

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE
CULVERT REPLACEMENT

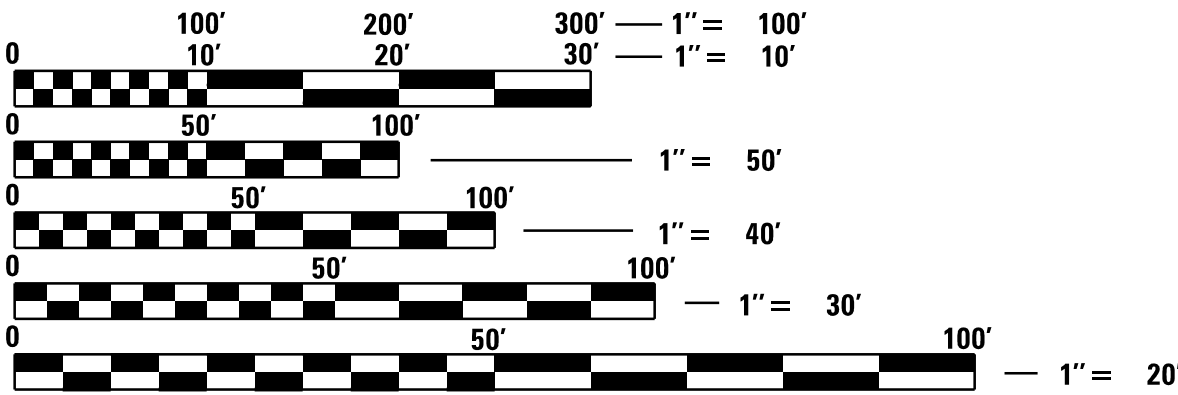
WILL COUNTY

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LOCATION MAP

PROJECT LOCATION



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

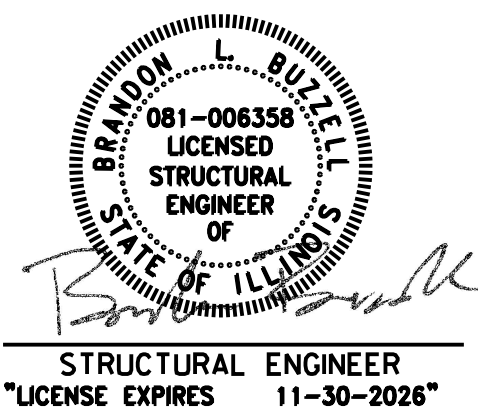
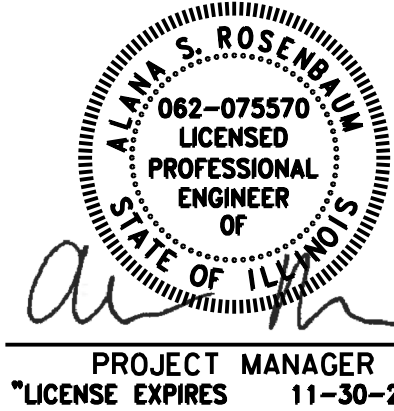
J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A260151026



CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = WILL
CITY-TOWNSHIP = PARK FOREST-RICH
SEC. & 1/4 SEC. NO. = INW
48 HOURS (2 working days) BEFORE YOU DIG

APPROVED _____ 20 _____

LOCAL AGENCY REPRESENTATIVE





USER NAME = kroberson	DESIGNED -	REVISED -
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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

GENERAL NOTES

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3881		WILL	14	2
CONTRACT NO.				
		ILLINOIS	FED. AID PROJECT	

- CONTACT NICK CHRISTIE, VILLAGE OF PARK FOREST (VILLAGE), AT 708-282-5644, AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
- CONTACT AFFECTED PROPERTY OWNERS AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: “THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION” (REFERRED TO AS THE “STANDARD SPECIFICATIONS”), THE “SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS”, THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS”, THE “MANUAL OF TEST PROCEDURES FOR MATERIALS” AND THE “STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS”.
- THE ENGINEER WILL FURNISH A RESIDENT ENGINEER (RE) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RE WILL ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT ENGINEER, AND ASSISTANTS.
- UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
- PROTECT EXISTING UNDERGROUND UTILITIES AND BUILDING SERVICE LINES FROM DAMAGE. MAKE SUCH EXPLORATION AS IS NECESSARY TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES. EXERCISE CARE DURING THE PROGRESS OF WORK IN THE AREA TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES.
- COORDINATE WITH UTILITY COMPANIES TO SUPPORT, PROTECT, OR REMOVAL AND REPLACE ALL POWER POLES OR POLE ANCHORS THAT ARE AFFECTED BY CONSTRUCTION, EVEN WHERE SUPPORT IS NOT INDICATED ON PLAN SHEETS, PERFORMED INCIDENTAL TO CONSTRUCTION.
- PROVIDE TRAFFIC CONTROL AS REQUIRED IN ACCORDING WITH STANDARD SPECIFICATION, SPECIAL PROVISIONS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND THE LOCAL GOVERNMENTAL AUTHORITY DURING CONSTRUCTION.
- DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET OR DRIVEWAY SIGHTLINES.
- MATERIAL OR SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER OF WATERS OF THE UNITED STATES OR ISOLATED WATERS OF THE LOCAL COUNTY.
- REMOVE ANY EXCESS MATERIALS FROM SITE TO AN APPROVED OFF-SITE DISPOSAL FACILITY.
- WORK WILL BE DONE IN LOW FLOW CONDITIONS. IF WATER IS PRESENT IT WILL BE PUMPED AROUND THE PROJECT LOCATION.
- ALL TREE REMOVAL MUST BE APPROVED BY THE ENGINEER. ALL TREES THAT ARE MARKED FOR REMOVAL WILL BE REPLACED WITH A TREE OF THE SAME SPECIES.
- CULVERT REMOVAL AND INSTALLATION WORK SHALL BE COMPLETED IN A SINGLE DAY. PEDESTRIAN ACCESS WILL NOT BE AVAILABLE DURING WORKING HOURS ON THE DAY THE CULVERT IS INSTALLED. A PLAN SHOULD BE PROVIDED TO MINIMIZE DISTURBANCE.
- PCC DRIVEWAY REPLACEMENT WORK SHALL BE COMPLETED IN TWO PARTS TO MAINTAIN PEDESTRIAN ACCESS.
- THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- THE CONTRACTOR SHALL SUBMIT PARTIAL WAIVERS OF LIEN FROM ALL SUBCONTRACTORS AND SUPPLIERS WITH EACH PARTIAL PAYMENT ESTIMATE AND CONTRACTOR'S AFFIDAVIT FOR SUBCONTRACTORS AND SUPPLIERS WITH SECOND PAYMENT REQUEST FOR THE PREVIOUS PAYMENT ESTIMATES AND THEN WITH ALL SUBSEQUENT PAYMENT ESTIMATES.

- THE COST OF ALL DEPLOYMENTS, SETUPS AND/OR MOBILIZATIONS, PLANNED OR UNPLANNED, SHALL BE INCLUDED IN THE BID PRICE FOR MOBILIZATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED
- THE CONTRACTOR SHALL SUBMIT A PREPLANNED SEQUENCE OF WORK AT THE TIME OF THE PRECONSTRUCTION MEETING FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO THE VILLAGE AND HOMEOWNER AND TO MAINTAIN REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE VILLAGE AND/OR ENGINEER RESERVE THE RIGHT TO RESTRICT WORK IN ANY AREA IF CONSTRUCTION OPERATIONS ON A PREVIOUS AREA ARE UNACCEPTABLE; OR ANY EROSION CONTROL DEFICIENCY EXISTS.
- THE ENGINEER SHALL BE NOTIFIED OF ANY CHANGES TO CONSTRUCTION STAGING. ALL CHANGES TO CONSTRUCTION STAGING MUST BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.
- CONSTRUCTION START TIME SHALL BE NO EARLIER THAN 7:00 AM AND SHALL END BY 5:00 PM.
- IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS.
- ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- THE EXISTING LIGHTING UNIT ADJACENT TO THE DRIVEWAY SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED POST INSTALLATION OF THE DRIVEWAY. THIS WORK SHALL BE DONE UNDER RELOCATE EXISTING LIGHTING UNIT.
- RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION, OR ALIGNMENT SHALL BE SHOWN IN RED.
- REMOVAL OF TREES AND SHRUBS LESS THAN 6 INCHES IN DIAMETER SHALL BE INCLUDED IN INCIDENTAL COST.
- ALL ELEVATIONS SHOWN ON THE PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3881		WILL	14	3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

No.	PAY ITEM	UNIT	QUANTITY
1	TREE TRUNK PROTECTION	EACH	9
2	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	105
3	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	40
4	TREE REPLACEMENT	EACH	17
5	EARTH EXCAVATION	CU. YD.	100
6	EROSION CONTROL BLANKET	SQ. YD.	250
7	TEMPORARY DITCH CHECKS	FOOT	60
8	PERIMETER EROSION BARRIER	FOOT	30
9	GRADING AND SHAPING DITCHES	FOOT	40
10	AGGREGATE BASE COURSE, TYPE B 4"	SQ. YD.	55
11	PORTLAND CEMENT CONCRETE PAVEMENT 6"	SQ. YD.	55
12	DRIVEWAY PAVEMENT REMOVAL	SQ. YD.	55
13	REMOVAL OF EXISTING STRUCTURES	EACH	1
14	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2
15	PRECAST CONCRETE BOX CULVERTS 8' X 4'	FOOT	23
16	POROUS GRANULAR EMBANKMENT	CU. YD.	54
17	RELOCATE EXISTING LIGHTING UNIT	EACH	1
18	ADJUSTING WATER SERVICE LINES	FOOT	60
19	PARKWAY RESTORATION	SQ. YD.	250
20	NON-SPECIAL WASTE DISPOSAL	CU. YD.	50
21	MOBILIZATION	L. SUM	1

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LEGEND

- X TREE REMOVAL
- ⬡ TREE PROTECTION
- — — CULVERT REMOVAL

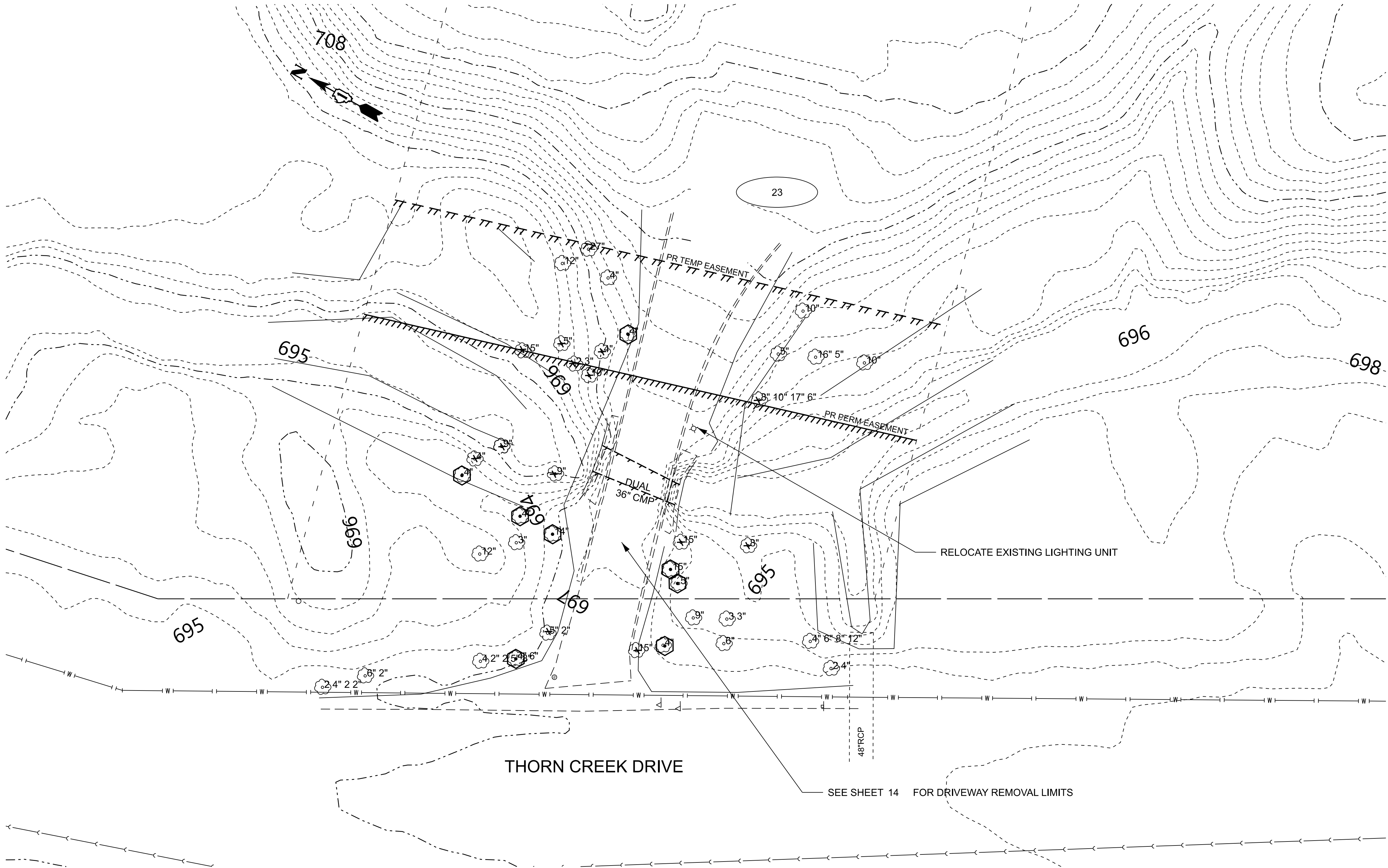
NOTES:

EXISTING LIGHTING UNIT SHALL BE TEMPORARILY REMOVED PRIOR TO CONSTRUCTION AND REINSTALLED POST CONSTRUCTION. THIS WORK SHALL BE DONE UNDER RELOCATE EXISTING LIGHTING UNIT.

TREES 6-INCHES IN DIAMETER AND GREATER THAT ARE REMOVED SHALL BE REPLACED PER THE TREE REPLACEMENT SPECIFICATION AND THE TREE PLANTING DETAIL.

NOTES:

WATER SERVICES ARE NOT SHOWN. ALL SERVICE LOCATIONS SHALL BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. WATER SERVICES SHALL BE ADJUSTED UNDER THE PAY ITEM "ADJUSTING WATER SERVICE LINES".



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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

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3881		WILL	14	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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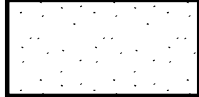
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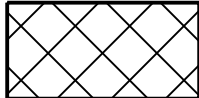
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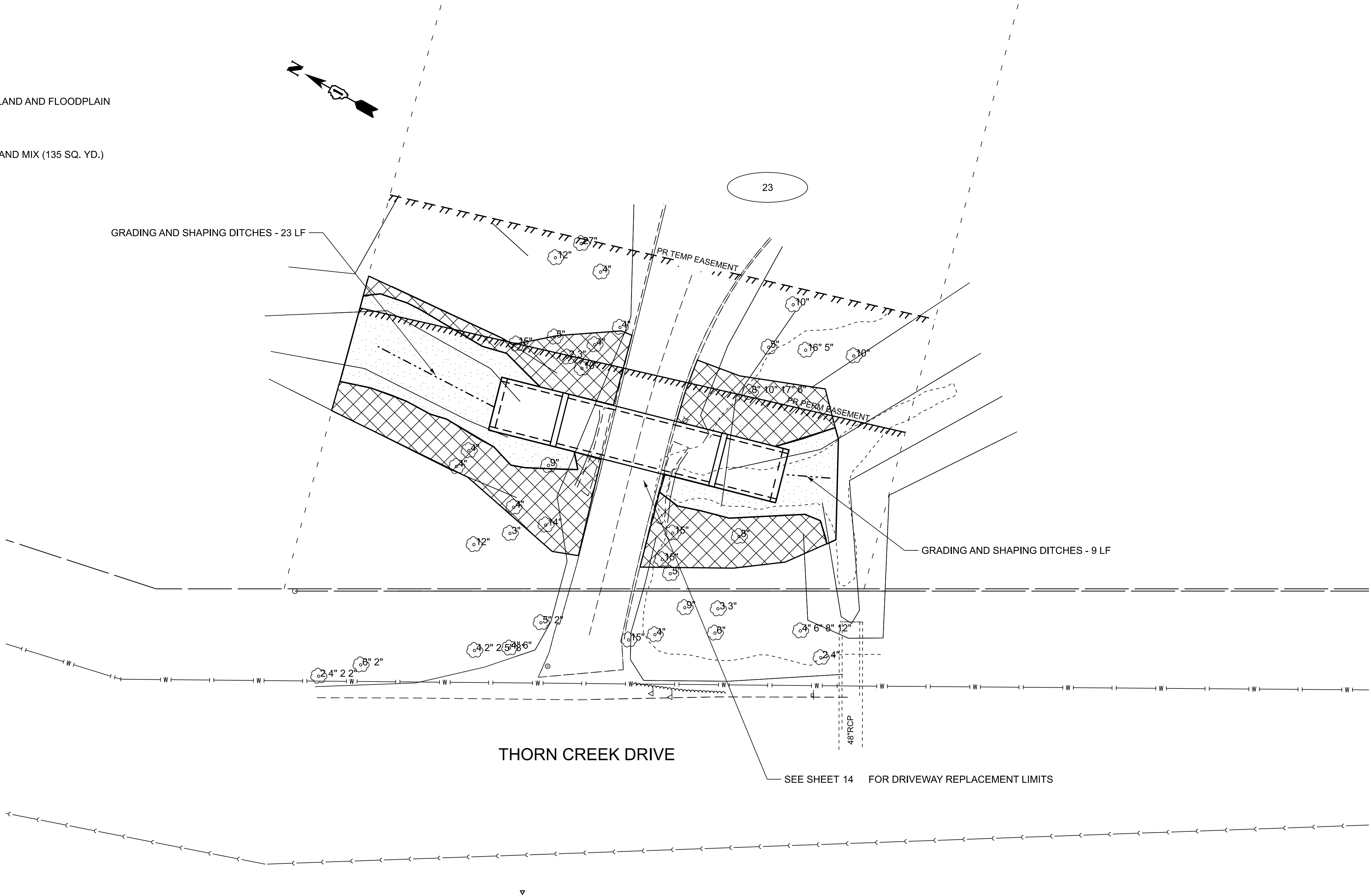
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SC150BN WET WOODLAND AND FLOODPLAIN
MIX (80 SQ. YD.)



S75BN MESIC WOODLAND MIX (135 SQ. YD.)



NOTE:
ACCESS SITE THROUGH DRIVEWAY
TO GRADE THE DITCH.



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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

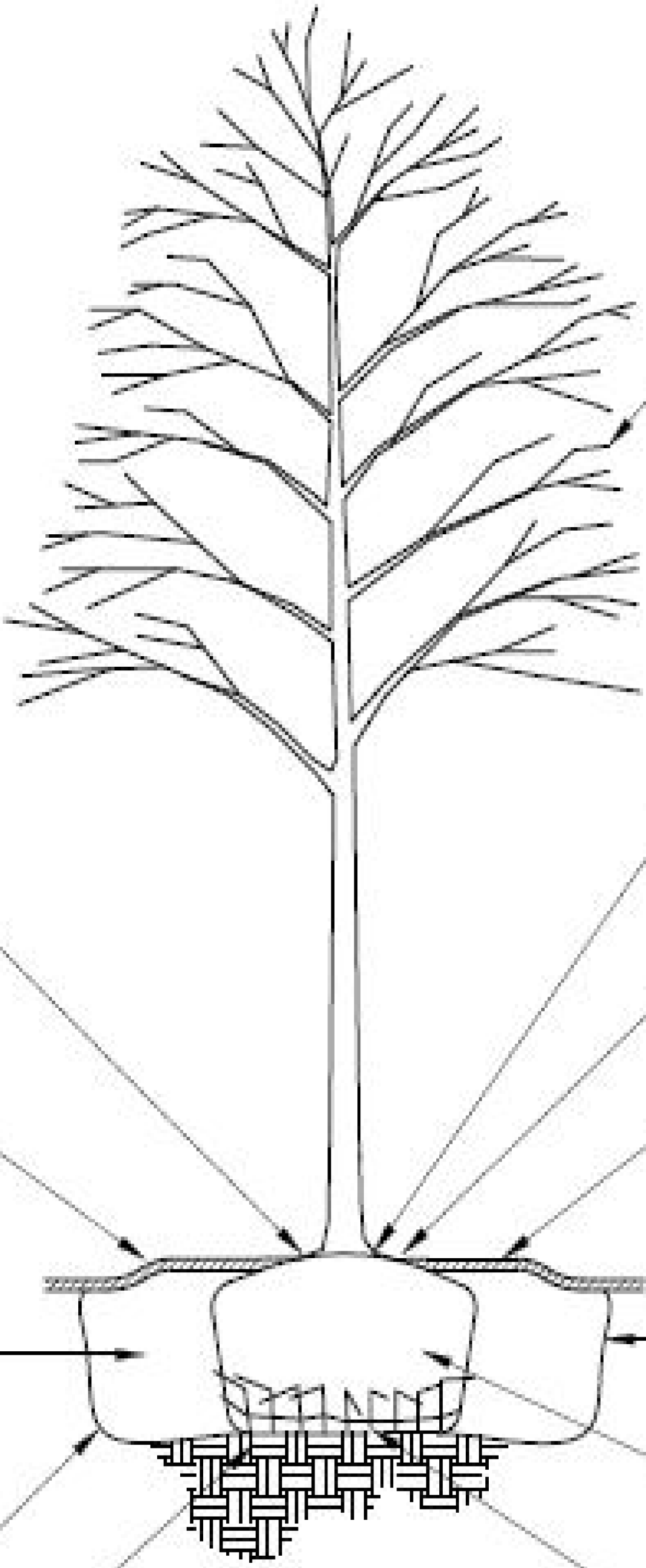
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SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

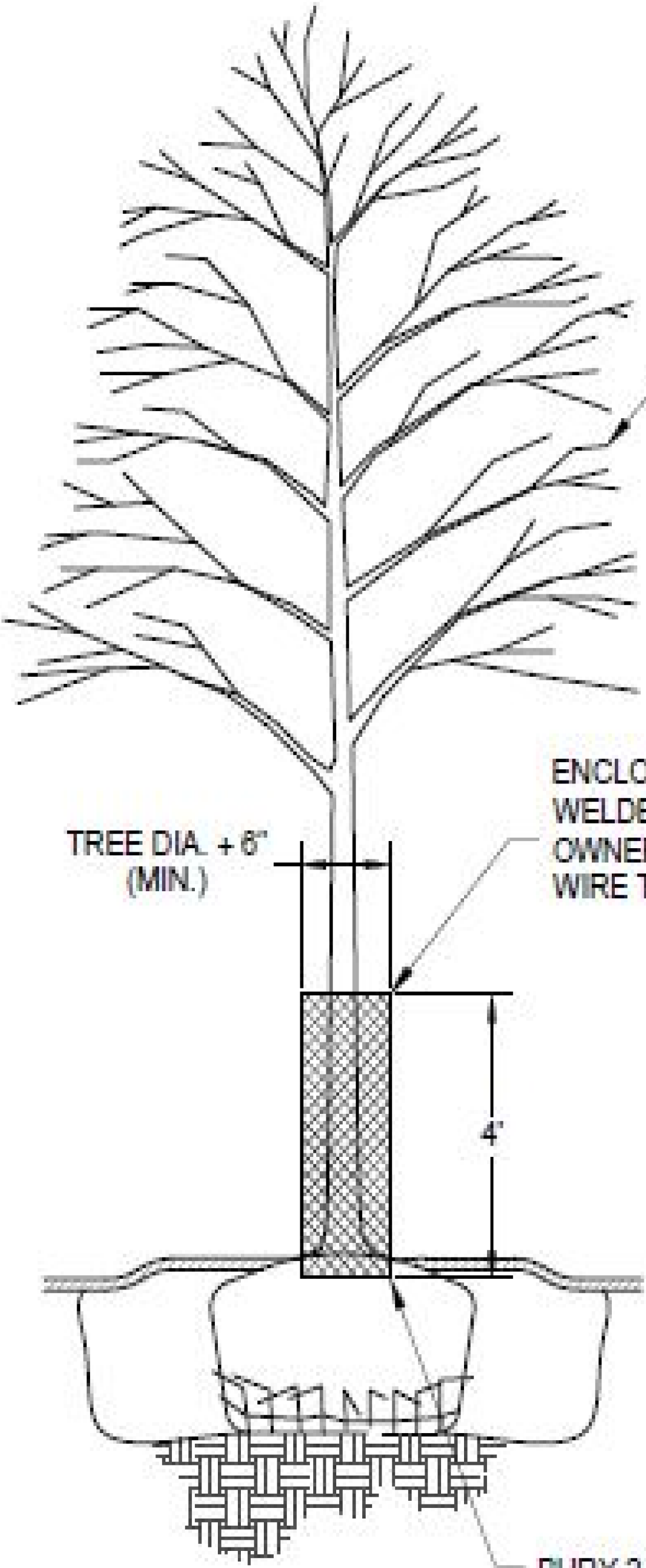
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3881		WILL	14	5
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

NOTES:

1. SET TREE PLUMB IN PLANTING PIT. MAINTAIN PLUMB CONDITION THROUGHOUT GUARANTEE PERIOD.
2. TEST TREE PIT FOR DRAINAGE PRIOR TO INSTALLATION. NOTIFY ECOLOGIST OF DRAINAGE CONCERNS.
3. INSPECT TREES UPON DELIVERY FOR DAMAGE TO BARK, ROOTBALL-TRUNK INTERFACE, AND LARGE LIMBS.
4. REMOVER ALL NON-BIODEGRADABLE MATERIALS AS WELL AS ALL TWINE AND BINDING MATERIALS.
5. TRUNK PROTECTION SHALL BE INCIDENTAL TO TREE PLANTING AND NO ADDITIONAL CONSIDERATION WILL BE GIVEN. SEE DETAIL FOR ADDITIONAL INFORMATION.



1 TREE PLANTING DETAIL



2 TREE TRUNK PROTECTION DETAIL

BAXTER & WOODMAN
Consulting Engineers

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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

PLANTING DETAIL

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

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3881		WILL	14	6
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

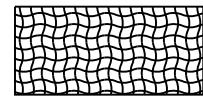
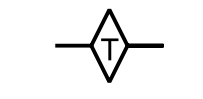
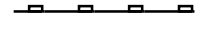
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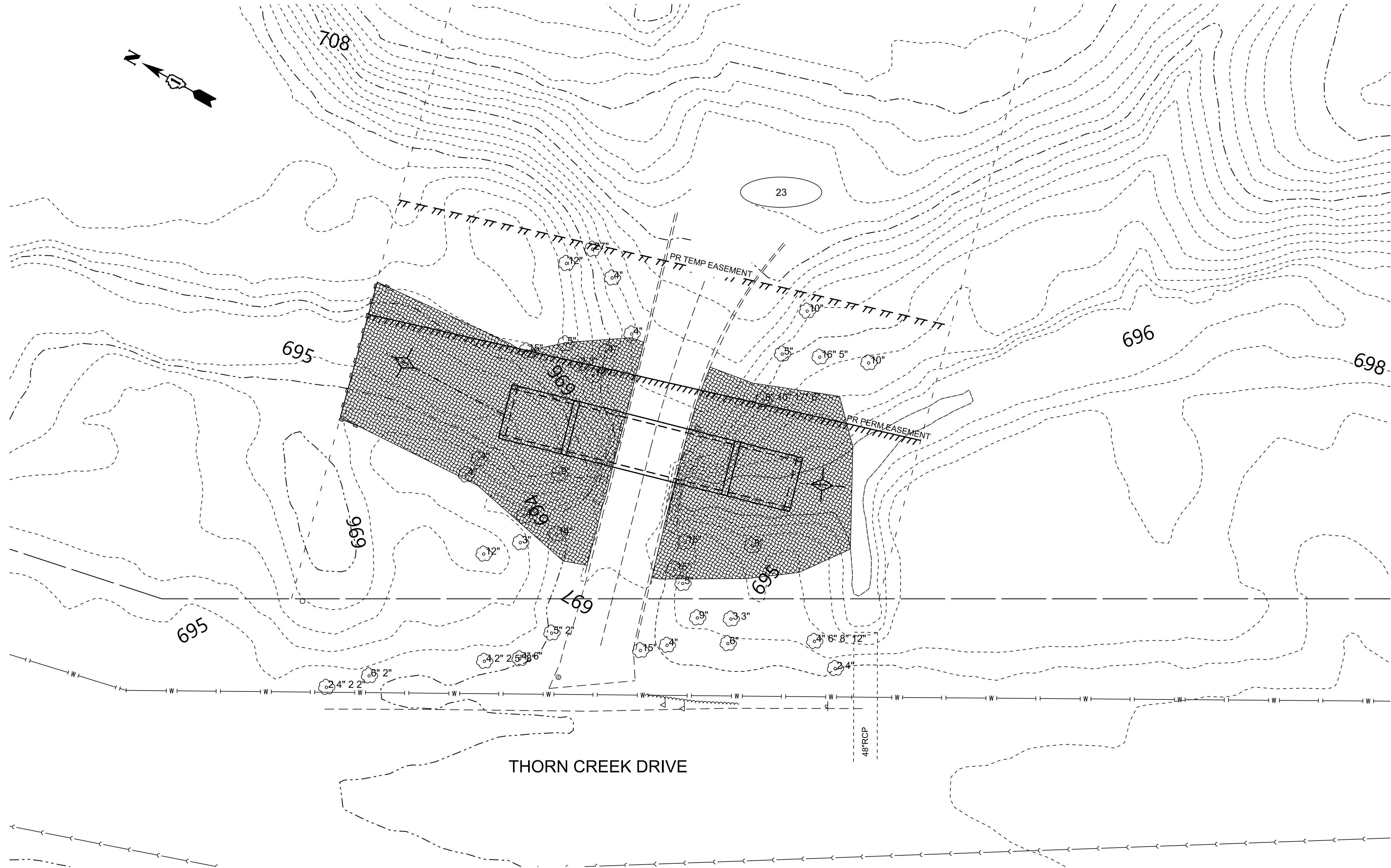
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FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

LEGEND

-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER

NOTE:
ACCESS SITE THROUGH DRIVEWAY TO
PLACE EROSION CONTROL MEASURES.



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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

EROSION CONTROL PLAN

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3881		WILL	14	7
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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EROSION CONTROL NOTES

1. CONTRACTOR SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH THE LOCAL COUNTY SOIL AND WATER CONSERVATION DISTRICT AND OTHER INTERESTED REGULATORY AGENCIES AND OFFICIALS PRIOR TO CONSTRUCTION.

2. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL'S LATEST EDITION.

3. COMPLY WITH REQUIREMENTS FROM THE U.S. ARMY CORPS OF ENGINEERS, ILLINOIS DEPARTMENT OF NATURAL RESOURCES, THE LOCAL COUNTY SOIL AND WATER CONSERVATION DISTRICT, AND VILLAGE OF PARK FOREST.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE VILLAGE FOR REVIEW.

6. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION.

7. IT IS THE RESPONSIBILITY OF THE OWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

8. ALL EROSION CONTROL MEASURES MUST BE INSPECTED EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS AFTER EACH RAIN EVENT RESULTING IN RUNOFF FROM THE SITE.

9. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.

10. ON AREAS OF EXPOSED SOILS, MINIMIZE THE GENERATION OF DUST THROUGH THE APPROPRIATE APPLICATION OF WATER OR OTHER DUST SUPPRESSION TECHNIQUES.

11. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.

12. WORK MAY NOT BE PERFORMED IN THE WATER.

13. IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE (ROCK CHECK DAM, PLYWOOD, SHEET PILE, ETC.) PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS OTHERWISE REQUIRED. BYPASS PUMPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

14. THE SIDE SLOPES MUST BE STABILIZED IMMEDIATE AFTER FINAL GRADING WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE CHANNEL MUST BE BROUGHT BACK TO ITS ORIGINAL OR PROPOSED GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.

15. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

16. IF CONCRETE IS REQUIRED FOR WORK, CONCRETE WASHOUT FACILITIES SHALL BE INSTALLED, OPERATED, AND MAINTAINED IN ACCORDANCE WITH THE ILLONOIS URBAN MANUAL.
17. ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE OWNER OR APPLICABLE REGULATORY AGENCY.

18. IT IS THE RESPONSIBILITY OF THE OWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ALL PERMITS.

19. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

20. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR VILLAGE.

21. FINAL ACCEPTANCE OF PROJECT WILL BE CONTINGENT ON RECORD DRAWING APPROVAL BY THE VILLAGE OF PARK FOREST.



USER NAME = kroberson	DESIGNED -	REVISED -
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PLOT DATE = 6/26/2026	DATE - 6/26/2026	REVISED - 2501149_SHT-ErosionNotes.dgn

VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

EROSION CONTROL NOTES			
SCALE: N.T.S.	SHEET 1 OF 1 SHEETS	STA.	TO STA.

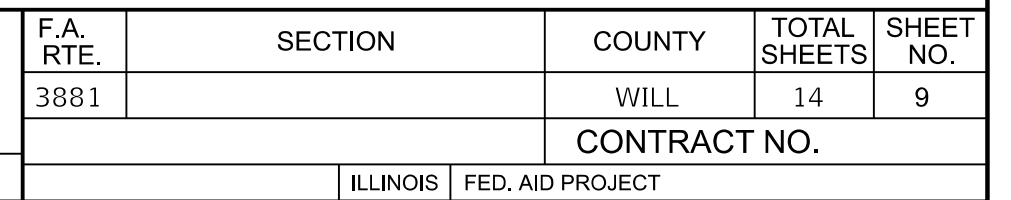
F.A. RTE. 3881	SECTION	COUNTY	TOTAL SHEETS 14	SHEET NO. 8
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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

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

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

The performance of the basin will improve if put into a series.

ELEVATION

The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN

INLET AND PIPE PROTECTION

TYPICAL CUT CROSS-SECTION

TYPICAL FILL CROSS-SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 2 of 2)

STANDARD 280001-07

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3881		WILL	14	10
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Existing Structure: Two (2) 36" corrugated metal pipes with concrete headwalls. No salvage.



Plan view of the proposed culvert structure. The structure is rectangular, with overall dimensions of 29'-0" (Out to Out of Headwalls) by 10'-10". The structure is divided into three sections: two side sections, each 10'-10" wide, and a central section 14'-6" wide. The central section contains two existing culverts, each 14'-6" wide, separated by a 9.5" gap. The proposed culvert is 14'-6" wide, with a 4'-9" gap between the existing culverts and the proposed culvert. The structure is surrounded by a 2'-0" wide embankment, with a 3'-0" wide section on the right side. The embankment is labeled "Porous granular embankment limits (Typ. each side)". A north arrow is located in the upper left corner. A "Flow" arrow points to the right. The centerline of the driveway is labeled "CL Driveway" and the centerline of the proposed culvert is labeled "CL Proposed Culvert". The centerline of the existing culverts is labeled "CL Existing Culverts".

PLAN

2020 AASHTO LRFD Bridge Design Specifications
Customary U.S. Units, 9th Edition

$f_c = 5,000 \text{ psi}$
 $f_y = 65,000 \text{ psi}$ (Welded Wire Reinforcement)

Excavation and backfilling shall be done in accordance with Section 502 of the Standard Specifications, and shall be included with the cost of Precast Box Culverts. Excavated soil shall be stockpiled on-site and evaluated for suitability as backfill before hauling off or bringing in new material.

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Box Culvert End Sections, Culvert No. 1	Each	2
Precast Concrete Box Culverts, 8' x 4'	Foot	23
Porous Granular Embankment	Cu. Yd.	54
Aggregate Base Course, Type B 4"	Sq. Yd.	55
Portland Cement Concrete Pavment 6 ¼"	Sq. Yd.	55
Driveway Pavement Removal	Sq. Yd.	55

GENERAL PLAN AND ELEVATION
PRIVATE DRIVEWAY OVER THORN CREEK
WILL COUNTY

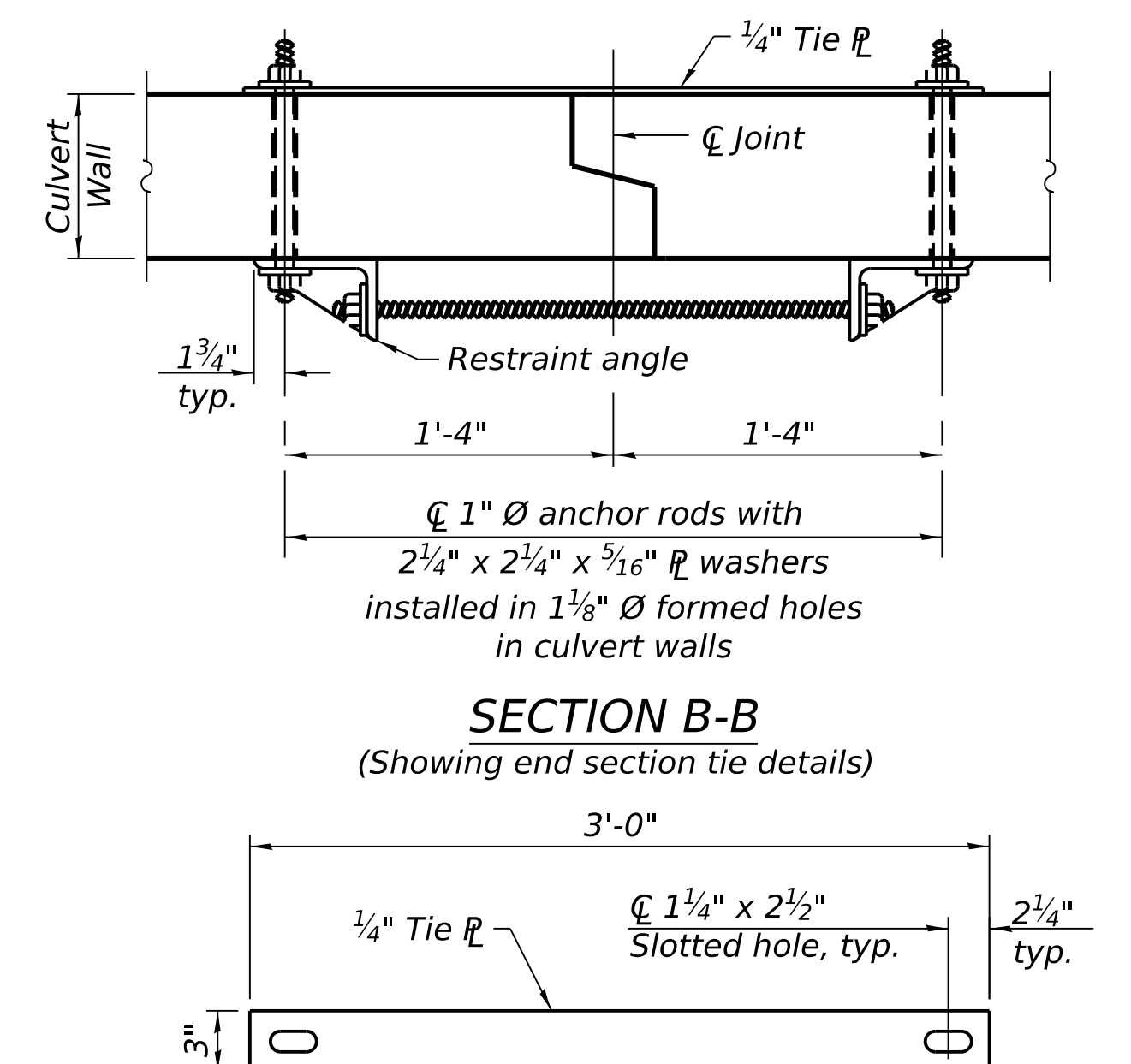
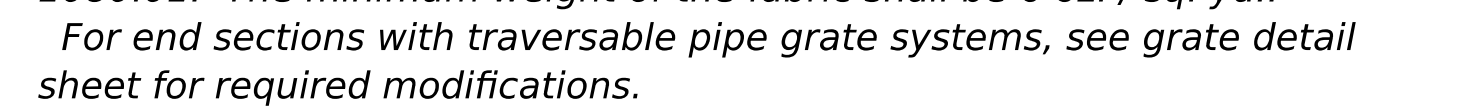
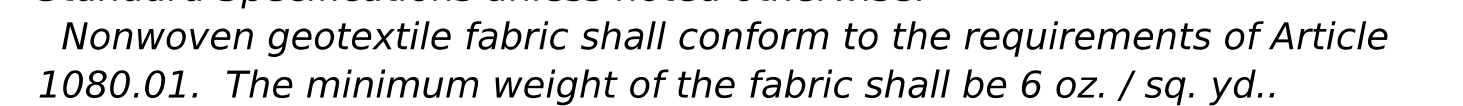
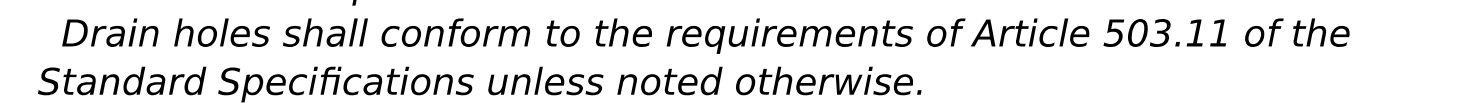
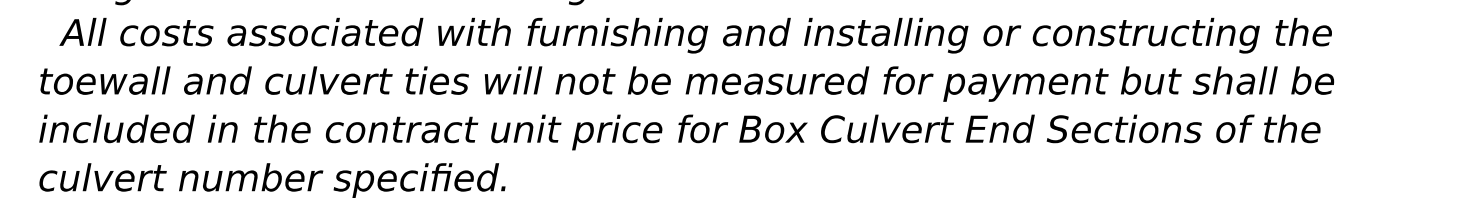
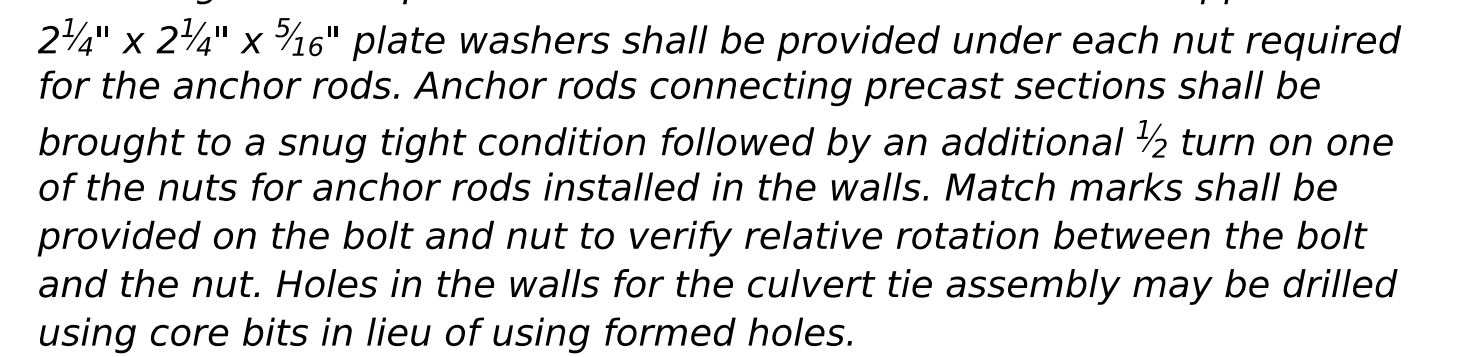
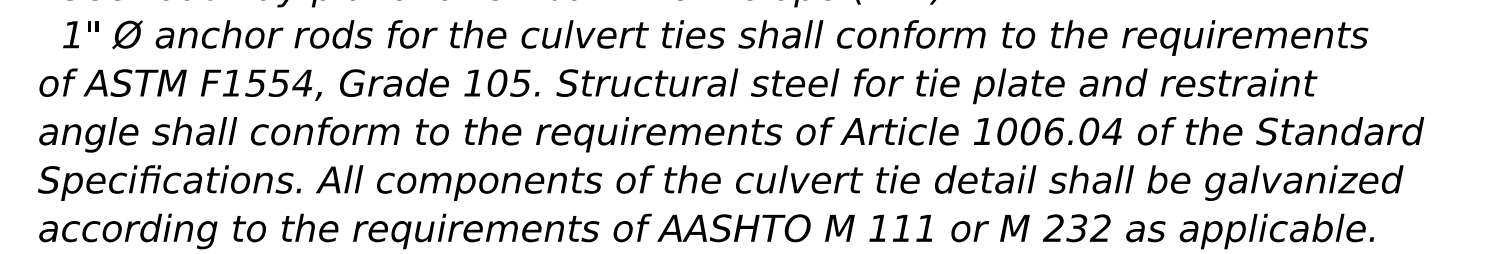
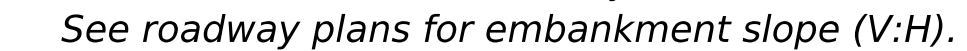
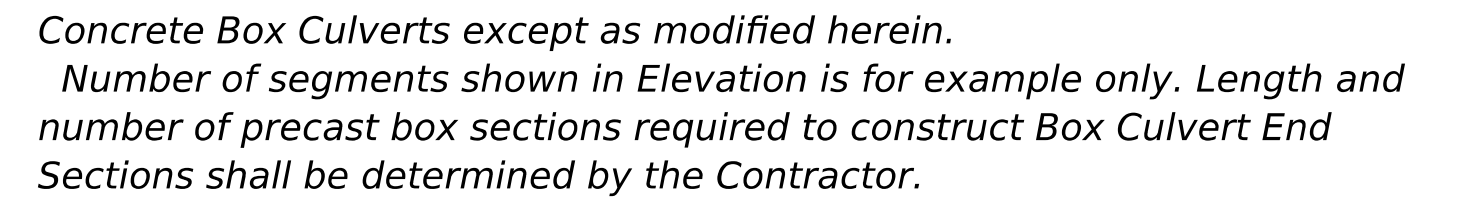
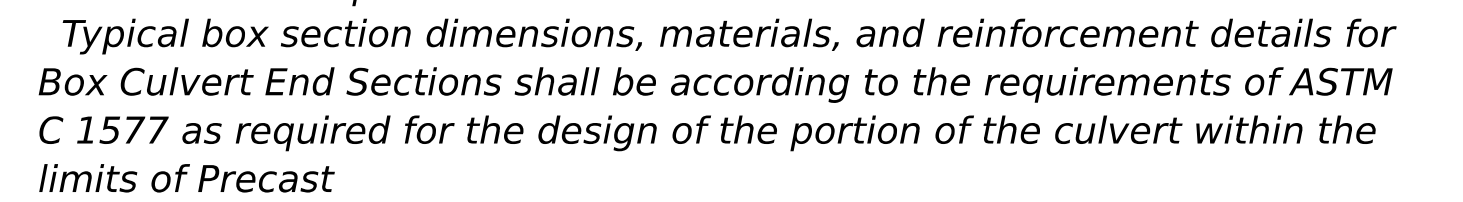
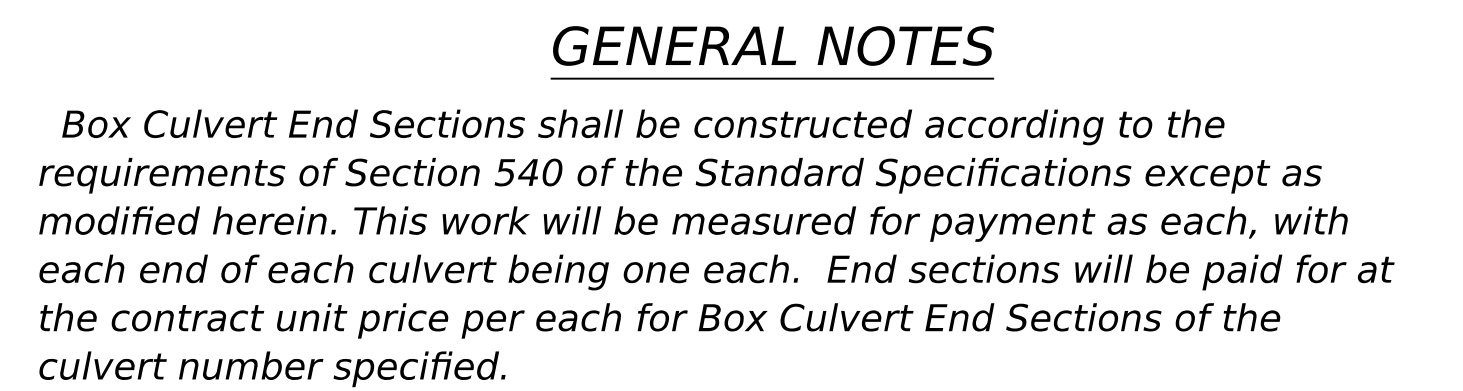
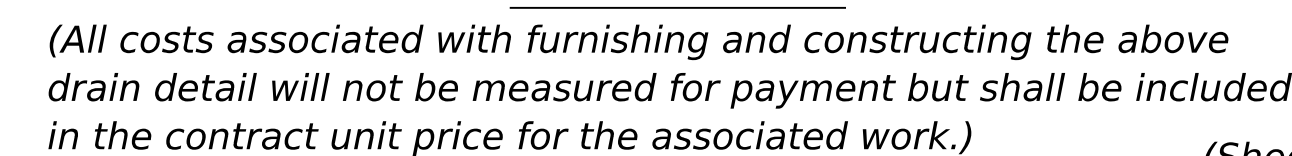
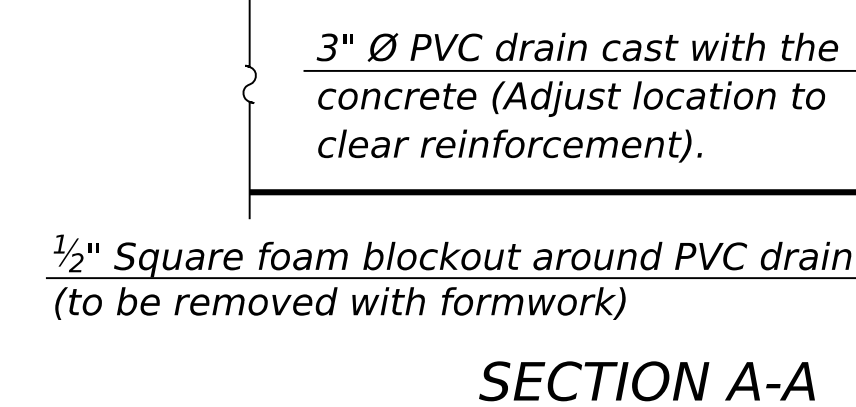
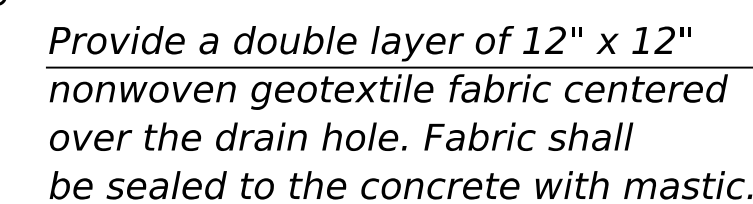
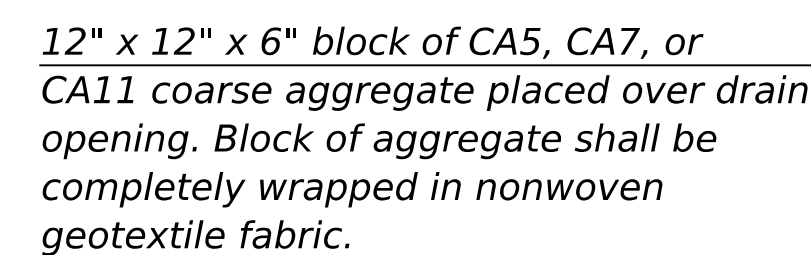
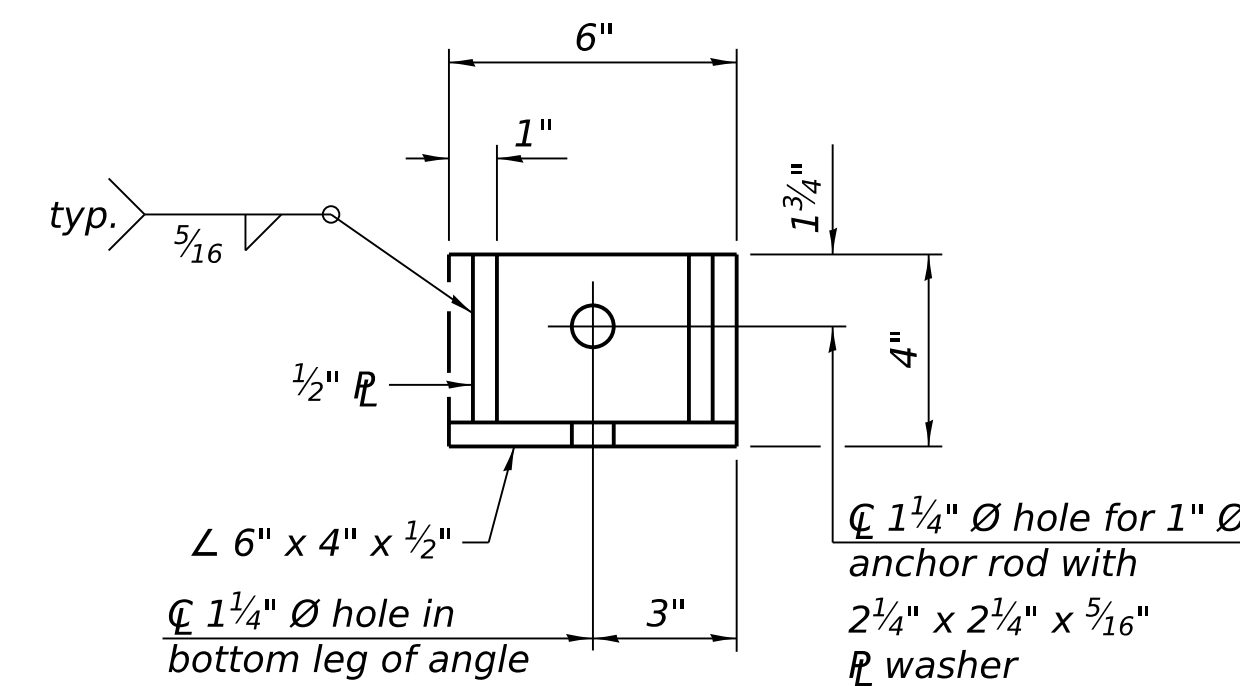
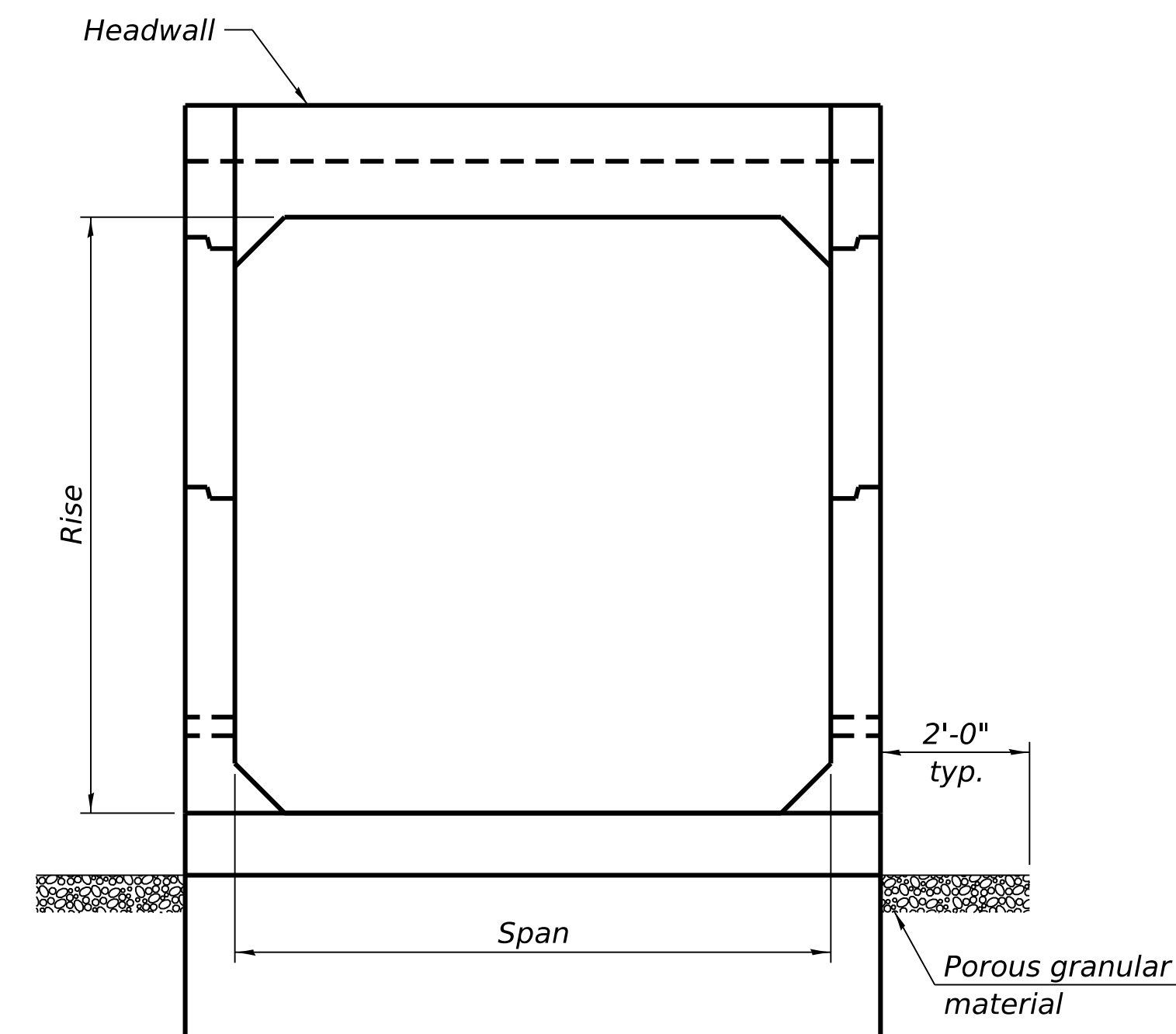
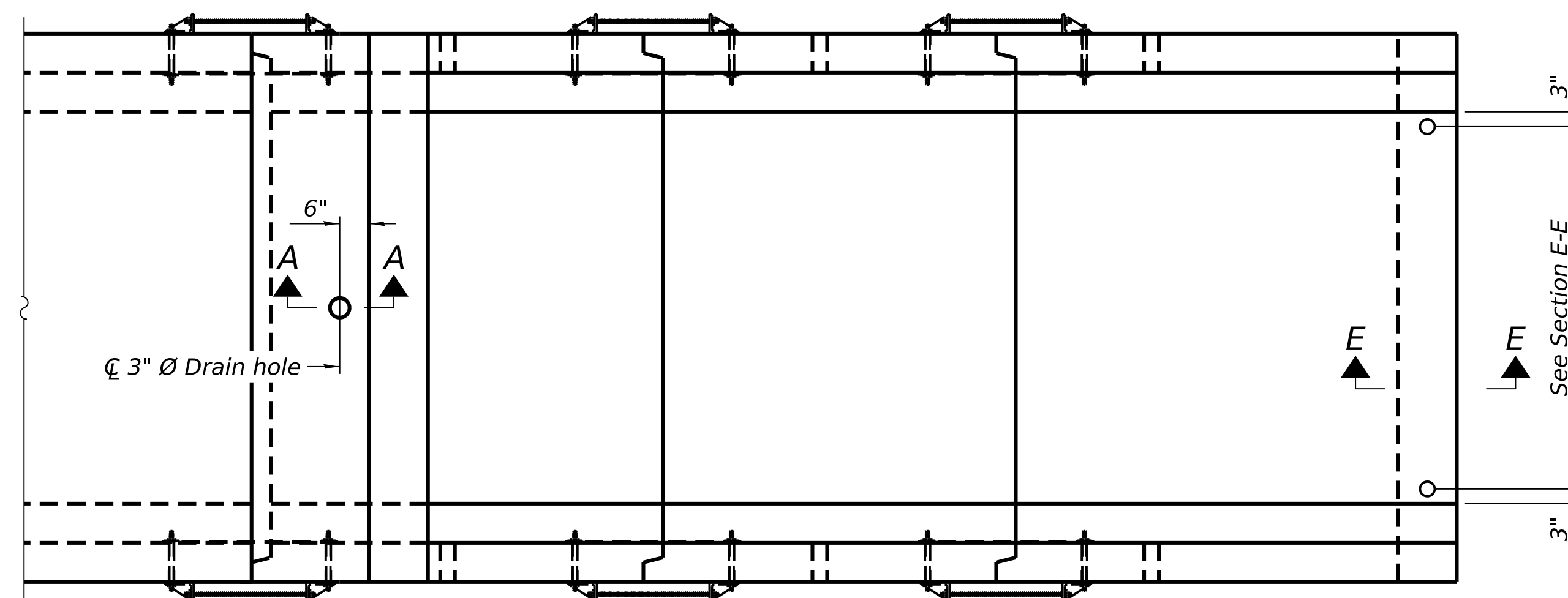
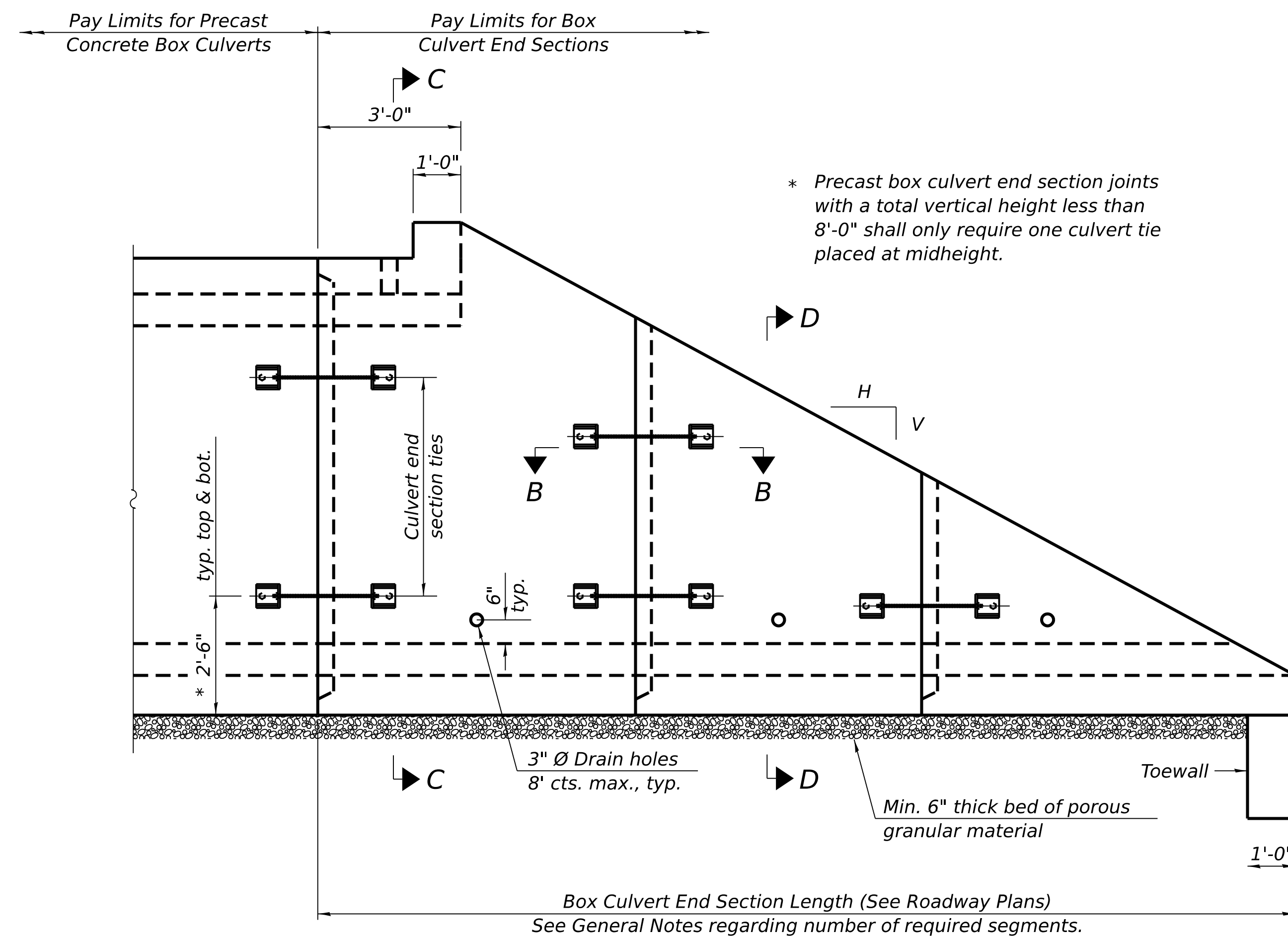
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VILLAGE OF PARK FOREST, ILLINOIS
23 THORN CREEK DRIVE CULVERT REPLACEMENT

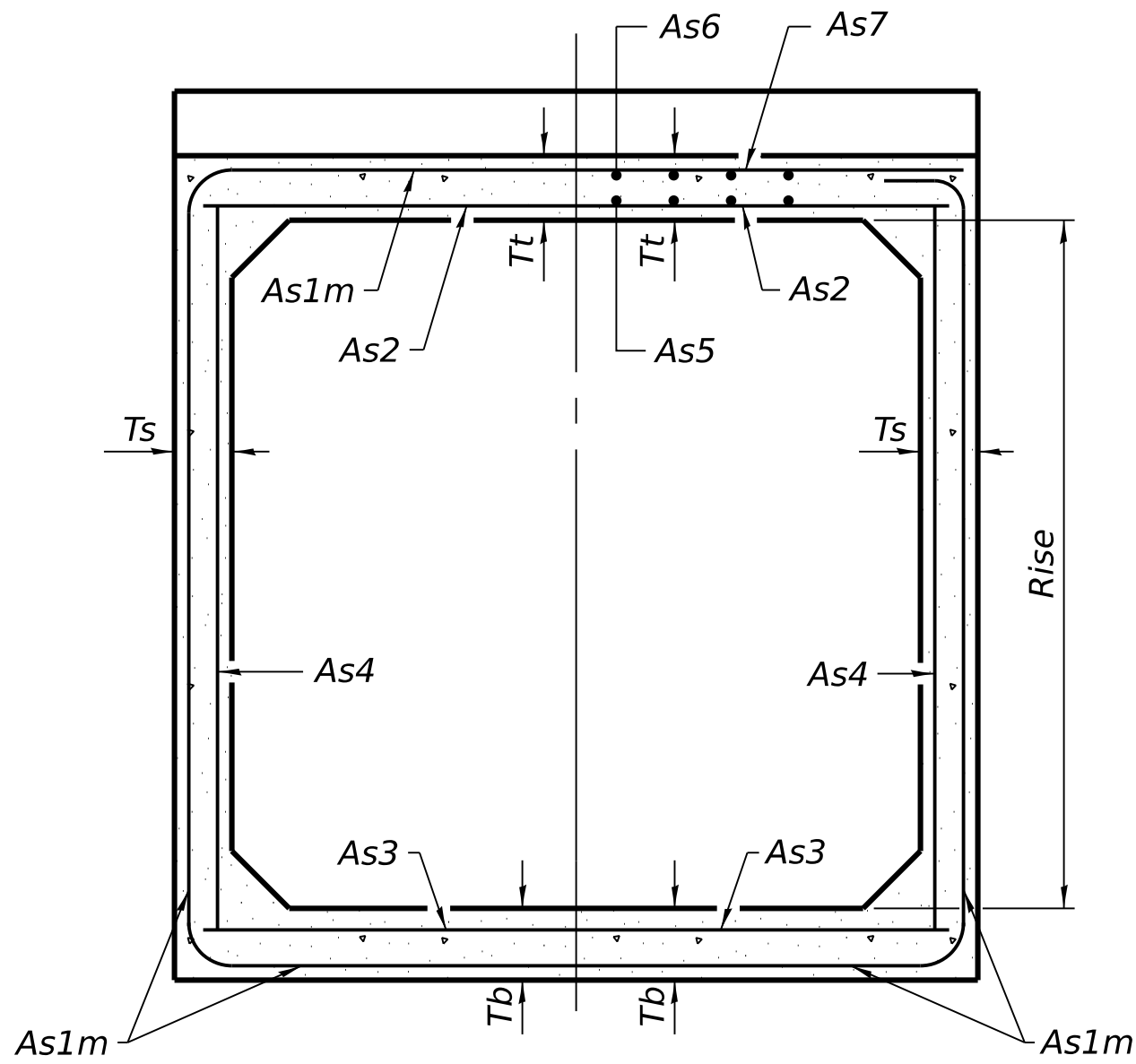
GENERAL PLAN & ELEVATION THORN CREEK CULVERT

SHEET 1 OF 4 SHEETS

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		WILL	14	11
		CONTRACT NO.		
ILLINOIS		FED. AID PROJECT		

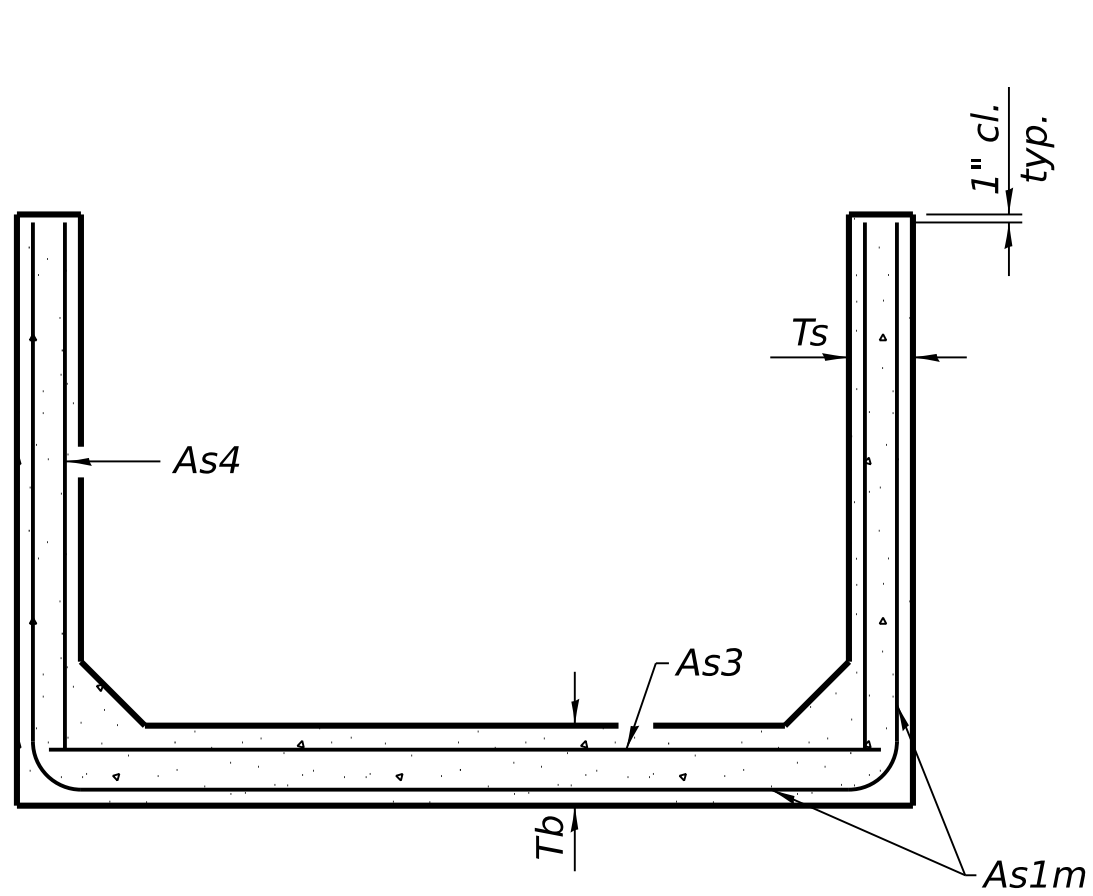


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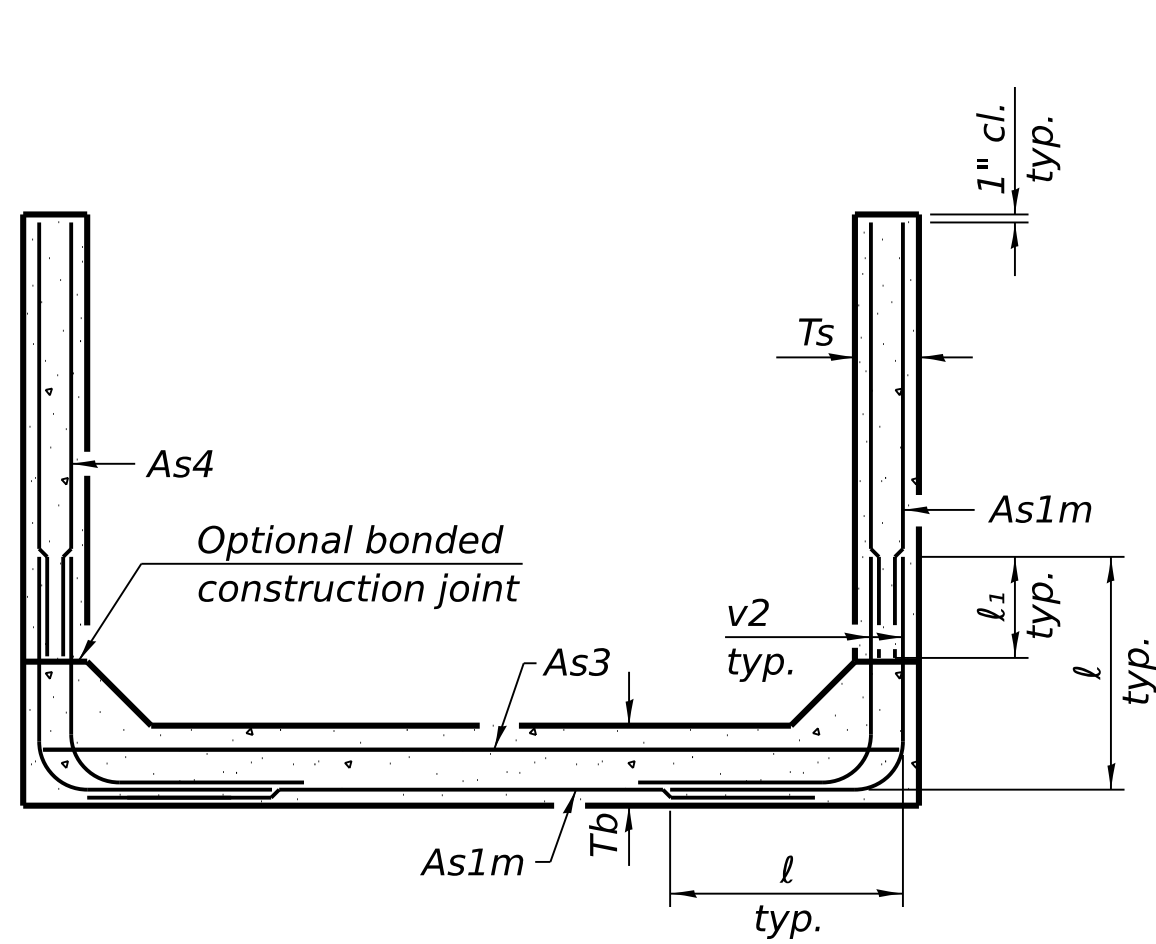


(Design Earth Cover $\geq$ 2 ft) (Design Earth Cover < 2 ft)

SECTION C-C



SECTION D-D

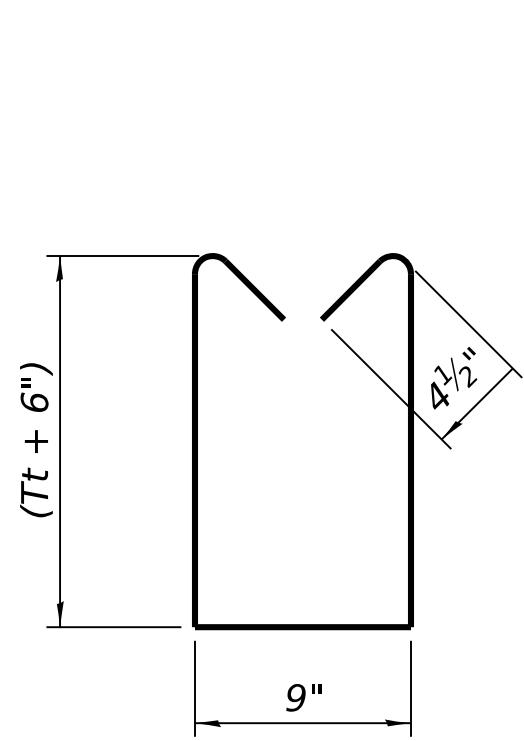


ALTERNATE SECTION D-D

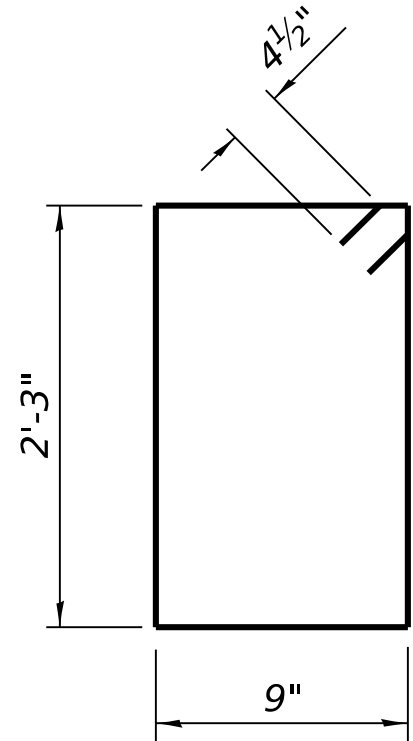
l₁ DIMENSION

#3 bar = 2'-0"
#4 bar = 2'-8"
#5 bar = 3'-4"
#6 bar = 3'-11"

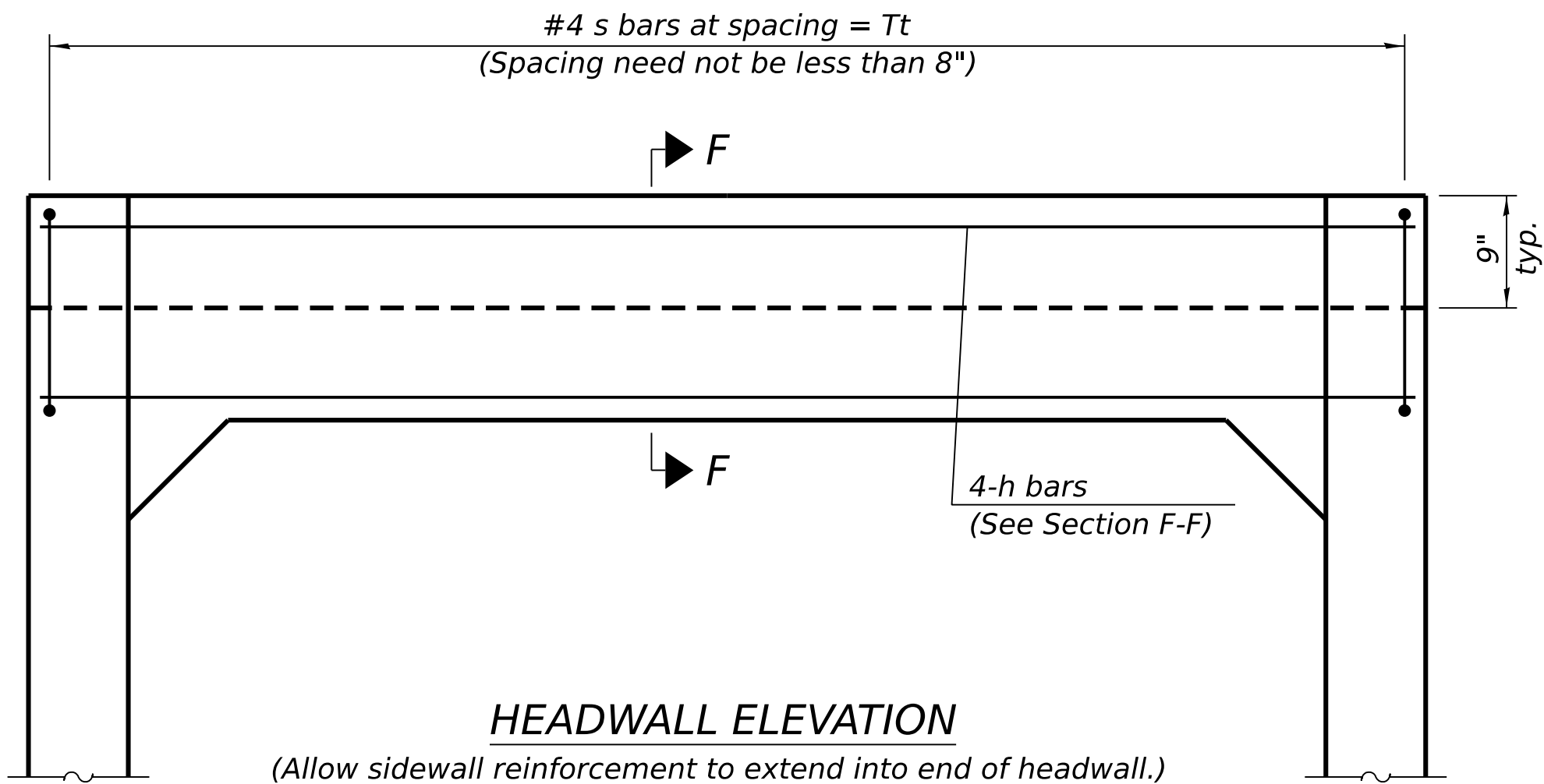
Notes:
Alternate Section D-D is provided to allow the Contractor the option of casting the bottom slab of the end section first followed by construction of the sidewalls using conventional forming methods. Shop drawings that detail slab thickness and reinforcement layout shall be submitted to the Engineer for review and approval when using Alternate Section D-D.
The size and spacing of the v2 bars shall provide a minimum reinforcement area along each face of the walls (in.²/ft.) equal to 1.10*(As1m). v2 bars may consist of #3 thru #6 size reinforcement bars and the longitudinal spacing shall not exceed the lesser of the wall thickness or 8 inches.
Bonded construction joints shall be prepared according to Article 503.09 of the Standard Specifications.



BAR s



BAR s1



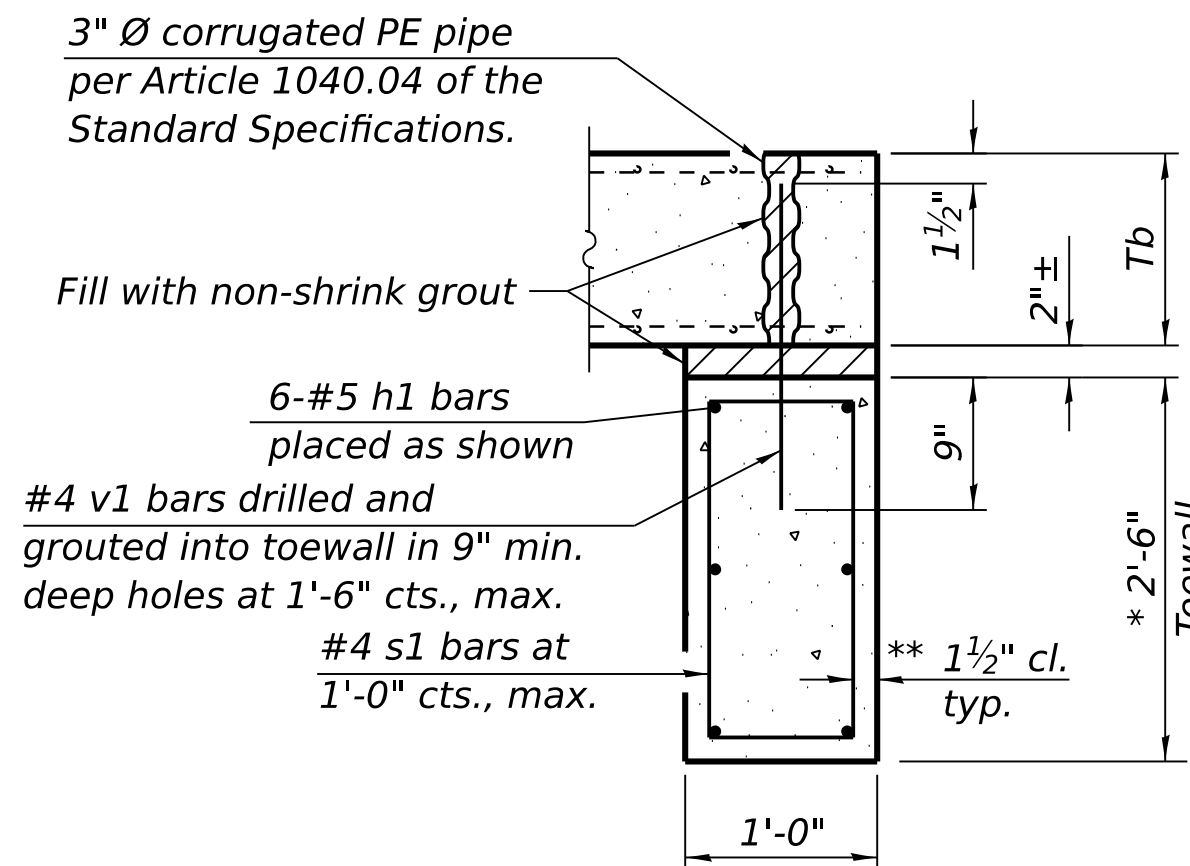
HEADWALL ELEVATION

TOEWALL CONSTRUCTION SEQUENCE

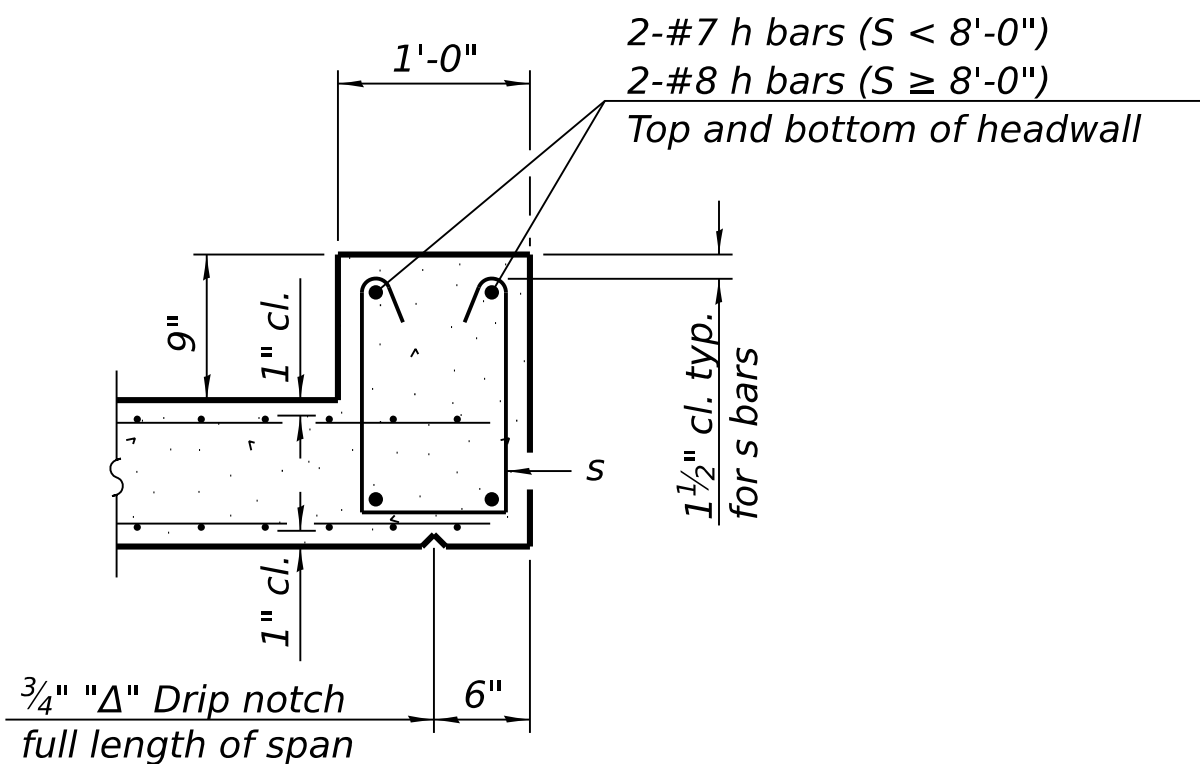
1. Perform excavation and construct toewall.
2. Backfill according to the applicable paragraphs of Article 502.10 of the Standard Specifications and place bedding for precast box culvert end sections.
3. Set precast box culvert end section.
4. Drill and epoxy grout reinforcement in toewall in accordance with Section 584 of the Standard Specifications.
5. Pressure grout voids using non-shrink grout conforming to Section 1024 of the Standard Specifications.

* The Contractor may furnish a precast or cast-in-place toewall. The Contractor shall be responsible for the strength and stability of the precast toewall during handling. Additional lifting points may be required depending upon the length of the toewall or the Contractor may need to modify the design of the toewall for the proposed handling the method.

** If soil conditions permit, the sides of the toewall may be poured directly against the soil. The clear cover on the sides of the toewall shall be increased to 3" by increasing the thickness of the toewall.



SECTION E-E



SECTION F-F

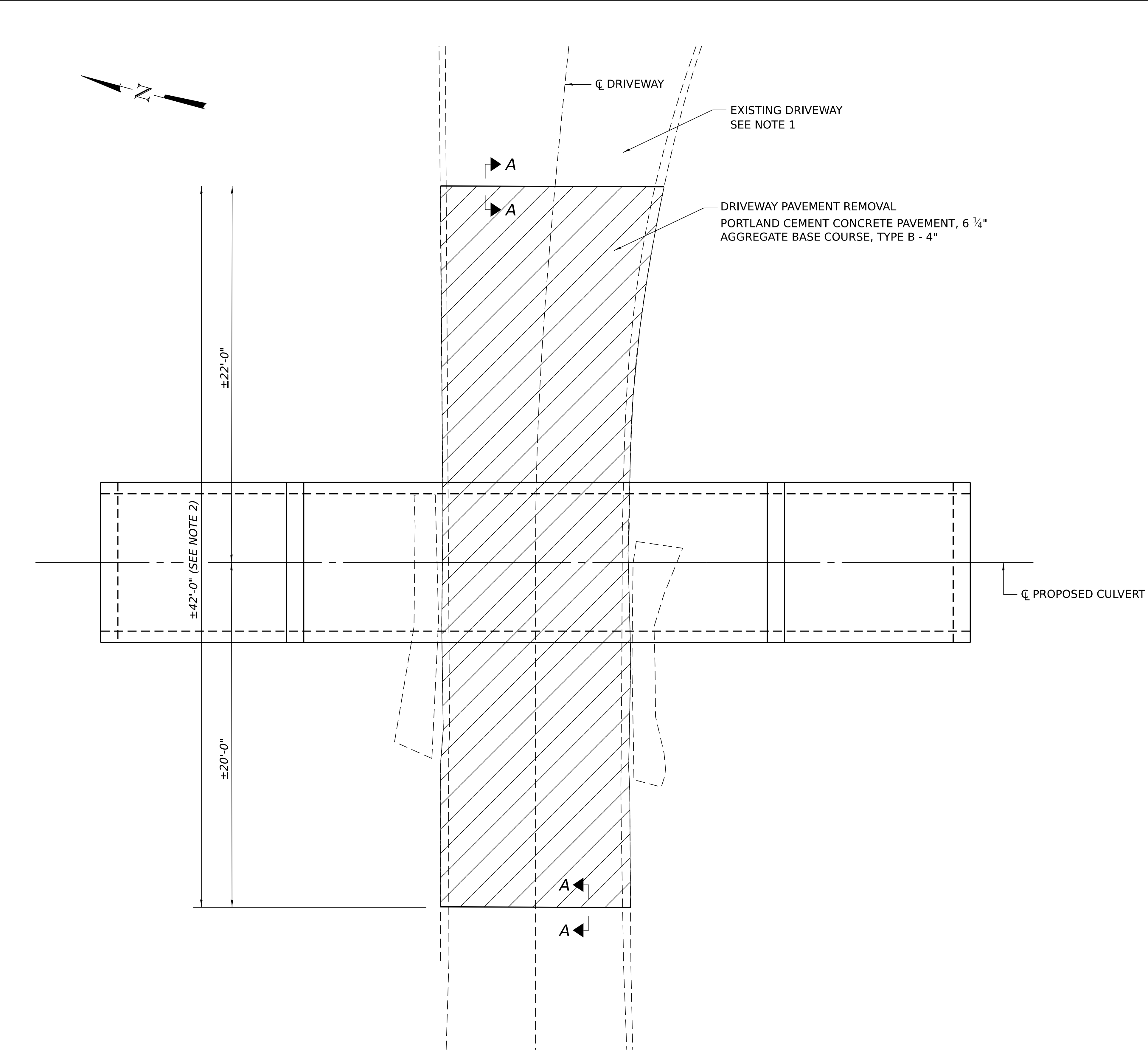
SCB-TES

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(Sheet 2 of 2)

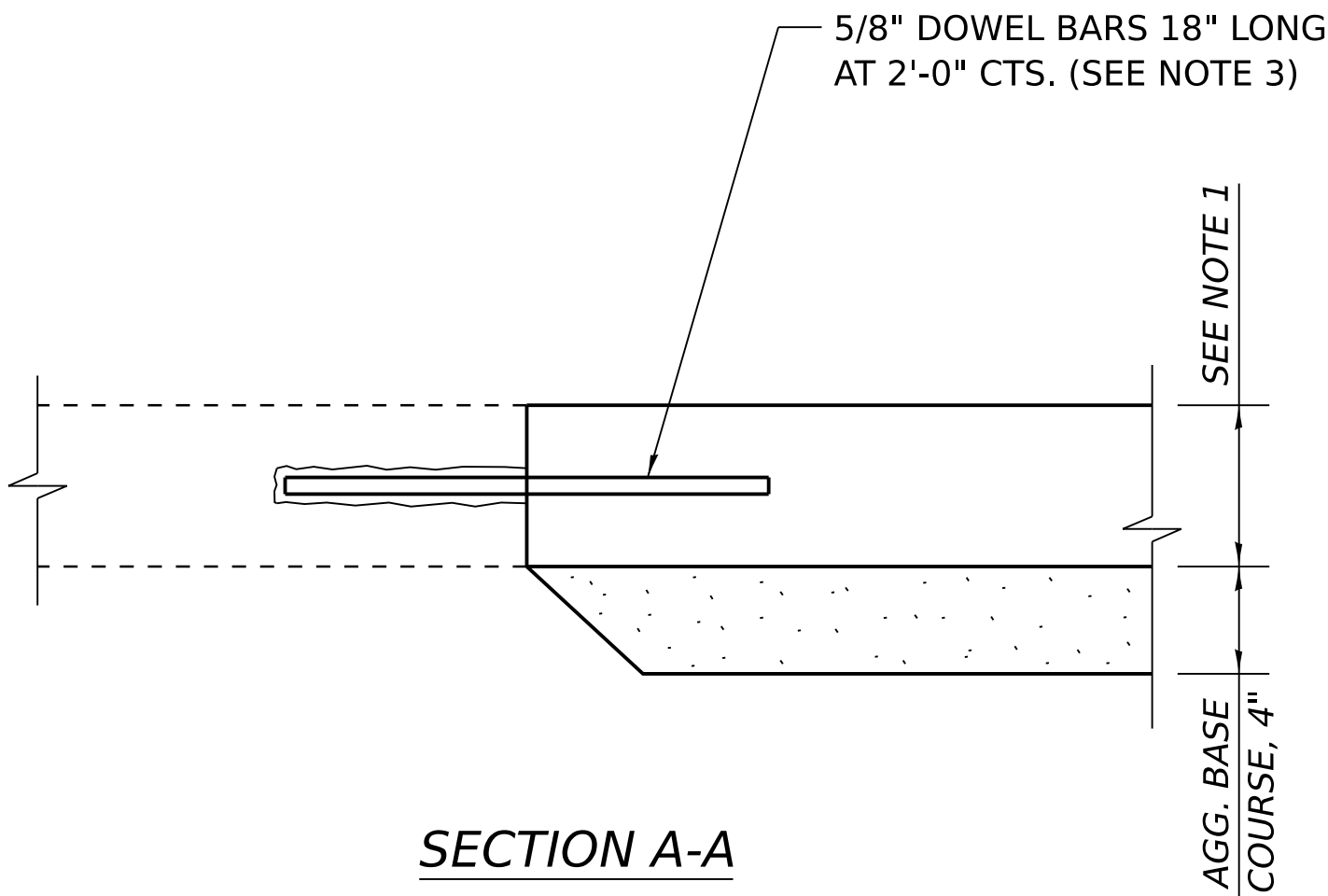
BAXTER & WOODMAN consulting Engineers	USER NAME = kroberson	DESIGNED -	REVISED -	VILLAGE OF PARK FOREST, ILLINOIS 23 THORN CREEK DRIVE CULVERT REPLACEMENT	SINGLE CELL PRECAST BOX CULVERT TAPERED END SECTIONS THORN CREEK CULVERT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SHEET 3 OF 4 SHEETS										

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NOTES

1. EXISTING DRIVEWAY PAVEMENT IS CONCRETE WITH A THICKNESS OF 6 1/4". MATCH EXISTING THICKNESS.
2. DRIVEWAY REMOVAL AND REPLACEMENT LIMITS ARE APPROXIMATE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER TO SUIT FIELD CONDITIONS. REMOVAL LIMITS SHALL BE ONLY AS NEEDED TO COMPLETE THE CULVERT REMOVAL AND REPLACEMENT.
3. DRILL AND GROUT DOWEL BARS IN ACCORDANCE WITH SECTION 584 OF THE STANDARD SPECIFICATIONS. MINIMUM EMBEDMENT 9" UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



SECTION A-A

INSTALL DOWELS AT MID-HEIGHT OF EXISTING CONCRETE PAVEMENT. IF EXISTING THICKNESS EXCEEDS 8", MATCH EXISTING THICKNESS FOR 12" THEN TAPER TO 8".

BAXTER & WOODMAN Consulting Engineers	USER NAME = kroberson	DESIGNED -	REVISED -	VILLAGE OF PARK FOREST, ILLINOIS 23 THORN CREEK DRIVE CULVERT REPLACEMENT	DRIVEWAY DETAILS THORN CREEK CULVERT	SHEET 4 OF 4 SHEETS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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