

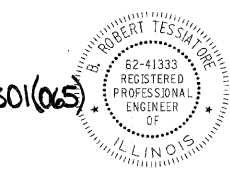
F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	Jo Daviess	80	1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

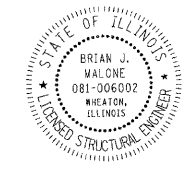
**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 301 (US 20)

SECTION 43T&M  
PROJECT ACNHF-ACHSIP 0301(065)  
JO DAVIESS COUNTY  
C-92-053-09



B. ROBERT TESSITORE, P.E., S.E.  
EXPIRES: NOVEMBER 30, 2011  
FOR SHEETS 1-43, 52-80



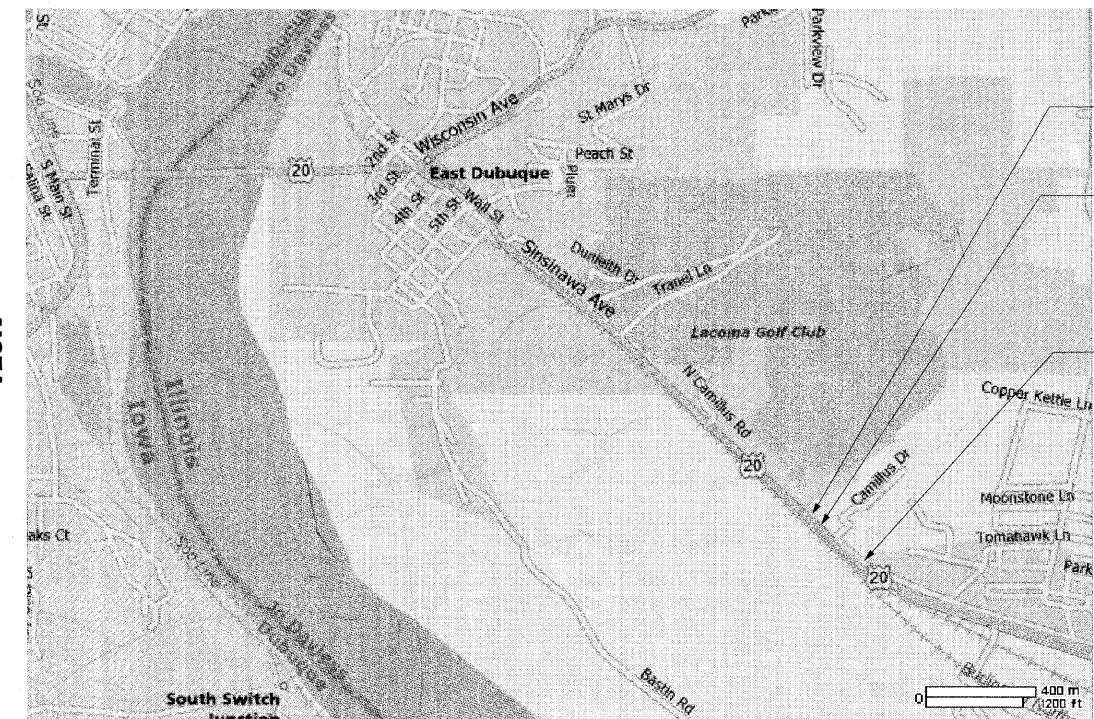
BRIAN J. MALONE, P.E., S.E.  
EXPIRES: NOVEMBER 30, 2010  
FOR SHEETS 44-51

D-92-117-06



LOCATION OF SECTION INDICATED THUS: - [Black Box] -

R2W-MENOMINEE TOWNSHIP SECT28



SECTION BEGINS  
STA. 99 + 27

EXISTING: # SN 043-1004  
PROPOSED: # SN 043-1076  
STA. 107 + 67.5 REMOVE EXISTING  
BOX CULVERT (14'x 8'-6")  
CONSTRUCT A CAST-IN-PLACE BOX  
CULVERT (16'x8") (LENGTH = 89'-6")  
STA. 107 + 38.4 TO STA. 107 + 96.4

SECTION ENDS  
STA. 114 + 33

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Dec. 4, 2009

*Shane P. Ryan*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 29, 2010  
*Scott E. Stitt P.E.*  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

January 29, 2010  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**Wight**

Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

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OF THE STATE OF ILLINOIS

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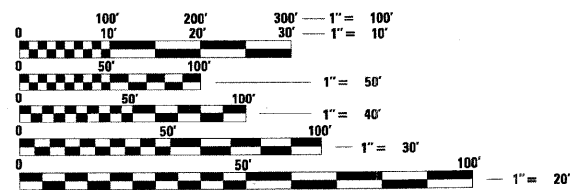
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**IDOT DIST 2 STANDARDS**

STD. NO.	TITLE
2.1	STORM WATER POLLUTION PREVENTION PLAN
10.2	INLET SPECIAL
13.2	FRAME AND GRADE FOR INLET SPECIAL
17.4	DETAILS FOR CURB & GUTTER REPLACEMENT AT INLET
17.4A	DETAILS FOR CURB & GUTTER REPLACEMENT
20.4	GRADING AROUND WINGWALLS
22.1	ENTRANCE AND SIDE ROADS WITH 2.4m (8') HOT-MIX ASPHALT SHOULDERS
23.4	DETAIL OF HOT-MIX ASPHALT SHOULDERS AT GUARDRAIL
23.4a	HOT-MIX ASPHALT SHOULDERS
29.2	EROSION CONTROL DETAILS FOR SILT FENCE
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37.4	DELINEATOR AND POST ORIENTATION
39.1	TRAFFIC CONTROL TYPICAL WEAVE
39.2	INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES)
41.1	TYPICAL PAVEMENT MARKINGS
50.4	TYPICAL BENCHING DETAIL ON EXISTING EMBANKMENT
66.2	WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II
89.4	LETTERING FOR NAME PLATE
91.2	ROUGH GROOVED SURFACE SIGN
96.4	DRAIN FOR AGGREGATE BASE COURSE

**IDOT HIGHWAY STANDARDS**

STD NO.	TITLE
001001-02	AREAS OF REINFORCEMENT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420701-02	PAVEMENT FABRIC
442101-07	CLASS B PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS.
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-01	GRATING FOR CONCRETE FLARED END SECTION 24" THRU 54" PIPE
606001-04	CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS & MEDIANS
630001-08	STEEL PLATE BEAM GUARDRAIL
630101-08	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-06	TRAFFIC BARRIER TERMINAL, TYPE 2
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-03	TRAFFIC CONTROL AND PROTECTION
701101-02	OFF-RD OPERATIONS, MULTI LANE, 15' TO 24" FROM PAVEMENT EDGE
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/ EXPRESSWAY
701401-05	TRAFFIC CONTROL AND PROTECTION
701421-02	LANE CLOSURE, MULTI LANE, DAY OPERATIONS ONLY. FOR SPEEDS ≥ 45 MPH TO 55 MPH
701422-02	LANE CLOSURE, MULTI LANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-03	LANE CLOSURE, MULTI LANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS ≥ 45 MPH TO 55 MPH
701431-05	LANE CLOSURE, MULTI LANE, UNDIV. WITH CROSSOVER, FOR SPEEDS ≥ 45 MPH TO 55 MPH.
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123

NET LENGTH = 1506 FT = 0.29 MILES  
GROSS LENGTH OF IMPROVEMENT 3817 FT = 0.72 MILES

CONTRACT NO. 64C68

CONSULTANT: BOB TESSITORE (830) 969-7000  
 PROJECT ENGINEER: MASOOD AHMAD  
 SQUAD LEADER: COREY CONDERMAN (815-284-5836)  
 DISTRICT TWO - BUREAU OF DESIGN  
 SENIOR SQUAD LEADER: SAM ABDULLAH (815-284-5935)

# GENERAL NOTES

- SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.
- THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.
- THE EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF BETWEEN REMOVAL AND REPLACEMENT.
- ALL BORROW / WASTE / USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTH MOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A CUTTER, ON ALL BACK SLOPES AND AREAS BEHIND THE BACK SLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
- FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING OR SODDING.
- PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" AGGREGATE OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
- PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO SECTION 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CLASS OF CONCRETE INVOLVED OR OTHER UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
- EXCEPT FOR THE TOP 3", ALL AGGREGATE BASES AND SUBBASES 12" IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 12", THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 6" BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 2" SIZE SIEVE, EXCEPT FOR THE TOP 3". THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM A QUARRY LEDGE CAPABLE OF PRODUCING CLASS "D" QUALITY AGGREGATE. THE TOP 3" SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 3" LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.
- CLOSED EXPANSION JOINTS ON JOINED PAVEMENTS SHALL BE REESTABLISHED DURING THE PATCHING OPERATIONS. CLASS B PATCHES - WHEN THE PAVEMENT REQUIRES PATCHING AT THE LOCATION OF THE EXPANSION JOINT, A NEW JOINT SHOULD BE ESTABLISHED USING A DOWELED EXPANSION PATCH AS SHOWN ON HIGHWAY STANDARD 442101. WHEN THE JOINT IS CLOSED, BUT DOES NOT REQUIRE PATCHING, AN EXPANSION JOINT MAY BE FORMED BY SAWING THE PAVEMENT AND FILLING THE SAW CUT WITH A PREFORMED EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS AS SHOWN ON STANDARD 420001.
- WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
- ALL MANDATORY JOINT SEALING FOR CLASS A, CLASS B, AND CLASS B (HINGE JOINTED) PATCHES AS SHOWN ON THE PLANS WILL NOT BE MEASURED FOR PAYMENT. OPTIONAL SAWING OF THE JOINT FOR THE SEALANT RESERVOIR WILL NOT BE MEASURED FOR PAYMENT.

FOR ALL CONCRETE PATCHING THAT WILL NOT BE RESURFACED, THE CONCRETE SHALL BE STRUCK OFF FLUSH WITH THE EXISTING PAVEMENT SURFACE AT EACH END OF THE PATCH.

THE ENGINEER RESERVES THE RIGHT TO CHECK ALL PATCHES FOR SMOOTHNESS BY THE USE OF A 10' ROLLING STRAIGHT EDGE SET TO A 3/16" TOLERANCE IN THE WHEEL PATHS. ANY PATCH AREAS HIGHER THAN 3/16" MUST BE GROUND SMOOTH WITH AN APPROVED GRINDING DEVICE CONSISTING OF MULTIPLE SAWS. THE USE OF BUSHHAMMER OR OTHER IMPACT DEVICES WILL NOT BE PERMITTED. ANY PATCH WITH DEPRESSIONS GREATER THAN 3/16" SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER.

THE MANDATORY SAW CUTS FOR PAVEMENT PATCHING ARE:

CLASS A PATCH: CUT TWO TRANSVERSE SAW CUTS AT EACH END OF THE PATCH; ONE FULL DEPTH AND ONE PARTIAL DEPTH. THE LONGITUDINAL EDGES OF THE PATCH SHALL BE CUT FULL DEPTH. WHEN THE PATCH IS ADJACENT TO A PCC SHOULDER, TWO SAW CUTS ALONG THE SHOULDER WILL BE REQUIRED.

CLASS B PATCH: CUT TWO TRANSVERSE SAW CUTS OUTLINING THE PATCH AND ONE TRANSVERSE PRESSURE RELIEF SAW CUT. THE LONGITUDINAL EDGES OF THE PATCH SHALL BE CUT FULL DEPTH. WHEN THE PATCH IS ADJACENT TO A PCC SHOULDER, TWO SAW CUTS ALONG THE SHOULDER WILL BE REQUIRED.

THE MANDATORY SAW CUTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SAW CUTS.

- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE	LEVEL BINDER	BINDER	TOP SHOULDER	BOTTOM SHLDR
PG:	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR VOIDS	4.0 @ N70	4.0 @ N70	4.0 @ N70	3 @ N50	2 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5	IL 19.0	IL 9.5 OR 12.5	BAM
FRICTION AGGREGATE	D	N/A	N/A	C	N/A
20 YEAR ESAL	6.3	6.3	6.3	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/TN			112 LBS/SY/TN	

- THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140 mm (5 1/2") HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 150 mm (6") INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
- THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA THE SAME DAY, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
- REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.
- THE NEW NUMBER FOR THE STRUCTURE WILL BE 043-1076.
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:
  - DISTRICT 2 DISTRICT ENGINEER (1)
  - FABRICATOR (1)
  - CONTRACTOR (2)
  - RESIDENT ENGINEER (2)
  - DISTRICT 2 BUREAU OF MATERIALS (2)
- THE REVIEW AND APPROVAL OF TEMPORARY SHEET PILING WILL REQUIRE 4 TO 6 WEEKS. THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY.
- CULVERT, BRIDGE, & DITCH FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOWS SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOB SITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.
- A PRECAST BOX CULVERT IS NOT AN OPTION ON THE PROJECT DUE TO SOIL CONDITIONS.
- ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE DISPOSED OF BY CONTRACTOR.
- THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT).
- ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE 1 SPECIALS.
- DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED.
- DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR DELINEATORS.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
  - ALL WORDS, SUCH AS ONLY, SHALL BE 2.4M (8 FEET) HIGH.
  - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
  - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 mm (8"), NOT 180 mm (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1.6 Km (1 mile) OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 2 EACH.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2 THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELLOW THE GROUND SURFACE.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL AND VERTICAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED BY A CLOSED LEVEL CIRCUIT. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

- THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT AT THE FOLLOWING LOCATIONS: STAGE 3 STA 107+18 TO STA 108+18 BOTH SIDES & STAGE 4 STA 107+18 TO STA 108+18.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.3 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

MEDIACOM 3900 - 26TH AVENUE MOLINE, IL 61265 (309) 743-4750	JO-CARROLL ENERGY P.O. BOX 390 / 793 US 20 WEST ELIZABETH, IL 61028 (815) 858-2207	NICOR GAS CO. 1844 FERRY ROAD NAPERVILLE, IL 60563 (630) 983-8676
--	---	--

FRONTIER / CITIZENS COMMUNICATIONS 684 N. BROAD / P.O. BOX 12 LANARK, IL 61046 (815) 493-1101	CITY OF EAST DUBUQUE 303 SINSINNAWA AVENUE EAST DUBUQUE, IL 61025 (815) 747-3416
--	---

- THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS

- CONSTRUCTION EQUIPMENT SHALL BE STAGED ON PAVED SURFACES. CONTRACTOR SHALL NOT BE ALLOWED TO WORK FROM THE WATERWAY.

- TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.

Tie the following to the existing concrete pavement		Length, size, and spacing of Tie Bars
GUTTER OR CURB & GUTTER	STD. 606001	24" LONG NO. 6 @ 24" CENTERS
PCC BASE COURSE	STD. 353001	24" LONG NO. 6 @ 30" CENTERS
PCC PAVEMENT	STD. 420101	24" LONG NO. 6 @ 30" CENTERS

TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUDED-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

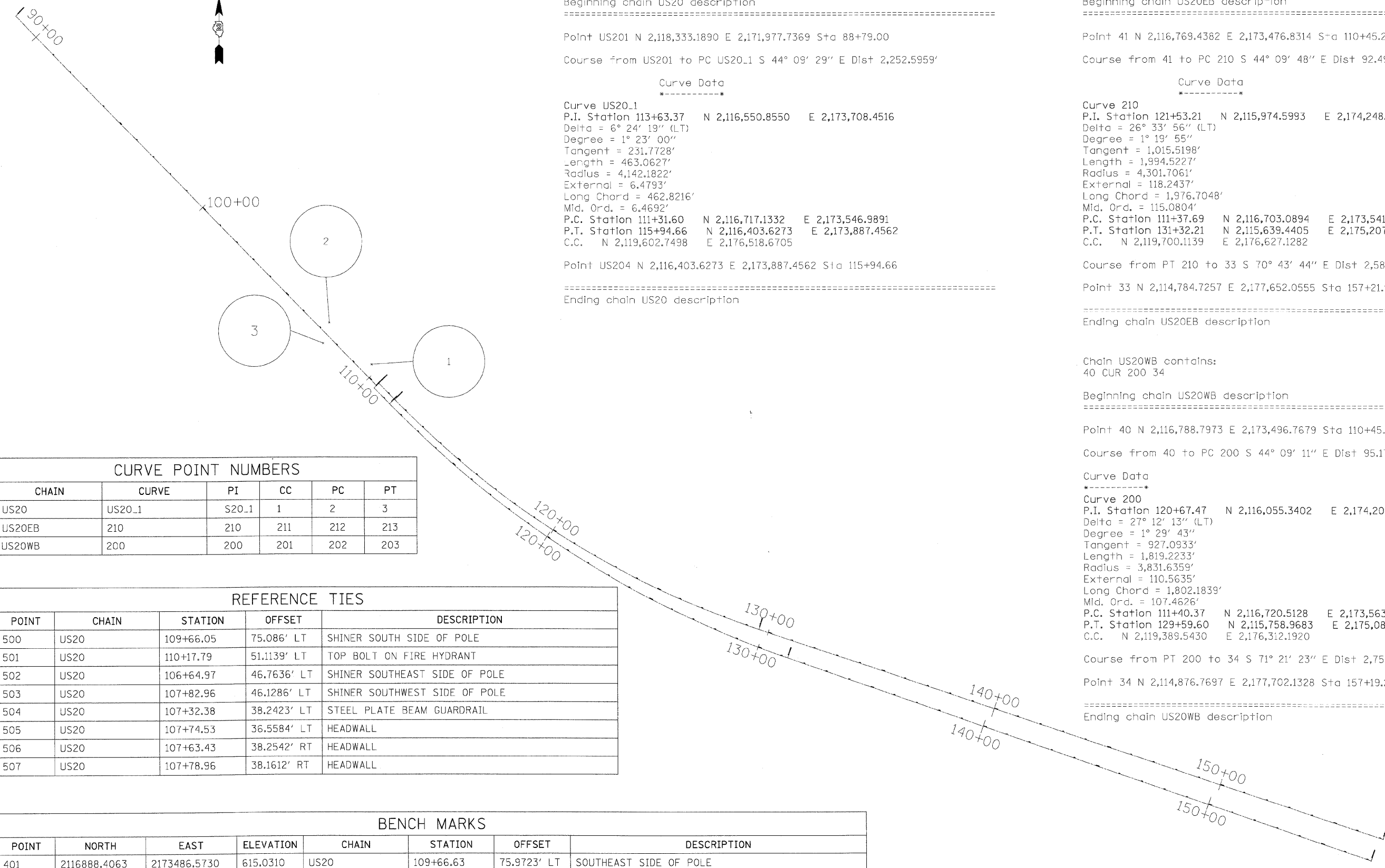
- CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

- THE CONTRACTOR SHALL REMOVE ALL SIGNS WITHIN CONSTRUCTION LIMITS IN CONDITION FOR REUSE. THE RESIDENT ENGINEER WILL PERFORM SIGN INVENTORY FOR ALL SIGNS WITHIN THE PROJECT LIMITS AND NOTE ANY DAMAGED SIGNS PRIOR TO START OF WORK. THE RESIDENT ENGINEER WILL NOTIFY THE APPROPRIATE AGENCY OF ANY DAMAGED SIGNS IN ORDER TO PROVIDE NEW SIGNS. THE CONTRACTOR SHALL REMOVE ALL SIGNS WITHIN CONSTRUCTION LIMITS IN CONDITION OF REUSE AND REINSTALL THESE SIGNS AFTER COMPLETION OF CONSTRUCTION IN COORDINATION WITH THE CITY OF EAST DUBUQUE AND THE DEPARTMENT OF TRANSPORTATION AND AS DIRECTED BY THE RESIDENT ENGINEER.

- A RAILROAD FLAGGER WILL BE REQUIRED WHEN CONSTRUCTION IS WITHIN 25 FEET OF TRACKS.

- WORK ON THIS PROJECT WILL BE IN PROGRESS AT THE SAME TIME AS WORK ON CONTRACT NO. 64D92. THE REMOVAL AND REPLACEMENT OF A BOX CULVERT (SN 043-1080) CARRYING US 20 (EB) OVER A DRAINAGE DITCH LOCATED 0.9 MILES WEST OF SAND RIDGE RD. ALSO INCLUDED IN THIS PROJECT IS RECONSTRUCTION AND SLIGHT REALIGNMENT OF APPROXIMATELY 0.9 MILES OF US 20 EASTBOUND LANES. WORK ON THESE PROJECTS SHALL BE SCHEDULED TO KEEP INTERFERENCE BETWEEN ALL THE PROJECTS TO A MINIMUM. THE CONTRACTORS SHALL INFORM EACH OTHER OF PROGRESS OF THE PROJECTS AND GIVE FAIR WARNING TO THE OTHER CONTRACTORS WHEN A PROBLEM MIGHT BE ENCOUNTERED. SPECIAL ATTENTION APPLIES TO ARTICLE 701.05 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR GAPS BETWEEN SUCCESSIVE LANE CLOSURES SHALL NOT BE LESS THAN 2 MILES IN LENGTH.

FILE NAME = G:\ENG\06-6790-13_TASK7\C1\Sh\1\DI164C68.SHT002_GEN.dgn	USER NAME = #USER#	DESIGNED: KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = #SCALE#	DRAWN BY: CKL/TMF	CHECKED BY: KAC	REVISED -			301	43T&M	JODAVIESS	80	2	
PLOT DATE = 12/1/2009	DATE: 11/13/2009	REVISED -	SCALE: N.T.S.			SHEET NO. 2 OF 80 SHEETS		STA. 99+27 TO STA. 114+33		CONTRACT NO. 64C68	
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			



Chain US20 contains:  
 US201 CUR US20.1 US204  
 Beginning chain US20 description  
 =====  
 Point US201 N 2,118,333.1890 E 2,171,977.7369 Sta 88+79.00  
 Course from US201 to PC US20.1 S 44° 09' 29" E Dist 2,252.5959'

Curve Data  
 \*-----\*

Curve US20.1  
 P.I. Station 113+63.37 N 2,116,550.8550 E 2,173,708.4516  
 Delta = 6° 24' 19" (LT)  
 Degree = 1° 23' 00"  
 Tangent = 231.7728'  
 Length = 463.0627'  
 Radius = 4,142.1822'  
 External = 6.4793'  
 Long Chord = 462.8216'  
 Mid. Ord. = 6.4692'  
 P.C. Station 111+31.60 N 2,116,717.1332 E 2,173,546.9891  
 P.T. Station 115+94.66 N 2,116,403.6273 E 2,173,887.4562  
 C.C. N 2,119,602.7498 E 2,176,518.6705

Point US204 N 2,116,403.6273 E 2,173,887.4562 Sta 115+94.66  
 =====  
 Ending chain US20 description

Chain US20EB contains:  
 41 CUR 210 33  
 Beginning chain US20EB description  
 =====  
 Point 41 N 2,116,769.4382 E 2,173,476.8314 Sta 110+45.20  
 Course from 41 to PC 210 S 44° 09' 48" E Dist 92.4908'

Curve Data  
 \*-----\*

Curve 210  
 P.I. Station 121+53.21 N 2,115,974.5993 E 2,174,248.7890  
 Delta = 26° 33' 56" (LT)  
 Degree = 1° 19' 55"  
 Tangent = 1,015.5198'  
 Length = 1,994.5227'  
 Radius = 4,301.7061'  
 External = 118.2437'  
 Long Chord = 1,976.7048'  
 Mid. Ord. = 115.0804'  
 P.C. Station 111+37.69 N 2,116,703.0894 E 2,173,541.2703  
 P.T. Station 131+32.21 N 2,115,639.4405 E 2,175,207.4074  
 C.C. N 2,119,700.1139 E 2,176,627.1282

Course from PT 210 to 33 S 70° 43' 44" E Dist 2,589.7571'  
 Point 33 N 2,114,784.7257 E 2,177,652.0555 Sta 157+21.97  
 =====  
 Ending chain US20EB description

Chain US20WB contains:  
 40 CUR 200 34  
 Beginning chain US20WB description  
 =====  
 Point 40 N 2,116,788.7973 E 2,173,496.7679 Sta 110+45.20  
 Course from 40 to PC 200 S 44° 09' 11" E Dist 95.1724'

Curve Data  
 \*-----\*

Curve 200  
 P.I. Station 120+67.47 N 2,116,055.3402 E 2,174,208.8549  
 Delta = 27° 12' 13" (LT)  
 Degree = 1° 29' 43"  
 Tangent = 927.0933'  
 Length = 1,819.2233'  
 Radius = 3,831.6359'  
 External = 110.5635'  
 Long Chord = 1,802.1839'  
 Mid. Ord. = 107.4626'  
 P.C. Station 111+40.37 N 2,116,720.5128 E 2,173,563.0628  
 P.T. Station 129+59.60 N 2,115,758.9683 E 2,175,087.3000  
 C.C. N 2,119,389.5430 E 2,176,312.1920

Course from PT 200 to 34 S 71° 21' 23" E Dist 2,759.6422'  
 Point 34 N 2,114,876.7697 E 2,177,702.1328 Sta 157+19.24  
 =====  
 Ending chain US20WB description

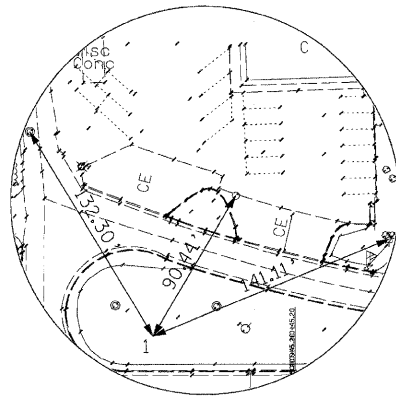
CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
US20	US20.1	S20.1	1	2	3
US20EB	210	210	211	212	213
US20WB	200	200	201	202	203

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	US20	109+66.05	75.086' LT	SHINER SOUTH SIDE OF POLE
501	US20	110+17.79	51.1139' LT	TOP BOLT ON FIRE HYDRANT
502	US20	106+64.97	46.7636' LT	SHINER SOUTHEAST SIDE OF POLE
503	US20	107+82.96	46.1286' LT	SHINER SOUTHWEST SIDE OF POLE
504	US20	107+32.38	38.2423' LT	STEEL PLATE BEAM GUARDRAIL
505	US20	107+74.53	36.5584' LT	HEADWALL
506	US20	107+63.43	38.2542' RT	HEADWALL
507	US20	107+78.96	38.1612' RT	HEADWALL

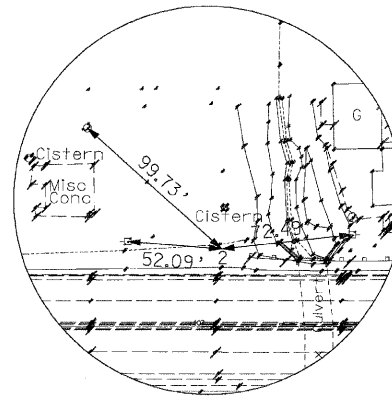
BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	2116888.4063	2173486.5730	615.0310	US20	109+66.63	75.9723' LT	SOUTHEAST SIDE OF POLE
402	2117010.0104	2173314.6213	613.6076	US20	107+59.60	37.3253' LT	NORTHWEST CORNER OF NORTH HEADWALL

HORIZONTAL CONTROL POINTS

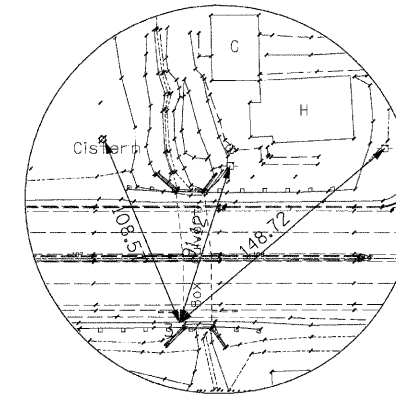
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	2116868.3550	2173465.9570	613.9340	US20	109+66.66	47.2134' LT	TOPO SURVEY POINT, PIN
2	2117044.4600	2173289.0880	614.2770	US20	107+17.10	43.0063' LT	TOPO SURVEY POINT, PIN
3	2116958.0120	2173263.2780	613.5880	US20	107+61.14	35.7336' RT	TOPO SURVEY POINT, NAIL
65722981	2126341.4189	2174820.8214	849.7711	US20			JOD351A
65722982	2127686.9825	2175804.1077	882.3414	US20			JOD351B



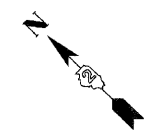
HORIZONTAL CONTROL POINT NO. 1



HORIZONTAL CONTROL POINT NO. 2



HORIZONTAL CONTROL POINT NO. 3



# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	URBAN	HSIP	BOX CULVERT
			TOTAL QUANTITY	1000-1A	Y007
				90% FED / 10% STATE (TURN LANES)	80% FED / 20% STATE (SN 043-1076)
20101100	TREE TRUNK PROTECTION	EACH	1		1
20200100	EARTH EXCAVATION	CU YD	8,743		8,743
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	234		234
20800150	TRENCH BACKFILL	CU YD	43		43
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	248		248
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6,476		6,476
* 25000100	SEEDING, CLASS 1	ACRE	0.25		0.25
* 25000210	SEEDING, CLASS 2A	ACRE	1.00		1.00
* 25000310	SEEDING, CLASS 4	ACRE	0.50		0.50
: 25000750	MOWING	ACRE	1.50		1.50
* 25100630	EROSION CONTROL BLANKET	SQ YD	6,476		6,476
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	270		270
28000305	TEMPORARY DITCH CHECKS	FOOT	122		122
28000400	PERIMETER EROSION BARRIER	FOOT	1,973		1,973
28000500	INLET AND PIPE PROTECTION	EACH	6		6
28100107	STONE RIPRAP, CLASS A4	SQ YD	383		383
28200200	FILTER FABRIC	SQ YD	432		432
31100965	SUB-BASE GRANULAR MATERIAL, TYPE A 24"	SQ YD	2,687	2,687	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	19	19	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	13	13	
40600300	AGGREGATE (PRIME COAT)	TON	34	34	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	982	982	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	806	806	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	129	129	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	842	842	
40600050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	6	6	
42001200	PAVEMENT FABRIC	SQ YD	612		612
44000196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	787	787	
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	100		100
44003700	MEDIAN REMOVAL (SPECIAL)	SQ FT	7,119		7,119
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	42		42
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	72		72
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	724		724
44213200	SAW CUTS	FOOT	172		172
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1,420	1,420	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	1,456	1,456	

:)NON-PARTICIPATING 100% STATE  
\*SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	URBAN	HSIP	BOX CULVERT
			TOTAL QUANTITY	1000-1A	Y007
				90% FED / 10% STATE (TURN LANES)	80% FED / 20% STATE (SN 043-1076)
48301000	PROTECTIVE COAT	SQ YD	692	692	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	3	3	
50200100	STRUCTURE EXCAVATION	CU YD	398		398
50600105	REINFORCEMENT BARS	POUND	50,980		50,980
50800515	BAR SPLICERS	EACH	84		84
51500100	NAME PLATES	EACH	1		1
54003000	CONCRETE BOX CULVERTS	CU YD	210.7		210.7
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	24		24
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	8		8
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	18		18
60242400	INLETS, SPECIAL	EACH	1	1	
* 60262510	INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)	EACH	2	2	
60500060	REMOVING INLETS	EACH	1	1	
60620400	CONCRETE MEDIAN, TYPE SB-9.06	SQ FT	5,907		5,907
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	587.5		587.5
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	253		253
63500105	DELINEATORS	EACH	21		21
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2		2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	5	5
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1		1
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1		1
70100400	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431	EACH	2		2
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1		1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25		25
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	529	529	
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	44,289		44,289
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	14,763	14,763	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	4,544		4,544
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5,855		5,855
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	63	63	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,781	5,781	

# SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	URBAN	HSIP	BOX CULVERT
				1000-1A	1000-1A	Y007
				90% FED / 10% STATE (TURN LANES)	80% FED / 20% STATE (SN 043-1076)	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	760	760		
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	265	265		
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	245	245		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	12	12		
* 78005110	EPOXY PAVEMENT MARKING-LINE 4"	FOOT	5,000	5,000		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	123	123		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		
* 78201000	TERMINAL MARKER-DIRECT APPLIED	EACH	4	4		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3,871		3,871	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	40	40		
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	989			989
X0712400	TEMPORARY PAVEMENT	SQ YD	1,758			1,758
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	1,758			1,758
Z0005400	BREAKER-RUN CRUSHED STONE	TON	445			445
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5		0.5
Z0017100	DOWEL BARS	EACH	438			438
Z0024476	FLEXIBLE DELINEATOR MAINTENANCE	EACH	30			30
Z0024478	FLEXIBLE DELINEATORS	EACH	38			38
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2			2
Z0030280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3	EACH	3			3
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4			4
Z0030380	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 3	EACH	1			1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1			1
Z0075300	TIE BARS	EACH	120			120

\* SPECIALTY ITEMS  
: ) NON PARTICIPATING 100% STATE

# SCHEDULE OF QUANTITIES

## 20101100 TREE TRUCK PROTECTION

EACH	LOCATION
	US 20
1	Sta 107+06 139' LT
<b>1</b>	<b>TOTAL</b>

## 20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

CU YD	LOCATION
	US 20
234	Sta 107+67.5
<b>234</b>	<b>TOTAL</b>

## 20800150 TRENCH BACKFILL

CU YD	LOCATION
	US 20
12.80	Sta 104+69 24" DIA. STORM SEWER
19.30	Sta 107+78 12" DIA. STORM SEWER
8.83	Sta 110+20 12" DIA. STORM SEWER
1.95	Sta 112+72 18" DIA. STORM SEWER
<b>42.9</b>	<b>TOTAL</b>

## 21100100 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

SQ YD	LOCATION
	US 20
248	Sta 107+67.5
<b>248</b>	<b>TOTAL</b>

## 21101615 TOPSOIL FURNISH AND PLACE, 4"

SQ YD	LOCATION
	US 20
5087	Sta 99+27 - 114+33 EB DITCH
878	Sta 107+20 - 108+80 WB SLOPES
178	Sta 126+30 - 127+70 MEDIAN
333	Sta 125+95 127+70 MEDIAN
<b>6476</b>	<b>TOTAL</b>

## 25000100 SEEDING, CLASS 1

ACRE	LOCATION
	US 20
0.03	Sta 107+70 - 108+70 WB SLOPES
<b>0.25</b>	<b>TOTAL</b>

## 25000210 SEEDING, CLASS 2A

ACRE	LOCATION
	US 20
0.76	Sta 99+27 - 114+33 EB DITCH
0.08	Sta 106+00 - 107+70 WB SLOPES
<b>1.00</b>	<b>TOTAL</b>

## 25000310 SEEDING, CLASS 4

ACRE	LOCATION
	US 20
0.29	Sta 99+27 - 114+33 EB DITCH
0.06	Sta 107+25 - 107+93 WB SLOPES
<b>0.50</b>	<b>TOTAL</b>

## 25000750 MOWING

ACRE	LOCATION
	US 20
1.50	Sta 99+27 - 114+33 WB & EB SLOPES
<b>1.50</b>	<b>TOTAL</b>

## 25100630 EROSION CONTROL BLANKET

SQ YD	LOCATION
	US 20
5087	Sta 99+27 - 114+33 EB DITCH
878	Sta 107+20 - 108+80 WB SLOPES
178	Sta 126+30 - 127+70 MEDIAN
333	Sta 125+95 127+70 MEDIAN
<b>6476</b>	<b>TOTAL</b>

## 28000250 TEMPORARY EROSION CONTROL SEEDING

POUND	LOCATION
	US 20
20.0	Sta 103+35 - 112+05 TEMPORARY PAVEMENT
200.0	Sta 99+27 - 114+33 EB DITCH
50.0	Sta 107+20 - 108+80 WB SLOPES
<b>270</b>	<b>TOTAL</b>

## 28000305 TEMPORARY DITCH CHECKS

FOOT	LOCATION
	US 20
20	Sta 100+54 50' RT
12	Sta 106+00 50' RT
11	Sta 106+80 50' RT
11	Sta 107+50 50' RT
11	Sta 108+50 50' RT
12	Sta 108+90 50' RT
12	Sta 110+68 50' RT
10	Sta 112+03 50' RT
12	Sta 113+38 50' RT
11	Sta 114+33 50' RT
<b>122</b>	<b>TOTAL</b>

## 28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION
	US 20
899	Sta 99+00 - 107+60 EB DITCH
672	Sta 108+00 - 114+38 EB DITCH
402	Sta 106+00 - 108+68 NORTH OF BOX CULVERT
<b>1973</b>	<b>TOTAL</b>

## 28000500 INLET AND PIPE PROTECTION

EACH	LOCATION
	US 20
1	Sta 112+72 MEDIAN
1	Sta 115+46 MEDIAN
1	Sta 121+23 MEDIAN
1	Sta 125+49 MEDIAN
1	Sta 107+68 RR CULVERT
1	Sta AS NEEDED & DIRECTED BY THE RESIDENT
<b>6</b>	<b>TOTAL</b>

## 28100107 STONE RIPRAP, CLASS A4

SQ YD	LOCATION
	US 20
65.911	Sta 107+58 - 107+78 88' LT
72.088	Sta 107+52 - 107+84 44' LT
223.619	Sta 107+50 - 108+50 55' RT
<b>363</b>	<b>TOTAL</b>

# SCHEDULE OF QUANTITIES

## 28200200 FILTER FABRIC

SQ YD	LOCATION
<b>US 20</b>	
65.91	Sta 107+58 - 107+78 86' LT
115.38	Sta 107+41 - 107+84 44' LT
250	Sta 107+50 - 108+50 55' RT
<b>432</b>	<b>TOTAL</b>

## 31100965 SUB-BASE GRANULAR MATERIAL, TYPE A 24"

SQ YD	LOCATION
<b>US 20</b>	
558.4	Sta 99+67 - 103+26 EB TAPER 10' - 18' WIDTH
174.0	Sta 103+26 - 104+13 EB 18' WIDTH
52.0	Sta 104+13 - 104+37 EB TAPER 18' - 21' WIDTH
1,108.3	Sta 104+37 - 109+12 EB 21' WIDTH
214.0	Sta 109+12 - 110+19 EB 18' WIDTH
547.5	Sta 110+19 - 113+84 EB TAPER 18' - 9' WIDTH
32.7	Sta 113+84 - 114+33 EB TAPER 9' - 3' WIDTH
<b>2,687</b>	<b>TOTAL</b>

## 35101400 AGGREGATE BASE COURSE, TYPE B

TON	LOCATION
<b>US 20</b>	
19	Sta 109+31 - FIELD ENTRANCE
<b>19</b>	<b>TOTAL</b>

## 40600400 MIXTURE FOR CRACKS, JOINTS, & FLANGEWAYS

TON	LOCATION
<b>US 20</b>	
5	AS NEEDED & DIRECTED BY THE RESIDENT
<b>5</b>	<b>TOTAL</b>

## 44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT	LOCATION
<b>US 20</b>	
1420.0	Sta 99+67 - 113+87
<b>1,420</b>	<b>TOTAL</b>

## 50100300 REMOVAL OF EXISTING STRUCTURES, NO. 1

EACH	LOCATION
<b>US 20</b>	
1	Sta 107+67.5 BOX CULVERT
<b>1</b>	<b>TOTAL</b>

## 50104400 CONCRETE HEADWALL REMOVAL

EACH	LOCATION
<b>US 20</b>	
1	Sta 104+69.3 , 37.7' RT. [24" RCP STORM SEWER HEADWALL]
1	Sta 110+21.0 , 40' RT. [24" RCP STORM SEWER HEADWALL]
1	Sta 112+72.0 , 40' RT. [18" RCP STORM SEWER HEADWALL]
<b>3</b>	<b>TOTAL</b>

## 50200100 STRUCTURE EXCAVATION

CU YD	LOCATION
<b>US 20</b>	
398	Sta 107+67.5
<b>398</b>	<b>TOTAL</b>

## 50800105 REINFORCEMENT BARS

POUND	LOCATION
<b>US 20</b>	
50,940	Sta 107+67.5
<b>50,940</b>	<b>TOTAL</b>

## 50800515 BAR SPLICERS

EACH	LOCATION
<b>US 20</b>	
84	Sta 107+67.5
<b>84</b>	<b>TOTAL</b>

## 51500100 NAME PLATES

EACH	LOCATION
<b>US 20</b>	
1	Sta 107+67.5
<b>1</b>	<b>TOTAL</b>

## 54003000 CONCRETE BOX CULVERTS

CU YD	LOCATION
<b>US 20</b>	
210.7	Sta 107+67.5
<b>210.7</b>	<b>TOTAL</b>

## 54213657 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"

EACH	LOCATION
<b>US 20</b>	
1	Sta 110+20.6 , 49.6' RT.
<b>1</b>	<b>TOTAL</b>

## 54213663 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"

EACH	LOCATION
<b>US 20</b>	
1	Sta 112+72 , 46.0' RT.
<b>1</b>	<b>TOTAL</b>

## 54213669 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

EACH	LOCATION
<b>US 20</b>	
1	Sta 104+69 , 56.1' RT.
<b>1</b>	<b>TOTAL</b>

## 550A0340 STORM SEWERS, CLASS A, TYPE 2 12"

FOOT	LOCATION
<b>US 20</b>	
13	Sta 107+80 , 40' LT.
11	Sta 110+20 , 40' RT.
<b>24</b>	<b>TOTAL</b>



# SCHEDULE OF QUANTITIES

**550A0380 STORM SEWERS, CLASS A, TYPE 2 18"**

FOOT	LOCATION
	US 20
8	Sta 112+72 , 50' RT.
8	<b>TOTAL</b>

**550A0410 STORM SEWERS, CLASS A, TYPE 2 24"**

FOOT	LOCATION
	US 20
18	Sta 104+69 , 40' RT.
18	<b>TOTAL</b>

**60242400 INLETS, SPECIAL**

EACH	LOCATION
	US 20
1	Sta 107+84 , 27.6' RT.
1	<b>TOTAL</b>

**60262510 INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)**

EACH	LOCATION
	US 20
2	Sta 112+72
2	<b>TOTAL</b>

**60500060 REMOVING INLETS**

EACH	LOCATION
	US 20
1	Sta 107+84 , 27.6' RT.
1	<b>TOTAL</b>

**63000001 STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS**

FOOT	LOCATION
	US 20
362.5	Sta 104+97.0 - 108+59.5 EB
225.0	Sta 105+97.0 - 108+22.0 WB
587.5	<b>TOTAL</b>

**63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT**

EACH	LOCATION
	US 20
1	Sta 104+47 EB GUARDRAIL TERMINATION
1	Sta 109+09.5 EB GUARDRAIL TERMINATION
1	Sta 105+47 WB GUARDRAIL TERMINATION
1	Sta 108+72 WB GUARDRAIL TERMINATION
4	<b>TOTAL</b>

**63200310 GUARDRAIL REMOVAL**

FOOT	LOCATION
	US 20
127.0	WB GUARDRAIL REMOVAL FOR BOX CULVERT REPLACEMENT
126.0	EB GUARDRAIL REMOVAL FOR BOX CULVERT REPLACEMENT
253	<b>TOTAL</b>

**63500105 DELINEATORS**

EACH	LOCATION
	US 20
15.00	Sta 99+27 - 114+33 EASTBOUND SHOULDER
1.00	Sta 104+69 EASTBOUND SHOULDER
1.00	Sta 108+66 EASTBOUND SHOULDER
1.00	Sta 109+48 EASTBOUND SHOULDER
1.00	Sta 110+20 EASTBOUND SHOULDER
1.00	Sta 112+72 EASTBOUND SHOULDER
1.00	AS NEEDED & DIRECTED BY THE RESIDENT
21	<b>TOTAL</b>

**66700305 PERMANENT SURVEY MARKERS, TYPE II**

EACH	LOCATION
	US 20
2.00	Sta AS NEEDED & DIRECTED BY THE RESIDENT
2	<b>TOTAL</b>

**70300100 SHORT-TERM PAVEMENT MARKING**

FOOT	LOCATION
	US 20
151	Sta 99+27 - 114+33 WB SKIP DASH LANE LINES
151	Sta 99+27 - 114+33 EB SKIP DASH LANE LINES
60	Sta 99+27 - 114+33 EB EDGE LINE
21	Sta 99+27 - 104+40 EB LEFT TURN LANE
14	Sta 104+40 - 107+91 EB LEFT TURN LANE TAPER
20	Sta 109+43 - 114+33 EB MEDIAN TAPER
13	Sta 107+91 - 108+56 DOUBLE YELLOW CENTER LINE
100	Sta AS NEEDED & DIRECTED BY THE RESIDENT
529	<b>TOTAL</b>

# SCHEDULE OF QUANTITIES

70300625 TEMPORARY PAINT PAVEMENT MARKING, 4"

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

70400100 TEMPORARY CONCRETE BARRIER

FOOT	LOCATION	MOT STAGE
<b>US 20</b>		
660	Sta 76+28.0 - 82+88.0	STAGE 1 26' RT TO 14' RT
3,217	Sta 82+88.0 - 115+05.0	STAGE 1 14' RT
315	Sta 103+85.0 - 107+00.0	STAGE 3 26' RT TO 33' RT
138	Sta 107+00.0 - 108+37.5	STAGE 3 33' RT
318	Sta 108+38.0 - 111+55.0	STAGE 3 33' RT TO 26' RT
440	Sta 99+45.0 - 103+85.0	STAGE 3 2' RT
315	Sta 103+85.0 - 107+00.0	STAGE 3 2' RT TO 9' RT
138	Sta 107+00.0 - 108+37.5	STAGE 3 9' RT
318	Sta 108+37.5 - 111+55.0	STAGE 3 9' RT TO 2' RT
880	Sta 111+55.0 - 120+35.0	STAGE 3 2' RT TO 20' LT
660	Sta 120+35.0 - 126+95.0	STAGE 3 20' LT TO 33' LT
660	Sta 126+95.0 - 133+55.0	STAGE 3 33' LT TO 55' LT
660	Sta 76+28.0 - 82+88.0	STAGE 4 26' RT TO 14' RT
1,422	Sta 82+88.0 - 97+10.0	STAGE 4 14' RT
880	Sta 97+10.0 - 105+90.0	STAGE 4 14' RT TO 2' LT
110	Sta 105+90.0 - 107+00.0	STAGE 4 2' LT TO 4' LT
138	Sta 107+00.0 - 108+37.5	STAGE 4 4' LT
113	Sta 108+37.5 - 109+50.0	STAGE 4 4' LT TO 2' LT
440	Sta 109+50.0 - 113+90.0	STAGE 4 2' LT TO 14' RT
300	Sta 113+90.0 - 116+90.0	STAGE 4 14' RT
110	Sta 105+90.0 - 107+00.0	STAGE 4 26' LT TO 28' LT
138	Sta 107+00.0 - 108+37.5	STAGE 4 28' LT
113	Sta 108+37.5 - 109+50.0	STAGE 4 28' LT TO 26' LT
12,479	White Total	

FOOT	LOCATION	MOT STAGE
660	Sta 76+28.0 - 82+88.0	STAGE 2 2' RT TO 14' RT
3,187	Sta 82+88.0 - 114+75.0	STAGE 2 14' RT TO 26' RT
4,092	Sta 92+63.0 - 133+55.0	STAGE 2 14' LT TO 33' LT
660	Sta 76+28.0 - 82+88.0	STAGE 3 2' RT TO 14' RT
2,097	Sta 82+88.0 - 103+85.0	STAGE 3 14' RT
630	Sta 103+85.0 - 107+00.0	STAGE 3 14' RT TO 21' RT (x2 DBL YELLOW)
275	Sta 107+00.0 - 108+37.5	STAGE 3 21' RT (x2 DBL YELLOW)
635	Sta 108+37.5 - 111+55.0	STAGE 3 21' RT TO 14' RT (x2 DBL YELLOW)
1,320	Sta 111+55.0 - 124+75.0	STAGE 3 14' RT TO 22' RT
880	Sta 95+05.0 - 103+85.0	STAGE 3 2' LT TO 14' RT
880	Sta 111+55.0 - 120+35.0	STAGE 3 14' RT TO 20' LT
350	Sta 87+00.0 - 90+50.0	STAGE 4 2' LT
1,010	Sta 87+00.0 - 97+10.0	STAGE 4 2' RT
880	Sta 97+10.0 - 105+90.0	STAGE 4 2' RT TO 14' LT
220	Sta 105+90.0 - 107+00.0	STAGE 4 14' LT TO 16' LT (x2 DBL YELLOW)
275	Sta 107+00.0 - 108+37.5	STAGE 4 16' LT (x2 DBL YELLOW)
225	Sta 108+37.5 - 109+50.0	STAGE 4 16' LT TO 14' LT (x2 DBL YELLOW)
1,650	Sta 109+50.0 - 126+00.0	STAGE 4 14' LT TO 15' RT
1,540	Sta 90+50.0 - 105+90.0	STAGE 4 14' LT
1,745	Sta 109+50.0 - 126+95.0	STAGE 4 14' LT TO 33' LT
660	Sta 126+95.0 - 133+55.0	STAGE 4 33' LT TO 21' LT
660	Sta 76+28.0 - 82+88.0	STAGE 5 2' RT TO 14' RT
3,187	Sta 82+88.0 - 114+75.0	STAGE 5 14' RT TO 26' RT
4,092	Sta 92+63.0 - 133+55.0	STAGE 5 14' LT TO 33' LT
31,810	Yellow Total	
44,289	<b>TOTAL</b>	

SQ FT	LOCATION	MOT STAGE
<b>US 20</b>		
220	Sta 76+28.0 - 82+88.0	STAGE 1 26' RT TO 14' RT
1,072	Sta 82+88.0 - 115+05.0	STAGE 1 14' RT
105	Sta 103+85.0 - 107+00.0	STAGE 3 26' RT TO 33' RT
46	Sta 107+00.0 - 108+37.5	STAGE 3 33' RT
106	Sta 108+38.0 - 111+55.0	STAGE 3 33' RT TO 26' RT
147	Sta 99+45.0 - 103+85.0	STAGE 3 2' RT
105	Sta 103+85.0 - 107+00.0	STAGE 3 2' RT TO 9' RT
46	Sta 107+00.0 - 108+37.5	STAGE 3 9' RT
106	Sta 108+37.5 - 111+55.0	STAGE 3 9' RT TO 2' RT
293	Sta 111+55.0 - 120+35.0	STAGE 3 2' RT TO 20' LT
220	Sta 120+35.0 - 126+95.0	STAGE 3 20' LT TO 33' LT
220	Sta 126+95.0 - 133+55.0	STAGE 3 33' LT TO 55' LT
220	Sta 76+28.0 - 82+88.0	STAGE 4 26' RT TO 14' RT
474	Sta 82+88.0 - 97+10.0	STAGE 4 14' RT
293	Sta 97+10.0 - 105+90.0	STAGE 4 14' RT TO 2' LT
37	Sta 105+90.0 - 107+00.0	STAGE 4 2' LT TO 4' LT
46	Sta 107+00.0 - 108+37.5	STAGE 4 4' LT
38	Sta 108+37.5 - 109+50.0	STAGE 4 4' LT TO 2' LT
147	Sta 109+50.0 - 113+90.0	STAGE 4 2' LT TO 14' RT
100	Sta 113+90.0 - 116+90.0	STAGE 4 14' RT
37	Sta 105+90.0 - 107+00.0	STAGE 4 26' LT TO 28' LT
46	Sta 107+00.0 - 108+37.5	STAGE 4 28' LT
38	Sta 108+37.5 - 109+50.0	STAGE 4 28' LT TO 26' LT
4,160	White Total	

SQ FT	LOCATION	MOT STAGE
220	Sta 76+28.0 - 82+88.0	STAGE 2 2' RT TO 14' RT
1,062	Sta 82+88.0 - 126+56.0	STAGE 2 14' RT TO 26' RT
1,364	Sta 86+75.5 - 144+60.0	STAGE 2 14' LT TO 36' LT
220	Sta 76+28.0 - 82+88.0	STAGE 3 2' RT TO 14' RT
699	Sta 82+88.0 - 103+85.0	STAGE 3 14' RT
210	Sta 103+85.0 - 107+00.0	STAGE 3 14' RT TO 21' RT (x2 DBL YELLOW)
92	Sta 107+00.0 - 108+37.5	STAGE 3 21' RT (x2 DBL YELLOW)
212	Sta 108+37.5 - 111+55.0	STAGE 3 21' RT TO 14' RT (x2 DBL YELLOW)
440	Sta 111+55.0 - 124+75.0	STAGE 3 14' RT TO 22' RT
293	Sta 95+05.0 - 103+85.0	STAGE 3 2' LT TO 14' RT
293	Sta 111+55.0 - 120+35.0	STAGE 3 14' RT TO 20' LT
117	Sta 87+00.0 - 90+50.0	STAGE 4 2' LT
337	Sta 87+00.0 - 97+10.0	STAGE 4 2' RT
293	Sta 97+10.0 - 105+90.0	STAGE 4 2' RT TO 14' LT
73	Sta 105+90.0 - 107+00.0	STAGE 4 14' LT TO 16' LT (x2 DBL YELLOW)
92	Sta 107+00.0 - 108+37.5	STAGE 4 16' LT (x2 DBL YELLOW)
75	Sta 108+37.5 - 109+50.0	STAGE 4 16' LT TO 14' LT (x2 DBL YELLOW)
550	Sta 109+50.0 - 126+00.0	STAGE 4 14' LT TO 15' RT
513	Sta 90+50.0 - 105+90.0	STAGE 4 14' LT
582	Sta 109+50.0 - 126+95.0	STAGE 4 14' LT TO 33' LT
220	Sta 126+95.0 - 133+55.0	STAGE 4 33' LT TO 21' LT
220	Sta 76+28.0 - 82+88.0	STAGE 5 2' RT TO 14' RT
1,062	Sta 82+88.0 - 126+56.0	STAGE 5 14' RT TO 26' RT
1,364	Sta 86+75.5 - 144+60.0	STAGE 5 14' LT TO 36' LT

10,603 Yellow Total

14,763 **TOTAL**

FOOT	LOCATION	MOT STAGE
<b>US 20</b>		
2,212	Sta 92+63 - 114+75	MOT STAGE 2, EB
2,332	Sta 92+63 - 115+95	MOT STAGE 2, WB
4,544	<b>TOTAL</b>	

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	LOCATION	MOT STAGE
<b>US 20</b>		
460	Sta 104+15 - 108+75	MOT STAGE 3, EB
563	Sta 105+50 - 111+13	MOT STAGE 3, WB
288	Sta 105+88 - 108+75	MOT STAGE 4, EB
2,212	Sta 92+63 - 114+75	MOT STAGE 2, EB
2,332	Sta 92+63 - 115+95	MOT STAGE 2, WB
5,855	<b>TOTAL</b>	

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

SQ FT	LOCATION	MOT STAGE
<b>US 20</b>		
15.6	Sta 106+10	LEFT TURN ARROW
15.6	Sta 106+85	LEFT TURN ARROW
15.6	Sta 107+60	LEFT TURN ARROW
15.6	Sta 108+35	LEFT TURN ARROW
63	<b>TOTAL</b>	

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

FOOT	LOCATION	MOT STAGE
<b>US 20</b>		
1,506	Sta 99+27 - 114+33	EB RT. EDGE LINE
951	Sta 99+27 - 108+78	WB RT. EDGE LINE
490	Sta 109+43 - 114+33	WB RT. EDGE LINE
2,947	White Total	
543	Sta 99+27 - 104+60	EB LT. EDGE LINE
134	Sta 104+60 - 105+91	EB LT. EDGE LINE
530	Sta 105+91 - 108+56	DOUBLE YELLOW EDGE LINE
473	Sta 109+43 - 114+33	EB LT. EDGE LINE
664	Sta 99+27 - 105+91	WB LT. EDGE LINE
490	Sta 109+43 - 114+33	WB LT. EDGE LINE
2,834	Yellow Total	
5,781	<b>TOTAL</b>	

# SCHEDULE OF QUANTITIES

**78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"**

FOOT	LOCATION
US 20	
380	Sta 99+27 - 114+33 WB, 10' DASH / 30' SKIP
380	Sta 99+27 - 114+33 EB, 10' DASH / 30' SKIP
<b>760</b>	<b>TOTAL</b>

**78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"**

FOOT	LOCATION
US 20	
265	Sta 105+91 - 108+56 EB LEFT TURN LANE LINE
<b>265</b>	<b>TOTAL</b>

**78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"**

FOOT	LOCATION
245	Sta 99+27 - 114+33 CENTER YELLOW DIAGONALS
<b>245</b>	<b>TOTAL</b>

**78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"**

FOOT	LOCATION
12	Sta 108+78 , 40' LT. CAMILLUS DRIVE STOP BAR
<b>12</b>	<b>TOTAL</b>

**78005110 EPOXY PAVEMENT MARKING, LINE - 4"**

FOOT	LOCATION
US 20	
5,000.0	Sta 82+88 - 133+55 AS NEEDED & DIRECTED BY THE RESIDENT FOR REPLACE/MENT FOLLOWING EACH MOT STAGE ON EXISTING PCC PAVEMENT
<b>5,000</b>	<b>TOTAL</b>

**78100100 RAISED REFLECTIVE PAVEMENT MARKER**

EACH	LOCATION
US 20	
48	Sta 99+27 - 114+33 EB TWO-WAY AMBER
37	Sta 99+27 - 114+33 WB TWO-WAY AMBER
19	Sta 99+27 - 114+33 EB ONE-WAY CRYSTAL
19	Sta 99+27 - 114+33 ONE-WAY CRYSTAL
<b>123</b>	<b>TOTAL</b>

**78200410 GUARDRAIL MARKERS, TYPE A**

EACH	LOCATION
US 20	
5	Sta 104+97 - 108+59.5 EB
3	Sta 105+97 - 108+22 WB
<b>8</b>	<b>TOTAL</b>

**78201000 TERMINAL MARKER - DIRECT APPLIED**

EACH	LOCATION
US 20	
1	Sta 104+47 EB GUARDRAIL TERMINATION
1	Sta 108+02 EB GUARDRAIL TERMINATION
1	Sta 105+44 WB GUARDRAIL TERMINATION
1	Sta 108+72 WB GUARDRAIL TERMINATION
<b>4</b>	<b>TOTAL</b>

**78300100 PAVEMENT MARKING REMOVAL**

SQ FT	LOCATION	DESCRIPTION
US 20		
108.33	Sta 76+28.0 - 82+88.0	STAGE 1 14' RT (13 X 25' DASH)
108.33	Sta 138+00.0 - 144+60.0	STAGE 2 45' LTT TO 20' LT (13 X 25' DASH)
293.33	Sta 95+05.0 - 10+35.0	STAGE 3 2' LT
220.00	Sta 97+25.0 - 103+85.0	STAGE 3 2' RT
125.00	Sta 103+85.0 - 111+55.0	STAGE 3 14' RT (15 X 25' DASH)
246.67	Sta 104+15.0 - 111+55.0	STAGE 3 26' RT
220.00	Sta 113+75.0 - 120+35.0	STAGE 3 2' LT
193.33	Sta 111+55.0 - 117+35.0	STAGE 3 2' RT
220.00	Sta 126+95.0 - 133+55.0	STAGE 3 33' LTT TO 43' LT
5.00	Sta 97+10.0 - 97+25.0	STAGE 4 2' RT
67.50	Sta 103+85.0 - 105+87.5	STAGE 4 2' LT
67.50	Sta 103+85.0 - 105+87.5	STAGE 4 2' RT
120.00	Sta 105+90.0 - 109+50.0	STAGE 4 26' LTT
125.00	Sta 105+90.0 - 109+50.0	STAGE 4 14' LTT (15 X 25' DASH)
141.67	Sta 109+50.0 - 113+75.0	STAGE 4 2' LT
68.33	Sta 109+50.0 - 111+55.0	STAGE 4 2' RT
68.33	Sta 117+35.0 - 119+40.0	STAGE 4 2' RT
220.2	Sta 99+27 - 105+88	EDGE LINE, 26" LT
162.7	Sta 99+27 - 104+15	EDGE LINE, 26" RT
225.0	Sta 99+27 - 105+88	14' LT (27 X 25' DASH)
158.3	Sta 99+28 - 103+85	14' RT (19 X 25' DASH)
185.7	Sta 105+88 - 108+66	DOUBLE YELLOW (x2) 2' RT, LT
161.0	Sta 109+50 - 114+33	EDGE LINE, 26" LT
166.7	Sta 109+50 - 114+33	14' LT (20 X 25' DASH)
100.0	Sta 111+55 - 114+33	14' RT (12 X 25' DASH)
92.7	Sta 111+55 - 114+33	EDGE LINE, 26" RT
<b>3,871.0</b>	<b>TOTAL</b>	

**78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL**

EACH	LOCATION
US 20	
40	Sta 88+27.0 - 126+56 ESTIMATED QUANTITY AS NEEDED & DIRECTED BY THE RESIDENT
<b>40</b>	<b>TOTAL</b>

**X0323988 TEMPORARY SOIL RETENTION SYSTEM**

SQ FT	LOCATION
US 20	
989	Sta 107+67.5
<b>989</b>	<b>TOTAL</b>

**Z0005400 BREAKER RUN CRUSHED STONE**

TON	LOCATION
US 20	
445	Sta 107+67.5
<b>445</b>	<b>TOTAL</b>

**Z0024476 FLEXIBLE DELINEATOR MAINTENANCE**

EACH	LOCATION
US 20	
20	Sta 100+75 - 113+50 MOT STAGE 3, AS DIRECTED BY THE RESIDENT
10	Sta 104+25 - 110+20 MOT STAGE 4, AS DIRECTED BY THE RESIDENT
<b>30</b>	<b>TOTAL</b>

**Z0024478 FLEXIBLE DELINEATOR**

EACH	LOCATION
US 20	
26	Sta 100+75 - 113+50 MOT STAGE 3
12	Sta 104+25 - 110+20 MOT STAGE 4
<b>38</b>	<b>TOTAL</b>

# SCHEDULE OF QUANTITIES

**Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, TEST LEVEL 3)**

EACH	LOCATION
	<b>US 20</b>
1	Sta 93+64 MOT STAGE 2, 5' RT
1	Sta 115+95 MOT STAGE 2, 5.5' LT
2	<b>TOTAL</b>

**Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3**

EACH	LOCATION
	<b>US 20</b>
1	Sta 108+75 MOT STAGE 3, 33' RT
1	Sta 105+50 MOT STAGE 3, 3' RT
1	Sta 104+15 MOT STAGE 3, 33' RT
3	<b>TOTAL</b>

**Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, TEST LEVEL 3)**

EACH	LOCATION
	<b>US 20</b>
1	Sta 111+13 MOT STAGE 3, 6.5' RT
1	Sta 105+88 MOT STAGE 4, 5' RT
1	Sta 93+64 MOT STAGE 5, 5' RT
1	Sta 115+95 MOT STAGE 5, 5.5' LT
4	<b>TOTAL</b>

**Z0030360 IMPACT ATTENUATORS, RELOCATE (SEVERE USE, TEST LEVEL 3)**

EACH	LOCATION
	<b>US 20</b>
1	Sta 108+75 MOT STAGE 4, 3' LT
1	<b>TOTAL</b>

## Earthwork Schedule

Location	Remarks	Earth Excavation (CUT)	Earth Excavation Adj. Shrink 25%	Embankment (FILL)	Earthwork Balance Waste (+) Shortage (-)
		Cu Yd	Cu Yd	Cu Yd	Cu Yd
<b>US 20 - Mainline</b>					
Sta 103+35.0 - 112+05.0	10' Temp Shoulder	4849.4	3637.03	450.3	3186.7
Sta 99+27.0 - 114+33.0	EB Widening	3182.4	2386.79	451.5	1935.3
Sta 107+20.0 - 107+90.0	North of Culvert	711.4	533.57	9.4	524.2
<b>TOTAL</b>		<b>8,743.2</b>	<b>6,557.4</b>	<b>911.2</b>	<b>5646.2</b>

# SCHEDULE OF QUANTITIES

## CLASS B PATCHING SCHEDULE

Location	Remarks	44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200				
		Area of Patches										Saw Cuts	Dowel Bars	Tie Bars	Pavement Fabric
		Length		TYPE 1		TYPE 2		TYPE 3		TYPE 4					
		WB	EB	WB	EB	WB	EB	WB	EB	WB	EB				
		(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	(Yd) <sup>2</sup>	Foot	Each	Each	(Yd) <sup>2</sup>	
<b>US 20 - Mainline</b>															
Sta 107+18.0 - 108+18.0	MOT Stage 3,4	100.0	100.0							307.1	305.0	110.0	318.0	80.0	612.1
	Contingency quantity					14.0	24.0					10.0	40.0	20.0	
	Contingency quantity					14.0	24.0					10.0	40.0	10.0	
	Contingency quantity					14.0	24.0					10.0	40.0	10.0	
<b>Median</b>															
Sta 88+13.0 - 104+63.0	4' Median											8.0			
Sta 105+63.0 - 107+18.0	4' Median	155.0										12.0			
Sta 108+18.0 - 109+14.0	4' Median	96.0										12.0			
<b>Lane Total</b>															
<b>TOTAL</b>				0.0	0.0	0.0	42.0	72.0	0.0	418.7	305.0				
				0.0		42.0		72.0		724		172	438	120	612

## PAVEMENT PATCHING SCHEDULE

Location	Remarks	Length	Proposed Surface	44001700	44003700	X0712400	X0919000	60620400	48301000	
				Combination Concrete Curb & Gutter Removal & Replacement	Median Removal (Special)	Temporary Pavement	Temporary Pavement Removal	Concrete Median, Type SB-9.06	Protective Coat	
				Width	Sq Ft	Foot	Sq Ft	Sq Yd	Sq Yd	Sq Ft
<b>US 20 - Mainline</b>										
Sta 107+18.0 - 108+18.0	LT	100				100.0			36.1	
Sta 103+35.0 - 112+05.0	10' Exist. Shoulder	870	10.0	8700.0			966.7	966.7		
<b>Median</b>										
Sta 94+05.0 - 104+63.0		1058	4.0	4232.0		4232.0	470.2	470.2	4232.0	
Sta 105+63.0 - 108+66.0		303	4.0	1212.0		1212.0	134.7	134.7		
Sta 109+48.0 - 113+75.0		427	4.0	1675.0		1675.0	186.1	186.1	1675.0	
<b>TOTAL</b>				15,819.0	100.0	7119	1,757.7	1,757.7	5907	692.4

# SCHEDULE OF QUANTITIES

## BITUMINOUS SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200	40600300	44000198	40600635	40603085	40603310	40603340	40800050	48203023
					Bituminous Materials (Prime Coat)	Aggregate (Prime Coat)	Hot-Mix Surface Removal, Special	Leveling Binder (Machine Method) N70	Hot Mix Asphalt Binder Course, IL-19.0, N70	Hot Mix Asphalt Surface Course, "Mix C", N50	Hot Mix Asphalt Surface Course, "Mix D", N70	Incidental Hot Mix Asphalt Surfacing	Hot Mix Asphalt Shoulders, 6 1/2"
			Width	Sq Yd	Ton	Ton	Sq Yd	Ton	Ton	Ton	Ton	Ton	Sq Yd
<b>US 20 - EB Lanes</b>													
Sta 99+27.0 - 99+67.0		40	24.0	106.7	0.13	0.48		11.1				9.5	
Sta 99+67.0	1' Stub		25.0										
Sta 99+67.0 - 103+26.0	Taper 25' to 34'	359	29.5	1176.7	1.48	5.30		122.0	126.5		104.5		
Sta 103+26.0 - 104+59.0		133	34.0	502.4	0.63	2.26		52.1	85.2		44.6		
Sta 104+59.0	4' Median Ends		36.0										
Sta 104+59.0 - 109+50.0		491	36.0	1964.0	2.47	8.84		203.6	314.7		174.5		
Sta 109+48.0	4' Median Begins		34.0										
Sta 109+48.0 - 110+19.0		71	34.0	268.2	0.34	1.21		27.8	45.5		23.8		
Sta 110+19.0 - 113+84.0	Taper 34' to 25'	365	29.5	1196.4	1.51	5.38		124.0	233.9		106.3		
Sta 113+84.0	1' Stub		24.0										
Sta 113+84.0 - 114+33.0		49	24.0	130.7	0.16	0.59		13.5			11.6		
<b>US 20 - WB Lanes</b>													
Sta 99+27.0 - 104+59.0		532	24.0	1418.7	1.79	2.13		147.0			126.0		
Sta 104+59.0	4' Median Ends		26.0										
Sta 104+59.0 - 109+50.0		491	26.0	1418.4	1.79	2.13		147.0			126.0		
Sta 109+48.0	4' Median Begins		24.0										
Sta 109+48.0 - 114+33.0		485	24.0	1293.3	1.63	5.82		134.0			114.9		
<b>Hot Mix Asphalt Shoulders - RT</b>													
Sta 99+67.0 - 113+84.0		1417	8.0	1259.6	1.06					111.9			1259.6
Sta 104+13.0 - 109+12.0	guardrail shoulder	499	3.0	163.7	0.14					14.5			163.7
Sta 113+84.0	1' Stub	9	8.0										
Sta 113+84.0 - 114+33.0	Taper 9' to 3'	49	6.0	32.7	0.03					2.9			32.7
<b>Hot Mix Asphalt Removal</b>													
Sta 106+19.0 - 109+14.0	MOT Stage 3	295	24.0	786.7				786.7					
<b>Driveways</b>													
Sta 109+31.0	FE - RT											5.5	
<b>TOTAL</b>				<b>11,718.2</b>	<b>13</b>	<b>34</b>	<b>786.7</b>	<b>982.1</b>	<b>805.9</b>	<b>129.3</b>	<b>841.8</b>	<b>5.5</b>	<b>1456</b>

**STRUCTURAL DESIGN INFORMATION (RIGID PAVEMENT)**

STRUCTURAL DESIGN TRAFFIC: Year **2019**

PV = **12,650** SU = **580** MU = **1295**

ROAD/STREET CLASSIFICATION: Class **I**

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = **32%** S = **45%** M = **45%**

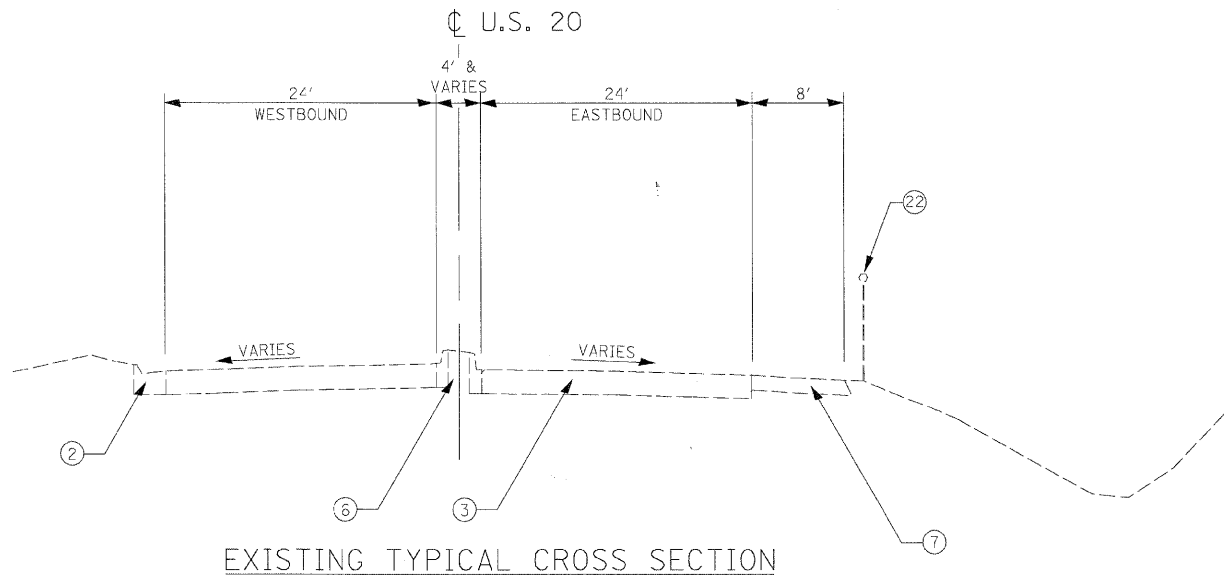
TRAFFIC FACTOR: TF = **8.88**

MINIMUM SOIL SUPPORT:

IBR = **1.1**

STRUCTURAL NUMBER: Dt = **4.35** Actual

Surface = **2.5"**  
 PCC Base Cse = **11"**  
 Subbase = **24"**

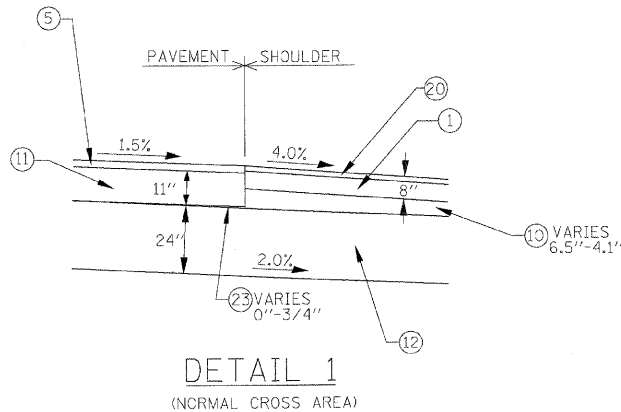
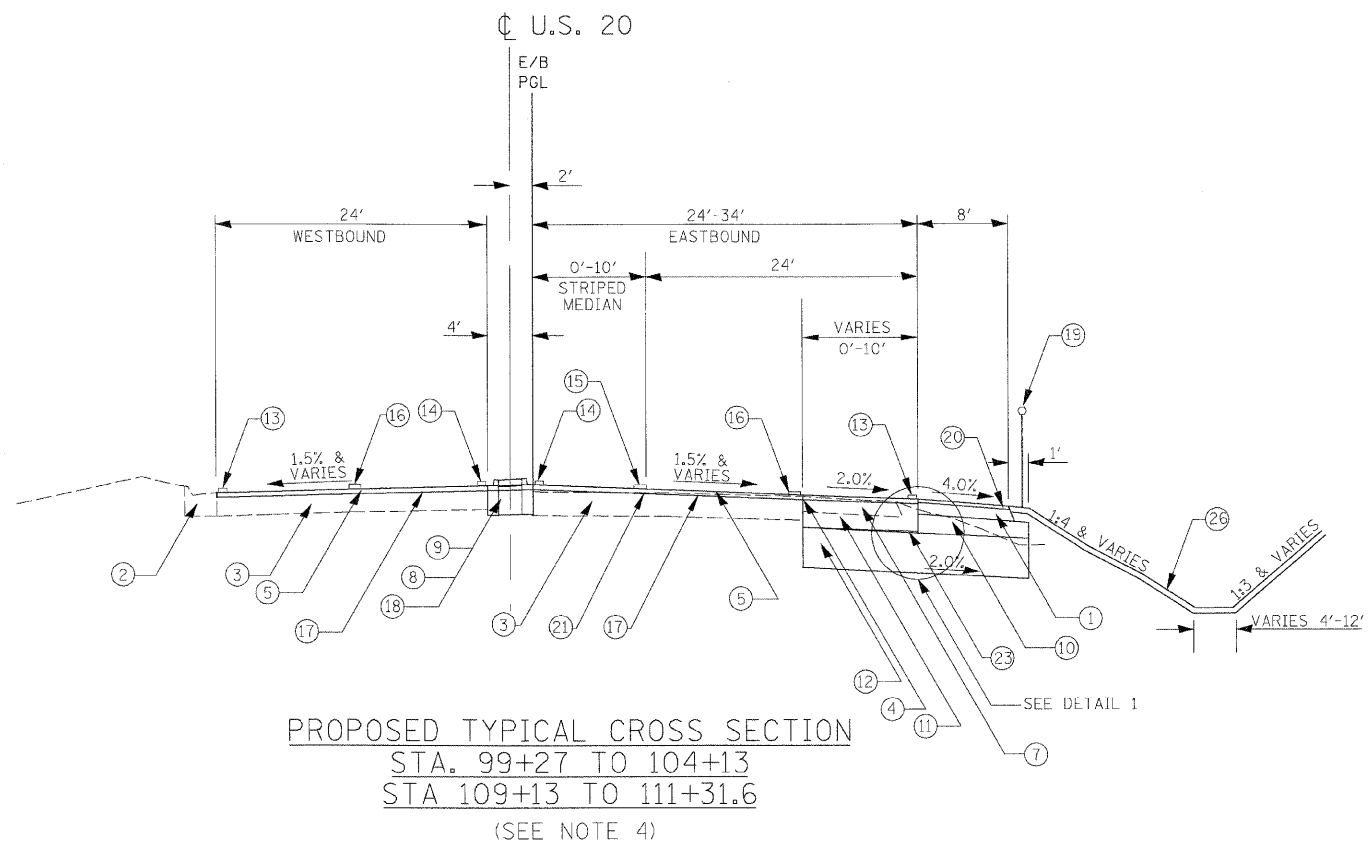


**LEGEND**

- ① HOT-MIX ASPHALT SHOULDERS, 6.5"
- ② EXISTING PCC CURB & GUTTER, TYPE B-9.24 (TO BE REMOVED & REPLACED AT LOCATIONS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.)
- ③ EXISTING PCC PAVEMENT (VARIES 10"-11")
- ④ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2" LEVELING BINDER ( MACHINE METHOD), N70, 1"
- ⑥ EXISTING CONCRETE MEDIAN TYPE SB-9.06 TO BE REMOVED (SEE NOTE 1 & 2)
- ⑦ EXISTING AGGREGATE SHOULDER (SEE MOT STAGE 1 TYPICAL SECTION)
- ⑧ CLASS B PATCHES, TYPE IV, 10" (SEE NOTE 2)
- ⑨ TEMPORARY PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, AGGREGATE BASE COURSE, TYPE B, 12" (SEE NOTE 1)
- ⑩ CA6-CA10 (COST INCLUDED IN HOT-MIX ASPHALT SHOULDERS, 6.5")
- ⑪ HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 11"
- ⑫ SUBBASE GRANULAR MATERIAL, TYPE A, 24"
- ⑬ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ⑭ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ⑮ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
- ⑯ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE), 10' DASH - 30' SKIP
- ⑰ BITUMINOUS MATERIALS (PRIME COAT)
- ⑱ CONCRETE MEDIAN, TYPE SB-9.06
- ⑲ DELINEATOR
- ⑳ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1-1/2"
- ㉑ LEVELING BINDER (MACHINE METHOD), N70 (VARIOUS DEPTH) (SEE NOTE 3)
- ㉒ EXISTING DELINEATOR (SEE NOTE 5)
- ㉓ CA6-CA10 (COST INCLUDED IN HOT-MIX ASPHALT BINDER COURSE, IL-19, N70)
- ㉔ GUARDRAIL STA 105+44 TO STA 108+72
- ㉕ GUARDRAIL STA 104+47 TO STA 109+02
- ㉖ TOPSOIL FURNISH & PLACE, 4" & SEEDING (EXCEPT AT RIPRAP LOCATIONS)

**NOTES:**

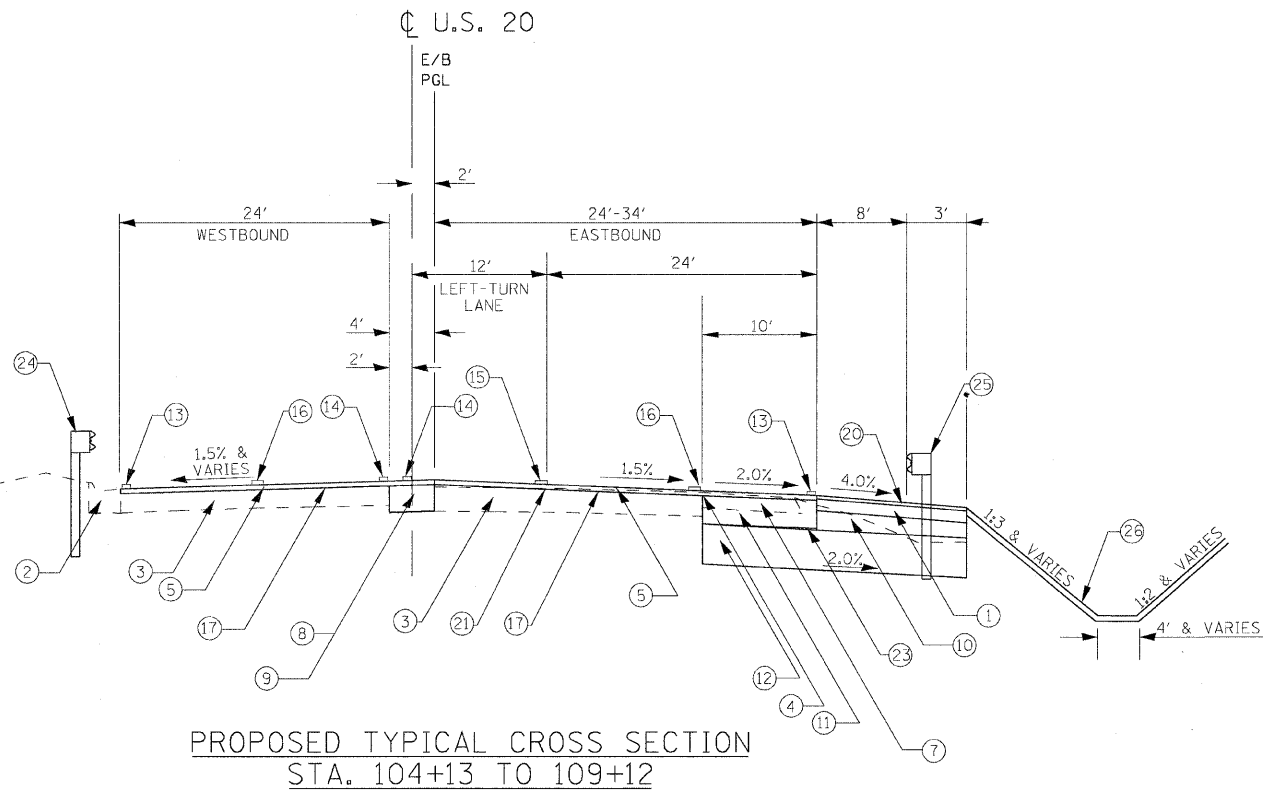
- 1. THE REMOVAL OF THE EXISTING RAISED MEDIAN AND THE PLACEMENT OF TEMPORARY PAVEMENT WILL BE REQUIRED AT LOCATIONS SHOWN ON THE STAGING PLANS.
- 2. THE REMOVAL OF THE TEMPORARY PAVEMENT AND THE PLACEMENT OF 10" CLASS B PATCHES WILL BE REQUIRED AT LOCATIONS SHOWN ON STAGING PLANS.
- 3. CONTRACTOR SHALL CONSTRUCT LEVELING BINDER (MACHINE METHOD), N70, AS NECESSARY TO ATTAIN THE PROPOSED PAVEMENT CROSS SLOPES AS REQUIRED AND AS DIRECTED BY THE ENGINEER.
- 4. SUPERELEVATION TANGENT RUNOUT FROM STA. 109+26.05 TO STA. 110+06.05 AND SUPERELEVATION RUNOFF FROM STA. 110+06.05 TO STA. 111+73.36.
- 5. CONTRACTOR SHALL REMOVE ALL DELINEATORS WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.



FILE NAME =	USER NAME = #USER#	DESIGNED: KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED TYPICAL SECTIONS U.S. 20</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
GA\ENG\06-6749-13_TASK7\01\Shc\DI184C68.S	T005.tpscal.dgn	DRAWN BY: CKL/TMF	REVISED -			301	43T&M	JODAVIESS	80	15
	PLOT SCALE = #SCALE#	CHECKED BY: KAC	REVISED -			CONTRACT NO. 64C68				
	PLOT DATE = 12/1/2009	DATE: 11/13/2009	REVISED -			SCALE: N.T.S.	SHEET NO. 15 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

**NOTES:**

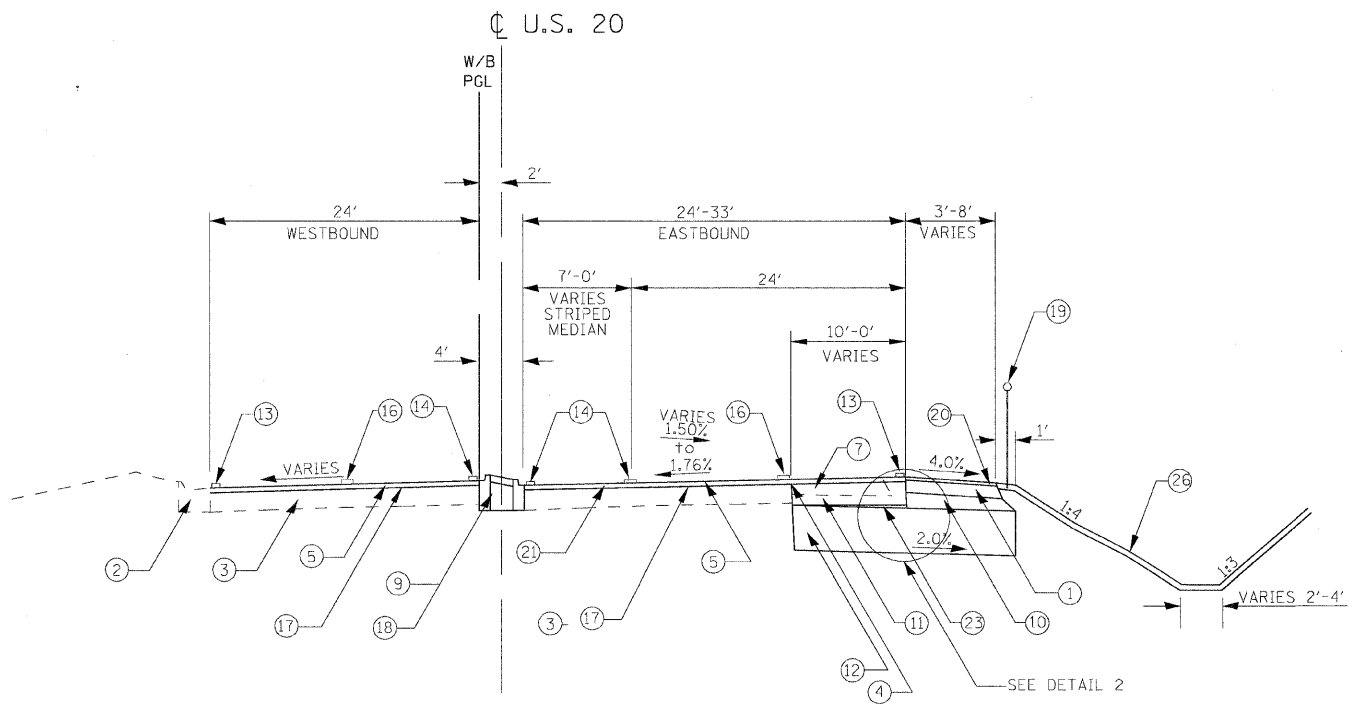
1. THE REMOVAL OF THE EXISTING RAISED MEDIAN AND THE PLACEMENT OF TEMPORARY PAVEMENT WILL BE REQUIRED AT LOCATIONS SHOWN ON THE STAGING PLANS.
2. THE REMOVAL OF THE TEMPORARY PAVEMENT AND THE PLACEMENT OF 10" CLASS B PATCHES WILL BE REQUIRED AT LOCATIONS SHOWN ON STAGING PLANS.
3. CONTRACTOR SHALL CONSTRUCT LEVELING BINDER (MACHINE METHOD), N70, AS NECESSARY TO ATTAIN THE PROPOSED PAVEMENT CROSS SLOPES AS REQUIRED AND AS DIRECTED BY THE ENGINEER.
4. SUPERELEVATION TANGENT RUNOUT FROM STA. 109+26.05 TO STA. 110+06.05 AND SUPERELEVATION RUNOFF FROM STA. 110+06.05 TO STA. 111+73.36.
5. CONTRACTOR SHALL REMOVE ALL DELINEATORS WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
6. EXISTING PAVEMENT TO BE REMOVED FROM STA 107+18 TO STA 108+18 FOR CONSTRUCTION OF NEW BOX CULVERT. PAVEMENT WILL BE REPLACED WITH CLASS B PATCHES, 10" WITH LEVELING BINDER AND 1 1/2" HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70.



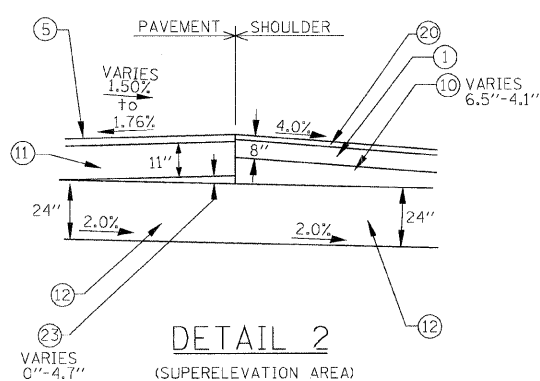
**LEGEND**

- 1 HOT-MIX ASPHALT SHOULDERS, 6.5"
- 2 EXISTING PCC CURB & GUTTER, TYPE B-9.24 (TO BE REMOVED & REPLACED AT LOCATIONS SHOWN ON PLANS, OR AS DIRECTED BY THE ENGINEER.)
- 3 EXISTING PCC PAVEMENT (VARIES 10"-11")
- 4 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 5 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2" LEVELING BINDER (MACHINE METHOD), N70, 1"
- 6 EXISTING CONCRETE MEDIAN TYPE SB-9.06 TO BE REMOVED (SEE NOTE 1 & 2)
- 7 EXISTING AGGREGATE SHOULDER (SEE MOT STAGE 1 TYPICAL SECTION)
- 8 CLASS B PATCHES, TYPE IV, 10" (SEE NOTE 2)
- 9 TEMPORARY PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, AGGREGATE BASE COURSE, TYPE B, 12" (SEE NOTE 1)
- 10 CA6-CA10 (COST INCLUDED IN HOT-MIX ASPHALT SHOULDERS, 6.5")
- 11 HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 11"
- 12 SUBBASE GRANULAR MATERIAL, TYPE A, 24"
- 13 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- 14 THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- 15 THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
- 16 THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE), 10' DASH - 30' SKIP
- 17 BITUMINOUS MATERIALS (PRIME COAT)
- 18 CONCRETE MEDIAN, TYPE SB-9.06
- 19 DELINEATOR
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1-1/2"
- 21 LEVELING BINDER (MACHINE METHOD), N70 (VARIOUS DEPTH) (SEE NOTE 3)
- 22 EXISTING DELINEATOR (SEE NOTE 5)
- 23 CA6-CA10 (COST INCLUDED IN HOT-MIX ASPHALT BINDER COURSE, IL-19, N70)
- 24 GUARDRAIL STA 105+44 TO STA 108+72
- 25 GUARDRAIL STA 104+47 TO STA 109+02
- 26 TOPSOIL FURNISH & PLACE, 4" & SEEDING (EXCEPT AT RIPRAP LOCATIONS)

**PROPOSED TYPICAL CROSS SECTION  
STA. 104+13 TO 109+12**



**PROPOSED TYPICAL CROSS SECTION  
STA. 111+31.6 TO STA. 114+33  
(SUPERELEVATION)  
(SEE NOTE 4)**

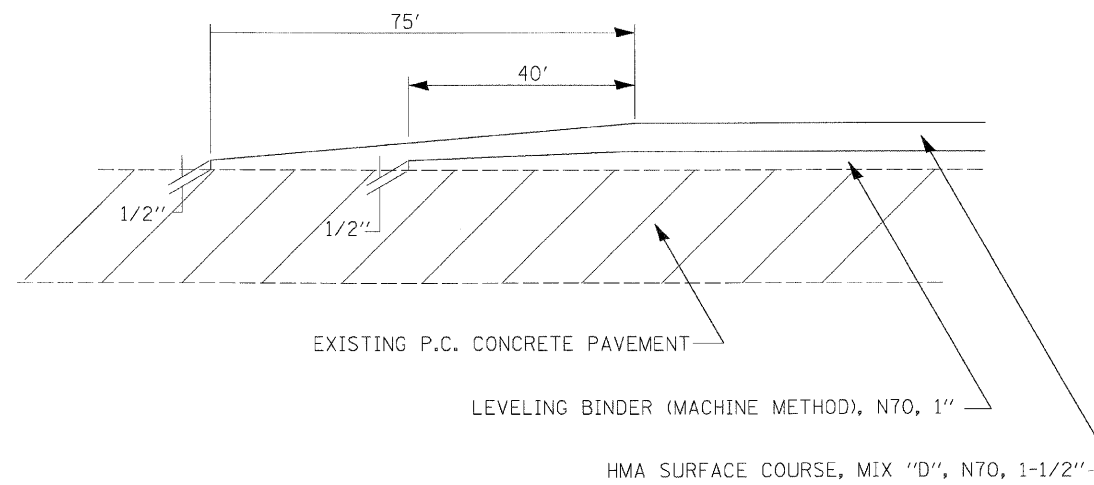


**DETAIL 2  
(SUPERELEVATION AREA)**

FILE NAME =	USER NAME = #USER#	DESIGNED: KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED TYPICAL SECTION U.S. 20</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\ENG\06-6798\13.TASK7\Civ\Sh\101164C68.S	HT066a_typical_guardr.dgn	DRAWN BY: CKL/TMF	REVISED -			301	43T&M	JODAVIESS	80	16	
	PLOT SCALE = #SCALE#	CHECKED BY: KAC	REVISED -			SCALE: N.T.S.		SHEET NO. 16 OF 80 SHEETS		STA. 99+27 TO STA. 114+33	
	PLOT DATE = 12/3/2009	DATE: 11/13/2009	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64C68	



TYPICAL TAPER  
US RT. 20



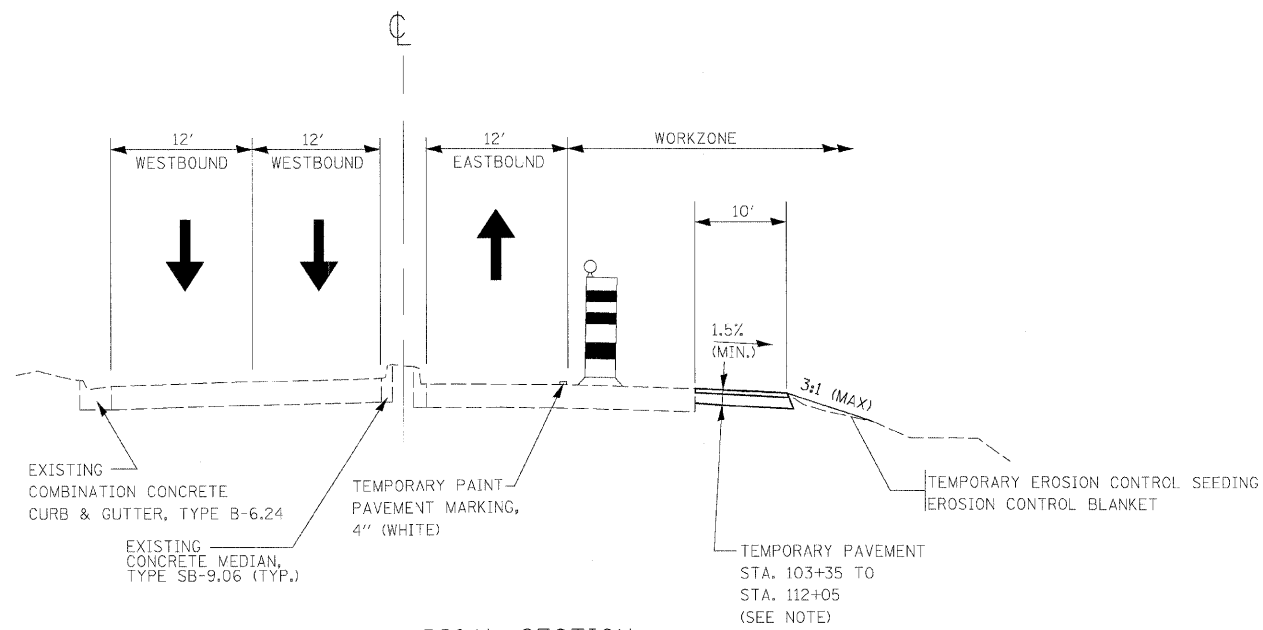
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G:\ENG\06-6798-13_TASK7\Civil\Shr\DI164068.S	T006.typical Joint.dgn	DRAWN BY: CKL/JMF	REVISED -
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	PLOT DATE = 12/1/2009	DATE: 11/13/2008	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

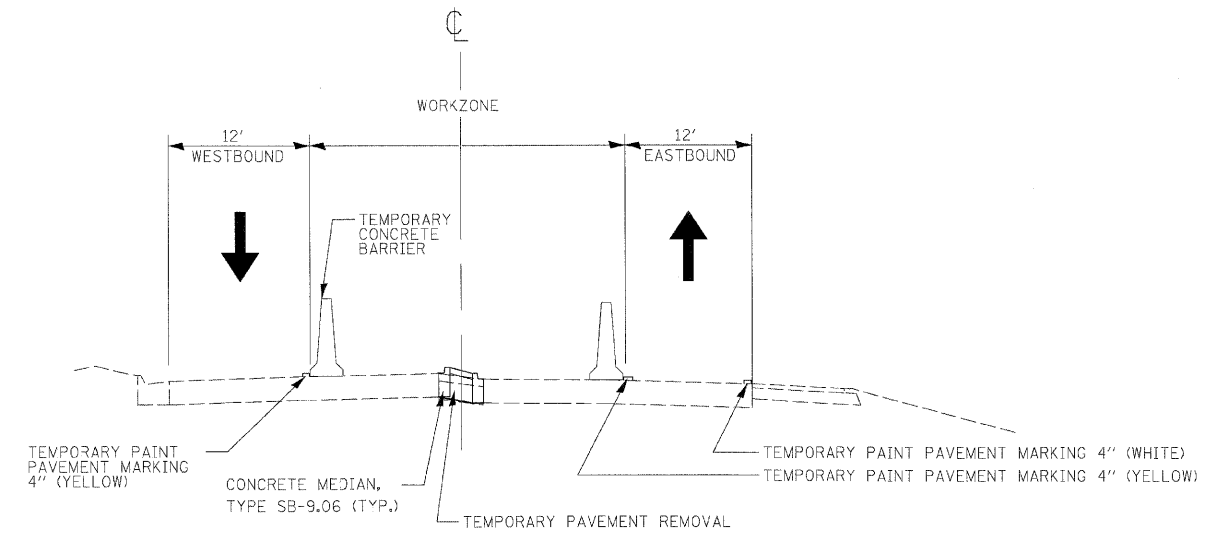
TYPICAL SECTIONS  
TYPICAL TAPER

SCALE: N.T.S. SHEET NO. 17 OF 80 SHEETS STA. 99+27 TO STA. 114+33

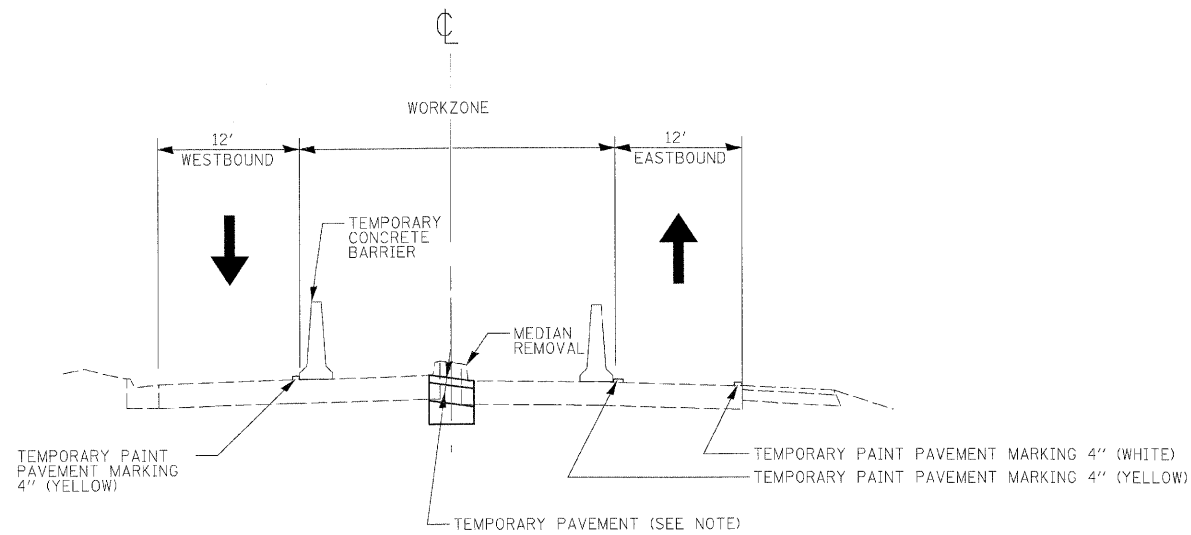
F.A.E. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	17
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64C68	



STAGE 1 TYPICAL SECTION  
STA. 76+28 to STA. 115+05



STAGE 5 TYPICAL SECTION  
STA. 76+28 to STA. 133+55



STAGE 2 TYPICAL SECTION  
STA. 76+28 to STA. 133+55

NOTE:

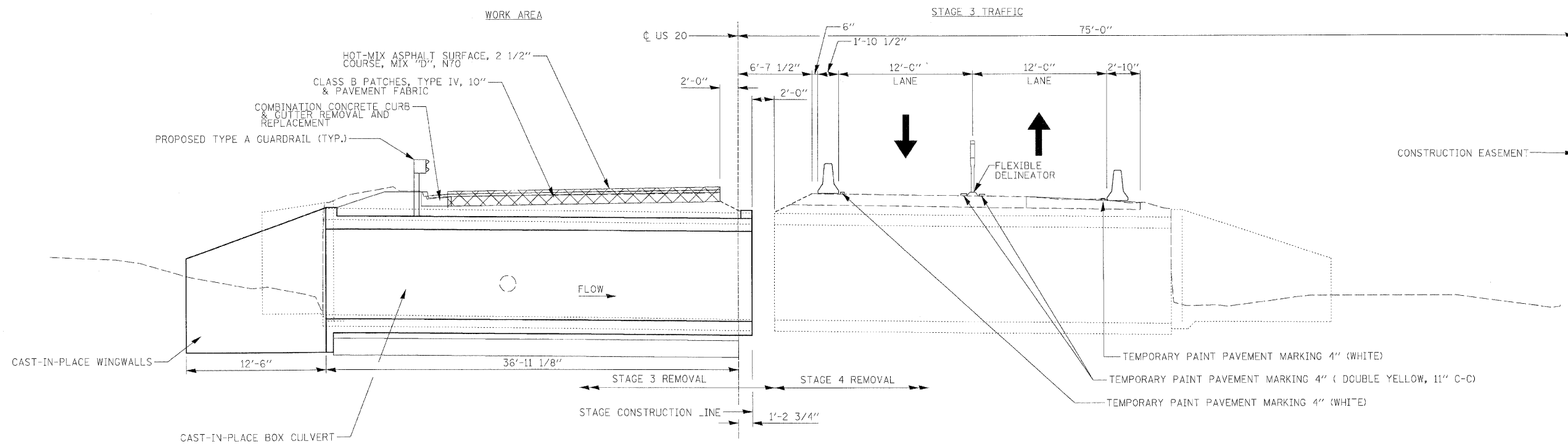
TEMPORARY PAVEMENT WILL CONSIST OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6" AND AGGREGATE BASE COURSE, TYPE B, 12"

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GA\ENG\06-6798-13_TASK7\C:\Sh\NIT64C68.S	HT007_MOTtypical_Stage1.2.5.dgn	DRAWN BY: CKL/TMF	REVISED -
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	PLOT DATE = 12/1/2009	DATE: 11/13/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MOT STAGE TYPICAL SECTIONS		
SCALE: N.T.S.	SHEET NO. 18 OF 80 SHEETS	STA. 99+27 TO STA. 114+33

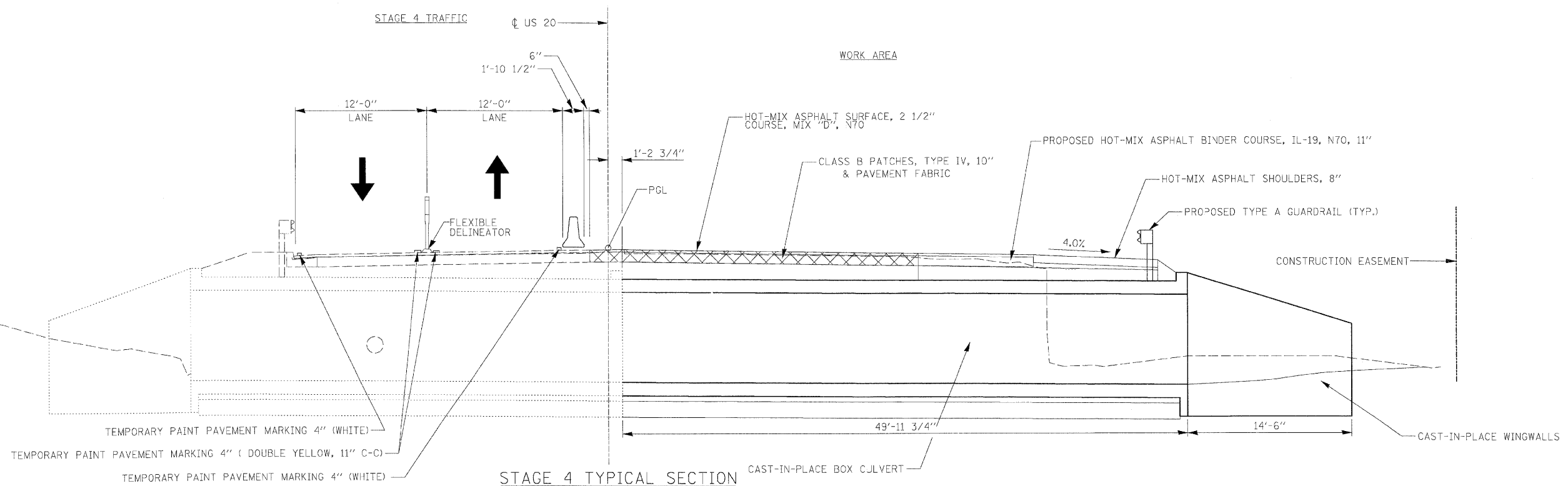
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64C68	



STAGE 3 TYPICAL SECTION

☒ PAVEMENT REMOVAL

NOTE:  
SEE PAGE 45 OF 80 FOR STRUCTURAL STAGE CONSTRUCTION.



STAGE 4 TYPICAL SECTION

☒ PAVEMENT REMOVAL

FILE NAME =	USER NAME = #USER#	DESIGNED: KAC	REVISED -
GA\ENG\06-6798-13_TASK7\C\1\Sh\NDI164068	SH207A_MOT\typical_Stage3_4.dgn	DRAWN BY: CKL/TMF	REVISED -
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PLOT DATE = 12/1/2009		DATE: 11/13/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MOT STAGE  
TYPICAL SECTIONS

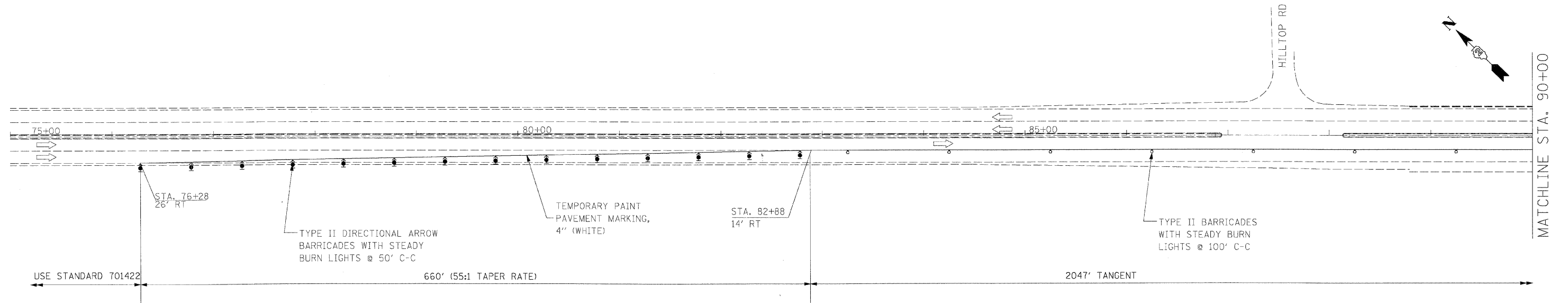
SCALE: N.T.S. SHEET NO. 19 OF 80 SHEETS STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	19
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64C68	

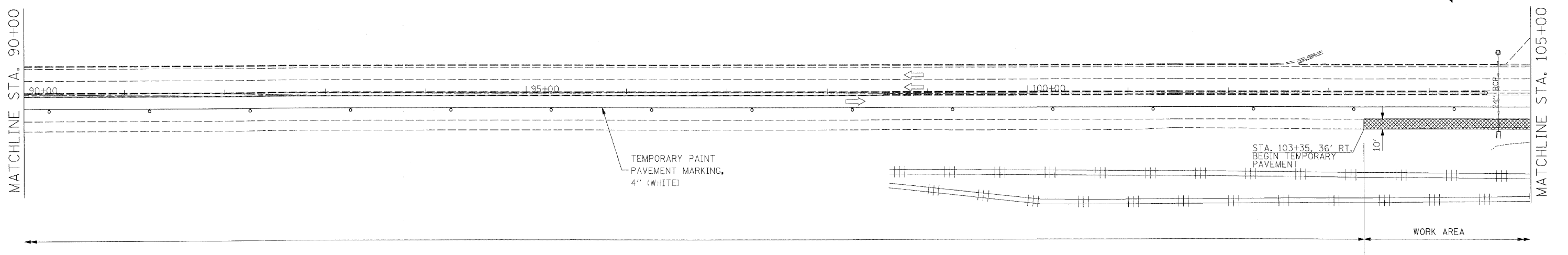
# STAGE 1

## NOTES:

1. SETUP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701422. SEE STANDARD FOR ADDITIONAL SIGNS AND DEVICES. SHIFT ALL EASTBOUND TRAFFIC TO THE INSIDE EASTBOUND LANE.
2. EXCAVATE FOR TEMPORARY PAVEMENT.
3. CONSTRUCT TEMPORARY PAVEMENT AS SHOWN ON THE PLANS.



- SYMBOLS:**
- TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"



- SYMBOLS:**
- TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"

FILE NAME =	USER NAME = @JSEB*	DESIGNED - KAC	REVISED -
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		CHECKED - KAC	REVISED -
		DATE - 11/13/2009	REVISED -

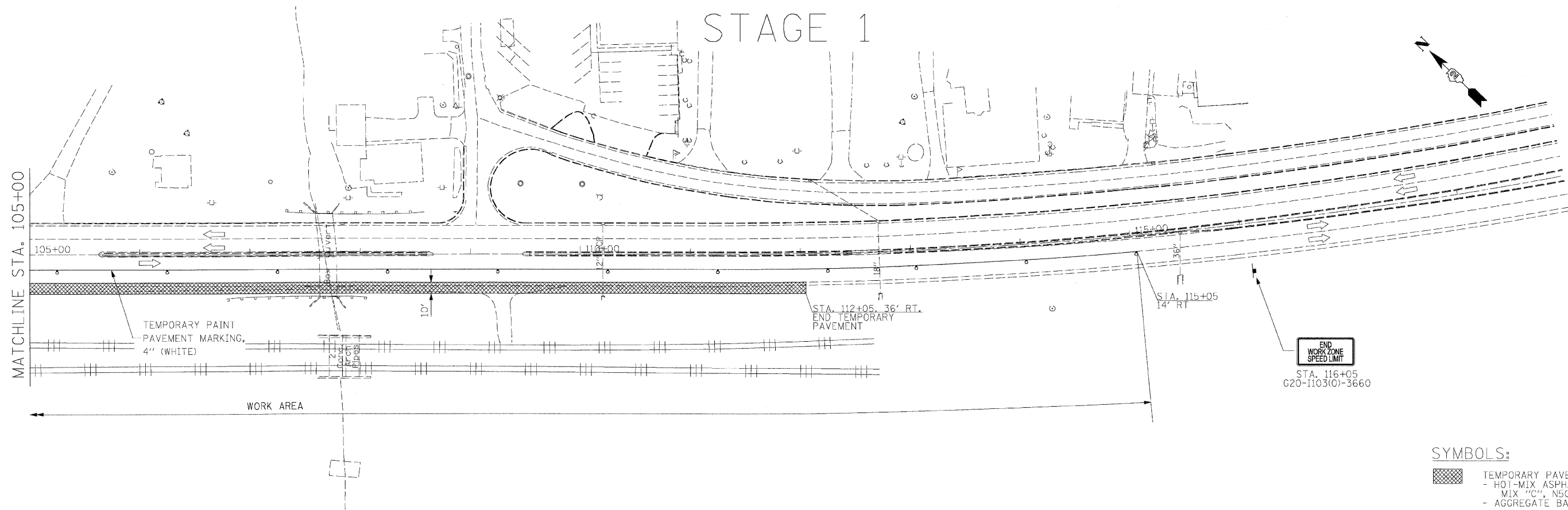
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 1)**

SCALE: 1" = 50'    SHEET NO. 20 OF 80 SHEETS    STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Davless	80	20
			CONTRACT NO. 64C68	
ILLINOIS FED. AID PROJECT				

# STAGE 1



- SYMBOLS:**
- TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"

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	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 1)**

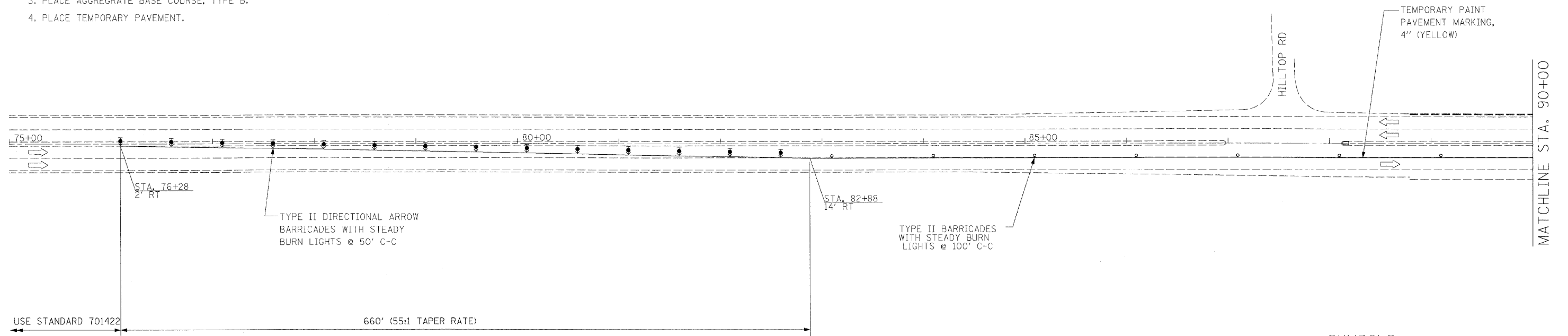
SCALE: 1" = 50'    SHEET NO. 21 OF 80 SHEETS    STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Davless	80	21
CONTRACT NO. 64C68			ILLINOIS FED. AID PROJECT	

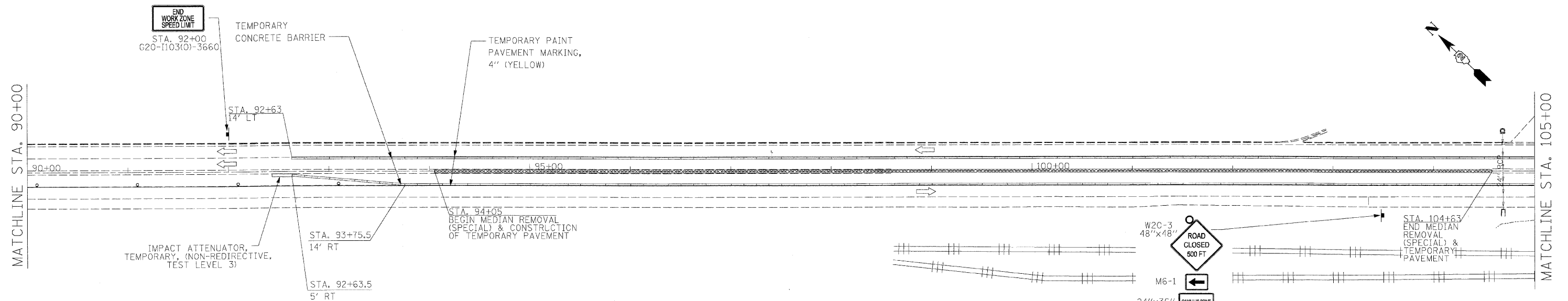
# STAGE 2

## NOTES:

1. SETUP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701422. SEE STANDARD FOR ADDITIONAL SIGNS AND DEVICES. SHIFT TRAFFIC TO THE OUTSIDE EB AND WB LANES.
2. REMOVE CONCRETE MEDIAN (SPECIAL) AS SHOWN ON PLANS.
3. PLACE AGGREGATE BASE COURSE, TYPE B.
4. PLACE TEMPORARY PAVEMENT.



- SYMBOLS:**
- MEDIAN REMOVAL (SPECIAL) & TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"



- SYMBOLS:**
- MEDIAN REMOVAL (SPECIAL) & TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"

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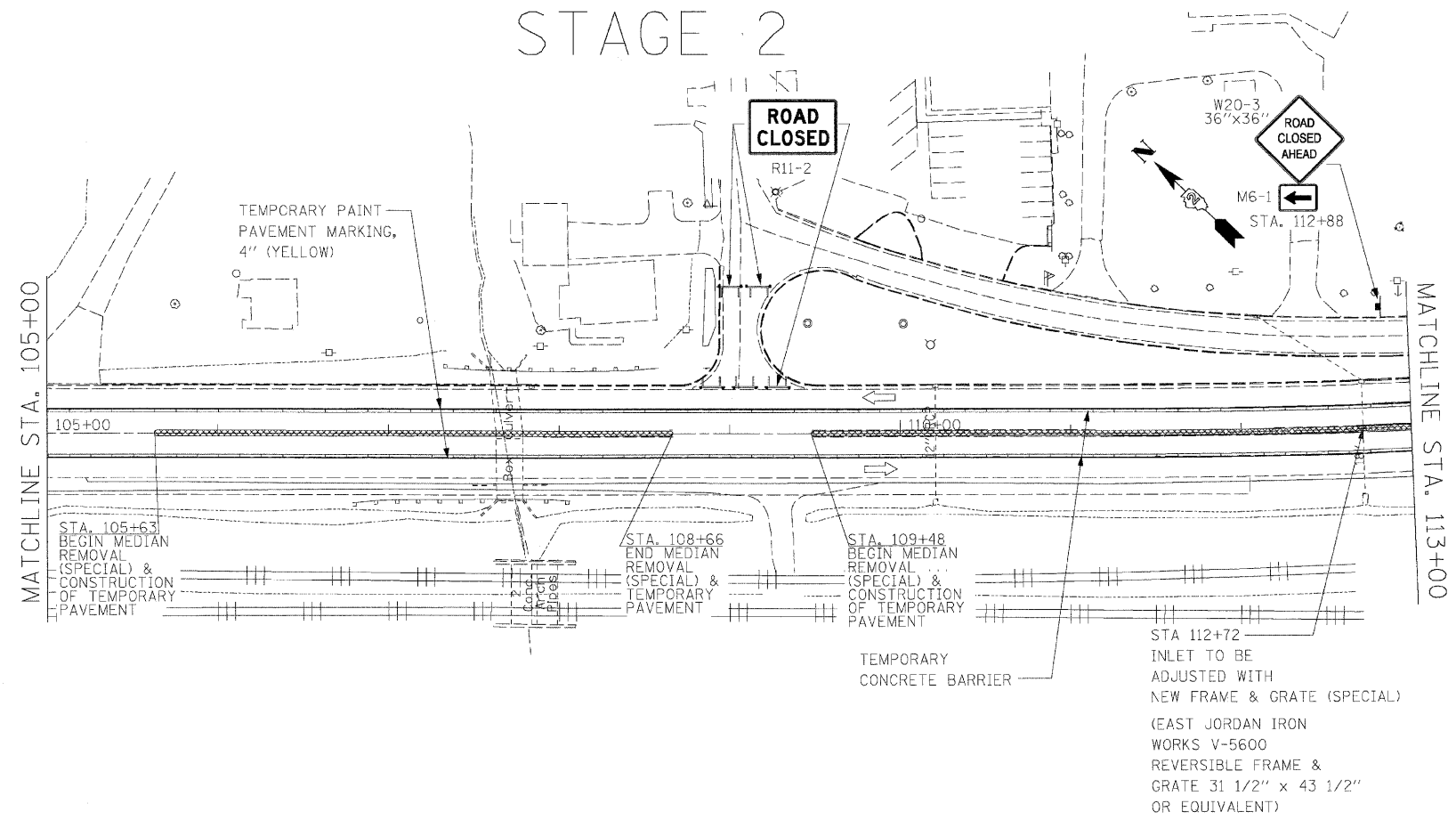
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 2)**

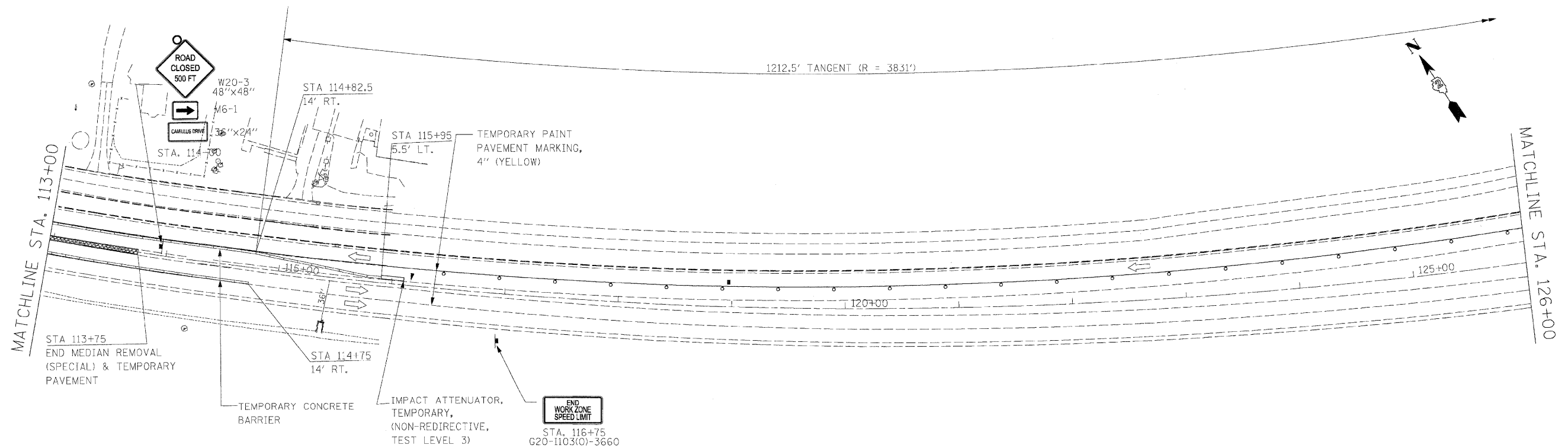
SCALE: 1" = 50'    SHEET NO. 22 OF 80 SHEETS    STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	22
				CONTRACT NO. 64C68
ILLINOIS FED. AID PROJECT				

# STAGE 2



- SYMBOLS:**
- MEDIAN REMOVAL (SPECIAL) & TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"



- SYMBOLS:**
- MEDIAN REMOVAL (SPECIAL) & TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"

FILE NAME =	USER NAME = \$USER\$	DESIGNED - KAC	REVISED -
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	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -

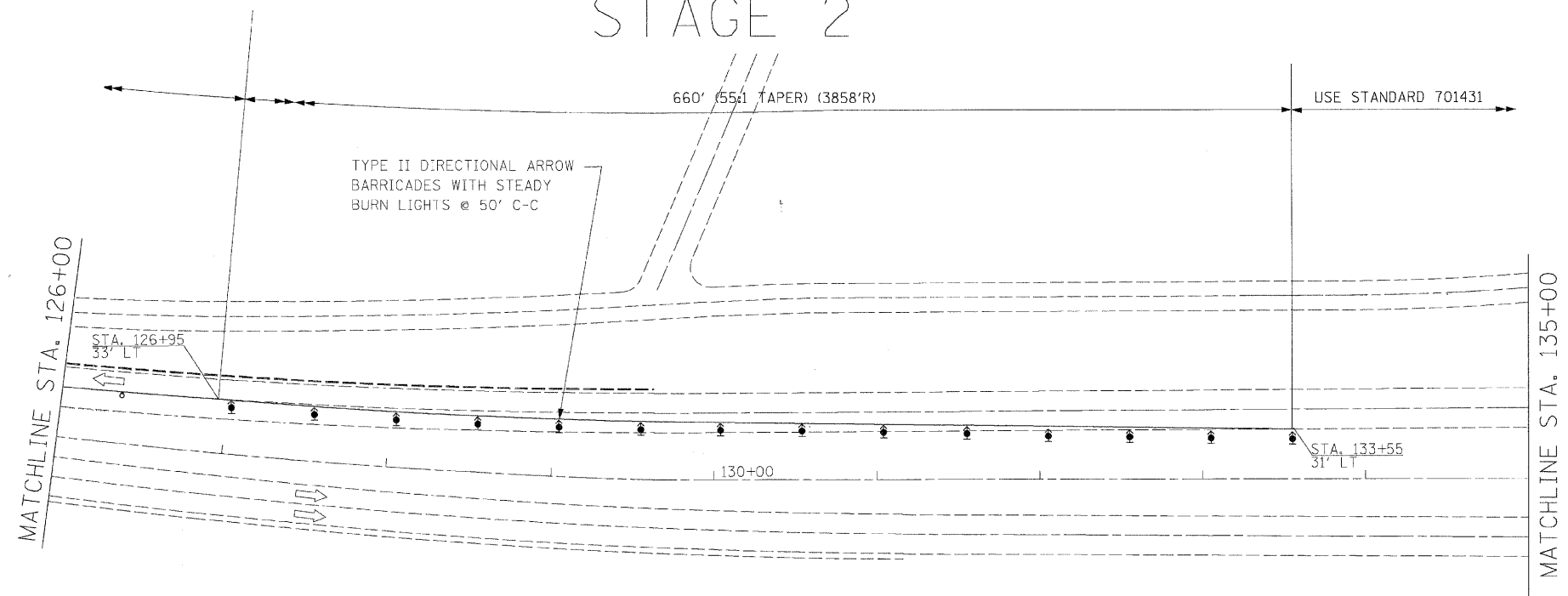
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 2)**

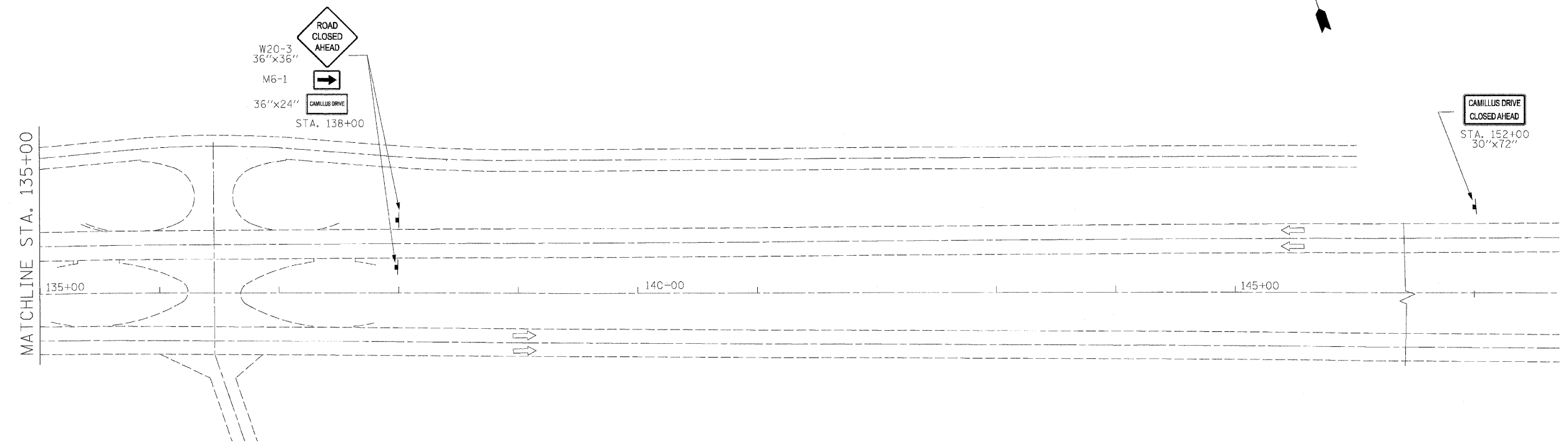
SCALE: 1" = 50' SHEET NO. 23 OF 80 SHEETS STA. 99-27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	23
				CONTRACT NO. 64C68
ILLINOIS FED. AID PROJECT				

# STAGE 2



- SYMBOLS:**
- MEDIAN REMOVAL (SPECIAL) & TEMPORARY PAVEMENT
  - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 6"
  - AGGREGATE BASE COURSE, TYPE B, 12"



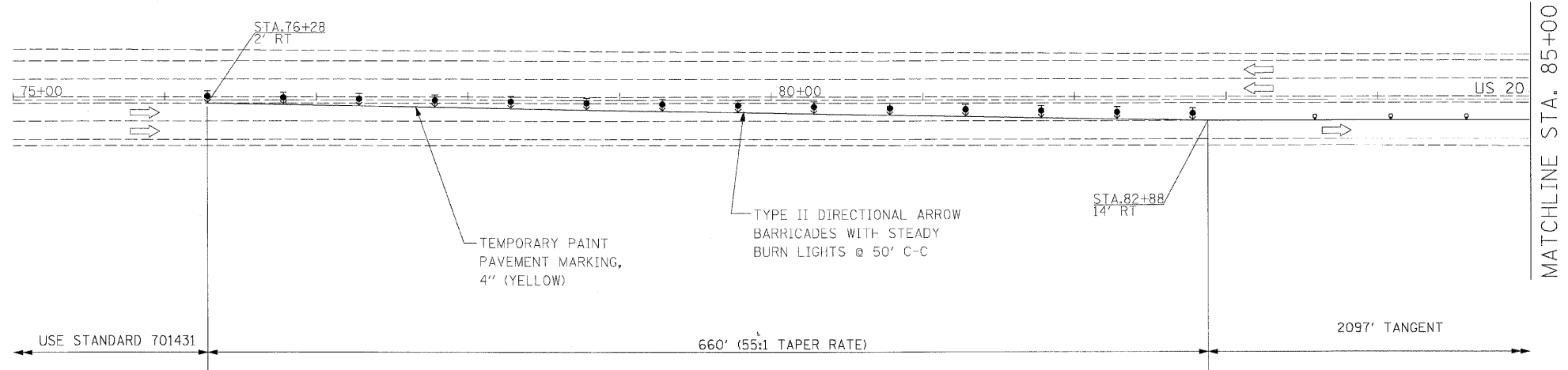
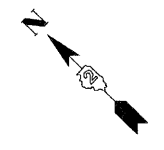
FILE NAME =	USER NAME = \$USER\$	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 2)</b>	F.A.P. RTE. 301	SECTION 43T & M	COUNTY Jo Daviess	TOTAL SHEETS 80	SHEET NO. 24		
G:\ENGR\06-6790-13.TASK7\CL\Sh\116468	SH7008C_PROP_stage2.dgn	DRAWN - TMF / JNH	REVISED -			SCALE: 1" = 50'	SHEET NO. 24 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	ILLINOIS FED. AID PROJECT			
	PLOT SCALE = \$SCALE\$	CHECKED - KAC	REVISED -									
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -									
CONTRACT NO. 64C68												



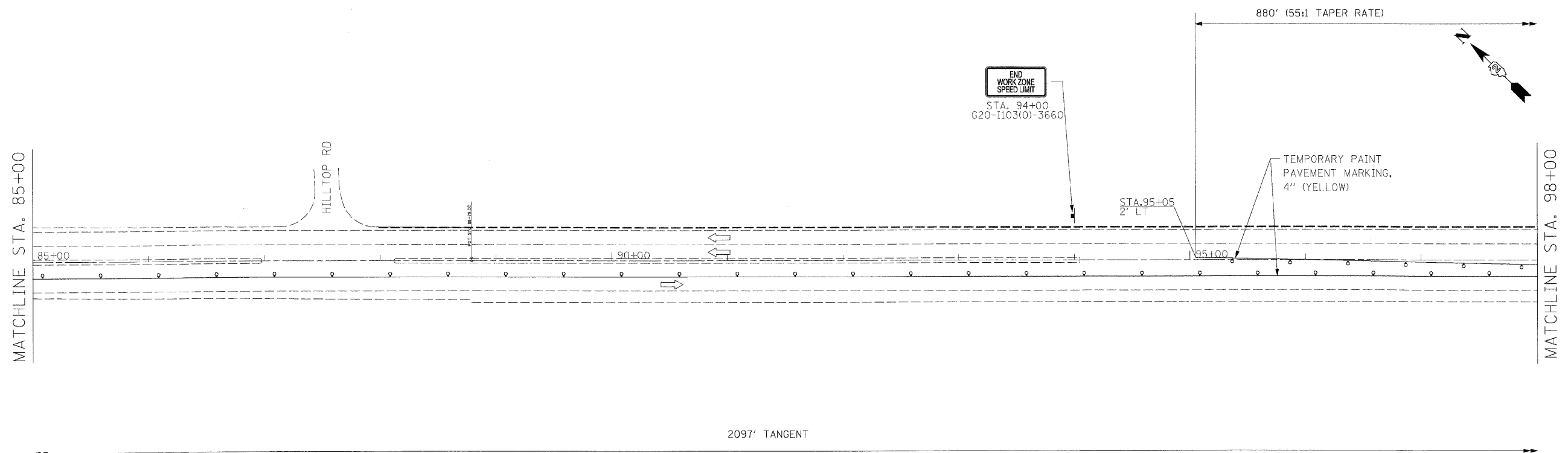
**NOTES:**

1. SETUP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701431. SEE STANDARD FOR ADDITIONAL SIGNS AND DEVICES. SHIFT WB TRAFFIC ONTO THE INSIDE AND PART OF THE OUTSIDE EB LANES AND SHIFT EB TRAFFIC ONTO PART OF THE OUTSIDE EB LANE AND THE SHOULDER CONSTRUCTED IN STAGE 1.
2. REMOVE PAVEMENT, HOT-MIX ASPHALT SURFACE REMOVAL, GUARDRAIL, CURB & GUTTER, AND CATCH BASIN AS SHOWN ON PLANS.
3. REMOVE NORTH SECTION OF EXISTING CULVERT; REFER TO STRUCTURAL PLANS.
4. CONSTRUCT NEW BOX CULVERT, END SECTION, CATCH BASIN, STORM SEWER PIPE, AND BACKFILL.
5. CONSTRUCT PCC CURB & GUTTER AND CLASS B PATCHES.

# STAGE 3



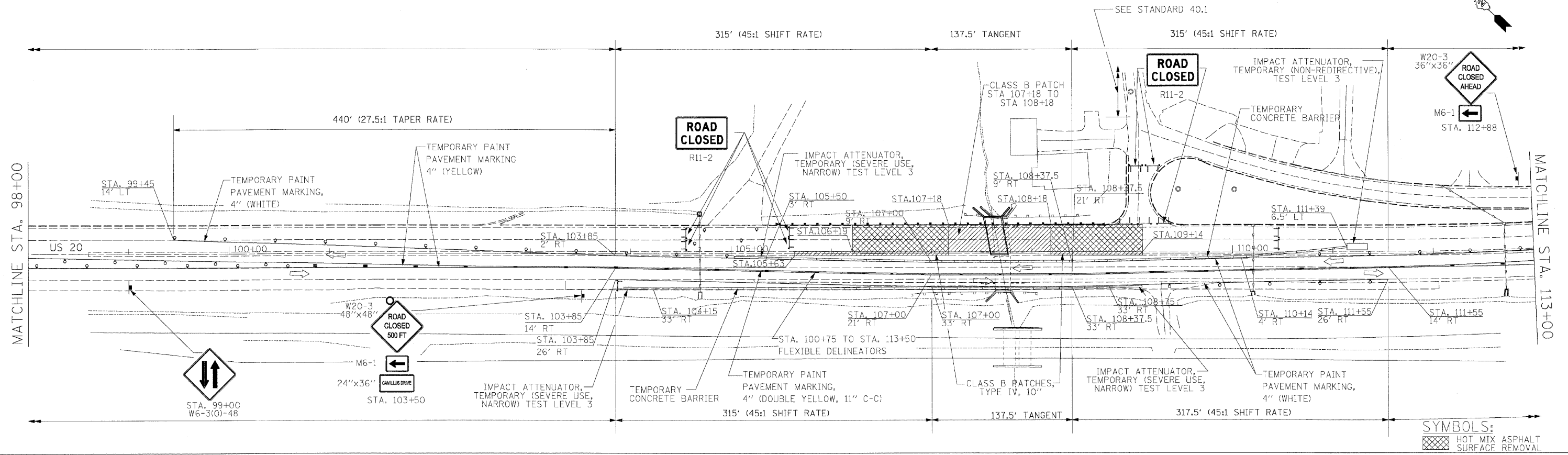
**SYMBOLS:**  
 HOT-MIX ASPHALT SURFACE REMOVAL



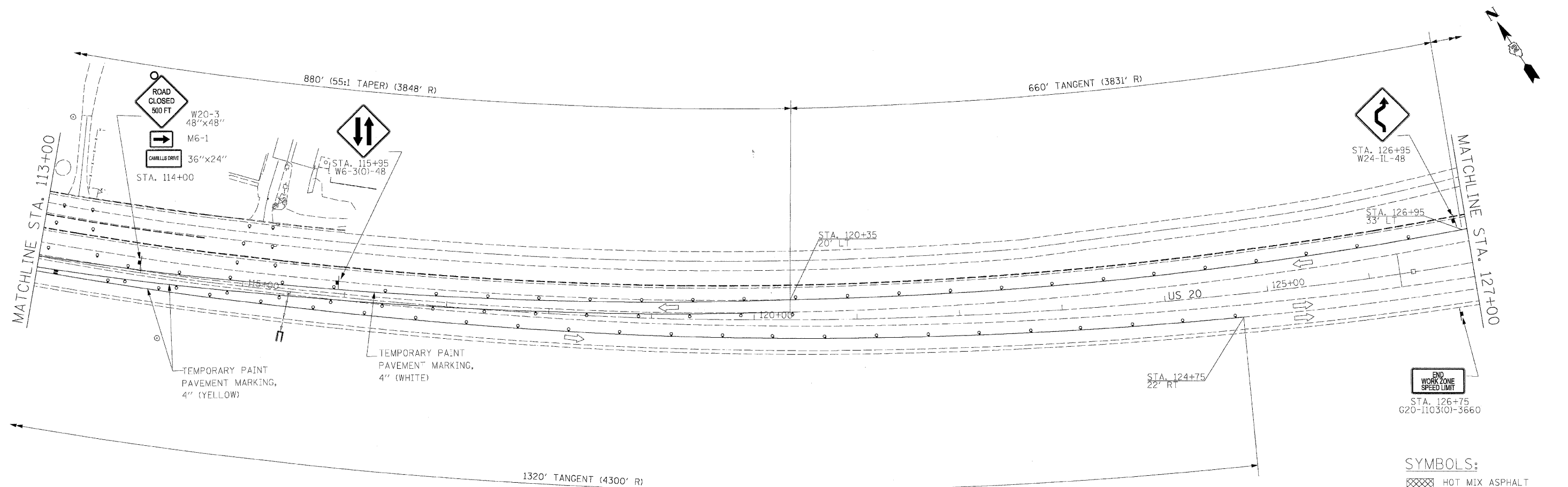
**SYMBOLS:**  
 HOT-MIX ASPHALT SURFACE REMOVAL

FILE NAME = G:\ENGL\26-8790-13_TASK7\CIV\SH\DI\64C68_SHT003_PROP_stage3.dgn	USER NAME = #USER#	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 3)</b>			F.A.P. RTE. 301	SECTION 43T & M	COUNTY Jo Daviess	TOTAL SHEETS 80	SHEET NO. 25
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -		SCALE: 1" = 50'	SHEET NO. 25 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	CONTRACT NO. 64C68				
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -		ILLINOIS FED. AID PROJECT							

# STAGE 3



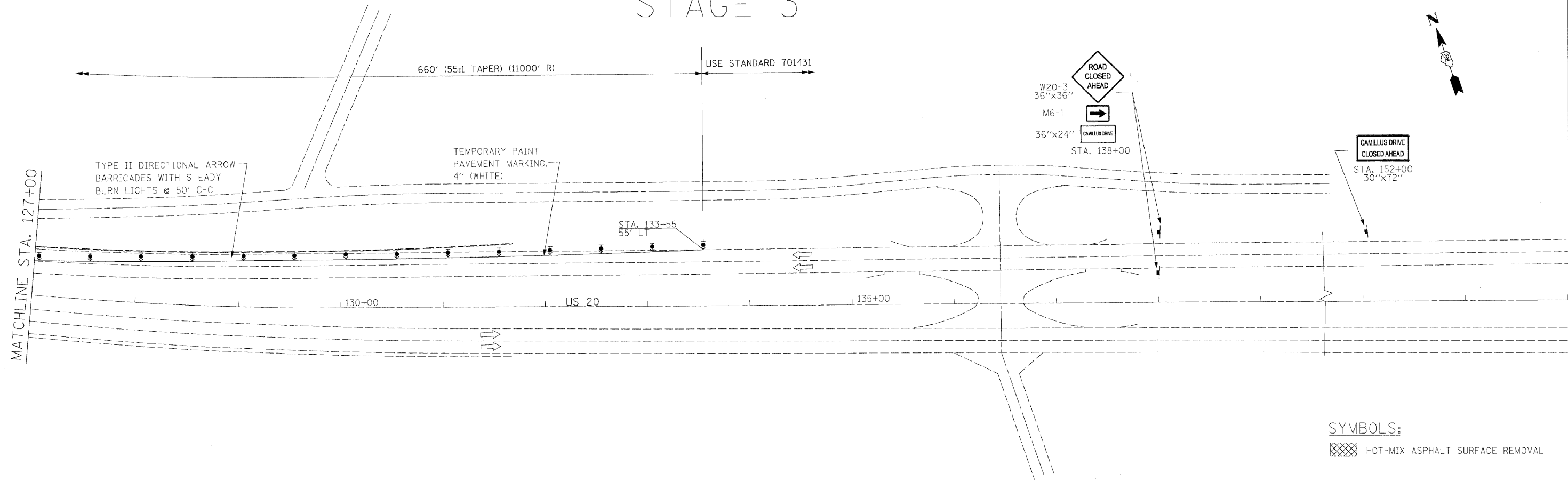
**SYMBOLS:**  
 HOT MIX ASPHALT SURFACE REMOVAL



**SYMBOLS:**  
 HOT MIX ASPHALT SURFACE REMOVAL

FILE NAME = G:\ENGR\26-6798-13_TASK7\Civ\Sh\N\1164C66	USER NAME = #USER# SHIT005A_PROP_stage3.dgn	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 3)</b>	F.A.P. RTE. 301	SECTION 43T & M	COUNTY Jo Daviess	TOTAL SHEETS 80	SHEET NO. 26		
PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -	SCALE: 1" = 50'			SHEET NO. 26 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	CONTRACT NO. 64C68				
PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -	ILLINOIS FED. AID PROJECT									

# STAGE 3

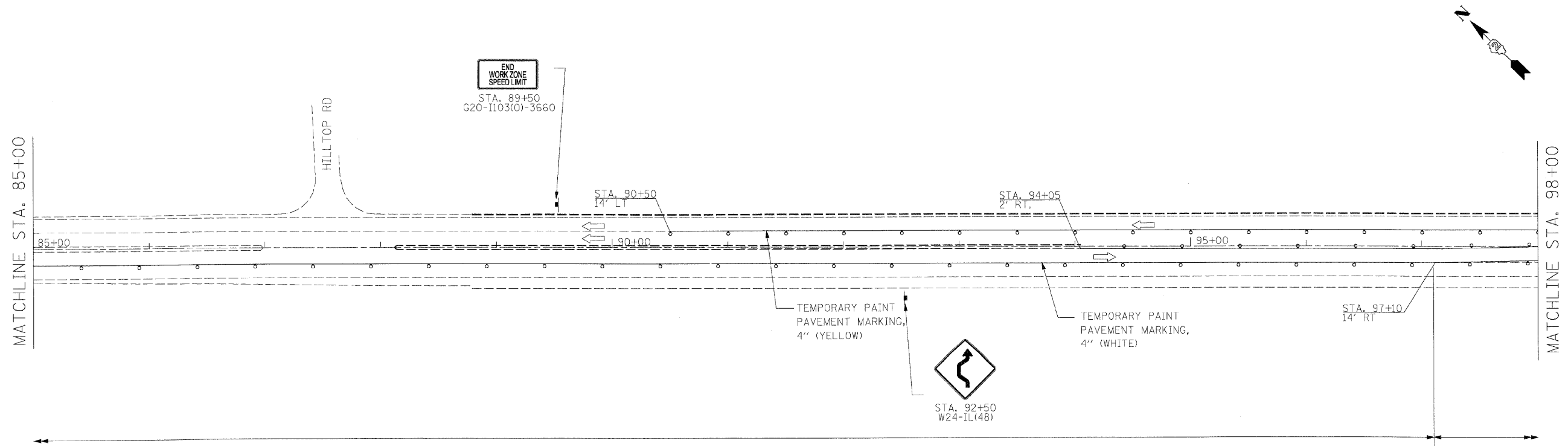
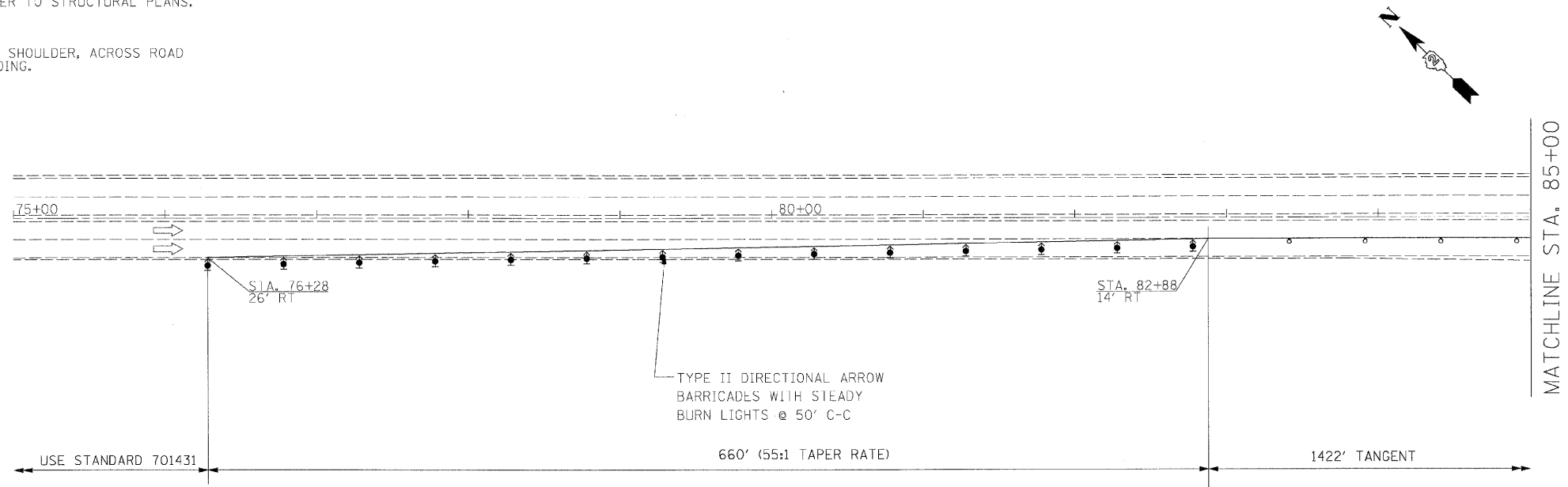


FILE NAME = G:\ENGIN\26-6790-13.TASK7\CIV\SH\DI164C68	USER NAME = #USFR#	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 3)</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	SH1209B_PROP_stage3.dgn	DRAWN - TMF / JNH	REVISED -				301	43T & M	Jo Davless	80	27
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -		CONTRACT NO. 64C68						
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -		ILLINOIS FED. AID PROJECT						
					SCALE: 1" = 50'	SHEET NO. 27 OF 80 SHEETS	STA. 99+27 TO STA. 114+33				

**NOTES:**

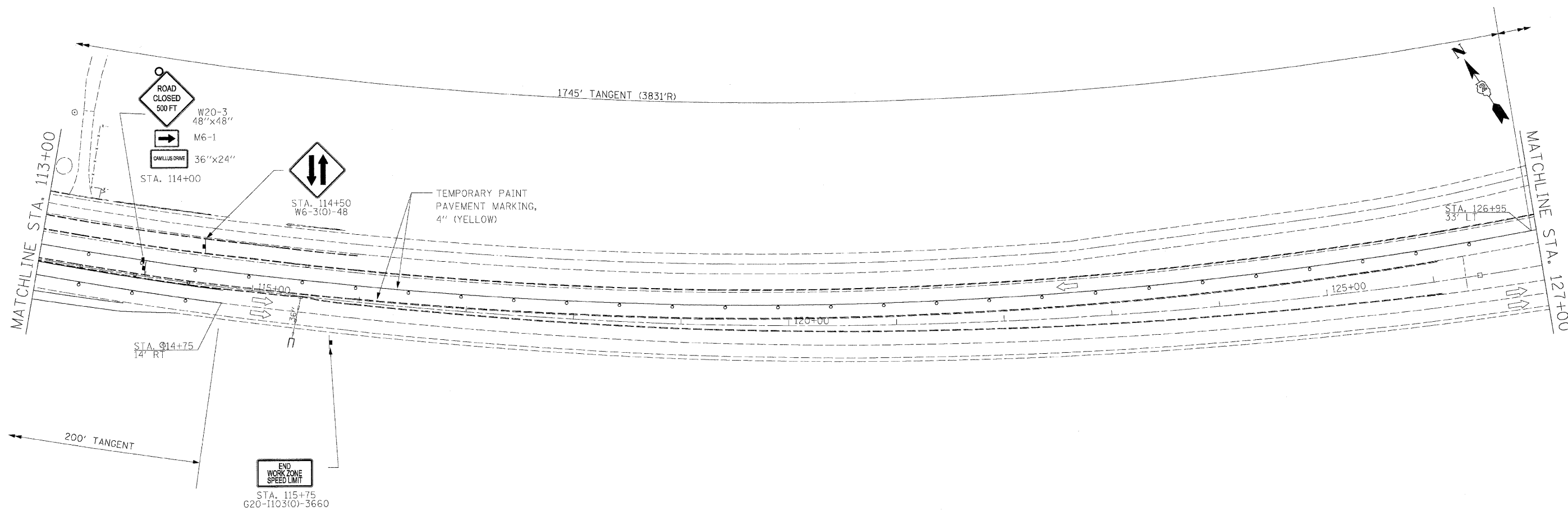
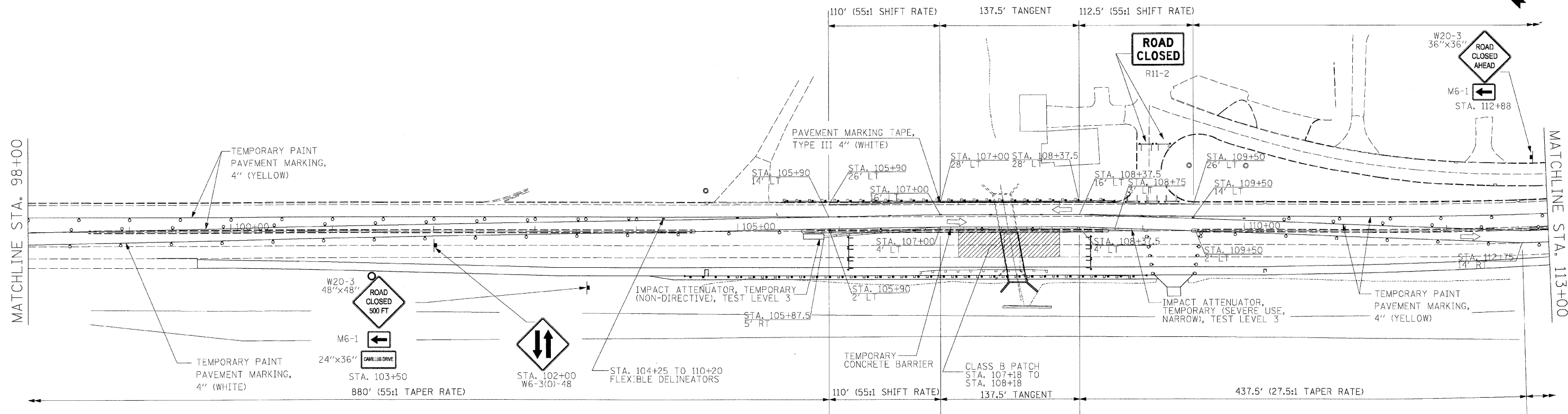
1. SETUP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701431. SEE STANDARD FOR ADDITIONAL SIGNS AND DEVICES. SHIFT EB TRAFFIC ONTO THE INSIDE AND PART OF THE OUTSIDE WB LANES AND SHIFT WB TRAFFIC ONTO PART OF THE OUTSIDE WB LANE AND THE SHOULDER CONSTRUCTED IN STAGE 1.
2. REMOVE PAVEMENT, TEMPORARY PAVEMENT, GUARDRAIL, CURB & GUTTER, AND CATCH BASIN AS SHOWN ON PLANS. CONSTRUCT PAVEMENT WIDENING, SHOULDER, DITCH GRADING, AND PIPE CULVERT EXTENSIONS.
3. REMOVE SOUTH SECTION OF EXISTING CULVERT; REFER TO STRUCTURAL PLANS.
4. CONSTRUCT NEW BOX CULVERT, AND END SECTION.
5. CONSTRUCT CLASS B PATCHES, PAVEMENT WIDENING, SHOULDER, ACROSS ROAD CULVERT EXTENSIONS, END SECTIONS, & DITCH GRADING.

# STAGE 4



FILE NAME = G:\ENG\06-6790-13_TASK7\Civ\Sh\1\01164C68	USER NAME = #USER# SHT0010_PROP_stage4.dgn	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 4)</b>		F.A.P. RTE. 301	SECTION 43T & M	COUNTY Jo Davless	TOTAL SHEETS 80	SHEET NO. 28	
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -		SCALE: 1" = 50'	SHEET NO. 28 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	CONTRACT NO. 64C68				
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -		ILLINOIS FED. AID PROJECT							

# STAGE 4



FILE NAME =	USER NAME = #USER#	DESIGNED - KAC	REVISED -
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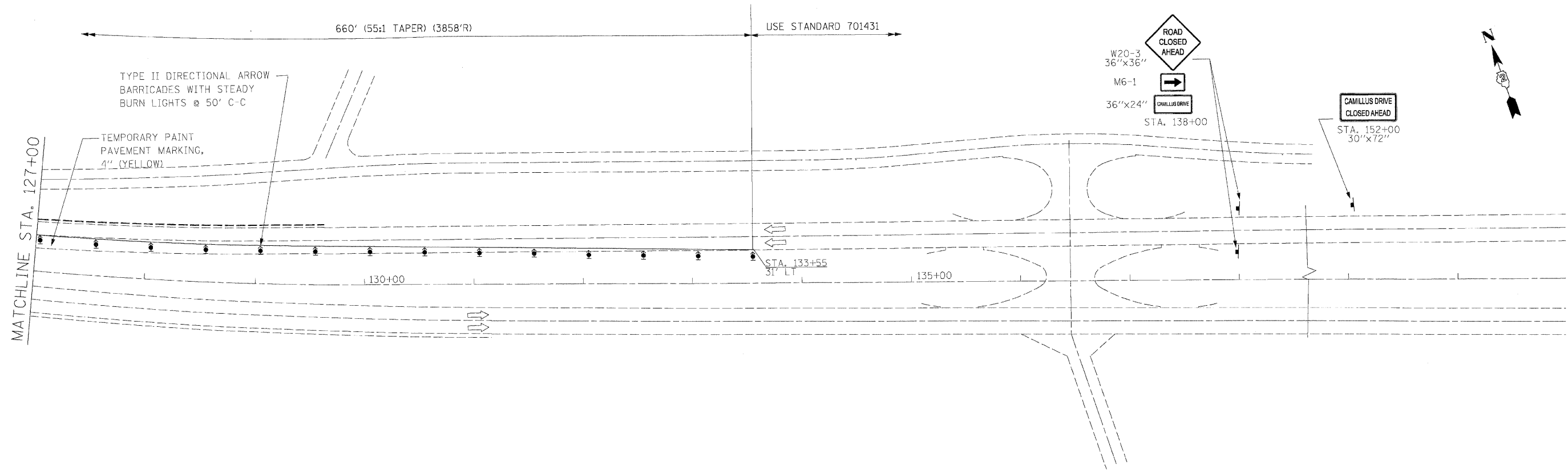
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 4)**

SCALE: 1" = 50'    SHEET NO. 29 OF 80 SHEETS    STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	29
CONTRACT NO. 64C68				
ILLINOIS FED. AID PROJECT				

# STAGE 4



FILE NAME =	USFR NAME = #USER#	DESIGNED - KAC	REVISED -
G:\ENGL\06-6790-13.TASK7\C:\v\Sh\td\1164C68	SHT0210B_PROP_stage4.dgn	DRAWN - TMF / JNH	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 4)**

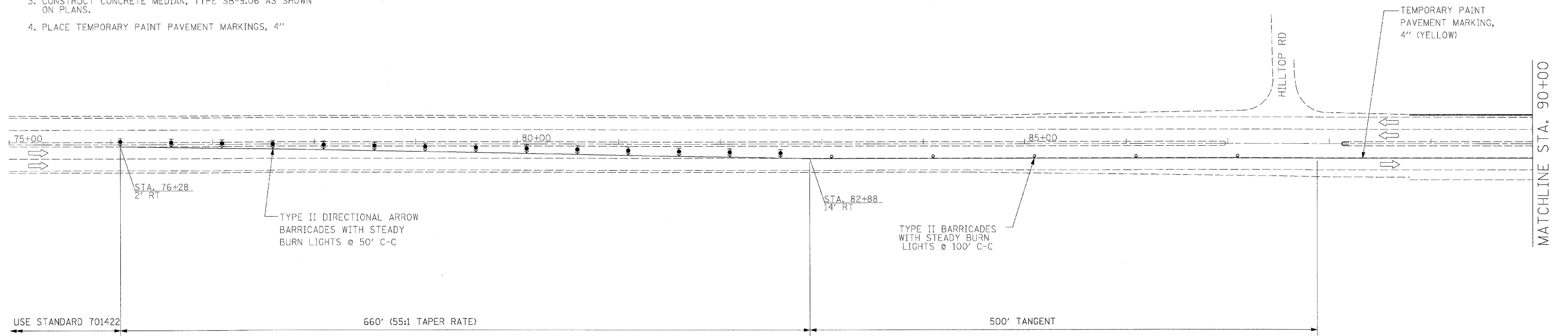
SCALE: 1" = 50' SHEET NO. 30 OF 80 SHEETS STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	30
CONTRACT NO. 64C68				
ILLINOIS FED. AID PROJECT				

# STAGE 5

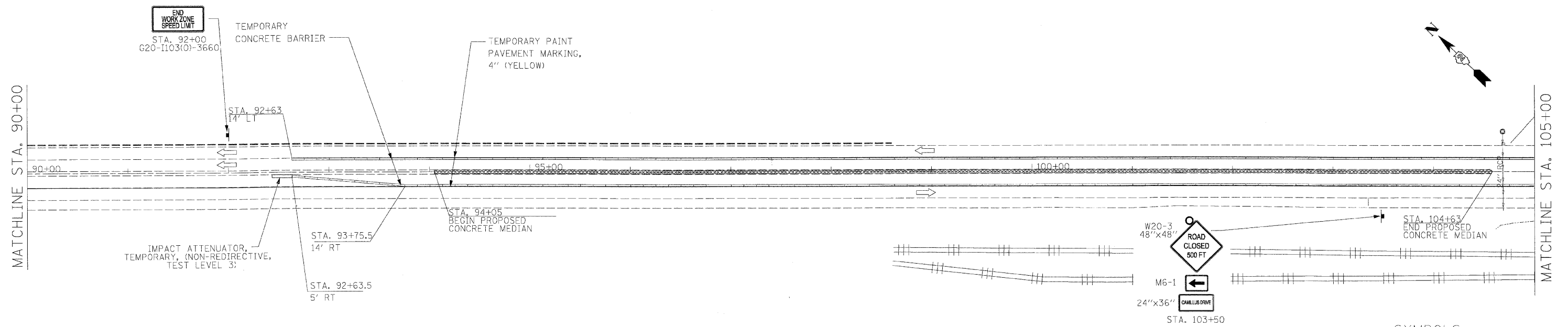
## NOTES:

1. SETUP TRAFFIC CONTROL AND PROTECTION ACCORDING TO STANDARD 701422. SEE STANDARD FOR ADDITIONAL SIGNS AND DEVICES. SHIFT TRAFFIC TO THE OUTSIDE LANE ON THE EB AND WB.
2. REMOVE TEMPORARY PAVEMENT.
3. CONSTRUCT CONCRETE MEDIAN, TYPE SB-9.06 AS SHOWN ON PLANS.
4. PLACE TEMPORARY PAINT PAVEMENT MARKINGS, 4"



**SYMBOLS:**  

 TEMPORARY PAVEMENT REMOVAL & PROPOSED CONCRETE MEDIAN, TYPE SB-9.06



**SYMBOLS:**  

 TEMPORARY PAVEMENT REMOVAL & PROPOSED CONCRETE MEDIAN, TYPE SB-9.06

FILE NAME =	USER NAME = #USER#	DESIGNED - KAC	REVISED -
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	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -

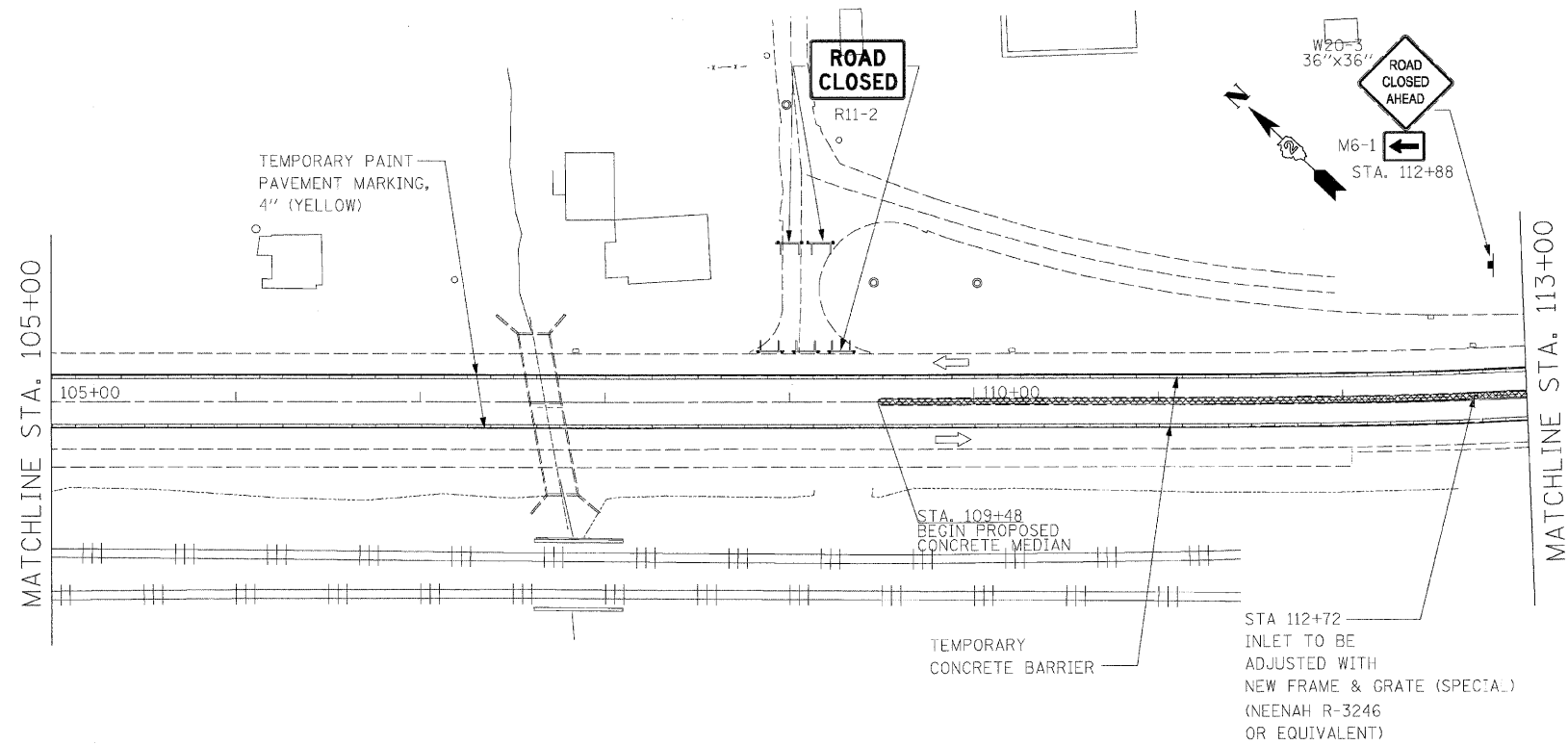
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 5)**

SCALE: 1" = 50' SHEET NO. 31 OF 80 SHEETS STA. 99+27 TO STA. 114+33

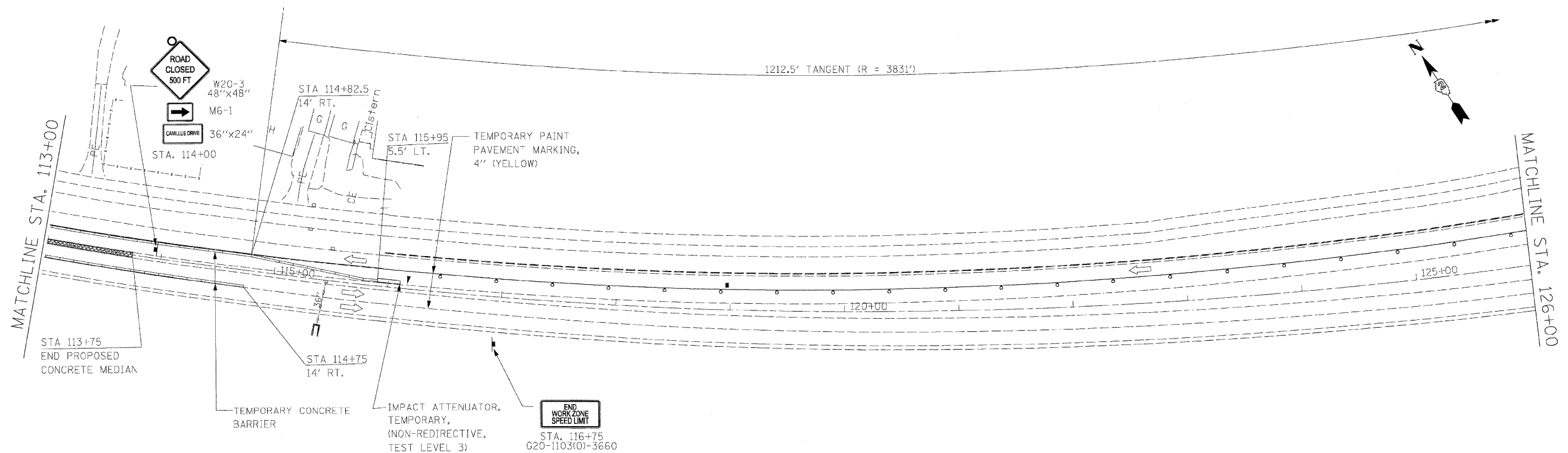
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Davless	80	31
CONTRACT NO. 64C68				
ILLINOIS FED. AID PROJECT				

# STAGE 5



**SYMBOLS:**

TEMPORARY PAVEMENT REMOVAL & PROPOSED CONCRETE MEDIAN, TYPE SB-9.06



**SYMBOLS:**

TEMPORARY PAVEMENT REMOVAL & PROPOSED CONCRETE MEDIAN, TYPE SB-9.06

FILE NAME =	USER NAME = #USER#	DESIGNED - KAC	REVISED -
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	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING PLANS (STAGE 5)**

SCALE: 1" = 50' SHEET NO. 32 OF 80 SHEETS STA. 99+27 TO STA. 114+33

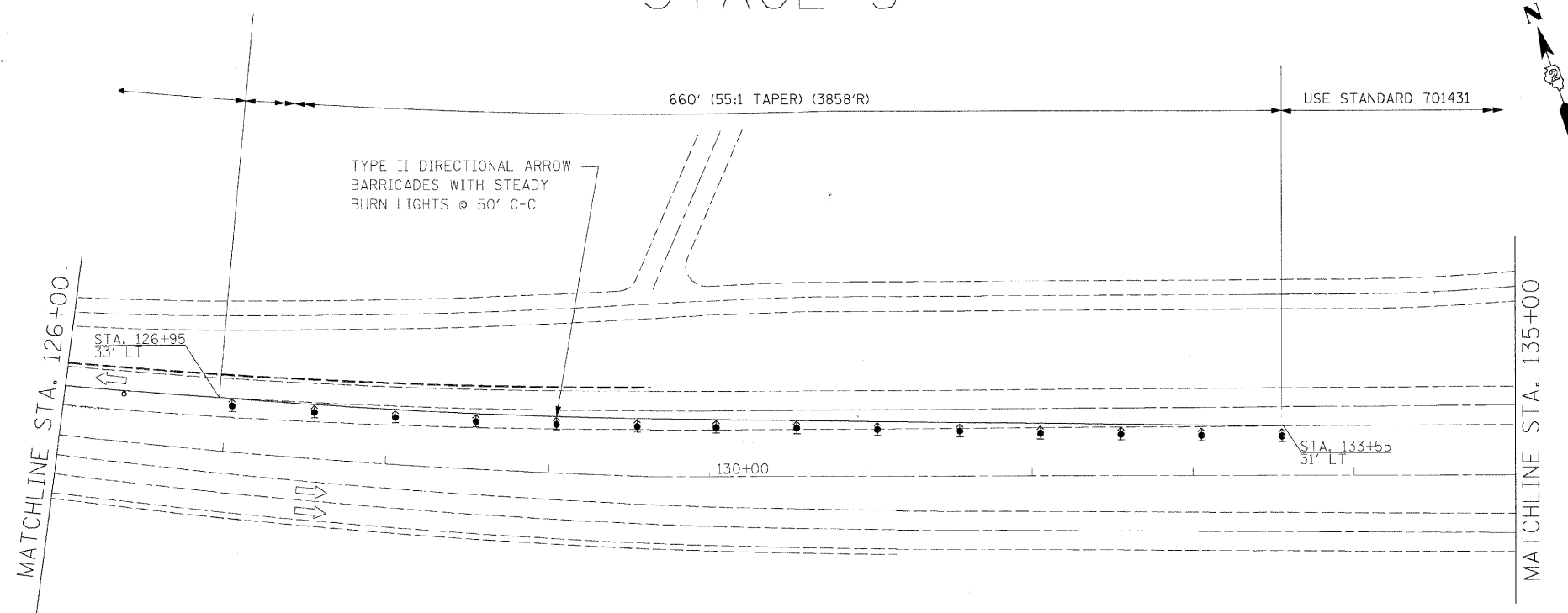
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	32
				CONTRACT NO. 64C68
ILLINOIS FED. AID PROJECT				



**NOTES:**

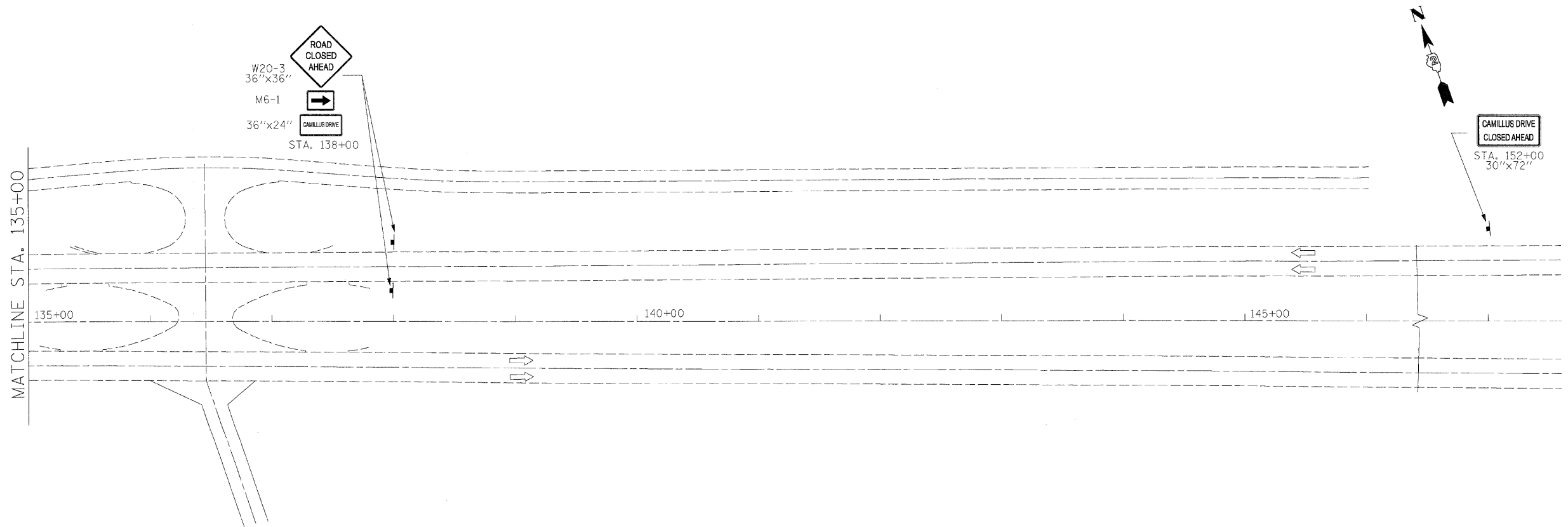
- RE-GRADING AROUND NILET SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701422.

# STAGE 5



**SYMBOLS:**

- TEMPORARY PAVEMENT REMOVAL & PROPOSED CONCRETE MEDIAN, TYPE SB-9.06



FILE NAME =	USER NAME = #USER#	DESIGNED - KAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING PLANS (STAGE 5)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\ENGIN\26-6792-13_TASK7\CIV\SH\ND\1164C68	SHT010D_PROP_stage5.dgn	DRAWN - TMF / JNH	REVISED -		SCALE: 1" = 50'	SHEET NO. 33 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	301	43T & M	Jo Daviess	80	33
	PLOT SCALE = #SCALE#	CHECKED - KAC	REVISED -		CONTRACT NO. 64C68							
	PLOT DATE = 12/1/2009	DATE - 11/13/2009	REVISED -		ILLINOIS FED. AID PROJECT							

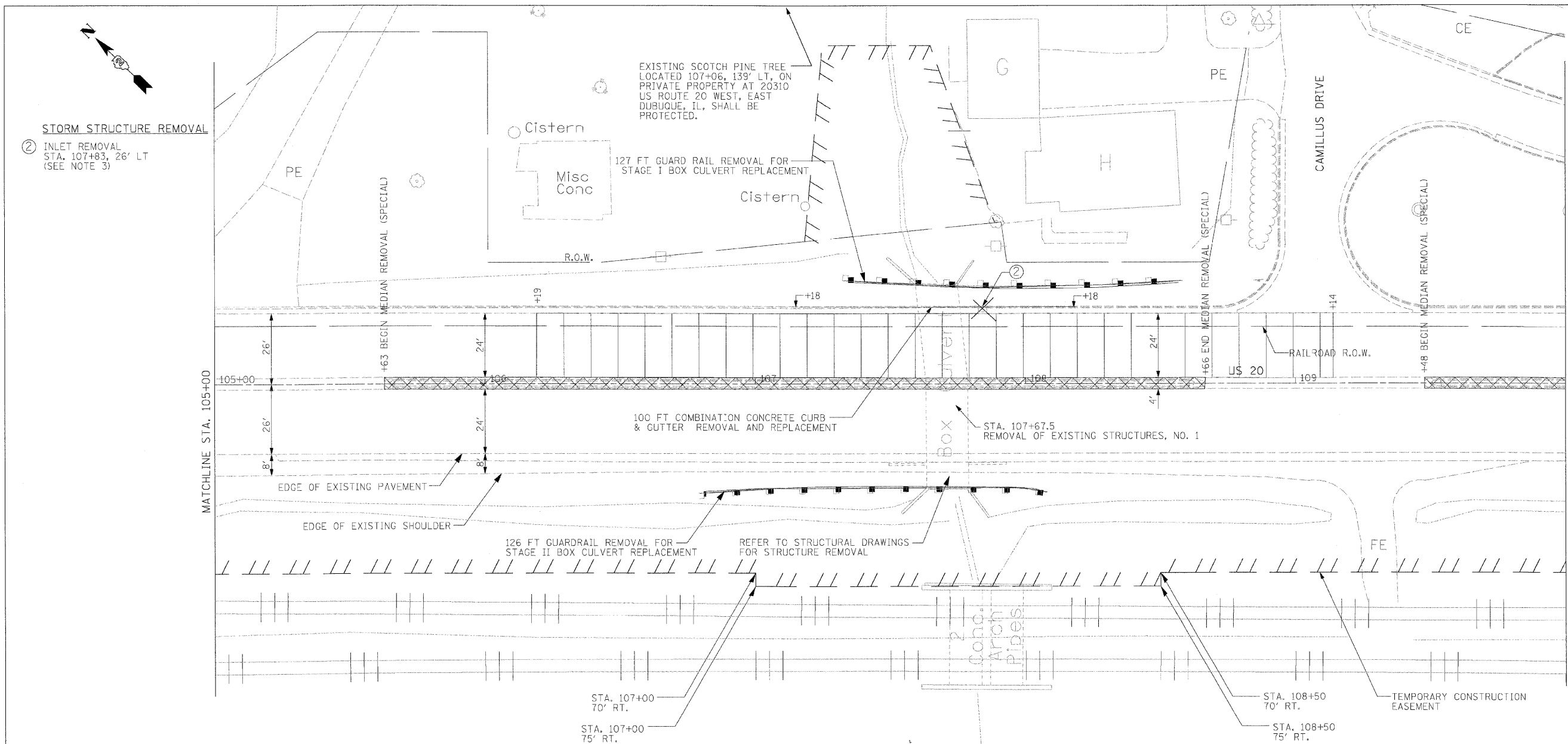


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JoDavless	80	35
STA. 99+27		TO STA. 114+33		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	DATE	BY
SURVEYED		
PLOTTED		
CHECKED		
DATE		
NO. OF WAY CHECKED		
CADD FILE NAME		

PROFILE	DATE	BY
SURVEYED		
PLOTTED		
CHECKED		
DATE		
NO. OF WAY CHECKED		
CADD FILE NAME		

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 PLOT SCALE = 85/SCALE  
 USER NAME = USER8



**LEGEND**

- REMOVAL ITEM
- MEDIAN REMOVAL (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL

- NOTE**
- A PROPOSED PERMANENT EASEMENT SHALL BE LOCATED 1 FOOT SOUTH OF THE OUTSIDE EDGE OF THE EASTBOUND 8-FOOT BITUMINOUS SHOULDER FROM STA. 99+27 TO STA. 114+20. THIS IS REQUIRED FOR THE MAINTENANCE OF THE PROPOSED WIDENING OF EASTBOUND U.S. 20 TO ACCOMMODATE THE ADDITIONAL LEFT-TURN LANE OF CAMILLUS DRIVE.
  - FROM STA. 99+00 TO STA. 110+45.20 THE BASE LINE IS LOCATED ALONG THE U.S. 20. CENTERLINE. FROM STA. 110+45.20 TO STA. 115+00.00 THE BASE LINE IS LOCATED 13.9 FEET SOUTHWEST AND PARALLEL TO THE U.S. 20 CENTERLINE.
  - REMOVAL OF INLET & 12" DIA. STORM SEWER AT STA. 107+83, 26' LT SHALL BOTH BE INCLUDED IN THE COST OF INLET REMOVAL.
  - PAVEMENT REMOVAL FOR THE CONSTRUCTION OF THE BOX CULVERT SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CLASS B PATCHES.



USER NAME = #USER#	DESIGNED KAC	REVISED -
PI DT SCALE = #SCALE#	DRAWN BY: CKL/TMF	REVISED -
PLOT DATE = 12/1/2009	CHECKED BY: KAC	REVISED -
	DATE: 11/13/2009	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

US-20 /CAMILLUS DRIVE  
 EXISTING PLAN & PROFILE  
 SCALE: 1" = 20'  
 SHEET NO. 35 OF 80 SHEETS  
 STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	35
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JoDaviess	80	36
STA. 99+27		TO STA. 114+33		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

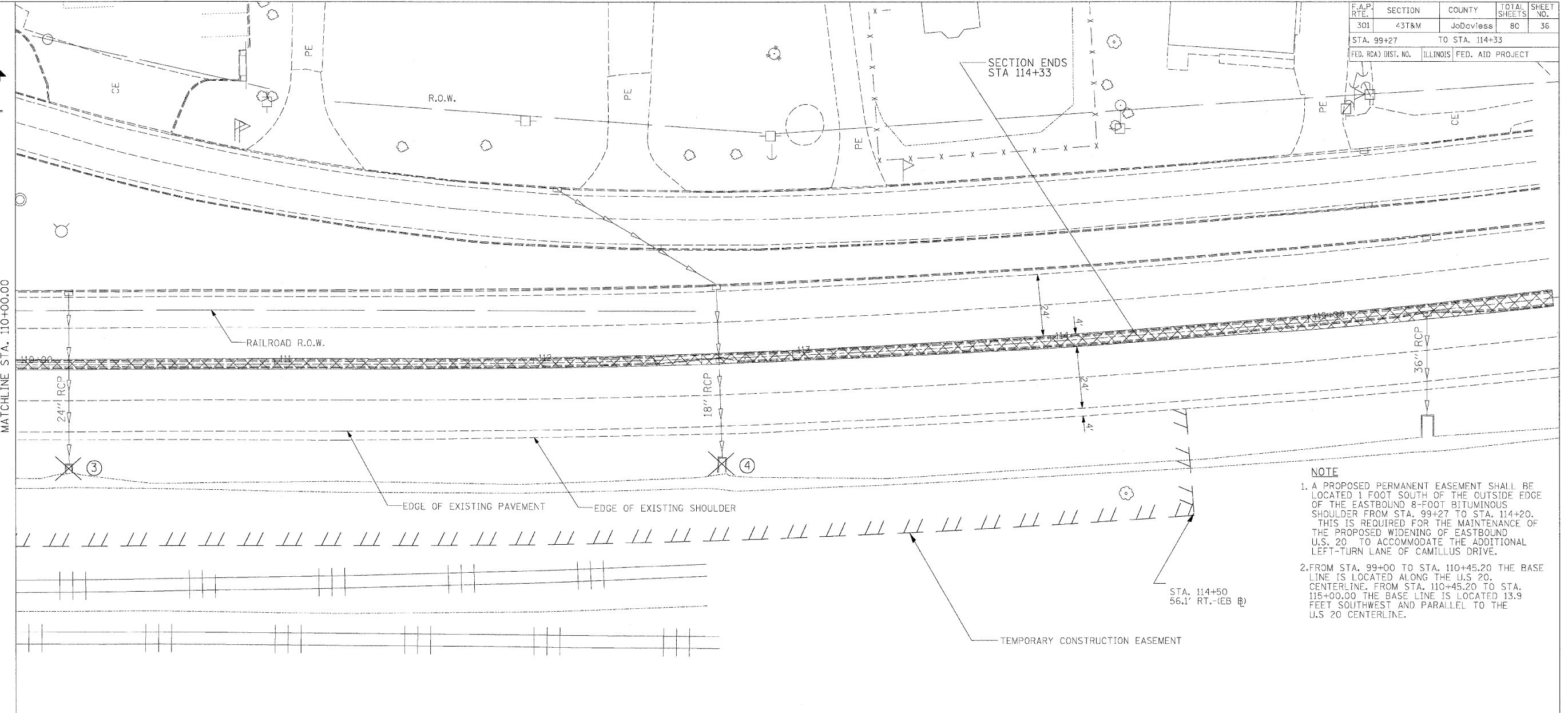
PLAN	SURVEYED	DATE
PLotted	DATE	BY
NOTE BOOK	NO.	FILE NAME

PROFILE	SURVEYED	DATE
Plotted	DATE	BY
NOTE BOOK	NO.	FILE NAME

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 USER NAME = #USER#

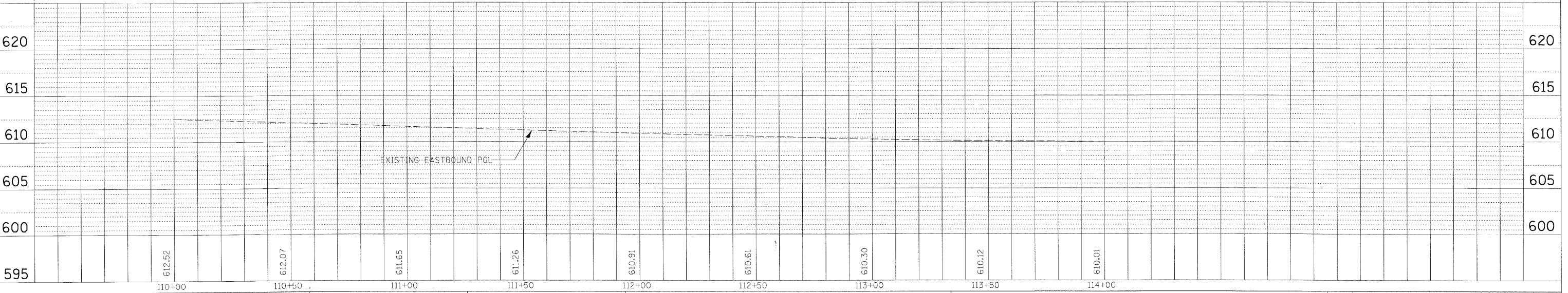
**STORM STRUCTURE REMOVAL**

- ③ HEADWALL REMOVAL STA. 110+21 40' RT
- ④ HEADWALL REMOVAL STA. 112+72 40' RT



**NOTE**

1. A PROPOSED PERMANENT EASEMENT SHALL BE LOCATED 1 FOOT SOUTH OF THE OUTSIDE EDGE OF THE EASTBOUND 8-FOOT BITUMINOUS SHOULDER FROM STA. 99+27 TO STA. 114+20. THIS IS REQUIRED FOR THE MAINTENANCE OF THE PROPOSED WIDENING OF EASTBOUND U.S. 20 TO ACCOMMODATE THE ADDITIONAL LEFT-TURN LANE OF CAMILLUS DRIVE.
2. FROM STA. 99+00 TO STA. 110+45.20 THE BASE LINE IS LOCATED ALONG THE U.S. 20 CENTERLINE. FROM STA. 110+45.20 TO STA. 115+00.00 THE BASE LINE IS LOCATED 13.9 FEET SOUTHWEST AND PARALLEL TO THE U.S. 20 CENTERLINE.



USER NAME = #USER#	DESIGNED KAC	REVISED -
PLOT SCALE = #SCALE#	DRAWN BY: CKL/TMF	REVISED -
PLOT DATE = 12/1/2009	CHECKED BY: KAC	REVISED -
	DATE: 11/13/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

US-20 /CAMILLUS DRIVE EXISTING PLAN & PROFILE	
SCALE: 1" = 20'	SHEET NO. 36 OF 80 SHEETS
STA. 99+27 TO STA. 114+33	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431&M	JODAVIESS	80	36
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JoDaviess	80	37
STA. 99+27		TO STA. 114+33		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STORM SEWER

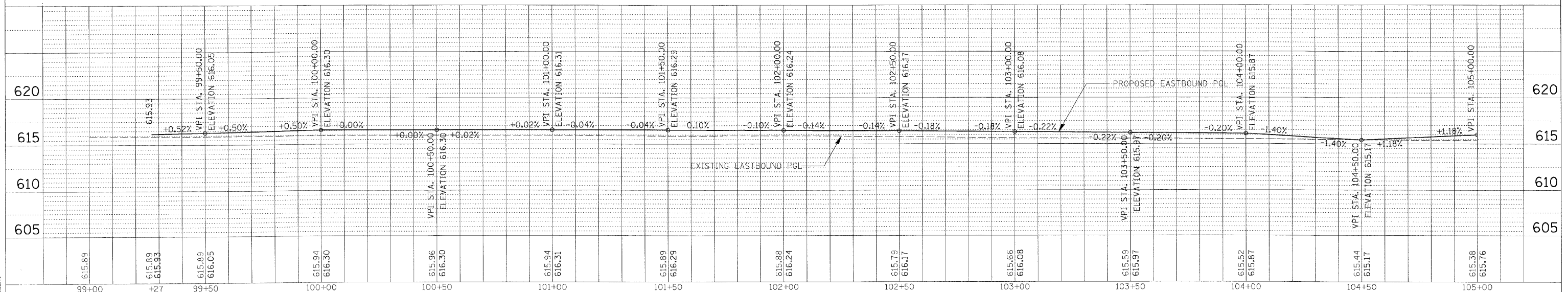
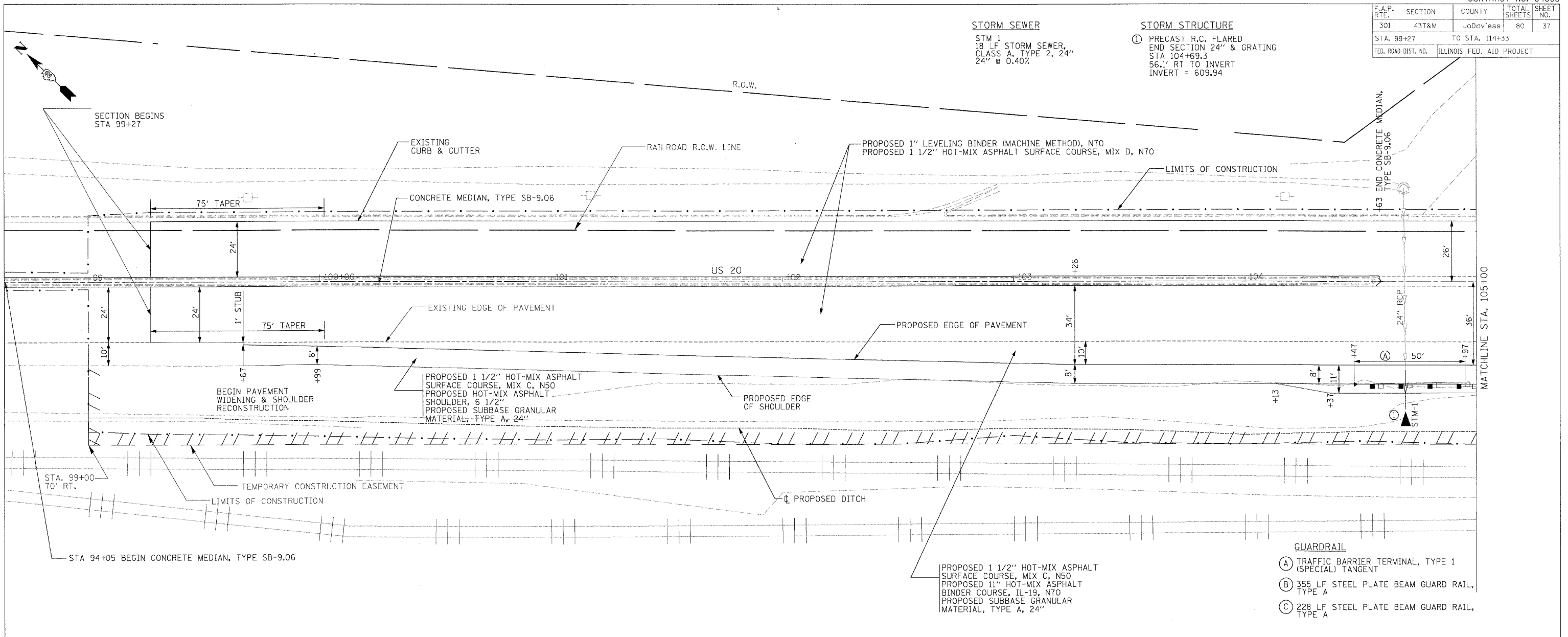
STM 1  
18 LF STORM SEWER,  
CLASS A, TYPE 2, 24"  
24" @ 0.40%

STORM STRUCTURE

① PRECAST R.C. FLARED  
END SECTION 24" & GRATING  
STA 104+69.3  
56.1' RT TO INVERT  
INVERT = 609.94

PLAN	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	DATE		
	NO. OF MAY CHECKED		
	PAID FILE NAME		

PROFILE	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	DATE		
	NO. OF MAY CHECKED		
	PAID FILE NAME		



PLOT DATE = 12/1/2009  
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 USER NAME = USER

USER NAME = #USER#	DESIGNED KAC	REVISED -
PLOT SCALE = #SCALE#	DRAWN BY: CKL/TMF	REVISED -
PLOT DATE = 12/1/2009	CHECKED BY: KAC	REVISED -
	DATE: 11/13/2009	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

US-20 /CAMILLUS DRIVE PROPOSED PLAN & PROFILE	
SCALE: 1" = 20'	SHEET NO. 37 OF 80 SHEETS STA. 99+27 TO STA. 114+33

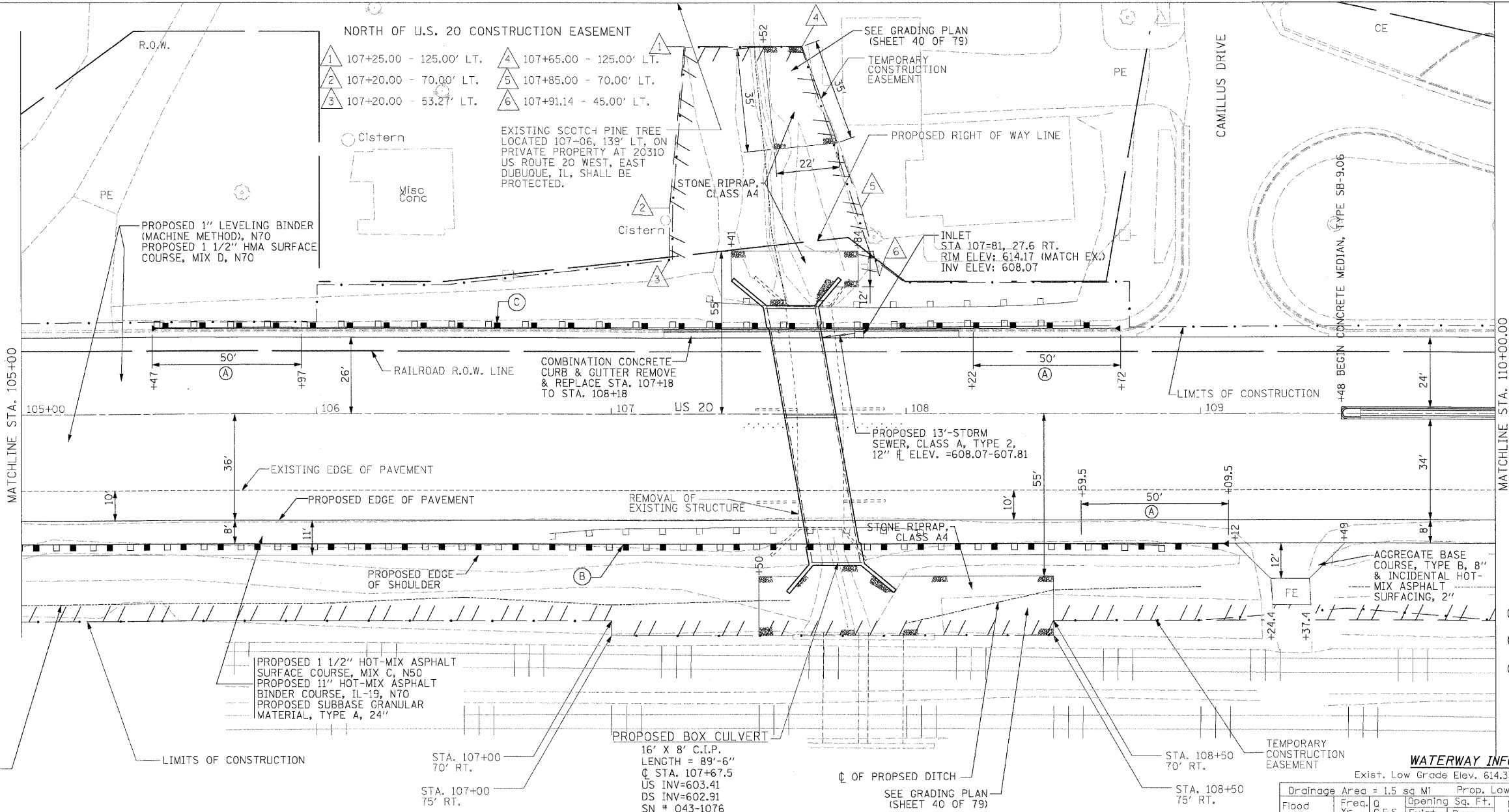
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	37
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43I&M	Jodav/less	80	38
STA. 99+27		TO STA. 114+33		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

PLAN	DATE	BY
SURVEYED		
PLOTTED		
CHECKED		
NOTE BOOK		
NO. OF WAY CHECKED		
CAD FILE NAME		

PROFILE	DATE	BY
SURVEYED		
PLOTTED		
CHECKED		
NOTE BOOK		
NO. OF ATMS DWD		

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- GUARDRAIL**
- (A) TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
  - (B) 355 LF STEEL PLATE BEAM GUARD RAIL, TYPE A
  - (C) 228 LF STEEL PLATE BEAM GUARD RAIL, TYPE A

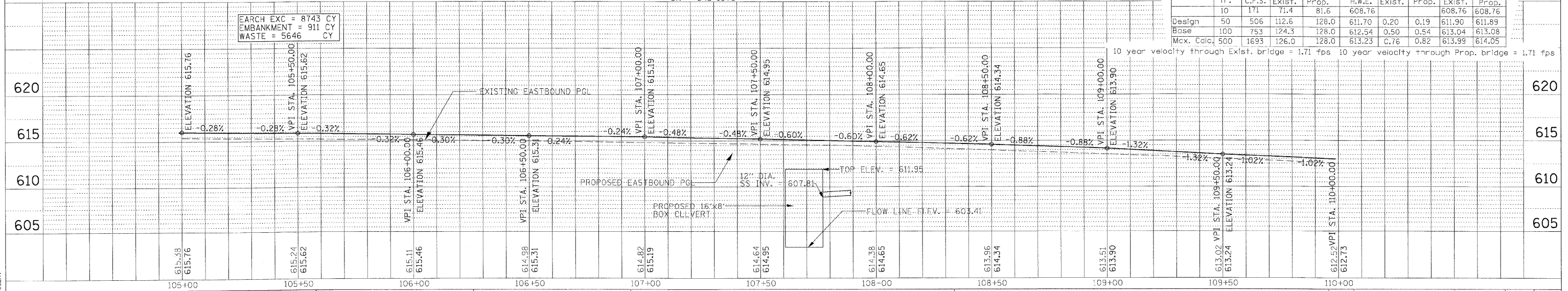
**WATERWAY INFORMATION**

Exist. Low Grade Elev. 614.33 @ Sta. 107+69.2

Flood Yr.	Freq. C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.		
		Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
10	171	71.4	81.6	608.76		608.76	608.76	
Design	50	506	112.6	128.0	611.70	0.20	0.19	611.90
Base	100	753	124.3	128.0	612.54	0.50	0.54	613.04
Mcx. Calc.	500	1693	126.0	128.0	613.23	C.76	0.82	613.99

10 year velocity through Exist. bridge = 1.71 fps 10 year velocity through Prop. bridge = 1.71 fps

SEARCH EXC = 8743 CY  
 EMBANKMENT = 911 CY  
 WASTE = 5646 CY



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PLLOT SCALE = #SCALE#	DRAWN BY: CKL/TMF	REVISED -
PLLOT DATE = 12/1/2009	CHECKED BY: KAC	REVISED -
	DATE: 11/13/2009	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

US-20 /CAMILLUS DRIVE  
 PROPOSED PLAN & PROFILE

SCALE: 1" = 20'  
 SHEET NO. 38 OF 80 SHEETS  
 STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43I&M	JODAVI/ESS	80	38
CONTRACT NO. 64C68				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JoDaviess	80	39
STA. 99+27		TO STA. 114+33		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**STORM SEWER**  
 STM 4  
 11 LF STORM SEWERS,  
 CLASS A, TYPE 2, 12"  
 @ 0.40%

STM 5  
 8 LF STORM SEWERS,  
 CLASS A, TYPE 2, 18"  
 @ 0.40%

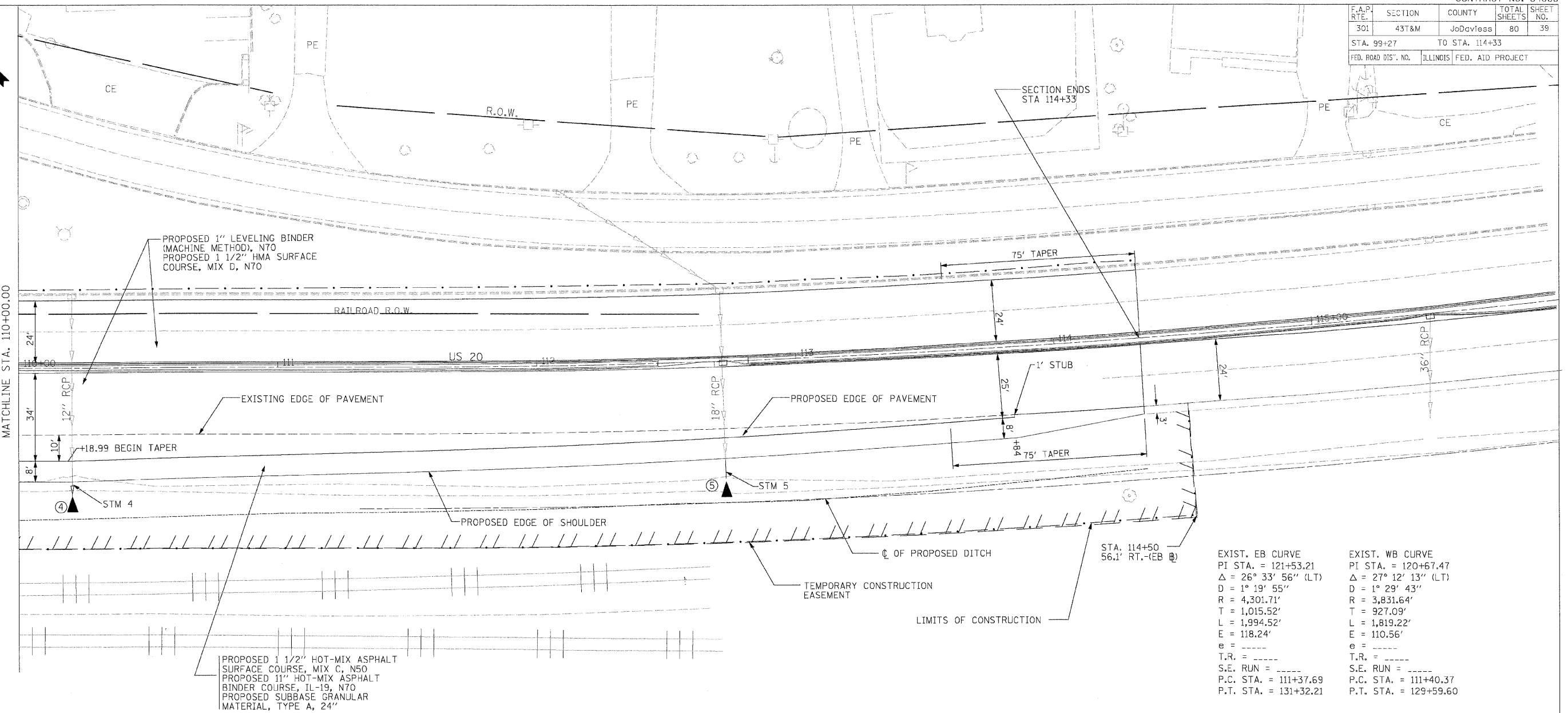
**STORM STRUCTURES**

④ PRECAST R.C. FLARED  
 END SECTION 12"  
 STA 110+20.6  
 49.6' RT TO INVERT  
 INVERT = 607.96

⑤ PRECAST R.C. FLARED  
 END SECTION 18"  
 WITH GRATING  
 STA 112+72.2  
 46.0' RT TO INVERT  
 INVERT = 606.01

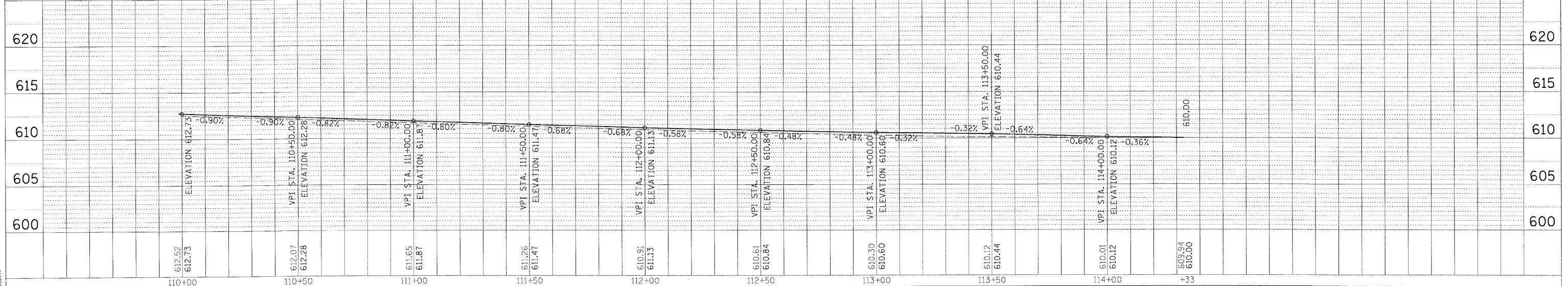
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NO.	NO.		
NO.	NO.		

PROFILE	SURVEYED	BY	DATE
NO.	NO.		
NO.	NO.		
NO.	NO.		



EXIST. EB CURVE PI STA. = 121+53.21 $\Delta = 26^\circ 33' 56''$ (LT) D = 1° 19' 55" R = 4,301.71' T = 1,015.52' L = 1,994.52' E = 118.24' e = ----- T.R. = ----- S.E. RUN = -----	EXIST. WB CURVE PI STA. = 120+67.47 $\Delta = 27^\circ 12' 13''$ (LT) D = 1° 29' 43" R = 3,831.64' T = 927.09' L = 1,819.22' E = 110.56' e = ----- T.R. = ----- S.E. RUN = -----
P.C. STA. = 111+37.69	P.C. STA. = 111+40.37
P.T. STA. = 131+32.21	P.T. STA. = 129+59.60

PROPOSED 1 1/2" HOT-MIX ASPHALT  
 SURFACE COURSE, MIX C, N50  
 PROPOSED 11" HOT-MIX ASPHALT  
 BINDER COURSE, IL-19, N70  
 PROPOSED SUBBASE GRANULAR  
 MATERIAL, TYPE A, 24"



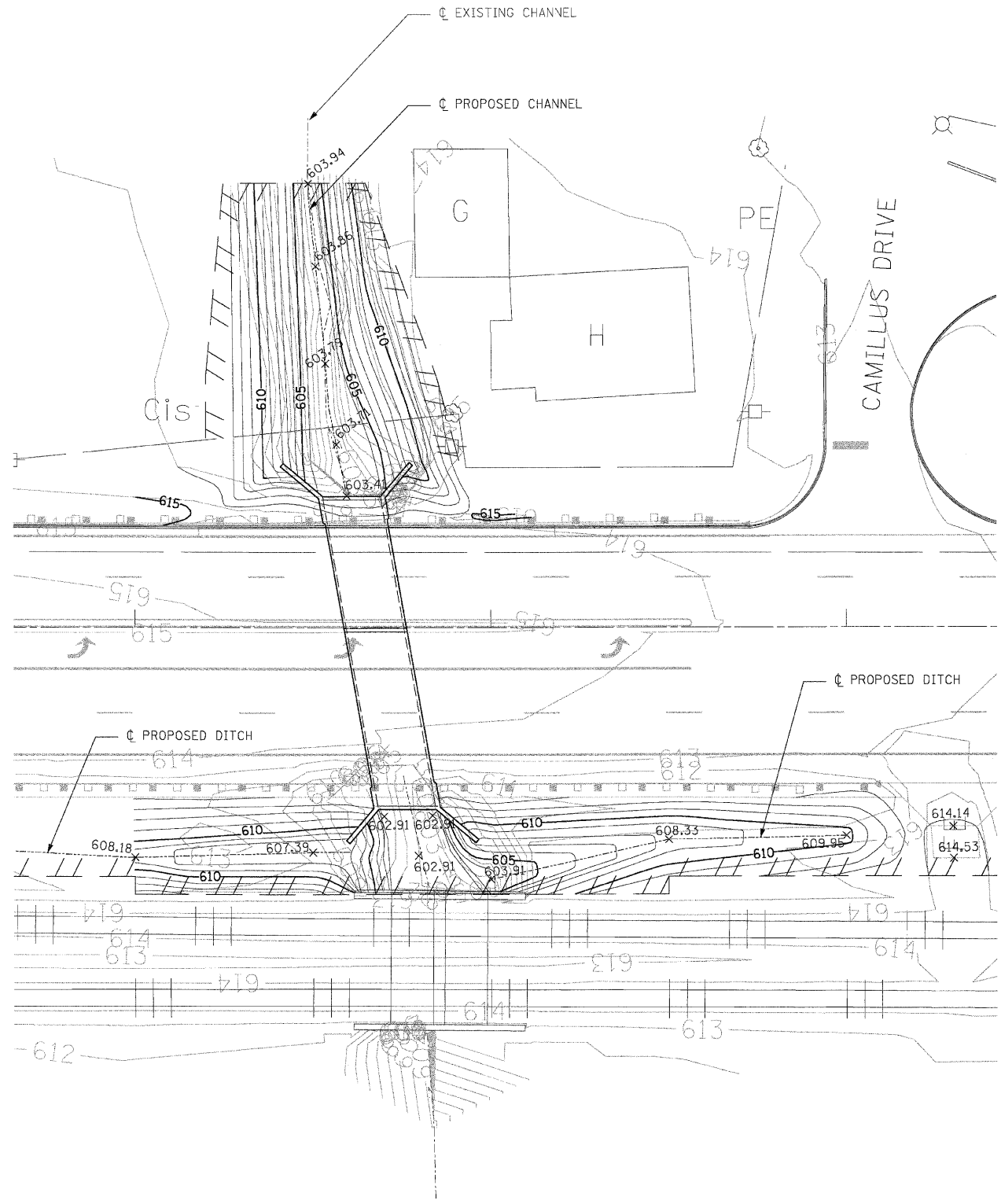
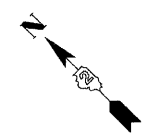
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	DATE: 11/13/2009	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

US-20 /CAMILLUS DRIVE PROPOSED PLAN & PROFILE	
SCALE: 1" = 20'	SHEET NO. 39 OF 80 SHEETS
STA. 99+27	TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	39
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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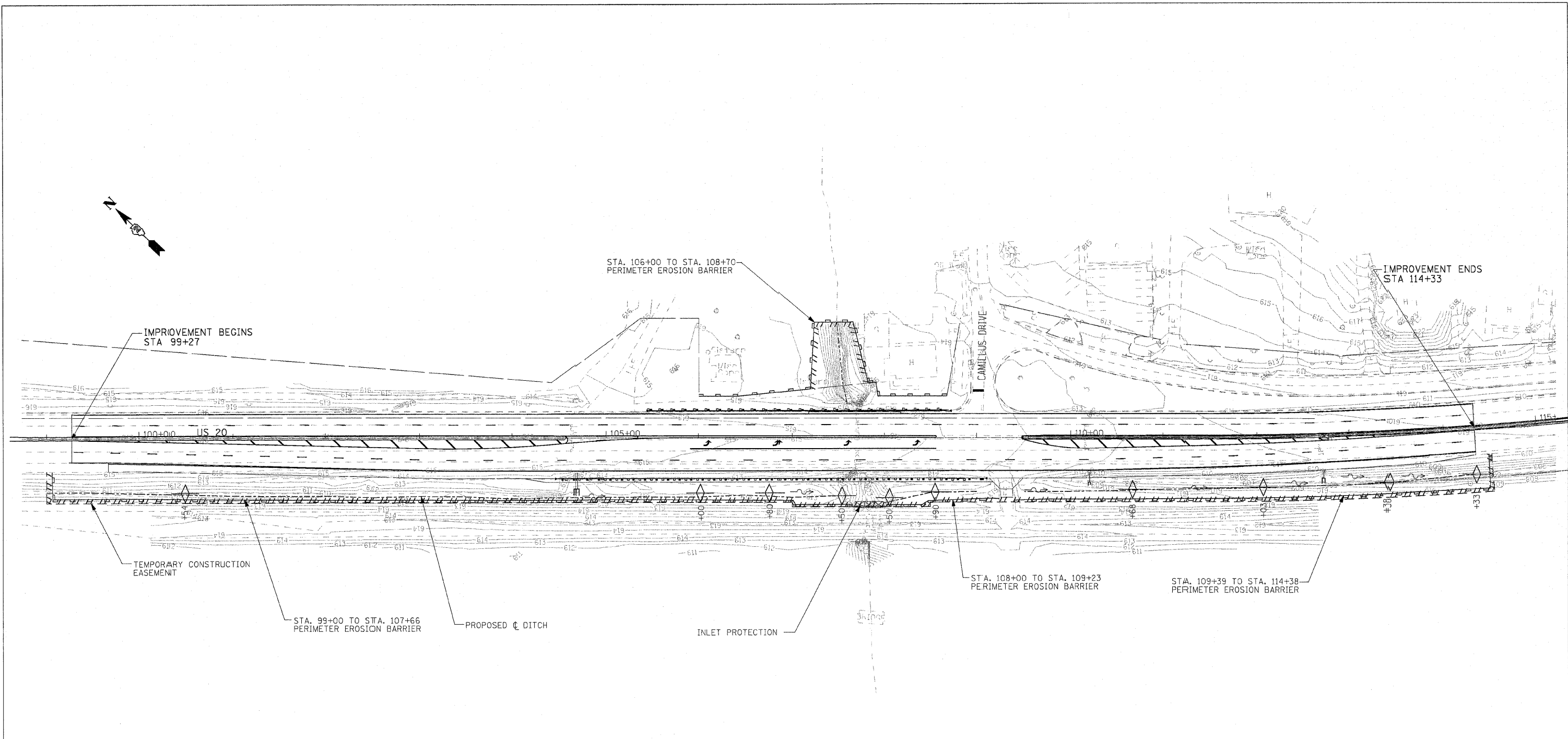
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

GRADING PLAN




SCALE: 1" = 20'      SHEET NO. 40 OF 80 SHEETS      STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431&M	JODAVILESS	80	40
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64C68	





**LEGEND**

-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  INLET PROTECTION

**NOTES**

1. REFER TO DISTRICT 2 STANDARD FOR EROSION CONTROL NOTES AND CONSIDERATIONS.
2. PLACE PERIMETER EROSION BARRIER & TEMPORARY DITCH CHECKS PRIOR TO START OF CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
3. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED ON ALL BARE AREAS EVERY 7 DAYS AT THE RATE OF 100 LB/ACRE.

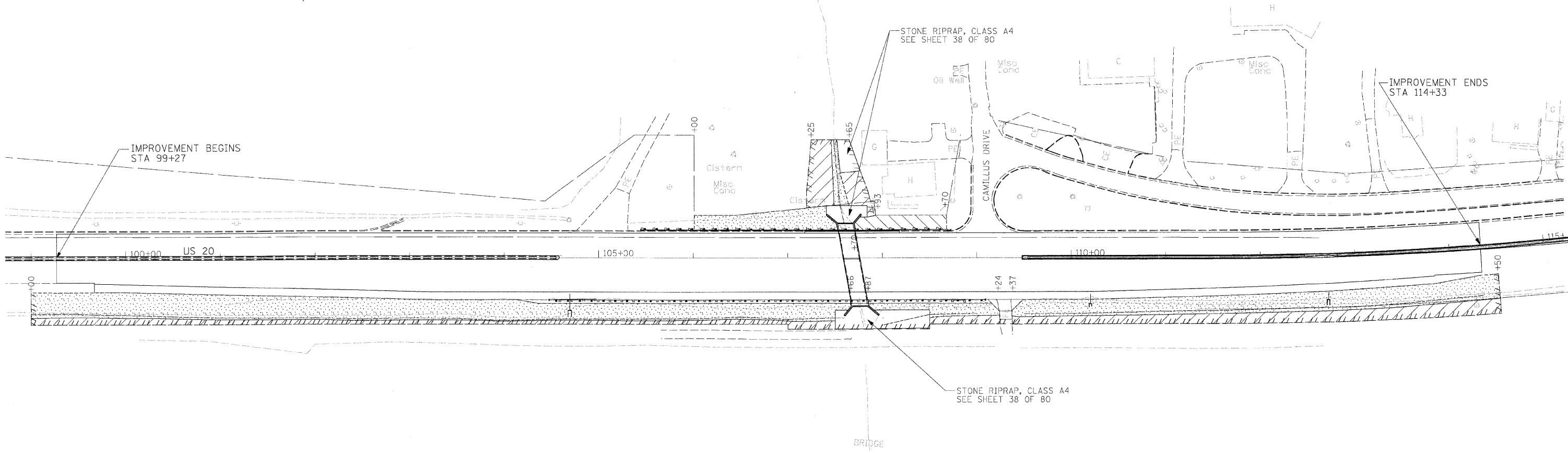
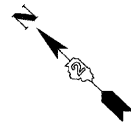
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**




**EROSION CONTROL PLAN**

SCALE: 1" = 50'      SHEET NO. 41 OF 80 SHEETS      STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	41
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64C68	



**LEGEND**

-  SEEDING CLASS 2A\*
-  SEEDING CLASS 4\*
-  SEEDING CLASS 1\*

\* TOPSOIL FURNISH AND PLACE, 4" & EROSION CONTROL BLANKET

**NOTES**

1. FINAL VEGETATIVE COVER ON DISTURBED EARTH AREAS SHALL CONSIST OF 4" TOPSOIL, SEEDING CLASS 1, 2A OR 4 & EROSION CONTROL BLANKET.

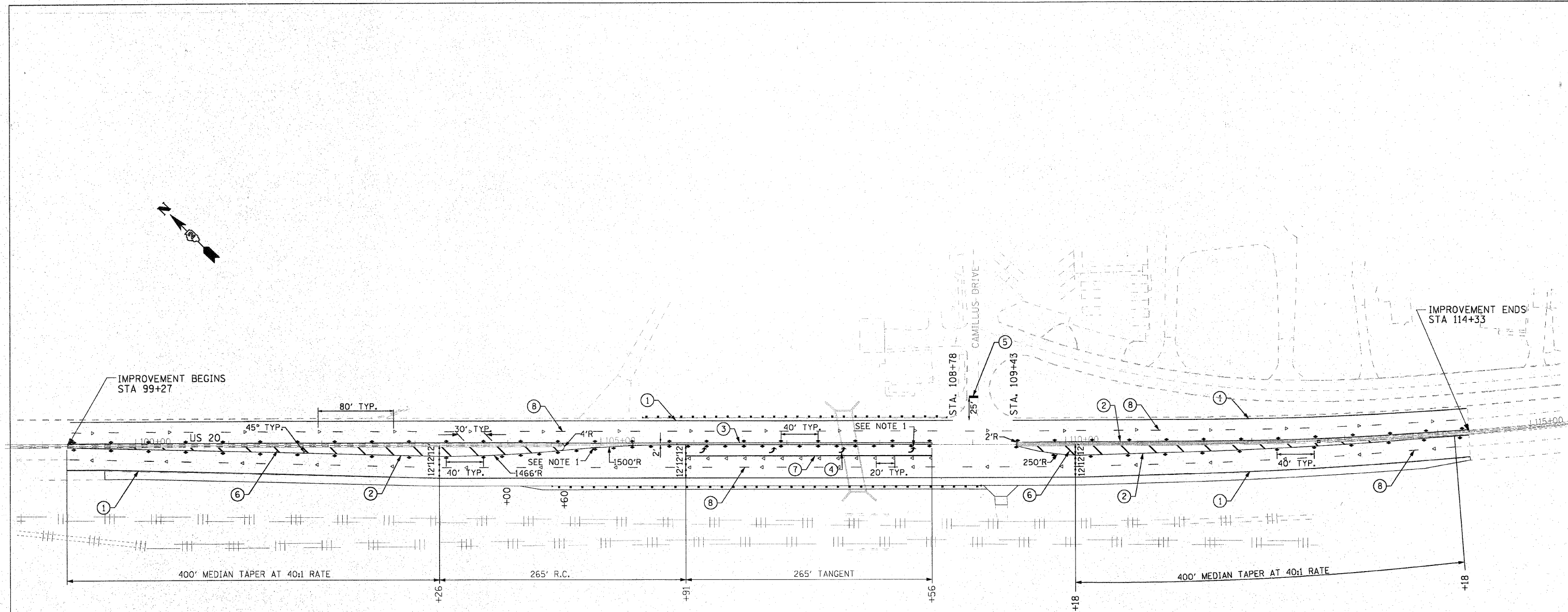
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**LANDSCAPING PLAN**

SCALE: 1" = 50' SHEET NO. 42 OF 80 SHEETS STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	42
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64C68	



**LEGEND**

- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER
- ↖ ARROW SYMBOL

**LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE)
- ② THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- ④ THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (8' TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
- ⑥ THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW)
- ⑦ THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE)
- ⑧ THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE) 10' DASH - 30' SKIP

**NOTES:**

1. REFER TO DISTRICT 2 TYPICAL PAVEMENT MARKINGS STANDARD 41.1 FOR ADDITIONAL PAVEMENT MARKING MEASUREMENTS.
2. EPOXY PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER ON CONCRETE PAVEMENT BETWEEN STA 88+26 TO STA 99+27 AND STA 114+33 TO 126+30.

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	PLOT DATE = 12/3/2009	DATE: 11/13/2009	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING PLAN**

SCALE: 1" = 50' SHEET NO. 43 OF 80 SHEETS STA. 99+27 TO STA. 114+33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	43
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64C68	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Bench Mark: Chiseled X in NW corner of North Headwall, Elev. 613.60.

Existing Structure: SN 043-1004 was originally built in 1927 and extended in 1963. It is a 14' x 8'-6" single cell concrete structure with concrete wingwalls. Traffic is to be maintained using staged construction.

No salvage.  
Precast alternate not allowed.

**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard Specifications  
for Highway Bridges

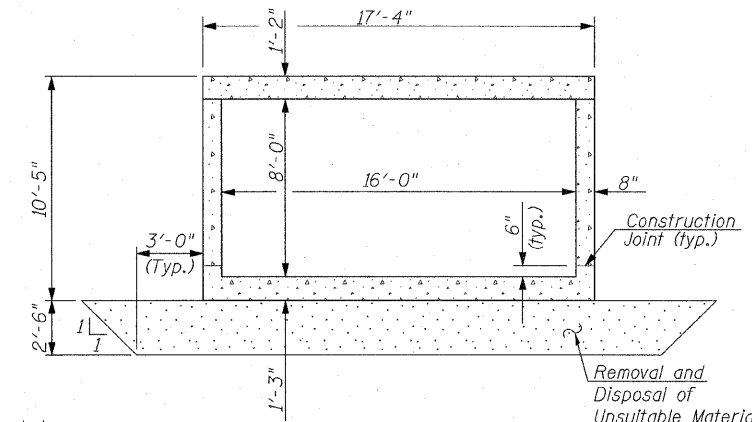
**LOADING HS20-44**  
Allow 50#/sq. Ft. for future wearing surface.

**DESIGN STRESSES**  
**FIELD UNITS**  
f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**PROFILE GRADE**  
(Along  $\text{CL}$  US20)

**NOTES:**

- All construction joints shall be bonded.
- Stream flow to be maintained during construction.
- The Breaker Run Crushed Stone shall be capped with 6 in. of CA7 and satisfy the Standard Specifications unless otherwise indicated in the Special Provisions. The cost of the capping material shall be included in the pay item for Breaker Run Crushed Stone.
- The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.
- The stages shown are construction stages for the culvert removal and construction. Refer to the roadway plans for the corresponding project stages.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



TYPICAL SECTION THRU BARREL

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Removal and Disposal of Unsuitable Material	CU YD	234
Geotechnical Fabric for Ground Stabilization	SQ YD	248
Stone Riprap, Class A4	SQ YD	383
Filter Fabric	SQ YD	432
Removal of Existing Structures, No. 1	EACH	1
Structure Excavation	CU YD	398
Reinforcement Bars	LBS	50,980
Bar Splicers	EACH	84
Concrete Box Culverts	CU YD	210.7
Name Plates	EACH	1
Breaker Run Crushed Stone	TON	445
Temporary Soil Retention System	SQ FT	989

**INDEX OF DRAWINGS:**

Sheet No.	Sheet Title
1.	General Plan & Elevation
2.	Staged Construction
3.	Box Plan & Elevation I
4.	Box Plan & Elevation II
5.	Bar Splicer Assembly Details
6.	Temporary Concrete Barrier for Stage Construction
7.	Boring Log, B-1
8.	Boring Log, B-2

**WATERWAY INFORMATION**

Exist. Low Grade Elev. 614.33 @ Sta. 107+69.2  
Prop. Low Grade Elev. 614.33 @ Sta. 107+69.2

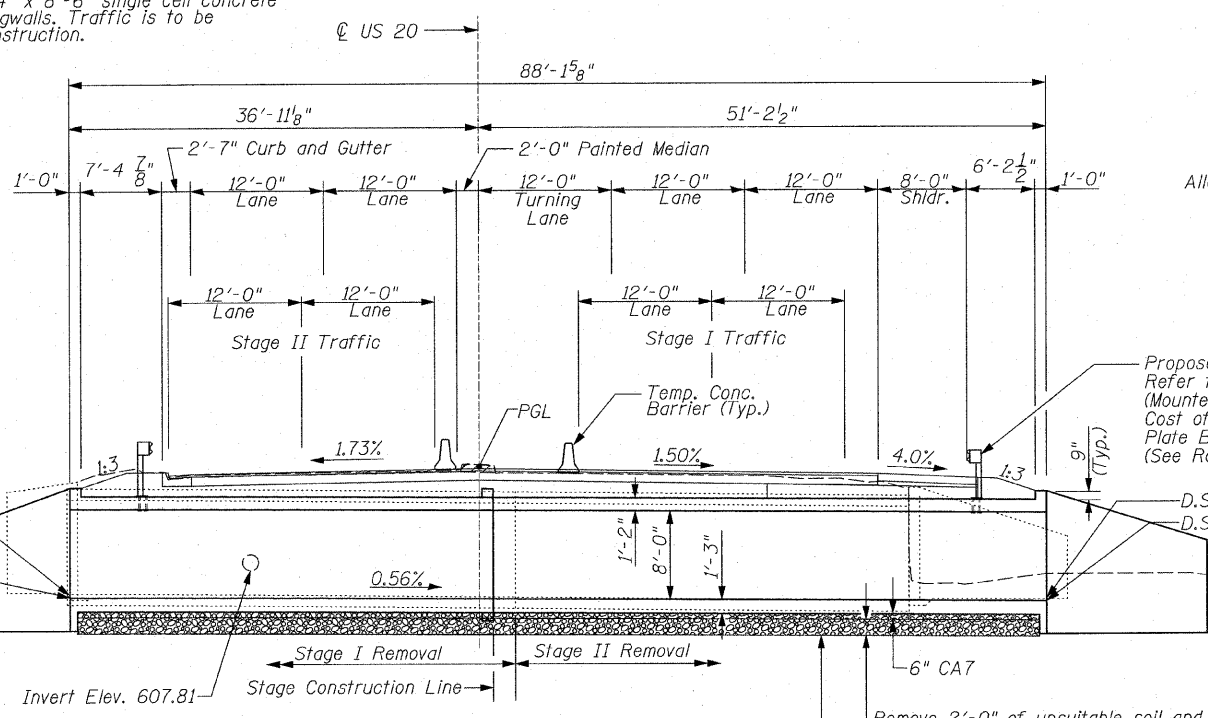
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	171	71.4	81.6	608.76			608.76	608.76
Design	50	506	112.6	128.0	611.70	0.20	0.19	611.90	611.89
Base	100	753	124.3	128.0	612.54	0.50	0.54	613.04	613.08
Max. Calc.	500	1693	126.0	128.0	613.23	0.76	0.82	613.99	614.05

10 year velocity through Exist. bridge = 1.71 fps 10 year velocity through Prop. bridge = 1.71 fps

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	Upstream	Downstream
	600.41	599.91

**GENERAL PLAN & ELEVATION**  
US 20 OVER UNNAMED TRIBUTARY  
FAP 301 - SECTION 43T  
JO DAVIESS COUNTY  
STATION 107+67.50  
STRUCTURE NO. 043-1076

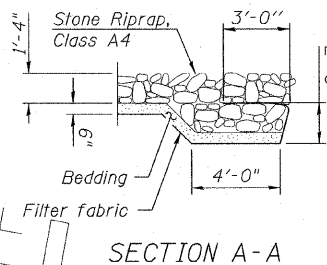


LONGITUDINAL SECTION

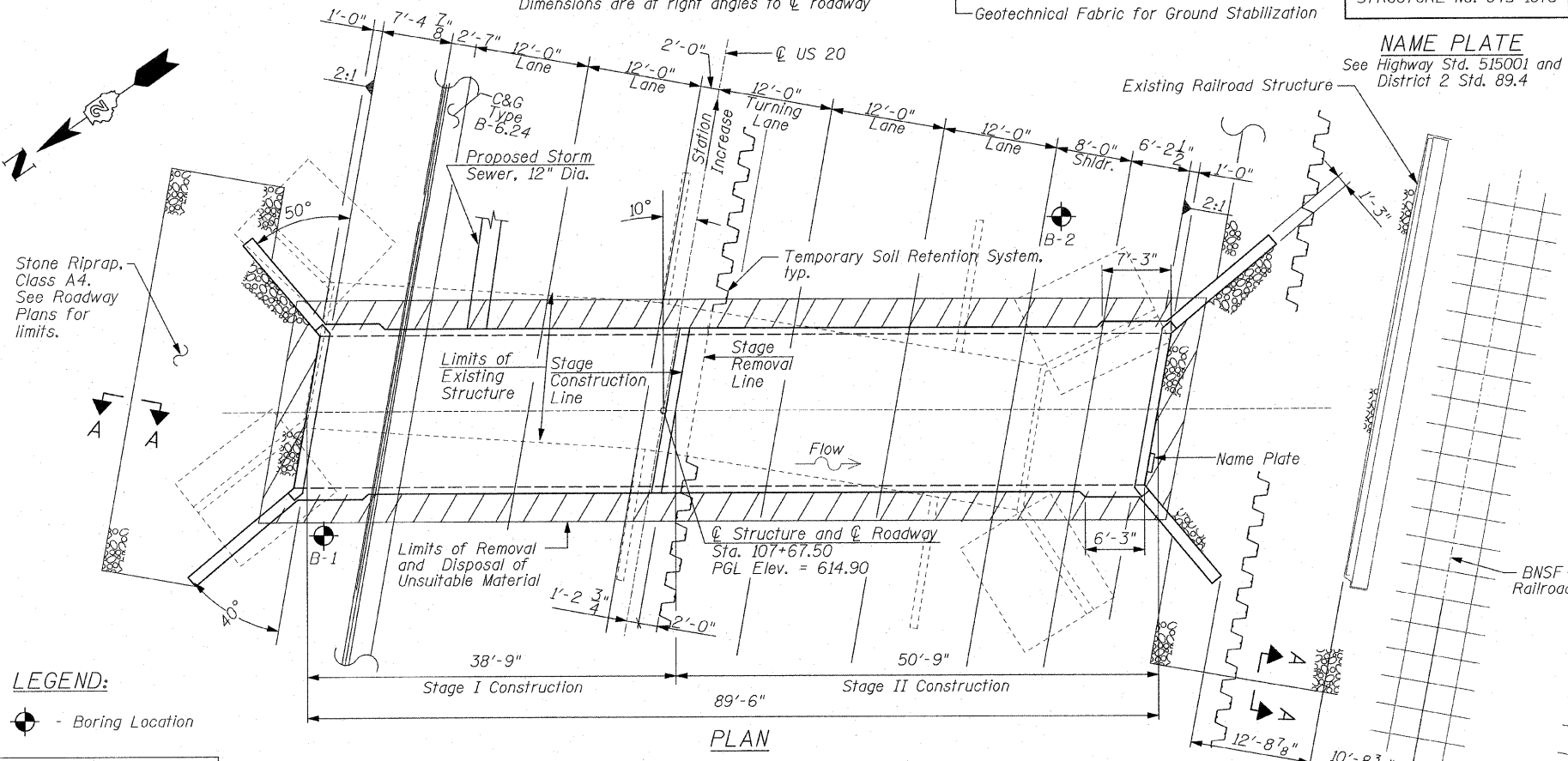
Dimensions are at right angles to  $\text{CL}$  roadway

**NAME PLATE**

See Highway Std. 515001 and District 2 Std. 89.4



SECTION A-A



PLAN

**LEGEND:**

⊙ - Boring Location

DESIGNED	MAS
CHECKED	BJM
DRAWN	TMF / JNH
CHECKED	BRT

**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Robert E. Anderson (TJD)*  
ENGINEER OF BRIDGES AND STRUCTURES



*Brian J. Malone*  
12-1-2009  
Expires 11-30-2010

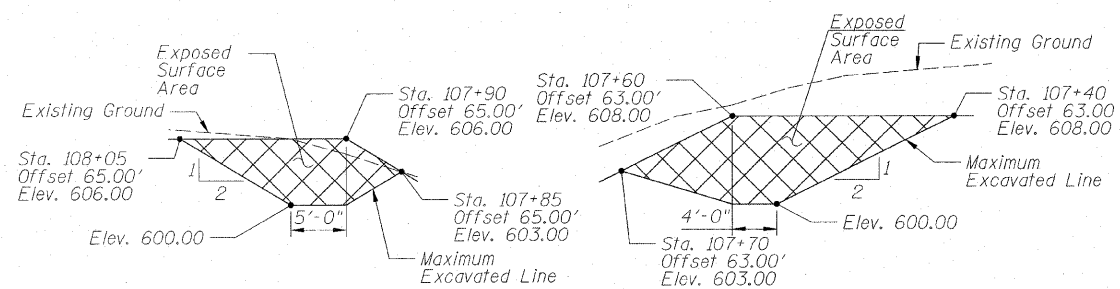


Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

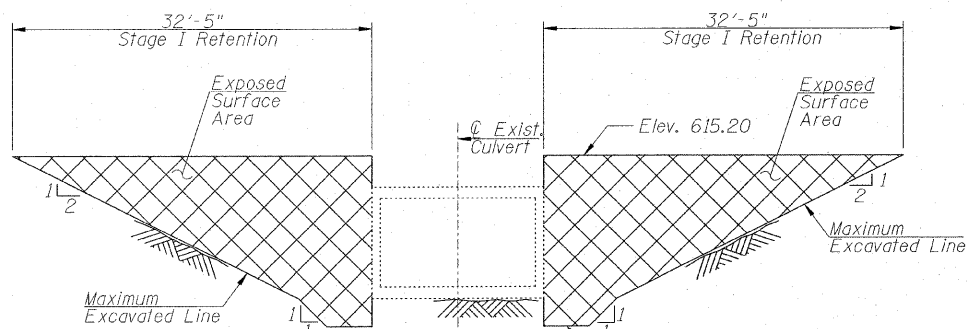
SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	301	43T	JO DAVIESS	80	44
STA. 107+58.88 TO STA. 107+76.13		CONTRACT NO. 64C68			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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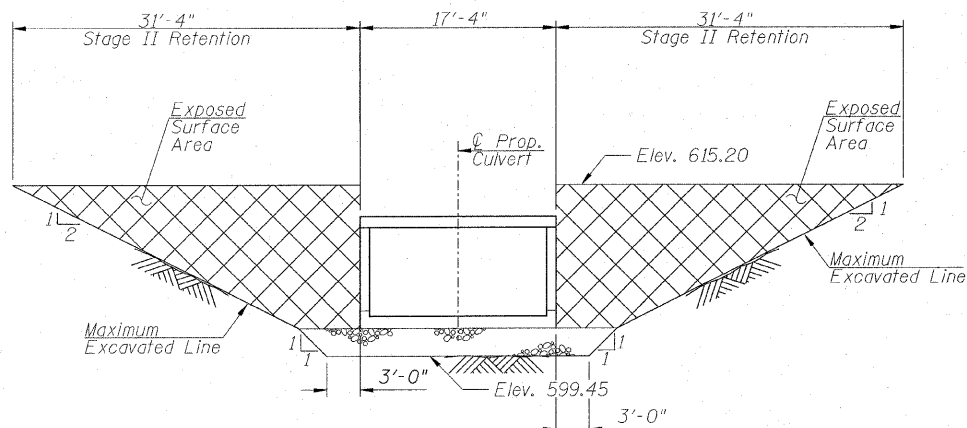
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



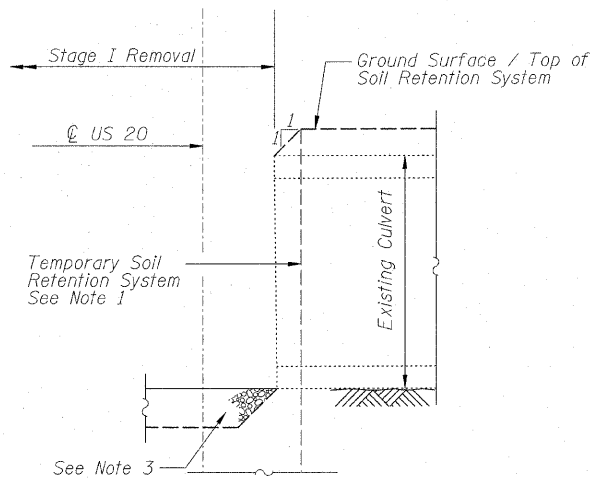
TEMPORARY SOIL RETENTION FOR WINGWALLS  
Looking Southwest



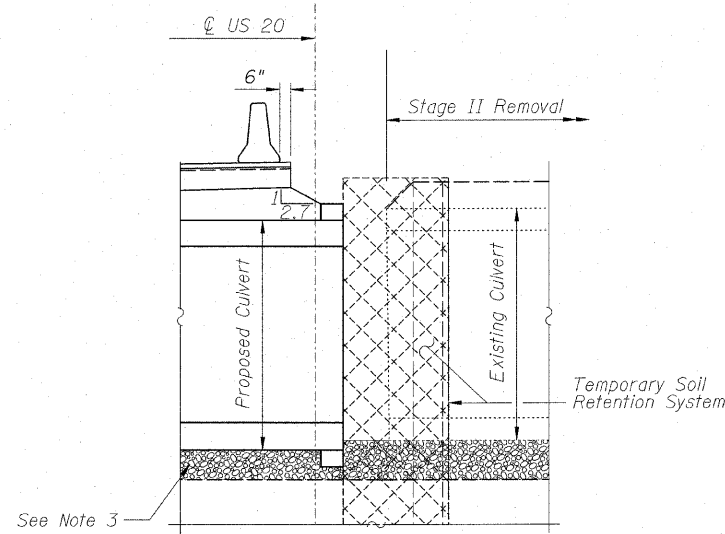
SECTION B-B STAGE I TEMPORARY SOIL RETENTION



SECTION C-C STAGE II TEMPORARY SOIL RETENTION

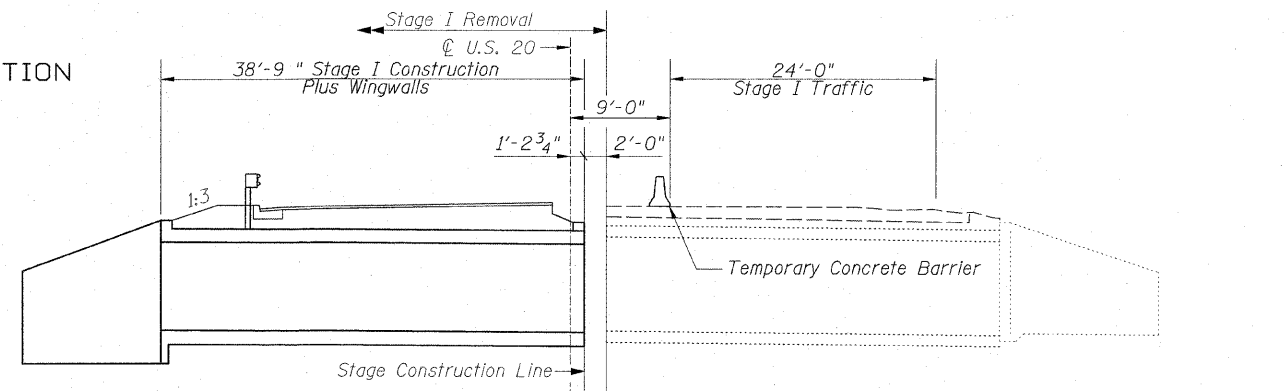


STAGE I

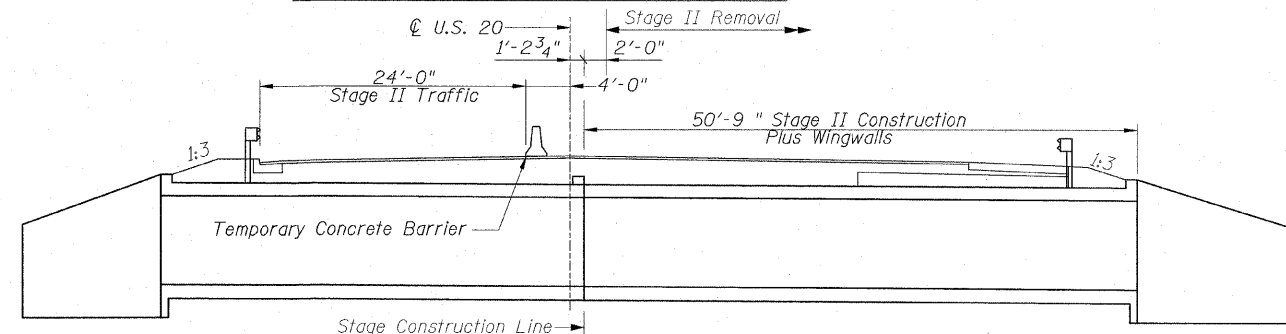


STAGE II

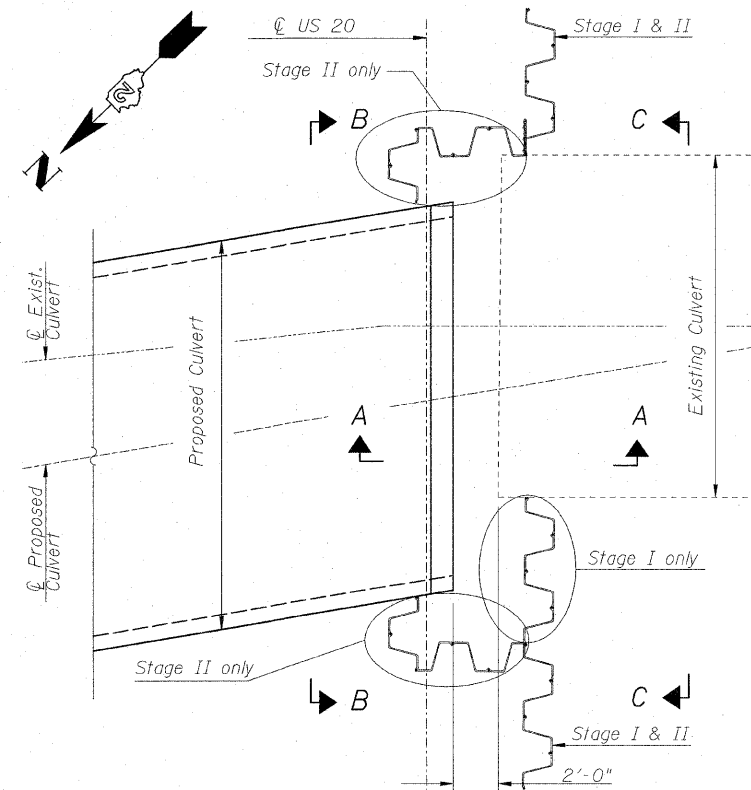
SECTION A-A TEMPORARY SOIL RETENTION



STAGE I REMOVAL & CONSTRUCTION



STAGE II REMOVAL & CONSTRUCTION



PLAN STAGE I & II TEMPORARY SOIL RETENTION SHOWN

NOTES:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a Temporary Soil Retention System design including plan details and calculations for review and acceptance by the Engineer.
2. The sections of Temporary Soil Retention System used in both stage I and in stage II are only measured for payment once.
3. Removal of soil below the bottom of the existing culvert elevation and Breaker Run Crushed Stone replacement shall be coordinated to assure the stability of the remaining culvert structure - stage I (stage II similar).
4. All staging cross sections are looking East.

STAGED CONSTRUCTION  
STRUCTURE NO. 043-1076

DESIGNED MAS
CHECKED BJM
DRAWN TMF / JNH
CHECKED BRT

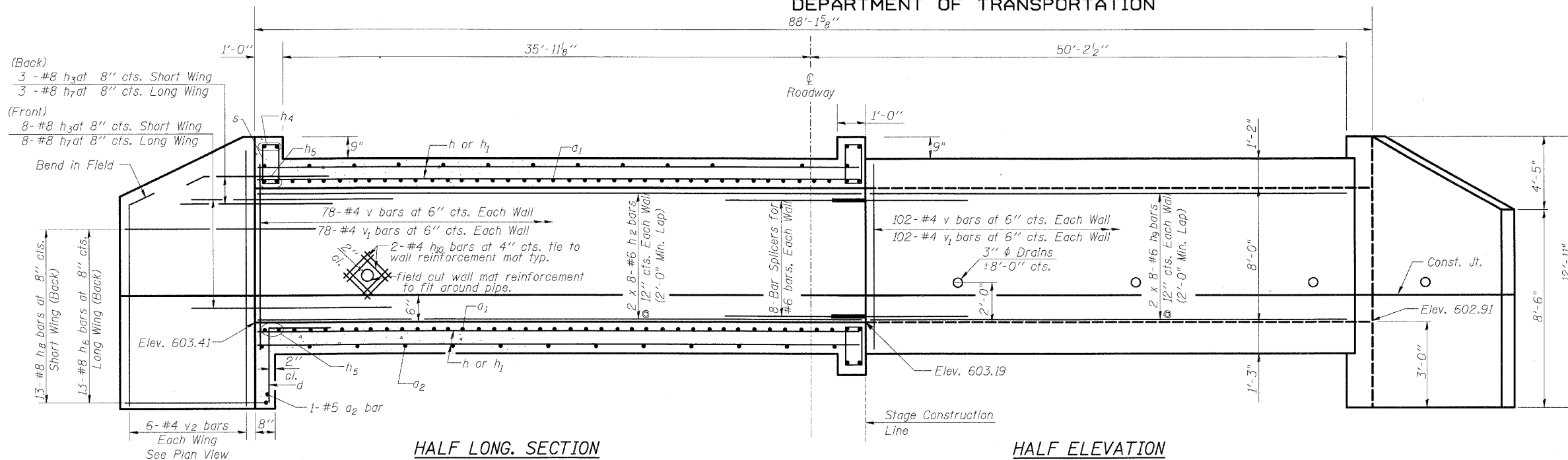


Wight & Company  
2500 North Frontage Road, Darien, IL 60561  
630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 2 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	43T	JO DAVIESS	80	45
STA. 107+58.88 TO STA. 107+76.13			CONTRACT NO. 64C68		
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



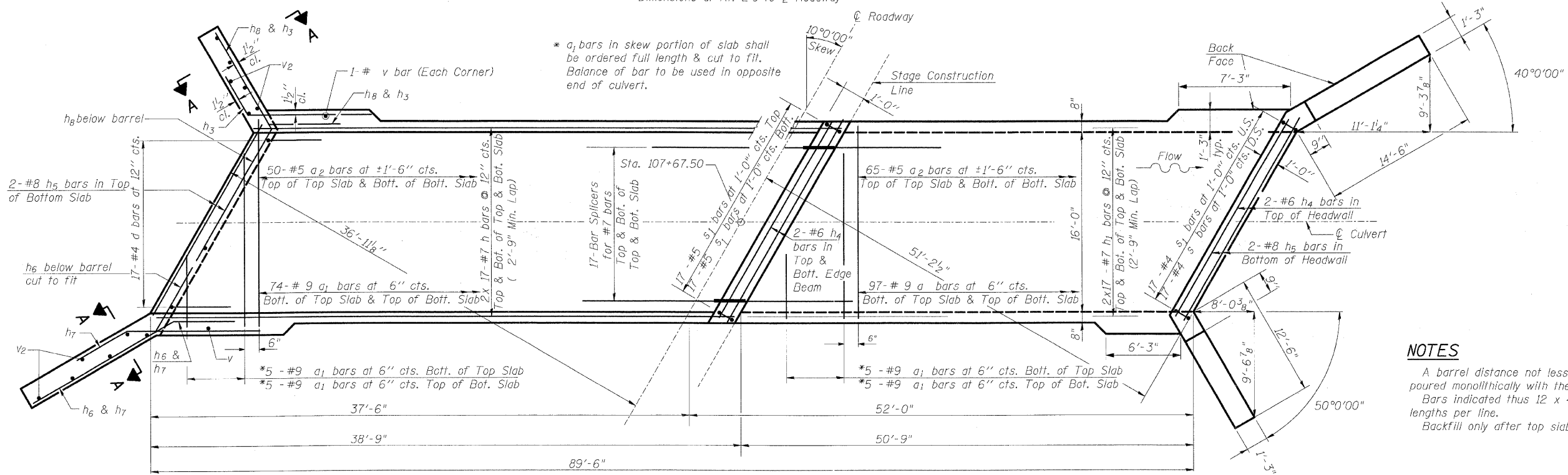
**HALF LONG SECTION**

(Barrel Reinforcement shown is for Stage I Construction  
Other Reinforcement is Typical Each End)

**HALF ELEVATION**

(Barrel Reinforcement shown is for Stage II Construction  
Other Reinforcement is Typical Each End)

Dimensions at Rt. L's to  $\text{\textcircled{C}}$  Roadway



**SHOWING REINFORCEMENT**

(Barrel Reinforcement shown is for Stage I Construction  
Other Reinforcement is Typical Each End)

**PLAN**

**SHOWING OUTLINES**

(Barrel Reinforcement shown is for Stage II Construction  
Other Reinforcement is Typical Each End)

**NOTES**

- A barrel distance not less than half the length of the wingwall shall be poured monolithically with the wingwalls.
- Bars indicated thus 12 x 4 #5 etc. indicates 12 lines of bars with 4 lengths per line.
- Backfill only after top slab is complete.

**BOX PLAN & ELEVATION I**  
**STRUCTURE NO. 043-1076**

DESIGNED	MAS
CHECKED	BJM
DRAWN	TMF / JNH
CHECKED	BRT

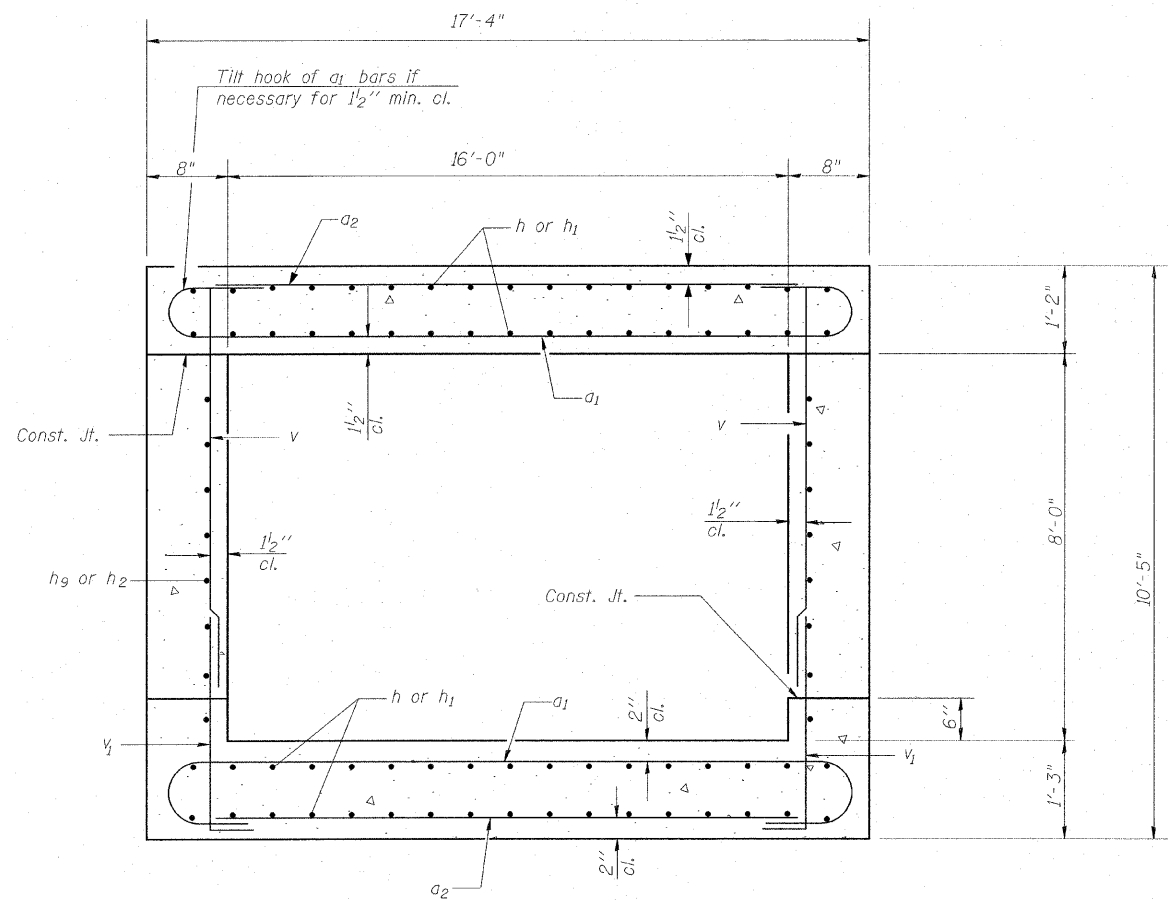


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Design Firm Registration 184-000451

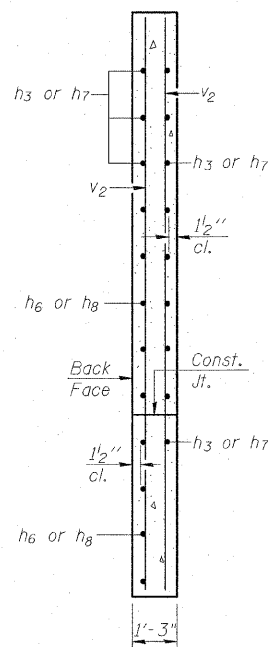
SHEET NO. 3	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	43T	JO DAVIESS	80	46
8 SHEETS	STA. 107+58.88 TO STA. 107+76.13			CONTRACT NO. 64C68	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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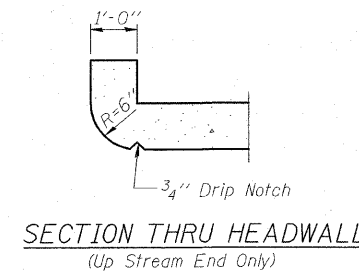
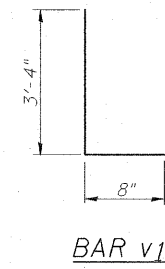
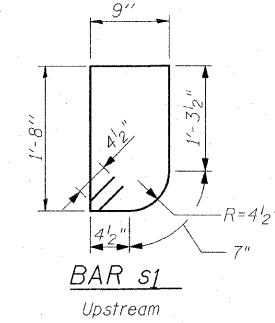
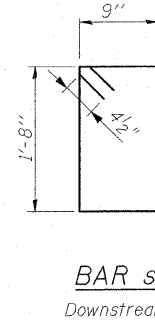
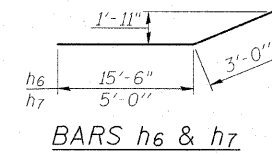
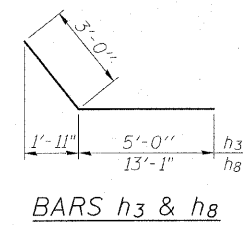
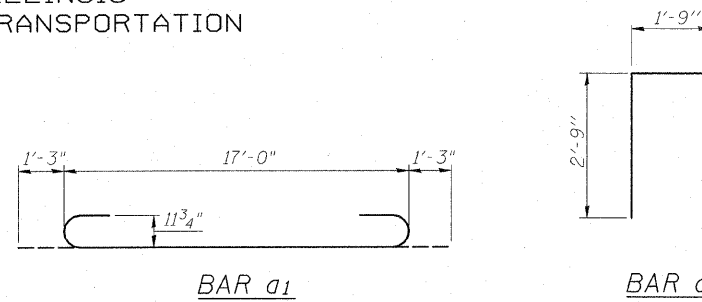
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU BARREL



SECTION A-A



SECTION THRU HEADWALL  
(Up Stream End Only)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1	362	#9	19'-6"	U
a2	232	#5	16'-3"	—
d	34	#4	4'-6"	—
h	136	#7	20'-8"	—
h1	136	#7	26'-8"	—
h2	32	#6	20'-3"	—
h3	22	#8	8'-0"	—
h4	8	#6	17'-8"	—
h5	12	#8	18'-6"	—
h6	26	#8	17'-6"	—
h7	22	#8	8'-0"	—
h8	26	#8	15'-6"	—
h9	32	#6	26'-3"	—
h10	8	#4	4'-0"	—
v	364	#4	8'-6"	—
v1	364	#4	4'-0"	—
v2	24	#4	12'-7"	—
s	51	#4	5'-7"	□
s1	17	#4	5'-5"	□
Concrete Box Culverts			Cu. Yd.	210.7
Reinforcement Bars			Pound	50,980
Bar Splicers			Each	84

BOX PLAN & ELEVATION II  
STRUCTURE NO. 043-1076

DESIGNED MAS
CHECKED BJM
DRAWN TMF / JNH
CHECKED BRT

**Wight**  
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SHEET NO. 4 8 SHEETS	F.A.P. RTE. 301	SECTION 43T	COUNTY JO DAVIESS	TOTAL SHEETS 80	SHEET NO. 47
	STA. 107+58.88 TO STA. 107+76.13			CONTRACT NO. 64C68	
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

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DEPARTMENT OF TRANSPORTATION

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

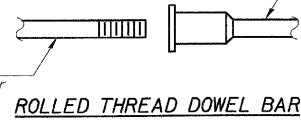
- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum \*Pull-out Strength =  $0.65 \times f_y \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

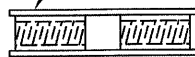
The diameter of this part is equal or larger than the diameter of bar spliced.

The diameter of this part is the same as the diameter of the bar spliced.



**\*\* ONE PIECE**

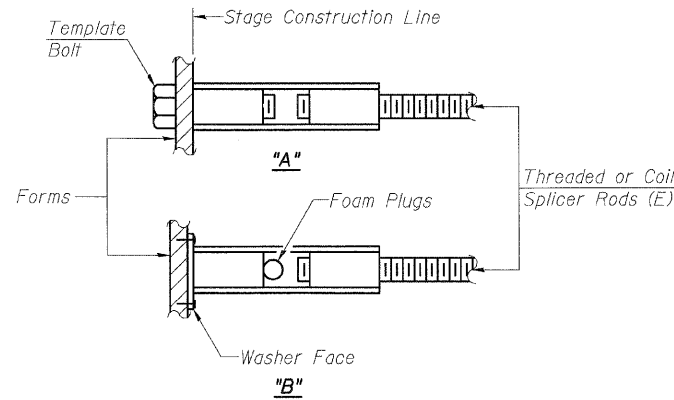
Wire Connector



**WELDED SECTIONS**

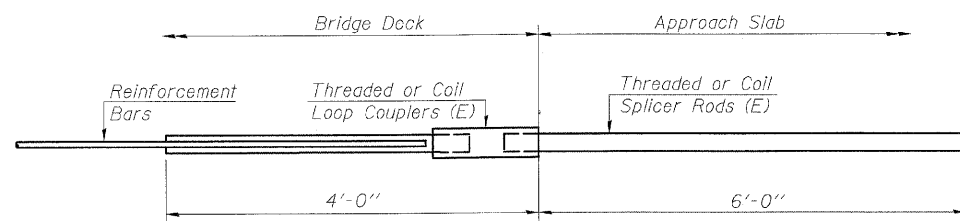
**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\*Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



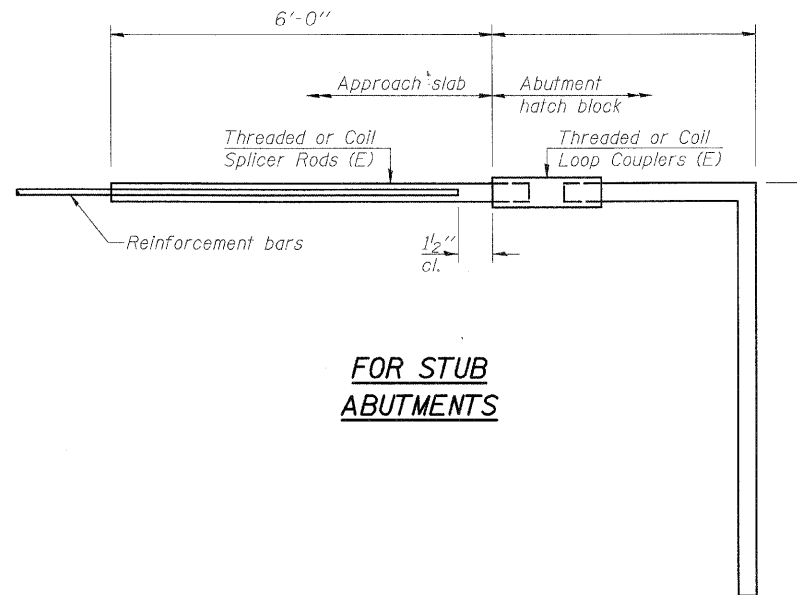
**INSTALLATION AND SETTING METHODS**

"A": Set bar splicer assembly by means of a template bolt.  
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
(E) : Indicates epoxy coating.



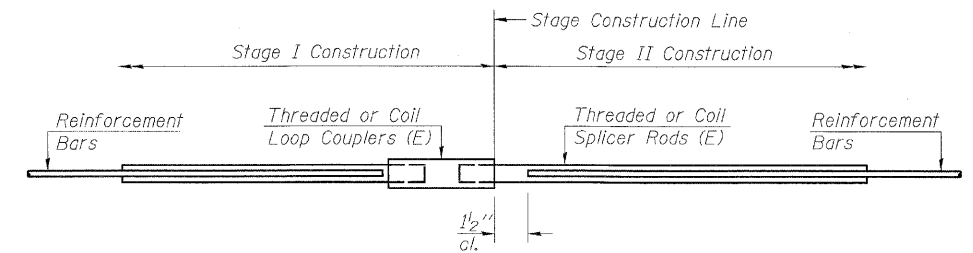
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



**STANDARD**

Bar Size	No. Assemblies Required	Location
#7	17	Top of top slab
#7	17	Top of bottom slab
#7	17	Bottom of top slab
#7	17	Bottom of bottom slab
#6	8	East Sidewall
#6	8	West Sidewall

**BAR SPLICER ASSEMBLY DETAILS  
STRUCTURE NO. 043-1076**

DESIGNED MAS
CHECKED BJM
DRAWN TMF / JNH
CHECKED BRT

BSD-1

10-1-08

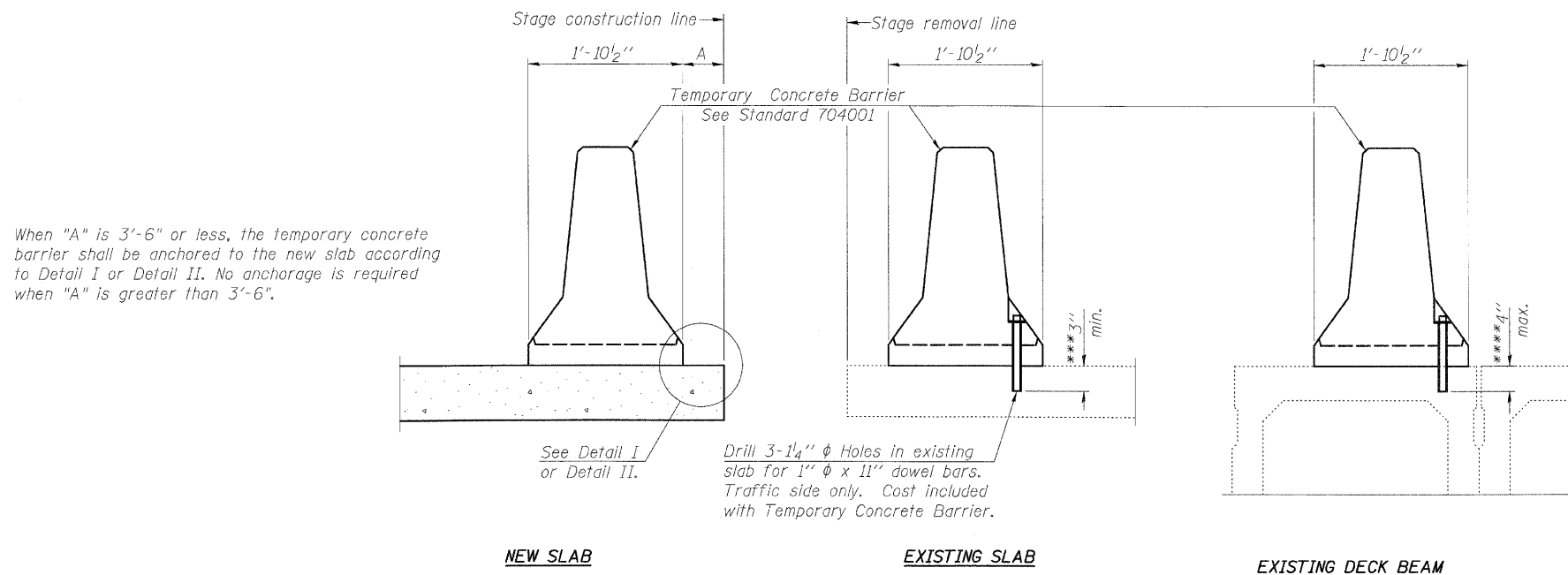


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SHEET NO. 5 8 SHEETS	F.A.P. RTE. 301	SECTION 43T	COUNTY JO DAVIESS	TOTAL SHEETS 80	SHEET NO. 48
	STA. 107+58.88 TO STA. 107+76.13			CONTRACT NO. 64C68	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

**NOTES**

Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{R}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

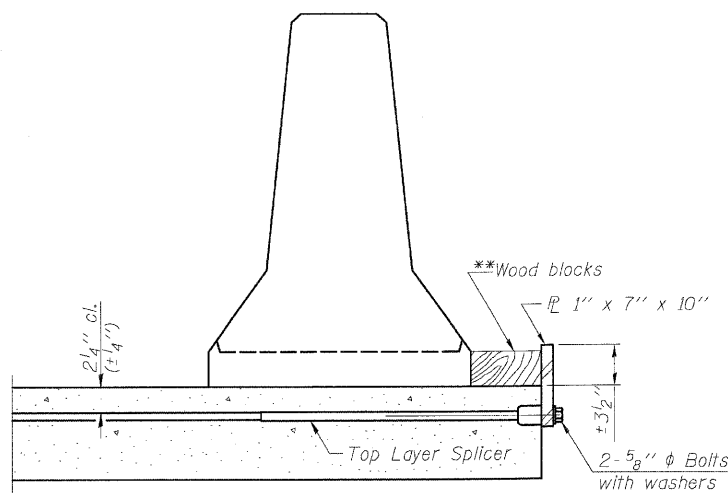
Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel  $\bar{R}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.  
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

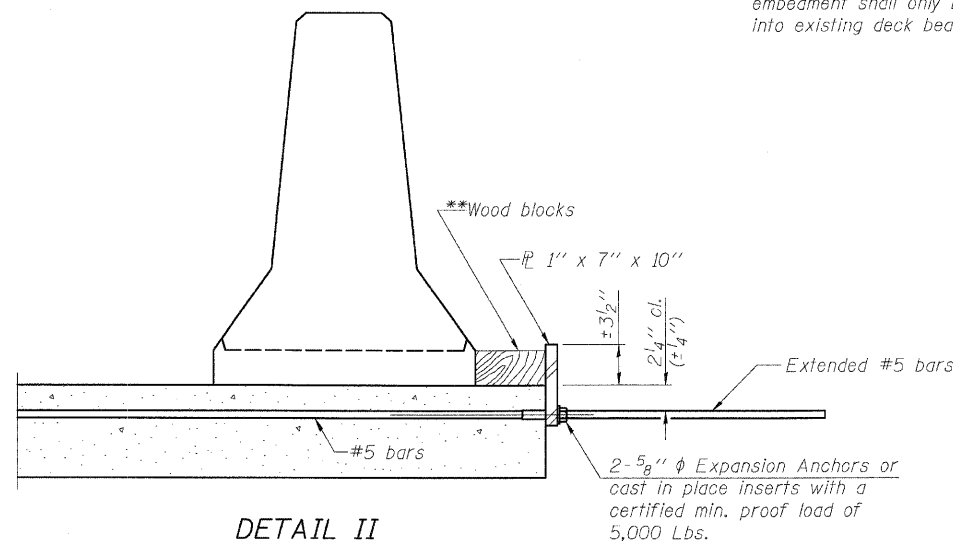
**SECTIONS THRU SLAB OR DECK BEAM**

\*\*\* Dimension shown is minimum required embedment into concrete.  
If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

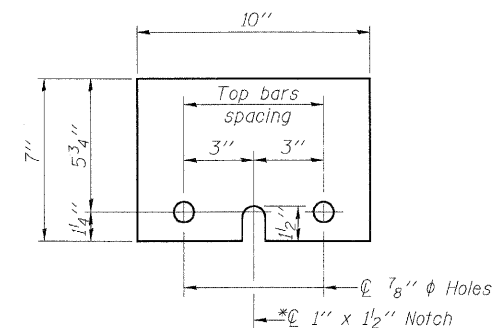


**DETAIL I**



**DETAIL II**

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



**STEEL RETAINER  $\bar{R}$  1" x 7" x 10"**

\* Required only with Detail II

12/1/2009 10:55:00 AM Detail C:\NUNG\05-6790-13 TASKZ\CA\SH\1106\CSB\_SHT0033A\_TEMPBARRIER.dgn

DESIGNED	MAS
CHECKED	BJM
DRAWN	TMF / JNH
CHECKED	BRT

R-27

10-1-08



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Design Firm Registration 184-000451

SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	43T	JO DAVIESS	80	49
8 SHEETS	STA. 107+58.88 TO STA. 107+76.13			CONTRACT NO. 64C68	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

**TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 043-1076**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Illinois Department  
of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 1 of 2

Date 6/4/06

ROUTE US 20 DESCRIPTION P92-117-06 Bulx culvert on US 20, 6 m. E. of E. Dubuque LOGGED BY W. Garza  
SECTION LOCATION Dunleith Twp. - 28 SW, SEC., TWP. 29N, RNG. 2W  
COUNTY JoDaviess DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	
043-1004		B-1	79+22	4.00ft Lt E.O.P.	100.60	(ft)	(6")	(tsf)	(%)	ft	89.20	ft	ft	ft	ft		(ft)	(6")	(tsf)	(%)	ft	89.20	ft	ft	ft	ft		
MEDIUM brown LOAM								0.5	11.0			LOOSE brown medium SAND (continued)																
	98.60							P																				
STIFF brown SANDY LOAM with fine SAND							2					LOOSE brown medium SAND																
	97.10						4	1.5	15.0																			
DENSE tan old CONCRETE with SAND LOAM							2					LOOSE brown medium SAND																
	94.60						10	0.6	22.0																			
MEDIUM brown SILTY LOAM												LOOSE brown medium SAND																
	92.10						1	0.7	23.0																			
MEDIUM light brown SILTY LOAM							1					LOOSE brown medium SAND																
	89.60						1	0.5	22.0																			
MEDIUM brown LOAM												MEDIUM brown SAND & GRAVEL with LIMESTONE fragments																
	87.10						2	0.7	21.0																			
SOFT brown SANDY LOAM												MEDIUM brown fine SAND																
	84.60						1	0.4	31.0																			
SOFT brown SANDY LOAM with SAND lens												Wash																
	81.60							0.4	28.0			MEDIUM brown medium SAND with SILT LOAM																
LOOSE brown medium SAND												MEDIUM brown fine SAND																
							2																					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

The assumed ground surface elevation of 100.60 in the B-1 soil boring log corresponds to an actual elevation of 615.00.  
Similarly, the assumed ground water elevation of 78.60 corresponds to an actual elevation of 593.00.  
To convert from the assumed elevation datum used in the B-2 boring log to the project elevation datum, add 514.4 ft.

DESIGNED	MAS
CHECKED	BJM
DRAWN	TMF / JNH
CHECKED	BRT



Illinois Department  
of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

SOIL BORING LOG

Page 2 of 2

Date 6/4/06

ROUTE US 20 DESCRIPTION P92-117-06 Bulx culvert on US 20, 6 m. E. of E. Dubuque LOGGED BY W. Garza  
SECTION LOCATION Dunleith Twp. - 28 SW, SEC., TWP. 29N, RNG. 2W  
COUNTY JoDaviess DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	D	B	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.
043-1004		B-1	79+22	4.00ft Lt E.O.P.	100.60	(ft)	(6")	(tsf)	(%)	ft	89.20	ft	ft	ft	ft		(ft)	(6")	(tsf)	(%)	ft	89.20	ft	ft	ft	ft	
MEDIUM brown fine SAND (continued)																											
	59.60																										
Wash																											
LOOSE MEDIUM brown fine SAND																											
	67.10																										
Wash																											
MEDIUM brown fine SAND																											
	54.60																										
End of Boring																											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

BORING LOG, B-1  
STRUCTURE NO. 043-1076

Wight & Company  
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630.969.7000 630.969.7979 fax  
Design Firm Registration 184-000451

SHEET NO. 7 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	43T	JO DAVIESS	80	50
STA. 107+58.88 TO STA. 107+76.13 CONTRACT NO. 64C68					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



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# STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

**SITE DESCRIPTION**

**DESCRIPTION OF CONSTRUCTION ACTIVITY:**

THIS PROJECT CONSISTS OF REPLACEMENT OF BOX CULVERT IN TWO STAGES, ADDITION OF LEFT TURN LANE FOR EASTBOUND US 20 AT CAMILLUS DRIVE.  
WORK INCLUDES ROADWAY WIDENING, CULVERT EXTENSIONS, GUARDRAIL, CONCRETE REMOVAL, BOX CULVERT, TEMPORARY SHEET PILING AND SEEDING.

**DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:**

THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 7.62 ACRES  
PROPOSED R.O.W (TOTAL PARCEL AREA) \_\_\_\_\_ ACRES  
DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 1.34 ACRES

**SUPPORTING REPORTS AND PLANS**

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS  
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

**DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE:**

MISSISSIPPI RIVER

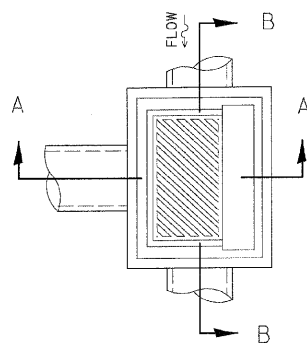
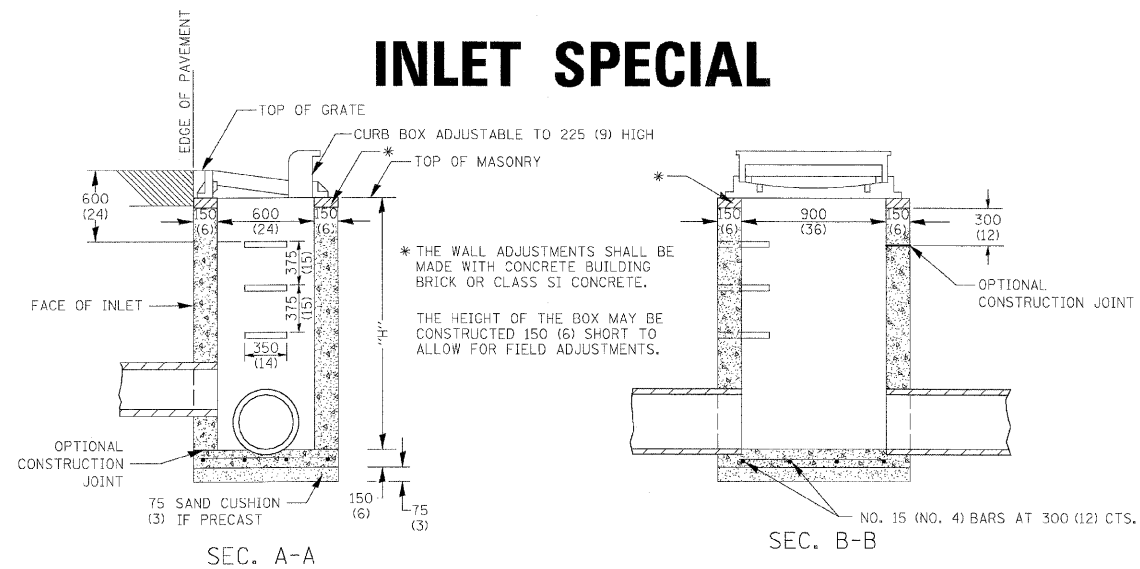
EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES  
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:  
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:  
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING  
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEDED.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 5-12-04	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
GVENG\06-6790-13_TASK7\Civ\Sh\ND1164C68	SHT037_043_DIS2_STAND.dgn	DRAWN -	REVISED -			301	43T&M	JODAVIESS	80	52	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64C68					
	PLOT DATE = 12/1/2009	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
						SCALE: N.T.S.		SHEET NO. 52 OF 80 SHEETS		STA. 99+27 TO STA. 114+33	

# INLET SPECIAL



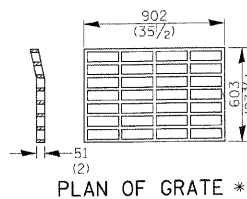
### NOTES

- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.
- THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.
- ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.
- WEIGHT OF CAST IRON FRAME & GRATE = 240 Kg (530 lbs.) ± . STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 1.5 m (5 ft).

# DETAIL OF FRAME & GRATE

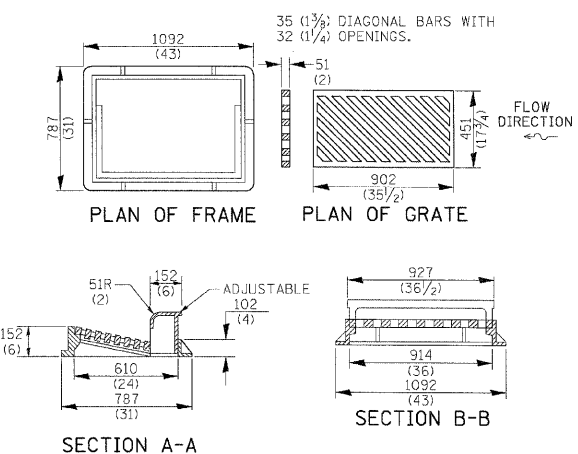
### NOTES

- CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 27.5 MPa (4,000 psi) AFTER 28 DAYS.
- THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.



\* THIS GRATE TO BE USED WITHOUT CURB BOX WHEN INLET IS IN DRIVEWAY.

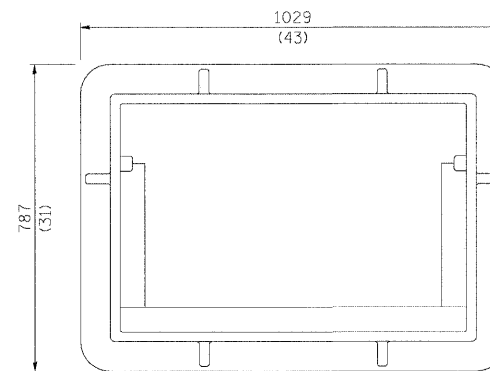
REVISED - 11-10-94



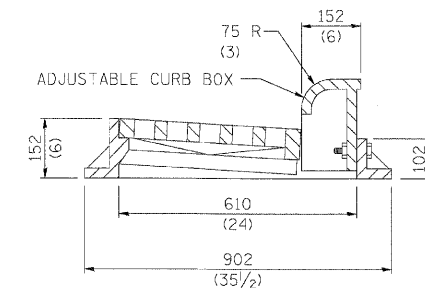
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

INLET SPECIAL 10.2

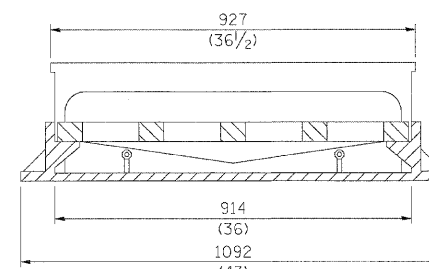
# FRAME AND GRATE FOR INLET SPECIAL



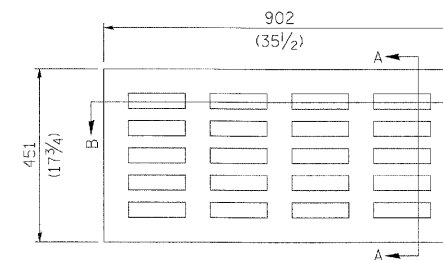
PLAN OF FRAME WITHOUT GRATE AND CURB BOX



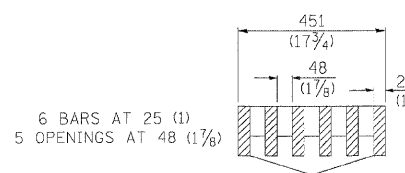
TRANSVERSE SECTION



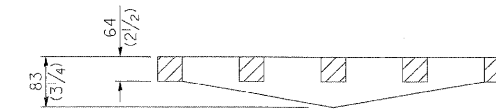
LONGITUDINAL SECTION



PLAN OF GRATE



SECTION A-A



SECTION B-B

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 9-25-92

R 3246 APPROXIMATE WEIGHT - 225 Kg. (495 LBS.)

FRAME AND GRATE FOR INLET SPECIAL 13.2

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -					301	43T&M	JODAVIESS	80	53	
REVISED -					CONTRACT NO. 64C6B					
REVISED -					SCALE: N.T.S.	SHEET NO. 53 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

# DETAILS FOR CURB & GUTTER REPLACEMENT AT INLET

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GRouted IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

INLETS ARE NOT TO BE INCLUDED IN THE MEASUREMENT FOR CURB AND GUTTER REPLACEMENT.

THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

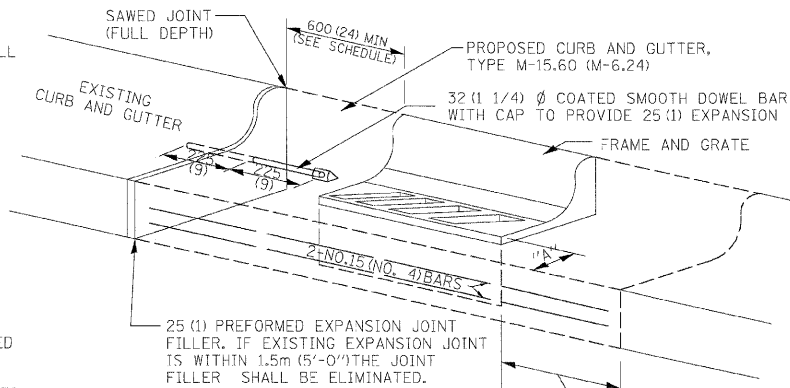
THE CONCRETE REQUIRED BETWEEN THE EDGE OF PAVEMENT AND FRAME AND GRATE SHALL BE CONSIDERED INCIDENTAL TO THE CURB AND GUTTER.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

THE COST OF ALL MATERIALS AND LABOR REQUIRED TO INSTALL THE JOINTS AND BARS IN THE CURBS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER (FOOT) FOR COMBINATION CURB AND GUTTER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

REVISED - 5-4-94



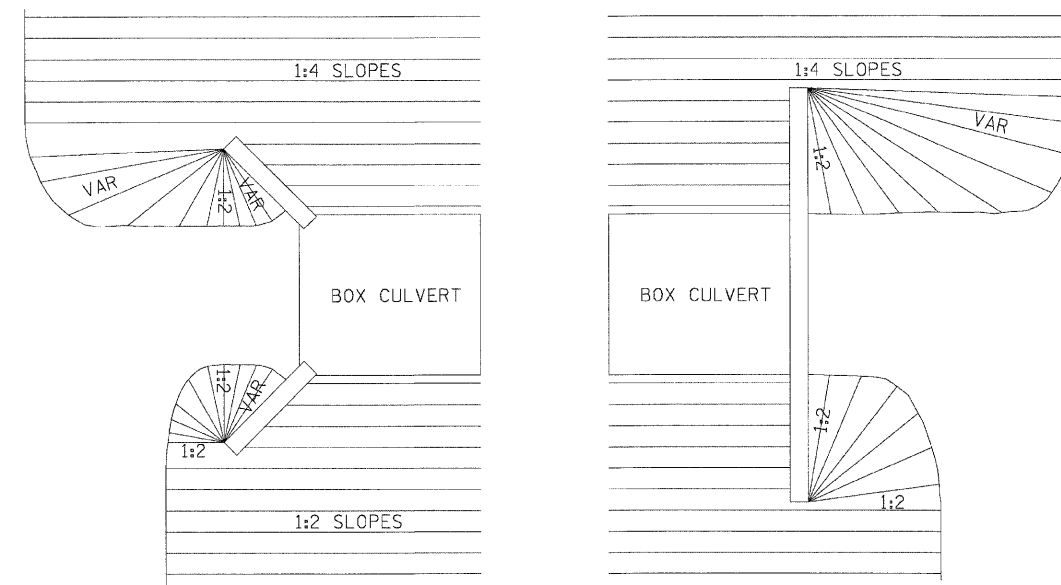
WHEN "A" IS GREATER THAN 50 (2), 2-NO. 15 (NO. 4) BARS SHALL BE PLACED AS SHOWN.

SAME REPAIR AS INDICATED ON OTHER SIDE OF FRAME AND GRATE.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

DETAILS FOR CURB & GUTTER REPLACEMENT AT INLET 17.4

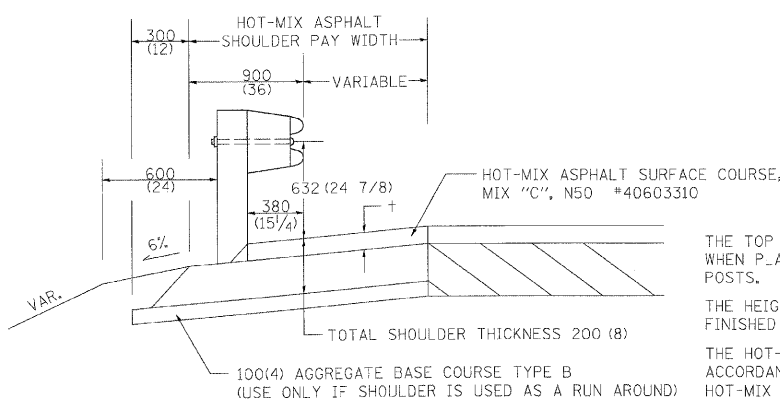
# GRADING AROUND WINGWALLS



10-21-08

GRADING AROUND WINGWALLS 20.4

# DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

## GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET 632 (24 7/8) FROM THE FINISHED SURFACE.

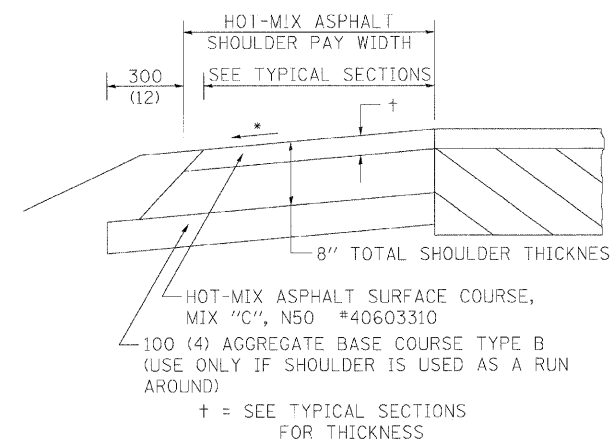
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

# HOT-MIX ASPHALT SHOULDER



## GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS, THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

\* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

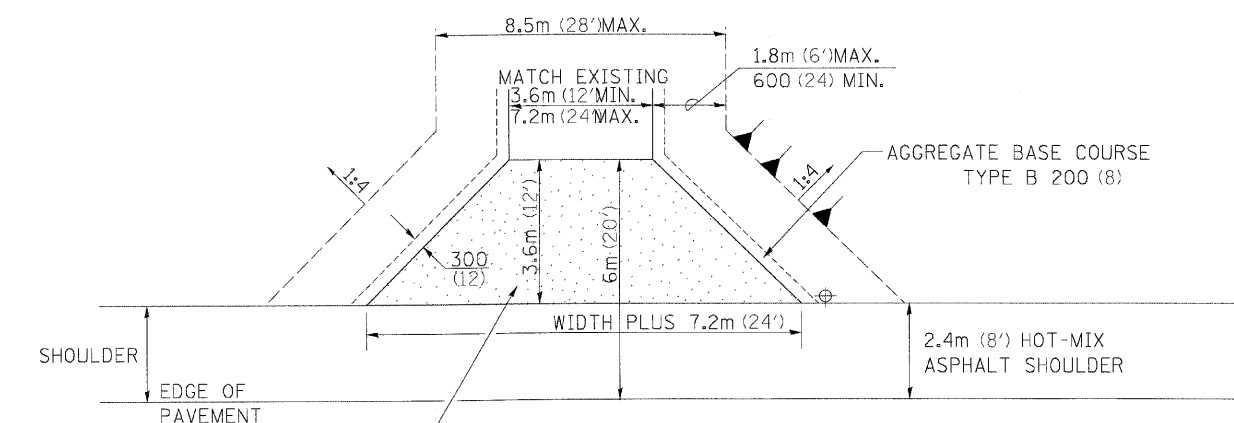
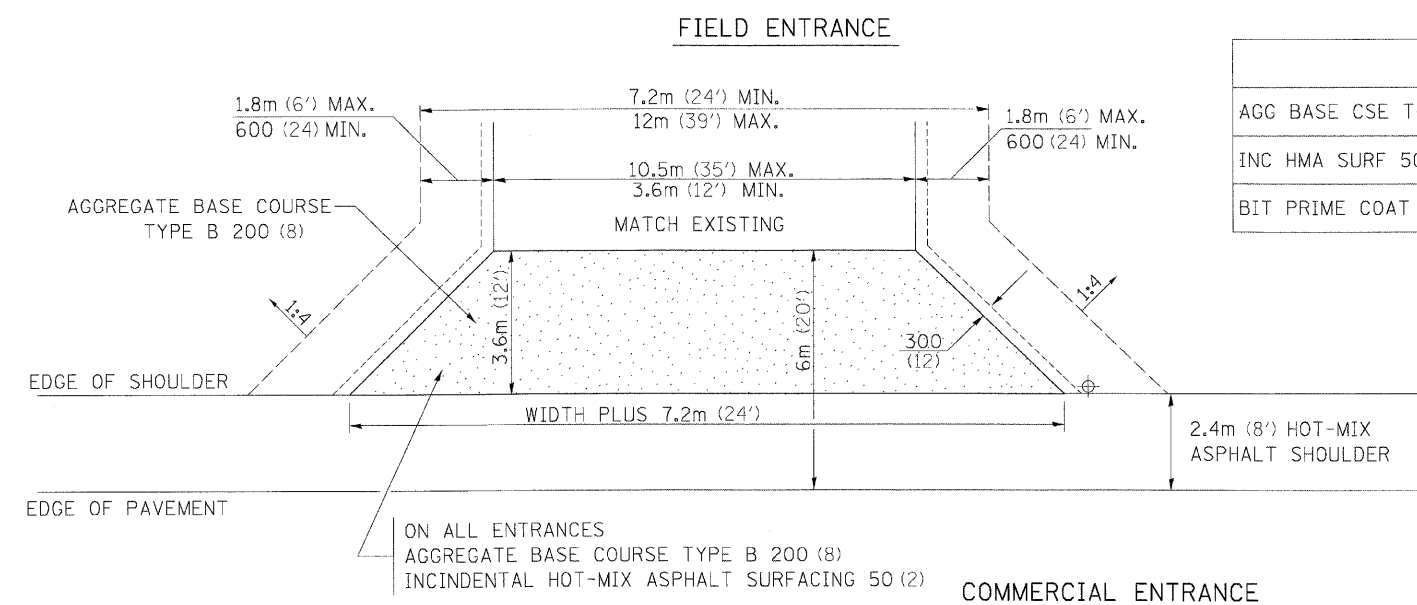
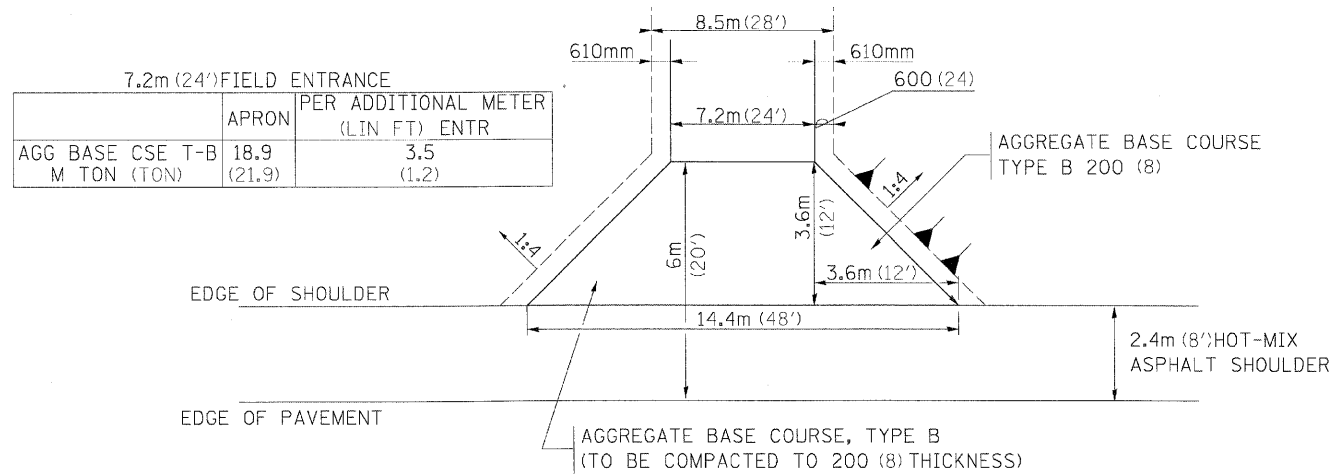
REVISED - 11-01-07

HOT-MIX ASPHALT SHOULDER 23.4a

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		301	43T&M	JODAVIESS	80	54
REVISED -		CONTRACT NO. 64C68				
REVISED -		SCALE: N.T.S.	SHEET NO. 54 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS

PLOT DATE = 12/1/2009

# ENTRANCE AND SIDEROADS WITH 2.4m (8') HOT-MIX ASPHALT SHOULDERS

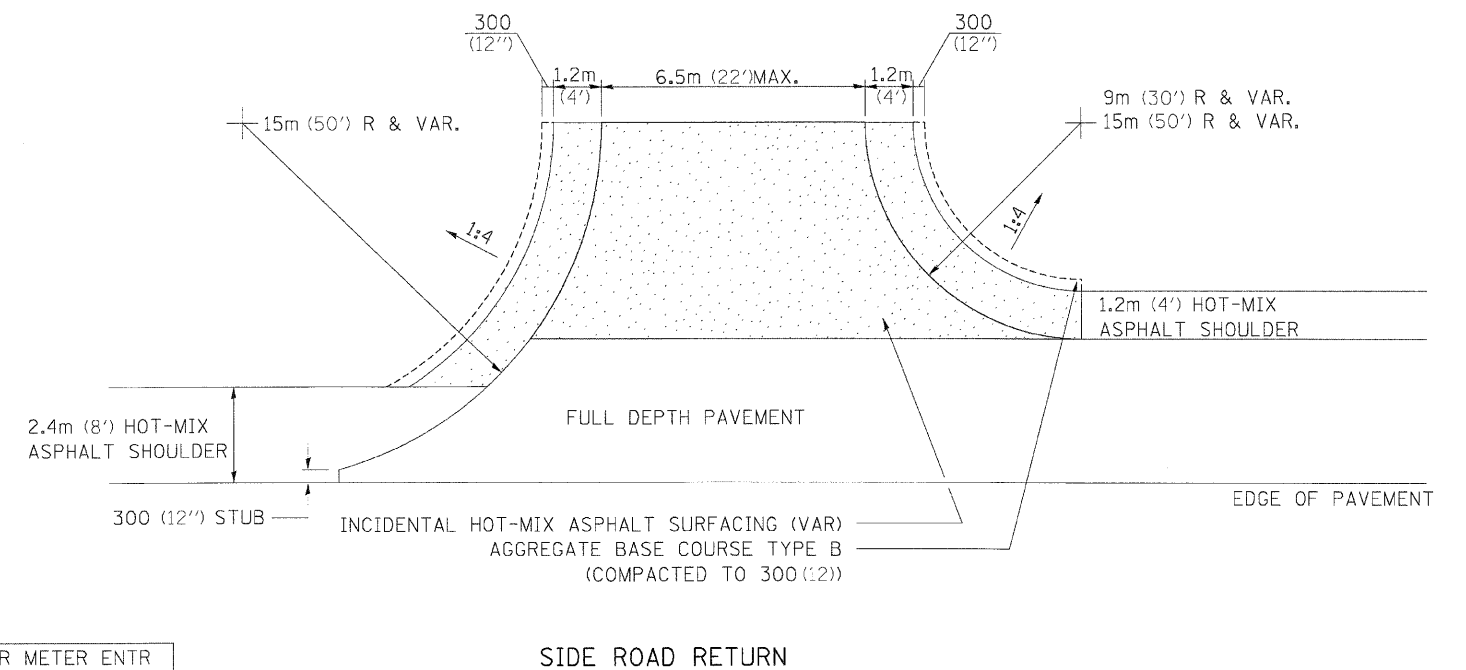


	COMMERCIAL ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	10.5m (35')	3.6m (12')	10.5m (35')
AGG BASE CSE T-B (TON)	14.3 (15.8)	27.0 (29.8)	0.64 (0.70)	1.70 (1.87)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	6.35 (7.0)	0.14 (0.15)	0.40 (0.44)
BIT PRIME COAT (TON)	0.042 (0.046)	0.082 (0.090)	0.002 (0.002)	0.005 (0.006)

	3.6m (12') PRIVATE ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	7.2m (24')	3.6m (12')	7.2m (24')
AGG BASE CSE T-B (TON)	14.3 (15.8)	21.0 (23.1)	0.64 (0.70)	1.20 (1.32)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	4.9 (5.4)	0.14 (0.15)	0.27 (0.30)
BIT PRIME COAT (TON)	0.042 (0.046)	0.063 (0.069)	0.002 (0.002)	0.004 (0.004)

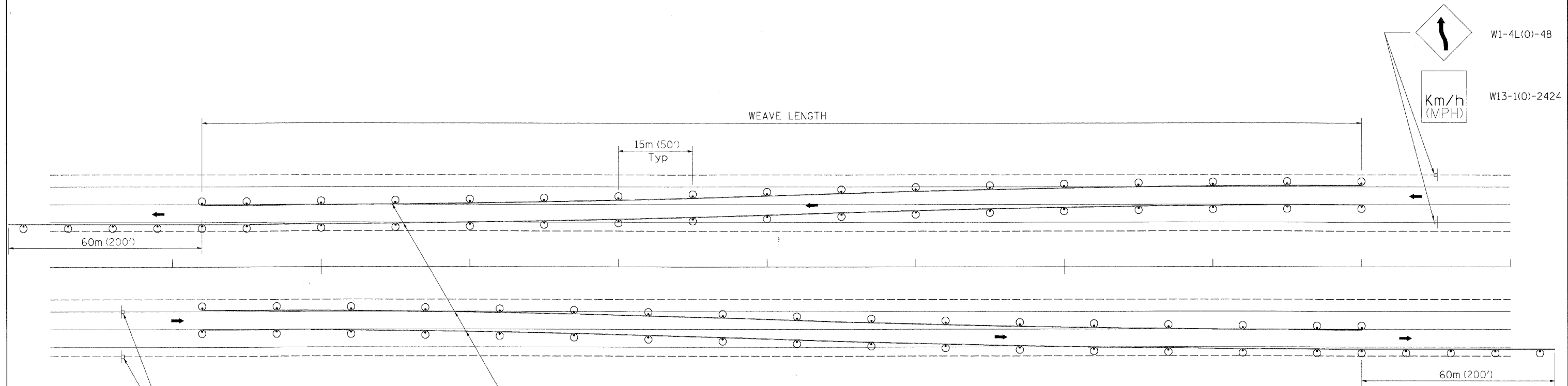
## NOTE

- ① ALL PE & CE ARE TO BE INCIDENTAL HOT-MIX ASPHALT SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ② FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- ③ QUANTITIES ARE CALCULATED WITH 2.4m HOT-MIX ASPHALT SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
- ④ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCLUDED TO THE AGGREGATE BASE COURSE.
- ⑤ ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

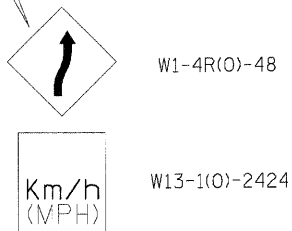


FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 1-15-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
GN\ENG\06-6790-13_TASK7\C:\sh\DI164C68	SHT037_043.U1S2.STAND.dgn	DRAWN -	REVISED -			301	43T&M	JODAVIESS	80	55
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64C68				
	PLOT DATE = 12/1/2009	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TRAFFIC CONTROL TYPICAL WEAVE



Temporary Pavement Marking required if Typical Weave is used for 14 days or more.



- LEGEND**
- ⊙ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
  - ⊞ SIGN ON PERMANENT MOUNT

**DESIGNER NOTE:**

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

**STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS**

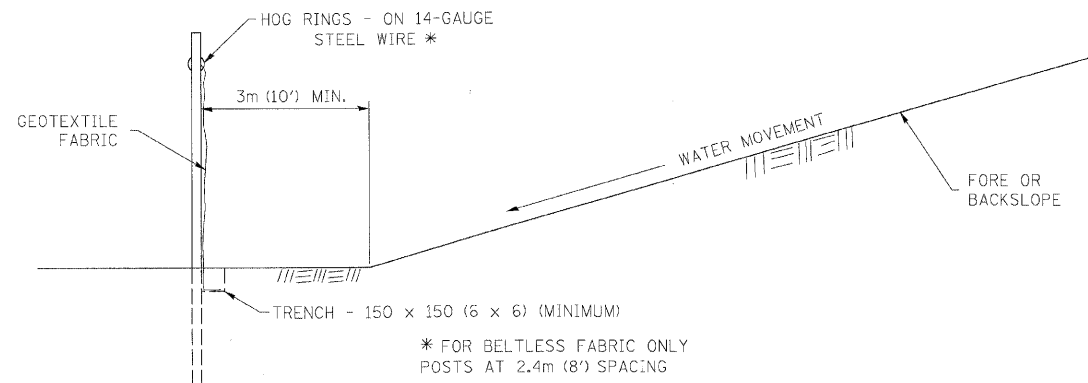
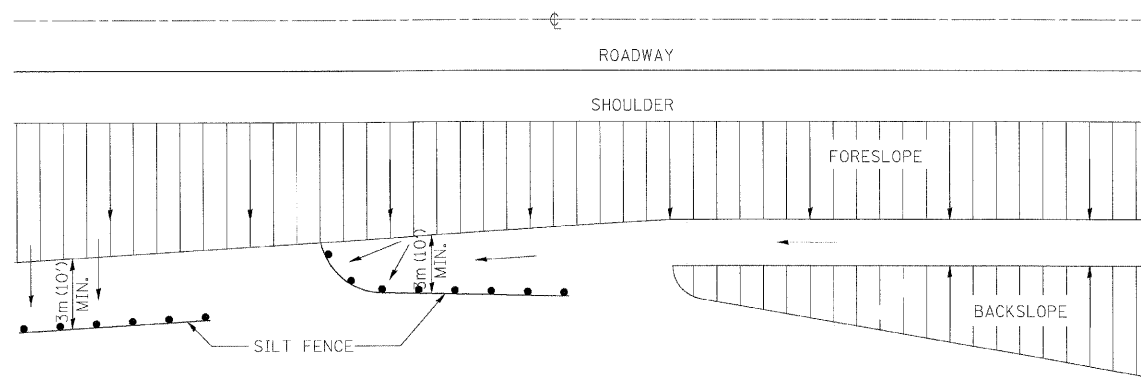
POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
110 Km/h (65 MPH)	80 Km/h (45 MPH)	240m (780 FT.)
90 Km/h (55 MPH)	60 Km/h (35 MPH)	200m (660 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

FILE NAME = G:\ENG\06-6790-13.TASK7\CIV\SHED\064C68	USER NAME = \$USER\$ S-IT037_043_DIS2_STAND.dgn	DESIGNED -	REVISED - 5-30-91	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE. 301	SECTION 43T&M	COUNTY JODAVIESS	TOTAL SHEETS 80	SHEET NO. 56	
PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -	SCALE: N.T.S.			SHEET NO. 56 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	CONTRACT NO. 64C68			
PLOT DATE = 12/1/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
<b>TRAFFIC CONTROL TYPICAL WEAVE</b>											



# EROSION CONTROL DETAILS FOR SILT FENCE



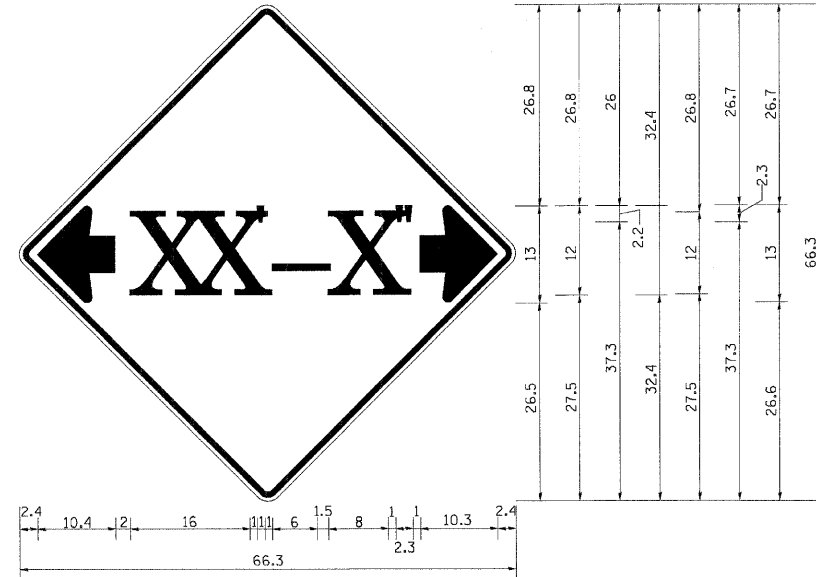
DETAILS OF SILT FENCE

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

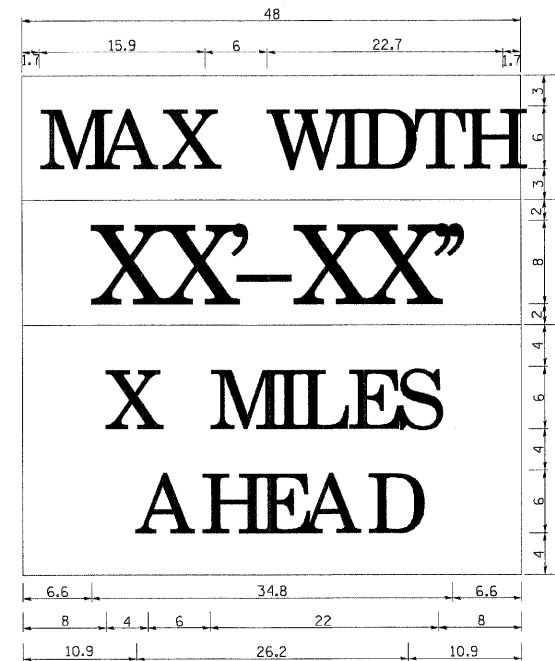
REVISED - 10-22-01

## EROSION CONTROL DETAILS FOR SILT FENCE 29.2

# INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES  
 W12-2 - Horizontal Clearance Sign  
 48.0" across sides, 1.9" Radius,  
 0.8" Border, 0.5" Indent, Back on  
 Orange; Standard Arrow Custom  
 10.4" X 8.1" 180° Black 11 Inch  
 D Series Lettering; Standard Arrow  
 Custom 10.4" X 8.1" 0°



W12-1103 (Width is 8D);  
 No border, Black on White;  
 [MAX WIDTH] D;  
 No border, Black on Orange;  
 [XX'-XX"] D;  
 No border, Black on White;  
 [X MILES] D; [AHEAD] D;

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

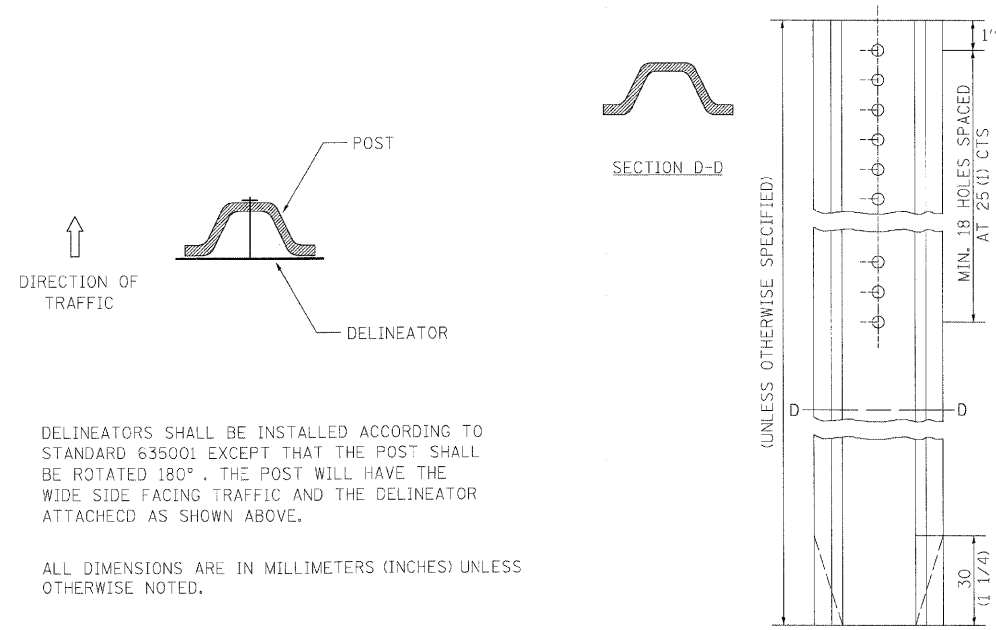
REVISED - 1-9-08

## INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: N.T.S.	SHEET NO. 57 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	301	43T&M	JDDAVIESS	80	57
REVISED -				CONTRACT NO. 64C68				
REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLOT DATE = 12/1/2009

# DELINEATOR AND POST ORIENTATION



REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

# CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

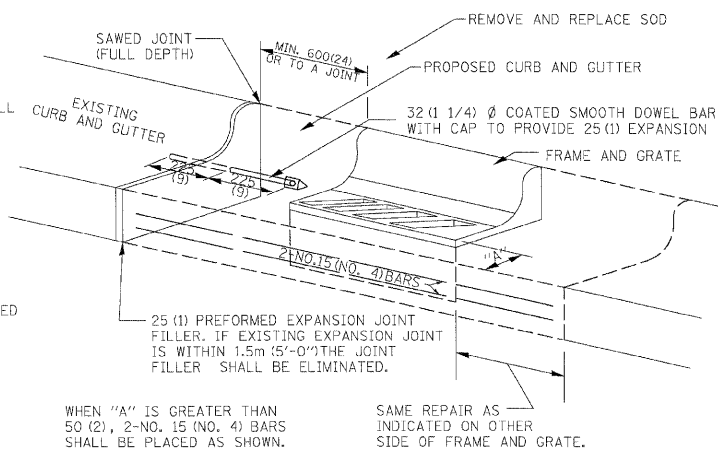
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIF BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

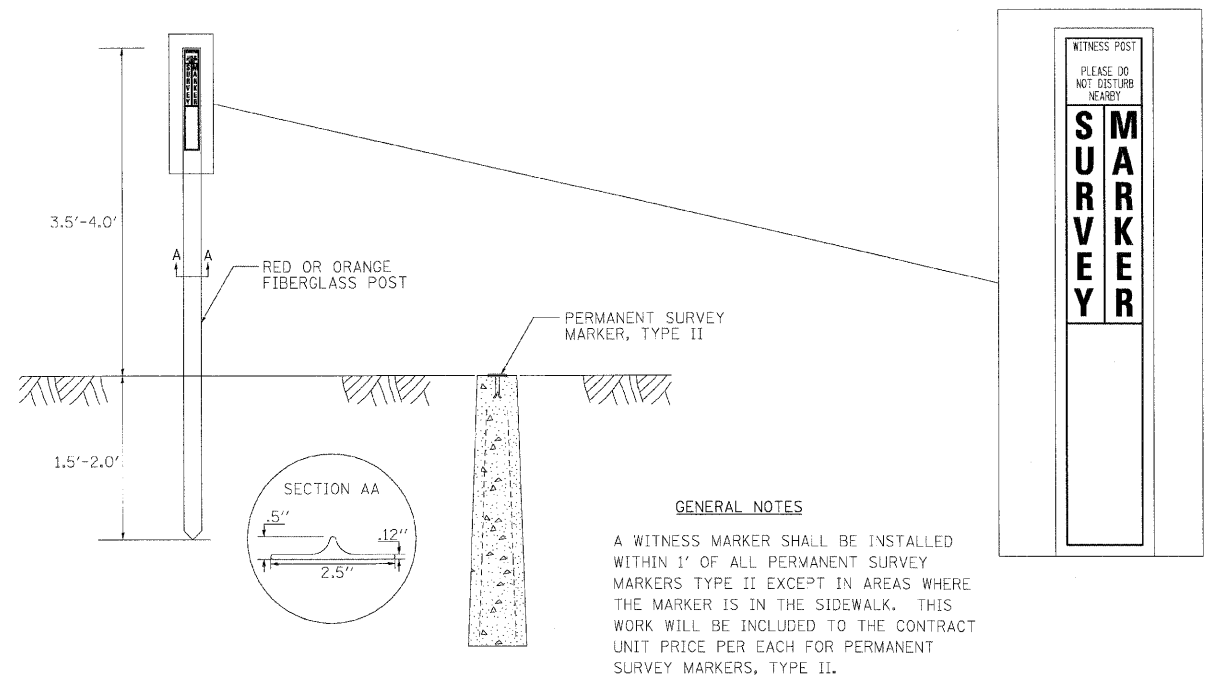
REVISED - 5-4-94



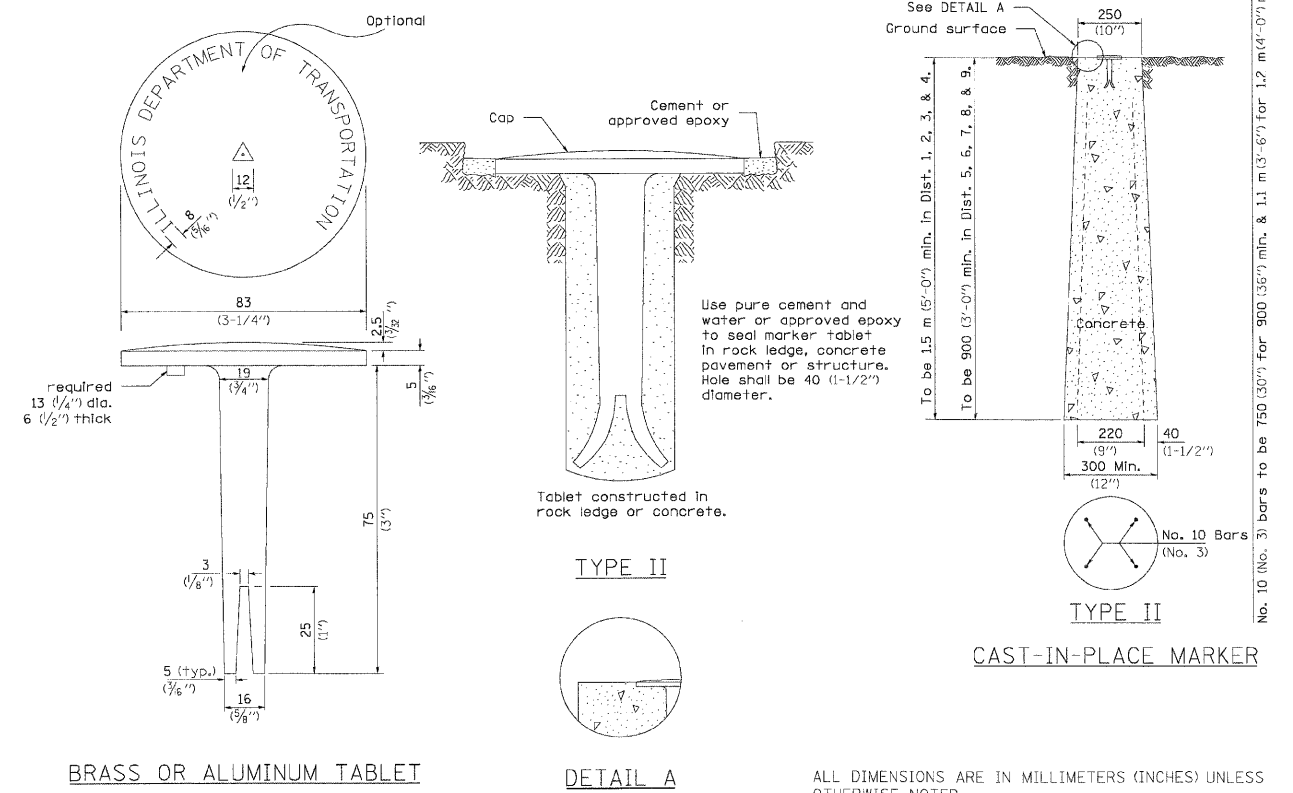
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4a

# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



# PERMANENT SURVEY MARKERS, TYPE II



REVISED - 10-21-08

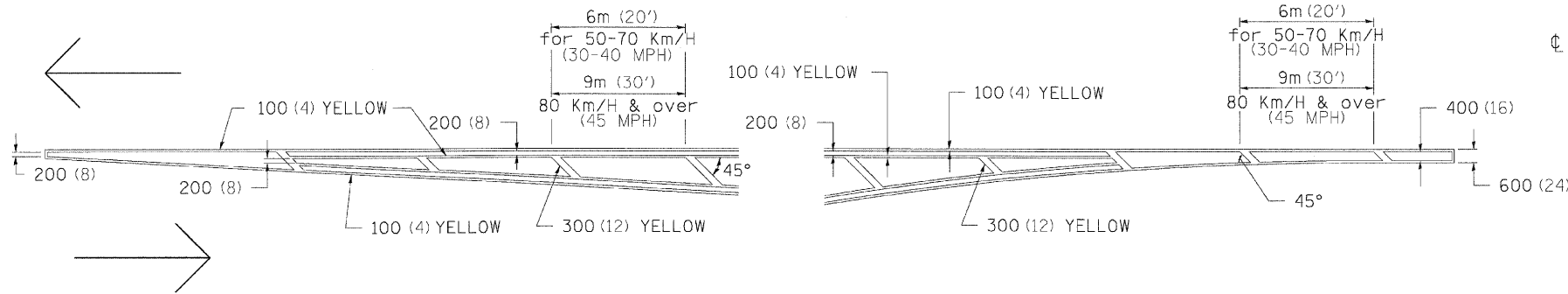
WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		301	43T&M	JODAVIESS	80	58
REVISED -		CONTRACT NO. 64C68				
REVISED -		SCALE: N.T.S.	SHEET NO. 58 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

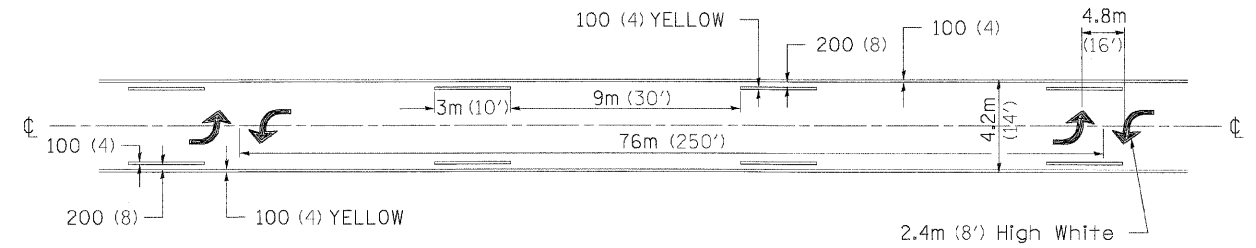
PLOT DATE = 12/1/2009

# TYPICAL PAVEMENT MARKINGS

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

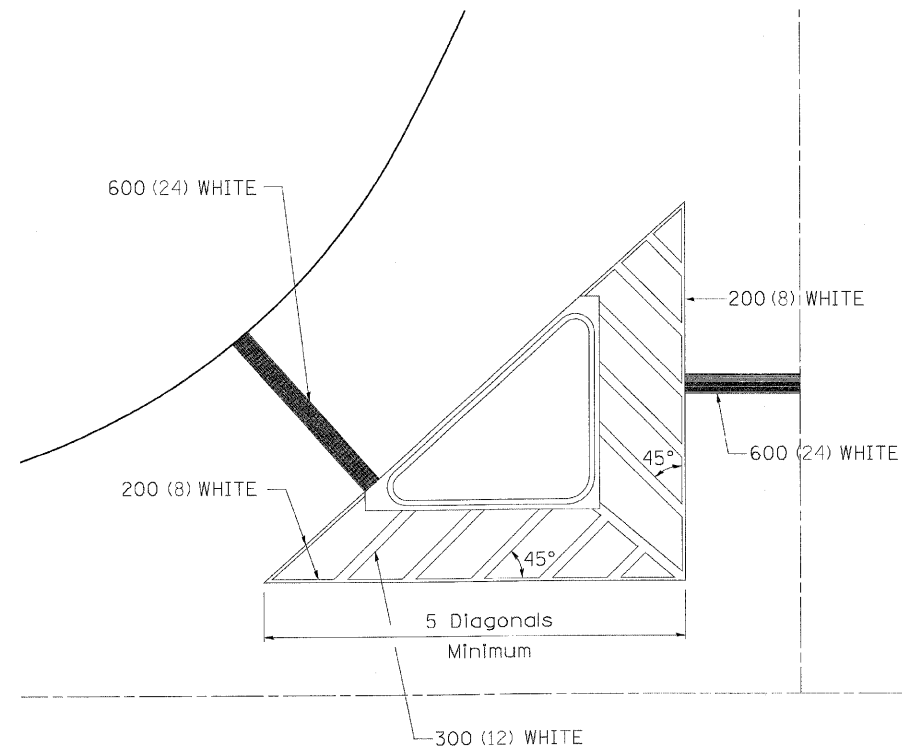


## MEDIAN PAVEMENT MARKING

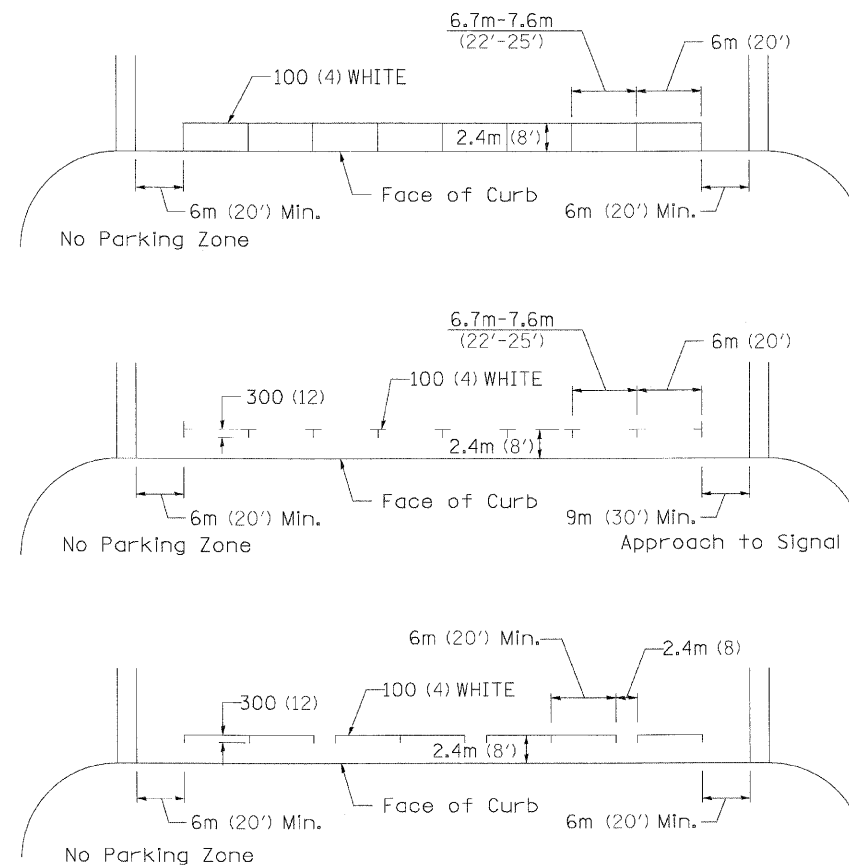


\*\* ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

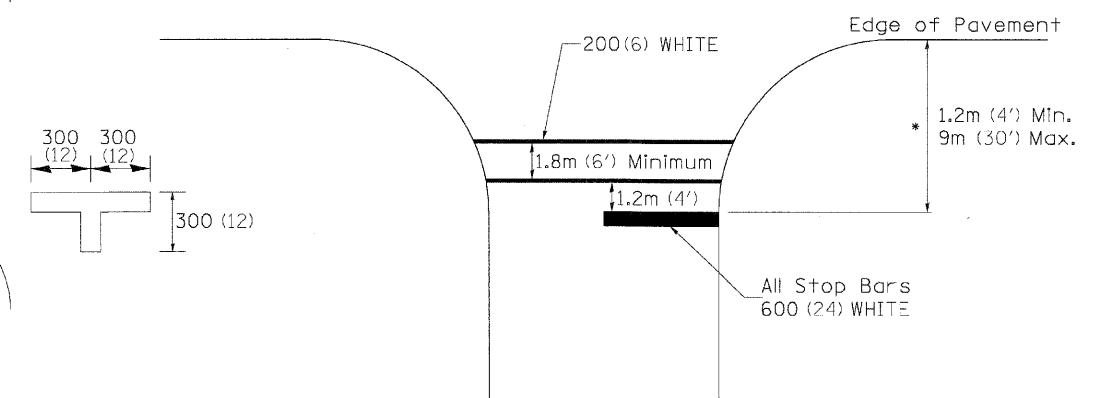


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations

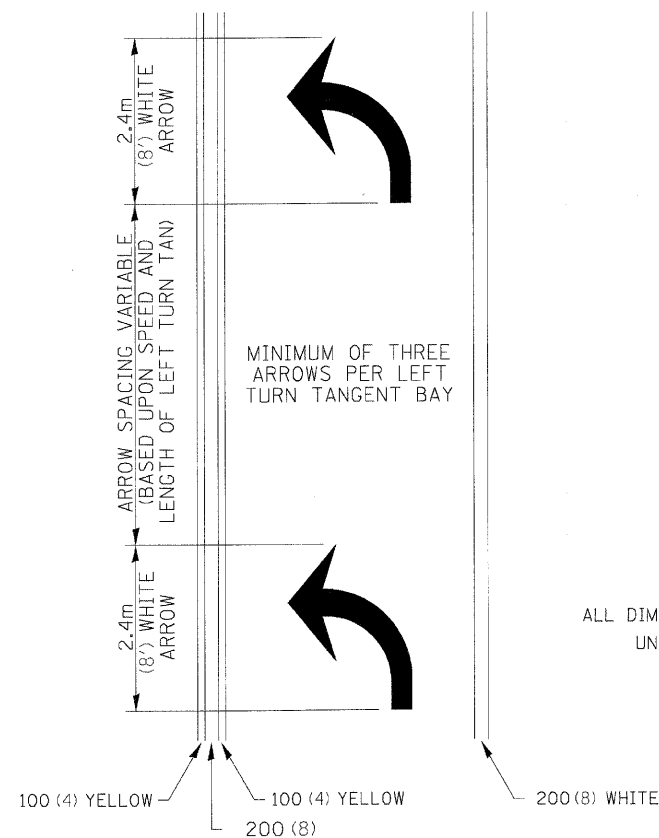


\* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\ENGR\06-6790-13_TASK7\C1\Sh\DI16466	S-11037_043_DIS2_STAND.dgn	DRAWN -	REVISED -		SCALE: N.T.S.	SHEET NO. 59 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	301	43T&M	JODAVIESS	80	59
	PLOT SCALE = \$SCALE\$	CHECKED -	REVISED -					CONTRACT NO. 64C68				
	PLOT DATE = 12/1/2009	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS

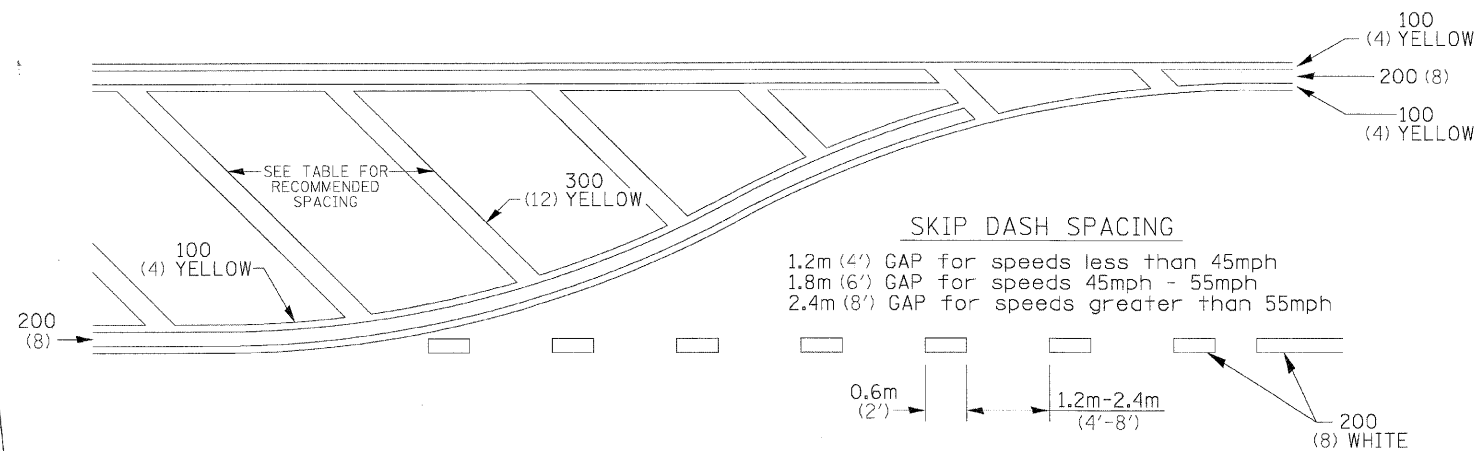
## ARROW LAYOUT



- ▲ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

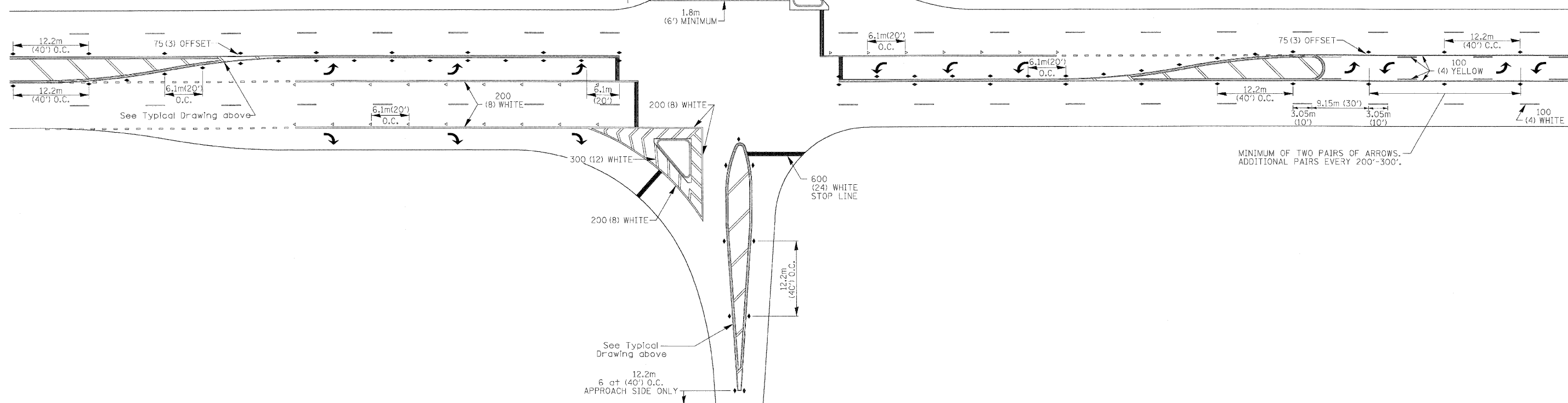
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 10-21-08
GV\ENG\06-6792-13_TASK7\Civ\Sh\DI164C6B	SH1037_043_DIS2_STAND.dgn	DRAWN -	REVISED -
	PLT SCALE = #SCALE#	CHECKED -	REVISED -
	PLT DATE = 12/1/2009	DATE -	REVISED -

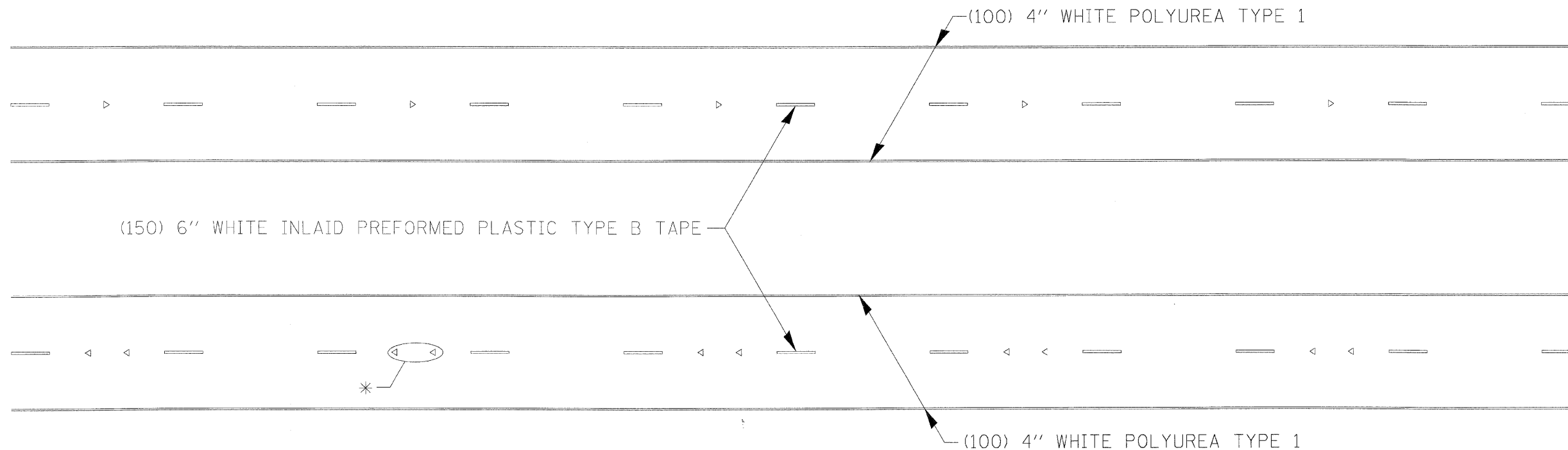
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: N.T.S. SHEET NO. 60 OF 80 SHEETS STA. 99+27 TO STA. 114+33

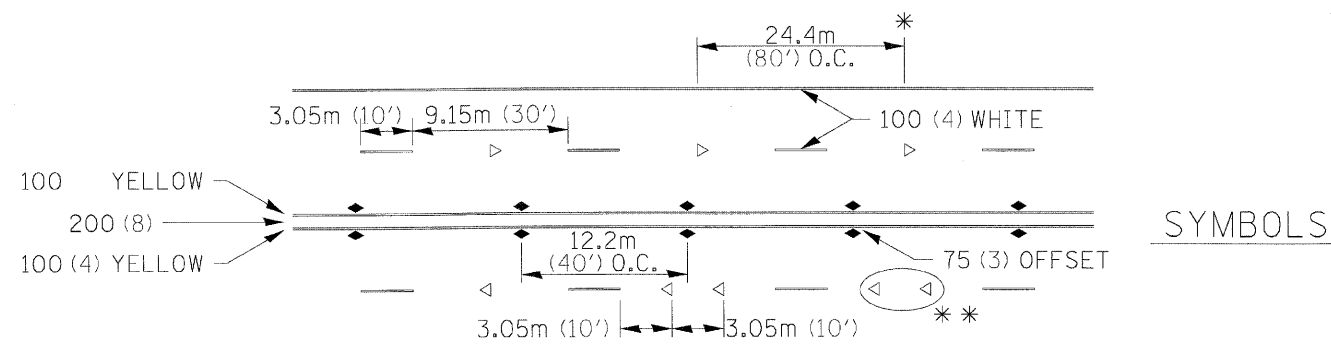
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T&M	JODAVIESS	80	60
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64C6B	

# TYPICAL PAVEMENT MARKINGS



\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000.

## MULTI-LANE / DIVIDED

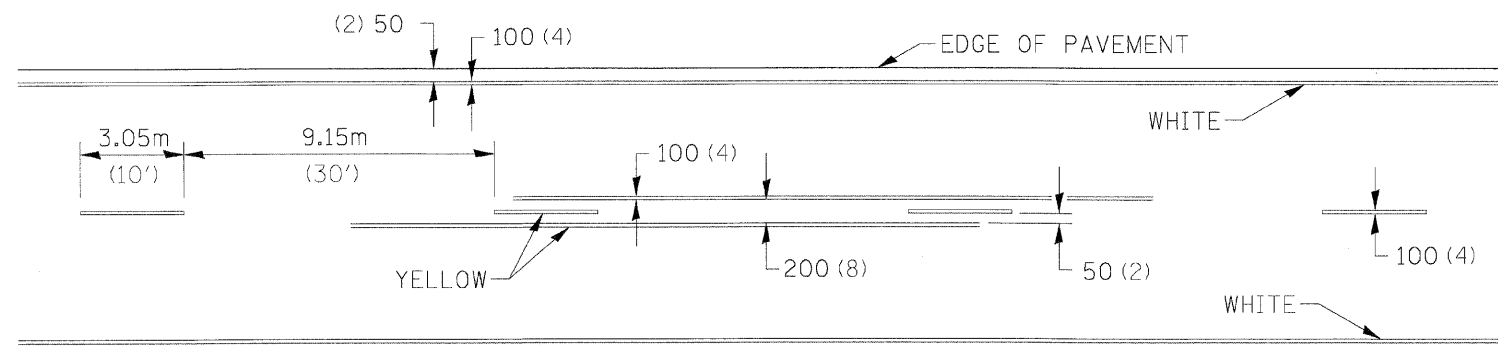


\* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000

## MULTI-LANE / UNDIVIDED

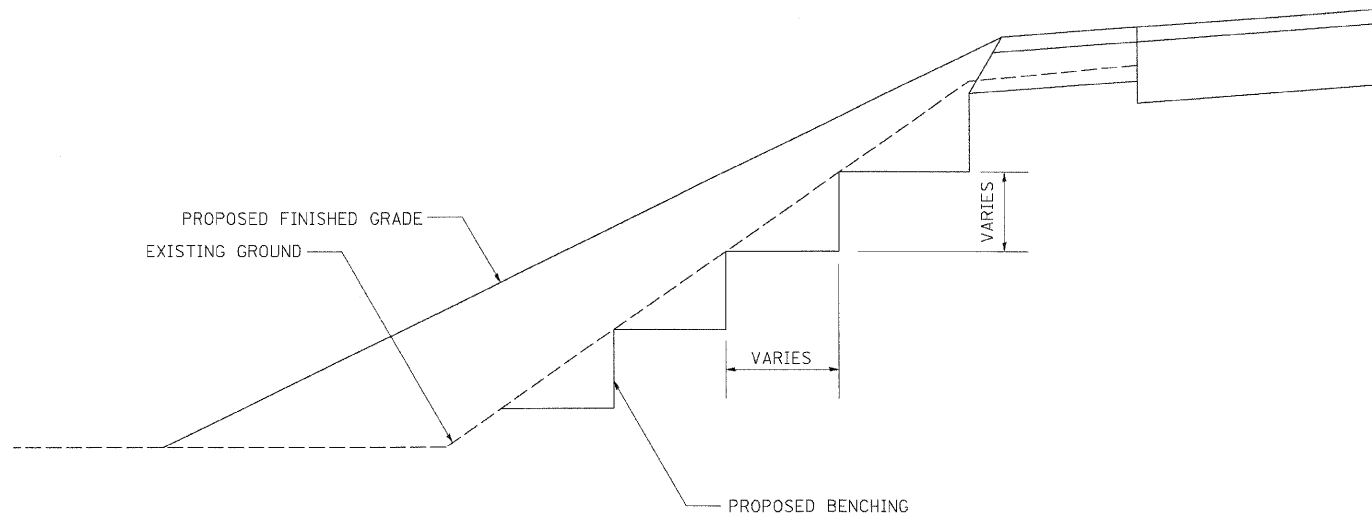
## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



SYMBOLS

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\ENG\06-6790-13_TASK7\civ\sh\DI1164C68	SHT037_043_DIS2_STAND.dgn	DRAWN -	REVISED -					301	43T&M	JODAVIESS	80	61
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		CONTRACT NO. 64C68							
	PLOT DATE = 12/1/2009	DATE -	REVISED -		SCALE: N.T.S.	SHEET NO. 61 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

# TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

# LETTERING FOR NAME PLATE

STATION  
 BUILT 200 BY  
 STATE OF ILLINOIS  
 RTE. SEC.  
 FA PROJECT  
 LOADING HS 20  
 STR. NO.

SEE STD. 515001

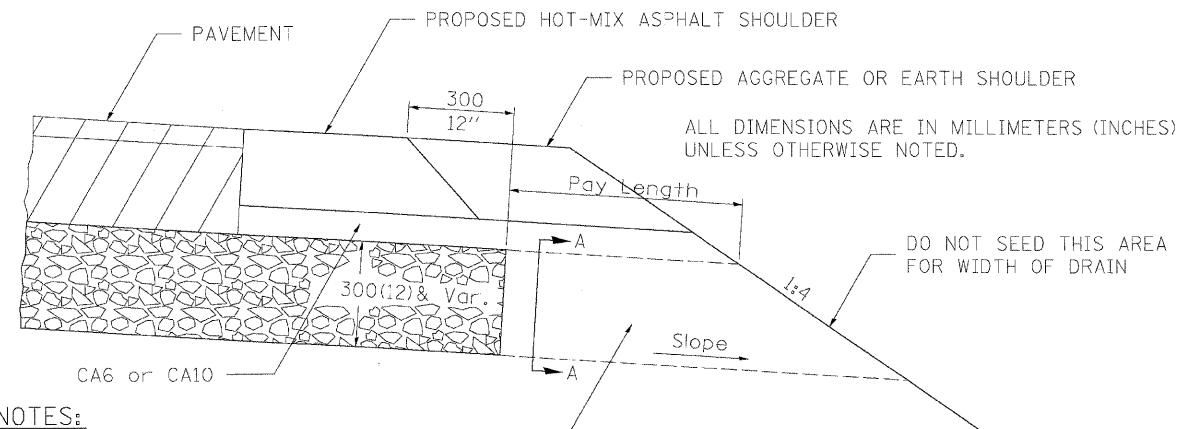
STATION	STRUCTURE NO.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

LETTERING FOR NAME PLATE 89.4

# DRAIN FOR AGGREGATE BASE COURSE



**NOTES:**

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m<sup>2</sup> (SQ. YD.) for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in m<sup>2</sup> (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m<sup>2</sup> (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.

ROCK OUTLET AT ALL LOW POINTS TO BE 900 (36) WIDE AND EXTEND TO FORESLOPE



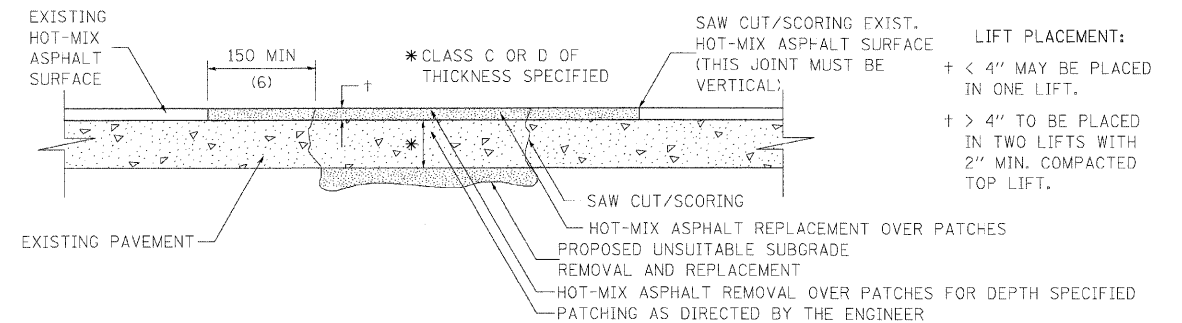
NOTE: Slope same as shoulder with 2% min.

REVISED - 10-10-06

X0325519

DRAIN FOR AGGREGATE BASE COURSE 96.4

# PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



**SEQUENCE OF CONSTRUCTION:**

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

**GENERAL NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT; SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

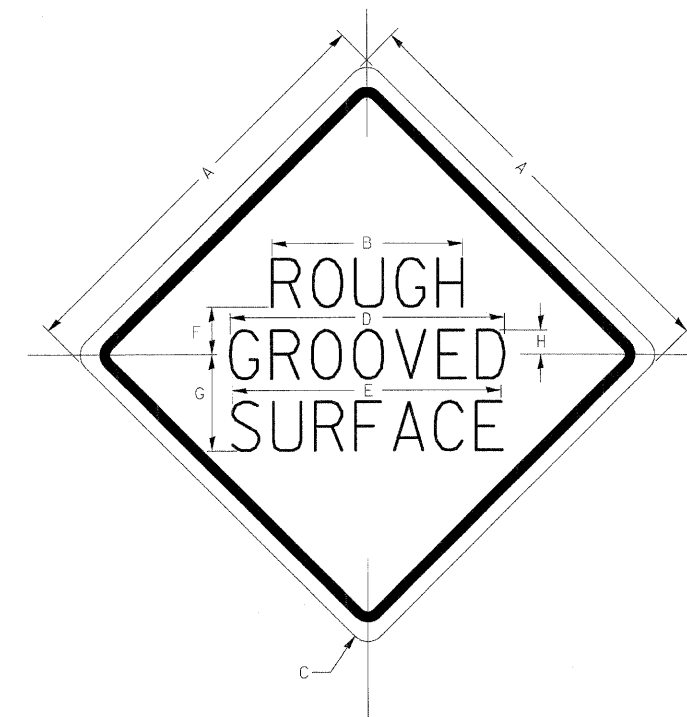
PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT 32.4

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		301	43T&M	JODAVIESS	80	62
REVISED -		CONTRACT NO. 64C68				
REVISED -		SCALE: N.T.S.	SHEET NO. 62 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

# ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107

SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE  
BACKGROUND - ORANGE REFLECTORIZED

### GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS  
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
	1200x1200 (48x48)	7C	7C			

ALL DIMENSIONS IN INCHES.

REVISED - 1-09-08

ROUGH GROOVED SURFACE SIGN

91.2

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		301	43T&M	JODAVIESS	80	63
REVISED -		CONTRACT NO. 64C68				
REVISED -		SCALE: N.T.S.	SHEET NO. 63 OF 80 SHEETS	STA. 99+27 TO STA. 114+33	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

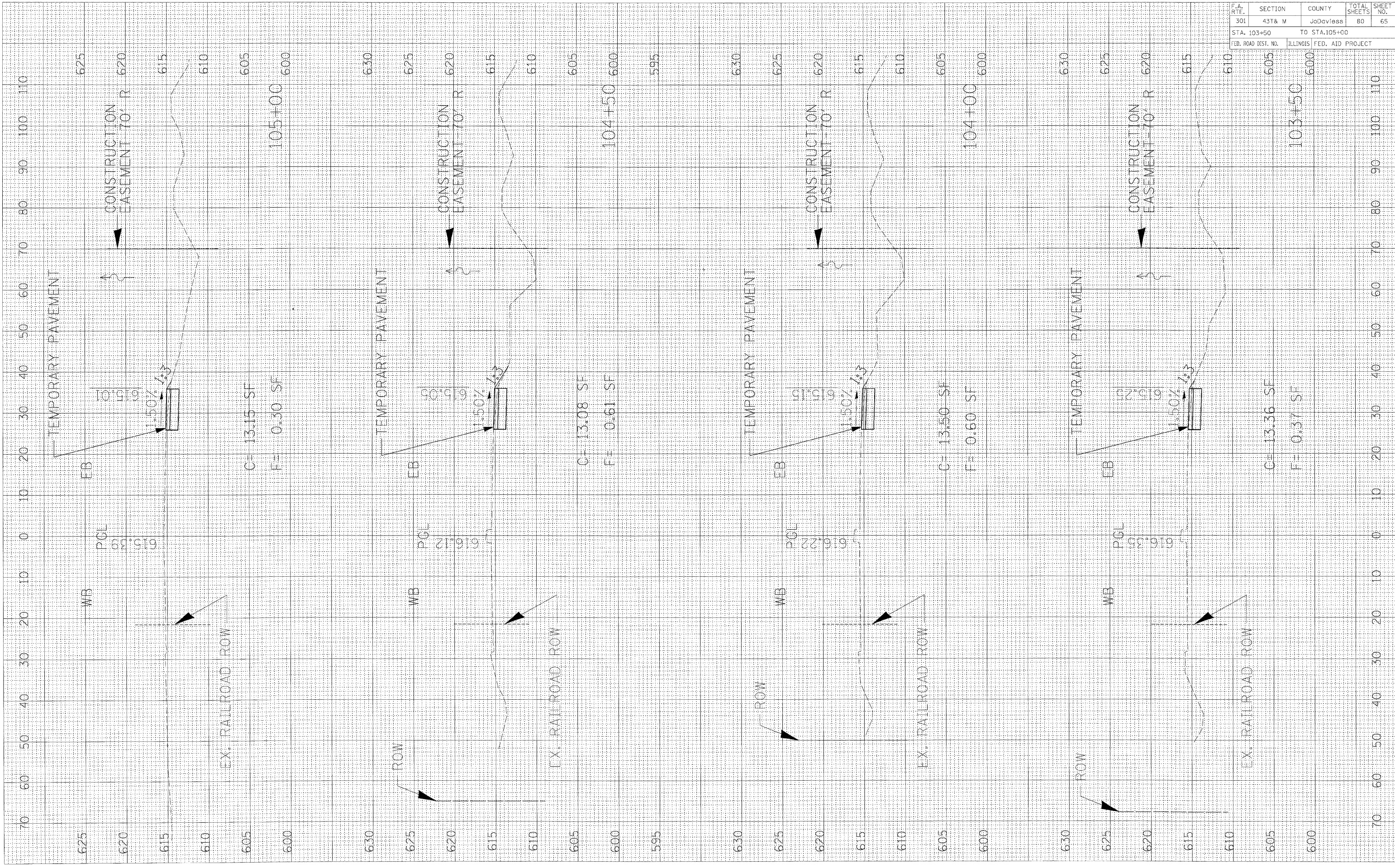




PLOT DATE = 12/1/2009  
 FILE NAME = G:\CONV\06-6799-03\_TASK7\G:\AS\H\06799\06799-03\_TEMP\PT Jobn  
 USER NAME = RUSER8

ORIGINAL SURVEY NO.	SURVEYED BY	DATE

FINAL SURVEY NO.	SURVEYED BY	DATE

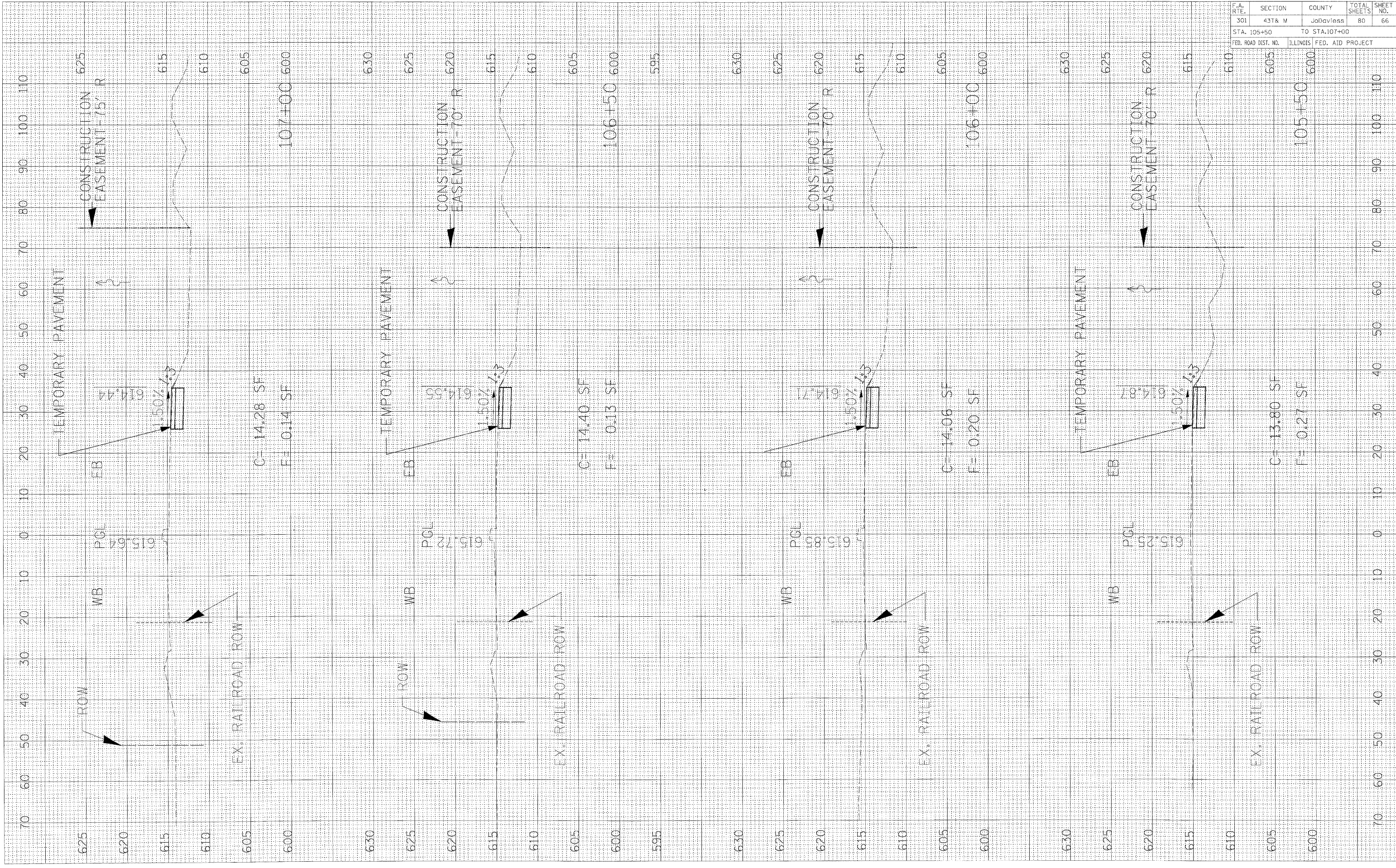


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	JoDaviess	80	65

STA. 103+50 TO STA. 105+00  
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY NO.	DATE

FINAL SURVEY NO.	DATE



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431& M	JoDavless	80	66

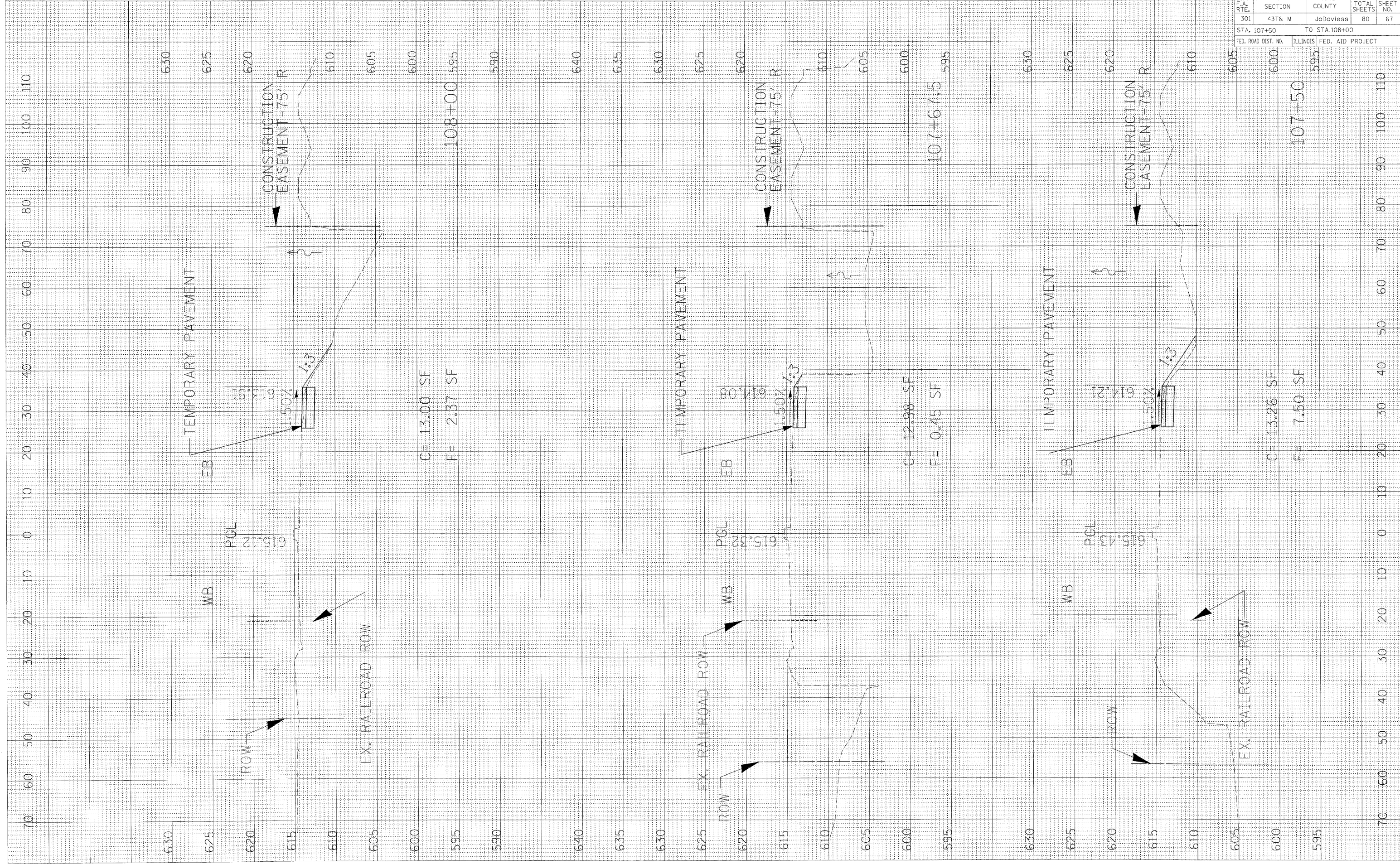
STA. 105+50	TO STA.107+00

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

PLOT DATE = 12/17/2009  
 FILE NAME = G:\ENCL\06-6790-13-748\A\1\1-SH-CORR\6790-13-748\TEMP\TEMP.PLT.dwg  
 USER NAME = JUSGEM

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLotted		
NO.	PLotted		
NO.	PLotted		

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLotted		
NO.	PLotted		
NO.	PLotted		



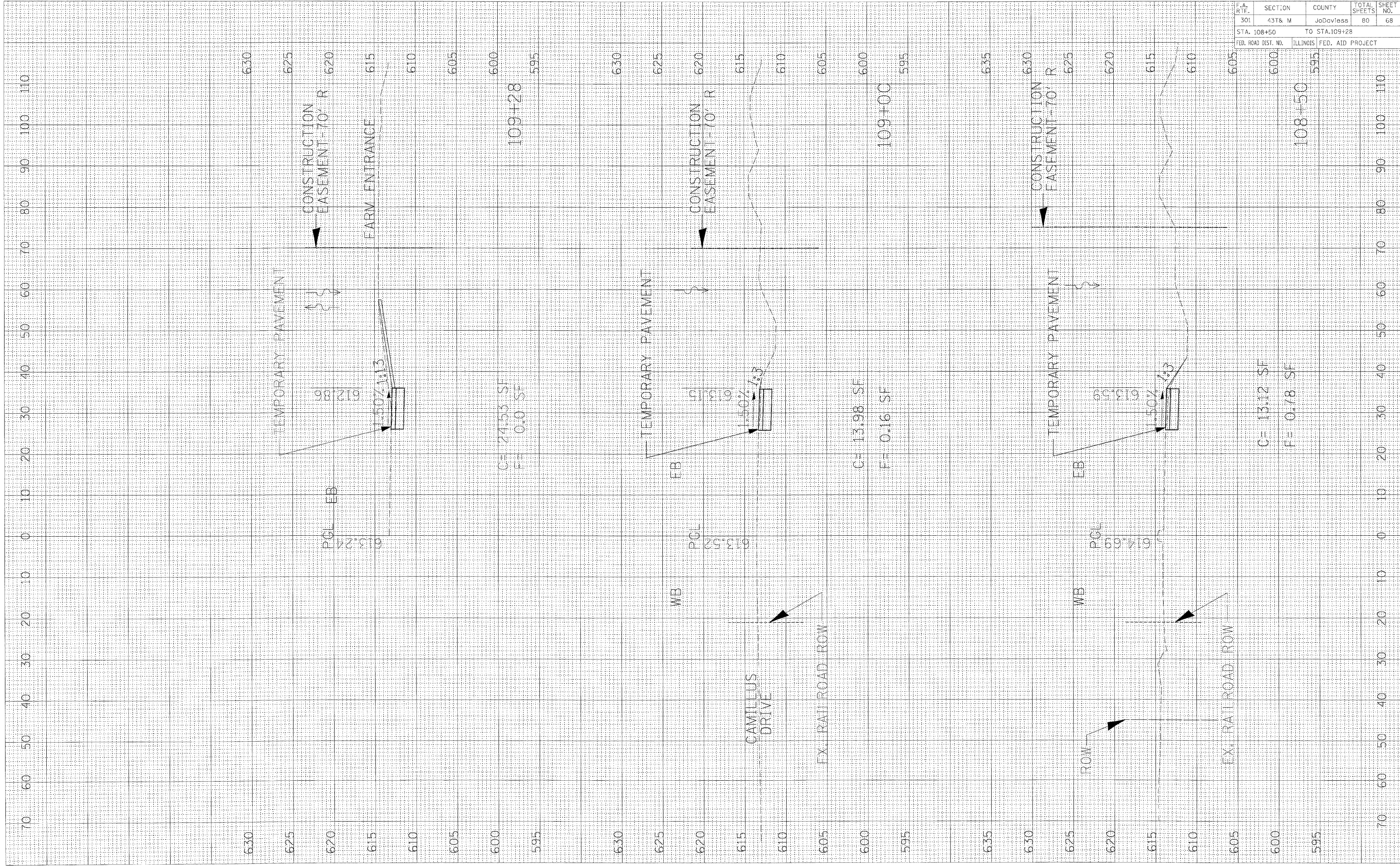
F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431& M	JoDcvless	80	67
STA. 107+50		TO STA. 108+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 64C68

PLOT DATE = 12/7/2009  
 FILE NAME = D:\CIVIL\06-07\98-13\_146\7\G1\A1\146BFL-355HT\_TEMP\PLT.dwg  
 USER NAME = RUSERT

ORIGINAL SURVEY	SURVEYED	BY	DATE
SUBJECT	PLotted		
NO.	AREA		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLotted		
NO.	AREA		
	AREAS CHECKED		



F.A. RTIF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T& M	JoDovless	80	68
STA. 108+50		TO STA.109+28		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 64C68

C= 13.12 SF  
 F= 0.78 SF

C= 24.53 SF  
 F= 0.0 SF

C= 13.98 SF  
 F= 0.16 SF

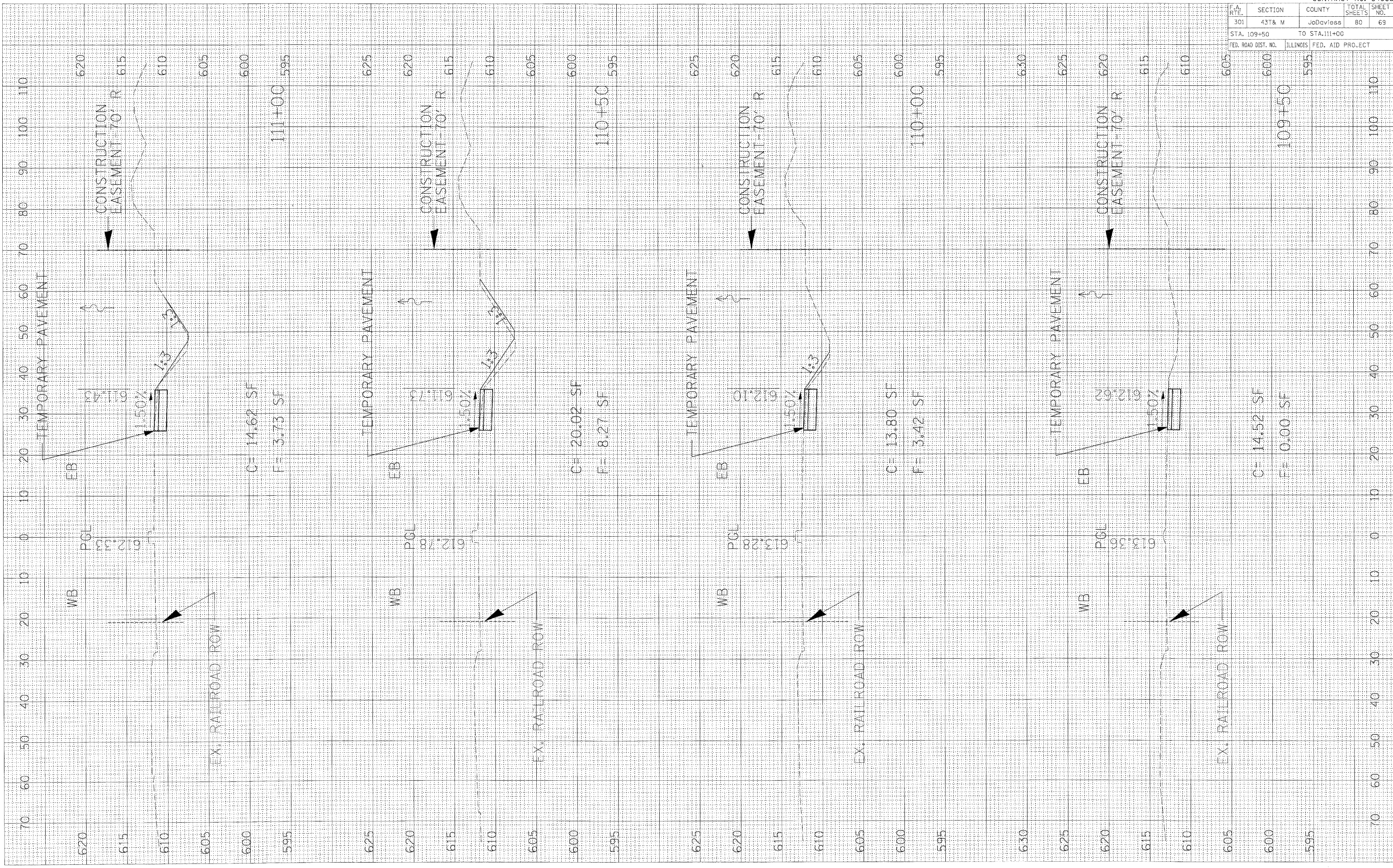
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 USER NAME = J185218

ORIGINAL SURVEYED PLOTTED  
 SURVEY PLOTTED  
 NOTE BOOK AREA CHECKED  
 NO. \_\_\_\_\_

FINAL SURVEYED PLOTTED  
 SURVEY PLOTTED  
 NOTE BOOK AREA CHECKED  
 NO. \_\_\_\_\_

BY \_\_\_\_\_

DATE \_\_\_\_\_



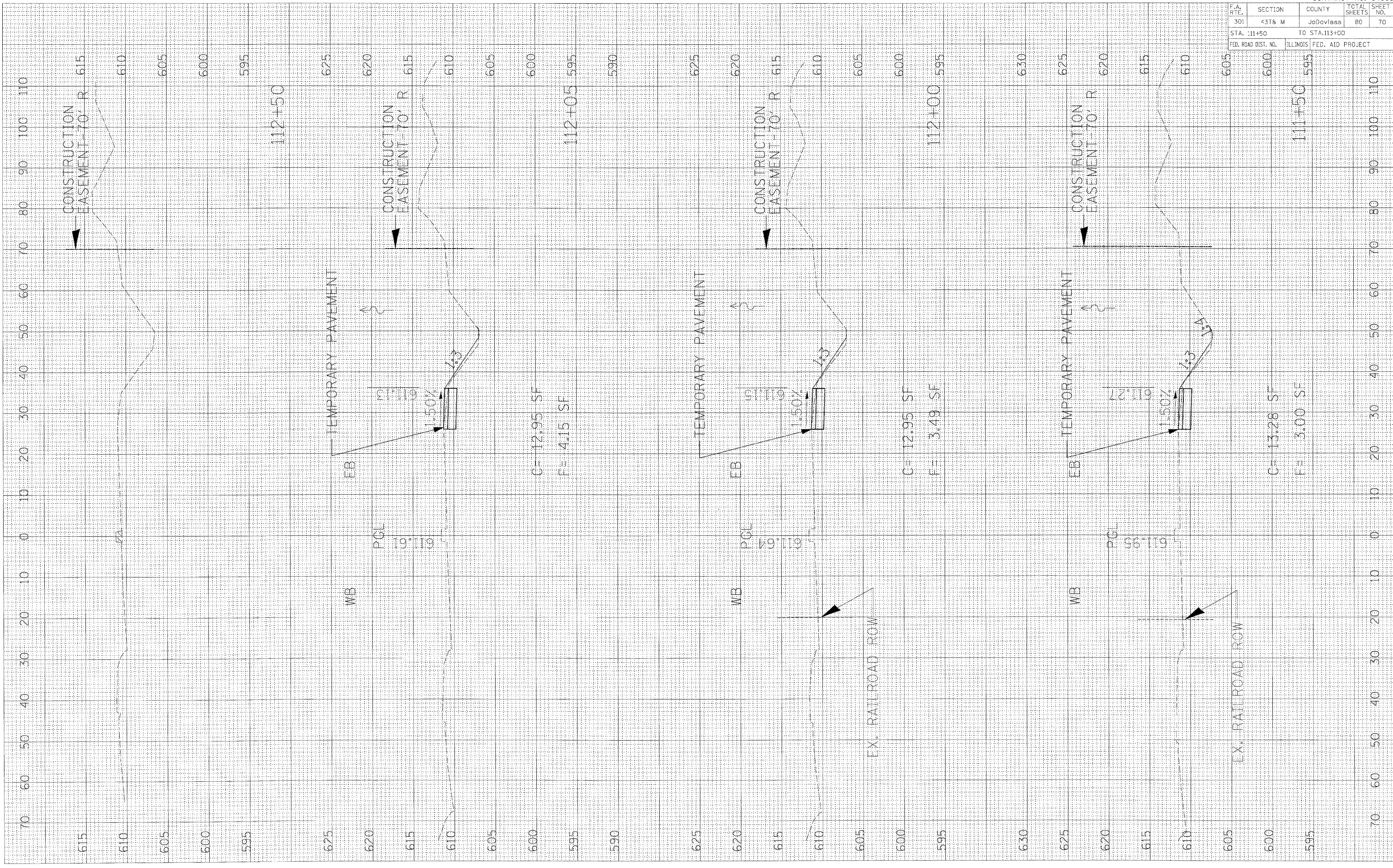
CONTRACT NO. 64C68				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	JoDaviess	80	69
STA. 109+50		TO STA. 111+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

STATION	TEMPORARY PAVEMENT	CONSTRUCTION EASEMENT-70' R
109+50	C= 14.62 SF F= 3.73 SF	
110+50	C= 20.02 SF F= 8.27 SF	
111+00	C= 13.80 SF F= 3.42 SF	
109+50	C= 14.52 SF F= 0.00 SF	

PLOT DATE = 12/1/2009  
 FILE NAME = G:\ENR\06-6799-13.TASK\GIS\112+50\112+50\_TEMP.PRT.dgn  
 USER NAME = 805218

ORIGINAL SURVEY	SURVEYED	DATE
NO.		

FINAL SURVEY	SURVEYED	DATE
NO.		



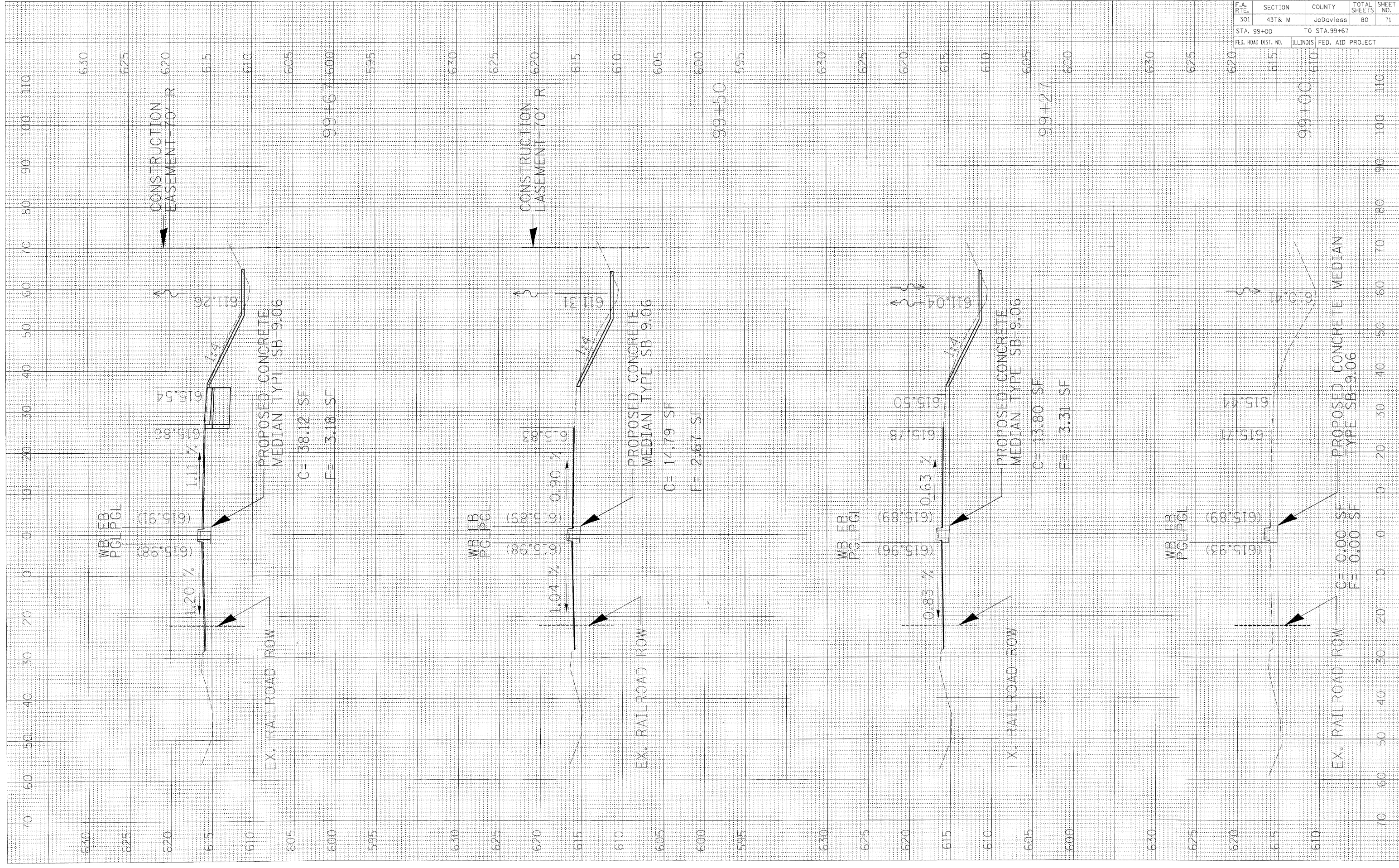
CONTRACT NO. 64C68				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43I & M	JoDaviess	80	70
STA. 111+50		TO STA. 113+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLOT DATE = 12/1/2001  
 FILE NAME = G:\ENVD\05-5796-13.TASK7.C\1\511\WB\FB\WBFB\SSHT\WBFB\_SSH1\_PLOT.DWG  
 USER NAME = RUSBR

ORIGINAL SURVEY	DATE

FINAL SURVEY	DATE

BY	DATE



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431 & M	JoDaviess	80	71

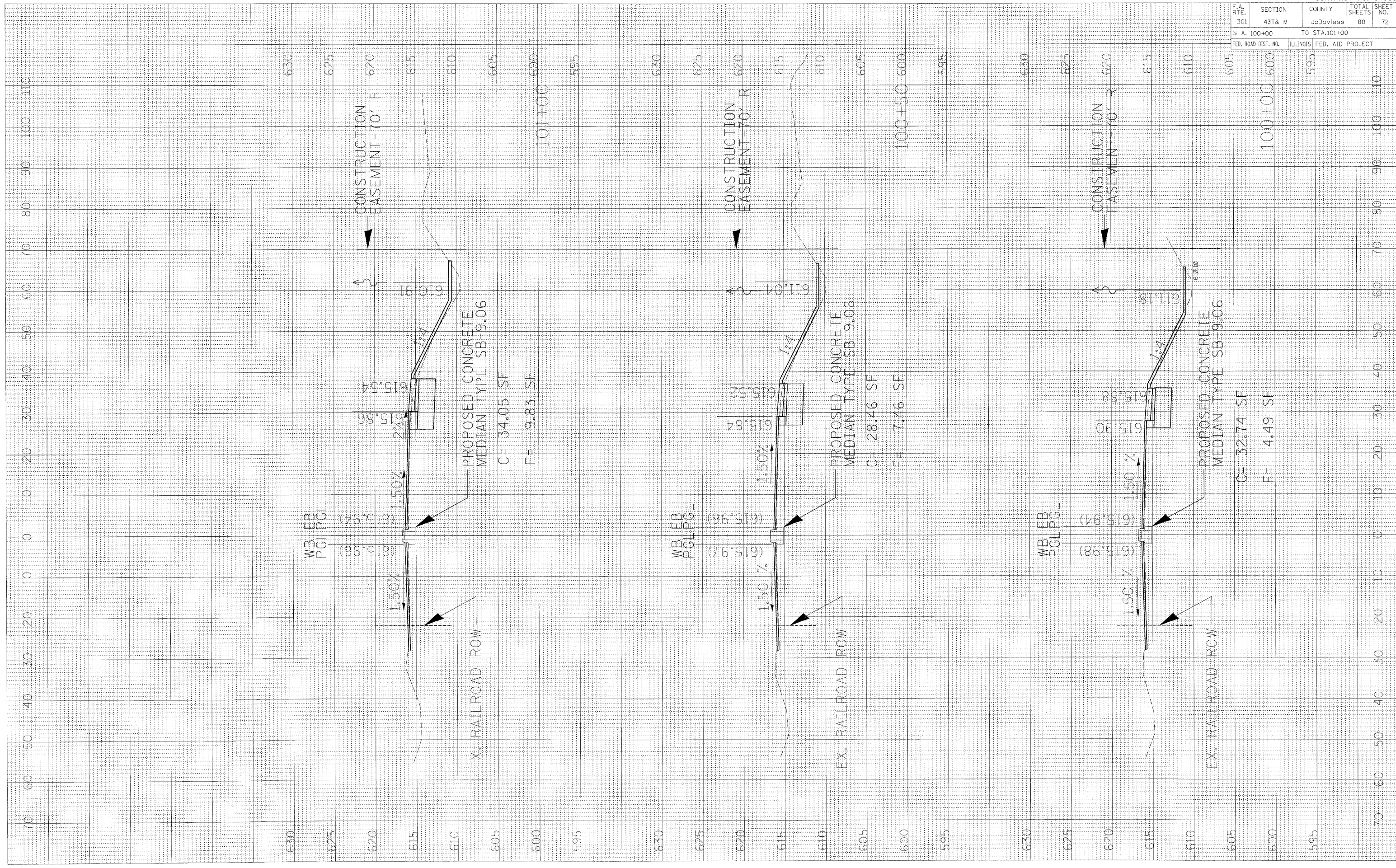
STA. 99+00 TO STA. 99+67  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

CONTRACT NO. 64C68

PLOT DATE = 12/1/2009  
 FILE NAME = G:\ENVD06-6790-13\_TASK\7-C:\ASST\1306\ENVD06-6790-13\_SST\_JURKLEB\ENVD06-6790-13\_SST\_JURKLEB.dwg  
 USER NAME = JURKLEB  
 PLOTTER = HPGL

ORIGINAL SURVEYED	BY	DATE
PLotted		
Checked		
As-Is Checked		

FINAL SURVEY	BY	DATE
Plotted		
Note Book		
Areas Checked		



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	72

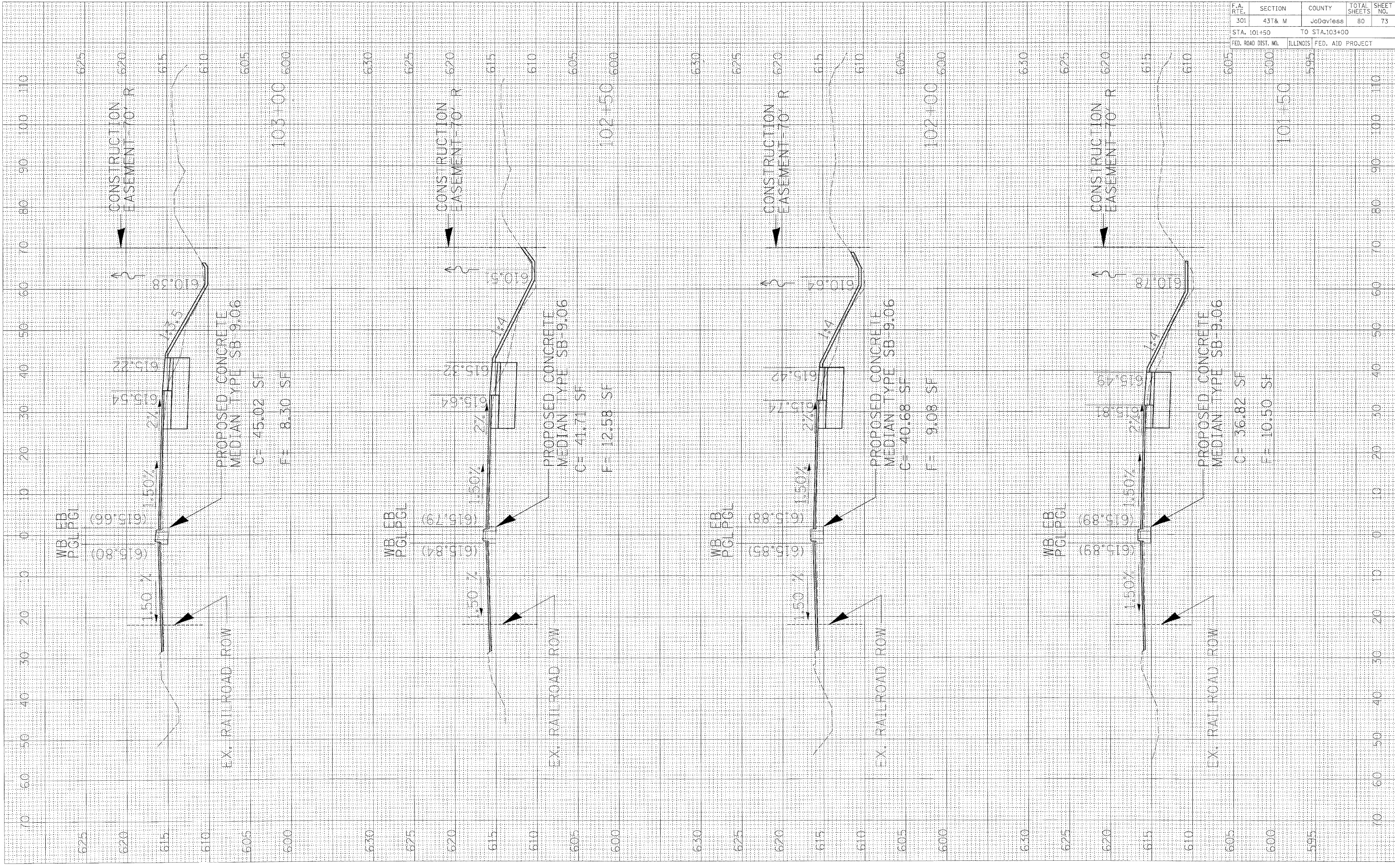
STA. 100+00 TO STA. 101+00  
 ILLINOIS FED. AID PROJECT



ORIGINAL SURVEY	DATE

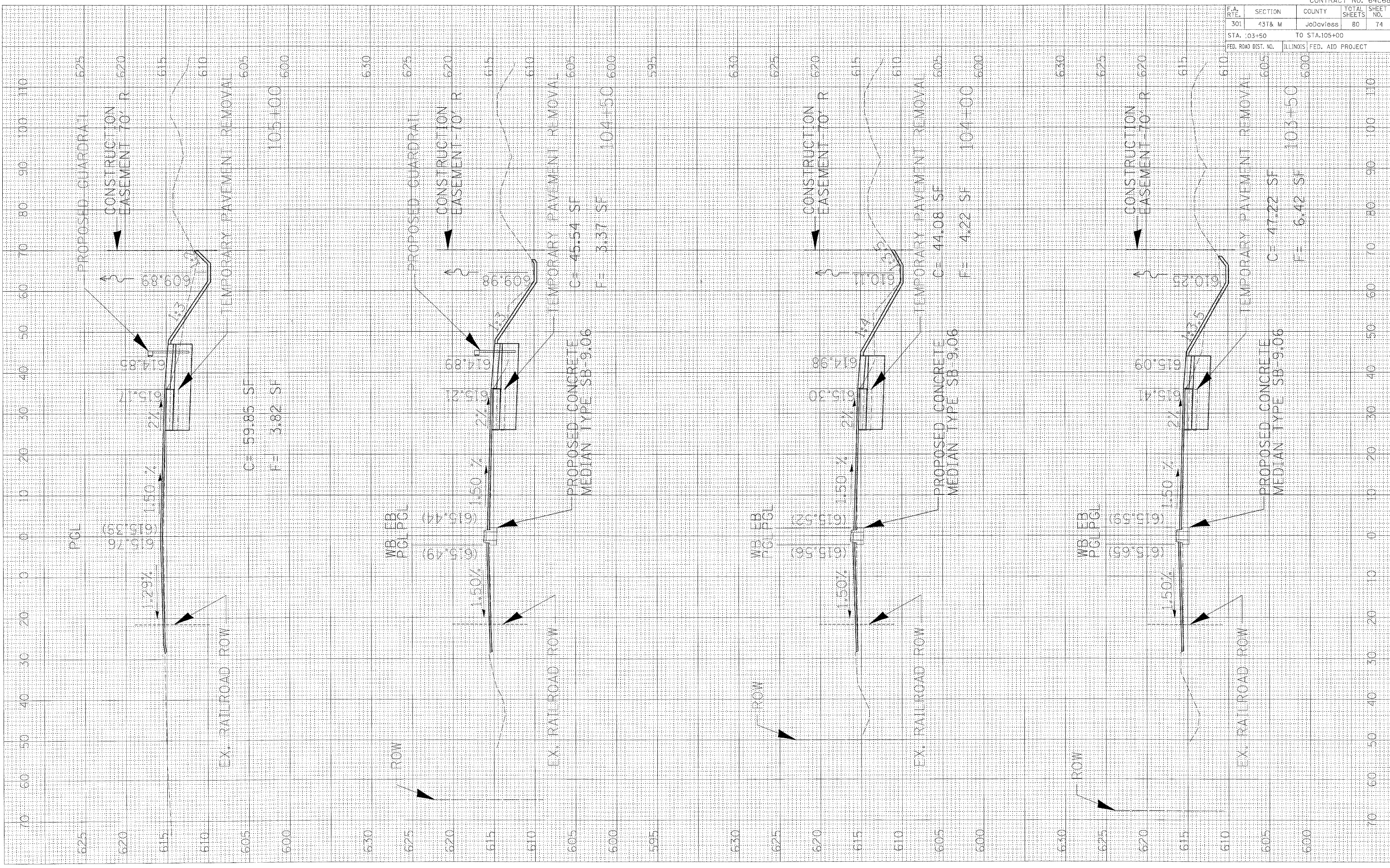
FINAL SURVEY	DATE

BY	DATE



CONTRACT NO. 64C68				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	73
STA. 101+50		TO STA. 103+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	595b			

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431 & M	Jo Daviess	80	74
STA. :03+50 TO STA.105+00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				





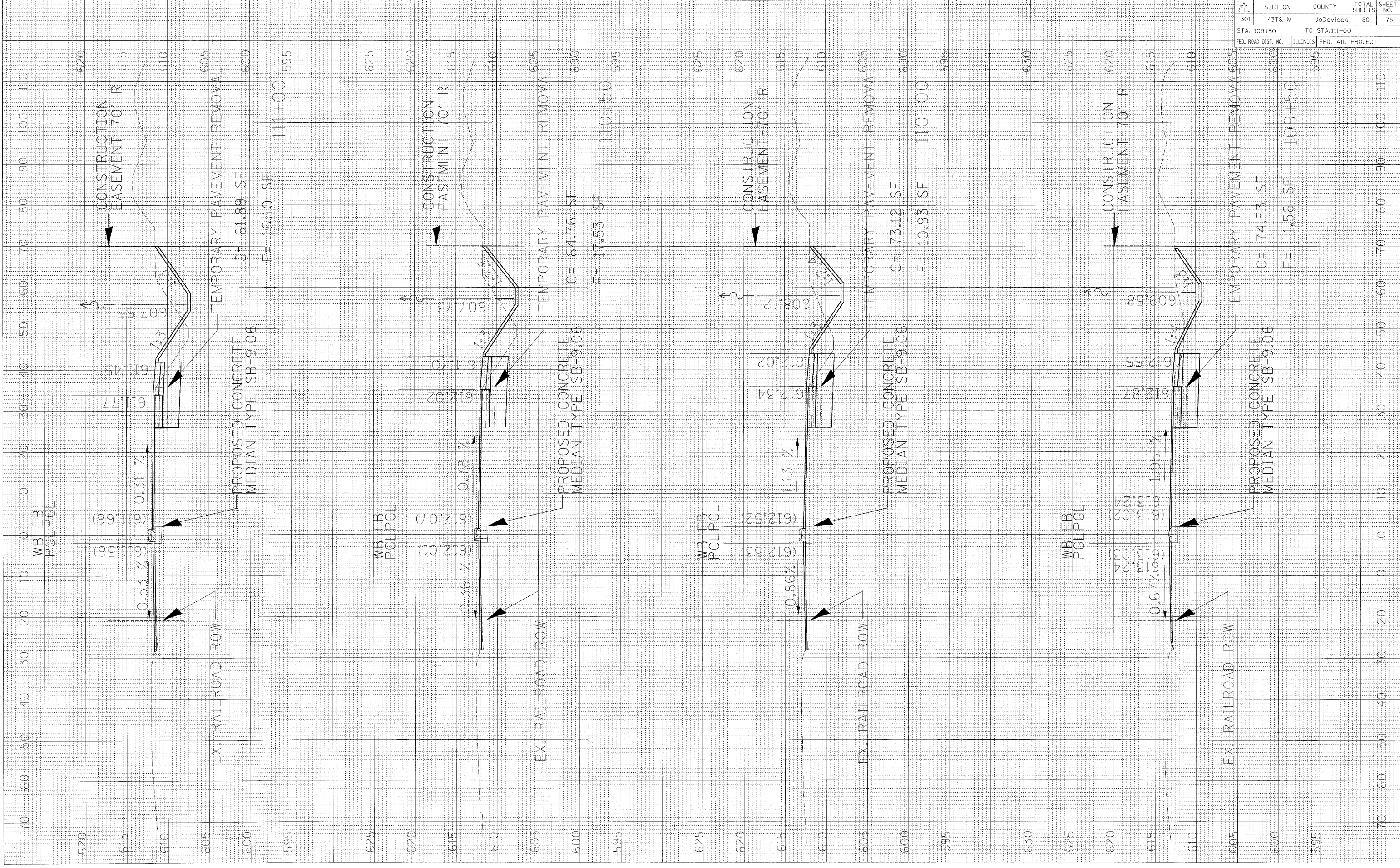




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 PLOT NAME = C:\WORK\6-27-09-13.T1637\CA\SHS\OFFICE\668\TEMP\ATV\SS\T\_PAKE.dgn  
 PLOT SCALE = 1/8"=1'-0"  
 USER NAME = RUSERS

ORIGINAL SURVEY PLOTTED  
 SURVEY NO. 668  
 DATE 12/17/2009  
 BY AS CHECKED

FINAL SURVEY PLOTTED  
 SURVEY NO. 668  
 DATE 12/17/2009  
 BY AS CHECKED



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
43T& M	JoDovless	80	78

CONTRACT NO. 64C68

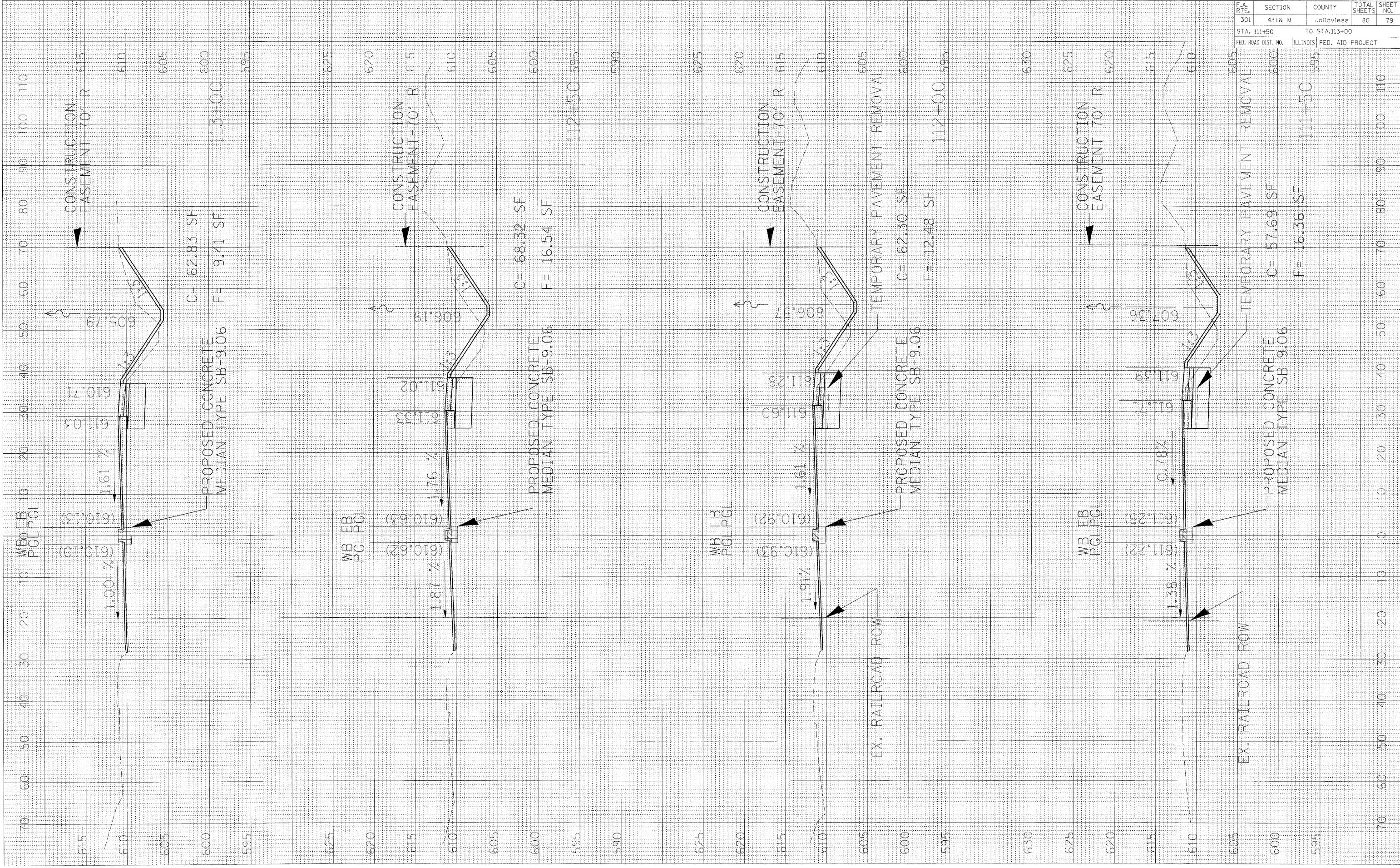
STA. 109+50 TO STA. 111+00

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

PLOT DATE = 12/1/2009  
 PLOT SCALE = 1"=50'-0"  
 USER NAME = RUSERS

ORIGINAL SURVEYED  
 CHECKED  
 PLOTTED  
 DATE  
 USER NAME

FINAL SURVEY  
 CHECKED  
 PLOTTED  
 DATE  
 USER NAME



F.A. RITE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	431& M	JoDavless	80	79
STA. 111+50	TO STA. 113+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 64C68

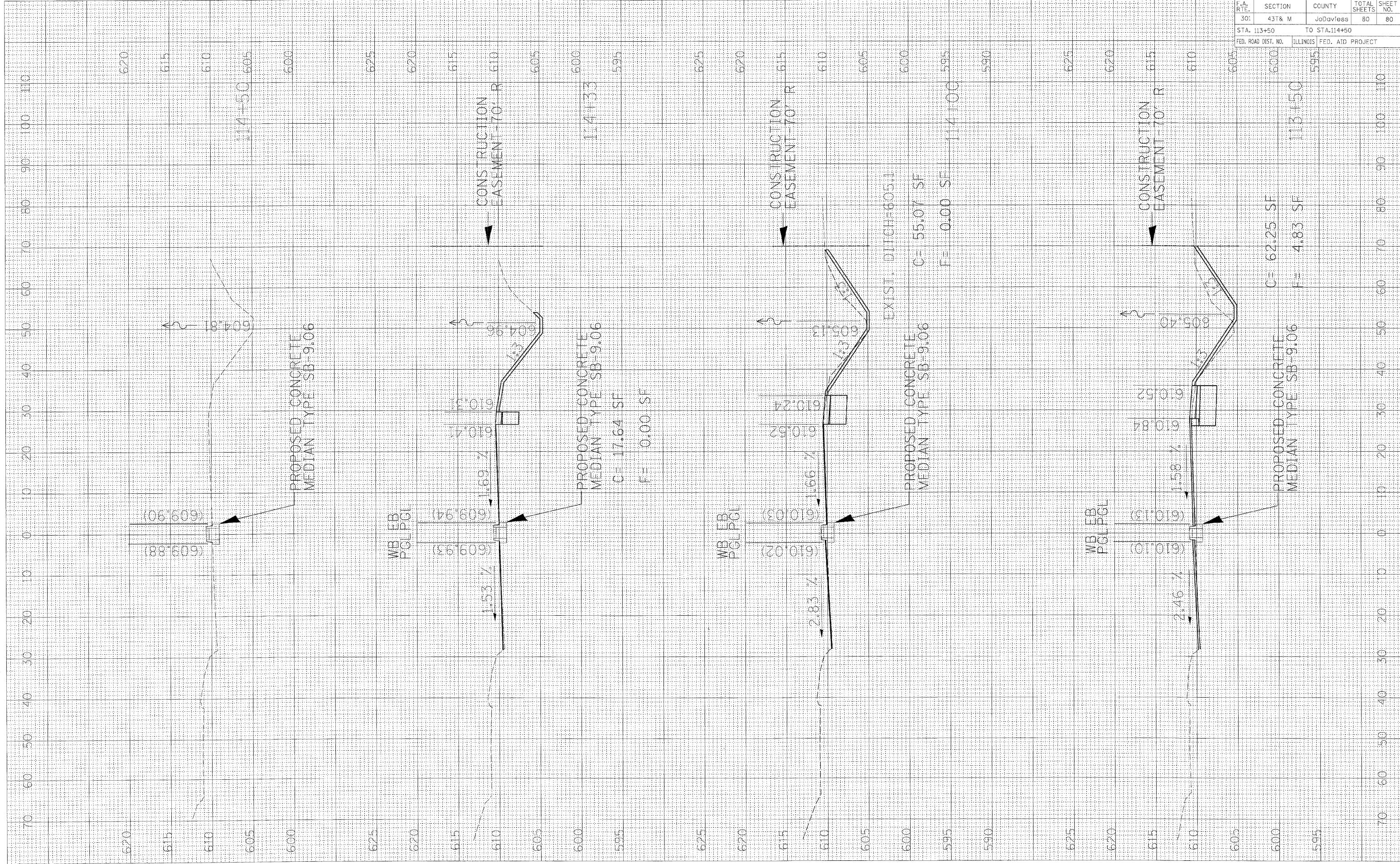
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 USER NAME = BUSER

ORIGINAL SURVEY PLOTTED  
 SURVEY PLOTTED  
 NO. CHECKED

FINAL SURVEY PLOTTED  
 SURVEY PLOTTED  
 NO. CHECKED

BY

DATE



STA.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	43T & M	Jo Daviess	80	80
STA. 113+50		TO STA. 114+50		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

CONTRACT NO. 64C68