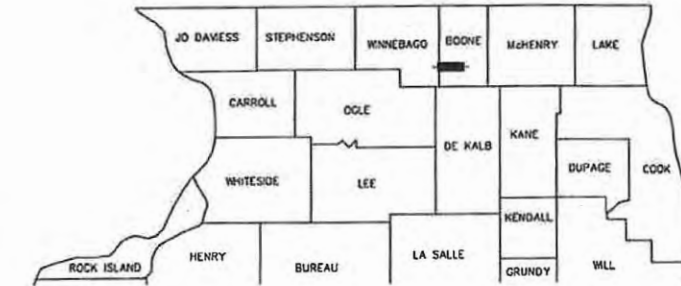


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
LOCAL AGENCY FUNCTIONAL OVERLAY (LAFO)
FEDERAL AID URBAN PROJECT



PROJECT LOCATION

REGION MAP
(NOT TO SCALE)

FAU 5009 (NEWBURG ROAD)
SECTION 23-00117-00-RS
PROJECT NO. SIPS (015)
JOB NO. C-92-075-23
CONTRACT NO: 85754
CITY OF BELVIDERE

HIGHWAY STANDARDS

- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 642006-01 SHOULDER RUMBLE STRIPS, 8 in.
- 701006-05 OFF ROAD OPERATIONS, 2L, 2W, 1' TO 24" FROM PAVEMENT EDGE
- 701011-04 OFF ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-04 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701901-09 TRAFFIC CONTROL DEVICES
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
- 780001-05 TYPICAL PAVEMENT MARKINGS
- BLR 24-2 MAILBOX TURNOUTS FOR LOCAL ROADS

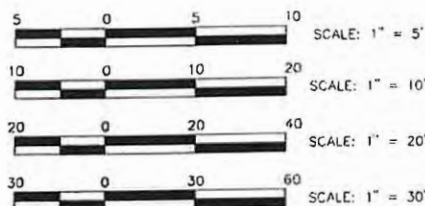
LIST OF UTILITIES

- ComEd
Phone: 309-883-4400
- NICOR
Phone: 630-38-3046
- Comcast
Phone: 224-229-5432
- Mediacom
Phone: 815-597-5103
- Frontier
Phone: 815-544-6171
- City of Belvidere Water/Sewer
Phone: 815-544-9256



Know what's below.
Call before you dig.

NOTE:
LOCATIONS OF UNDERGROUND UTILITIES
ARE NOT SHOWN ON THESE PLANS.
CALL J.U.L.I.E. AT 1-800-892-0123
BEFORE DIGGING, TO OBTAIN FIELD
LOCATIONS.



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



NEWBURG ROAD STATION - 10+00.00 TO 82+58.55
NET LENGTH OF NEWBURG ROAD SECTION = 7,258.6' = 1.4 MILES

LOCATION MAP
(NOT TO SCALE)

STREET TYPE: MINOR ARTERIAL (NEWBURG RD)
NEWBURG RD: ADT 7900; 12% TRUCKS(2024)



1/16/24
Exp. 11/30/25
PREPARED BY: *Eric C. MoE*
ERIC C. MOE P.E.

IMEG
401 E. State Street
4th Floor
Rockford, Illinois 61104
PH. (815) 965-6400
www.imegcorp.com

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3	TYPICAL SECTIONS
4	TYPICAL DETAILS
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12	PAVEMENT MARKING PLANS
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25	CROSS SECTIONS
26	CROSS SECTIONS
27	CROSS SECTIONS
28	CROSS SECTIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED January 10 2024
[Signature]
LOCAL AGENCY, POSITION

PASSED January 11 2024
[Signature]
DISTRICT 2 ENGINEER OF LOCAL ROADS & STREETS

RELEASE FOR BID ON LIMITED REVIEW 1/11/24 2024
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION-2 ENGINEER

GENERAL NOTES AND CONDITIONS

THE SCALE SHOWN ON THE DRAWINGS APPLIES TO THE FULL SIZE PLANS AND NOT REDUCED SIZE PLANS.

THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF ALL BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATIONS, ELEVATIONS, AND SIZE OF EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY THE ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.

UTILITIES

EXACT VERTICAL OR HORIZONTAL LOCATIONS OF EXISTING LOCATIONS OF EXISTING UTILITIES SHALL BE DETERMINED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. LOCATIONS AND DEPTHS SHOWN ON THESE PLANS ARE ONLY SCHEMATIC REPRESENTATION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.37 OF THE STANDARD SPECIFICATIONS. THE PHONE FOR JULIE IS 800-892-0123. THE UTILITIES LOCATED WITHIN PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE.

EXCAVATION, GRADING, AND EMBANKMENT NOTES

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL EXPENSE TO THE OWNER.

ALL BORROW / WASTE / USE SITES MUST BE APPROVED BY THE BELVIDERE HIGHWAY DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE AT THE CONCLUSION OF EACH WORKING DAY.

THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS, AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS BEEN WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

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 1A.

PAVING

THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL RELOCATE AND REPLACE, TO THE SATISFACTION OF THE ENGINEER, ALL MAILBOXES IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

IF, DURING THE GRINDING OR RESURFACING OPERATIONS, THE EXISTING MAILBOXES BECOME A HINDRANCE, THE CONTRACTOR SHALL BE REQUIRED TO CAREFULLY REMOVE AND RE-INSTALL THE MAILBOXES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE HMA SURFACE COURSE IL-9.5 MIX D, N70.

EMERGENCY ACCESS, GARBAGE PICK-UP, AND MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENT WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE COUNTY TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

THE CONTRACTOR SHALL CONSTRUCT ALL PRIVATE DRIVEWAYS AND FIELD ENTRANCES IN ACCORDANCE WITH THE PLANS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ACCESS TO ALL EXISTING DRIVEWAYS DURING ALL STAGES OF CONSTRUCTION.

THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, UNLESS APPROVED BY THE ENGINEER.

HMA SURFACE COURSE SHALL BE PLACED OVER AREAS OF HMA SHOULDERS, PE/FE DRIVEWAYS, AND MB TURN OUTS SIMULTANEOUSLY WITH THE EXISTING MAINLINE PAVING OPERATION. HMA SURFACE COURSE CROSS SLOPES FOR THE MAINLINE PAVEMENT, HMA SHOULDERS, PE/FE DRIVEWAYS, MB TURN OUTS, AND GUARDRAIL WIDENING AREAS SHALL BE MAINTAINED ACCORDING TO THE TYPICAL SECTIONS.

INCIDENTAL HMA SURFACING SHALL BE PLACED ON PUBLIC STREETS / SIDE ROADS ON BLADED OFF OR MILLED SURFACE AS PER PLANS BUT NOT ON PRIVATE DRIVEWAYS, FIELD ENTRANCES, OR MAILBOX TURN OUT AREAS AS IT SHALL BE PLACED WITH HMA SURFACE COURSE AND QUANTITY THEREOF WILL BE PAID AT THE CONTRACT UNIT PRICE PER TON FOR HMA SURFACE COURSE.

SUMMARY OF QUANTITIES
CONSTRUCTION TYPE CODE: 0005

PAY CODE	ITEM	UNITS	QUANTITY
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	81
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	8,450
25000110	SEEDING, CLASS 1A	ACRE	1.8
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	162
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	162
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	162
25100115	MULCH METHOD 2	ACRE	1.8
28000150	TEMPORARY EROSION CONTROL SEEDING	POUND	180
28000400	PERIMETER EROSION BARRIER	FOOT	13,314
40500370	LONGITUDINAL JOINT SEALANT	FOOT	16,492
40500982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,073
40602970	HOT-MIX ASPHALT BINDER COURSE IL-9.5FG, N70	TON	1,567
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	1,873
40600990	TEMPORARY RAMP	SQ YD	33
40600280	BITUMINOUS MATERIALS (TACK COAT)	POUND	30,200
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	112
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	11,932
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	29
48101200	AGGREGATE SHOULDERS, TYPE B	TON	2,645
48200113	HOT-MIX ASPHALT SHOULDERS 4"	SQ YD	2,006
64200108	SHOULDER RUMBLE STRIPS B"	FOOT	13,314
67100100	MOBILIZATION	L SUM	1
701003815	TRAFFIC CONTROL SURVEILLANCE	CAL DAY	10
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5,460
* 78000200	THERMOPLASTIC PAVEMENT MARKING LINE 4"	FOOT	14,410
* 78000400	THERMOPLASTIC PAVEMENT MARKING LINE 6"	FOOT	6,840
X7010216	TRAFFIC CONTROL AND PROTECTION SPL	L SUM	1
20013798	CONSTRUCTION LAYOUT	L SUM	1

* SPECIALTY ITEMS

HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT		
STATION	DESCRIPTION	SQ YD
35+69.95	IPSEN RD, INTERSECTION	355
45+18.97	COMMERCIAL ENTRANCE, LEFT	47
55+06.69	COMMERCIAL ENTRANCE, RIGHT	102
57+97.82	COMMERCIAL ENTRANCE, RIGHT	43
60+94.65	COMMERCIAL ENTRANCE, RIGHT	120
68+51	PRIVATE ENTRANCE, LEFT	20
69+05.16	PRIVATE ENTRANCE, LEFT	24
72+16	PRIVATE ENTRANCE, LEFT	23
72+25.1	PRIVATE ENTRANCE, RIGHT	22
72+82.44	PRIVATE ENTRANCE, LEFT	20
73+89.46	COMMERCIAL ENTRANCE, RIGHT	51
81+17.87	PRIVATE ENTRANCE, LEFT	23
81+83.82	WEST LEG OF INTERSECTION WITH IRENE ROAD	200
82+12.64	PRIVATE ENTRANCE, LEFT	23
TOTAL		1,073

BITUMINOUS PAVEMENT MILLING, 1 1/2" & VAR.		
STATION	DESCRIPTION	SQ YD
36+43.66 to 82+58.55	IPSEN RD TO IRENE ROAD MAIN LINE	11,537.2
35+80	IPSEN ROAD INTERSECTION	354.0
TOTAL		11,931.2

BITUMINOUS MATERIALS TACK COAT		
STATION	DESCRIPTION	POUNDS
10+00.00 to 82+58.55	BEGIN PROJ LIMITS - 1 Application (.05 rate)	9,517.58
35+80	IPSEN ROAD INTERSECTION - 1 Application (.05 rate)	177.30
	ENTRANCES (.05 rate)	272.25
10+00.00 to 82+58.55	BEGIN PROJ LIMITS - 1 Application (.10 rate)	19,235.16
35+80	IPSEN ROAD INTERSECTION - 1 Application (.10 rate)	354.60
	ENTRANCES (.10 rate)	544.50
TOTAL		30,200.39

HOT-MIX ASPHALT BINDER COURSE IL-9.5FG, N70		
STATION	DESCRIPTION	TON
10+00 to 35+43.66	KISHWAUKEE BRIDGE TO IPSEN ROAD	544.9
35+80	IPSEN ROAD INTERSECTION	27.6
36+43.66 to 44+52.43	IPSEN ROAD TO START CURVE 1	166.7
44+52.43 to 52+52.88	CURVE 1 START TO CURVE 1 END	165.0
52+52.88 to 59+22.56	CURVE 1 TO START CURVE 2	128.0
59+22.56 to 65+58.22	CURVE 2 START TO CURVE 2 END	131.0
65+58.22 to 68+95.68	CURVE 2 TO START CURVE 3	69.8
68+95.68 to 76+00.00	CURVE 3 START TO CURVE 3 END	151.2
76+00.00 to 82+58.55	END CURVE 3 TO IRENE ROAD	135.7
45+18.97	COMMERCIAL ENTRANCE, LEFT	3.3
55+06.69	COMMERCIAL ENTRANCE, RIGHT	7.1
57+97.82	COMMERCIAL ENTRANCE, RIGHT	3.0
60+94.65	COMMERCIAL ENTRANCE, RIGHT	8.4
68+51	PRIVATE ENTRANCE, LEFT	1.4
69+05.16	PRIVATE ENTRANCE, LEFT	1.7
72+16	PRIVATE ENTRANCE, LEFT	1.6
72+25.1	PRIVATE ENTRANCE, RIGHT	1.5
72+82.44	PRIVATE ENTRANCE, LEFT	1.4
73+89.46	COMMERCIAL ENTRANCE, RIGHT	3.6
81+17.87	PRIVATE ENTRANCE, LEFT	1.6
82+12.64	PRIVATE ENTRANCE, LEFT	1.6
TOTAL		1,566.2

HOT-MIX ASPHALT SURFACE COURSE IL-9.5 D N70 1 1/2"		
STATION	DESCRIPTION	TON
10+00 to 36+43.66	KISHWAUKEE BRIDGE TO IPSEN ROAD	653.9
0+00 to 1+22	IPSEN ROAD INTERSECTION	33.1
36+43.66 to 44+52.43	IPSEN ROAD TO START CURVE 1	200.4
44+52.43 to 52+52.88	CURVE 1 START TO CURVE 1 END	198.0
52+52.88 to 59+22.56	CURVE 1 TO START CURVE 2	165.6
59+22.56 to 65+58.22	CURVE 2 START TO CURVE 2 END	157.2
65+58.22 to 68+95.68	CURVE 2 TO START CURVE 3	83.7
68+95.68 to 76+00.00	CURVE 3 START TO CURVE 3 END	174.0
76+00.00 to 82+58.55	END CURVE 3 TO IRENE ROAD	162.9
45+18.97	COMMERCIAL ENTRANCE, LEFT	4.0
55+06.69	COMMERCIAL ENTRANCE, RIGHT	8.5
57+97.82	COMMERCIAL ENTRANCE, RIGHT	3.6
60+94.65	COMMERCIAL ENTRANCE, RIGHT	10.1
68+51	PRIVATE ENTRANCE, LEFT	1.7
69+05.16	PRIVATE ENTRANCE, LEFT	2.0
72+16	PRIVATE ENTRANCE, LEFT	1.9
72+25.1	PRIVATE ENTRANCE, RIGHT	1.8
72+82.44	PRIVATE ENTRANCE, LEFT	1.7
73+89.46	COMMERCIAL ENTRANCE, RIGHT	4.3
81+17.87	PRIVATE ENTRANCE, LEFT	1.9
82+12.64	PRIVATE ENTRANCE, LEFT	1.9
TOTAL		1,872.3

TEMPORARY RAMP		
STATION	DESCRIPTION	SQ YD
10+00	EAST ABUTMENT OF BRIDGE OVER KISHWAUKEE RIVER	11
0+00	IPSEN ROAD	11
82+58.82	WEST LEG OF INTERSECTION OF IRENE RD	11
TOTAL		33

SHORT TERM PAVEMENT MARKING		
STATION	DESCRIPTION	FOOT
10+00.00 to 82+58.80	SKIP DASH TAPE WHOLE SECTION (3 APPLICATIONS)	5,460.00
TOTAL		5,460.00


THERMOPLASTIC PAVEMENT MARKING LINE 6" - YELLOW		
STATION	DESCRIPTION	FOOT
10+00.00 to 17+23.93	SOLID YELLOW WEST BOUND	274
10+00.00 to 12+23.93	SKIP DASH EASTBOUND	60
17+23.93 to 51+47.12	SKIP DASH EAST AND WEST BOUND	990
51+47.12 to 82+58.80	SOLID YELLOW EAST BOUND	3,112
51+47.12 to 60+38.76	SKIP DASH WEST BOUND	230
60+38.76 to 82+58.80	SOLID YELLOW WEST BOUND	2,221
TOTAL		6,837

THERMOPLASTIC PAVEMENT MARKING LINE 4" - WHITE		
STATION	DESCRIPTION	FOOT
10+06.50 to 82+58.55	SOLID WHITE WEST BOUND	7,252
9+94.45 to 35+26.54	SOLID WHITE EAST BOUND	2,532
35+33.65 to 82+58.55	SOLID WHITE EAST BOUND	4,625
TOTAL		14,409

TOPSOIL CALCULATIONS FOR INFORMATION ONLY CONTRACTOR TO VERIFY QUANTITY			
STATION	TOP SOIL SQUARE FEET END AREA (LEFT)	TOP SOIL SQUARE FEET END AREA (RIGHT)	TOP SOIL CUBIC YARDS (TOTAL)
10+00	0.0	0.0	0.0
11+00	0.0	0.0	0.2
12+00	0.0	0.7	1.3
13+00	0.1	1.3	3.3
14+00	0.5	1.4	5.3
15+00	1.4	1.7	9.1
16+00	3.5	1.9	15.8
17+00	2.9	2.1	19.4
18+00	2.6	2.2	18.2
19+00	2.3	2.1	17.0
20+00	2.0	2.0	15.5
21+00	1.8	1.5	13.6
22+00	1.7	1.3	11.8
23+00	1.7	1.2	11.1
24+00	1.6	1.4	11.0
25+00	1.6	1.5	11.2
26+00	1.7	1.4	11.3
27+00	1.7	1.3	11.2
28+00	1.8	1.4	11.5
29+00	1.9	1.4	12.0
30+00	2.2	1.0	12.1
31+00	1.4	1.0	10.4
32+00	1.2	1.0	8.4
33+00	1.0	0.9	7.4
34+00	0.8	0.8	6.5
35+00	0.7	0.8	5.8
35+80	0.2	0.0	2.5
37+00	0.0	0.0	0.5
38+00	0.0	0.0	0.0
39+00	0.1	0.2	0.5
40+00	0.3	0.9	2.6
41+00	1.0	0.4	4.7
42+00	4.6	0.0	11.0
43+00	5.6	0.3	19.4
44+00	4.5	0.9	21.0
44+52.43	1.9	1.3	8.4
45+20	0.3	0.9	5.6
46+00	0.7	0.7	3.9
47+00	0.8	0.1	4.1
48+00	0.4	0.0	2.3
48+52.85	0.8	0.2	2.3
49+00	1.3	0.2	2.7
50+00	0.8	2.0	9.2
51+00	0.1	2.8	11.7
52+00	0.0	2.1	9.4
52+52.88	0.1	1.0	3.2
53+00	0.3	0.4	1.6
54+00	1.5	0.0	4.1
55+00	1.4	0.0	5.4
56+00	1.0	0.0	4.5
57+00	1.3	0.9	5.9
58+00	0.9	0.0	5.8
59+00	2.0	0.0	5.5
59+22.56	0.5	1.1	1.5
60+00	0.3	2.1	5.6
61+00	0.1	0.0	4.5
62+00	0.1	0.0	0.4
62+40.39	0.8	0.0	0.7
63+00	0.0	0.0	0.9
64+00	0.1	1.5	3.0
65+00	0.1	2.9	8.5
65+58.22	0.1	1.9	5.4
66+00	0.1	1.0	2.4
67+00	1.0	0.6	5.0
68+00	3.7	0.4	10.5
68+96.68	0.1	1.1	9.4
69+00	0.1	1.1	0.2
70+00	1.3	1.5	7.5
71+00	0.7	1.2	8.8
72+00	0.0	0.3	4.3
73+00	0.2	2.3	5.3
74+00	0.2	0.1	5.2
75+00	0.3	10.3	20.1
76+00	0.3	12.4	43.1
77+00	9.0	0.5	41.1
78+00	5.8	2.4	32.8
79+00	1.6	2.0	22.0
80+00	0.0	2.6	11.6
80+13.13	0.0	2.7	1.3
81+00	0.0	2.8	8.9
82+00	0.1	2.5	10.0
82+58.55	0.0	0.0	2.8
PE 71+90 LT			9.5
GRAND TOTAL			709.2

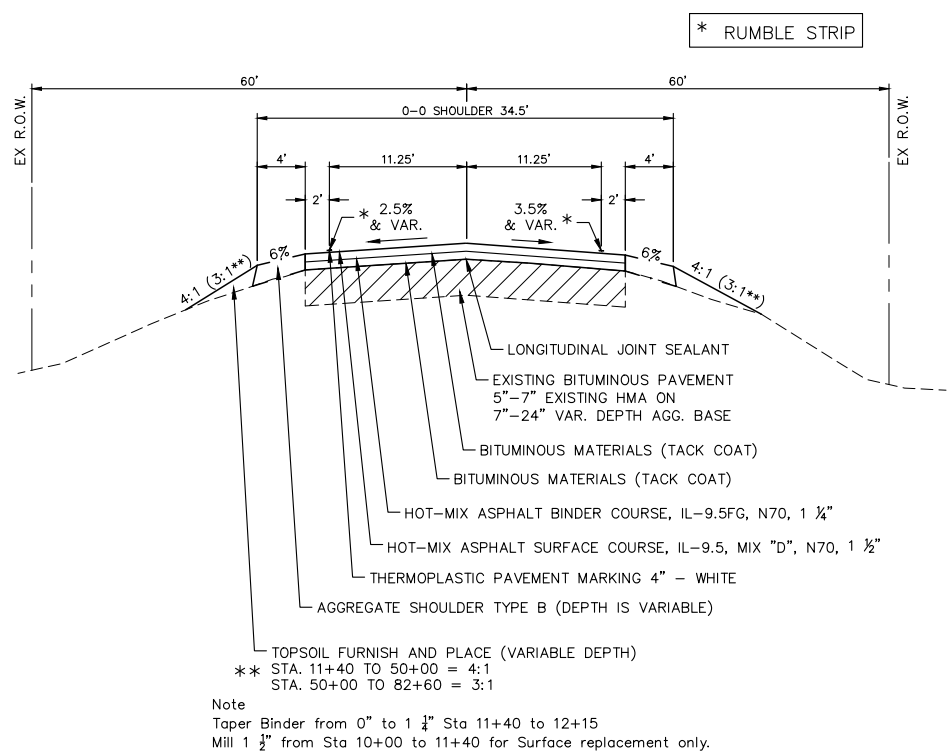
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DESCRIPTION	
NO.	

REVISIONS

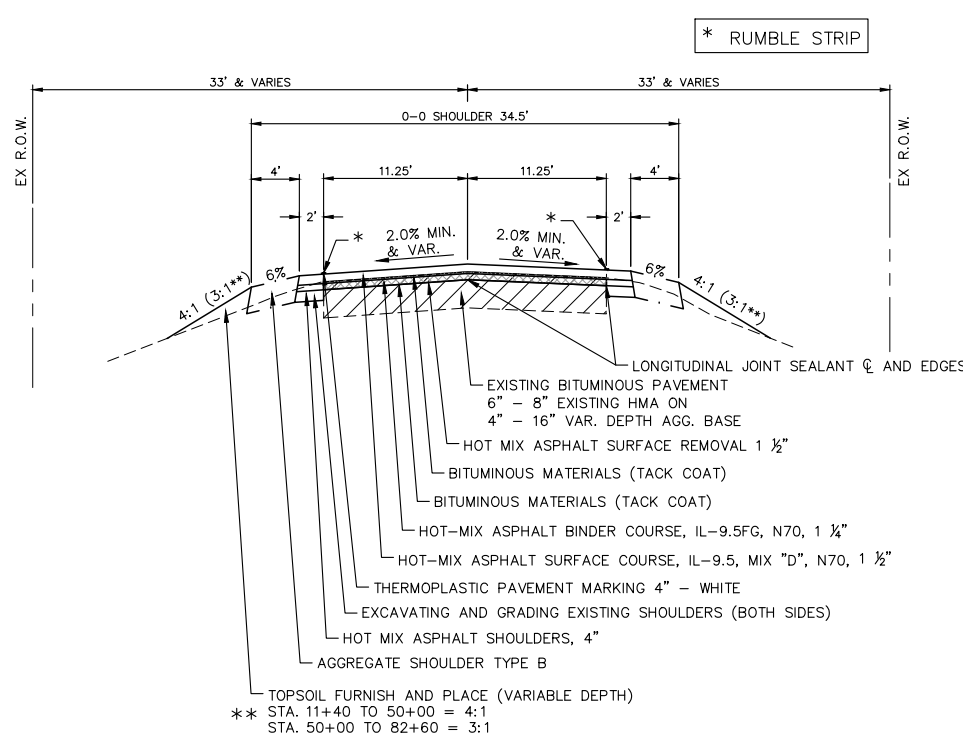


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Illinois Design Firm Registration # 04-007537-0014

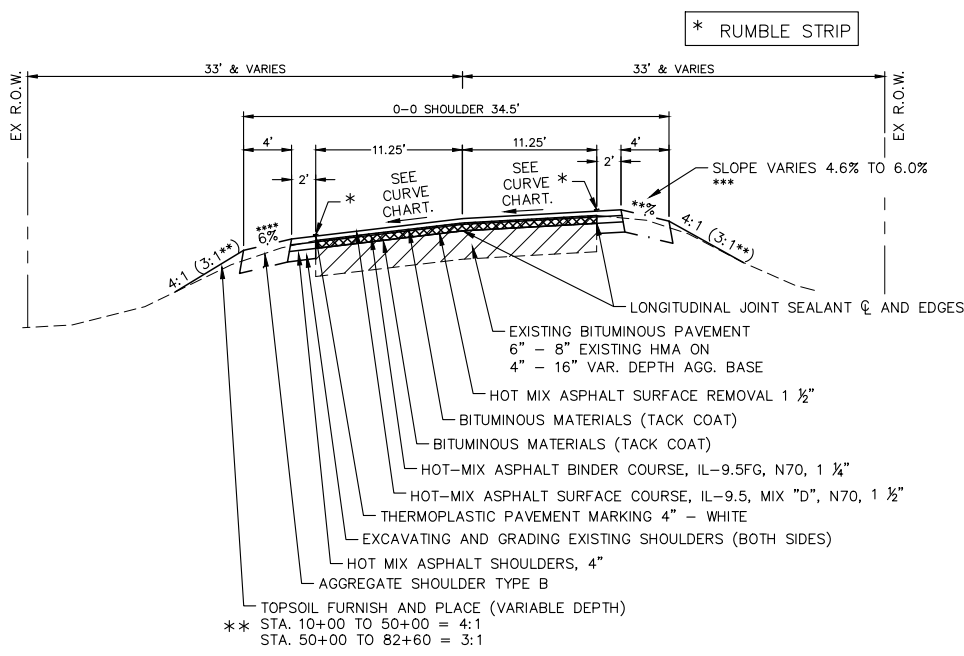
NEWBURG ROAD RESURFACING
BELVIDERE, ILLINO



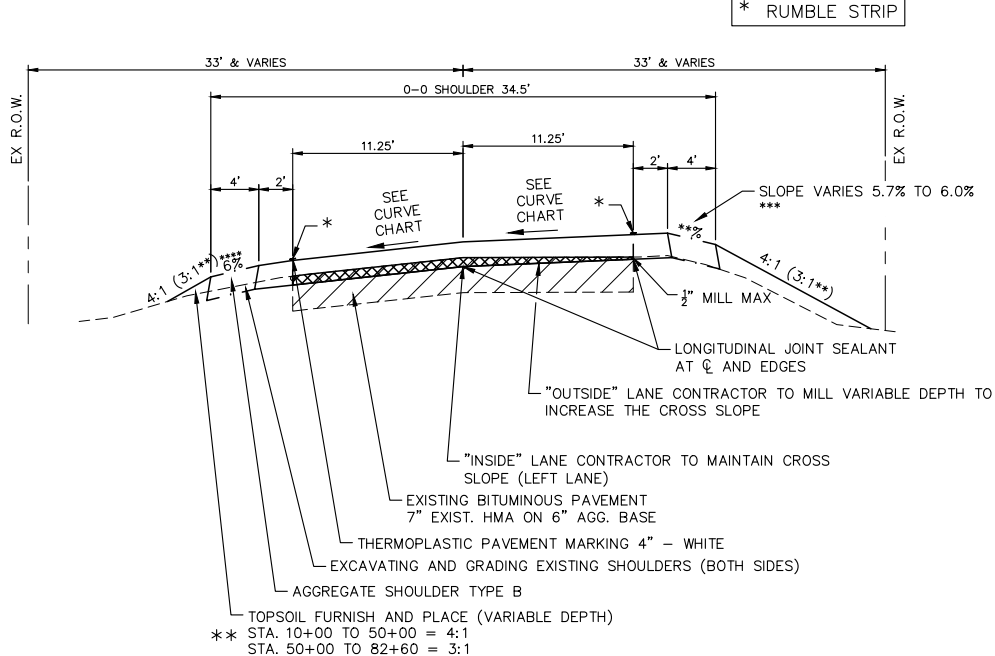
TYPICAL SECTION - 1
STA. 10+00.00 TO STA. 36+43.66



TYPICAL SECTION - 2
STA. 36+43.66 TO STA. 44+52.43
STA. 52+52.88 TO STA. 59+22.56
STA. 65+58.22 TO STA. 68+96.68
STA. 76+99.01 TO STA. 82+58.55



TYPICAL SECTION - 3
STA. 44+52.43 TO STA. 52+52.88
STA. 59+22.56 TO STA. 65+58.22
STA. 68+96.68 TO 70+00



SUPER ELEVATION CORRECTION SECTION - 4
STA. 70+00 TO STA. 76+99.01

(SEE SHEET C4 FOR TYPICAL SECTION MATERIALS)

CURVE 1			
STATION	LEFT LANE GRADE	RIGHT LANE GRADE	
45+00	4.2%	2.4%	EXISTING
47+00	5.9%	3.4%	EXISTING
50+00	5.8%	2.5%	EXISTING

CURVE 2 - 59+22.56 TO 65+58.22			
STATION	LEFT LANE GRADE	RIGHT LANE GRADE	
59+22.56	5.9%	0.3%	EXISTING
62+40.39	7.6%	3.0%	EXISTING
65+00	7.1%	2.9%	EXISTING

CURVE 3 - 68+96.68 TO 76+99.01 SEE NOTE			
STATION	LEFT LANE GRADE	RIGHT LANE GRADE	
69+00	5.4%	1.4%	IN TRANSITION
71+00	6.1%	2.3%	CORRECTED
72+00	4.8%	2.3%	CORRECTED
73+00	5.2%	2.3%	CORRECTED
74+00	6.3%	2.3%	CORRECTED
75+00	7.0%	2.3%	CORRECTED
76+00	6.0%	2.3%	CORRECTED
76+99.01	5.3%	1.2%	IN TRANSITION
78+00	2.0%	-2.0%	NORMAL CROWN

Location and Mixture Use(s):	Bituminous Schedule		
	SURFACE 1 1/2"	BINDER 1 1/2"	SHOULDER 4"
PG:	PG 58-28	PG 58-28	PG 58-28
DESIGN AIR VOIDS	4.0 @ N70	4.0 @ N70	4.0 @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5 FG	IL 19.0
FRICTION AGGREGATE	D	N/A	N/A
MIX WEIGHT	112 lbs/sy/in	N/A	N/A
MAT'L TRANSFER DEVICE	N/A	N/A	N/A
QUALITY MANAGEMENT PROGRAM	QCQA	QCQA	QCQA

NOTE:
The Contractor shall mill the Eastbound lane ahead of the Westbound lane to manage the completion of the pavement slope correction to achieve the required superelevation rate for curve 3.

The shoulder slope shall be 6% except for superelevated sections where the algebraic difference between the adjacent pavement and the shoulder shall be no greater than 8%.

On the inside of the curve, the slope of the Aggregate Shoulder shall be 6% (or steeper when the adjacent pavement superelevated rate exceeds 6%)

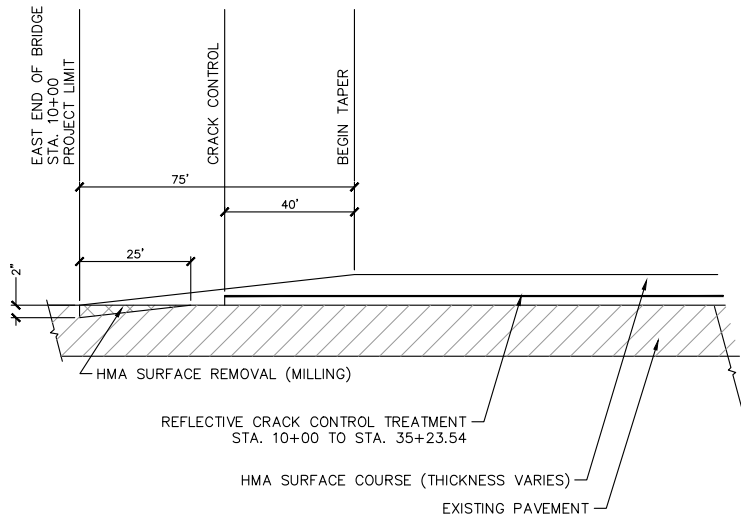
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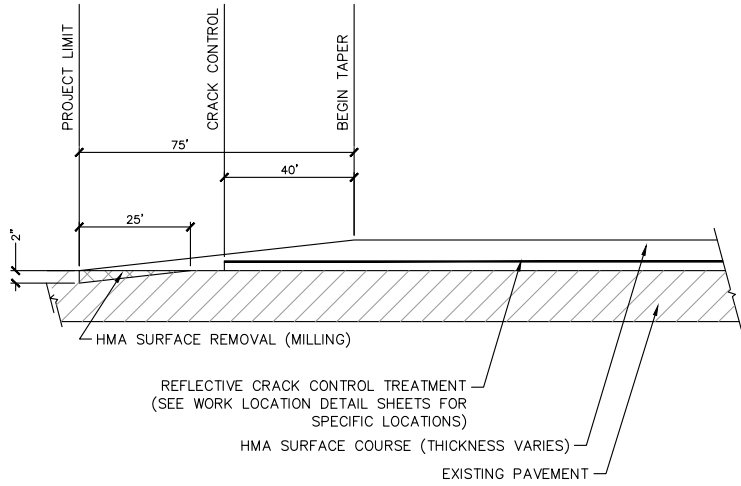
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TYPICAL SECTIONS

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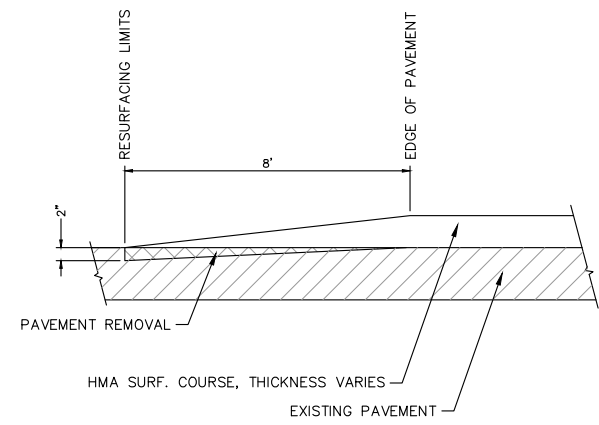
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BEGINNING TAPER SECTION



ENDING TAPER SECTION



SIDE ROAD & ENTRANCE TAPER SECTION

HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS

NOTE

- TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2 1/4" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
- PE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
- ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADIUS OF 20' TO 60'.
- SIDE ROADS SHALL HAVE 3" INCIDENTAL PLACED IN TWO 1 1/2' LISTS.

USER NAME = 00704642	DESIGNED =	REVISION = 8-23-17
PLOT SCALE = 1:250	DRAWN =	REVISION = 1-13-17
PLOT DATE = 8/23/17	CHECKED =	REVISION = 6-27-18
	DATE =	REVISION = 8-27-18

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS 20.1

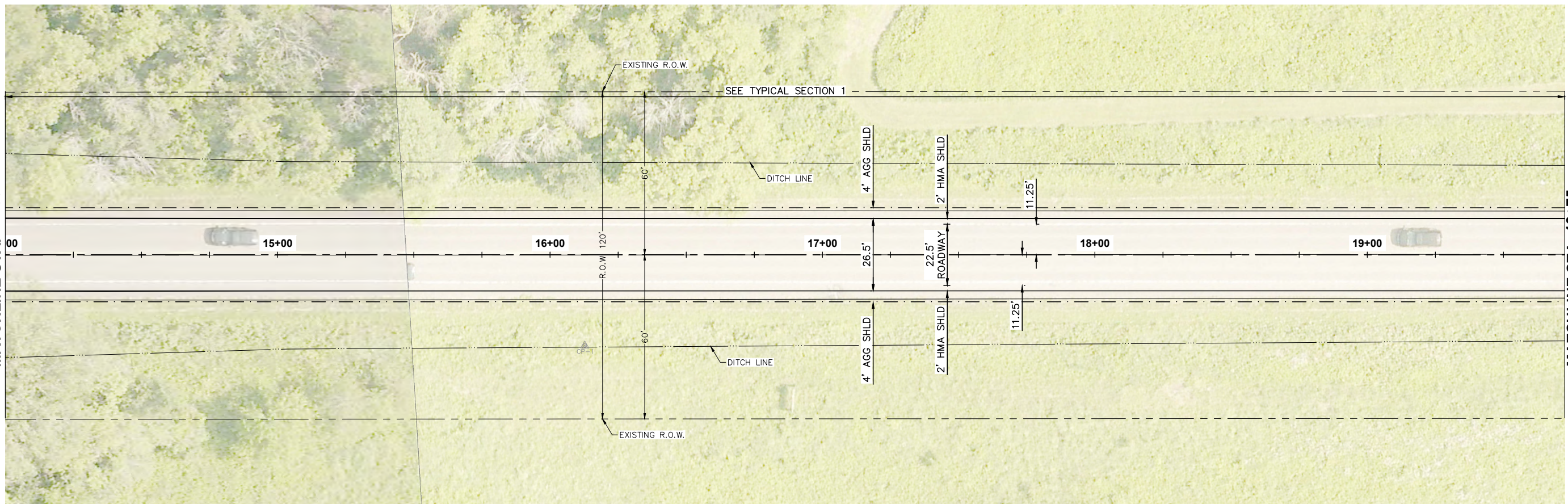
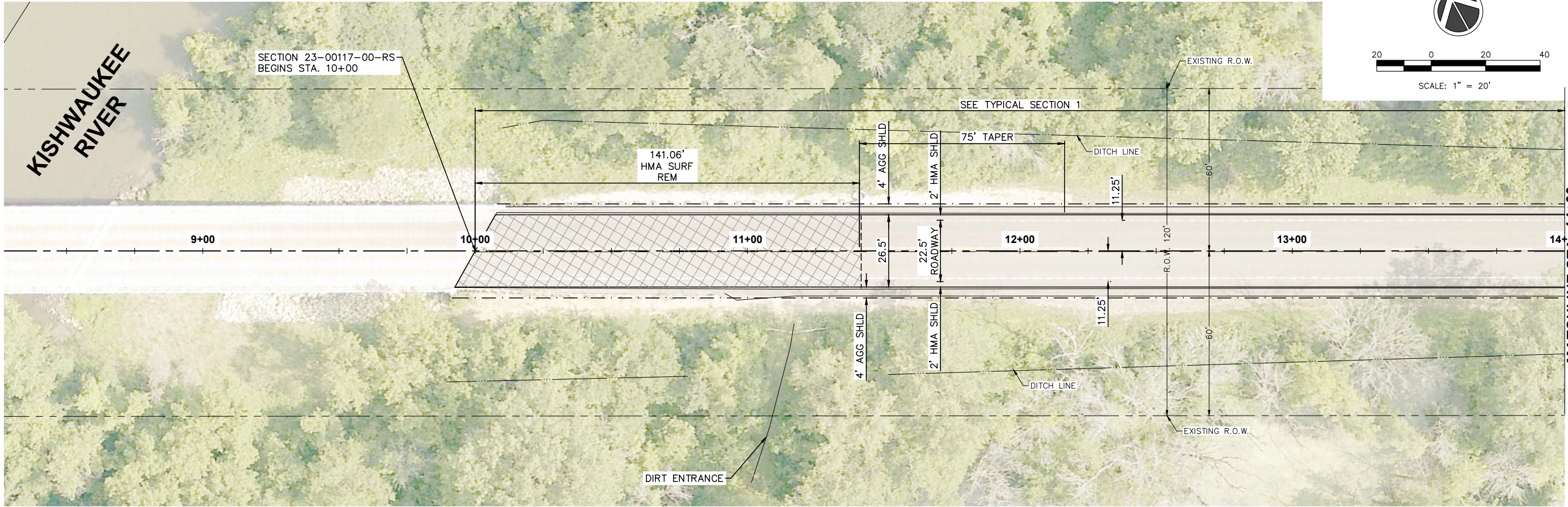
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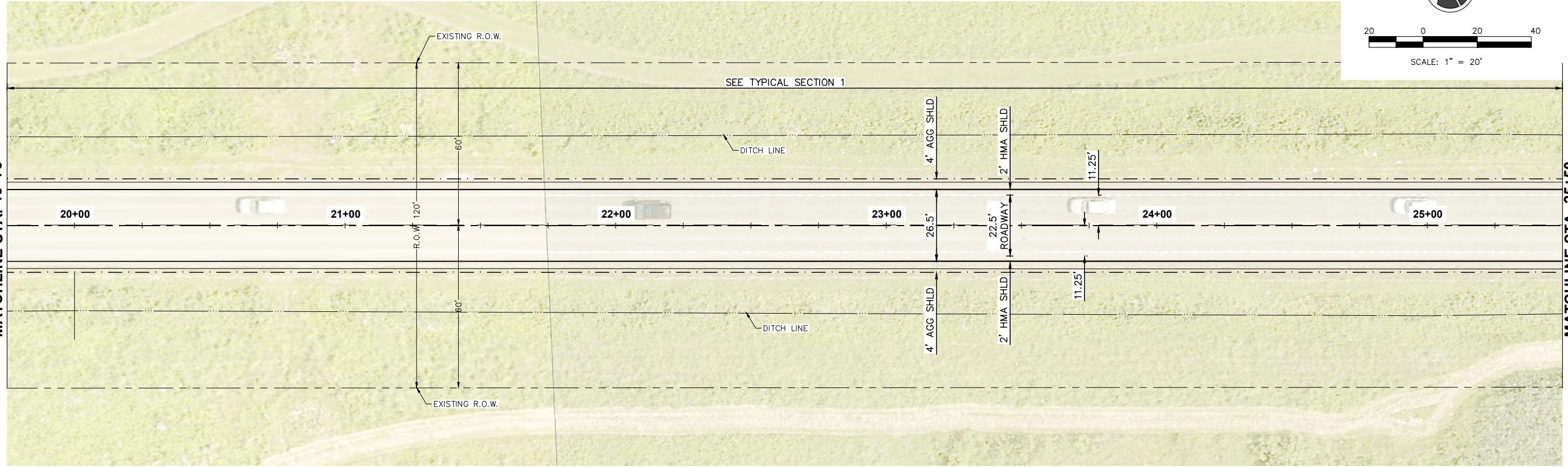
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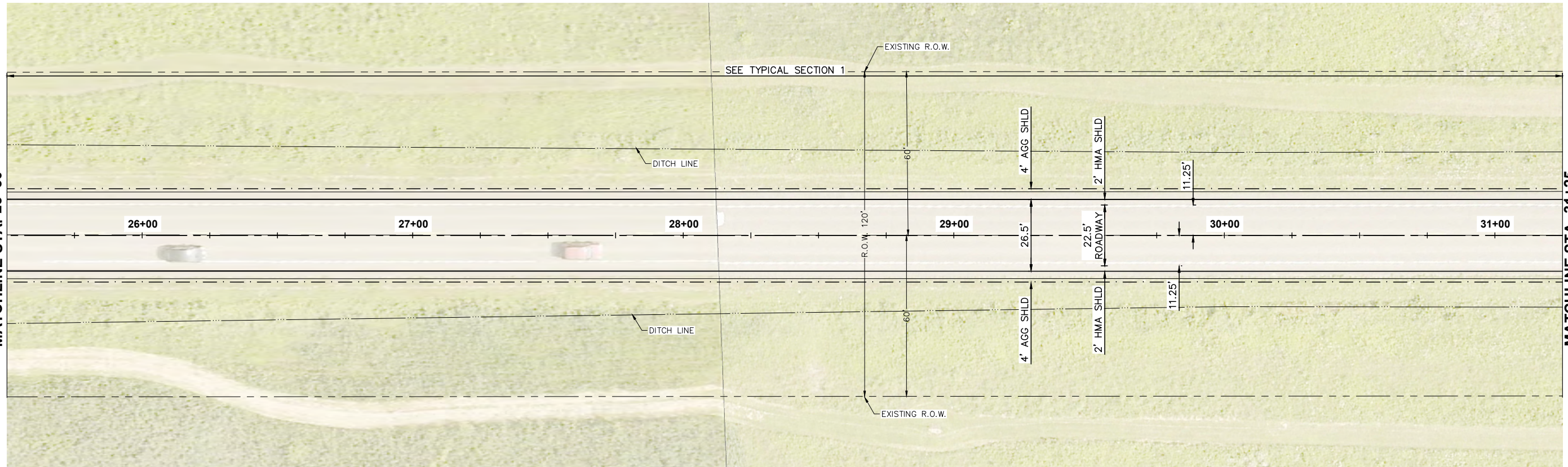
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MATCHLINE STA. 19+75



MATCHLINE STA. 25+50

MATCHLINE STA. 25+50



MATCHLINE STA. 31+25

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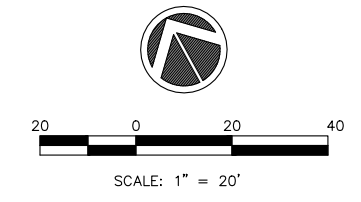
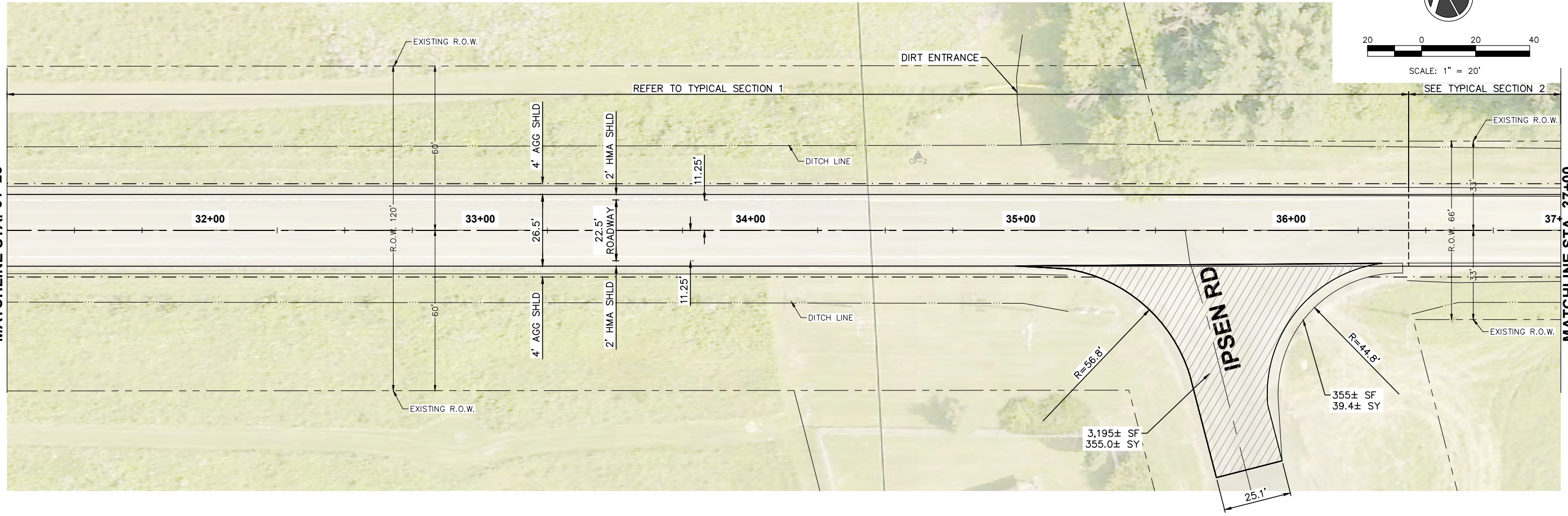
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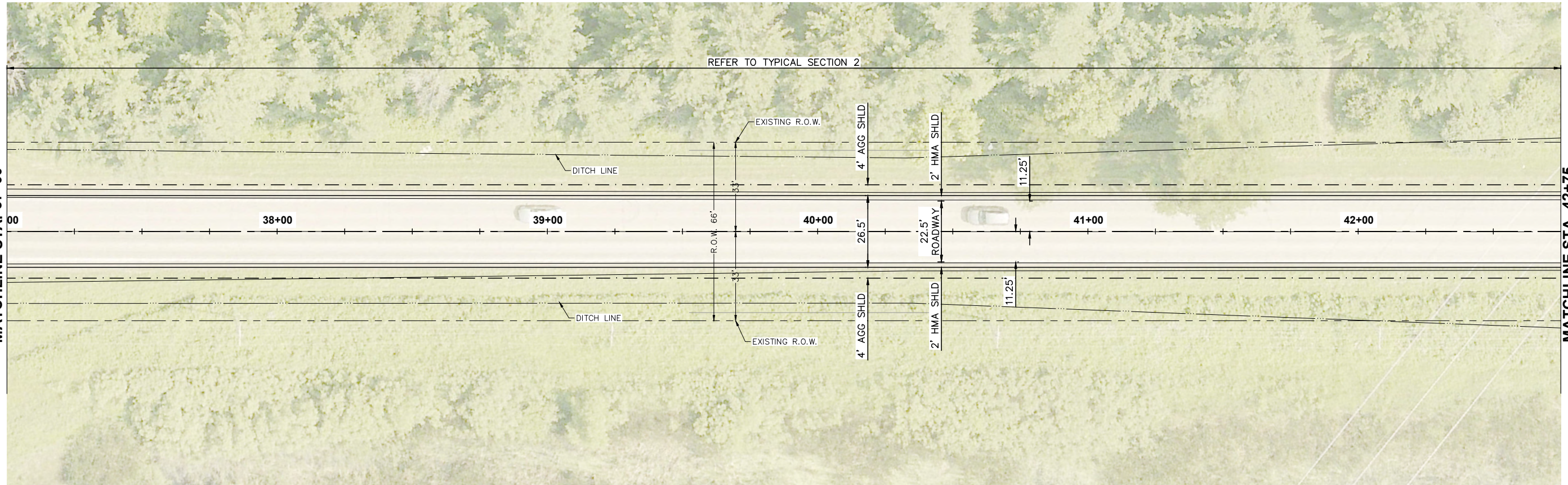
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MATCHLINE STA. 31+25



MATCHLINE STA. 37+00



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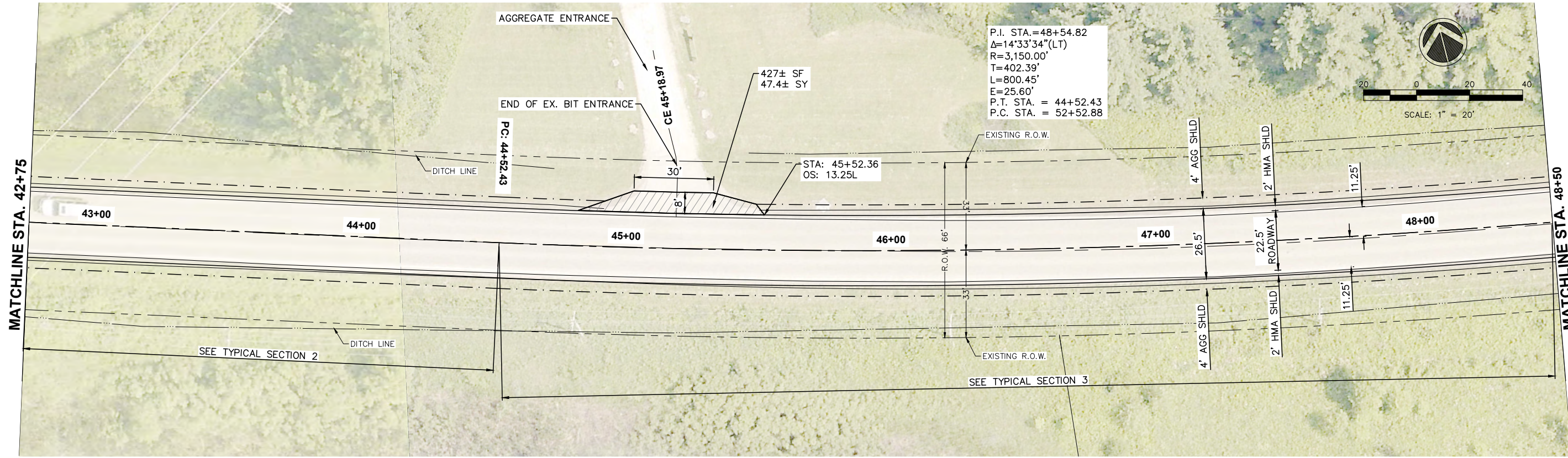
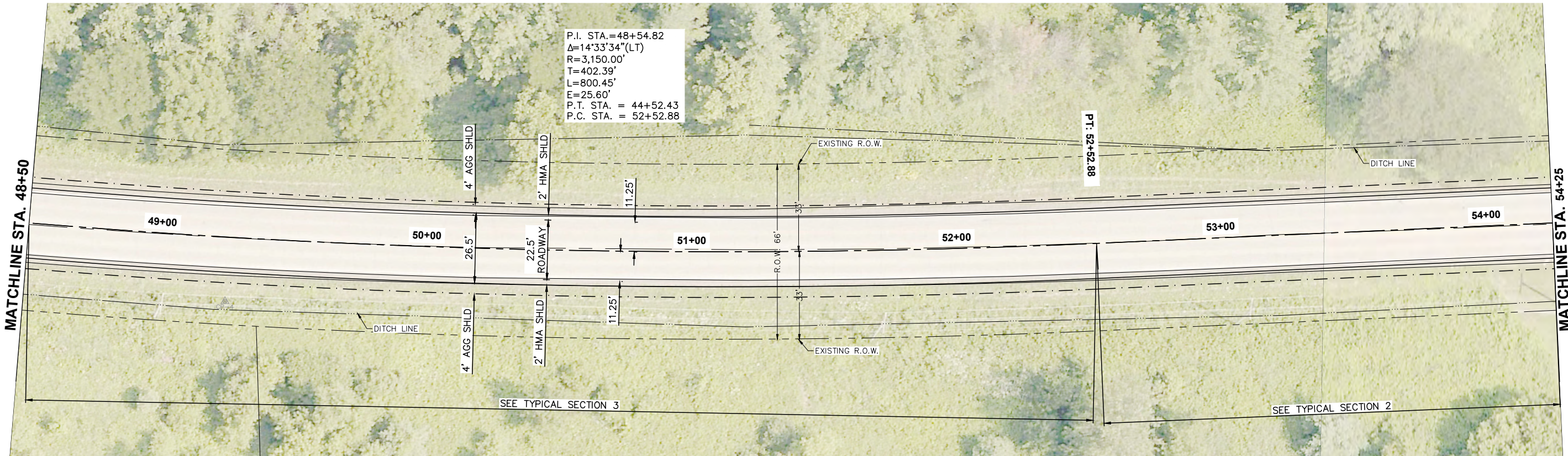
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MATCHLINE STA. 42+75

MATCHLINE STA. 48+50



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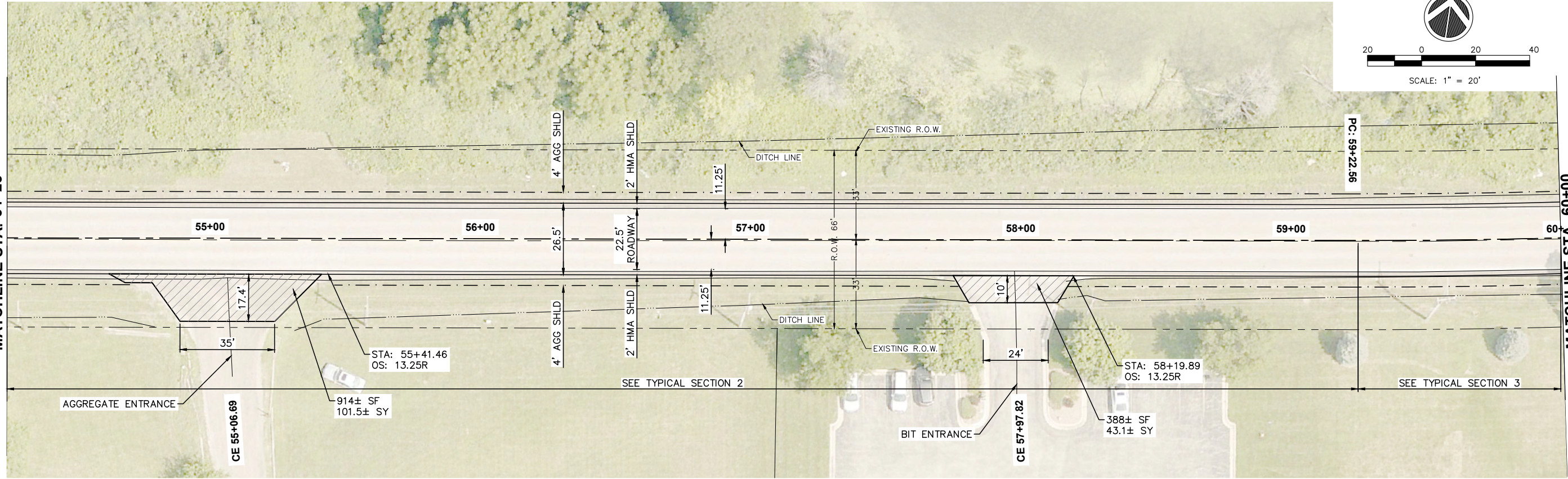
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MATCHLINE STA. 54+25

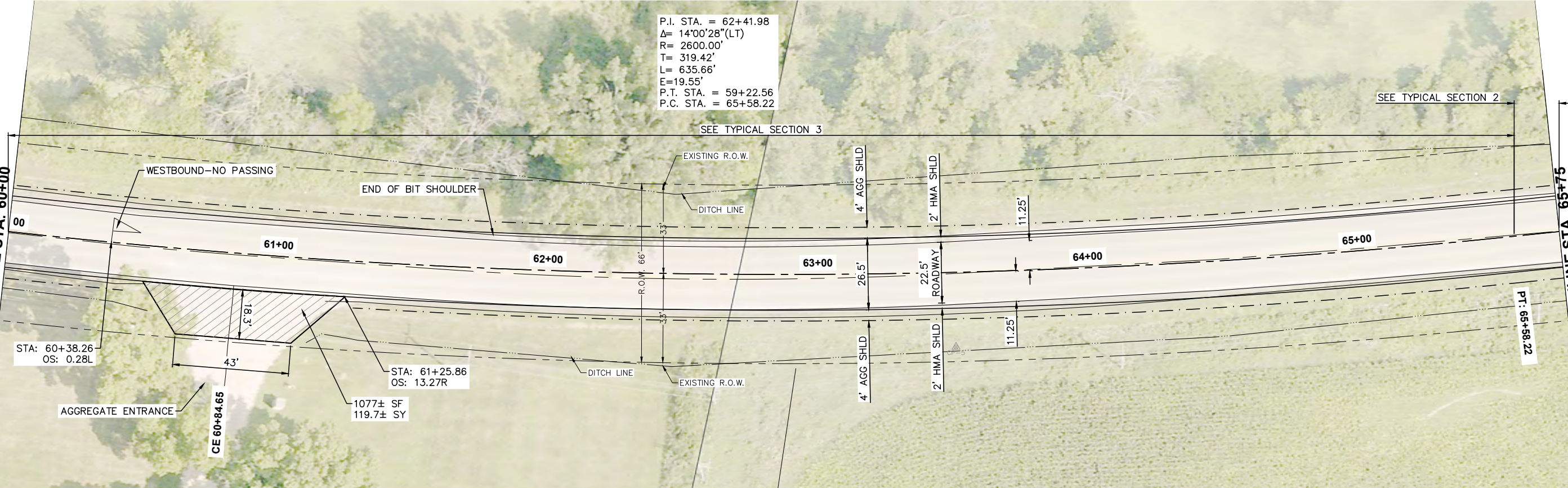


MATCHLINE STA. 60+00

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MATCHLINE STA. 60+00

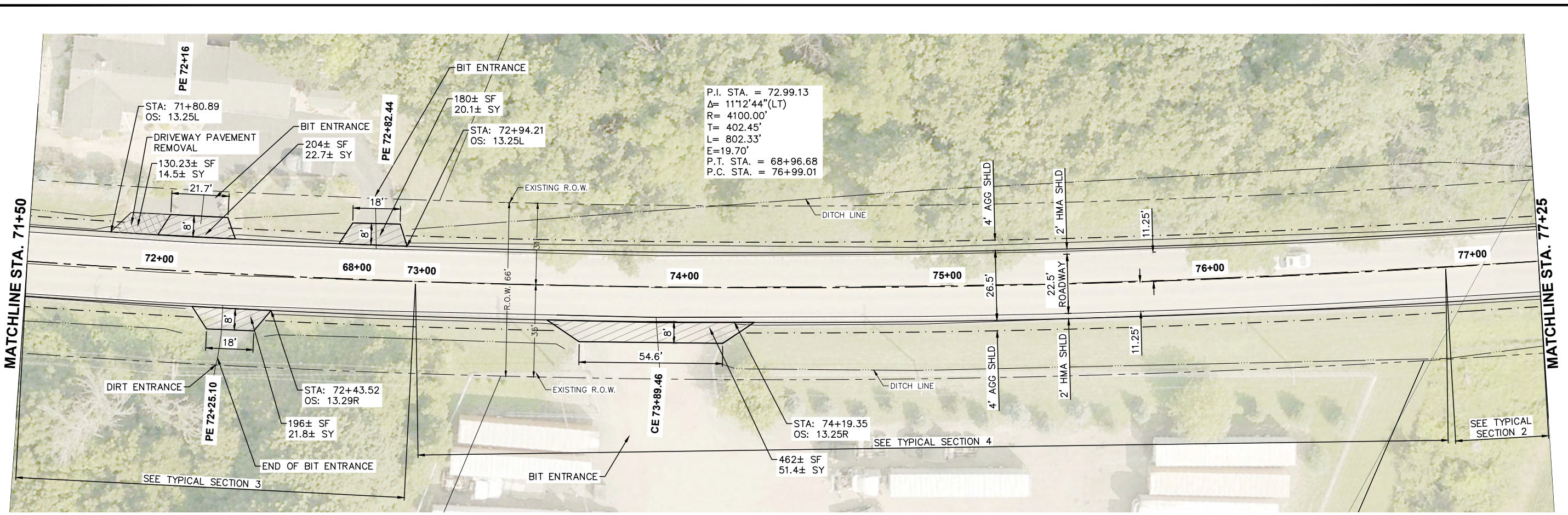
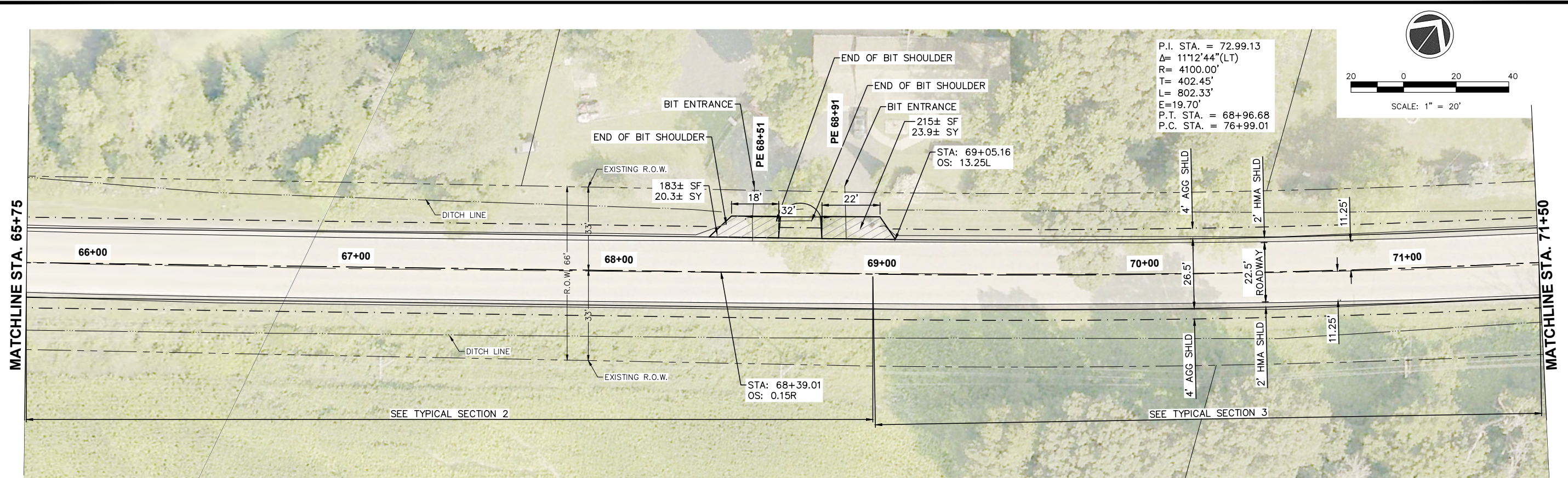


MATCHLINE STA. 65+75

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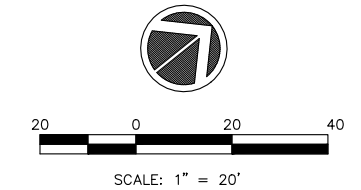
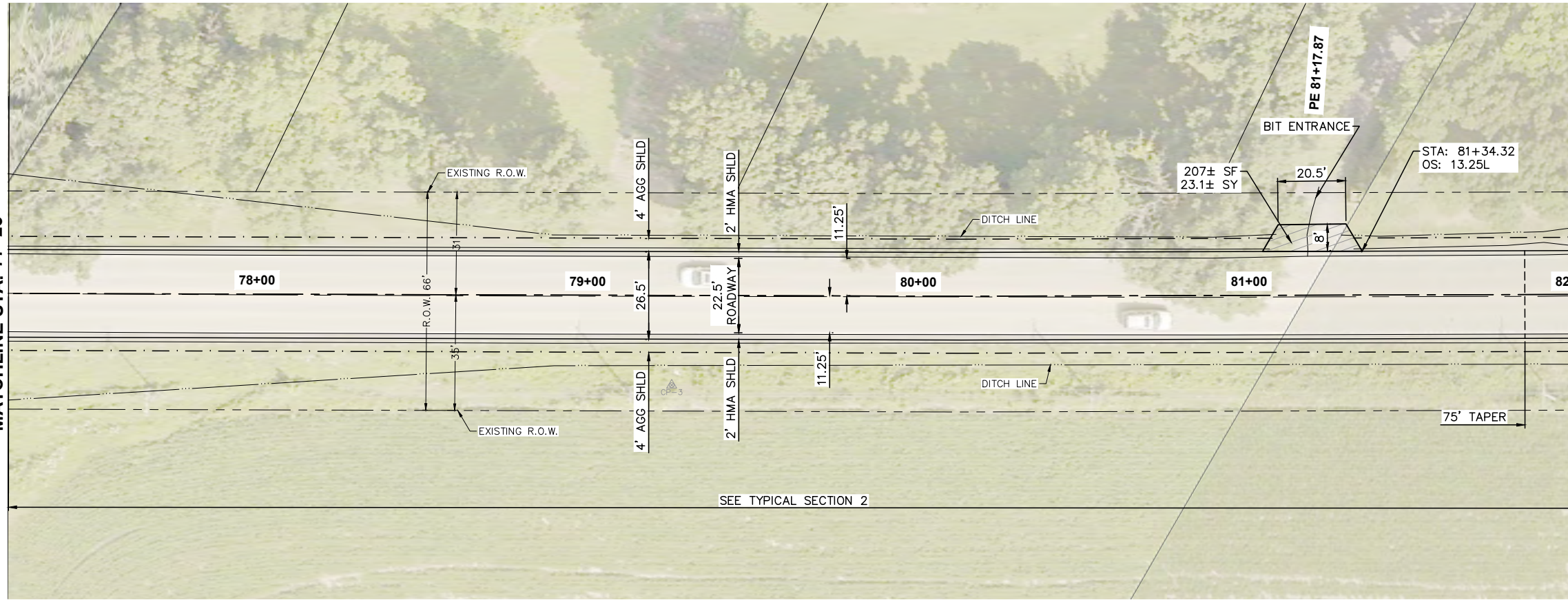
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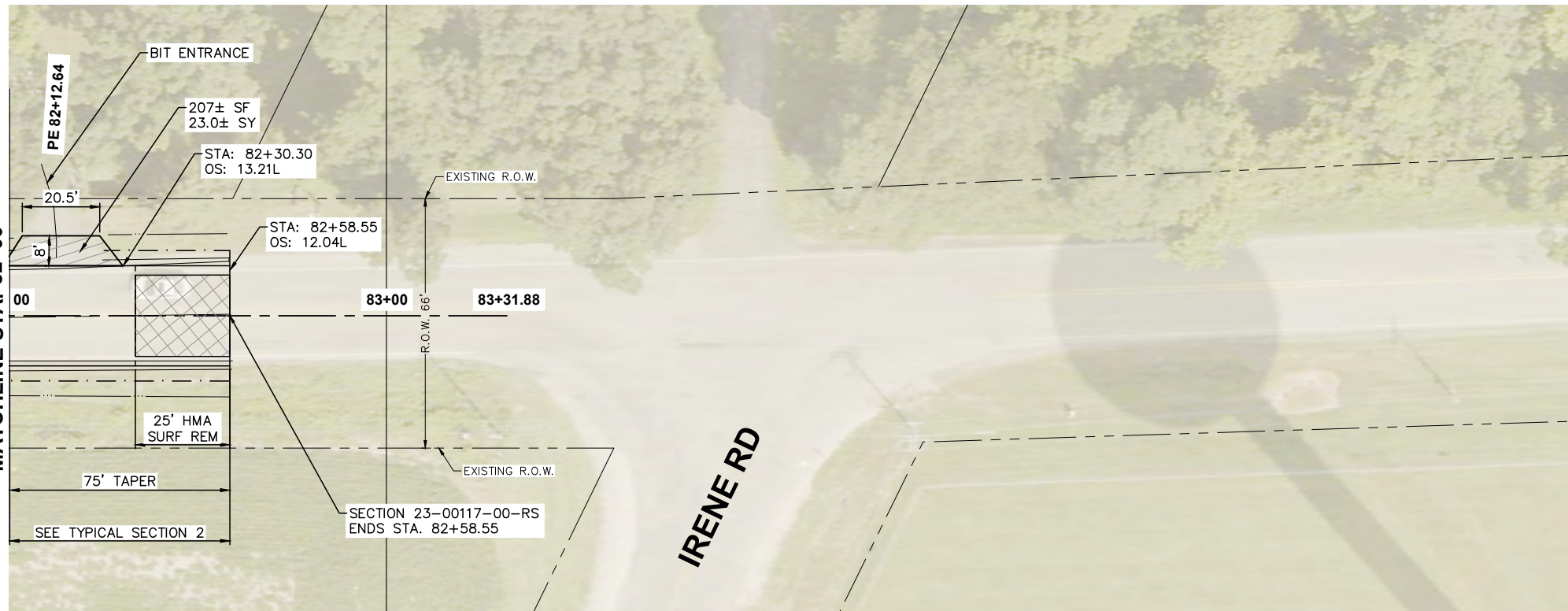
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MATCHLINE STA. 77+25



MATCHLINE STA. 82+00

MATCHLINE STA. 82+00



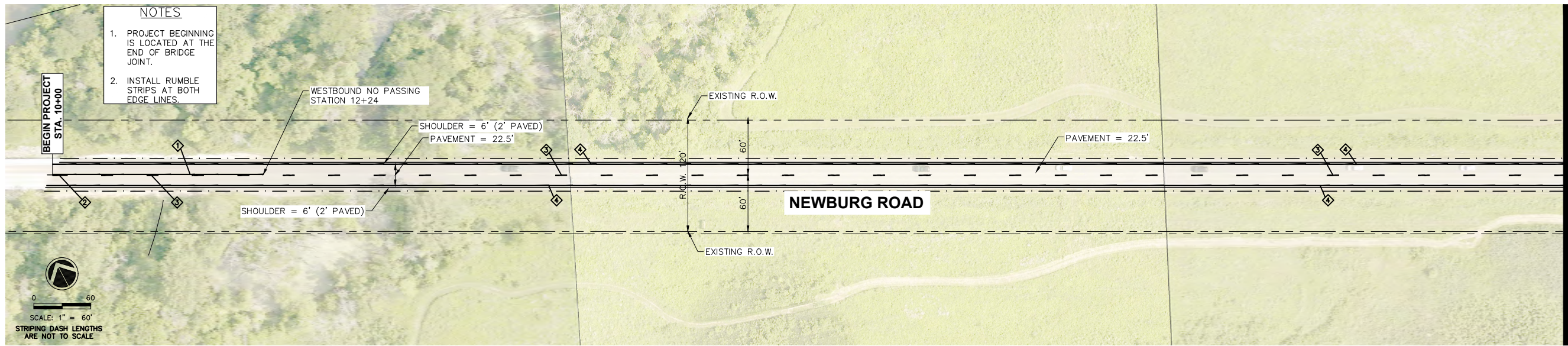
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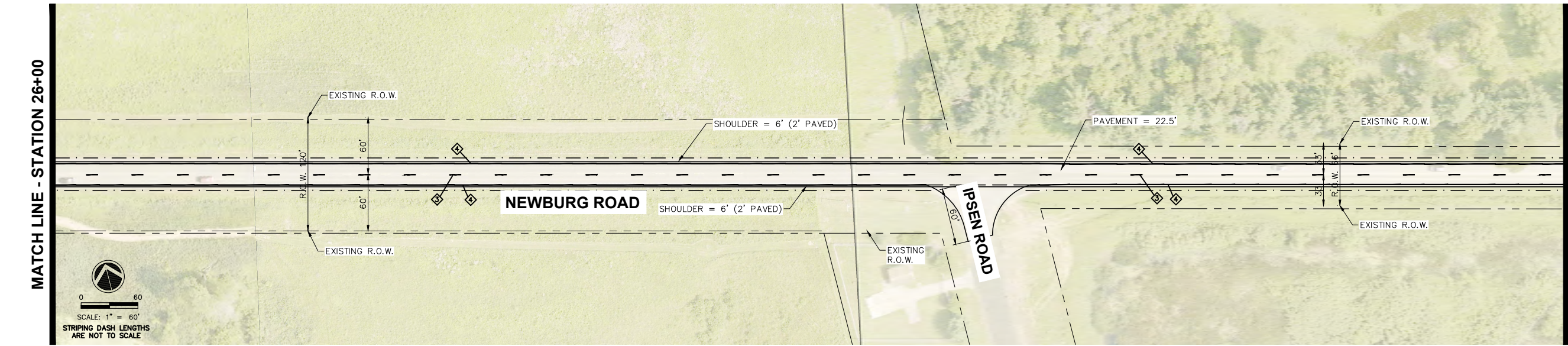
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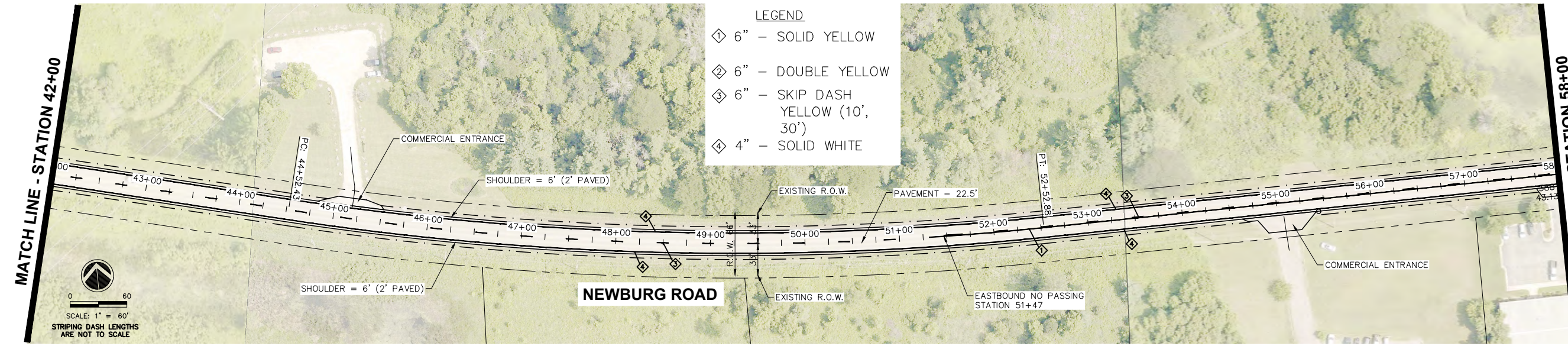
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MATCH LINE - STATION 26+00



MATCH LINE - STATION 42+00

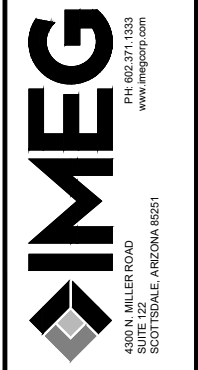


MATCH LINE - STATION 58+00

- LEGEND**
- ◊ 6" - SOLID YELLOW
 - ◊ 6" - DOUBLE YELLOW
 - ◊ 6" - SKIP DASH YELLOW (10', 30')
 - ◊ 4" - SOLID WHITE

- NOTES**
1. PROJECT BEGINNING IS LOCATED AT THE END OF BRIDGE JOINT.
 2. INSTALL RUMBLE STRIPS AT BOTH EDGE LINES.

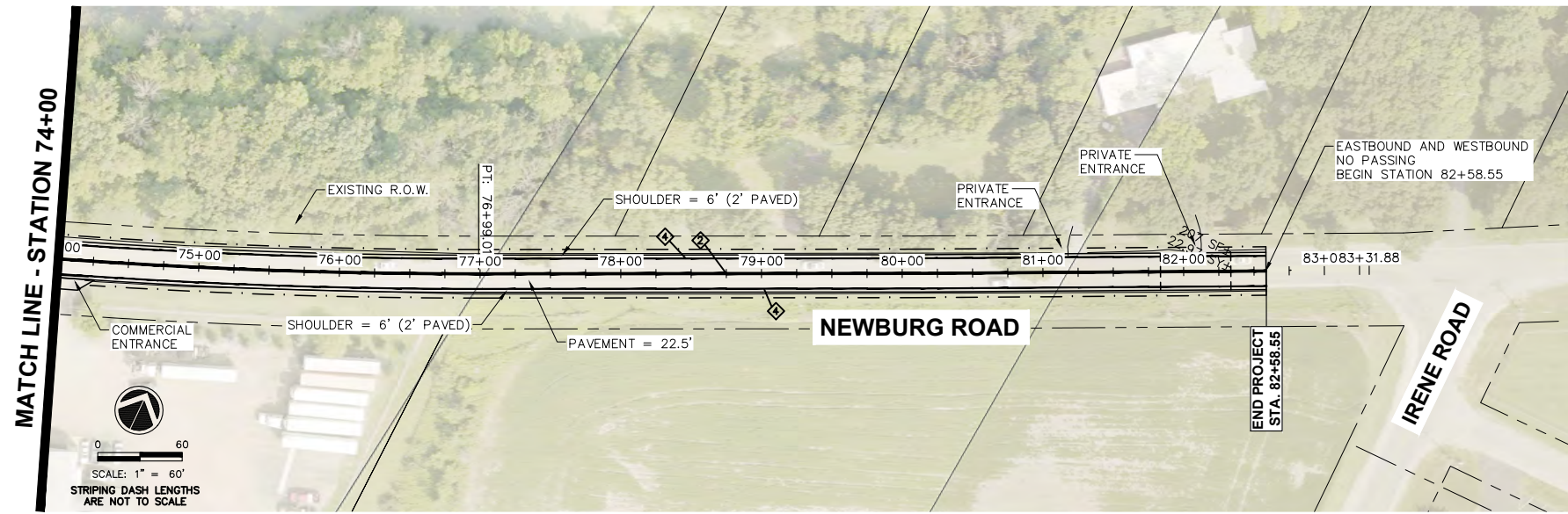
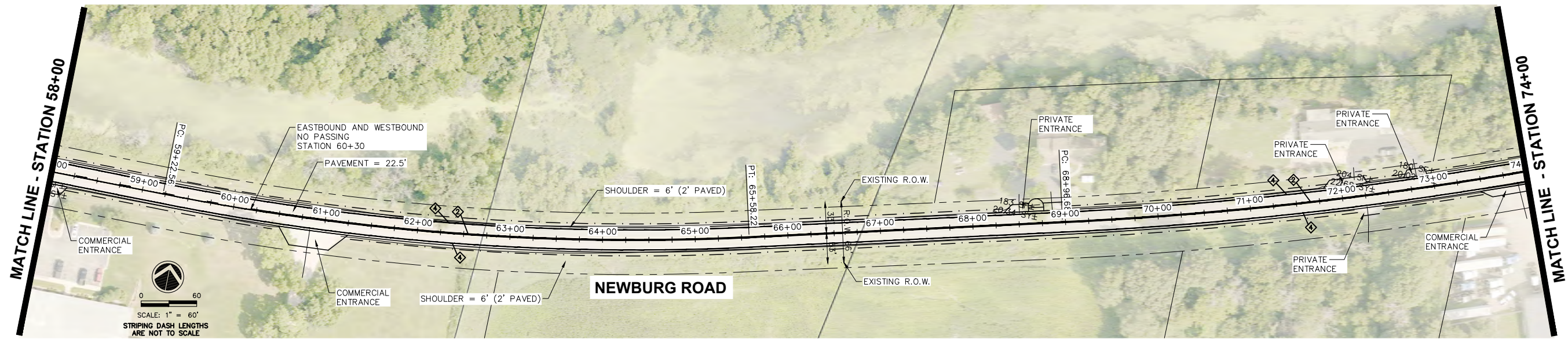
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DESCRIPTION	



NEWBURG ROAD RESURFACING
 BELVIDERE, ILLINOIS
PAVEMENT MARKING PLANS

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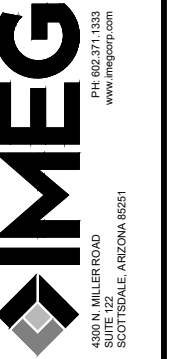


- NOTES**
- PROJECT END IS LOCATED AT THE BEGINNING OF THE PREVIOUS OVERLAY PROJECT.
 - INSTALL RUMBLE STRIPS AT BOTH EDGE LINES.

LEGEND

①	6" - SOLID YELLOW
②	6" - DOUBLE YELLOW
③	6" - SKIP DASH YELLOW (10', 30')
④	4" - SOLID WHITE

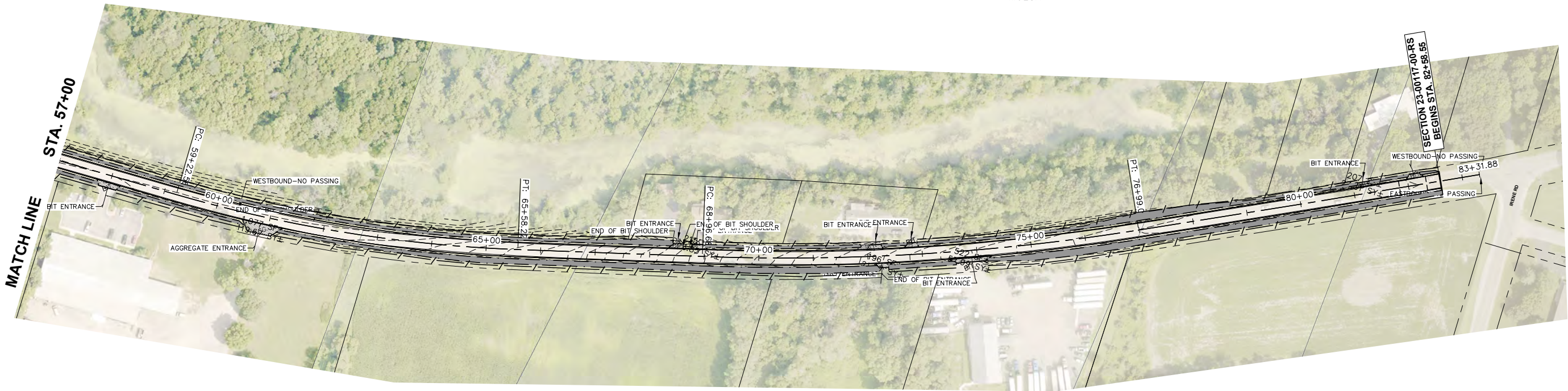
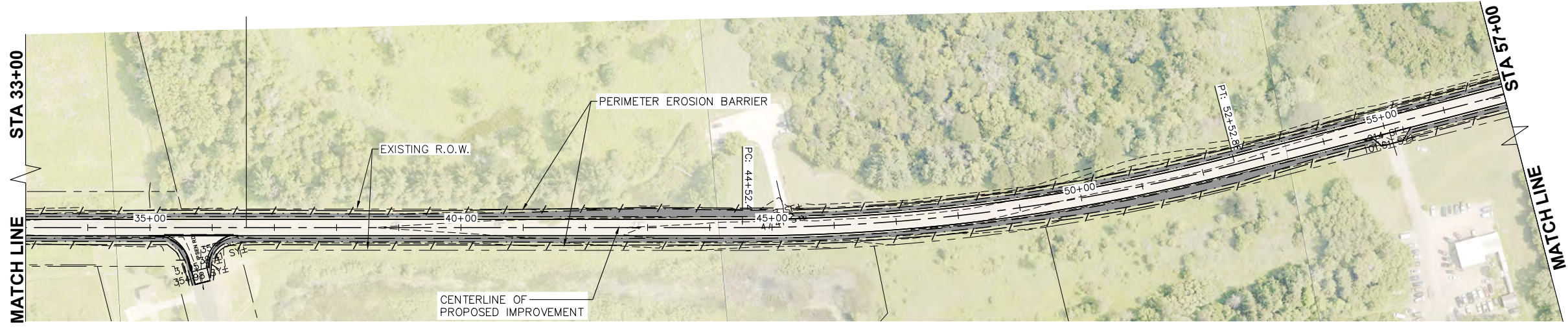
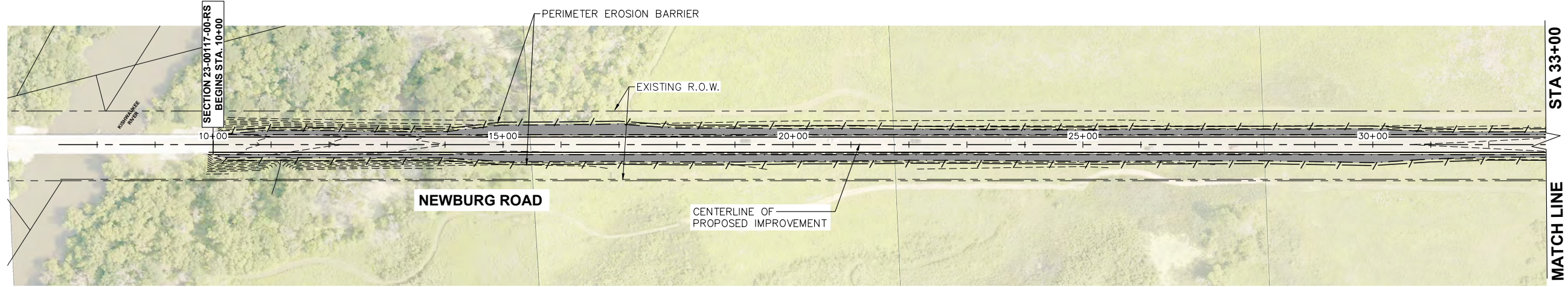
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BELVIDERE, ILLINOIS
PAVEMENT MARKING PLANS**

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PERIMETER EROSION BARRIER
 TOPSOIL PLACEMENT, SEEDING CLASS 1A AND MULCH

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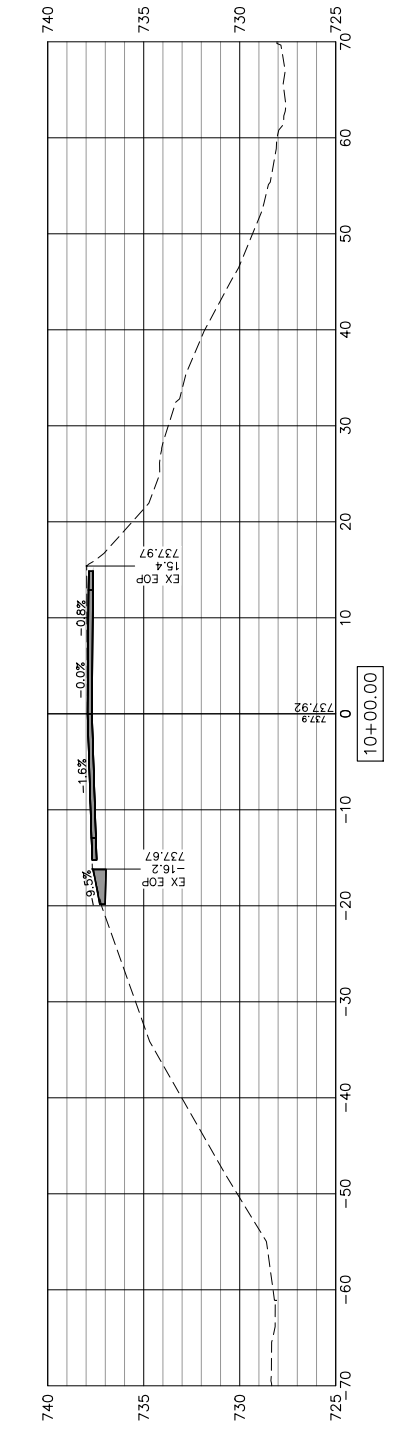
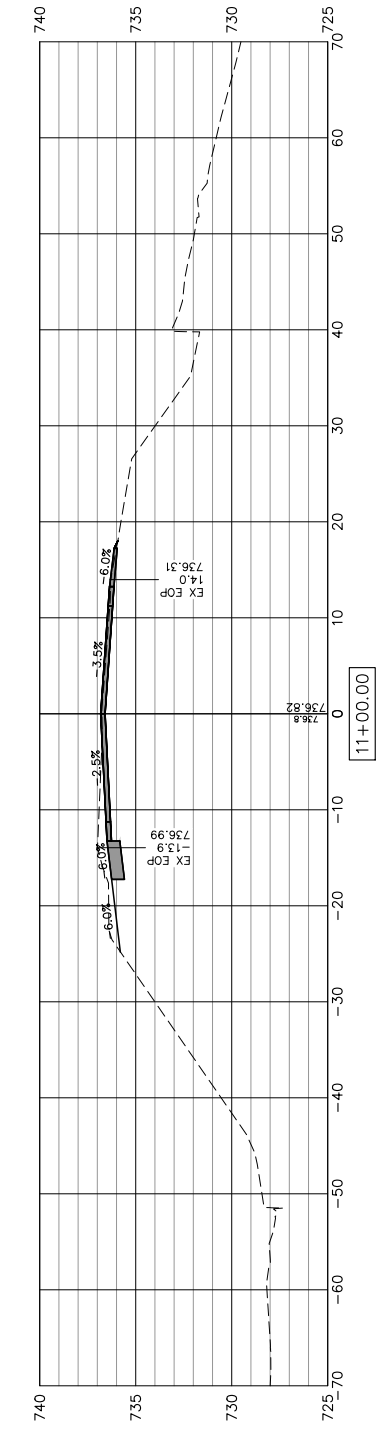
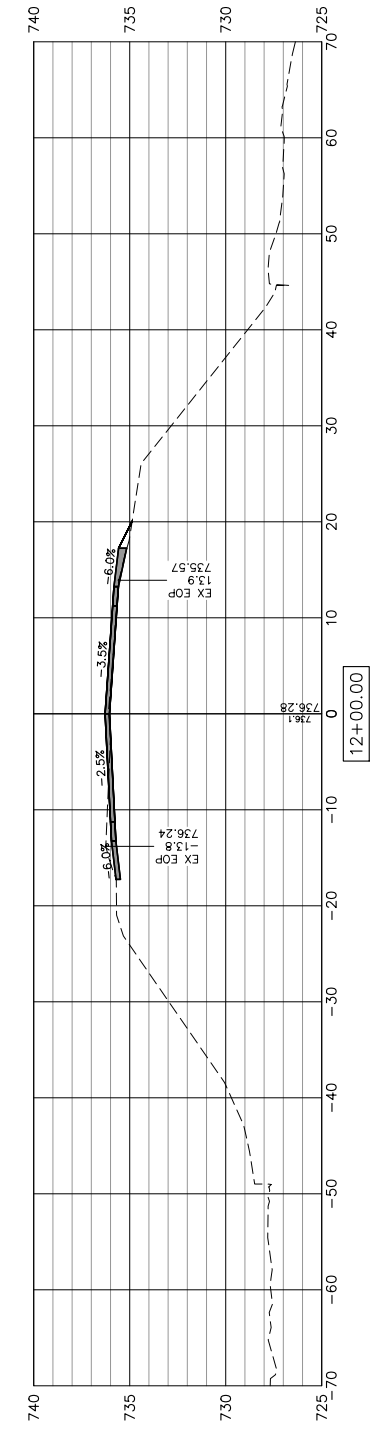
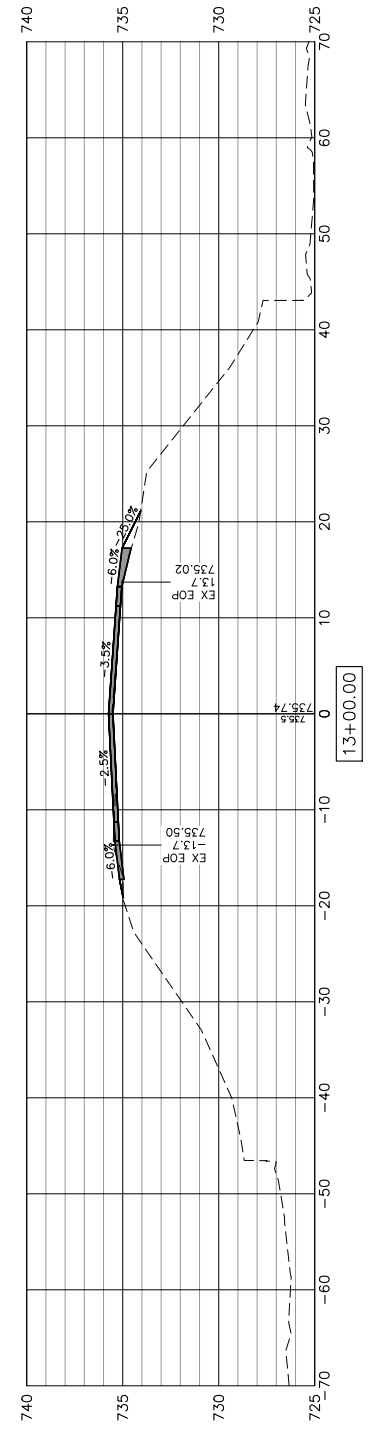
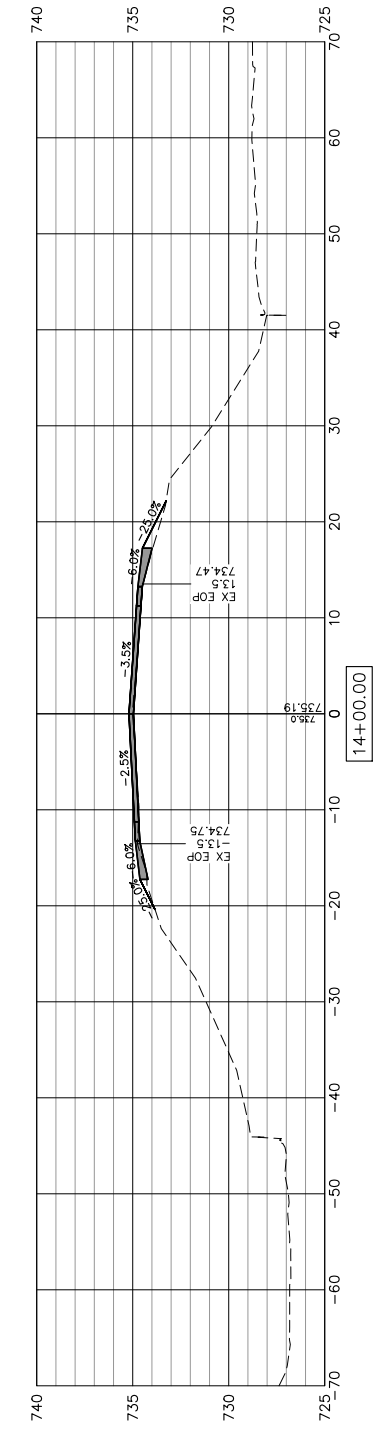
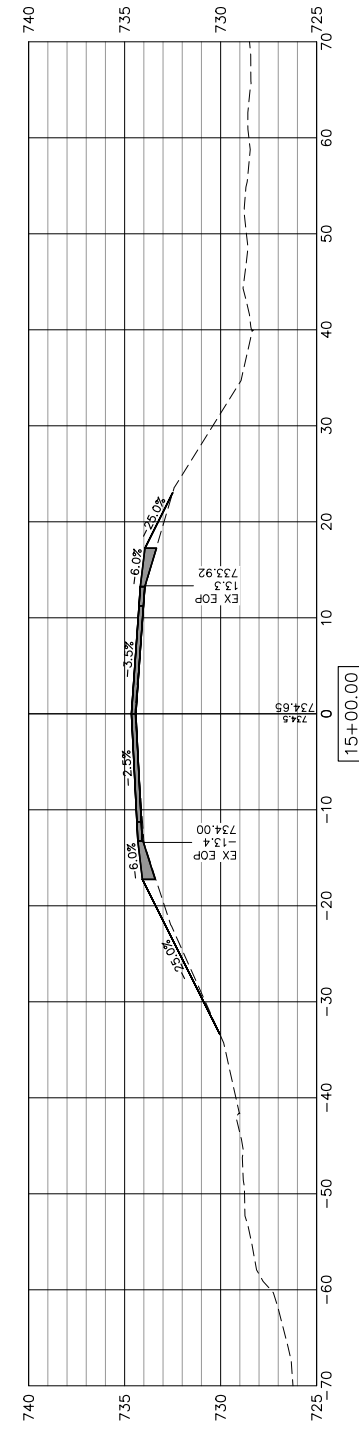
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 BELVIDERE, ILLINOIS
STORM WATER POLLUTION PREVENTION PLAN

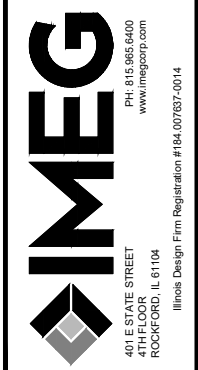
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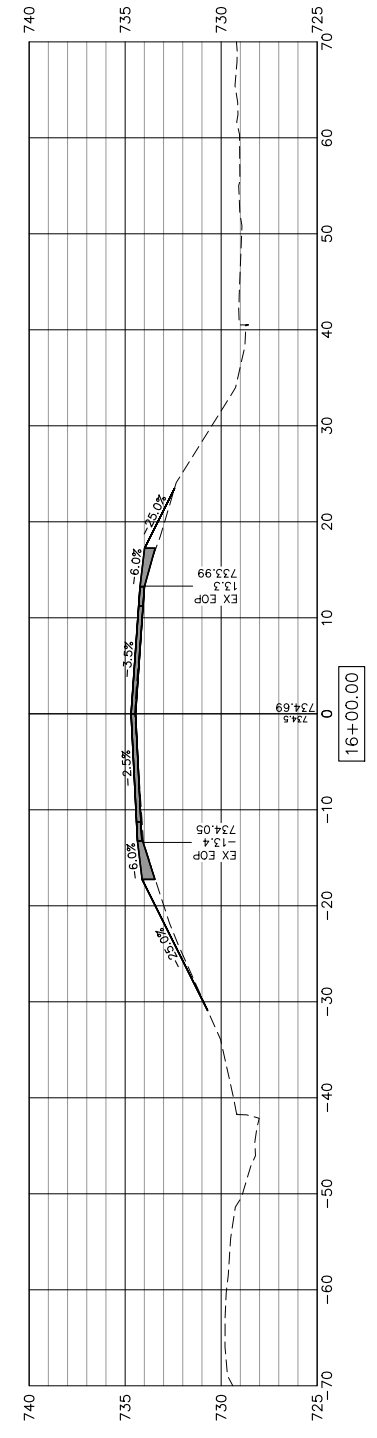
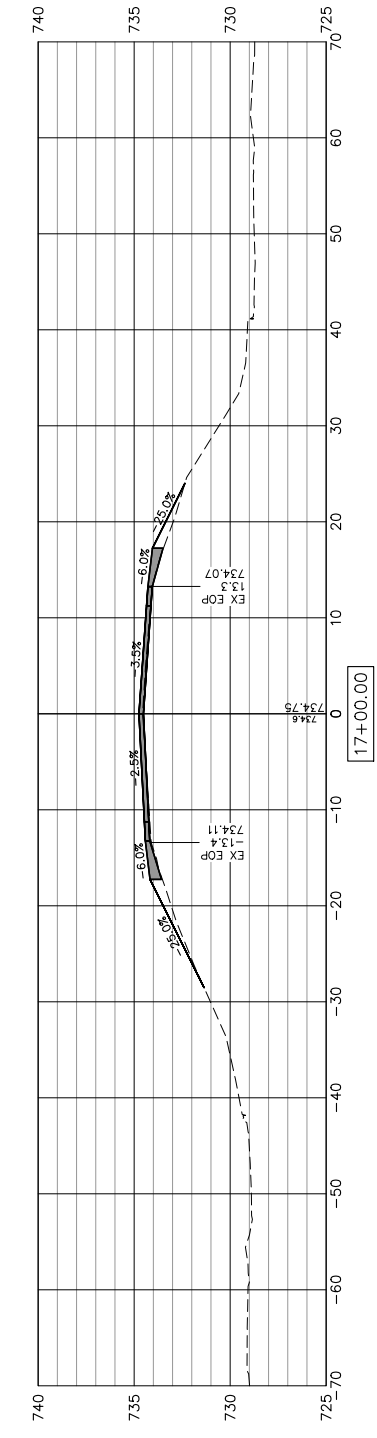
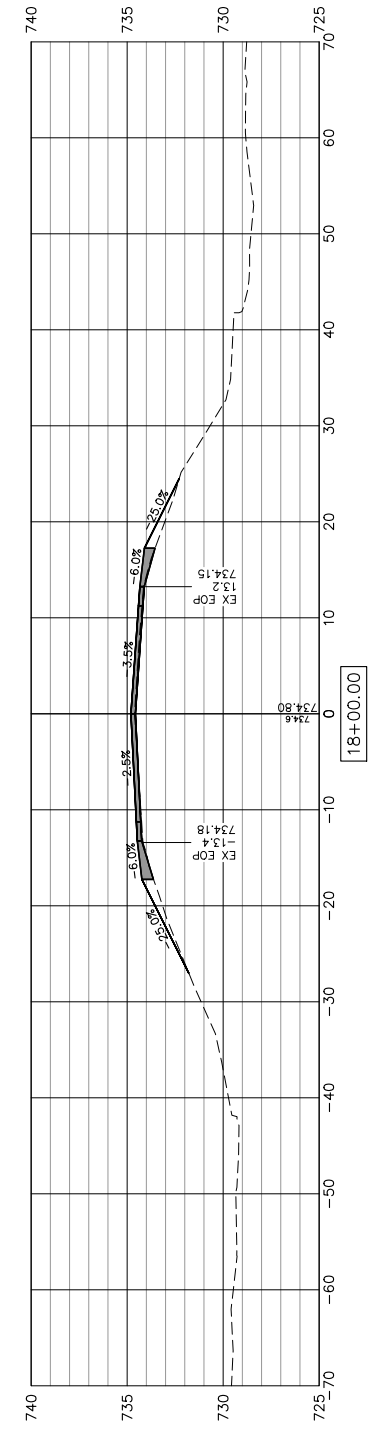
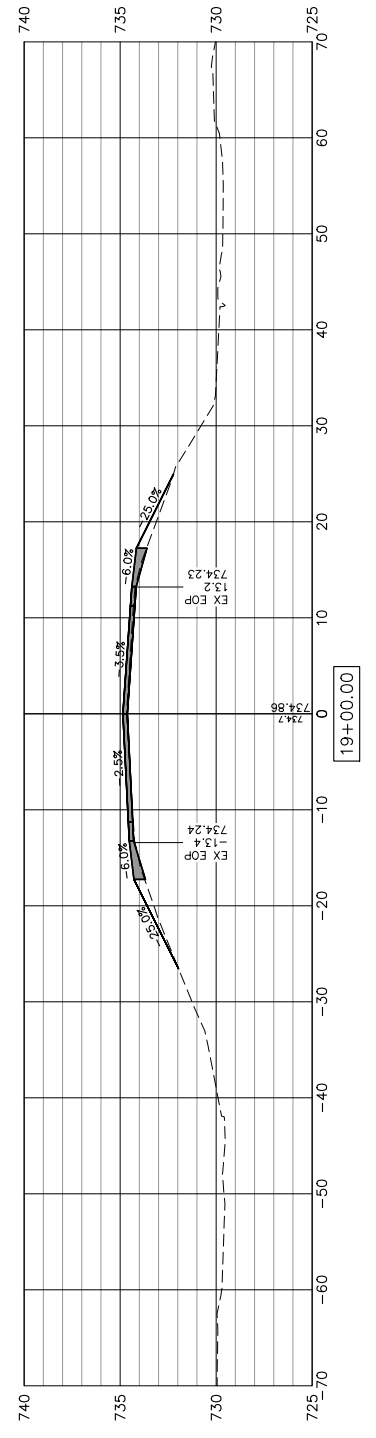
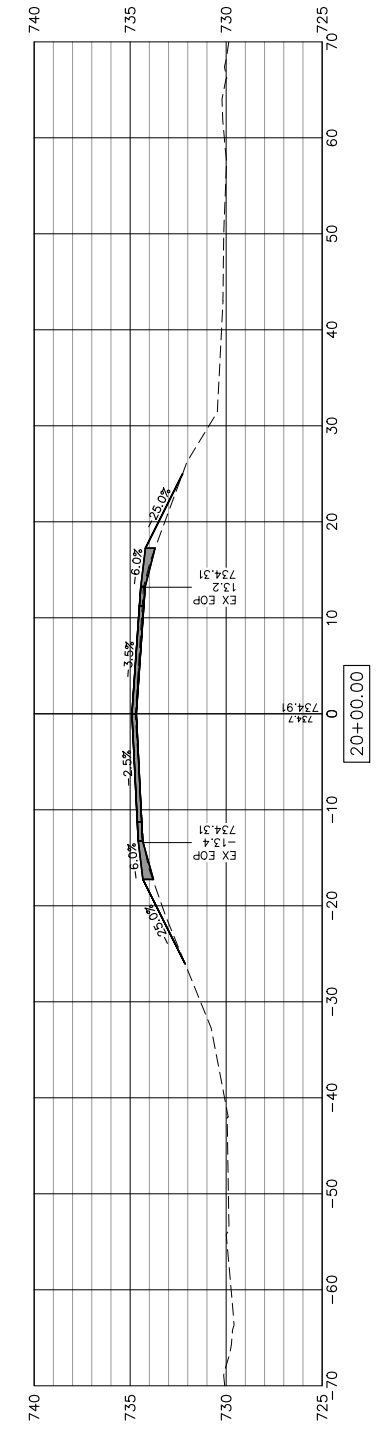
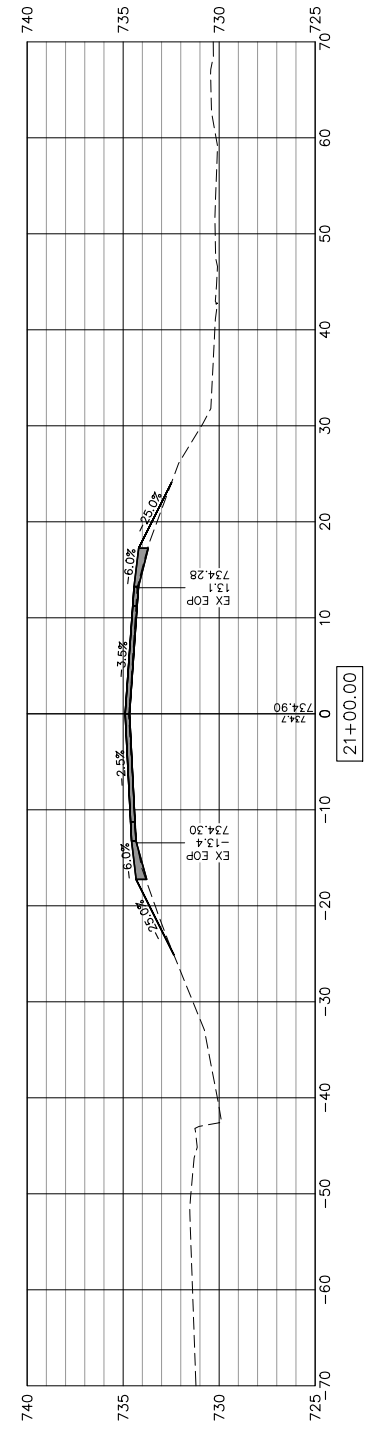
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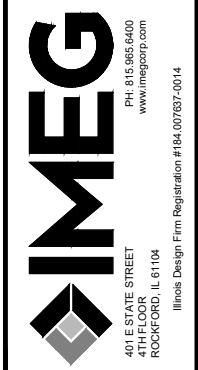
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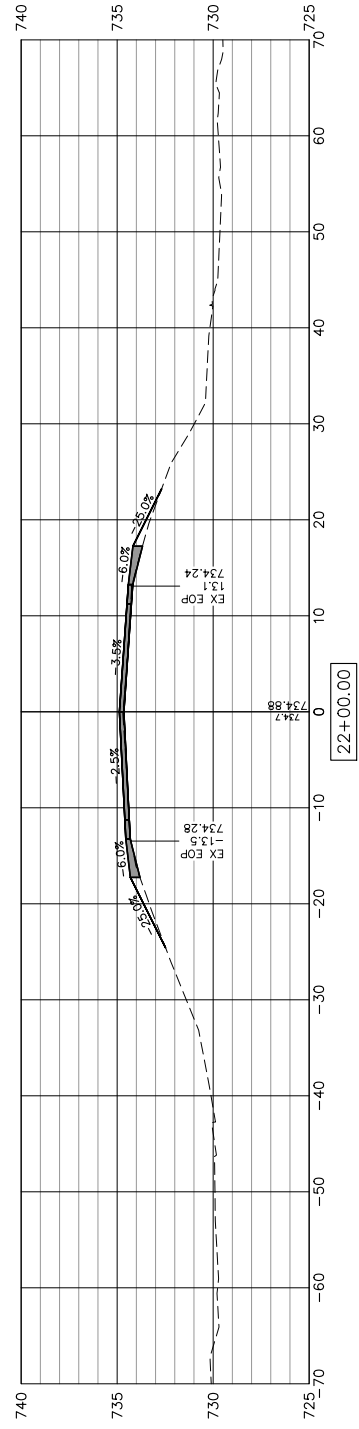
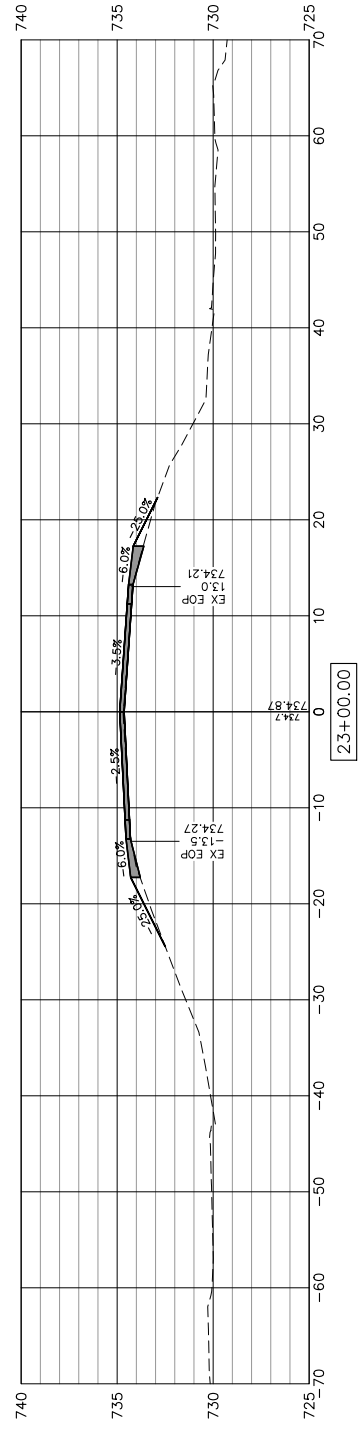
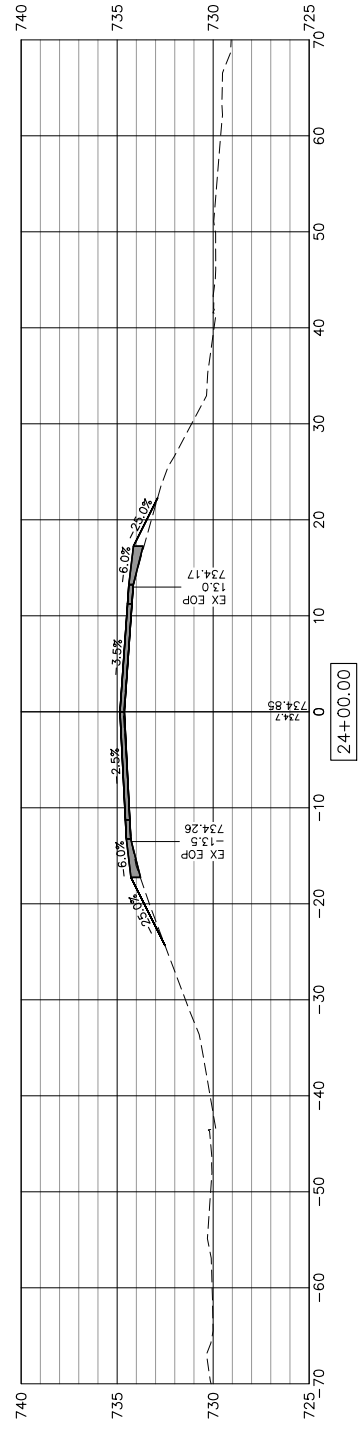
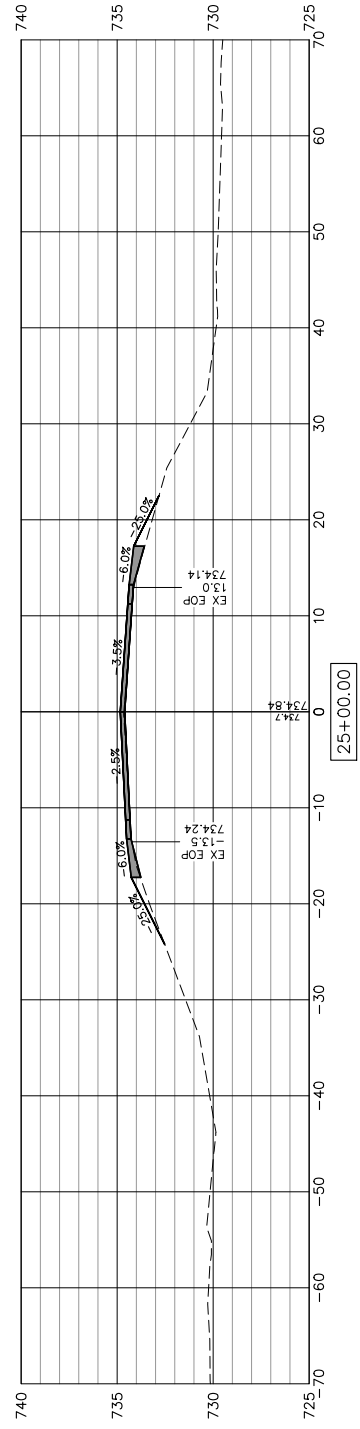
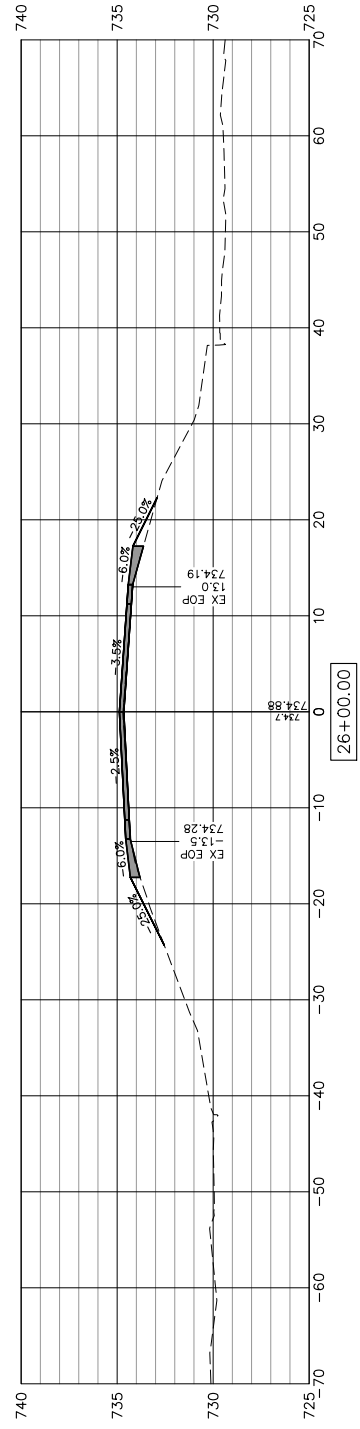
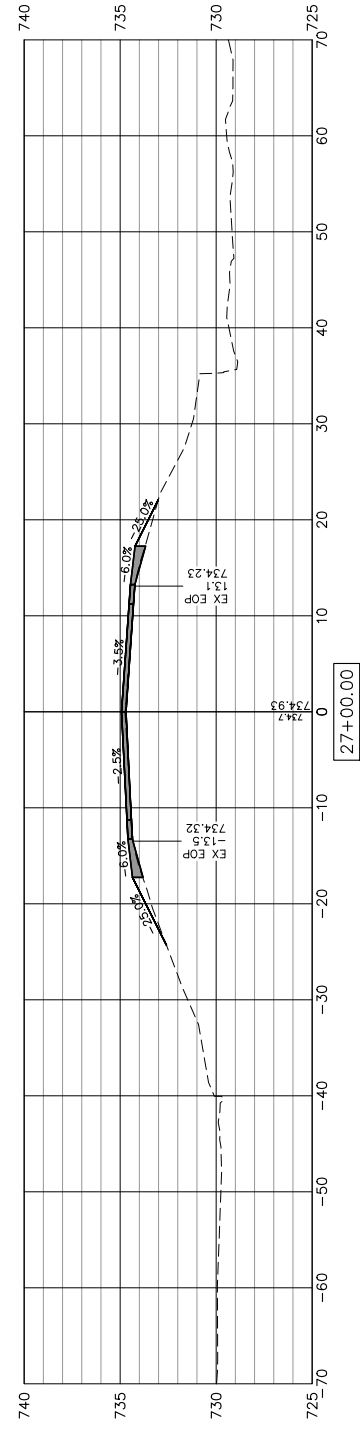
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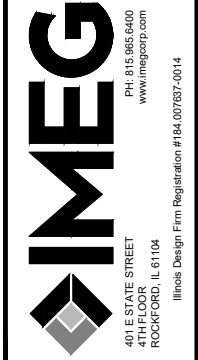
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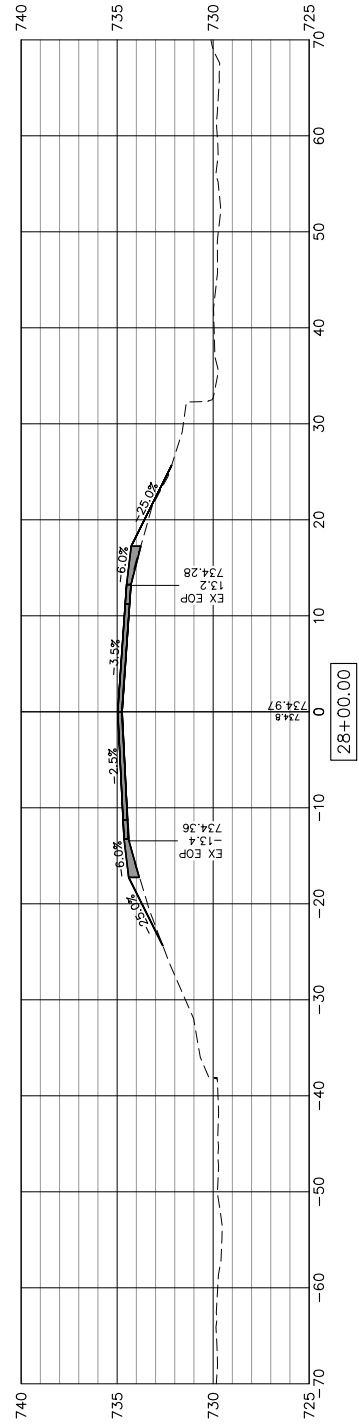
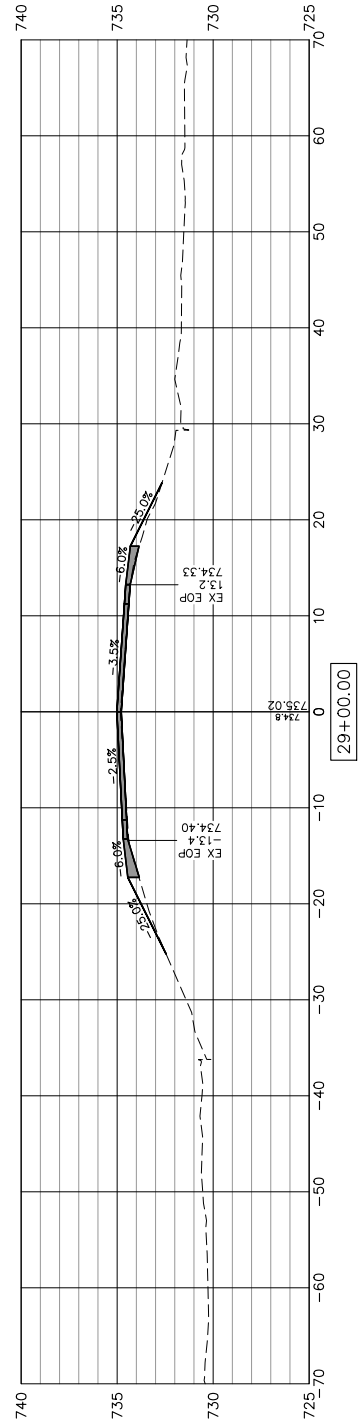
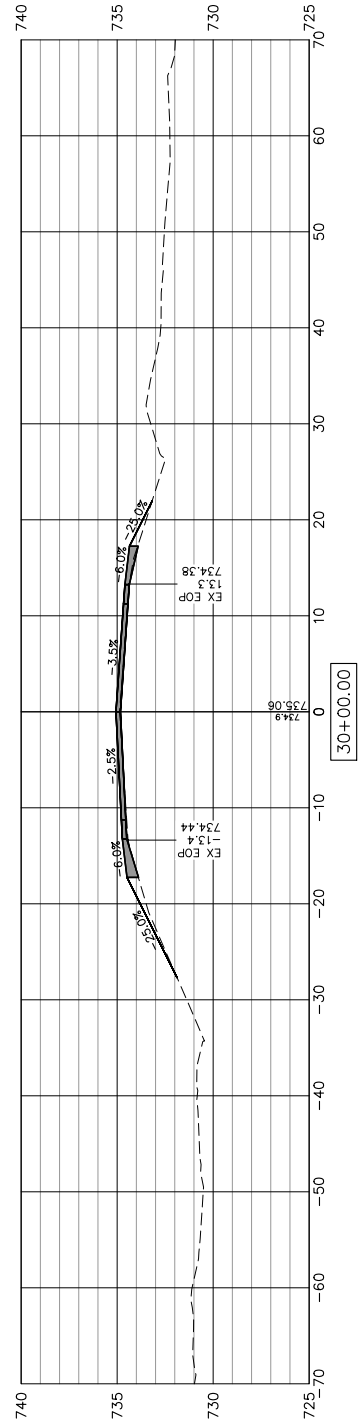
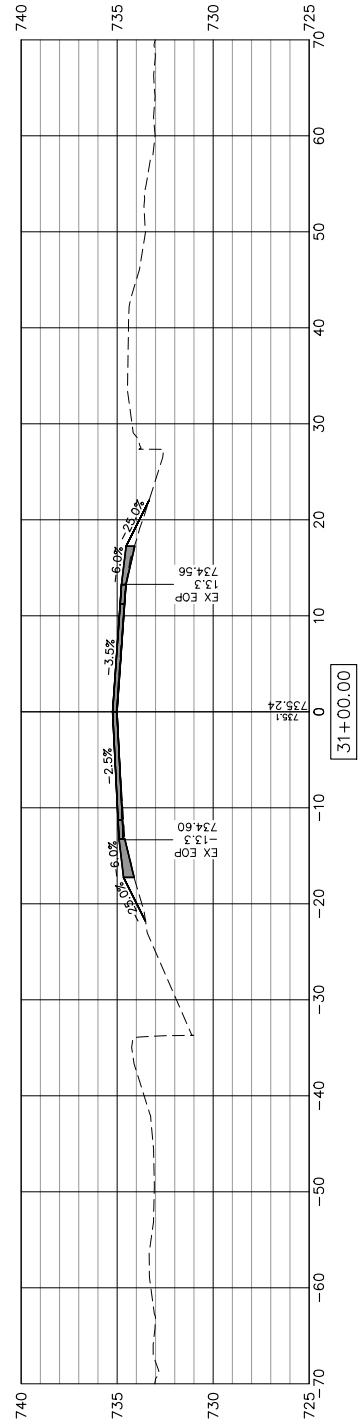
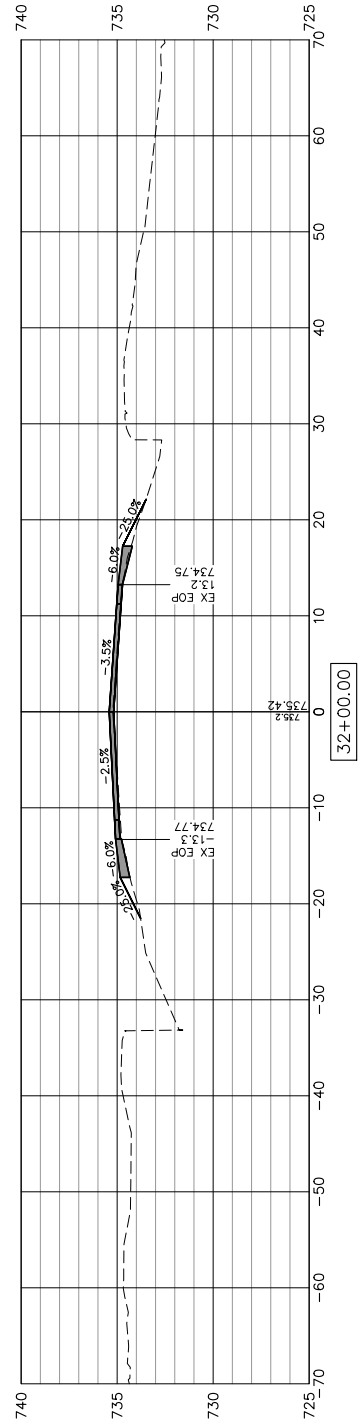
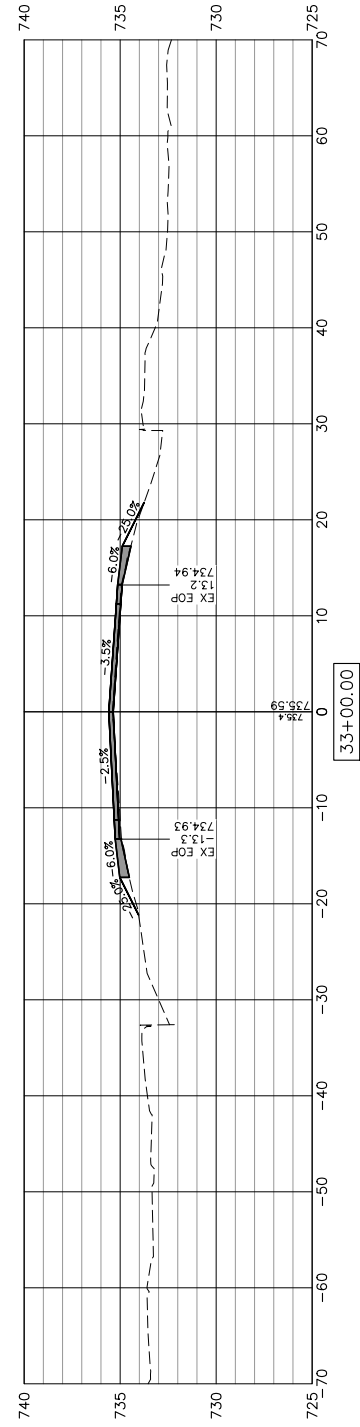
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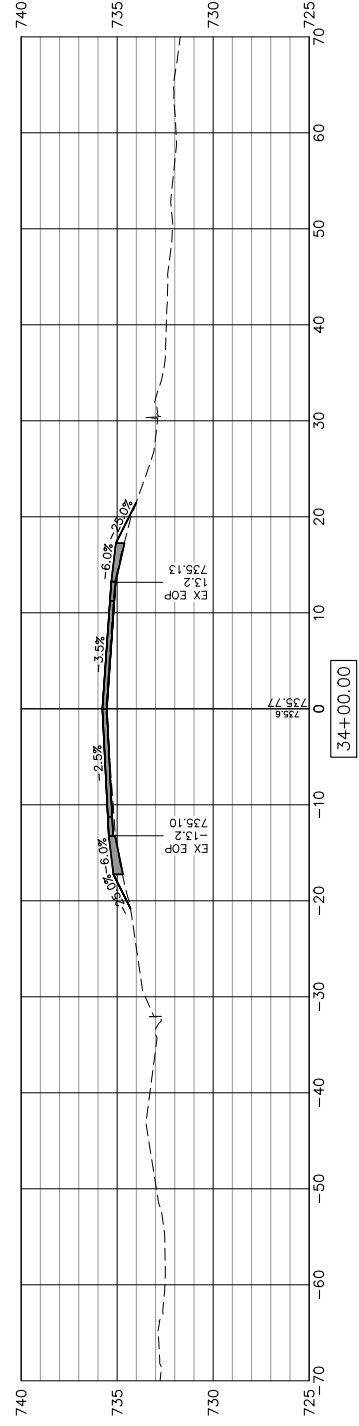
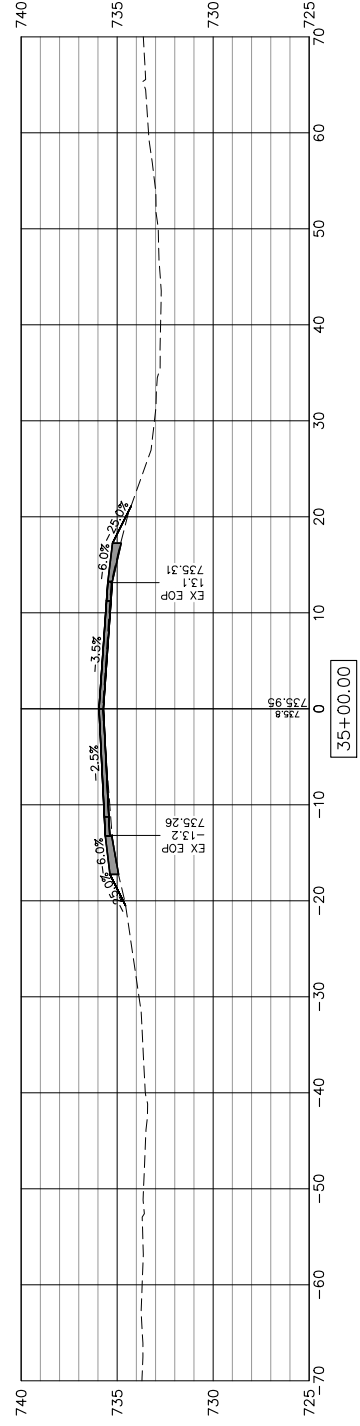
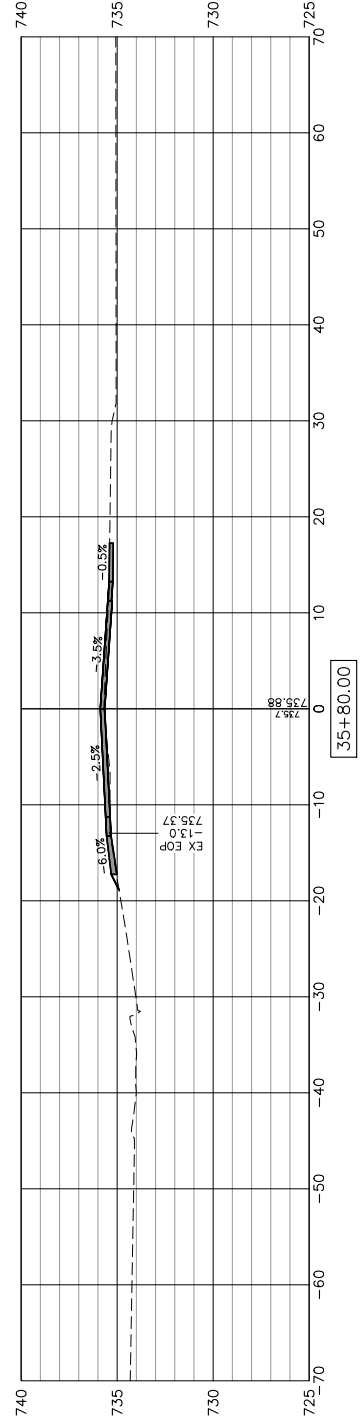
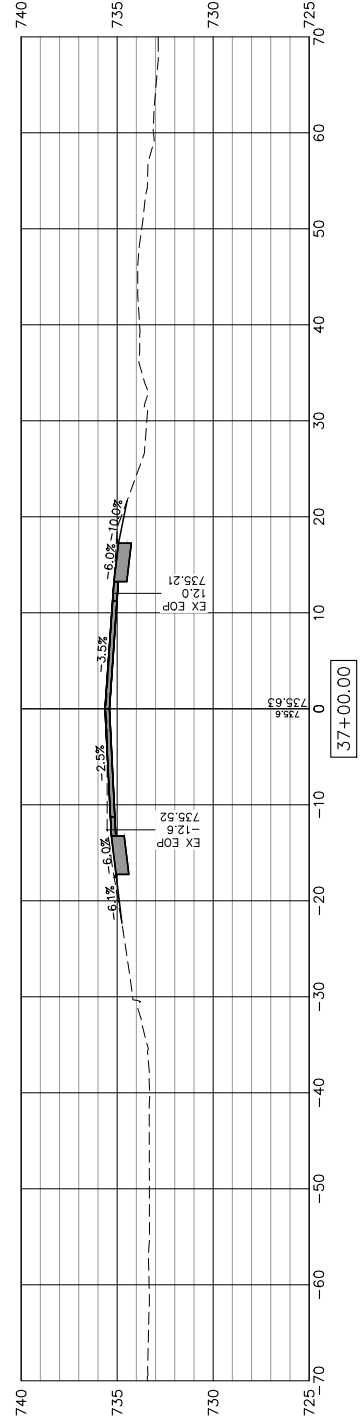
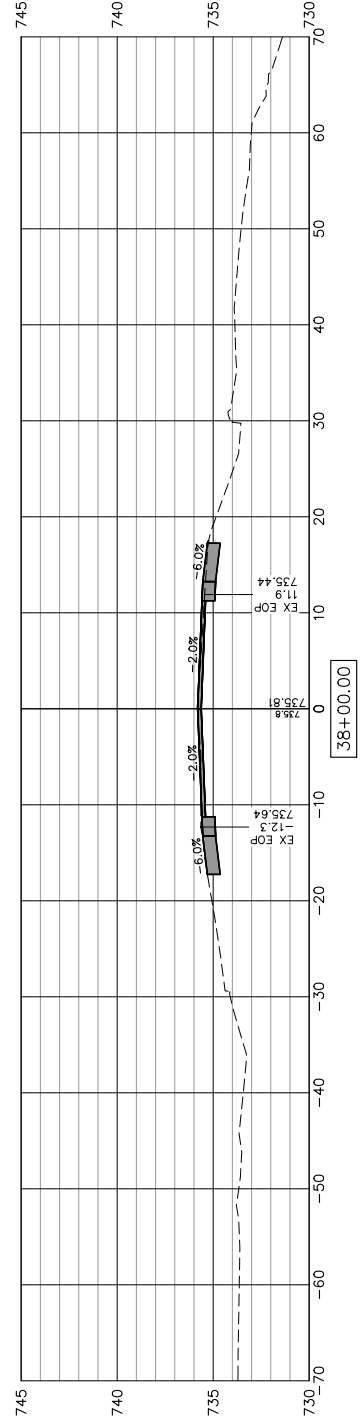
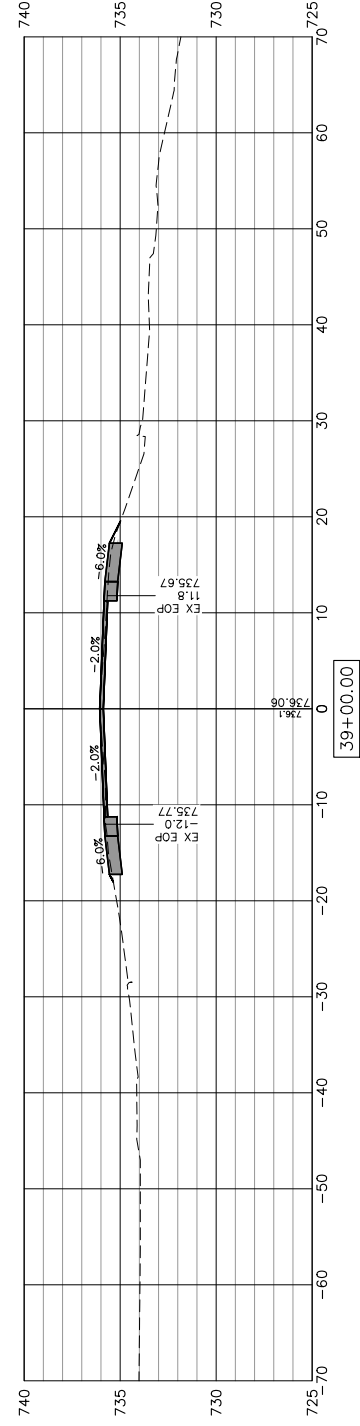
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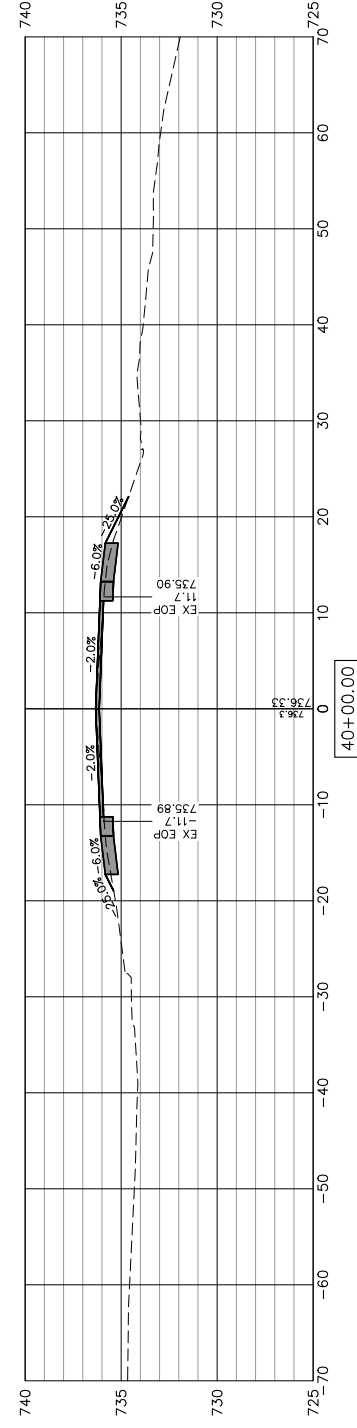
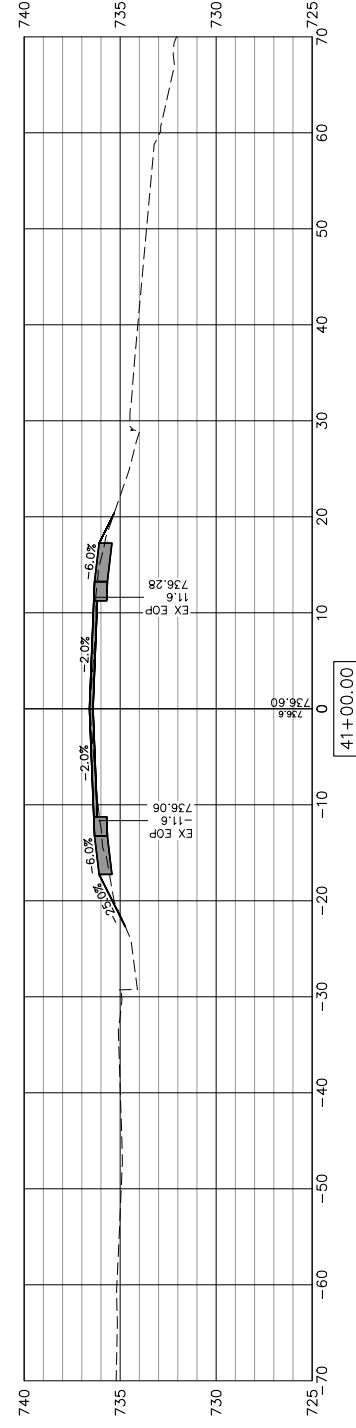
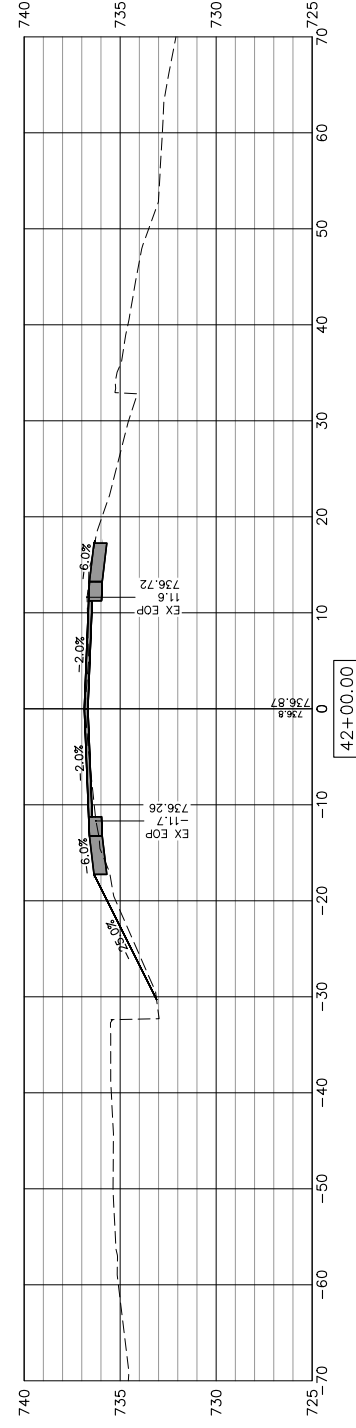
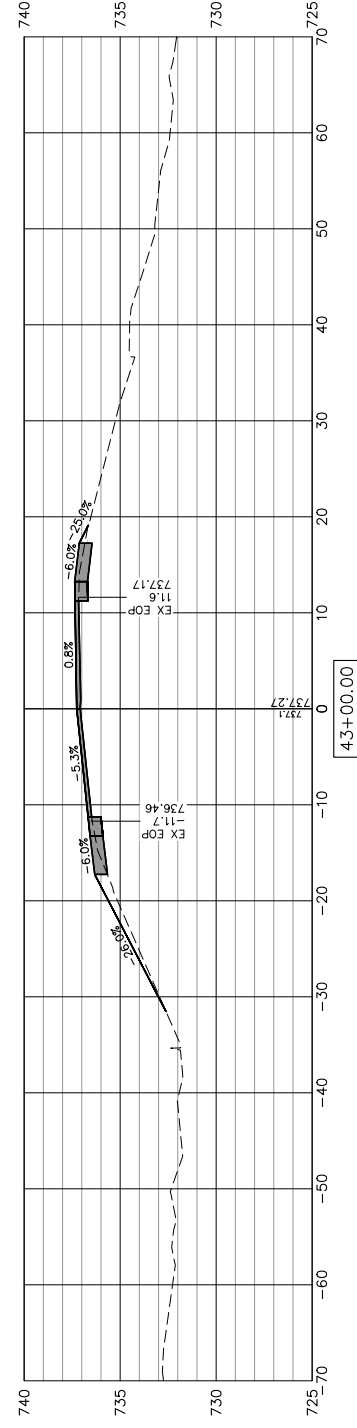
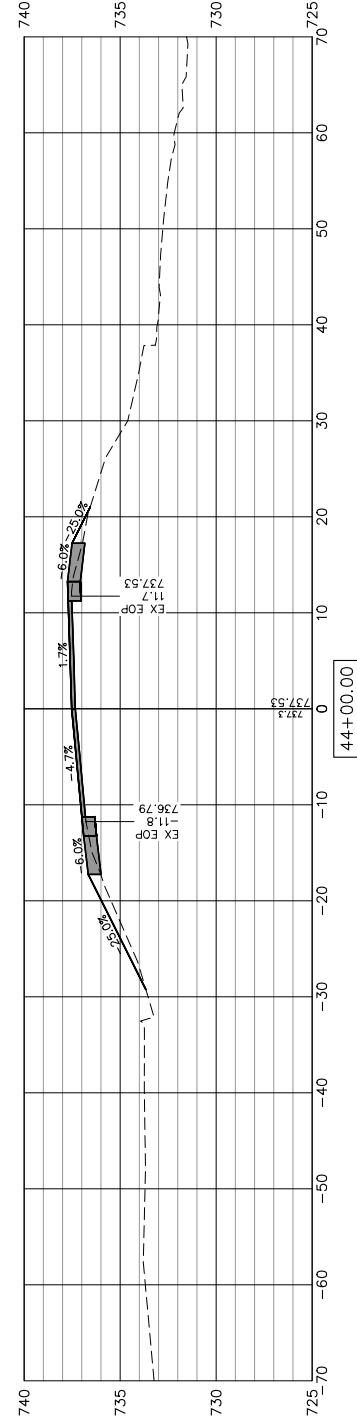
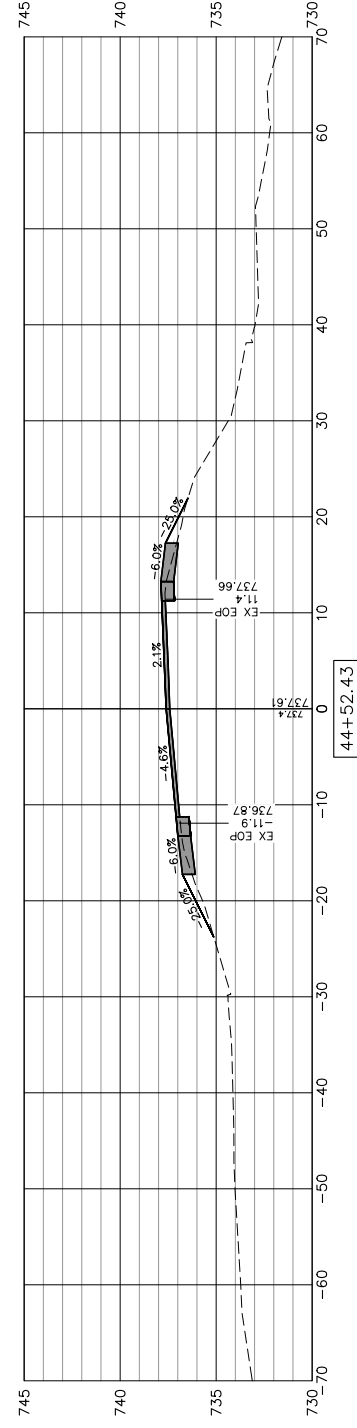
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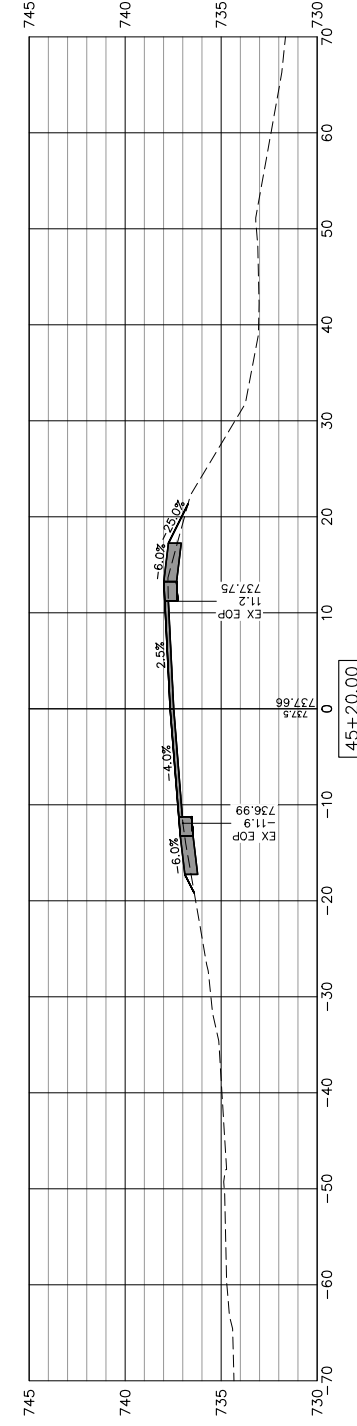
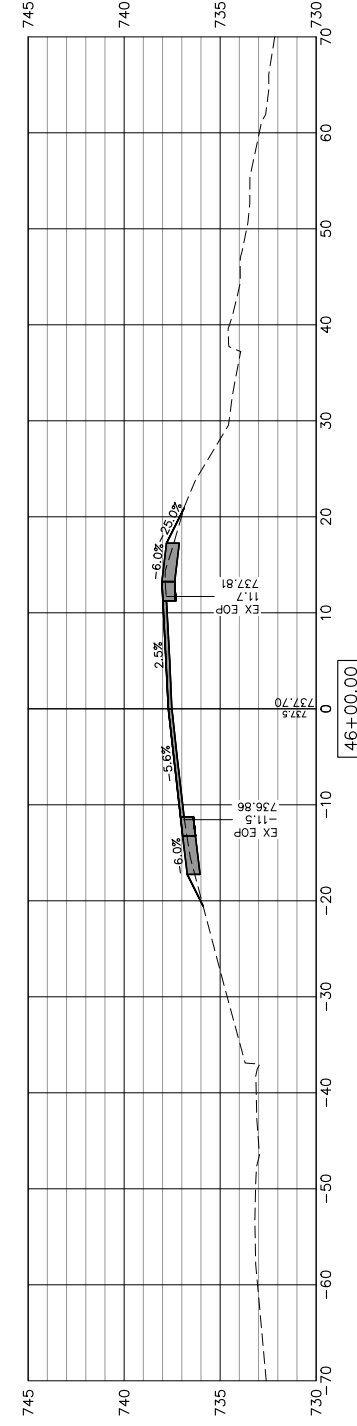
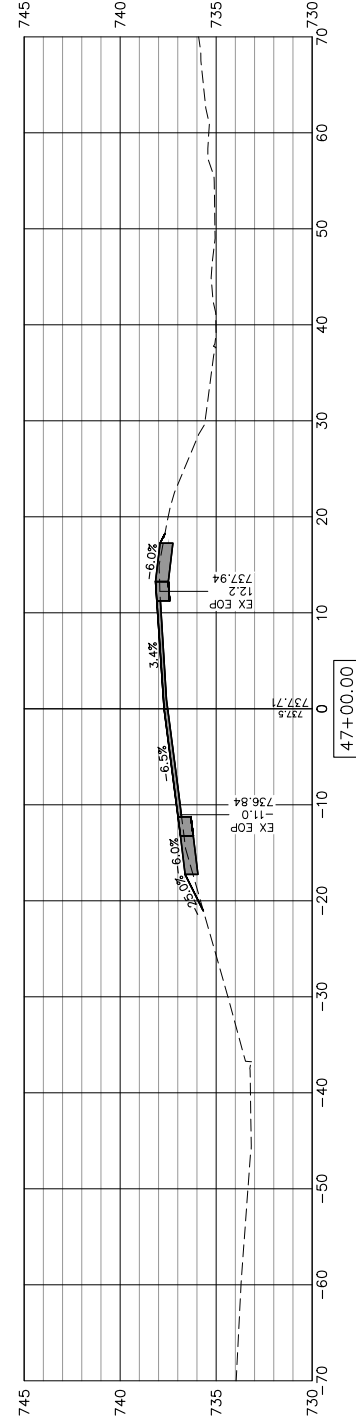
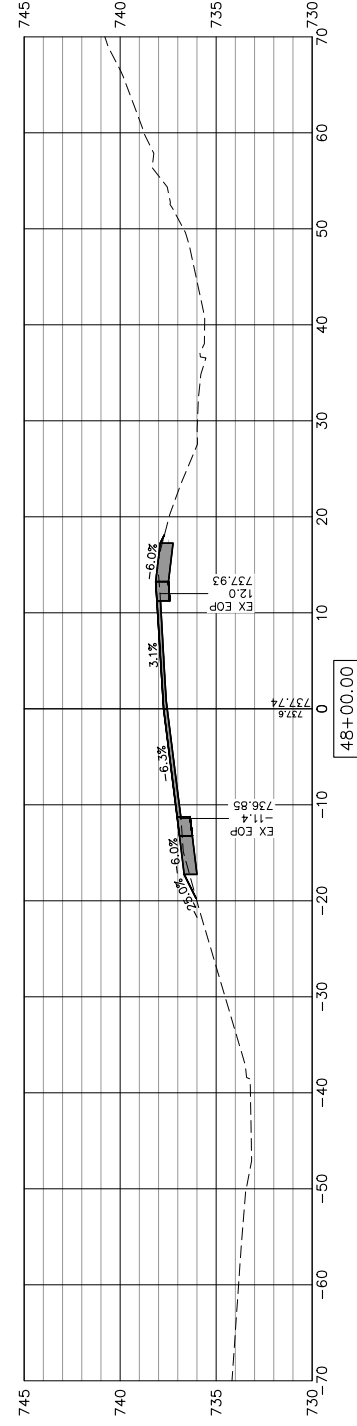
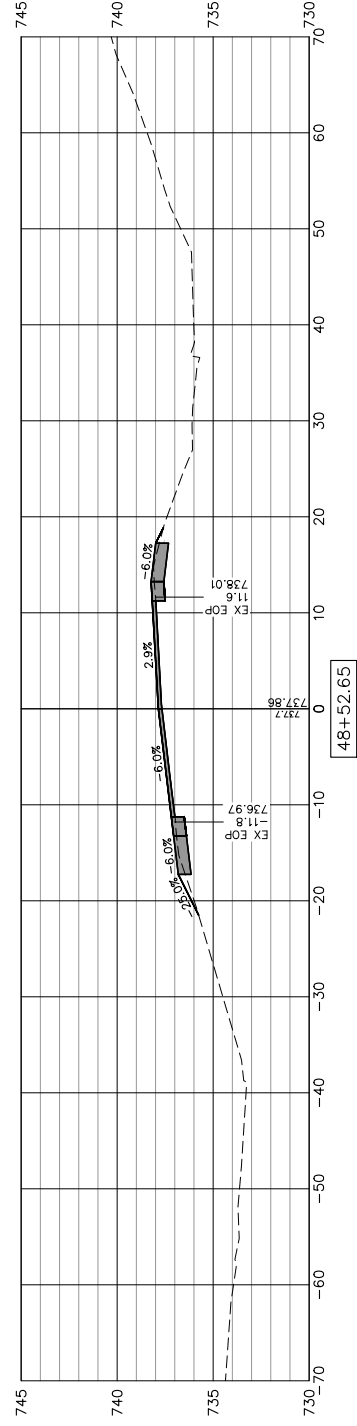
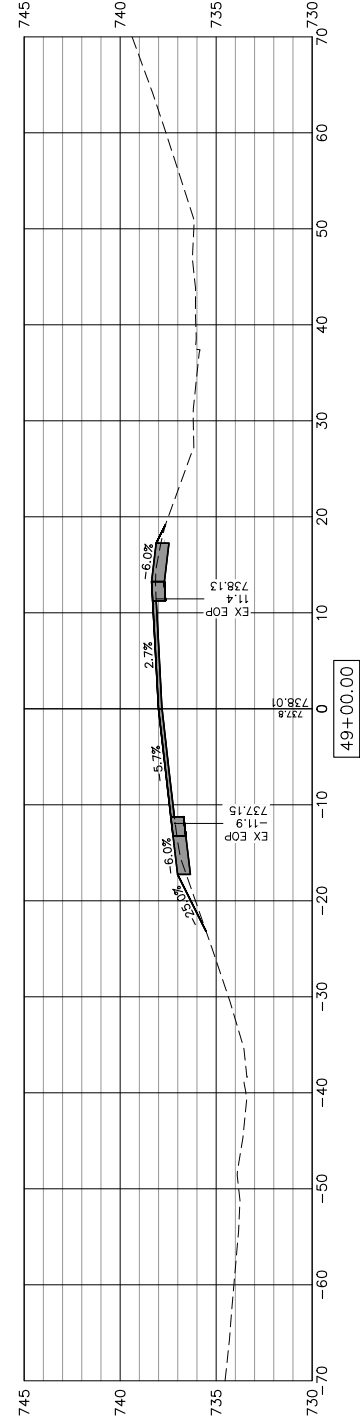
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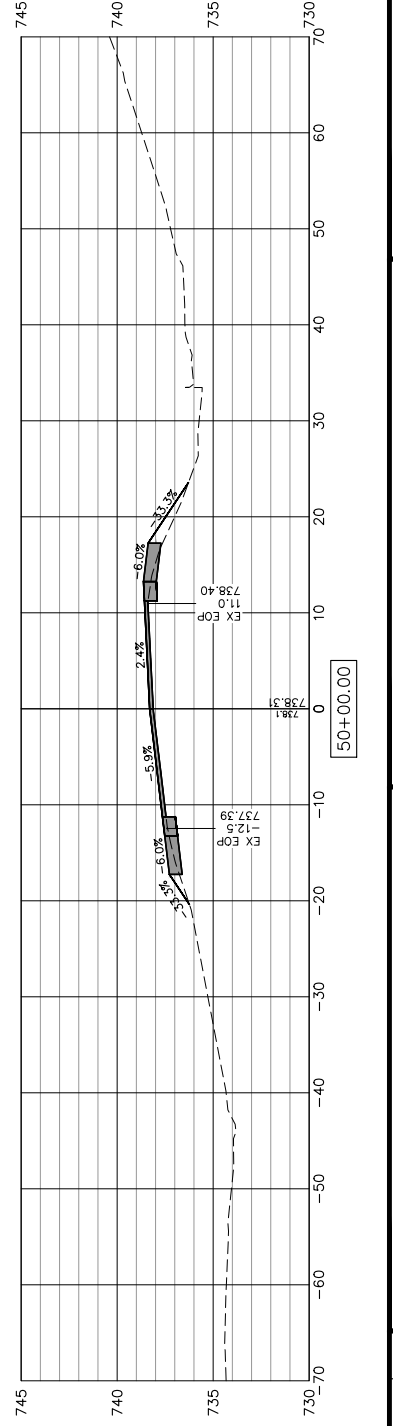
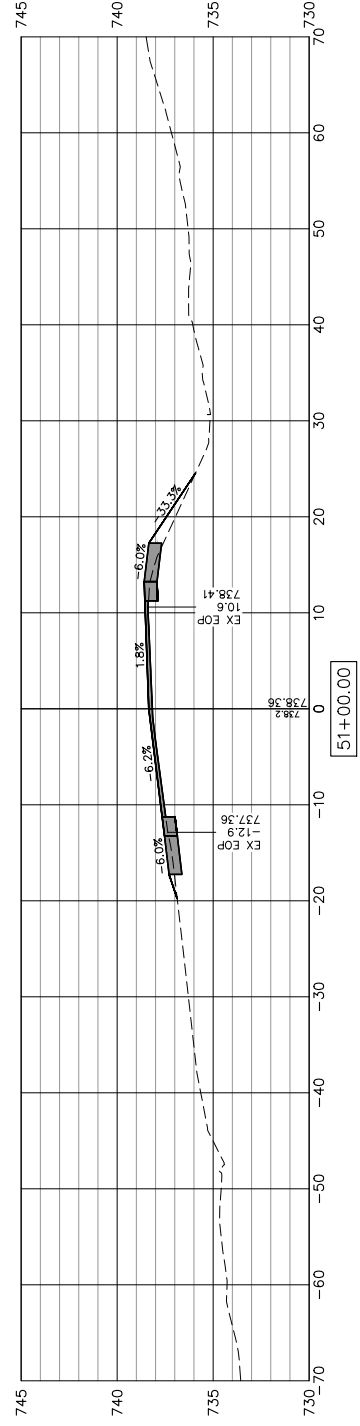
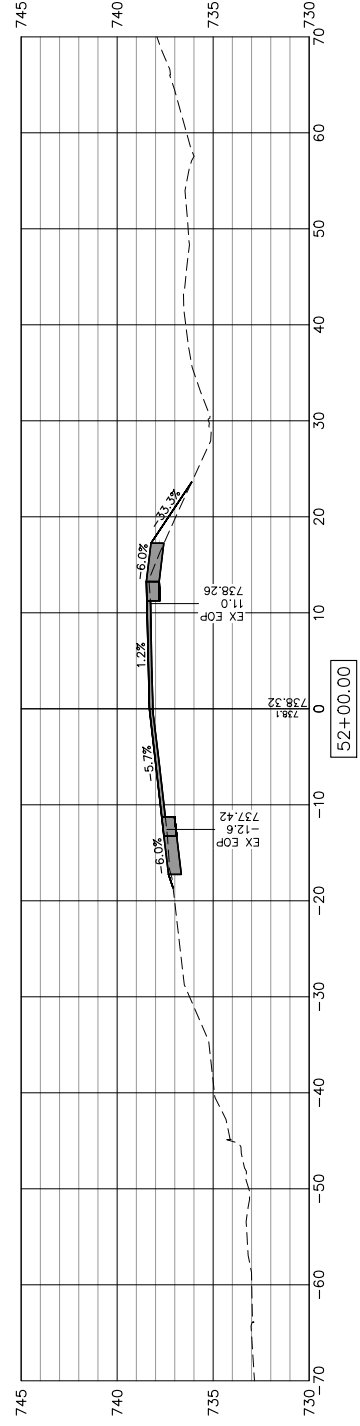
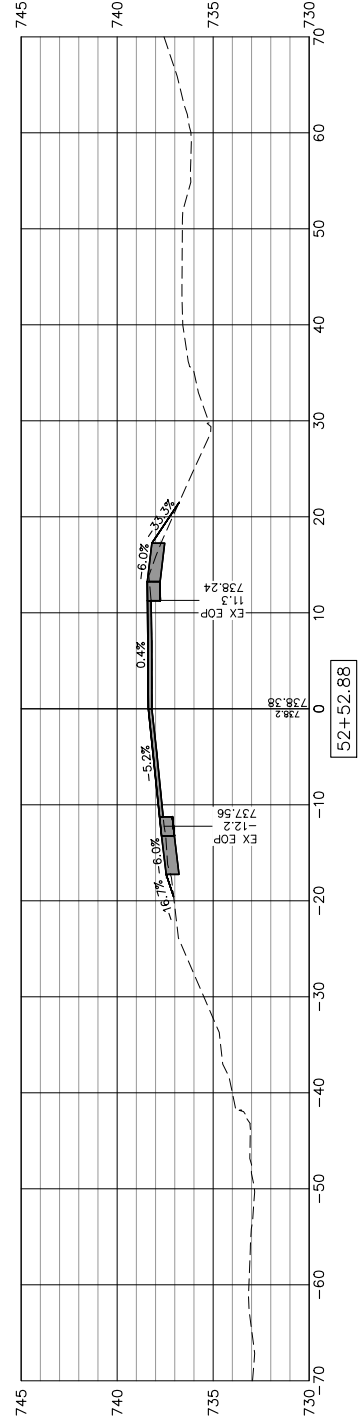
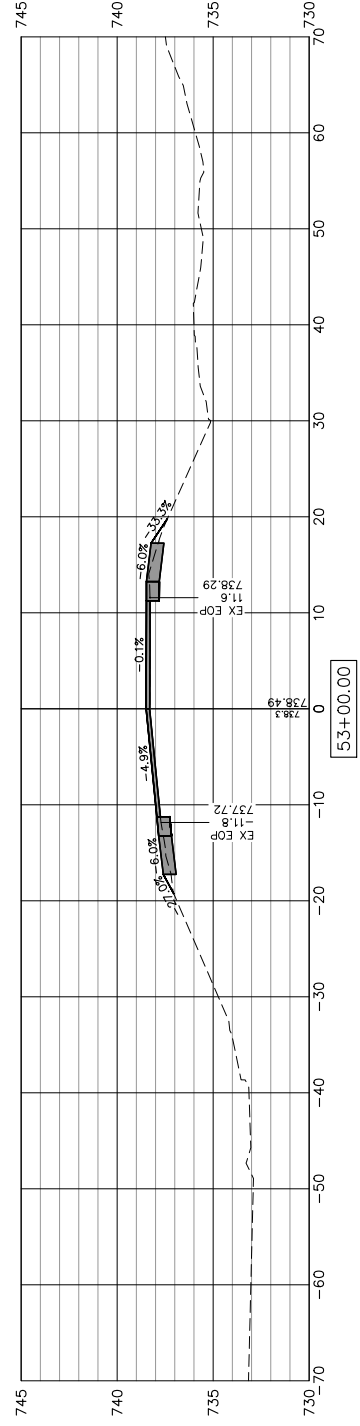
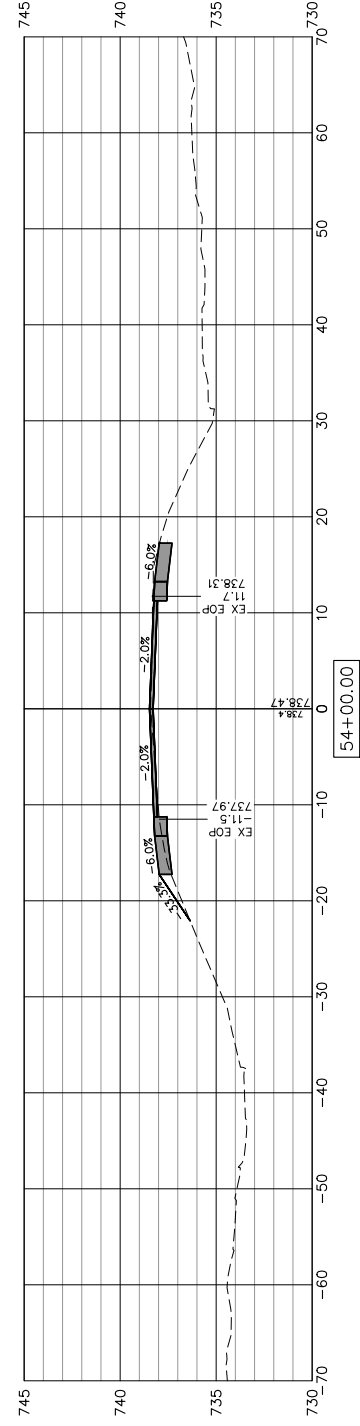


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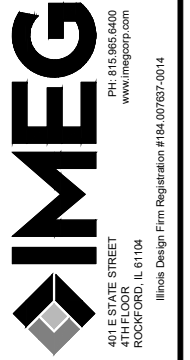




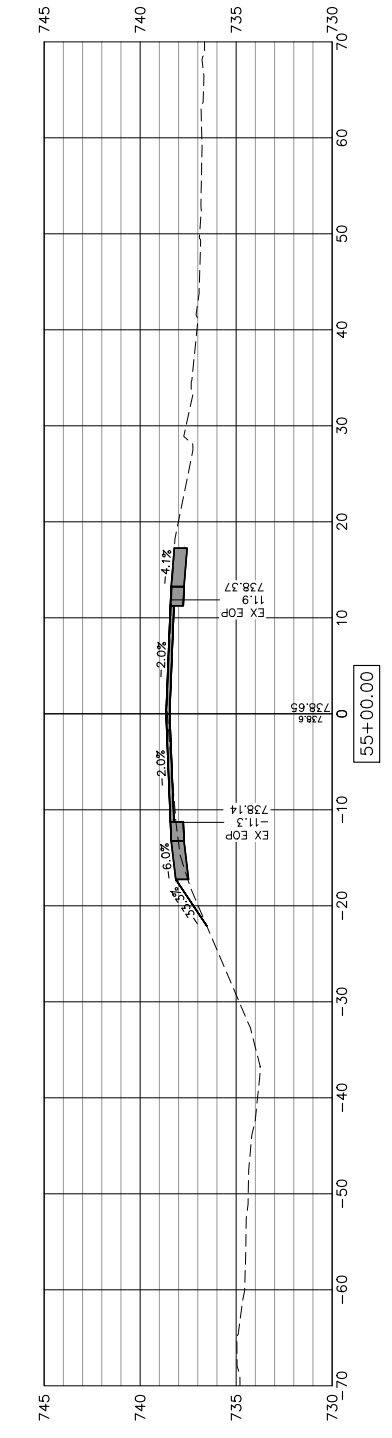
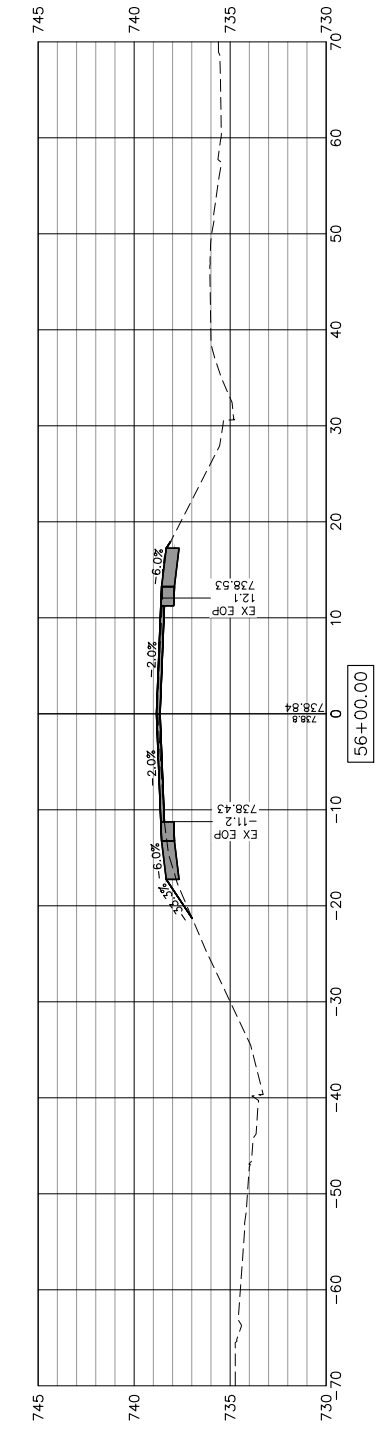
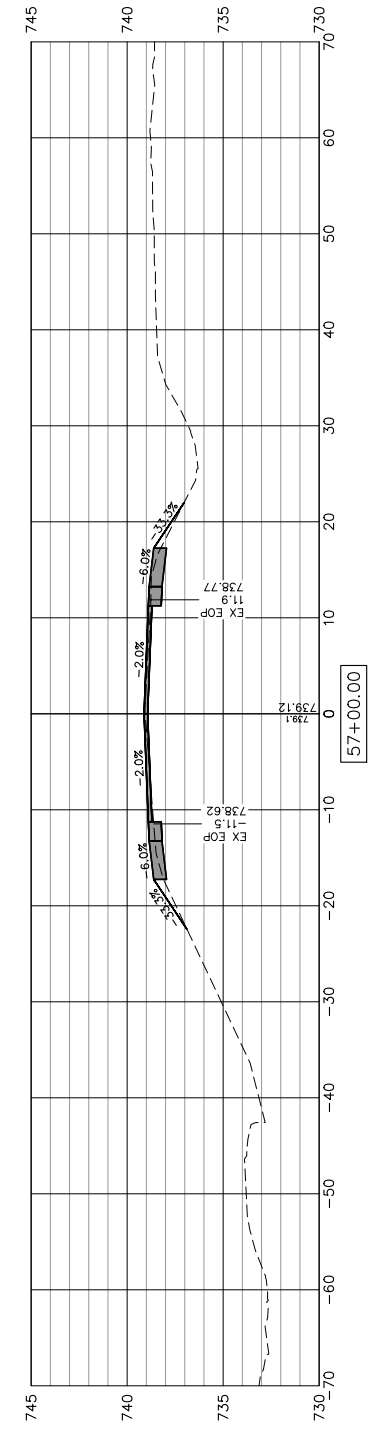
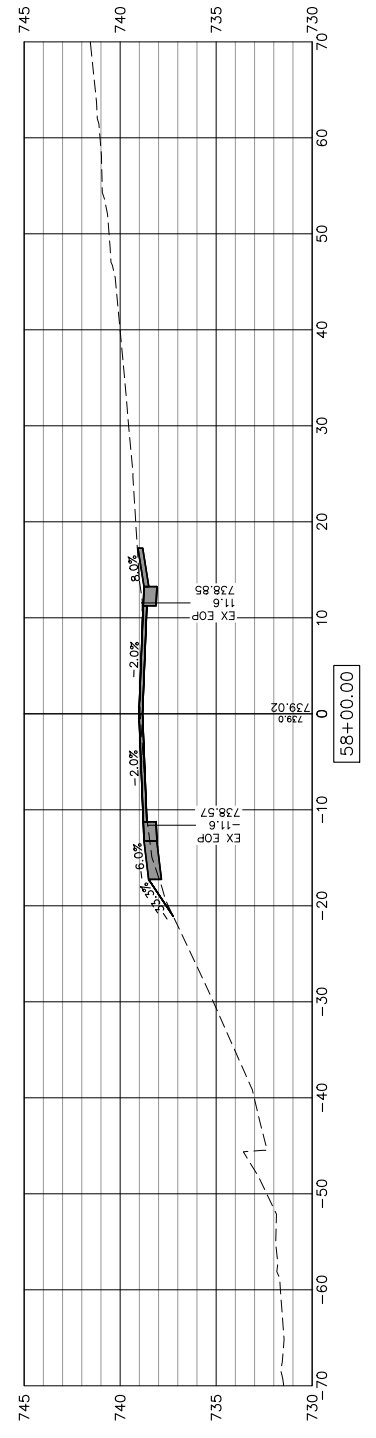
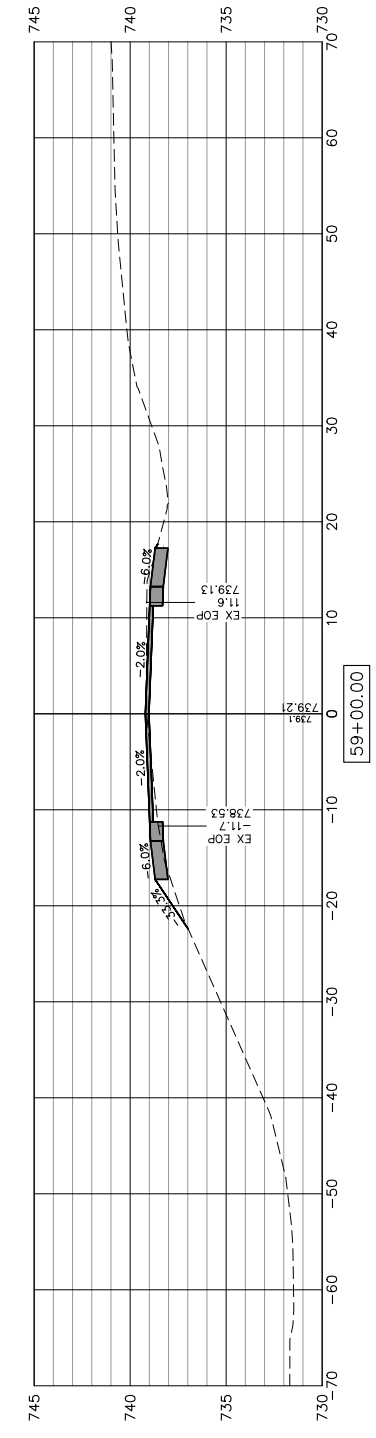
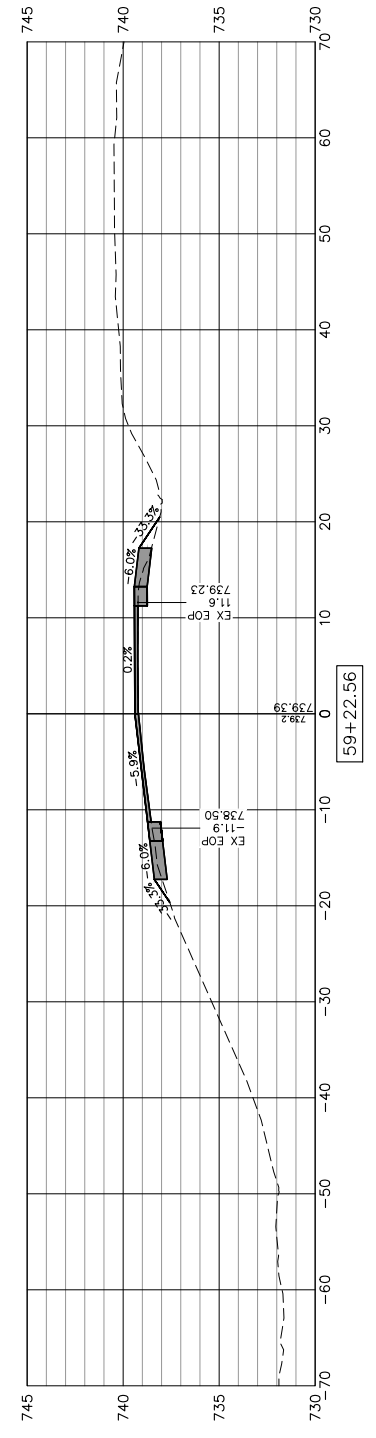
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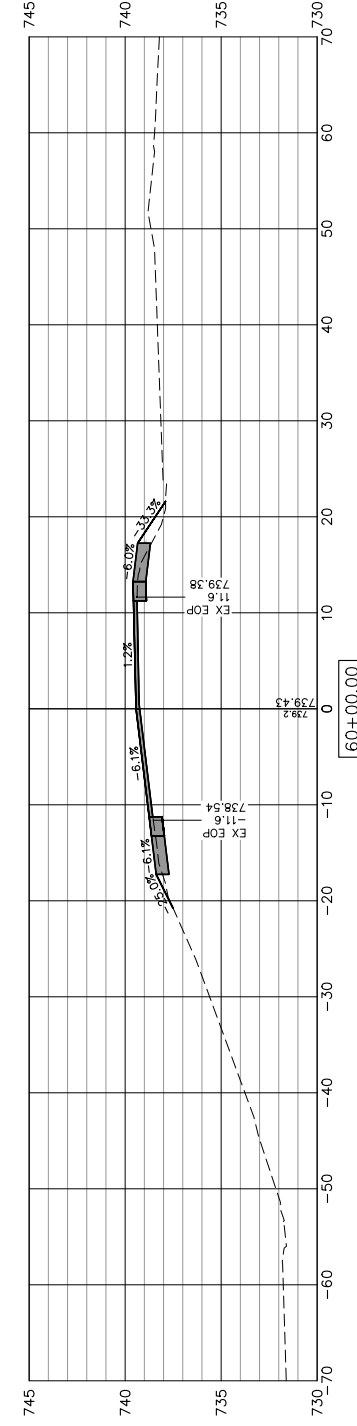
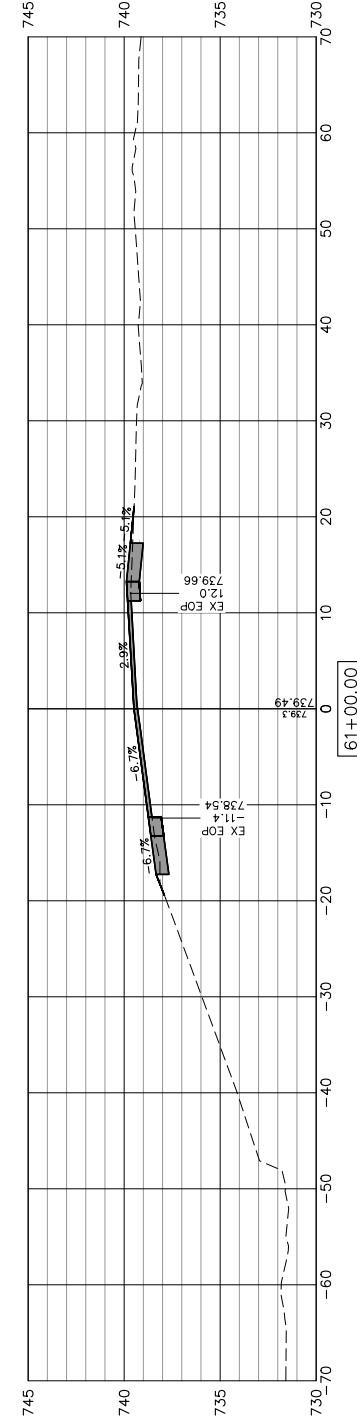
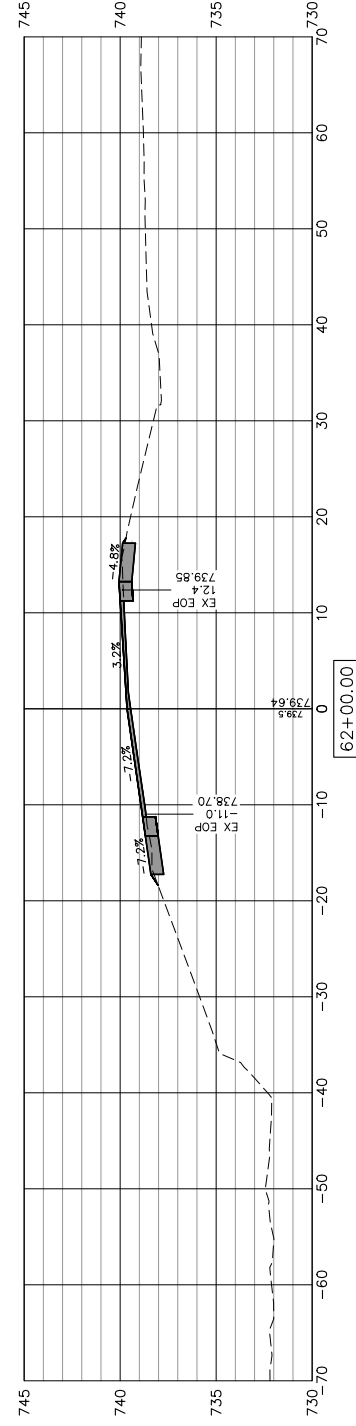
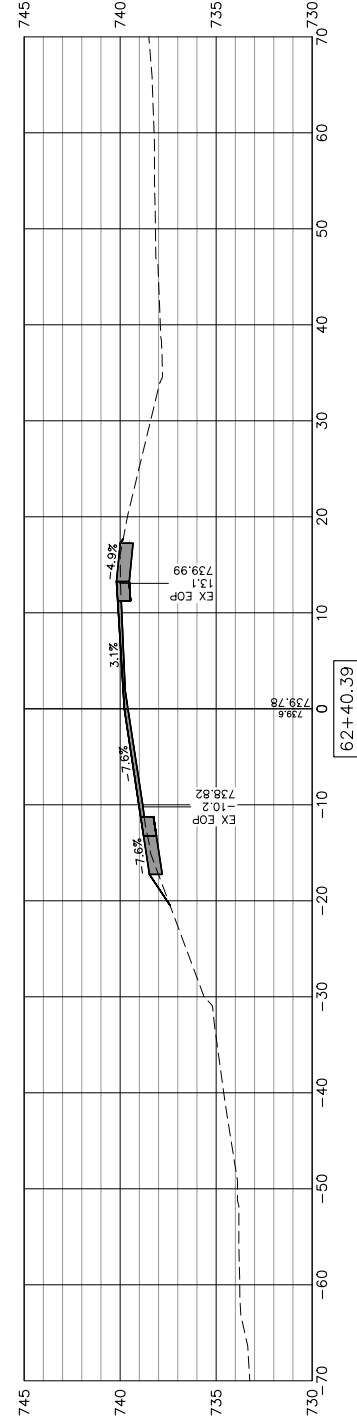
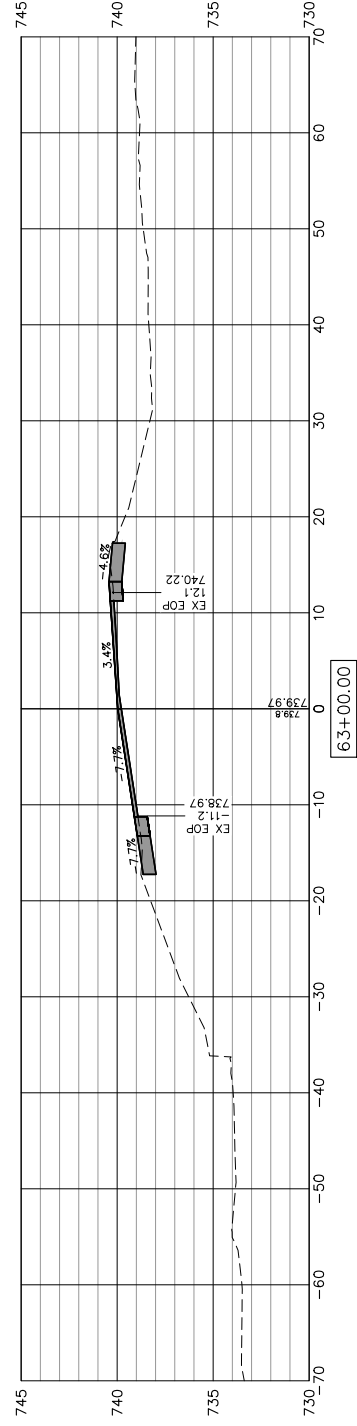
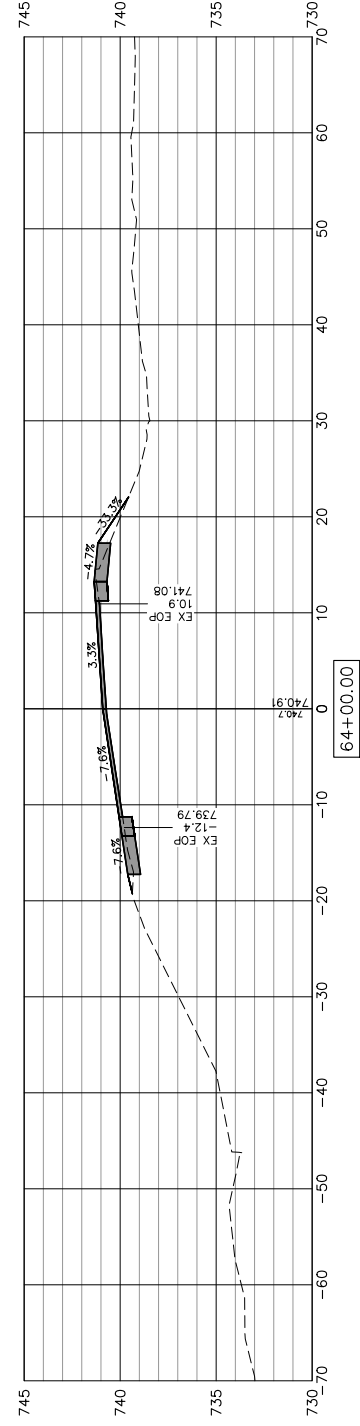


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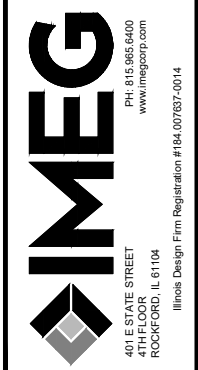


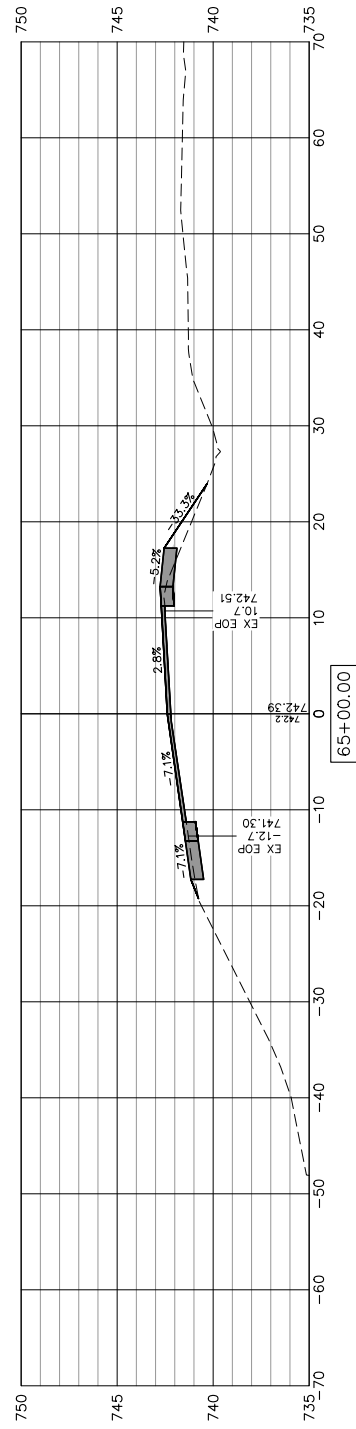
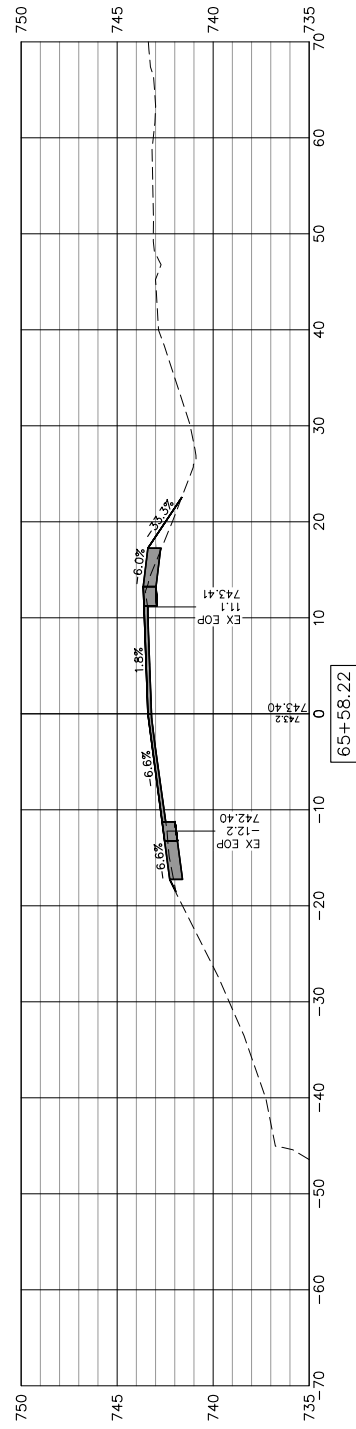
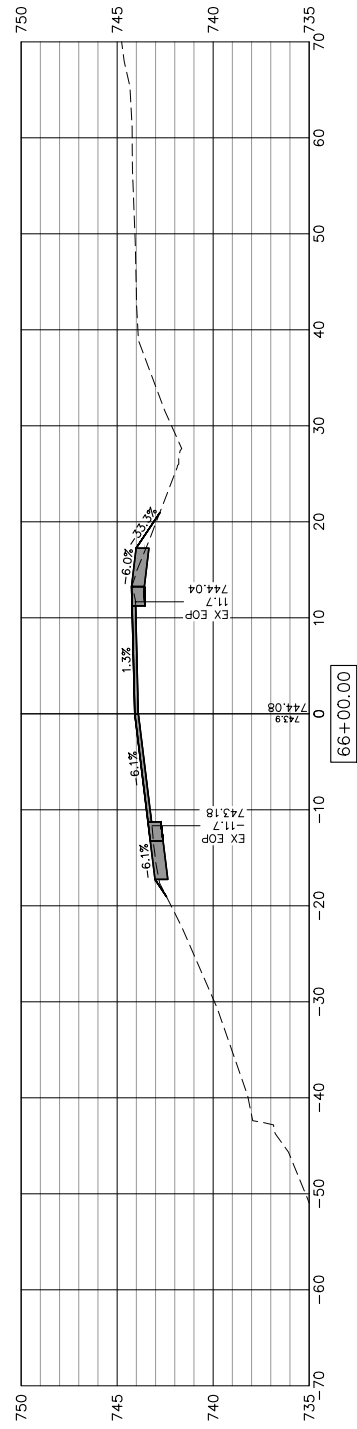
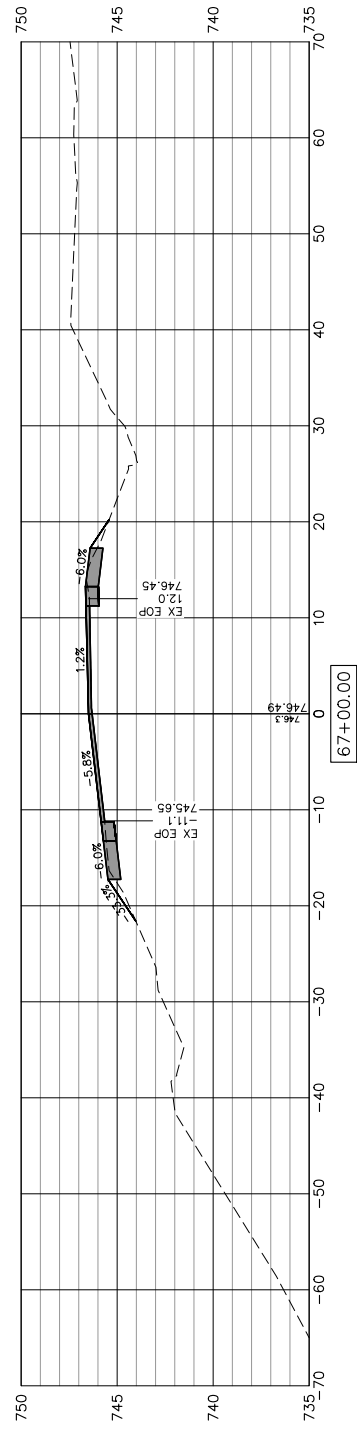
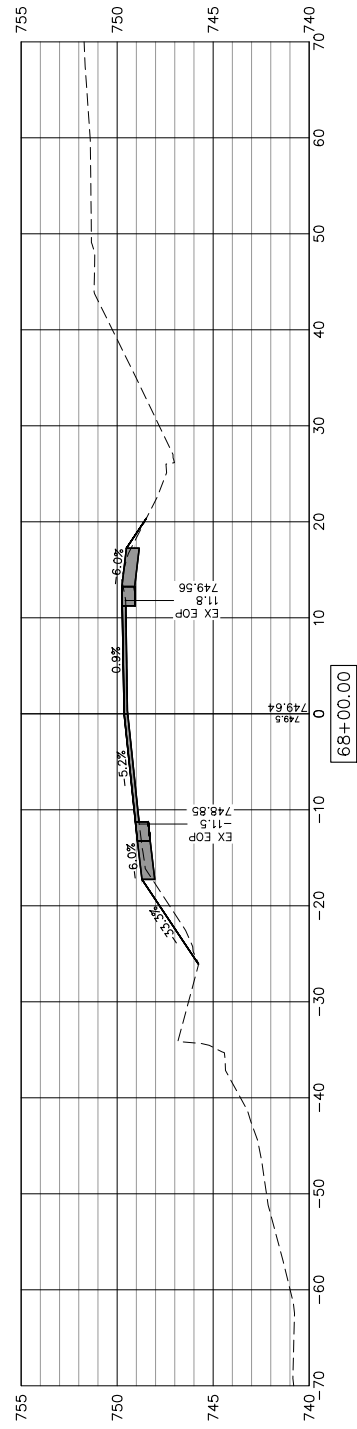
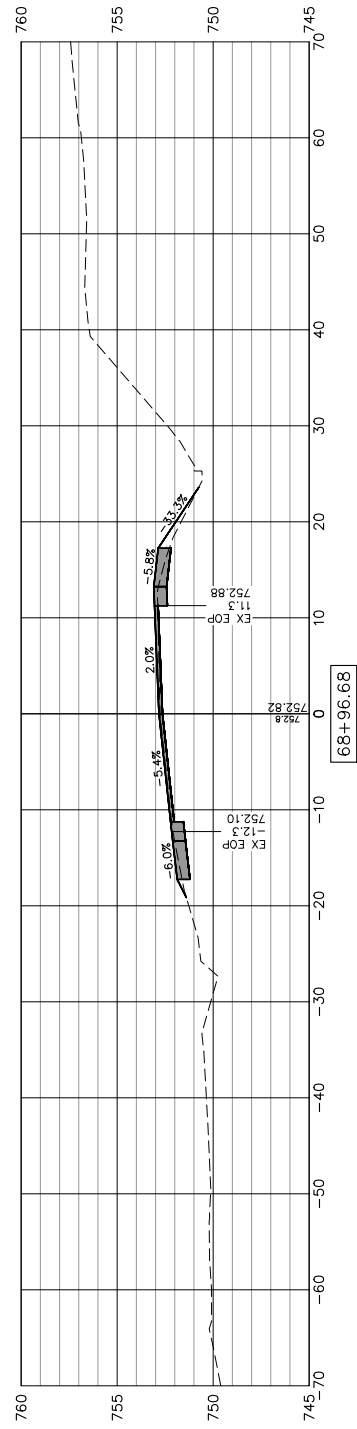


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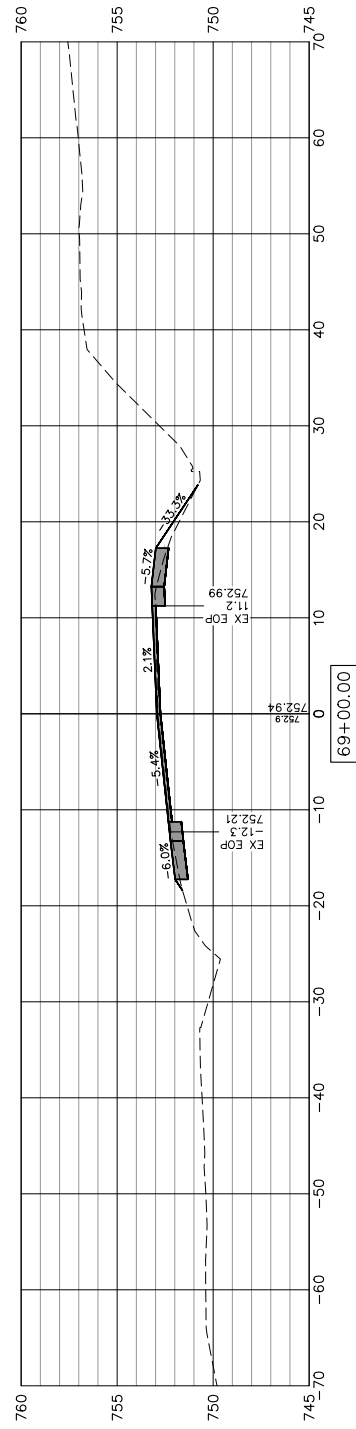
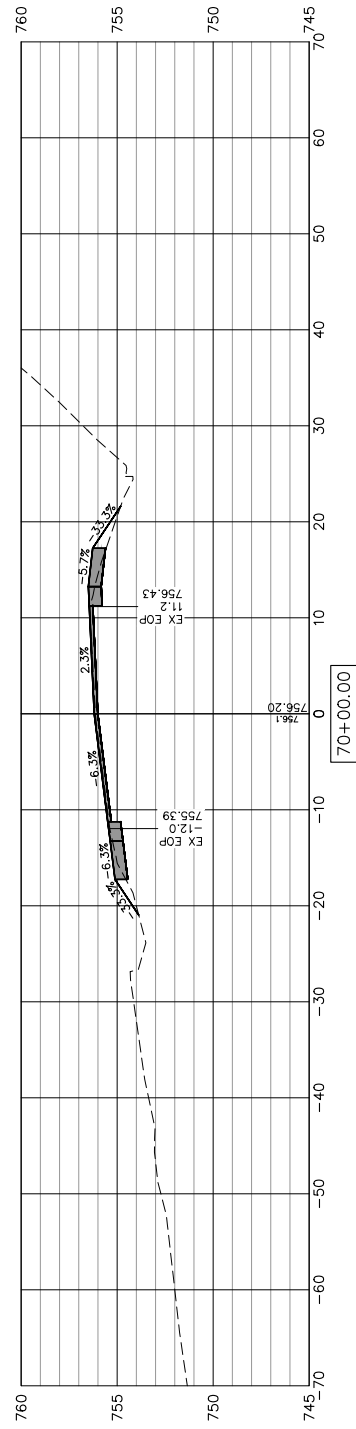
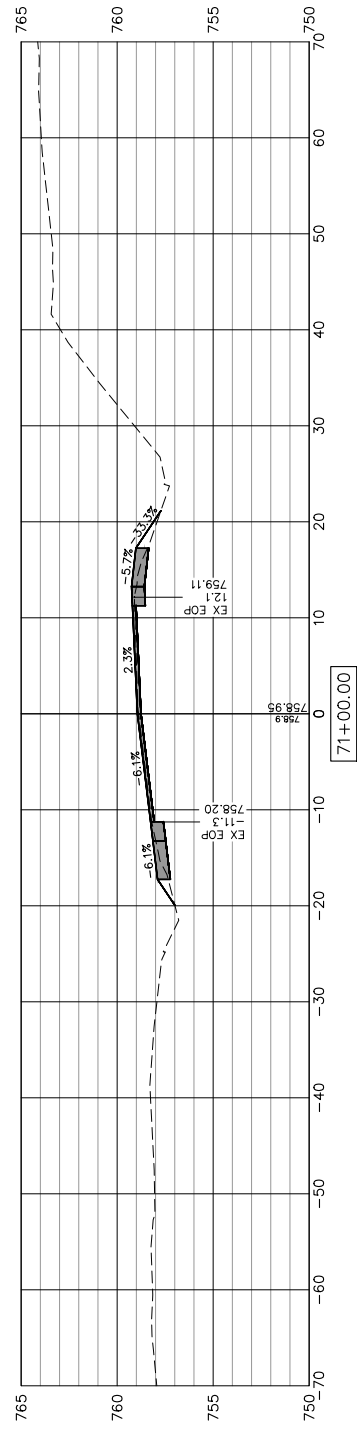
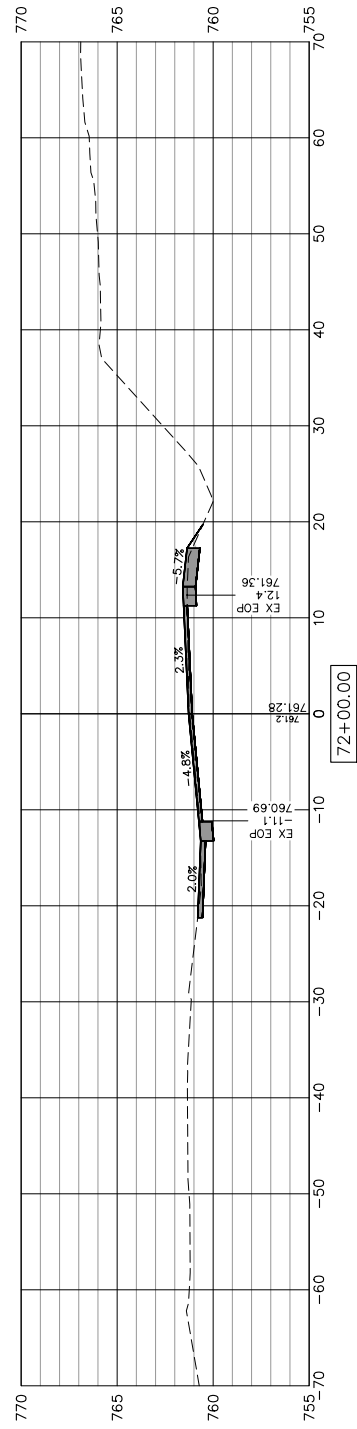
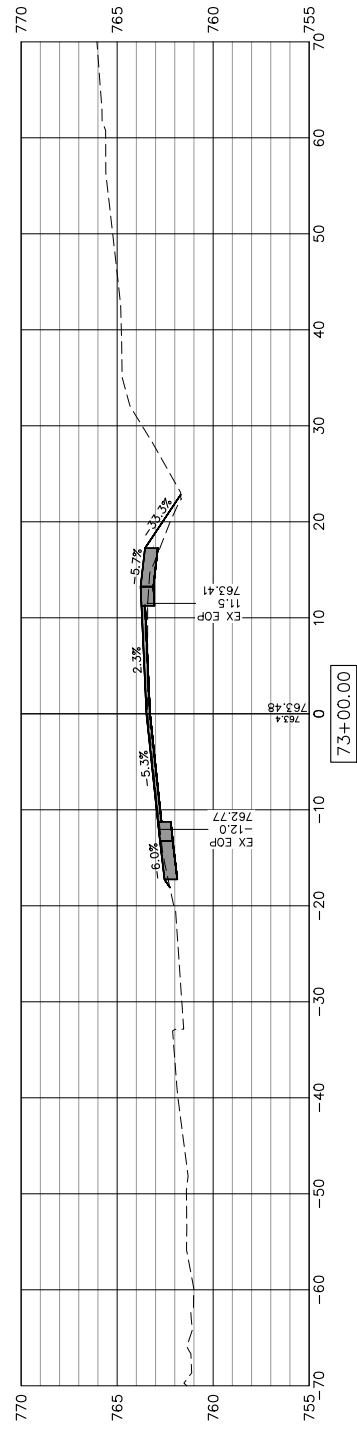
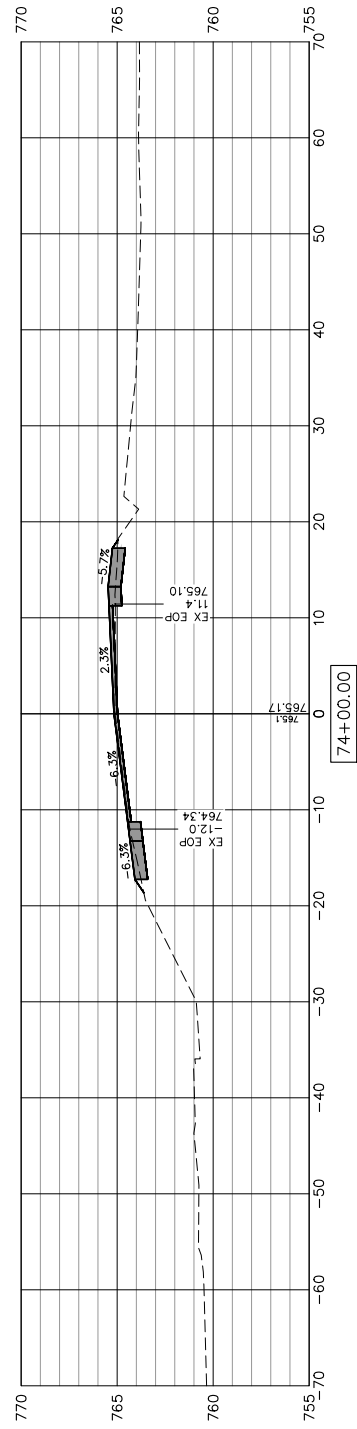
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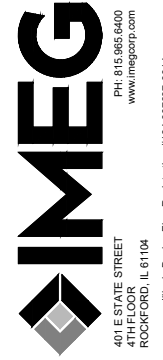
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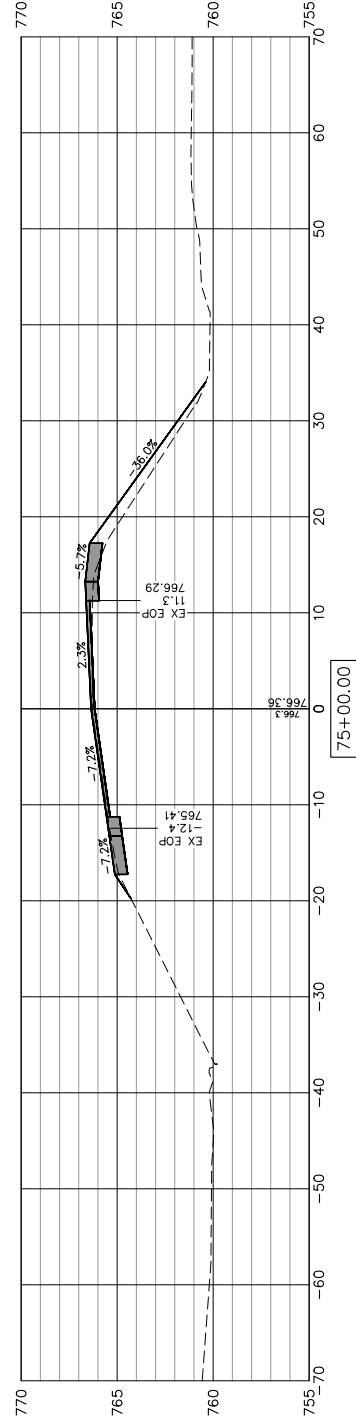
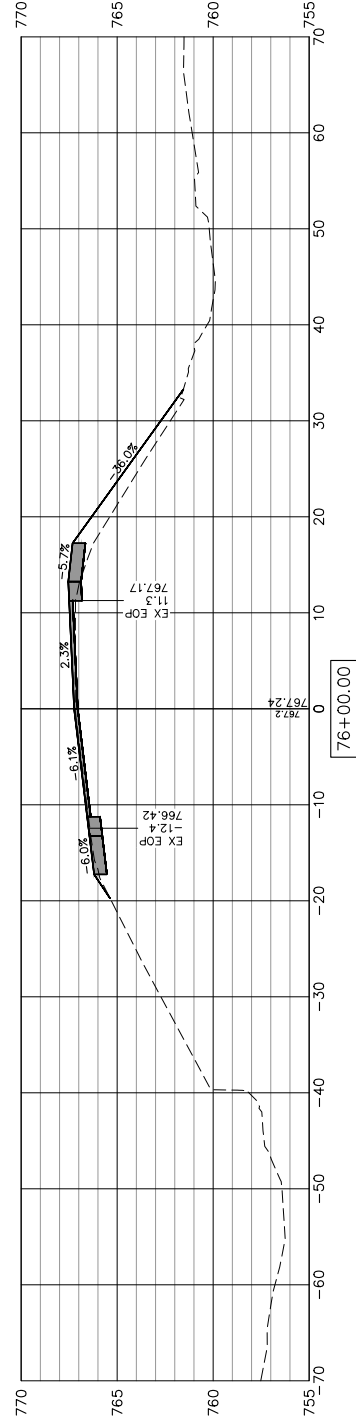
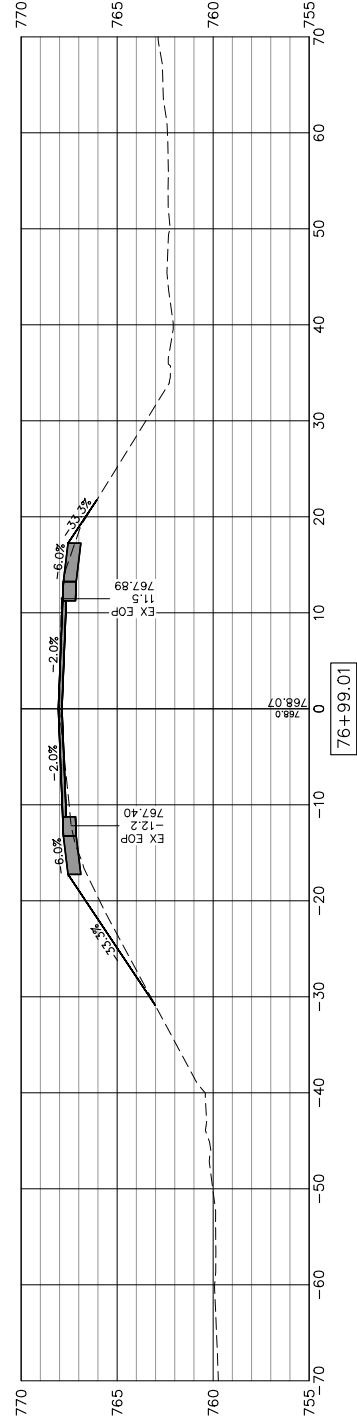
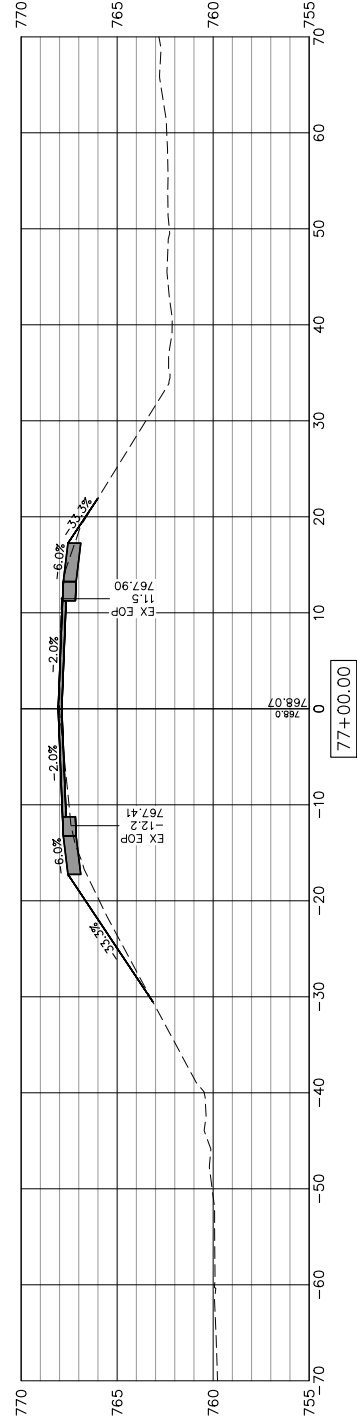
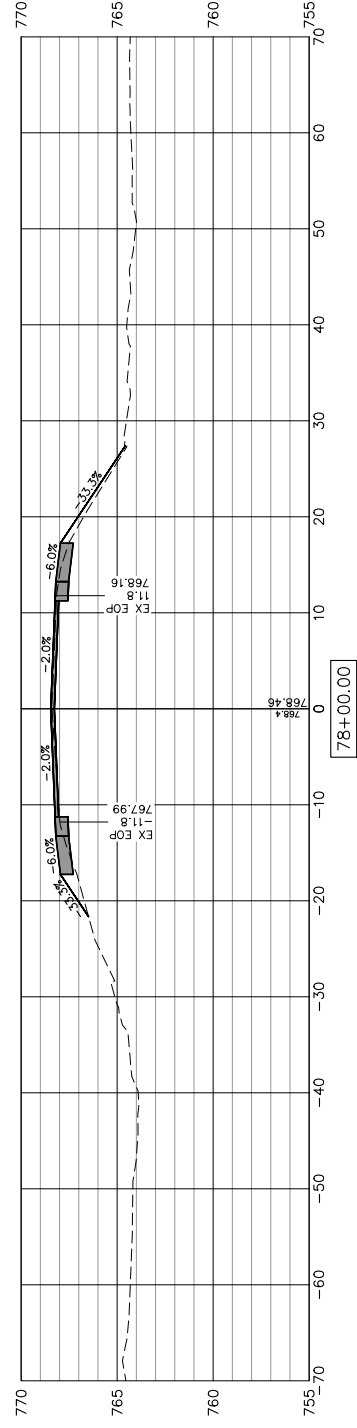
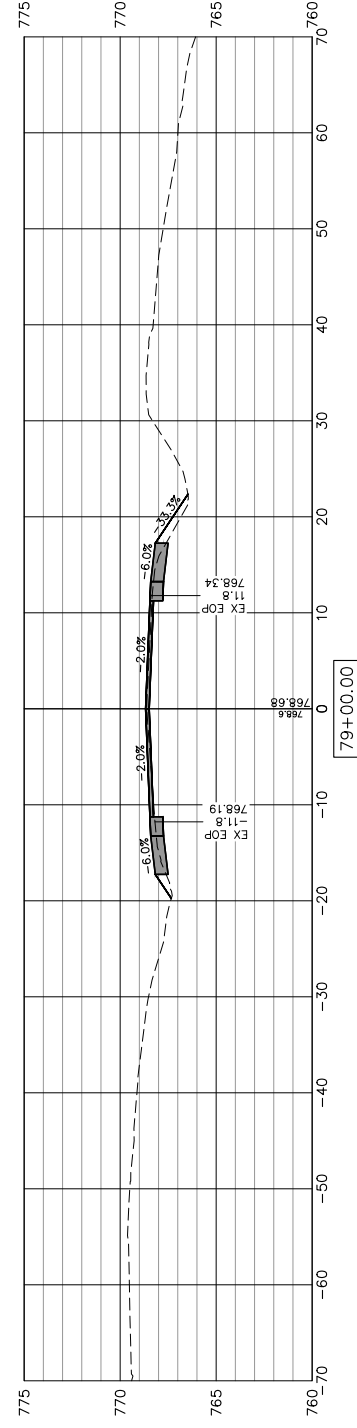
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