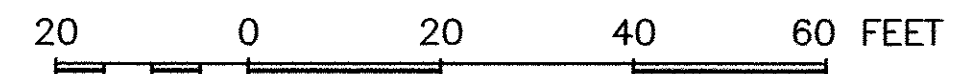
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JOB NUMBER:
15-036

SHEET NUMBER:
6 of 23



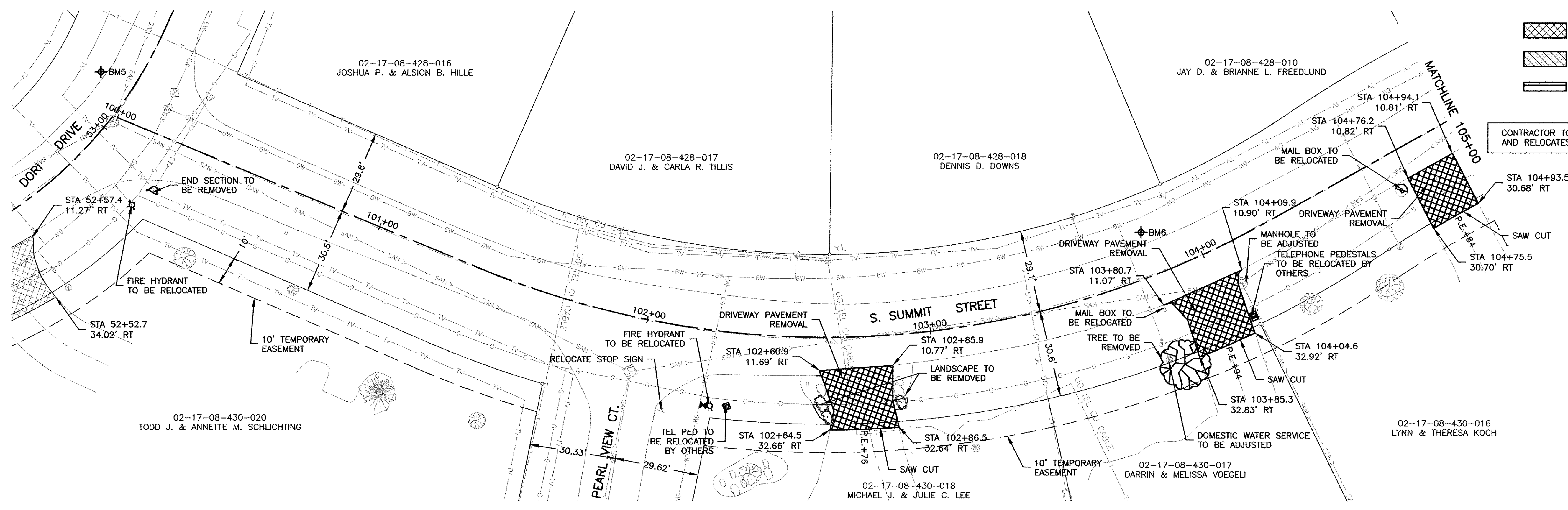
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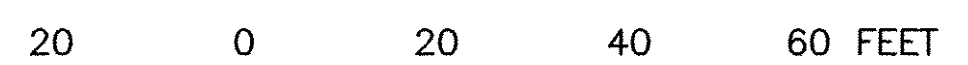
LEGEND

- = CONCRETE REMOVAL
- = HMA REMOVAL
- = CURB AND GUTTER REMOVAL

CONTRACTOR TO COORDINATE ALL UTILITY REMOVAL AND RELOCATES WITH APPROPRIATE UTILITY COMPANIES



SCALE: 1" = 20'



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

ILLINOIS
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SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

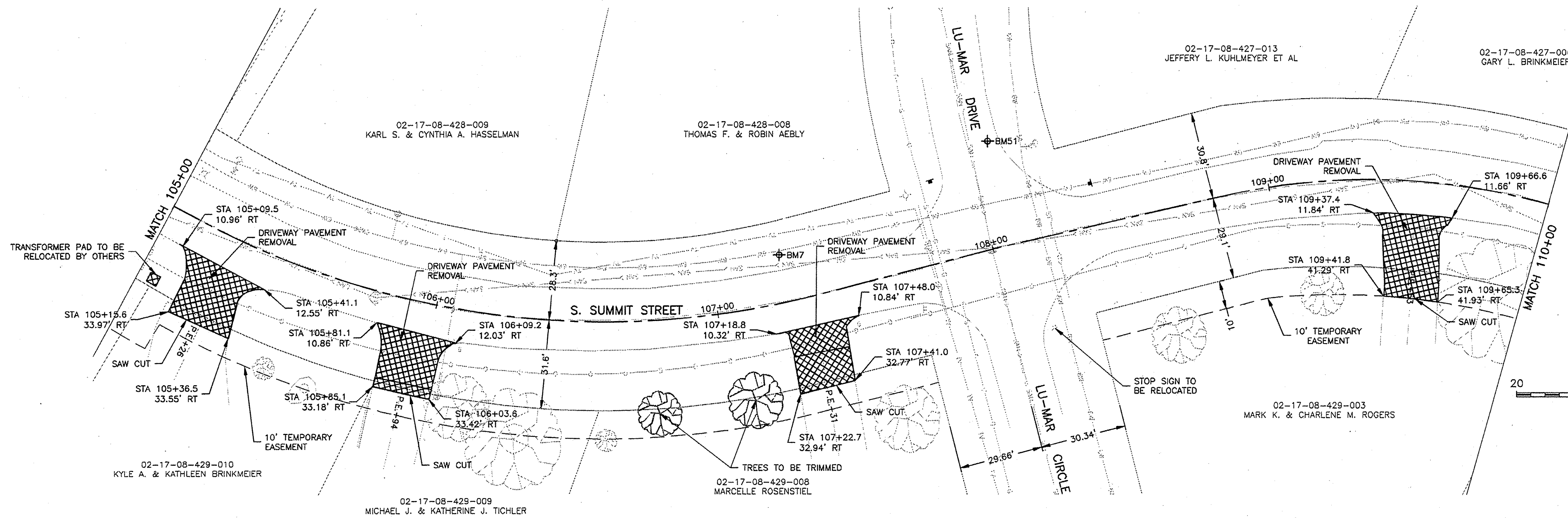
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
REMOVAL SUMMIT STA 100+00 TO 105+00

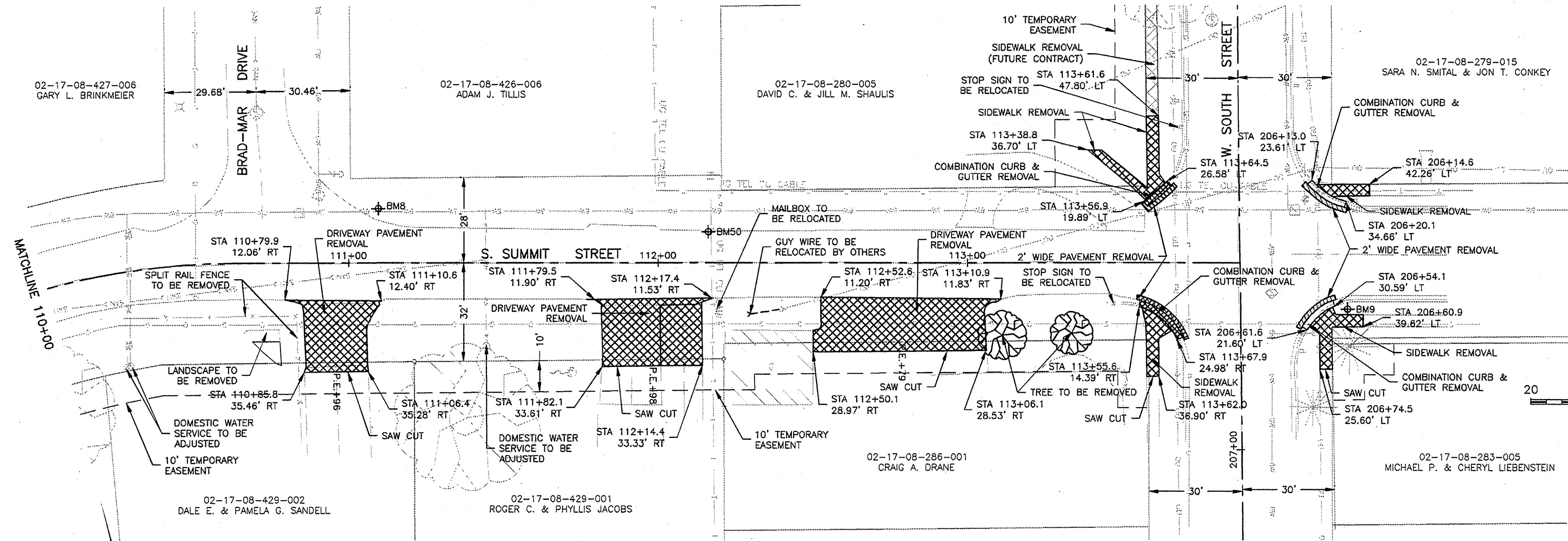
SET TYPE:
G:\CSD\15-00022\Plan\15-036 PLAN.dwg, REMOVALS (2)

JOB NUMBER:
15-036

SHEET NUMBER:
7 of 23



SCALE: 1" = 20'
0 20 40 60 FEET



SCALE: 1" = 20'
0 20 40 60 FEET

LEGEND

- = CONCRETE REMOVAL
- = HMA REMOVAL
- = CURB AND GUTTER REMOVAL

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

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IOWA
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302 STATION STREET
PEARL CITY, IL 61062

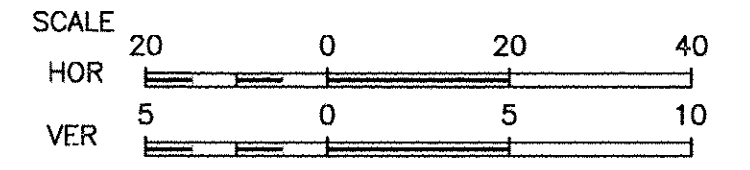
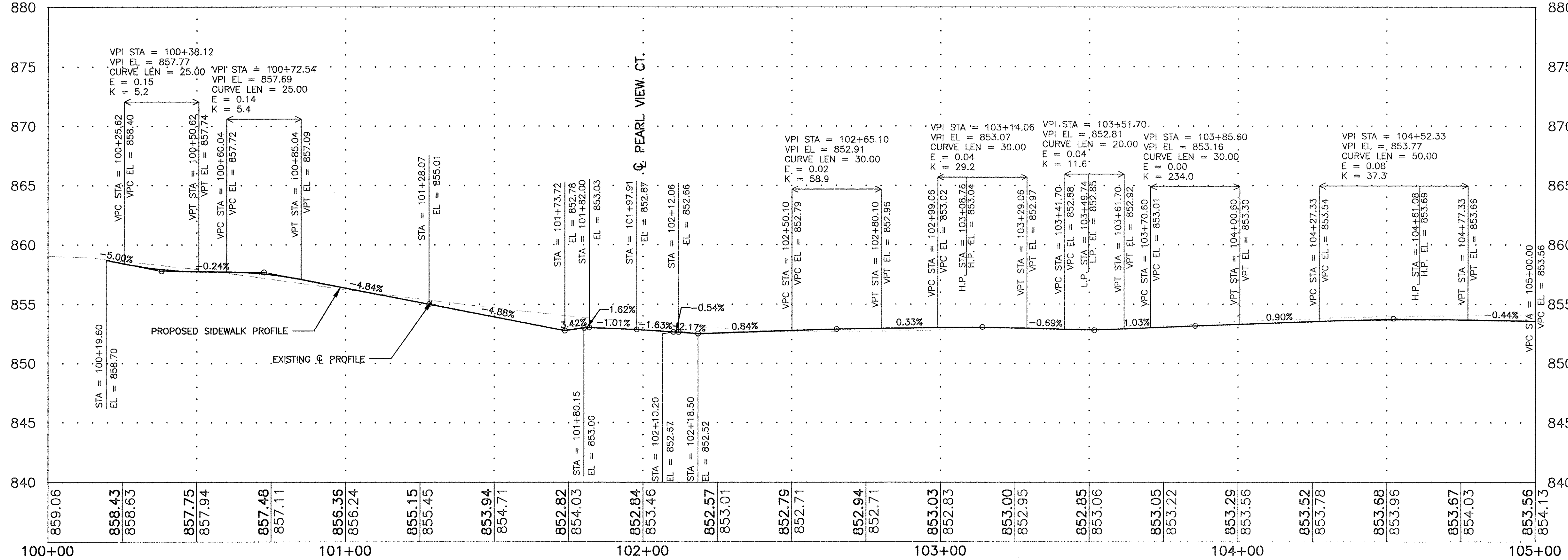
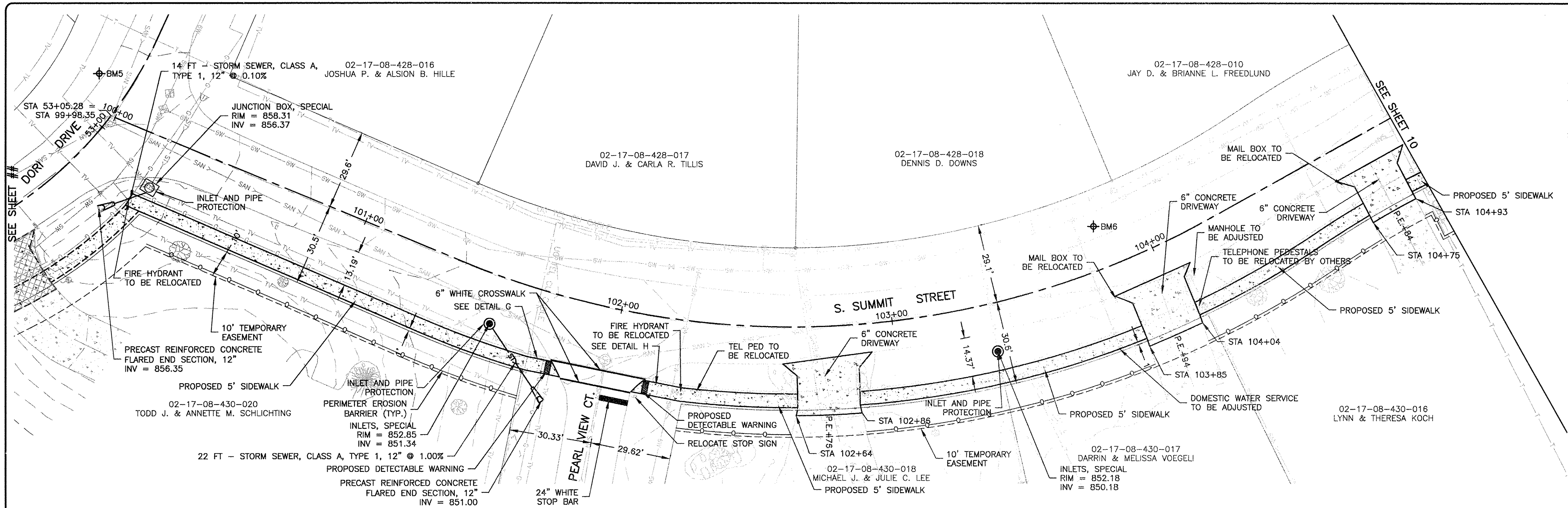
PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
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JOB NUMBER:
15-036
SHEET NUMBER:
8 of 23



LEGEND

- = PROPOSED CONCRETE
- = PROPOSED HMA
- = PROPOSED CURB AND GUTTER

BENCHMARK TABLE

PNT No.	EASTING	NORTHING	PNT EL.	DESCRIPTION
5	2388088.30'	2037779.57'	859.27'	GPS CNTRL PNT +CPRB
6	2388297.68'	2038084.98'	852.49'	GPS CNTRL PNT +CPRB

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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

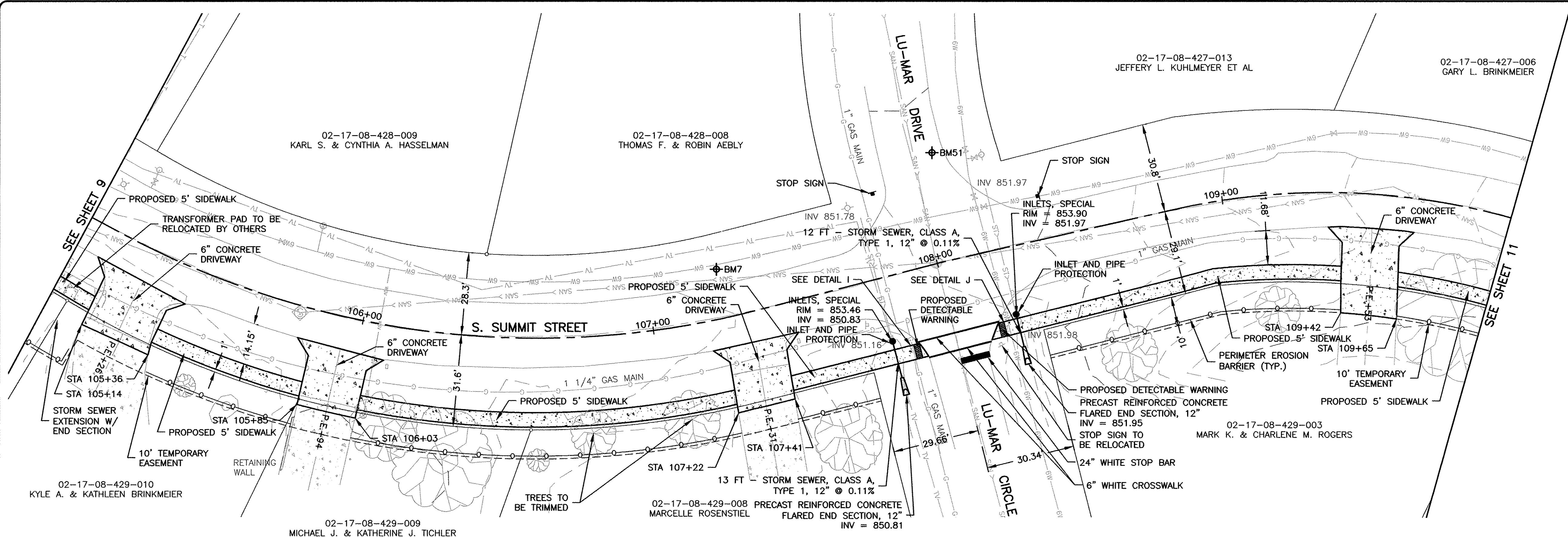
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SUMMIT STREET PLAN & PROFILE
STA 100+00 TO 105+00

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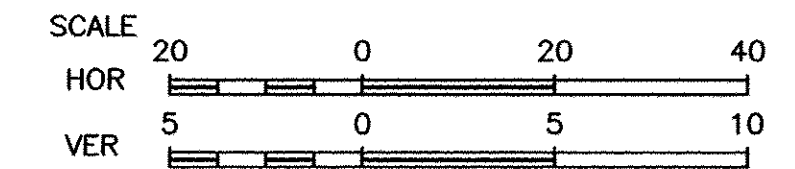
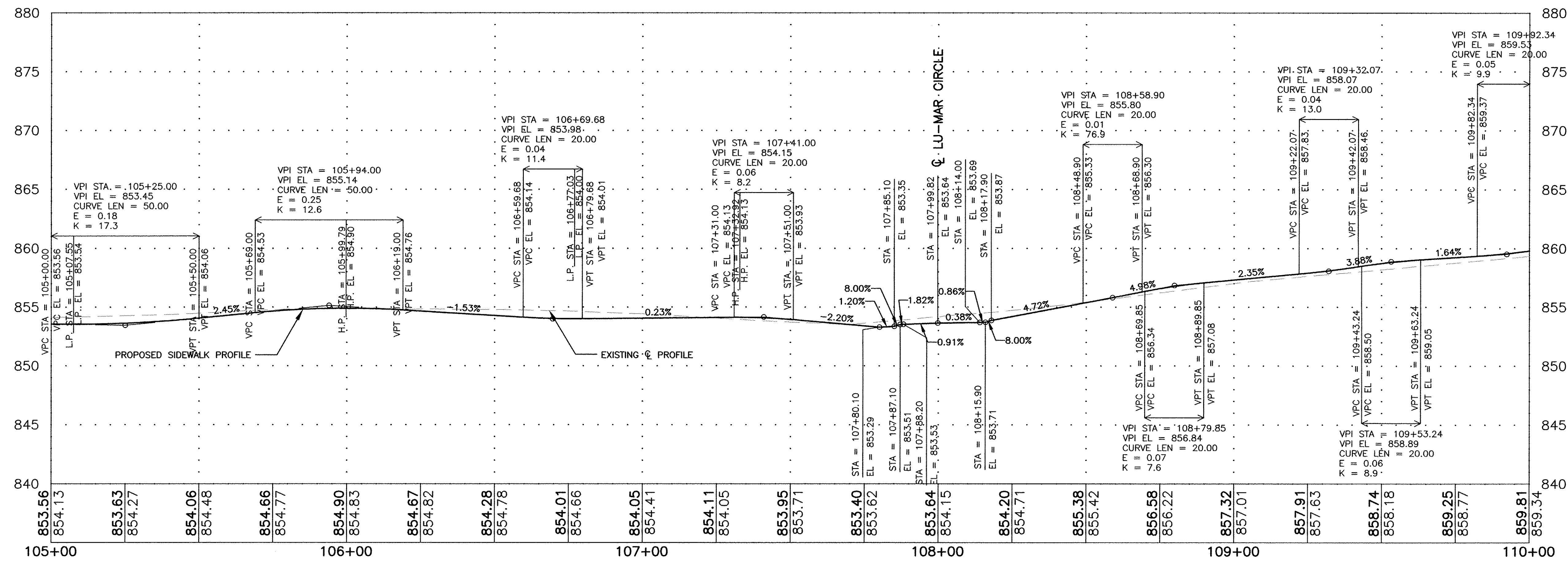
JOB NUMBER:
15-036

SHEET NUMBER:
9 of 23



LEGEND

- = PROPOSED CONCRETE
- = PROPOSED HMA
- = PROPOSED CURB AND GUTTER



BENCHMARK TABLE

PNT No.	EASTING	NORTHING	PNT EL	DESCRIPTION
7	2388210.92'	2038392.22'	853.61'	GPS CNTRL PNT +CPRB
51	2388137.84'	2038433.65'	854.43'	SRVY WORK PNT +CPPK

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ILLINOIS IOWA WISCONSIN

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302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS

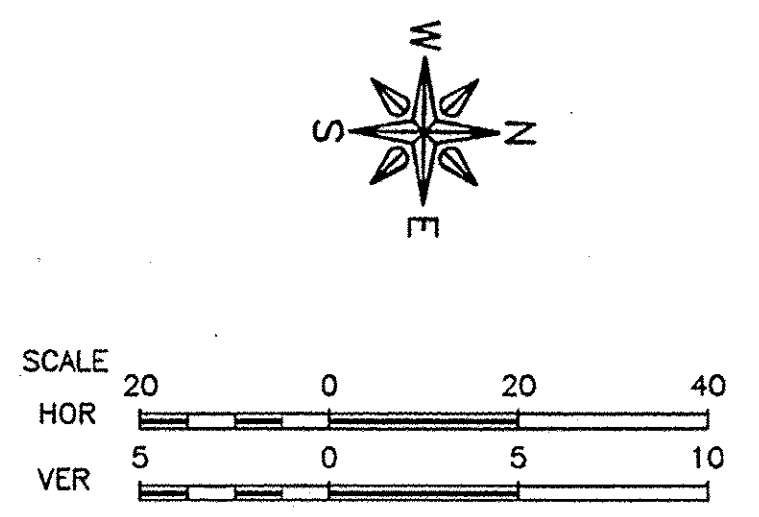
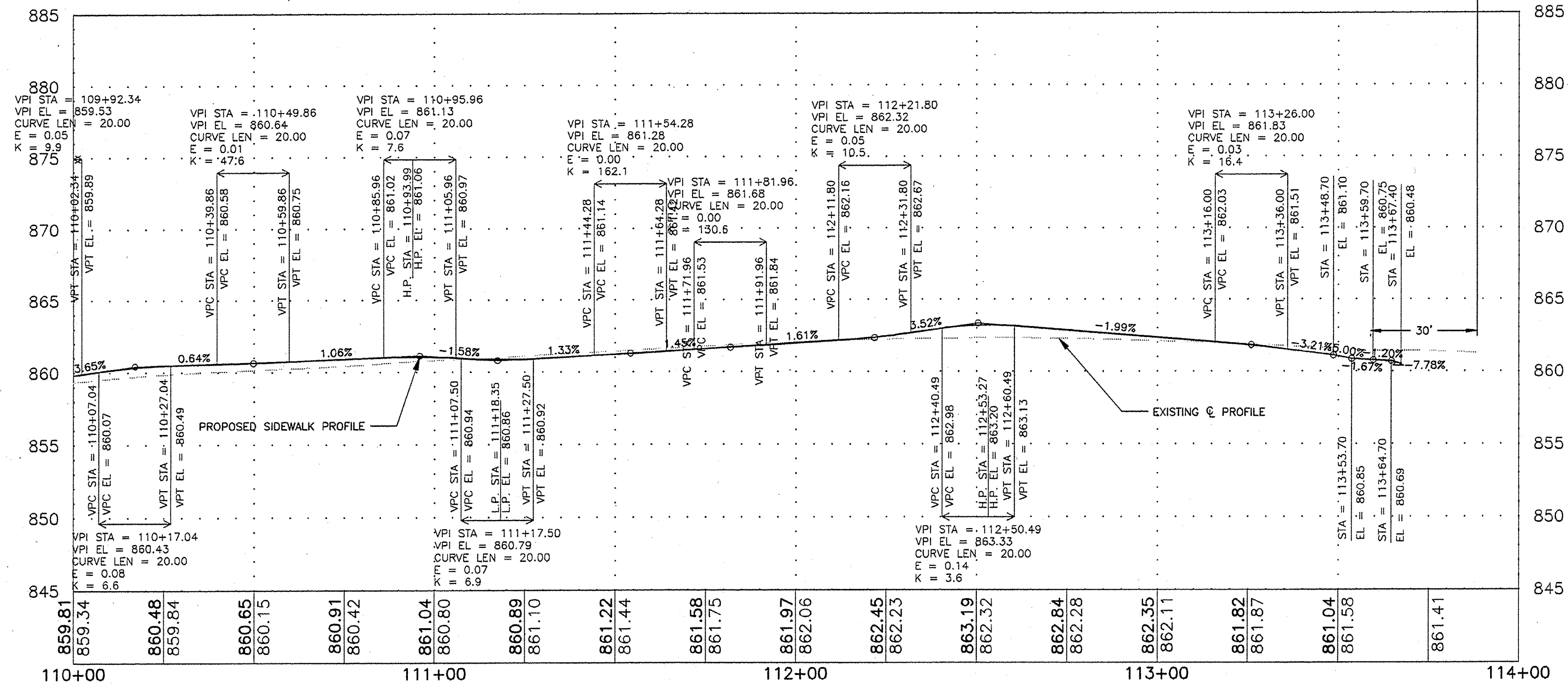
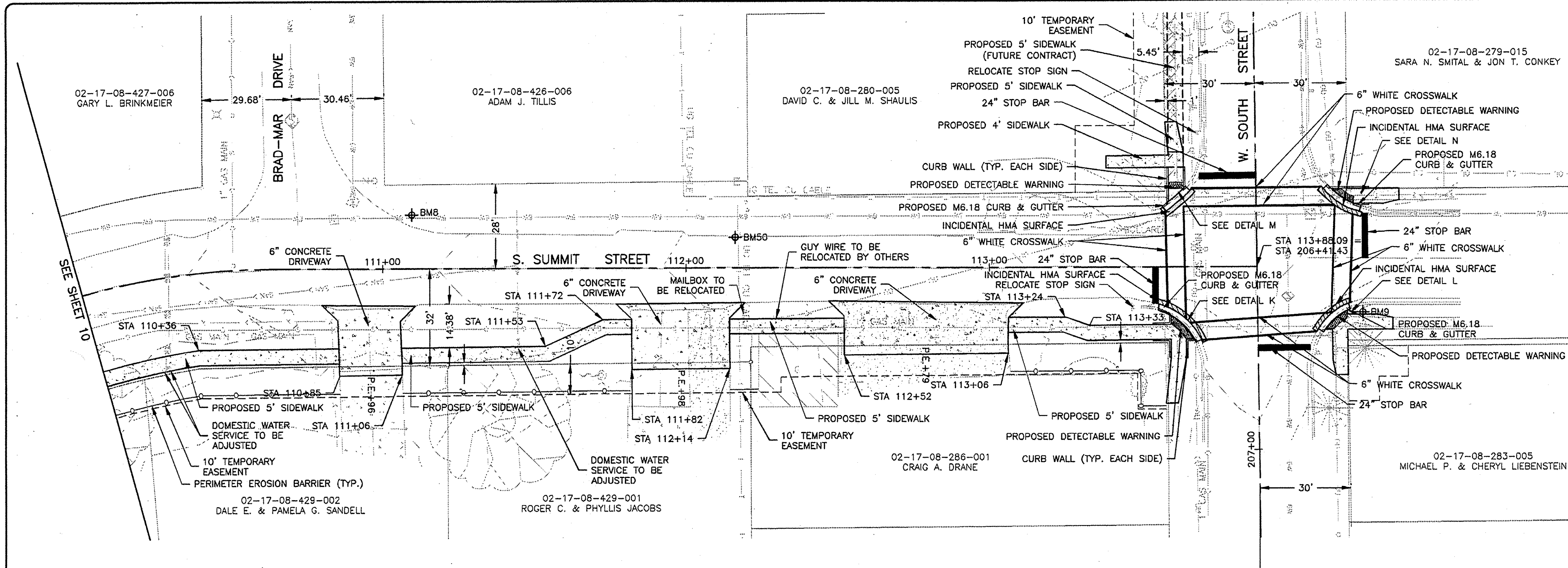
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STA 105+00 TO 110+00

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JOB NUMBER:
15-036

SHEET NUMBER:
10 of 23



LEGEND

- = PROPOSED CONCRETE
- = PROPOSED HMA
- = PROPOSED CURB AND GUTTER

BENCHMARK TABLE

POINT NUMBER	EASTING	NORTHING	POINT ELEVATION	DESCRIPTION
8	2388024.37'	2038722.59'	860.24'	GPS CNTRL PNT +CPRB
9	2388053.41'	2039036.43'	860.12'	GPS CNTRL PNT +CPRB
50	2388030.73'	2038829.28'	862.15'	SRVY WORK PNT +CPPK

FEHR GRAHAM
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302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
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REVISIONS

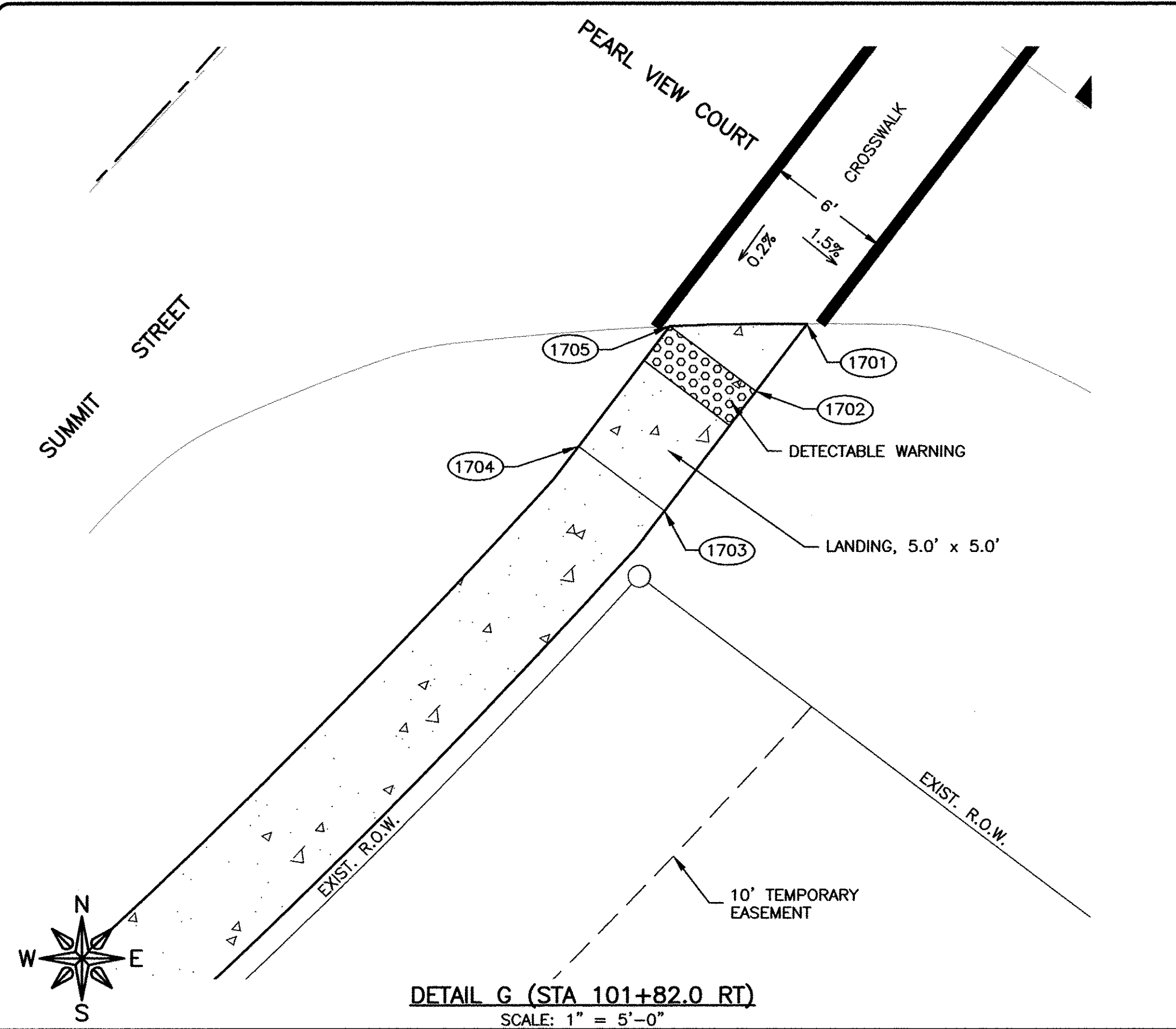
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SUMMIT STREET PLAN & PROFILE
STA 110+00 TO 114+00

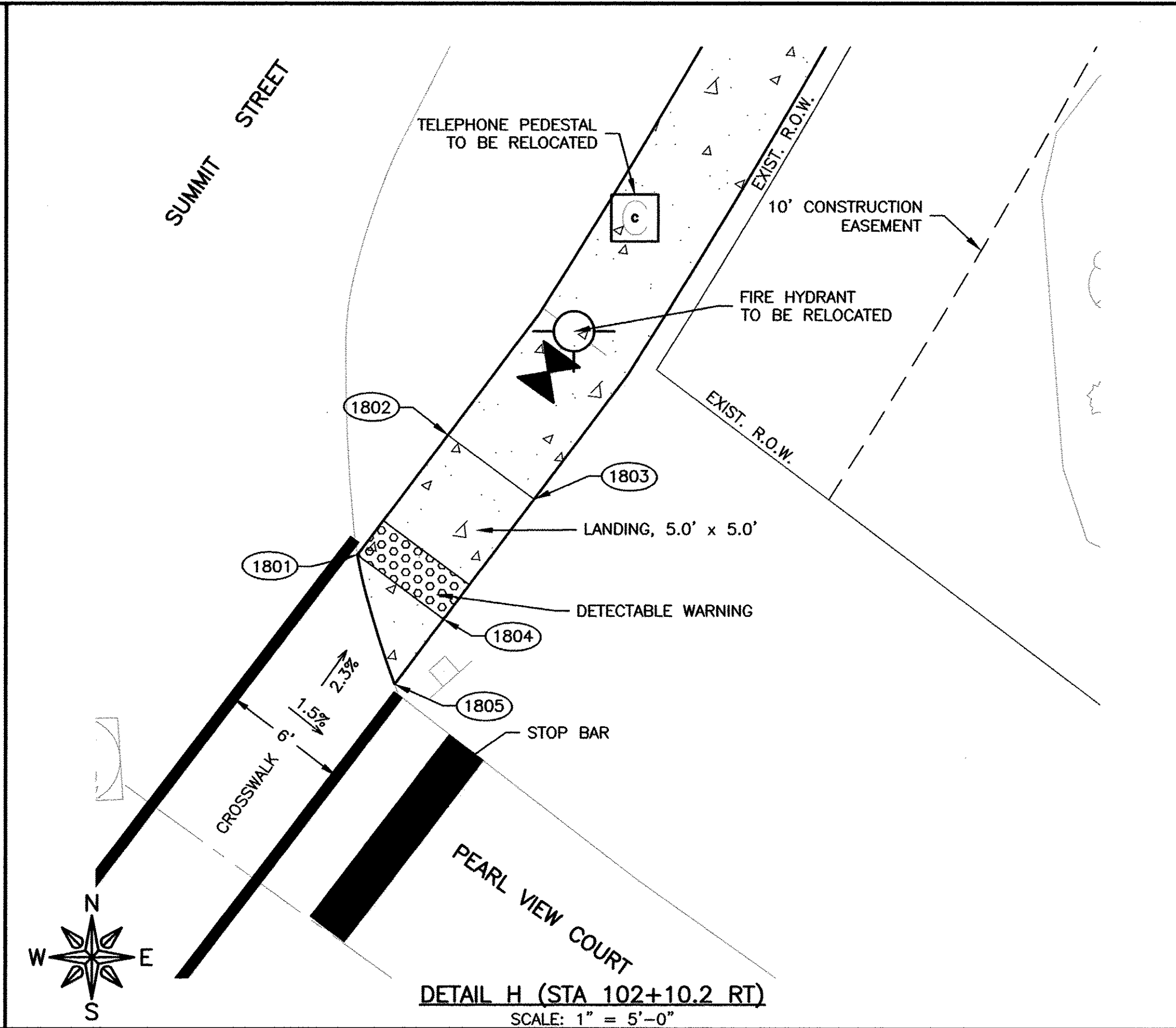
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JOB NUMBER:
15-036

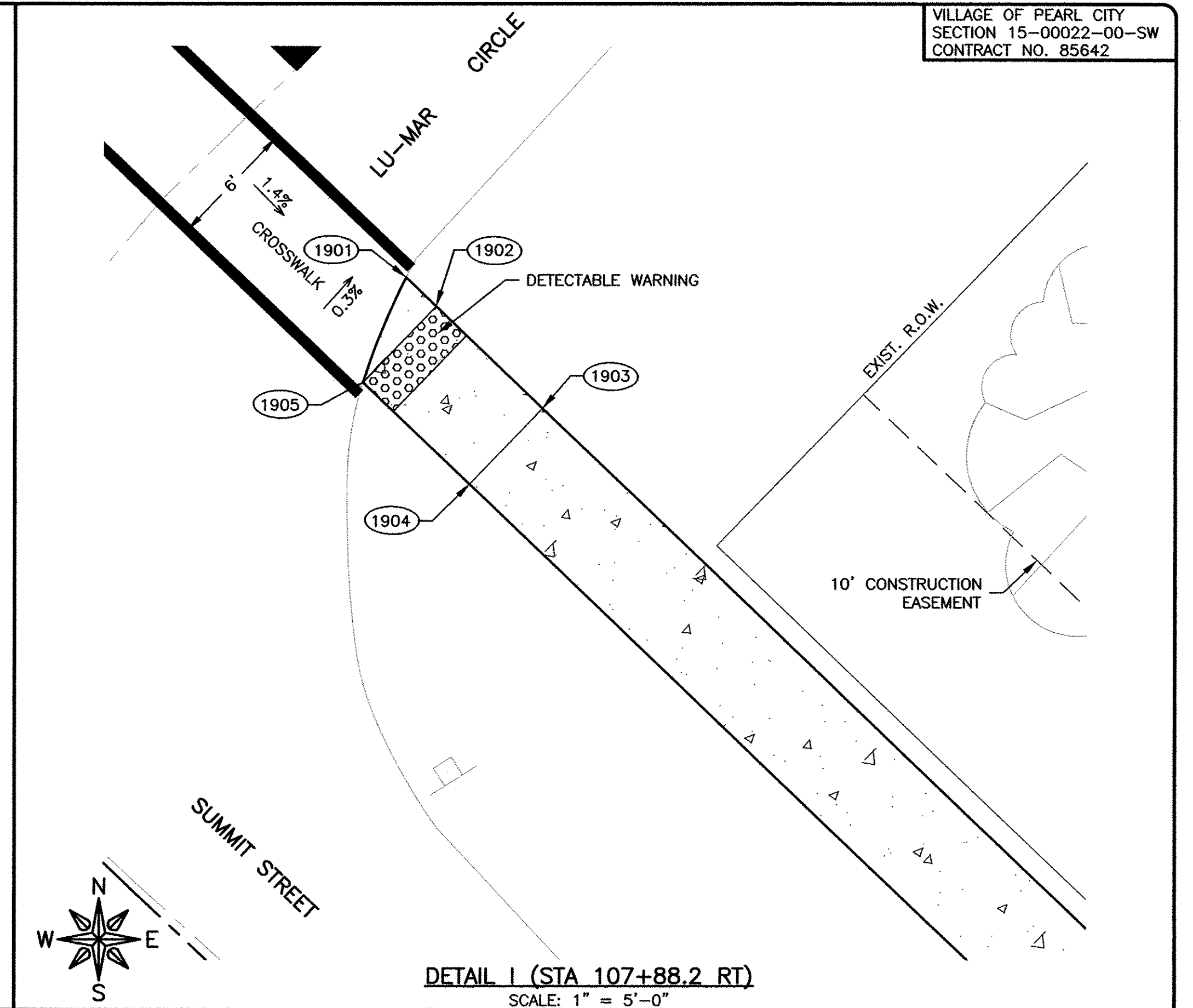
SHEET NUMBER:
11 of 23



DETAIL G (STA 101+82.0 RT)
SCALE: 1" = 5'-0"

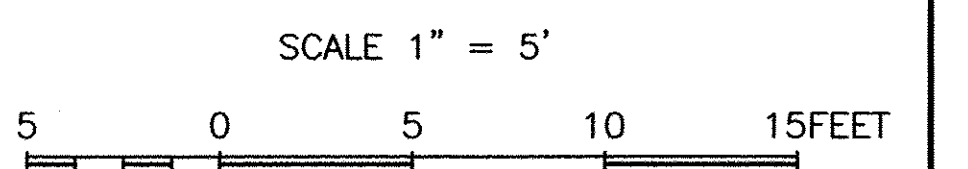


DETAIL H (STA 102+10.2 RT)
SCALE: 1" = 5'-0"



DETAIL I (STA 107+88.2 RT)
SCALE: 1" = 5'-0"

SIDEWALK COMPLIANCE												
POINT TO POINT	SIDEWALK DESIGNATIONS	DISTANCE	Δ ELEVATION	SLOPE	ACCEPTABLE RANGE (POS. OR NEG.)		COMMENTS	FOR INFORMATION ONLY: VALUES USED TO BE DETERMINE DESIGNED SLOPES				
					MIN.	MAX.		POINT	STATION	OFFSET	ELEVATIONS	
1701	1702	LANDING	3.93	0.07	1.78%	0.10%	2.00%	DETAIL G	1701	101+83.88	29.11 RT	853.01
1702	1703	SIDEWALK RUNNING SLOPE	7.00	0.20	2.86%	0.50%	5.00%	DETAIL G	1702	101+80.29	29.33 RT	852.94
1703	1704	SIDEWALK CROSS SLOPE	5.00	0.08	1.60%	0.50%	2.00%	DETAIL G	1703	101+73.91	29.83 RT	852.74
1704	1705	SIDEWALK RUNNING SLOPE	7.00	0.21	3.00%	0.50%	5.00%	DETAIL G	1704	101+73.53	24.85 RT	852.82
1701	1705	LANDING	6.32	0.02	0.32%	0.10%	2.00%	DETAIL G	1705	101+80.00	24.34 RT	853.03
1702	1705	LANDING	5.00	0.09	1.80%	0.10%	2.00%	DETAIL G				
1801	1802	SIDEWALK RUNNING SLOPE	7.00	0.14	2.00%	0.50%	5.00%	DETAIL H	1801	102+12.14	24.00 RT	852.70
1802	1803	SIDEWALK CROSS SLOPE	5.00	0.08	1.60%	0.50%	2.00%	DETAIL H	1802	102+18.64	24.31 RT	852.56
1803	1804	SIDEWALK RUNNING SLOPE	7.00	0.14	2.00%	0.50%	5.00%	DETAIL H	1803	102+18.39	29.30 RT	852.48
1804	1805	LANDING	3.79	0.01	0.26%	0.10%	2.00%	DETAIL H	1804	102+11.99	29.00 RT	852.62
1801	1805	LANDING	6.27	0.07	1.12%	0.10%	2.00%	DETAIL H	1805	102+08.52	28.89 RT	852.63
1801	1804	LANDING	5.00	0.08	1.60%	0.10%	2.00%	DETAIL H				
1901	1902	LANDING	1.97	0.03	1.52%	0.10%	2.00%	DETAIL I	1901	107+89.04	30.05 RT	853.54
1902	1903	SIDEWALK RUNNING SLOPE	7.00	0.23	3.29%	0.50%	5.00%	DETAIL I	1902	107+87.06	30.04 RT	853.51
1903	1904	SIDEWALK CROSS SLOPE	5.00	0.03	0.60%	0.50%	2.00%	DETAIL I	1903	107+80.06	30.00 RT	853.28
1904	1905	SIDEWALK RUNNING SLOPE	7.00	0.21	3.00%	0.50%	5.00%	DETAIL I	1904	107+80.09	25.00 RT	853.31
1901	1905	LANDING	5.31	0.02	0.38%	0.10%	2.00%	DETAIL I	1905	107+87.09	25.04 RT	853.52
1902	1905	LANDING	5.00	0.01	0.20%	0.10%	2.00%	DETAIL I				



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302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

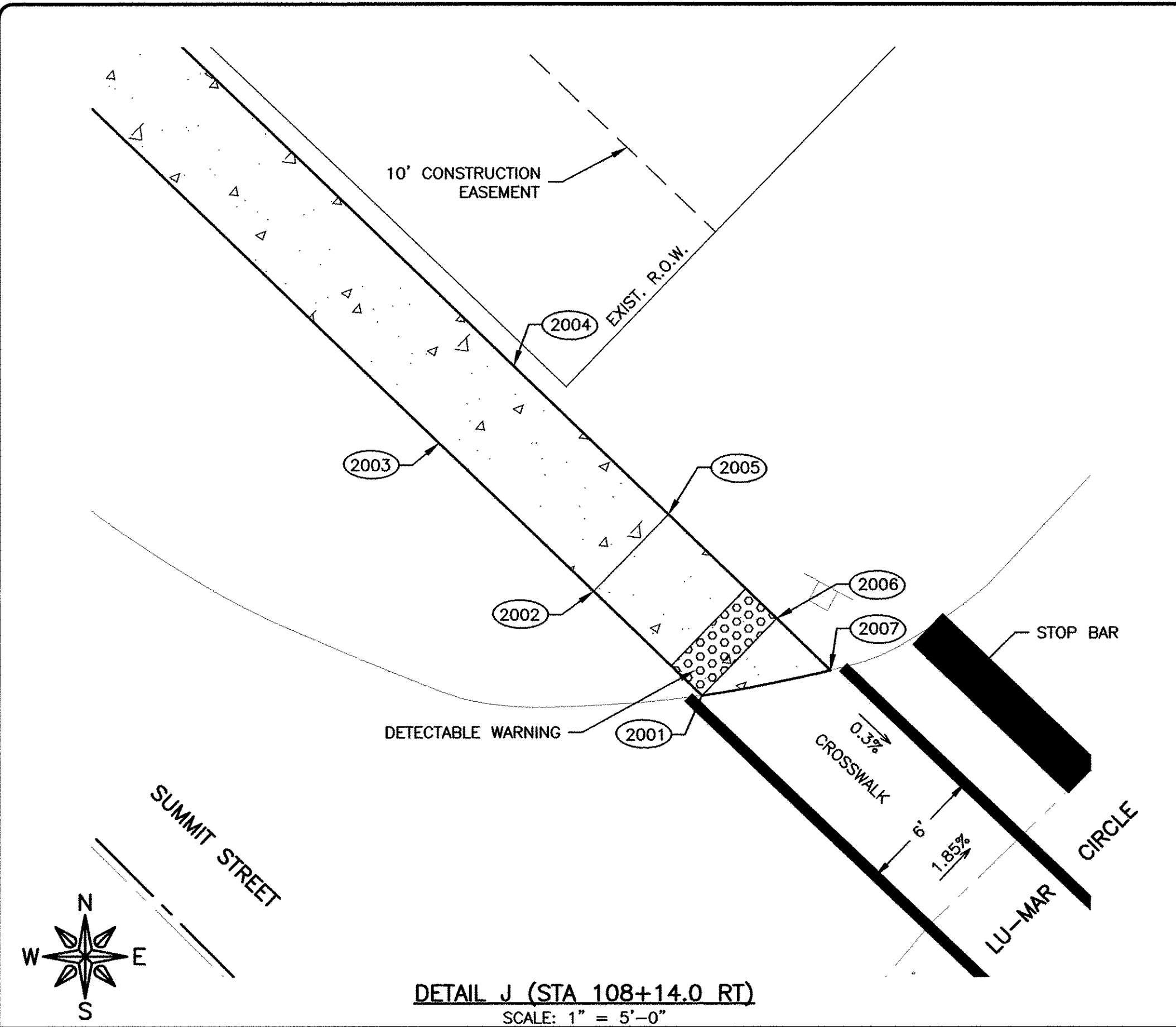
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SIDEWALK INTERSECTION DETAILS

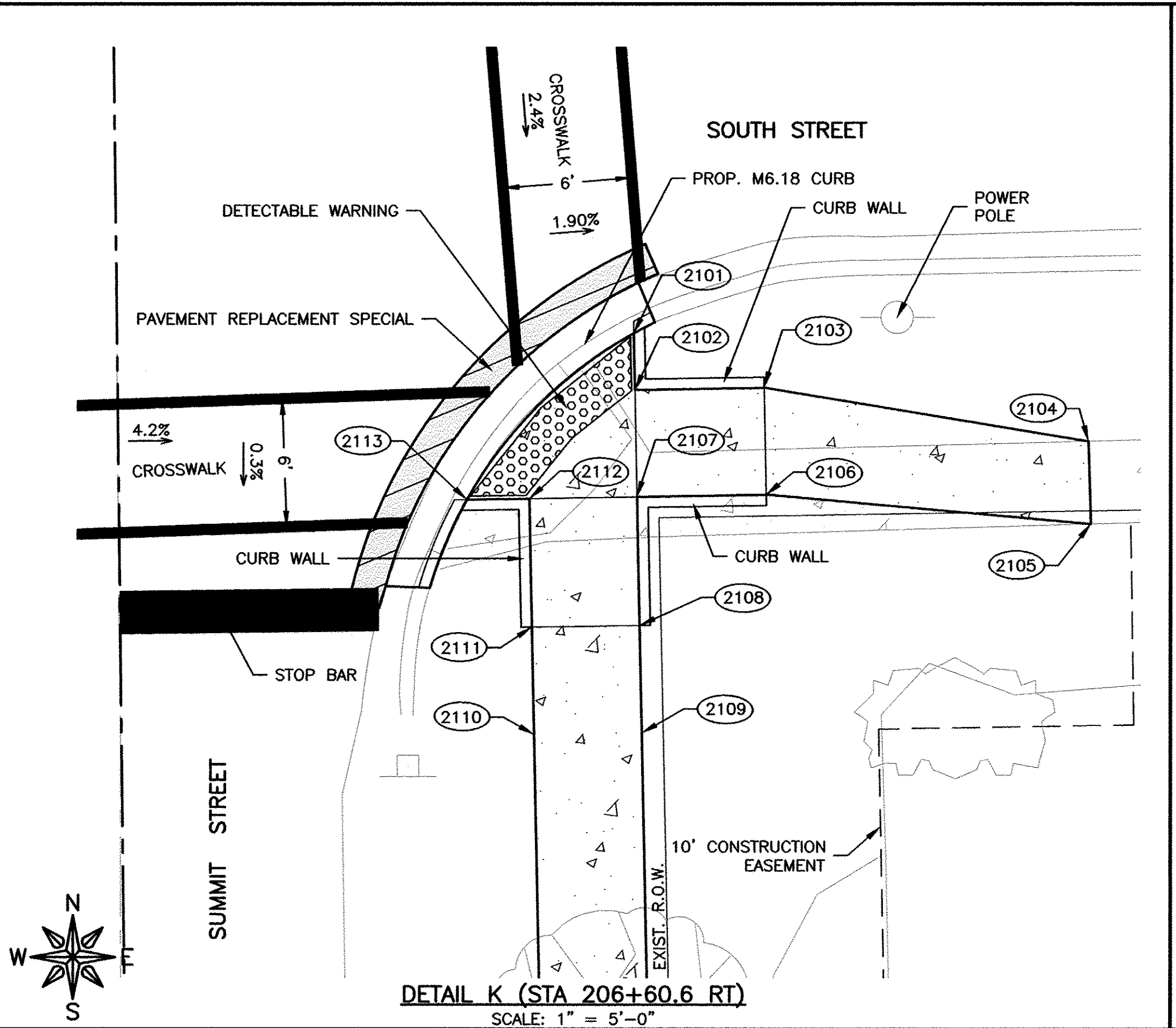
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JOB NUMBER:
15-036

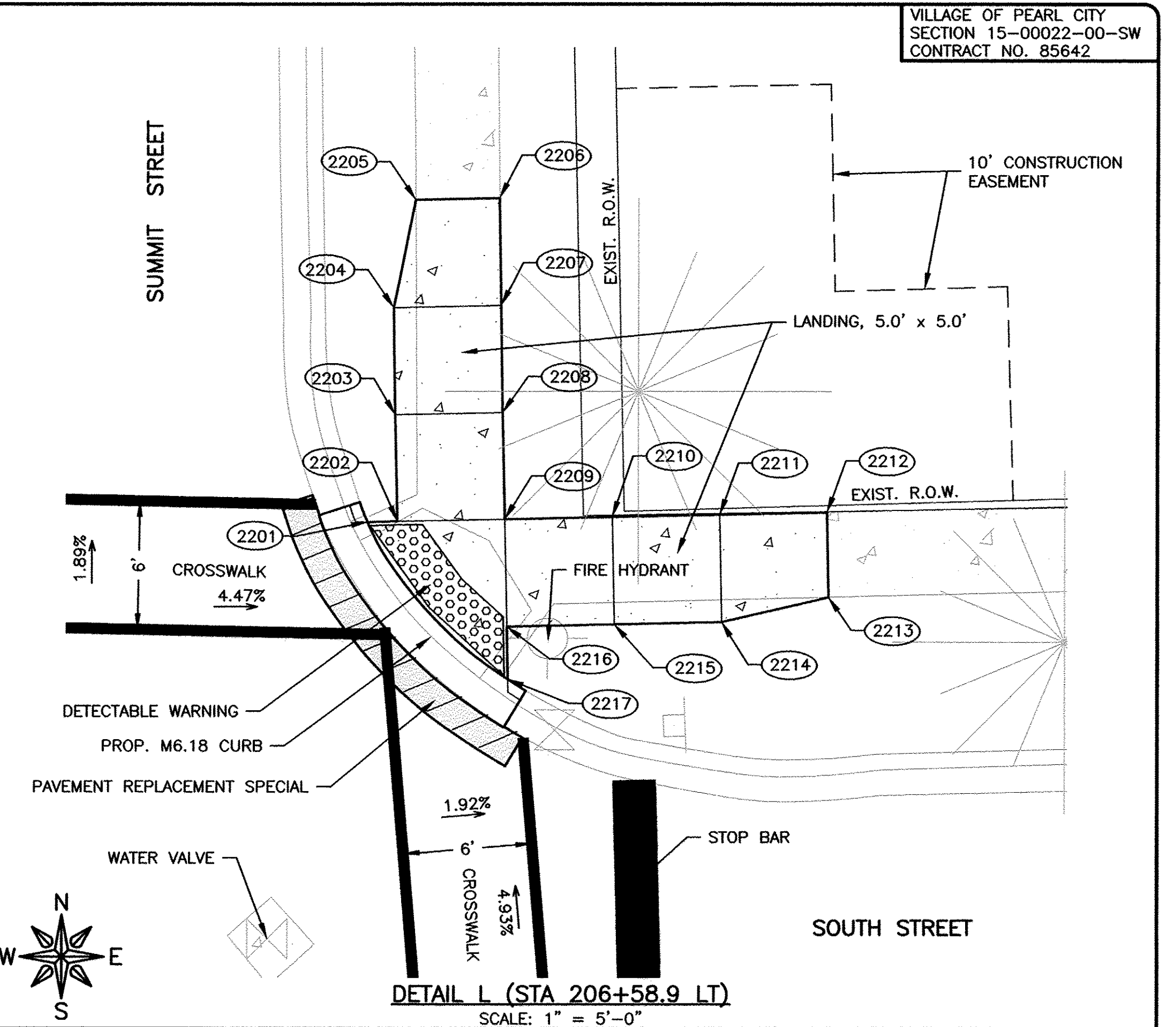
SHEET NUMBER:
12 of 23



DETAIL J (STA 108+14.0 RT)
SCALE: 1" = 5'-0"



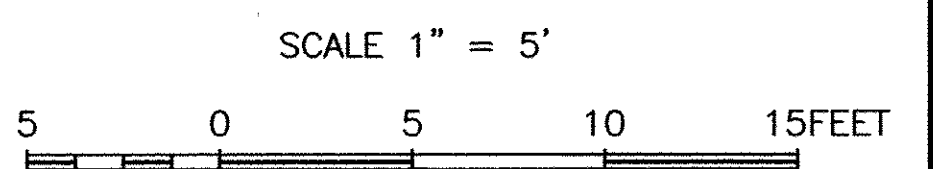
DETAIL K (STA 206+60.6 RT)
SCALE: 1" = 5'-0"



DETAIL L (STA 206+58.9 LT)
SCALE: 1" = 5'-0"

POINT TO POINT		SIDEWALK DESIGNATIONS	DISTANCE FT	Δ ELEVATION FT	SLOPE %	ACCEPTABLE RANGE (POS. OR NEG.)		COMMENTS	FOR INFORMATION ONLY: VALUES USED TO BE DETERMINE DESIGNED SLOPES			
						MIN.	MAX.		POINT	STATION	OFFSET	ELEVATIONS
2001	2002	SIDEWALK RUNNING SLOPE	7.00	0.23	3.29%	0.50%	5.00%	DETAIL J	2001	108+15.83	24.73 RT	853.75
2002	2003	SIDEWALK RUNNING SLOPE	10.00	0.35	3.50%	0.50%	5.00%	DETAIL J	2002	108+22.82	24.57 RT	853.98
2003	2004	SIDEWALK CROSS SLOPE	5.00	0.08	1.60%	0.50%	2.00%	DETAIL J	2003	108+32.82	24.33 RT	854.33
2004	2005	SIDEWALK RUNNING SLOPE	10.00	0.49	4.90%	0.50%	5.00%	DETAIL J	2004	108+32.93	29.33 RT	854.41
2005	2006	SIDEWALK RUNNING SLOPE	7.00	0.26	3.71%	0.50%	5.00%	DETAIL J	2005	108+22.94	29.56 RT	853.92
2006	2007	LANDING	3.48	0.01	0.29%	0.10%	2.00%	DETAIL J	2006	108+15.94	29.73 RT	853.66
2001	2006	LANDING	5.00	0.09	1.80%	0.10%	2.00%	DETAIL J	2007	108+12.46	29.81 RT	853.65
2001	2007	LANDING	6.09	0.10	1.64%	0.10%	2.00%	DETAIL J				
2002	2005	SIDEWALK CROSS SLOPE	5.00	0.06	1.20%	0.50%	2.00%	DETAIL J				
2101	2102	LANDING	2.63	0.04	1.52%	0.10%	2.00%	DETAIL K	2101	113+67.36	23.99 RT	860.48
2102	2103	SIDEWALK RUNNING SLOPE	6.00	0.26	4.33%	0.50%	5.00%	DETAIL K	2102	113+67.73	24.01 RT	860.52
2103	2104	SIDEWALK RUNNING SLOPE	15.22	0.14	0.92%	0.50%	5.00%	DETAIL K	2103	113+64.76	30.01 RT	860.78
2104	2105	SIDEWALK CROSS SLOPE	3.87	0.14	3.62%	0.50%	2.00%	DETAIL K (EXISTING SIDEWALK)	2104	113+62.08	45.06 RT	860.64
2105	2106	SIDEWALK RUNNING SLOPE	15.02	0.08	0.53%	0.50%	5.00%	DETAIL K	2105	113+58.21	45.12 RT	860.78
2106	2107	SIDEWALK RUNNING SLOPE	6.00	0.27	4.50%	0.50%	5.00%	DETAIL K	2106	113+59.76	30.18 RT	860.86
2107	2108	SIDEWALK RUNNING SLOPE	6.00	0.28	4.67%	0.50%	5.00%	DETAIL K	2107	113+59.73	24.06 RT	860.59
2108	2109	SIDEWALK RUNNING SLOPE	5.00	0.23	4.60%	0.50%	5.00%	DETAIL K	2108	113+58.73	24.11 RT	860.87
2109	2110	SIDEWALK CROSS SLOPE	5.00	0.05	1.00%	0.50%	2.00%	DETAIL K	2109	113+48.72	24.16 RT	861.10
2110	2111	SIDEWALK RUNNING SLOPE	5.00	0.23	4.60%	0.50%	5.00%	DETAIL K	2110	113+48.71	19.15 RT	861.05
2111	2112	SIDEWALK RUNNING SLOPE	6.00	0.14	2.33%	0.50%	5.00%	DETAIL K	2111	113+53.71	19.11 RT	860.82
2112	2113	LANDING	2.90	0.03	1.03%	0.10%	2.00%	DETAIL K	2112	113+59.71	19.06 RT	860.68
2101	2113	LANDING	10.72	0.17	1.59%	0.10%	2.00%	DETAIL K	2113	113+59.70	16.16 RT	860.65
2102	2107	LANDING	5.00	0.07	1.40%	0.10%	2.00%	DETAIL K				
2103	2106	SIDEWALK CROSS SLOPE	5.00	0.08	1.60%	0.50%	2.00%	DETAIL K				
2107	2112	LANDING	5.00	0.09	1.80%	0.10%	2.00%	DETAIL K				
2108	2111	SIDEWALK CROSS SLOPE	5.00	0.05	1.00%	0.50%	2.00%	DETAIL K				

POINT TO POINT		SIDEWALK DESIGNATIONS	DISTANCE FT	Δ ELEVATION FT	SLOPE %	ACCEPTABLE RANGE (POS. OR NEG.)		COMMENTS	FOR INFORMATION ONLY: VALUES USED TO BE DETERMINE DESIGNED SLOPES			
						MIN.	MAX.		POINT	STATION	OFFSET	ELEVATIONS
2201	2202	LANDING	1.47	0.02	1.36%	0.10%	2.00%	DETAIL L	2201	206+56.33	29.65 LT	860.01
2202	2203	RAMP RUNNING SLOPE	5.00	0.04	0.80%	0.50%	8.33%	DETAIL L	2202	206+57.72	29.64 LT	859.99
2203	2204	LANDING	5.00	0.07	1.40%	0.10%	2.00%	DETAIL L	2203	206+57.74	34.64 LT	859.95
2204	2205	SIDEWALK RUNNING SLOPE	5.13	0.07	1.36%	0.50%	5.00%	DETAIL L	2204	206+57.80	39.64 LT	859.88
2205	2206	SIDEWALK CROSS SLOPE	3.90	0.06	1.54%	0.50%	2.00%	DETAIL L (MATCH EXISTING)	2205	206+58.95	44.64 LT	859.81
2206	2207	SIDEWALK RUNNING SLOPE	5.00	0.10	2.00%	0.50%	5.00%	DETAIL L	2206	206+62.85	44.62 LT	859.87
2207	2208	LANDING	5.00	0.06	1.20%	0.10%	2.00%	DETAIL L	2207	206+62.80	39.62 LT	859.97
2208	2209	RAMP RUNNING SLOPE	5.00	0.07	1.40%	0.50%	8.33%	DETAIL L	2208	206+62.74	34.62 LT	860.03
2209	2210	RAMP RUNNING SLOPE	5.00	0.08	1.60%	0.50%	8.33%	DETAIL L	2209	206+62.72	29.62 LT	859.96
2210	2211	LANDING	5.00	0.06	1.20%	0.10%	2.00%	DETAIL L	2210	206+67.72	29.59 LT	859.88
2211	2212	SIDEWALK RUNNING SLOPE	5.00	0.20	4.00%	0.50%	5.00%	DETAIL L	2211	206+72.72	29.57 LT	859.82
2212	2213	SIDEWALK CROSS SLOPE	3.95	0.04	1.01%	0.50%	2.00%	DETAIL L (MATCH EXISTING)	2212	206+77.72	29.55 LT	859.62
2213	2214	SIDEWALK RUNNING SLOPE	5.11	0.22	4.31%	0.50%	5.00%	DETAIL L	2213	206+77.70	25.60 LT	859.58
2214	2215	LANDING	5.00	0.09	1.80%	0.10%	2.00%	DETAIL L	2214	206+72.69	24.57 LT	859.80
2215	2216	RAMP RUNNING SLOPE	5.00	0.06	1.20%	0.50%	8.33%	DETAIL L	2215	206+67.69	24.59 LT	859.89
2216	2217	LANDING	2.46	0.03	1.22%	0.10%	2.00%	DETAIL L	2216	206+62.69	24.62 LT	859.95
2201	2217	LANDING	9.82	0.03	0.31%	0.10%	2.00%	DETAIL L	2217	206+62.68	22.16 LT	859.98
2202	2209	LANDING	5.00	0.03	0.60%	0.10%	2.00%	DETAIL L				
2209	2216	LANDING	5.00	0.01	0.20%	0.10%	2.00%	DETAIL L				
2203	2208	RAMP CROSS SLOPE	5.00	0.08	1.60%	0.10%	2.00%	DETAIL L				
2204	2207	LANDING	5.00	0.09	1.80%	0.10%	2.00%	DETAIL L				
2210	2215	RAMP CROSS SLOPE	5.00	0.01	0.20%	0.10%	2.00%	DETAIL L				
2211	2214	LANDING	5.00	0.02	0.40%	0.10%	2.00%	DETAIL L				



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OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

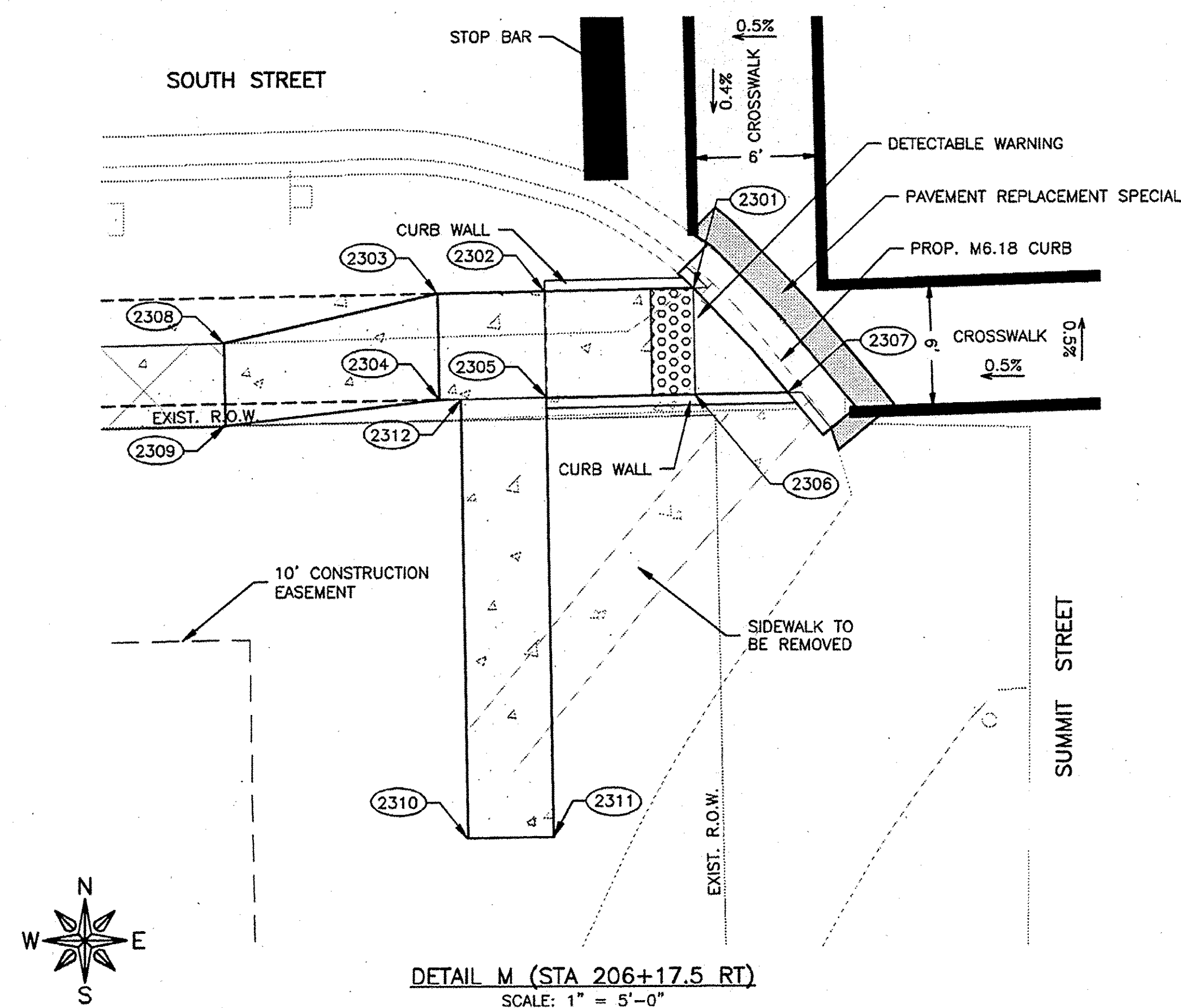
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REV. NO.	DESCRIPTION	DATE

DRAWING:
SIDEWALK INTERSECTION DETAILS

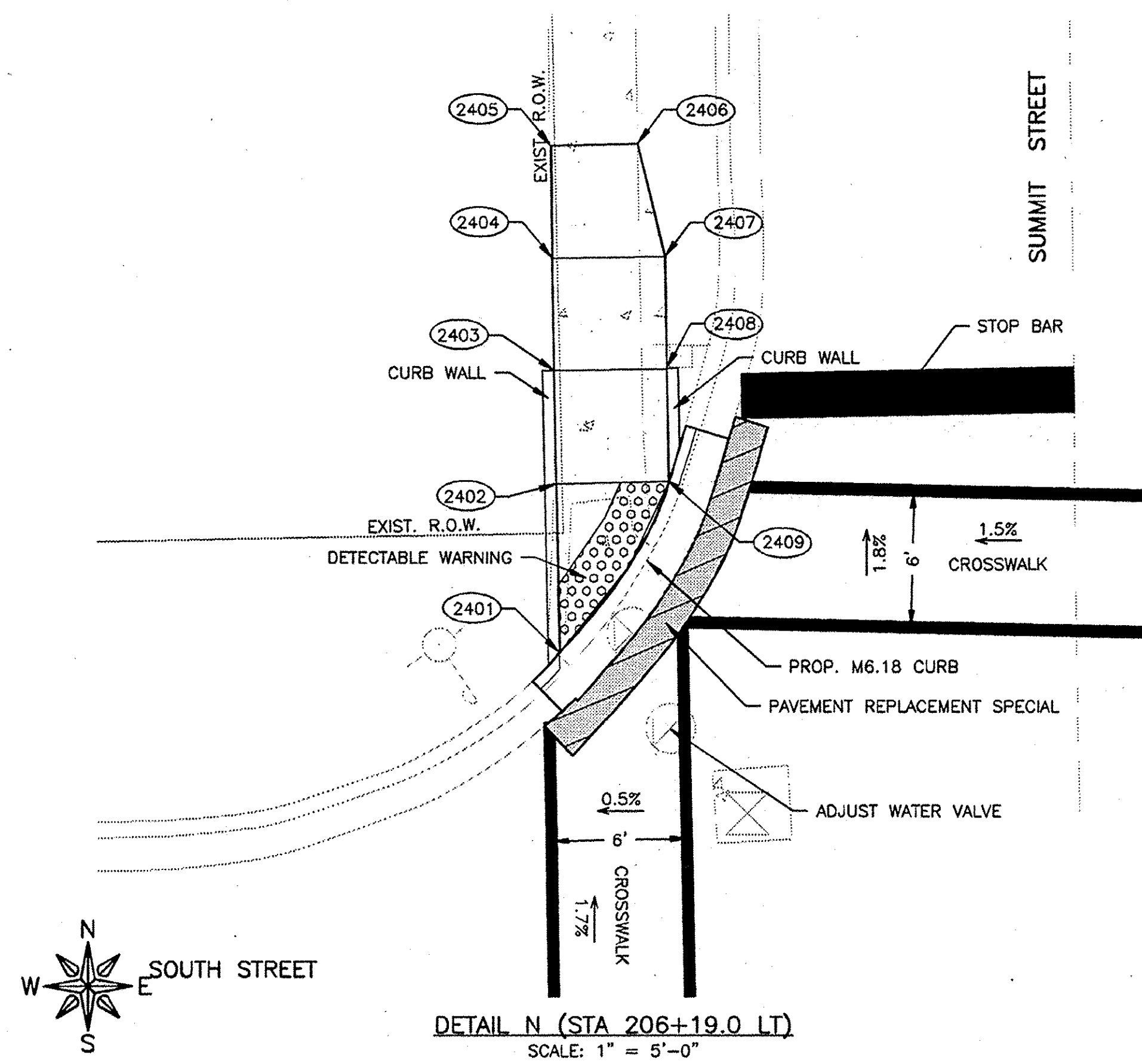
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JOB NUMBER:
15-036

SHEET NUMBER:
13 of 23

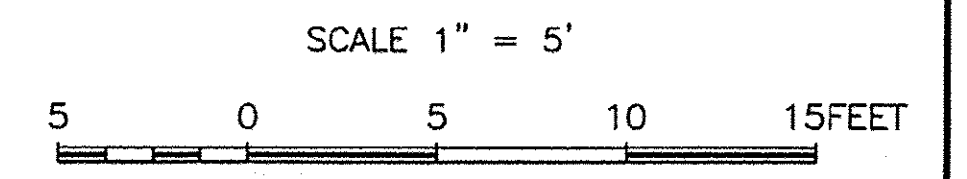


DETAIL M (STA 206+17.5 RT)
SCALE: 1" = 5'-0"



DETAIL N (STA 206+19.0 LT)
SCALE: 1" = 5'-0"

SIDEWALK COMPLIANCE												
POINT TO POINT	SIDEWALK DESIGNATIONS	DISTANCE	Δ ELEVATION		SLOPE	ACCEPTABLE RANGE (POS. OR NEG.)		COMMENTS	FOR INFORMATION ONLY: VALUES USED TO BE DETERMINE DESIGNED SLOPES			
			FT	FT		MIN.	MAX.		POINT	STATION	OFFSET	ELEVATIONS
2301	2302	SIDEWALK RUNNING SLOPE	7.00	0.16	2.29%	0.50%	5.00%	DETAIL M	2301	206+15.24	23.89 RT	861.73
2302	2303	SIDEWALK RUNNING SLOPE	5.00	0.07	1.40%	0.50%	5.00%	DETAIL M	2302	206+08.29	23.83 RT	861.89
2303	2304	SIDEWALK CROSS SLOPE	5.00	0.04	0.80%	0.50%	2.00%	DETAIL M	2303	206+03.29	23.79 RT	861.96
2304	2305	SIDEWALK RUNNING SLOPE	5.00	0.08	1.60%	0.50%	5.00%	DETAIL M	2304	206+03.25	28.79 RT	862.00
2305	2306	SIDEWALK RUNNING SLOPE	7.00	0.21	3.00%	0.50%	5.00%	DETAIL M	2305	206+08.25	28.83 RT	861.92
2306	2307	LANDING	4.35	0.08	1.84%	0.10%	2.00%	DETAIL M	2306	206+15.20	28.89 RT	861.71
2301	2307	LANDING	6.61	0.10	1.51%	0.10%	2.00%	DETAIL M	2307	206+19.54	28.93 RT	861.63
2301	2306	LANDING	5.00	0.02	0.40%	0.10%	2.00%	DETAIL M	2308	205+93.35	25.86 RT	862.45
2302	2305	SIDEWALK CROSS SLOPE	5.00	0.03	0.60%	0.50%	2.00%	DETAIL M	2309	205+93.33	29.77 RT	862.48
2308	2309	SIDEWALK CROSS SLOPE	3.86	0.03	0.78%	0.50%	2.00%	DETAIL M (MATCH EXISTING)	2310	206+04.08	49.29 RT	862.93
2303	2308	SIDEWALK RUNNING SLOPE	10.23	0.49	4.79%	0.50%	5.00%	DETAIL M	2311	206+08.08	49.32 RT	862.90
2304	2309	SIDEWALK RUNNING SLOPE	10.05	0.48	4.78%	0.50%	5.00%	DETAIL M	2312	206+04.25	28.80 RT	861.99
2304	2312	LANDING	1.00	0.01	1.00%	0.10%	2.00%	DETAIL M				
2312	2310	SIDEWALK RUNNING SLOPE	20.49	0.94	4.59%	0.50%	5.00%	DETAIL M				
2310	2311	SIDEWALK CROSS SLOPE	4.00	0.03	0.75%	0.50%	2.00%	DETAIL M				
2311	2305	SIDEWALK RUNNING SLOPE	20.49	0.98	4.78%	0.50%	5.00%	DETAIL M				
2401	2402	LANDING	7.43	0.14	1.88%	0.10%	2.00%	DETAIL N	2401	206+16.11	24.84 LT	861.05
2402	2403	SIDEWALK RUNNING SLOPE	5.00	0.16	3.20%	0.50%	5.00%	DETAIL N	2402	206+16.15	32.26 LT	861.19
2403	2404	SIDEWALK RUNNING SLOPE	5.00	0.06	1.20%	0.50%	5.00%	DETAIL N	2403	206+16.17	37.26 LT	861.35
2404	2405	SIDEWALK RUNNING SLOPE	5.00	0.03	0.60%	0.50%	5.00%	DETAIL N	2404	206+16.25	42.26 LT	861.29
2405	2406	SIDEWALK CROSS SLOPE	3.84	0.11	2.86%	0.50%	2.00%	DETAIL N (MATCH EXISTING)	2405	206+16.33	47.26 LT	861.26
2406	2407	SIDEWALK RUNNING SLOPE	5.12	0.07	1.37%	0.50%	5.00%	DETAIL N	2406	206+20.17	47.23 LT	861.15
2407	2408	SIDEWALK RUNNING SLOPE	5.00	0.04	0.80%	0.50%	5.00%	DETAIL N	2407	206+21.25	42.22 LT	861.22
2408	2409	SIDEWALK RUNNING SLOPE	5.00	0.06	1.20%	0.50%	5.00%	DETAIL N	2408	206+21.17	37.22 LT	861.26
2401	2409	LANDING	8.92	0.15	1.68%	0.10%	2.00%	DETAIL N	2409	206+21.15	32.22 LT	861.20
2402	2409	LANDING	5.00	0.01	0.20%	0.10%	2.00%	DETAIL N				
2403	2408	SIDEWALK CROSS SLOPE	5.00	0.09	1.80%	0.50%	2.00%	DETAIL N				
2404	2407	SIDEWALK CROSS SLOPE	5.00	0.07	1.40%	0.50%	2.00%	DETAIL N				



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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

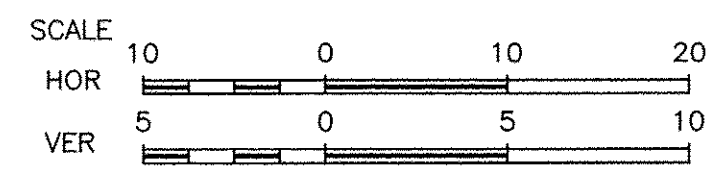
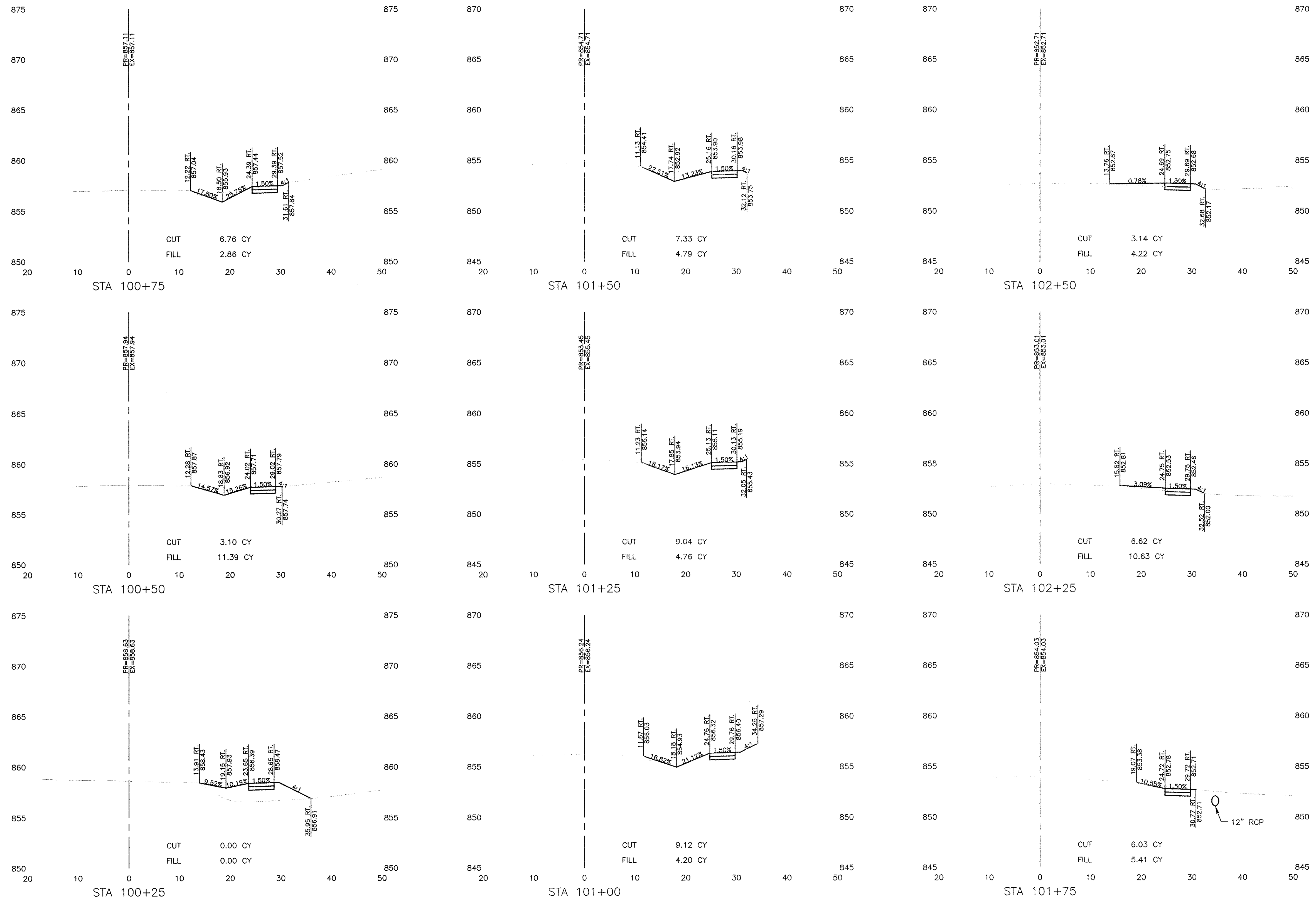
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SIDEWALK INTERSECTION DETAILS

SET TYPE:
G:\CADD\1515-036\Pearl\15-036 PLAN.dwg, DEF PLAN 5

JOB NUMBER:
15-036

SHEET NUMBER:
14 of 23



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

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IOWA
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OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

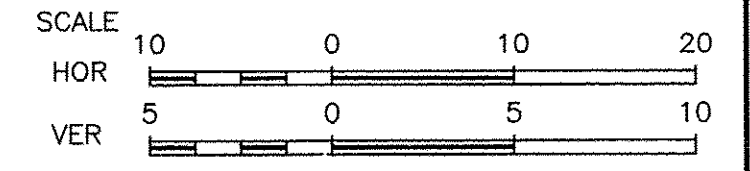
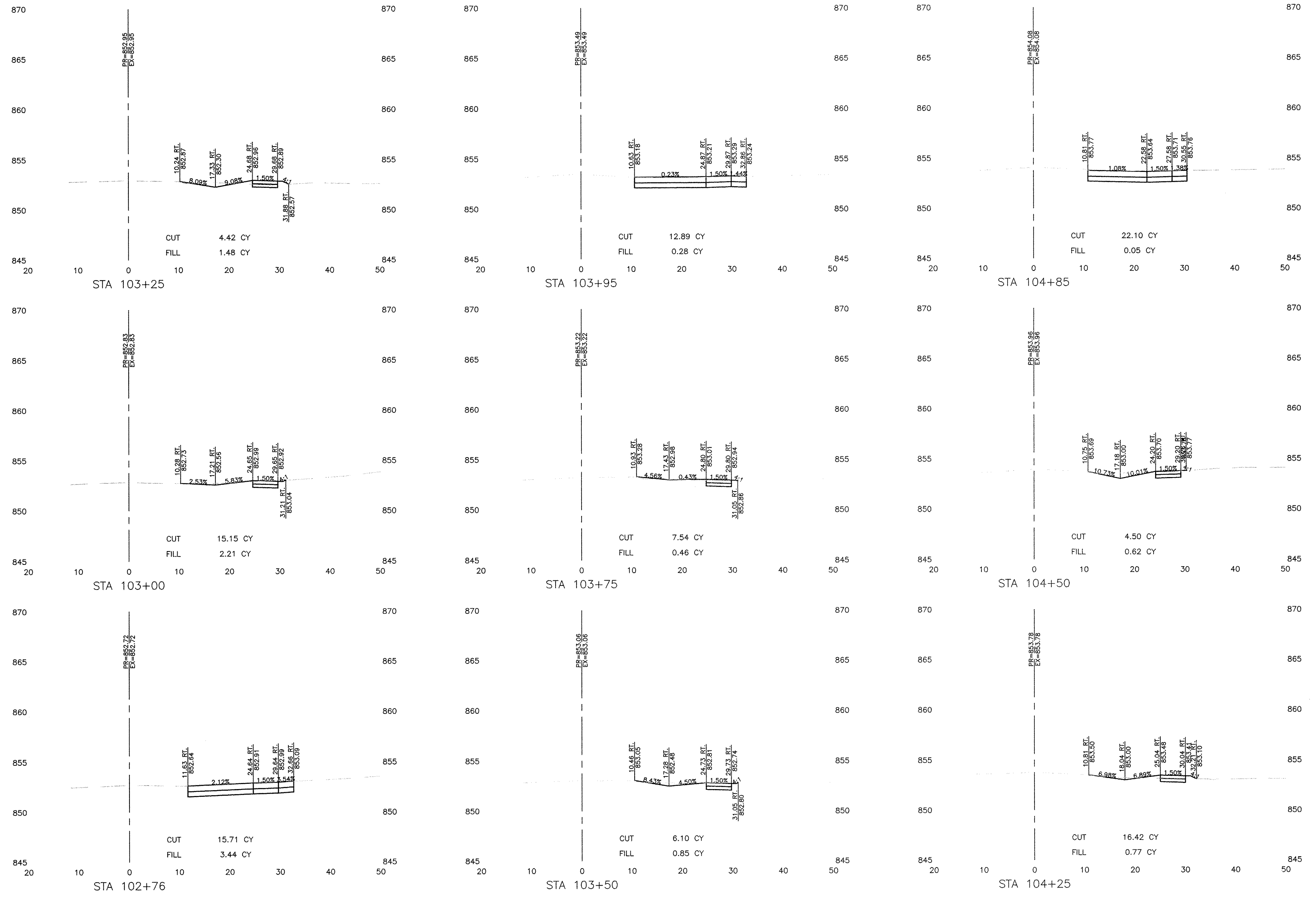
PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SUMMIT STREET CROSS SECTIONS
SET TYPE:
6:\CD\15\15-036\15-036 Design.dwg, SUMMIT XSECT

JOB NUMBER:
15-036
SHEET NUMBER:
15 of 23



FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
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ILLINOIS
IOWA
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302 STATION STREET
PEARL CITY, IL 61062

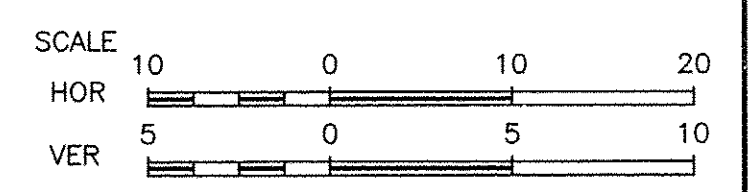
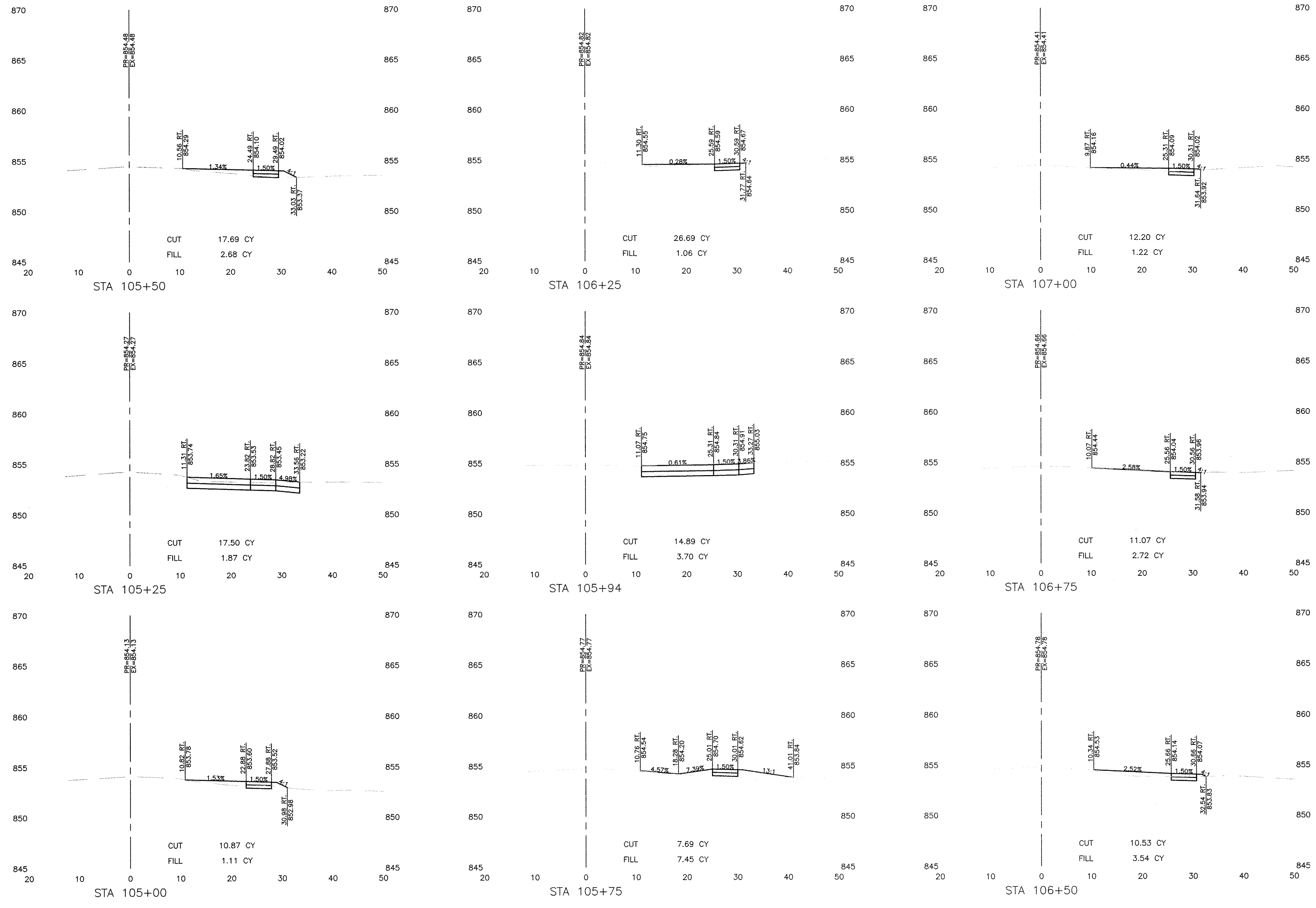
PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:
SUMMIT STREET CROSS SECTIONS
SET TYPE:
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JOB NUMBER:
15-036
SHEET NUMBER:
16 of 23



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

ILLINOIS
IOWA
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302 STATION STREET
PEARL CITY, IL 61062

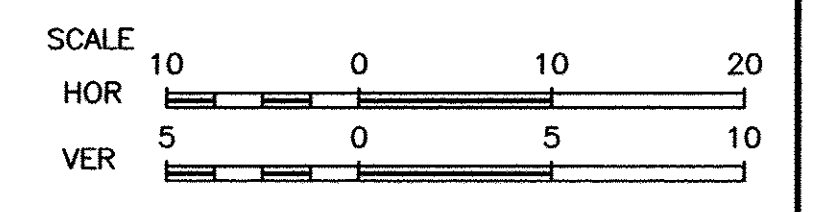
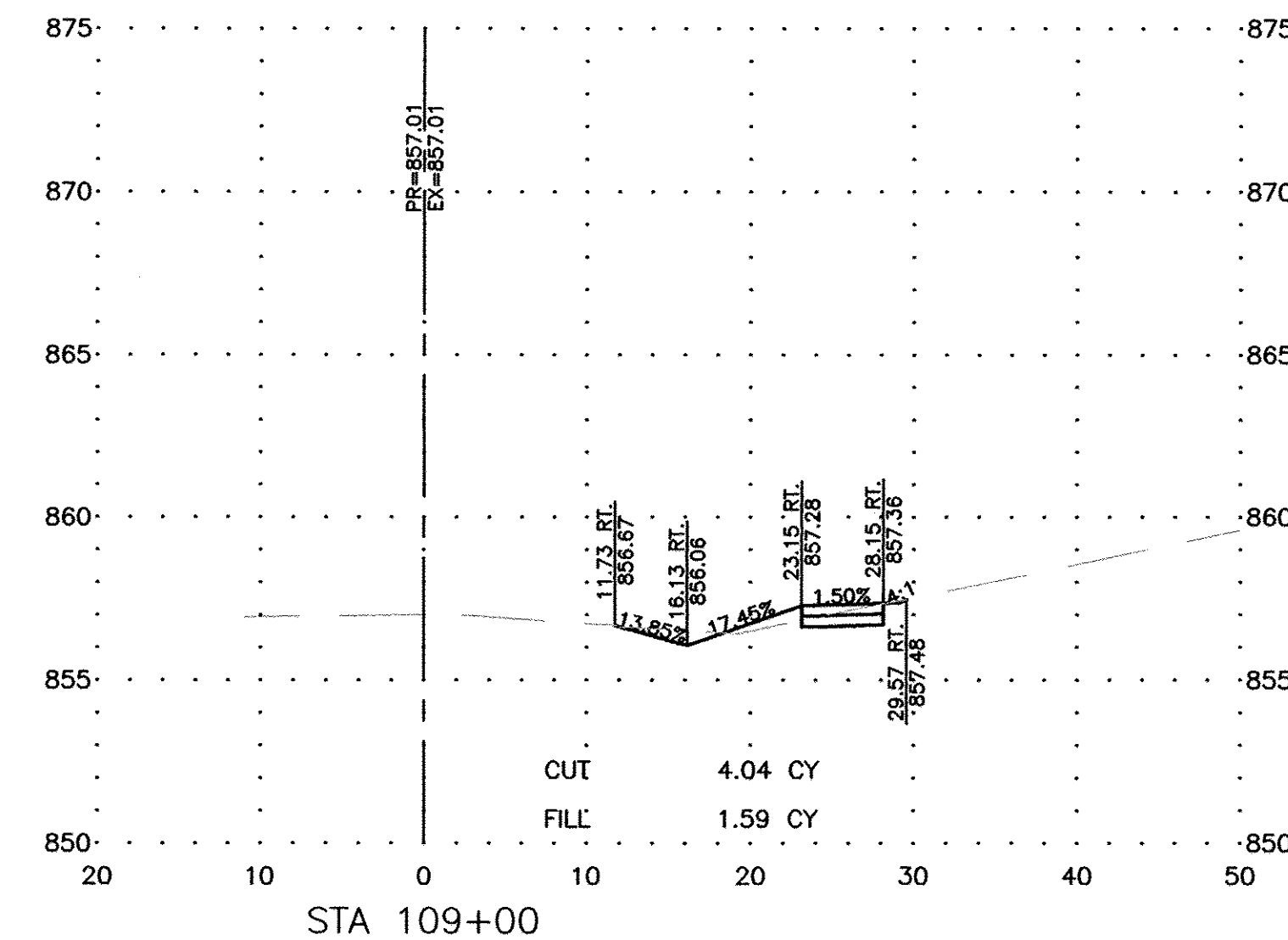
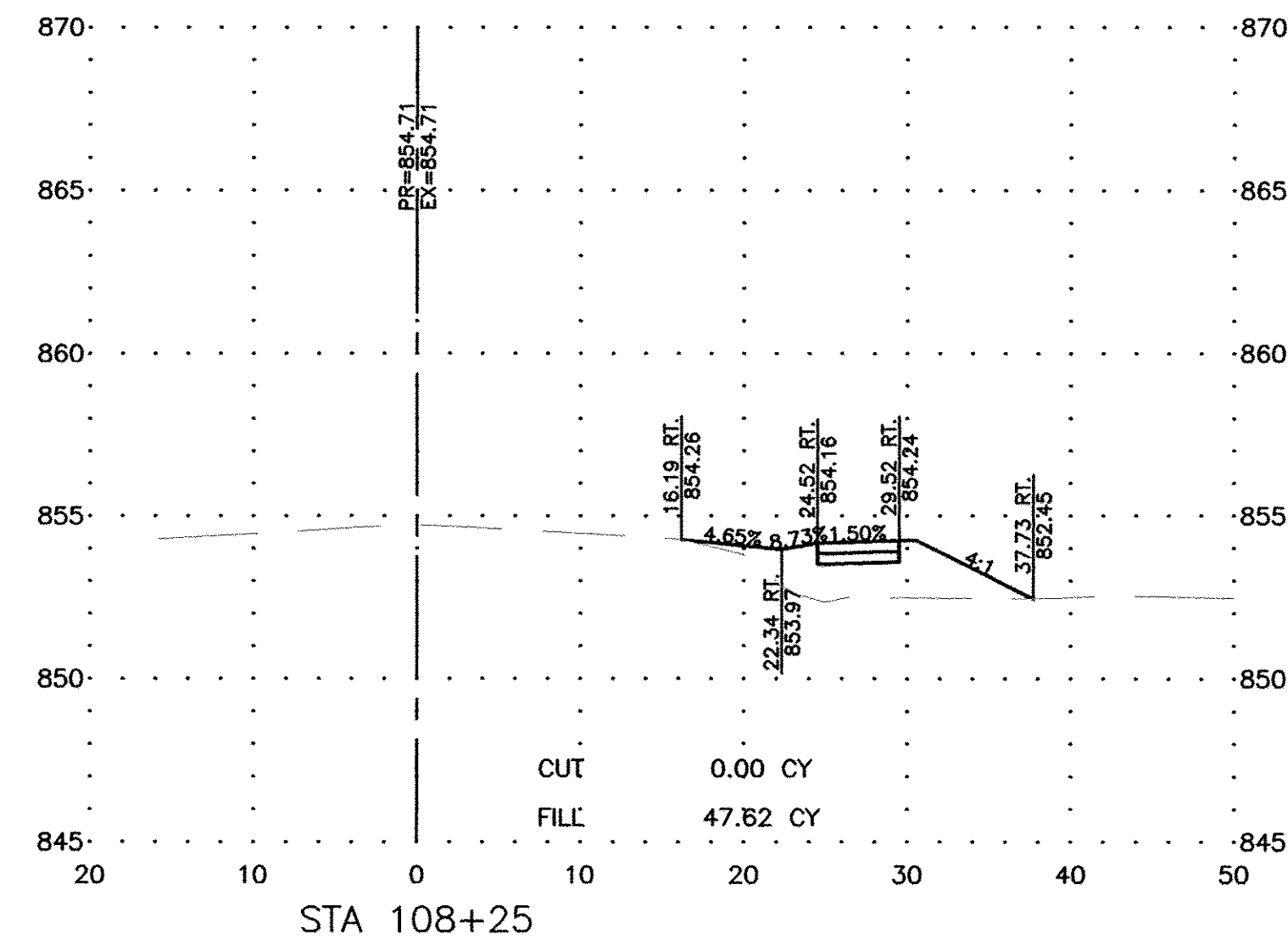
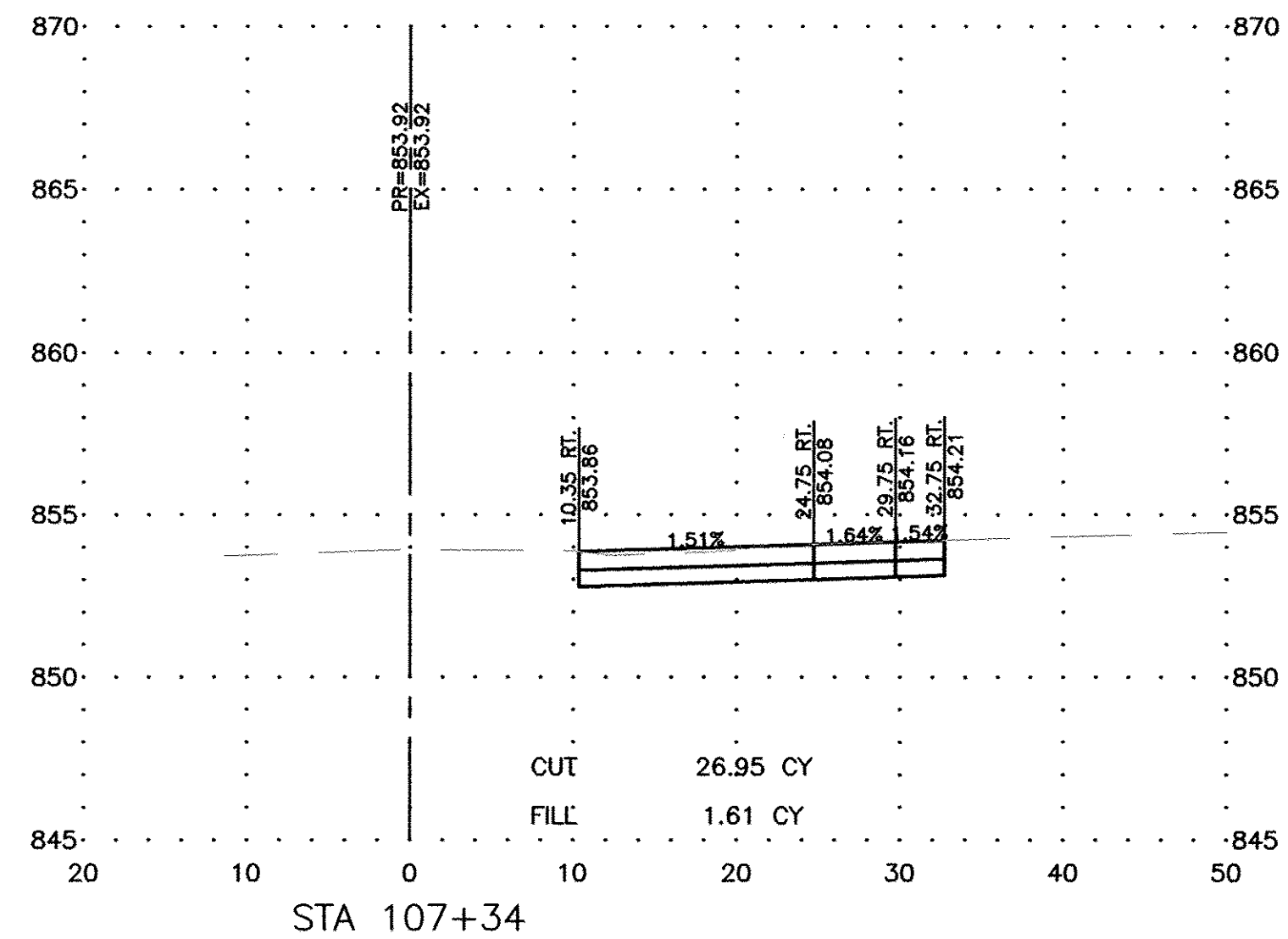
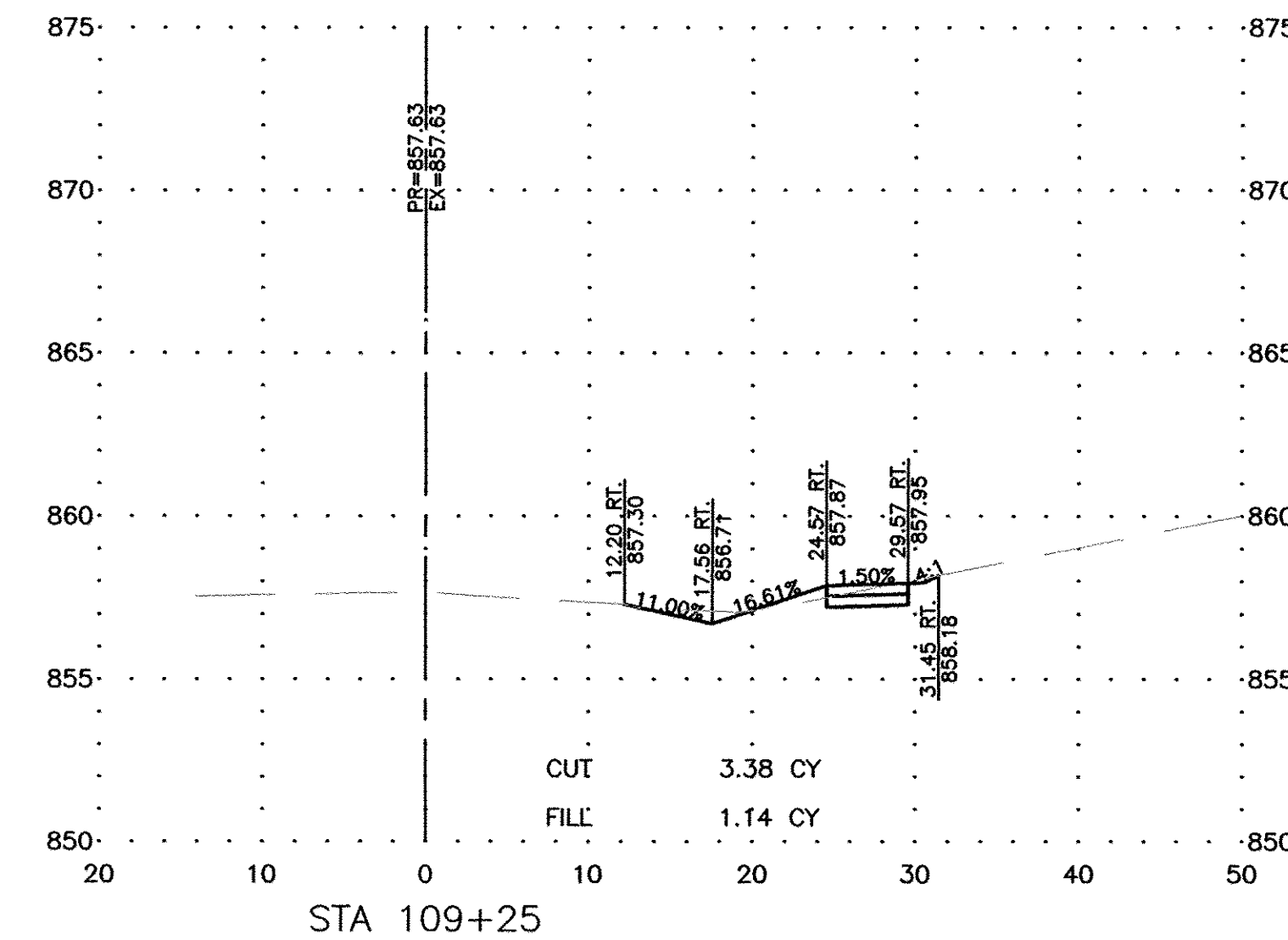
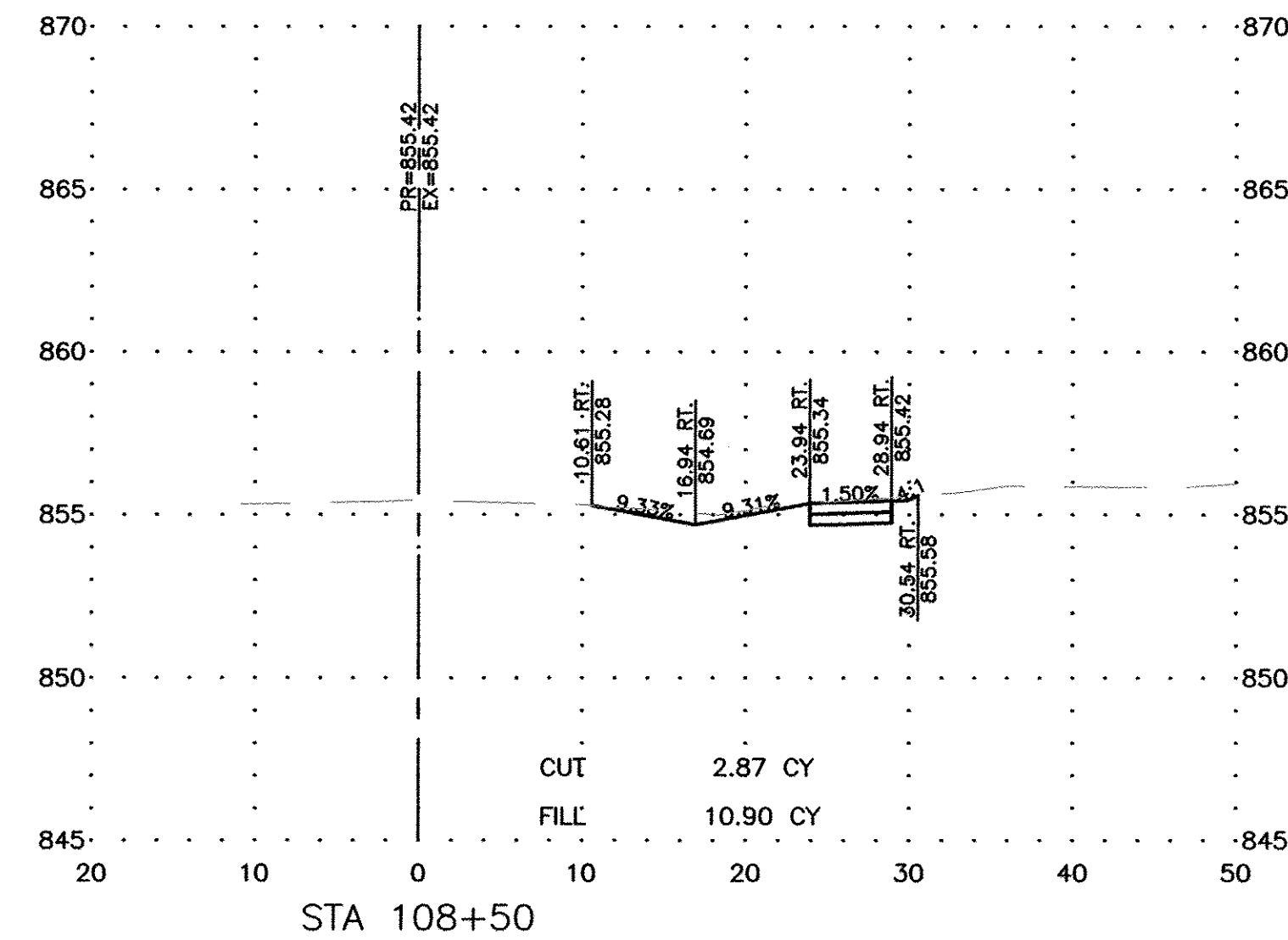
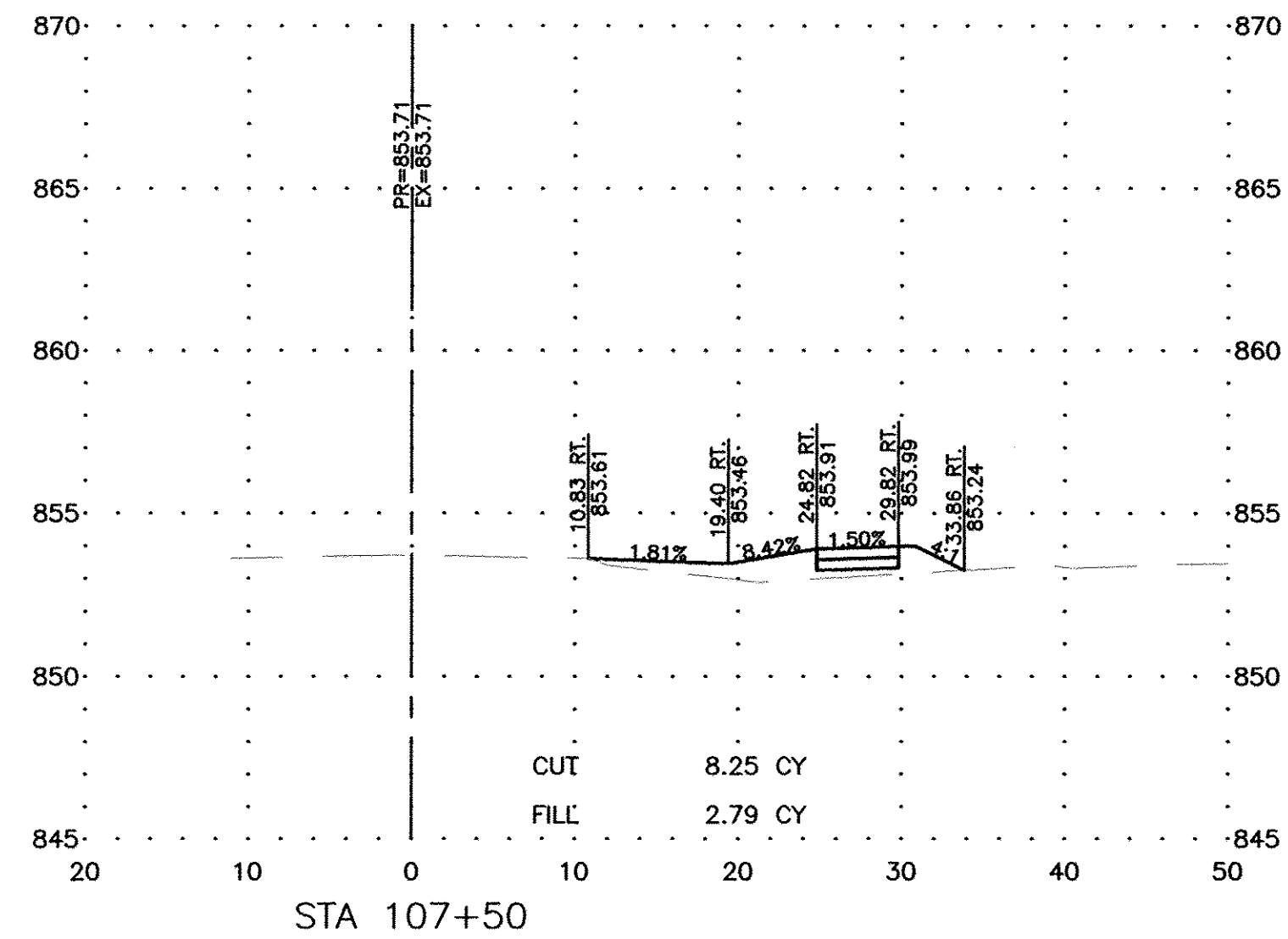
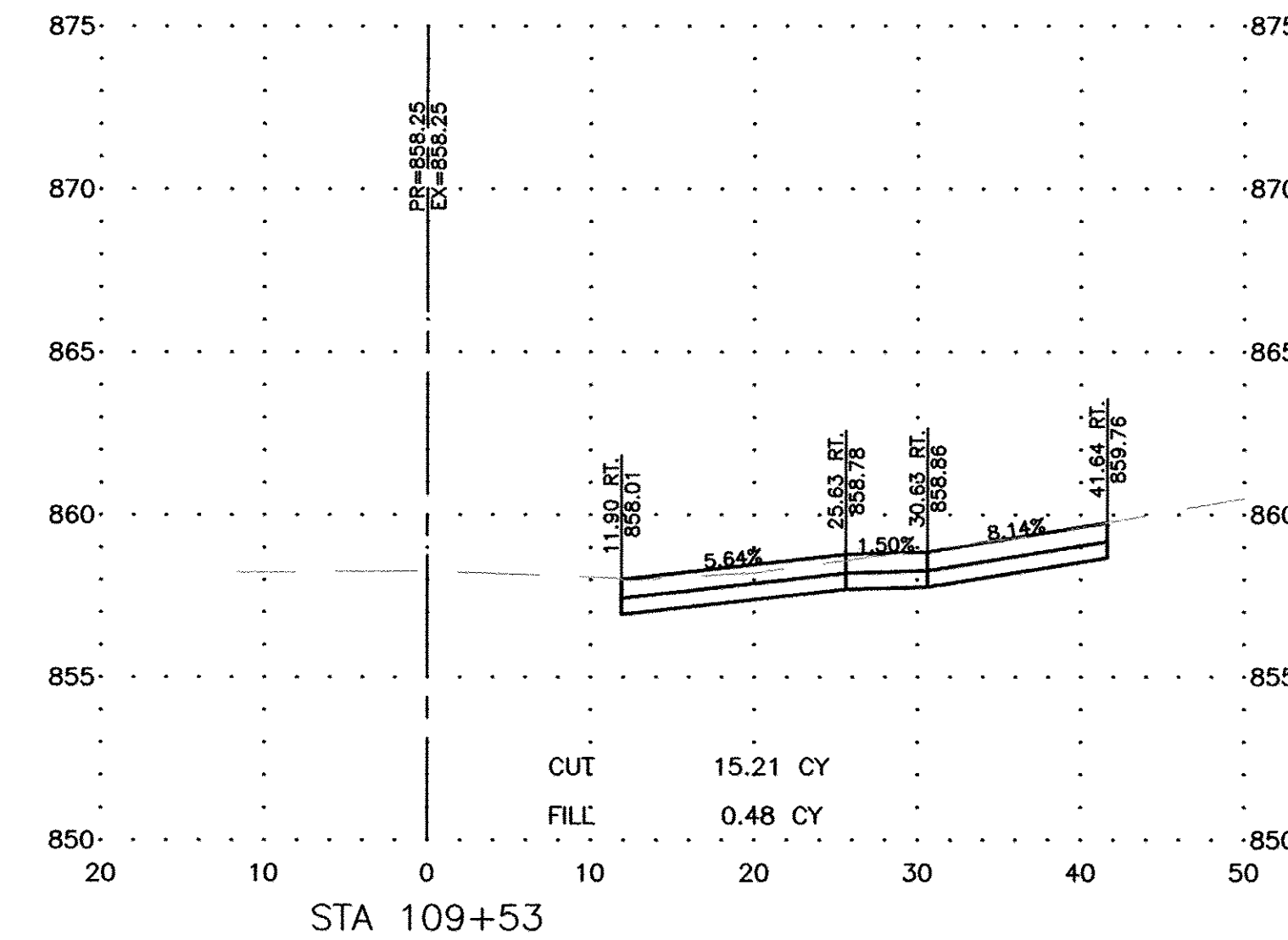
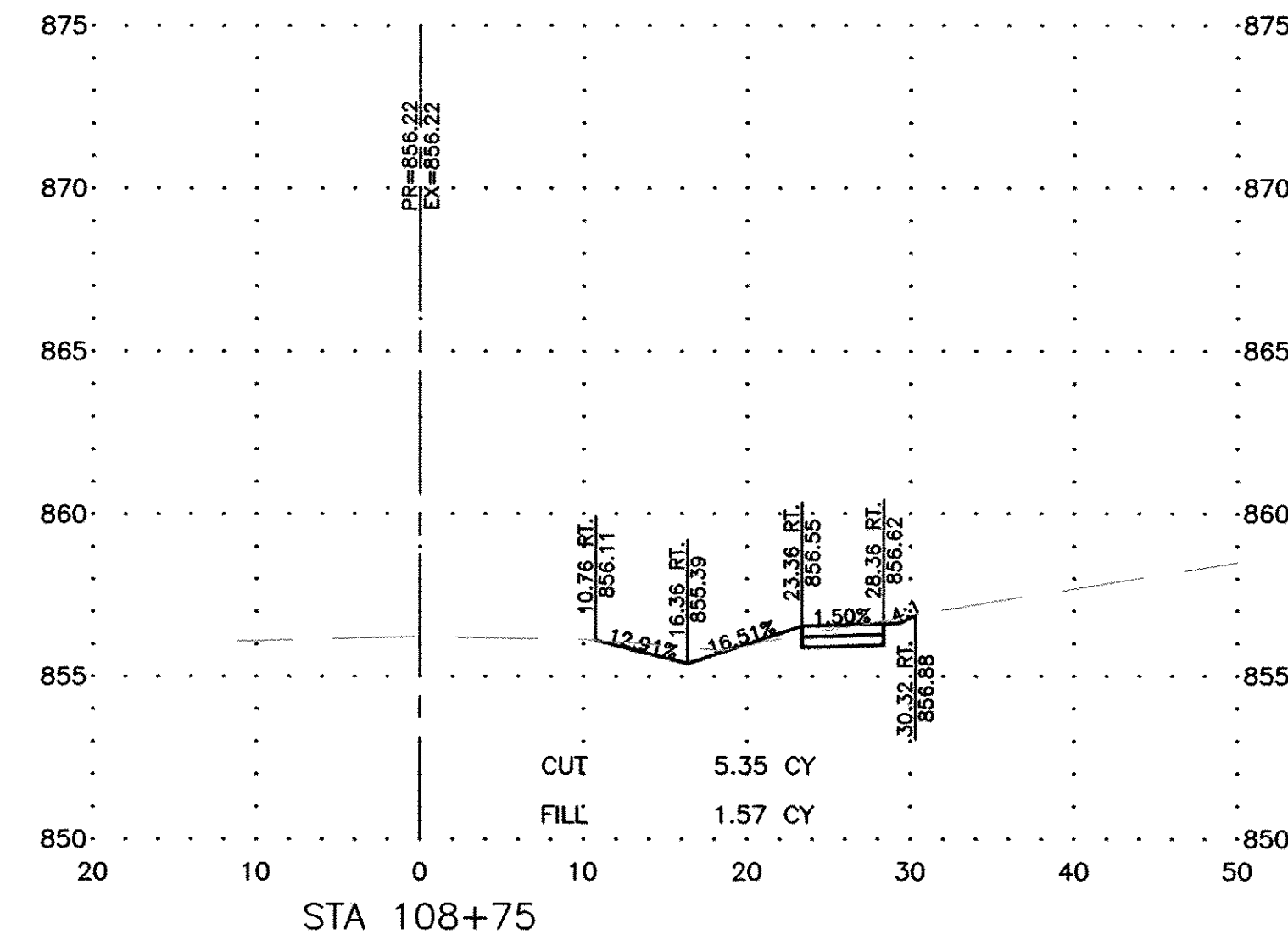
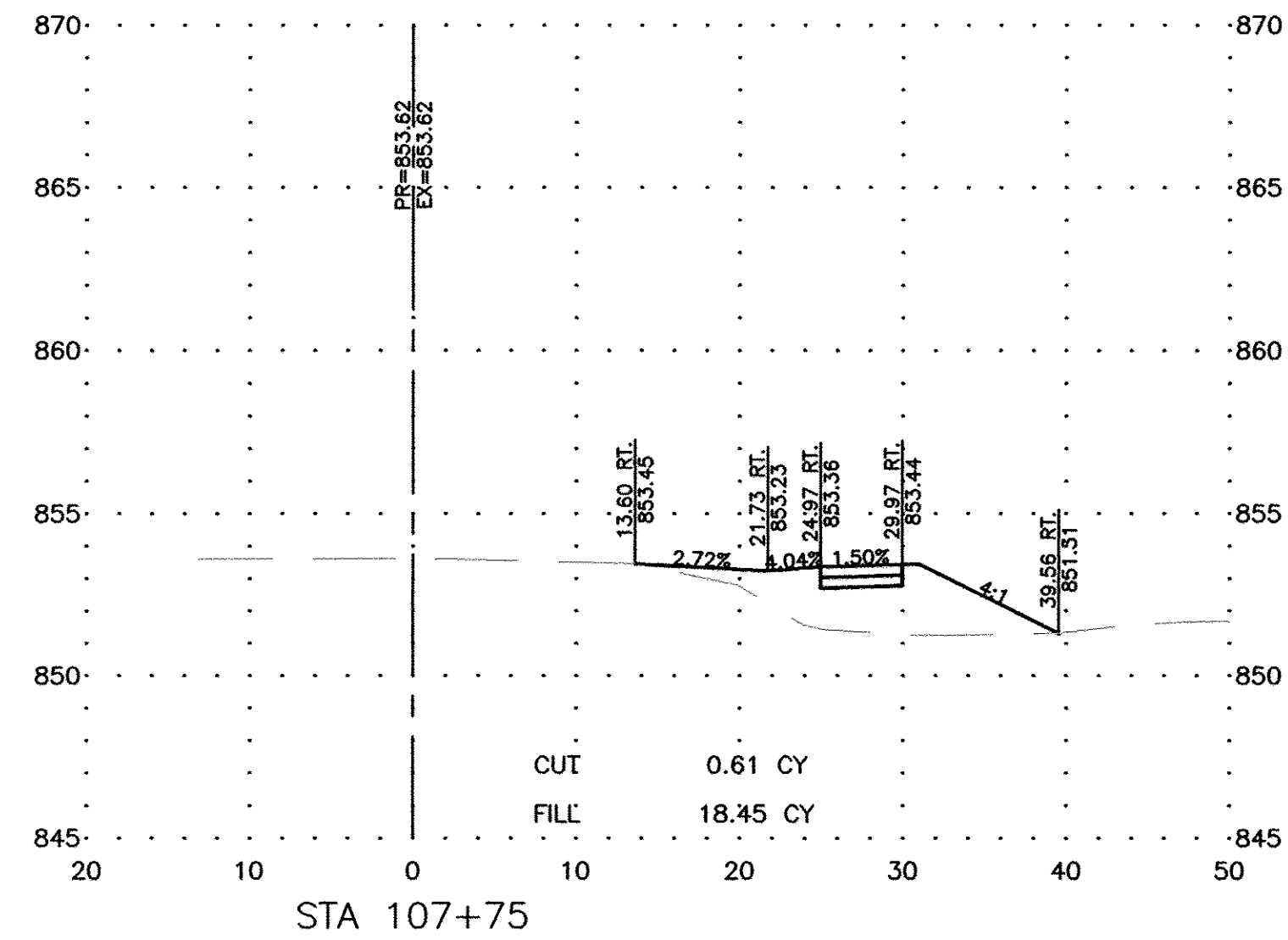
PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

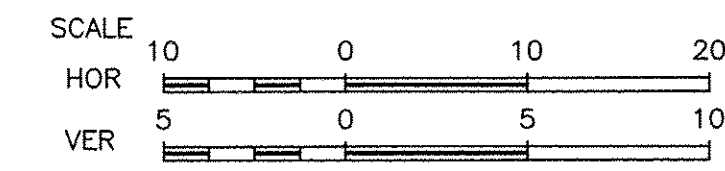
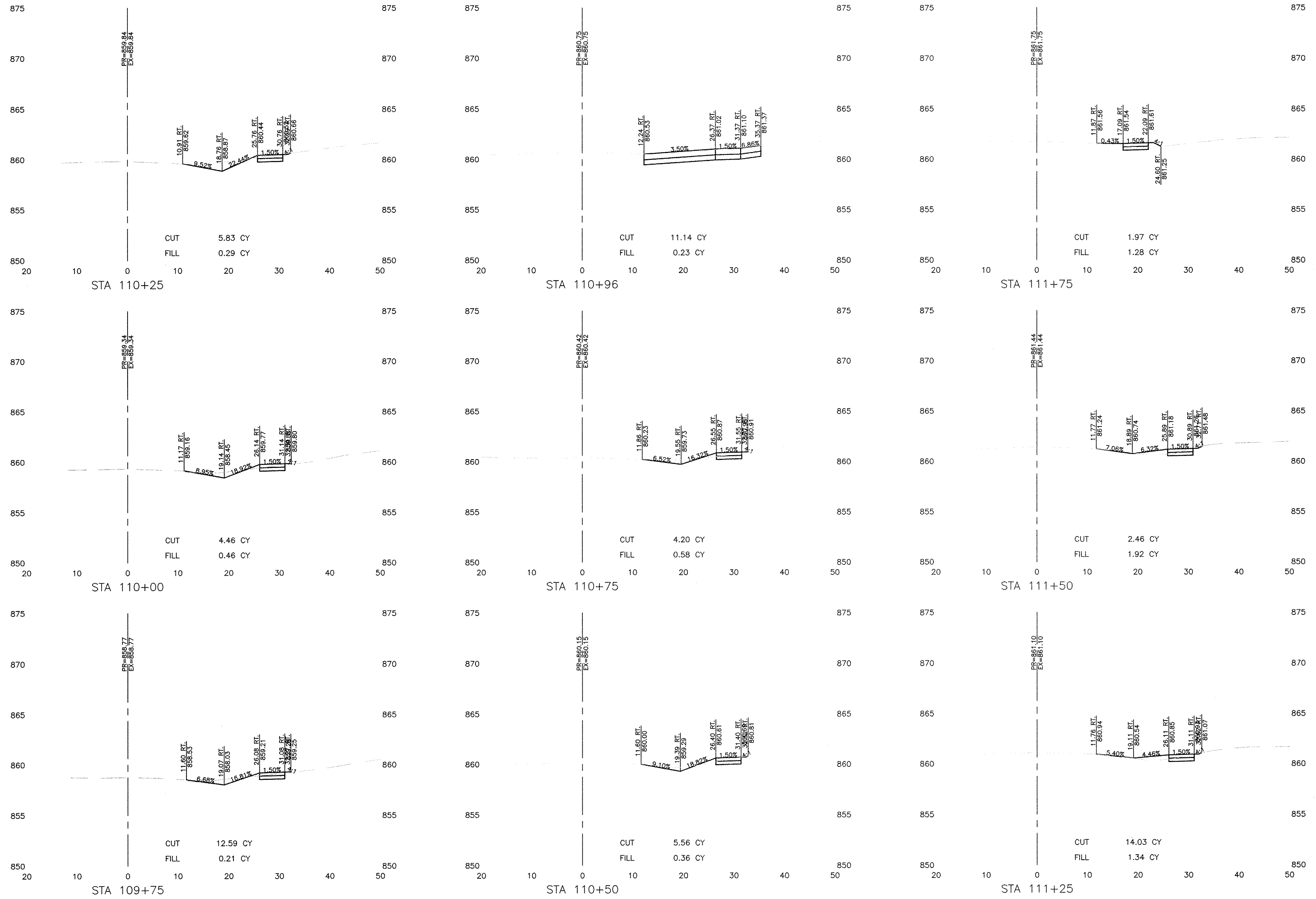
REVISIONS		
REV. NO.	DESCRIPTION	DATE

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JOB NUMBER:
15-036
SHEET NUMBER:
17 of 23



REVISIONS		
REV. NO.	DESCRIPTION	DATE



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

ILLINOIS
IOWA
WISCONSIN

OWNER/DEVELOPER:
VILLAGE OF PEARL CITY
302 STATION STREET
PEARL CITY, IL 61062

PROJECT AND LOCATION:
SAFE ROUTES TO SCHOOL
PEARL CITY, IL

DRAWN BY: M.S.
APPROVED BY: P.E.
DATE: 03/08/17
SCALE: AS NOTED

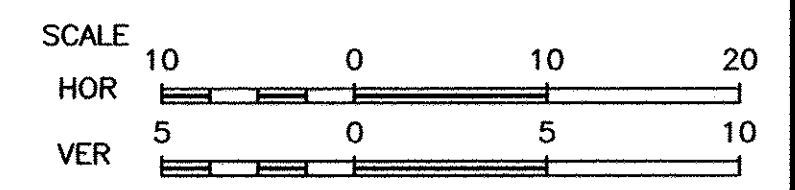
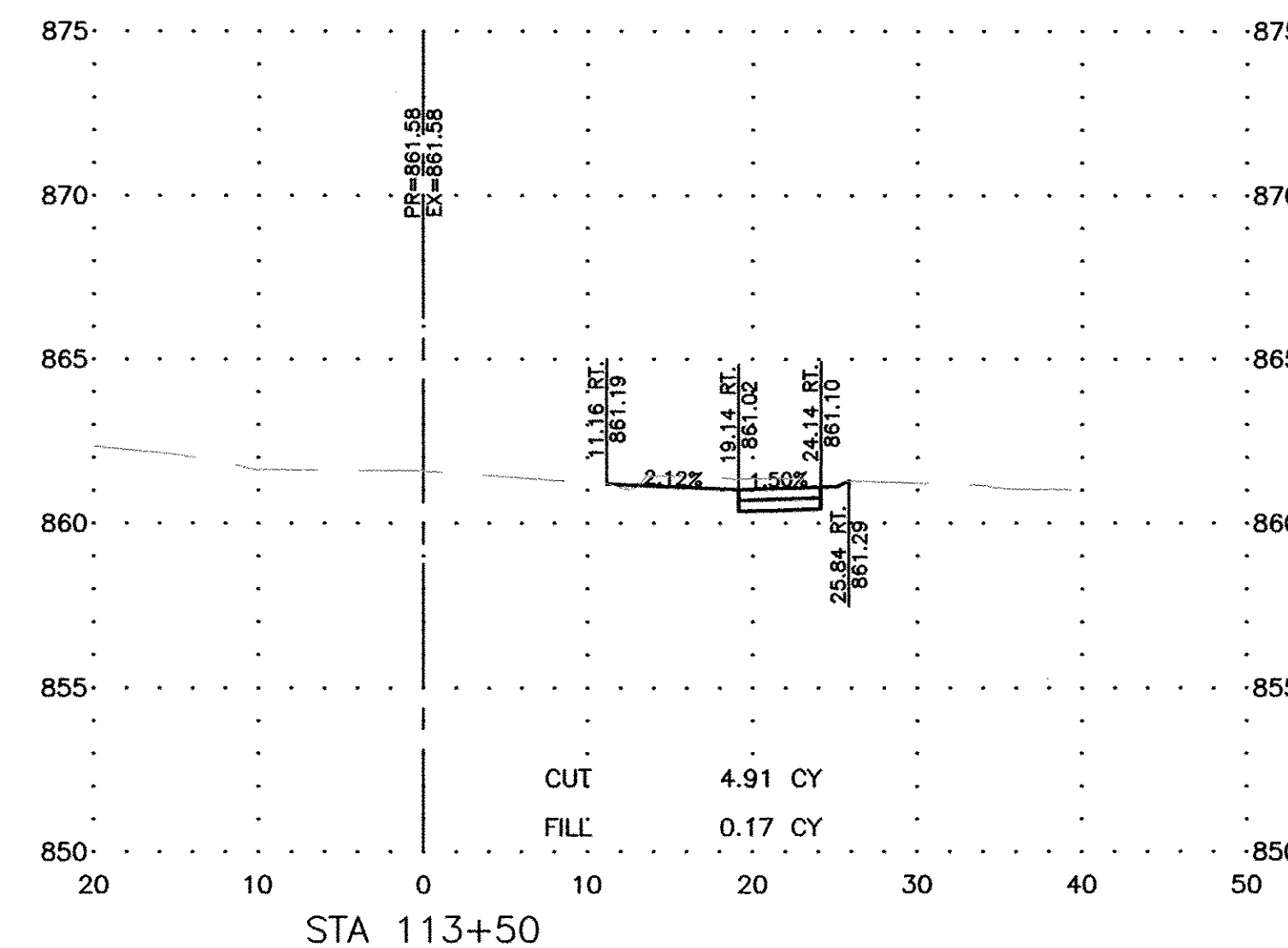
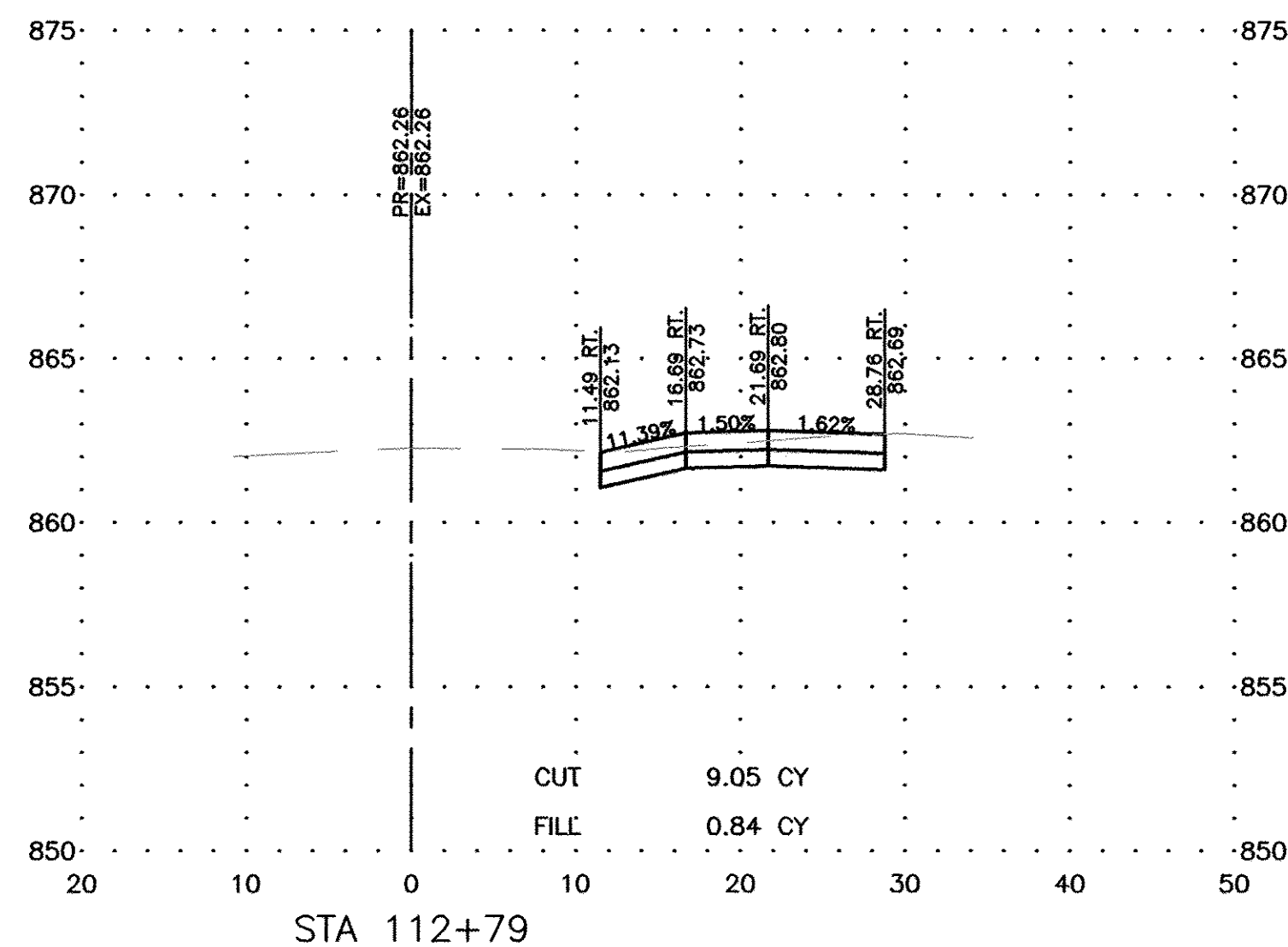
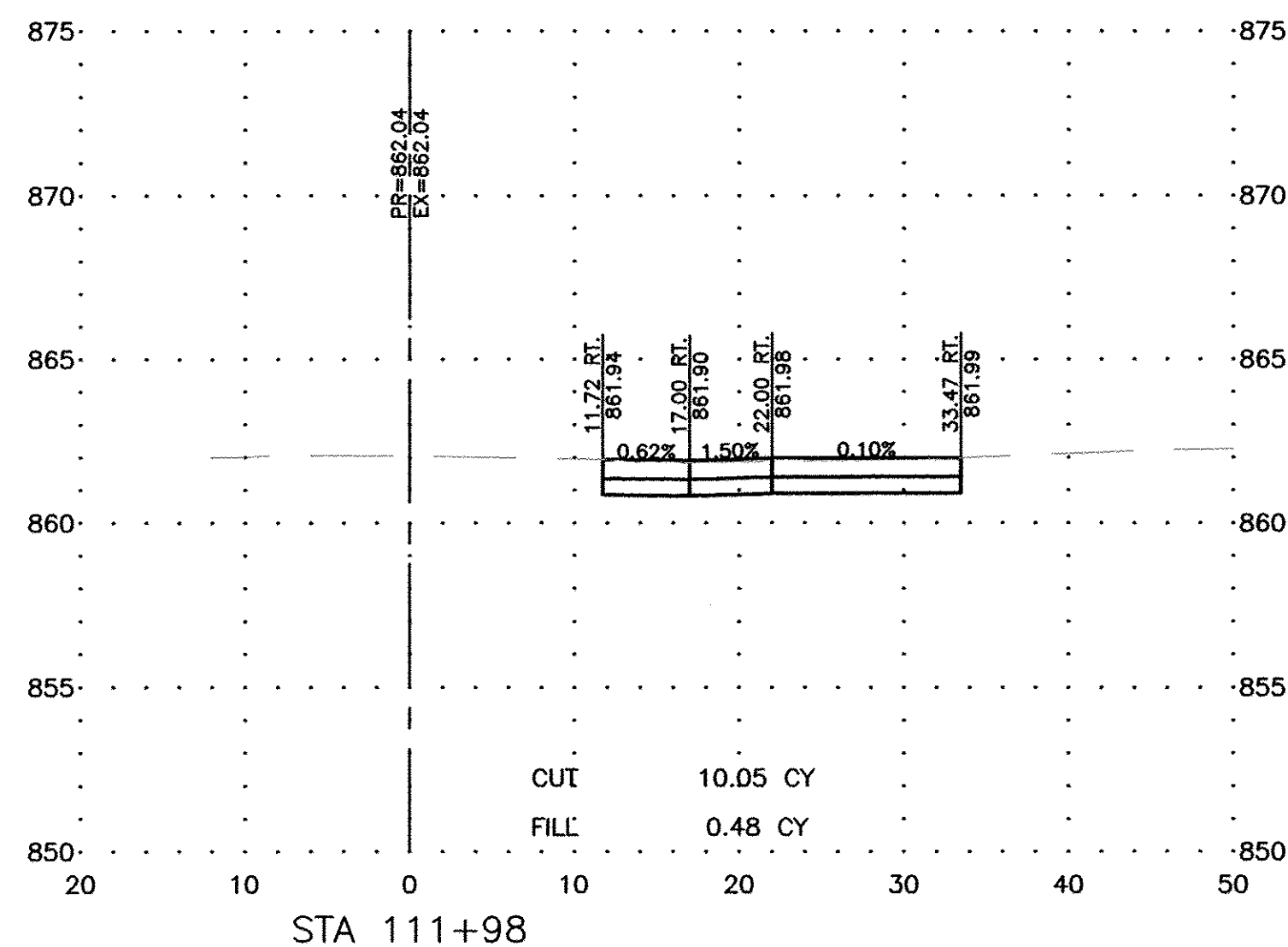
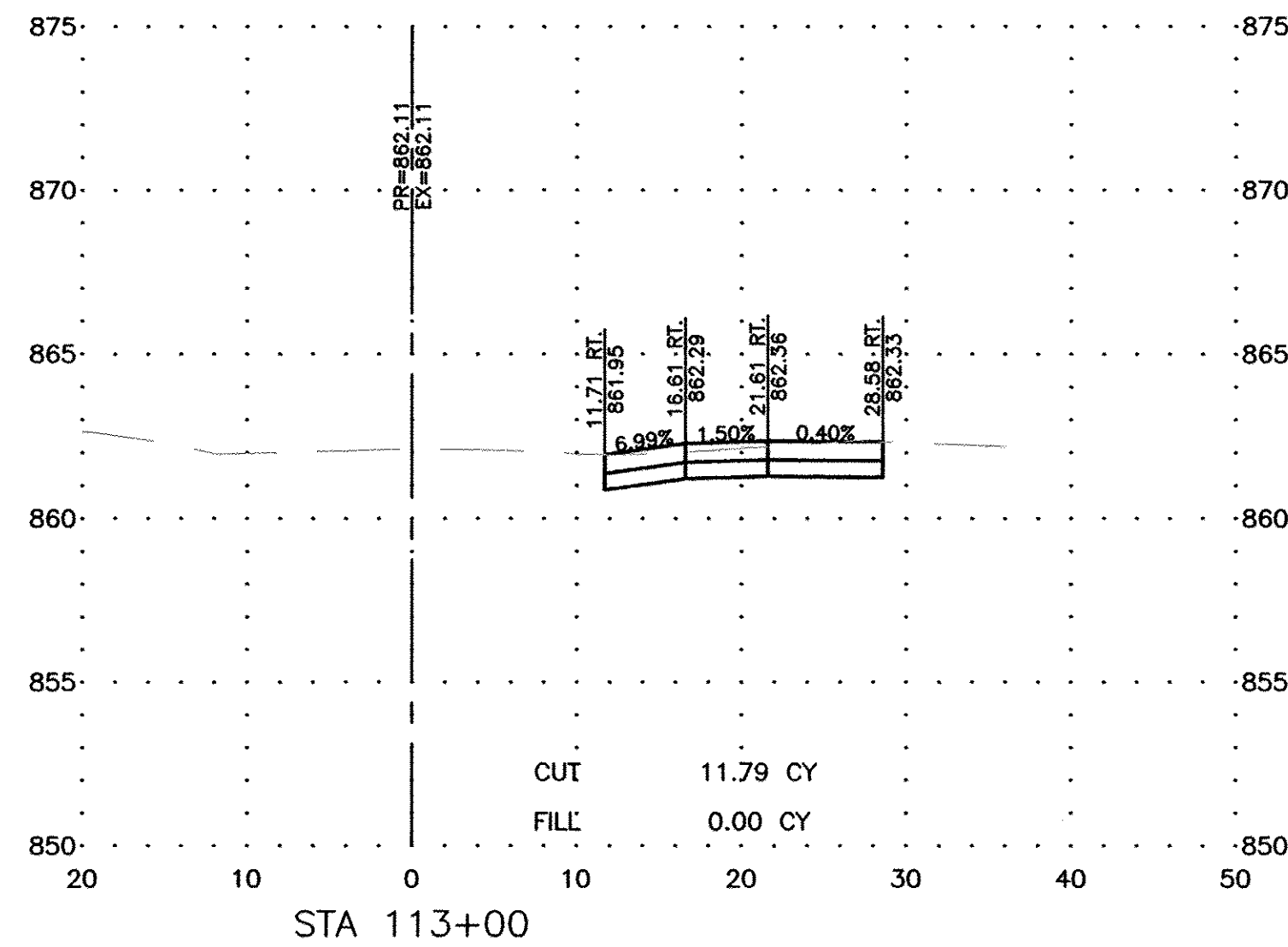
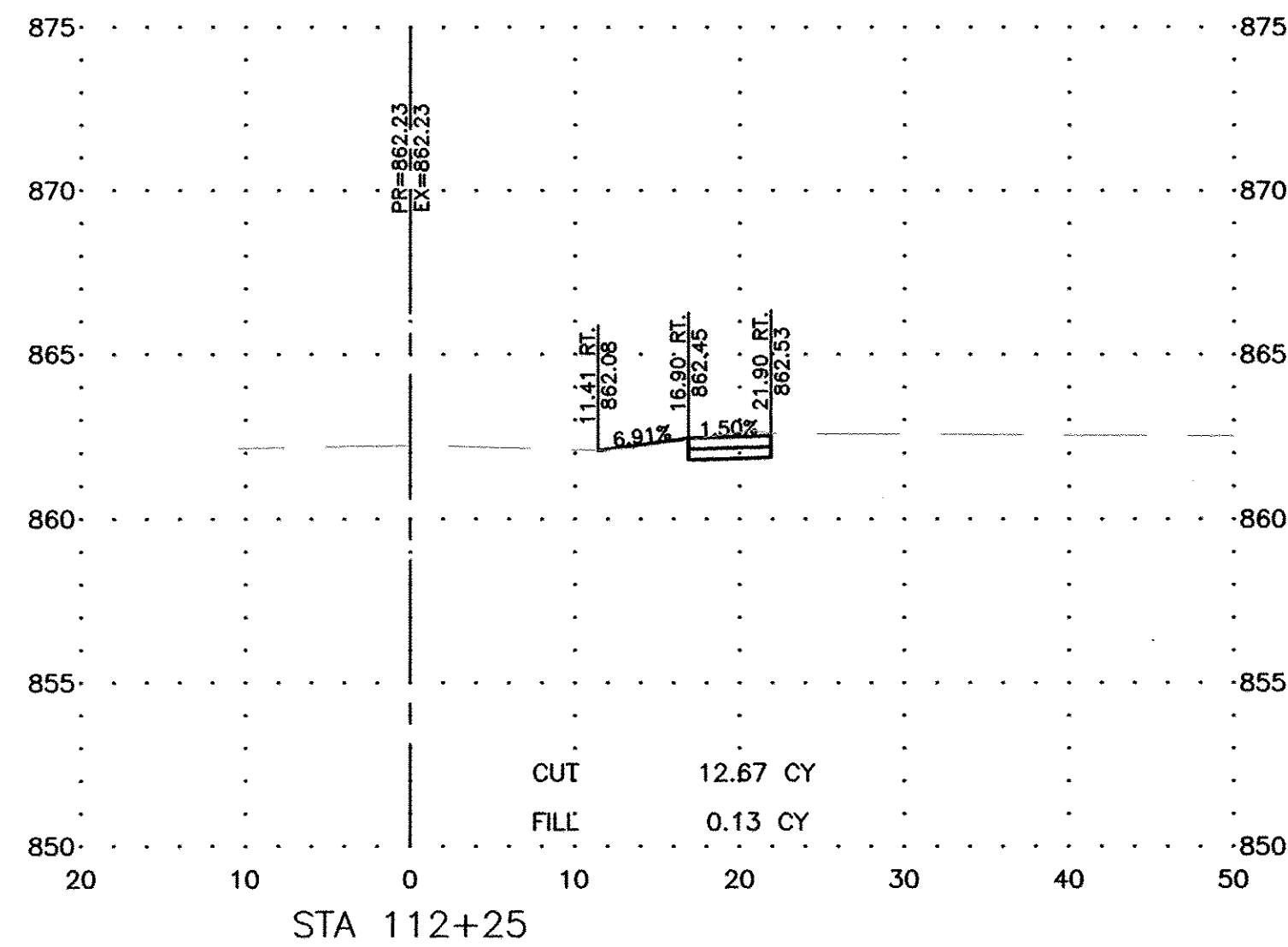
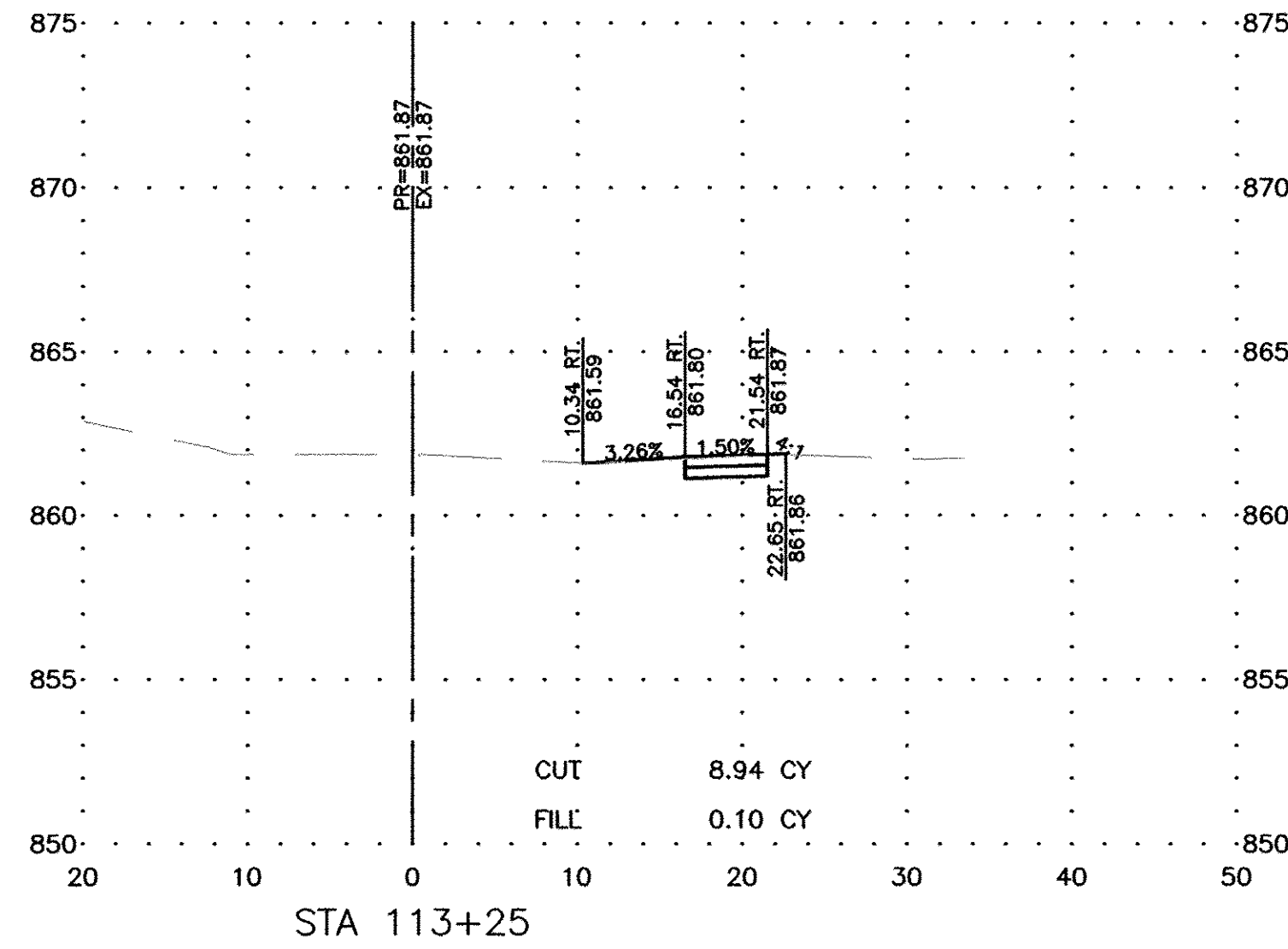
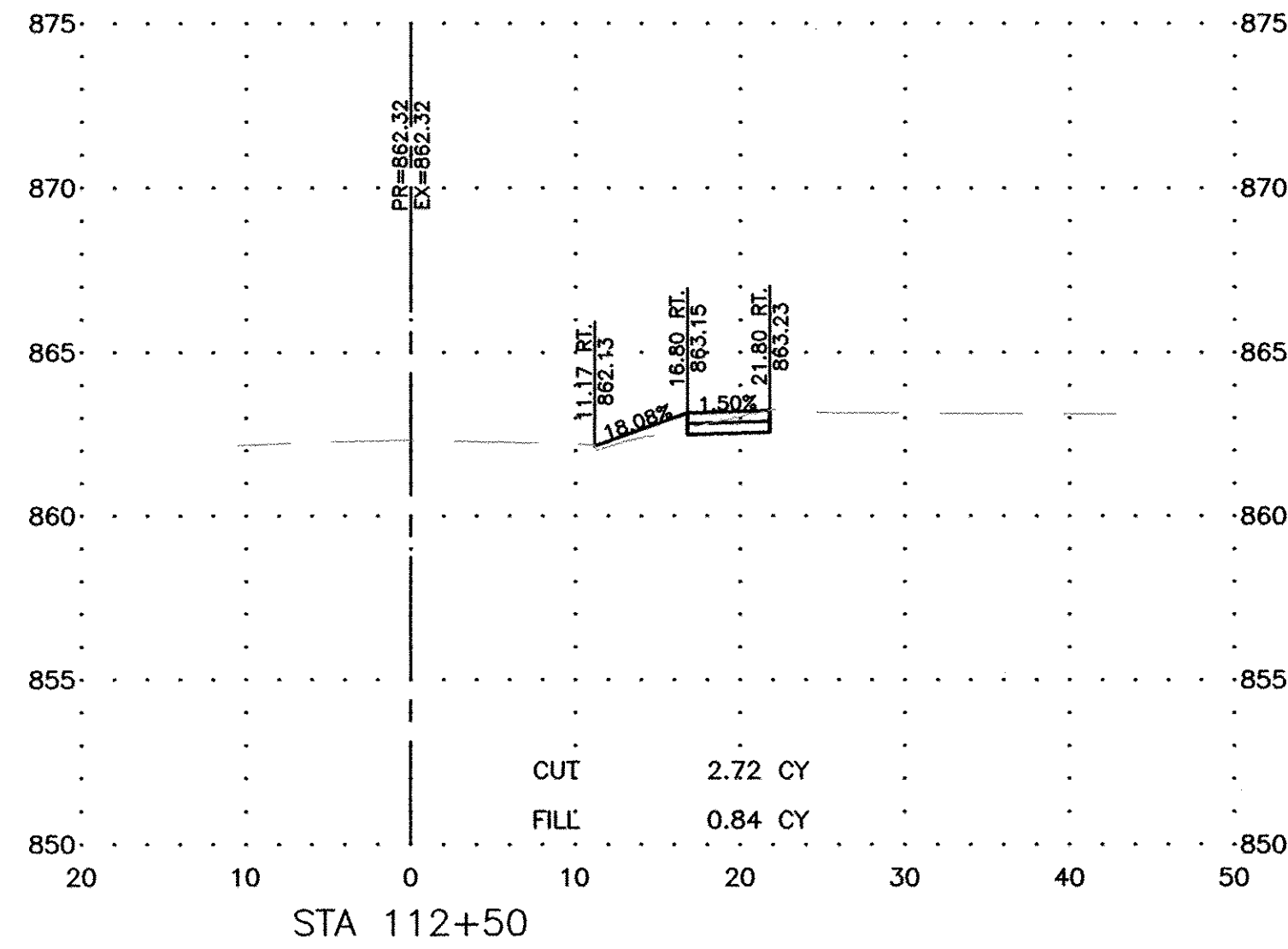
REVISIONS		
REV. NO.	DESCRIPTION	DATE

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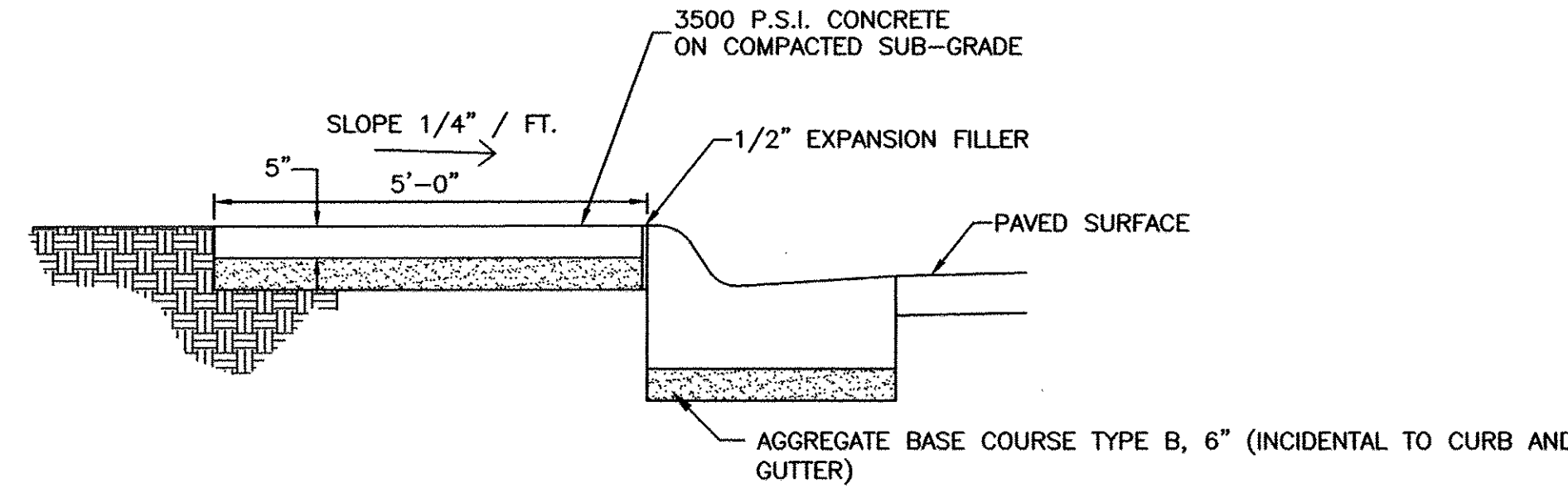
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JOB NUMBER:
15-036

SHEET NUMBER:
19 of 23



REVISIONS		
REV. NO.	DESCRIPTION	DATE

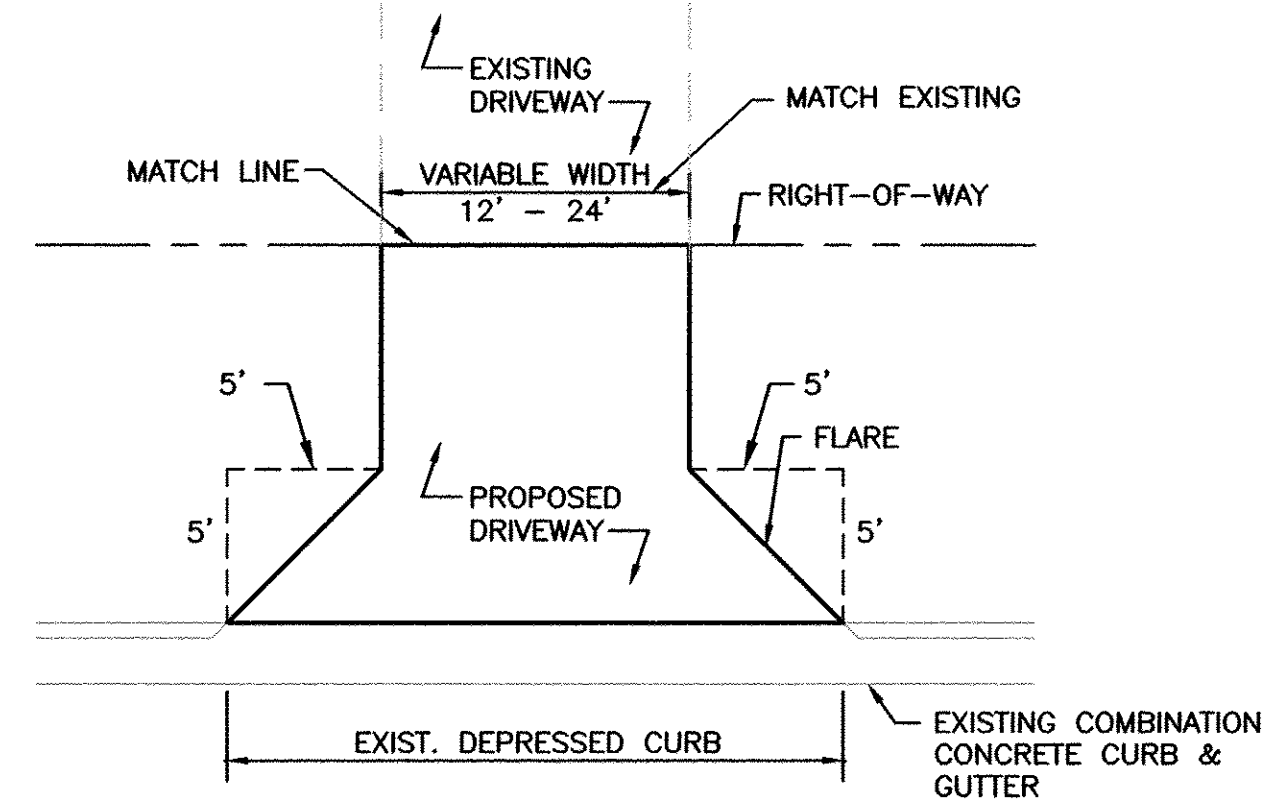


NOTES: SIDEWALK SHALL BE CONSTRUCTED OF 3500 PSI CONCRETE TO A MINIMUM THICKNESS OF 5".

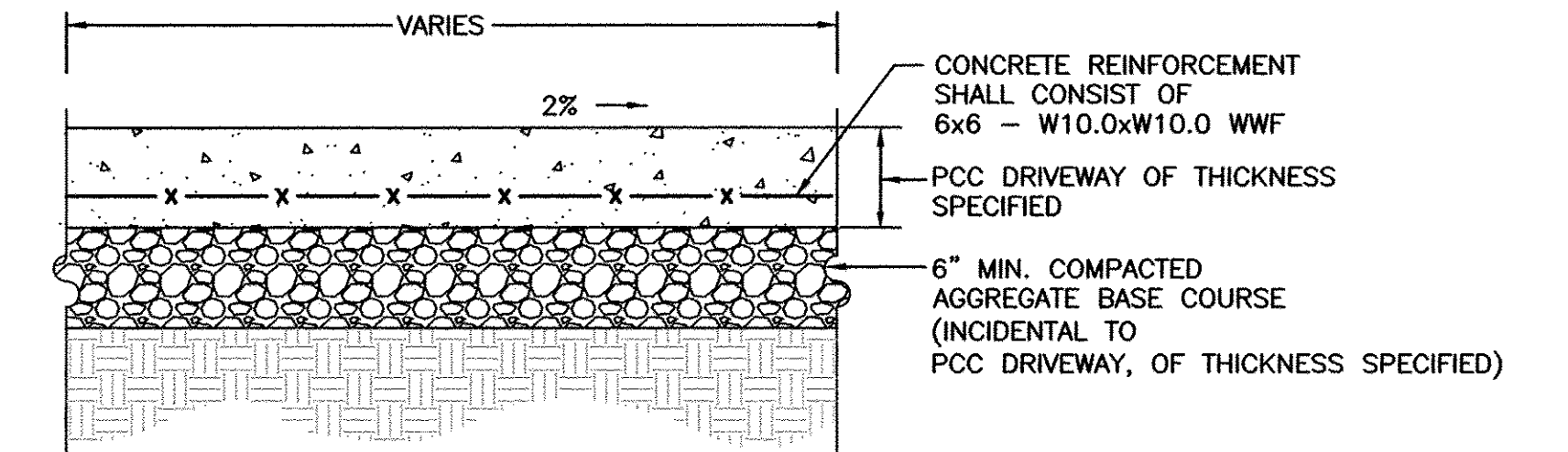
1/2" BITUMINOUS EXPANSION JOINTS AT 30'-0" O.C. AND SCORE JOINTS AT 6'-0" O.C. UNLESS OTHERWISE NOTED.

1/2" BITUMINOUS EXPANSION JOINT ALONG BACK OF SIDEWALK WHEN IT ABUTS BUILDING AND AT LOCATIONS OF EXISTING CONCRETE PAVING.

SIDEWALK/CURB AND GUTTER DETAIL
N.T.S.

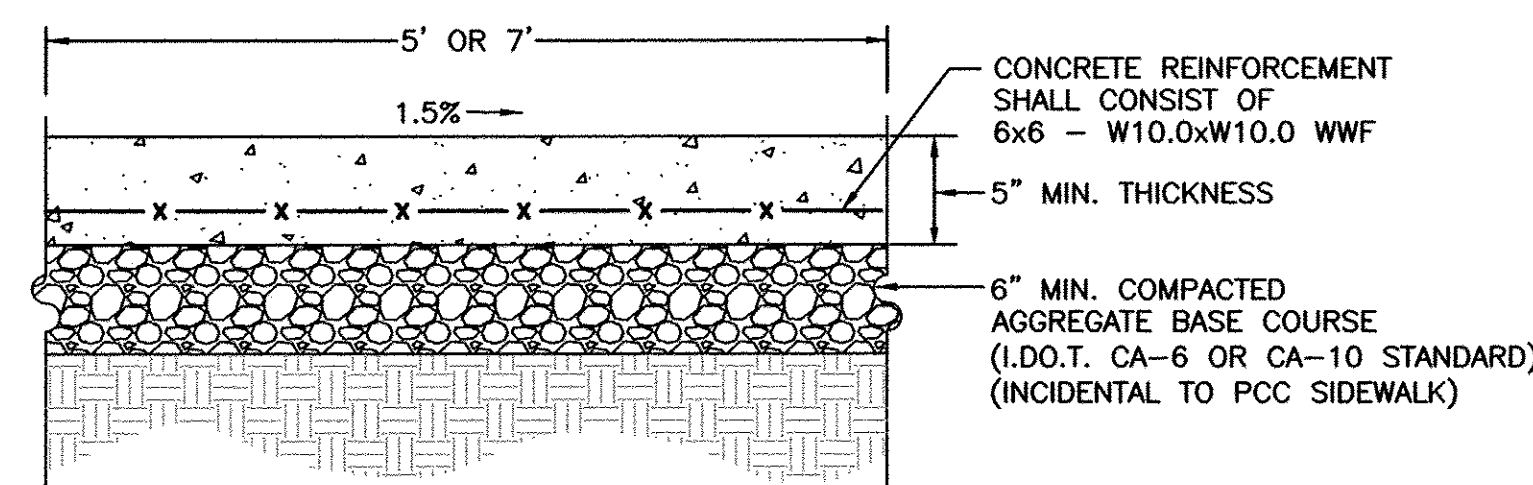


PRIVATE DRIVE APPROACH DETAIL
N.T.S.



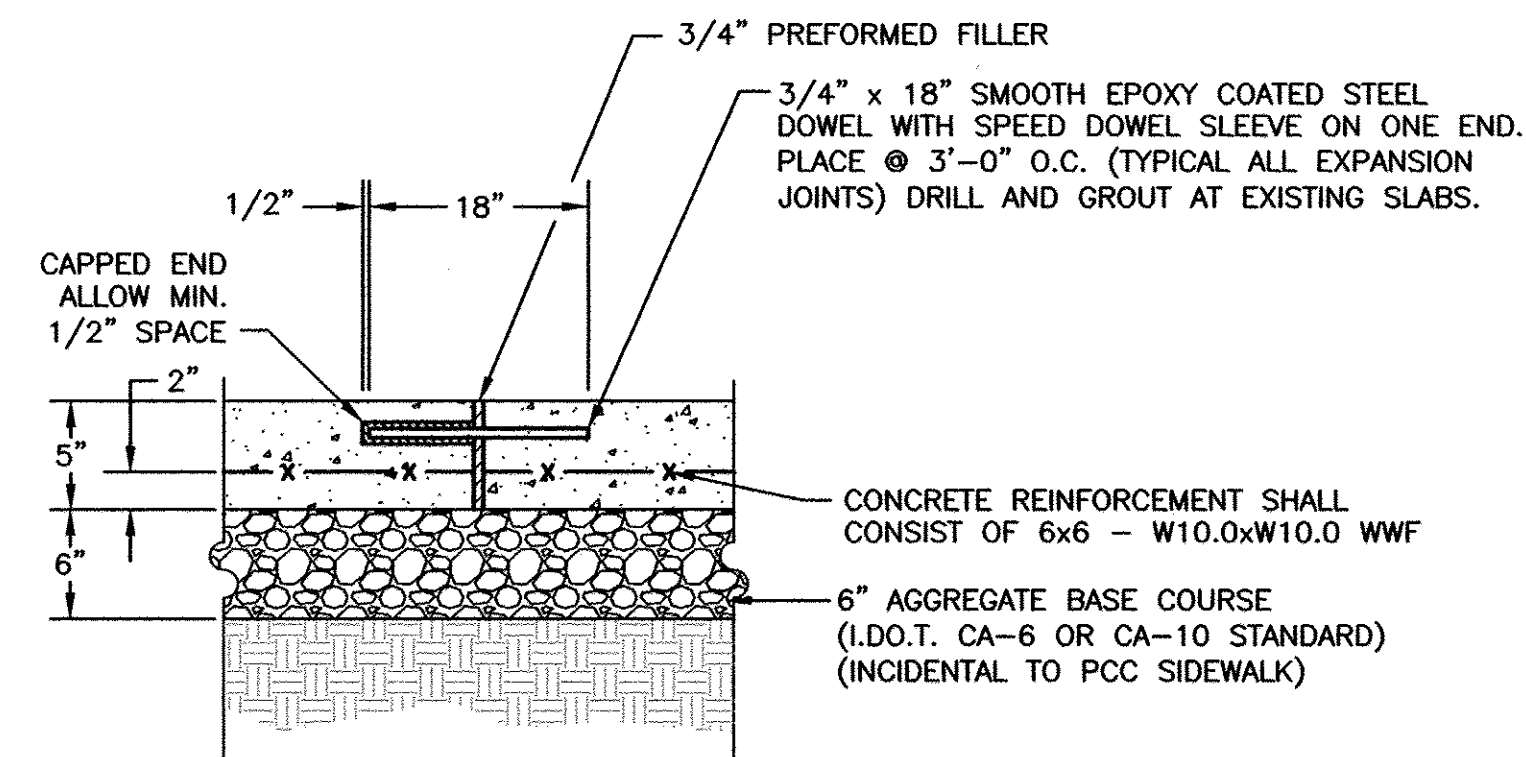
CONTROL JOINTS SHALL BE PLACED EVERY 5'.
CONCRETE SHALL MEET IDOT CLASS SI SPECIFICATION.

PCC DRIVEWAY PAVEMENT DETAIL
N.T.S.

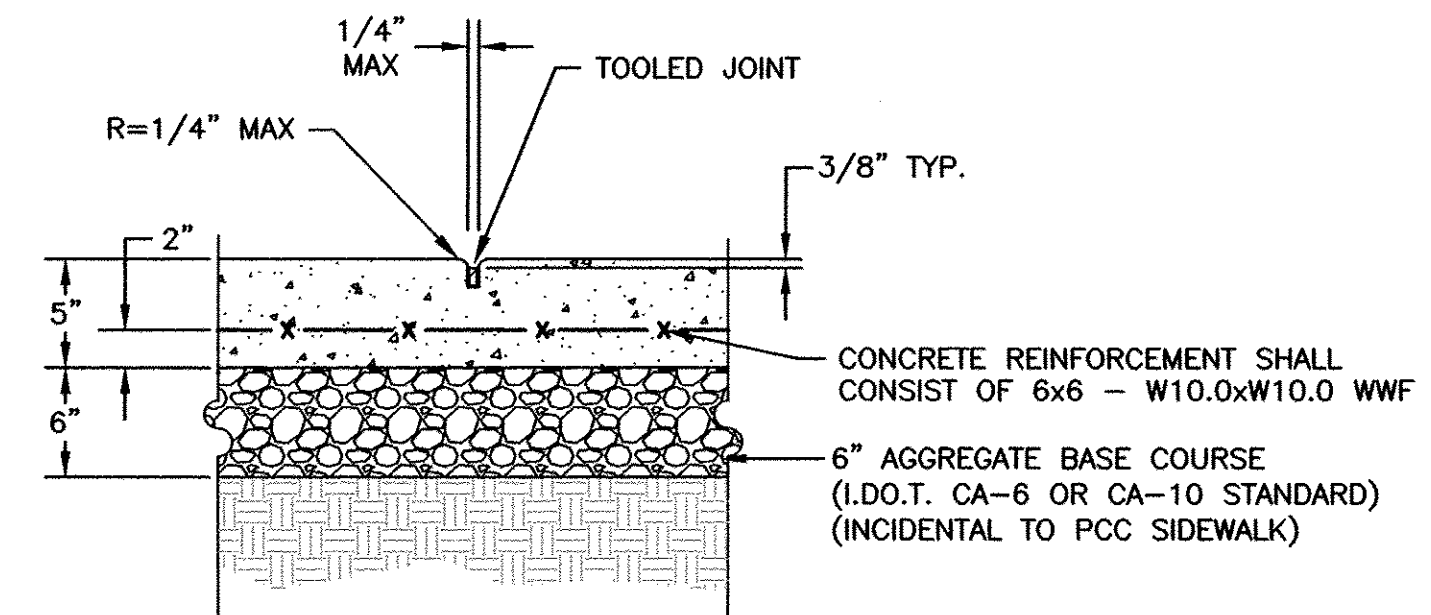


NOTE:
CONTROL JOINTS SHALL BE PLACED EVERY 5'.
CONCRETE SHALL MEET IDOT CLASS SI SPECIFICATION.
ALL EXCAVATION NECESSARY FOR CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE PCC SIDEWALK, 5".

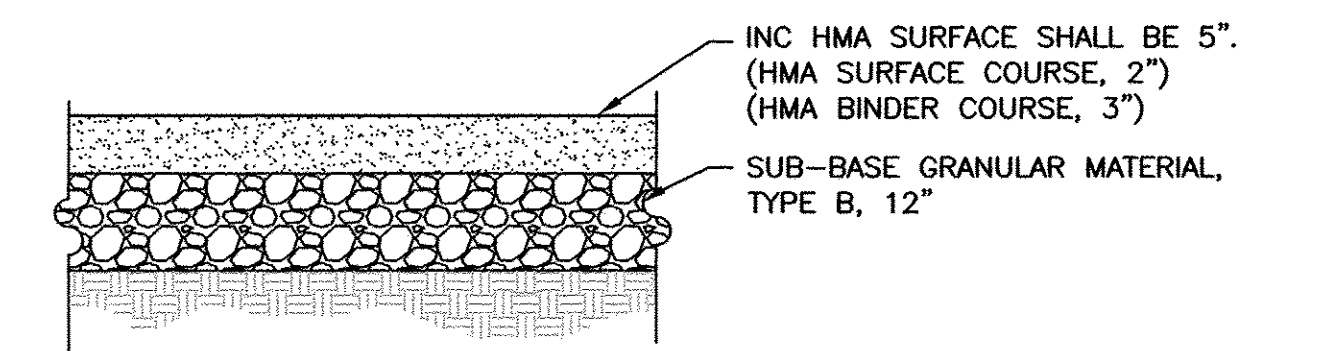
PCC SIDEWALK DETAIL
N.T.S.



SIDEWALK AND EXPANSION JOINT DETAIL
N.T.S.

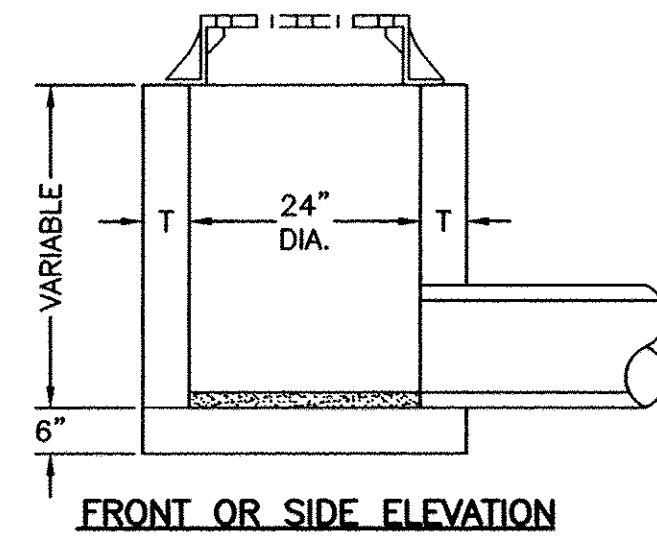


SIDEWALK TOOLED JOINT DETAIL
N.T.S.



PAVEMENT REPLACEMENT SPECIAL DETAIL
N.T.S.

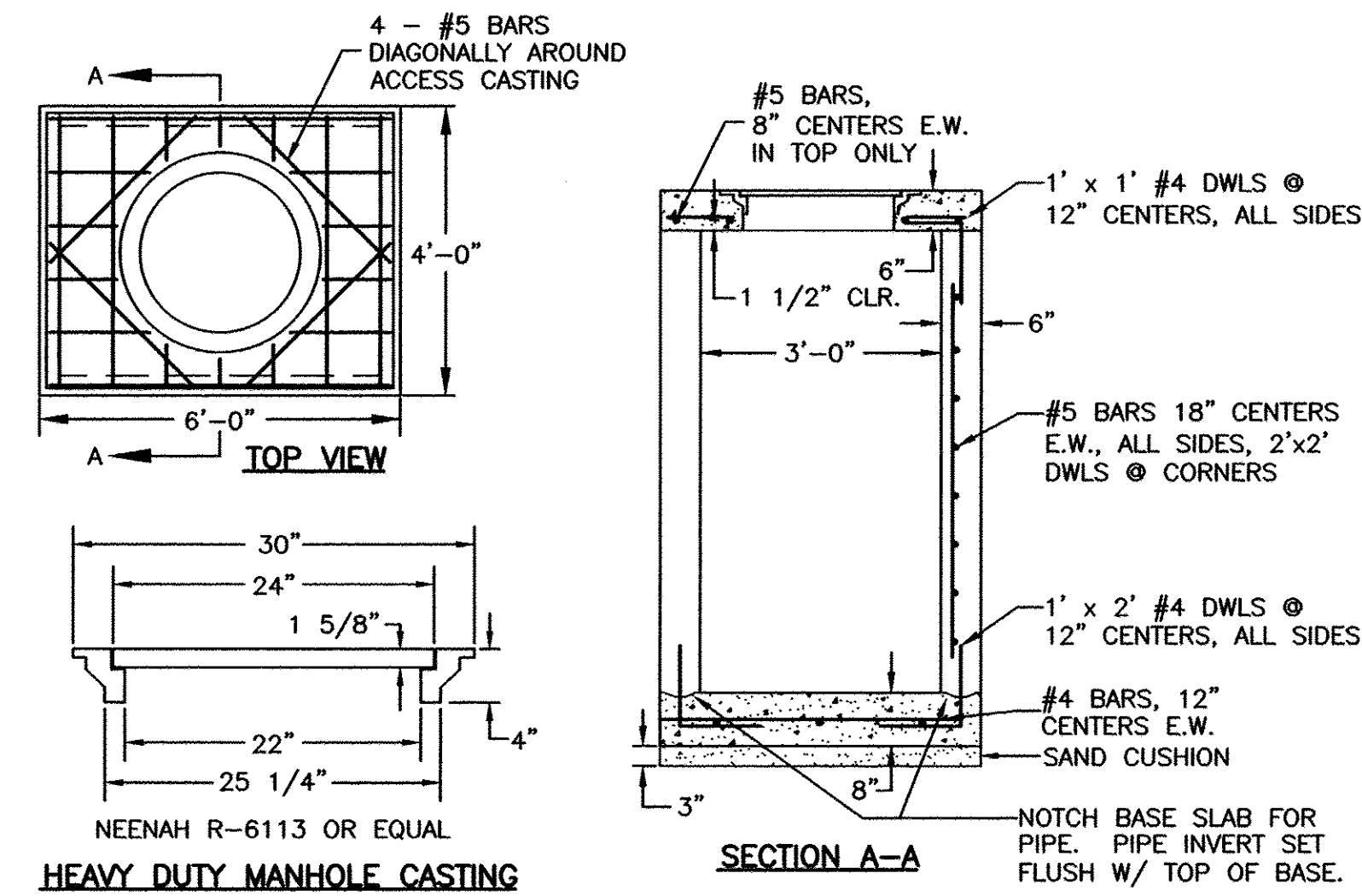
REVISIONS		
REV. NO.	DESCRIPTION	DATE



MATERIALS	T
CONCRETE MASONRY UNITS	5"
BUILDING BRICK GRADE S.W. FROM CLAY OR SHALE	8"
MONOLITHIC CONCRETE	6"
CONCRETE BUILDING BRICK GRADE A	8"

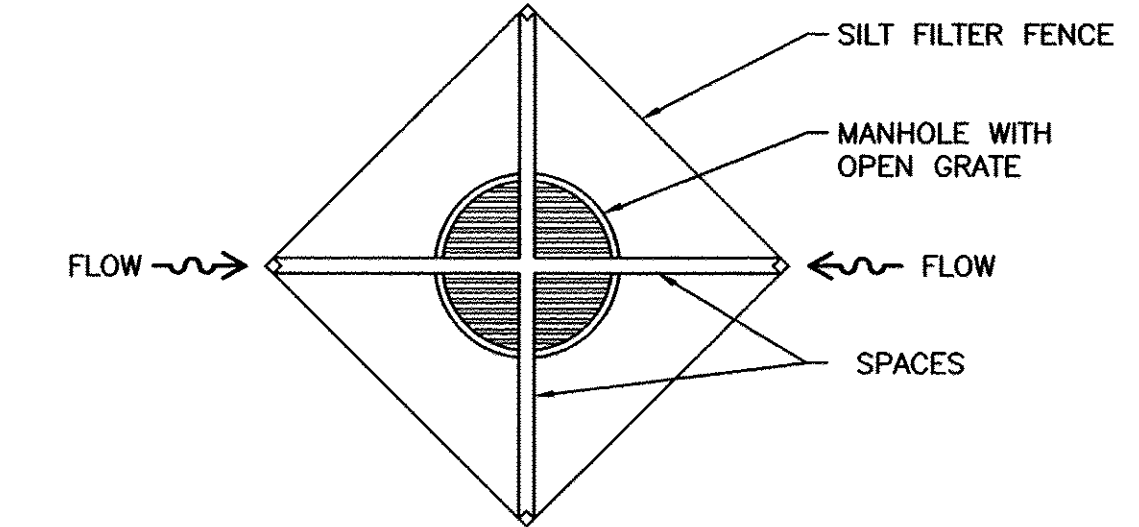
NOTE: THE BOTTOM SHALL BE CONSTRUCTED WITH CLASS SI CONCRETE.
INLET BOTTOM SHALL BE SLOPED 1" PER FOOT TO OUTLET PIPE.
THE CATCH BASIN SHALL BE FURNISHED WITH A TYPE 8 FRAME AND GRATE.
COST OF FURNISHING AND SETTING TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INLETS, SPECIAL.

INLETS, SPECIAL DETAIL
N.T.S.

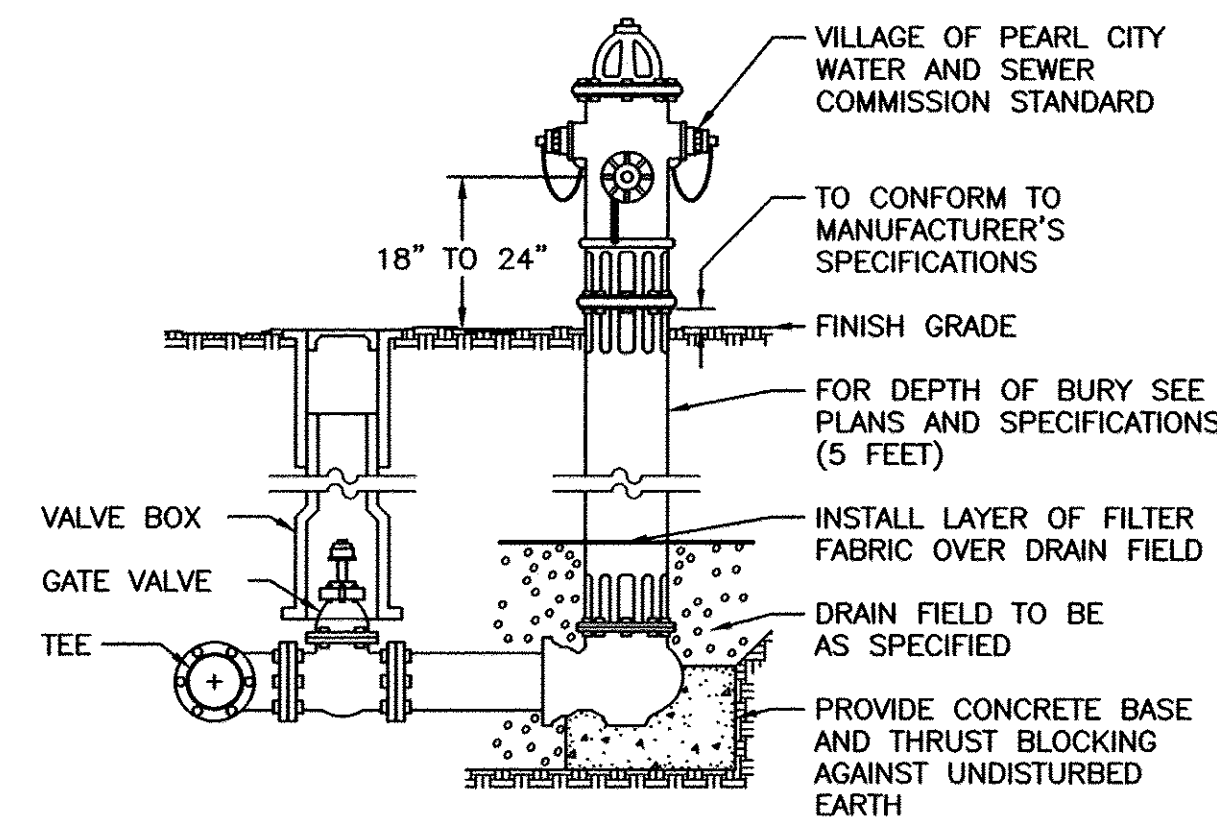


NOTES:
CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT.
THE INSIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS.
EXCEPT AS NOTED HEREON THE JUNCTION BOX SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE "STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION" IN THE STATE OF ILLINOIS, LATEST EDITION.

JUNCTION BOX, SPECIAL DETAIL
N.T.S.



INLET PROTECTION
N.T.S.



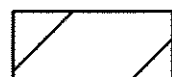
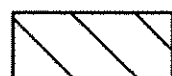


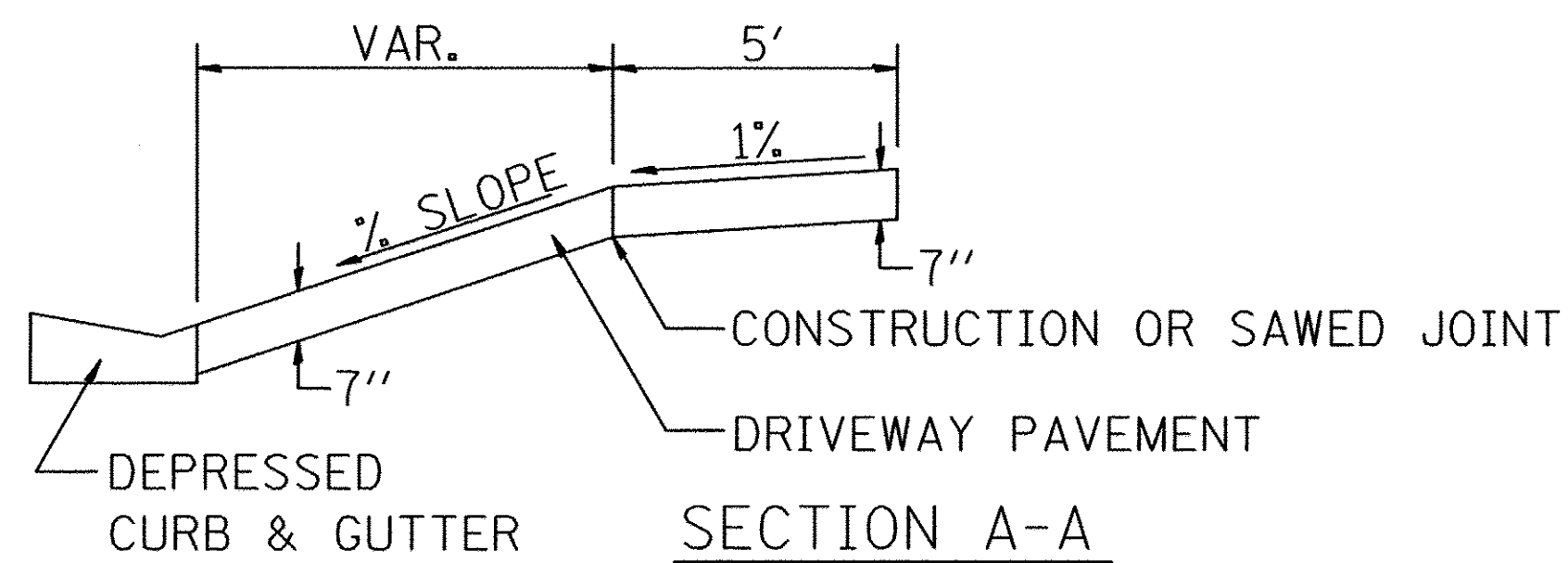
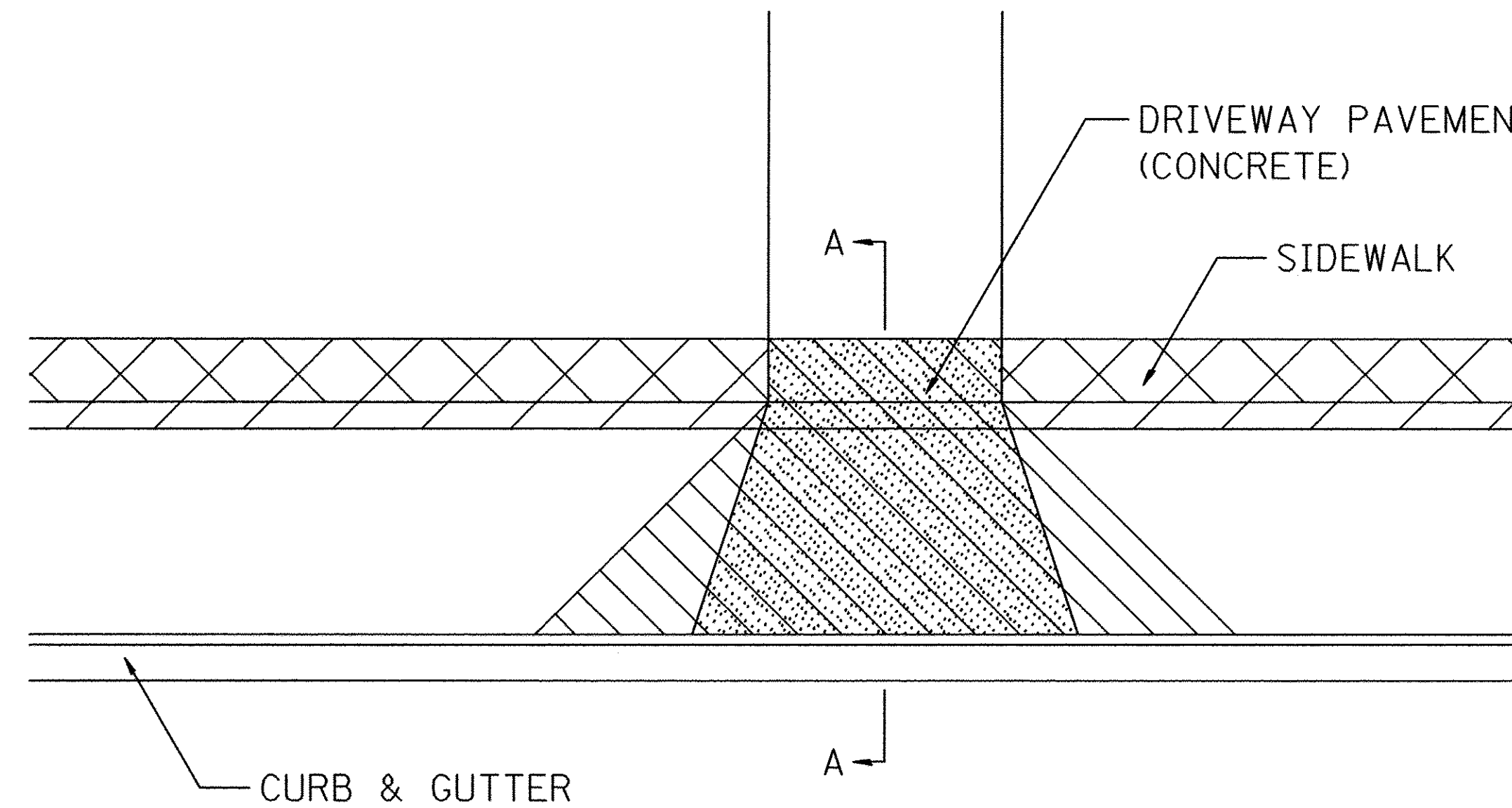
NOTES:
CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN.
HYDRANT INSTALLATION COMPLETE SHALL INCLUDE HYDRANT, GATE VALVE, VALVE BOX, HYDRANT BRANCH PIPE, AND TEE. THIS UNIT SHALL BE PAID FOR AT CONTRACT UNIT PRICE PER EACH FOR HYDRANT INSTALLATION COMPLETE.

FIRE HYDRANT RELOCATION DETAIL
N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE

SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS

- PAY FOR AS
-  SIDEWALK REMOVAL
 -  DRIVEWAY PAVEMENT REMOVAL
 -  PCC SIDEWALK 5
 -  PCC DRIVEWAY PAVEMENT 7



FOR DETAILS ON DIMENSIONS AND GRADES, SEE DISTRICT STANDARD 25.1 OR PLANS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

PLOT DATE = Thu Nov 13 11:31:55 2014

REVISED - 6-27-14
REVISED - 10-03-11
REVISED -
REVISED -

REGION 2 / DISTRICT 2 STANDARD			
SCALE: 1.0000' / 1" =	SHEET NO. OF SHEETS	STA. TO STA.	

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

SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS 35.4

REVISIONS		
REV. NO.	DESCRIPTION	DATE