NTE	SECTION	COUNTY	SHEETS	NO.
STS	2016-092B&R	MCHENRY	329	1
	ILLINOIS	CONTRACT NO.	62D36	

D-91-003-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP 525 (US ROUTE 20)
FAS 35 (MARENGO RD) TO W UNION RD
SECTION: 2016-092B&R
PROJECT: NHPP-HSIP-LGMN (759)
CHANNELIZATION, WIDENING & RESURFACING AND BOX CULVERT REPLACEMENT
MCHENRY COUNTY
D-91-003-17

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT IS LOCATED IN McHENRY COUNTY.

TRAFFIC DATA

US ROUTE 20 (OTHER PRINCIPAL ARTERIAL)
2016 ADT = 8,900
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

MARENGO ROAD (MAJOR COLLECTOR)
2016 ADT = 3,150
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

S UNION ROAD (MAJOR COLLECTOR)
2016 ADT = 1,800
POSTED SPEED LIMIT = 50 MPH
DESIGN SPEED = 50 MPH

BECK ROAD (LOCAL ROAD)
2016 ADT = 350
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

CORAL ROAD (MINOR COLLECTOR)
2016 ADT = 2,050
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

W UNION ROAD (MINOR COLLECTOR)
2016 ADT = 2,450
POSTED SPEED LIMIT = 55 MPH
DESIGN SPEED = 55 MPH

EXISTING S.N. 056-0087
PROPOSED S.N. 056-0318, 056-0319
056-0320, 056-0345, 056-0346

END IMPROVEMENTS
US ROUTE 20
STA 231+76.80

BEGIN IMPROVEMENTS
CORAL RD
STA 297+46.00

BEGIN IMPROVEMENTS
BECK RD
STA 192+46.50

BEGIN IMPROVEMENTS
US ROUTE 20
STA 88+20.00

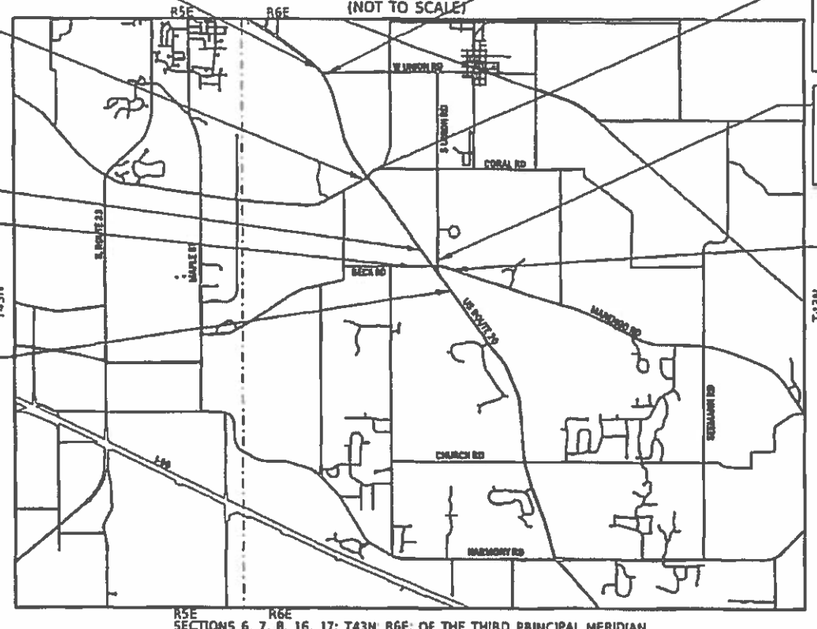
END IMPROVEMENTS
W UNION RD
STA 402+74.00

END IMPROVEMENTS
CORAL RD
STA 304+57.00

END IMPROVEMENTS
S UNION RD
STA 304+35.00

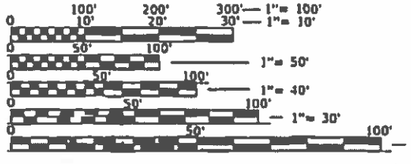
END IMPROVEMENTS
MARENGO RD
STA 210+34.00

LOCATION MAP
(NOT TO SCALE)



R5E R6E
SECTIONS 6, 7, 8, 16, 17; T43N; R6E; OF THE THIRD PRINCIPAL MERIDIAN
GROSS LENGTH = 14,023.00 FT. = 2.656 MILE
NET LENGTH = 14,023.00 FT. = 2.656 MILE

LOCATION OF SECTION INDICATED THUS: -



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 OR 811

DISTRICT ONE -
PROJECT MANAGER : SERIN KELLER, P.E.
PROJECT ENGINEER
CONTRACT NO. 62D36

RYAN GALL 062-084397 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
PROJECT ENGINEER (EFK MOEN)
"LICENSE EXPIRES 11-30-2021"
(SHEETS 112 - 126)

BRIAN SCHEER LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
PROJECT ENGINEER (SEJ)
"LICENSE EXPIRES 11-30-2021"
(SHEETS 203 - 205)

BRENDA D LOWERY 062-065244 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
PROJECT ENGINEER (AMES)
"LICENSE EXPIRES 11-30-2021"
(SHEETS 211 - 218)

BAXTER & WOODMAN Consulting Engineers

ADAM STEC 081-006666 LICENSED STRUCTURAL ENGINEER OF ILLINOIS
STRUCTURAL ENGINEER (B&W)
"LICENSE EXPIRES 11-30-2020"
(SHEETS 237 - 257)

JAMES F. MCNALLY 62-061255 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
PROJECT MANAGER (B&W)
"LICENSE EXPIRES 11-30-2021"

ROBERT W. LENZINI 62-041763 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
PROJECT ENGINEER (B&W)
"LICENSE EXPIRES 11-30-2021"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec-Bar2 20 19
REGIONAL ENGINEER
March 20 20 20
ENGINEER OF DESIGN AND ENVIRONMENT
March 20 20 20
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

REV-SEP

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 161116 DATE: 12-6-19

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406201-01	MAILBOX TURNOUT
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542001-06	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 84" (2100 mm) DIA.
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COMMITMENTS

1. THERE IS A RECORD IN THE VICINITY OF THIS PROJECT OF NORTHERN LONG EARED BAT (NLEB) POPULATION. IN ORDER TO REDUCE THE IMPACT TO THE NLEB POPULATION, NO TREE REMOVALS WILL BE ALLOWED FROM APRIL 1ST THROUGH OCTOBER 16TH.

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. 48 HOUR NOTIFICATION REQUIRED.

2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.

3. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND McHENRY COUNTY.

4. DRIVEWAYS ARE TO BE CONSTRUCTED TO THE R.O.W., UNLESS OTHERWISE NOTED.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIAL.

6. THE CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.

7. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

8. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

9. BEFORE BEGINNING WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DETERMINED BY THE ENGINEER.

10. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

11. SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE TRAVEL LANES FOR THE TACK COAT APPLICATION AND EACH RESURFACING LIFT.

12. THE CONTRACTOR SHALL MAINTAIN CONVEYANCE OF ALL FLOWS DURING CONSTRUCTION OF THE PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR PRIVATE AND PUBLIC DRAINS, SEWERS, CULVERTS, FIELD TILES AND OTHER DRAINAGE FACILITIES. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME THAT THE PERMANENT CONNECTIONS WITH SEWERS OR CULVERTS ARE BUILT AND IN SERVICE.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

14. THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL AREAS AFFECTED BY EQUIPMENT OR LABORERS TO EXISTING CONDITIONS. THE CONTRACTOR IS ALSO RESPONSBILE FOR PROTECTING ALL NEW WORK UNTIL COMPLETION OF THIS CONTRACT.

15. ANY EXISTING STORM SEWER OR STRUCTURES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

16. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OF UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.

17. STATIONING FOR ALL DRAINAGE STRUCTURES ARE GIVEN TO THE CENTER OF THE DRAINAGE STRUCTURE. OFFSETS FOR CURB LINE INLETS AND CATCH BASINS ARE GIVEN TO THE EDGE OF PAVEMENT. OFFSETS FOR ALL OTHER DRAINAGE STRUCTURES ARE GIVEN TO THE CENTER OF THE STRUCTURE. THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT ALL CURB LINE DRAINAGE STRUCTURES ARE PROPERLY ALIGNED WITH THE PROPOSED CURB & GUTTER.

18. ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE. WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES.

19. THE RESIDENT ENGINEER SHALL CONTACT AREA TRAFFIC FIELD ENGINEER, WALTER CZARNY AT WALTER.CZARNY@ILLINOIS.GOV AT LEAST TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.

20. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

21. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DETERMINED BY THE ENGINEER AT CONTRACTOR EXPENSE.

22. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

23. LOCATIONS OF PATCHING SHALL BE DETERMINED BY RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

24. FRAME AND LIDS SHALL BE BICYCLE SAFE AND ADA COMPLIANT WHEN LOCATED WITHIN SIDEWALK, BIKE PATH, OR CROSSWALK. GRATE OPENINGS SHALL BE ONE-HALF INCH OR LESS IN ONE DIRECTION WITH THE WIDE OPENINGS PERPENDICULAR TO BICYCLE OR PEDESTRIAN TRAVEL. MAXIMUM PAVEMENT DROP SHALL BE ONE-QUARTER INCH TO TOP OF LID OR GRATE.

25. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO COMPLETE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION ii.G.1 AND 2 OF THE SWPPP.

26. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

27. IN THE CASE OF A WINTER SHUTDOWN, CONTRACTOR SHALL UTILIZE POLYUREA PAVEMENT MARKINGS IN LIEU OF PAVEMENT MARKING TAPE AS SHOWN ON THE SEQUENCE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN SHEETS.

28. CALCIUM CHLORIDE APPLIED PLAN QUANTITIES ARE BASED ON AN APPLICTION RATE OF 1.2 LBS/SQ YD FOR AGGREGATE SUBGRADE IMPROVEMENT 12", SUBBASE GRANULAR MATERIAL TYPE B 4" AND AGGREGATE BASE COURSE TYPE B 4". SEE SECTION 663 OF THE STANDARD SPECIFICATIONS FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT.

29. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED WITH THE EXCEPTION OF COFFERDAMS WHICH WILL BE PAID FOR AS COFFERDMAN (TYPE 1) (IN-STREAM /WETLAND WORK) WITH A BASIS OF PAYMENT OF EACH.

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-gennote.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	3

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				ROADWAY	LIGHTING	BRIDGE	ROADWAY	ROADWAY	ROADWAY
				0004	0021	0008	0004	0004	0005
				RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1,347			975	342	30	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	587	176		191	220		
20101000	TEMPORARY FENCE	FOOT	2,000	570		1,365		65	
20101200	TREE ROOT PRUNING	EACH	15			15			
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	25			25			
20101700	SUPPLEMENTAL WATERING	UNIT	105	68		14	10	13	
20200100	EARTH EXCAVATION	CU YD	16,881	9,199		3,667	2,748	1,267	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10,194	6,834		1,232	1,299	829	
20400800	FURNISHED EXCAVATION	CU YD	12,637	11,964		373		300	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	86			86			
20800150	TRENCH BACKFILL	CU YD	721.2	483.4		86.0	95.5	56.3	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,111	4,272			1,689	1,150	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	7,650	5,058		1,453	673	466	
* 25000210	SEEDING, CLASS 2A	ACRE	2.5	1.2		0.3	0.6	0.4	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225	108		27	54	36	

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

REV-SEP

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-soq.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 16 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	4

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				CONSTRUCTION CODE					
				ROADWAY	LIGHTING	BRIDGE	ROADWAY	ROADWAY	ROADWAY
				0004	0021	0008	0004	0004	0005
				RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225	108		27	54	36	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225	108		27	54	36	
25100115	MULCH, METHOD 2	ACRE	15.8	10.1		2.3	1.4	2.0	
25100900	TURF REINFORCEMENT MAT	SQ YD	282			282			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,565	1,003		229	137	196	
28000305	TEMPORARY DITCH CHECKS	FOOT	1,680	750		370	440	120	
28000315	AGGREGATE DITCH CHECKS	TON	24.0	7.2		6.0	7.2	3.6	
28000400	PERIMETER EROSION BARRIER	FOOT	2,799	1,879				920	
28000510	INLET FILTERS	EACH	50	21		11	11	7	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	75,609	48,510		11,041	6,584	9,474	
28100105	STONE RIPRAP, CLASS A3	SQ YD	147	119		9		19	
28100107	STONE RIPRAP, CLASS A4	SQ YD	69	33		36			
28200200	FILTER FABRIC	SQ YD	69	33		36			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	2,257	1,356			536	365	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	46,475	26,954		6,562	7,310	5,649	

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES
	PLOT SCALE = 20.0000 ' / in.	DRAWN - CJC	REVISED -		SCALE: N.T.S. SHEET 2 OF 16 SHEETS STA. TO STA.
	PLOT DATE = 1/23/2020	CHECKED - JFM	REVISED -		
		DATE - 01-24-20	FILE - D162D36-sht-soq.dgn		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	5
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				CONSTRUCTION CODE					
				ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	14,710	12,895		83	975	757	
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	921	275		112	303	231	
35501313	HOT-MIX ASPHALT BASE COURSE, 7 1/4"	SQ YD	11,466	8,799		2,667			
35501315	HOT-MIX ASPHALT BASE COURSE, 7 3/4"	SQ YD	3,928	3,928					
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	392	198			83	111	
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	6,918				3,803	3,115	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	409				346	63	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23,778	326			5,286	4,135	14,031
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	66	2			9	7	48
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	77	24			25	28	
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2,079	31			413	324	1,311
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1,446	1,110		336			
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	164	58		14	49	43	
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	6,558	1,498		299	954	750	3,057
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	10,392	8,592		1,800			

* INDICATES SPECIALTY ITEM
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE LIGHTING 0021 RURAL	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE BRIDGE 0008 RURAL	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE ROADWAY 0005 RURAL
42001300	PROTECTIVE COAT	SQ YD	10,481	10,407			74		
44000100	PAVEMENT REMOVAL	SQ YD	27,191	22,536		2,923	975	757	
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	33,163	724			556	304	31,579
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,328	422		99	365	442	0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	128				128		
44004250	PAVED SHOULDER REMOVAL	SQ YD	4,355	1,383		754	1,896	322	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	1,060	19			139	112	790
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	1,060	19			139	112	790
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1,271	22			167	134	948
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	963	78		79	48	28	730
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	8,013	6,028		1,985			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1			
50102400	CONCRETE REMOVAL	CU YD	2.5					2.5	
50105220	PIPE CULVERT REMOVAL	FOOT	1,147	509		473	75	90	
50200100	STRUCTURE EXCAVATION	CU YD	881			871		10	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	970			970			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	229.9			229.9			
50300300	PROTECTIVE COAT	SQ YD	534			534			
50800105	REINFORCEMENT BARS	POUND	2,680					2,680	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	34,800			34,800			
51500100	NAME PLATES	EACH	9			9			
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	717			717			
52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	2,051			2,051			
52200600	GEOTEXTILE RETAINING WALL	SQ FT	56			56			
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2			2			
54001002	BOX CULVERT END SECTIONS, CULVERT NO. 2	EACH	2			2			
54001003	BOX CULVERT END SECTIONS, CULVERT NO. 3	EACH	2			2			
54002020	EXPANSION BOLTS 3/4 INCH	EACH	26					26	
54003000	CONCRETE BOX CULVERTS	CU YD	17.3					17.3	

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REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				CONSTRUCTION CODE					
				ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
54010605	PRECAST CONCRETE BOX CULVERTS 6' X 5'	FOOT	80			80			
54011005	PRECAST CONCRETE BOX CULVERTS 10' X 5'	FOOT	40			40			
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1					
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	31	10		6	11	4	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	7	3				4	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2					
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2					
54214503	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 18"	EACH	6				6		
54214509	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	3					3	
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	703	160		96	350	97	
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	230	172				58	
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	131	131					
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	25	25					
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	33	33					
550A2330	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 15"	FOOT	385	385					

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE LIGHTING 0021 RURAL	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE BRIDGE 0008 RURAL	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE ROADWAY 0005 RURAL
				CONSTRUCTION CODE					
550A2340	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 18"	FOOT	173	173					
550A2400	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 36"	FOOT	430	430					
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	365	329		36			
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	518	329		189			
550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	195	195					
550A4000	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"	FOOT	86					86	
550A4100	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	227					227	
550A4800	STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 18"	FOOT	32					32	
55101200	STORM SEWER REMOVAL 24"	FOOT	138					138	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	157			157			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	28	18		8		2	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	6,444	4,223		1,858		363	
60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	20			20			
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	2					
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	3	3					
60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1					1	

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REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				CONSTRUCTION CODE					
				ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	6	1			5		
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	6	6					
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	3		2			
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1					
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2					
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	4			4			
60500040	REMOVING MANHOLES	EACH	1					1	
60500050	REMOVING CATCH BASINS	EACH	1			1			
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	29.5	29.5					
60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	443	443					
60608552	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.06	FOOT	220				220		
60608582	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	4,460	4,460					
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	22,606	22,606					
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	362.5			237.5		125.0	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	5			4		1	

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					CONSTRUCTION CODE					
					US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	LIGHTING	BRIDGE	ROADWAY	ROADWAY	ROADWAY
					0004	0021	0008	0004	0004	0005
					RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5			4		1	
	63200310	GUARDRAIL REMOVAL	FOOT	1,052	178		211		663	
	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	13,621				616	72	12,933
	64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	7,885			2,102	2,371	2,301	1,111
	66300105	CALCIUM CHLORIDE APPLIED	TON	41	25		5	6	5	
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	3,220	1,770		100	865	485	
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	8	8					
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	89	41	15	20	7	6	
	67100100	MOBILIZATION	LSUM	1.00	0.50		0.30	0.05	0.05	0.10
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	300	300					
	70106700	TEMPORARY RUMBLE STRIPS	EACH	52	42		10			
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	194,327	60,876		6,652	3,433	2,150	121,216
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	64,778	20,292		2,218	1,145	717	40,406

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REV-SEP

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BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-soq.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 9 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	12
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
				CONSTRUCTION CODE	ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
*	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	139,724	115,156		24,568			
*	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	460			460			
*	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	94	50		44			
*	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	144,819				73,285	71,534	
*	70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	406					406	
*	70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	272				230	42	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	6,162.5	2,412.5		1,112.5	1,312.5	1,325.0	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	3,362.5	187.5		1,000.0	1,012.5	1,162.5	
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	22	6		2	8	6	
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	18			2	8	8	
	72000100	SIGN PANEL - TYPE 1	SQ FT	766.0	284.0			197.0	133.0	152.0
	72000200	SIGN PANEL - TYPE 2	SQ FT	737.0	687.0				28.0	22.0
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	68	23		2	14	11	18
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	29	11			11	1	6
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	15.0						15.0

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					ROADWAY 0004 RURAL	LIGHTING 0021 RURAL	BRIDGE 0008 RURAL	ROADWAY 0004 RURAL	ROADWAY 0004 RURAL	ROADWAY 0005 RURAL
	72501100	TERMINAL MARKER - POST MOUNTED	EACH	4			4			
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	300	135			105	60	
	72900200	METAL POST - TYPE B	FOOT	1,630	752		26	323	270	259
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	222	112			73	37	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	60,425.0	15,219.0		1,663.0	6,782.5	6,456.5	30,304.0
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	345				230	115	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	464	179			135	150	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	160	97			48	15	
*	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	222	112			73	37	
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	9,818	9,818					
*	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	276	276					
*	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	12	12					
	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,136	592		44	258	242	
	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	519	193		89	105	132	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,136	592		44	258	242	

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	DRAWN - CJC	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	14

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE LIGHTING 0021 RURAL	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE BRIDGE 0008 RURAL	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE ROADWAY 0005 RURAL
					CONSTRUCTION CODE					
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1		1				
*	80400200	ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1		1				
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1				
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	533		533				
*	81603090	UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	3,188		3,188				
*	81702160	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 1/0	FOOT	258		258				
*	82110008	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	23		23				
*	82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1		1				
*	83002200	LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. DAVIT ARM	EACH	23		23				
*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	230		230				
*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	23		23				
*	85000500	MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION	EACH	14	10			4		
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1			
*	89501510	RELOCATE EXISTING FLASHING BEACON	EACH	5	5					
*	89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	14	10			4		

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					CONSTRUCTION CODE					
					ROADWAY	LIGHTING	BRIDGE	ROADWAY	ROADWAY	ROADWAY
					0004	0021	0008	0004	0004	0005
					RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
*	A2000216	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	11	11					
*	A2002008	TREE, AESCULUS FLAVEA (YELLOW SWEET BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6					
*	A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	9	9					
*	A2004516	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2" CALIPER, BALLED AND BURLAPPED	EACH	7	7					
*	B2006123	TREE, SYRINGA PEKINENSIS ZHANG ZHIMING (BEIJING GOLD PEKING LILAC), 2" CALIPER, BALLED AND BURLAPPED	EACH	3				3		
*	A2006414	TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	11	11					
*	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	7	7					
*	A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	12	9				3	
*	A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	10	10					
*	A2007616	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	EACH	8	8					
*	A2016616	TREE, QUERCUS ELLIPSOIDALIS (HILL'S OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	7	5				2	
*	C2012772	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 6' HEIGHT, BALLED AND BURLAPPED	EACH	11	11					
*	C3006024	SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, BARE ROOT	EACH	150	150					
*	K0012970	PERENNIAL PLANTS, BULB TYPE	UNIT	118	118					
*	K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	10	2		2	2	2	2

* INDICATES SPECIALTY ITEM

$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE LIGHTING 0021 RURAL	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE BRIDGE 0008 RURAL	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE ROADWAY 0005 RURAL
	X0320027	TEMPORARY DRAINAGE SYSTEM NO. 2	L SUM	1	1					
	X0325201	SHOULDER RUMBLE STRIP REMOVAL	SQ YD	45			45			
*	X0325714	FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION	EACH	2				2		
*	X0326276	TEMPORARY LIGHTING FOR SINGLE LANE STAGING	LSUM	1		1				
	X0326414	STAMPED COLORED PORTLAND CEMENT CONCRETE MEDIAN SURFACE 8 INCH	SQ FT	10,857	10,857					
	X0326898	CENTER LINE - RUMBLE STRIP - 16"	FOOT	9,609			1,000			8,609
	X0327650	TEMPORARY DRAINAGE SYSTEM NO. 1	L SUM	1	1					
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	33,404	19,936		7,174	3,747	2,547	
	X0900064	MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	157			157			
	X0900075	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	2			1		1	
	X1200050	BOX CULVERT REMOVAL	FOOT	100	100					
*	X2010400	STUMP REMOVAL ONLY	UNIT	45			45			
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	11	5			4	2	
	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	130	100		30			
*	X2501750	SEEDING, CLASS 4 (SPECIAL)	ACRE	9.0	6.1		1.2	0.7	1.0	

(CONSTRUCTION CODE)

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR | PLOT SCALE = 20.0000 ' / in. | PLOT DATE = 1/23/2020
DESIGNED - REW | DRAWN - CJC | CHECKED - JFM | DATE - 01-24-20
REVISED - | REVISED - | REVISED - | FILE - D162D36-sht-soq.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 14 OF 16 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	17

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE LIGHTING 0021 RURAL	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE BRIDGE 0008 RURAL	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE ROADWAY 0004 RURAL	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE ROADWAY 0005 RURAL
				CONSTRUCTION CODE					
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	52,518	34,229		6,926	4,989	6,374	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	23	6			10	7	0
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	8	3			3	2	0
X4023000	TEMPORARY ACCESS (ROAD)	EACH	3			3			0
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	9,096				4,968	4,128	
X6060078	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL)	FOOT	530	530					
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	10	10					
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1.00	0.35		0.45	0.05	0.05	0.10
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	49,021				24,889	24,132	
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	2,286	624		507	558	597	
X7280105	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)	FOOT	718	718					
* X7800815	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE - 4 INCH	FOOT	14,602			250	848	196	13,308
Z0000100	ABANDON EXISTING CULVERT	EACH	1					1	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1.00	0.50		0.30	0.05	0.05	0.10
Z0018005	DRAINAGE SCUPPERS, DS-12M10	EACH	4			4			

* INDICATES SPECIALTY ITEM
S INDICATES CONSTRUCTION CODE 0042 TRAINEES

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BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED -	REVISED -	
	DRAWN - CJC	REVISED -	
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PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-soq.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 15 OF 16 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	18

CONTRACT NO. 62D36
ILLINOIS | FED. AID PROJECT GMW(759)

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
					US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ ROUNDABOUT HSIP 90% FED 10% STATE	US ROUTE 20 @ CULVERT NHPP 80% FED 20% STATE	US ROUTE 20 @ CORAL HSIP 90% FED 10% STATE	US ROUTE 20 @ UNION HSIP 90% FED 10% STATE	US ROUTE 20 RESURFACING NHPP 80% FED 20% STATE
					ROADWAY	LIGHTING	BRIDGE	ROADWAY	ROADWAY	ROADWAY
					0004	0021	0008	0004	0004	0005
					RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	488.3	128.5		51.4	102.8	77.1	128.5
*	Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	3		3				
	Z0054400	ROCK FILL	CU YD	970			970			
	Z0062456	TEMPORARY PAVEMENT	SQ YD	12,195	10,380		83	975	757	
	Z0064800	SELECTIVE CLEARING	UNIT	6						6
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1				
$	Z0076600	TRAINEES	HOUR	1000	1000					
$	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000					
					4,894,176.65	275,060.00	1,924,685.70	1,101,472.50	954,789.75	825,504.20
					4,404,759	247,554	1,539,749	991,325	859,311	742,954
					489,418	27,506	384,937	110,147	95,479	82,550

* INDICATES SPECIALTY ITEM
$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

REV-SEP

BAXTER & WOODMAN Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

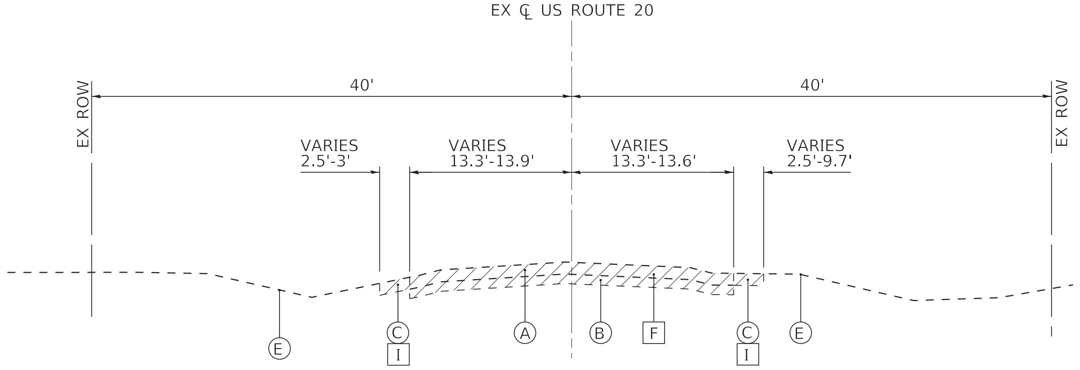
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 16 OF 16 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	19

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)



EXISTING US ROUTE 20

EX STA 745+40 TO STA 764+19
PR STA 91+54 TO STA 110+77

NOTES:

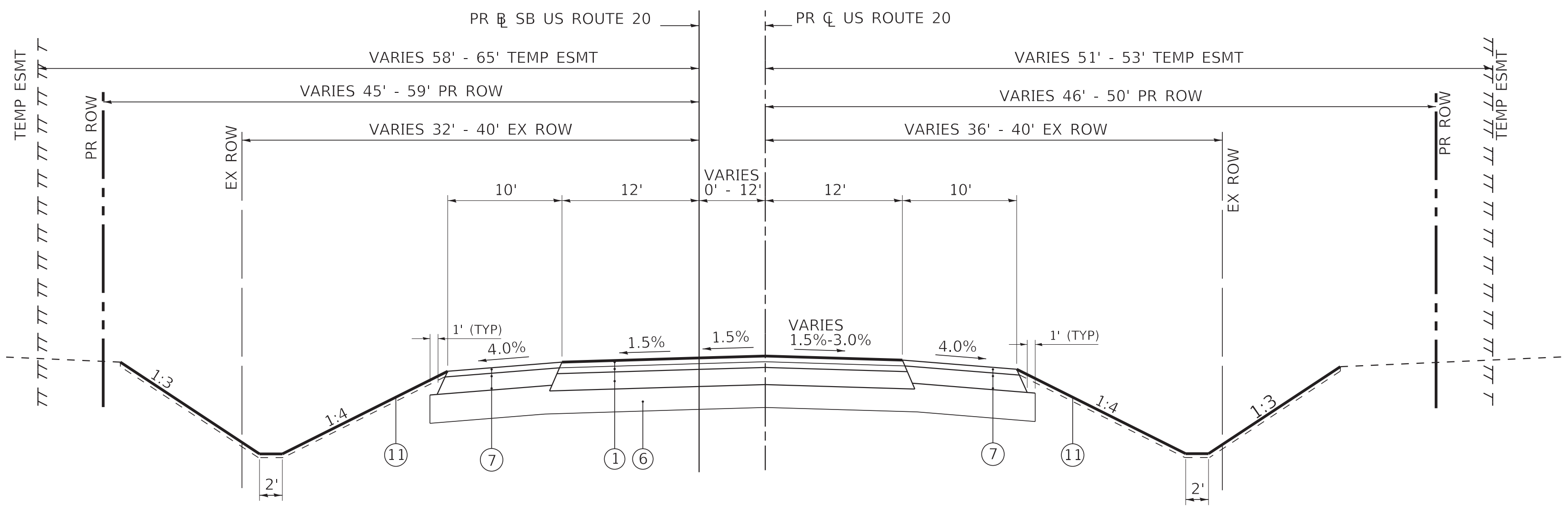
1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMNT PROGRAM (QMP)
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"	4% @ 70 Gyr.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"	3.5% @ 50 Gyr.	QCP
PAVEMENT 11 1/2" - US ROUTE 20 AT ROUNDABOUT AND CULVERT AND S UNION RD		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"	4% @ 70 Gyr.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"	4% @ 90 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"	4% @ 90 Gyr.	QCP
PAVEMENT 9 3/4" - MARENGO RD AND BECK RD		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"	4% @ 70 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"	4% @ 70 Gyr.	QCP
PAVEMENT WIDENING 11 1/2" - US ROUTE 20 AT CORAL RD AND W UNION RD		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"	4% @ 70 Gyr.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"	3.5% @ 50 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')	4% @ 90 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENING ≤ 6')	4% @ 90 Gyr.	QCP
HMA SHOULDER RECONSTRUCTION, 11 1/2" - US ROUTE 20 AT CORAL RD AND W UNION RD		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"	4% @ 70 Gyr.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"	3.5% @ 50 Gyr.	QCP
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9"	4% @ 90 Gyr.	QCP
HMA SHOULDERS 8"		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"	4% @ 70 Gyr.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 6"	4% @ 70 Gyr.	QC/QA
HMA DRIVEWAY 8" AND 10"		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - 2"	4% @ 50 Gyr.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0); PE-6", CE-8"	4% @ 50 Gyr.	QC/QA
PATCHING - US ROUTE 20		
CLASS D PATCHES (HMA BINDER IL-19 mm) - 9"	4% @ 70 Gyr.	QC/QA
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"	4% @ 70 Gyr.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 8"	4% @ 70 Gyr.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP);		

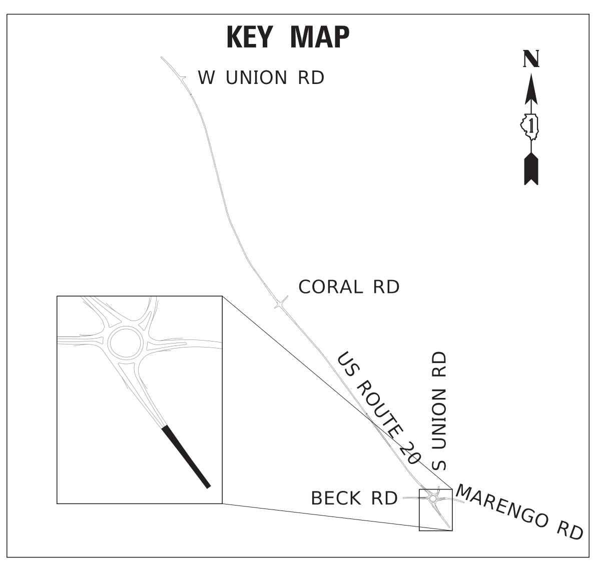
NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
4. NOTE IF THE CONTRACTOR CHOOSES TO USE CONCRETE FOR TEMPORARY PAVEMENT, THE PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS, PCC
5. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA
6. ALL TEMPORARY PAVEMENT SHALL BE PROVIDED OVER A 4" SUBBASE GRANULAR MATERIAL TYPE B.



PROPOSED US ROUTE 20

STA 91+54 TO STA 95+31



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

(2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"

(3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')

(3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN

(4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

(5) CENTER LINE - RUMBLE STRIP - 16"

(6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
(ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")

7 HMA SHOULDER - 8"
7A SHOULDER RUMBLE STRIPS, 8 INCH
7B SHOULDER RUMBLE STRIPS, 16 INCH
8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
9 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
10 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
11 TOPSOIL EXCAVATION AND PLACEMENT - 6" WITH SEEDING, CLASS 2A OR 4 (SPECIAL) AND EROSION CONTROL BLANKET (SPECIAL) (SEE LANDSCAPING PLANS)
12 AGGREGATE WEDGE SHOULDER, TYPE B
13 RESERVED
14 CONCRETE MEDIAN SURFACE - 4"
14A SUBBASE GRANULAR MATERIAL, TYPE B 4"
15 STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"
15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - KAR	REVISED -
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	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

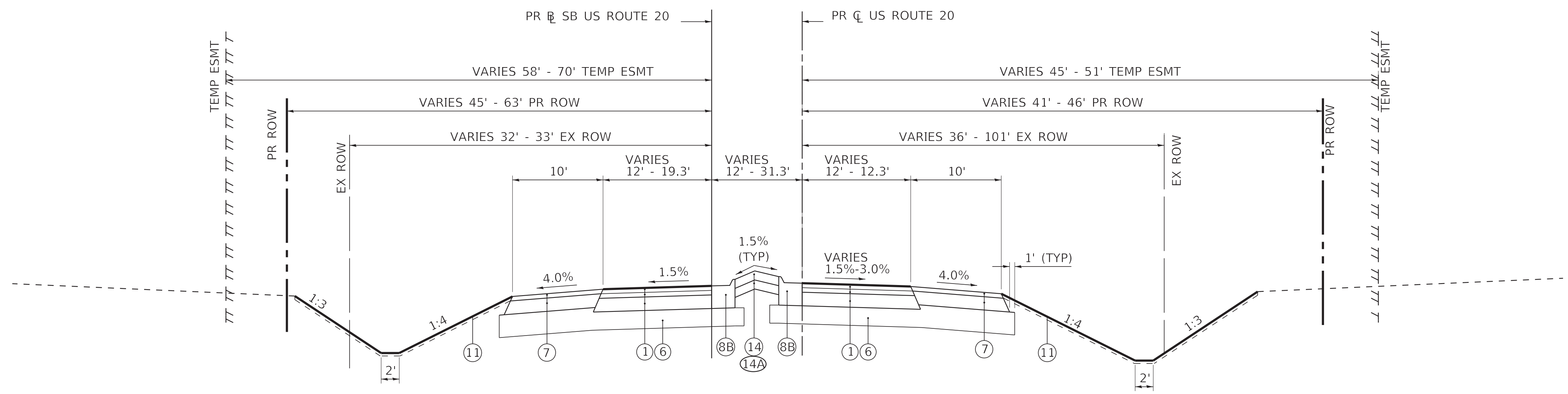
SCALE: N.T.S. | SHEET 1 OF 16 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	20

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)

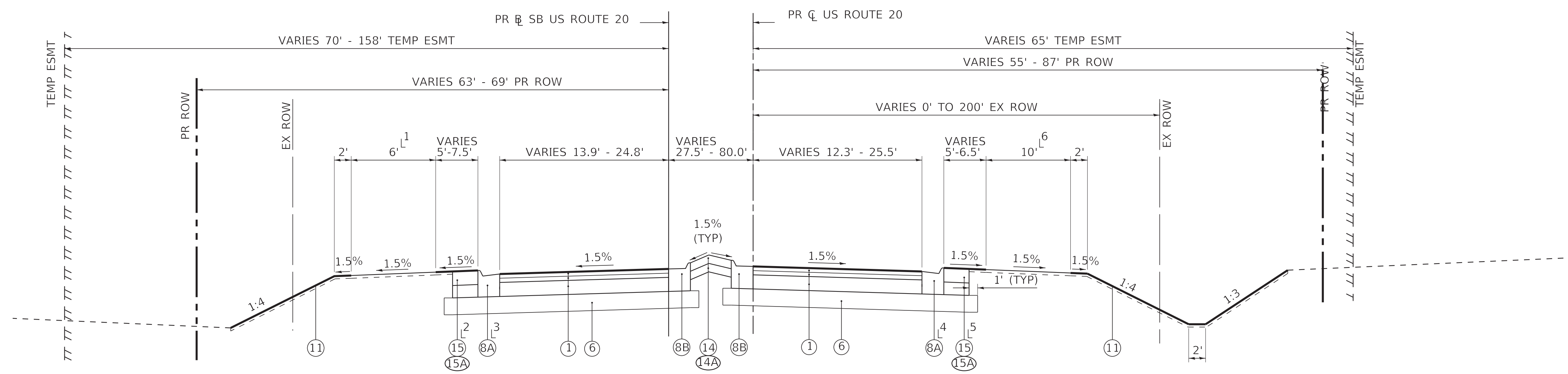
NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.



PROPOSED US ROUTE 20

STA 95+31 TO STA 97+39



└1 STA 98+14 TO STA 98+84
STA 101+15 TO STA 102+91

└2 STA 101+15 TO STA 101+89

└3 STA 97+85 TO STA 98+84
STA 101+15 TO STA 103+22

PROPOSED US ROUTE 20

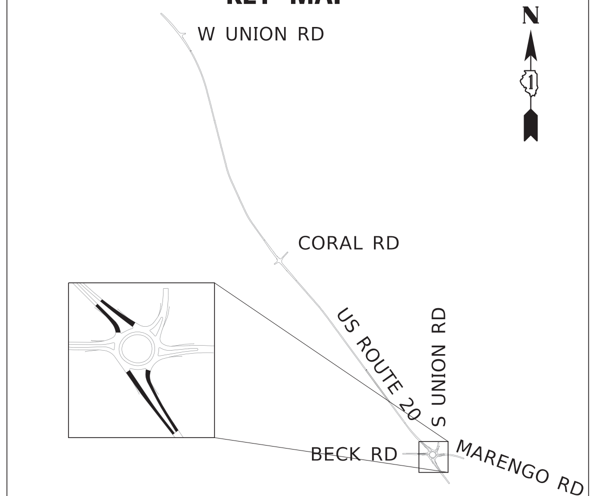
STA 97+39 TO STA 98+84
STA 101+15 TO STA 103+22

└4 STA 97+39 TO STA 98+84
STA 101+15 TO STA 102+29

└5 STA 98+03 TO STA 98+84

└6 STA 97+64 TO STA 98+84
STA 101+15 TO STA 101+98

KEY MAP



PROPOSED LEGEND

(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

(2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"

(3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')

(3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN

(4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

(5) CENTER LINE - RUMBLE STRIP - 16"

(6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
(ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")

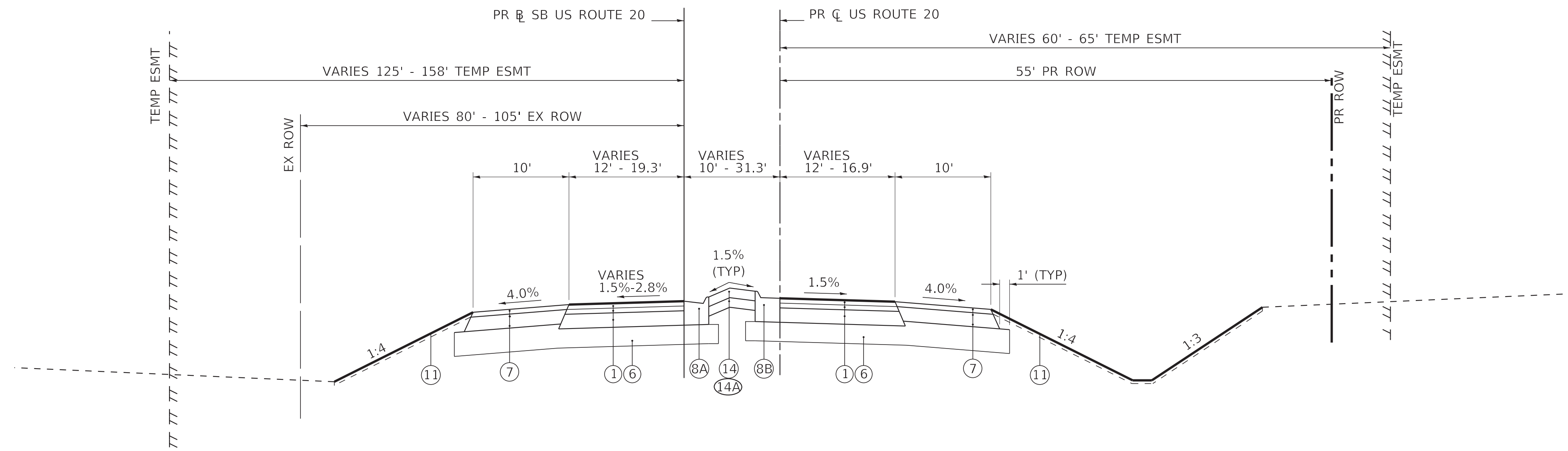
7 HMA SHOULDER - 8"
7A SHOULDER RUMBLE STRIPS, 8 INCH
7B SHOULDER RUMBLE STRIPS, 16 INCH
8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
9 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
10 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
11 TOPSOIL EXCAVATION AND PLACEMENT - 6" WITH SEEDING, CLASS 2A OR 4 (SPECIAL) AND EROSION CONTROL BLANKET (SPECIAL) (SEE LANDSCAPING PLANS)
12 AGGREGATE WEDGE SHOULDER, TYPE B
13 RESERVED
14 CONCRETE MEDIAN SURFACE - 4"
14A SUBBASE GRANULAR MATERIAL, TYPE B 4"
15 STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"
15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 2 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	21
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

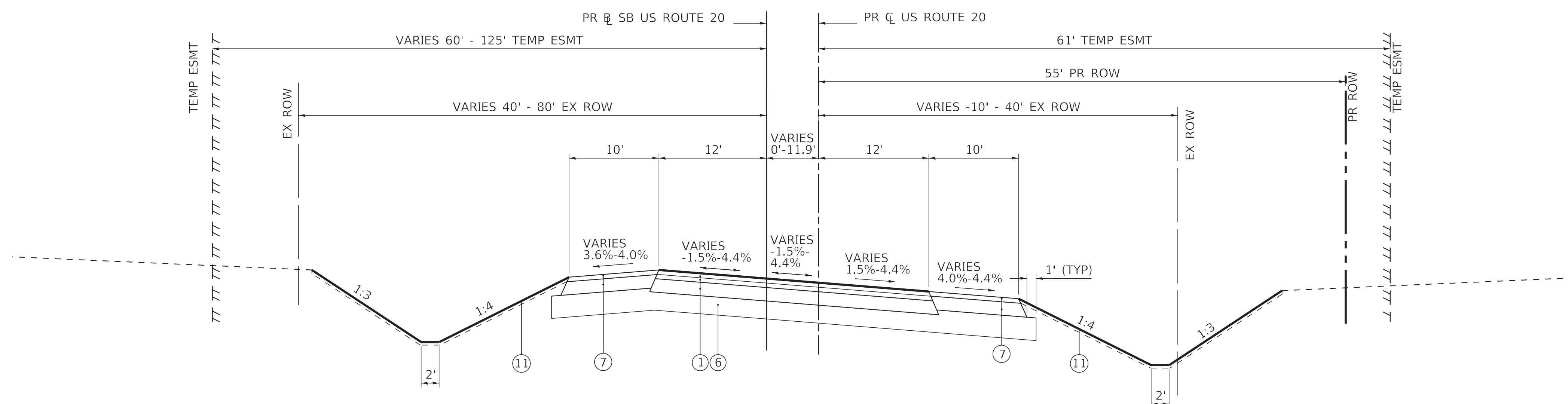
NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.



PROPOSED US ROUTE 20

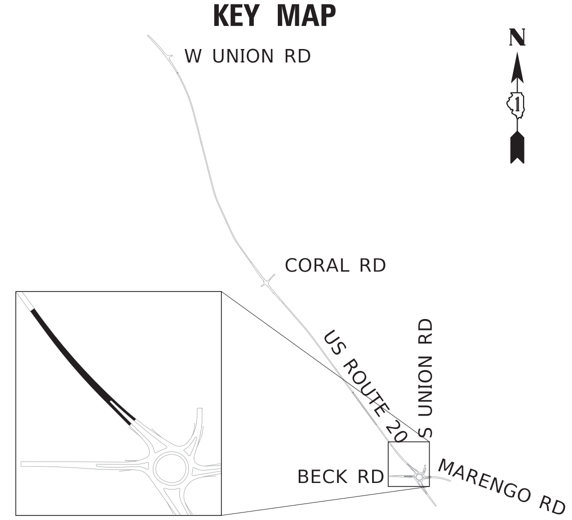
STA 103+22 TO STA 104+73



PROPOSED US ROUTE 20

STA 104+73 TO STA 110+77

KEY MAP



PROPOSED LEGEND

1	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4" HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"	7	HMA SHOULDER - 8"
2	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2" HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"	7A	SHOULDER RUMBLE STRIPS, 8 INCH
3A	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4" HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')	7B	SHOULDER RUMBLE STRIPS, 16 INCH
3B	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4" HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN	8A	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
4	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"	8B	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
5	CENTER LINE - RUMBLE STRIP - 16"	9	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
6	AGGREGATE SUBGRADE IMPROVEMENT - 12" (ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")	10	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
		11	TOPSOIL EXCAVATION AND PLACEMENT - 6" WITH SEEDING, CLASS 2A OR 4 (SPECIAL) AND EROSION CONTROL BLANKET (SPECIAL) (SEE LANDSCAPING PLANS)
		12	AGGREGATE WEDGE SHOULDER, TYPE B
		13	RESERVED
		14	CONCRETE MEDIAN SURFACE - 4"
		14A	SUBBASE GRANULAR MATERIAL, TYPE B 4"
		15	STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"
		15A	AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
		16A	MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
		16B	ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KAR	REVISED -			525	2016-092B&R	MCHENRY	329	22
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -			CONTRACT NO. 62D36				
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 3 OF 16 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT GMW(759)				

NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
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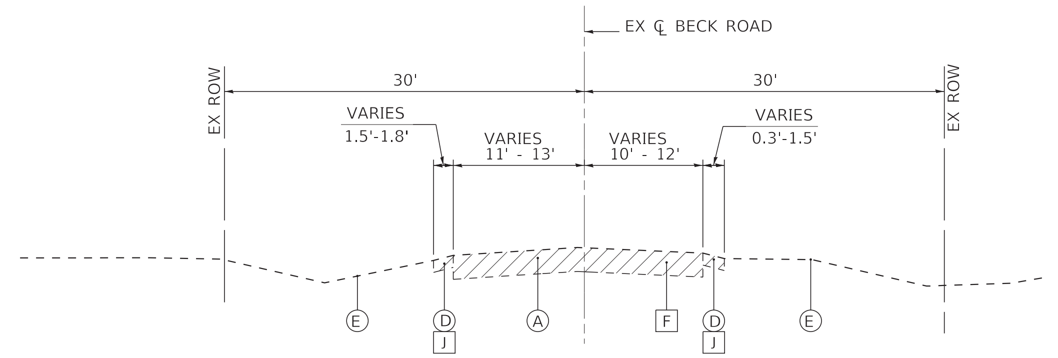
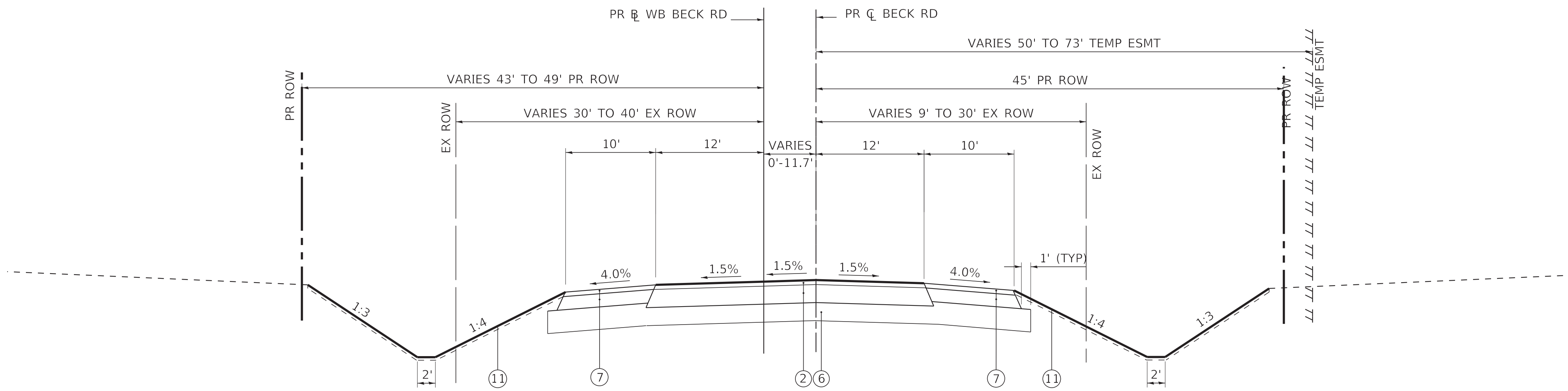


EXISTING BECK ROAD

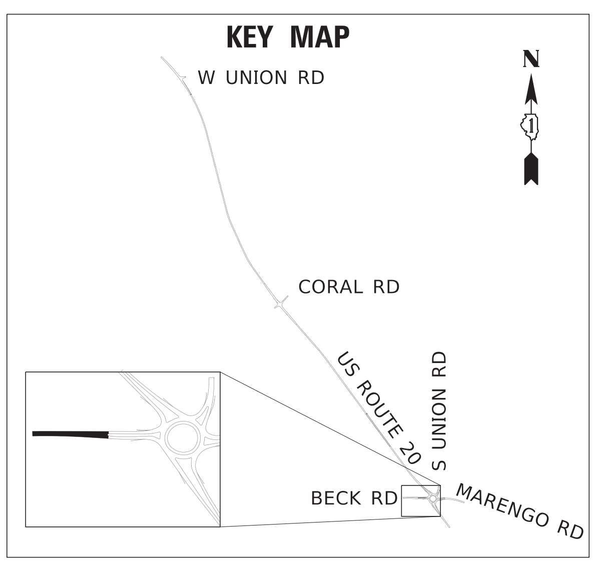
EX STA 493+88 TO STA 500+00 *

*EXISTING ALIGNMENT STATIONS DO NOT MATCH PROPOSED ALIGNMENT STATIONS



PROPOSED BECK ROAD

STA 192+46 TO STA 196+26



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"
- (3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')
- (3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
  HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
- (5) CENTER LINE - RUMBLE STRIP - 16"
- (6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
  (ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")
- 7 HMA SHOULDER - 8"
- 7A SHOULDER RUMBLE STRIPS, 8 INCH
- 7B SHOULDER RUMBLE STRIPS, 16 INCH
- 8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
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- 15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- 16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
- 16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 4 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	23
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		

NOTES:

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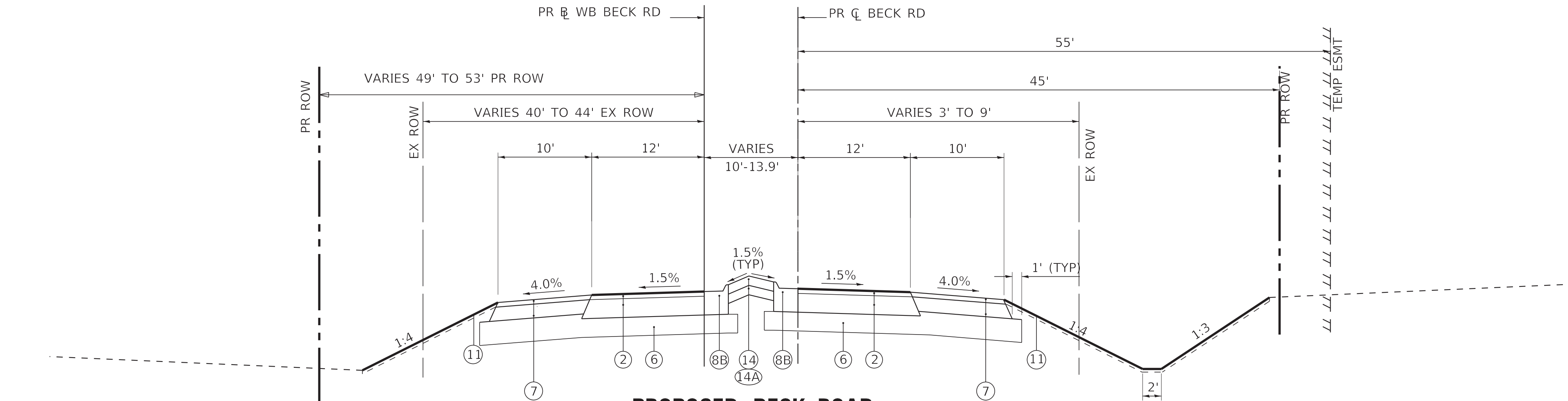
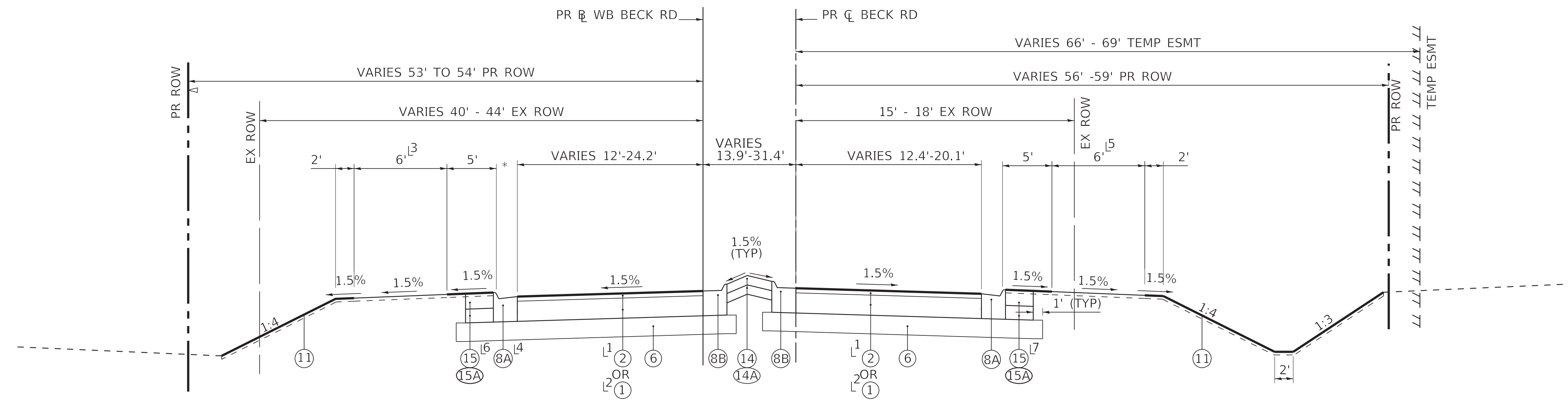


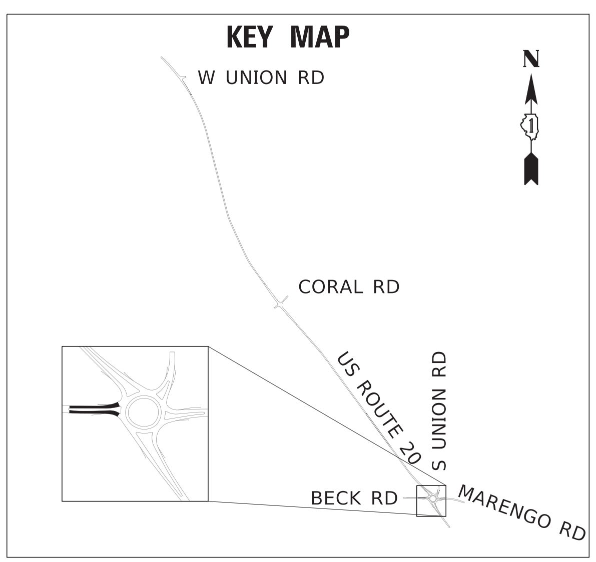
PROPOSED BECK ROAD
STA 196+26 TO STA 197+38



PROPOSED BECK ROAD
STA 197+38 TO STA 198+81

1 STA 197+38 TO STA 198+50
2 STA 198+50 TO STA 198+81
3 STA 197+92 TO STA 198+79
4 STA 197+67 TO STA 198+79

5 STA 197+56 TO STA 198+81
6 STA 198+48 TO STA 198+81
7 STA 198+27 TO STA 198+81



PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
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- (3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
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  (ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")
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- 16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KAR	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn	

TYPICAL SECTIONS

SCALE: N.T.S. SHEET 5 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	24

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

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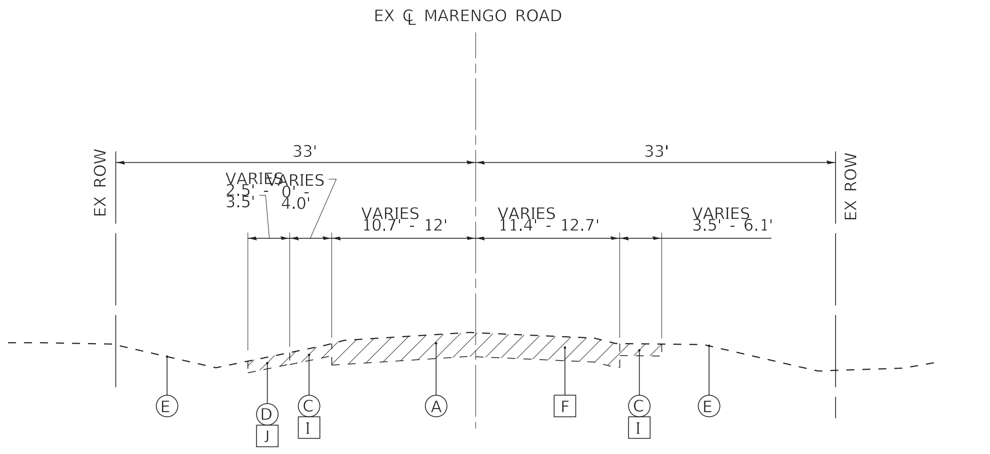
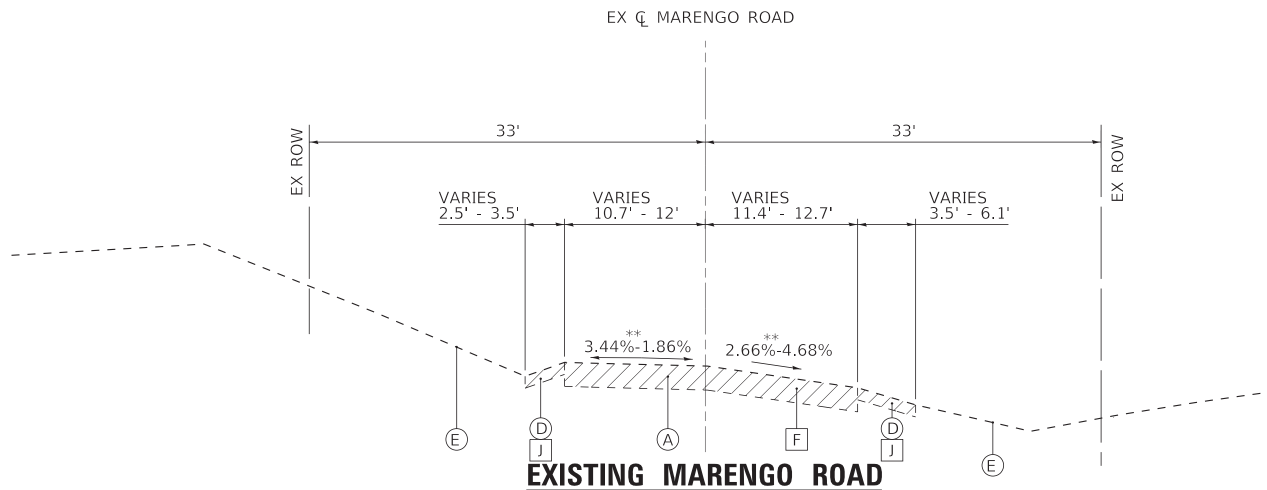


EXISTING MARENGO ROAD

EX STA 500+00 TO STA 502+46 *

*EXISTING ALIGNMENT STATIONS DO NOT MATCH PROPOSED ALIGNMENT STATIONS

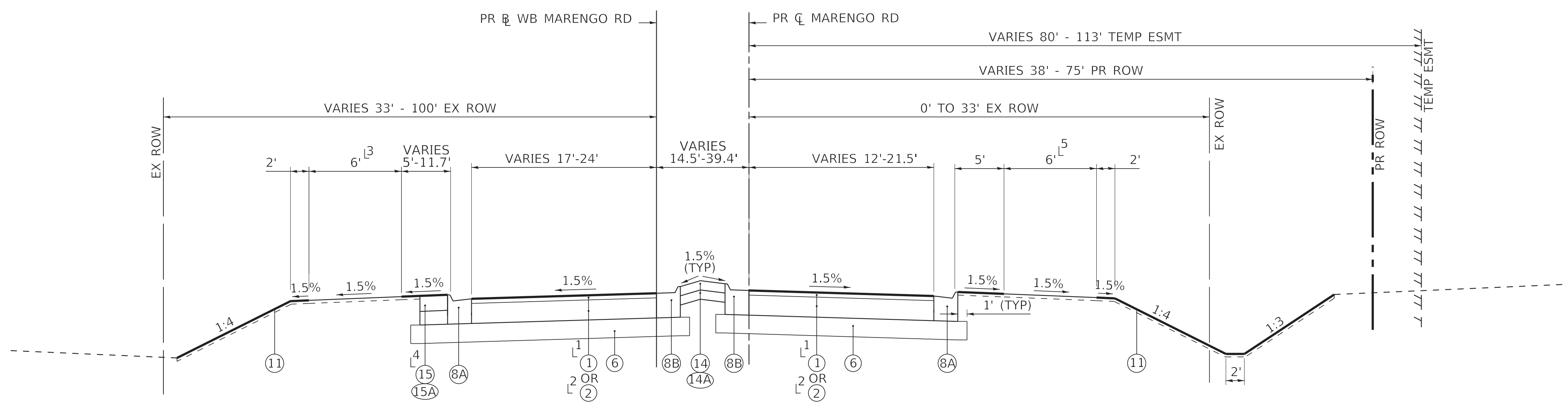


EXISTING MARENGO ROAD

EX STA 502+46 TO STA 509+39 *

*EXISTING ALIGNMENT STATIONS DO NOT MATCH PROPOSED ALIGNMENT STATIONS

** EXISTING SUPERELEVATION VALUES UNKNOWN



1 STA 201+19 TO STA 201+50

2 STA 201+50 TO STA 202+33

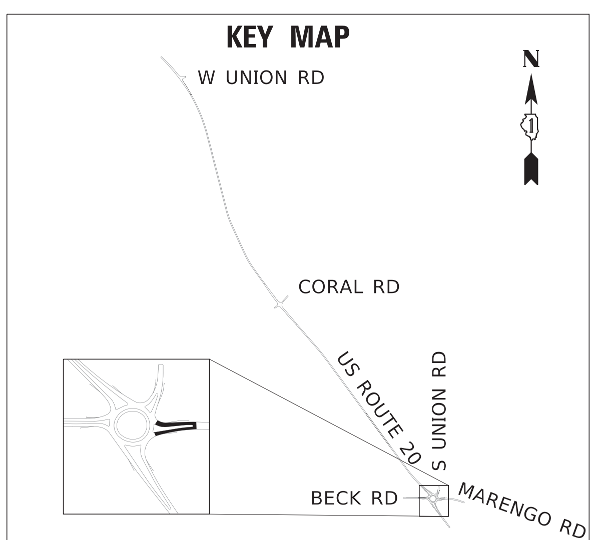
3 STA 201+19 TO STA 202+23

4 STA 201+39 TO STA 201+89

5 STA 201+19 TO STA 202+01

PROPOSED MARENGO ROAD

STA 201+19 TO STA 202+33



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
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- (6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
  (ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")
- 7 HMA SHOULDER - 8"
- 7A SHOULDER RUMBLE STRIPS, 8 INCH
- 7B SHOULDER RUMBLE STRIPS, 16 INCH
- 8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
- 9 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
- 10 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
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- 12 AGGREGATE WEDGE SHOULDER, TYPE B
- 13 RESERVED
- 14 CONCRETE MEDIAN SURFACE - 4"
- 14A SUBBASE GRANULAR MATERIAL, TYPE B 4"
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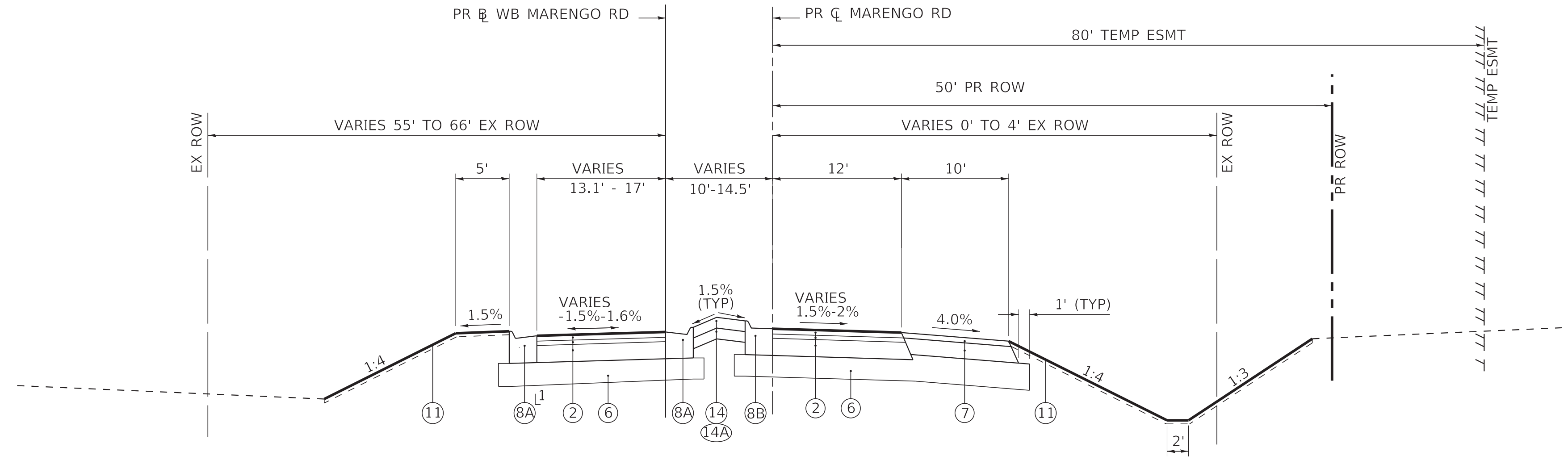
- 15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- 16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
- 16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE. 525	SECTION 2016-092B&R	COUNTY MCHENRY	TOTAL SHEETS 329	SHEET NO. 25
	PLOT SCALE = 20.0000 ' / in.	DRAWN - KAR	REVISED -					CONTRACT NO. 62D36		
	PLOT DATE = 1/17/2020	CHECKED - JFM	REVISED -		SCALE: N.T.S. SHEET 6 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT GMW(759)		
		DATE - 01-24-20	FILE - D162D36-sht-typical.dgn							

NOTES:

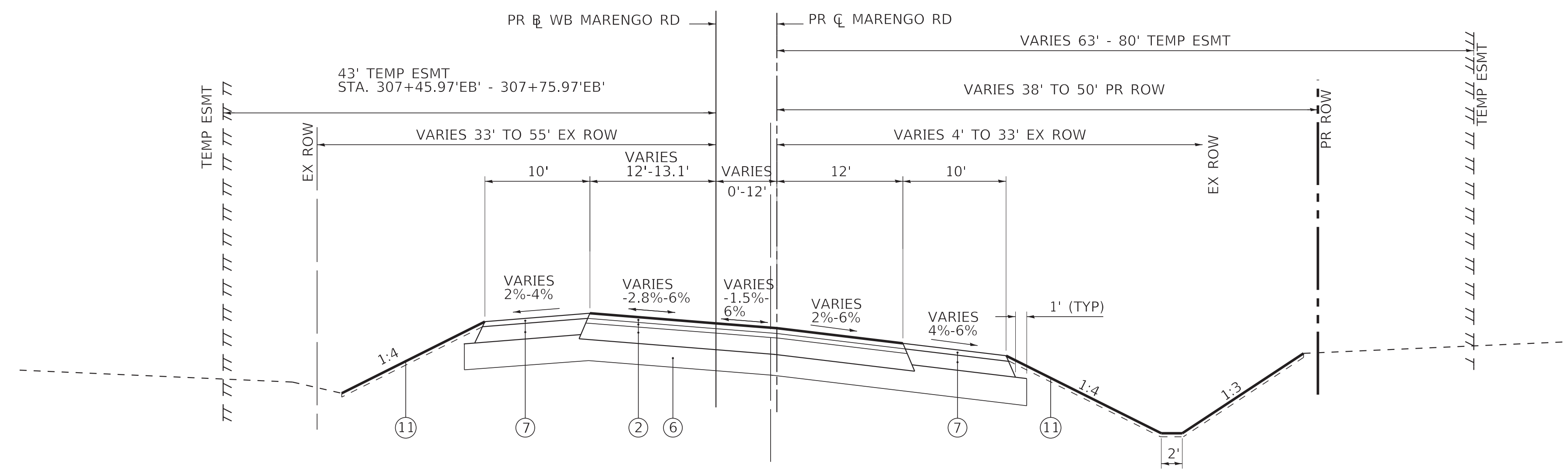
1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.



1 STA 202+33 TO STA 202+98

PROPOSED MARENGO ROAD

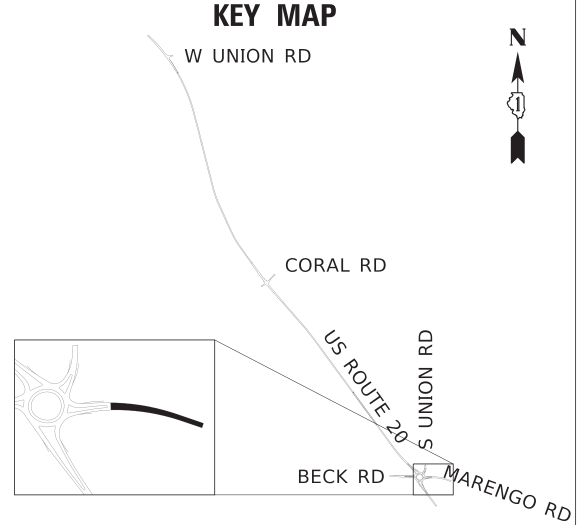
STA 202+33 TO STA 203+11



PROPOSED MARENGO ROAD

STA 203+11 TO STA 208+05

KEY MAP



PROPOSED LEGEND

(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

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HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"

(3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')

(3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN

(4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

(5) CENTER LINE - RUMBLE STRIP - 16"

(6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
(ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")

7 HMA SHOULDER - 8"
7A SHOULDER RUMBLE STRIPS, 8 INCH
7B SHOULDER RUMBLE STRIPS, 16 INCH
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16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KAR	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn	

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 7 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	26

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
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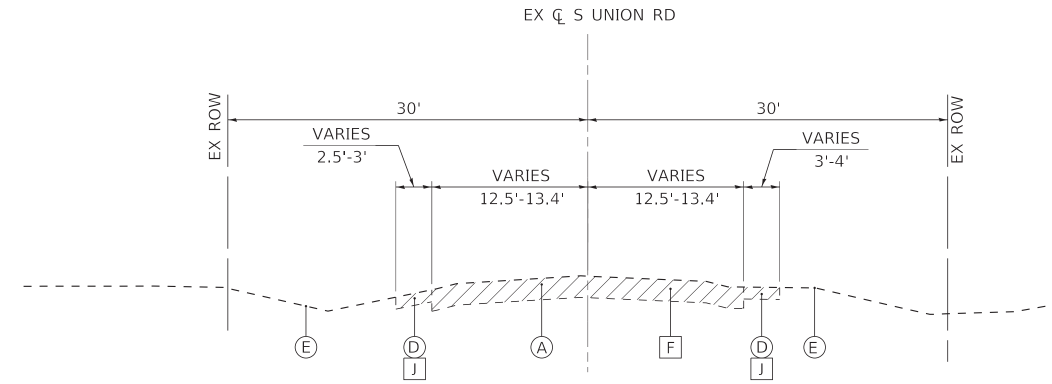
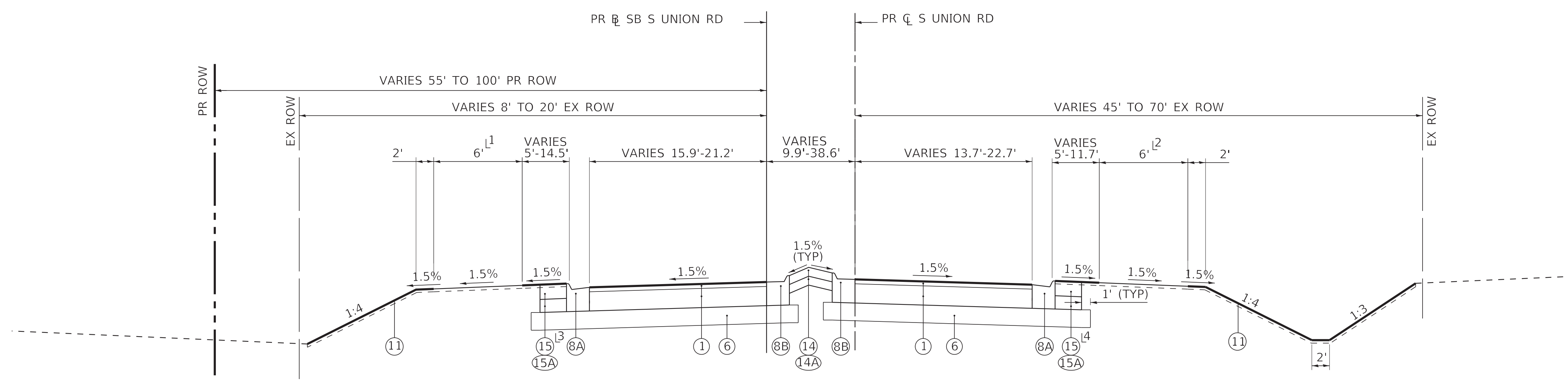


EXISTING S UNION RD

EX STA 600+00 TO STA 606+53*

*EXISTING ALIGNMENT STATIONS DO NOT MATCH PROPOSED ALIGNMENT STATIONS



1 STA 301+78 TO STA 302+52

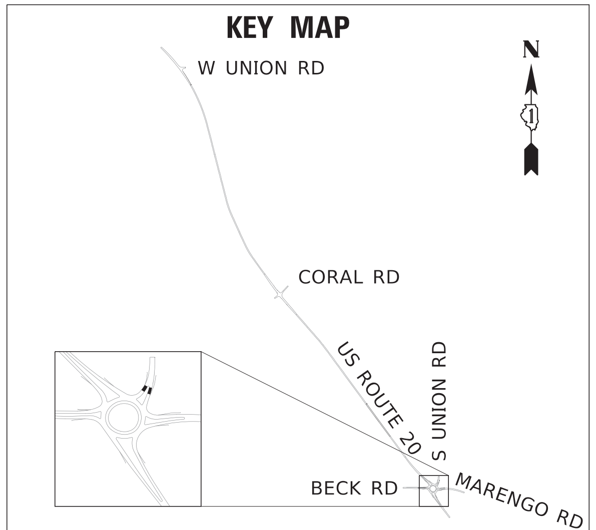
2 STA 301+78 TO STA 302+03

3 STA 301+18 TO STA 302+11

4 STA 301+18 TO STA 301+47

PROPOSED S UNION RD

STA 301+18 TO STA 302+11



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
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	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 8 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	27
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

NOTES:

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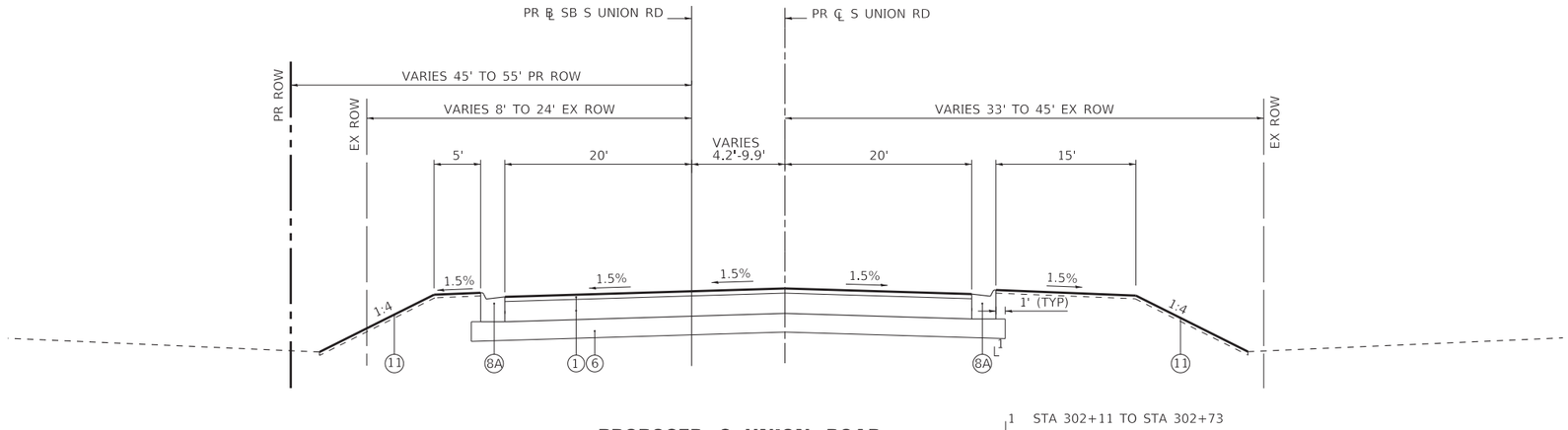
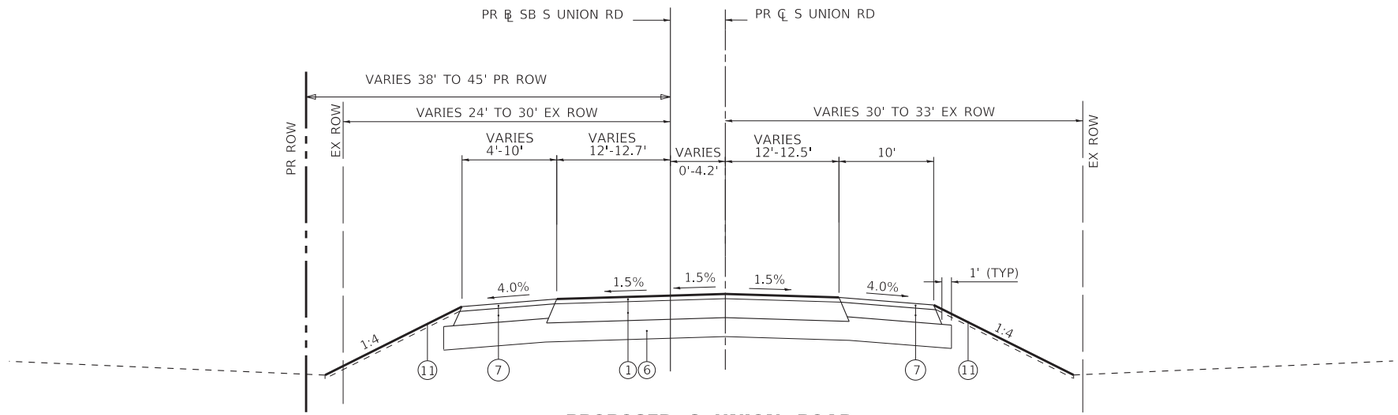


[1] STA 302+11 TO STA 302+73

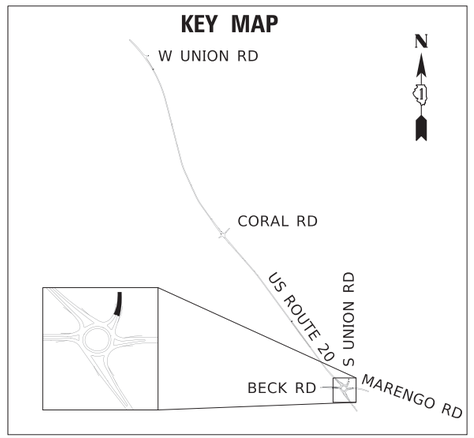
PROPOSED S UNION ROAD

STA 302+11 TO STA 302+85



PROPOSED S UNION ROAD

STA 302+85 TO STA 303+96



PROPOSED LEGEND

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(ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")

(7) HMA SHOULDER - 8"
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BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 9 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	28
		CONTRACT NO. 62D36		
		ILLINOIS	FED. AID PROJECT GMW(759)	

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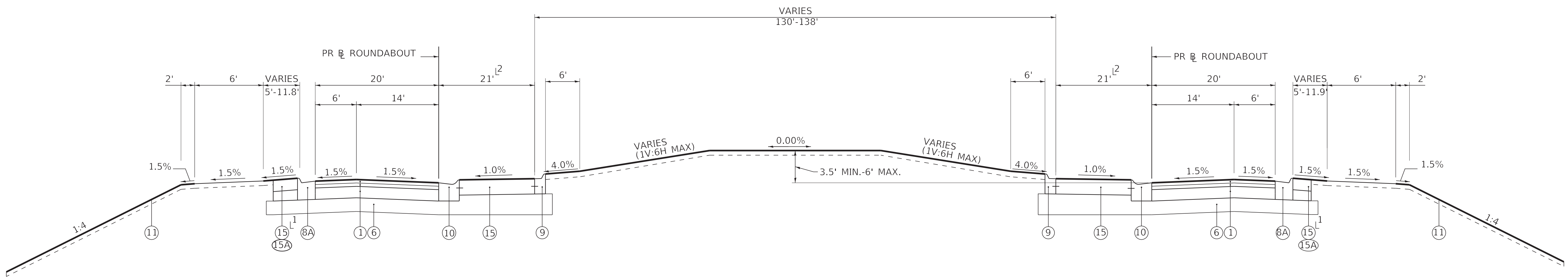
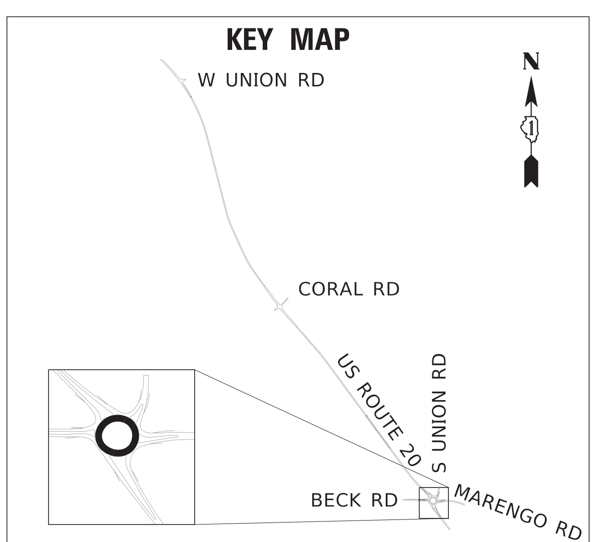
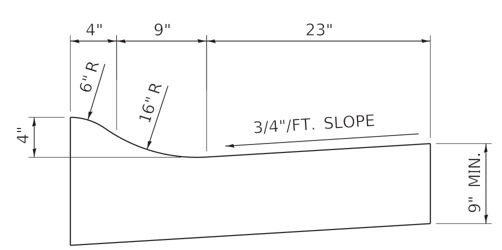


PROPOSED US ROUTE 20 /BECK ROAD /MARENGO ROAD /S UNION ROAD

1. STA 10+75 TO STA 11+10
   STA 12+69 TO STA 13+04
   STA 15+07 TO STA 15+29
2. 16' - 21' STA 10+84 TO STA 12+98





(10) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL)

PROPOSED LEGEND

1. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
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12 AGGREGATE WEDGE SHOULDER, TYPE B

13 RESERVED

14 CONCRETE MEDIAN SURFACE - 4"

14A SUBBASE GRANULAR MATERIAL, TYPE B 4"

15 STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"

15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)

16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)

16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - KAR	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. SHEET 10 OF 16 SHEETS STA. TO STA.

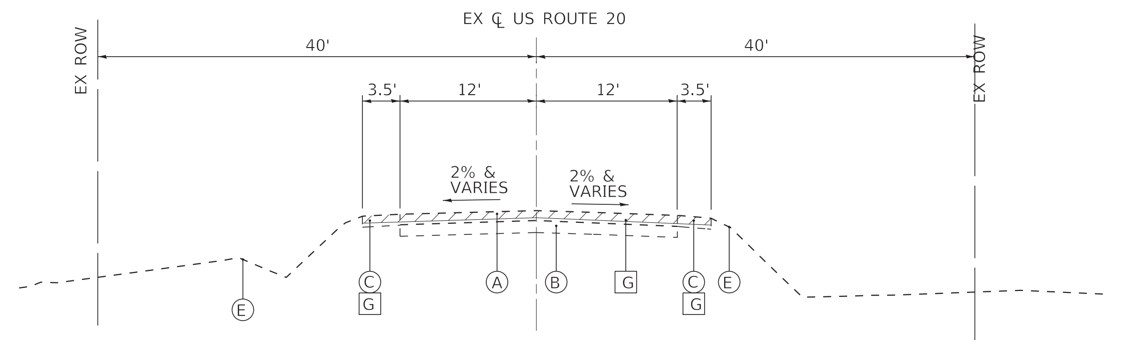
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	29

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

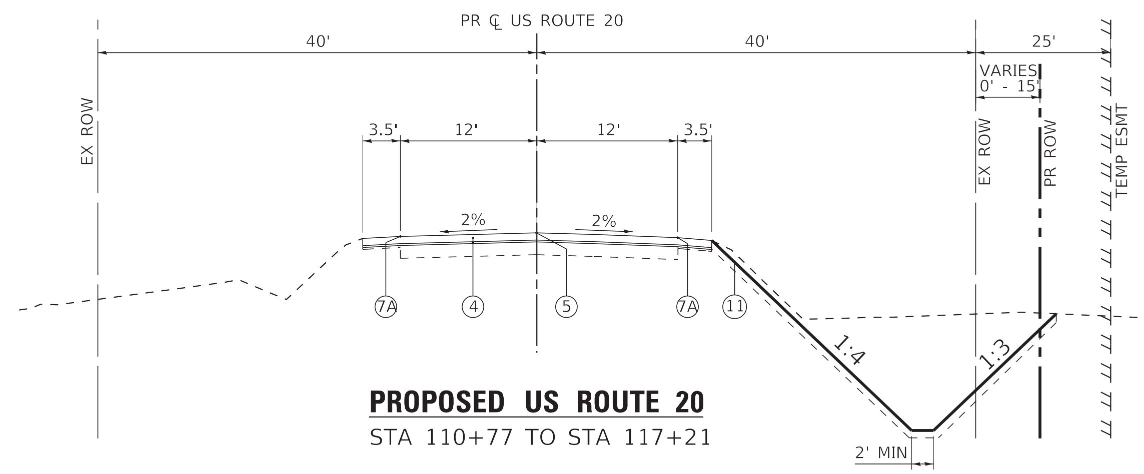
NOTES:

1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.



EXISTING US ROUTE 20

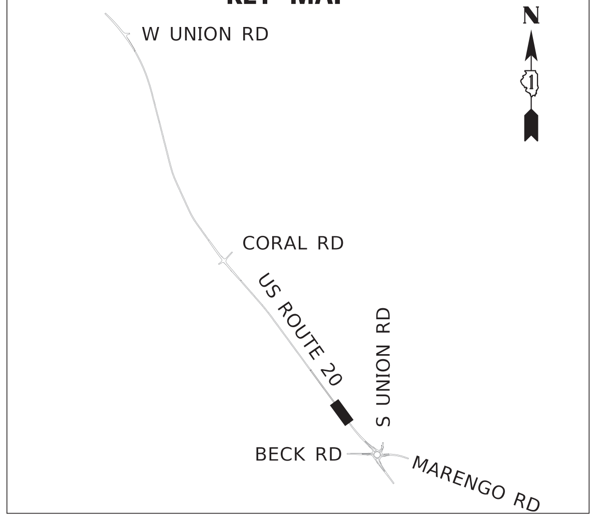
EX STA 764+19 TO STA 770+63
PR STA 110+77 TO STA 117+21



PROPOSED US ROUTE 20

STA 110+77 TO STA 117+21

KEY MAP



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

(2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"

(3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')

(3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN

(4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

(5) CENTER LINE - RUMBLE STRIP - 16"

(6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
(ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")

7 HMA SHOULDER - 8"
7A SHOULDER RUMBLE STRIPS, 8 INCH
7B SHOULDER RUMBLE STRIPS, 16 INCH
8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
9 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
10 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
11 TOPSOIL EXCAVATION AND PLACEMENT - 6" WITH SEEDING, CLASS 2A OR 4 (SPECIAL) AND EROSION CONTROL BLANKET (SPECIAL) (SEE LANDSCAPING PLANS)
12 AGGREGATE WEDGE SHOULDER, TYPE B
13 RESERVED
14 CONCRETE MEDIAN SURFACE - 4"
14A SUBBASE GRANULAR MATERIAL, TYPE B 4"
15 STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"
15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KAR	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn	

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 11 OF 16 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	30

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

NOTES:

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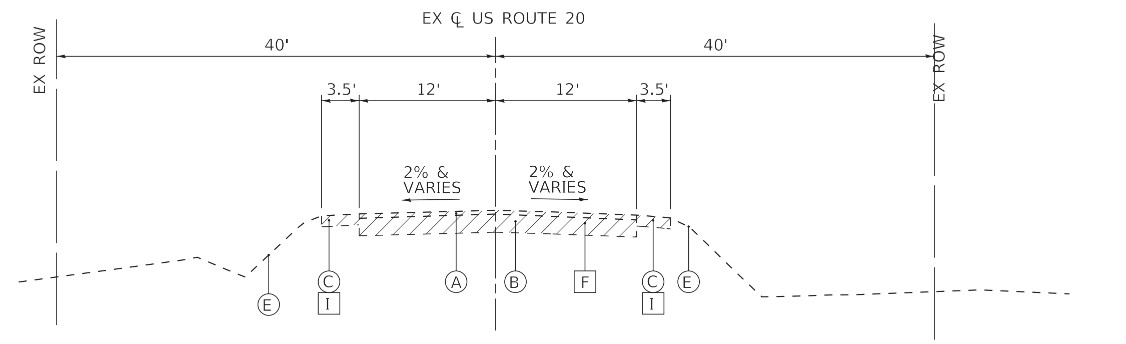
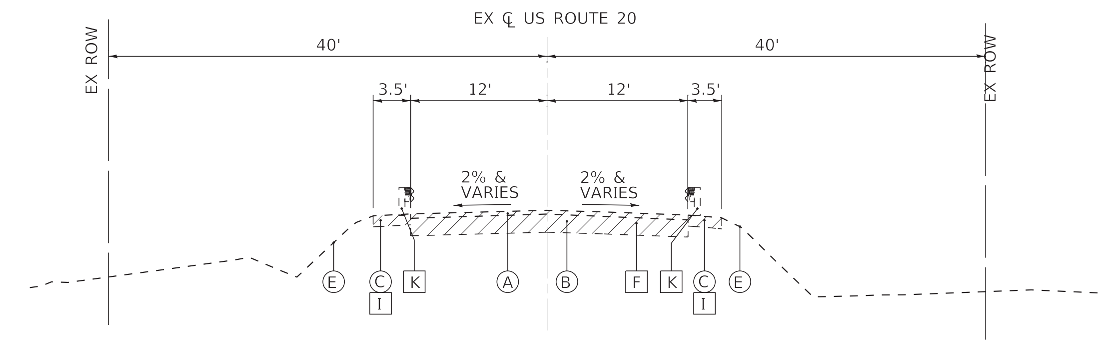


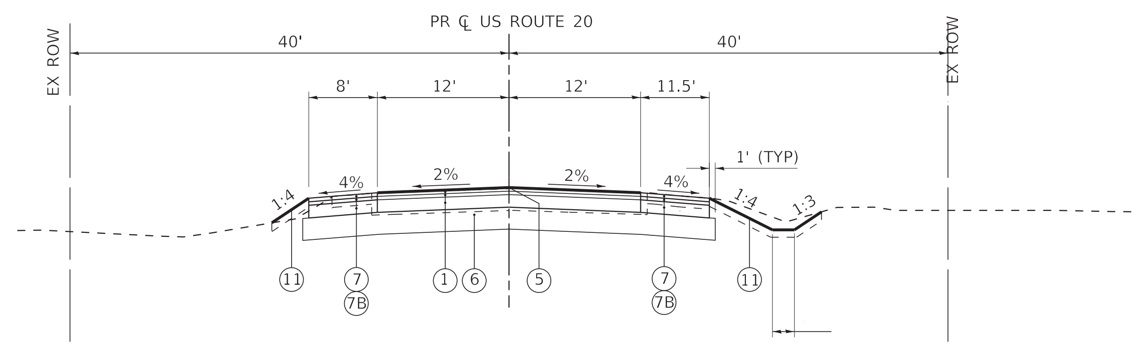
EXISTING US ROUTE 20

EX STA 770+63 TO STA 774+62
EX STA 776+62 TO STA 780+63
PR STA 117+21 TO STA 121+21
PR STA 123+01 TO STA 127+21



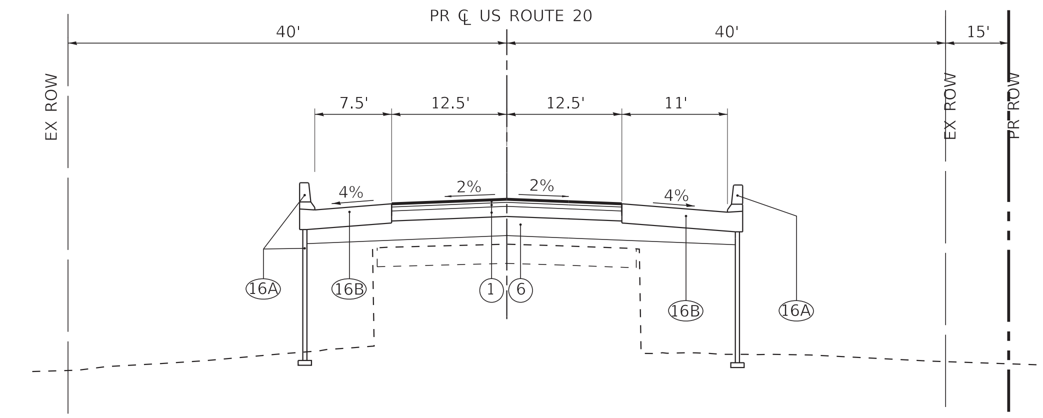
EXISTING US ROUTE 20

EX STA 774+62 TO STA 776+62
PR STA 121+21 TO STA 123+21



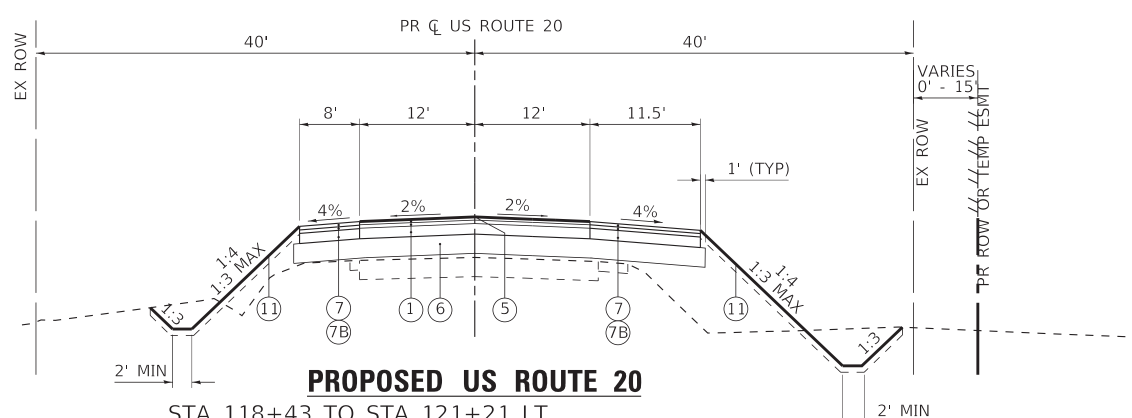
PROPOSED US ROUTE 20

STA 117+21 TO STA 118+43



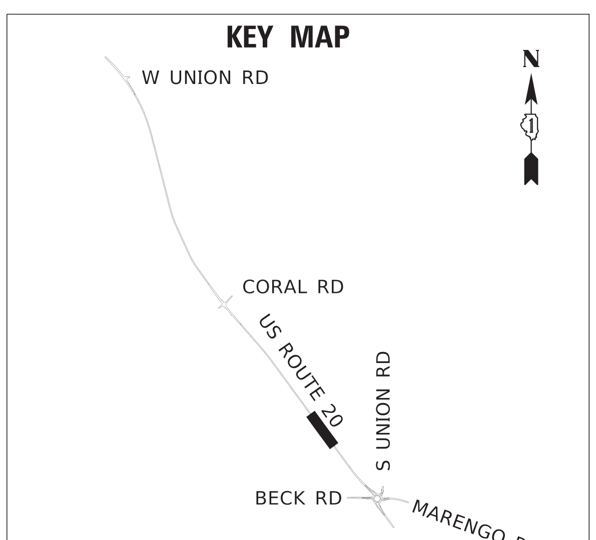
PROPOSED US ROUTE 20

STA 121+21 LT TO STA 123+21 LT
STA 121+41 RT TO STA 123+01 RT



PROPOSED US ROUTE 20

STA 118+43 TO STA 121+21 LT
STA 123+21 LT TO STA 127+21
STA 118+43 TO STA 121+41 RT
STA 123+01 RT TO STA 127+21



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
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- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
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- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

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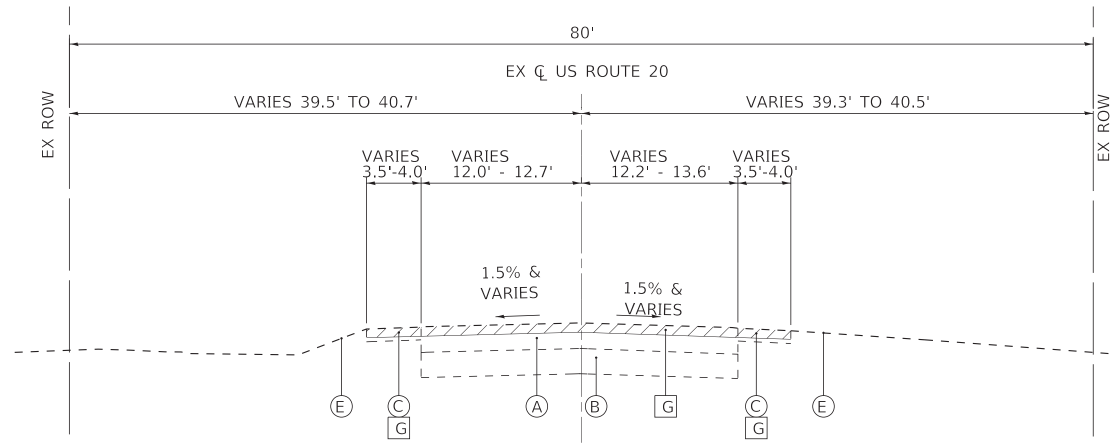
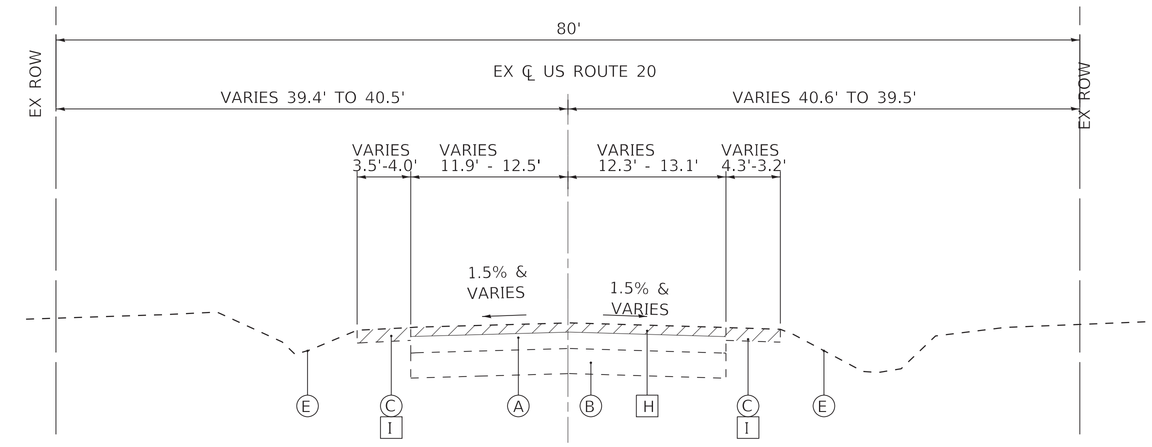
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KAR	REVISED -			525	2016-092B&R	MCHENRY	329	31
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -			CONTRACT NO. 62D36				
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 12 OF 16 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT GMW(759)				



EXISTING US ROUTE 20

EX STA 780+63 TO STA 809+02
PR STA 127+21 TO STA 155+61



EXISTING US ROUTE 20

EX STA 809+02 TO STA 821+93
PR STA 155+61 TO STA 168+51

NOTES:

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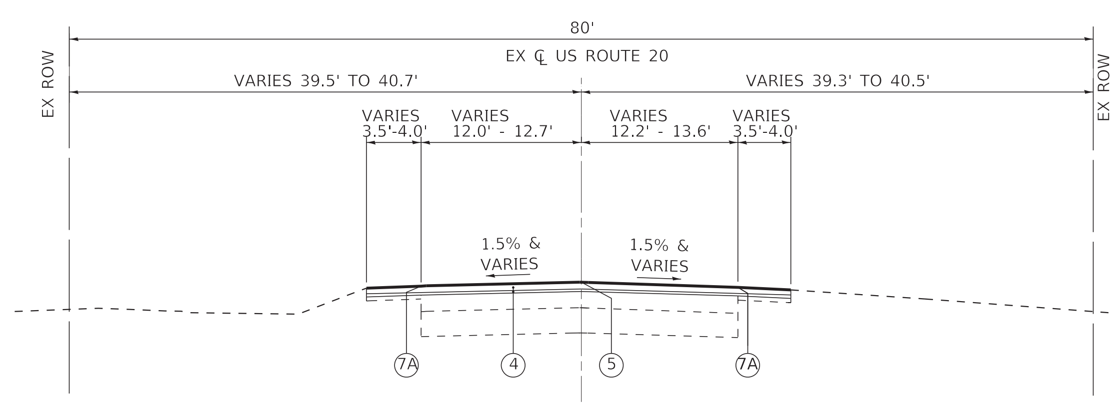
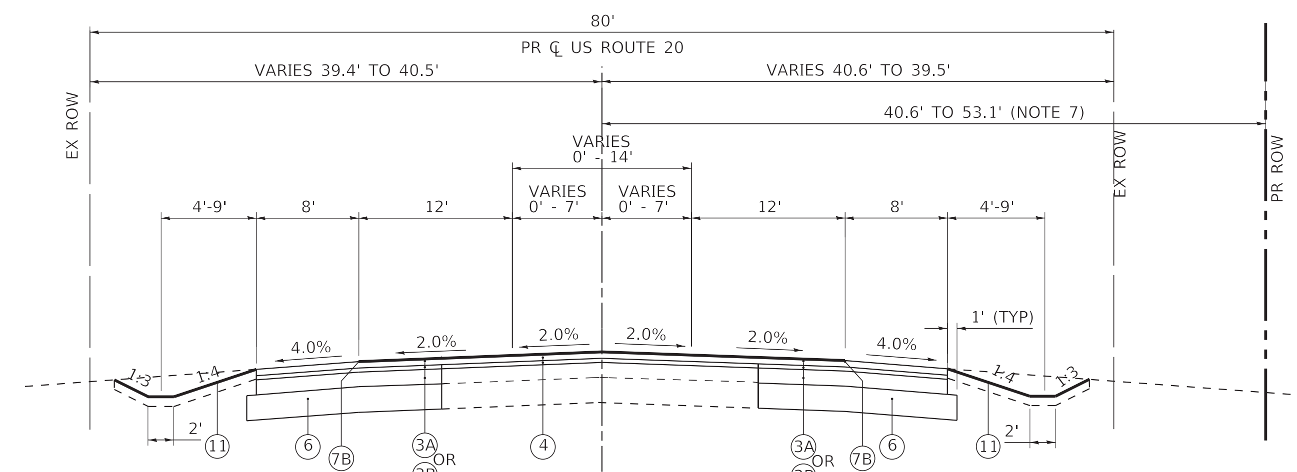


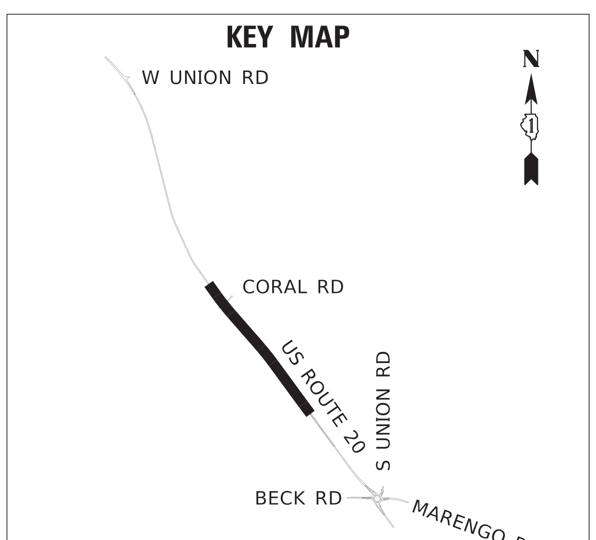
PROPOSED US ROUTE 20

STA 127+21 TO STA 155+61



PROPOSED US ROUTE 20

STA 155+61 TO STA 168+51



EXISTING LEGEND

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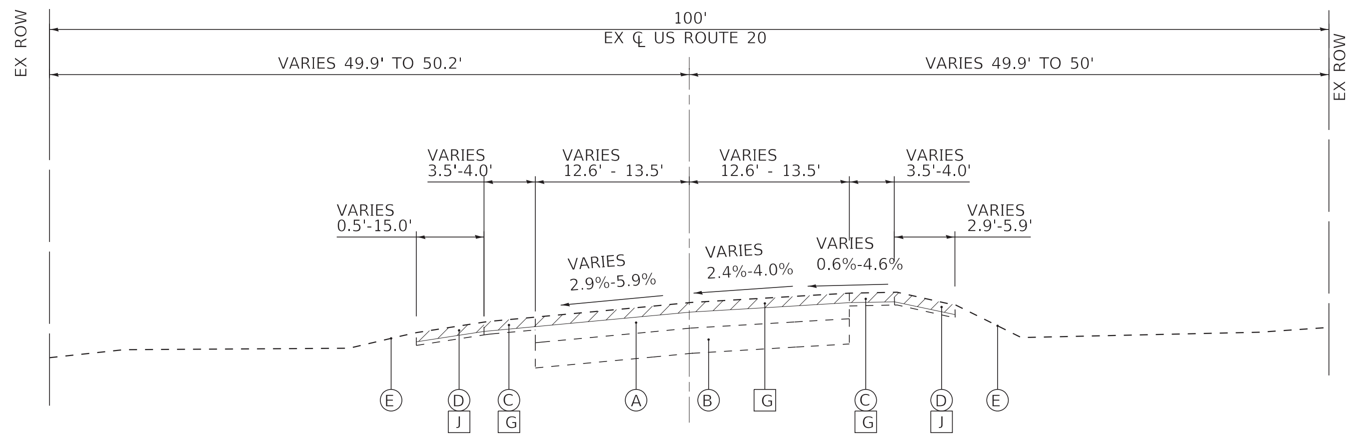
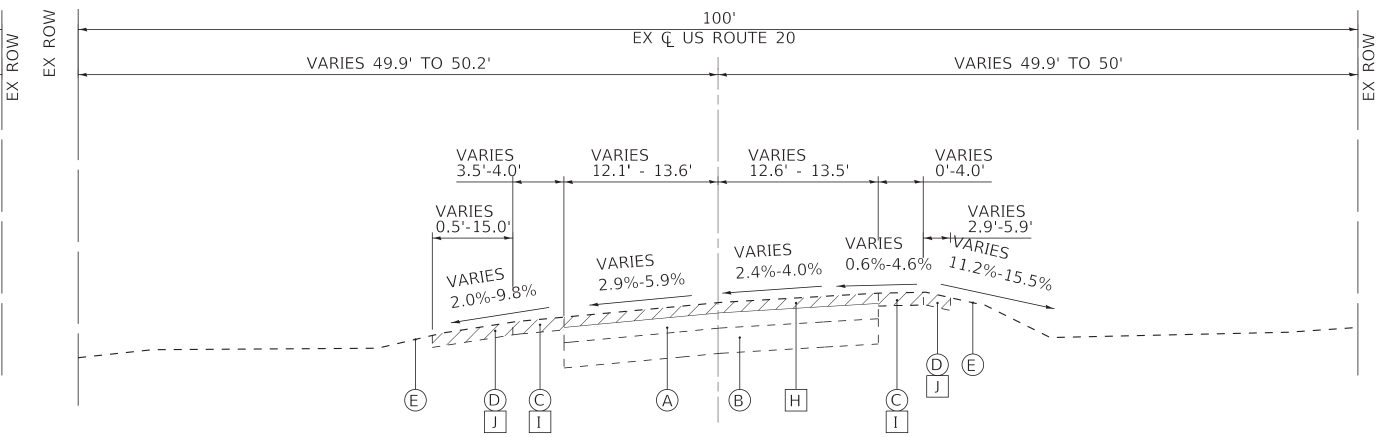
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KAR	REVISED -			525	2016-092B&R	MCHENRY	329	32
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -					CONTRACT NO. 62D36		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 13 OF 16 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT GMW(759)		





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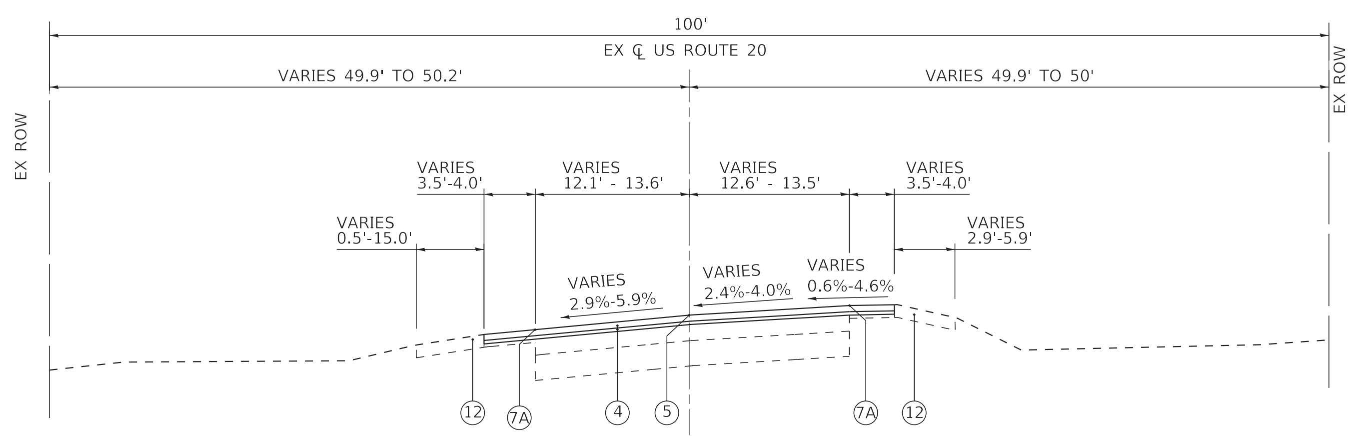
EXISTING US ROUTE 20

EX STA 821+93 TO STA 873+17
PR STA 168+51 TO STA 219+76

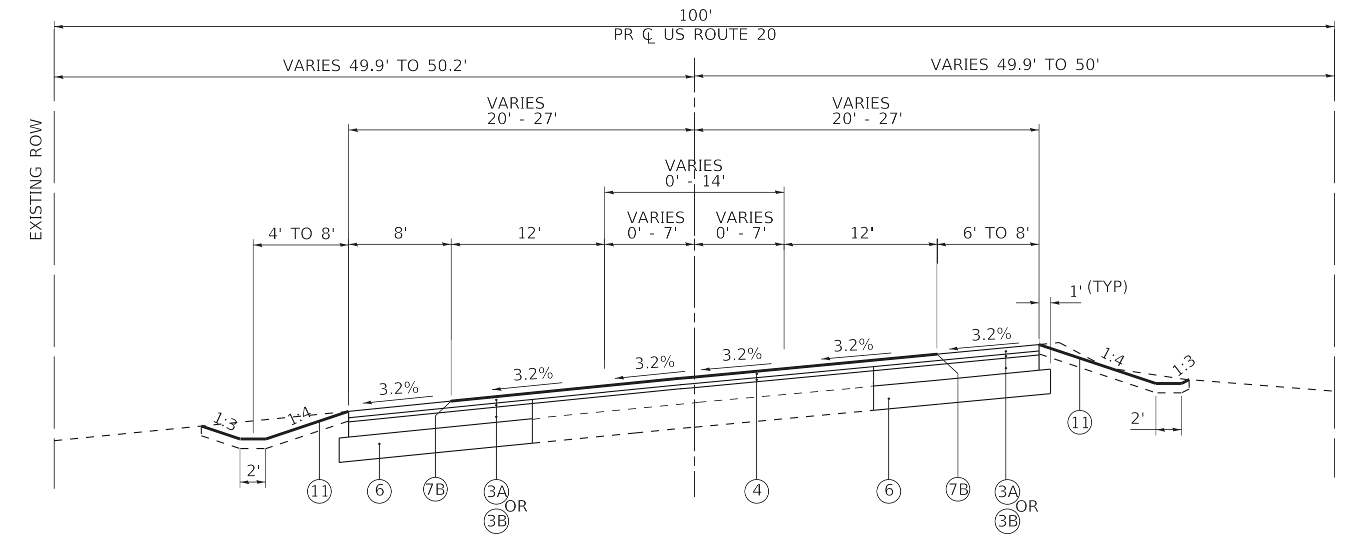
EXISTING US ROUTE 20

EX STA 873+17 TO STA 885+18
PR STA 219+76 TO STA 231+77



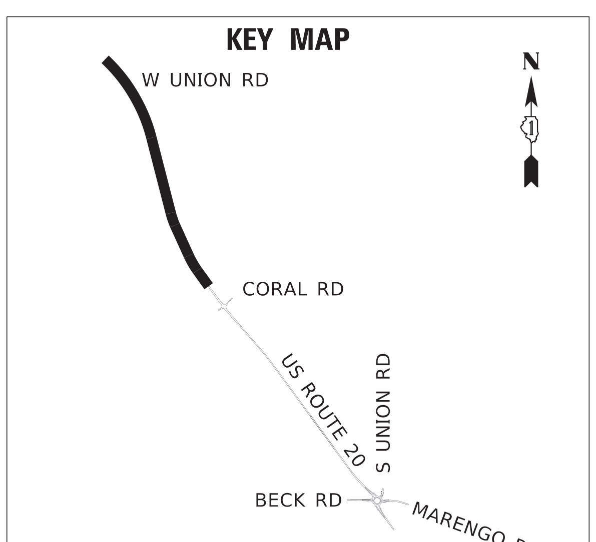
PROPOSED US ROUTE 20

STA 168+51 TO STA 219+76



PROPOSED US ROUTE 20

STA 219+76 TO STA 231+77



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N70- 7 3/4"
- (3A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
  HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6')
- (3B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
  HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENIN
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
- (5) CENTER LINE - RUMBLE STRIP - 16"
- (6) AGGREGATE SUBGRADE IMPROVEMENT - 12"
  (ADDITIONAL THICKNESS REQUIRED UNDER HMA SHOULDER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE IMPROVEMENT 12")
- 7 HMA SHOULDER - 8"
- 7A SHOULDER RUMBLE STRIPS, 8 INCH
- 7B SHOULDER RUMBLE STRIPS, 16 INCH
- 8A COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 8B COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (PITCHED OUT)
- 9 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (PITCHED OUT)
- 10 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) (SEE DETAIL)
- 11 TOPSOIL EXCAVATION AND PLACEMENT - 6" WITH SEEDING, CLASS 2A OR 4 (SPECIAL) AND EROSION CONTROL BLANKET (SPECIAL) (SEE LANDSCAPING PLANS)
- 12 AGGREGATE WEDGE SHOULDER, TYPE B
- 13 RESERVED
- 14 CONCRETE MEDIAN SURFACE - 4"
- 14A SUBBASE GRANULAR MATERIAL, TYPE B 4"
- 15 STAMPED COLORED CONCRETE MEDIAN SURFACE - 8"
- 15A AGGREGATE SUBGRADE IMPROVEMENT (CU YD)
- 16A MSE AND BARRIER WALL (SEE STRUCTURAL PLANS)
- 16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn	

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 14 OF 16 SHEETS | STA. TO STA.

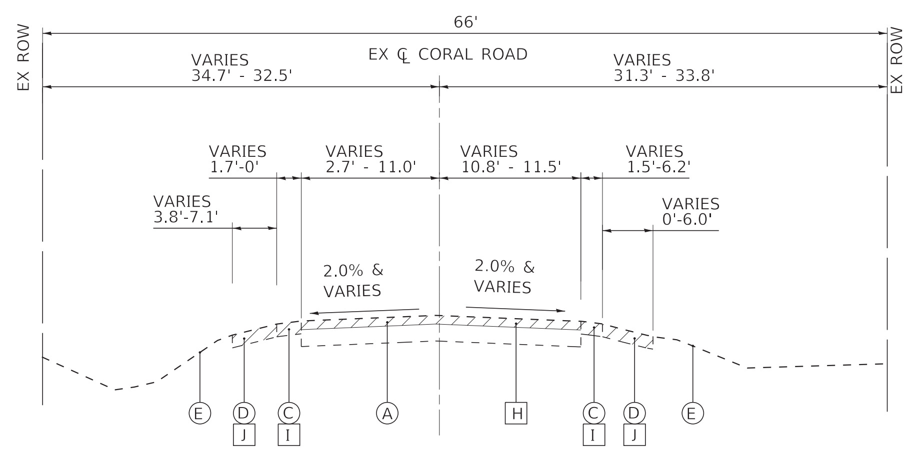
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	33

CONTRACT NO. 62D36

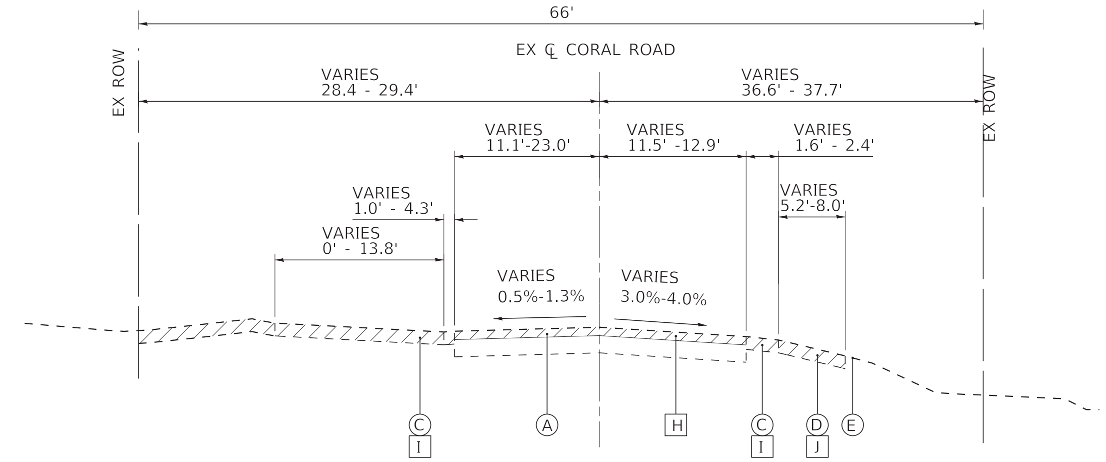
ILLINOIS FED. AID PROJECT GMW(759)

NOTES:

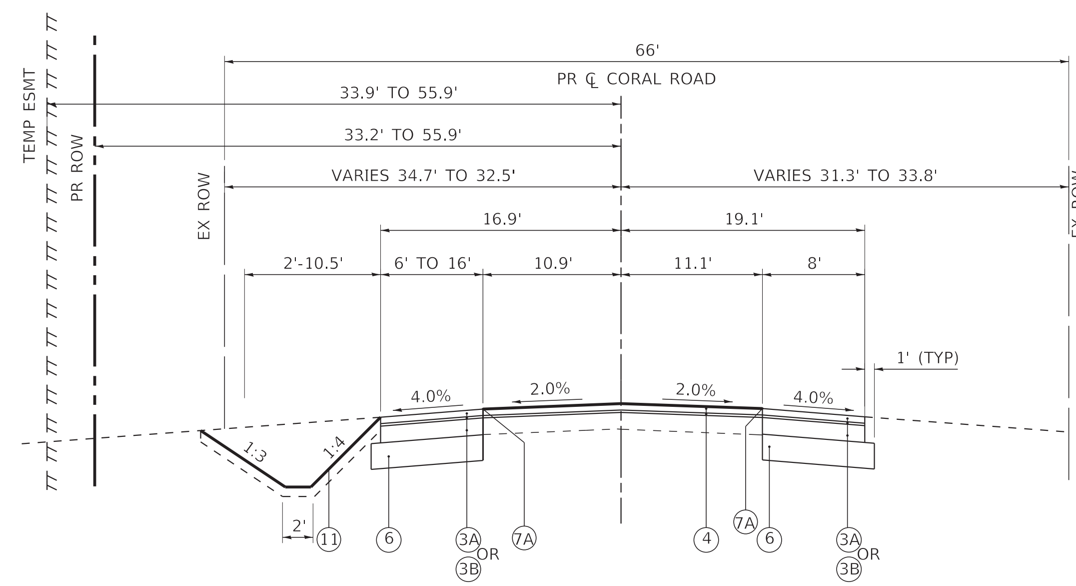
1. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE AND/OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (04/01/2016) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE CURRENT IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. CURB AND GUTTER FLAG DEPTH SHALL BE A MINIMUM OF 9" OR MATCH THE DEPTH OF THE ADJACENT PAVEMENT THICKNESS, WHICHEVER IS GREATER.



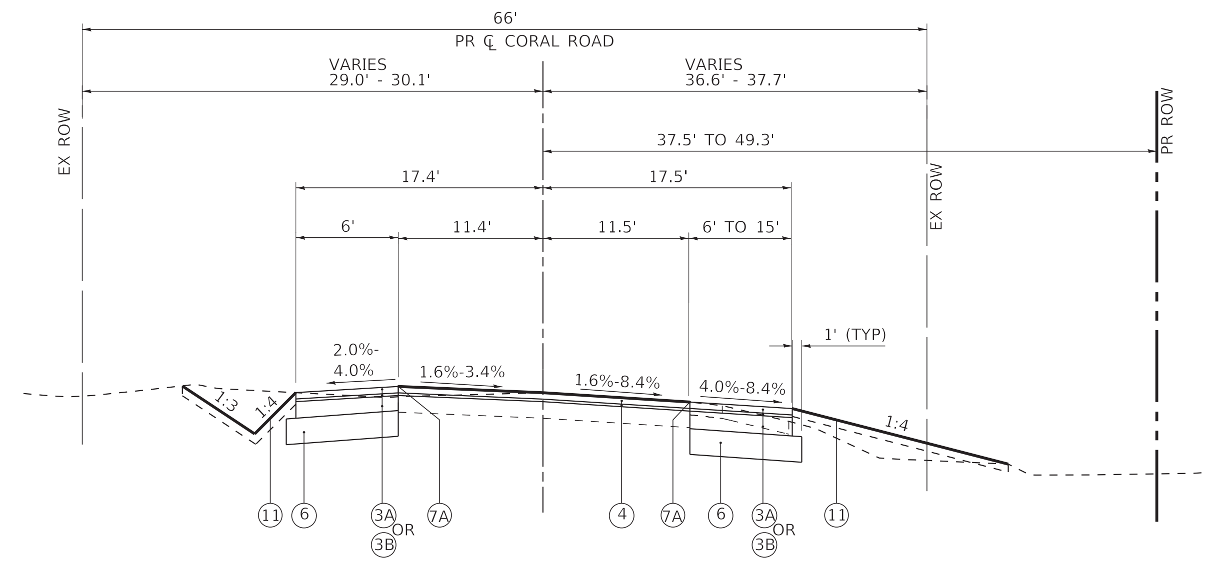
EXISTING CORAL ROAD
STA 298+46 TO STA 300+00



EXISTING CORAL ROAD
STA 300+00 TO STA 303+57

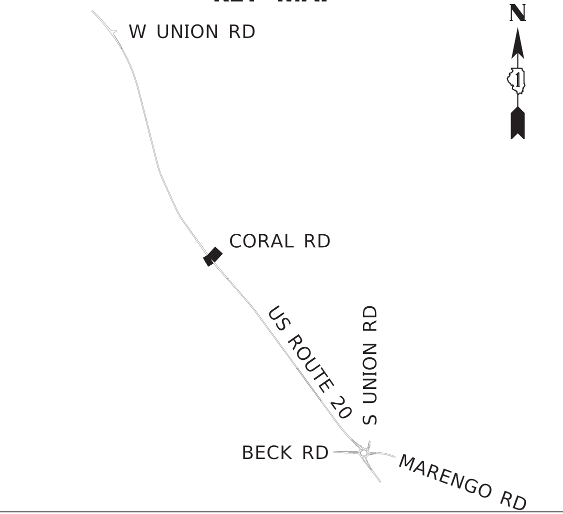


PROPOSED CORAL ROAD
STA 298+46 TO STA 300+00



PROPOSED CORAL ROAD
STA 300+00 TO STA 303+57

KEY MAP



EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3" TO 13" +/-)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (0" TO 9" +/-)
- (C) HOT-MIX ASPHALT SHOULDER
- (D) AGGREGATE SHOULDER
- (E) GROUND SURFACE
- (F) PAVEMENT REMOVAL
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- [I] PAVED SHOULDER REMOVAL
- [J] EARTH EXCAVATION
- [K] GUARDRAIL REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

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- 16B ANCHORAGE SLAB - 15" MIN (SEE STRUCTURAL PLANS)

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S. SHEET 15 OF 16 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	34
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

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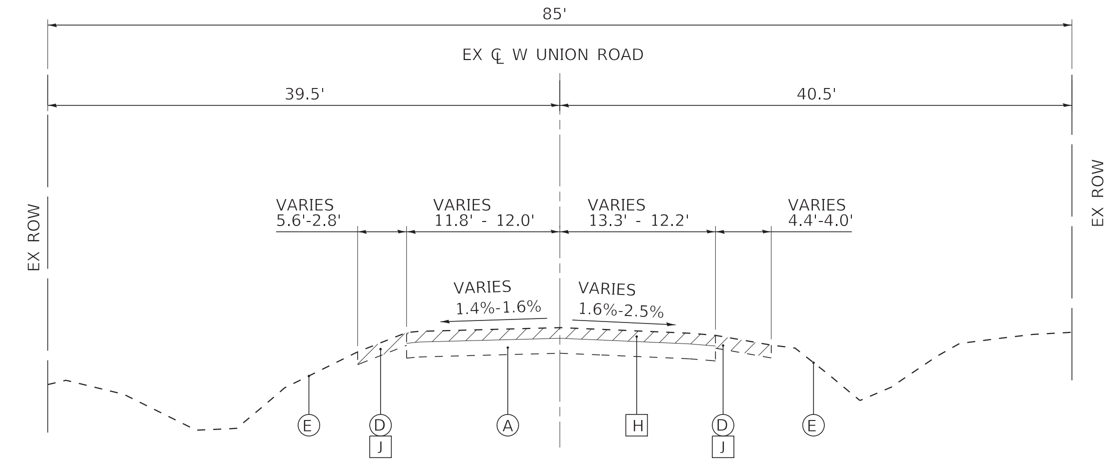
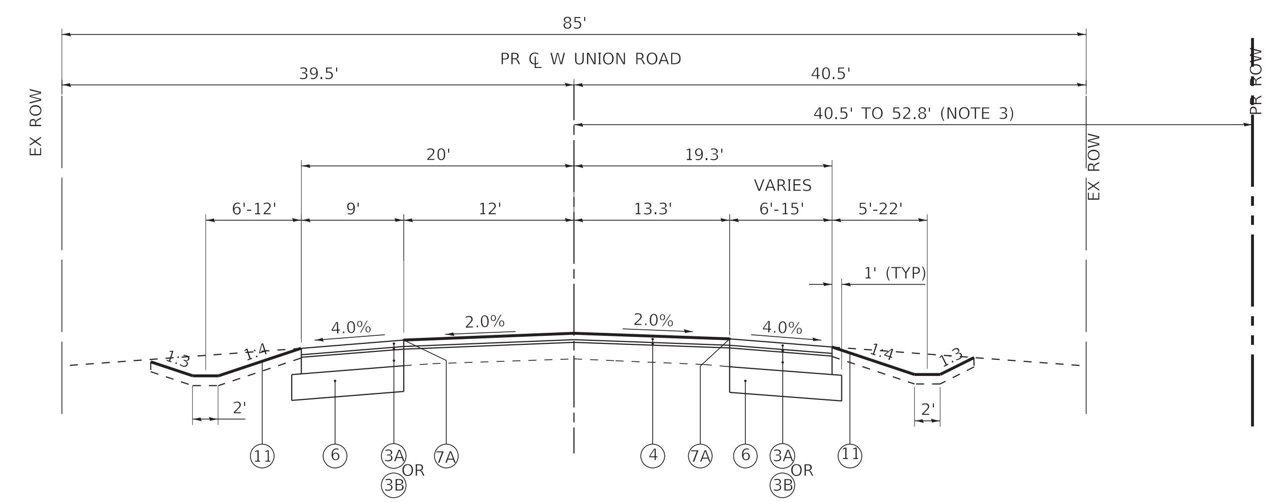


EXISTING W UNION ROAD

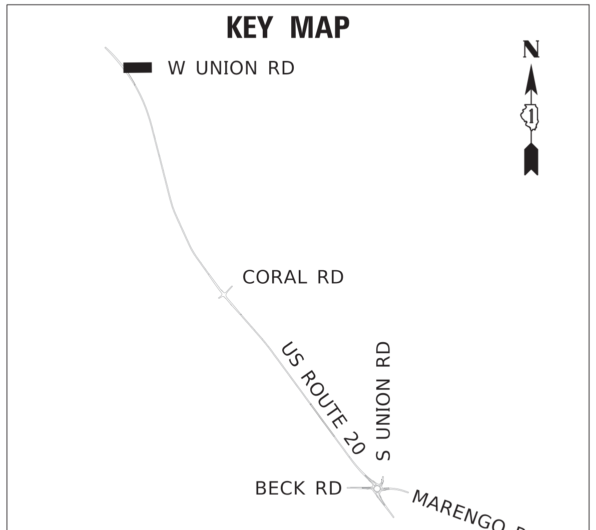
STA 400+00 TO STA 401+74



PROPOSED W UNION ROAD

STA 400+00 TO STA 401+74

KEY MAP



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BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE. 525	SECTION 2016-092B&R
		DRAWN - KAR	REVISED -			COUNTY MCHENRY	TOTAL SHEETS 329
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -			SHEET NO. 35	CONTRACT NO. 62D36
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical.dgn		SCALE: N.T.S SHEET 16 OF 16 SHEETS STA. TO STA.	ILLINOIS	FED. AID PROJECT GMW(759)

PAVEMENT SCHEDULE

STA.	TO STA.	OFFSET	SQ FT	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" SQ YD	35501313 HOT-MIX ASPHALT BASE COURSE, 7 1/4" SQ YD	35501315 HOT-MIX ASPHALT BASE COURSE, 7 3/4" SQ YD	35501320 HOT-MIX ASPHALT BASE COURSE, 9" SQ YD	35600712 HOT-MIX ASPHALT BASE COURSE WIDENING, 9" SQ YD	40600290 BITUMINOUS MATERIALS (TACK COAT) POUND	40603200 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 TON	40603240 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 TON	40604172 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 TON	40700100 BITUMINOUS MATERIALS (TACK COAT) POUND	48102100 AGGREGATE WEDGE SHOULDER, TYPE B TON	48203029 HOT-MIX ASPHALT SHOULDERS, 8" SQ YD
88+20	91+54	LT	1032	449											115
91+54	110+77	C	72376	8042	8042						1014	901	5429		
91+54	97+85	LT	6515	1355											724
91+54	97+39	RT	5950	1247											662
102+29	110+77	RT	8553	1799											951
103+22	110+77	LT	7743	1616											861
192+46	198+50	C	16387	1821		1821						204	1230		
192+47	197+67	LT	5226	1101											581
192+47	197+38	RT	4923	1038											547
201+19	208+05	C	18959	2107		2107						236	1422		
202+98	208+05	LT	5672	1138											631
202+33	208+05	RT	5757	1212											640
302+85	303+96	LT	992	222											111
302+73	303+96	RT	1843	328											205
301+18	303+96	C	6806	757	757						96	85	511		
208+05	210+34	C	5496						275	26		60			
208+05	210+34	LT	916											31	
208+05	210+34	RT	916											31	
303+96	304+35	C	1014						51	5		12			
303+96	304+35	LT	156											6	
303+96	304+35	RT	273											10	
ROUNDABOUT				24232	8799	3928			326	31	1110	1498	8592	78	6028
115+70	121+21	LT	3412	931											380
116+80	121+40	RT	6100	1138											678
117+21	127+21	C	24000	2667	2667						336	299	1800		
119+60	121+40	RT	724											25	
119+97	121+21	LT	497											17	
123+01	123+82	RT	324											11	
123+21	125+08	LT	761											26	
123+01	127+21	RT	4547	926											506
123+21	128+00	LT	3783	900											421
CULVERT				6562	2667						336	299	1800	79	1985
155+61	162+00	C	19231						962	90		210			
155+61	155+77	LT	78	25				9	6	1		1			
155+61	155+78	RT	81	26				9	7	1		1			
155+77	162+00	LT	9207	1646			1023		691	43		101			
155+78	162+00	RT	8755	1595			973		657	41		96			
162+00	168+51	C	19580						979	92		214			
162+00	168+85	LT	9764	1770			1085		733	46		107			
162+00	168+51	RT	6490	1373			722		487	31		71			
300+82	303+57	LT	1634	457				182	123	8		18			
301+00	303+57	C	5840						292	28		64			
301+37	303+57	RT	1310	366				146	99	7		15			
297+46	298+46	C	2600						130	13		29			
297+46	298+46	LT	300											10	
297+46	298+46	RT	300											10	
303+57	304+57	C	2400						120	12		27			
303+57	304+57	LT	400											14	
303+57	304+57	RT	400											14	
CORAL RD				7258			3803	346	5286	413		954		48	
219+44	219+94	RT	212	74				24	16	1		3			
219+76	231+77	C	37052						1853	173		404			
219+76	219+93	LT	80	26				9	6	1		1			
219+93	231+77	LT	13785	2716			1532		1034	65		151			
219+94	224+90	RT	5199	1074			578		390	25		57			
224+90	231+65	RT	9042	1680			1005		679	43		99			
231+65	231+77	RT	65	20				8	5	1		1			
401+54	401+74	LT	96	31				11	8	1		2			
401+57	401+74	RT	93	28				11	7	1		2			
401+74	402+74	C	2732						137	13		30			
401+74	402+74	LT	400											14	
401+74	402+74	RT	400											14	
W UNION RD				5649			3115	63	4135	324		750		28	
110+77	117+21	C	20536						1027	96		224			
127+21	155+61	C	92021						4602	430		1003			
168+51	219+76	C	168034						8402	785		1830			
197+14	220+69	LT	11243											375	
196+25	219+62	RT	10629											355	
RESURFACING									14031	1311		3057		730	
TOTALS			680610	43701	11466	3928	6918	409	23778	2079	1446	6558	10392	963	8013

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-schedule.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	36

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

DRIVEWAY SCHEDULE

STATION	OFFSET	Original TYPE	PE / CE	44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD	35501308 HOT-MIX ASPHALT BASE COURSE, 6" SQ YD	35501316 HOT-MIX ASPHALT BASE COURSE, 8" SQ YD	40604060 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 TON	X4021000 TEMPORARY ACCESS (PRIVATE ENTRANCE) EACH	X4022000 TEMPORARY ACCESS (COMMERCIAL ENTRANCE) EACH	X4023000 TEMPORARY ACCESS (ROAD) EACH
194+66	LT	HMA	CE	157		124	14		1	
195+76	RT	GRVL	PE		76		9	1		
202+78	LT	HMA	PE	41	50		6	1		
206+96	LT	HMA	CE	97		39	5		1	
207+16	RT	GRVL	PE		27		4	1		
207+61	LT	GRVL	PE		47		6	1		
303+65	RT	HMA	CE	86		35	4		1	
303+00	LT	GRVL	PE		36		5	1		
302+55	RT	HMA	PE	41	39		5	1		
ROUNDABOUT		TOTAL	TOTAL	422	275	198	58	6	3	
117+05	RT	HMA	PE	13	56		7			1
124+85	RT	HMA	PE	32	25		3			1
127+42	LT	HMA	PE	54	31		4			1
CULVERT		TOTAL	TOTAL	99	112		14			3
158+62	RT	GRVL	PE		56		7	1		
160+31	LT	GRVL	PE		24		3	1		
160+49	RT	GRVL	PE		26		3	1		
302+87	LT	HMA	PE	51	27		4		1	
302+95	RT	GRVL	CE			41	5	1		
163+18	LT	HMA	CE	55		42	5		1	
163+86	LT	HMA	PE	62	48		6		1	
164+70	RT	HMA	PE	33	24		3	1		
166+81	LT	HMA	PE	75	20		3	1		
166+86	RT	HMA	PE	44	23		3	1		
167+73	RT	GRVL	PE		23		3	1		
168+03	RT	HMA	PE	45	32		4	1		
168+80	RT	HMA	PE					1		
CORAL RD		TOTAL	TOTAL	365	303	83	49	10	3	
218+30	RT	HMA	PE					1		
219+79	RT	HMA	PE	79	66		8	1		
221+55	LT	GRVL	PE		59		7	1		
224+60	RT	HMA	PE	22	29		4	1		
224+80	RT	GRVL	PE		29		4	1		
227+83	LT	HMA	CE	128		56	7		1	
228+07	RT	HMA	PE	110	48		6	1		
231+59	RT	HMA	CE	103		55	7		1	
233+65	RT	GRVL						1		
W UNION RD		TOTAL	TOTAL	442	231	111	43	7	2	
TOTALS				1,328	921	392	164	23	8	3

FENCE REMOVAL SCHEDULE (BY OTHERS)

STATION	STATION	OFFSET	FENCE REMOVAL FOOT
743+49	754+57	40.5' LT	1113
497+40	499+70	26.0' RT	255
497+41	499+72	53.0' RT	258
493+88	494+95	29.4' LT	128
493+88	495+05	30.0' RT	125
ROUNDABOUT			1879
CULVERT			0
CORAL			0
877+31	S OF UNION	50.0' RT	42
UNION			42
TOTALS			1921

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE

STA.	TO STA.	OFFSET	44000500 COMBINATION CURB AND GUTTER REMOVAL FOOT	60605900 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 FOOT	60608552 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.06 FOOT	60608582 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 FOOT	X6060078 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 (SPECIAL) FOOT	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" SQ YD
97+00	100+00	RT				312		125
97+55	98+97	LT				385		154
95+30	99+00	C				837		333
207+95	201+05	C				444		177
100+00	101+04	RT				357		143
301+05	302+10	C				238		95
101+04	102+29	RT				285		114
101+04	104+80	C				788		314
100+50	103+18	LT				244		98
196+27	199+00	C				570		227
99+11	100+84	C					530	211
99+27	100+68	C		443				127
	ROUNDABOUT		**0**	**443**	**0**	**4,460**	**530**	**2,118**
162+89	164+17	LT	128					
160+99	161+92	LT			106			25
161+35	162+02	RT			114			27
		CORAL	**128**	**0**	**220**	**0**	**0**	**52**
TOTALS			**128**	**443**	**220**	**4,460**	**530**	**2,170**

MEDIAN SCHEDULE

STATION	STATION	LENGTH	AREA (SQ FT)	30300001 AGGREGATE SUBGRADE IMPROVEMENT CU YD	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" SQ YD	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4" SQ YD	60618300 CONCRETE MEDIAN SURFACE, 4 INCH SQ FT	X0326414 STAMPED COLORED PORTLAND CEMENT CONCRETE MEDIAN SURFACE 8 INCH SQ FT
95+30	99+10	390	9411			1046	9411	
207+95	201+05	196	2453			273	2453	
301+05	302+10	100	1540			172	1540	
101+04	104+80	358	6832			760	6832	
196+27	199+00	262	2370			264	2370	
2000+65	2001+62	RT	442	18				442
2101+12	2102+25	RT	619	25				619
2200+47	2201+81	RT	1131	46				1131
2301+39	2302+19	RT	313	13				313
2400+90	2401+67	RT	275	12				275
99+27	100+68	LT/RT	5436		604			8077
ROUNDABOUT TOTAL				114	604	2515	22606	10857

SIGN REMOVAL SCHEDULE

EX STA	OFFSET	SIGN	SIGN SIZE	SIGN AREA	72400100 REMOVE SIGN PANEL ASSEMBLY-TYPE A EACH	72400200 REMOVE SIGN PANEL ASSEMBLY-TYPE B EACH	72400320 REMOVE SIGN PANEL - TYPE II SQ FT
745+65	RT	CAMPING GUIDE SIGN		<9.0	1		
747+29	RT	TOURIST ACTIVITIES SIGN		>9.0		1	
749+68	LT	W1-7	48 x 24	8.0	1		
749+78	RT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 12	2.0			
		M6-1	21 x 15	2.2			
751+36	RT	W2-1	36 x 36	9.0		1	
		W16-8aP	varies x 15	>1.5			
753+41	LT	W2-3	36 x 36	9.0		1	
		W16-8P	24 x 9	1.5			
755+61	LT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-1	21 X 15	2.2			
758+02	LT	CAMPING GUIDE SIGN		<9.0	1		
759+14	RT	W14-3	48 x 36	6.0		1	
		M3-4	24 x 12	2.0			
		M1-4	24 x 24	4.0			
759+80	LT	WILD WEST TOWN SIGN		<9.0	1		
759+80	LT	TOURIST ACTIVITIES SIGN		>9.0		1	
760+53	LT	M2-1	21 x 15	2.2		1	
		M1-6	24 x 24	4.0			
		W16-8P	24 x 12	2.0			
		M5-1	21 x 15	2.2			
762+27	LT	W2-3	36 x 36	9.0		1	
		W16-8aP	varies x 15	>1.5			
600+86	RT	CHURCH SIGN		<9.0	1		
601+08	LT	R1-1	36 x 36	9.0		1	
		W4-4P	30 x 18	3.8			
601+08	LT	M1-4	24 x 24	4.0	1		
		M6-4	12 x 8	0.5			
601+79	RT	W2-1	36 x 36	9.0	LIGHT POLE		
		W16-8aP	varies x 15	>1.5			
602+63	RT	R2-1	30 x 36	7.5	1		
603+62	RT	D3-1a	24 x 24	2.0	1		
		D3-1a	24 x 24	2.0			
		D3-1a	24 x 24	2.0			
		D3-1a	24 x 24	2.0			
604+85	RT	ADOPT A HGHY		<9.0	1		
605+89	RT	INFO SIGN		>9.0		1	
605+89	LT	INFO SIGN		<9.0	1		
606+81	LT	W3-1	36 x 36	9.0	1		
494+04	RT	W3-1	36 x 36	9.0	1		
495+56	LT	INFO SIGN		<9.0	1		
499+69	RT	R1-1	36 x 36	9.0		1	
		W4-4P	30 x 18	3.8			
500+56	LT	R1-1	36 x 36	9.0		1	
		W4-4P	30 x 18	3.8			
500+56	LT	M1-4	24 x 24	4.0	1		
		M6-4	21 x 15	2.2			
500+56	LT	"END" SIGN		<3.0	1		
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
500+83	RT	W3-1	36 x 36	9.0	1		
		W16-8P	24 x 9	1.5			
502+47	RT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-4	21 x15	2.2			
502+60	RT	R1-1	36 x 36	9.0	LIGHT POLE		
		W4-4P	30 x 18	3.8			
503+24	LT	R1-1	36 x 36	9.0	LIGHT POLE		
		W4-4P	30 x 18	3.8			
502+32	LT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-4	21 x 15	2.2			
506+24	RT	ADOPT A HGHY		<9.0	1		
506+91	RT	"BEGIN" SIGN			1		
		"EAST" SIGN					
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
506+96	LT	M2-1	21 x 15	2.2	1		
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
				ROUNDABOUT TOTAL	23	11	0

SIGN REMOVAL SCHEDULE

EX STA	OFFSET	SIGN	SIGN SIZE	SIGN AREA	72400100 REMOVE SIGN PANEL ASSEMBLY-TYPE A EACH	72400200 REMOVE SIGN PANEL ASSEMBLY-TYPE B EACH	72400320 REMOVE SIGN PANEL - TYPE II SQ FT
773+74	RT	R12-I108	36 x 24	6.0	1		
778+04	LT	R12-I108	36 x 24	6.0	1		
				CULVERT TOTAL	2	0	0
297+46	RT	0			1		
297+94	LT	0			1		
299+00	LT	M1-6	24 x 24	4.0	1		
299+61	RT	R1-1	36 x 36	9.0		1	
		W4-4P	24 x 12	2.0			
300+39	LT	R1-1	36 x 36	9.0		1	
		W4-4P	24 x 12	2.0			
300+99	RT	ADOPT HGHY		2.0	1		
		GROUP NAME		2.5			
301+58	RT	M1-6	24 x 24	4.0	1		
302+15	RT	W1-2	36 x 36	9.0		1	
		W13-1P	18 x 18	2.3			
304+18	RT	W2-2	36 x 36	9.0		1	
		W16-8P	24 x 12	2.0			
810+06	LT	W2-1	36 x 36	9.0		1	
		W16-8P	24 x 12	2.0			
810+10	RT	W2-1	36 x 36	9.0		1	
		W16-8P	24 x 12	2.0			
811+21	RT	M2-1	21 x 15	2.2	1		
		M1-6	24 x 24	4.0			
		W16-8P	24 x 12	2.0			
811+23	LT	M3-2	12 x 6	0.5	1		
		M1-4	24 x 24	4.0			
812+46	RT	TOURIST ACTIVIST SIGN		>9.0		1	
813+16	RT	PRIVATE SIGN					
814+92	LT	W14-3	48 x 36	6.0		1	
		R2-1	30 x 36	7.5			
815+02	RT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-1	21 x 15	2.2			
815+13	RT	D3-1a	24 x 12	2.0	1		
		D3-1a	24 x 12	2.0			
		D3-1a	24 x 12	2.0			
		D3-1a	24 x 12	2.0			
816+09	LT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-4	21 x 15	2.2			
816+54	RT	R8-3a	24 x 30	0.0	1		
818+34	RT	R2-1	30 x 36	7.5	1		
818+97	RT	M3-4	12 x 6	0.5	1		
		M1-4	24 x 24	4.0			
819+00	LT	M2-1	21 x 15	2.2	1		
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
819+67	LT	TOURIST ACTIVITIES SIGN		>9.0		1	
821+39	LT	W2-1	36 x 36	9.0		1	
		STREET					
821+60	RT	W2-1	36 x 36	9.0		1	
		STREET					
				CORAL TOTAL	14	11	0
400+55	LT	R1-1	36 x 36	9.0	1		
400+56	LT	M1-4	24 x 24	4.0	1		
		M6-4	21 x 15	2.2			
400+57	LT	"END" SIGN	0	<3.0	1		
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
875+52	RT	D1-1a	0	<9.0	1		
877+44	RT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-1	21 x 15	2.2			
877+56	RT	D3-1a	24 x 12	2.0	1		
		D3-1a	24 x 12	2.0			
		D3-1a	24 x 12	2.0			
		D3-1a	24 x 12	2.0			
878+57	LT	W1-7	48 x 24	8.0	1		
878+84	LT	M1-6	24 x 24	4.0	1		
		W16-8P	24 x 9	1.5			
		M6-1	21 x 15	2.2			

SIGN REMOVAL SCHEDULE

EX STA	OFFSET	SIGN	SIGN SIZE	SIGN AREA	72400100 REMOVE SIGN PANEL ASSEMBLY-TYPE A EACH	72400200 REMOVE SIGN PANEL ASSEMBLY-TYPE B EACH	72400320 REMOVE SIGN PANEL - TYPE II SQ FT
879+78	LT	D1-1a		<9.0	1		
879+95	RT	W14-3	48 x 36	6.0	1		
883+84	RT	M3-4	12 x 6	0.5	1		
		M1-4	24 x 24	4.0			
883+85	LT	M2-1	21 x 15	2.2		1	
		M1-6	24 x 24	4.0			
		W16-8P	24 x 9	1.5			
		M5-1	21 X 15	2.2			
				UNION TOTAL	11	1	0
740+43	RT	W2-3	36 x 36	9.0		1	
		W16-8P	24 X 12	2.0			
742+29	RT	INFO SIGN			1		
743+50	RT	TOURIST ACTIVITIES SIGN		15.0			15
744+92	RT	M1-6	24x24	4.0		1	
		M2-1	21x15	2.2			
		W16-8P	24 x 9	1.5			
		M5-1	21x15	2.2			
744+92	LT	M1-4	24x24	4.0	1		
		M3-2	12x6	0.5			
788+09	LT	W14-3	48x36	6.0	1		
792+86	RT	W3-5	36x36	9.0	1		
799+47	RT	R2-1	30x36	7.5		1	
		I1-I101	48x24	8.0			
799+50	LT	R2-1	30x36	7.5	1		
823+07	RT	W1-2	36x36	9.0	1		
825+21	RT	I1-I107a	30x36	7.5		1	
		I1-I107b	30x18	3.8			
		I1-I107c	36x36	9.0			
825+25	LT	R15-I105	42x30	8.8	1		
828+37	LT	INFO SIGN		<9.0	ON POLE		
829+46	RT	R2-1	30x36	7.5	1		
829+55	LT	R2-1	30x36	7.5	1		
832+64	RT	R12-I108	36x24	6.0	1		
833+26	LT	W3-5	36x36	9.0	1		
834+88	RT	W1-2	36x36	9.0	1		
835+96	LT	R12-I108	36x24	6.0	1		
838+08	LT	W1-2	36x36	9.0	1		
848+41	LT	W1-2	36x36	9.0	1		
851+49	RT	S4-I105	30x30	0.0	1		
870+68	LT	R15-I105	42x30	0.0	1		
870+70	RT	W2-2	36x36	9.0		1	
		W16-8P	24 x 9	1.5			
872+53	RT	M2-1	21x15	2.2		1	
		M1-6	24x24	4.0			
		W16-8P	24 x 9	1.5			
		M5-1	21X5	2.2			
872+56	LT	M3-2	12X6	0.5	1		
		M1-4	24X24	4.0			
				RESURFACING TOTAL	18	6	15
				PROJECT TOTAL	68	29	15

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-schedule.dgn	

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 4 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	39

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)

PROPOSED SIGN SCHEDULE

						72000100	72000200	72800100	72900200	X7280105
						SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
STA	OFFSET		SIGN	SIGN SIZE	SIGN AREA	SQ FT	SQ FT	FOOT	FOOT	FOOT
88+00	24.86	RT	M2-1	21X15	2.2	2.2			16	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
			M2-1	21X15	2.2	2.2				
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
89+64	27.96	RT	W2-6	36X36	9.0	9.0			18	
			W13-1P	24X24	4.0	4.0				
91+64	30.04	RT	TOURIST ATTRACTION	36X48	12.0		12.0		30	
93+64	30.13	RT	D1-5a	126X84	73.5		73.5		54	
94+64	31.14	RT	D1-1	24X18	3.0	3.0		14		
94+53	35.88	LT	R2-1	30X36	7.5	7.5			14	
95+38	7.26	LT	R4-7	24X30	5.0	5.0				15
95+64	28.80	RT	W3-2	48X48	16.0		16.0		34	
1005+01	30.06	LT	M3-2	24X12	2.0	2.0		14		
			M1-4	24X24	4.0	4.0				
98+80	6.89	LT	R1-2	48X48	16.0		16.0			36
98+80	27.79	RT	R1-2	48X48	16.0		16.0			36
1301+18	6.63	RT	R1-2	48X48	16.0		16.0			36
1301+14	30.22	LT	R1-2	48X48	16.0		16.0			36
99+34	17.54	RT	R6-1R	36X12	3.0	3.0				30
			R6-4B	60X24	10.0		10.0			
100+60	4.48	RT	R6-1R	36X12	3.0	3.0				30
			R6-4B	60X24	10.0		10.0			
100+27	64.60	RT	R6-1R	36X12	3.0	3.0				30
			R6-4B	60X24	10.0		10.0			
100+24	59.00	LT	R6-1R	36X12	3.0	3.0				30
			R6-4B	60X24	10.0		10.0			
99+97	65.44	LT	R6-1R	36X12	3.0	3.0				30
			R6-4B	60X24	10.0		10.0			
1007+54	10.75	RT	US 20 E W/ARROW	36X54	6.0	6.0				30
101+24	7.57	LT	US 20 W W/ARROW	36X54	6.0	6.0				30
103+51	28.04	RT	M3-4	24X12	2.0	2.0		15		
		RT	M1-4	24X24	4.0	4.0				
1304+36	29.29	LT	W3-2	48X48	16.0		16.0		34	
104+74	7.28	LT	R4-7	24X30	5.0	5.0		15		
1305+36	28.05	LT	D1-1	24X18	3.0	3.0		14		
105+99	27.96	RT	R2-1	30X36	7.5	7.5			14	
1307+36	32.31	LT	D1-5a	120X96	80.0		80.0		57	
1308+36	31.69	LT	TOURIST ATTRACTION	48X42	14.0		14.0		29	
110+00	27.96	LT	W2-6	36X36	9.0	9.0			18	
			W13-1P	24X24	4.0	4.0				
112+00	29.72	LT	M2-1	21X15	2.2	2.2			16	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
			M2-1	21X15	2.2	2.2				
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
190+41	25.04	RT	M2-1	21X15	2.2	2.2			15	
		RT	M1-4	24X24	4.0	4.0				

PROPOSED SIGN SCHEDULE

						72000100	72000200	72800100	72900200	X7280105
						SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
STA	OFFSET		SIGN	SIGN SIZE	SIGN AREA	SQ FT	SQ FT	FOOT	FOOT	FOOT
192+39	24.32	RT	W2-6	36X36	9.0	9.0			18	
			W13-1P	24X24	4.0	4.0				
194+39	31.53	RT	D1-5a	120X84	70.0		70.0		54	
196+26	8.06	LT	R4-7	24X30	5.0	5.0				13
196+39	27.96	RT	W3-2	48X48	16.0		16.0		34	
198+74	7.45	LT	R1-2	48X48	16.0		16.0			36
198+74	25.70	RT	R1-2	48X48	16.0		16.0			36
1404+53	27.00	LT	R2-1, 55	30X36	7.5	7.5			14	
1405+42	8.42	RT	BECK W/ARROW		6.0	6.0				30
NOT IN DGN	MAR	LT	ADOPT A HWY		5.0	5.0			15	
			GROUP NAME		2.5	2.5				
208+43	25.04	LT	W2-6	36X36	9.0	9.0			18	
			W13-1P	24X24	4.0	4.0				
1106+41	30.04	LT	D1-5a	126X84	73.5		73.5		54	
210+43	25.04	LT	M2-1	21X15	2.2	2.2		16		
			M1-4	24X24	4.0	4.0				
1104+41	30.04	LT	W3-2	48X48	16.0		16.0		34	
202+49	27.96	RT	R2-1, 55	30X36	7.5	7.5			14	
203+49	28.06	RT	M1-6	24X24	4.0	4.0		15		
			W16-8P	24X9	1.5	1.5				
203+12	3.95	LT	R4-7	24X30	5.0	5.0				15
1101+24	5.93	RT	R1-2	48X48	16.0		16.0			36
1101+24	30.79	LT	R1-2	48X48	16.0		16.0			36
301+27	9.89	LT	S UNION W/ARROW		6.0	6.0				30
201+27	9.72	LT	MARENGO W/ARROW		6.0	6.0				30
1201+21	6.58	RT	R1-2	48X48	16.0		16.0			36
1201+22	24.94	LT	R1-2	48X48	16.0		16.0			36
302+99	29.80	RT	R2-1, 50	30X36	7.5	7.5			14	
302+12	4.41	LT	R4-7	24X30	5.0	5.0				15
303+99	30.04	RT	M1-6	24X24	4.0	4.0			15	
			W16-8P	24X9	1.5	1.5				
			R5-I101	24X30	5.0	5.0				
302+78	31.25	LT	M4-6	24X12	2.0	2.0		16		
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
			R5-I101	24X30	5.0	5.0				
303+76	25.05	LT	W3-2	48X48	16.0		16.0		34	
307+80	22.80	RT	ADOPT A HWY		5.0	5.0			15	
			GROUP NAME		2.5	2.5				
305+76	25.05	LT	D1-5a	126X84	73.5		73.5		54	
307+76	25.05	LT	W2-6	36X36	9.0	9.0			16	
			W13-1P	24X24	4.0	4.0				
309+76	25.05	LT	M2-1	21X15	2.2	2.2		16		
			M1-4	24X24	4.0	4.0				
					ROUNDABOUT TOTAL	284	687	135	752	718
119+00		RT	R12-I105	36X24	6.0				13	
125+50		LT	R12-I105	36X24	6.0				13	
					CULVERT TOTAL	0	0	0	26	0

PROPOSED SIGN SCHEDULE

						72000100	72000200	72800100	72900200	X7280105
						SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
STA	OFFSET		SIGN	SIGN SIZE	SIGN AREA	SQ FT	SQ FT	FOOT	FOOT	FOOT
156+65	29.77	RT	W2-1	36X36	9.0	9.0			17	
		RT	W16-8P	24X9	1.5	1.5				
156+65	29.56	LT	W2-1	36X36	9.0	9.0			17	
		LT	W16-8P	24X9	1.5	1.5				
159+04	32.08	LT	M3-2	24X12	2.0	2.0		15		
		LT	M1-4	24X24	4.0	4.0				
157+78	32.04	RT	M2-1	21X15	2.2	2.2			15	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
159+04	35.87	RT	TOURIST ATTRACTION	48X27	9.0	9.0			27	
157+83	34.03	LT	R2-1, 45	30X36	7.5	7.5			14	
161+33	34.03	RT	M1-6	24X24	4.0	4.0			16	
			W16-8P	24X9	1.5	1.5				
			M6-4	21X15	2.2	2.2				
299+51	31.92	LT	M1-4	24X24	4.0	4.0		16		
			M6-4	21X15	2.2	2.2				
299+51	31.92	LT	R1-1	36X36	9.0	9.0			34	
			W4-4P	30X18	3.8	3.8				
		RT	ADOPT A HWY		5.0	5.0			15	
		RT	GROUP NAME		2.5	2.5				
298+88	26.25	LT	M1-6	24X24	4.0	4.0		14		
161+61	47.08	RT	D3-1	24X12	2.0	2.0			12	
			D3-1	24X12	2.0	2.0				
			D3-1A	24X12	2.0	2.0				
			D3-1A	24X12	2.0	2.0				
300+59	37.49	LT	R1-1	36X36	9.0	9.0			34	
			W4-4P	30X18	3.8	3.8				
300+59	37.49	LT	M1-4	24X24	4.0	4.0		16		
			M6-4	21X15	2.2	2.2				
301+60	24.54	RT	M1-6	24X24	4.0	4.0		14		
302+15	24.47	RT	W1-2R	36X36	9.0	9.0			17	
			W13-1P	18X18	2.3	2.3				
162+72	34.02	LT	M1-6	24X24	4.0	4.0			15	
			W16-8P	24X9	1.5	1.5				
			M6-4	21X15	2.2	2.2				
163+11	38.92	RT	R8-3A	24X30	5.0	5.0		15		
166+00	33.98	RT	R2-1	30X36	7.5	7.5			14	
165+60	33.54	LT	M2-1	21X15	2.2	2.2			15	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X12	2.0	2.0				
164+93	32.80	RT	M3-4	24X12	2.0	2.0		15		
			M1-4	24X24	4.0	4.0				
166+28	34.69	LT	TOURIST ATTRACTION	48X27	9.0	9.0			27	
168+21	27.99	LT	W2-1	36X36	9.0	9.0			17	
			W16-8P	24X9	1.5	1.5				
168+21	28.86	RT	W2-1	36X36	9.0	9.0			17	
			W16-8P	24X9	1.5	1.5				
					CORAL TOTAL	197	0	105	323	0

PROPOSED SIGN SCHEDULE

						72000100	72000200	72800100	72900200	X7280105
						SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
STA	OFFSET		SIGN	SIGN SIZE	SIGN AREA	SQ FT	SQ FT	FOOT	FOOT	FOOT
217+29	25.20	LT	R15-I105	42X30	8.8	8.8			14	
217+28	25.20	RT	W2-2	36X36	9.0	9.0			17	
			W16-8P	24X9	1.5	1.5				
219+11	25.32	RT	M2-1	21X15	2.2	2.2			17	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
			M5-1	21X15	2.2	2.2				
219+75	30.00	LT	R2-1	30X36	7.5	7.5			14	
220+49	30.50	RT	TOURIST ATTRACTION	48X42	14.0		14.0		29	
221+76	31.06	LT	M3-2	24X12	2.0	2.0		15		
			M1-4	24X24	4.0	4.0				
221+84	31.02	RT	D1-1A	24X18	3.0	3.0		14		
223+82	34.03	RT	M1-6	24X24	4.0	4.0			15	
			W16-8P	24X9	1.5	1.5				
			M6-1	21X15	2.2	2.2				
223+97	45.00	RT	D3-1	24X12	2.0	2.0			12	
			D3-1	24X12	2.0	2.0				
			D3-1A	24X12	2.0	2.0				
			D3-1A	24X12	2.0	2.0				
400+52	30.57	LT	R1-1	36X36	9.0	9.0			34	
			W4-4P	30X18	3.8	3.8				
400+52	30.57	LT	M1-4	24X24	4.0	4.0		16		
			M6-4	21X15	2.2	2.2				
400+53	30.57	LT	M4-6	24X12	2.0	2.0			15	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
225+15	32.81	LT	W1-7	48X24	8.0	8.0			13	
225+41	34.04	LT	M1-6	24X24	4.0	4.0			16	
			W16-8P	24X9	1.5	1.5				
			M6-1	21X15	2.2	2.2				
226+99	34.13	RT	M3-4	24X12	2.0	2.0		15		
			M1-4	24X24	4.0	4.0				
227+51	34.04	LT	D1-1a	24X18	3.0	3.0			13	
229+51	32.58	LT	TOURIST ATTRACTION	48X42	14.0		14.0		29	
230+51	30.02	LT	M2-1	21X15	2.2	2.2			17	
			M1-6	24X24	4.0	4.0				
			W16-8P	24X9	1.5	1.5				
			M5-1	21X15	2.2	2.2				
231+51	28.02	LT	W2-2	36X36	9.0	9.0			15	
			W16-8P	24X9	1.5	1.5				
					UNION TOTAL	133	28	60	270	0

PROPOSED SIGN SCHEDULE										
						72000100	72000200	72800100	72900200	X7280105
						SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE B	TELESCOPING STEEL SIGN SUPPORT (SPECIAL)
STA	OFFSET		SIGN	SIGN SIZE	SIGN AREA	SQ FT	SQ FT	FOOT	FOOT	FOOT
134+59	24.77	LT	W14-3	64x64x48	21.3		21.3		15	
142+79	25.04	RT	W3-5, 45	36X36	9.0	9.0			16	
146+05	25.46	RT	I1-I101	24X18	3.0	3.0			18	
			R2-1, 45	30X36	7.5	7.5				
			R4-2	24X30	5.0	5.0				
146+09	25.38	LT	R2-1, 55	30X36	7.5	7.5			14	
171+86	25.75	LT	R15-I105	42X30	8.8	8.8			14	
171+29	25.55	RT	I1-I107a	30X36	7.5	7.5			19	
			I1-I107b	30X18	3.8	3.8				
			I1-I107c	36X36	9.0	9.0				
172+29	25.04	RT	W1-2R	36X36	9.0	9.0			16	
174+96	25.88	LT	SIGN		4.0	4.0			13	
176+16	25.83	LT	I1-I101	48x24	8.0	8.0			16	
			R2-1, 45	30X36	7.5	7.5				
176+02	25.31	RT	R2-1, 55	30X36	7.5	7.5			14	
179+01	25.05	LT	W3-5, 45	36X36	9.0	9.0			16	
179+22	25.37	RT	R12-I108	36X24	6.0	6.0			13	
180+01	24.45	LT	W1-2L	36X36	9.0	9.0			16	
182+57	25.70	LT	R12-I108	36X24	6.0	6.0			13	
183+89	25.32	RT	W1-2R	36X36	9.0	9.0			16	
190+26	25.04	LT	W1-2L	36X36	9.0	9.0			16	
198+08	25.56	RT	S4-I105	30X30	6.3	6.3			14	
					RESURFACING TOTAL	152	22	0	259	0
					PROJECT TOTAL	766	737	300	1630	718

TREE REMOVAL SCHEDULE

STATION	SIDE	Tree Diameter	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	20101200 TREE ROOT PRUNING EACH	20101300 TREE PRUNING (1 TO 10 INCH DIAMETER) EACH	X2010400 STUMP REMOVAL ONLY (Estimate) UNIT
ROUNDABOUT			0	176	0	0	0
506+95	RT	31		31			
507+20	RT	35		35			
507+28	RT	38		38			
604+60	LT	72		72			
CULVERT			975	191	15	25	45
771+01	LT	6	6				
771+01	LT	12	12				
771+29	RT	7	7				
771+42	RT	12	12				
771+42	RT	7	7				
771+53	LT	7	7				
771+53	LT	6	6				
771+69	RT	10	10				
771+69	LT	12	12				
771+69	LT	6	6				
771+87	LT	10	10				
771+87	LT	9	9				
772+00	LT	6	6				
772+11	LT	10	10				
772+11	LT	7	7				
772+16	RT	12	12				
772+23	LT	10	10				
772+23	LT	9	9				
772+23	LT	7	7				
772+31	LT	6	6				
772+38	LT	7	7				
772+38	LT	7	7				
772+43	RT	7	7				
772+45	LT	11	11				
772+62	LT	8	8				
772+62	LT	8	8				
772+72	LT	10	10				
772+72	LT	10	10				
772+72	LT	8	8				
772+83	LT	8	8				
772+86	LT	8	8				
772+95	LT	8	8				
772+97	RT	4					
773+05	LT	6	6				
773+11	RT	5					
773+24	LT	8	8				
773+49	RT	3					
773+60	RT	3					
773+69	RT	7	7				
773+70	RT	7	7				
773+78	LT	16		16			
773+78	LT	15	15				
773+78	LT	14	14				
773+78	LT	13	13				
773+78	LT	9	9				
773+92	LT	9	9				
773+92	LT	3					
773+92	LT	2					
774+00	LT	9	9				
774+00	LT	6	6				
774+00	LT	4					
774+07	LT	11	11				
774+07	LT	8	8				
774+07	LT	3					
774+15	LT	17		17			
774+15	LT	8	8				
774+32	LT	8	8				
774+32	LT	10	10				

TREE REMOVAL SCHEDULE

STATION	SIDE	Tree Diameter	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	20101200 TREE ROOT PRUNING EACH	20101300 TREE PRUNING (1 TO 10 INCH DIAMETER) EACH	X2010400 STUMP REMOVAL ONLY (Estimate) UNIT
774+36	LT	14	14				
774+52	LT	7	7				
774+59	LT	21		21			
774+62	LT	9	9				
774+77	LT	30		30			
774+87	LT	18		18			
775+17	LT	8	8				
775+17	LT	4					
775+17	LT	3					
775+21	LT	10	10				
775+37	LT	10	10				
775+42	LT	8	8				
776+32	LT	14	14				
776+44	RT	20		20			
776+62	RT	20		20			
776+72	LT	13	13				
776+72	LT	8	8				
776+72	LT	8	8				
776+72	LT	7	7				
777+19	LT	8	8				
777+19	LT	17		17			
777+22	LT	11	11				
777+22	LT	9	9				
777+26	LT	6	6				
777+26	LT	11	11				
777+26	LT	9	9				
777+39	LT	9	9				
777+43	LT	12	12				
777+45	LT	12	12				
777+45	LT	11	11				
777+49	LT	6	6				
777+78	LT	12	12				
777+80	LT	7	7				
777+80	LT	6	6				
777+80	LT	4					
777+85	LT	16		16			
777+97	LT	11	11				
778+04	LT	8	8				
778+04	LT	7	7				
778+08	LT	10	10				
778+08	LT	10	10				
778+19	LT	7	7				
778+19	LT	4					
778+22	LT	8	8				
778+28	LT	15	15				
778+42	LT	15	15				
778+43	LT	9	9				
778+43	LT	8	8				
778+65	LT	7	7				
778+70	LT	9	9				
778+71	LT	13	13				
778+71	LT	11	11				
778+71	LT	6	6				
778+76	LT	8	8				
778+85	LT	6	6				
778+89	LT	6	6				
778+89	LT	6	6				
778+99	LT	7	7				
779+02	LT	6	6				
779+02	LT	7	7				
779+04	LT	7	7				
779+09	LT	7	7				
779+09	LT	6	6				
779+18	LT	15	15				

TREE REMOVAL SCHEDULE

STATION	SIDE	Tree Diameter	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	20101200 TREE ROOT PRUNING EACH	20101300 TREE PRUNING (1 TO 10 INCH DIAMETER) EACH	X2010400 STUMP REMOVAL ONLY (Estimate) UNIT
779+34	LT	12	12				
779+43	LT	9	9				
779+47	LT	10	10				
779+47	LT	10	10				
779+66	LT	8	8				
779+66	LT	5					
779+99	LT	7	7				
779+99	LT	6	6				
780+05	LT	8	8				
780+24	LT	16		16			
780+43	LT	6	6				
CORAL			342	220	0	0	0

TREE REMOVAL SCHEDULE

STATION	SIDE	Tree Diameter	20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER) UNIT	20101200 TREE ROOT PRUNING EACH	20101300 TREE PRUNING (1 TO 10 INCH DIAMETER) EACH	X2010400 STUMP REMOVAL ONLY (Estimate) UNIT
813+16	RT	10	10				
813+30	RT	18		18			
818+29	LT	10	10				
818+29	LT	10	10				
818+32	LT	8	8				
818+32	LT	7	7				
818+32	LT	6	6				
818+38	LT	10	10				
818+56	LT	7	7				
818+69	LT	10	10				
818+69	LT	6	6				
818+86	LT	14	14				
818+86	LT	10	10				
819+05	LT	8	8				
819+05	LT	6	6				
819+05	LT	6	6				
819+22	LT	6	6				
819+24	LT	6	6				
819+26	LT	8	8				
819+36	LT	10	10				
819+36	LT	6	6				
819+43	LT	12	12				
819+43	LT	12	12				
819+51	RT	18		18			
819+53	LT	6	6				
819+58	LT	6	6				
819+58	LT	8	8				
819+58	LT	12	12				
819+67	RT	7	7				
819+72	LT	12	12				
819+72	RT	44		44			
819+73	LT	6	6				
819+96	RT	6	6				
820+34	LT	30		30			
820+58	RT	18		18			
820+67	LT	6	6				
820+89	RT	16		16			
820+96	LT	10	10				
821+07	RT	38		38			
821+23	RT	20		20			
821+33	LT	6	6				
821+33	LT	8	8				
821+33	LT	8	8				
821+37	LT	6	6				
821+37	LT	6	6				
821+54	LT	8	8				
821+57	LT	6	6				
821+68	LT	6	6				
821+68	LT	6	6				
821+73	RT	18		18			
821+84	LT	15	15				
UNION			30	0	0	0	0
877+45	RT	10	10				
UNION RD	RT	10	10				
UNION RD	RT	10	10				
TOTALS			1,347	587	15	25	45

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/23/2020	DATE - 01-24-20	FILE - D162D36-sht-schedule.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET 9 OF 13 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	44
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

PROPOSED TREE SCHEDULE

			A2000216	A2002916	A2006414	A2006516	A2016616	A2006716	A2007116	A2002008	A2004516	A2007616	B2006123	C2012772	C3006024	K0012970
			TREE, ACER 1 FREEMANII MARMO (MARMO FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS ELLIPSOIDALIS (HILL'S OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, AESCULUS FLAVEA (YELLOW SWEET BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2" CALIPER, BALLED AND BURLAPPED	TREE, TAIODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	TREE, SYRINGA PEKINENSIS ZHANG ZHIMING (BEIJING GOLD PEKING LILAC), 2" CALIPER, BALLED AND BURLAPPED	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 6' HEIGHT, BALLED AND BURLAPPED	SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, BARE ROOT	PERENNIAL PLANTS, BULB TYPE
STATION	O/S	SIDE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	UNIT
92+36	44	RT													75	
93+84	44	RT													75	
100+00	-	-														118
95+01	56	LT						1								
95+29	57	LT						1								
95+54	59	LT						1								
95+82	60	LT						1								
96+12	61	LT						1								
96+41	62	LT		1												
96+69	66	LT		1												
96+97	70	LT		1												
97+25	74	LT		1												
37+46	92	LT				1										
97+83	97	LT				1										
98+16	102	LT				1										
98+30	110	LT				1										
98+43	120	LT				1										
98+54	136	LT	1													
99+44	150	LT	1													
99+73	155	LT	1													
100+00	160	LT	1													
100+00	168	LT	1													
91+90	44	LT			1											
92+85	44	LT			1											
93+80	44	LT			1											
94+74	46	LT			1											
96+45	46	RT	1													
96+76	52	RT	1													
96+96	76	RT	1													
97+26	81	RT	1													
97+47	103	RT	1													
97+76	108	RT	1													
97+76	43	RT									1					
98+63	56	RT									1					
98+92	62	RT									1					
98+92	87	RT									1					
101+03	84	RT									1					
101+44	36	RT									1					
101+74	38	RT									1					
104+00	53	RT			1											
104+41	54	RT			1											
104+81	53	RT			1											
105+23	53	RT						1								
105+65	53	RT						1								
106+05	53	RT						1								
106+45	54	RT						1								
106+86	53	RT		1												
107+26	53	RT		1												
107+68	53	RT		1												
108+08	53	RT		1												
108+49	53	RT		1												
108+90	53	RT										1				
109+30	53	RT										1				

PROPOSED TREE SCHEDULE

			A2000216	A2002916	A2006414	A2006516	A2016616	A2006716	A2007116	A2002008	A2004516	A2007616	B2006123	C2012772	C3006024	K0012970
			TREE, ACER 1 FREEMANII MARMO (MARMO FREEMAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS ELLIPSOIDALIS (HILL'S OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, AESCULUS FLAVEA (YELLOW SWEET BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED	TREE, GINKGO BILOBA PRINCETON SENTRY (PRINCETON SENTRY GINKGO), 2" CALIPER, BALLED AND BURLAPPED	TREE, TA1ODIUM DISTICHUM (COMMON BALD CYPRESS), 2" CALIPER, BALLED AND BURLAPPED	TREE, SYRINGA PEKINENSIS ZHANG ZHIMING (BEIJING GOLD PEKING LILAC), 2" CALIPER, BALLED AND BURLAPPED	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 6' HEIGHT, BALLED AND BURLAPPED	SHRUB, RHUS TYPHINA (STAGHORN SUMAC), 2' HEIGHT, BARE ROOT	PERENNIAL PLANTS, BULB TYPE
STATION	O/S	SIDE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	UNIT
109+71	53	RT										1				
110+11	53	RT										1				
103+09	126	LT								1						
103+00	115	LT								1						
103+11	105	LT								1						
103+09	90	LT								1						
103+24	95	LT								1						
103+37	97	LT								1						
103+31	112	LT												1		
103+45	116	LT												1		
103+57	107	LT												1		
103+51	92	LT												1		
103+64	99	LT												1		
103+76	90	LT												1		
103+90	94	LT												1		
104+03	87	LT												1		
103+75	109	LT							1							
103+89	101	LT							1							
104+03	103	LT							1							
104+16	95	LT							1							
104+17	84	LT							1							
104+32	97	LT			1											
104+31	90	LT			1											
104+55	92	LT			1											
104+54	84	LT			1											
104+76	84	LT												1		
104+88	80	LT												1		
104+98	82	LT												1		
104+78	79	LT					1									
104+98	75	LT					1									
105+10	75	LT					1									
105+22	74	LT					1									
105+22	71	LT					1									
105+44	75	LT							1							
105+51	72	LT							1							
105+58	70	LT							1							
105+73	71	LT							1							
105+87	67	LT							1							
106+99	57	LT				1										
107+97	47	LT				1										
109+03	41	LT										1				
109+43	41	LT										1				
109+82	39	LT										1				
110+21	39	LT										1				
ROUNDABOUT			11	9	11	7	5	9	10	6	7	8	0	11	150	118
162+66	40	LT											1			
162+94	40	LT											1			
167+30	40	RT											1			
CORAL			0	0	0	0	0	0	0	0	0	0	3	0	0	0
219+96	47	LT						1								
220+36	46	LT						1								
220+76	47	LT						1								
221+17	47	LT					1									
221+98	48	LT					1									
UNION			0	0	0	0	2	3	0	0	0	0	0	0	0	0
TOTALS			11	9	11	7	7	12	10	6	7	8	3	11	150	118

RUMBLE STRIP SCHEDULE

STA.	TO STA.	OFFSET	64200108 SHOULDER RUMBLE STRIPS, 8 INCH FOOT	64200116 SHOULDER RUMBLE STRIPS, 16 INCH FOOT	X0326898 CENTER LINE - RUMBLE STRIP - 16" FOOT
117+65	128+66	LT		1101	
117+21	127+21	C			1000
116+45	126+46	RT		1001	
CULVERT				**2102**	**1000**
156+01	161+74	LT		573	
156+01	161+19	RT		518	
162+82	168+51	LT		569	
162+62	168+51	RT		589	
298+46	299+64	LT	95		
300+48	303+57	LT	248		
298+46	299+68	RT		122	
300+16	303+57	RT	273		
CORAL RD			**616**	**2371**	
220+14	231+77	LT		1163	
220+14	223+73	RT		359	
225+72	231+77	RT		605	
400+84	401+74	LT	72		
400+00	401+74	RT		174	
W UNION RD			**72**	**2301**	
110+77	117+65	LT	551		
110+77	117+21	C			644
110+77	116+45	RT	455		
128+66	156+01	LT	2188		
127+21	155+61	C			2840
126+46	156+01	RT	2364		
168+51	190+14	LT	1731		
190+14	195+45	LT		531	
195+45	220+14	LT	1976		
168+51	219+76	C			5125
168+51	190+50	RT	1760		
190+50	196+30	RT		580	
196+30	220+14	RT	1908		
RESURFACING			**12933**	**1111**	**8609**
TOTALS			**13621**	**7885**	**9609**

FLASHING BEACON SCHEDULE

START STA.	END STA.	OFFSET	STAGE	COLOR	85000500 MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION EACH	89501510 RELOCATE EXISTING FLASHING BEACON EACH	89502400 REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE EACH	X0325714 FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION EACH
765+35	765+35	LT	PRE STAGE 1	AMBER	X			
739+80		RT	1A	AMBER	X			
751+15		RT	1A	AMBER	X			
765+35	765+35	LT	1A	AMBER		X		
601+00		LT	1A	RED	X			
601+80		RT	1A	AMBER	X			
612+00		LT	1A	AMBER	X			
500+50		LT	1A	RED	X			
502+50		RT	1A	RED	X			
503+30		LT	1A	RED	X			
499+60		RT	1A	RED	X			
499+60		RT	1B	RED			X	
739+80		RT	2A	AMBER			X	
751+15	747+25 (EX) 93+40 (PR)	RT	2A	AMBER		X		
765+35	765+35 (EX) 111+90 (PR)	LT	2A	AMBER		X		
601+00	600+60	LT	2A	RED		X		
601+80		RT	2A	AMBER			X	
612+00		LT	2A	AMBER			X	
500+50		LT	2A	RED			X	
502+50		RT	2A	RED			X	
503+30		LT	2A	RED			X	
600+60	104+60	LT	2B	RED		X		
93+40		LT	3A	AMBER			X	
111+90		LT	3A	AMBER			X	
104+60		LT	3A	RED			X	
				ROUNDABOUT	**10**	**5**	**10**	**0**
				CULVERT	**0**	**0**	**0**	**0**
158+80		RT	1	AMBER	X			
167+60		LT	1	AMBER	X			
299+50		RT	1	RED	X			
300+50		LT	1	RED	X			
158+80		RT	3	AMBER			X	
167+60		LT	3	AMBER			X	
299+50		RT	3	RED			X	X
300+50		LT	3	RED			X	X
				CORAL	**4**	**0**	**4**	**2**
				UNION	**0**	**0**	**0**	**0**
				RESURFACING	**0**	**0**	**0**	**0**
TOTALS					**14**	**5**	**14**	**2**

NOTE:
START AND END STATION LISTED IS FOR THAT STAGE ONLY. SOME BEACONS MAY BE RELOCATED MORE THAN ONCE FROM START OF CONSTRUCTION TO COMPLETION.

EARTHWORK

LOCATION STA TO STA	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
			21101505	66900200			30300001	20201200	66900200	20200100					
	TOPSOIL EXCAVATION	EXCAVATED TOPSOIL AVAILABLE FOR USE AS PROPOSED TOPSOIL FURNISH AND PLACE (15% SHRINKAGE)	TOPSOIL EXCAVATION AND PLACEMENT	NON-SPECIAL WASTE DISPOSAL	TOPSOIL BALANCE WASTE (+) OR SHORTAGE (-)	UNDERCUT	AGGREGATE SUBGRADE IMPROVEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	NON-SPECIAL WASTE DISPOSAL	EARTH EXCAVATION	UTILITY EXCAVATION	TOTAL SUITABLE EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
ROUNDABOUT	**12,751**	**10,849**	**5,058**	**755**	**5,036**	**1,242**	**1,242**	**6,834**	**1,015**	**9,199**	**1,103**	**9,287**	**7,903**	**19,867**	**-11,964**
STAGE 1	**4,354**	**3,702**	**760**	**315**	**2,627**	**0**	**0**	**2,627**	**80**	**1,190**	**0**	**1,110**	**945**	**2,972**	**-2,027**
US 20 RUNAROUND	3,171	2,696	547	315	1,834		0	1,834	80	751		671	571	2,168	-1,597
MARENGO RUNAROUND	1,183	1,006	213		793		0	793		439		439	374	804	-430
STAGE 2	**5,967**	**5,078**	**2,338**	**105**	**2,635**	**1,242**	**1,242**	**3,921**	**275**	**5,294**	**1,103**	**6,122**	**5,209**	**13,475**	**-8,266**
US 20 SOUTH LEG NB	1,157	984	459		525	485	485	1,010		1,321		1,321	1,123	942	181
US 20 SOUTH LEG SB	96	82	0		82	757	757	839		100		100	85	28	57
US 20 NORTH LEG NB	1,612	1,371	242		1,129		0	1,129		227		227	193	4,181	-3,988
US 20 NORTH LEG SB	564	480	279		201		0	201		85		85	73	1,329	-1,256
MARENGO EB	631	537	479		58		0	58		1,485		1,485	1,263	949	314
MARENGO WB	96	82	126		-44		0	0		239		239	204	290	-86
BECK EB	885	753	253	105	395		0	395	275	1,388		1,113	947	230	717
S UNION NB	295	251	78		173		0	173		226		226	193	522	-329
S UNION SB	106	91	32		59		0	59		0		0	0	281	-281
ROUNDABOUT	525	447	390		57		0	57		223	1,103	1,326	1,128	4,723	-3,595
STAGE 3	**2,430**	**2,069**	**1,960**	**335**	**-226**	**0**	**0**	**286**	**660**	**2,715**	**0**	**2,055**	**1,749**	**3,420**	**-1,671**
US 20 SOUTH LEG NB	566	482	381		101		0	101		569		569	484	621	-137
US 20 SOUTH LEG SB	342	291	278		13		0	13		604		604	514	295	219
US 20 NORTH LEG NB	933	794	798	250	-254		0	0	645	1,523		878	747	503	244
US 20 NORTH LEG SB	103	88	214		-126		0	0		1		1	1	281	-280
BECK EB	308	262	90		172		0	172		2		2	2	1,046	-1,044
BECK WB	178	152	199	85	-132		0	0	15	16		1	1	674	-673
CULVERT	**3,227**	**2,745**	**1,453**	**60**	**1,232**	**0**	**0**	**1,232**	**40**	**3,667**	**1,000**	**4,627**	**3,934**	**2,596**	**1,338**
PRESTAGE 1	**375**	**319**	**50**	**0**	**269**	**0**	**0**	**269**	**0**	**57**	**0**	**57**	**49**	**164**	**-115**
US 20 AT CULVERT	375	319	50		269		0	269		57		57	49	164	-115
STAGE 1	**847**	**720**	**293**	**60**	**367**	**0**	**0**	**367**	**40**	**601**	**500**	**1,061**	**902**	**971**	**-69**
US 20 AT CULVERT	847	720	293	60	367		0	367	40	601	500	1,061	902	971	-69
STAGE 2	**813**	**692**	**269**	**0**	**423**	**0**	**0**	**423**	**0**	**528**	**500**	**1,028**	**874**	**1,063**	**-189**
US 20 AT CULVERT	813	692	269		423		0	423		528	500	1,028	874	1,063	-189
STAGE 3	**1,192**	**1,014**	**841**	**0**	**173**	**0**	**0**	**173**	**0**	**2,481**	**0**	**2,481**	**2,109**	**398**	**1,711**
US 20 AT CULVERT	1,192	1,014	841		173		0	173		2,481		2,481	2,109	398	1,711
CORAL RD	**2,241**	**1,906**	**673**	**470**	**763**	**536**	**536**	**1,299**	**395**	**2,748**	**84**	**2,437**	**2,073**	**395**	**1,678**
STAGE 1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**359**	**0**	**359**	**306**	**0**	**306**
US 20 AT CORAL RD										359		359	306		306
STAGE 2	**2,241**	**1,906**	**673**	**470**	**763**	**536**	**536**	**1,299**	**395**	**2,389**	**84**	**2,078**	**1,767**	**395**	**1,372**
US 20 AT CORAL RD	1,911	1,625	495	470	660	536	536	1,196	395	1,965	84	1,654	1,406	248	1,158
CORAL RD	330	281	178		103		0	103		424		424	361	147	214
W UNION RD	**1,447**	**1,230**	**466**	**300**	**464**	**365**	**365**	**829**	**185**	**1,267**	**65**	**1,147**	**976**	**1,071**	**-95**
STAGE 1	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**336**	**0**	**336**	**286**	**81**	**205**
US 20 AT W UNION RD										336		336	286	81	205
STAGE 2	**1,447**	**1,230**	**466**	**300**	**464**	**365**	**365**	**829**	**185**	**931**	**65**	**811**	**690**	**990**	**-300**
US 20 AT W UNION RD	1,447	1,230	466	300	464	365	365	829	185	931	65	811	690	990	-300

COLUMN 1 = TOPSOIL REMOVAL DEPTH 12" PER CROSS SECTIONS
COLUMN 2 = [COLUMN 1] x 0.85
COLUMN 3 = FROM CROSS SECTION END AREAS, 6" PER TYPICAL
COLUMN 4 = VOLUME OF NON-SPECIAL WASTE IDENTIFIED WITHIN THE TOPSOIL*
COLUMN 5 = [COLUMN 2] - [COLUMN 4] - [COLUMN 3]
COLUMN 6 = BASED ON IDOT MATERIALS COMMENTS
COLUMN 7 = [COLUMN 6]
COLUMN 8 = EXCESS TOPSOIL FROM COLUMN 5 + [COLUMN 6]
COLUMN 9 = VOLUME OF NON-SPECIAL WASTE IDENTIFIED WITHIN THE CUT SECTIONS*
COLUMN 10 = FROM CROSS SECTION END AREAS
COLUMN 11 = STORM, SANITARY, WATER, UTILITY EXCAVATION
COLUMN 12 = [COLUMN 10] + [COLUMN 11] - [COLUMN 9]
COLUMN 13 = [COLUMN 12] x 0.85
COLUMN 14 = FROM CROSS SECTION END AREAS
COLUMN 15 = [COLUMN 13] - [COLUMN 14]

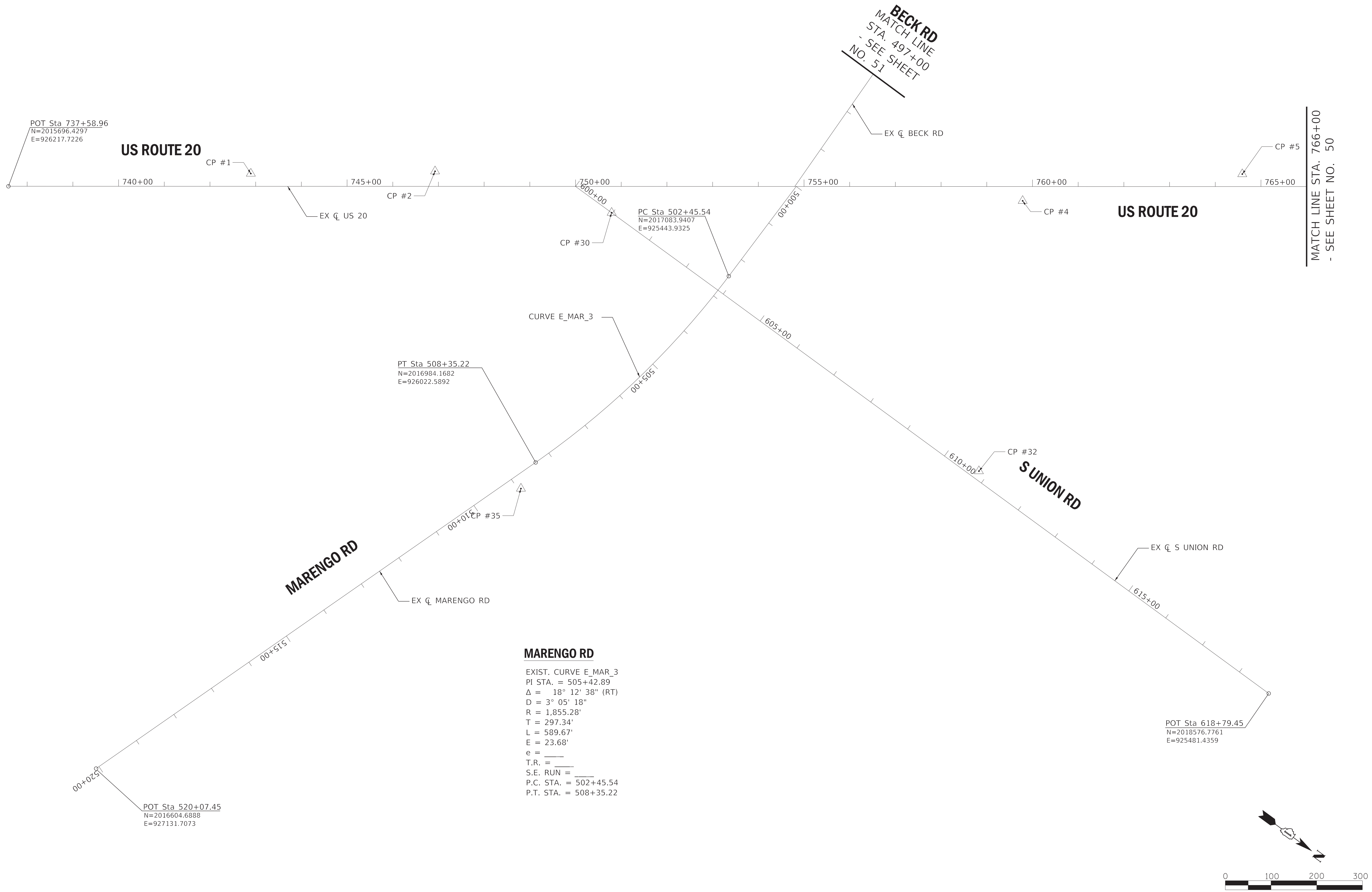
*SEE SPECIAL PROVISION FOR REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES FOR LOCATIONS

EARTHWORK PAY ITEM SUMMARY

	ROUNDABOUT	CULVERT	CORAL	UNION	TOTAL
(20200100) EARTH EXCAVATION	9,199	3,667	2,748	1,267	16,881
(20201200) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	6,834	1,232	1,299	829	10,194
(20400800) FURNISHED EXCAVATION	11,964	373	0	300	12,637
(21101505) TOPSOIL EXCAVATION AND PLACEMENT	5,058	1,453	673	466	7,650
(30300001) AGGREGATE SUBGRADE IMPROVEMENT	1,242	0	536	365	2,143
(66900200) NON-SPECIAL WASTE DISPOSAL	1,770	100	865	485	3,220

UNDERCUT SCHEDULE

STA.	TO STA.	OFFSET	DEPTH INCH	VOLUME CU YD
96+00	98+50	RT	18	485
1004+50	1007+50	LT	18	757
			ROUNDABOUT	**1,242**
159+00	162+50	LT & RT	12	536
			CORAL RD	**536**
159+00	162+50	LT & RT	18	365
			UNION RD	**365**



MARENGO RD

EXIST. CURVE E_MAR_3
PI STA. = 505+42.89
Δ = 18° 12' 38" (RT)
D = 3° 05' 18"
R = 1,855.28'
T = 297.34'
L = 589.67'
E = 23.68'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 502+45.54
P.T. STA. = 508+35.22

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB_EXISTING.dgn	

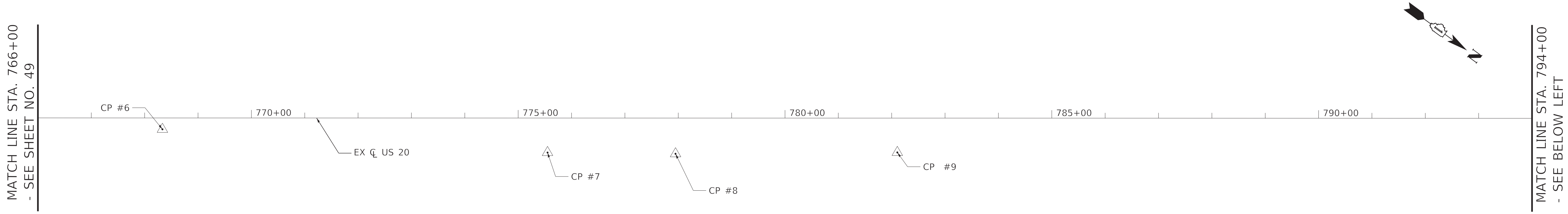
ALIGNMENT AND TIES (EXISTING)

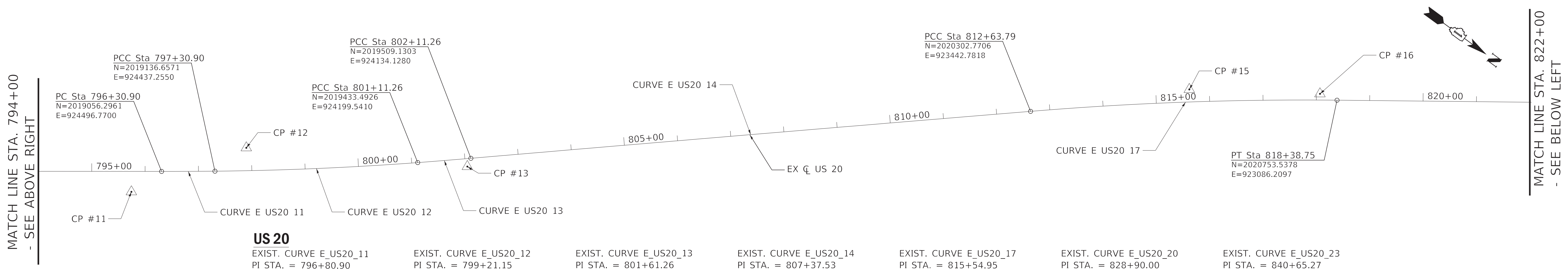
SCALE: 1" = 100' | SHEET 1 OF 17 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	49

CONTRACT NO. 62D36

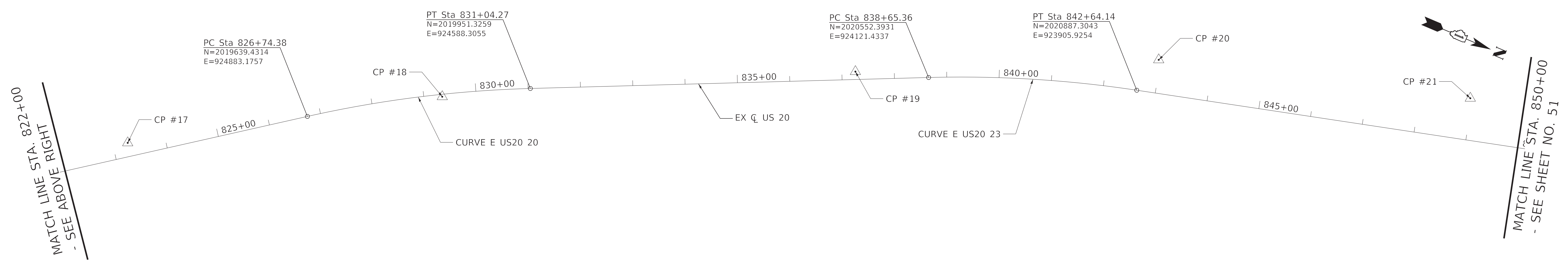
ILLINOIS | FED. AID PROJECT GMW(759)





US 20

EXIST. CURVE E_US20_11	EXIST. CURVE E_US20_12	EXIST. CURVE E_US20_13	EXIST. CURVE E_US20_14	EXIST. CURVE E_US20_17	EXIST. CURVE E_US20_20	EXIST. CURVE E_US20_23
PI STA. = 796+80.90	PI STA. = 799+21.15	PI STA. = 801+61.26	PI STA. = 807+37.53	PI STA. = 815+54.95	PI STA. = 828+90.00	PI STA. = 840+65.27
Δ = 0° 34' 23" (LT)	Δ = 3° 45' 27" (LT)	Δ = 0° 34' 23" (LT)	Δ = 0° 09' 43" (RT)	Δ = 5° 19' 51" (RT)	Δ = 11° 06' 36" (RT)	Δ = 10° 09' 17" (RT)
D = 0° 34' 23"	D = 0° 59' 16"	D = 0° 34' 23"	D = 0° 00' 55"	D = 0° 56' 19"	D = 2° 35' 04"	D = 2° 32' 47"
R = 10,000.00'	R = 5,800.00'	R = 10,000.00'	R = 372,340.39'	R = 6,105.00'	R = 2,217.00'	R = 2,250.00'
T = 50.00'	T = 190.25'	T = 50.00'	T = 526.27'	T = 284.21'	T = 215.62'	T = 199.91'
L = 100.00'	L = 380.36'	L = 100.00'	L = 1,052.53'	L = 568.01'	L = 429.89'	L = 398.78'
E = 0.13'	E = 3.12'	E = 0.13'	E = 0.37'	E = 6.61'	E = 10.46'	E = 8.86'
e = ____	e = ____	e = ____	e = ____	e = ____	e = ____	e = ____
T.R. = ____	T.R. = ____	T.R. = ____	T.R. = ____	T.R. = ____	T.R. = ____	T.R. = ____
S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____
P.C. STA. = 796+30.90	P.C. STA. = 797+30.90	P.C. STA. = 801+11.26	P.C. STA. = 802+11.26	P.C. STA. = 812+70.74	P.C. STA. = 826+74.38	P.C. STA. = 838+65.36
P.T. STA. = 797+30.90	P.T. STA. = 801+11.26	P.T. STA. = 802+11.26	P.T. STA. = 812+63.79	P.T. STA. = 818+38.75	P.T. STA. = 831+04.27	P.T. STA. = 842+64.14



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 1/17/2020

DESIGNED -
DRAWN - CJC
CHECKED - JFM
DATE - 01-24-20

REVISED -
REVISED -
REVISED -
FILE - D162D36-sht-ATB_EXISTING.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

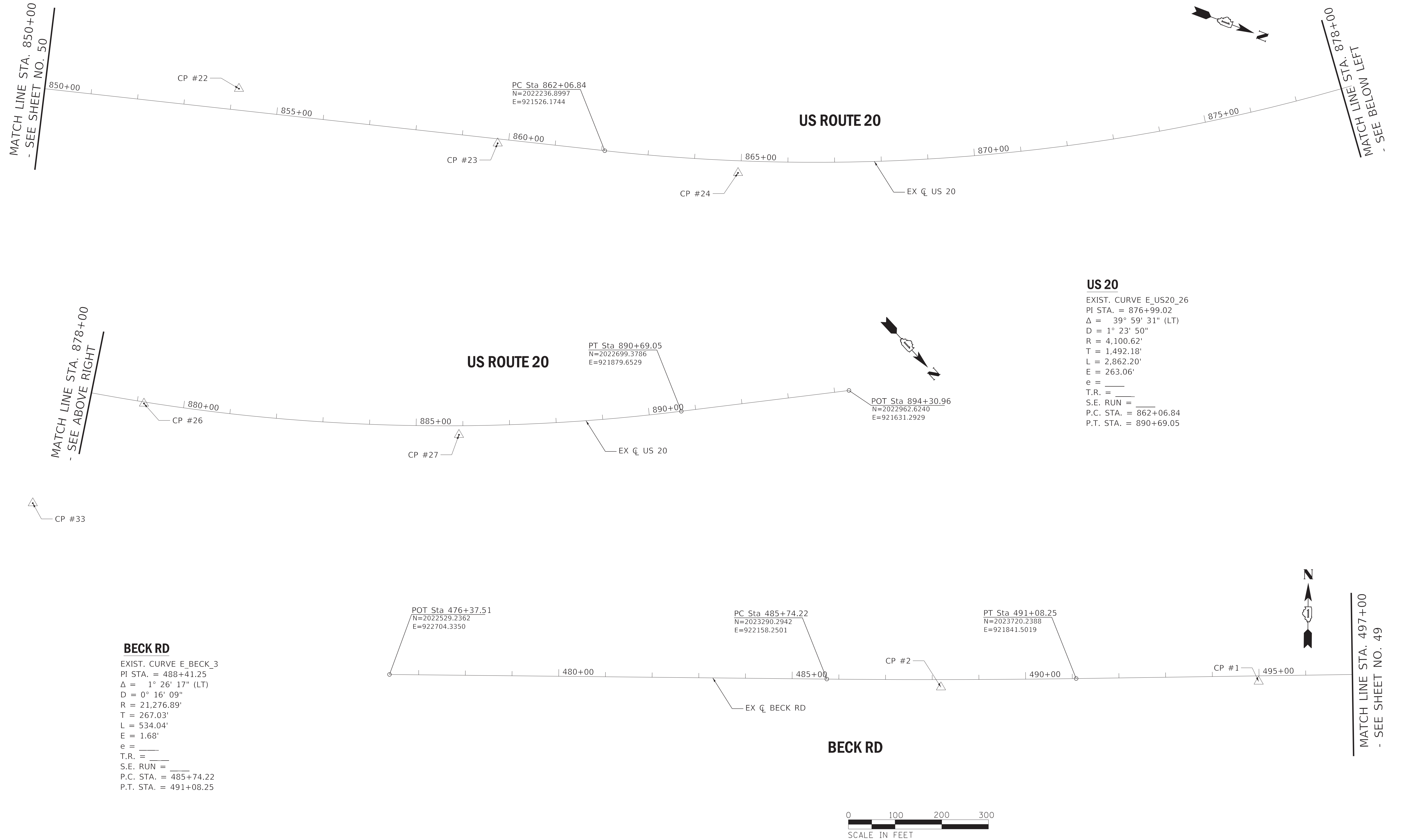
ALIGNMENT AND TIES (EXISTING)

SCALE: 1" = 100' | SHEET 2 OF 17 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	50

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



US 20

EXIST. CURVE E_US20_26
PI STA. = 876+99.02
Δ = 39° 59' 31" (LT)
D = 1° 23' 50"
R = 4,100.62'
T = 1,492.18'
L = 2,862.20'
E = 263.06'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 862+06.84
P.T. STA. = 890+69.05

BECK RD

EXIST. CURVE E_BECK_3
PI STA. = 488+41.25
Δ = 1° 26' 17" (LT)
D = 0° 16' 09"
R = 21,276.89'
T = 267.03'
L = 534.04'
E = 1.68'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 485+74.22
P.T. STA. = 491+08.25

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB_EXISTING.dgn	

ALIGNMENT AND TIES (EXISTING)

SCALE: 1" = 100' SHEET 3 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	51
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		

EX_20

```
Chain E_US20 contains:
 3674 3675 3676 3677 3678 CUR E_US20_11 CUR E_US20_12 CUR E_US20_13 CUR E_US20_-
14 CUR E_US20_17 CUR E_US20_20 CUR E_US20_23 CUR E_US20_26 3679

Beginning chain E_US20 description
Feature: Geom_Ex_Centerline
=============================================================

Point 3674          N     2,015,696.43 E      926,217.72 Sta      737+59

Course from 3674 to 3675 N 36° 14' 43" W Dist 3,122.31

Point 3675          N     2,018,214.55 E      924,371.68 Sta      768+81

Course from 3675 to 3676 N 36° 16' 08" W Dist 100.00

Point 3676          N     2,018,295.18 E      924,312.52 Sta      769+81

Course from 3676 to 3677 N 36° 14' 38" W Dist 1,157.21

Point 3677          N     2,019,228.48 E      923,628.35 Sta      781+38

Course from 3677 to 3678 N 36° 15' 02" W Dist 224.10

Point 3678          N     2,019,409.20 E      923,495.84 Sta      783+63

Course from 3678 to PC E_US20_11 N 36° 14' 13" W Dist 1,268.33

                         Curve Data
                        *----------*
Curve E_US20_11
P.I.  Station          796+81  N      2,020,472.54  E        922,716.54
Delta        =       0° 34' 23" (LT)
Degree       =        0° 34' 23"
Tangent      =              50.00
Length       =             100.00
Radius       =          10,000.00
External     =               0.13
Long Chord   =             100.00
Mid. Ord.    =               0.12
P.C.  Station          796+31  N      2,020,432.21  E        922,746.10
P.T.  Station          797+31  N      2,020,512.57  E        922,686.58
C.C.                           N    2,014,520.93  E        914,680.31
Back         = N  36° 14' 13" W
Ahead        = N  36° 48' 36" W
Chord Bear   = N  36° 31' 25" W

                         Curve Data
                        *----------*
Curve E_US20_12
P.I.  Station          799+21  N      2,020,664.88  E        922,572.59
Delta        =       3° 45' 27" (LT)
Degree       =        0° 59' 16"
Tangent      =             190.25
Length       =             380.36
Radius       =           5,800.00
External     =               3.12
Long Chord   =             380.29
Mid. Ord.    =               3.12
P.C.  Station          797+31  N      2,020,512.57  E        922,686.58
P.T.  Station          801+11  N      2,020,809.40  E        922,448.87
C.C.                           N    2,017,037.42  E        918,042.95
Back         = N  36° 48' 36" W
Ahead        = N  40° 34' 03" W
Chord Bear   = N  38° 41' 19" W

                         Curve Data
                        *----------*
Curve E_US20_13
P.I.  Station          801+61  N      2,020,847.39  E        922,416.35
Delta        =       0° 34' 23" (LT)
Degree       =        0° 34' 23"
Tangent      =              50.00
Length       =             100.00
Radius       =          10,000.00
External     =               0.13
Long Chord   =             100.00
Mid. Ord.    =               0.12
P.C.  Station          801+11  N      2,020,809.40  E        922,448.87
P.T.  Station          802+11  N      2,020,885.04  E        922,383.45
C.C.                           N    2,014,305.98  E        914,852.45
Back         = N  40° 34' 03" W
Ahead        = N  41° 08' 25" W
Chord Bear   = N  40° 51' 14" W

                         Curve Data
                        *----------*
Curve E_US20_14
P.I.  Station          807+38  N      2,021,281.37  E        922,037.22
Delta        =       0° 09' 43" (RT)
Degree       =        0° 00' 55"
Tangent      =             526.27
Length       =           1,052.53
Radius       =         372,340.39
External     =               0.37
Long Chord   =           1,052.53
Mid. Ord.    =               0.37
P.C.  Station          802+11  N      2,020,885.04  E        922,383.45
P.T.  Station          812+64  N      2,021,678.68  E        921,692.11
C.C.                           N    2,265,849.96  E      1,202,793.07
Back         = N  41° 08' 25" W
Ahead        = N  40° 58' 42" W
Chord Bear   = N  41° 03' 34" W

Course from PT E_US20_14 to PC E_US20_17 N 40° 58' 42" W Dist 6.95

                         Curve Data
                        *----------*
Curve E_US20_17
P.I.  Station          815+55  N      2,021,898.49  E        921,501.17
Delta        =       5° 19' 51" (RT)
Degree       =        0° 56' 19"
Tangent      =             284.21
Length       =             568.01
Radius       =           6,105.00
External     =               6.61
Long Chord   =             567.81
Mid. Ord.    =               6.60
P.C.  Station          812+71  N      2,021,683.93  E        921,687.55
P.T.  Station          818+39  N      2,022,129.45  E        921,335.54
C.C.                           N    2,025,687.43  E        926,296.56
Back         = N  40° 58' 42" W
Ahead        = N  35° 38' 51" W
Chord Bear   = N  38° 18' 47" W

Course from PT E_US20_17 to PC E_US20_20 N 35° 38' 51" W Dist 835.63

                         Curve Data
                        *----------*
Curve E_US20_20
P.I.  Station          828+90  N      2,022,983.71  E        920,722.87
Delta        =      11° 06' 36" (RT)
Degree       =        2° 35' 04"
Tangent      =             215.62
Length       =             429.89
Radius       =           2,217.00
External     =              10.46
Long Chord   =             429.22
Mid. Ord.    =              10.41
P.C.  Station          826+74  N      2,022,808.50  E        920,848.53
P.T.  Station          831+04  N      2,023,179.86  E        920,633.32
C.C.                           N    2,024,100.56  E        922,650.10
Back         = N  35° 38' 51" W
Ahead        = N  24° 32' 15" W
Chord Bear   = N  30° 05' 33" W

Course from PT E_US20_20 to PC E_US20_23 N 24° 32' 15" W Dist 761.09

                         Curve Data
                        *----------*
Curve E_US20_23
P.I.  Station          840+65  N      2,024,054.07  E        920,234.23
Delta        =      10° 09' 17" (RT)
Degree       =        2° 32' 47"
Tangent      =             199.91
Length       =             398.78
Radius       =           2,250.00
External     =               8.86
Long Chord   =             398.26
Mid. Ord.    =               8.83
P.C.  Station          838+65  N      2,023,872.21  E        920,317.25
P.T.  Station          842+64  N      2,024,247.72  E        920,184.57
C.C.                           N    2,024,806.62  E        922,364.05
Back         = N  24° 32' 15" W
Ahead        = N  14° 22' 58" W
Chord Bear   = N  19° 27' 37" W

Course from PT E_US20_23 to PC E_US20_26 N 14° 22' 58" W Dist 1,942.70

                         Curve Data
                        *----------*
Curve E_US20_26
P.I.  Station          876+99  N      2,027,574.95  E        919,331.35
Delta        =      39° 59' 31" (LT)
Degree       =        1° 23' 50"
Tangent      =           1,492.18
Length       =           2,862.20
Radius       =           4,100.62
External     =             263.06
Long Chord   =           2,804.45
Mid. Ord.    =             247.20
P.C.  Station          862+07  N      2,026,129.54  E        919,702.01
P.T.  Station          890+69  N      2,028,444.12  E        918,118.44
C.C.                           N    2,025,110.95  E        915,729.91
Back         = N  14° 22' 58" W
Ahead        = N  54° 22' 29" W
Chord Bear   = N  34° 22' 43" W

Course from PT E_US20_26 to 3679 N 54° 22' 29" W Dist 361.91

Point 3679          N     2,028,654.92 E      917,824.26 Sta      894+31

=============================================================
Ending chain E_US20 description
```

EX_MAR

```
Chain E_MAR contains:
 3683 CUR E_MAR_3 3684

Beginning chain E_MAR description
Feature: Geom_Ex_Centerline
=============================================================

Point 3683          N     2,017,086.84 E      925,198.41 Sta      500+00

Course from 3683 to PC E_MAR_3 S 89° 19' 21" E Dist 245.54

                         Curve Data
                        *----------*
Curve E_MAR_3
P.I.  Station          505+43  N      2,017,080.42  E        925,741.26
Delta        =      18° 12' 38" (RT)
Degree       =        3° 05' 18"
Tangent      =             297.34
Length       =             589.67
Radius       =           1,855.28
External     =              23.68
Long Chord   =             587.20
Mid. Ord.    =              23.38
P.C.  Station          502+46  N      2,017,083.94  E        925,443.93
P.T.  Station          508+35  N      2,016,984.17  E        926,022.59
C.C.                           N    2,015,228.79  E        925,422.00
Back         = S  89° 19' 21" E
Ahead        = S  71° 06' 43" E
Chord Bear   = S  80° 13' 02" E

Course from PT E_MAR_3 to 3684 S 71° 06' 43" E Dist 1,172.24

Point 3684          N     2,016,604.69 E      927,131.71 Sta      520+07

=============================================================
Ending chain E_MAR description
```

EX_BECK

```
Chain E_BECK contains:
 3685 CUR E_BECK_3 3686

Beginning chain E_BECK description
Feature: Geom_Ex_Centerline
=============================================================

Point 3685          N     2,017,058.82 E      922,838.11 Sta      476+38

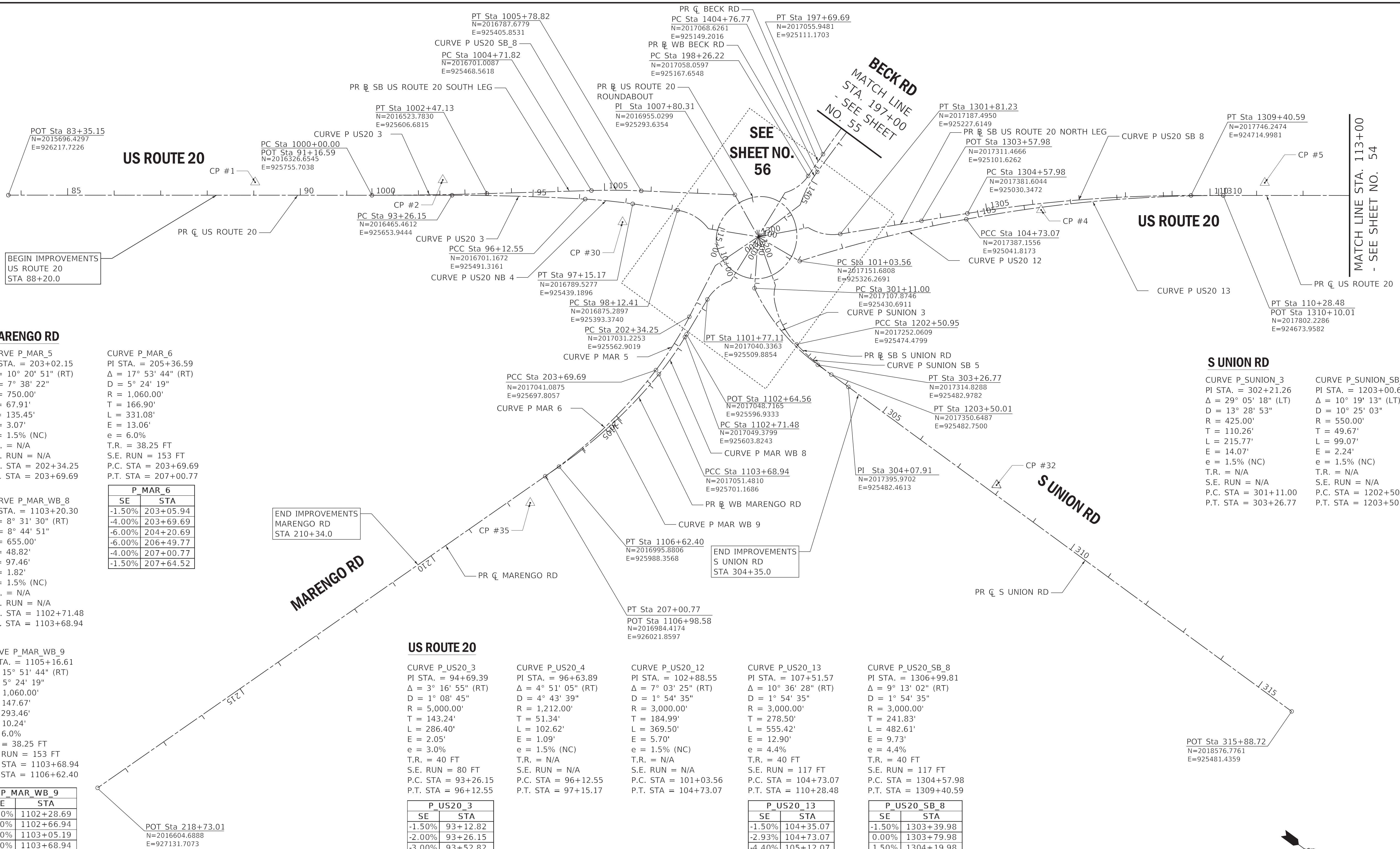
Course from 3685 to PC E_BECK_3 S 89° 54' 42" E Dist 936.71

                         Curve Data
                        *----------*
Curve E_BECK_3
P.I.  Station          488+41  N      2,017,056.96  E        924,041.85
Delta        =       1° 26' 17" (LT)
Degree       =        0° 16' 09"
Tangent      =             267.03
Length       =             534.04
Radius       =          21,276.89
External     =               1.68
Long Chord   =             534.02
Mid. Ord.    =               1.68
P.C.  Station          485+74  N      2,017,057.37  E        923,774.81
P.T.  Station          491+08  N      2,017,063.25  E        924,308.81
C.C.                           N    2,038,334.24  E        923,807.64
Back         = S  89° 54' 42" E
Ahead        = N  88° 39' 01" E
Chord Bear   = N  89° 22' 10" E

Course from PT E_BECK_3 to 3686 N 88° 39' 01" E Dist 891.75

Point 3686          N     2,017,084.26 E      925,200.30 Sta      500+00

=============================================================
Ending chain E_BECK description
```



MARENGO RD

CURVE P_MAR_5
PI STA. = 203+02.15
Δ = 10° 20' 51" (RT)
D = 7° 38' 22"
R = 750.00'
T = 67.91'
L = 135.45'
E = 3.07'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 202+34.25
P.T. STA = 203+69.69

CURVE P_MAR_6
PI STA. = 205+36.59
Δ = 17° 53' 44" (RT)
D = 5° 24' 19"
R = 1,060.00'
T = 166.90'
L = 331.08'
E = 13.06'
e = 6.0%
T.R. = 38.25 FT
S.E. RUN = 153 FT
P.C. STA = 203+69.69
P.T. STA = 207+00.77

P_MAR_6	
SE	STA
-1.50%	203+05.94
-4.00%	203+69.69
-6.00%	204+20.69
-6.00%	206+49.77
-4.00%	207+00.77
-1.50%	207+64.52

CURVE P_MAR_WB_8
PI STA. = 1103+20.30
Δ = 8° 31' 30" (RT)
D = 8° 44' 51"
R = 655.00'
T = 48.82'
L = 97.46'
E = 1.82'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1102+71.48
P.T. STA = 1103+68.94

CURVE P_MAR_WB_9
PI STA. = 1105+16.61
Δ = 15° 51' 44" (RT)
D = 5° 24' 19"
R = 1,060.00'
T = 147.67'
L = 293.46'
E = 10.24'
e = 6.0%
T.R. = 38.25 FT
S.E. RUN = 153 FT
P.C. STA = 1103+68.94
P.T. STA = 1106+62.40

P_MAR_WB_9	
SE	STA
-1.50%	1102+28.69
0.00%	1102+66.94
1.50%	1103+05.19
4.00%	1103+68.94
6.00%	1104+19.94
6.00%	1106+11.40
4.00%	1106+62.40
1.50%	1107+26.15
0.00%	1107+64.40
-1.50%	1108+02.65

US ROUTE 20

CURVE P_US20_3
PI STA. = 94+69.39
Δ = 3° 16' 55" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 143.24'
L = 286.40'
E = 2.05'
e = 3.0%
T.R. = 40 FT
S.E. RUN = 80 FT
P.C. STA = 93+26.15
P.T. STA = 96+12.55

P_US20_3	
SE	STA
-1.50%	93+12.82
-2.00%	93+26.15
-3.00%	93+52.82
-3.00%	95+85.88
-2.00%	96+12.55
-1.50%	96+25.88

CURVE P_US20_4
PI STA. = 96+63.89
Δ = 4° 51' 05" (RT)
D = 4° 43' 39"
R = 1,212.00'
T = 51.34'
L = 102.62'
E = 1.09'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 96+12.55
P.T. STA = 97+15.17

CURVE P_US20_12
PI STA. = 102+88.55
Δ = 7° 03' 25" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 184.99'
L = 369.50'
E = 5.70'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 101+03.56
P.T. STA = 104+73.07

CURVE P_US20_13
PI STA. = 107+51.57
Δ = 10° 36' 28" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 278.50'
L = 555.42'
E = 12.90'
e = 4.4%
T.R. = 40 FT
S.E. RUN = 117 FT
P.C. STA = 104+73.07
P.T. STA = 110+28.48

P_US20_13	
SE	STA
-1.50%	104+35.07
-2.93%	104+73.07
-4.40%	105+12.07
-4.40%	109+89.48
-2.93%	110+28.48
-1.50%	110+66.48

CURVE P_US20_SB_8
PI STA. = 1306+99.81
Δ = 9° 13' 02" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 241.83'
L = 482.61'
E = 9.73'
e = 4.4%
T.R. = 40 FT
S.E. RUN = 117 FT
P.C. STA = 1304+57.98
P.T. STA = 1309+40.59

P_US20_SB_8	
SE	STA
-1.50%	1303+39.98
0.00%	1303+79.98
1.50%	1304+19.98
2.93%	1304+57.98
4.40%	1304+96.98
4.40%	1309+01.59
2.93%	1309+40.59
1.50%	1309+78.59
0.00%	1310+18.59
-1.50%	1310+58.59

S UNION RD

CURVE P_SUNION_3
PI STA. = 302+21.26
Δ = 29° 05' 18" (LT)
D = 13° 28' 53"
R = 425.00'
T = 110.26'
L = 215.77'
E = 14.07'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 301+11.00
P.T. STA = 303+26.77

CURVE P_SUNION_SB_5
PI STA. = 1203+00.61
Δ = 10° 19' 13" (LT)
D = 10° 25' 03"
R = 550.00'
T = 49.67'
L = 99.07'
E = 2.24'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1202+50.95
P.T. STA = 1203+50.01

0 100 200 300
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB.dgn

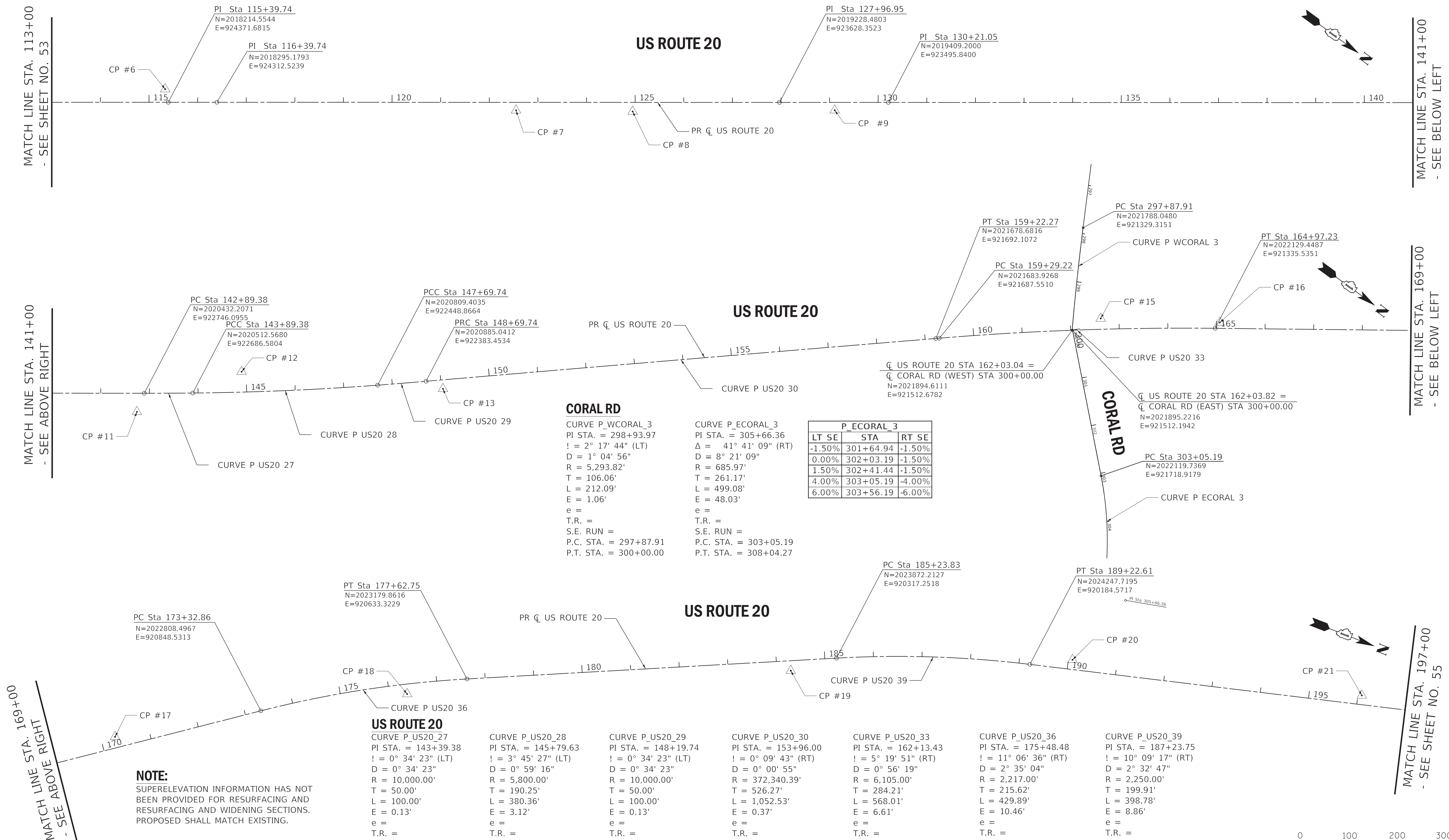
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
(PROPOSED)

SCALE: 1" = 100' SHEET 5 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	53

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)



CORAL RD

CURVE P_WCORAL_3	CURVE P_ECORAL_3
PI STA. = 298+93.97	PI STA. = 305+66.36
! = 2° 17' 44" (LT)	Δ = 41° 41' 09" (RT)
D = 1° 04' 56"	D = 8° 21' 09"
R = 5,293.82'	R = 685.97'
T = 106.06'	T = 261.17'
L = 212.09'	L = 499.08'
E = 1.06'	E = 48.03'
e =	e =
T.R. =	T.R. =
S.E. RUN =	S.E. RUN =
P.C. STA. = 297+87.91	P.C. STA. = 303+05.19
P.T. STA. = 300+00.00	P.T. STA. = 308+04.27

P_ECORAL_3		
LT SE	STA	RT SE
-1.50%	301+64.94	-1.50%
0.00%	302+03.19	-1.50%
1.50%	302+41.44	-1.50%
4.00%	303+05.19	-4.00%
6.00%	303+56.19	-6.00%

US ROUTE 20

CURVE P_US20_27	CURVE P_US20_28	CURVE P_US20_29	CURVE P_US20_30	CURVE P_US20_33	CURVE P_US20_36	CURVE P_US20_39
PI STA. = 143+39.38	PI STA. = 145+79.63	PI STA. = 148+19.74	PI STA. = 153+96.00	PI STA. = 162+13.43	PI STA. = 175+48.48	PI STA. = 187+23.75
! = 0° 34' 23" (LT)	! = 3° 45' 27" (LT)	! = 0° 34' 23" (LT)	! = 0° 09' 43" (RT)	! = 5° 19' 51" (RT)	! = 11° 06' 36" (RT)	! = 10° 09' 17" (RT)
D = 0° 34' 23"	D = 0° 59' 16"	D = 0° 34' 23"	D = 0° 00' 55"	D = 0° 56' 19"	D = 2° 35' 04"	D = 2° 32' 47"
R = 10,000.00'	R = 5,800.00'	R = 10,000.00'	R = 372,340.39'	R = 6,105.00'	R = 2,217.00'	R = 2,250.00'
T = 50.00'	T = 190.25'	T = 50.00'	T = 526.27'	T = 284.21'	T = 215.62'	T = 199.91'
L = 100.00'	L = 380.36'	L = 100.00'	L = 1,052.53'	L = 568.01'	L = 429.89'	L = 398.78'
E = 0.13'	E = 3.12'	E = 0.13'	E = 0.37'	E = 6.61'	E = 10.46'	E = 8.86'
e =	e =	e =	e =	e =	e =	e =
T.R. =	T.R. =	T.R. =	T.R. =	T.R. =	T.R. =	T.R. =
S.E. RUN =	S.E. RUN =	S.E. RUN =	S.E. RUN =	S.E. RUN =	S.E. RUN =	S.E. RUN =
P.C. STA = 142+89.38	P.C. STA = 143+89.38	P.C. STA = 147+69.74	P.C. STA = 148+69.74	P.C. STA = 159+29.22	P.C. STA = 173+32.86	P.C. STA = 185+23.83
P.T. STA = 143+89.38	P.T. STA = 147+69.74	P.T. STA = 148+69.74	P.T. STA = 159+22.27	P.T. STA = 164+97.23	P.T. STA = 177+62.75	P.T. STA = 189+22.61

NOTE:
SUPERELEVATION INFORMATION HAS NOT BEEN PROVIDED FOR RESURFACING AND RESURFACING AND WIDENING SECTIONS. PROPOSED SHALL MATCH EXISTING.

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED -	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB.dgn	

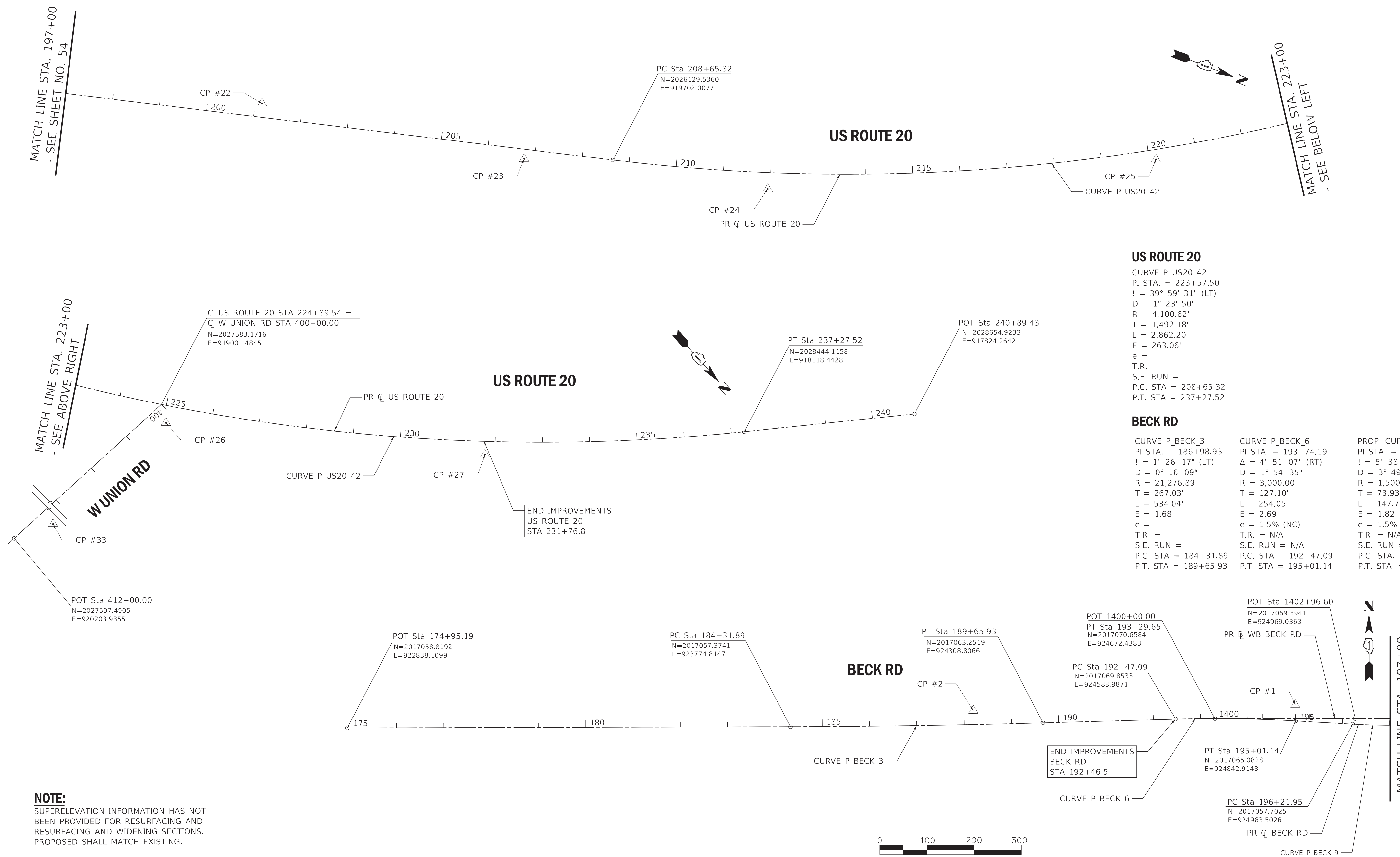
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES (PROPOSED)

SCALE: 1" = 100' SHEET 6 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	54

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)



US ROUTE 20

CURVE P_US20_42
PI STA. = 223+57.50
! = 39° 59' 31" (LT)
D = 1° 23' 50"
R = 4,100.62'
T = 1,492.18'
L = 2,862.20'
E = 263.06'
e =
T.R. =
S.E. RUN =
P.C. STA = 208+65.32
P.T. STA = 237+27.52

BECK RD

CURVE P_BECK_3	CURVE P_BECK_6	PROP. CURVE P_BECK_9
PI STA. = 186+98.93	PI STA. = 193+74.19	PI STA. = 196+95.88
! = 1° 26' 17" (LT)	Δ = 4° 51' 07" (RT)	! = 5° 38' 35" (LT)
D = 0° 16' 09"	D = 1° 54' 35"	D = 3° 49' 11"
R = 21,276.89'	R = 3,000.00'	R = 1,500.00'
T = 267.03'	T = 127.10'	T = 73.93'
L = 534.04'	L = 254.05'	L = 147.74'
E = 1.68'	E = 2.69'	E = 1.82'
e =	e = 1.5% (NC)	e = 1.5% (NC)
T.R. =	T.R. = N/A	T.R. = N/A
S.E. RUN =	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 184+31.89	P.C. STA = 192+47.09	P.C. STA. = 196+21.95
P.T. STA = 189+65.93	P.T. STA = 195+01.14	P.T. STA. = 197+69.69

NOTE:
SUPERELEVATION INFORMATION HAS NOT BEEN PROVIDED FOR RESURFACING AND RESURFACING AND WIDENING SECTIONS. PROPOSED SHALL MATCH EXISTING.

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED -	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

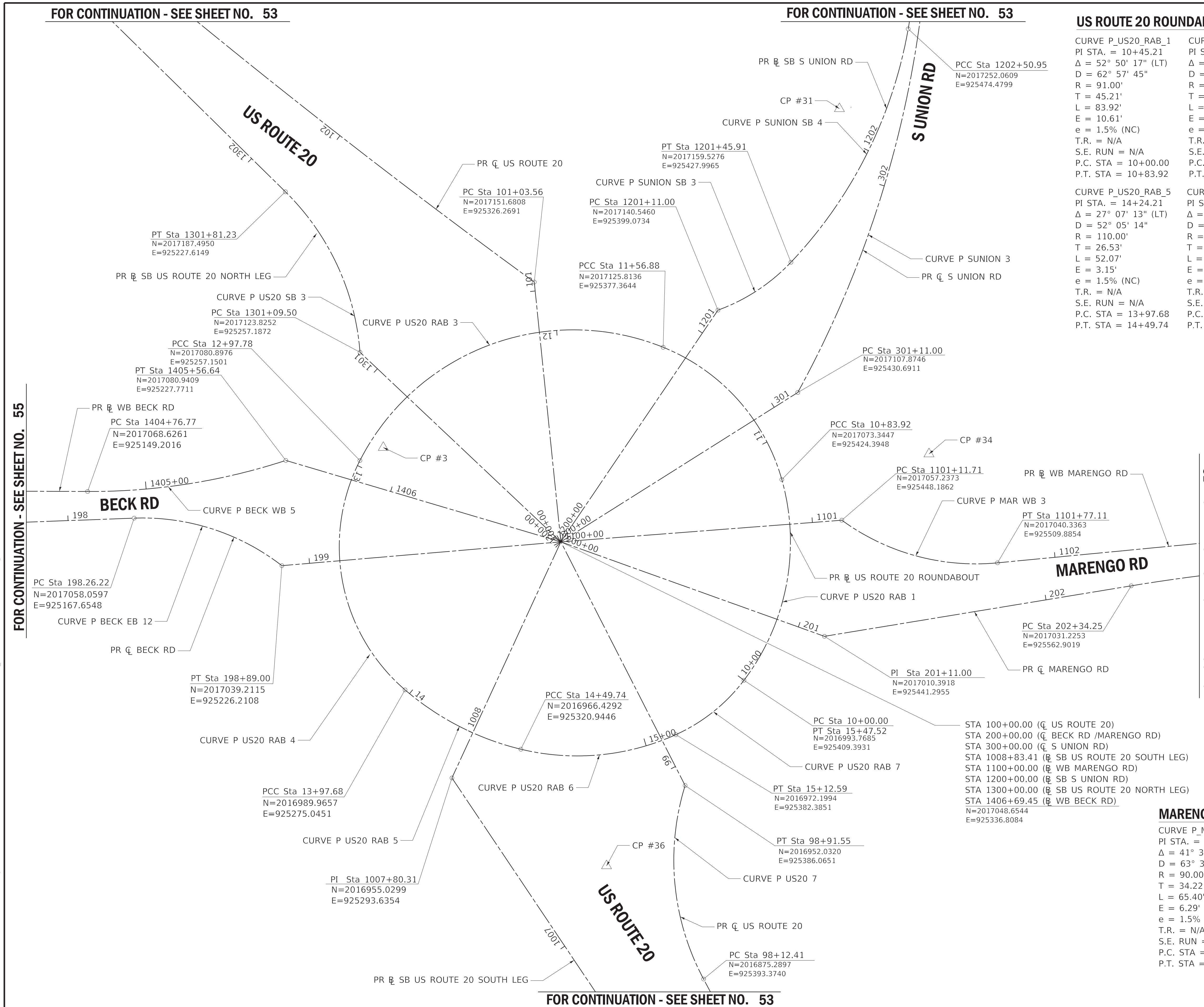
ALIGNMENT AND TIES
(PROPOSED)

SCALE: 1" = 100' | SHEET 7 OF 17 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	55

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



US ROUTE 20 ROUNDABOUT

CURVE P_US20_RAB_1	CURVE P_US20_RAB_2	CURVE P_US20_RAB_3	CURVE P_US20_RAB_4
PI STA. = 10+45.21	PI STA. = 11+23.16	PI STA. = 12+43.90	PI STA. = 13+56.71
Δ = 52° 50' 17" (LT)	Δ = 52° 15' 25" (LT)	Δ = 84° 58' 29" (LT)	Δ = 76° 19' 02" (LT)
D = 62° 57' 45"	D = 71° 37' 11"	D = 60° 18' 41"	D = 76° 23' 40"
R = 91.00'	R = 80.00'	R = 95.00'	R = 75.00'
T = 45.21'	T = 39.24'	T = 87.01'	T = 58.93'
L = 83.92'	L = 72.96'	L = 140.89'	L = 99.90'
E = 10.61'	E = 9.11'	E = 33.83'	E = 20.38'
e = 1.5% (NC)	e = 1.5% (NC)	e = 1.5% (NC)	e = 1.5% (NC)
T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 10+00.00	P.C. STA = 10+83.92	P.C. STA = 11+56.88	P.C. STA = 12+97.78
P.T. STA = 10+83.92	P.T. STA = 11+56.88	P.T. STA = 12+97.78	P.T. STA = 13+97.68

CURVE P_US20_RAB_5	CURVE P_US20_RAB_6	CURVE P_US20_RAB_7
PI STA. = 14+24.21	PI STA. = 14+82.37	PI STA. = 15+30.43
Δ = 27° 07' 13" (LT)	Δ = 37° 54' 22" (LT)	Δ = 28° 35' 12" (LT)
D = 52° 05' 14"	D = 60° 18' 40"	D = 81° 51' 06"
R = 110.00'	R = 95.00'	R = 70.00'
T = 26.53'	T = 32.62'	T = 17.83'
L = 52.07'	L = 62.85'	L = 34.92'
E = 3.15'	E = 5.45'	E = 2.24'
e = 1.5% (NC)	e = 1.5% (NC)	e = 1.5% (NC)
T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 13+97.68	P.C. STA = 14+49.74	P.C. STA = 15+12.59
P.T. STA = 14+49.74	P.T. STA = 15+12.59	P.T. STA = 15+47.52

US ROUTE 20

CURVE P_US20_SB_3	CURVE P_US20_7
PI STA. = 1301+46.99	PI STA. = 98+54.18
Δ = 41° 05' 54" (LT)	Δ = 45° 20' 35" (RT)
D = 57° 17' 45"	D = 57° 17' 45"
R = 100.00'	R = 100.00'
T = 37.49'	T = 41.77'
L = 71.73'	L = 79.14'
E = 6.80'	E = 8.37'
e = 1.5% (NC)	e = 1.5% (NC)
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 1301+09.50	P.C. STA = 98+12.41
P.T. STA = 1301+81.23	P.T. STA = 98+91.55

S UNION RD

CURVE P_SUNION_SB_3	CURVE P_SUNION_SB_4
PI STA. = 1201+28.78	PI STA. = 1201+99.97
Δ = 26° 40' 09" (LT)	Δ = 33° 26' 03" (LT)
D = 76° 23' 40"	D = 31° 49' 52"
R = 75.00'	R = 180.00'
T = 17.78'	T = 54.06'
L = 34.91'	L = 105.04'
E = 2.08'	E = 7.94'
e = 1.5% (NC)	e = 1.5% (NC)
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 1201+11.00	P.C. STA = 1201+45.91
P.T. STA = 1201+45.91	P.T. STA = 1202+50.95

BECK RD

CURVE P_BECK_WB_5	CURVE P_BECK_12
PI STA. = 1405+17.04	PI STA. = 198+58.94
Δ = 18° 18' 16" (LT)	Δ = 39° 58' 01" (RT)
D = 22° 55' 06"	D = 63° 39' 43"
R = 250.00'	R = 90.00'
T = 40.28'	T = 32.73'
L = 79.87'	L = 62.78'
E = 3.22'	E = 5.77'
e = 1.5% (NC)	e = 1.5% (NC)
T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 1404+76.77	P.C. STA = 198+26.22
P.T. STA = 1405+56.64	P.T. STA = 198+89.00

MARENGO RD

CURVE P_MAR_WB_3
PI STA. = 1101+45.93
Δ = 41° 38' 10" (LT)
D = 63° 39' 43"
R = 90.00'
T = 34.22'
L = 65.40'
E = 6.29'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1101+11.71
P.T. STA = 1101+77.11

N

0 20 40 60
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT AND TIES US ROUTE 20 ROUNDABOUT
	DRAWN - CJC	REVISED -		
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-RB.dgn		SCALE: 1" = 20' SHEET 8 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	56
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		

NORTHWEST CURB

CURVE P_CURB_NW_3
PI STA. = 2300+92.45
Δ = 7° 57' 31" (RT)
D = 14° 19' 26"
R = 400.00'
T = 27.83'
L = 55.56'
E = 0.97'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2300+64.62
P.T. STA = 2301+20.18

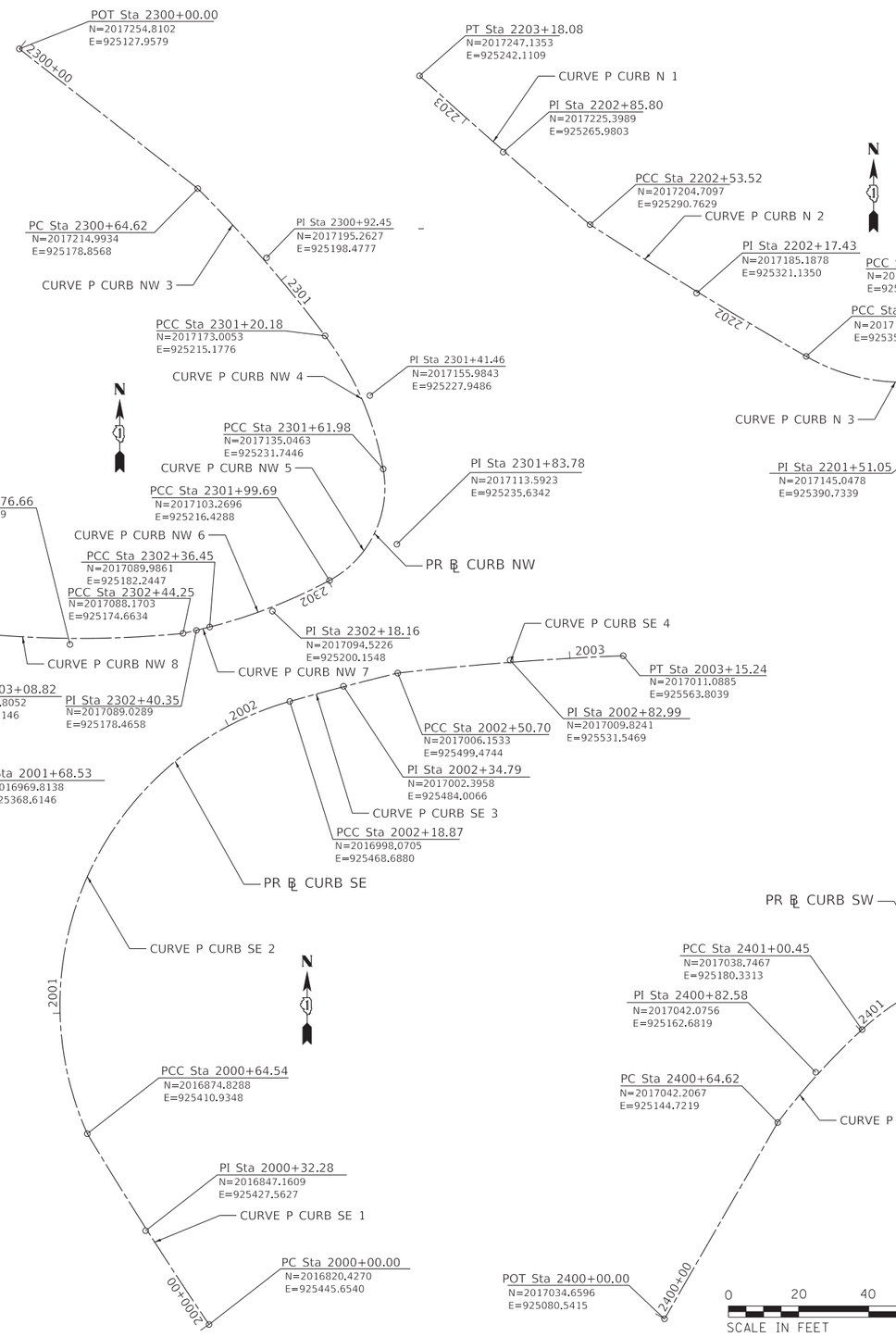
CURVE P_CURB_NW_4
PI STA. = 2301+41.46
Δ = 26° 36' 18" (RT)
D = 63° 39' 43"
R = 90.00'
T = 21.28'
L = 41.79'
E = 2.48'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2301+20.18
P.T. STA = 2301+61.98

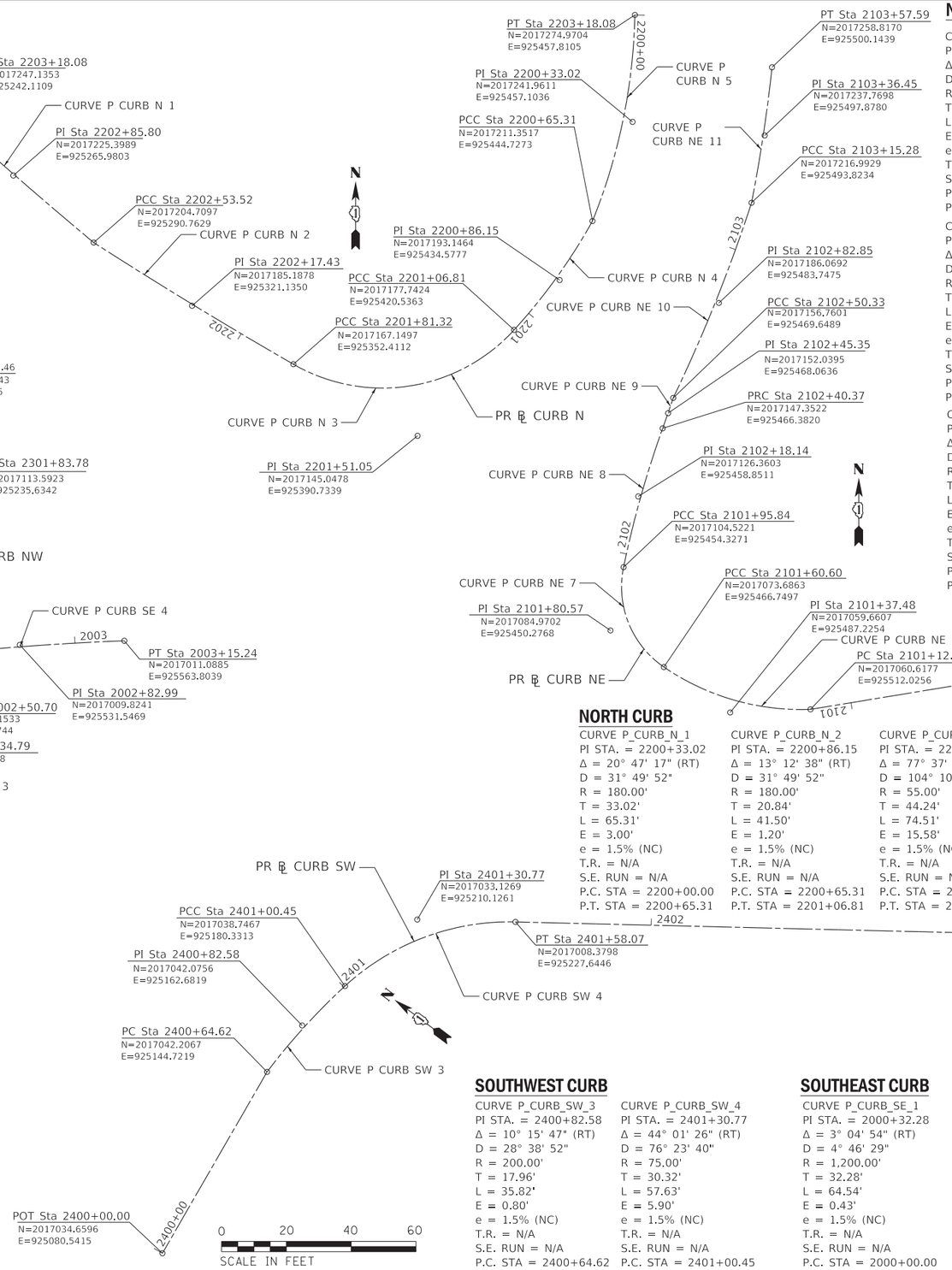
CURVE P_CURB_NW_5
PI STA. = 2301+83.78
Δ = 72° 01' 08" (RT)
D = 190° 59' 09"
R = 30.00'
T = 21.80'
L = 37.71'
E = 7.09'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2301+61.98
P.T. STA = 2301+99.69

CURVE P_CURB_NW_6
PI STA. = 2302+18.16
Δ = 14° 02' 37" (RT)
D = 38° 11' 49"
R = 150.00'
T = 18.48'
L = 36.77'
E = 1.13'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2301+99.69
P.T. STA = 2302+36.45

CURVE P_CURB_NW_7
PI STA. = 2302+40.35
Δ = 1° 29' 20" (RT)
D = 19° 05' 57"
R = 299.99'
T = 3.90'
L = 7.80'
E = 0.03'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2302+36.45
P.T. STA = 2302+44.25

CURVE P_CURB_NW_8
PI STA. = 2302+76.66
Δ = 12° 20' 01" (RT)
D = 19° 05' 57"
R = 299.99'
T = 32.41'
L = 64.58'
E = 1.75'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2302+44.25
P.T. STA = 2303+08.82





NORTHEAST CURB

CURVE P_CURB_NE_1
PI STA. = 2100+07.35
Δ = 0° 49' 33" (LT)
D = 5° 37' 02"
R = 1,020.00'
T = 7.35'
L = 14.70'
E = 0.03'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2100+00.00
P.T. STA = 2100+14.70

CURVE P_CURB_NE_6
PI STA. = 2101+37.48
Δ = 36° 37' 14" (RT)
D = 76° 23' 40"
R = 75.00'
T = 24.82'
L = 47.94'
E = 4.00'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2101+12.67
P.T. STA = 2101+60.60

CURVE P_CURB_NE_7
PI STA. = 2101+80.57
Δ = 67° 17' 35" (RT)
D = 190° 59' 09"
R = 30.00'
T = 19.97'
L = 35.23'
E = 6.04'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2101+60.60
P.T. STA = 2101+95.84

CURVE P_CURB_NE_8
PI STA. = 2102+18.14
Δ = 8° 01' 54" (RT)
D = 18° 02' 12"
R = 317.66'
T = 22.30'
L = 44.53'
E = 0.78'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2101+95.84
P.T. STA = 2102+40.37

CURVE P_CURB_NE_9
PI STA. = 2102+45.35
Δ = 1° 10' 18" (LT)
D = 11° 45' 54"
R = 487.00'
T = 4.98'
L = 9.96'
E = 0.03'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2102+40.37
P.T. STA = 2102+50.33

CURVE P_CURB_NE_10
PI STA. = 2102+82.85
Δ = 7° 38' 29" (LT)
D = 11° 45' 54"
R = 487.00'
T = 32.52'
L = 64.95'
E = 1.08'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2102+50.33
P.T. STA = 2103+15.28

CURVE P_CURB_NE_11
PI STA. = 2103+36.45
Δ = 4° 53' 51" (LT)
D = 11° 34' 30"
R = 495.00'
T = 21.17'
L = 42.31'
E = 0.45'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2103+15.28
P.T. STA = 2103+57.59

NORTH CURB

CURVE P_CURB_N_1
PI STA. = 2200+33.02
Δ = 20° 47' 17" (RT)
D = 31° 49' 52"
R = 180.00'
T = 33.02'
L = 65.31'
E = 3.00'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2200+00.00
P.T. STA = 2200+65.31

CURVE P_CURB_N_2
PI STA. = 2200+86.15
Δ = 13° 12' 38" (RT)
D = 31° 49' 52"
R = 180.00'
T = 20.84'
L = 41.50'
E = 1.20'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2200+65.31
P.T. STA = 2201+06.81

CURVE P_CURB_N_3
PI STA. = 2201+51.05
Δ = 77° 37' 23" (RT)
D = 104° 10' 27"
R = 55.00'
T = 44.24'
L = 74.51'
E = 15.58'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2201+06.81
P.T. STA = 2201+81.32

CURVE P_CURB_N_4
PI STA. = 2202+17.43
Δ = 2° 45' 28" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 36.10'
L = 72.20'
E = 0.43'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2201+81.32
P.T. STA = 2202+53.52

CURVE P_CURB_N_5
PI STA. = 2202+85.80
Δ = 2° 27' 57" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 32.28'
L = 64.56'
E = 0.35'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2202+53.52
P.T. STA = 2203+18.08

SOUTHWEST CURB

CURVE P_CURB_SW_3
PI STA. = 2400+82.58
Δ = 10° 15' 47" (RT)
D = 28° 38' 52"
R = 200.00'
T = 17.96'
L = 35.82'
E = 0.80'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2400+64.62
P.T. STA = 2401+00.45

CURVE P_CURB_SW_4
PI STA. = 2401+30.77
Δ = 44° 01' 26" (RT)
D = 76° 23' 40"
R = 75.00'
T = 30.32'
L = 57.63'
E = 5.90'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2401+00.45
P.T. STA = 2401+58.07

SOUTHEAST CURB

CURVE P_CURB_SE_1
PI STA. = 2000+32.28
Δ = 3° 04' 54" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 32.28'
L = 64.54'
E = 0.43'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2000+00.00
P.T. STA = 2000+64.54

CURVE P_CURB_SE_2
PI STA. = 2001+68.53
Δ = 98° 14' 52" (RT)
D = 63° 39' 43"
R = 90.00'
T = 103.99'
L = 154.33'
E = 47.53'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2000+64.54
P.T. STA = 2002+18.87

CURVE P_CURB_SE_3
PI STA. = 2002+34.79
Δ = 2° 06' 48" (RT)
D = 6° 38' 21"
R = 863.00'
T = 15.92'
L = 31.83'
E = 0.15'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2002+18.87
P.T. STA = 2002+50.70

CURVE P_CURB_SE_4
PI STA. = 2002+82.99
Δ = 4° 17' 04" (RT)
D = 6° 38' 21"
R = 863.00'
T = 32.28'
L = 64.53'
E = 0.60'
e = 1.5% (NC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 2002+50.70
P.T. STA = 2003+15.24

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-RB.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
US ROUTE 20 ROUNDABOUT CURB LINES

SCALE: 1" = 20' | SHEET 9 OF 17 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	57
		CONTRACT NO. 62D36		
	ILLINOIS FED. AID PROJECT GMW(759)			

P_US20

```
Chain P_US20 contains:
 2644 CUR P_US20_3 2645 CUR P_US20_8 2646 2647 CUR P_US20_15 CUR P_US20_16 2648-
 2649 2650 2651 CUR P_US20_27 CUR P_US20_28 CUR P_US20_29 CUR P_US20_30 CUR P_U-
S20_33 CUR P_US20_36 CUR P_US20_39 CUR P_US20_42 2652

Beginning chain P_US20 description
Feature: Geom_Pr_Centerline
===================================================

Point 2644            N      2,015,696.43 E       926,217.72 Sta          83+35

Course from 2644 to PC P_US20_3 N 36° 14' 43" W Dist 781.44

                              Curve Data
                             *----------*
Curve P_US20_3
P.I.  Station            92+40  N        2,016,426.31  E           925,682.64
Delta         =        1° 41' 08" (LT)
Degree        =         0° 40' 56"
Tangent       =             123.57
Length        =             247.13
Radius        =           8,400.00
External      =               0.91
Long Chord    =             247.12
Mid. Ord.     =               0.91
P.C.  Station            91+17  N        2,016,326.65  E           925,755.70
P.T.  Station            93+64  N        2,016,523.78  E           925,606.68
C.C.                            N      2,011,360.22  E           918,981.15
Back         = N  36° 14' 43" W
Ahead        = N  37° 55' 51" W
Chord Bear   = N  37° 05' 17" W

Course from PT P_US20_3 to 2645 N 37° 55' 51" W Dist 134.76

Point 2645            N      2,016,630.08 E       925,523.84 Sta          94+98

Course from 2645 to PC P_US20_8 N 37° 55' 51" W Dist 89.93

                              Curve Data
                             *----------*
Curve P_US20_8
P.I.  Station            96+42  N        2,016,743.22  E           925,435.66
Delta         =        4° 05' 13" (RT)
Degree        =         3° 49' 11"
Tangent       =              53.52
Length        =             107.00
Radius        =           1,500.00
External      =               0.95
Long Chord    =             106.98
Mid. Ord.     =               0.95
P.C.  Station            95+88  N        2,016,701.01  E           925,468.56
P.T.  Station            96+95  N        2,016,787.68  E           925,405.85
C.C.                            N      2,017,623.07  E           926,651.69
Back         = N  37° 55' 51" W
Ahead        = N  33° 50' 38" W
Chord Bear   = N  35° 53' 14" W

Course from PT P_US20_8 to 2646 N 33° 50' 38" W Dist 201.49

Point 2646            N      2,016,955.03 E       925,293.64 Sta          98+97

Course from 2646 to 2647 N 24° 45' 21" E Dist 103.10

Point 2647            N      2,017,048.65 E       925,336.81 Sta         100+00

Course from 2647 to PC P_US20_15 N 5° 50' 27" W Dist 103.56

                              Curve Data
                             *----------*
Curve P_US20_15
P.I.  Station           102+89  N        2,017,260.65  E           925,176.78
Delta         =        7° 03' 25" (RT)
Degree        =         1° 54' 35"
Tangent       =             184.99
Length        =             369.50
Radius        =           3,000.00
External      =               5.70
Long Chord    =             369.27
Mid. Ord.     =               5.69
P.C.  Station           101+04  N        2,017,151.68  E           925,326.27
P.T.  Station           104+73  N        2,017,387.16  E           925,041.82
C.C.                            N      2,019,575.95  E           927,093.44
Back         = N  53° 54' 36" W
Ahead        = N  46° 51' 10" W
Chord Bear   = N  50° 22' 53" W

                              Curve Data
                             *----------*
Curve P_US20_16
P.I.  Station           107+52  N        2,017,577.62  E           924,838.62
Delta         =       10° 36' 28" (RT)
Degree        =         1° 54' 35"
Tangent       =             278.50
Length        =             555.42
Radius        =           3,000.00
External      =              12.90
Long Chord    =             554.62
Mid. Ord.     =              12.84
P.C.  Station           104+73  N        2,017,387.16  E           925,041.82
P.T.  Station           110+28  N        2,017,802.23  E           924,673.96
C.C.                            N      2,019,575.95  E           927,093.44
Back         = N  46° 51' 10" W
Ahead        = N  36° 14' 43" W
Chord Bear   = N  41° 32' 56" W

Course from PT P_US20_16 to 2648 N 36° 14' 43" W Dist 511.26

Point 2648            N      2,018,214.55 E       924,371.68 Sta         115+40

Course from 2648 to 2649 N 36° 16' 08" W Dist 100.00

Point 2649            N      2,018,295.18 E       924,312.52 Sta         116+40

Course from 2649 to 2650 N 36° 14' 38" W Dist 1,157.21

Point 2650            N      2,019,228.48 E       923,628.35 Sta         127+97

Course from 2650 to 2651 N 36° 15' 02" W Dist 224.10

Point 2651            N      2,019,409.20 E       923,495.84 Sta         130+21

Course from 2651 to PC P_US20_27 N 36° 14' 13" W Dist 1,268.33

                              Curve Data
                             *----------*
Curve P_US20_27
P.I.  Station           143+39  N        2,020,472.54  E           922,716.54
Delta         =        0° 34' 23" (LT)
Degree        =         0° 34' 23"
Tangent       =              50.00
Length        =             100.00
Radius        =          10,000.00
External      =               0.13
Long Chord    =             100.00
Mid. Ord.     =               0.12
P.C.  Station           142+89  N        2,020,432.21  E           922,746.10
P.T.  Station           143+89  N        2,020,512.57  E           922,686.58
C.C.                            N      2,014,520.93  E           914,680.31
Back         = N  36° 14' 13" W
Ahead        = N  36° 48' 36" W
Chord Bear   = N  36° 31' 25" W

                              Curve Data
                             *----------*
Curve P_US20_28
P.I.  Station           145+80  N        2,020,664.88  E           922,572.59
Delta         =        3° 45' 27" (LT)
Degree        =         0° 59' 16"
Tangent       =             190.25
Length        =             380.36
Radius        =           5,800.00
External      =               3.12
Long Chord    =             380.29
Mid. Ord.     =               3.12
P.C.  Station           143+89  N        2,020,512.57  E           922,686.58
P.T.  Station           147+70  N        2,020,809.40  E           922,448.87
C.C.                            N      2,017,037.42  E           918,042.95
Back         = N  36° 48' 36" W
Ahead        = N  40° 34' 03" W
Chord Bear   = N  38° 41' 19" W

                              Curve Data
                             *----------*
Curve P_US20_29
P.I.  Station           148+20  N        2,020,847.39  E           922,416.35
Delta         =        0° 34' 23" (LT)
Degree        =         0° 34' 23"
Tangent       =              50.00
Length        =             100.00
Radius        =          10,000.00
External      =               0.13
Long Chord    =             100.00
Mid. Ord.     =               0.12
P.C.  Station           147+70  N        2,020,809.40  E           922,448.87
P.T.  Station           148+70  N        2,020,885.04  E           922,383.45
C.C.                            N      2,014,305.98  E           914,852.45
Back         = N  40° 34' 03" W
Ahead        = N  41° 08' 25" W
Chord Bear   = N  40° 51' 14" W

                              Curve Data
                             *----------*
Curve P_US20_30
P.I.  Station           153+96  N        2,021,281.37  E           922,037.22
Delta         =        0° 09' 43" (RT)
Degree        =         0° 00' 55"
Tangent       =             526.27
Length        =           1,052.53
Radius        =         372,340.39
External      =               0.37
Long Chord    =           1,052.53
Mid. Ord.     =               0.37
P.C.  Station           148+70  N        2,020,885.04  E           922,383.45
P.T.  Station           159+22  N        2,021,678.68  E           921,692.11
C.C.                            N      2,265,849.96  E         1,202,793.07
Back         = N  41° 08' 25" W
Ahead        = N  40° 58' 42" W
Chord Bear   = N  41° 03' 34" W

Course from PT P_US20_30 to PC P_US20_33 N 40° 58' 42" W Dist 6.95

                              Curve Data
                             *----------*
Curve P_US20_33
P.I.  Station           162+13  N        2,021,898.49  E           921,501.17
Delta         =        5° 19' 51" (RT)
Degree        =         0° 56' 19"
Tangent       =             284.21
Length        =             568.01
Radius        =           6,105.00
External      =               6.61
Long Chord    =             567.81
Mid. Ord.     =               6.60
P.C.  Station           159+29  N        2,021,683.93  E           921,687.55
P.T.  Station           164+97  N        2,022,129.45  E           921,335.54
C.C.                            N      2,025,687.43  E           926,296.56
Back         = N  40° 58' 42" W
Ahead        = N  35° 38' 51" W
Chord Bear   = N  38° 18' 47" W

Course from PT P_US20_33 to PC P_US20_36 N 35° 38' 51" W Dist 835.63

                              Curve Data
                             *----------*
Curve P_US20_36
P.I.  Station           175+48  N        2,022,983.71  E           920,722.87
Delta         =       11° 06' 36" (RT)
Degree        =         2° 35' 04"
Tangent       =             215.62
Length        =             429.89
Radius        =           2,217.00
External      =              10.46
Long Chord    =             429.22
Mid. Ord.     =              10.41
P.C.  Station           173+33  N        2,022,808.50  E           920,848.53
P.T.  Station           177+63  N        2,023,179.86  E           920,633.32
C.C.                            N      2,024,100.56  E           922,650.10
Back         = N  35° 38' 51" W
Ahead        = N  24° 32' 15" W
Chord Bear   = N  30° 05' 33" W

Course from PT P_US20_36 to PC P_US20_39 N 24° 32' 15" W Dist 761.09

                              Curve Data
                             *----------*
Curve P_US20_39
P.I.  Station           187+24  N        2,024,054.07  E           920,234.23
Delta         =       10° 09' 17" (RT)
Degree        =         2° 32' 47"
Tangent       =             199.91
Length        =             398.78
Radius        =           2,250.00
External      =               8.86
Long Chord    =             398.26
Mid. Ord.     =               8.83
P.C.  Station           185+24  N        2,023,872.21  E           920,317.25
P.T.  Station           189+23  N        2,024,247.72  E           920,184.57
C.C.                            N      2,024,806.62  E           922,364.05
Back         = N  24° 32' 15" W
Ahead        = N  14° 22' 58" W
Chord Bear   = N  19° 27' 37" W

Course from PT P_US20_39 to PC P_US20_42 N 14° 22' 58" W Dist 1,942.70

                              Curve Data
                             *----------*
Curve P_US20_42
P.I.  Station           223+57  N        2,027,574.95  E           919,331.35
Delta         =       39° 59' 31" (LT)
Degree        =         1° 23' 50"
Tangent       =           1,492.18
Length        =           2,862.20
Radius        =           4,100.62
External      =             263.06
Long Chord    =           2,804.45
Mid. Ord.     =             247.20
P.C.  Station           208+65  N        2,026,129.54  E           919,702.01
P.T.  Station           237+28  N        2,028,444.12  E           918,118.44
C.C.                            N      2,025,110.95  E           915,729.91
Back         = N  14° 22' 58" W
Ahead        = N  54° 22' 29" W
Chord Bear   = N  34° 22' 43" W

Course from PT P_US20_42 to 2652 N 54° 22' 29" W Dist 361.91

Point 2652            N      2,028,654.92 E       917,824.26 Sta         240+89

===================================================
Ending chain P_US20 description
```

P_WUNION

```
Chain P_WUNION contains:
 2755 2756 2757

Beginning chain P_WUNION description
Feature: Geom_Pr_Centerline
===================================================

Point 2755            N      2,027,583.17 E       919,001.48 Sta         400+00

Course from 2755 to 2756 N 89° 19' 04" E Dist 1,200.00

Point 2756            N      2,027,597.46 E       920,201.40 Sta         412+00

Course from 2756 to 2757 N 89° 19' 04" E Dist 2.54

Point 2757            N      2,027,597.49 E       920,203.94 Sta         412+03

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Ending chain P_WUNION description
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P_SUNION

```
Chain P_SUNION contains:
 2607 CUR P_SUNION_3 2608 2609

Beginning chain P_SUNION description
Feature: Geom_Pr_Centerline
==================================================

Point 2607        N    2,017,048.65 E      925,336.81 Sta      300+00

Course from 2607 to PC P_SUNION_3 N 57° 45' 24" E Dist 111.00

                    Curve Data
                    *----------*
Curve P_SUNION_3
P.I.  Station          302+21  N      2,017,204.57  E        925,483.68
Delta       =        29° 05' 18" (LT)
Degree      =         13° 28' 53"
Tangent     =              110.26
Length      =              215.77
Radius      =              425.00
External    =               14.07
Long Chord  =              213.46
Mid. Ord.   =               13.62
P.C.  Station          301+11  N      2,017,107.87  E        925,430.69
P.T.  Station          303+27  N      2,017,314.83  E        925,482.98
C.C.                           N      2,017,312.12  E        925,057.99
Back        = N  28° 43' 24" E
Ahead       = N   0° 21' 54" W
Chord Bear  = N  14° 10' 45" E

Course from PT P_SUNION_3 to 2608 N 0° 21' 54" W Dist 81.14

Point 2608        N    2,017,395.97 E      925,482.46 Sta      304+08

Course from 2608 to 2609 N 0° 02' 59" W Dist 1,180.81

Point 2609        N    2,018,576.78 E      925,481.44 Sta      315+89

==================================================
Ending chain P_SUNION description
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P_MAR_WB

```
Chain P_MAR_WB contains:
 2596 CUR P_MAR_WB_3 2597 CUR P_MAR_WB_8 CUR P_MAR_WB_9 2598

Beginning chain P_MAR_WB description
Feature: Geom_Pr_Baseline
==================================================

Point 2596        N    2,017,048.65 E      925,336.81 Sta      1100+00

Course from 2596 to PC P_MAR_WB_3 N 85° 35' 36" E Dist 111.71

                    Curve Data
                    *----------*
Curve P_MAR_WB_3
P.I.  Station         1101+46  N      2,017,037.06  E        925,475.82
Delta       =        41° 38' 10" (LT)
Degree      =         63° 39' 43"
Tangent     =               34.22
Length      =               65.40
Radius      =               90.00
External    =                6.29
Long Chord  =               63.97
Mid. Ord.   =                5.88
P.C.  Station         1101+12  N      2,017,057.24  E        925,448.19
P.T.  Station         1101+77  N      2,017,040.34  E        925,509.89
C.C.                           N      2,017,129.92  E        925,501.26
Back        = S  53° 51' 47" E
Ahead       = N  84° 30' 04" E
Chord Bear  = S  74° 40' 52" E

Course from PT P_MAR_WB_3 to 2597 N 84° 30' 04" E Dist 87.45

Point 2597        N    2,017,048.72 E      925,596.93 Sta      1102+65

Course from 2597 to PC P_MAR_WB_8 N 84° 30' 04" E Dist 6.92

                    Curve Data
                    *----------*
Curve P_MAR_WB_8
P.I.  Station         1103+20  N      2,017,054.06  E        925,652.42
Delta       =         8° 31' 30" (RT)
Degree      =          8° 44' 51"
Tangent     =               48.82
Length      =               97.46
Radius      =              655.00
External    =                1.82
Long Chord  =               97.37
Mid. Ord.   =                1.81
P.C.  Station         1102+71  N      2,017,049.38  E        925,603.82
P.T.  Station         1103+69  N      2,017,051.48  E        925,701.17
C.C.                           N      2,016,397.39  E        925,666.59
Back        = N  84° 30' 04" E
Ahead       = S  86° 58' 26" E
Chord Bear  = N  88° 45' 49" E

                    Curve Data
                    *----------*
Curve P_MAR_WB_9
P.I.  Station         1105+17  N      2,017,043.69  E        925,848.64
Delta       =        15° 51' 44" (RT)
Degree      =          5° 24' 19"
Tangent     =              147.67
Length      =              293.46
Radius      =            1,060.00
External    =               10.24
Long Chord  =              292.52
Mid. Ord.   =               10.14
P.C.  Station         1103+69  N      2,017,051.48  E        925,701.17
P.T.  Station         1106+62  N      2,016,995.88  E        925,988.36
C.C.                           N      2,015,992.96  E        925,645.21
Back        = S  86° 58' 26" E
Ahead       = S  71° 06' 43" E
Chord Bear  = S  79° 02' 35" E

Course from PT P_MAR_WB_9 to 2598 S 71° 06' 43" E Dist 36.18

Point 2598        N    2,016,984.17 E      926,022.59 Sta      1106+99

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Ending chain P_MAR_WB description
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P_US20_RAB

```
Chain P_US20_RAB contains:
 CUR P_US20_RAB_1 CUR P_US20_RAB_2 CUR P_US20_RAB_3 CUR P_US20_RAB_4 CUR P_US20-
_RAB_5 CUR P_US20_RAB_6 CUR P_US20_RAB_7

Beginning chain P_US20_RAB description
Feature: Geom_Pr_Baseline
==================================================

                    Curve Data
                    *----------*
Curve P_US20_RAB_1
P.I.  Station          10+45  N      2,017,029.83  E        925,436.66
Delta       =        52° 50' 17" (LT)
Degree      =         62° 57' 45"
Tangent     =               45.21
Length      =               83.92
Radius      =               91.00
External    =               10.61
Long Chord  =               80.98
Mid. Ord.   =                9.50
P.C.  Station          10+00  N      2,016,993.77  E        925,409.39
P.T.  Station          10+84  N      2,017,073.34  E        925,424.39
C.C.                          N      2,017,048.65  E        925,336.81
Back        = N  37° 05' 43" E
Ahead       = N  15° 44' 35" W
Chord Bear  = N  10° 40' 34" E

                    Curve Data
                    *----------*
Curve P_US20_RAB_2
P.I.  Station          11+23  N      2,017,111.11  E        925,413.75
Delta       =        52° 15' 25" (LT)
Degree      =         71° 37' 11"
Tangent     =               39.24
Length      =               72.96
Radius      =               80.00
External    =                9.11
Long Chord  =               70.46
Mid. Ord.   =                8.18
P.C.  Station          10+84  N      2,017,073.34  E        925,424.39
P.T.  Station          11+57  N      2,017,125.81  E        925,377.36
C.C.                          N      2,017,051.64  E        925,347.40
Back        = N  15° 44' 35" W
Ahead       = N  68° 00' 00" W
Chord Bear  = N  41° 52' 17" W

                    Curve Data
                    *----------*
Curve P_US20_RAB_3
P.I.  Station          12+44  N      2,017,158.41  E        925,296.69
Delta       =        84° 58' 29" (LT)
Degree      =         60° 18' 41"
Tangent     =               87.01
Length      =              140.89
Radius      =               95.00
External    =               33.83
Long Chord  =              128.33
Mid. Ord.   =               24.94
P.C.  Station          11+57  N      2,017,125.81  E        925,377.36
P.T.  Station          12+98  N      2,017,080.90  E        925,257.15
C.C.                          N      2,017,037.73  E        925,341.78
Back        = N  68° 00' 00" W
Ahead       = S  27° 01' 31" W
Chord Bear  = S  69° 30' 46" W

                    Curve Data
                    *----------*
Curve P_US20_RAB_4
P.I.  Station          13+57  N      2,017,028.40  E        925,230.37
Delta       =        76° 19' 02" (LT)
Degree      =         76° 23' 40"
Tangent     =               58.93
Length      =               99.90
Radius      =               75.00
External    =               20.38
Long Chord  =               92.68
Mid. Ord.   =               16.03
P.C.  Station          12+98  N      2,017,080.90  E        925,257.15
P.T.  Station          13+98  N      2,016,989.97  E        925,275.05
C.C.                          N      2,017,046.82  E        925,323.96
Back        = S  27° 01' 31" W
Ahead       = S  49° 17' 31" E
Chord Bear  = S  11° 08' 00" E

                    Curve Data
                    *----------*
Curve P_US20_RAB_5
P.I.  Station          14+24  N      2,016,972.66  E        925,295.16
Delta       =        27° 07' 13" (LT)
Degree      =         52° 05' 14"
Tangent     =               26.53
Length      =               52.07
Radius      =              110.00
External    =                3.15
Long Chord  =               51.58
Mid. Ord.   =                3.07
P.C.  Station          13+98  N      2,016,989.97  E        925,275.05
P.T.  Station          14+50  N      2,016,966.43  E        925,320.94
C.C.                          N      2,017,073.35  E        925,346.79
Back        = S  49° 17' 31" E
Ahead       = S  76° 24' 44" E
Chord Bear  = S  62° 51' 07" E

                    Curve Data
                    *----------*
Curve P_US20_RAB_6
P.I.  Station          14+82  N      2,016,958.76  E        925,352.66
Delta       =        37° 54' 22" (LT)
Degree      =         60° 18' 40"
Tangent     =               32.62
Length      =               62.85
Radius      =               95.00
External    =                5.45
Long Chord  =               61.71
Mid. Ord.   =                5.15
P.C.  Station          14+50  N      2,016,966.43  E        925,320.94
P.T.  Station          15+13  N      2,016,972.20  E        925,382.39
C.C.                          N      2,017,058.77  E        925,343.26
Back        = S  76° 24' 44" E
Ahead       = N  65° 40' 54" E
Chord Bear  = N  84° 38' 05" E

                    Curve Data
                    *----------*
Curve P_US20_RAB_7
P.I.  Station          15+30  N      2,016,979.54  E        925,398.64
Delta       =        28° 35' 12" (LT)
Degree      =         81° 51' 06"
Tangent     =               17.83
Length      =               34.92
Radius      =               70.00
External    =                2.24
Long Chord  =               34.56
Mid. Ord.   =                2.17
P.C.  Station          15+13  N      2,016,972.20  E        925,382.39
P.T.  Station          15+48  N      2,016,993.77  E        925,409.39
C.C.                          N      2,017,035.99  E        925,353.56
Back        = N  65° 40' 54" E
Ahead       = N  37° 05' 43" E
Chord Bear  = N  51° 23' 19" E

==================================================
Ending chain P_US20_RAB description
```

P_CORAL

```
Chain P_WCORAL contains:
 2728 CUR P_WCORAL_3

Beginning chain P_WCORAL description
Feature: Geom_Pr_Centerline
==================================================

Point 2728        N    2,021,405.11 E      920,638.93 Sta      289+98

Course from 2728 to PC P_WCORAL_3 N 60° 59' 04" E Dist 789.48

                    Curve Data
                    *----------*
Curve P_WCORAL_3
P.I.  Station          298+94  N      2,021,839.49  E        921,422.06
Delta       =         2° 17' 44" (LT)
Degree      =          1° 04' 56"
Tangent     =              106.06
Length      =              212.09
Radius      =            5,293.82
External    =                1.06
Long Chord  =              212.08
Mid. Ord.   =                1.06
P.C.  Station          297+88  N      2,021,788.05  E        921,329.32
P.T.  Station          300+00  N      2,021,894.61  E        921,512.68
C.C.                           N      2,026,417.43  E        918,761.56
Back        = N  60° 59' 04" E
Ahead       = N  58° 41' 20" E
Chord Bear  = N  59° 50' 12" E
==================================================
Ending chain P_WCORAL description
```

```
Chain P BECK WB contains:
 31 32 CUR P BECK WB 5 33

Beginning chain P BECK WB description
Feature: Geom Pr Baseline
==================================================

Point 31          N    2,017,070.66 E      924,672.44 Sta      1400+00

Course from 31 to 32 S 89° 45' 21" E Dist 296.60

Point 32          N    2,017,069.39 E      924,969.04 Sta      1402+97

Course from 32 to PC P BECK WB 5 S 89° 45' 21" E Dist 180.17

                    Curve Data
                    *----------*
Curve P BECK WB 5
P.I.  Station         1405+17  N      2,017,068.45  E        925,189.48
Delta       =        18° 18' 16" (LT)
Degree      =         22° 55' 06"
Tangent     =               40.28
Length      =               79.87
Radius      =              250.00
External    =                3.22
Long Chord  =               79.53
Mid. Ord.   =                3.18
P.C.  Station         1404+77  N      2,017,068.63  E        925,149.20
P.T.  Station         1405+57  N      2,017,080.94  E        925,227.77
C.C.                           N      2,017,318.62  E        925,150.27
Back        = S  89° 45' 21" E
Ahead       = N  71° 56' 23" E
Chord Bear  = N  81° 05' 31" E

Course from PT P BECK WB 5 to 33 S 73° 30' 20" E Dist 113.72

Point 33          N    2,017,048.65 E      925,336.81 Sta      1406+70

==================================================
Ending chain P BECK WB description
```

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT AND TIES (PROPOSED)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - CJC	REVISED -			525	2016-092B&R	MCHENRY	329 / 59
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -					CONTRACT NO. 62D36	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB.dgn		SCALE: N.T.S. SHEET 11 OF 17 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT GMW(759)	

P_BECK

```
Chain P BECK contains:
 34 CUR P BECK 3 CUR P BECK 6 CUR P BECK 9 CUR P BECK 12 35

Beginning chain P BECK description
Feature: Geom Pr Centerline
===============================================================

Point 34            N     2,017,058.82 E     922,838.11 Sta     174+96

Course from 34 to PC P BECK 3 S 89° 54' 42" E Dist 936.71

                         Curve Data
                        *----------*
Curve P BECK 3
P.I.  Station           187+00  N     2,017,056.96  E      924,041.85
Delta      =        1° 26' 17" (LT)
Degree      =        0° 16' 09"
Tangent     =            267.03
Length      =            534.04
Radius      =         21,276.89
External    =              1.68
Long Chord  =            534.02
Mid. Ord.   =              1.68
P.C.  Station           184+33  N     2,017,057.37  E      923,774.81
P.T.  Station           189+67  N     2,017,063.25  E      924,308.81
C.C.                            N     2,038,334.24  E      923,807.64
Back        = S  89° 54' 42" E
Ahead       = N  88° 39' 01" E
Chord Bear  = N  89° 22' 10" E

Course from PT P BECK 3 to PC P BECK 6 N 88° 39' 01" E Dist 280.26

                         Curve Data
                        *----------*
Curve P BECK 6
P.I.  Station           193+74  N     2,017,072.85  E      924,716.05
Delta      =        4° 51' 07" (RT)
Degree      =        1° 54' 35"
Tangent     =            127.10
Length      =            254.05
Radius      =          3,000.00
External    =              2.69
Long Chord  =            253.97
Mid. Ord.   =              2.69
P.C.  Station           192+47  N     2,017,069.85  E      924,588.99
P.T.  Station           195+01  N     2,017,065.08  E      924,842.91
C.C.                            N     2,014,070.69  E      924,659.65
Back        = N  88° 39' 01" E
Ahead       = S  86° 29' 52" E
Chord Bear  = S  88° 55' 25" E

Course from PT P BECK 6 to PC P BECK 9 S 86° 29' 52" E Dist 120.81

                         Curve Data
                        *----------*
Curve P BECK 9
P.I.  Station           196+96  N     2,017,053.19  E      925,037.29
Delta      =        5° 38' 35" (LT)
Degree      =        3° 49' 11"
Tangent     =             73.93
Length      =            147.74
Radius      =          1,500.00
External    =              1.82
Long Chord  =            147.68
Mid. Ord.   =              1.82
P.C.  Station           196+22  N     2,017,057.70  E      924,963.50
P.T.  Station           197+70  N     2,017,055.95  E      925,111.17
C.C.                            N     2,018,554.90  E      925,055.13
Back        = S  86° 29' 52" E
Ahead       = N  87° 51' 33" E
Chord Bear  = S  89° 19' 10" E

Course from PT P BECK 9 to PC P BECK 12 N 87° 51' 33" E Dist 56.52

                         Curve Data
                        *----------*
Curve P BECK 12
P.I.  Station           198+59  N     2,017,059.28  E      925,200.36
Delta      =       39° 58' 01" (RT)
Degree      =       63° 39' 43"
Tangent     =             32.73
Length      =             62.78
Radius      =             90.00
External    =              5.77
Long Chord  =             61.51
Mid. Ord.   =              5.42
P.C.  Station           198+26  N     2,017,058.06  E      925,167.65
P.T.  Station           198+89  N     2,017,039.21  E      925,226.21
C.C.                            N     2,016,968.12  E      925,171.02
Back        = N  87° 51' 33" E
Ahead       = S  52° 10' 27" E
Chord Bear  = S  72° 09' 27" E

Course from PT P BECK 12 to 35 N 85° 07' 12" E Dist 111.00

Point 35            N     2,017,048.65 E     925,336.81 Sta     200+00

===============================================================
Ending chain P BECK description
```

P_US20_SBN

```
Chain P US20 SBN contains:
 4185 CUR P US20 SBN 3 4186 CUR P US20 SBN 8 4187

Beginning chain P US20 SBN description
Feature: Geom Pr Baseline
===============================================================

Point 4185          N     2,017,048.65 E     925,336.81 Sta     1300+00

Course from 4185 to PC P US20 SBN 3 N 46° 38' 49" W Dist 109.50

                         Curve Data
                        *----------*
Curve P US20 SBN 3
P.I.  Station          1301+47  N     2,017,161.20  E      925,254.33
Delta      =       41° 05' 54" (LT)
Degree      =       57° 17' 45"
Tangent     =             37.49
Length      =             71.73
Radius      =            100.00
External    =              6.80
Long Chord  =             70.20
Mid. Ord.   =              6.36
P.C.  Station          1301+09  N     2,017,123.83  E      925,257.19
P.T.  Station          1301+81  N     2,017,187.50  E      925,227.61
C.C.                            N     2,017,116.22  E      925,157.48
Back        = N   4° 21' 50" W
Ahead       = N  45° 27' 44" W
Chord Bear  = N  24° 54' 47" W

Course from PT P US20 SBN 3 to 4186 N 45° 27' 44" W Dist 176.75

Point 4186          N     2,017,311.47 E     925,101.63 Sta     1303+58

Course from 4186 to PC P US20 SBN 8 N 45° 27' 44" W Dist 100.00

                         Curve Data
                        *----------*
Curve P US20 SBN 8
P.I.  Station          1307+00  N     2,017,551.22  E      924,857.98
Delta      =        9° 13' 02" (RT)
Degree      =        1° 54' 35"
Tangent     =            241.83
Length      =            482.61
Radius      =          3,000.00
External    =              9.73
Long Chord  =            482.09
Mid. Ord.   =              9.70
P.C.  Station          1304+58  N     2,017,381.60  E      925,030.35
P.T.  Station          1309+41  N     2,017,746.25  E      924,715.00
C.C.                            N     2,019,519.97  E      927,134.48
Back        = N  45° 27' 44" W
Ahead       = N  36° 14' 43" W
Chord Bear  = N  40° 51' 14" W

Course from PT P US20 SBN 8 to 4187 N 36° 14' 43" W Dist 69.41

Point 4187          N     2,017,802.23 E     924,673.96 Sta     1310+10

===============================================================
Ending chain P US20 SBN description
```

P_US20_SBS

```
Chain P US20 SBS contains:
 CUR P US20 SBS 1 CUR P US20 SBS 4 4141 4142

Beginning chain P US20 SBS description
Feature: Geom Pr Baseline
===============================================================

                         Curve Data
                        *----------*
Curve P US20 SBS 1
P.I.  Station          1001+24  N     2,016,426.31  E      925,682.64
Delta      =        1° 41' 08" (LT)
Degree      =        0° 40' 56"
Tangent     =            123.57
Length      =            247.13
Radius      =          8,400.00
External    =              0.91
Long Chord  =            247.12
Mid. Ord.   =              0.91
P.C.  Station          1000+00  N     2,016,326.65  E      925,755.70
P.T.  Station          1002+47  N     2,016,523.78  E      925,606.68
C.C.                            N     2,011,360.22  E      918,981.15
Back        = N  36° 14' 43" W
Ahead       = N  37° 55' 51" W
Chord Bear  = N  37° 05' 17" W

Course from PT P US20 SBS 1 to PC P US20 SBS 4 N 37° 55' 51" W Dist 224.69

                         Curve Data
                        *----------*
Curve P US20 SBS 4
P.I.  Station          1005+25  N     2,016,743.22  E      925,435.66
Delta      =        4° 05' 13" (RT)
Degree      =        3° 49' 11"
Tangent     =             53.52
Length      =            107.00
Radius      =          1,500.00
External    =              0.95
Long Chord  =            106.98
Mid. Ord.   =              0.95
P.C.  Station          1004+72  N     2,016,701.01  E      925,468.56
P.T.  Station          1005+79  N     2,016,787.68  E      925,405.85
C.C.                            N     2,017,623.07  E      926,651.69
Back        = N  37° 55' 51" W
Ahead       = N  33° 50' 38" W
Chord Bear  = N  35° 53' 14" W

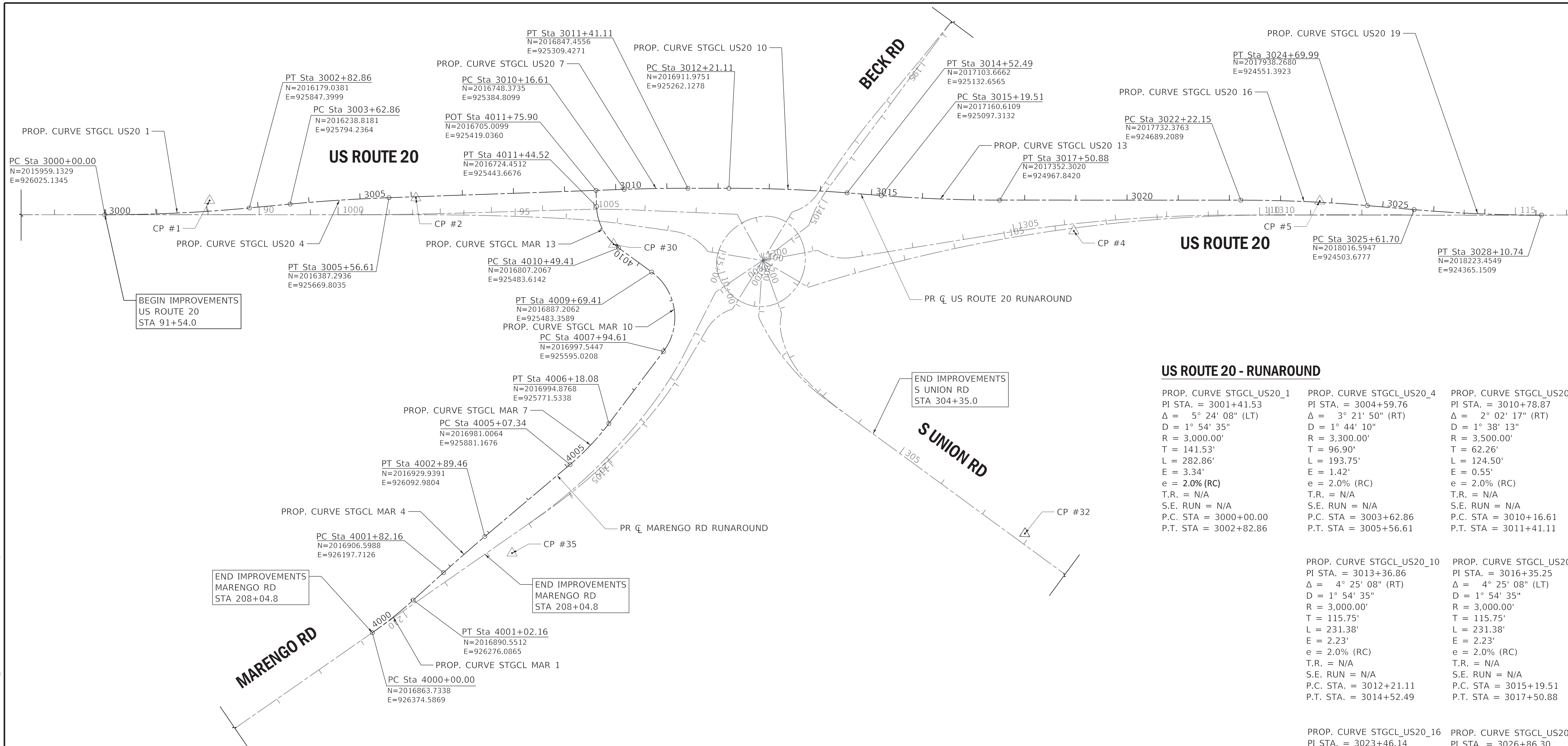
Course from PT P US20 SBS 4 to 4141 N 33° 50' 38" W Dist 201.49

Point 4141          N     2,016,955.03 E     925,293.64 Sta     1007+80

Course from 4141 to 4142 N 24° 45' 21" E Dist 103.10

Point 4142          N     2,017,048.65 E     925,336.81 Sta     1008+83

===============================================================
Ending chain P US20 SBS description
```



US ROUTE 20 - RUNAROUND

PROP. CURVE STGCL_US20_1
PI STA. = 3001+41.53
Δ = 5° 24' 08" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 141.53'
L = 282.86'
E = 3.34'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3000+00.00
P.T. STA = 3002+82.86

PROP. CURVE STGCL_US20_4
PI STA. = 3004+59.76
Δ = 3° 21' 50" (RT)
D = 1° 44' 10"
R = 3,300.00'
T = 96.90'
L = 193.75'
E = 1.42'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3003+62.86
P.T. STA = 3005+56.61

PROP. CURVE STGCL_US20_7
PI STA. = 3010+78.87
Δ = 2° 02' 17" (RT)
D = 1° 38' 13"
R = 3,500.00'
T = 62.26'
L = 124.50'
E = 0.55'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3010+16.61
P.T. STA = 3011+41.11

PROP. CURVE STGCL_US20_10
PI STA. = 3013+36.86
Δ = 4° 25' 08" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 115.75'
L = 231.38'
E = 2.23'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3012+21.11
P.T. STA. = 3014+52.49

PROP. CURVE STGCL_US20_13
PI STA. = 3016+35.25
Δ = 4° 25' 08" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 115.75'
L = 231.38'
E = 2.23'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3015+19.51
P.T. STA = 3017+50.88

PROP. CURVE STGCL_US20_16
PI STA. = 3023+46.14
Δ = 4° 53' 47" (RT)
D = 1° 58' 33"
R = 2,900.00'
T = 123.99'
L = 247.83'
E = 2.65'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 3022+22.15
P.T. STA. = 3024+69.99

PROP. CURVE STGCL_US20_19
PI STA. = 3026+86.30
Δ = 4° 55' 13" (LT)
D = 1° 58' 33"
R = 2,900.00'
T = 124.59'
L = 249.04'
E = 2.68'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 3025+61.70
P.T. STA = 3028+10.74

MARENGO RD - RUNAROUND

PROP. CURVE STGCL_MAR_1
PI STA. = 4000+51.15
Δ = 7° 18' 59" (LT)
D = 7° 09' 43"
R = 800.00'
T = 51.15'
L = 102.16'
E = 1.63'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 4000+00.00
P.T. STA = 4001+02.16

PROP. CURVE STGCL_MAR_4
PI STA. = 4002+35.81
Δ = 1° 59' 00" (RT)
D = 1° 50' 54"
R = 3,100.00'
T = 53.66'
L = 107.31'
E = 0.46'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 4001+82.16
P.T. STA = 4002+89.46

PROP. CURVE STGCL_MAR_7
PI STA. = 4005+62.94
Δ = 12° 41' 21" (LT)
D = 11° 27' 33"
R = 500.00'
T = 55.59'
L = 110.73'
E = 3.08'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 4005+07.34
P.T. STA = 4006+18.08

PROP. CURVE STGCL_MAR_10
PI STA. = 4009+06.64
Δ = 91° 02' 56" (LT)
D = 52° 05' 13"
R = 110.00'
T = 112.03'
L = 174.80'
E = 47.01'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 4007+94.61
P.T. STA = 4009+69.41

PROP. CURVE STGCL_MAR_13
PI STA. = 4011+00.51
Δ = 51° 53' 58" (RT)
D = 54° 34' 03"
R = 105.00'
T = 51.10'
L = 95.11'
E = 11.77'
e = 2.0% (RC)
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 4010+49.41
P.T. STA = 4011+44.52

0 100 200 300
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	REW	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT AND TIES RUNAROUND - US ROUTE 20	
	CJC	DRAWN - CJC	REVISED -			
PLOT SCALE = 100.0000 ' / in.		CHECKED - JFM	REVISED -			
PLOT DATE = 1/17/2020		DATE - 01-24-20	FILE - D162D36-sht-ATB-RNRD.dgn		SCALE: 1" = 100' SHEET 13 OF 17 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	61
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		

MARENGO RD - RUNAROUND

Chain STGCL MAR contains:
CUR STGCL MAR 1 CUR STGCL MAR 4 CUR STGCL MAR 7 CUR STGCL MAR 10 CUR STGCL MAR-13 3435

Beginning chain STGCL MAR description
Feature: Geom Pr Stage
===

Curve Data

Curve STGCL MAR 1
P.I. Station 4000+51 N 2,016,880.29 E 926,326.19
Delta = 7° 18' 59" (LT)
Degree = 7° 09' 43"
Tangent = 51.15
Length = 102.16
Radius = 800.00
External = 1.63
Long Chord = 102.09
Mid. Ord. = 1.63
P.C. Station 4000+00 N 2,016,863.73 E 926,374.59
P.T. Station 4001+02 N 2,016,890.55 E 926,276.09
C.C. N 2,016,106.81 E 926,115.61
Back = N 71° 06' 43" W
Ahead = N 78° 25' 41" W
Chord Bear = N 74° 46' 12" W

Course from PT STGCL MAR 1 to PC STGCL MAR 4 N 78° 25' 41" W Dist 80.00

Curve Data

Curve STGCL MAR 4
P.I. Station 4002+36 N 2,016,917.36 E 926,145.14
Delta = 1° 59' 00" (RT)
Degree = 1° 50' 54"
Tangent = 53.66
Length = 107.31
Radius = 3,100.00
External = 0.46
Long Chord = 107.30
Mid. Ord. = 0.46
P.C. Station 4001+82 N 2,016,906.60 E 926,197.71
P.T. Station 4002+89 N 2,016,929.94 E 926,092.98
C.C. N 2,019,943.59 E 926,819.56
Back = N 78° 25' 41" W
Ahead = N 76° 26' 42" W
Chord Bear = N 77° 26' 12" W

Course from PT STGCL MAR 4 to PC STGCL MAR 7 N 76° 26' 42" W Dist 217.88

Curve Data

Curve STGCL MAR 7
P.I. Station 4005+63 N 2,016,994.04 E 925,827.12
Delta = 12° 41' 21" (LT)
Degree = 11° 27' 33"
Tangent = 55.59
Length = 110.73
Radius = 500.00
External = 3.08
Long Chord = 110.51
Mid. Ord. = 3.06
P.C. Station 4005+07 N 2,016,981.01 E 925,881.17
P.T. Station 4006+18 N 2,016,994.88 E 925,771.53
C.C. N 2,016,494.93 E 925,763.98
Back = N 76° 26' 42" W
Ahead = N 89° 08' 03" W
Chord Bear = N 82° 47' 22" W

Course from PT STGCL MAR 7 to PC STGCL MAR 10 N 89° 08' 03" W Dist 176.53

Curve Data

Curve STGCL MAR 10
P.I. Station 4009+07 N 2,016,999.24 E 925,483.00
Delta = 91° 02' 56" (LT)
Degree = 52° 05' 13"
Tangent = 112.03
Length = 174.80
Radius = 110.00
External = 47.01
Long Chord = 156.98
Mid. Ord. = 32.93
P.C. Station 4007+95 N 2,016,997.54 E 925,595.02
P.T. Station 4009+69 N 2,016,887.21 E 925,483.36
C.C. N 2,016,887.56 E 925,593.36
Back = N 89° 08' 03" W
Ahead = S 0° 10' 58" E
Chord Bear = S 45° 20' 30" W

Course from PT STGCL MAR 10 to PC STGCL MAR 13 S 0° 10' 58" E Dist 80.00

Curve Data

Curve STGCL MAR 13
P.I. Station 4011+01 N 2,016,756.11 E 925,483.78
Delta = 51° 53' 58" (RT)
Degree = 54° 34' 03"
Tangent = 51.10
Length = 95.11
Radius = 105.00
External = 11.77
Long Chord = 91.89
Mid. Ord. = 10.59
P.C. Station 4010+49 N 2,016,807.21 E 925,483.61
P.T. Station 4011+45 N 2,016,724.45 E 925,443.67
C.C. N 2,016,806.87 E 925,378.61
Back = S 0° 10' 58" E
Ahead = S 51° 43' 00" W
Chord Bear = S 25° 46' 01" W

Course from PT STGCL MAR 13 to 3435 S 51° 43' 00" W Dist 31.38

Point 3435 N 2,016,705.01 E 925,419.04 Sta 4011+76

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Ending chain STGCL MAR description

US ROUTE 20 - RUNAROUND

Chain STGCL US20 contains:
CUR STGCL US20 1 CUR STGCL US20 4 CUR STGCL US20 7 CUR STGCL US20 10 CUR STGCL-US20 13 CUR STGCL US20 16 CUR STGCL US20 19

Beginning chain STGCL US20 description
Feature: Geom Pr Stage
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Curve Data

Curve STGCL US20 1
P.I. Station 3001+42 N 2,016,073.28 E 925,941.45
Delta = 5° 24' 08" (LT)
Degree = 1° 54' 35"
Tangent = 141.53
Length = 282.86
Radius = 3,000.00
External = 3.34
Long Chord = 282.75
Mid. Ord. = 3.33
P.C. Station 3000+00 N 2,015,959.13 E 926,025.13
P.T. Station 3002+83 N 2,016,179.04 E 925,847.40
C.C. N 2,014,185.41 E 923,605.65
Back = N 36° 14' 43" W
Ahead = N 41° 38' 50" W
Chord Bear = N 38° 56' 47" W

Course from PT STGCL US20 1 to PC STGCL US20 4 N 41° 38' 50" W Dist 80.00

Curve Data

Curve STGCL US20 4
P.I. Station 3004+60 N 2,016,311.23 E 925,729.84
Delta = 3° 21' 50" (RT)
Degree = 1° 44' 10"
Tangent = 96.90
Length = 193.75
Radius = 3,300.00
External = 1.42
Long Chord = 193.72
Mid. Ord. = 1.42
P.C. Station 3003+63 N 2,016,238.82 E 925,794.24
P.T. Station 3005+57 N 2,016,387.29 E 925,669.80
C.C. N 2,018,431.81 E 928,260.16
Back = N 41° 38' 50" W
Ahead = N 38° 17' 00" W
Chord Bear = N 39° 57' 55" W

Course from PT STGCL US20 4 to PC STGCL US20 7 N 38° 17' 00" W Dist 460.00

Curve Data

Curve STGCL US20 7
P.I. Station 3010+79 N 2,016,797.24 E 925,346.24
Delta = 2° 02' 17" (RT)
Degree = 1° 38' 13"
Tangent = 62.26
Length = 124.50
Radius = 3,500.00
External = 0.55
Long Chord = 124.50
Mid. Ord. = 0.55
P.C. Station 3010+17 N 2,016,748.37 E 925,384.81
P.T. Station 3011+41 N 2,016,847.46 E 925,309.43
C.C. N 2,018,916.80 E 928,132.16
Back = N 38° 17' 00" W
Ahead = N 36° 14' 43" W
Chord Bear = N 37° 15' 51" W

Course from PT STGCL US20 7 to PC STGCL US20 10 N 36° 14' 43" W Dist 80.00

Curve Data

Curve STGCL US20 10
P.I. Station 3013+37 N 2,017,005.32 E 925,193.69
Delta = 4° 25' 08" (RT)
Degree = 1° 54' 35"
Tangent = 115.75
Length = 231.38
Radius = 3,000.00
External = 2.23
Long Chord = 231.32
Mid. Ord. = 2.23
P.C. Station 3012+21 N 2,016,911.98 E 925,262.13
P.T. Station 3014+52 N 2,017,103.67 E 925,132.66
C.C. N 2,018,685.70 E 927,681.61
Back = N 36° 14' 43" W
Ahead = N 31° 49' 34" W
Chord Bear = N 34° 02' 09" W

Course from PT STGCL US20 10 to PC STGCL US20 13 N 31° 49' 34" W Dist 67.02

Curve Data

Curve STGCL US20 13
P.I. Station 3016+35 N 2,017,258.95 E 925,036.28
Delta = 4° 25' 08" (LT)
Degree = 1° 54' 35"
Tangent = 115.75
Length = 231.38
Radius = 3,000.00
External = 2.23
Long Chord = 231.32
Mid. Ord. = 2.23
P.C. Station 3015+20 N 2,017,160.61 E 925,097.31
P.T. Station 3017+51 N 2,017,352.30 E 924,967.84
C.C. N 2,015,578.58 E 922,548.36
Back = N 31° 49' 34" W
Ahead = N 36° 14' 43" W
Chord Bear = N 34° 02' 09" W

Course from PT STGCL US20 13 to PC STGCL US20 16 N 36° 14' 43" W Dist 471.27

Curve Data

Curve STGCL US20 16
P.I. Station 3023+46 N 2,017,832.38 E 924,615.90
Delta = 4° 53' 47" (RT)
Degree = 1° 58' 33"
Tangent = 123.99
Length = 247.83
Radius = 2,900.00
External = 2.65
Long Chord = 247.76
Mid. Ord. = 2.65
P.C. Station 3022+22 N 2,017,732.38 E 924,689.21
P.T. Station 3024+70 N 2,017,938.27 E 924,551.39
C.C. N 2,019,446.98 E 927,028.04
Back = N 36° 14' 43" W
Ahead = N 31° 20' 55" W
Chord Bear = N 33° 47' 49" W

Course from PT STGCL US20 16 to PC STGCL US20 19 N 31° 20' 55" W Dist 91.72

Curve Data

Curve STGCL US20 19
P.I. Station 3026+86 N 2,018,123.00 E 924,438.86
Delta = 4° 55' 13" (LT)
Degree = 1° 58' 33"
Tangent = 124.59
Length = 249.04
Radius = 2,900.00
External = 2.68
Long Chord = 248.96
Mid. Ord. = 2.67
P.C. Station 3025+62 N 2,018,016.59 E 924,503.68
P.T. Station 3028+11 N 2,018,223.45 E 924,365.15
C.C. N 2,016,507.88 E 922,027.03
Back = N 31° 20' 55" W
Ahead = N 36° 16' 08" W
Chord Bear = N 33° 48' 32" W

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Ending chain STGCL US20 description

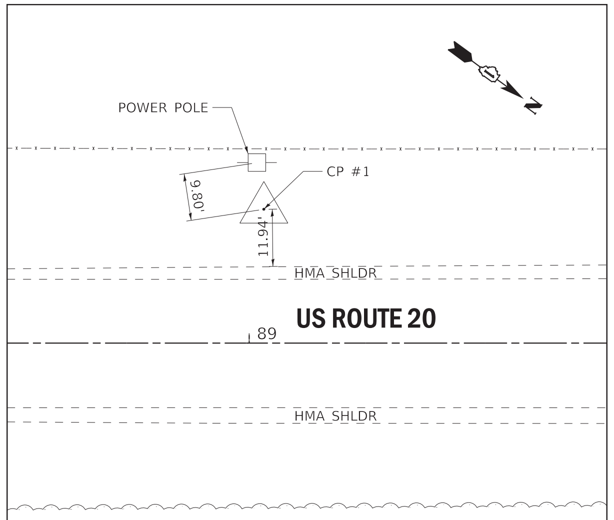
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-RNRD.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
RUNAROUND - US ROUTE 20

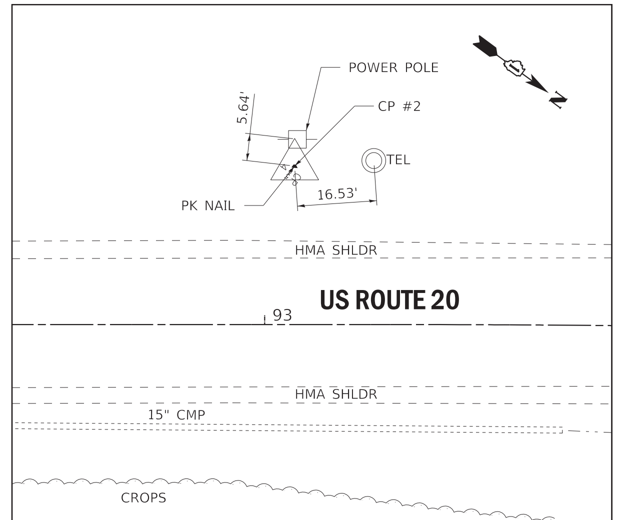
SCALE: N.T.S. SHEET 14 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	62
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		



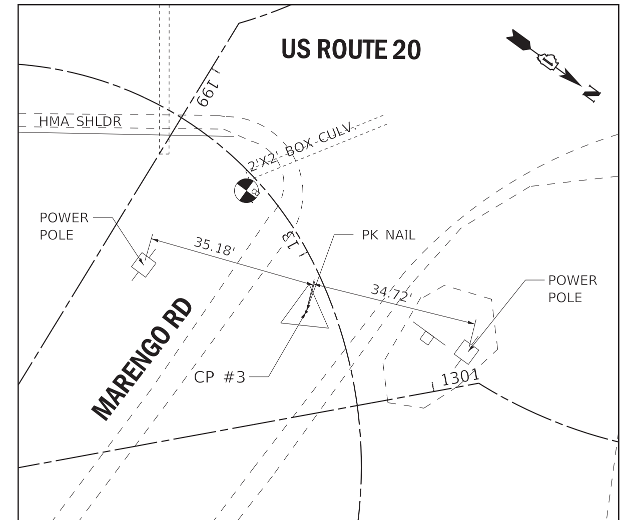
CONTROL POINT #1

N=2016107.7610 STA 89+03.06 ELEV 905.81
E=925881.6130 OFFSET 27.87' LT



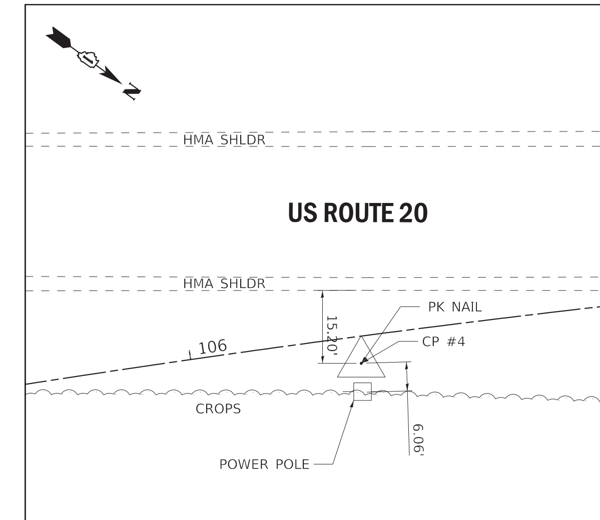
CONTROL POINT #2

N=2016429.8970 STA 93+06.26 ELEV 904.71
E=925639.0720 OFFSET 33.02' LT



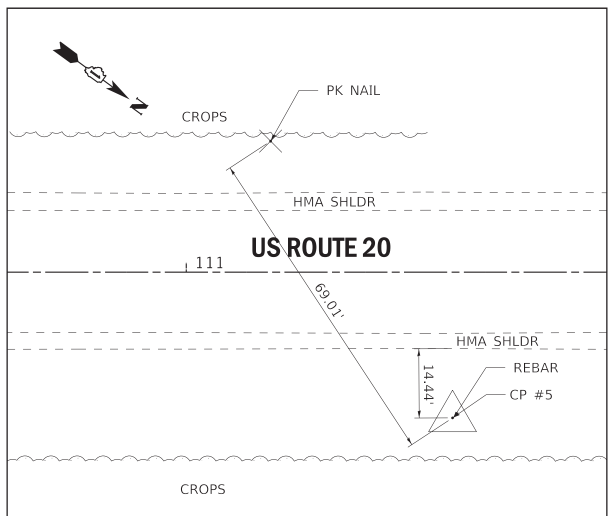
CONTROL POINT #3

N=2017086.0399 STA 12+88.43 ELEV
E=925266.4154 OFFSET 5.48' LT



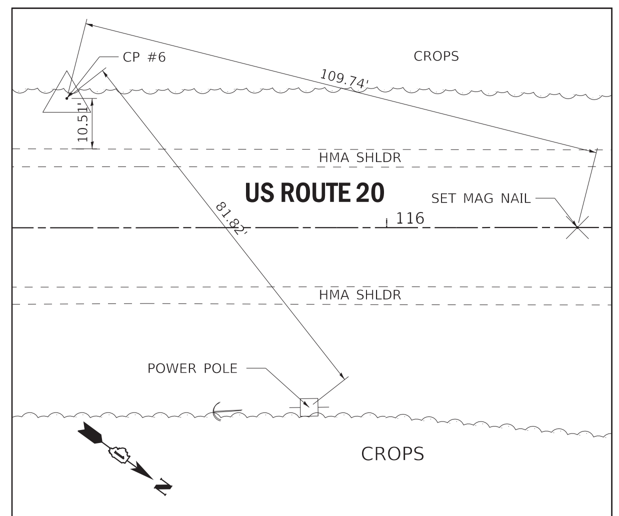
CONTROL POINT #4

N=2017504.9960 STA 106+35.11 ELEV 889.30
E=924930.7020 OFFSET 5.62' RT



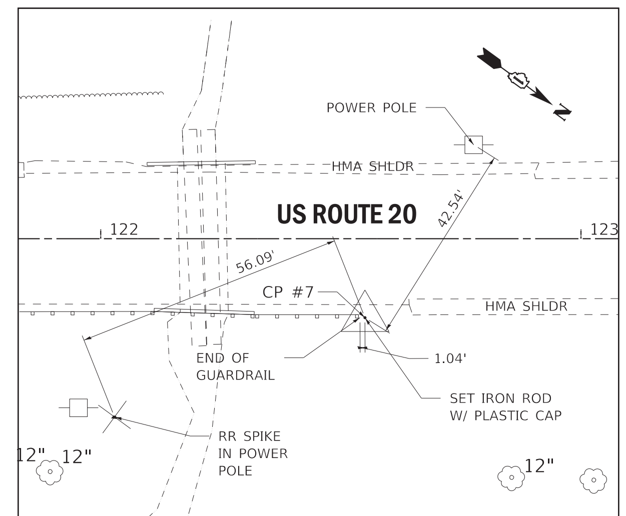
CONTROL POINT #5

N=2017922.6130 STA 111+55.49 ELEV 888.36
E=924623.3630 OFFSET 30.37' RT



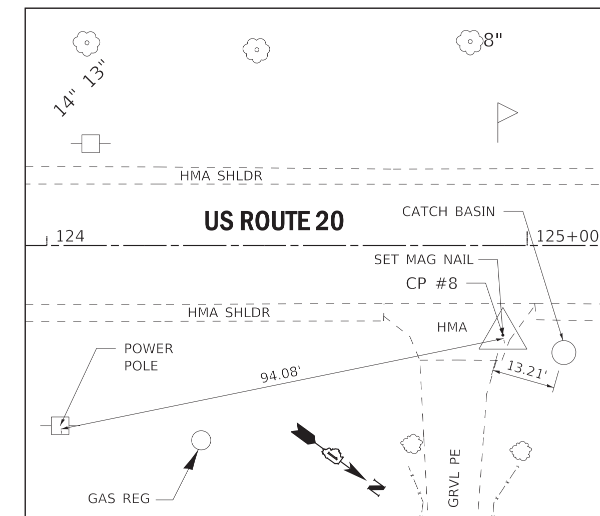
CONTROL POINT #6

N=2018193.4720 STA 115+33.35 ELEV 884.55
E=924353.7390 OFFSET 26.94' LT



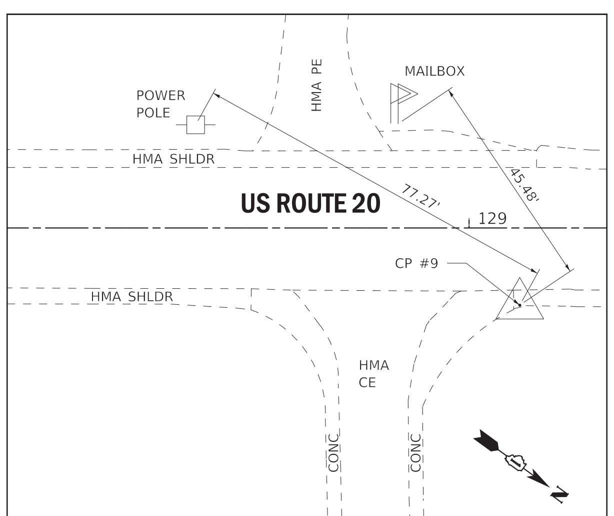
CONTROL POINT #7

N=2018995.9493 STA 122+55.03 ELEV 876.89
E=923821.9780 OFFSET 16.45' RT



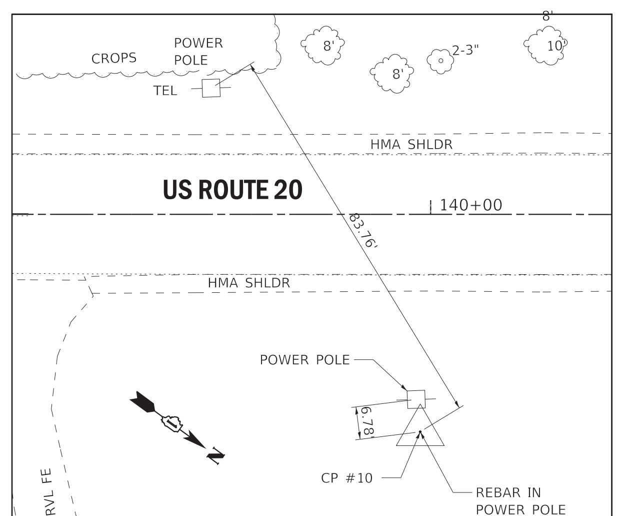
CONTROL POINT #8

N=2018995.9493 STA 124+94.94 ELEV 879.14
E=923821.9780 OFFSET 18.68' RT



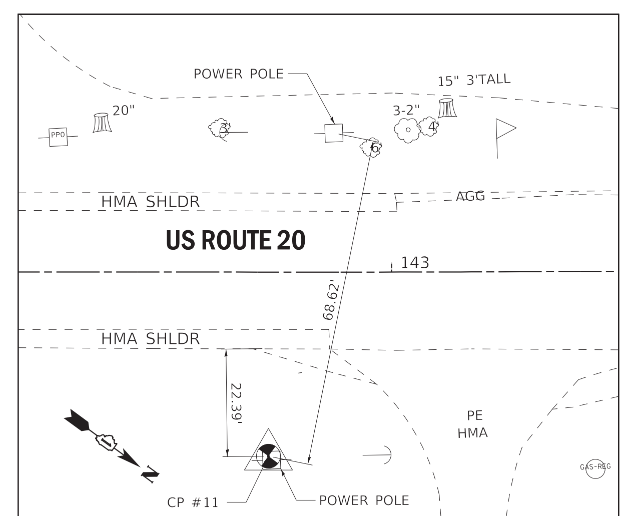
CONTROL POINT #9

N=2019329.6154 STA 129+10.57 ELEV 881.64
E=923574.1398 OFFSET 16.08' RT



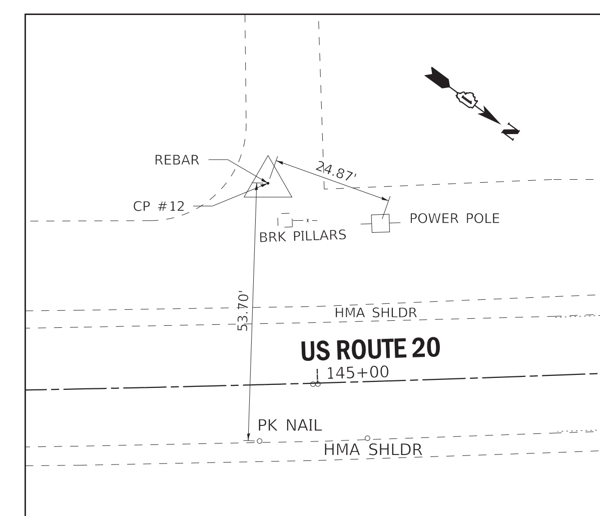
CONTROL POINT #10

N=2020223.8050 STA 139+97.84 ELEV 886.03
E=922954.9330 OFFSET 45.25' RT



CONTROL POINT #11

N=2020442.7420 STA 142+74.35 ELEV 894.24
E=922785.8870 OFFSET 38.32' RT



CONTROL POINT #12

N=2020567.5750 STA 144+90.82 ELEV 901.90
E=922592.0130 OFFSET 41.87' RT

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-CP.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

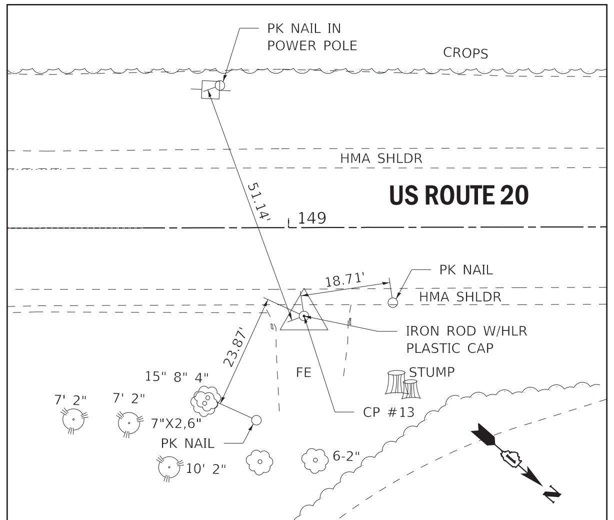
ALIGNMENT AND TIES
US ROUTE 20

SCALE: N.T.S. SHEET 15 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	63

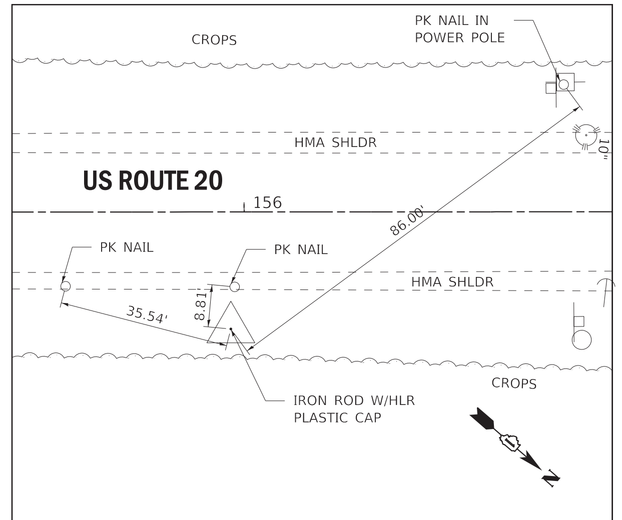
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



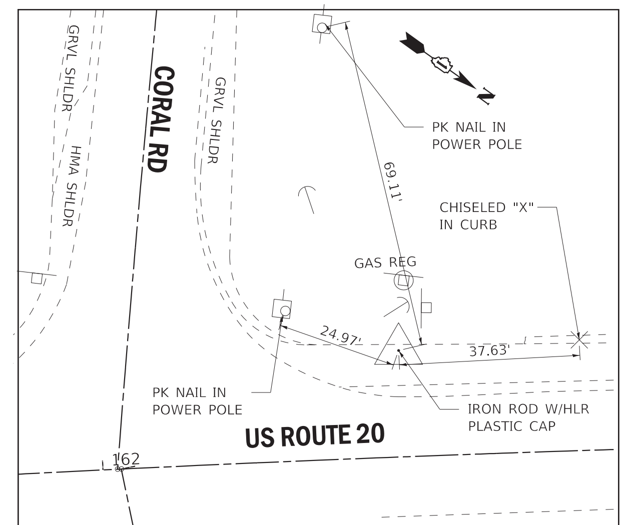
CONTROL POINT #13

N=2020922.3460 STA 149+03.17 ELEV 900.33
E=922375.3360 OFFSET 18.43' RT



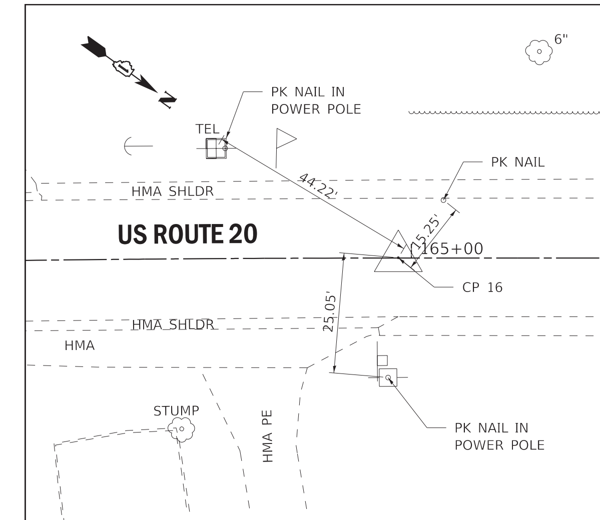
CONTROL POINT #14

N=2021449.3870 STA 155+97.22 ELEV 897.63
E=921923.7700 OFFSET 24.39' RT



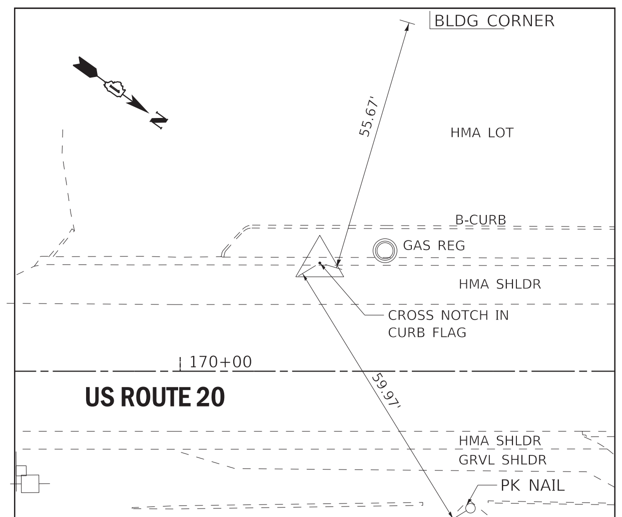
CONTROL POINT #15

N=2021927.7430 STA 162+62.46 ELEV 915.05
E=921458.4790 OFFSET 22.18' LT



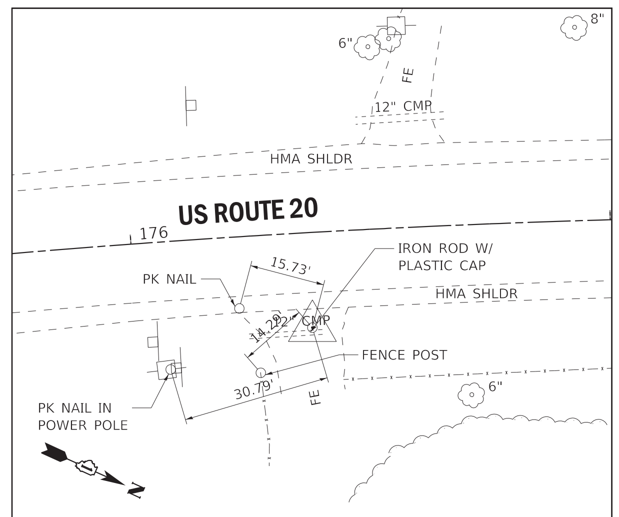
CONTROL POINT #16

N=2022129.4450 STA 164+97.26 ELEV
E=921335.4690 OFFSET 0.06' LT



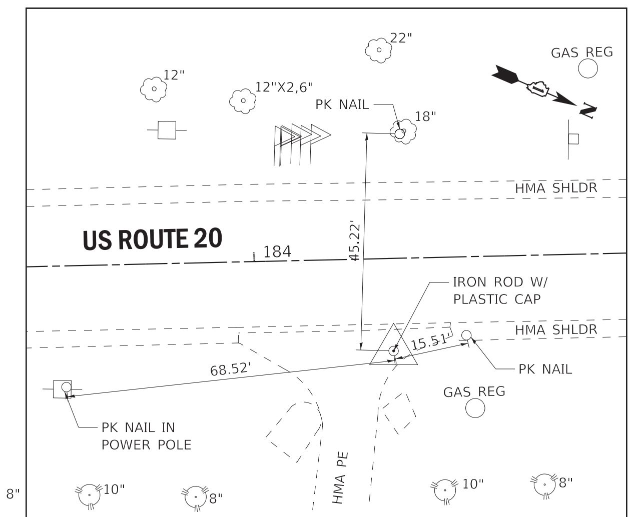
CONTROL POINT #17

N=2022548.4930 STA 170+29.08 ELEV 932.31
E=921007.2440 OFFSET 22.56' LT



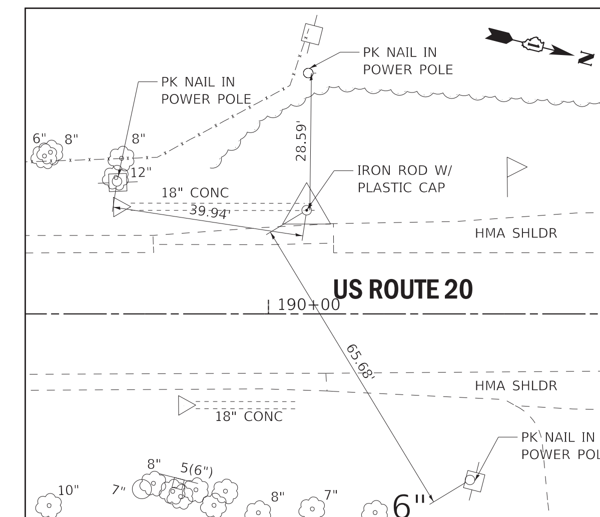
CONTROL POINT #18

N=2023076.0387 STA 176+36.76 ELEV 929.92
E=920706.4064 OFFSET 19.82' RT



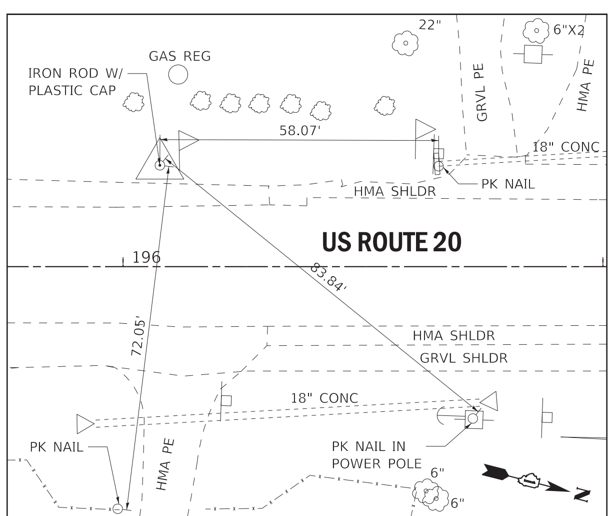
CONTROL POINT #19

N=2023793.5890 STA 184+28.61 ELEV 919.15
E=920374.3280 OFFSET 19.27' RT



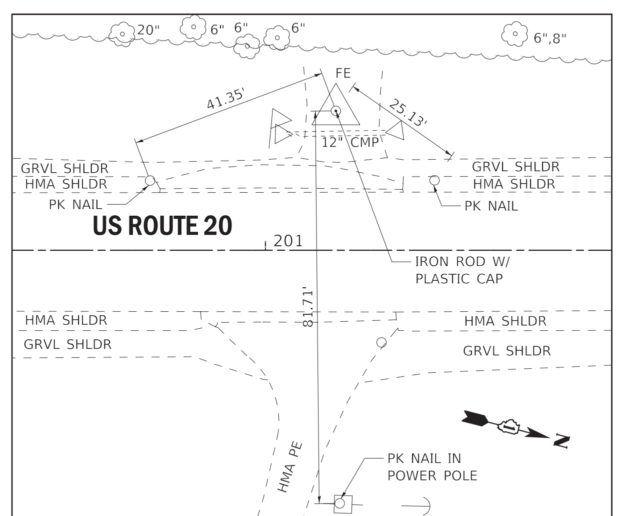
CONTROL POINT #20

N=2024325.0220 STA 190+07.96 ELEV 989.31
E=920142.4420 OFFSET 21.61' LT



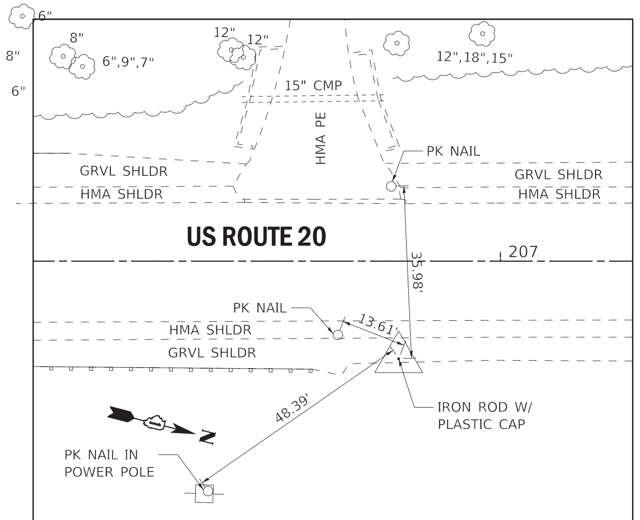
CONTROL POINT #21

N=2024906.0750 STA 196+07.68 ELEV 878.56
E=919993.9640 OFFSET 21.10' LT



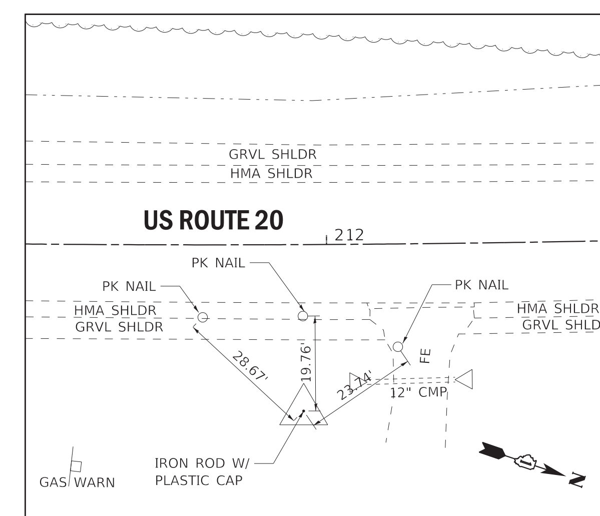
CONTROL POINT #22

N=2025395.2120 STA 201+14.69 ELEV 888.13
E=919860.3720 OFFSET 29.00' LT



CONTROL POINT #23

N=2025953.8950 STA 206+78.77 ELEV 887.74
E=919768.0750 OFFSET 20.37' RT



CONTROL POINT #24

N=2026456.5910 STA 211+95.07 ELEV 879.43
E=919640.1010 OFFSET 34.64' RT

BAXTER & WOODMAN Consulting Engineers

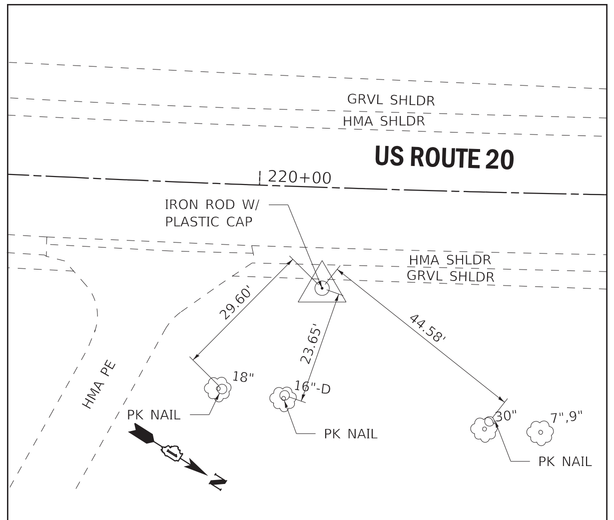
USER NAME = 560KAR	DESIGNED -	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-CP.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
US ROUTE 20

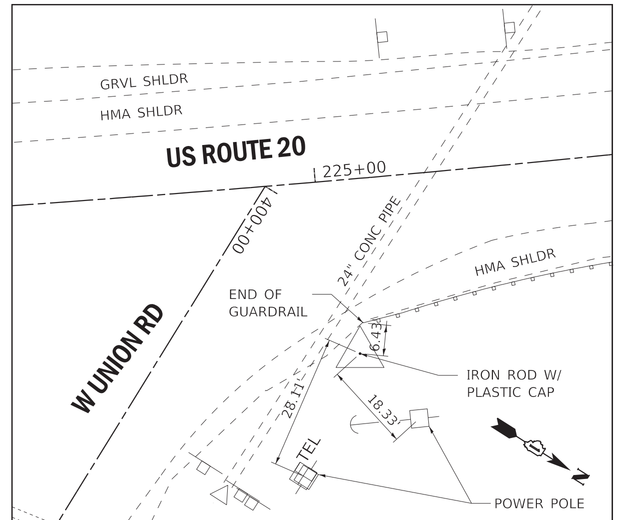
SCALE: N.T.S. SHEET 16 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	64
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		



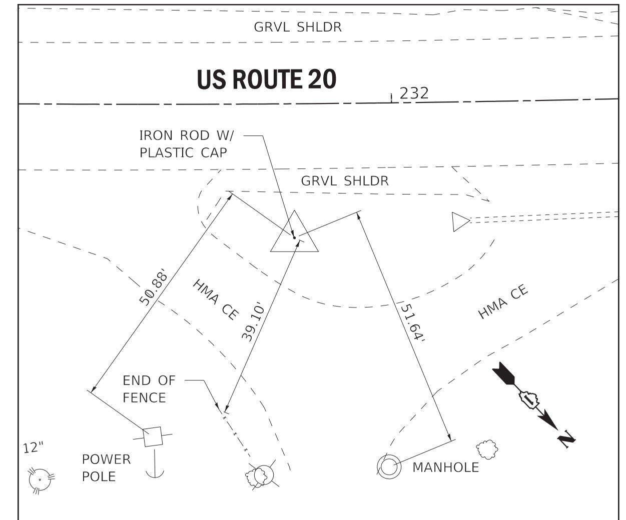
CONTROL POINT #25

N=2027198.4576 STA 220+13.76 ELEV 856.71
E=919283.8130 OFFSET 21.02' RT



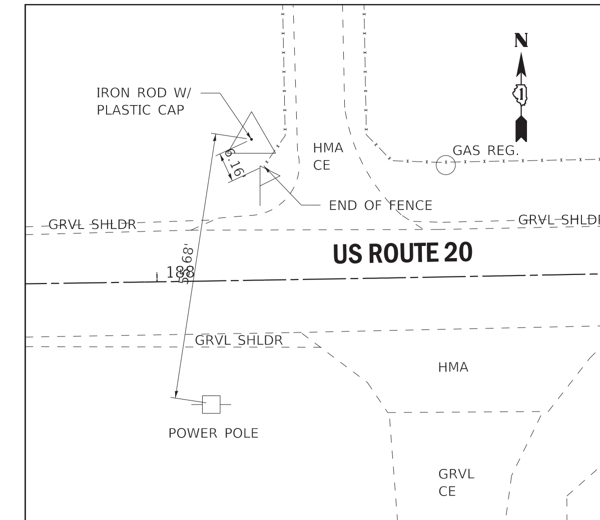
CONTROL POINT #26

N=2027618.4940 STA 225+06.19 ELEV 846.53
E=919020.3670 OFFSET 36.39' RT



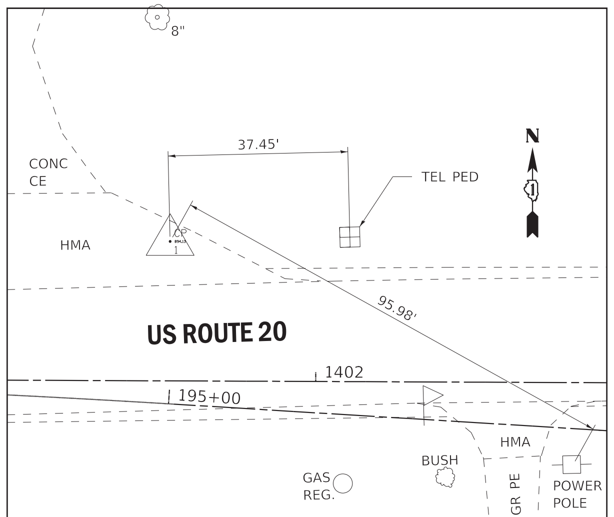
CONTROL POINT #27

N=2028116.5350 STA 231+79.60 ELEV 840.97
E=918560.3530 OFFSET 27.93' RT



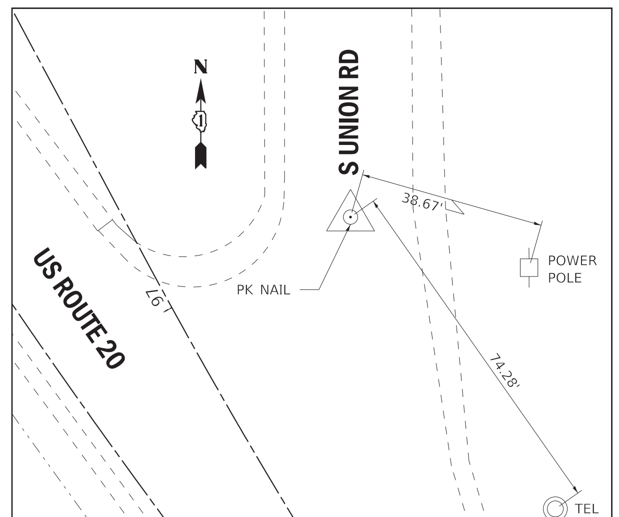
CONTROL POINT #28

N=2017089.6600 STA 188+20.15 ELEV 896.23
E=924161.6650 OFFSET 29.36' LT



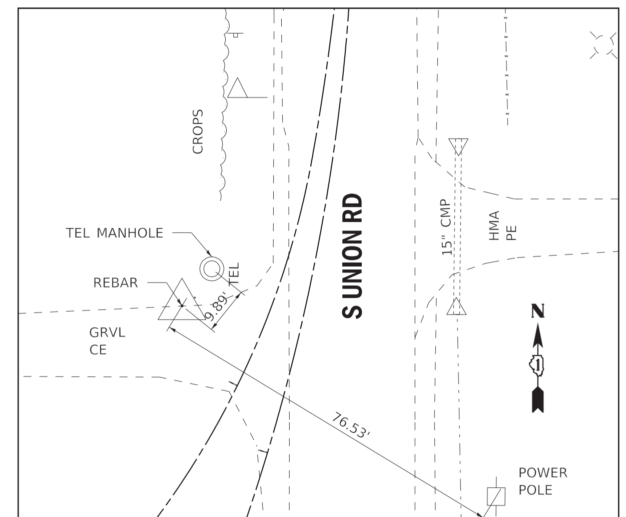
CONTROL POINT #29

N=2017098.9840 STA 194+98.30 ELEV 894.13
E=924842.1100 OFFSET 33.79' LT



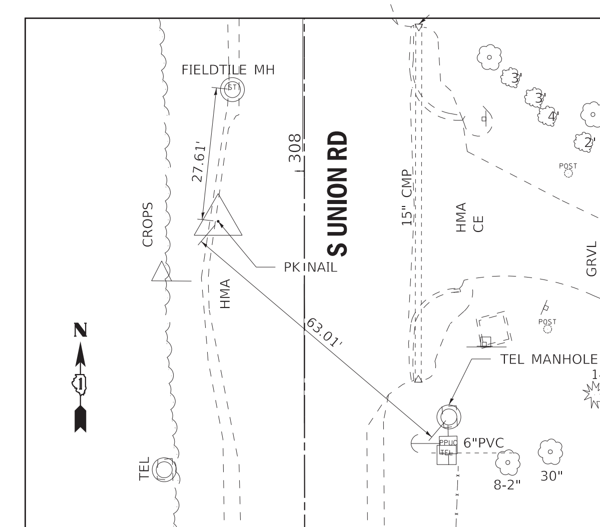
CONTROL POINT #30

N=2016795.0461 STA 96+98.52 ELEV 894.54
E=925483.6530 OFFSET 41.71' RT



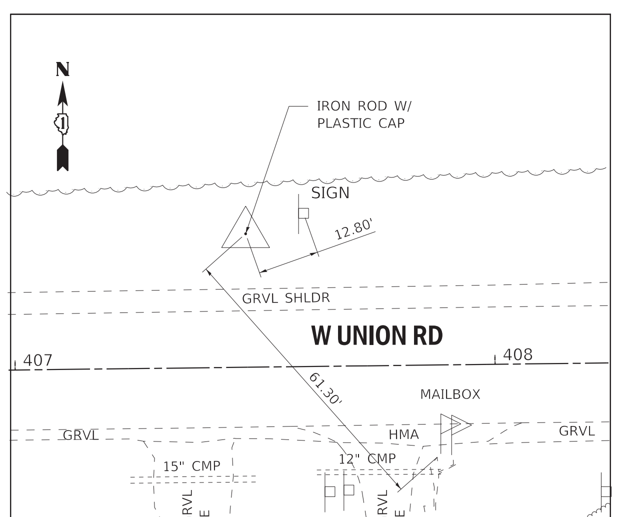
CONTROL POINT #31

N=2017220.4190 STA 302+25.72 ELEV 890.89
E=925447.2240 OFFSET 25.11' LT



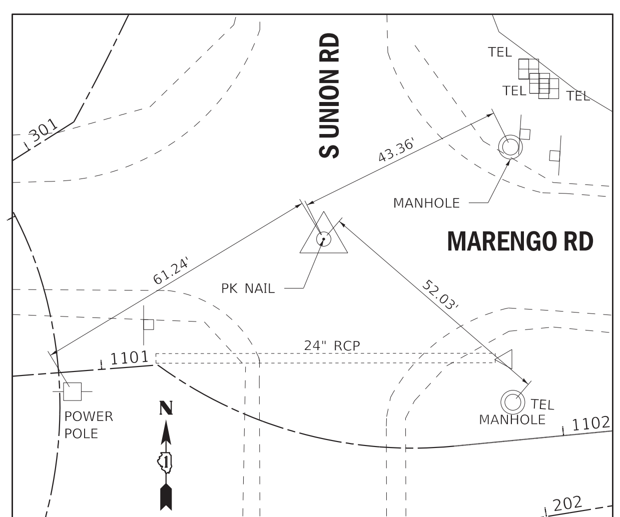
CONTROL POINT #32

N=2017777.5980 STA 307+89.55 ELEV 882.71
E=925464.1840 OFFSET 17.95' LT



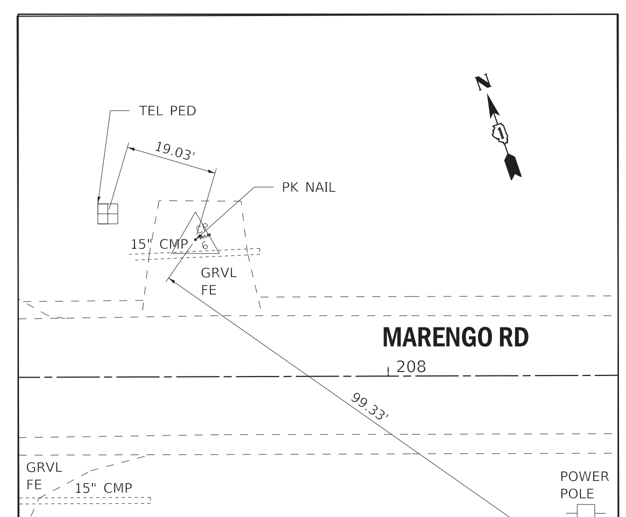
CONTROL POINT #33

N=2027619.8880 STA 407+48.35 ELEV 850.76
E=919749.4400 OFFSET 27.80' LT



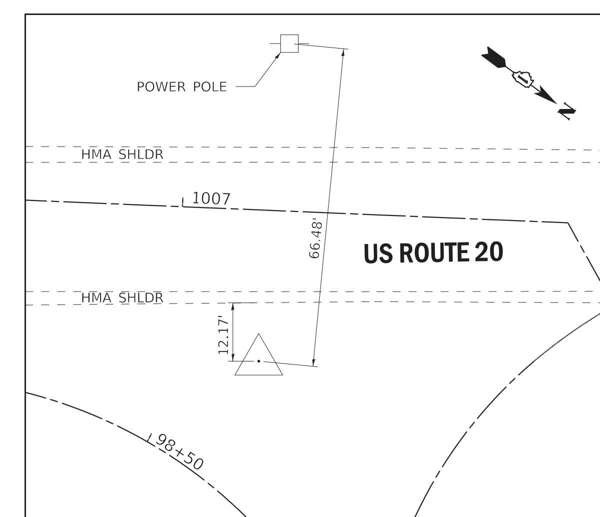
CONTROL POINT #34

N=2017083.4820 STA 201+63.64 ELEV 893.01
E=925482.7326 OFFSET 64.59' LT



CONTROL POINT #35

N=2016992.0510 STA 207+59.91 ELEV 893.88
E=926087.7920 OFFSET 28.57' LT



CONTROL POINT #36

N=2016920.1710 STA 98+59.70 ELEV 891.82
E=925354.9210 OFFSET 26.68' LT

BAXTER & WOODMAN Consulting Engineers

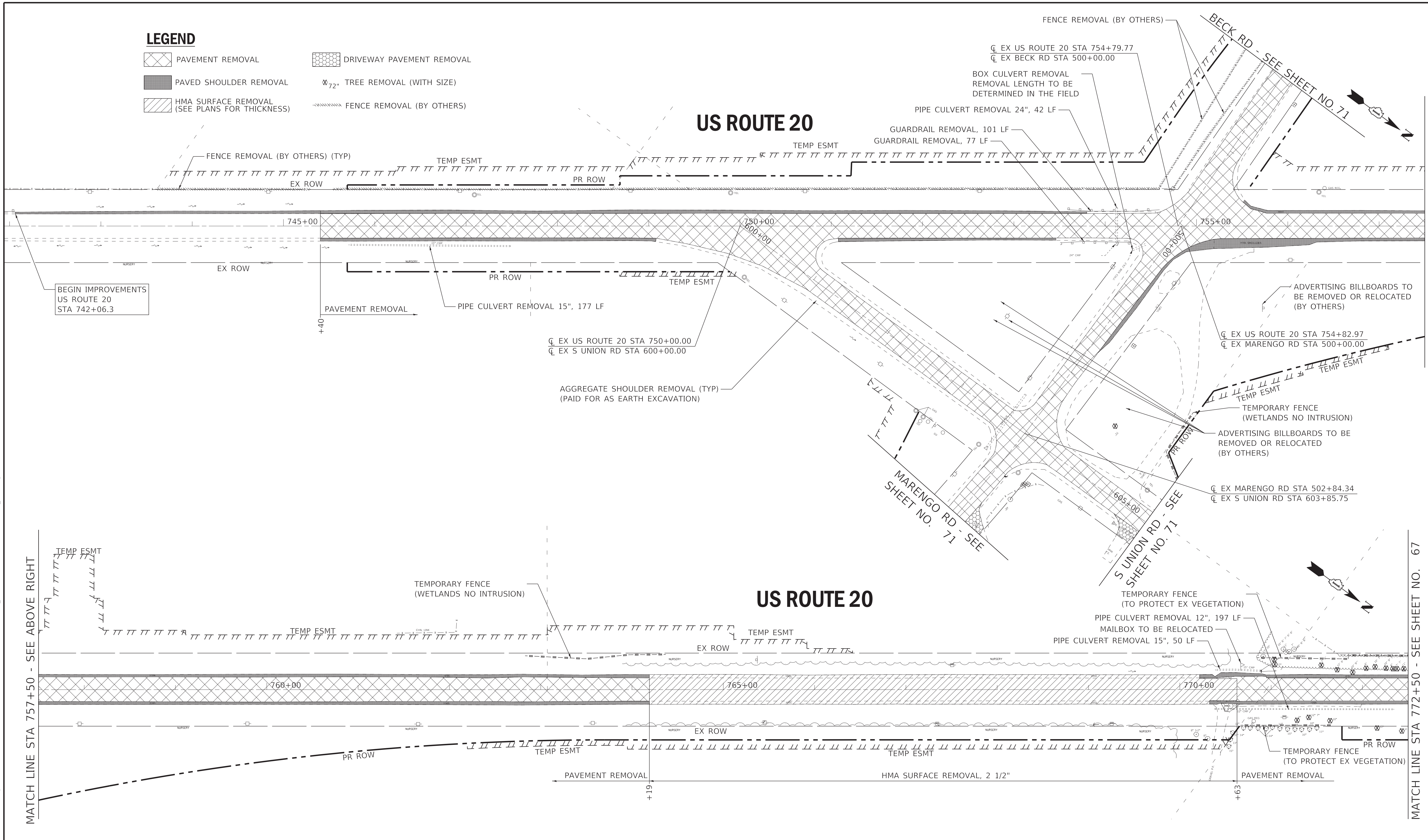
USER NAME = 560KAR	DESIGNED -	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-ATB-CP.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
US ROUTE 20

SCALE: N.T.S. SHEET 17 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	65
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		


LEGEND
PAVEMENT REMOVAL
DRIVEWAY PAVEMENT REMOVAL
PAVED SHOULDER REMOVAL
TREE REMOVAL (WITH SIZE)
HMA SURFACE REMOVAL (SEE PLANS FOR THICKNESS)
FENCE REMOVAL (BY OTHERS)
US ROUTE 20
FENCE REMOVAL (BY OTHERS) (TYP)
TEMP ESMT
PR ROW
EX ROW
745+00
750+00
755+00
BEGIN IMPROVEMENTS
US ROUTE 20
STA 742+06.3
PAVEMENT REMOVAL
+40
PIPE CULVERT REMOVAL 15", 177 LF
℄ EX US ROUTE 20 STA 750+00.00
℄ EX S UNION RD STA 600+00.00
AGGREGATE SHOULDER REMOVAL (TYP)
(PAID FOR AS EARTH EXCAVATION)
FENCE REMOVAL (BY OTHERS)
℄ EX US ROUTE 20 STA 754+79.77
℄ EX BECK RD STA 500+00.00
BOX CULVERT REMOVAL
REMOVAL LENGTH TO BE
DETERMINED IN THE FIELD
PIPE CULVERT REMOVAL 24", 42 LF
GUARDRAIL REMOVAL, 101 LF
GUARDRAIL REMOVAL, 77 LF
BECK RD - SEE SHEET NO. 71
MATCH LINE STA 757+50 - SEE BELOW LEFT
ADVERTISING BILLBOARDS TO
BE REMOVED OR RELOCATED
(BY OTHERS)
℄ EX US ROUTE 20 STA 754+82.97
℄ EX MARENGO RD STA 500+00.00
TEMPORARY FENCE
(WETLANDS NO INTRUSION)
ADVERTISING BILLBOARDS TO BE
REMOVED OR RELOCATED
(BY OTHERS)
℄ EX MARENGO RD STA 502+84.34
℄ EX S UNION RD STA 603+85.75
MARENGO RD - SEE SHEET NO. 71
S UNION RD - SEE SHEET NO. 71
PR ROW
US ROUTE 20
MATCH LINE STA 757+50 - SEE ABOVE RIGHT
TEMP ESMT
TEMPORARY FENCE
(WETLANDS NO INTRUSION)
760+00
765+00
770+00
EX ROW
PR ROW
TEMP ESMT
TEMPORARY FENCE
(TO PROTECT EX VEGETATION)
PIPE CULVERT REMOVAL 12", 197 LF
MAILBOX TO BE RELOCATED
PIPE CULVERT REMOVAL 15", 50 LF
TEMPORARY FENCE
(TO PROTECT EX VEGETATION)
PAVEMENT REMOVAL
HMA SURFACE REMOVAL, 2 1/2"
PAVEMENT REMOVAL
+19
+63
MATCH LINE STA 772+50 - SEE SHEET NO. 67

NOTE:

1. FOR INFORMATION REGARDING MAINTENANCE, RELOCATION AND REMOVAL OF EXISTING FLASHING BEACONS SEE MAINTENANCE OF TRAFFIC PLANS.
2. FOR LOCATIONS OF TREE PRUNING AND TREE ROOT PRUNING SEE TREE REMOVAL SCHEDULE.

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED -	REW	REVISED -
	DRAWN - CJC	CJC	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM		REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20		FILE - D162D36-sht-removal01_US20.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 1 OF 6 SHEETS | STA. 743+00 TO STA. 772+50

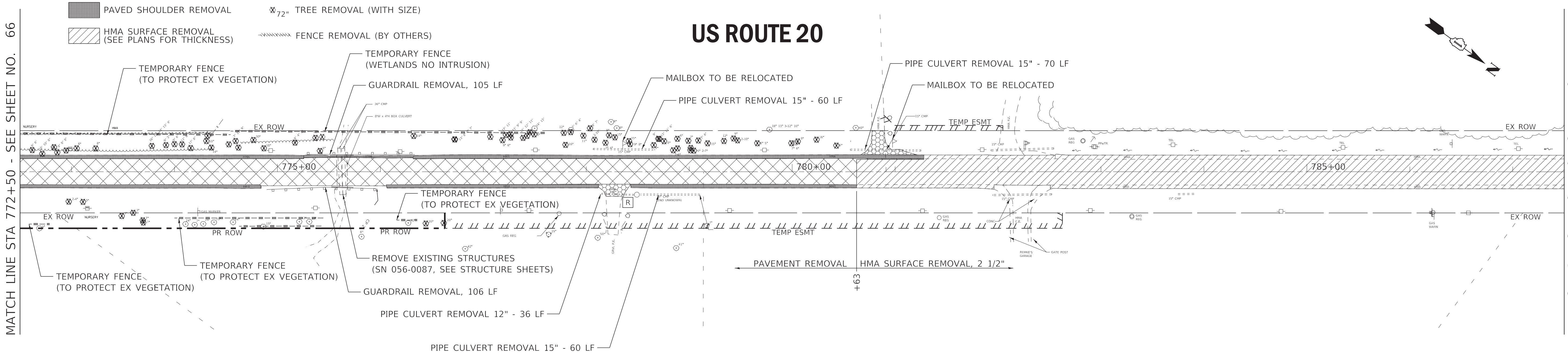
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	66

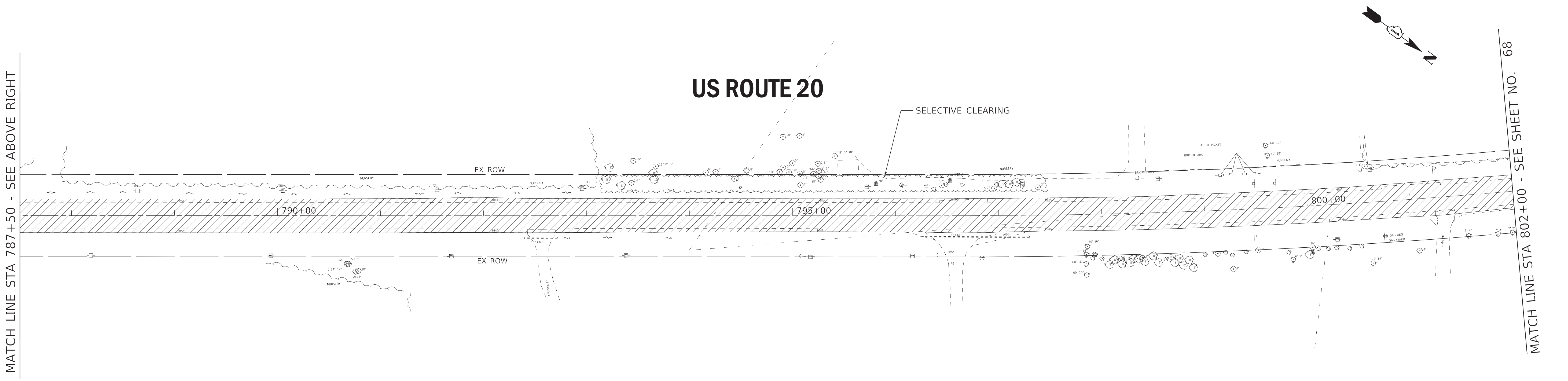
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- HMA SURFACE REMOVAL (SEE PLANS FOR THICKNESS)
- DRIVEWAY PAVEMENT REMOVAL
- 72" TREE REMOVAL (WITH SIZE)
- FENCE REMOVAL (BY OTHERS)





NOTE:
FOR LOCATIONS OF TREE PRUNING AND TREE ROOT PRUNING
SEE TREE REMOVAL SCHEDULE.

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	
	DRAWN - CJC	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-removal02_US20.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

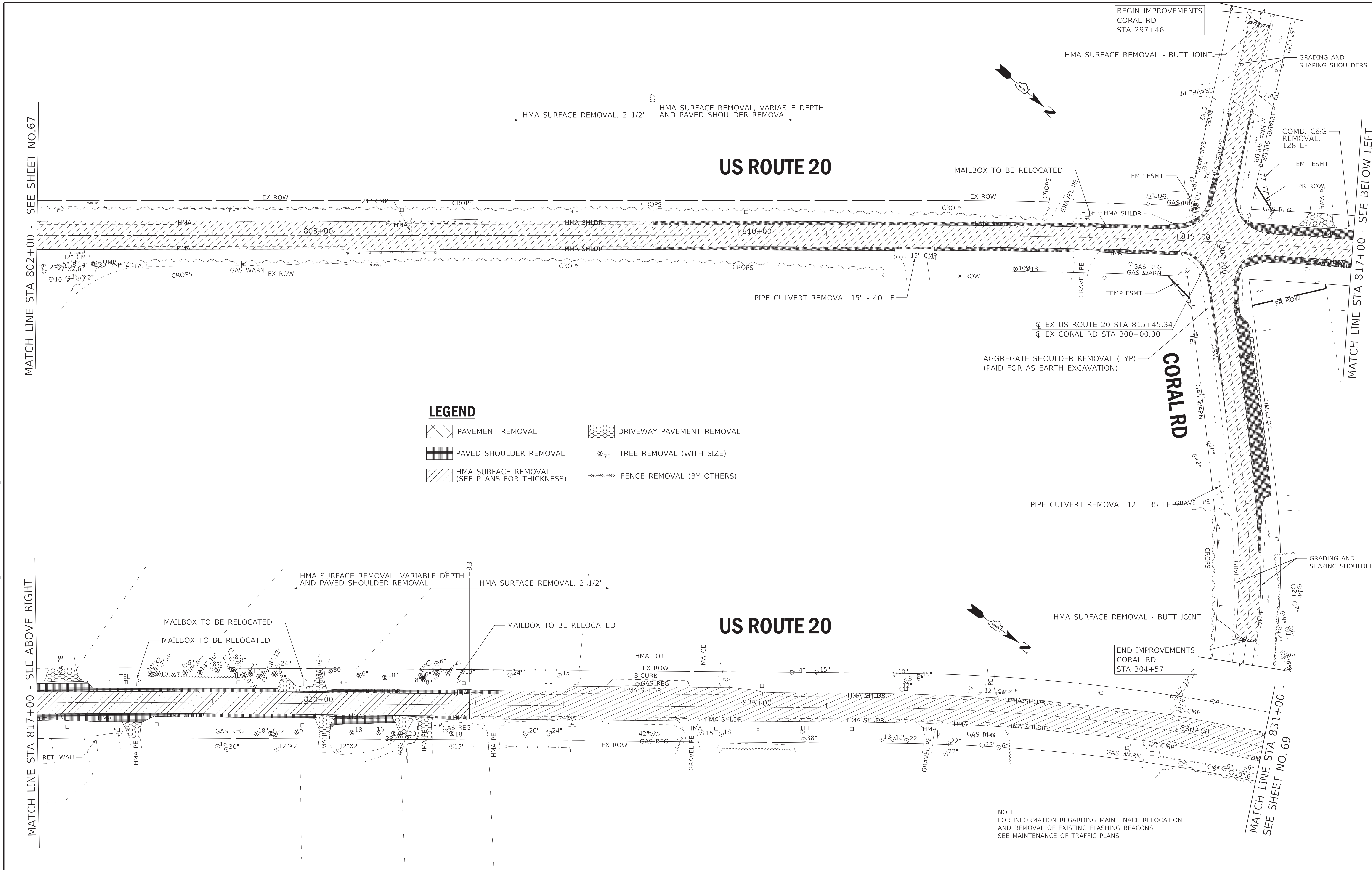
REMOVAL PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 2 OF 6 SHEETS | STA. 772+50 TO STA. 802+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	67

CONTRACT NO. 62D36

ILLINOIS | FED. AID PROJECT GMW(759)



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -	
	DRAWN - CJC	REVISED -	
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PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-removal03_US20.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
US ROUTE 20

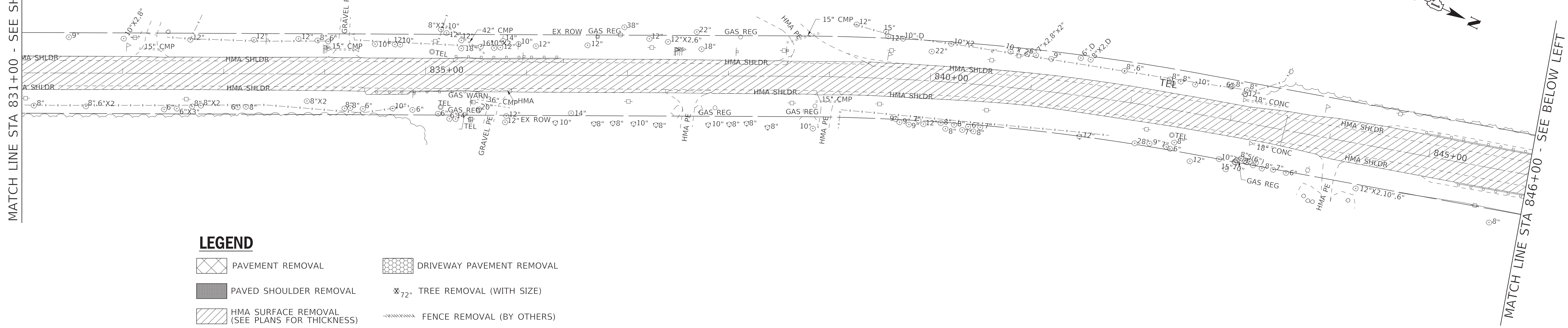
SCALE: 1" = 50' | SHEET 3 OF 6 SHEETS | STA. 802+00 TO STA. 831+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	68

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

US ROUTE 20



LEGEND

PAVEMENT REMOVAL

PAVED SHOULDER REMOVAL

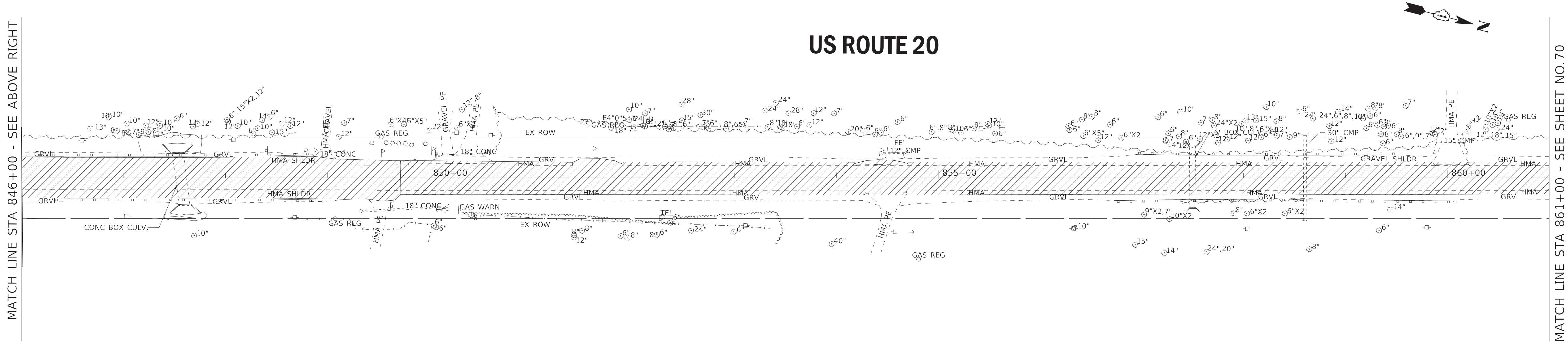
HMA SURFACE REMOVAL (SEE PLANS FOR THICKNESS)

DRIVEWAY PAVEMENT REMOVAL

TREE REMOVAL (WITH SIZE)

FENCE REMOVAL (BY OTHERS)

US ROUTE 20



BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-removal04_US20.dgn	

REMOVAL PLANS US ROUTE 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	525	2016-092B&R	MCHENRY	329	69
			CONTRACT NO. 62D36		
SCALE: 1" = 50' SHEET 4 OF 6 SHEETS STA. 831+00 TO STA. 861+00		ILLINOIS FED. AID PROJECT GMW(759)			

US ROUTE 20

MATCH LINE STA 861+00 - SEE SHEET NO.69

MAILBOX TO BE RELOCATED

HMA SURFACE REMOVAL, VARIABLE DEPTH AND PAVED SHOULDER REMOVAL

HMA SURFACE REMOVAL, 2 1/2"

MATCH LINE STA 876+00 SEE BELOW LEFT

868+00 870+00 875+00

EX ROW

30" CONC

12" CMP

GAS WARN

GAS REG

GRAVEL PE

HMA PE

CROPS

LEGEND

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- HMA SURFACE REMOVAL (SEE PLANS FOR THICKNESS)
- DRIVEWAY PAVEMENT REMOVAL
- 72" TREE REMOVAL (WITH SIZE)
- FENCE REMOVAL (BY OTHERS)

US ROUTE 20

MATCH LINE STA 876+00 - SEE ABOVE RIGHT

AGGREGATE SHOULDER REMOVAL (TYP) (PAID FOR AS EARTH EXCAVATION)

GUARDRAIL REMOVAL, 384 LF

ABANDON EXISTING CULVERT WITH CONCRETE REMOVAL (2.5 CU YD)

TEMPORARY FENCE (WETLANDS NO INTRUSION)

MAILBOX TO BE RELOCATED, 5

42"(h) X 63"(w) CONC. BOX CULV

60"(h) X 72"(w) BOX CULV CATTLE PASS

GRAVEL SHLDR

880+00

885+00

EX ROW

12" CONC

END IMPROVEMENTS US ROUTE 20 STA 885+18.3

W UNION RD

FENCE REMOVAL (BY OTHERS) (TYP)

24" CONC PIPE

STORM SEWER REMOVAL 24" - 138 LF

GUARDRAIL REMOVAL, 279 LF

TEMP ESMT

HMA SURFACE REMOVAL - BUTT JOINT (TYP)

PIPE CULVERT REMOVAL 24" - 45 LF

PIPE CULVERT REMOVAL 18" - 26 LF

PIPE CULVERT REMOVAL 15" - 19 LF

GRADING AND SHAPING SHOULDERS

HMA SURFACE REMOVAL - BUTT JOINT (TYP)

END IMPROVEMENTS W UNION RD STA 402+74.0

NOTE:
FOR INFORMATION REGARDING MAINTENACE RELOCATION AND REMOVAL OF EXISTING FLASHING BEACONS SEE MAINTENANCE OF TRAFFIC PLANS

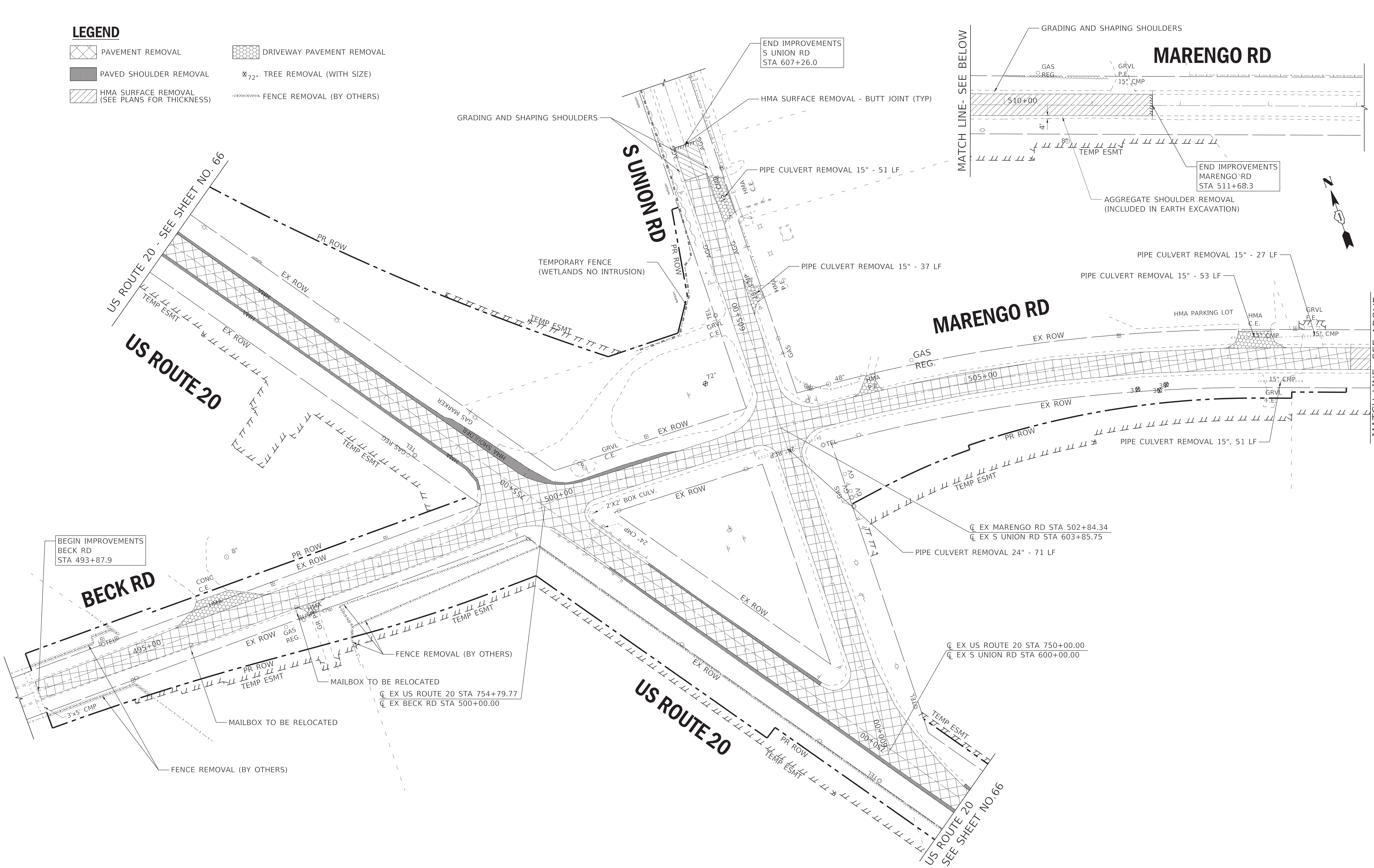
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 50.0050 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-removal05_US20.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
US ROUTE 20

SCALE: 1" = 50' | SHEET 5 OF 6 SHEETS | STA. 861+00 | TO STA. 888+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	70
		CONTRACT NO. 62D36		
		ILLINOIS	FED. AID PROJECT GMW(759)	



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -
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PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-removal06_US20.dgn

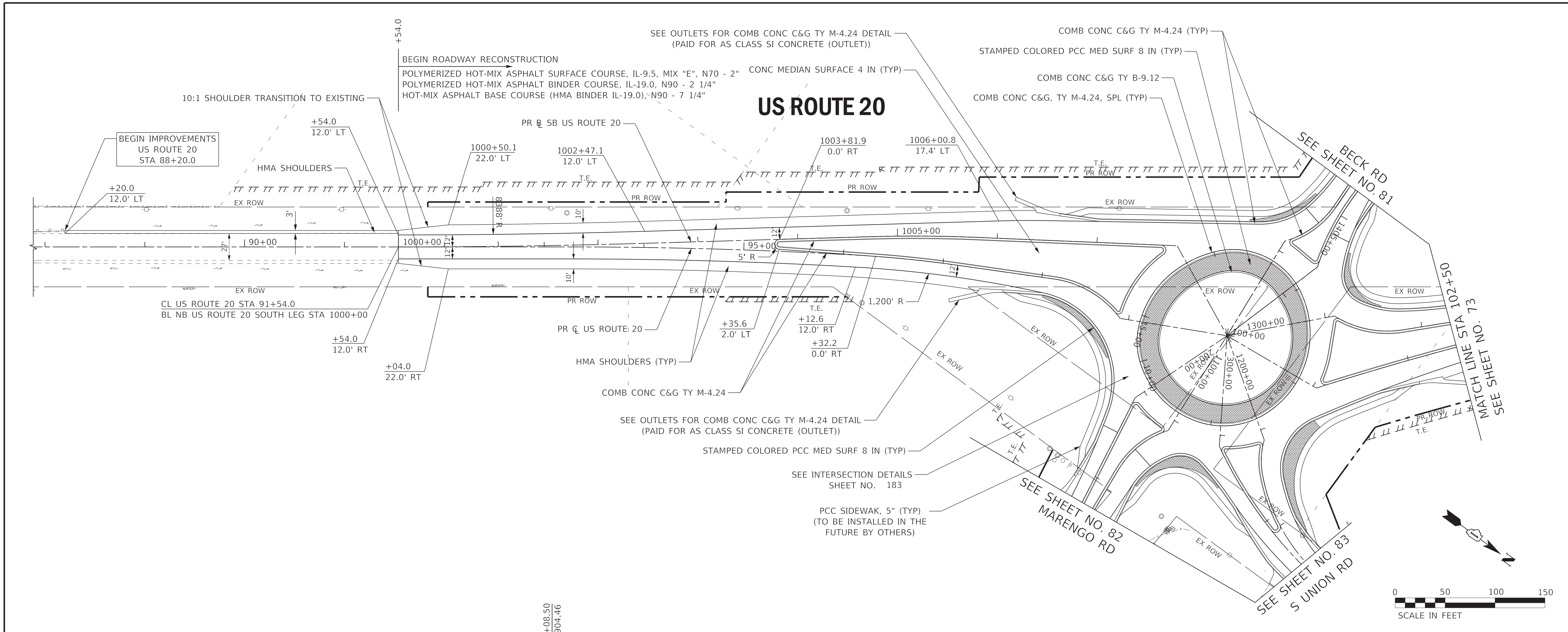
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

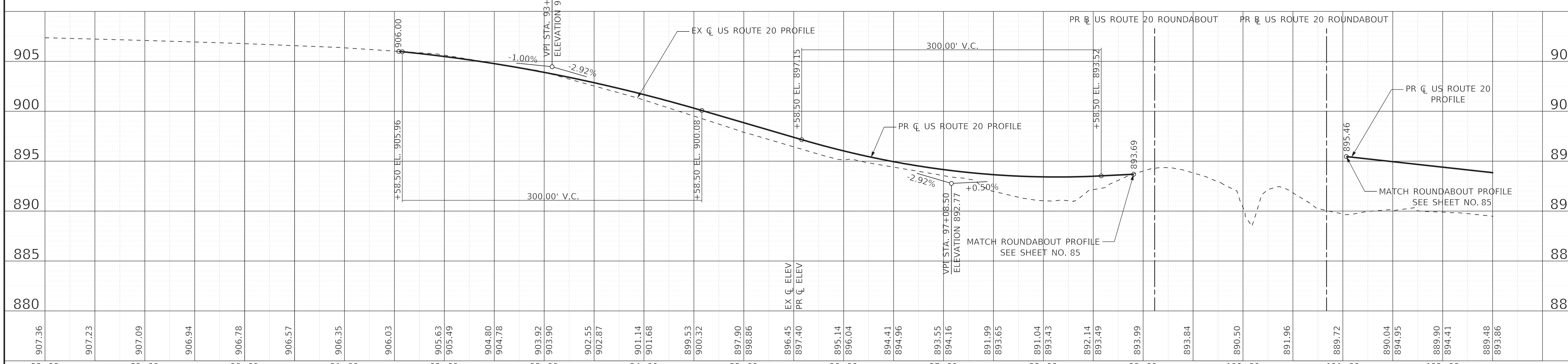
REMOVAL PLANS
BECK RD, MARENGO RD AND S UNION RD

SCALE: 1" = 50' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	71

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)





BAXTER & WOODMAN Consulting Engineers

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PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf01_US20.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 1 OF 14 SHEETS | STA. 87+50 TO STA. 102+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	72

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

+77.4

END ROADWAY RECONSTRUCTION | BEGIN ROADWAY RESURFACING

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

10:1 SHOULDER TRANSITION

US ROUTE 20

COMB CONC C&G TY M-4.24 (TYP)

HMA SHOULDERS (TYP)

PR ℄ SB US ROUTE 20

CHN. LINK

T.E.

EX ROW

2300+64.6 / 0.0' RT

1304+58.0 / 0.0' RT

1304+53.7 / 2.0' RT

1304+90.6 / 12.0' LT

1309+40.6 / 12.0' LT

+26.2 / 22.0' LT

+77.4 / 12' LT

1305+00

105+00

110+00

115+00

MATCH LINE STA 102+50
SEE SHEET NO. 72

MATCH LINE STA 116+50
SEE SHEET NO. 75

10'

14'

12'

5' R

+73.1 / 0.0' RT

1500' R

+02.1 / 12.0' RT

PR ROW

PR ℄ US ROUTE 20

CONC MEDIAN SURFACE 4 IN (TYP)

SEE OUTLETS FOR COMB CONC C&G TY M-4.24 DETAIL
(PAID FOR AS CLASS SI CONCRETE (OUTLET))

+26.5 / 22.0' RT

+77.4 / 12.0' RT

24'

29.2'

3.6'

3.7'

80'

+70.0 / 16.0' RT

+44.9 / 23.5' RT

1:10 SHOULDER TRANSITION

0 50 100 150
SCALE IN FEET

400.00' V.C.

+00.00 EL. 892.21

+00.00 EL. 889.41

VPI STA. 106+00.00
ELEVATION 890.01

VPI STA. 108+30.00
ELEVATION 889.32

EX ℄ US ROUTE 20 PROFILE

PR ℄ US ROUTE 20 PROFILE

-1.10%

-0.30%

-0.30%

+0.22%

888.78

	103+00	104+00	105+00	106+00	107+00	108+00	109+00	110+00	111+00	112+00	113+00	114+00	115+00	116+00
EX ℄ ELEV	889.48	889.17	888.59	888.67	889.30	889.19	889.26	889.21	887.55	888.19	888.73	888.77	888.79	888.78
PR ℄ ELEV	893.86	893.31	892.76	892.21	891.68	891.21	890.78	890.41	890.08	889.81	889.58	889.41	889.28	889.17

	111+00	112+00	113+00	114+00	115+00	116+00
EX ℄ ELEV	888.78	888.83	888.82	888.73	888.53	888.31	888.01	887.72	887.25	886.70	886.23	885.76	885.26	884.76	884.20
PR ℄ ELEV	889.06	888.95	888.84												

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PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf02_US20.dgn	

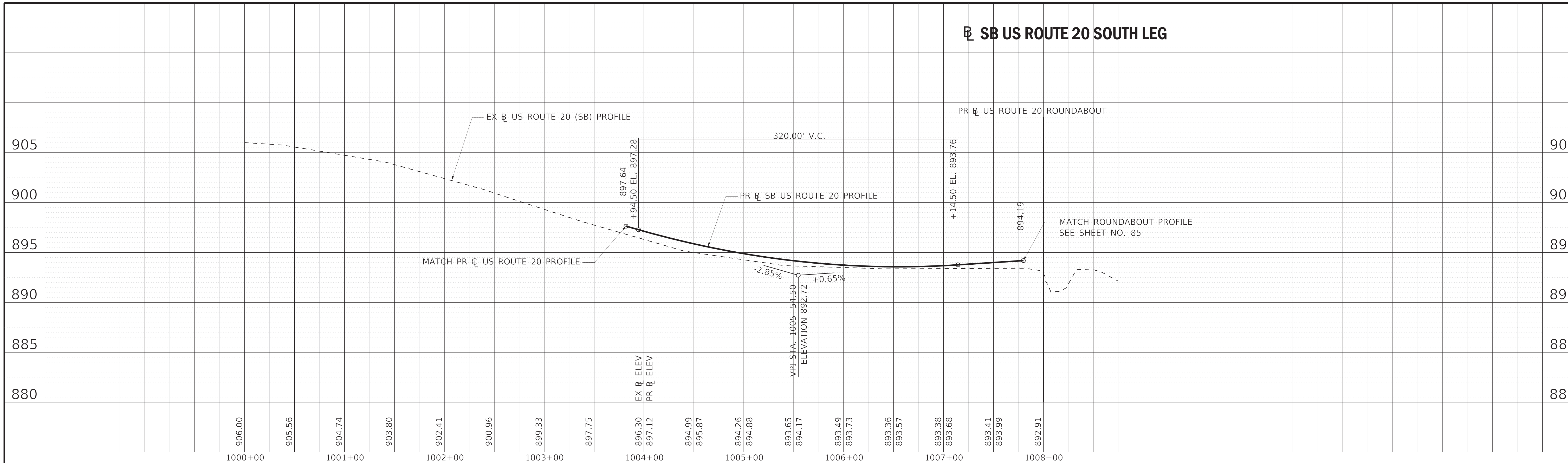
BAXTER & WOODMAN Consulting Engineers

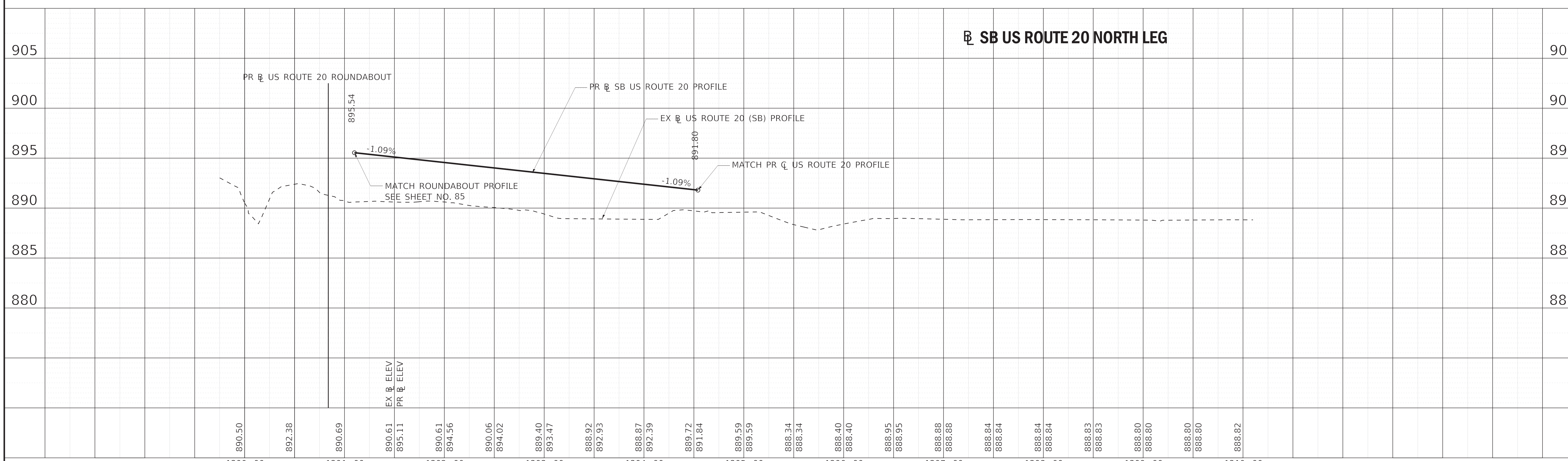
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 2 OF 14 SHEETS | STA. 102+50 TO STA. 116+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	73
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		





BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PROFILE US ROUTE 20 - BASELINES
		DRAWN - CJC	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf02A_US20.dgn		SCALE: 1" = 50' SHEET 3 OF 14 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	74
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

END ROADWAY RESURFACING | BEGIN ROADWAY RECONSTRUCTION

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

END ROADWAY RECONSTRUCTION | BEGIN ROADWAY RESURFACING

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 7 1/4"

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"

MATCH LINE STA 116+50
SEE SHEET NO. 73

MATCH LINE STA 131+50
SEE SHEET NO. 76

US ROUTE 20

PR ℄ OF US ROUTE 20

ANCHORAGE SLAB (SEE STRUCTURAL SHEETS)

PROPOSED 10'x5' PRECAST BOX CULVERT (S.N. 056-0318)
(SEE STRUCTURAL SHEETS)

TRAFFIC BARRIER TERMINAL, TYPE 6
STA 120+84.1 TO STA 121+21

STEEL PLATE BEAM GUARDRAIL, TYPE A; 6 FOOT POSTS - 37.5 LF
STA 120+46.6 TO STA 120+84.1

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
STA 119+96.6 TO STA 120+46.6

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
STA 119+60.1 TO STA 120+10.1

STEEL PLATE BEAM GUARDRAIL, TYPE A; 6 FOOT POSTS - 100 LF
STA 120+10.1 TO STA 121+10.1

TRAFFIC BARRIER TERMINAL, TYPE 6
STA 121+10.1 TO STA 121+47

PROPOSED 6'x5' PRECAST BOX CULVERT (S.N. 056-0320)
(SEE STRUCTURAL SHEETS)

MSE WALL (SEE STRUCTURAL SHEETS)

TRAFFIC BARRIER TERMINAL, TYPE 6
STA 123+21 TO STA 123+57.9

STEEL PLATE BEAM GUARDRAIL, TYPE A; 6 FOOT POSTS - 100 LF
STA 123+57.9 TO STA 124+57.9

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
STA 124+57.9 TO STA 125+07.9

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
STA 123+31.9 TO STA 123+81.9

TRAFFIC BARRIER TERMINAL, TYPE 6
STA 122+95 TO STA 123+31.9

PROPOSED 6'x5' PRECAST BOX CULVERT (S.N. 056-0319)
(SEE STRUCTURAL SHEETS)

HMA SHOULDERS (TYP)

10:1 SHOULDER TRANSITION

10:1 SHOULDER TRANSITION

10:1 SHOULDER TRANSITION

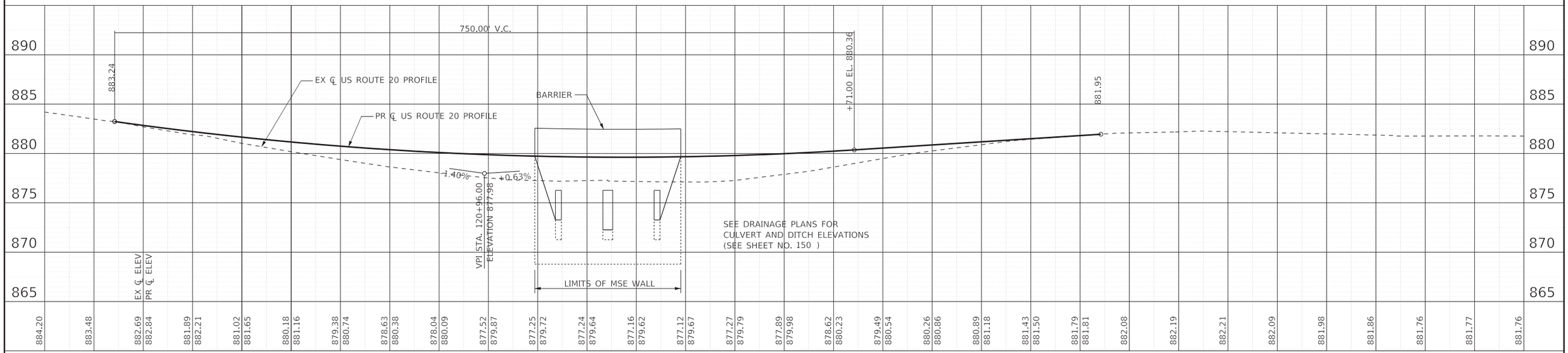
+80.3 12.0' LT
+65.2 20.0' LT
+21.0 12.5' LT
+11.0 12.0' LT
+31.0 12.0' LT
+21.0 12.5' LT
+66.0 20.0' LT
+02.7 12.0' LT
+31.0 12.0 RT
+41.0 12.5 RT
+11.0 12.0 RT
+01.0 12.5 RT
+46.0 23.5' RT
+21.0 12.0' RT
+00 HMA PE
+84 HMA PE
+42 HMA PE

120+00
125+00
130+00

PR ROW

T.E.

SCALE IN FEET
0 50 100 150



BAXTER & WOODMAN Consulting Engineers

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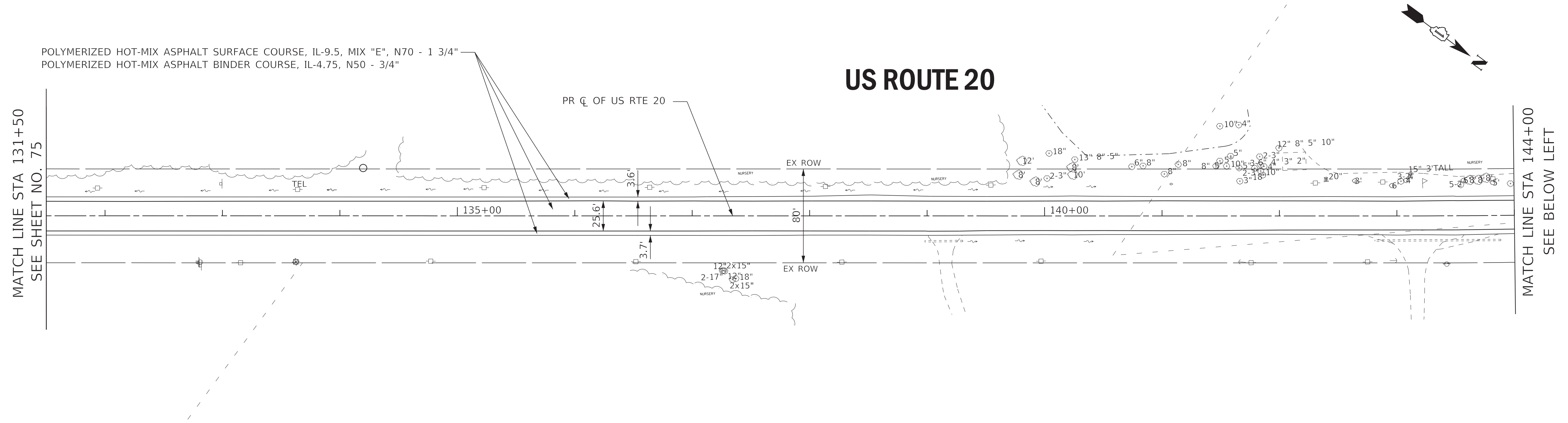
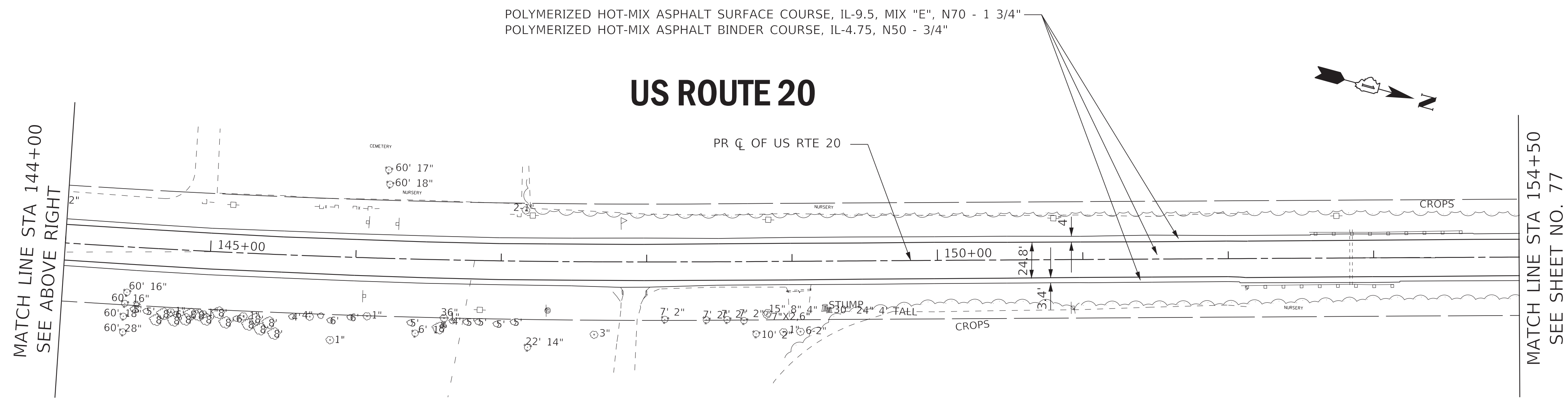
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 4 OF 14 SHEETS | STA. 116+50 TO STA. 131+50

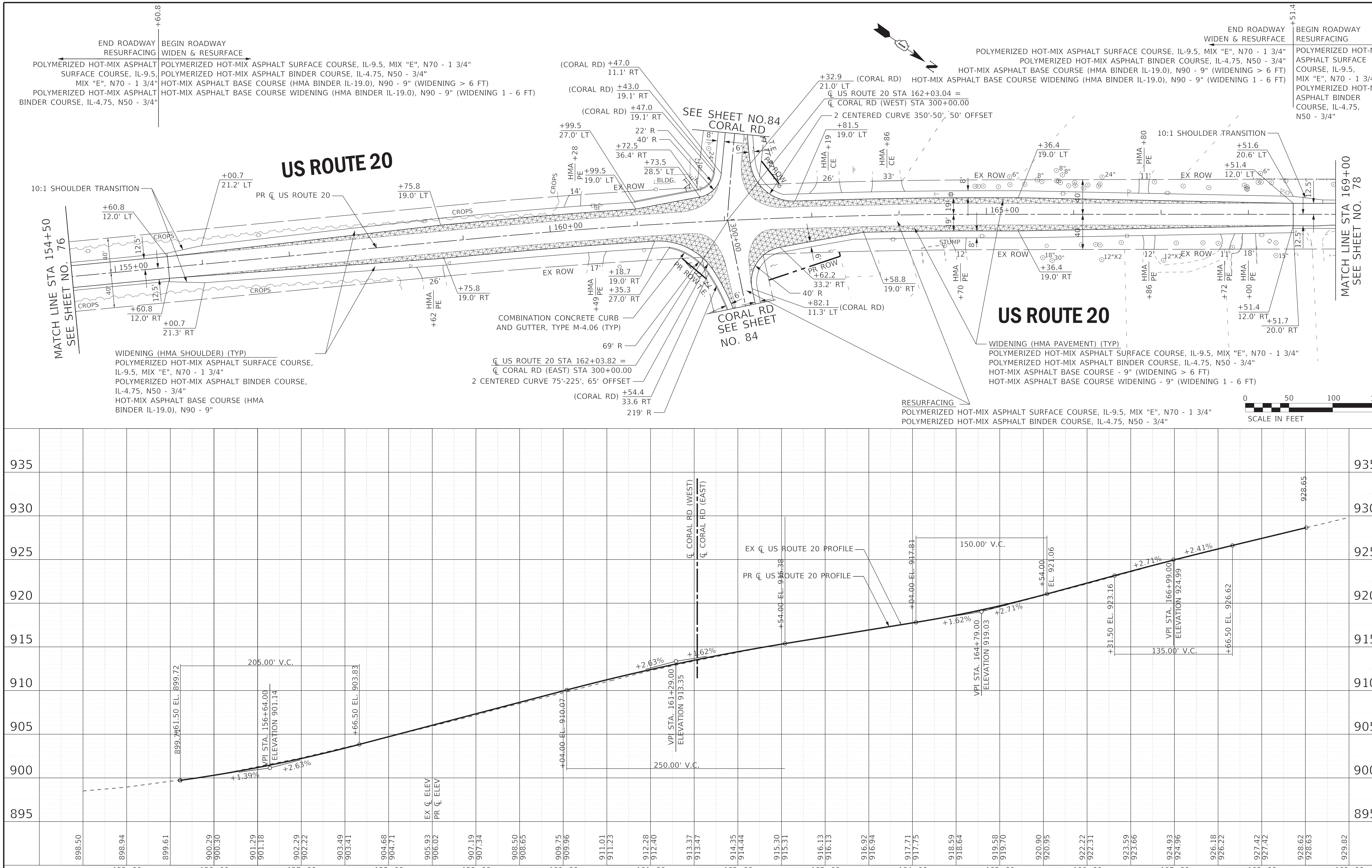
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	75
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		





0 50 100 150
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN US ROUTE 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CJC	REVISED -			525	2016-092B&R	MCHENRY	329	76
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -			CONTRACT NO. 62D36				
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf04_US20.dgn		SCALE: 1" = 50' SHEET 5 OF 14 SHEETS STA. 131+50 TO STA. 154+50	ILLINOIS FED. AID PROJECT GMW(759)				



END ROADWAY RESURFACING
BEGIN ROADWAY WIDEN & RESURFACE
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9" (WIDENING > 6 FT)
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19.0), N90 - 9" (WIDENING 1 - 6 FT)
END ROADWAY WIDEN & RESURFACE
BEGIN ROADWAY RESURFACING
SEE SHEET NO.84 CORAL RD
CORAL RD SEE SHEET NO. 84
US ROUTE 20
MATCH LINE STA 154+50 SEE SHEET NO. 76
MATCH LINE STA 169+00 SEE SHEET NO. 78
10:1 SHOULDER TRANSITION
PR ℄ US ROUTE 20
℄ US ROUTE 20 STA 162+03.04 = ℄ CORAL RD (WEST) STA 300+00.00
2 CENTERED CURVE 350'-50', 50' OFFSET
℄ US ROUTE 20 STA 162+03.82 = ℄ CORAL RD (EAST) STA 300+00.00
2 CENTERED CURVE 75'-225', 65' OFFSET
COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.06 (TYP)
WIDENING (HMA SHOULDER) (TYP)
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0), N90 - 9"
WIDENING (HMA PAVEMENT) (TYP)
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
HOT-MIX ASPHALT BASE COURSE - 9" (WIDENING > 6 FT)
HOT-MIX ASPHALT BASE COURSE WIDENING - 9" (WIDENING 1 - 6 FT)
RESURFACING
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 - 1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 3/4"
SCALE IN FEET
EX ℄ US ROUTE 20 PROFILE
PR ℄ US ROUTE 20 PROFILE
℄ CORAL RD (WEST)
℄ CORAL RD (EAST)
205.00' V.C.
250.00' V.C.
150.00' V.C.
135.00' V.C.
VPI STA. 156+64.00 ELEVATION 901.14
VPI STA. 161+29.00 ELEVATION 913.35
VPI STA. 164+79.00 ELEVATION 919.03
VPI STA. 166+99.00 ELEVATION 924.99
EX ℄ ELEV
PR ℄ ELEV

USER NAME = 560KAR	DESIGNED - REW	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE D162D36-sht-plnprf05_US20.dgn

BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20

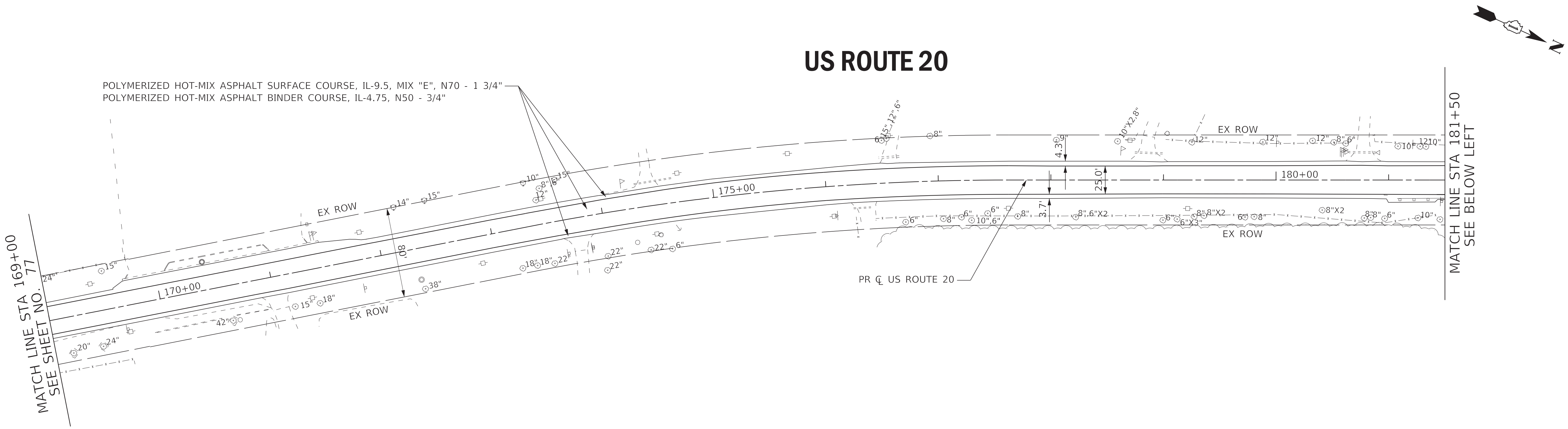
SCALE: 1" = 50' | SHEET 6 OF 14 SHEETS | STA. 154+50 TO STA. 169+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	77

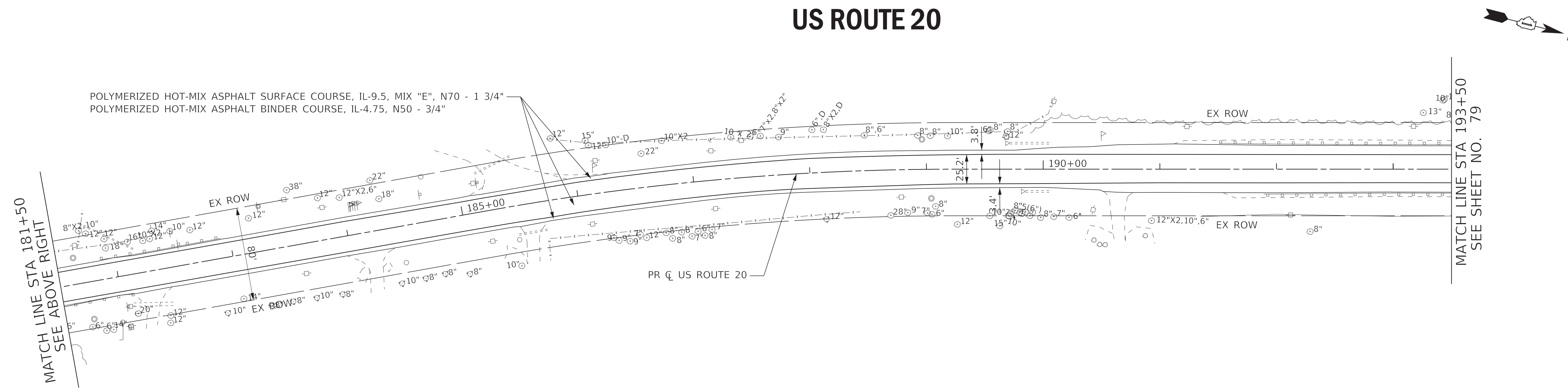
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

US ROUTE 20

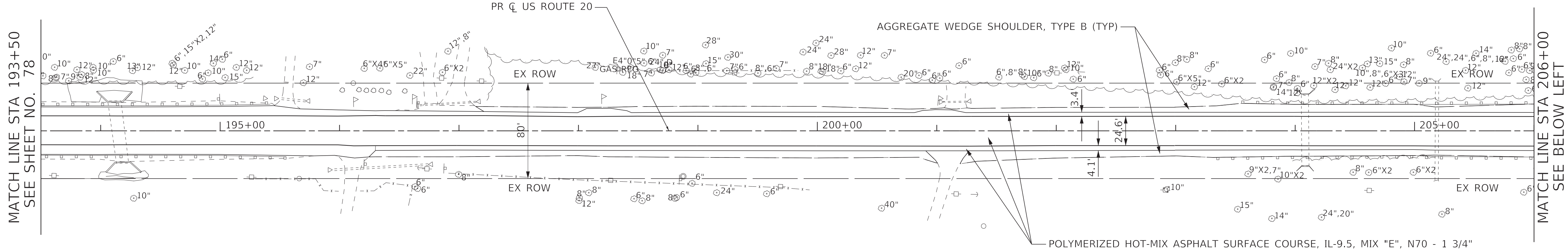


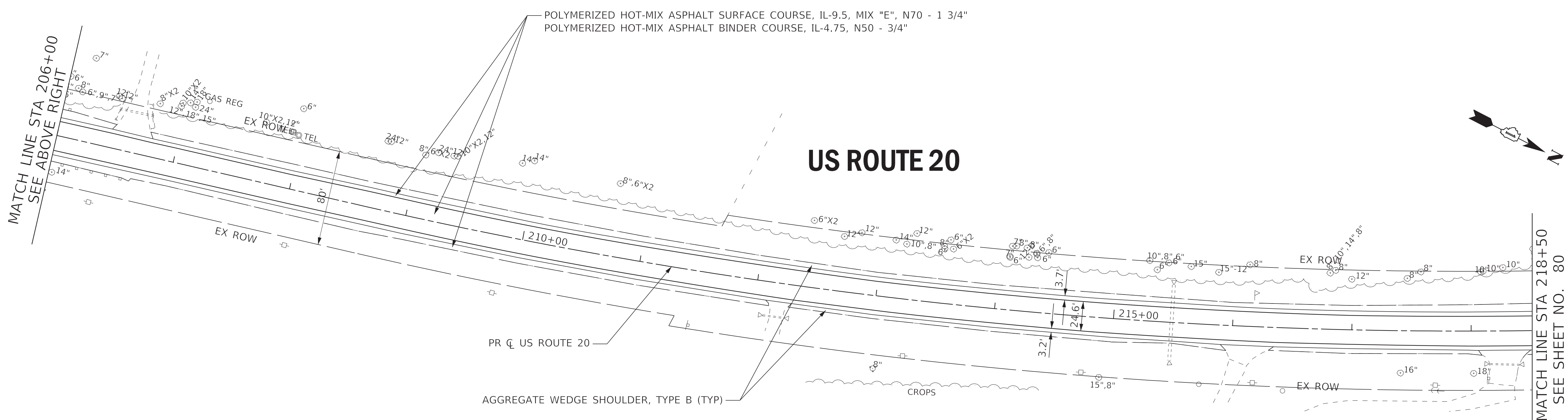
US ROUTE 20



0 50 100 150
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN US ROUTE 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CJC	REVISED -			525	2016-092B&R	MCHENRY	329	78
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -					CONTRACT NO. 62D36		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf06_US20.dgn		SCALE: 1" = 50' SHEET 7 OF 14 SHEETS STA. 169+00 TO STA. 193+50		ILLINOIS FED. AID PROJECT GMW(759)			

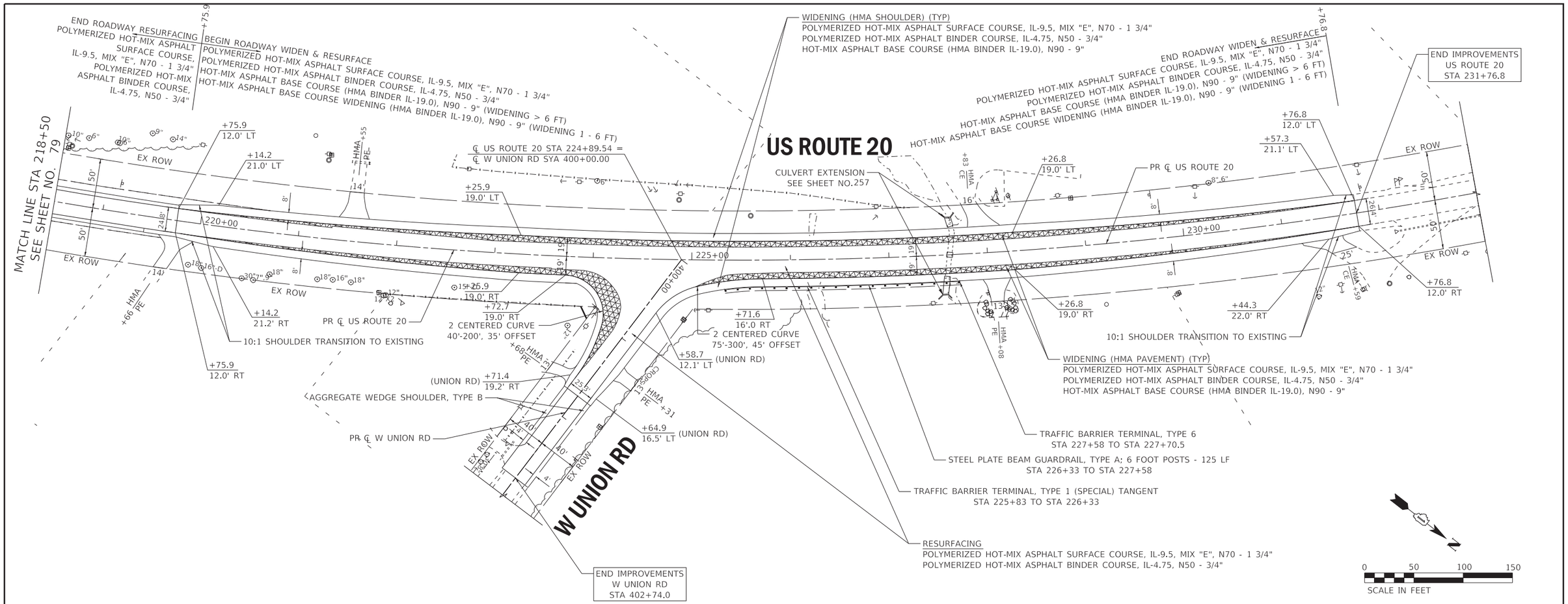


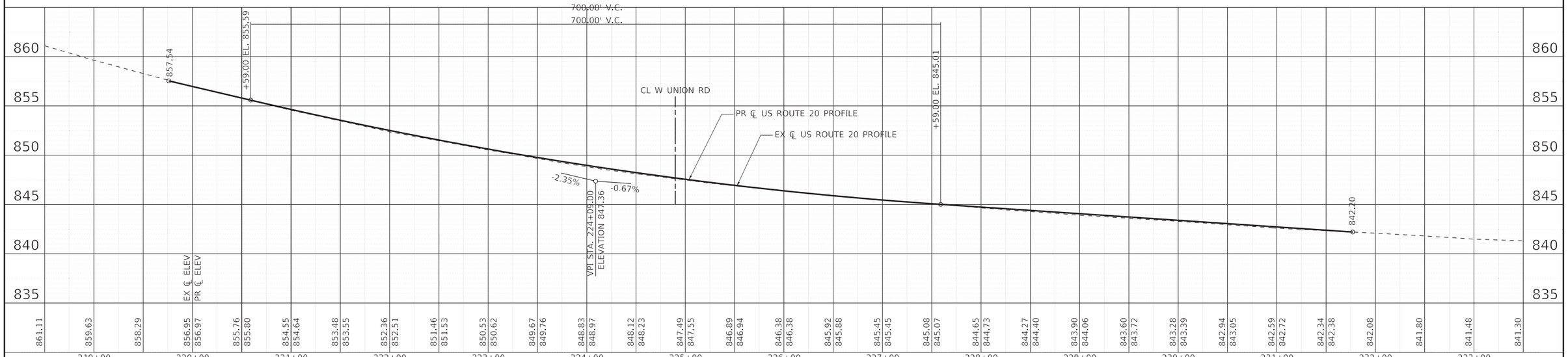


0 50 100 150
SCALE IN FEET

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN US ROUTE 20
		DRAWN - CJC	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf07_US20.dgn		SCALE: 1" = 50' SHEET 8 OF 14 SHEETS STA. 193+50 TO STA. 218+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	79
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		





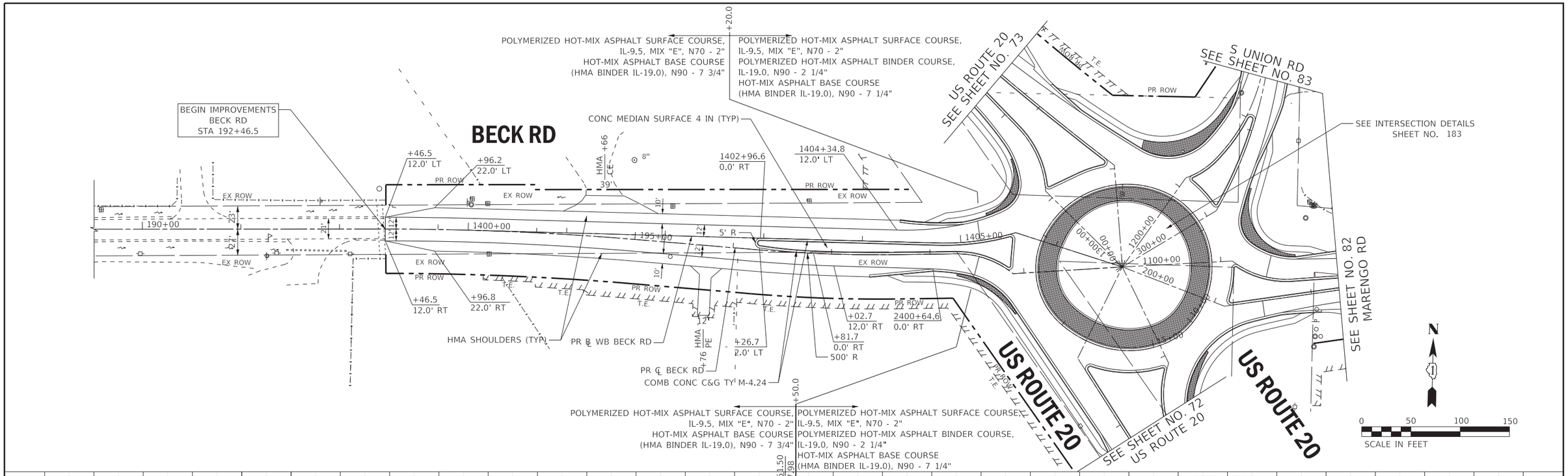
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf08_US20.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 9 OF 14 SHEETS | STA. 218+50 | TO STA. 233+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	80
		CONTRACT NO. 62D36		
		ILLINOIS	FED. AID PROJECT GMW(759)	



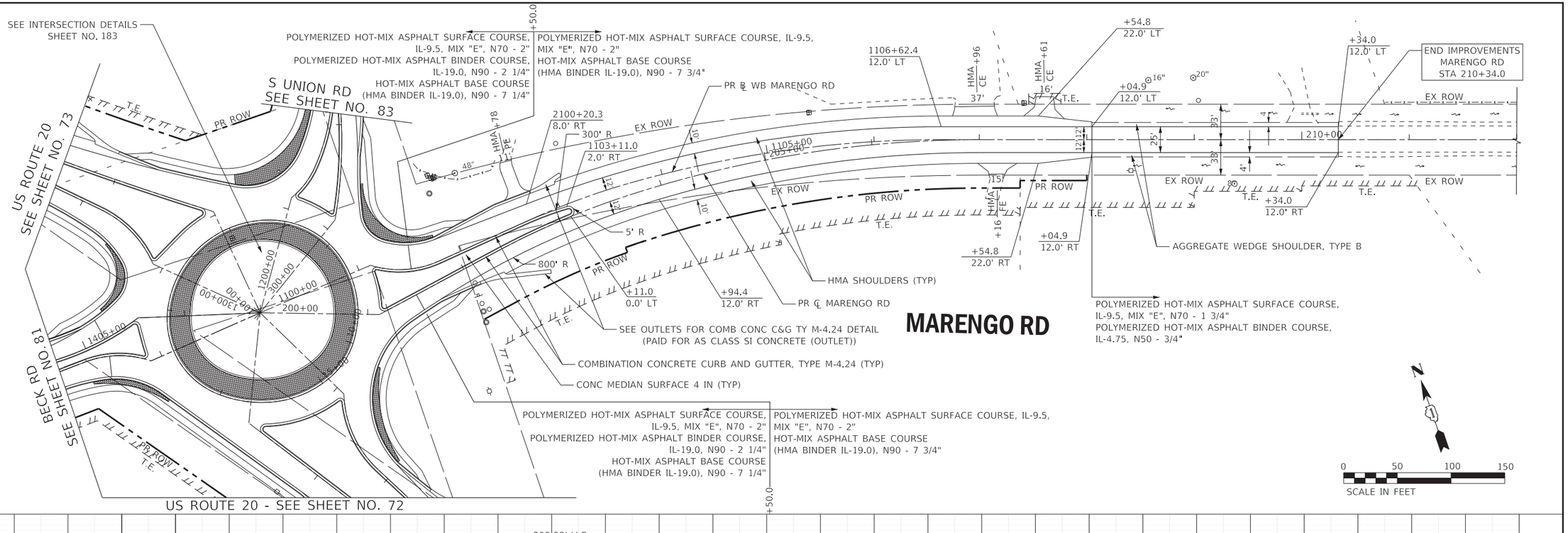
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		CHECKED - CJC	REVISED -
	PLOT SCALE = 50.0000 ' / in.	DRAWN - JFM	REVISED -
	PLOT DATE = 1/17/2020	CHECKED - 01-24-20	FILE - D162D36-sht-plnprf09_Beck.dgn

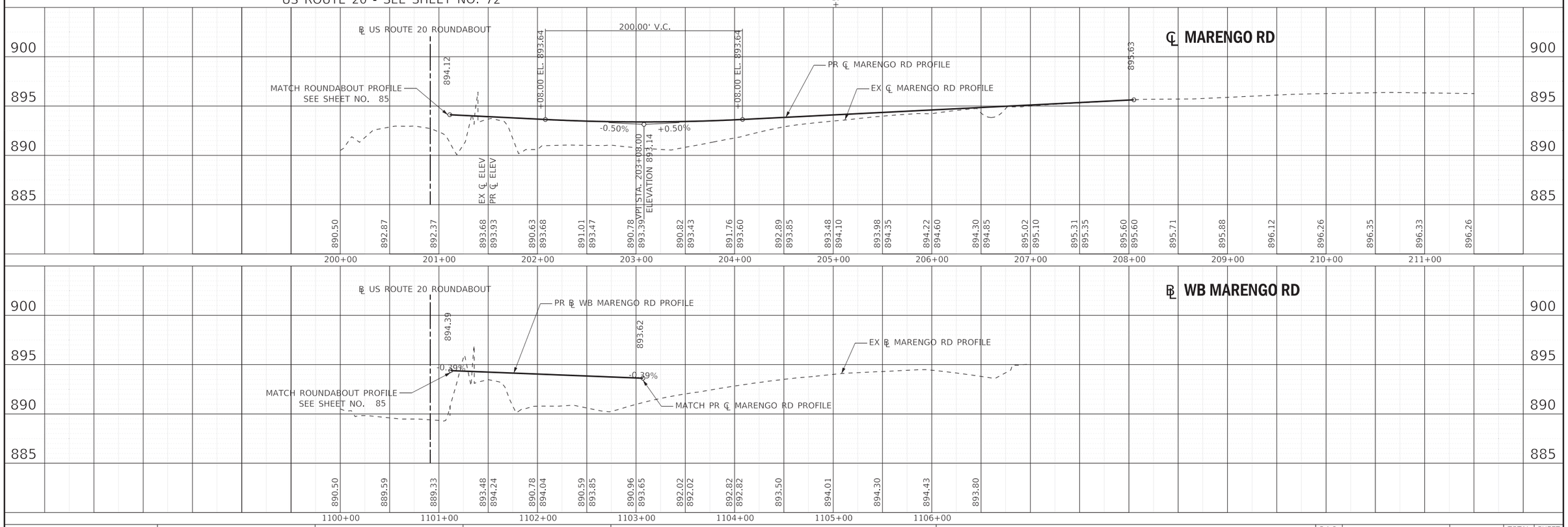
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
BECK RD

SCALE: 1" = 50' | SHEET 10 OF 14 SHEETS | STA. 189+50 | TO STA. 200+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	81
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		





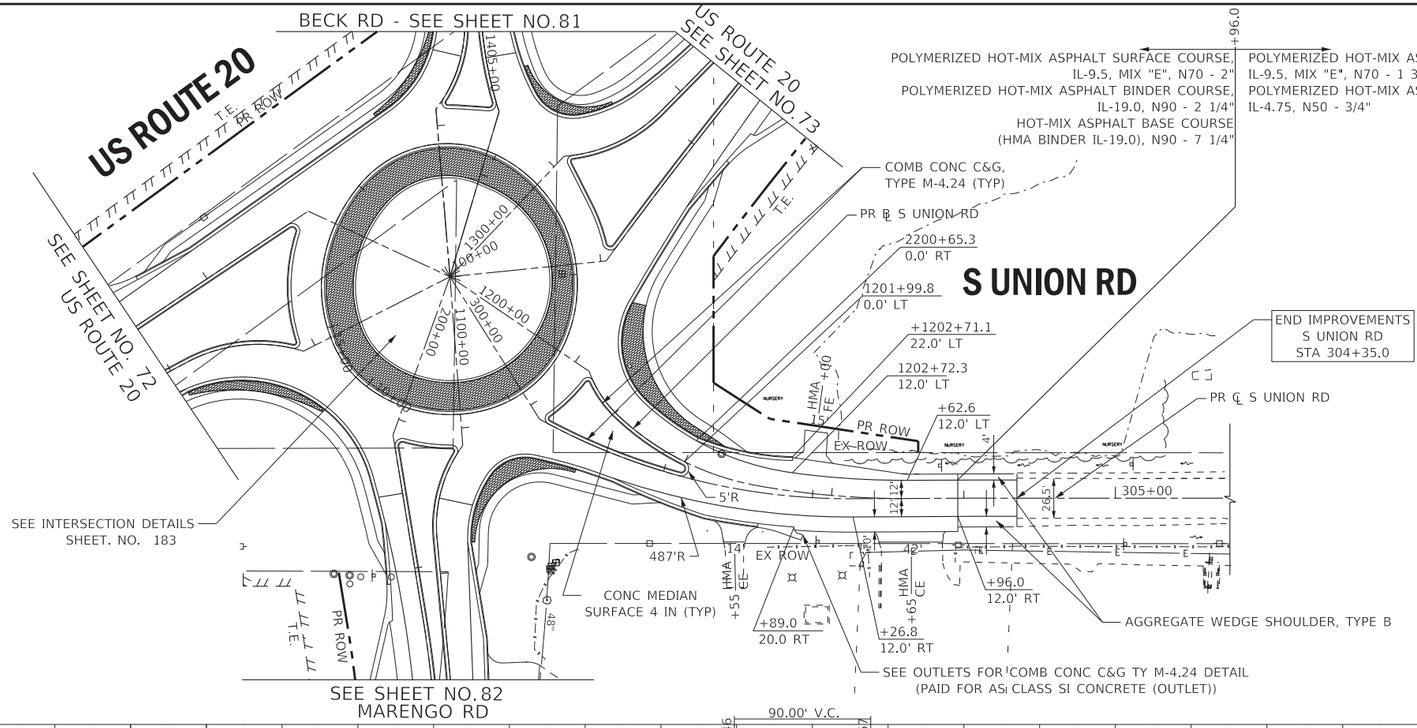
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		CHECKED - CJC	REVISED -
	PLOT SCALE = 50.0000 ' / in.	DRAWN - JFM	REVISED -
	PLOT DATE = 1/17/2020	CHECKED - 01-24-20	FILE - D162D36-sht-plnprf10_Marengo.dgn

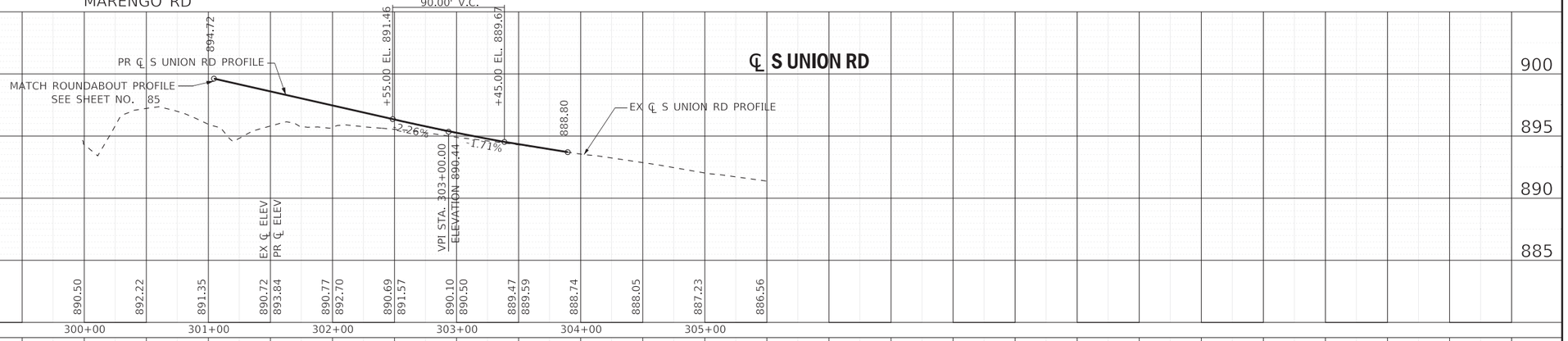
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
MARENGO RD

SCALE: 1" = 50' | SHEET 11 OF 14 SHEETS | STA. 189+50 TO STA. 200+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	82
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		





BAXTER & WOODMAN Consulting Engineers

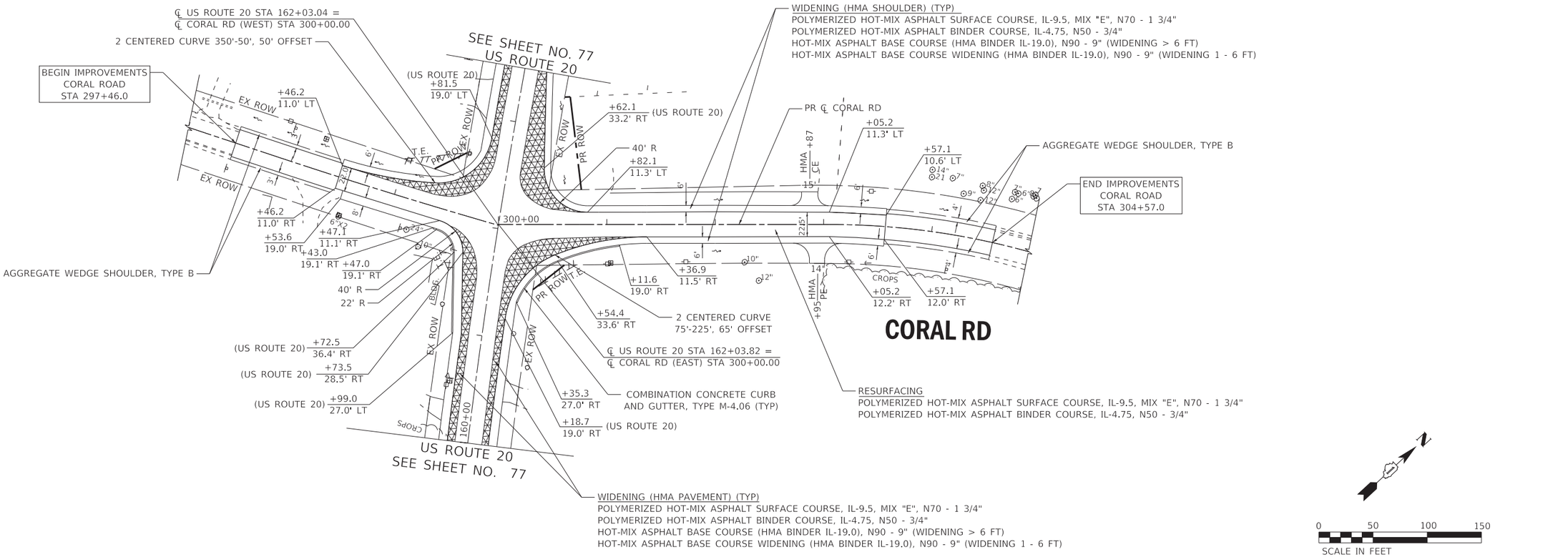
USER NAME = 560KAR	DESIGNED - REW	REVISED -
	CHECKED - CJC	REVISED -
PLOT SCALE = 50.0000 ' / in.	DRAWN - JFM	REVISED -
PLOT DATE = 1/17/2020	CHECKED - 01-24-20	FILE - D162D36-sht-plnprf11_SUnion.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

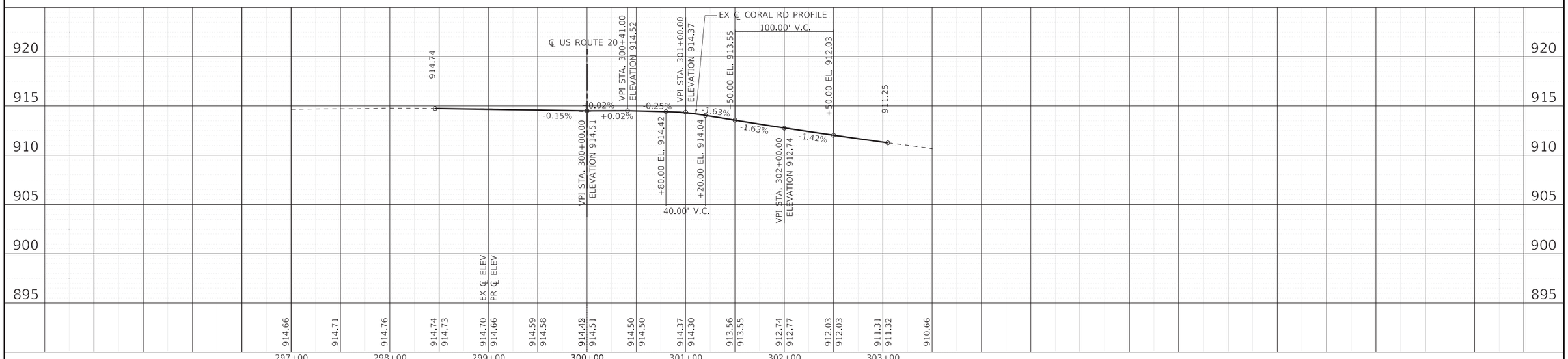
ROADWAY PLAN & PROFILE
S UNION RD

SCALE: 1" = 50' | SHEET 12 OF 14 SHEETS | STA. 300+00 | TO STA. 306+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	83
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		



NOTE:
DRIVEWAY PAVEMENT THICKNESS
MAY VARY AT PIPE CULVERT.



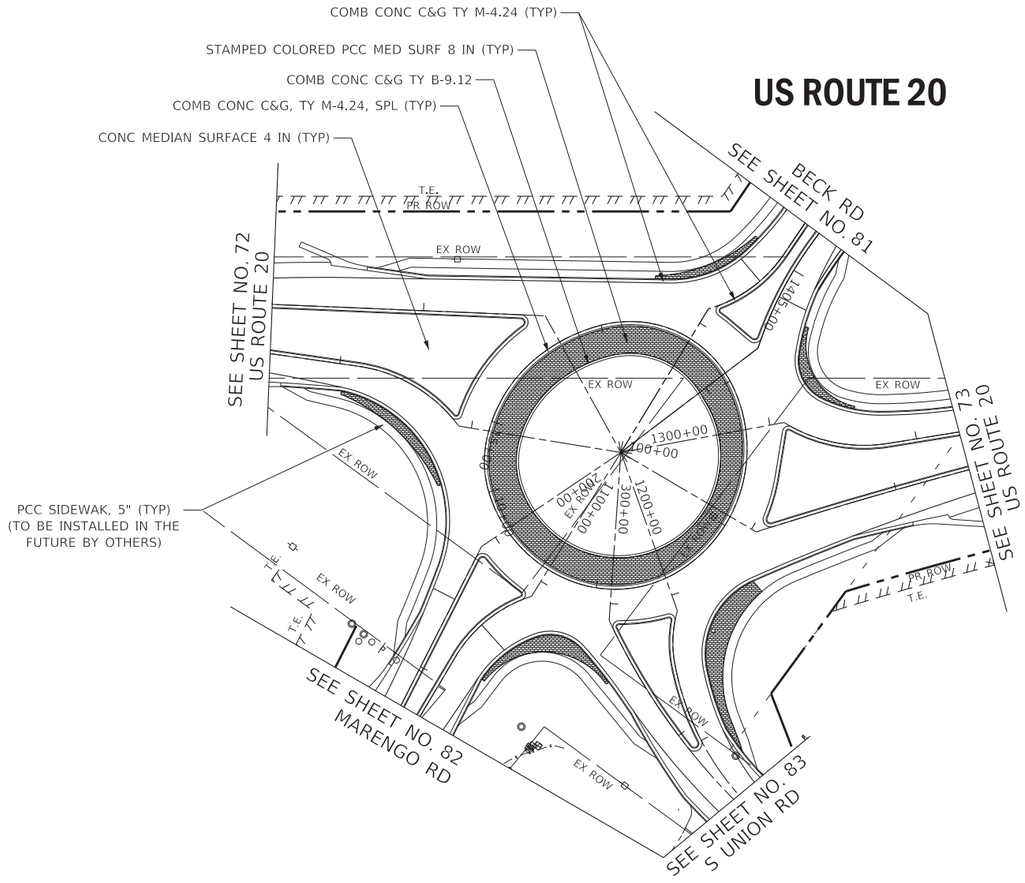
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf12_Coral.dgn

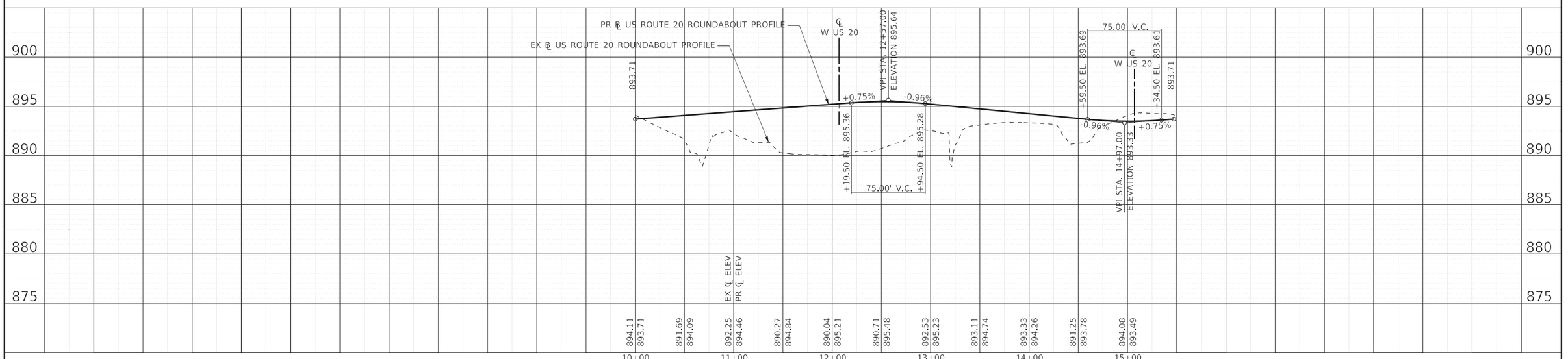
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
CORAL RD

SCALE: 1" = 50' | SHEET 13 OF 14 SHEETS | STA. 297+00 | TO STA. 305+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	84
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		





BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -
		DRAWN - CJC	REVISED -
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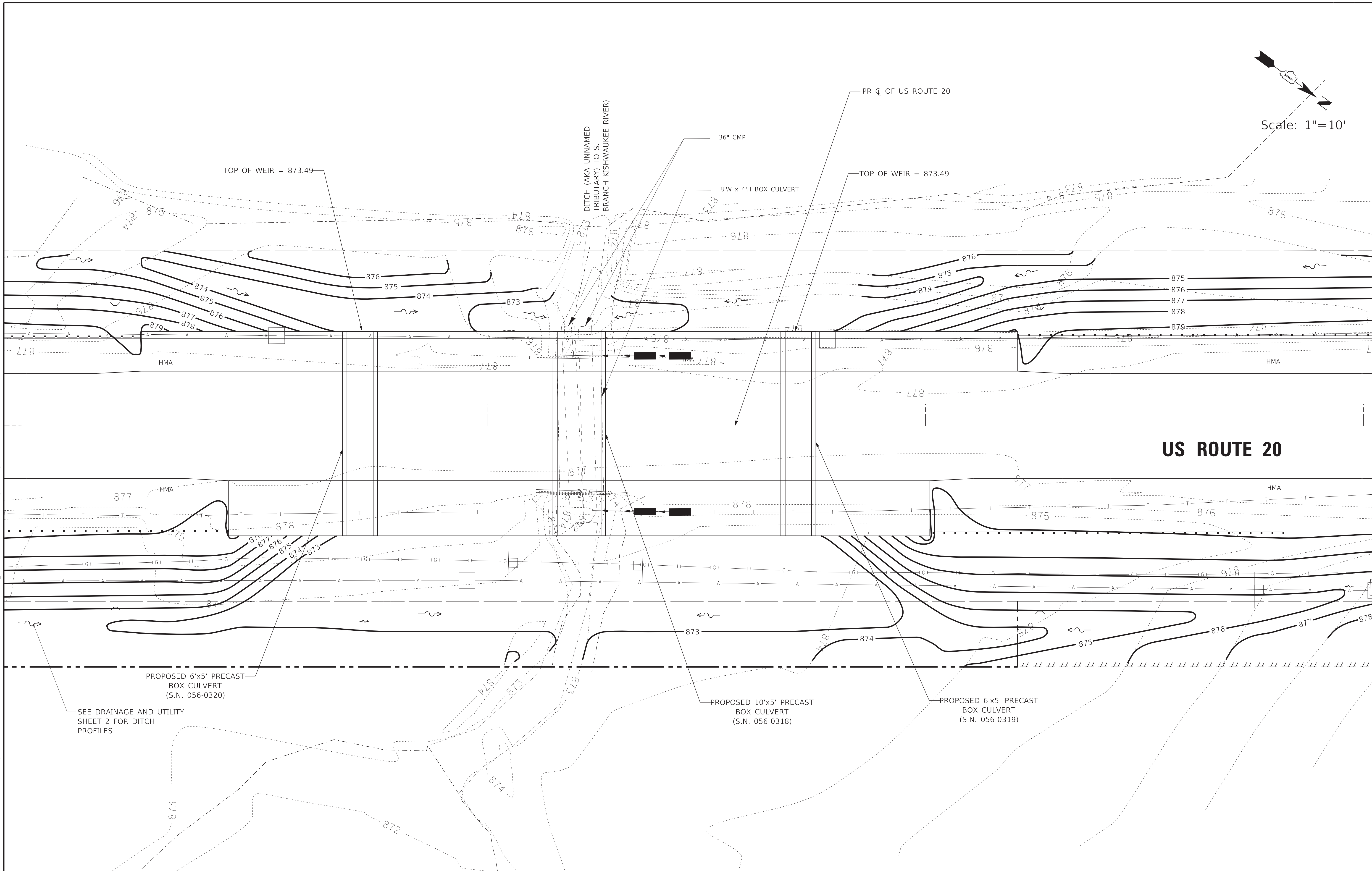
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf13_RB-US20.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
US ROUTE 20 ROUNDABOUT

SCALE: 1" = 50' | SHEET 14 OF 14 SHEETS | STA. 87+50 | TO STA. 102+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	85
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED -	REVISED -
	DRAWN - CJC	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-Grading-US20.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

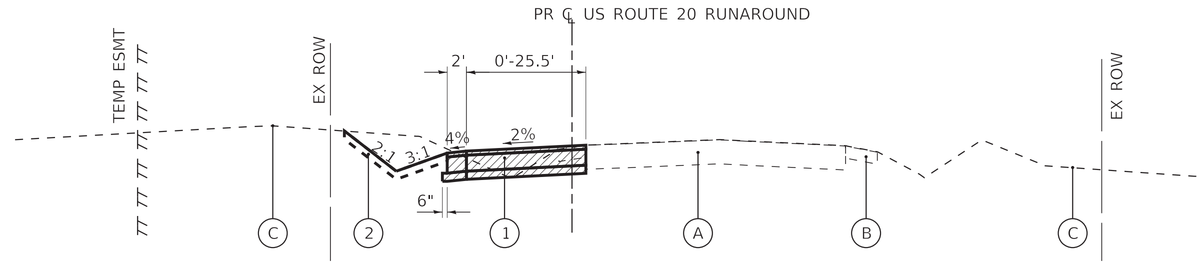
BOX CULVERT GRADING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	86

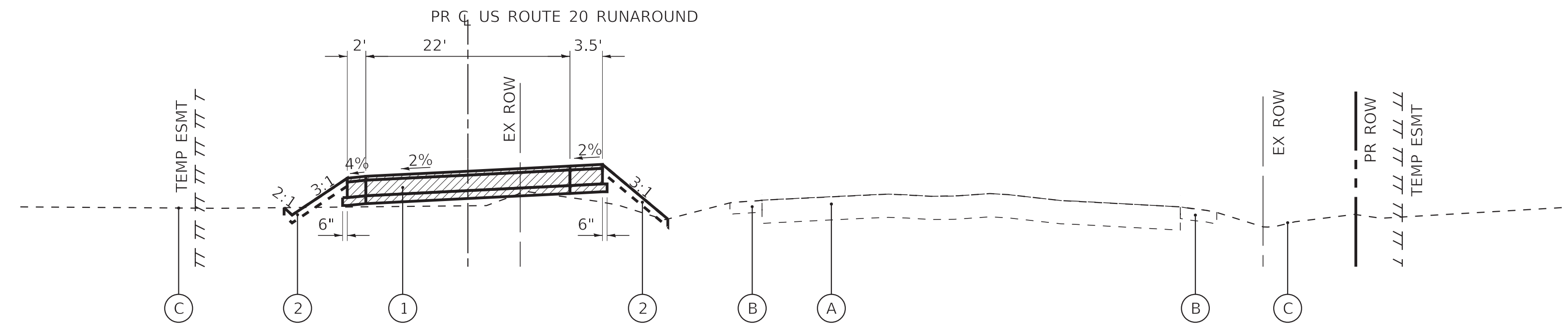
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



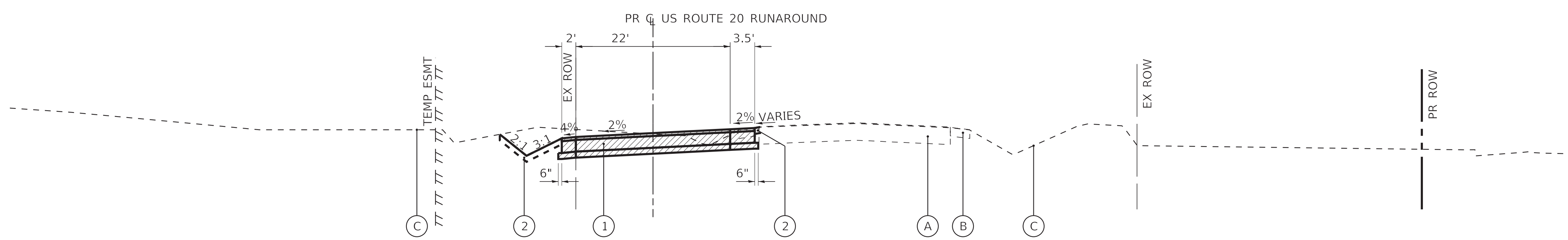
PROPOSED US ROUTE 20

STA 3001+23 TO STA 3005+10
STA 3023+10 TO STA 3027+09



PROPOSED US ROUTE 20

STA 3005+10 TO STA 3014+00



PROPOSED US ROUTE 20

STA 3014+00 TO STA 3023+10

EXISTING LEGEND

(A) PAVEMENT (SEE TYPICAL SECTIONS FOR MATERIAL AND THICKNESS)

(B) HOT-MIX ASPHALT SHOULDER

(C) GROUND SURFACE

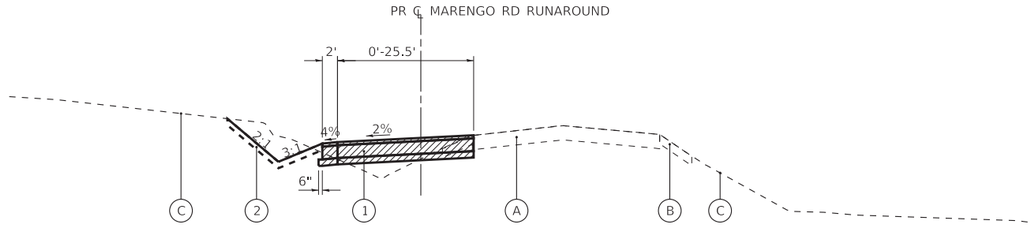
PROPOSED LEGEND

(1) TEMPORARY PAVEMENT, 10"
SUBBASE GRANULAR MATERIAL, TYPE B 4"

(2) TOPSOIL EXCAVATION AND PLACEMENT - 4"

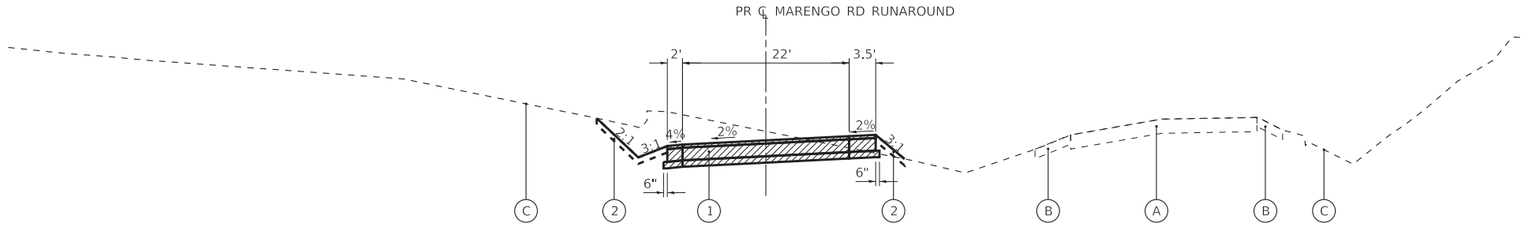
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS RUNAROUND US ROUTE 20
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical_RNRD.dgn		SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	87
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		



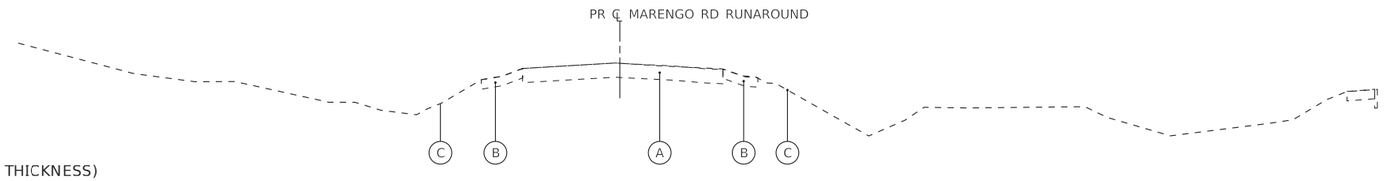
PROPOSED MARENGO RD

STA 4000+40 TO STA 4002+65
STA 4008+90 TO STA 4009+50



PROPOSED MARENGO RD

STA 4002+65 TO STA 4008+90



PROPOSED MARENGO RD

STA 4009+50 TO STA 4011+42

EXISTING LEGEND

(A) PAVEMENT (SEE TYPICAL SECTIONS FOR MATERIAL AND THICKNESS)
(B) HOT-MIX ASPHALT SHOULDER
(C) GROUND SURFACE

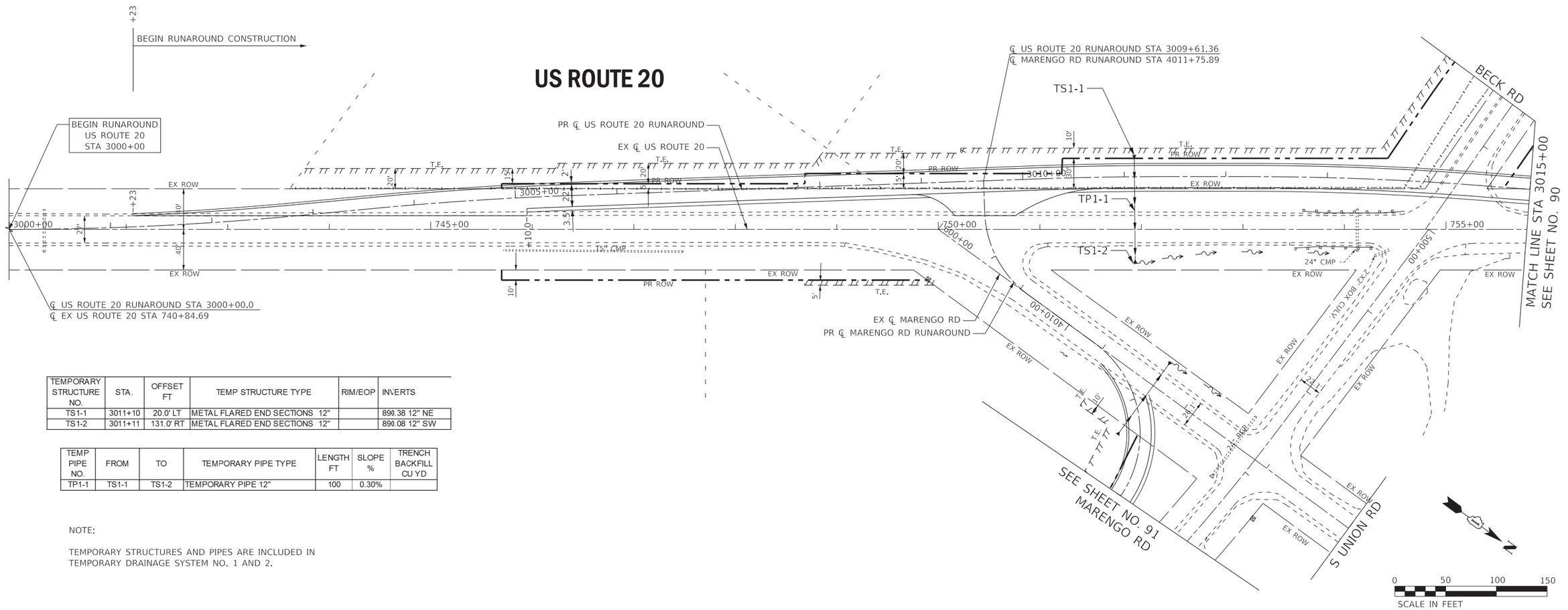
PROPOSED LEGEND

(1) TEMPORARY PAVEMENT, 10"
SUBBASE GRANULAR MATERIAL, TYPE B 4"
(2) TOPSOIL EXCAVATION AND PLACEMENT - 4"

BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS RUNAROUND MARENGO RD
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -		SCALE: N.T.S.
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-typical_RNRD.dgn		SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	88
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

US ROUTE 20

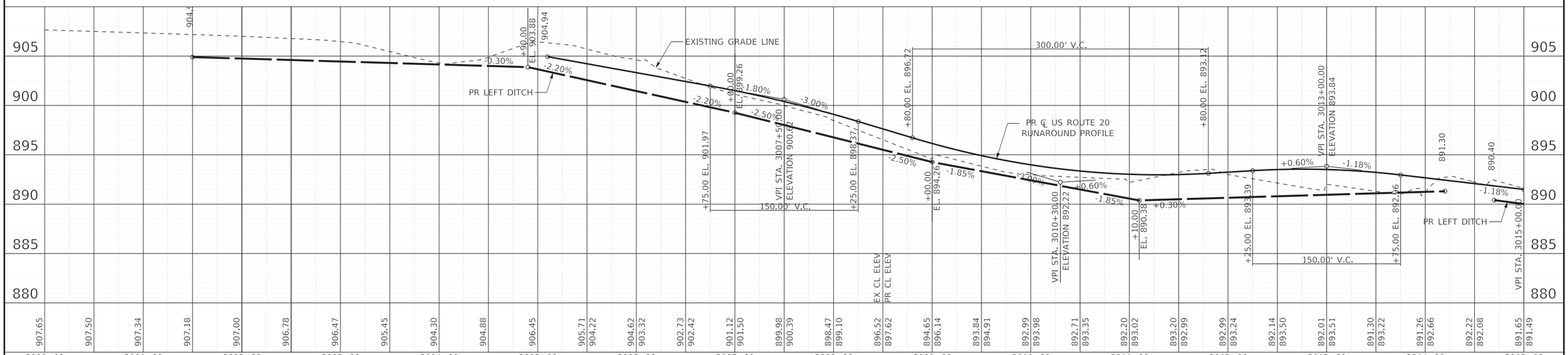


TEMPORARY STRUCTURE NO.	STA.	OFFSET FT	TEMP STRUCTURE TYPE	RIM/EOP	INVERTS
TS1-1	3011+10	20.0' LT	METAL FLARED END SECTIONS 12"		890.38 12" NE
TS1-2	3011+11	131.0' RT	METAL FLARED END SECTIONS 12"		890.08 12" SW

TEMP PIPE NO.	FROM	TO	TEMPORARY PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
TP1-1	TS1-1	TS1-2	TEMPORARY PIPE 12"	100	0.30%	

NOTE:

TEMPORARY STRUCTURES AND PIPES ARE INCLUDED IN TEMPORARY DRAINAGE SYSTEM NO. 1 AND 2.

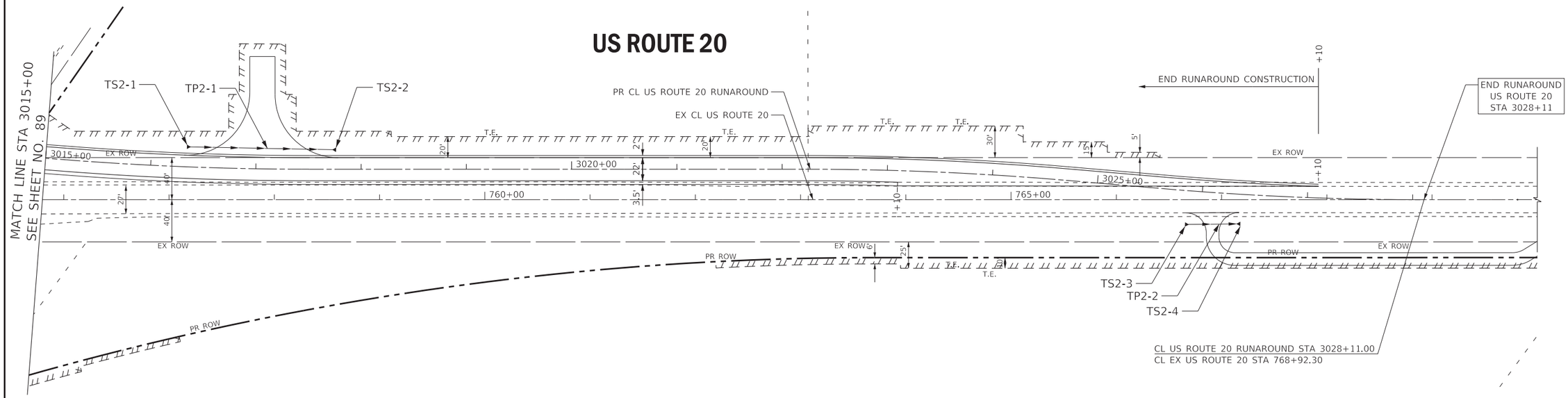


BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KAR	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf40_US20_rnrd.dgn	

RUNAROUND PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 1 OF 2 SHEETS | STA. 3000+00 | TO STA. 3015+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	89
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		



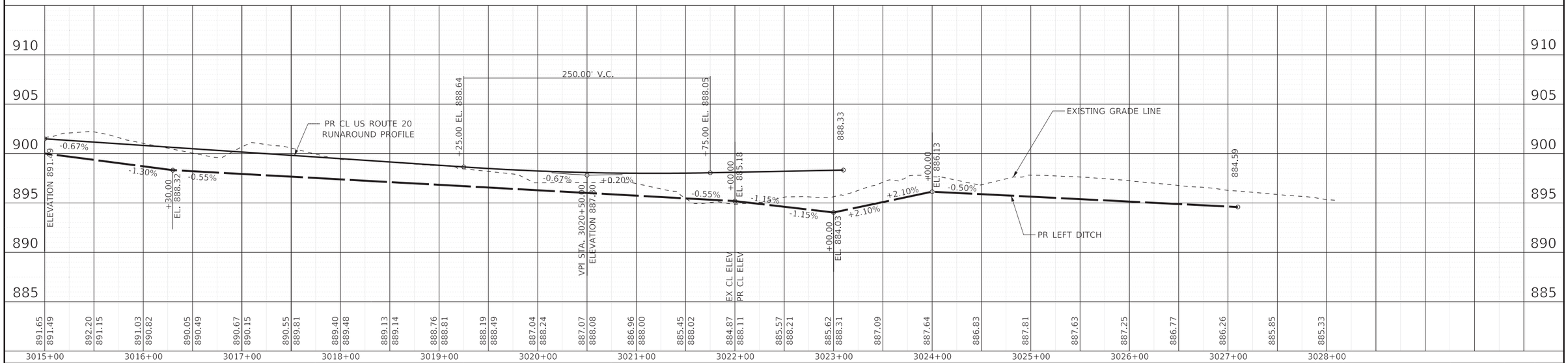
TEMPORARY STRUCTURE NO.	STA.	OFFSET FT	TEMP STRUCTURE TYPE	RIM/EOP	INVERTS	
TS2-1	3016+35	19.0' LT	METAL FLARED END SECTIONS 12"		888.29 12" NW	
TS2-2	3017+75	18.5' LT	METAL FLARED END SECTIONS 12"		887.74 12" SE	
TS2-3	766+66	23.0' RT	METAL FLARED END SECTIONS 12"		884.45 12" NW	
TS2-4	767+16	24.0' RT	METAL FLARED END SECTIONS 12"		884.00 12" SE	

TEMP PIPE NO.	FROM	TO	TEMPORARY PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
TP2-1	TS2-1	TS2-2	TEMPORARY PIPE CULVERT 12"	139	0.55%	
TP2-2	TS2-3	TS2-4	TEMPORARY PIPE CULVERT 12"	50	0.90%	

NOTE:

TEMPORARY STRUCTURES AND PIPES ARE INCLUDED IN TEMPORARY DRAINAGE SYSTEM NO. 1 AND 2.

0 50 100 150
SCALE IN FEET



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -
	DRAWN - KAR	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf41_US20_rnrd.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RUNAROUND PLAN & PROFILE
US ROUTE 20

SCALE: 1" = 50' | SHEET 2 OF 2 SHEETS | STA. 3015+00 | TO STA. 3028+10

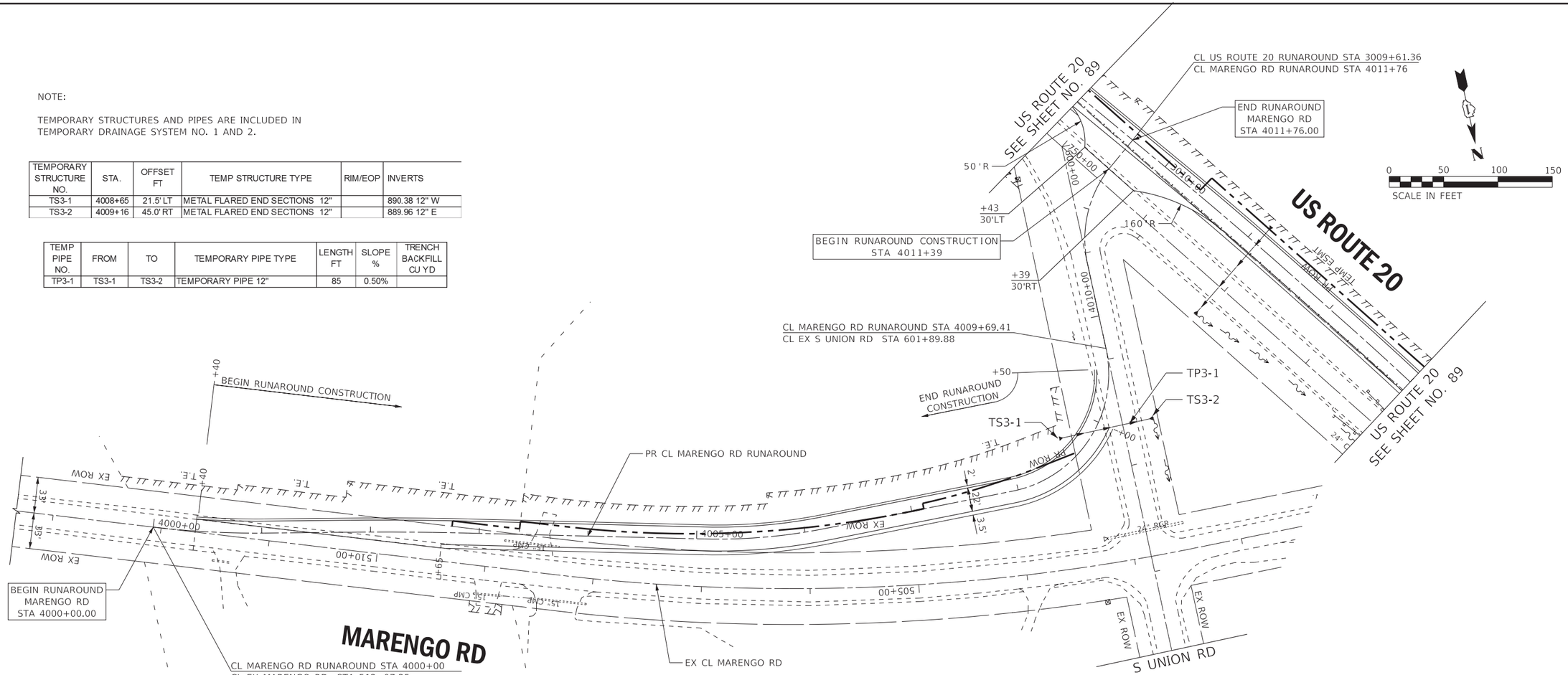
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	90
		CONTRACT NO. 62D36		
		ILLINOIS	FED. AID PROJECT GMW(759)	

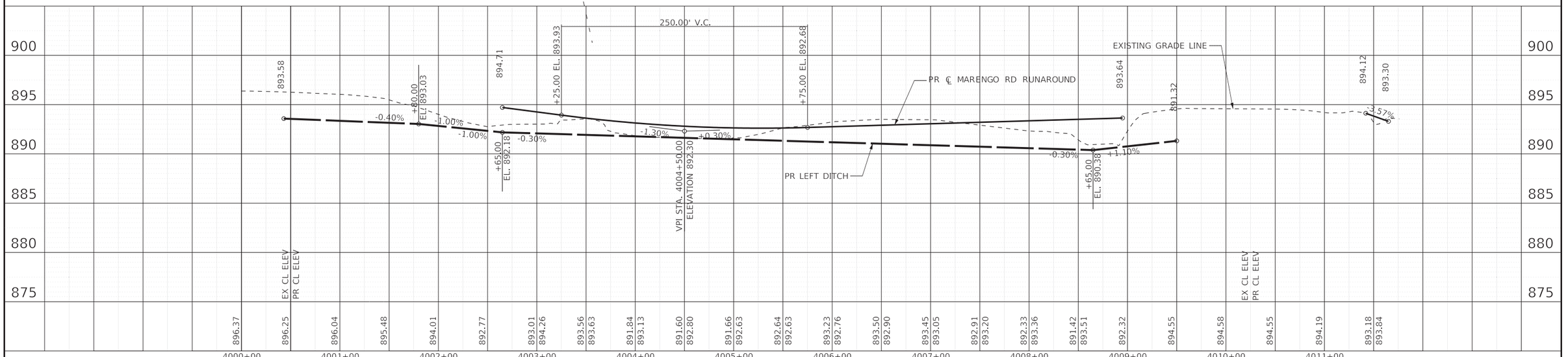
NOTE:

TEMPORARY STRUCTURES AND PIPES ARE INCLUDED IN TEMPORARY DRAINAGE SYSTEM NO. 1 AND 2.

TEMPORARY STRUCTURE NO.	STA.	OFFSET FT	TEMP STRUCTURE TYPE	RIM/EOP	INVERTS
TS3-1	4008+65	21.5' LT	METAL FLARED END SECTIONS 12"		890.38 12" W
TS3-2	4009+16	45.0' RT	METAL FLARED END SECTIONS 12"		889.96 12" E

TEMP PIPE NO.	FROM	TO	TEMPORARY PIPE TYPE	LENGTH FT	SLOPE %	TRENCH BACKFILL CU YD
TP3-1	TS3-1	TS3-2	TEMPORARY PIPE 12"	85	0.50%	





BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - AMW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RUNAROUND PLAN & PROFILE MARENGO RD
		DRAWN - KAR	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -		SCALE:
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-plnprf42_Marengo_rnrd.dgn		SHEET 1 OF 1 SHEETS STA. 4000+00 TO STA. 4011+76.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	91
		CONTRACT NO. 62D36		
	ILLINOIS	FED. AID PROJECT GMW(759)		

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 22' CLEAR WIDTH ROADWAY IN EACH DIRECTION FOR TWO-WAY TRAFFIC FLOW. INGRESS AND EGRESS TO DRIVEWAYS AND SIDE STREETS SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND/OR AS DETERMINED BY THE ENGINEER.

2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.

3. TYPE II BARRICADES, DRUMS AND VERTICAL PANELS SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED WORK ZONE, 20' WITHIN TAPERED SECTIONS AND 10' WITHIN CURVES/ RADII OR AS DETERMINED BY THE ENGINEER.

4. TEMPORARY CONCRETE BARRIER WALL SHALL BE INSTALLED AS SHOWN ON PLANS AND/OR AS DETERMINED BY THE ENGINEER. THERE SHALL BE A MINIMUM CLEARANCE OF 1' BETWEEN TRAVEL LANE AND BASE OF TEMPORARY CONCRETE BARRIER.

5. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS, WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL – WATER BLASTING.

6. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER. SUFFICIENT QUANTITIES HAVE BEEN PROVIDED FOR 2 APPLICATIONS OF TEMPORARY PAVEMENT MARKINGS AND 4 APPLICATIONS OF SHORT TERM PAVEMENT MARKINGS FOR EACH STAGE.

7. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

8. THE CLOSURE OF ONE THRU TRAFFIC LANE FOR ANY REASONS SHALL BE RESTRICTED TO THE ALLOWABLE HOURS SPECIFIED IN THE DISTRICT 1 SPECIAL PROVISION KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC.

9. ALL DRIVEWAYS SHALL BE OPEN TO TRAFFIC DURING CONSTRUCTION.

10. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION

PRESTAGE 1

1. THE FOLLOWING SHALL BE PERFORMED USING STANDARD 701006 FOR OFF-ROAD OPERATIONS AND STANDARD 701336 FOR DAY TIME LANE CLOSURES AS NEEDED.
   - A. CONSTRUCT TEMPORARY ENTRANCES ALONG US 20 IN PROXIMITY OF CULVERT RECONSTRUCTION AS SHOWN IN THE PLANS.
   - B. CONSTRUCT TEMPORARY PAVEMENT ON WEST SIDE OF US 20 AS SHOWN IN THE PLANS.

STAGE 1A

2. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE WEST SIDE OF US 20 FOR CULVERT. RECONSTRUCTION WITH TEMPORARY TRAFFIC SIGNAL AS SHOWN IN THE PLANS.
3. MAINTAIN TWO-WAY TRAFFIC FLOW ON US 20 OUTSIDE OF TEMPORARY TRAFFIC SIGNAL LIMITS.
4. REMOVE THE EXISTING PAVEMENT, AGGREGATE SHOULDER, GUARDRAIL, AND EASTERN PORTION OF EXISTING BOX CULVERT WITHIN CUVLERT RECONSTRUCTION LIMITS.
5. CONSTRUCT NEW BOX CULVERTS, RETAINING WALL, BARRIER WALL, PAVEMENT, AND SHOULDERS WITHIN CULVERT RECONSTRUCTION LIMITS.
6. THE FOLLOWING SHALL BE PERFORMED USING STANDARD 701006 FOR OFF-ROAD OPERATIONS AND STANDARD 701336 FOR DAY TIME LANE CLOSURES AS NEEDED.
   - A. UTILITY ADJUSTMENTS ALONG BOTH SIDES OF US 20.
   - B. CONSTRUCT TEMPORARY STORM SEWER, STORM SEWER LATERALS, PIPE CULVERTS, PATCHES, STRUCTURES, AND DITCHES FOR TEMPORARY DRAINAGE ALONG THE WEST SIDE OF US 20.
   - C. CONSTRUCT TEMPORARY PAVEMENT ON WEST SIDE OF US 20 AND MARENGO ROAD AS SHOWN IN THE PLANS.

STAGE 1B

1. MAINTAIN ONE-WAY TRAFFIC FLOW ALONG THE WEST SIDE OF US 20 FOR CULVERT RECONSTRUCTION WITH TEMPORARY TRAFFIC SIGNAL AS SHOWN IN THE PLANS.
2. MAINTAIN TWO-WAY TRAFFIC FLOW ON US 20 OUTSIDE OF TEMPORARY TRAFFIC SIGNAL LIMITS.
3. ESTABLISH DETOUR FOR BECK ROAD.
4. THE FOLLOWING SHALL BE PERFORMED USING STANDARD 701006 FOR OFF-ROAD OPERATIONS AND STANDARD 701336 FOR DAY TIME LANE CLOSURES AS NEEDED.
   - A. COMPLETE UTILITY ADJUSTMENTS ALONG BOTH SIDES OF US 20.
   - B. COMPLETE TEMPORARY STORM SEWER, STORM SEWER LATERALS, PIPE CULVERTS, PATCHES, STRUCTURES, AND DITCHES FOR TEMPORARY DRAINAGE ALONG THE WEST SIDE OF US 20.
   - C. COMPLETE TEMPORARY PAVEMENT ON WEST SIDE OF US 20 AS SHOWN IN THE PLANS.

STAGE 2A

1. MAINTAIN DETOUR FOR BECK ROAD.
2. ESTABLISH DETOUR FOR S UNION ROAD.
3. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE US 20 TEMPORARY RUNAROUND AS SHOWN ON THE PLANS.
4. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE MARENGO ROAD TEMPORARY RUNAROUND AS SHOWN ON THE PLANS.
5. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE EAST SIDE OF US 20 FOR CULVERT RECONSTRUCTION WITH TEMPORARY TRAFFIC SIGNAL AS SHOWN IN THE PLANS.
6. REMOVE THE EXISTING PAVEMENT, AGGREGATE SHOULDER, GUARDRAIL, AND WESTERN PORTION OF EXISTING BOX CULVERT WITHIN CULVERT RECONSTRUCTION LIMITS.
7. CONSTRUCT NEW BOX CULVERTS, RETAINING WALL, BARRIER WALL, PAVEMENT, AND SHOULDERS WITHIN CULVERT RECONSTRUCTION LIMITS.
8. REMOVE THE EXISTING PAVEMENT, AGGREGATE SHOULDER, GUARDRAIL, AND PIPE CULVERTS ALONG US 20, BECK ROAD, MARENGO ROAD, AND S UNION ROAD AS SHOWN IN THE PLANS.
9. INSTALL PIPE CULVERTS, CULVERT EXTENSIONS AND DRAINAGE STRUCTURES ALONG US 20, BECK ROAD, MARENGO ROAD, AND S UNION ROAD.
10. CONSTRUCT ROUNDABOUT PAVEMENT, PAVED SHOULDER, MEDIANS AND CURB AND GUTTER ALONG US 20, BECK ROAD, MARENGO ROAD, AND S UNION ROAD AS SHOWN IN THE PLANS.

STAGE 2B

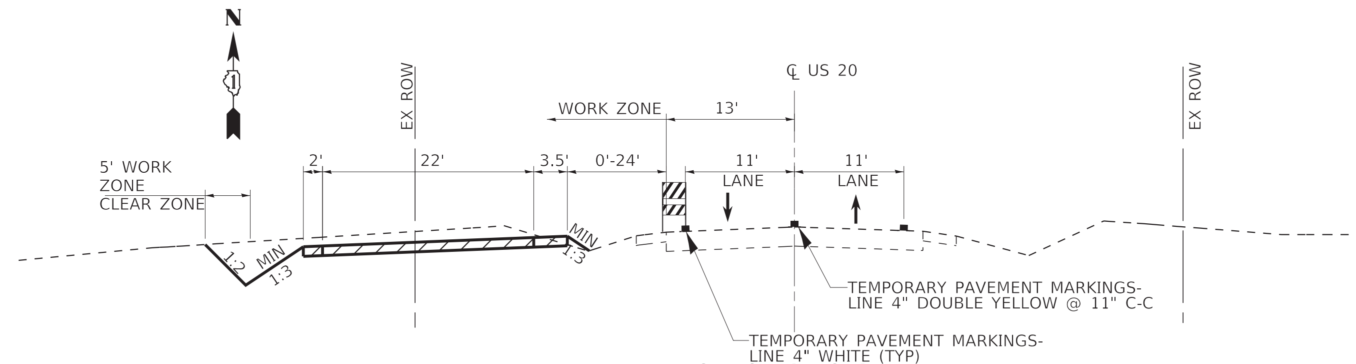
1. MAINTAIN DETOURS FOR BECK ROAD AND S UNION ROAD
2. MAINTAIN TWO-WAY TRAFFIC FLOW ALONG THE US 20 TEMPORARY RUNAROUND AS SHOWN ON THE PLANS.
3. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG MARENGO ROAD UTILIZING THE PROPOSED ROUNDABOUT AS SHOWN IN THE PLANS.
4. MAINTAIN ONE-WAY TRAFFIC FLOW ALONG THE EAST SIDE OF US 20 FOR CULVERT RECONSTRUCTION WITH TEMPORARY TRAFFIC SIGNAL AS SHOWN IN THE PLANS.
5. CONSTRUCT PAVEMENT, PAVED SHOULDER, MEDIANS AND CURB AND GUTTER ALONG US 20, AND MARENGO ROAD FOR SECTIONS PREVIOUSLY OCCUPIED BY MARENGO RUNAROUND.

STAGE 3A

1. MAINTAIN DETOUR FOR BECK ROAD.
2. OPEN ROADWAY TO TWO-WAY, TWO LANE TRAFFIC FLOW WITH ROUNDABOUT AS SHOWN ON THE PLANS.
3. CONSTRUCT PAVEMENT, PAVED SHOULDER, MEDIANS AND CURB AND GUTTER ALONG BECK ROAD FOR SECTION PREVIOUSLY OCCUPIED BY US 20 RUNAROUND.
4. REMOVE TEMPORARY PAVEMENT ON WEST SIDE OF US 20 AS SHOWN IN THE PLANS.
5. CONSTRUCT GRADING FOR DITCHES ALONG BOTH THE WEST AND EAST SIDE OF US 20.

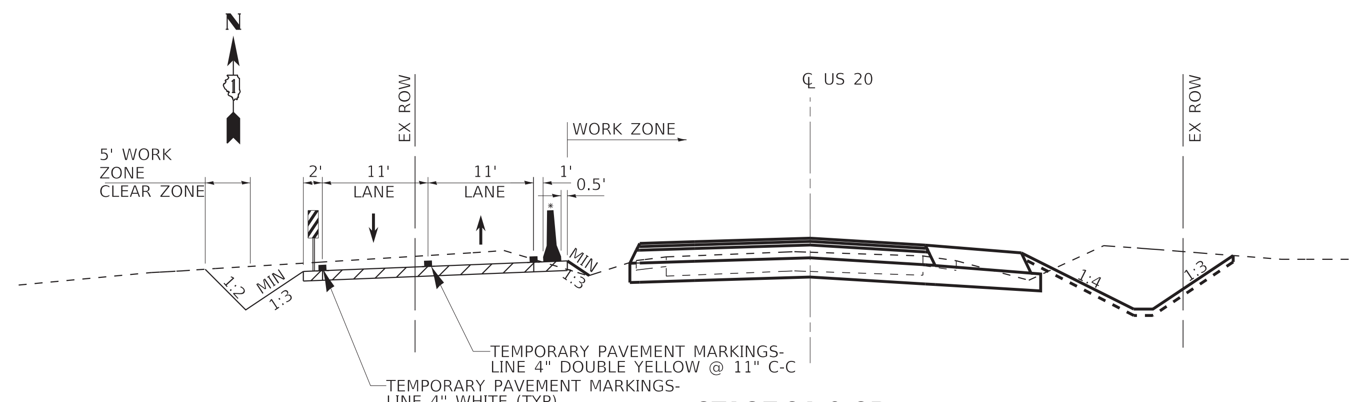
STAGE 3B

1. OPEN ROADWAY TO TWO-WAY, TWO LANE TRAFFIC FLOW WITH ROUNDABOUT AS SHOWN ON THE PLANS.
2. REMOVE REMAINING PORTION OF US 20 RUNAROUNDS AS SHOWN IN THE PLANS AND COMPLETE GRADING.
3. CONSTRUCT MEDIAN ALONG US 20 AS SHOWN IN THE PLANS.
4. COMPLETE PERMANENT SEEDING AND LANDSCAPING.



STAGE 1A & 1B

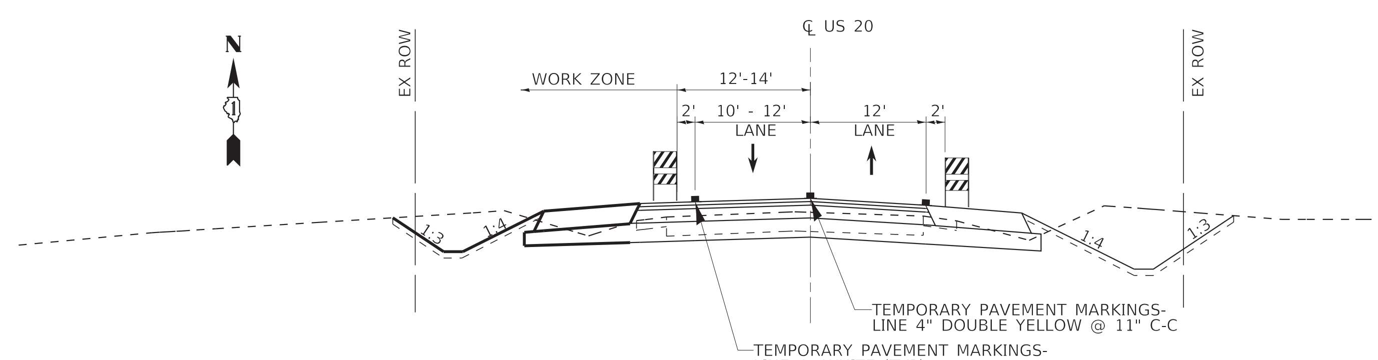
STA 738+86 TO STA 767+42 (EX)
STA 85+00 TO STA 114+00 (PR)



STAGE 2A & 2B

STA 738+86 TO STA 767+42 (EX)
STA 85+00 TO STA 114+00 (PR)

* PINNING REQUIRED
** TEMP SIGNALS



STAGE 3A & 3B

STA 738+86 TO STA 767+42 (EX)
STA 85+00 TO STA 114+00 (PR)

LEGEND

- TEMPORARY PAVEMENT
- EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS
- TYPE II BARRICADE OR DRUM
- DOUBLE VERTICAL PANELS (BACK TO BACK)
- TEMPORARY CONCRETE BARRIER W/TYPE C DOUBLE SIDED CRYSTAL MARKERS
- DIRECTION OF TRAVEL

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Typical.dgn	

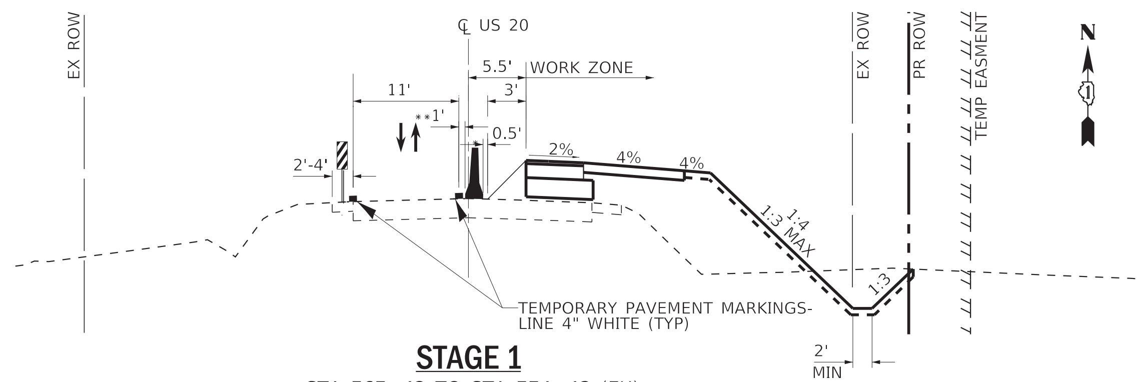
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS - ROUNDABOUT

SCALE: N.T.S. | SHEET 2 OF 20 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	93

CONTRACT NO. 62D36

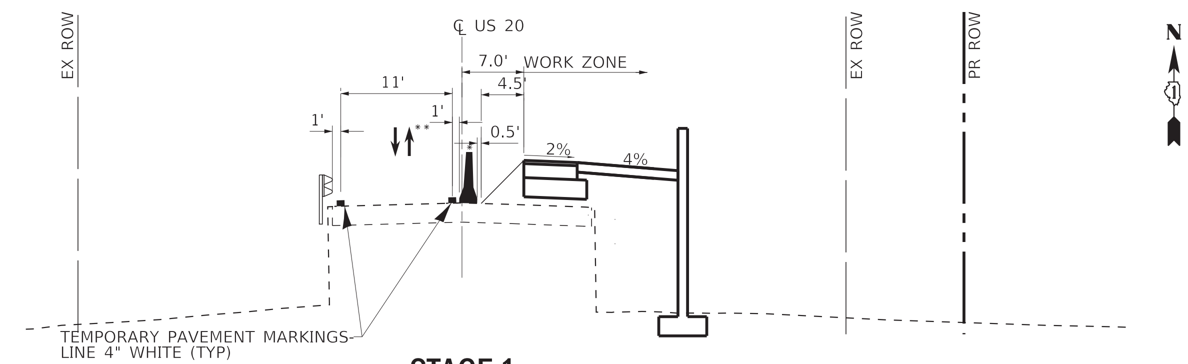
ILLINOIS | FED. AID PROJECT GMW(759)



STAGE 1

STA 767+42 TO STA 774+43 (EX)
STA 776+43 TO STA 785+42 (EX)
STA 114+00 TO STA 121+21 (PR)
STA 123+21 TO STA 132+00 (PR)

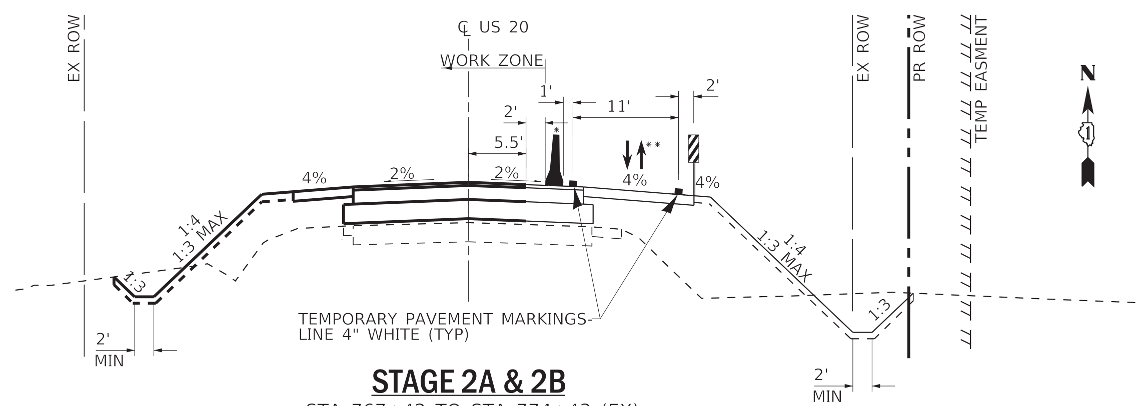
* PINNING REQUIRED
** TEMP SIGNALS



STAGE 1

STA 774+43 TO STA 776+43 (EX)
STA 121+21 TO STA 123+21 (PR)

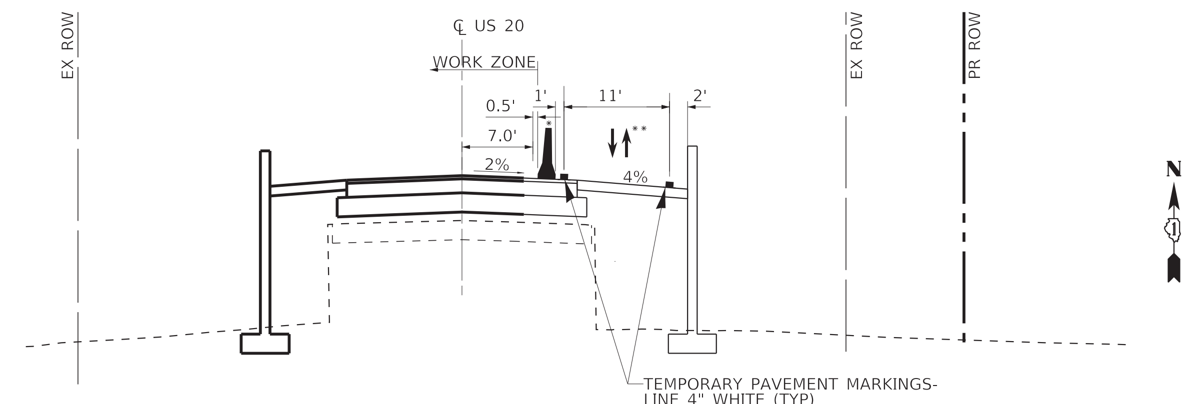
* PINNING REQUIRED
** TEMP SIGNALS



STAGE 2A & 2B

STA 767+42 TO STA 774+43 (EX)
STA 776+43 TO STA 785+42 (EX)
STA 114+00 TO STA 121+21 (PR)
STA 123+21 TO STA 132+00 (PR)

* PINNING NOT REQUIRED
** TEMP SIGNALS



STAGE 2A & 2B

STA 774+43 TO STA 776+43 (EX)
STA 121+21 TO STA 123+21 (PR)

* PINNING REQUIRED
** TEMP SIGNALS

LEGEND

- TEMPORARY PAVEMENT
- EXISTING PAVEMENT MARKINGS
- TEMPORARY PAVEMENT MARKINGS
- TYPE II BARRICADE OR DRUM
- DOUBLE VERTICAL PANELS (BACK TO BACK)
- TEMPORARY CONCRETE BARRIER W/TYPE C DOUBLE SIDED CRYSTAL MARKERS
- DIRECTION OF TRAVEL

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Typical.dgn	

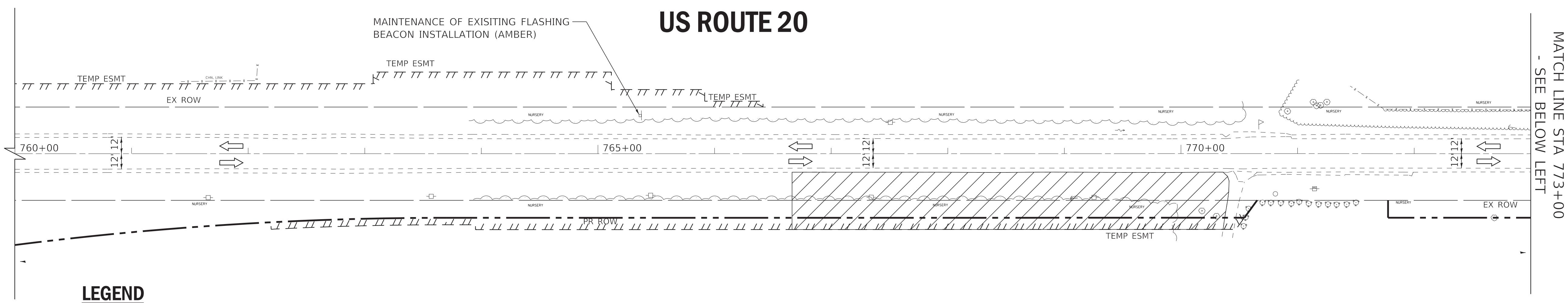
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS - CULVERT

SCALE: N.T.S. | SHEET 3 OF 20 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	94

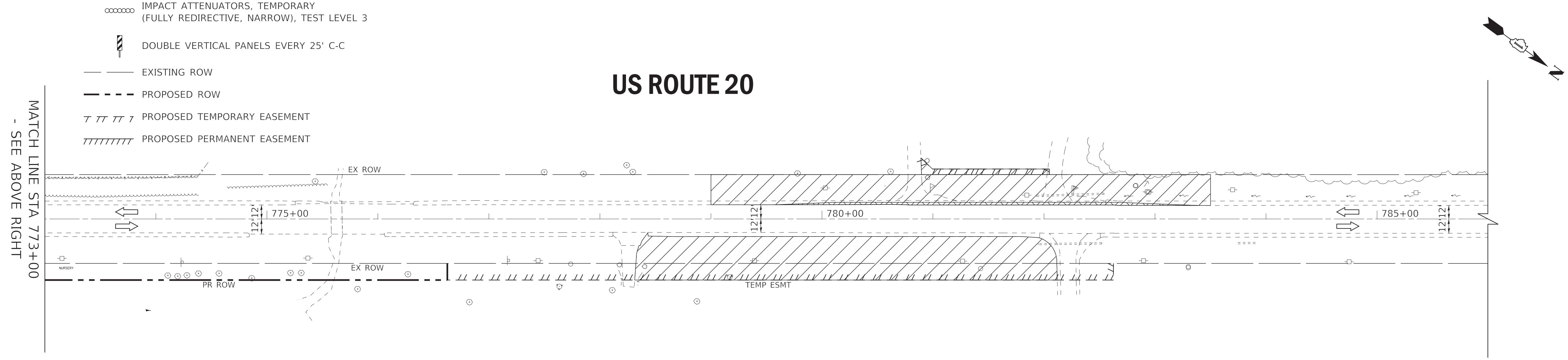
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)

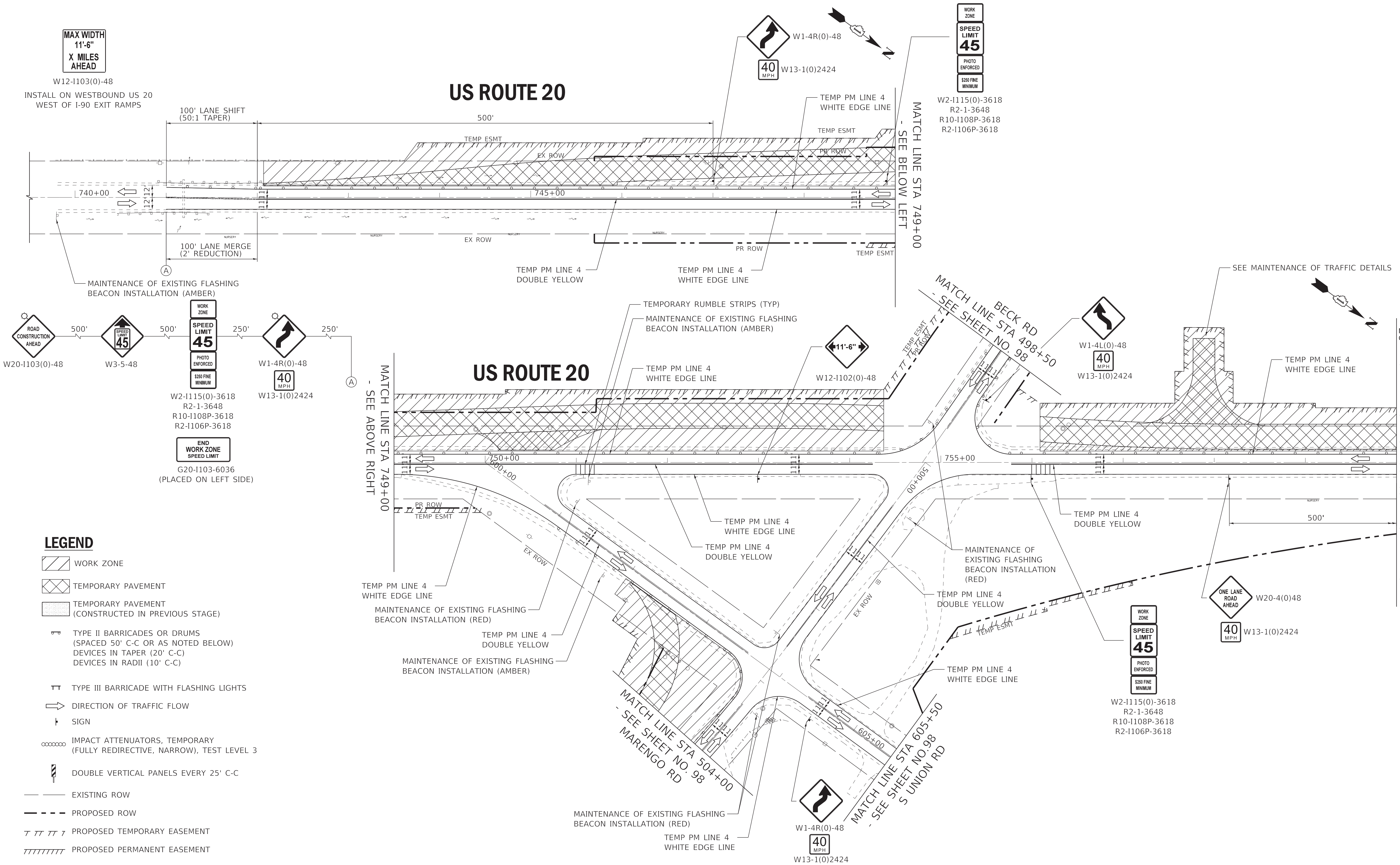


LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (CONSTRUCTED IN PREVIOUS STAGE)
- TYPE II BARRICADES OR DRUMS (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- DOUBLE VERTICAL PANELS EVERY 25' C-C
- EXISTING ROW
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT



BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - PRESTAGE 1 PLAN US ROUTE 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CJC	REVISED -			525	2016-092B&R	MCHENRY	329	95
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -			CONTRACT NO. 62D36				
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_PreStage1.dgn		SCALE: 1" = 50' SHEET 4 OF 20 SHEETS STA. 760+00 TO STA. 786+00	ILLINOIS FED. AID PROJECT GMW(759)				



BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -
	DRAWN - KAR	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Stage1A-1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

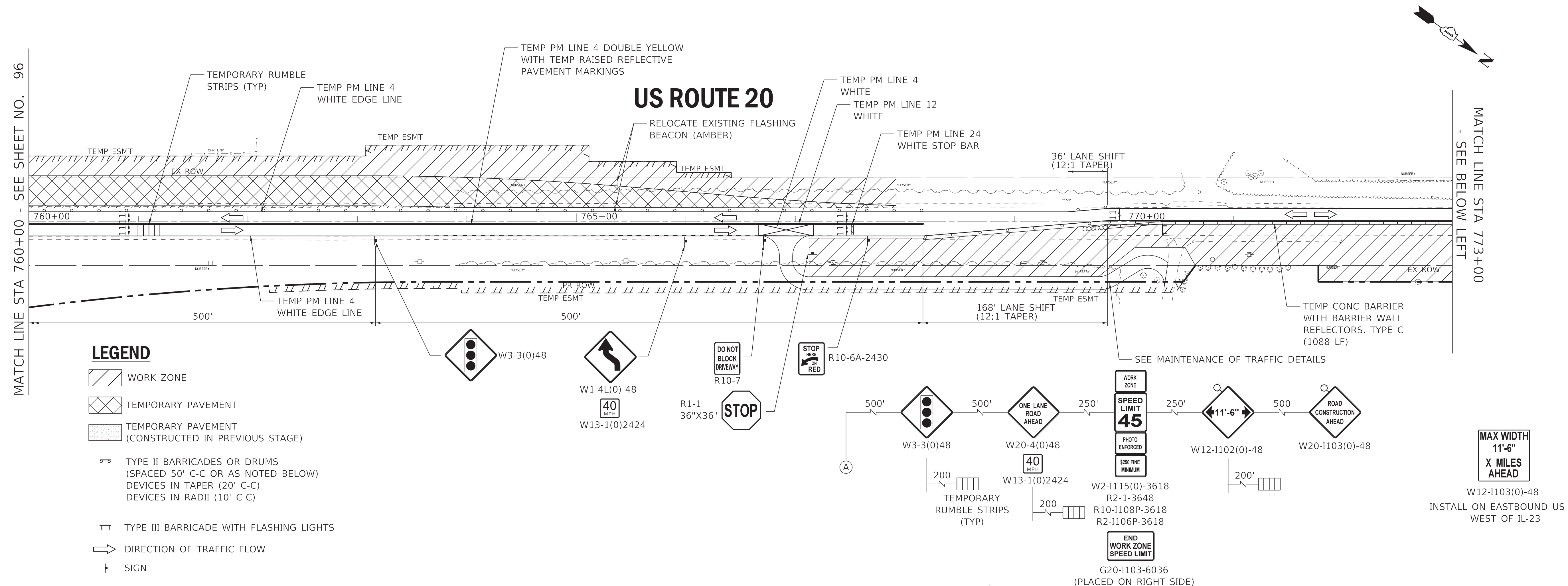
MAINTENANCE OF TRAFFIC - STAGE 1A PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 5 OF 20 SHEETS | STA. 739+00 TO STA. 760+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	96

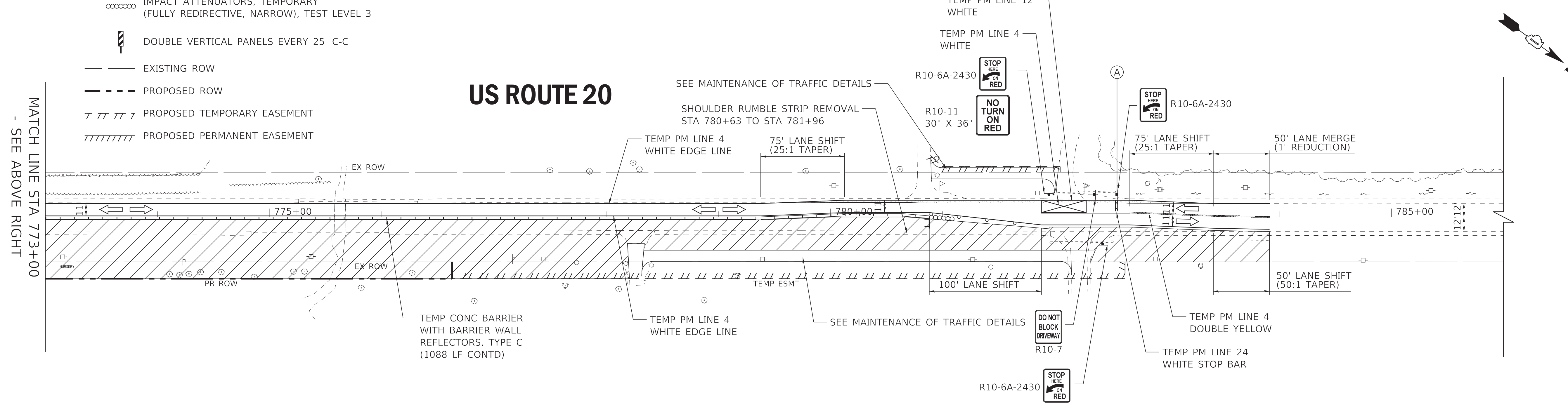
CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (CONSTRUCTED IN PREVIOUS STAGE)
- TYPE II BARRICADES OR DRUMS (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- DOUBLE VERTICAL PANELS EVERY 25' C-C
- EXISTING ROW
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT



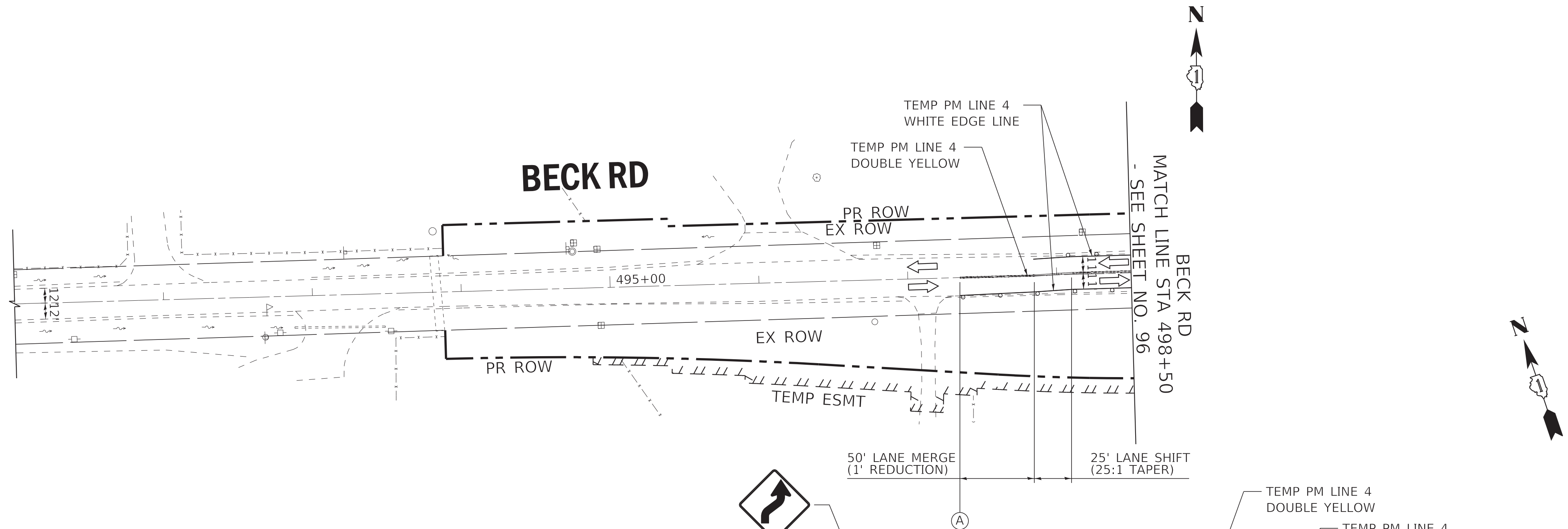
BAXTER & WOODMAN Consulting Engineers

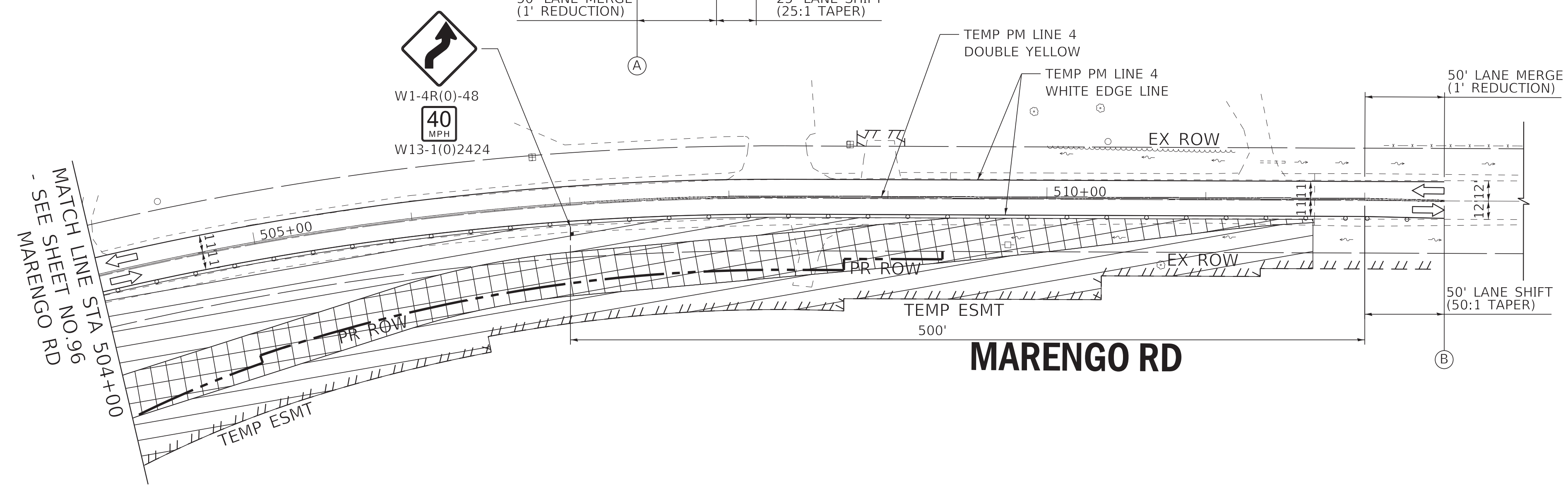
USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - CJC	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Stage1A-2.dgn	

MAINTENANCE OF TRAFFIC - STAGE 1A PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 6 OF 20 SHEETS | STA. 760+00 TO STA. 786+00

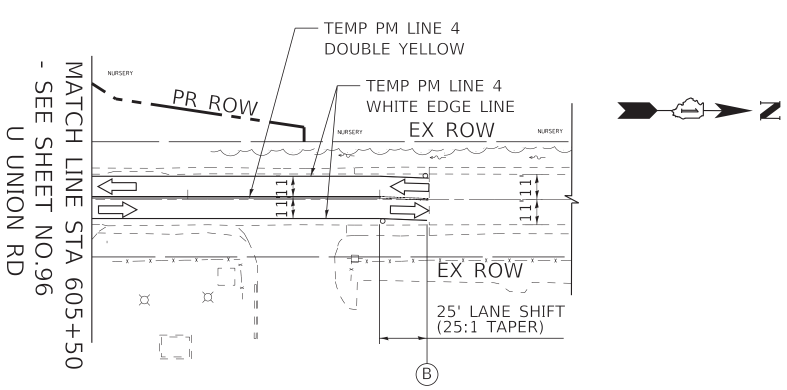
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	97
		CONTRACT NO. 62D36		
		ILLINOIS	FED. AID PROJECT GMW(759)	



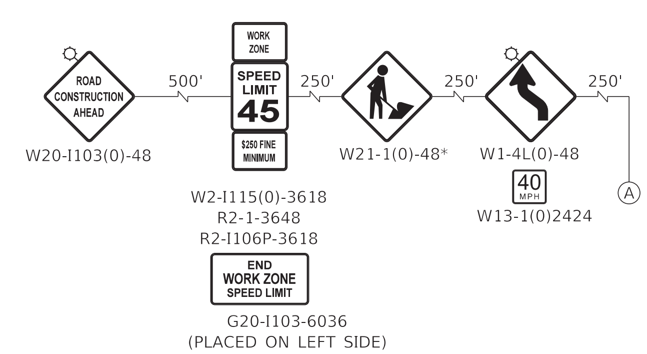


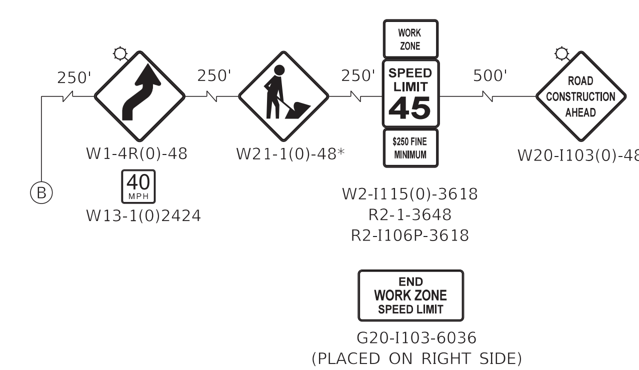
LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (CONSTRUCTED IN PREVIOUS STAGE)
- TYPE II BARRICADES OR DRUMS (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- DOUBLE VERTICAL PANELS EVERY 25' C-C
- EXISTING ROW
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT



NOTES:
* SIGN SHALL BE TAKEN DOWN WHEN WORKERS OR FLAGGERS ARE NOT PRESENT.





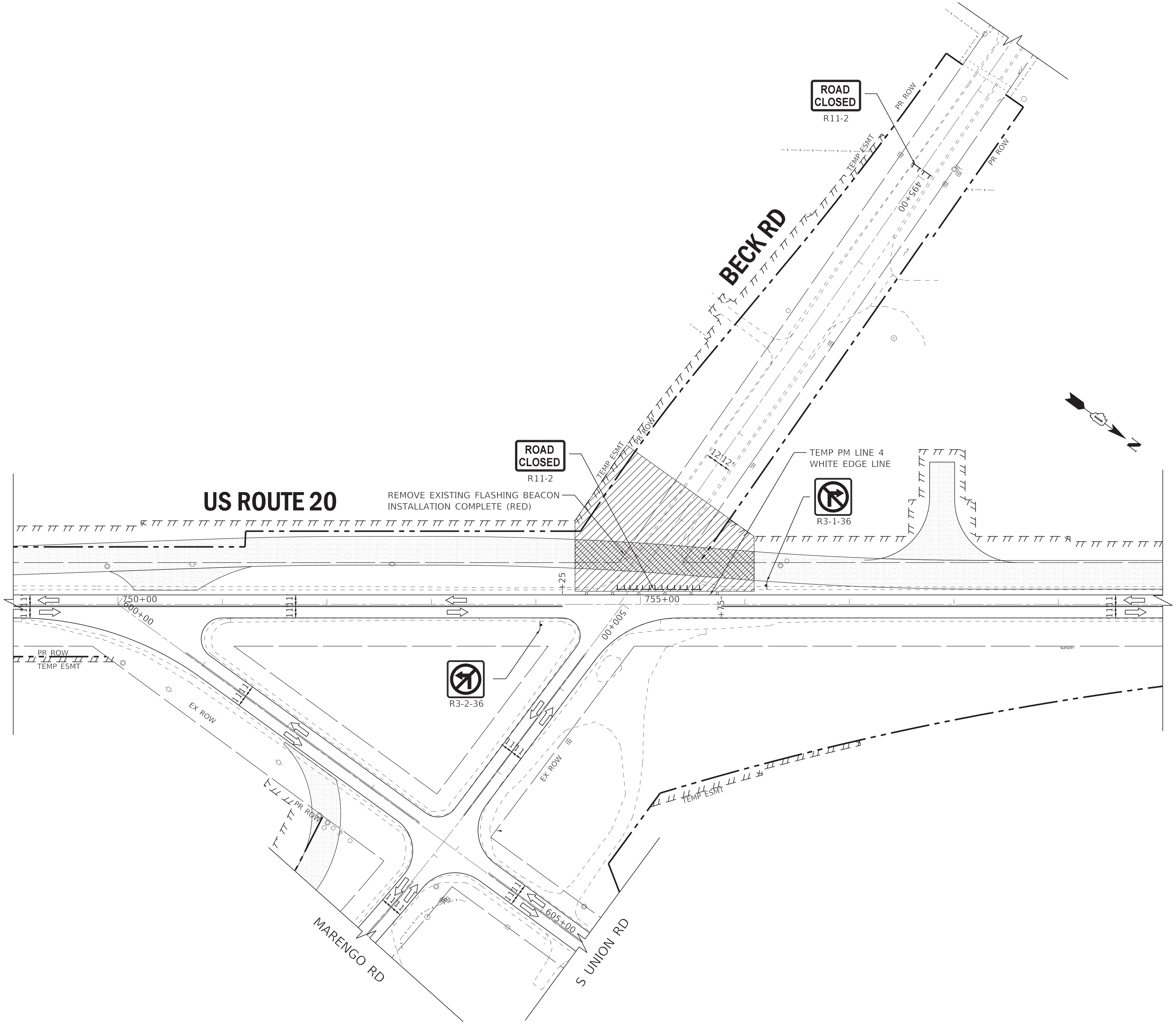
BAXTER & WOODMAN Consulting Engineers	USER NAME = 560KAR	DESIGNED - REW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - CJC	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
	PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Stage1A-3.dgn	

MAINTENANCE OF TRAFFIC - STAGE 1A PLAN
BECK RD, MARENGO RD AND S UNION RD

SCALE: 1" = 50' | SHEET 7 OF 20 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	98

CONTRACT NO. 62D36
ILLINOIS FED. AID PROJECT GMW(759)



NOTE:
MAINTAIN STAGE 1A MOT ALONG
US ROUTE 20, MARENGO RD AND
S UNION RD

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT (CONSTRUCTED IN PREVIOUS STAGE)
- TYPE II BARRICADES OR DRUMS (SPACED 50' C-C OR AS NOTED BELOW) DEVICES IN TAPER (20' C-C) DEVICES IN RADII (10' C-C)
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- DOUBLE VERTICAL PANELS EVERY 25' C-C
- EXISTING ROW
- PROPOSED ROW
- PROPOSED TEMPORARY EASEMENT
- PROPOSED PERMANENT EASEMENT

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -	
	DRAWN - KAR	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Stage1B.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

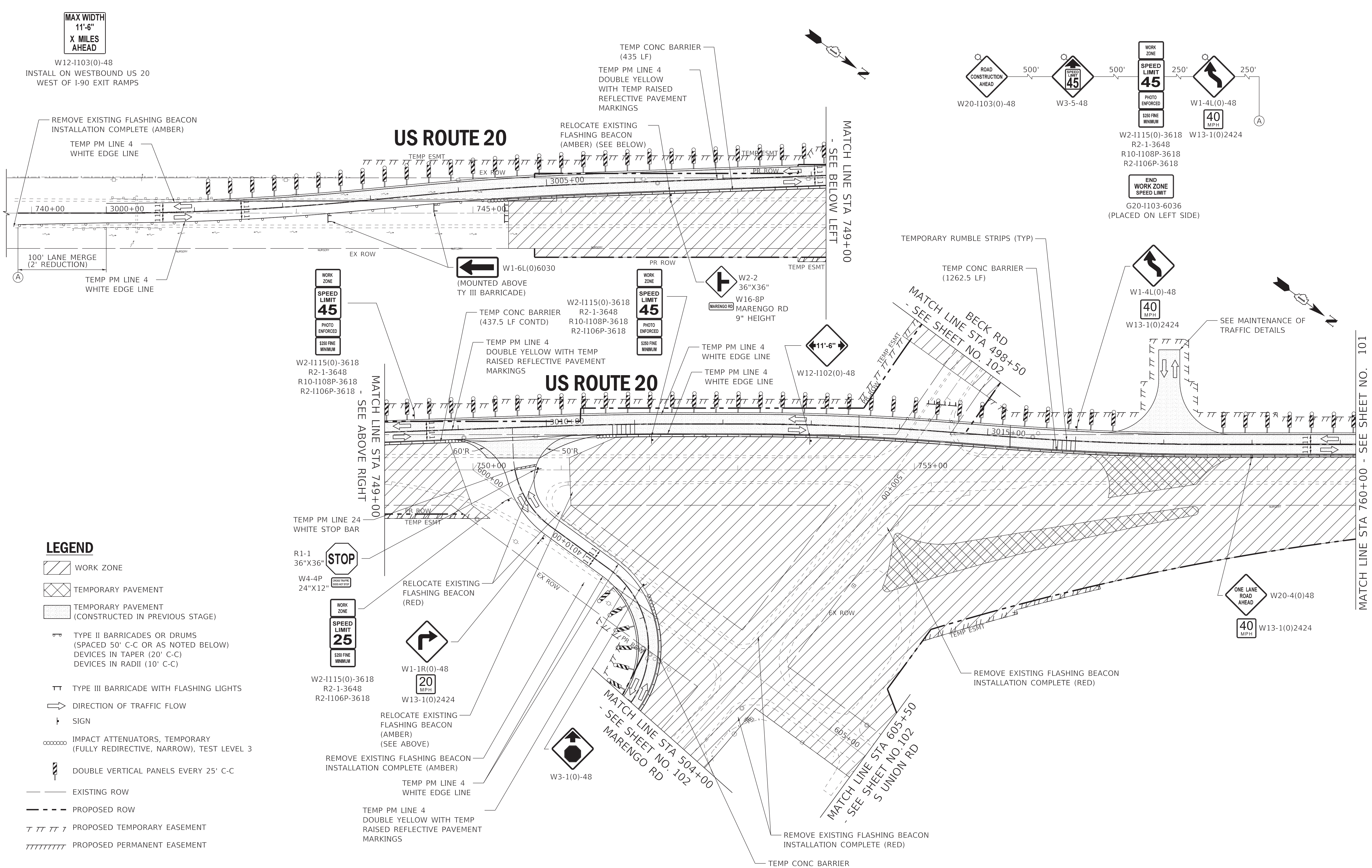
MAINTENANCE OF TRAFFIC - STAGE 1B PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 8 OF 20 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	99

CONTRACT NO. 62D36

ILLINOIS FED. AID PROJECT GMW(759)



MAX WIDTH 11'-6" X MILES AHEAD
W12-I103(0)-48
INSTALL ON WESTBOUND US 20
WEST OF I-90 EXIT RAMPS
REMOVE EXISTING FLASHING BEACON
INSTALLATION COMPLETE (AMBER)
TEMP PM LINE 4
WHITE EDGE LINE
US ROUTE 20
TEMP CONC BARRIER
(435 LF)
TEMP PM LINE 4
DOUBLE YELLOW
WITH TEMP RAISED
REFLECTIVE PAVEMENT
MARKINGS
RELOCATE EXISTING
FLASHING BEACON
(AMBER) (SEE BELOW)
TEMP ESMT
EX ROW
3005+00
PR ROW
740+00
3000+00
745+00
MATCH LINE STA 749+00 - SEE BELOW LEFT
100' LANE MERGE
(2' REDUCTION)
TEMP PM LINE 4
WHITE EDGE LINE
W1-6L(0)6030
(MOUNTED ABOVE
TY III BARRICADE)
W2-2
36"X36"
MARENGO RD
W16-8P
MARENGO RD
9" HEIGHT
ROAD CONSTRUCTION AHEAD
500'
SPEED LIMIT 45
500'
WORK ZONE
SPEED LIMIT 45
PHOTO ENFORCED
$250 FINE MINIMUM
250'
250'
W20-I103(0)-48
W3-5-48
W1-4L(0)-48
40 MPH
W13-1(0)2424
W2-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618
END WORK ZONE SPEED LIMIT
G20-I103-6036
(PLACED ON LEFT SIDE)
TEMPORARY RUMBLE STRIPS (TYP)
TEMP CONC BARRIER
(1262.5 LF)
W1-4L(0)-48
40 MPH
W13-1(0)2424
SEE MAINTENANCE OF
TRAFFIC DETAILS
BECK RD
MATCH LINE STA 498+50
- SEE SHEET NO. 102
MATCH LINE STA 760+00 - SEE SHEET NO. 101
WORK ZONE
SPEED LIMIT 45
PHOTO ENFORCED
$250 FINE MINIMUM
W2-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618
TEMP CONC BARRIER
(437.5 LF CONTD)
TEMP PM LINE 4
DOUBLE YELLOW WITH TEMP
RAISED REFLECTIVE PAVEMENT
MARKINGS
W2-I115(0)-3618
R2-1-3648
R10-I108P-3618
R2-I106P-3618
TEMP PM LINE 4
WHITE EDGE LINE
TEMP PM LINE 4
WHITE EDGE LINE
11'-6"
W12-I102(0)-48
US ROUTE 20
MATCH LINE STA 749+00 - SEE ABOVE RIGHT
3010+00
3015+00
60'R
50'R
750+00
600+00
755+00
5000+00
4010+00
PR ROW
TEMP ESMT
EX ROW
TEMP PM LINE 24
WHITE STOP BAR
R1-1
36"X36"
STOP
W4-4P
24"X12"
WORK ZONE
SPEED LIMIT 25
$250 FINE MINIMUM
W2-I115(0)-3618
R2-1-3648
R2-I106P-3618
RELOCATE EXISTING
FLASHING BEACON
(RED)
W1-1R(0)-48
20 MPH
W13-1(0)2424
RELOCATE EXISTING
FLASHING BEACON
(AMBER)
(SEE ABOVE)
REMOVE EXISTING FLASHING BEACON
INSTALLATION COMPLETE (AMBER)
TEMP PM LINE 4
WHITE EDGE LINE
TEMP PM LINE 4
DOUBLE YELLOW WITH TEMP
RAISED REFLECTIVE PAVEMENT
MARKINGS
W3-1(0)-48
MATCH LINE STA 504+00
- SEE SHEET NO 102
MARENGO RD
MATCH LINE STA 605+50
- SEE SHEET NO.102
S UNION RD
605+00
ONE LANE ROAD AHEAD
W20-4(0)48
40 MPH
W13-1(0)2424
REMOVE EXISTING FLASHING BEACON
INSTALLATION COMPLETE (RED)
REMOVE EXISTING FLASHING BEACON
INSTALLATION COMPLETE (RED)
TEMP CONC BARRIER
(712.5 LF CONTD)
LEGEND
WORK ZONE
TEMPORARY PAVEMENT
TEMPORARY PAVEMENT
(CONSTRUCTED IN PREVIOUS STAGE)
TYPE II BARRICADES OR DRUMS
(SPACED 50' C-C OR AS NOTED BELOW)
DEVICES IN TAPER (20' C-C)
DEVICES IN RADII (10' C-C)
TYPE III BARRICADE WITH FLASHING LIGHTS
DIRECTION OF TRAFFIC FLOW
SIGN
IMPACT ATTENUATORS, TEMPORARY
(FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
DOUBLE VERTICAL PANELS EVERY 25' C-C
EXISTING ROW
PROPOSED ROW
PROPOSED TEMPORARY EASEMENT
PROPOSED PERMANENT EASEMENT

BAXTER & WOODMAN Consulting Engineers

USER NAME = 560KAR	DESIGNED - AMW	REVISED -	
	DRAWN - KAR	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - JFM	REVISED -	
PLOT DATE = 1/17/2020	DATE - 01-24-20	FILE - D162D36-sht-MOT_Stage2A-1.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 2A PLAN
US ROUTE 20

SCALE: 1" = 50' | SHEET 9 OF 20 SHEETS | STA. 739+00 TO STA. 760+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	2016-092B&R	MCHENRY	329	100
		CONTRACT NO. 62D36		
		ILLINOIS FED. AID PROJECT GMW(759)		