

PROJECT ENGINEER: MASOOD AHMAD

SENIOR SQUAD LEADER: SAM ABDULLAH (815)284-5935  
STUDIES & PLANS SQUAD LEADER: COREY CONDERMAN (815)284-5936

06-14-13 LETTING ITEM 048

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 517 (US 20 Bus)  
SECTION 1R  
PROJECT: HSIP-0517(060)  
WIDENING AND RESURFACING  
BOONE COUNTY  
C-92-030-13

R.3E

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

1260(33) - OPA - 3.95(FD-20)

BOONE COUNTY: BELVIDERE TOWNSHIP - SECTIONS - 24 & 25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	1
		ILLINOIS	CONTRACT NO. 64G97	

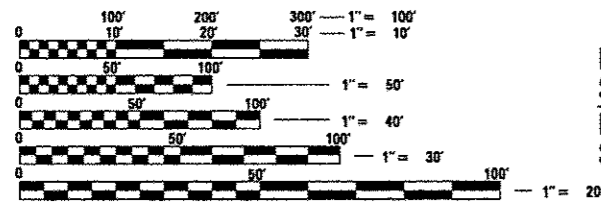
•(US 20 Bus)

\*126 43 = 129

**D-92-062-11**



IMPROVEMENT ENDS  
STA 366 + 75  
PROJECT ENDS  
STA 366 + 00



IMPROVEMENT BEGINS  
STA 300 + 97  
PROJECT BEGINS  
STA 301 + 72

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

PROJECT ENGINEER: MASOOD AHMAD  
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CONTRACT NO. 64G97

GROSS LENGTH = 6578 FT. = 1.25 MILE  
NET LENGTH = 6578 FT. = 1.25 MILE

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OF THE STATE OF ILLINOIS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MARCH 15 2013  
*Paul A. Soeter*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

MAY 10 2013  
*John D. Baranzelli, P.E.*  
acting ENGINEER OF DESIGN AND ENVIRONMENT

MAY 10 2013  
*Omar Osman, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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	PLOT DATE : Fri Mar 15 14:40:13 2013	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
20200100	EARTH EXCAVATION	CU YD	12,971	12,971
20400800	FURNISHED EXCAVATION	CU YD	10,222	10,222
20800150	TRENCH BACKFILL	CU YD	192	192
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	29,304	29,304
25000210	SEEDING, CLASS 2A	ACRE	6.25	6.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	563	563
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	563	563
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	563	563
△ 25000750	MOWING	ACRE	6.25	6.25
25100125	MULCH, METHOD 3	ACRE	3.75	3.75
25100630	EROSION CONTROL BLANKET	SQ YD	13,710	13,710
25100900	TURF REINFORCEMENT MAT	SQ YD	212	212
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2,500	2,500
28000305	TEMPORARY DITCH CHECKS	FOOT	532	532
28000400	PERIMETER EROSION BARRIER	FOOT	500	500

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

FILE NAME *	USER NAME * desadd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P RTE. 517	SECTION IR	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 3
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	Plot Date * Tue Mar 19 06:22:14 2013	CHECKED -	REVISED -							ILLINOIS FED. AID PROJECT

# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
28000500	INLET AND PIPE PROTECTION	EACH	6	6
30300011	AGGREGATE SUBGRADE IMPROVEMENT	TON	28,453	28,453
35101400	AGGREGATE BASE COURSE, TYPE B	TON	156	156
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	88,088.8	88,088.8
40600300	AGGREGATE (PRIME COAT)	TON	55.4	55.4
40600535	LEVELING BINDER (HAND METHOD), N70	TON	25	25
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	879	879
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	1,838	1,838
40600837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70	TON	2,049	2,049
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	380	380
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	120	120
40600990	TEMPORARY RAMP	SQ YD	828	828
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	6,455	6,455
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	2,591	2,591

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

FILE NAME :	USER NAME : dssdd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT CONTRACT NO. 64G97										

Rev.

# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
40603590	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70	TON	3,374	3,374
42001200	PAVEMENT FABRIC	SQ YD	48	48
44000100	PAVEMENT REMOVAL	SQ YD	63	63
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	1,014	1,014
44000400	GUTTER REMOVAL	FOOT	144	144
44004250	PAVED SHOULDER REMOVAL	SQ YD	5,459	5,459
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	235	235
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	22	22
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	27	27
44201299	DOWEL BARS 1 1/2"	EACH	560	560
44213204	TIE BARS 3/4"	EACH	9	9
44213200	SAW CUTS	FOOT	1,672	1,672
48203019	HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ YD	17,516	17,516
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	604	604
542A5479	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	52	52

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

FILE NAME :	USER NAME : dssdd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P RTE. 517	SECTION IR	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 5
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										ILLINOIS FED. AID PROJECT CONTRACT NO. 64G97

# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	34	34
542D5491	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	76	76
54260311	TRAVERSABLE PIPE GRATE	FOOT	285	285
54244405	FLUSHES INLET BOX FOR MEDIAN, STANDARD 542546	EACH	2	2
54261424	CONCRETE END SECTION, STANDARD 542001, 24", 1:4	EACH	16	16
54261624	CONCRETE END SECTION, STANDARD 542001, 24", 1:6	EACH	2	2
54261636	CONCRETE END SECTION, STANDARD 542001, 36", 1:6	EACH	2	2
54263424	CONCRETE END SECTION, STANDARD 542011, 24", 1:4	EACH	1	1
54264636	CONCRETE END SECTION, STANDARD 542016, 36", 1:6	EACH	2	2
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	100	100
550A4000	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"	FOOT	150	150
550A4100	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	274	274
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	14	14
60100080	FRENCH DRAINS	CU YD	22	22
60107600	PIPE UNDERDRAINS 4"	FOOT	5,964	5,964

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

FILE NAME : c:\pwwork\spw\dot\doe\dd\d0275077\0206281	USER NAME : doe\dd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P. RTE. 517	SECTION 1R	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 6
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# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
67100100	MOBILIZATION	L SUM	1	1
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	12,212	12,212
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	94	94
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27,594	27,594
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	55	55
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	60	60
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,464	3,464
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1	1

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

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# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	219	219
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	30,205	30,205
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,236	1,236
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	926	926
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1,521	1,521
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	112	112
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	230	230
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	84	84
78300100	PAVEMENT MARKING REMOVAL	SQ FT	10,296	10,296
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	219	219
* 88600100	DETECTOR LOOPS, TYPE I	FOOT	1,050	1,050
X6015000	REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	28	28
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	8,493	8,493
Z0038122	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2 1/4"	SQ YD	1,845	1,845

\* SPECIALTY ITEM

△ NON PARTICIPATING 100% STATE

FILE NAME *	USER NAME * dssdd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P RTE. 517	SECTION IR	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 7b
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	PLOT DATE * Tue Mar 19 06:13:06 2013	DATE -	REVISED -							
										CONTRACT NO. 64097 [ILLINOIS] FED. AID PROJECT

# SUMMARY OF QUANTITIES

URBAN  
HSIP  
0021

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	12,505	12,505
Z0065702	SLOPE WALL, SPECIAL	SQ YD	152	152

\* SPECIALTY ITEM

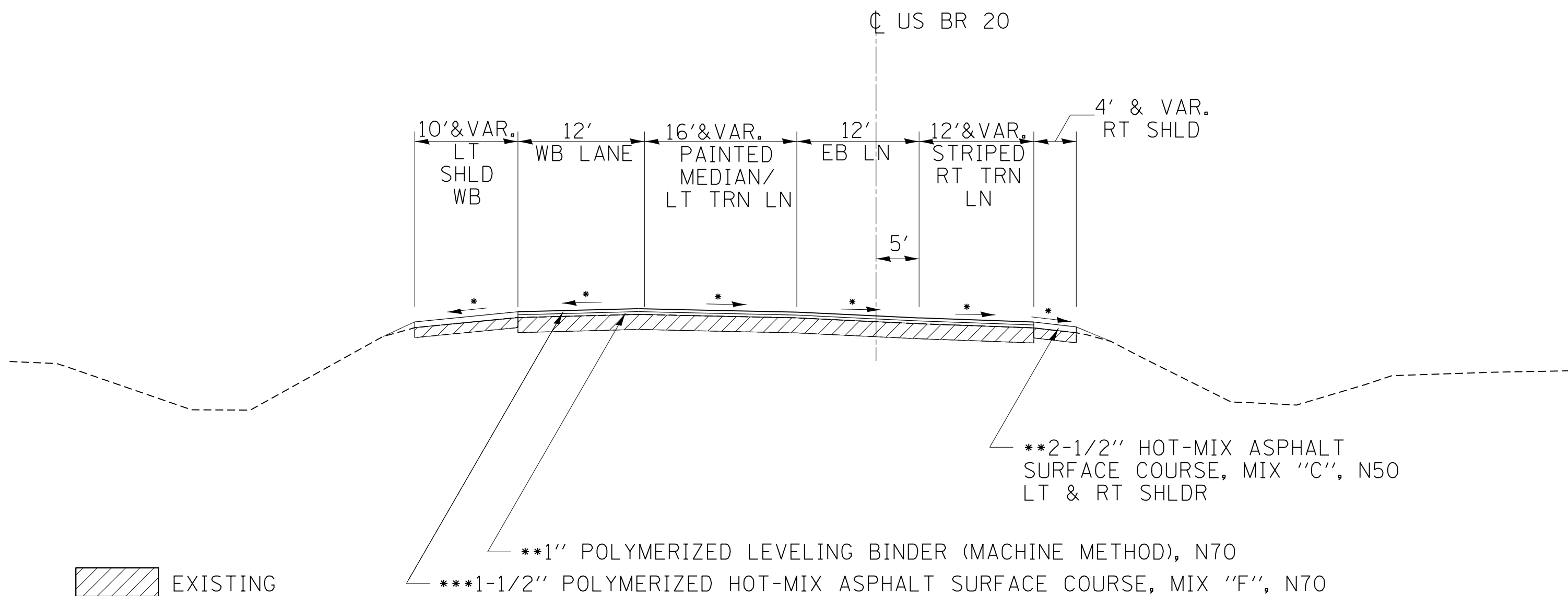
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# TYPICAL SECTION

## STA. 300 + 97 TO 306 + 14

⊥ US BR 20



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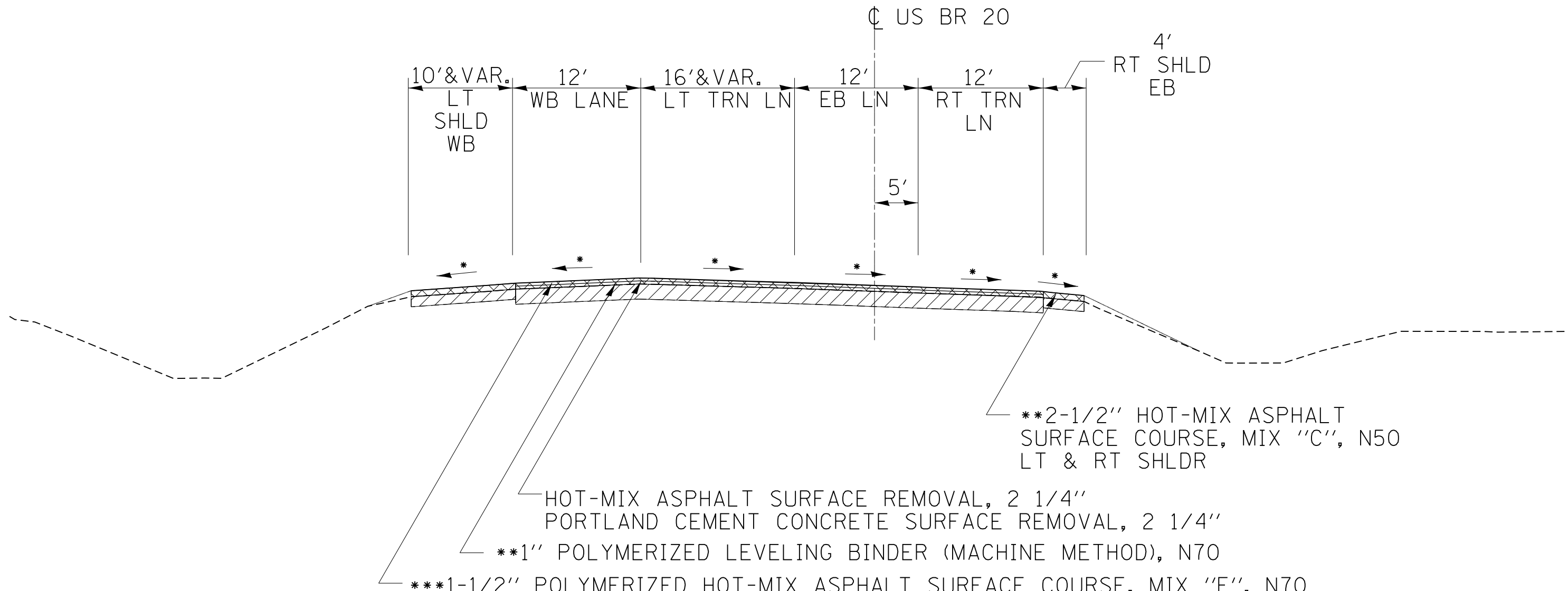
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	8
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# TYPICAL SECTION

## STA. 306 + 14 TO 310 + 00



EXISTING  
 REMOVAL

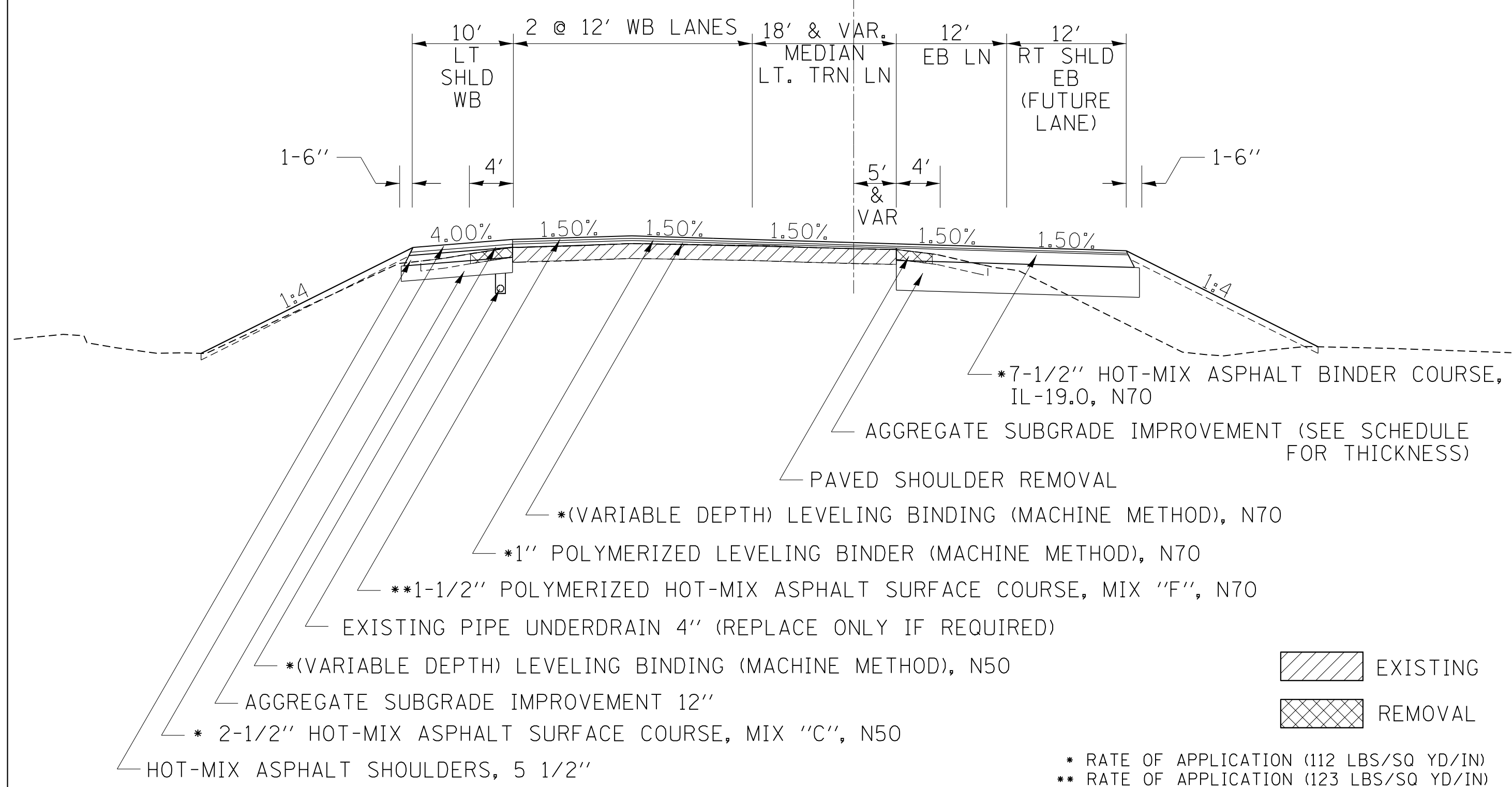
- \* MATCH EXISTING SLOPE
- \*\* RATE OF APPLICATION (112 LBS/SQ YD/IN)
- \*\*\* RATE OF APPLICATION (123 LBS/SQ YD/IN)

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
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Default	PLOT DATE = Fri Mar 15 13:23:25 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT											

# TYPICAL SECTION

## STA. 310 + 00 TO 313 + 96

C US BR 20



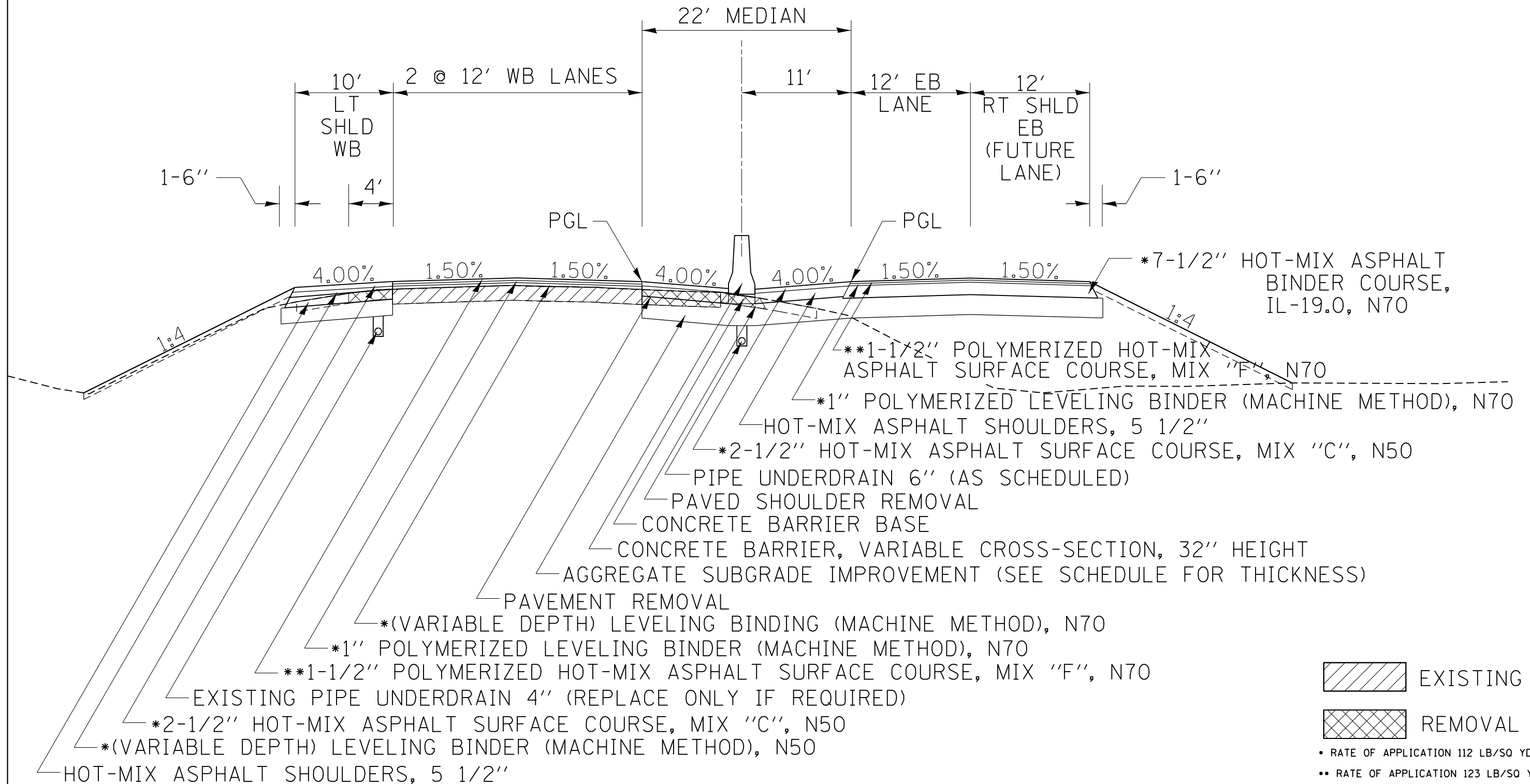
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Default	11-sht-typical.dgn	DRAWN -	REVISED -		SCALE: _____	SHEET _____	OF _____	SHEETS	STA. _____	TO STA. _____	BOONE	126	10
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		CONTRACT NO. 64697								
	PLOT DATE = Tue Mar 19 07:04:37 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

# TYPICAL SECTION

## STA. 313 + 96 TO 316 + 74

## STA. 346 + 98 TO 360 + 49

⊥ US BR 20



EXISTING

REMOVAL

• RATE OF APPLICATION 112 LB/SQ YD/IN

•• RATE OF APPLICATION 123 LB/SQ YD/IN

FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISD -
et:\pw\work\p\dot\dosddd\0275077\0206211-sht-typical.dgn		DRAWN -	REVISD -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISD -
	PLOT DATE = Tue Mar 19 07:04:53 2013	DATE -	REVISD -

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

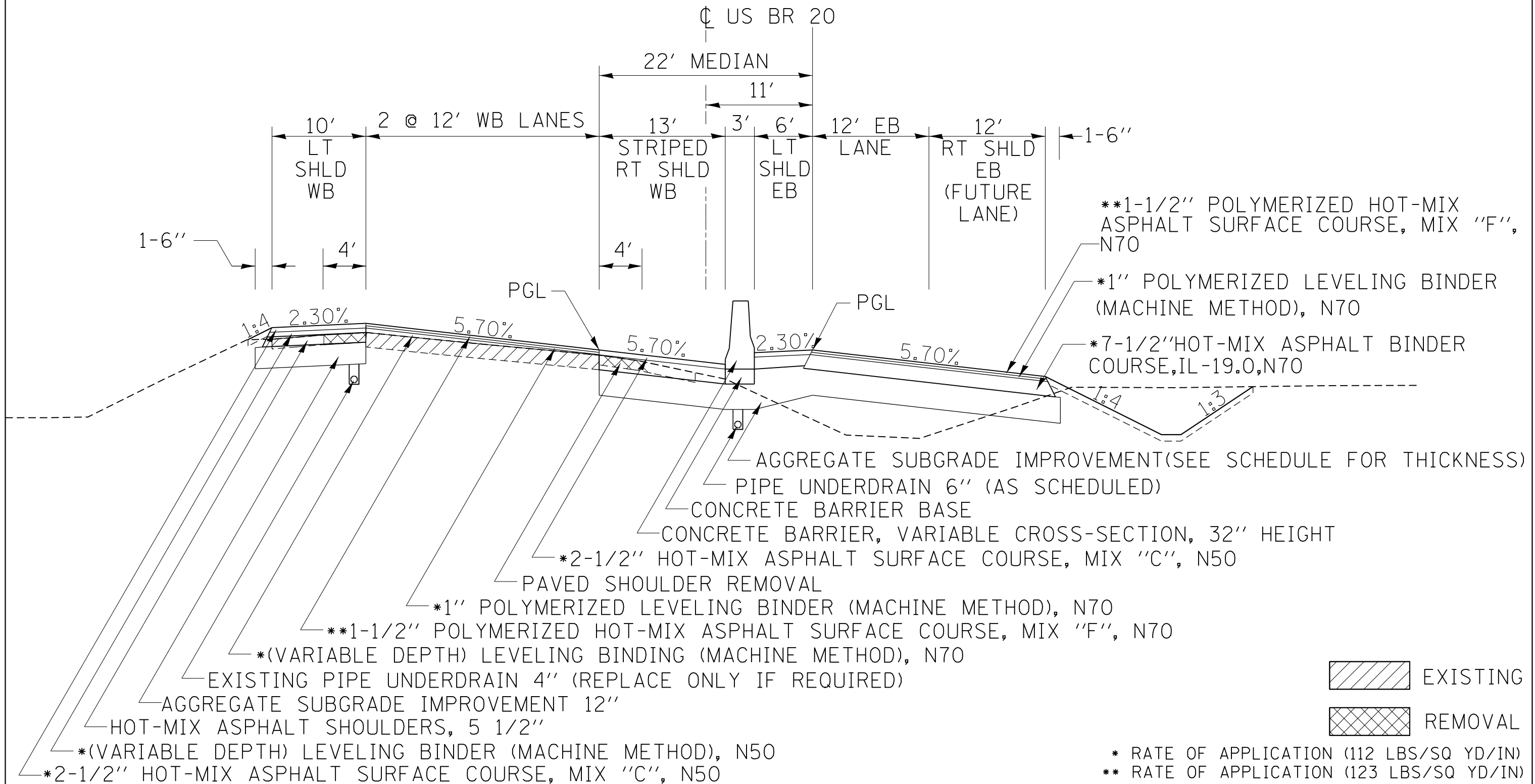
**TYPICAL SECTIONS**



SCALE: \_\_\_\_\_ SHEET \_\_\_\_\_ OF \_\_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	11
CONTRACT NO. 64G97				
ILLINOIS FED. AID PROJECT				

# TYPICAL SECTION

**STA. 316 + 74 TO 319 + 40 (SUPERELEVATION TRANSITION)**  
**STA. 319 + 40 TO 344 + 32 (FULL SUPERELEVATION)**  
**STA. 344 + 32 TO 346 + 98 (SUPERELEVATION TRANSITION)**



 EXISTING  
 REMOVAL

\* RATE OF APPLICATION (112 LBS/SQ YD/IN)  
 \*\* RATE OF APPLICATION (123 LBS/SQ YD/IN)

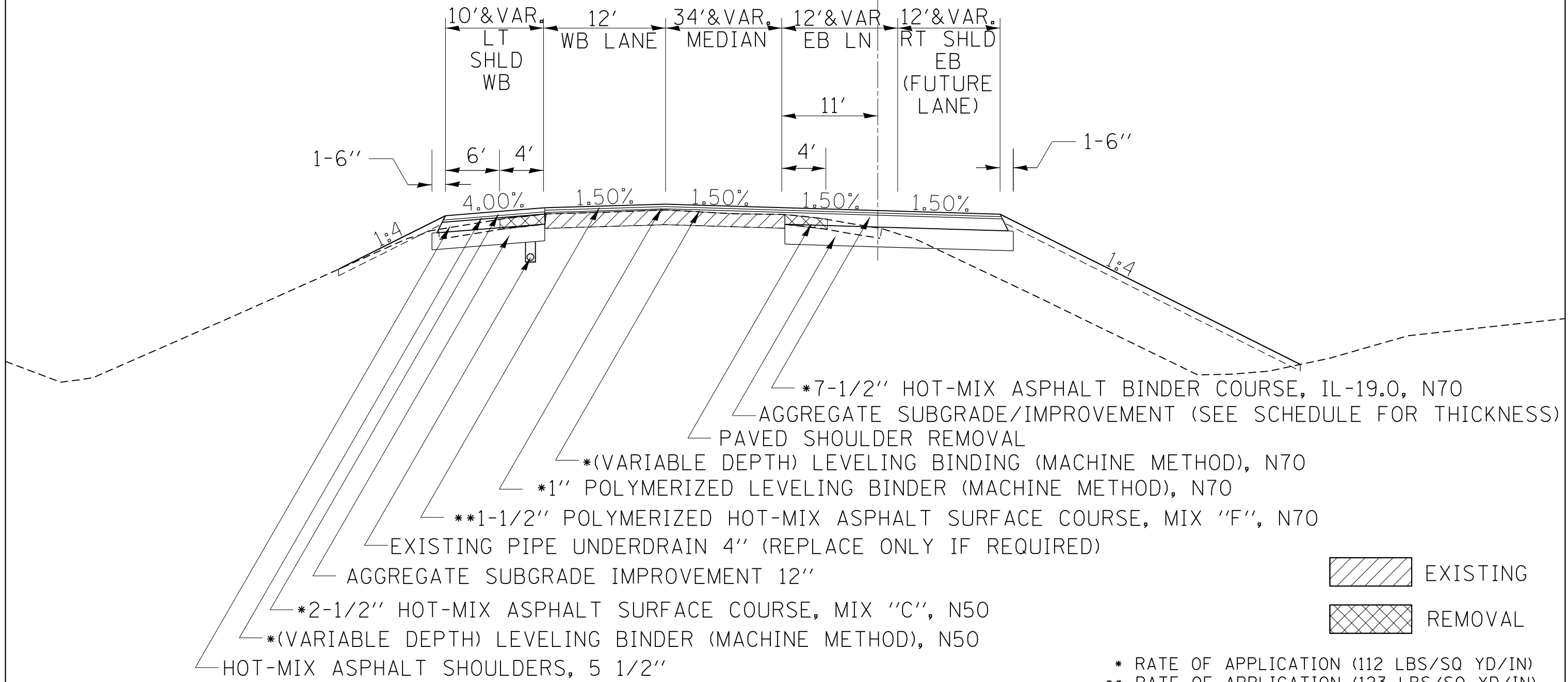
FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	11-sht-typical.dgn	DRAWN -	REVISED -		517	1R	BOONE	126	12			
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		US 20 BUS			CONTRACT NO. 64C97				
	PLOT DATE = Tue Mar 19 07:05:06 2013	DATE -	REVISED -		SCALE: _____	SHEET _____	OF _____	SHEETS	STA. _____	TO STA. _____	ILLINOIS FED. AID PROJECT	



# TYPICAL SECTION

## STA. 360 + 49 TO 366 + 75

⊥ US BR 20



FILE NAME =	USER NAME = dosddd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
Default	11-sht-typical.dgn	DRAWN -	REVISED -		SCALE: _____	SHEET _____	OF _____	SHEETS	STA. _____	TO STA. _____	517	1R	BOONE	126	13
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97										
	PLOT DATE = Tue Mar 19 07:05:15 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

# TYPICAL SECTIONS

STRUCTURAL DESIGN TRAFFIC: Year 2023

PV = 9215  
 SU = 490  
 MU = 645

ROAD/STREET CLASSIFICATION: Class I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 50%    S = 50%    M = 50%

TRAFFIC FACTOR:                      PG GRADE: Binder = PG 64-22

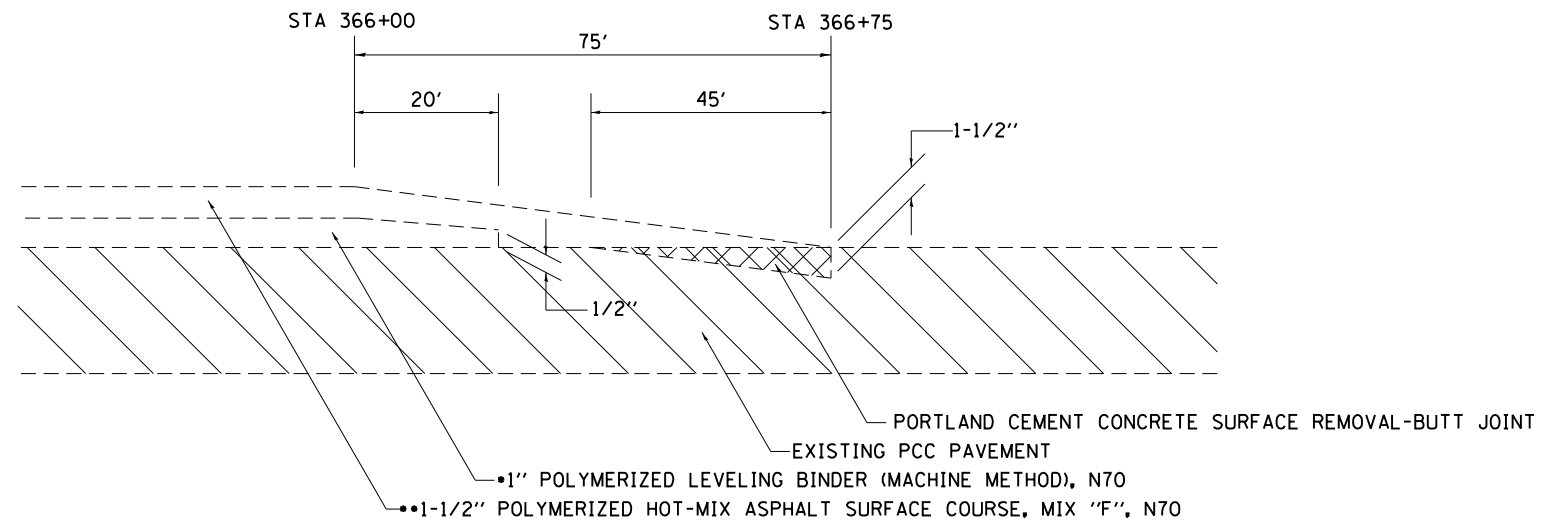
Actual TF = 3.77                      Surface = SBS PG 64-28

AC Type = 20                          SUBGRADE SUPPORT RATING:

Minimum TF = 3.95                      SSR = POOR (IBR=3)

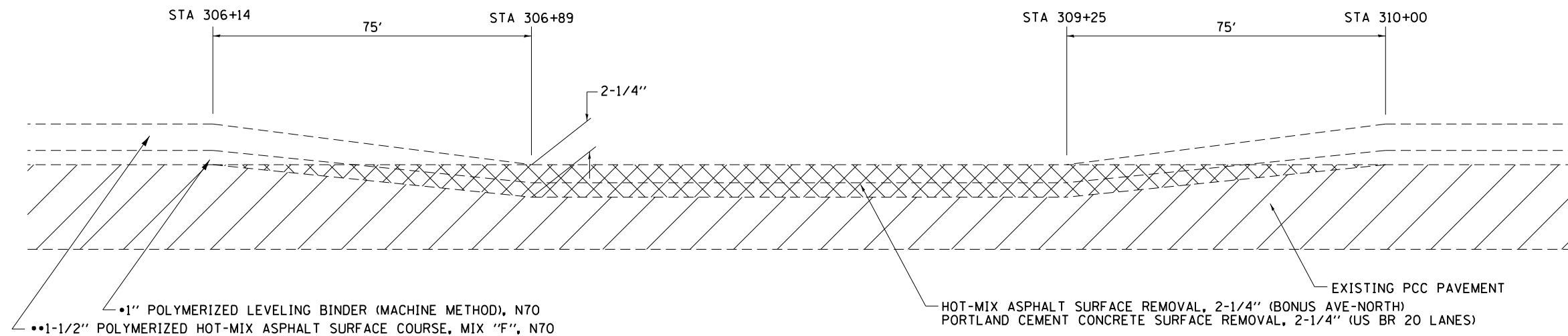
## TYPICAL BUTT JOINT TAPER

STA 366+00 TO STA 366+75



## TYPICAL MILLING TAPER

STA 306+14 TO STA 310+00



EXISTING PAVEMENT

REMOVAL

- RATE OF APPLICATION 112 LB/SQ YD/IN
- RATE OF APPLICATION 123 LB/SQ YD/IN

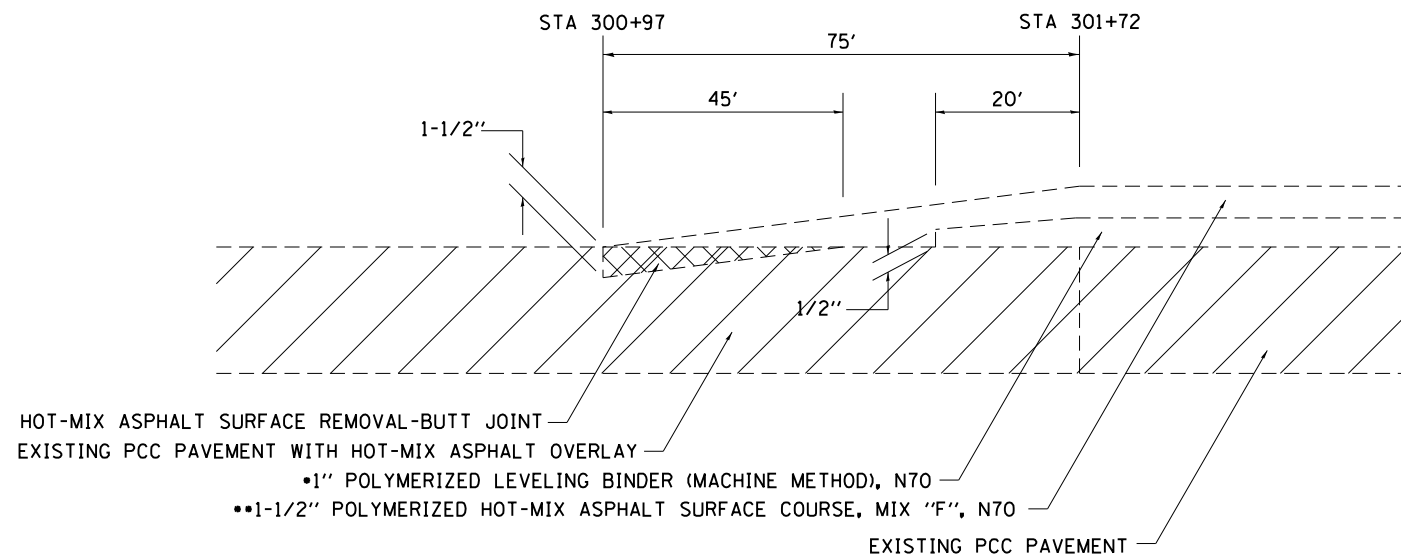
NOTE: SURFACE REMOVAL - VARIABLE DEPTH  
 INCLUDED IN PORTLAND CEMENT CONCRETE REMOVAL 2 1/4"

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\pwidot\rundbladerr\d0275077	D206211-sh1-typical.dgn	DRAWN -	REVISED -					517	1R	BOONE	126	14
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		CONTRACT NO. 64C97							
	PLOT DATE = Fri Mar 15 13:23:27 2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT

# TYPICAL SECTIONS

TYPICAL BUTT JOINT TAPER

STA 300+97 TO STA 301+72



 EXISTING PAVEMENT

 REMOVAL

- RATE OF APPLICATION 112 LB/SQ YD/IN
- RATE OF APPLICATION 123 LB/SQ YD/IN

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh-typical.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri Mar 15 13:23:27 2013	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	15
CONTRACT NO. 64G97				
ILLINOIS FED. AID PROJECT				

# GENERAL NOTES

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing less than 6 inch thickness not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base or a thickness of 6 inches or more on a flexible base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top 4 inches of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

Placement and compaction of the backfill for proposed across road culverts and existing across road culverts that are removed shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to Article 208.02 of the Standard Specifications, and shall be compacted to a minimum of 95% of the standard laboratory density. Any material conforming to the requirements of Article 1003.04 or 1004.05 which has been excavated from the trenches shall be used for backfilling the trenches. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. Impervious material shall be used on the outer 3 feet of each end of the culvert. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of concrete involved or other unit price item of the work for which it is required.

The subgrade on this project, exclusive of rock cut areas is scheduled to be improved to a 12" depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 12" are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.04 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

All "Aggregate Subgrade Improvement" (Section 303), shall be completed in accordance with Articles 311.04, 311.05, 311.05(a), 311.06 and 311.07. All aggregate subgrade thicknesses less than 12 inches shall be constructed of aggregate of CA02 gradation.

All embankment constructed of cohesive soil shall be constructed with not more than 110% of optimum moisture content, determined by the standard proctor test. Cohesive soil shall be defined as any soil which contains greater than 10% particles by weight passing the 75 µm (#200 sieve). The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

Closed expansion joints on jointed pavements shall be re-established during the patching operations. Class B Patches - when the pavement requires patching at the location of the expansion joint, a new joint should be established using a dowelled expansion patch as shown on Highway Standard 442101. When the joint is closed, but does not require patching, an expansion joint may be formed by sawing the pavement and filling the saw cut with a preformed expansion joint filler meeting the requirements of Section 1051 of the Standard Specifications as shown on Standard 420001.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 15 feet. When patch spacing is less than 15 feet, the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

**Class A Patch:** Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

**Class B Patch:** Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Foot for SAW CUTS.

Place LEVELING BINDER (MACHINE METHOD) on curves to attain additional superelevation as indicated on the typical section. The curves requiring such treatment are included in the schedules. Estimated Total: 1621 tons.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Binder Course	Variable Depth Level Binder
PG:	SBS PG 64-28	SBS PG 64-28	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N70	4.0 @ N70
Mixture Composition (Gradation Mixture)	IL 9.5	IL 9.5 or IL 9.5 FG	IL 19.0	IL 9.5 or IL 9.5 FG
Friction Aggregate	F	N/A	N/A	N/A
20 Year ESAL	3.4	3.4	3.4	3.4

Mixture Uses(s):	Top Shoulder	Bottom Shoulder	Variable Depth Level Binder
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	3 @ N50	2 @ N50	3.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or IL 9.5 FG	IL 19.0	IL 9.5 or IL 9.5 FG
Friction Aggregate	C	N/A	N/A
20 Year ESAL	N/A	N/A	3.4

FILE NAME = 64G97.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			FAP 517	1R	Boone	126	16
	PLOT SCALE =	CHECKED -	REVISED -			(US BR 20)	CONTRACT NO. 64G97			
	PLOT DATE = 3/15/2013 9:41 AM	DATE = 3/1/2013 9:54 AM	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS	FED. AID PROJECT

# GENERAL NOTES

The Contractor will be required to furnish 5 1/2" high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 6" inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA on the next days productivity, but no more than five days in advance of the placement of the HMA, unless approved by the Engineer.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

The proposed pipes for entrances and side roads shall be placed in line with the existing or proposed ditch line.

Connecting bands for corrugated metal pipes shall be metal and shall be coated with the same material as the pipe sections. The connecting bands shall be a minimum of 18" wide.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except CA 16 shall be used in lieu of FA 1 or FA 2 for trench backfill. The CA 16 shall be according to Article 1004.05 and Article 1004.01 of the Standard Specifications, except in the table, Course Aggregate Gradation, the percent passing the No. 16 sieve shall be 4 ± 4%. The trench shall be wrapped using a fabric envelope meeting the requirements of Article 1080.05 of the Standard Specifications. Fabric encasing the pipe shall be eliminated.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted. Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

The Contractor shall be responsible for collecting and maintaining an electronic log of all stakeout survey that is performed on the job, either by him/her or any sub-contractor performing the stakeout. Upon request, all logs shall be submitted to the Department. No additional compensation will be allowed for this work, but shall be considered included in the cost for CONSTRUCTION LAYOUT.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 8 feet high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 8 inches, not 7 inches, as shown in the detail of Typical Lane and Edge Lines.
4. Centerline Skip Dash Pavement Marking on multi-lane divided, multi-lane undivided, and one-way roadway shall be according to District Standard 41.1.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1 mile or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 1 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. Option 2 would be to install a vaulted style, monumented as described by NGS as a 3D monument (Top Security Sleeve Rod Monument), with installation instructions provided by the District Chief of Surveys. If poured in place, the bottom of the marker shall be 5'-0" below the ground surface.

The Permanent Survey Markers, if possible, shall be installed at the beginning of the job and protected throughout.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal coordinates must be derived by GPS and the elevation derived using an electronic level. The meta data, such as the Geoid used, (NGS adjustment ie: 97 HARN, 03, 07), and the base point(s) name or number shall be submitted along with a complete collection log. If collected using RTK method, it will require either 3 collections (averaged) from 2 different bases, or a minimum of 3 collections (averaged), at least 2 hours apart, from the same base. If using a CORS type network, the collection procedure shall include localizing with check shots on at least 2 different HARN monuments both before and after collection. The level circuit shall be run from furnished mark to furnished mark and then adjusted. The error of closure shall be submitted with the electronic level notes in a recognized format approved by the Engineer and/or the Chief of Surveys. The Engineer shall submit this information to the District Chief of Surveys.

Aggregate Base Course, Type B, is provided in the plan quantities and shall be used only as needed when directed by the Engineer.

All gutter outlets shall be extended to ditch flow as directed by the Engineer.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

- |                                  |  |
|----------------------------------|--|
| AT&T (630/552-4677)              | Commonwealth Edison Co. (815/490-2869) |
| Frontier (815/895-1515)          | NICOR Gas Co. (630/983-8676)           |
| Comcast Cable (815/395-8977)     | Windstream (630/925-4751)              |
| City of Belvidere (815/544-9256) |  |

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

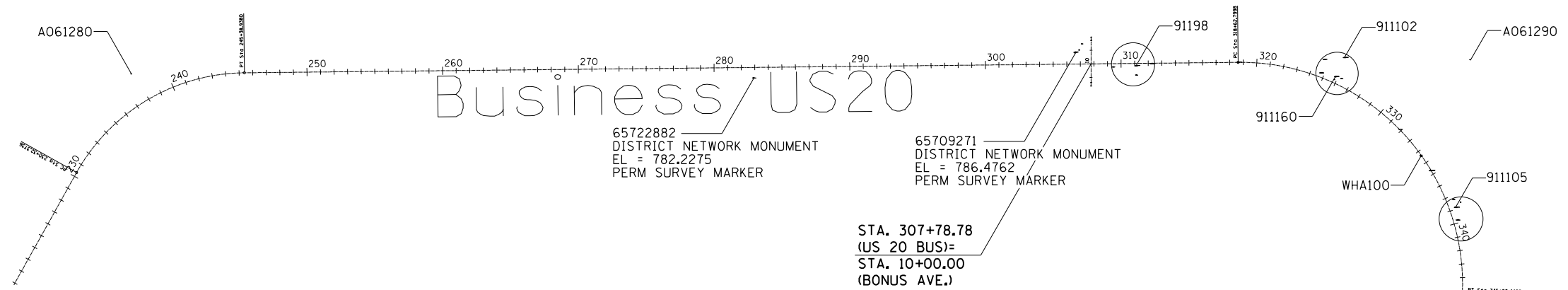
CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

Temporary Impact Attenuators will be measured as each for each attenuator supplied on the job as specified in the plans, and shall include the cost of renting/owning the attenuator for the time required on the job plus hauling to and from the project site, as well as one placement and removal from the roadway. This shall be paid for at the contract unit price per Each for IMPACT ATTENUATORS, TEMPORARY of the type specified.

The removal of the existing flared end sections and pipe sections required to install the new concrete end sections at locations shown in the plans and all necessary grading shall be included in the cost of the concrete end section pay items included in the plans.

FILE NAME = 64G97.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED -	REVISED -			FAP 517	1R	Boone	126	17
	PLOT DATE = 3/19/2013 8:12 AM	DATE - 3/12/2013 9:54 AM	REVISED -			(US BR 20)	CONTRACT NO. 64G97			
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
							ILLINOIS		FED. AID PROJECT	

# EXISTING HORIZONTAL & VERTICAL CONTROL



Chain US20BUS contains:  
 A06110 CUR A061250 A08028 CUR A061260 A061370 CUR A061280 CUR A061290 CUR A061-  
 300 A06113 CUR A061310 A061360

Beginning chain US20BUS description

Point A061370 N 2,042,205.9634 E 841,409.5612 Sta 220+84.4181  
 Course from A061370 to PC A061280 29° 11' 20.4292" Dist 947.9555'

Curve Data

**Curve A061280**  
 P.I. Station 238+63.5926 N 2,043,759.2106 E 842,277.2507  
 Delta = 60° 12' 31.9807" (RT)  
 Degree = 3° 59' 47.1700"  
 Tangent = 831.2190'  
 Length = 1,506.5644'  
 Radius = 1,433.6718'  
 External = 223.5366'  
 Long Chord = 1,438.1960'  
 Mid. Ord. = 193.3844'  
 P.C. Station 230+32.3736 N 2,043,033.5434 E 841,871.8716  
 P.T. Station 245+38.9380 N 2,043,767.9455 E 843,108.4238  
 C.C. N 2,042,334.3528 E 843,123.4896

Course from PT A061280 to PC A061290 89° 23' 52.4098" Dist 7,323.8618'

Curve Data

**Curve A061290**  
 P.I. Station 335+75.8936 N 2,043,862.9111 E 852,144.8804  
 Delta = 92° 36' 28.8817" (RT)  
 Degree = 3° 30' 01.4143"  
 Tangent = 1,713.0938'  
 Length = 2,645.6465'  
 Radius = 1,636.8385'  
 External = 732.5350'  
 Long Chord = 2,366.9193'  
 Mid. Ord. = 506.0584'  
 P.C. Station 318+62.7998 N 2,043,844.9089 E 850,431.8812  
 P.T. Station 345+08.4463 N 2,042,150.8670 E 852,084.9176  
 C.C. N 2,042,208.1607 E 850,449.0820

Course from PT A061290 to PC A061300 182° 00' 21.2916" Dist 5,119.2313'

Curve Data

**Curve A061300**  
 P.I. Station 405+26.8687 N 2,036,136.1326 E 851,874.2568  
 Delta = 4° 29' 38.1807" (LT)  
 Degree = 0° 15' 00.0578"  
 Tangent = 899.1911'  
 Length = 1,797.4602'  
 Radius = 22,916.8395'  
 External = 17.6341'  
 Long Chord = 1,796.9994'  
 Mid. Ord. = 17.6205'  
 P.C. Station 396+27.6776 N 2,037,034.7727 E 851,905.7309  
 P.T. Station 414+25.1377 N 2,035,237.7892 E 851,913.2912  
 C.C. N 2,036,232.6224 E 874,808.5273

Course from PT A061300 to A06113 177° 30' 43.1109" Dist 302.4899'

Point A06113 N 2,034,935.5845 E 851,926.4224 Sta 417+27.6276

Course from A06113 to PC A061310 180° 29' 49.5479" Dist 3,870.5426'

Curve Data

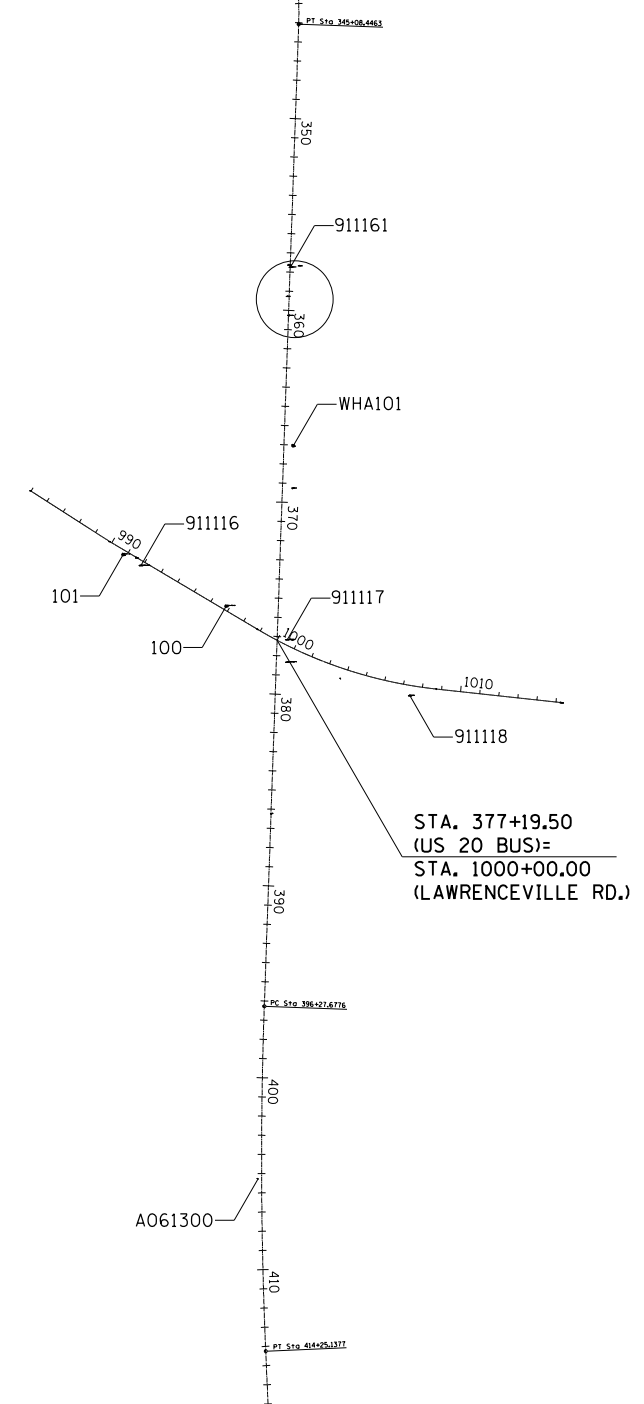
**Curve A061310**  
 P.I. Station 457+45.1358 N 2,030,918.2275 E 851,891.5671  
 Delta = 17° 00' 20.4922" (LT)  
 Degree = 5° 49' 42.4319"  
 Tangent = 146.9656'  
 Length = 291.7702'  
 Radius = 983.0357'  
 External = 10.9251'  
 Long Chord = 290.7005'  
 Mid. Ord. = 10.8050'  
 P.C. Station 455+98.1702 N 2,031,065.1875 E 851,892.8421  
 P.T. Station 458+89.9405 N 2,030,777.3202 E 851,933.3287  
 C.C. N 2,031,056.6588 E 852,875.8409

Course from PT A061310 to A061360 163° 29' 29.0556" Dist 10.0370'

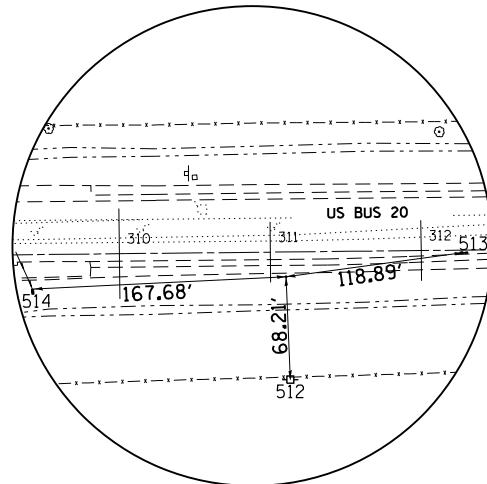
Point A061360 N 2,030,767.6970 E 851,936.1808 Sta 458+99.9775

Ending chain US20BUS description

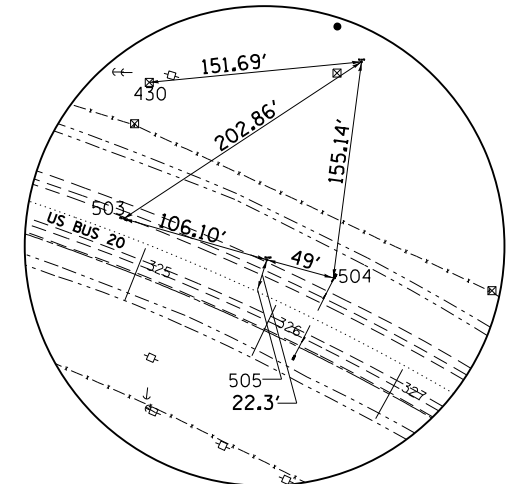
CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
US20BUS	A061260	061260	61261	61262	61263
US20BUS	A061280	061280	61281	61282	61283
US20BUS	A061290	061290	61291	61292	61293
US20BUS	A061300	061300	61301	61302	61303
US20BUS	A061310	061310	61311	61312	61313



# EXISTING HORIZONTAL & VERTICAL CONTROL



HORIZONTAL CONTROL POINT 91198  
 PHOTO CONTROL H. & V., PIN  
 16.45' Rt Sta 311+10.30  
 N 2043820.5554  
 E 849679.5953  
 Elev. = 788.1349



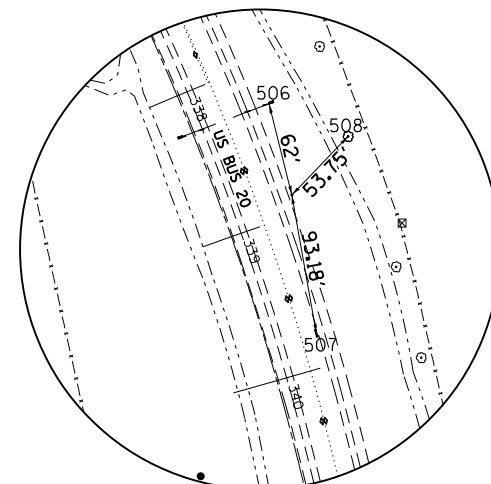
HORIZONTAL CONTROL POINT 911102  
 PHOTO CONTROL H. & V., PIN  
 202.58' Lt Sta 325+83.44  
 N 2043880.3228  
 E 851215.4693  
 Elev. = 783.9356  
 HORIZONTAL CONTROL POINT 911160  
 GPS CONTROL POINT, PIN  
 46.46' Lt Sta 325+81.00  
 N 2043739.4383  
 E 851148.1456  
 Elev. = 788.2302

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
A0624	2043844.9087	850431.8428	787.1224	US20BUS	318+62.7614	0.0002' LT	PC, DISK
A0625	2042150.5768	852084.9399	770.4579	US20BUS	345+08.7356	0.0325' LT	PT, DISK
A0626	2040632.8940	852031.8056	764.0791	US20BUS	360+27.3482	0.0537' LT	POT, DISK
91198	2043820.5554	849679.5953	788.1349	US20BUS	311+10.2995	16.4467' RT	PHOTO CONTROL H. & V., PIN
911102	2043880.3228	851215.4693	783.9356	US20BUS	325+83.4360	202.584' LT	PHOTO CONTROL H. & V., PIN
911105	2042776.6499	852034.1090	777.5592	US20BUS	338+87.4617	47.0529' LT	PHOTO CONTROL H. & V., PIN
911116	2039331.3180	851262.7805	766.0233	US20BUS	373+55.0446	722.9416' RT	PHOTO CONTROL H. & V., PIN
911117	2038945.1263	852025.6688	764.8212	US20BUS	377+14.2965	52.997' LT	PHOTO CONTROL H. & V., PK NAIL
911118	2038653.4500	852663.8398	758.6894	US20BUS	379+83.4564	700.9864' LT	PHOTO CONTROL H. & V., PIN
911160	2043739.4383	851148.1456	788.2302	US20BUS	325+81.0021	46.462' LT	GPS CONTROL POINT, PIN
911161	2040885.3956	852042.0283	763.8549	US20BUS	357+74.6435	1.4319' LT	GPS CONTROL POINT, PIN
65709271	2043920.2523	849236.8162	786.4762	US20BUS	306+68.5925	87.8977' LT	DISTRICT NETWORK MONUMENT, PERM. SURVEY MARKER
65722882	2043730.7702	846864.5247	782.2275	US20BUS	282+94.4408	76.6445' RT	DISTRICT NETWORK MONUMENT, PERM. SURVEY MARKER
WHA100	2043156.8796	851781.0799	779.3100	US20BUS	334+38.0984	1.5142' RT	GPS CONTROL POINT, PIN
WHA101	2039955.5950	852057.1323	766.5600	US20BUS	367+03.3457	49.0721' LT	GPS CONTROL POINT, PIN

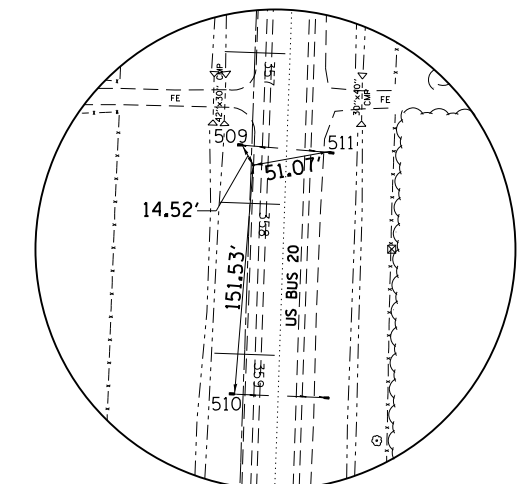
SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	2039120.0618	851707.7864	761.3410	US20BUS	375+50.5949	270.8138' RT	TOPO SURVEY POINT, PIN
101	2039388.6145	851170.7987	766.6728	US20BUS	373+01.0028	816.8725' RT	TOPO SURVEY POINT, PK NAIL

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
430	2043865.7057	851064.4892	784.6178	US20BUS	324+61.9004	131.2625' LT	R.O.W. MARKER, TOP
431	2043047.6547	851848.3015	782.2141	US20BUS	335+66.5939	5.1017' RT	BENCH TIE, CHISELED SQUARE
432	2039733.7304	852052.4496	765.4097	US20BUS	369+25.2382	52.1581' LT	HEADWALL, CHISELED SQUARE
433	2038828.4412	852025.8532	763.5590	US20BUS	378+30.9036	57.2656' LT	MISC. CONCRETE SLAB, CHISELED SQUARE
434	2038037.7296	851940.8526	770.1210	US20BUS	386+24.1060	0.0059' RT	WALL, DISK

REFERENCE TIES							
POINT	NORTH	EAST	CHAIN	STATION	OFFSET	DESCRIPTION	
500	2043917.2160	849225.6925	US20BUS	306+57.4375	84.9784' LT	FENCE CORNER, CORNER	
501	2043935.9448	849259.8088	US20BUS	306+91.7488	103.3477' LT	TREE DECIDUOUS	
502	2043982.3782	849280.9151	US20BUS	307+13.3419	149.5567' LT	FENCE CORNER, CORNER	
503	2043768.6162	851046.1372	US20BUS	324+78.1523	33.9386' LT	PAVEMENT STATION NUMBER	
504	2043726.4904	851195.3953	US20BUS	326+27.7960	54.9973' LT	PAVEMENT STATION NUMBER, CORNER	
505	2043718.1392	851141.5405	US20BUS	325+83.7973	24.3459' LT	CORNER	
506	2042836.7847	852019.0649	US20BUS	338+27.7465	54.3191' LT	CORNER, CORNER	
507	2042684.9048	852050.3704	US20BUS	339+77.4912	33.9126' LT	PAVEMENT STATION NUMBER	
508	2042815.4052	852071.3500	US20BUS	338+64.8698	95.3564' LT	TREE DECIDUOUS	
509	2040898.0913	852034.9833	US20BUS	357+62.2022	6.0532' RT	TREE DECIDUOUS, CORNER	
510	2040734.3758	852029.6140	US20BUS	359+26.0053	5.6887' RT	CORNER, CORNER	
511	2040894.3908	852092.2998	US20BUS	357+63.8942	51.3577' LT	CORNER, CORNER	
512	2043752.4024	849682.4527	US20BUS	311+12.4406	84.626' RT	POWER POLE WITH TRANSFORMER	
513	2043836.5543	849797.4076	US20BUS	312+28.2734	1.6867' RT	PAVEMENT STATION NUMBER	
514	2043812.4633	849512.1077	US20BUS	309+42.7361	22.7783' RT	PAVEMENT STATION NUMBER, CORNER	



HORIZONTAL CONTROL POINT 911105  
 PHOTO CONTROL H. & V., PIN  
 47.05' Lt Sta 338+87.46  
 N 2042776.6499  
 E 852034.1090  
 Elev. = 777.5592



HORIZONTAL CONTROL POINT 911161  
 GPS CONTROL POINT, PIN  
 1.43' Lt Sta 357+74.64  
 N 2040885.3956  
 E 852042.0283  
 Elev. = 763.8549



# SCHEDULE OF QUANTITIES

20800150 TRENCH BACKFILL

<u>CU YD</u>	<u>LOCATION</u>
US BUS 20	
55.1	Sta 315+27 - 316+40
33.3	Sta 316+40 - 317+30
21.3	Sta 317+30 - 318+00
18.5	Sta 318+00 - 318+60
28.8	Sta 318+60 - 319+50
14.1	Sta 357+00 - 357+44
20.1	Sta 357+44 - 358+00
<u>191.2</u>	TOTAL

25000210 SEEDING, CLASS 2A

<u>ACRE</u>	<u>LOCATION</u>
US BUS 20	
0.95	Sta 308+66 - 334+81 LT
1.30	Sta 335+45 - 367+00 LT
1.60	Sta 308+84 - 335+95 RT
2.40	Sta 336+73 - 367+00 RT
<u>6.25</u>	TOTAL

25000400 NITROGEN FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
US BUS 20	
86	Sta 308+66 - 334+81 LT
117	Sta 335+45 - 367+00 LT
144	Sta 308+84 - 335+95 RT
216	Sta 336+73 - 367+00 RT
<u>563</u>	TOTAL

25000500 PHOSPHORUS FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
US BUS 20	
86	Sta 308+66 - 334+81 LT
117	Sta 335+45 - 367+00 LT
144	Sta 308+84 - 335+95 RT
216	Sta 336+73 - 367+00 RT
<u>563</u>	TOTAL

25100630 EROSION CONTROL BLANKET

<u>SQ YD</u>	<u>LOCATION</u>
US BUS 20	
2,906	Sta 308+66 - 334+81 LT - EOS (10' x 2615')
3,506	Sta 335+45 - 367+00 LT - EOS (10' x 3155')
3,056	Sta 308+84 - 335+95 RT - EOS (10' x 2750')
3,363	Sta 336+73 - 367+00 RT - EOS (10' x 3027')
754	Sta 338+85 - 344+50 RT - Ditch (12' x 565')
<u>125</u>	As Needed & Directed by the Resident (For Around Pipe Underdrain Headwalls & Pipe Outlets)
<u>13,710</u>	TOTAL

25000600 POTASSIUM FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
US BUS 20	
86	Sta 308+66 - 334+81 LT
117	Sta 335+45 - 367+00 LT
144	Sta 308+84 - 335+95 RT
216	Sta 336+73 - 367+00 RT
<u>563</u>	TOTAL

25100900 TURF REINFORCEMENT MAT

<u>SQ YD</u>	<u>LOCATION</u>
US BUS 20	
22.2	Sta 334+32 - 334+57 Gutter Outlet - LT (8' x 25')
22.2	Sta 336+16 - 336+41 Gutter Outlet - LT (8' x 25')
<u>166.7</u>	Sta 337+61 - 338+85 Gutter Outlet & Ditch RT - (12' x 125')
<u>211.1</u>	TOTAL

25000750 MOWING

<u>ACRE</u>	<u>LOCATION</u>
US BUS 20	
0.95	Sta 308+66 - 334+81 LT
1.30	Sta 335+45 - 367+00 LT
1.60	Sta 308+84 - 335+95 RT
2.40	Sta 336+73 - 367+00 RT
<u>6.25</u>	TOTAL

28000250 TEMPORARY EROSION CONTROL SEEDING

<u>POUND</u>	<u>LOCATION</u>	<u>* (4 Applications)</u>
US BUS 20		
380	Sta 308+66 - 334+81 LT	
520	Sta 335+45 - 367+00 LT	
640	Sta 308+84 - 335+95 RT	
<u>960</u>	Sta 336+73 - 367+00 RT	
<u>2,500</u>	TOTAL	

25100125 MULCH, METHOD 3

<u>ACRE</u>	<u>LOCATION</u>
US BUS 20	
0.40	Sta 308+66 - 334+81 LT
0.60	Sta 335+45 - 367+00 LT
1.00	Sta 308+84 - 335+95 RT
1.75	Sta 336+73 - 367+00 RT
<u>3.75</u>	TOTAL

28000400 PERIMETER EROSION BARRIER

<u>FOOT</u>	<u>LOCATION</u>
US BUS 20	
<u>500</u>	As Needed & Directed by the Resident
<u>500</u>	TOTAL

# SCHEDULE OF QUANTITIES

FOOT    LOCATION

US BUS 20			
16	Sta	320+00	RT
16	Sta	322+00	RT
16	Sta	324+00	RT
16	Sta	326+00	RT
16	Sta	328+00	RT
16	Sta	330+00	RT
16	Sta	332+00	RT
16	Sta	334+50	RT
16	Sta	335+18	RT
16	Sta	338+50	RT
16	Sta	339+50	RT
16	Sta	340+50	RT
16	Sta	341+50	RT
16	Sta	342+50	RT
16	Sta	343+50	RT
16	Sta	344+50	RT
16	Sta	346+50	RT
16	Sta	348+50	RT
16	Sta	350+50	RT
16	Sta	352+50	RT
16	Sta	354+50	RT
16	Sta	356+50	RT
16	Sta	358+50	RT
16	Sta	360+50	RT
16	Sta	362+50	RT
16	Sta	364+50	RT
16	Sta	366+00	RT
<u>100</u>	As Needed & Directed by the Resident		
532	TOTAL		

28000500 INLET AND PIPE PROTECTION

EACH    LOCATION

US BUS 20			
1	Sta	315+27	LT
1	Sta	335+43	RT
1	Sta	336+07	LT
2	Sta	357+04	RT
LAWRENCEVILLE RD			
<u>1</u>	Sta	1002+97	LT
6	TOTAL		

30300011 AGGREGATE SUBGRADE IMPROVEMENT

<u>TON</u>	<u>LOCATION</u>
	** (Depth varies due to variable height barrier wall)
	US BUS 20
5,256.7	Sta 308+65 - 368+30 HMA Shoulder - LT
799.2	Sta 312+50 - 315+50 Widening - RT
1,070.8	Sta 320+50 - 323+50 Widening - RT**
4,187.1	Sta 330+50 - 341+50 Widening - RT**
2,218.5	Sta 341+50 - 347+50 Widening - RT**
3,321.6	Sta 347+50 - 356+50 Widening - RT
2,424.8	Sta 356+50 - 363+50 Widening - RT
<u>398.1</u>	Sta 363+50 - 366+75 Widening - RT
19,676.8	Total 12"
	US BUS 20
721.7	Sta 308+84 - 312+50 Widening - RT
<u>4,107.5</u>	Sta 323+50 - 330+50 Widening - RT**
4,829.2	Total 18"
	US BUS 20
<u>3,946.6</u>	Sta 315+50 - 320+50 Widening - RT**
3,946.6	Total 24"
<u>28,452.6</u>	TOTAL

35101400 AGGREGATE BASE COURSE, TYPE B

<u>TON</u>	<u>LOCATION</u>
	US BUS 20
74	Sta 357+31 FE - RT
	LAWRENCEVILLE RD
<u>82</u>	Sta 1002+68 FE - LT
156	TOTAL

40600535 LEVELING BINDER (HAND METHOD), N70

<u>TON</u>	<u>LOCATION</u>
	US BUS 20
<u>25</u>	As Needed & Directed by the Resident
25	TOTAL

40600895 CONSTRUCTING TEST STRIP

<u>EACH</u>	<u>LOCATION</u>
	US BUS 20
<u>2</u>	As Needed & Directed by the Resident
2	TOTAL (Surface & Binder Course)

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
295.0	Sta 300+97 - 301+72 Mainline & HMA Shoulder - LT & RT
39.5	Sta 366+00 - 366+75 HMA Shoulder - LT
<u>45.5</u>	Sta 366+00 - 366+75 HMA Shoulder - RT
380.0	TOTAL

40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
<u>120.0</u>	Sta 366+00 - 366+75
120.0	TOTAL

40600990 TEMPORARY RAMP

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
54.6	Sta 300+97 Butt Joint
175.9	Sta 307+80 Bonus Ave - N
61.1	Sta 307+80 Bonus Ave - S
36.1	Sta 366+75 Butt Joint
<u>500.0</u>	As Needed & Directed by the Resident
827.7	

44000100 PAVEMENT REMOVAL

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
<u>62.6</u>	Sta 313+96 - 316+74 RT
62.6	TOTAL

# SCHEDULE OF QUANTITIES

44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
86.4	Sta 306+14 - 306+89 HMA Shoulder - LT
43.1	Sta 306+14 - 307+10 HMA Shoulder - RT
583.0	Sta 306+89 - 308+66 Return of Bonus Ave - N
156.4	Sta 308+66 - 310+00 HMA Shoulder - LT
144.9	Sta 308+84 - 310+00 HMA Shoulder - RT
<u>1,013.8</u>	TOTAL

44000400 GUTTER REMOVAL

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
144	Sta 334+81 - 336+19 LT
<u>144</u>	

44004250 PAVED SHOULDER REMOVAL

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
130.0	Sta 308+65 - 309+82 10' Shoulder - LT
1,108.0	Sta 309+82 - 334+75 4' Shoulder - LT
152.2	Sta 334+75 - 336+12 10' Shoulder - LT
1,430.2	Sta 336+12 - 368+30 4' Shoulder - LT
107.8	Sta 308+84 - 309+81 10' Shoulder - RT
2,530.7	Sta 309+81 - 366+75 4' Shoulder - RT
<u>5,458.9</u>	TOTAL

44213200 SAW CUTS

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
286	Sta 313+96 - 316+74 RT (For Pavement Removal)
<u>286</u>	

542A0229 PIPE CULVERTS, CLASS A, TYPE 1 24"

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
42	Sta 313+90
6	Sta 315+27
38	Sta 325+50
36	Sta 328+00
34	Sta 330+50
32	Sta 333+00
34	Sta 335+00
36	Sta 337+70
36	Sta 340+20
44	Sta 342+70
46	Sta 345+50
44	Sta 348+50
46	Sta 352+50
42	Sta 356+00
42	Sta 358+00
46	Sta 360+30
<u>604</u>	TOTAL

542A5479 PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
52	Sta 315+27 RT
<u>52</u>	TOTAL

542D0229 PIPE CULVERTS, CLASS D, TYPE 1 24"

<u>FOOT</u>	<u>LOCATION</u>
	LAWRENCEVILLE RD
34	Sta 1002+68 FE - LT
<u>34</u>	TOTAL

542D5491 PIPE CULVERTS, CLASS D, TYPE1 EQUIVALENT ROUND-SIZE 36"

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
76	Sta 357+30 FE - RT (2 Pipes @ 38')
<u>76</u>	TOTAL

54244405 FLUSH INLET BOX FOR MEDIAN, STANDARD 542546

<u>EACH</u>	<u>LOCATION</u>
	US BUS 20
1	Sta 313+90
1	Sta 360+30
<u>2</u>	TOTAL

54260311 TRAVERSABLE PIPE GRATES

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
11.2	Sta 315+27 RT 24" ERS - 1 @ 11' - 2"
32.8	Sta 335+36 RT 36" - 1 @ 32' - 9"
32.8	Sta 336+12 LT 36" - 1 @ 32' - 9"
207.7	Sta 357+30 FE - RT 36" ERS - 4 @ 50' - 5"
<u>284.3</u>	TOTAL

# SCHEDULE OF QUANTITIES

54261424 CONCRETE END SECTION, STANDARD 542001, 24", 1:4

EACH    LOCATION

	US BUS 20		
1	Sta	313+90	RT
1	Sta	315+27	LT
1	Sta	325+50	RT
1	Sta	328+00	RT
1	Sta	330+50	RT
1	Sta	333+00	RT
1	Sta	335+00	RT
1	Sta	337+70	RT
1	Sta	340+20	RT
1	Sta	342+70	RT
1	Sta	345+50	RT
1	Sta	348+50	RT
1	Sta	352+50	RT
1	Sta	356+00	RT
1	Sta	358+00	RT
<u>1</u>	Sta	360+30	RT
16	TOTAL		

54261624 CONCRETE END SECTION, STANDARD 542001, 24", 1:6

EACH    LOCATION

	LAWRENCEVILLE RD		
<u>2</u>	Sta	1002+68	FE
2	TOTAL		

54261636 CONCRETE END SECTION, STANDARD 542001, 36", 1:6

EACH    LOCATION

	US BUS 20		
1	Sta	335+36	RT
<u>1</u>	Sta	336+12	LT
2	TOTAL		

54263424 CONCRETE END SECTION, STANDARD 542011, 24", 1:4

EACH    LOCATION

	US BUS 20		
<u>1</u>	Sta	315+27	RT
1	TOTAL		

54264636 CONCRETE END SECTION, STANDARD 542016, 36", 1:6

EACH    LOCATION

	US BUS 20		
<u>2</u>	Sta	357+31	FE
2	TOTAL		

550A0090 STORM SEWERS, CLASS A, TYPE 1 18"

FOOT    LOCATION

	US BUS 20		
44	Sta	357+00 - 357+44	
<u>56</u>	Sta	357+44 - 358+00	
100	TOTAL		

550A4000 STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 18"

FOOT    LOCATION

	US BUS 20		
60	Sta	318+00 - 318+60	
<u>90</u>	Sta	318+60 - 319+50	
150	TOTAL		

550A4100 STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"

FOOT    LOCATION

	US BUS 20		
114	Sta	315+27 - 316+40	
90	Sta	316+40 - 317+30	
<u>70</u>	Sta	317+30 - 318+00	
274	TOTAL		

60100060 CONCRETE HEADWALL FOR PIPE DRAINS

EACH    LOCATION

	US BUS 20		
1	Sta	309+42	LT - (Only if Needed)
1	Sta	317+29	LT - (Only if Needed)
1	Sta	318+78	LT - (Only if Needed)
1	Sta	326+28	LT - (Only if Needed)
1	Sta	330+26	LT - (Only if Needed)
1	Sta	334+27	LT - (Only if Needed)
1	Sta	338+27	LT - (Only if Needed)
1	Sta	342+27	LT - (Only if Needed)
1	Sta	346+29	LT - (Only if Needed)
1	Sta	350+77	LT - (Only if Needed)
1	Sta	355+30	LT - (Only if Needed)
1	Sta	357+62	LT - (Only if Needed)
1	Sta	359+27	LT - (Only if Needed)
<u>1</u>	Sta	363+28	LT - (Only if Needed)
14	TOTAL		

# SCHEDULE OF QUANTITIES

60100080 FRENCH DRAINS

CU YD    LOCATION

US BUS 20				
1.25	Sta	312+50	RT	(18" Subgrade)
0.85	Sta	315+00	RT	(12" Subgrade)
1.70	Sta	317+50	RT	(24" Subgrade)
1.70	Sta	320+00	RT	(24" Subgrade)
1.25	Sta	325+00	RT	(18" Subgrade)
1.25	Sta	327+50	RT	(18" Subgrade)
1.25	Sta	330+00	RT	(18" Subgrade)
0.85	Sta	332+50	RT	(12" Subgrade)
0.85	Sta	335+00	RT	(12" Subgrade)
0.85	Sta	337+50	RT	(12" Subgrade)
0.85	Sta	340+00	RT	(12" Subgrade)
0.85	Sta	342+50	RT	(12" Subgrade)
0.85	Sta	345+00	RT	(12" Subgrade)
0.85	Sta	347+50	RT	(12" Subgrade)
0.85	Sta	350+00	RT	(12" Subgrade)
0.85	Sta	352+50	RT	(12" Subgrade)
0.85	Sta	355+00	RT	(12" Subgrade)
0.85	Sta	357+50	RT	(12" Subgrade)
0.85	Sta	360+00	RT	(12" Subgrade)
0.85	Sta	362+50	RT	(12" Subgrade)
0.85	Sta	365+00	RT	(12" Subgrade)
<u>21.15</u>	TOTAL			

60107600 PIPE UNDERDRAINS 4"

FOOT    LOCATION

US BUS 20				
<u>5,964</u>	Sta	308+66	-	368+30    Shoulder - LT (Only if Needed)
5,964	TOTAL			

60107700 PIPE UNDERDRAINS 6"

FOOT    LOCATION

US BUS 20				
<u>4,653</u>	Sta	313+96	-	360+49    Median Shoulder - (Under Barrier Wall)
4,653	TOTAL			

60108100 PIPE UNDERDRAINS 4" (SPECIAL)

FOOT    LOCATION

US BUS 20				
18	Sta	309+42	LT	- (Only if Needed)
18	Sta	317+29	LT	- (Only if Needed)
18	Sta	318+78	LT	- (Only if Needed)
18	Sta	326+28	LT	- (Only if Needed)
18	Sta	330+26	LT	- (Only if Needed)
18	Sta	334+27	LT	- (Only if Needed)
18	Sta	338+27	LT	- (Only if Needed)
18	Sta	342+27	LT	- (Only if Needed)
18	Sta	346+29	LT	- (Only if Needed)
18	Sta	350+77	LT	- (Only if Needed)
18	Sta	355+30	LT	- (Only if Needed)
18	Sta	357+62	LT	- (Only if Needed)
18	Sta	359+27	LT	- (Only if Needed)
<u>18</u>	Sta	363+28	LT	- (Only if Needed)
252	TOTAL			

60221000 MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID

EACH    LOCATION

US BUS 20				
<u>1</u>	Sta	315+27	LT	
1	TOTAL			

60270050 DRAINAGE STRUCTURES, TYPE 4 WITH TWO TYPE 20 FRAMES AND GRATES

EACH    LOCATION

US BUS 20		
1	Sta	316+40
1	Sta	318+00
1	Sta	318+60
1	Sta	319+50
1	Sta	325+50
1	Sta	328+00
1	Sta	330+50
1	Sta	333+00
1	Sta	335+00
1	Sta	337+70
1	Sta	340+20
1	Sta	342+70
1	Sta	345+50
1	Sta	348+50
1	Sta	352+50
1	Sta	356+00
1	Sta	357+00
<u>1</u>	Sta	358+00
18	TOTAL	

60270055 DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAMES AND GRATES

EACH    LOCATION

US BUS 20		
1	Sta	317+30
<u>1</u>	Sta	357+44
2	TOTAL	



# SCHEDULE OF QUANTITIES

63700153 CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
447	Sta 314+28 - 318+75 Concrete Barrier Transition Taper
2,584	Sta 318+75 - 344+59
141	Sta 344+59 - 346+00 Concrete Barrier Transition Taper
<u>1,417</u>	Sta 346+00 - 360+17
4,589	TOTAL

63700900 CONCRETE BARRIER BASE

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
447	Sta 314+28 - 318+75 Concrete Barrier Transition Taper
2,584	Sta 318+75 - 344+59
141	Sta 344+59 - 346+00 Concrete Barrier Transition Taper
<u>1,417</u>	Sta 346+00 - 360+17
4,589	TOTAL

64200116 SHOULDER RUMBLE STRIPS, 16 INCH

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
592	Sta 300+97 - 306+89 LT
5,964	Sta 308+66 - 368+30 LT
75	Sta 300+97 - 301+72 RT
<u>5,743</u>	Sta 309+32 - 366+75 RT
12,374	TOTAL

64300260 IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

<u>EACH</u>	<u>LOCATION</u>
	US BUS 20
1	Sta 313+96 - 314+28
<u>1</u>	Sta 360+17 - 360+49
2	TOTAL

66700305 PERMANENT SURVEY MARKER, TYPE II

<u>EACH</u>	<u>LOCATION</u>
	US BUS 20
<u>1</u>	As Directed by the Resident and Chief of Surveys (Roughly Sta. 320+50 RT)
1	TOTAL

70103815 TRAFFIC CONTROL SURVEILLANCE

<u>CAL DA</u>	<u>LOCATION</u>
	US BUS 20
<u>30</u>	As Needed & Directed by the Resident
30	TOTAL

70106800 CHANGEABLE MESSAGE SIGN

<u>CAL MO</u>	<u>LOCATION</u>
	US BUS 20
<u>2</u>	As Needed & Directed by the Resident
2	TOTAL



# SCHEDULE OF QUANTITIES

70300100 SHORT TERM PAVEMENT MARKING

<u>FOOT</u>	<u>LOCATION</u>	* (3 Applications - Prime, Binder, & Surface)
	US BUS 20	Yellow
688	Sta 299+99 - 304+26	Double Yellow - Median @ 4 Stripes
224	Sta 304+26 - 307+03	Double Yellow - Median @ 2 Stripes
132	Sta 308+49 - 310+12	Double Yellow - Median @ 2 Stripes
618	Sta 310+12 - 313+97	Double Yellow - Median @ 4 Stripes
732	Sta 360+49 - 365+05	Double Yellow - Median @ 4 Stripes
64	Sta 365+05 - 365+84	Double Yellow - Median @ 2 Stripes
100	Sta 365+84 - 368+30	Double Yellow - Centerline @ 1 Stripe
<u>336</u>	As Needed & Directed by the Resident (Contigency)	
2,892	<i>Yellow Total</i>	

<u>FOOT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	White
1,096	Sta 299+99 - 368+30	Diagonal Shoulder Stripe LT - Outside
1,072	Sta 299+99 - 366+75	Diagonal Shoulder Stripe RT - Outside
752	Sta 313+96 - 360+49	Diagonal Shoulder Stripe LT - Inside
752	Sta 313+96 - 360+49	Diagonal Shoulder Stripe RT - Inside
216	Sta 304+37 - 307+03	LT Turn Lane @ 2 Stripes
216	Sta 304+37 - 307+03	RT Turn Lane @ 2 Stripes
216	Sta 308+50 - 311+13	LT Turn Lane @ 2 Stripes
<u>5,000</u>	As Needed & Directed by the Resident (Arrows, Crosswalks, Stop Bars)	
9,320	<i>White Total</i>	
<u>12,212</u>	TOTAL	

70300210 TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

<u>SQ FT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	White
15.6	Sta 306+09	LT Turn Arrow
15.6	Sta 306+86	LT Turn Arrow
15.6	Sta 306+09	RT Turn Arrow
15.6	Sta 306+86	RT Turn Arrow
15.6	Sta 308+60	LT Turn Arrow
<u>15.6</u>	Sta 309+40	LT Turn Arrow
93.6	TOTAL	

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	White
6,831	Sta 299+99 - 368+30	LT - EOP
6,831	Sta 299+99 - 368+30	RT - EOP
101	Sta 305+99 - 307+00	LT Turn Lane
173	Sta 305+27 - 307+00	RT Turn Lane
100	Sta 308+50 - 309+50	LT Turn Lane
44	Sta 304+29 - 305+99	Turkey Tracks
100	Sta 304+29 - 305+27	Turkey Tracks
<u>52</u>	Sta 309+50 - 311+50	Turkey Tracks
14,232	<i>White Total</i>	

<u>FOOT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	Yellow
1,200	Sta 299+99 - 305+99	Double Yellow - Median
202	Sta 305+99 - 307+00	Double Yellow - Centerline
400	Sta 308+50 - 310+50	Double Yellow - Centerline
400	Sta 310+50 - 312+50	Double Yellow - Median
<u>11,160</u>	Sta 312+50 - 368+30	Double Yellow - Centerline
13,362	<i>Yellow Total</i>	
<u>27,594</u>	TOTAL	

70300260 TEMPORARY PAVEMENT MARKING - LINE 12"

<u>FOOT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	Yellow
<u>55</u>	Sta 310+50 - 312+50	Median Diagonals
55	TOTAL	

70300280 TEMPORARY PAVEMENT MARKING - LINE 24"

<u>FOOT</u>	<u>LOCATION</u>	* (See Staging Plans)
	US BUS 20	White
24	Sta 307+00	Stop Bar
12	Sta 307+00	Stop Bar
<u>24</u>	Sta 308+50	Stop Bar
60	TOTAL	

# SCHEDULE OF QUANTITIES

78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS

70301000 WORK\_ZONE PAVEMENT MARKING REMOVAL

<u>SQ. FT.</u>	<u>LOCATION</u>	* (Removal of Short-Term on Surface Only)	
US BUS 20 Yellow			
171.3	Sta 299+99 - 304+26	Double Yellow - Median @ 4 Stripes	
56.0	Sta 304+26 - 307+03	Double Yellow - Median @ 2 Stripes	
32.7	Sta 308+49 - 310+12	Double Yellow - Median @ 2 Stripes	
154.0	Sta 310+12 - 313+97	Double Yellow - Median @ 4 Stripes	
182.7	Sta 360+49 - 365+05	Double Yellow - Median @ 4 Stripes	
16.0	Sta 365+05 - 365+84	Double Yellow - Median @ 2 Stripes	
24.7	Sta 365+84 - 368+30	Double Yellow - Centerline @ 1 Stripe	
83.3	As Needed & Directed by the Resident (Contigency)		
720.7	<i>Yellow Total</i>		
US BUS 20 White			
273.3	Sta 299+99 - 368+30	Diagonal Shoulder Stripe LT - Outside	
267.3	Sta 299+99 - 366+75	Diagonal Shoulder Stripe RT - Outside	
188.0	Sta 313+96 - 360+49	Diagonal Shoulder Stripe LT - Inside	
188.0	Sta 313+96 - 360+49	Diagonal Shoulder Stripe RT - Inside	
53.3	Sta 304+37 - 307+03	LT Turn Lane @ 2 Stripes	
53.3	Sta 304+37 - 307+03	RT Turn Lane @ 2 Stripes	
53.3	Sta 308+50 - 311+13	LT Turn Lane @ 2 Stripes	
1,666.7	As Needed & Directed by the Resident (Arrows, Crosswalks, Stop Bars)		
2,743.3	<i>White Total</i>		
3,464.0	TOTAL		

70600250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

<u>EACH</u>	<u>LOCATION</u>
US BUS 20	
1	Sta 313+96 - 314+28 (To be used until the barrier wall is completed)
1	TOTAL

<u>SQ. FT.</u>	<u>LOCATION</u>
US BUS 20 White	
15.6	Sta 304+58 LT Turn Arrow
15.6	Sta 304+58 RT Turn Arrow
15.6	Sta 305+33 LT Turn Arrow
15.6	Sta 305+33 RT Turn Arrow
15.6	Sta 306+08 LT Turn Arrow
15.6	Sta 306+08 RT Turn Arrow
15.6	Sta 306+83 LT Turn Arrow
15.6	Sta 306+83 RT Turn Arrow
15.6	Sta 308+69 LT Turn Arrow
15.6	Sta 309+44 LT Turn Arrow
15.6	Sta 310+19 LT Turn Arrow
15.6	Sta 310+94 LT Turn Arrow
15.6	Bonus Ave - N LT Turn Arrow
15.6	Bonus Ave - N RT Turn Arrow
218.4	TOTAL

78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>
US BUS 20 Yellow	
1,700	Sta 299+99 - 304+24 Double Yellow - Double Striped Median
558	Sta 304+24 - 307+03 Double Yellow - Striped Median
328	Sta 308+48 - 310+12 Double Yellow - Striped Median
1,536	Sta 310+12 - 313+96 Double Yellow - Double Striped Median
1,067	Sta 313+96 - 324+63 Striped Median
1,824	Sta 360+49 - 365+05 Double Yellow - Double Striped Median
158	Sta 365+05 - 365+84 Double Yellow - Striped Median
492	Sta 365+84 - 368+30 Double Yellow - Centerline
4,653	Sta 313+96 - 360+49 RT - Inside EOP
3,586	Sta 324+63 - 360+49 LT - Inside EOP
36	Bonus Ave - N Double Yellow - Centerline
15,938	<i>Yellow Total</i>
US BUS 20 White	
746	Sta 299+99 - 307+45 LT - Outside EOP
6,019	Sta 308+11 - 368+30 LT - Outside EOP
704	Sta 299+99 - 307+03 RT - Outside EOP
5,898	Sta 309+32 - 368+30 RT - Outside EOP
900	Sta 324+68 - 360+48 Skip Dash - Centerline
14,267	<i>White Total</i>
30,205	TOTAL

# SCHEDULE OF QUANTITIES

78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6"

FOOT	LOCATION
	US BUS 20
216	Sta 307+24 - 308+ 32 Crosswalk - Bonus
120	Sta 308+37 Crosswalk - US Bus 20
900	Sta 324+63 - 360+ 49 Centerline - Skip Dash
1,236	TOTAL

78009008 MODIFIED URETHANE PAVEMENT MARKING - LINE 8"

FOOT	LOCATION
	US BUS 20
263	Sta 304+38 - 307+ 01 LT Turn Lane
263	Sta 304+38 - 307+ 01 RT Turn Lane
263	Sta 308+50 - 311+ 13 LT Turn Lane
14	Bonus Ave - N LT Turn Lane
123	Bonus Ave - N Painted Island
926	TOTAL

78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12"

FOOT	LOCATION
	US BUS 20
253	Sta 299+99 - 307+ 03 Median Diagonals
347	Sta 308+48 - 314+ 12 Median Diagonals
388	Sta 314+12 - 324+ 63 Lane Diagonals
377	Sta 360+49 - 365+ 84 Median Diagonals
1,365	<i>Yellow Total</i>
	US BUS 20
156	Bonus Ave - N Painted Island Diagonals
156	<i>White Total</i>
1,521	TOTAL

78009024 MODIFIED URETHANE PAVEMENT MARKING - LINE 24"

FOOT	LOCATION
	US BUS 20
36	Sta 307+03 Stop Bar
35	Sta 308+49 Stop Bar
23	Bonus Ave - N Stop Bar
18	Bonus Ave - N Stop Bar
112	TOTAL

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION
	<i>Two-Way Amber</i>
	US BUS 20
43	Sta 300+97 - 307+ 03 Median
69	Sta 308+48 - 324+ 63 Median
30	Sta 360+49 - 366+ 75 Median
142	<i>Sub-Total</i>

*One-Way Crystal*

	US BUS 20
14	Sta 304+39 - 307+ 03 LT Turn Lane
14	Sta 304+39 - 307+ 03 RT Turn Lane
14	Sta 308+48 - 311+ 14 RT Turn Lane
46	Sta 324+63 - 360+ 49 Centerline - 1 @ 80' o.c.
88	<i>Sub-Total</i>
230	TOTAL

78200530 BARRIER WALL MARKERS, TYPE C

EACH	LOCATION
	US BUS 20
6	Sta 314+28 - 318+ 62 LT & RT
66	Sta 318+62 - 345+ 08 LT & RT
6	Sta 345+08 - 352+ 08 LT & RT
6	Sta 352+08 - 360+ 50 LT & RT
84	TOTAL

# SCHEDULE OF QUANTITIES

78300100 PAVEMENT MARKING REMOVAL

<u>SQ. FT.</u>	<u>LOCATION</u>
US BUS 20	
2,277.0	Sta 299+99 - 368+30 LT - EOP
2,225.3	Sta 299+99 - 366+75 RT - EOP
566.7	Sta 299+99 - 304+24 Double Yellow - Double Striped Median
186.0	Sta 304+24 - 307+03 Double Yellow - Striped Median
108.7	Sta 308+49 - 310+12 Double Yellow - Striped Median
826.7	Sta 310+12 - 316+32 Double Yellow - Double Striped Median
1,402.7	Sta 316+32 - 337+36 Double Yellow - Centerline
486.7	Sta 337+36 - 348+98 No Pass - LT & Skip Dash
96.7	Sta 348+98 - 360+60 Skip Dash
316.7	Sta 360+60 - 368+17 No Pass - RT & Skip Dash
17.3	Sta 368+17 - 368+30 Double Yellow - Double Striped Median
12.0	Bonus Ave - N Double Yellow - Centerline
175.3	Sta 304+38 - 307+01 LT Turn Lane
175.3	Sta 304+38 - 307+01 RT Turn Lane
175.3	Sta 308+50 - 311+13 LT Turn Lane
9.3	Bonus Ave - N LT Turn Lane
82.0	Bonus Ave - N Painted Island
253.0	Sta 299+99 - 307+03 Median Diagonals
136.0	Sta 308+48 - 316+32 Median Diagonals
156.0	Bonus Ave - N Island Diagonals
72.0	Sta 307+03 Stop Bars
70.0	Sta 308+49 Stop Bars
82.0	Bonus Ave - N Stop Bars
218.4	US BUS 20 & Bonus Ave - N LT & RT Turn Arrows
168.0	US BUS 20 & Bonus Ave - N Crosswalks
<u>10,295.1</u>	TOTAL

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

<u>EACH</u>	<u>LOCATION</u>
US BUS 20	
61	Sta 300+97 - 307+03 Median & Turn Lanes
61	Sta 308+48 - 316+32 Median & Turn Lane
85	Sta 316+32 - 353+00 2 @ 80' o.c.
<u>12</u>	Sta 353+00 - 366+75 1 @ 120' o.c.
219	TOTAL

88600100 DETECTOR LOOPS, TYPE I

<u>FOOT</u>	<u>LOCATION</u>
US BUS 20	
160	Sta 306+52 - 306+72 2 @ 20' x 4'
160	Sta 306+79 - 306+99 2 @ 20' x 4'
160	Sta 308+53 - 308+73 2 @ 20' x 4'
160	Sta 308+77 - 308+97 2 @ 20' x 4'
160	Bonus Ave - N 2 @ 20' x 4'
<u>250</u>	As Needed & Directed by the Resident
1,050	TOTAL

X6015000 REMOVE CONCRETE HEADWALLS FOR PIPE DRAINS

<u>EACH</u>	<u>LOCATION</u>
US BUS 20	
1	Sta 309+42 RT
1	Sta 317+29 RT
1	Sta 318+78 RT
1	Sta 326+28 RT
1	Sta 330+26 RT
1	Sta 334+27 RT
1	Sta 338+27 RT
1	Sta 342+27 RT
1	Sta 346+29 RT
1	Sta 350+77 RT
1	Sta 355+30 RT
1	Sta 357+62 RT
1	Sta 359+27 RT
1	Sta 363+28 RT
<u>14</u>	As Needed & Directed by the Resident (LT side)
28	TOTAL

Z0028415 GEOTECHNICAL REINFORCEMENT

<u>SQ. YD.</u>	<u>LOCATION</u>
US BUS 20	
3,153.9	Sta 341+50 - 347+50 Geogrid on Subgrade Area
4,764.5	Sta 347+50 - 356+50 Geogrid on Subgrade Area
<u>574.1</u>	Sta 363+50 - 366+75 Geogrid on Subgrade Area
8,492.5	TOTAL

# SCHEDULE OF QUANTITIES

Z0038122 PORTLAND CEMENT CONCRETE SURFACE REMOVAL 2 1/4"

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
433.6	Sta 306+14 - 306+89 75' Milling Taper
1,078.0	Sta 306+89 - 309+25 Full 2 1/4"
333.1	Sta 309+25 - 310+00 75' Milling Taper
1,844.7	TOTAL

Z0040530 PIPE UNDERDRAIN REMOVAL

<u>FOOT</u>	<u>LOCATION</u>
	US BUS 20
5,791	Sta 308+84 - 366+75 RT
5,964	Sta 308+66 - 368+30 LT (Only if Needed)
750	As Needed & Directed by the Resident
12,505	TOTAL

Z0065702 SLOPE WALL, SPECIAL

<u>SQ YD</u>	<u>LOCATION</u>
	US BUS 20
89.3	Sta 334+81 - 335+48 LT
61.8	Sta 335+90 - 336+73 RT
151.1	TOTAL

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-S00.dgn	DRAWN -	REVISED -		517	IR	BOONE	126	31			
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 64C97				
	PLOT DATE = Fri Mar 15 13:38:22 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

# HOT-MIX ASPHALT SCHEDULE

•40600200•    ••40600300••    •••40600625•••    •••40600635•••    •••40600837•••    •••40603085•••    •••40603310•••    ••••40603590••••    48203019

Location	Remarks	Length	Proposed Surface		Bit Materials	Agg	Leveling Binder	Leveling Binder	Polymerized	Hot-Mix Asphalt	Hot-Mix Asphalt	Polymerized	Hot-Mix Asphalt
			Width	Sq Yd	Prime Coat (2 Applications)	Prime Coat	(Machine Method), N50	(Machine Method), N70	Leveling Binder (Machine Method), N70	Binder Course, IL-19.0, N70	Surface Course, Mix "C", N50	Surface Course, Mix "F", N70	Shoulders, 5 1/2"
					Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Sq Yd
US Bus 20 - Mainline Resurfacing													
Sta 300 + 97 - 301 + 72	Start / Butt Joint	75	42'	351.9	0.20	0.53			19.7				32.5
Sta 301 + 72 - 306 + 14		442	42' - 52'	2,388.9	1.37	3.58			133.8				220.4
Sta 306 + 14 - 310 + 00	Milled Section	386	52' & Var	2,428.9	1.39	3.64			136.0				224.1
Sta 310 + 00 - 313 + 96		396	40' - 33'	1,665.3	0.95	2.50			93.3				153.6
Sta 313 + 96 - 317 + 24		328	33' - 25'	1,035.8	0.59	1.55			58.0				95.6
Sta 317 + 24 - 324 + 63		739	25' - 24'	1,989.7	1.14	2.98			111.4				183.5
Sta 324 + 63 - 335 + 82		1119	24'	3,027.3	1.73	4.54			169.5				279.3
Sta 335 + 82 - 360 + 49		2467	24'	6,633.2	3.79	9.95			371.5				611.9
Sta 360 + 49 - 366 + 00		551	24'	1,480.5	0.85	2.22			82.9				136.6
Sta 366 + 00 - 366 + 75	End / Butt Joint	75	24'	205.0	0.12	0.31			11.5				18.9
US Bus 20 - Mainline Widening													
Sta 308 + 84 - 310 + 00	Start Full-Depth Shoulder	116	5' - 12'	144.9	0.08				8.1	60.9			13.4
Sta 310 + 00 - 313 + 96	Start of Widening	396	13' - 37'	1,043.7	0.60				58.4	438.4			96.3
Sta 313 + 96 - 318 + 63		467	24'	1,244.2	0.71				69.7	522.6			114.8
Sta 318 + 63 - 335 + 82		1719	24'	4,536.4	2.59				254.0	1905.3			418.5
Sta 335 + 82 - 345 + 09		927	24'	2,445.8	1.40				137.0	1027.2			225.6
Sta 345 + 09 - 360 + 49		1540	24'	4,107.3	2.35				230.0	1725.1			378.9
Sta 360 + 49 - 366 + 00	End of Widening	551	46' - 10'	1,794.3	1.03				100.5	753.6			165.5
Sta 366 + 00 - 366 + 75	End Full-Depth Shoulder	75	10' - 4'	50.2	0.03				2.8	21.1			4.6
Mainline (LT) - Variable Depth													
Sta 310 + 00 - 313 + 96	Start Profile Change	396	40' - 33'	1,665.3	0.95	2.50		92.6					
Sta 313 + 96 - 316 + 74		278	33' - 25'	895.8	0.51	1.34		162.1					
Sta 316 + 74 - 317 + 09	Start Correction	35	25' - 24'	95.3	0.05	0.14		22.9					
Sta 317 + 09 - 318 + 63		154	24'	410.7	0.23	0.62		24.4					
Sta 318 + 63 - 319 + 40		77	24'	205.3	0.12	0.31		28.4					
Sta 319 + 40 - 324 + 63		523	24'	1,394.7	0.80	2.09		307.9					
Sta 324 + 63 - 335 + 82	Full Super	1119	24'	2,984.0	1.71	4.48		389.2					
Sta 335 + 82 - 344 + 32		850	24'	2,266.7	1.30	3.40		234.0					
Sta 344 + 32 - 345 + 09		77	24'	205.3	0.12	0.31		19.3					
Sta 345 + 09 - 346 + 63	End Correction	154	24'	410.7	0.23	0.62		21.7					
Sta 346 + 63 - 346 + 98		35	24'	93.3	0.05	0.14		14.5					
Sta 346 + 98 - 360 + 49		1351	24'	3,602.7	2.06	5.40		358.3					
Sta 360 + 49 - 366 + 00	End Profile Change	551	24'	1,469.3	0.84	2.20		162.1					

# HOT-MIX ASPHALT SCHEDULE

\*40600200\* \*\*40600300\*\* \*\*\*40600625\*\*\* \*\*\*\*40600635\*\*\*\* \*40600837\*\*\* \*\*40603085\*\*\* \*\*\*40603310\*\*\* \*\*\*\*40603590\*\*\*\* 48203019

Location	Remarks	Length	Proposed Surface		Bit Materials	Agg	Leveling Binder	Leveling Binder	Polymerized	Hot-Mix Asphalt	Hot-Mix Asphalt	Polymerized	Hot-Mix Asphalt		
			Width	Sq Yd	Prime Coat (2 Applications)	Prime Coat	(Machine Method), N50	(Machine Method), N70	Leveling Binder (Machine Method), N70	Binder Course, IL-19.0, N70	Surface Course, Mix "C", N50	Hot-Mix Asphalt Surface Course, Mix "F", N70	Shoulders, 5 1/2"		
					Ton	Ton	Ton	Ton	Ton	Ton	Ton	Ton	Sq Yd		
Shoulder (LT) - Variable Depth															
Sta 310 + 00 - 313 + 96	Start Profile Change	396	10'	440.0	0.25		25.0								
Sta 313 + 96 - 316 + 74		278	10'	308.9	0.18		56.0								
Sta 316 + 74 - 317 + 09	Start Correction	35	10'	38.9	0.02		10.1								
Sta 317 + 09 - 318 + 63		154	10'	171.1	0.10		16.1								
Sta 318 + 63 - 319 + 40		77	10'	85.6	0.05		17.9								
Sta 319 + 40 - 324 + 63		523	10'	581.1	0.33		154.5								
Sta 324 + 63 - 335 + 82	Full Super	1119	10'	1,243.3	0.71		216.6								
Sta 335 + 82 - 344 + 32		850	10'	944.4	0.54		132.0								
Sta 344 + 32 - 345 + 09		77	10'	85.6	0.05		10.1								
Sta 345 + 09 - 346 + 63	End Correction	154	10'	171.1	0.10		15.0								
Sta 346 + 63 - 346 + 98		35	10'	38.9	0.02		7.7								
Sta 346 + 98 - 360 + 49		1351	10'	1,501.1	0.86		149.5								
Sta 360 + 49 - 366 + 00	End Profile Change	551	10'	612.2	0.35		67.6								
US Bus 20 - HMA Shoulder LT															
Sta 300 + 97 - 301 + 72	Start / Butt Joint	75	10'	85.3	0.05					11.9					
Sta 301 + 72 - 306 + 89		517	10'	584.3	0.33					81.8					
Sta 308 + 66 - 310 + 00		134	10'	156.4	0.09					21.9			156.4		
Sta 310 + 00 - 318 + 63		863	10'	929.7	0.53					130.2			929.7		
Sta 318 + 63 - 345 + 09		2646	10'	2,940.0	1.68					411.6			2940.0		
Sta 345 + 09 - 366 + 00		2091	10'	2,323.3	1.33					325.3			2323.3		
Sta 366 + 00 - 368 + 30	End	230	10'	278.6	0.16					39.0			278.6		
US Bus 20 - HMA Shoulder RT															
Sta 300 + 97 - 301 + 72	Start / Butt Joint	75	6' & Var	53.3	0.03					7.5					
Sta 301 + 72 - 307 + 10		538	6' - 4'	268.1	0.15					37.5					
Sta 366 + 00 - 366 + 75	End / Butt Joint	75	10' - 4'	50.2	0.03					7.0			50.2		
US Bus 20 - Median HMA Shoulders															
Sta 313 + 96 - 317 + 24	Start	328	13' - 22'	547.8	0.31					76.7			547.8		
Sta 317 + 24 - 318 + 63	Full Width	139	13' / 6'	296.2	0.17					41.5			296.2		
Sta 318 + 63 - 335 + 82		1719	13' / 6'	4,217.0	2.41					590.4			4217.0		
Sta 335 + 82 - 345 + 09		927	13' / 6'	2,257.8	1.29					316.1			2257.8		
Sta 345 + 09 - 360 + 49	End	1540	22'	3,518.1	2.01					492.5			3518.1		
<b>Totals</b>						77,000.7	44.0	55.4	878.1	1,837.4	2,048.1	6,454.1	2,590.9	3,373.9	17515.1

\* Bit Prime Coat Rate of Application = 0.000286 Tons / Sq Yd on HMA & 0.00143 Tons / Sq Yd on Aggregate

\*\* Agg Prime Coat Rate of Application = 0.0015 Tons / Sq Yd

\*\*\* Hot-Mix Asphalt Rate of Application = 112 Lbs / Sq Yd / In

\*\*\*\* Hot-Mix Asphalt Rate of Application = 123 Lbs / Sq Yd / In

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EARTHWORK SCHEDULE</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
es:\pw\work\p\dot\rundbladerr\d0275077	D0206211-sh1-S00.dgn	DRAWN -	REVISED -			517	IR	BOONE	126	33				
Default	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64C97								
	PLOT DATE = Fri Mar 15 15:06:15 2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT								
						SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



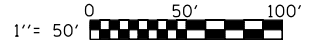
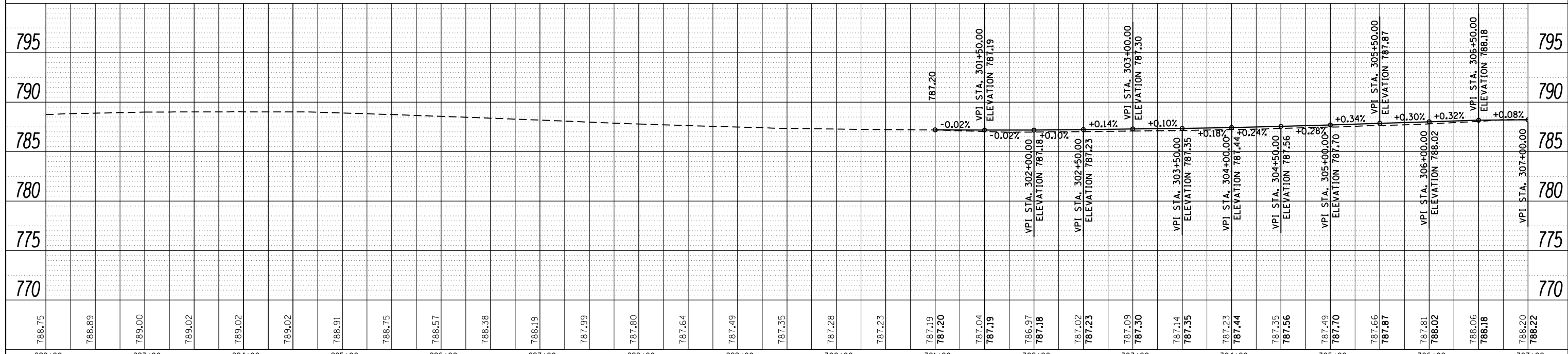
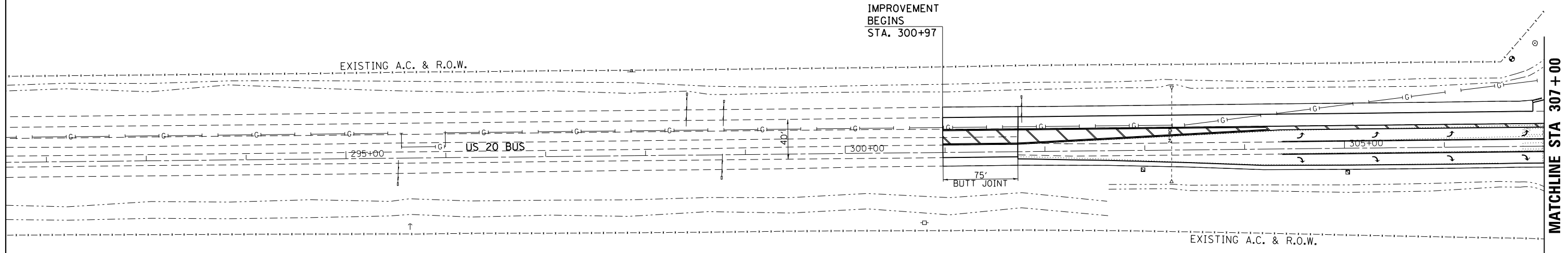


# EARTHWORK SCHEDULE

LOCATION	20200100		20400800		21101605		
	EARTH EXC ( CUT )	EARTH EXC ADJ SHRINK 25%	EMBANK ( FILL )	EARTH WORK BALANCE WASTE ( + ) SHORTAGE ( - )	EARTH EXCAVATION	FURNISHED EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	SQ YD
US Bus 20							
308+50 - 322+00	1,906	1,430	3,077	-1,648	1,906	-1648	5,092
322+00 - 337+00	4,743	3,557	2,270	1,287	4,743	1287	6,772
337+00 - 352+00	4,876	3,657	7,626	-3,969	4,876	-3969	10,054
352+00 - 366+50	1,433	1,075	6,878	-5,803	1,433	-5803	7,240
Lawrenceville Road							
1002+25 - 1003+25	13	10	99	-89	13	-89	146
<b>TOTAL</b>		<b>9,728</b>	<b>19,950</b>	<b>-10,222</b>	<b>12,971</b>	<b>10,222</b>	<b>29,304</b>

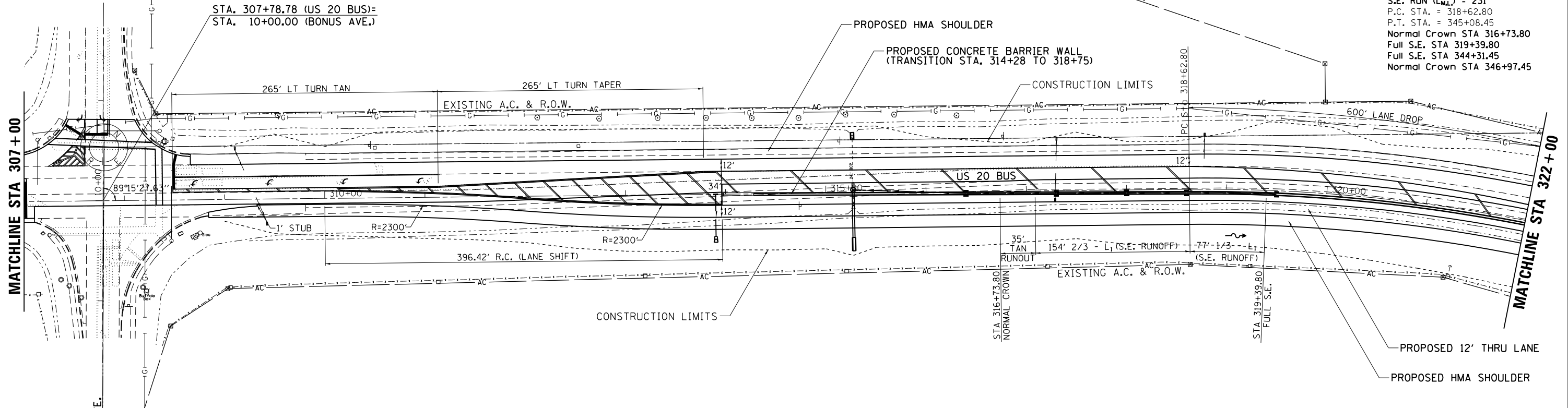
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	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

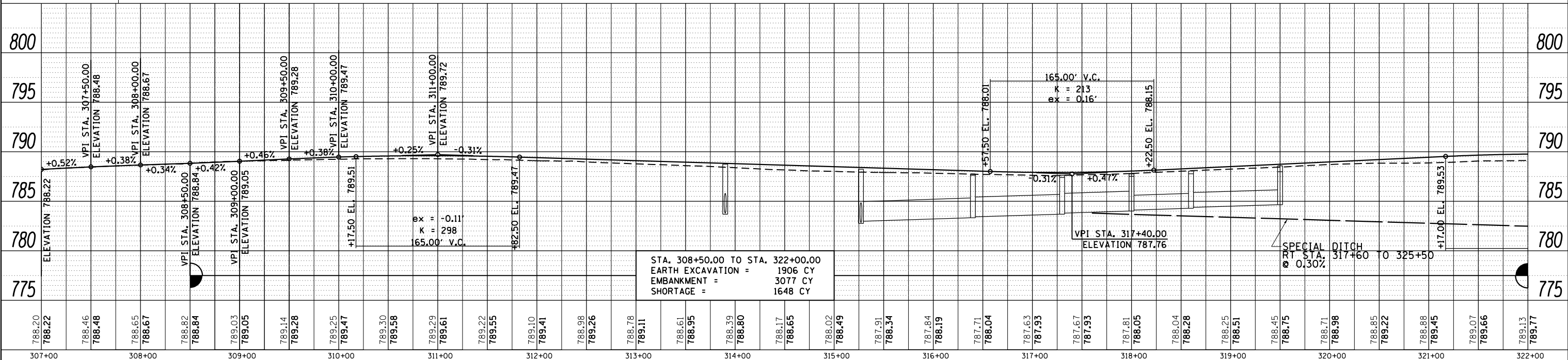
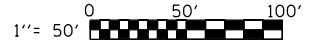


FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS</b>			F.A.P. RT. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
c:\pwork\pwork\pwork\pwork\d0275077\026211-sht-plan.dgn		DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	517	IR	BOONE	126	36
Default		CHECKED -	REVISED -		CONTRACT NO. 64C97										
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

EXIST. CURVE A061290  
 PI STA. = 335+75.89  
 $\Delta = 92^\circ 36' 29''$  (RT)  
 $D = 3^\circ 30' 01''$   
 $R = 1,636.84'$   
 $T = 1,713.09'$   
 $L = 2,645.65'$   
 $E = 732.53'$   
 $S.E. = 5.70\%$   
 $T.R.M.L. = 35'$   
 $S.E. RUN (L.M.L.) = 231'$   
 $P.C. STA. = 318+62.80$   
 $P.T. STA. = 345+08.45$   
 Normal Crown STA 316+73.80  
 Full S.E. STA 319+39.80  
 Full S.E. STA 344+31.45  
 Normal Crown STA 346+97.45



NOTE:  
 PIPE UNDERDRAIN, 6" RUNS FROM  
 STA. 313+96 TO 360+50. UNDERDRAINS  
 WILL BE PLACED UNDER THE SUBGRADE  
 UNDERNEATH THE BARRIER WALL AND  
 OUTLET INTO THE MEDIAN DRAINAGE STRUCTURES.



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	

FILE NAME =	USER NAME = rdnbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS</b>	F.A.P. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	CHECKED -	REVISED -			517	IR	BOONE	37	37	
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						ILLINOIS FED. AID PROJECT					

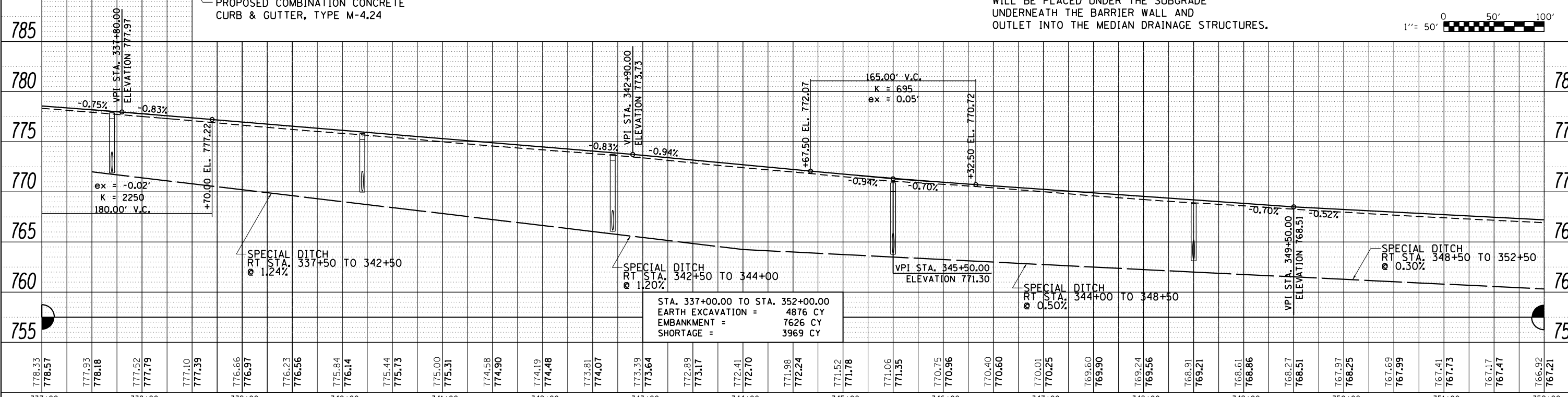
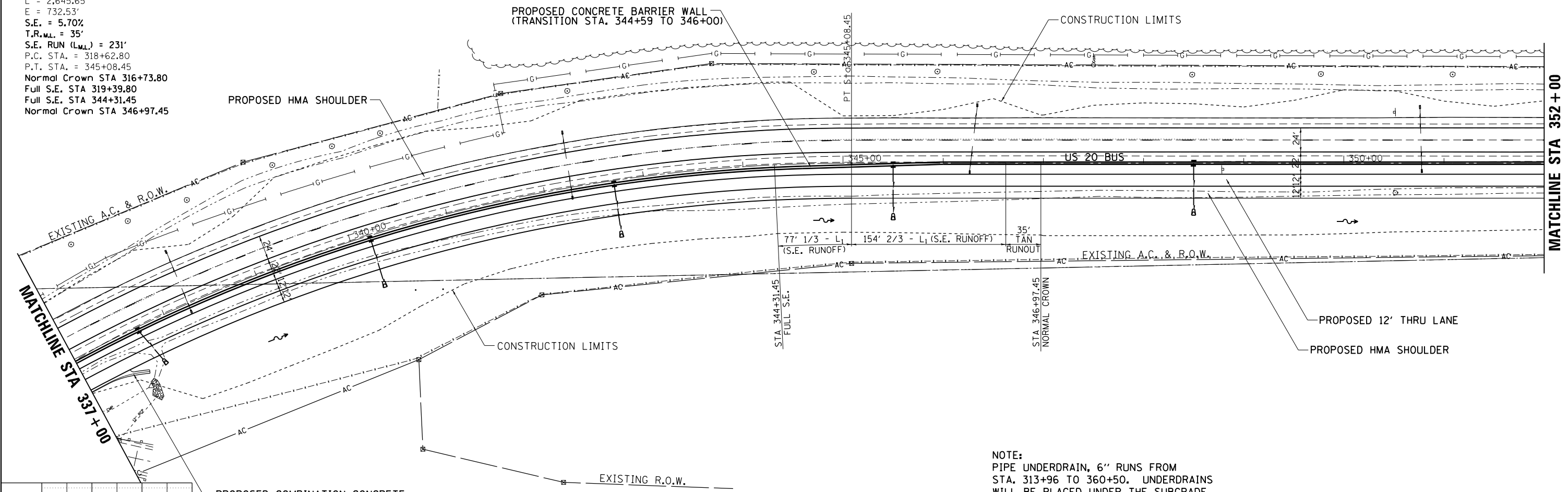


EXIST. CURVE A061290  
 PI STA. = 335+75.89  
 $\Delta = 92^\circ 36' 29''$  (RT)  
 $D = 3^\circ 30' 01''$   
 $R = 1,636.84'$   
 $T = 1,713.09'$   
 $L = 2,645.65'$   
 $E = 732.53'$   
 $S.E. = 5.70\%$   
 $T.R.M.L. = 35'$   
 $S.E. RUN (L.M.L.) = 231'$   
 P.C. STA. = 318+62.80  
 P.T. STA. = 345+08.45  
 Normal Crown STA 316+73.80  
 Full S.E. STA 319+39.80  
 Full S.E. STA 344+31.45  
 Normal Crown STA 346+97.45

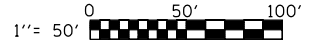


PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHFD	
	NO.	



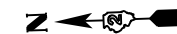
STA. 337+00.00 TO STA. 352+00.00  
 EARTH EXCAVATION = 4876 CY  
 EMBANKMENT = 7626 CY  
 SHORTAGE = 3969 CY



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS</b>			F.A.P. RT. = 517	SECTION = IR	COUNTY = BOONE	TOTAL SHEETS = 126	SHEET NO. = 39
Default	c:\pwork\pwork\rundbladerr\d0275077\006211-sht-plan.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 64C97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -									ILLINOIS FED. AID PROJECT
	PLOT DATE = Fri May 15 13:38:26 2013	DATE -	REVISED -									

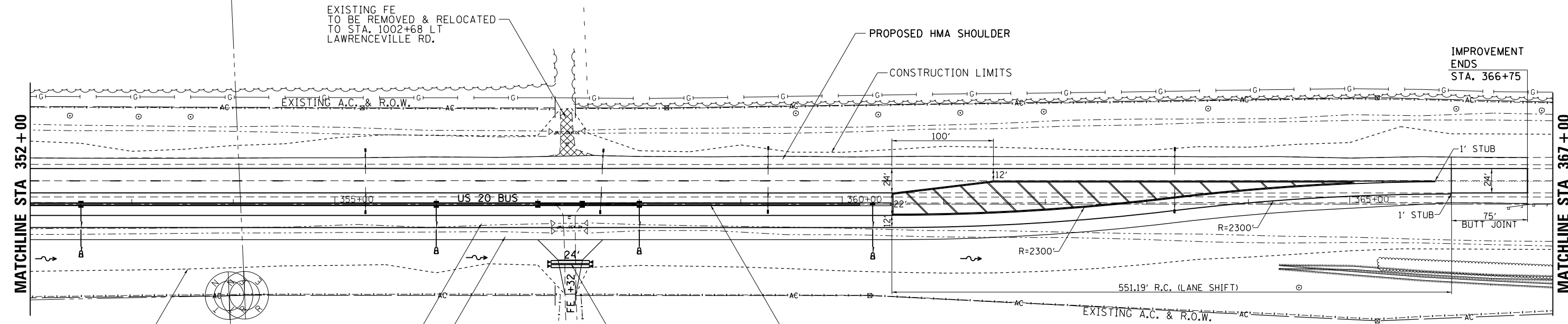
FUNDERBURG FARMS INC

HRA INVESTMENT LLC



DATE	
BY	
PLAN	
NO.	
NO.	
NO.	
NO.	
NO.	

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



CONSTRUCTION LIMITS

PROPOSED 12' THRU LANE

PROPOSED HMA SHOULDER

PROPOSED CONCRETE BARRIER WALL

EXISTING A.C. & R.O.W.

PROPOSED HMA SHOULDER

CONSTRUCTION LIMITS

IMPROVEMENT ENDS STA. 366+75

1' STUB

75' BUTT JOINT

1' STUB

R=2300'

551.19' R.C. (LANE SHIFT)

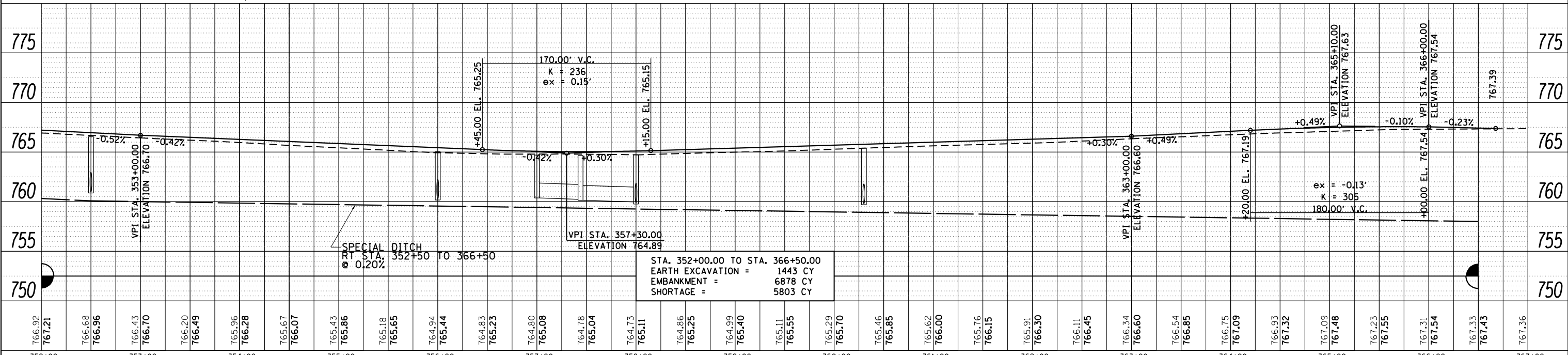
EXISTING A.C. & R.O.W.

STA. 357+32  
2-38" PIPE CULVERTS,  
CLASS D, T1, ERS 36"  
2 EACH CONCRETE END SECTIONS,  
STANDARD 542016, 36", 1:6

NOTE:  
PIPE UNDERDRAIN, 6" RUNS FROM  
STA. 313+96 TO 360+50. UNDERDRAINS  
WILL BE PLACED UNDER THE SUBGRADE  
UNDERNEATH THE BARRIER WALL AND  
OUTLET INTO THE MEDIAN DRAINAGE STRUCTURES.

FUNDERBURG FARMS INC

HRA INVESTMENT LLC



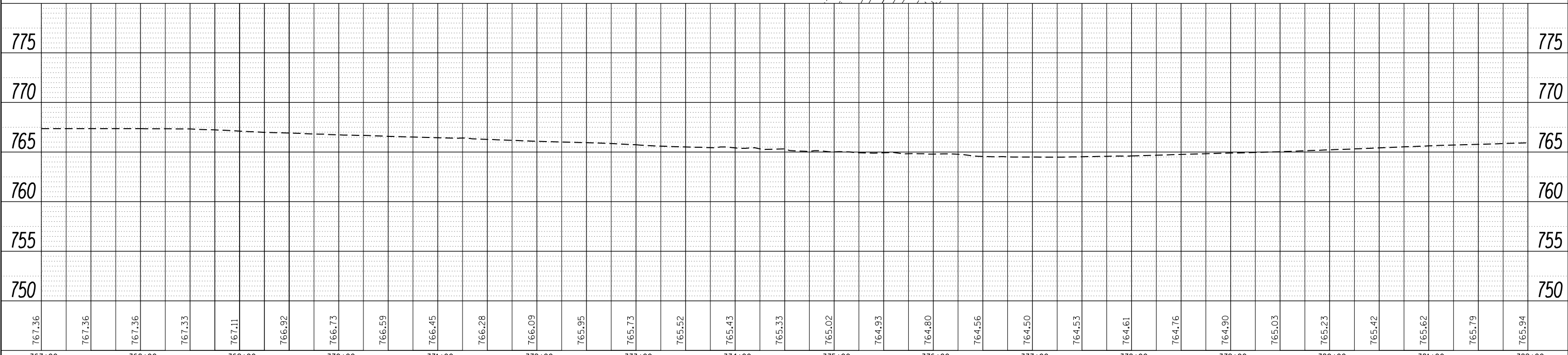
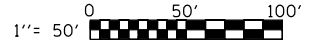
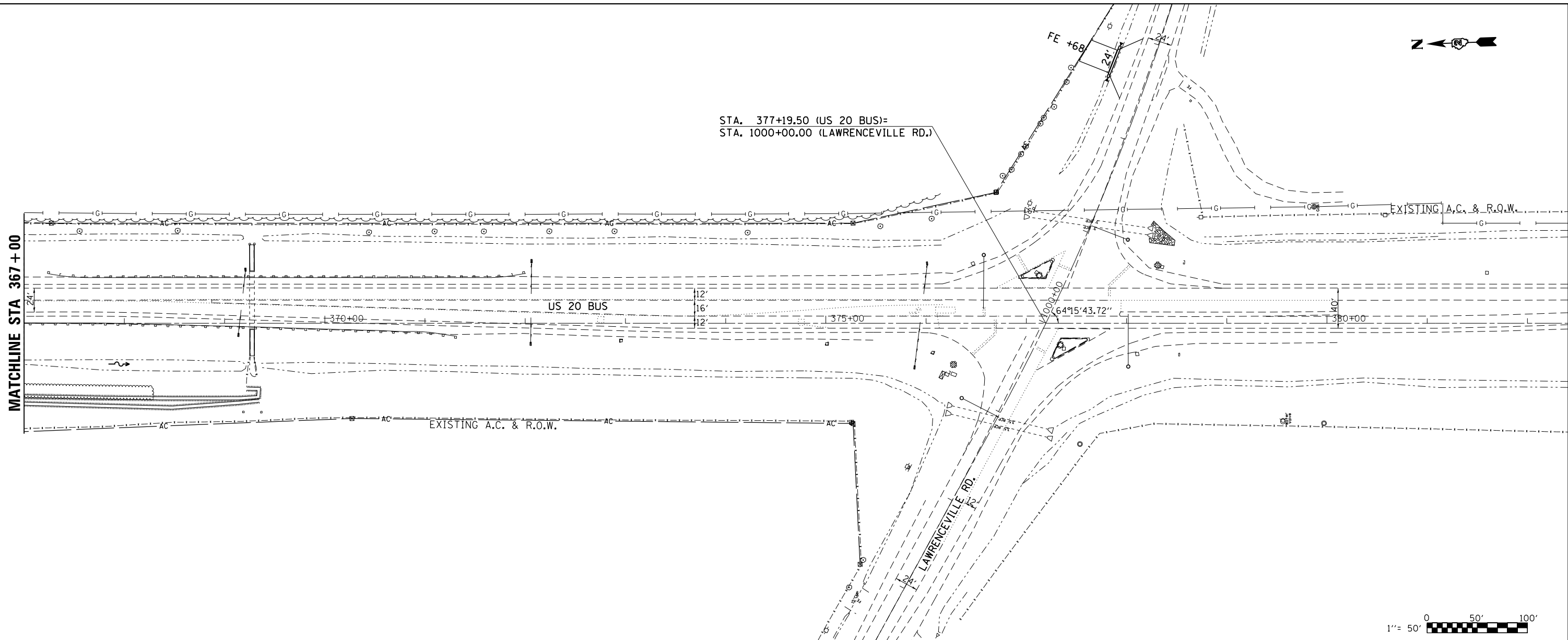
STA. 352+00.00 TO STA. 366+50.00  
EARTH EXCAVATION = 1443 CY  
EMBANKMENT = 6878 CY  
SHORTAGE = 5803 CY

766.92	766.68	766.96	766.43	766.70	766.20	766.49	765.96	766.28	765.67	766.07	765.43	765.86	765.18	765.65	764.94	765.44	764.83	765.23	764.80	765.08	764.78	765.04	764.73	765.11	764.86	765.25	764.99	765.40	765.11	765.55	765.29	765.70	765.46	765.85	765.62	766.00	765.76	766.15	765.91	766.30	766.11	766.45	766.34	766.60	766.54	766.85	766.75	767.09	766.93	767.32	767.09	767.48	767.23	767.55	767.31	767.54	767.33	767.43	767.36
352+00	353+00	354+00	355+00	356+00	357+00	358+00	359+00	360+00	361+00	362+00	363+00	364+00	365+00	366+00	367+00																																												

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 BUS				F.A.P. RT. 517	SECTION IR	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 40
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	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = Fri May 15 13:38:25 2013	DATE -	REVISED -										

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIS		
	CPAD		



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS</b>			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\rundbladerr\d0275077\006211-sht-plan.dgn		DRAWN -	REVISED -		517	IR	BOONE	126	41			
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	PLOT DATE = Fri May 15 13:38:36 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							





# PRE-STAGE

PRE-STAGE NOTES:  
 STA. 308+66 TO 368+30 LT







1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701326
2. REMOVE THE EXISTING PAVED SHOULDER
3. PLACE THE AGGREGATE SUBGRADE IMPROVEMENT (SEE SCHEDULE FOR THICKNESS)
4. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS
5. DRESS UP SLOPES AND DITCHES

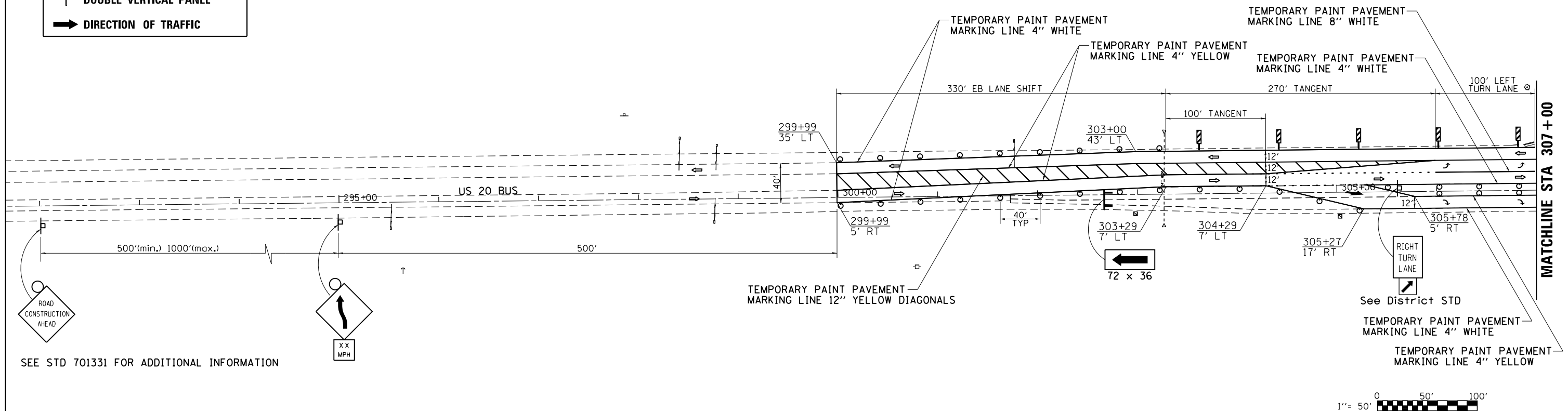
# STAGE 1

STAGE 1 NOTES:  
 STA. 308+84 TO 366+00

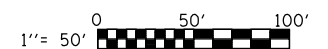
1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701331 & AS SHOWN IN THE STAGING PLANS
2. REMOVE THE EXISTING PAVED SHOULDER & PAVEMENT REMOVAL (SEE SCHEDULE FOR LOCATIONS)
3. PLACE THE DRAINAGE ITEMS AND UNDERDRAIN PIPES
4. PLACE EMBANKMENT TO BUILD UP THE BASE & SIDE SLOPES
5. PLACE THE AGGREGATE SUBGRADE IMPROVEMENT (SEE SCHEDULE FOR THICKNESS)
6. CONSTRUCT THE 7 1/2 " HOT-MIX BINDER COURSE, IL-19.0, N70
7. CONSTRUCT THE CONCRETE BARRIER BASE & CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT (AS SCHEDULED)
8. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS 5 1/2 " (AS SCHEDULED)
9. PLACE THE POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70, AND HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
10. DRESS UP SLOPES AND DITCHES

## LEGEND

	WORK ZONE
	TYPE III BARRICADE
	SIGN
	DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
	DOUBLE VERTICAL PANEL
	DIRECTION OF TRAFFIC



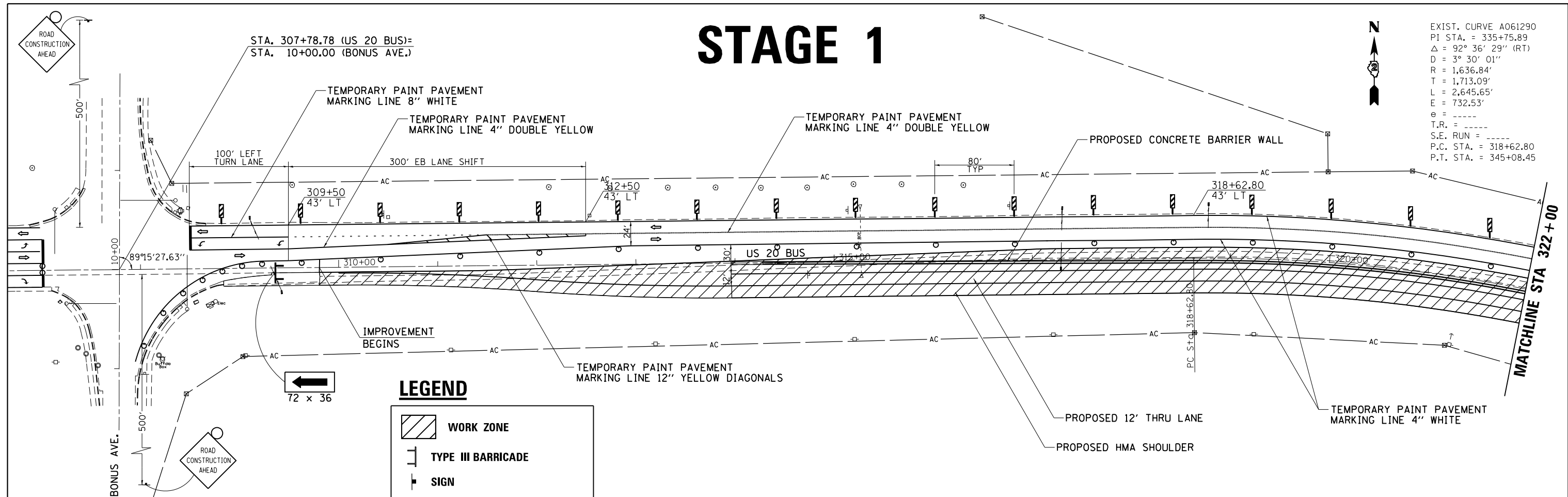
SEE STD 701331 FOR ADDITIONAL INFORMATION









FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING DETAIL</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
et:\pw\work\p\dot\undbladerr\d0275077	D206211-sh1-staging.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	517	IR	BOONE	126	43
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	PLOT DATE = Fri May 15 13:38:40 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

# STAGE 1

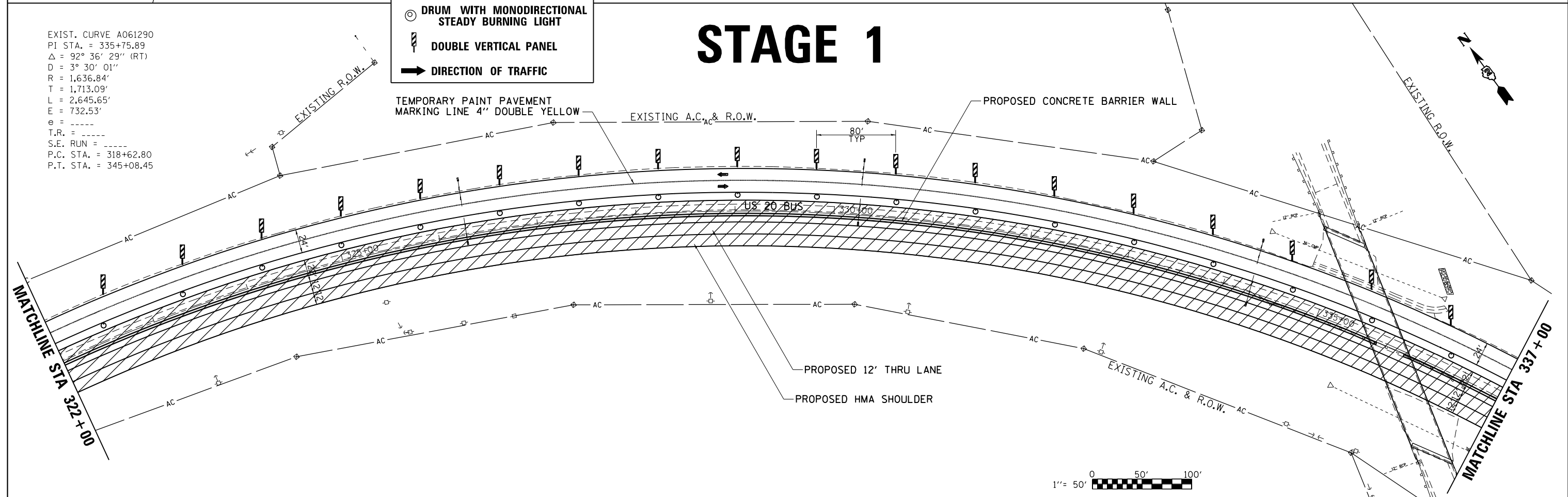
EXIST. CURVE A061290  
 PI STA. = 335+75.89  
 $\Delta = 92^\circ 36' 29''$  (RT)  
 $D = 3^\circ 30' 01''$   
 $R = 1,636.84'$   
 $T = 1,713.09'$   
 $L = 2,645.65'$   
 $E = 732.53'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. \text{ RUN} = \text{---}$   
 $P.C. \text{ STA.} = 318+62.80$   
 $P.T. \text{ STA.} = 345+08.45$



## LEGEND

-  WORK ZONE
-  TYPE III BARRICADE
-  SIGN
-  DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
-  DOUBLE VERTICAL PANEL
-  DIRECTION OF TRAFFIC

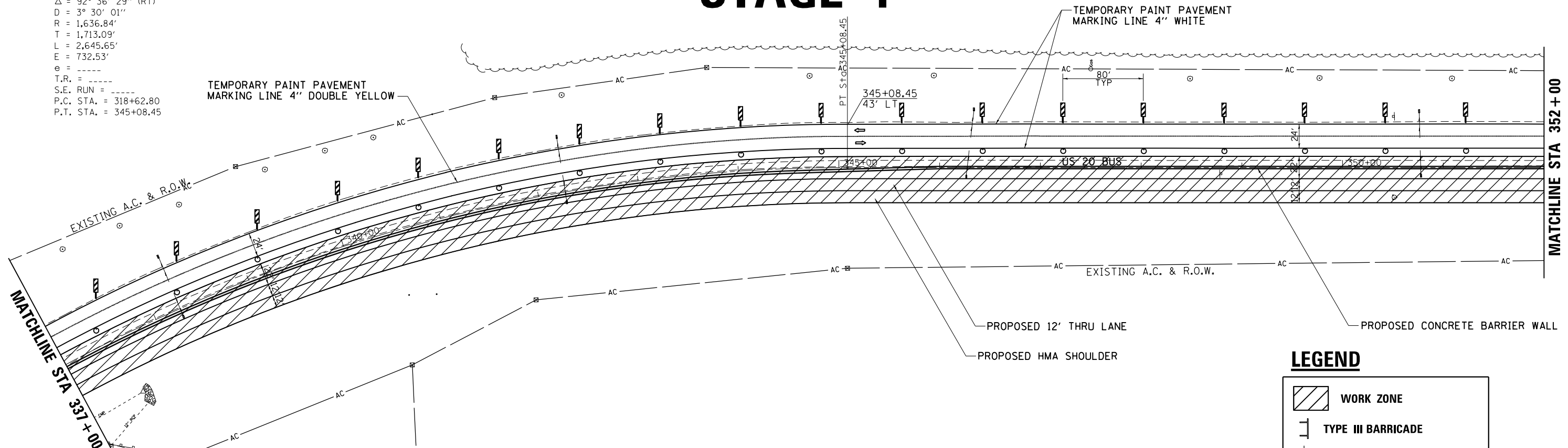
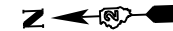
# STAGE 1



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING DETAIL</b>				F.A.P. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Fri May 15 13:38:40 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

EXIST. CURVE A061290  
 PI STA. = 335+75.89  
 $\Delta = 92^\circ 36' 29''$  (RT)  
 $D = 3^\circ 30' 01''$   
 $R = 1,636.84'$   
 $T = 1,713.09'$   
 $L = 2,645.65'$   
 $E = 732.53'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 318+62.80$   
 $P.T. STA. = 345+08.45$

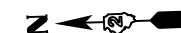
# STAGE 1



FUNDERBURG FARMS INC

HRA INVESTMENT LLC

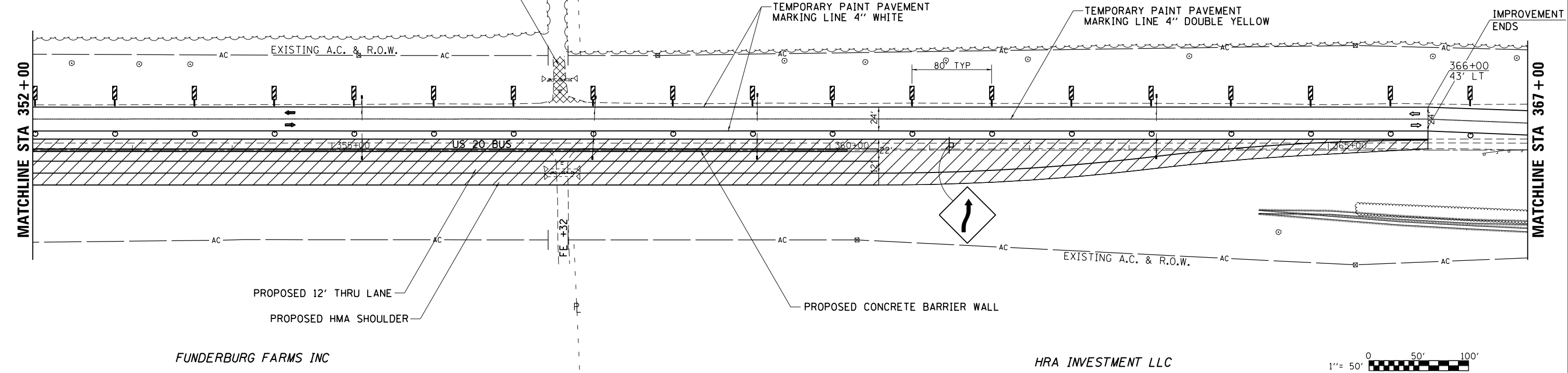
# STAGE 1



**LEGEND**

- WORK ZONE
- TYPE III BARRICADE
- SIGN
- DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
- DOUBLE VERTICAL PANEL
- DIRECTION OF TRAFFIC

EXISTING FE TO BE REMOVED & RELOCATED TO STA. 1002+68 LT LAWRENCEVILLE RD.



FUNDERBURG FARMS INC

HRA INVESTMENT LLC



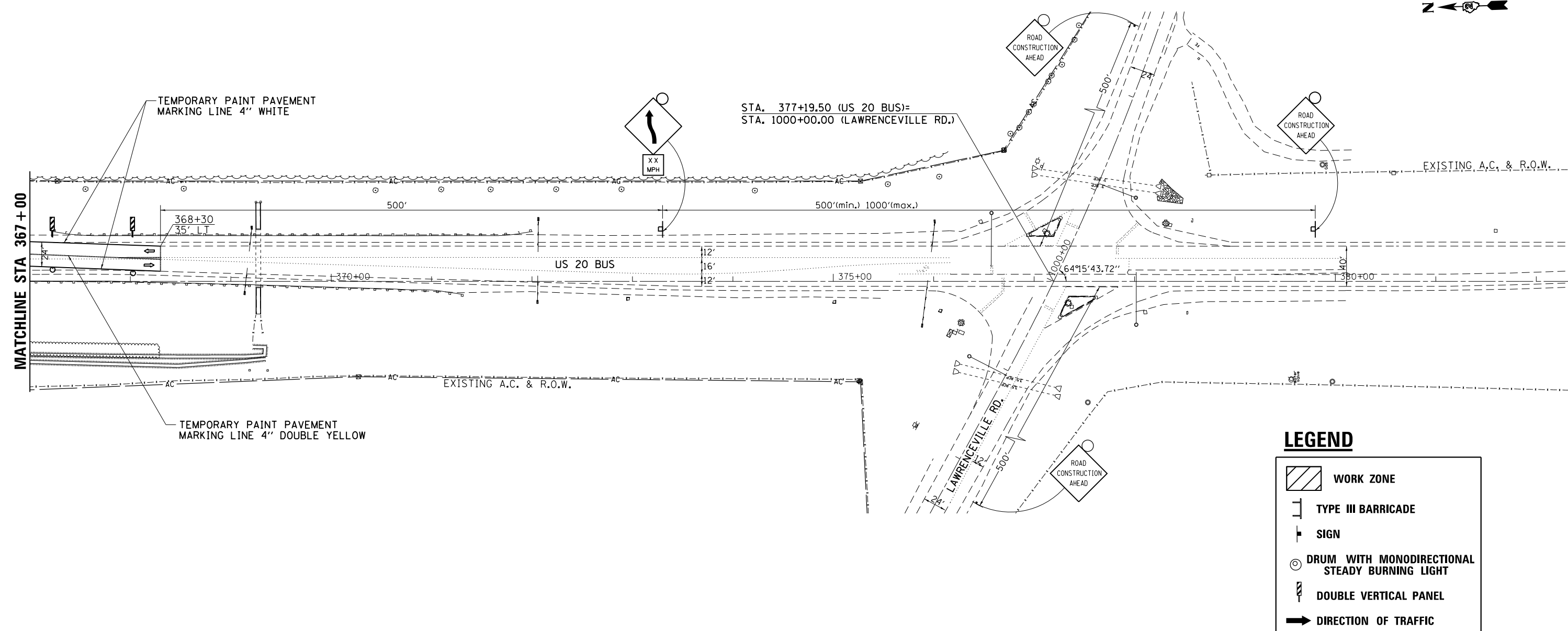
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:38:40 2013	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

US 20 BUS STAGING DETAIL				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	45
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# STAGE 1



# STAGE 2

STAGE 2 NOTES:  
STA. 300+97 TO 366+75

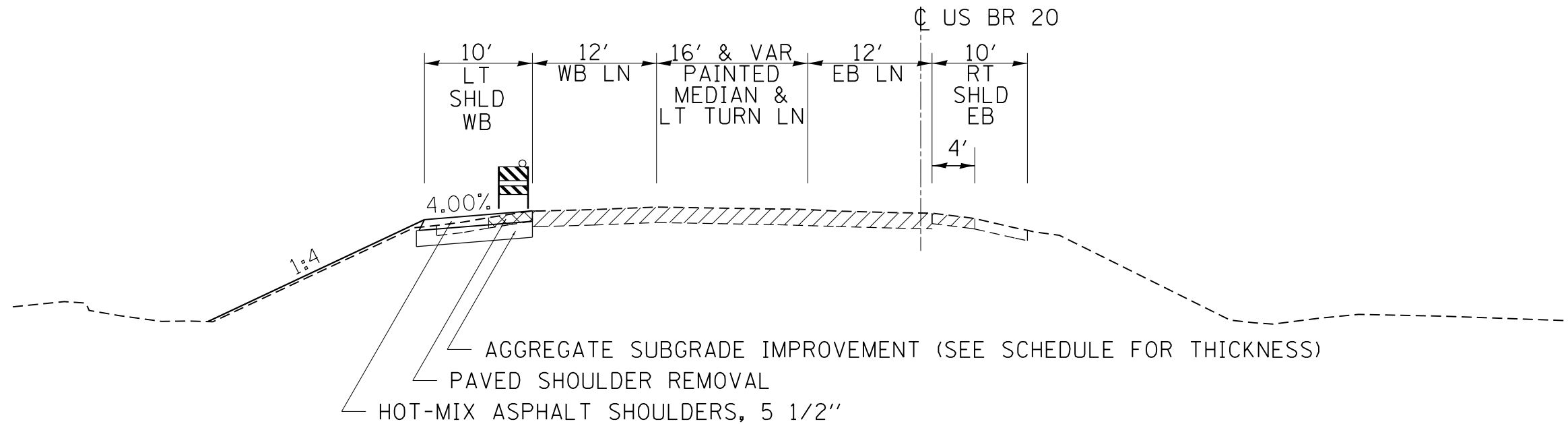
1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701201, 701421, & TRAFFIC CONTROL AT TRANSITION AREAS (DIST. STD 38.1)
2. MILL THROUGH BONUS AVE
3. PLACE THE VARIABLE DEPTH LEVELING BINDER (MACHINE METHOD)
4. PLACE THE POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, & POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING DETAIL</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	0206211-sh1-staging.dgn	DRAWN -	REVISED -					517	IR	BOONE	126	46
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97							
	PLOT DATE = Fri May 15 13:38:41 2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

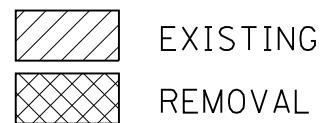
# STAGING TYPICAL

**STA. 308 + 66 TO 368 + 30 LT (PRE-STAGE)**



PRE-STAGE NOTES:  
STA. 308+66 TO 368+30 LT

1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701326
2. REMOVE THE EXISTING PAVED SHOULDER
3. PLACE THE AGGREGATE SUBGRADE IMPROVEMENT (SEE SCHEDULE FOR THICKNESS)
4. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS
5. DRESS UP SLOPES AND DITCHES

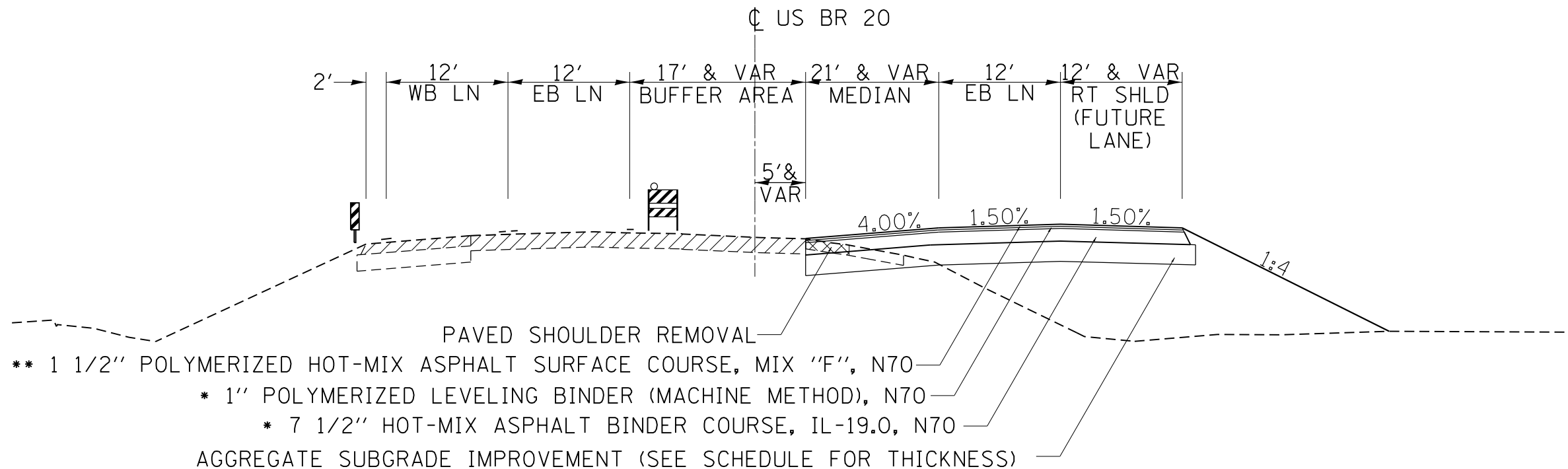


FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING TYPICALS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh-t-staging.dgn	DRAWN -	REVISED -			517	IR	BOONE	126	47	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			<b>CONTRACT NO. 64C97</b>					
	PLOT DATE = Fri Mar 15 13:38:41 2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

# STAGING TYPICAL

**STA. 308 + 84 TO 313 + 96 (STAGE 1)**

**STA. 360 + 49 TO 366 + 00 (STAGE 1)**



**STAGE 1 NOTES:  
STA. 308+84 TO 366+00**

1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701331 & AS SHOWN IN THE STAGING PLANS
2. REMOVE THE EXISTING PAVED SHOULDER & PAVEMENT REMOVAL (SEE SCHEDULE FOR LOCATIONS)
3. PLACE THE DRAINAGE ITEMS AND UNDERDRAIN PIPES
4. PLACE EMBANKMENT TO BUILD UP THE BASE & SIDE SLOPES
5. PLACE THE AGGREGATE SUBGRADE IMPROVEMENT (SEE SCHEDULE FOR THICKNESS)
6. CONSTRUCT THE 7 1/2 " HOT-MIX BINDER COURSE, IL-19.0, N70
7. CONSTRUCT THE CONCRETE BARRIER BASE & CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT (AS SCHEDULED)
8. CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS 5 1/2 " (AS SCHEDULED)
9. PLACE THE POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70, AND HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
10. DRESS UP SLOPES AND DITCHES

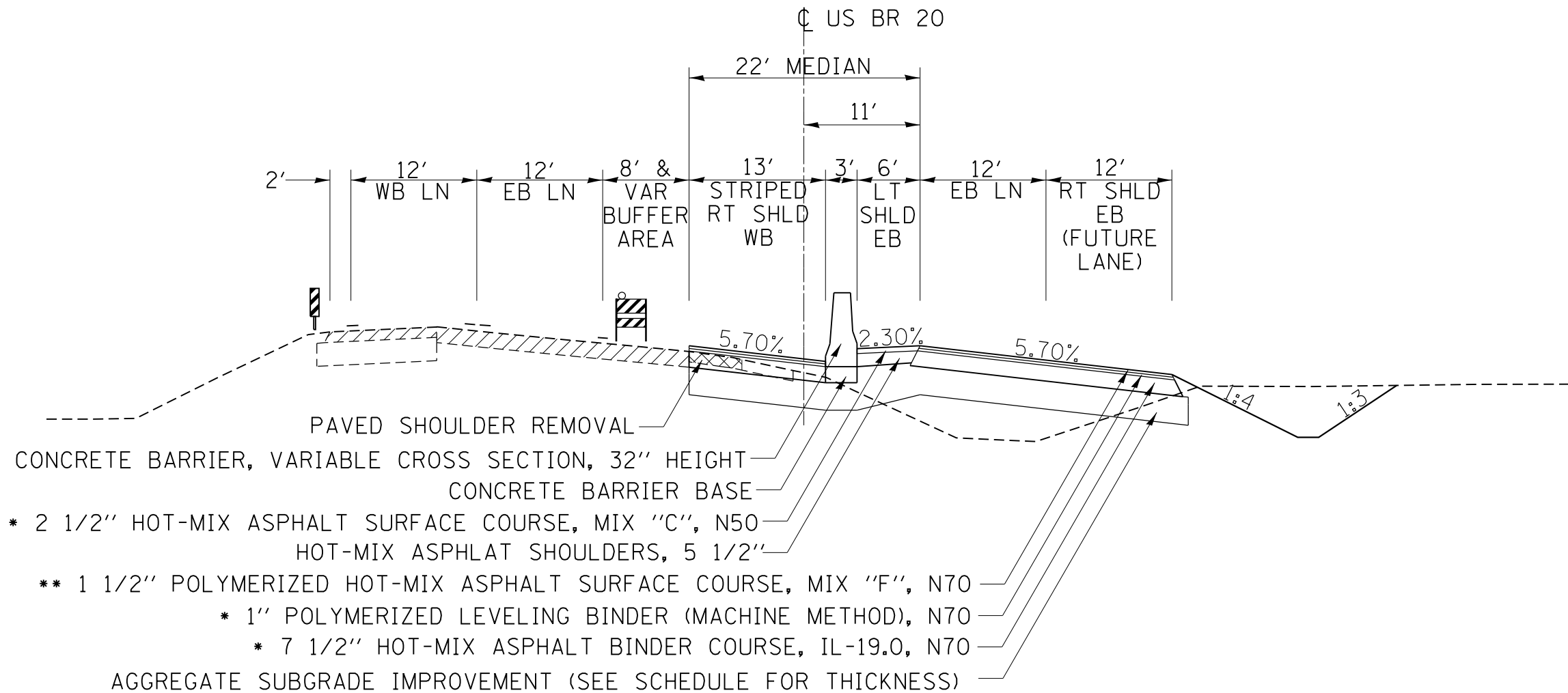


- \* RATE OF APPLICATION 112 LBS/SQ YD/IN
- \*\* RATE OF APPLICATION 123 LBS/SQ YD/IN

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING TYPICALS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-staging.dgn	DRAWN -	REVISED -		517	IR	BOONE	126	48			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97							
	PLOT DATE = Fri May 15 13:38:48 2013	DATE -	REVISED -		SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

# STAGING TYPICAL

## STA. 313 + 96 TO 360 + 49 (STAGE 1)



- \* RATE OF APPLICATION 112 LBS/SQ YD/IN
- \*\* RATE OF APPLICATION 123 LBS/SQ YD/IN

### STAGE 2 NOTES: STA. 300+97 TO 366+75

1. SETUP & USE TRAFFIC CONTROL & PROTECTION 701201, 701421, & TRAFFIC CONTROL AT TRANSITION AREAS (DIST. STD 38.1)
2. MILL THROUGH BONUS AVE
3. PLACE THE VARIABLE DEPTH LEVELING BINDER (MACHINE METHOD)
4. PLACE THE POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, & POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N70

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS STAGING TYPICALS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-staging.dgn	DRAWN -	REVISED -			517	IR	BOONE	126	49	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64C97					
	PLOT DATE = Fri May 15 13:38:42 2013	DATE -	REVISED -			SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT			



# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL		%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)	
309+50	788.95	4.00		789.36	1.50		789.53	1.50		789.24	1.50									789.12	1.50		788.92	
309+75	789.01	4.00		789.42	1.50		789.59	1.50		789.36	1.50									789.18	1.50		788.98	
310+00	789.07	4.00		789.47	1.50		789.65	1.50		789.47	1.50									789.23	1.50		789.04	
310+25	789.11	4.00		789.53	1.50		789.71	1.50		789.53	1.50									789.29	1.50		789.09	
310+50	789.15	4.00		789.58	1.50		789.76	1.50		789.58	1.50									789.34	1.50		789.14	
310+75	789.18	4.00		789.60	1.50		789.77	1.50		789.60	1.50									789.35	1.50		789.14	
311+00	789.21	4.00		789.61	1.50		789.78	1.50		789.61	1.50									789.36	1.50		789.14	
311+25	789.18	4.00		789.58	1.50		789.76	1.50		789.59	1.50									789.34	1.50		789.09	
311+50	789.15	4.00		789.55	1.50		789.73	1.50		789.55	1.50									789.31	1.50		789.04	
311+75	789.08	4.00		789.48	1.50		789.66	1.50		789.49	1.50									789.25	1.50		788.95	
312+00	789.01	4.00		789.41	1.50		789.59	1.50		789.41	1.50									789.19	1.50		788.85	
312+25	788.95	4.00		789.35	1.50		789.53	1.50		789.34	1.63									789.29	1.50		789.03	
312+50	788.88	4.00		789.28	1.50		789.46	1.50		789.26	1.75						789.20	4.00		789.38	1.50		789.20	
321+75	788.82	4.00		789.22	1.50		789.40	1.50		789.18	1.84						789.21	4.00		789.39	1.50		789.21	
313+00	788.75	4.00		789.15	1.50		789.33	1.50		789.11	1.92						789.22	4.00		789.40	1.50		789.22	
313+25	788.67	4.00		789.07	1.50		789.24	1.50		789.03	1.90						789.22	4.00		789.40	1.50		789.22	
313+50	788.59	4.00		788.99	1.50		789.15	1.50		788.95	1.87						789.21	4.00		789.39	1.50		789.21	
313+75	788.50	4.00		788.90	1.50		789.07	1.50		788.88	2.94		LT - EOS	RT - EOS			789.01	2.75		789.19	1.50		789.01	
314+00	788.40	4.00		788.80	1.50		788.99	1.50		788.80	4.00		788.45	788.41	4.00		788.80	1.50		788.98	1.50		788.80	
314+25	788.33	4.00		788.73	1.50		788.92	1.50		788.72	4.00		788.37	788.35	4.00		788.73	1.50		788.91	1.50		788.73	
314+50	788.25	4.00		788.65	1.50		788.84	1.50		788.65	4.00		788.29	788.28	4.00		788.65	1.50		788.83	1.50		788.65	
314+75	788.18	4.00		788.58	1.50		788.76	1.50		788.57	4.00		788.21	788.21	4.00		788.57	1.50		788.75	1.50		788.57	
315+00	788.10	4.00		788.50	1.50		788.68	1.50		788.49	4.00		788.12	788.14	4.00		788.49	1.50		788.67	1.50		788.49	
315+27	788.01	4.00		788.41	1.50		788.60	1.50		788.41	4.00		788.03	788.07	4.00		788.41	1.50		788.59	1.50		788.41	
315+50	787.94	4.00		788.34	1.50		788.53	1.50		788.34	4.00		787.95	788.01	4.00		788.34	1.50		788.52	1.50		788.34	
315+75	787.87	4.00		788.27	1.50		788.36	1.50		788.27	4.00		787.87	787.94	4.00		788.27	1.50		788.45	1.50		788.27	
316+00	787.79	4.00		788.19	1.50		788.19	1.50		788.19	4.00		787.79	787.87	4.00		788.19	1.50		788.37	1.50		788.19	
316+25	787.72	4.00		788.12	1.50		788.21	1.50		788.11	4.00		787.71	787.80	4.00		788.12	1.50		788.30	1.50		788.12	
316+50	787.64	4.00		788.04	1.50		788.23	1.50		788.04	4.00		787.62	787.73	4.00		788.04	1.50		788.22	1.50		788.04	
316+73	797.57	4.00		787.97	1.50		788.16	1.50		787.97	4.00		787.55	787.67	4.00		787.97	1.50		788.15	1.50		787.97	
317+00	787.66	4.00		787.06	0.38		788.11	1.50		787.93	4.00		787.47	787.64	4.00		787.93	0.38		787.97	1.50		787.79	
317+25	787.79	4.00		787.69	1.01		788.12	1.57		787.91	4.00		787.46	787.65	4.00		787.93	1.01		787.85	1.57		787.67	
317+50	787.92	4.00		788.32	1.63		788.12	1.63		787.93	4.00		787.44	787.66	4.00		787.93	1.63		787.73	1.63		787.54	
317+75	788.11	4.00		788.51	2.17		788.25	2.17		787.98	4.00		787.50	787.73	4.00		787.99	2.17		787.73	2.17		787.48	
318+00	788.29	4.00		788.70	2.70		788.37	2.70		788.05	4.00		787.55	787.79	4.00		788.05	2.70		787.73	2.70		787.41	
318+25	788.54	4.00		788.95	3.24		788.55	3.24		788.16	4.00		787.66	787.91	4.00		788.17	3.24		787.78	3.24		787.39	
318+50	788.78	4.00		789.19	3.78		788.73	3.78		788.28	4.00		787.76	788.03	4.00		788.28	3.78		787.83	3.78		787.37	
318+75	789.07	3.58		789.44	4.32		788.89	4.32		788.39	4.43		787.80	788.16	3.58		788.38	4.32		787.88	4.32		787.36	
319+00	789.36	3.15		789.68	4.85		789.05	4.85		788.51	4.85		787.83	788.28	3.15		788.47	4.85		787.93	4.85		787.35	
319+39	789.85	2.30		790.08	5.70					788.70	5.70		787.95	788.56	2.30		788.70	5.70						787.33
319+50	789.91	2.30		790.13	5.70					788.75	5.70		788.01	788.61	2.30		788.75	5.70						787.38
319+75	790.02	2.30		790.24	5.70					788.86	5.70		788.12	788.73										787.50
320+00	790.13	2.30		790.35	5.70					788.98	5.70		788.23	788.84	2.30		788.98	5.70						787.61
320+25	790.25	2.30		790.47	5.70					789.10	5.70		788.35	788.96										787.73

# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL		%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)	
320+50	790.36	2.30		790.58	5.70					789.22	5.70		788.46	789.08	2.30		789.22	5.70						787.85
320+75	790.48	2.30		790.70	5.70					789.33	5.70		788.58	789.20										787.97
321+00	790.59	2.30		790.81	5.70					789.45	5.70		788.69	789.31	2.30		789.45	5.70						788.08
321+25	790.70	2.30		790.92	5.70					789.57	5.70		788.81	789.42										788.19
321+50	790.81	2.30	9.5	791.03	5.70	24.16				789.66	5.70	13.13	788.92	789.52	2.30	6.00	789.66	5.70	24.15					788.29
321+75	790.88	2.30	9.73	791.11	5.70	24.14				789.73	5.70	13.21	788.98	789.59	2.30	6.00	789.73	5.70	24.15					788.35
322+00	790.91	2.30	9.96	791.14	5.70	24.12				789.77	5.70	13.28	789.02	789.63	2.30	6.00	789.77	5.70	24.15					788.40
322+25	790.92	2.30	9.96	791.15	5.70	24.13				789.77	5.70	13.28	789.01	789.63	2.30	6.00	789.77	5.70	24.16					788.39
322+50	790.90	2.30	9.96	791.13	5.70	24.14				789.76	5.70	13.28	789.01	789.62	2.30	6.00	789.76	5.70	24.16					788.40
322+75	790.85	2.30	10.15	791.09	5.70	24.14				789.71	5.70	13.25	788.96	789.57	2.30	6.00	789.71	5.70	24.16					788.33
323+00	790.77	2.30	10.33	791.01	5.70	24.13				789.64	5.70	13.21	788.89	789.50	2.30	6.00	789.64	5.70	24.16					788.27
323+25	790.67	2.30	10.08	790.91	5.70	24.15				789.53	5.70	13.21	788.78	789.39	2.30	6.00	789.53	5.70	24.16					788.15
323+50	790.55	2.30	9.82	790.78	5.70	24.16				789.41	5.70	13.21	788.66	789.27	2.30	6.00	789.41	5.70	24.16					788.04
323+75	790.39	2.30	9.82	790.62	5.70	24.15				789.24	5.70	13.26	788.48	789.10	2.30	6.00	789.24	5.70	24.16					787.86
324+00	790.21	2.30	9.82	790.44	5.70	24.14				789.07	5.70	13.30	788.32	788.93	2.30	6.00	789.07	5.70	24.16					787.70
324+25	791.04	2.30	9.82	791.27	5.70	24.16				789.89	5.70	13.30	789.13	789.75	2.30	6.00	789.89	5.70	24.16					788.51
324+50	789.86	2.30	9.82	790.09	5.70	24.17				788.72	5.70	13.30	787.97	788.58	2.30	6.00	788.72	5.70	24.16					787.35
324+75	789.69	2.30	9.82	789.91	5.70	24.12				788.54	5.70	13.28	787.78	788.40	2.30	6.00	788.54	5.70	24.16					787.16
325+00	789.50	2.30	9.82	789.72	5.70	24.07				788.36	5.70	13.25	787.61	788.22	2.30	6.00	788.36	5.70	24.16					786.99
325+25	789.32	2.30	9.91	789.55	5.70	24.06				788.18	5.70	13.23	787.43	788.04	2.30	6.00	788.18	5.70	24.16					786.80
325+50	789.12	2.30	10	789.35	5.70	24.05				787.99	5.70	13.21	787.24	787.85	2.30	6.00	787.99	5.70	24.16					786.62
325+75	788.94	2.30	10	789.17	5.70	24.09				787.80	5.70	13.23	787.05	787.66	2.30	6.00	787.80	5.70	24.16					786.42
326+00	788.74	2.30	10	788.96	5.70	24.12				787.60	5.70	13.25	786.85	787.46	2.30	6.00	787.60	5.70	24.16					786.23
326+25	788.55	2.30	10	788.78	5.70	24.17				787.40	5.70	13.16	786.65	787.26	2.30	6.05	787.40	5.70	24.16					786.02
326+50	788.34	2.30	10	788.57	5.70	24.21				787.20	5.70	13.07	786.46	787.06	2.30	6.10	787.20	5.70	24.16					785.84
326+75	788.15	2.30	10	788.38	5.70	24.17				787.00	5.70	13.11	786.25	786.86	2.30	6.06	787.00	5.70	24.16					785.62
327+00	787.93	2.30	10	788.16	5.70	24.12				786.79	5.70	13.15	786.05	786.65	2.30	6.01	786.79	5.70	24.16					785.42
327+25	787.72	2.30	10	787.95	5.70	24.07				786.58	5.70	13.14	785.83	786.44	2.30	6.01	786.58	5.70	24.16					785.20
327+50	787.51	2.30	10	787.74	5.70	24.02				789.38	5.70	13.12	785.64	786.24	2.30	6.01	786.38	5.70	24.16					785.01
327+75	787.31	2.30	10	787.54	5.70	24.03				786.17	5.70	13.15	785.42	786.03	2.30	6.01	786.17	5.70	24.16					784.79
328+00	787.10	2.30	10	787.33	5.70	24.04				785.97	5.70	13.18	785.22	785.83	2.30	6.01	785.97	5.70	24.16					784.60
328+25	786.90	2.30	10	787.13	5.70	24.07				785.76	5.70	13.16	785.01	785.62	2.30	6.01	785.76	5.70	24.16					784.38
328+50	786.69	2.30	10	786.92	5.70	24.10				785.55	5.70	13.14	784.81	785.41	2.30	6.01	785.55	5.70	24.16					784.18
328+75	786.48	2.30	10	786.71	5.70	24.10				785.34	5.70	13.13	784.59	785.20	2.30	6.01	785.34	5.70	24.16					783.96
329+00	786.28	2.30	10	786.51	5.70	24.10				785.14	5.70	13.12	784.40	785.00	2.30	6.01	785.14	5.70	24.16					783.77
329+25	786.07	2.30	10	786.30	5.70	24.12				784.93	5.70	13.09	784.18	784.79	2.30	6.03	784.93	5.70	24.16					783.55
329+50	785.86	2.30	10	786.09	5.70	24.13				784.72	5.70	13.05	783.98	784.58	2.30	6.04	784.72	5.70	24.16					783.35
329+75	785.67	2.30	10	785.90	5.70	24.15				784.52	5.70	13.07	783.78	784.38	2.30	6.03	784.52	5.70	24.16					783.14
330+00	785.45	2.30	10	785.68	5.70	24.16				784.31	5.70	13.09	783.57	784.17	2.30	6.01	784.31	5.70	24.16					782.94
330+25	785.25	2.30	9.85	785.48	5.70	24.19				784.10	5.70	13.09	783.35	783.96	2.30	6.01	784.10	5.70	24.16					782.72
330+50	785.05	2.30	9.7	785.27	5.70	24.21				783.90	5.70	13.08	783.16	783.76	2.30	6.01	783.90	5.70	24.16					782.53
330+75	784.84	2.30	9.85	785.07	5.70	24.23				783.69	5.70	13.07	782.95	783.55	2.30	6.01	783.69	5.70	24.16					782.31
331+00	784.62	2.30	10	784.85	5.70	24.25				783.48	5.70	13.06	782.74	783.34	2.30	6.01	783.48	5.70	24.16					782.11
331+25	784.43	2.30	10	784.66	5.70	24.27				783.28	5.70	13.08	782.53	783.14	2.30	6.01	783.28	5.70	24.16					781.90

# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL		%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)
331+50	784.22	2.30	10	784.45	5.70	24.29				783.07	5.70	13.09	782.33	782.93	2.30	6.01	783.07	5.70	24.16				781.70
331+75	784.01	2.30	10	784.24	5.70	24.26				782.86	5.70	13.18	782.11	782.72	2.30	5.97	782.86	5.70	24.16				781.48
332+00	783.79	2.30	10	784.02	5.70	24.23				782.65	5.70	13.26	781.90	782.51	2.30	5.93	782.65	5.70	24.16				781.28
332+25	783.60	2.30	10	783.83	5.70	24.20				782.45	5.70	13.22	781.70	782.31	2.30	5.97	782.45	5.70	24.16				781.07
332+50	783.38	2.30	10	783.61	5.70	24.16				782.24	5.70	13.17	781.49	782.10	2.30	6.01	782.24	5.70	24.16				780.87
332+75	783.18	2.30	10	783.41	5.70	24.19				782.03	5.70	13.13	781.28	781.89	2.30	6.01	782.03	5.70	24.16				780.65
333+00	782.97	2.30	10	783.20	5.70	24.21				781.83	5.70	13.08	781.09	781.69	2.30	6.01	781.83	5.70	24.16				780.46
333+25	782.77	2.30	10	783.00	5.70	24.18				781.62	5.70	13.07	780.88	781.48	2.30	6.01	781.62	5.70	24.16				780.24
333+50	782.55	2.30	10	782.78	5.70	24.15				781.41	5.70	13.05	780.67	781.27	2.30	6.01	781.41	5.70	24.16				780.04
333+75	782.36	2.30	10	782.59	5.70	24.17				781.21	5.70	13.05	780.47	781.07	2.30	6.01	781.21	5.70	24.16				779.83
334+00	782.14	2.30	10	782.37	5.70	24.18				781.00	5.70	13.04	780.26	780.86	2.30	6.01	781.00	5.70	24.16				779.63
334+25	781.95	2.30	10	782.18	5.70	24.24				780.80	5.70	13.01	780.06	780.80	2.30		780.80	5.70	24.16				779.42
334+50	781.74	2.30	10	781.97	5.70	24.29				780.59	5.70	12.97	779.86	780.45	2.30	6.01	780.59	5.70	24.16				779.22
334+75	781.54	2.30	10	781.77	5.70	24.30				780.39	5.70	12.92	779.65	780.25	2.30	6.07	780.39	5.70	24.16				779.01
Gutter Starts																							
335+00	781.34	2.30	10	781.57	5.70	24.30				780.19	5.70	12.87	779.46	780.05	2.30	6.12	780.19	5.70	24.16				778.82
335+25	781.13	2.30	10	781.36	5.70	24.27				779.98	5.70	12.91	779.24	779.84	2.30	6.10	779.98	5.70	24.16				778.60
335+50	780.92	2.30	10	781.15	5.70	24.23				779.78	5.70	12.94	779.05	779.64	2.30	6.08	779.78	5.70	24.16				778.41
335+75	780.73	2.30	10	780.96	5.70	24.20				779.58	5.70	13.06	778.84	779.44	2.30	5.98	779.58	5.70	24.16				778.20
Gutter Starts																							
336+00	780.51	2.30	10	780.74	5.70	24.16				779.37	5.70	13.18	778.62	779.24	2.30	5.87	779.37	5.70	24.16				778.00
336+25	780.32	2.30	10	780.55	5.70	24.19				779.17	5.70	13.12	778.42	779.03	2.30	5.94	779.17	5.70	24.16				777.79
Gutter Ends																							
336+50	780.11	2.30	10	780.34	5.70	24.21				778.97	5.70	13.05	778.23	778.83	2.30	6.01	778.97	5.70	24.16				777.60
336+75	779.91	2.30	10	780.14	5.70	24.22				778.76	5.70	13.03	778.02	778.62	2.30	6.03	778.76	5.70	24.16				777.38
337+00	779.71	2.30	10	779.94	5.70	24.23				778.57	5.70	13.01	777.83	778.43	2.30	6.04	778.57	5.70	24.16				777.20
337+25	779.53	2.30	10	779.76	5.70	24.26				778.38	5.70	13.00	777.64	778.24	2.30	6.04	778.38	5.70	24.16				777.00
Gutter Ends																							
337+50	779.33	2.30	10	779.56	5.70	24.28				778.18	5.70	12.98	777.48	778.04	2.30	6.04	778.18	5.70	24.16				776.81
337+75	779.14	2.30	10	779.37	5.70	24.27				777.99	5.70	13.00	777.25	777.85	2.30	6.04	777.99	5.70	24.16				776.61
338+00	778.93	2.30	10	779.16	5.70	24.25				777.79	5.70	13.02	777.05	777.65	2.30	6.04	777.79	5.70	24.16				776.42
338+25	778.74	2.30	10	778.97	5.70	24.25				777.59	5.70	13.01	776.85	777.45	2.30	6.04	777.59	5.70	24.16				776.21
338+50	778.53	2.30	10	778.76	5.70	24.24				777.39	5.70	13.00	776.65	777.25	2.30	6.04	777.39	5.70	24.16				776.02
338+75	778.33	2.30	10	778.56	5.70	24.24				777.18	5.70	12.99	776.44	777.04	2.30	6.04	777.18	5.70	24.16				775.80
339+00	778.11	2.30	10	778.34	5.70	24.23				776.97	5.70	12.97	776.24	776.83	2.30	6.04	776.97	5.70	24.16				775.60
339+25	777.91	2.30	10	778.14	5.70	24.20				776.76	5.70	12.99	776.02	776.62	2.30	6.04	776.76	5.70	24.16				775.38
339+50	777.70	2.30	10	777.93	5.70	24.16				776.56	5.70	13.00	775.82	776.42	2.30	6.04	776.56	5.70	24.16				775.19
339+75	777.50	2.30	10	777.73	5.70	24.16				776.35	5.70	13.04	775.61	776.21	2.30	6.04	776.35	5.70	24.16				774.97
340+00	777.28	2.30	10	777.51	5.70	24.16				776.14	5.70	13.07	775.40	776.00	2.30	6.04	776.14	5.70	24.16				774.77
340+25	777.08	2.30	10	777.31	5.70	24.15				775.93	5.70	13.09	775.18	775.79	2.30	6.04	775.93	5.70	24.16				774.55
340+50	776.87	2.30	10	777.10	5.70	24.13				775.73	5.70	13.10	774.99	775.59	2.30	6.04	775.73	5.70	24.16				774.36
340+75	776.67	2.30	10	776.90	5.70	24.17				775.52	5.70	13.09	774.77	775.38	2.30	6.03	775.52	5.70	24.16				774.14
341+00	776.45	2.30	10	776.68	5.70	24.21				775.31	5.70	13.07	774.57	775.17	2.30	6.01	775.31	5.70	24.16				773.94
341+25	776.25	2.30	10	776.48	5.70	24.21				775.10	5.70	13.06	774.36	774.96	2.30	6.03	775.10	5.70	24.16				773.72

# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL		%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)
341+50	776.04	2.30	10	776.27	5.70	24.20				774.90	5.70	13.05	774.16	774.76	2.30	6.04	774.90	5.70	24.16				773.53
341+75	775.84	2.30	10	776.07	5.70	24.17				774.69	5.70	13.05	773.95	774.55	2.30	6.04	774.69	5.70	24.16				773.31
342+00	775.62	2.30	10	775.85	5.70	24.14				774.48	5.70	13.05	773.74	774.34	2.30	6.04	774.48	5.70	24.16				773.11
342+25	775.42	2.30	10	775.65	5.70	24.13				774.27	5.70	13.08	773.52	774.13	2.30	6.05	774.27	5.70	24.16				772.89
342+50	775.21	2.30	10	775.44	5.70	24.12				774.07	5.70	13.10	773.33	773.93	2.30	6.05	774.07	5.70	24.16				772.70
342+75	774.99	2.30	10	775.22	5.70	24.12				773.85	5.70	13.10	773.10	773.71	2.30	6.05	773.85	5.70	24.16				772.47
343+00	774.78	2.30	10	775.01	5.70	24.11				773.64	5.70	13.10	772.90	773.50	2.30	6.05	773.64	5.70	24.16				772.27
343+25	774.54	2.30	10	774.77	5.70	24.12				773.40	5.70	13.13	772.65	773.26	2.30	6.02	773.40	5.70	24.16				772.02
343+50	774.31	2.30	10	774.54	5.70	24.12				773.17	5.70	13.16	772.43	773.03	2.30	5.99	773.17	5.70	24.16				771.80
343+75	774.09	2.30	10	774.32	5.70	24.15				772.94	5.70	13.11	772.19	772.80	2.30	6.02	772.94	5.70	24.16				771.56
344+00	773.84	2.30	10	774.07	5.70	24.18				772.70	5.70	13.05	771.96	772.56	2.30	6.04	772.70	5.70	24.16				771.33
344+31	773.55	2.30		773.78	5.70					772.41	5.70		771.67	772.27	2.30		772.47	5.70					771.04
344+50	773.29	2.70	10	773.52	5.30	24.27				772.24	5.30	12.97	771.56	772.08	2.70	6.04	772.24	5.30	24.13				770.97
344+75	772.88	2.70	10.1	773.15	4.77	24.21				772.00	4.77	12.70	771.39	771.83	2.70	6.30	772.00	4.77	24.11				770.85
345+00	772.42	2.70	10.2	772.80	4.23	24.14				771.78	4.23	12.43	771.26	771.53	2.70	6.56	771.78	4.23	24.08				770.97
345+25	772.11	3.35	10.13	772.45	3.69	24.10				771.56	4.12	11.77	771.08	771.32	3.35	7.29	771.56	3.69	24.07				770.67
345+50	771.71	4.00	10.06	772.11	3.15	24.05				771.35	4.00	11.10	770.91	771.03	4.00	8.02	771.35	3.15	24.05				770.59
345+75	771.38	4.00	10.06	771.78	2.62	24.00				771.15	4.00	10.40	770.73	770.80	4.00	8.78	771.15	2.62	24.04				770.52
346+00	771.06	4.00	10.06	771.46	2.09	23.94				770.96	4.00	9.70	770.57	770.58	4.00	9.53	770.96	2.09	24.02				770.46
346+25	770.69	4.00	10.06	771.09	1.31	24.00				770.78	4.00	9.71	770.39	770.40	4.00	9.53	770.78	1.31	24				770.47
346+50	770.44	4.00	10.06	770.84	0.53	12.00	770.78	1.50	12	770.60	4.00	9.72	770.21	770.22	4.00	9.53	770.60	0.53	12	770.54	1.50	12	770.36
346+75	770.08	4.00	10.06	770.49	1.02	12.14	770.61	1.50	11.92	770.43	4.00	9.71	770.04	770.05	4.00	9.53	770.43	1.02	12	770.55	1.50	12	770.37
346+97	769.86	4.00		770.27	1.50		770.45	1.50		770.27	4.00		769.89	769.89	4.00		770.27	1.50		770.45	1.50		770.27
347+00	769.84	4.00	10.06	770.25	1.50	12.27	770.43	1.50	11.83	770.25	4.00	9.70	769.87	769.87	4.00	9.53	770.25	1.50	12	770.43	1.50	12	770.25
347+25	769.67	4.00	10.06	770.07	1.50	12.27	770.26	1.50	11.83	770.08	4.00	9.70	769.69	769.70	4.00	9.53	770.08	1.50	12	770.26	1.50	12	770.08
347+50	769.49	4.00	10.06	769.90	1.50	12.27	770.08	1.50	11.83	769.90	4.00	9.70	769.52	769.52	4.00	9.53	769.90	1.50	12	770.08	1.50	12	769.90
347+75	769.32	4.00	10.06	769.72	1.50	12.27	769.91	1.50	11.83	769.73	4.00	9.70	769.34	769.35	4.00	9.53	769.73	1.50	12	769.91	1.50	12	769.73
348+00	769.15	4.00	10.06	769.56	1.50	12.27	769.74	1.50	11.83	769.56	4.00	9.70	769.18	769.18	4.00	9.53	769.56	1.50	12	769.74	1.50	12	769.56
348+25	768.97	4.00	10.06	769.37	1.50	12.27	769.56	1.50	11.83	769.38	4.00	9.70	768.99	769.18	4.00	9.53	769.56	1.50	12	769.74	1.50	12	769.56
348+50	769.15	4.00	10.06	769.21	1.50	12.27	769.39	1.50	11.83	769.21	4.00	9.70	768.83	768.83	4.00	9.53	769.21	1.50	12	769.39	1.50	12	769.21
348+75	768.62	4.00	10.06	769.02	1.50	12.27	769.21	1.50	11.83	769.03	4.00	9.68	768.64	768.65	4.00	9.56	769.03	1.50	12	769.21	1.50	12	769.03
349+00	768.45	4.00	10.06	768.86	1.50	12.27	769.04	1.50	11.83	768.86	4.00	9.65	768.48	768.48	4.00	9.59	768.86	1.50	12	769.04	1.50	12	768.86
349+25	768.27	4.00	10.06	768.67	1.50	12.27	768.86	1.50	11.83	768.68	4.00	9.65	768.29	768.30	4.00	9.59	768.68	1.50	12	768.86	1.50	12	768.68
349+50	768.10	4.00	10.06	768.51	1.50	12.27	768.69	1.50	11.83	768.51	4.00	9.65	768.13	768.13	4.00	9.59	768.51	1.50	12	768.69	1.50	12	768.51
349+75	767.97	4.00	10.06	768.37	1.50	12.27	768.56	1.50	11.83	768.38	4.00	9.65	767.99	768.00	4.00	9.59	768.38	1.50	12	768.56	1.50	12	768.38
350+00	767.84	4.00	10.06	768.33	1.50	12.27	768.43	1.50	11.83	768.25	4.00	9.65	767.87	767.87	4.00	9.59	768.25	1.50	12	768.43	1.50	12	768.25
350+25	767.71	4.00	10.06	768.11	1.50	12.27	768.30	1.50	11.83	768.12	4.00	9.65	767.73	767.74	4.00	9.59	768.12	1.50	12	768.30	1.50	12	768.12
350+50	767.58	4.00	10.06	767.99	1.50	12.27	768.17	1.50	11.83	767.99	4.00	9.65	767.61	767.61	4.00	9.59	767.99	1.50	12	768.17	1.50	12	767.99
350+75	767.45	4.00	10.06	767.85	1.50	12.27	768.04	1.50	11.83	767.86	4.00	9.65	767.47	767.48	4.00	9.59	767.86	1.50	12	768.04	1.50	12	767.86
351+00	767.32	4.00	10.06	767.73	1.50	12.27	767.91	1.50	11.83	767.73	4.00	9.65	767.35	767.35	4.00	9.59	767.73	1.50	12	767.91	1.50	12	767.73
351+25	767.20	4.00	10.06	767.60	1.50	12.27	767.79	1.50	11.83	767.61	4.00	9.65	767.22	767.23	4.00	9.59	767.61	1.50	12	767.79	1.50	12	767.61
351+50	767.06	4.00	10.06	767.47	1.50	12.27	767.65	1.50	11.83	767.47	4.00	9.65	767.09	767.09	4.00	9.59	767.47	1.50	12	767.65	1.50	12	767.47
351+75	766.94	4.00	10.06	767.34	1.50	12.27	767.53	1.50	11.83	767.35	4.00	9.65	766.96	766.97	4.00	9.59	767.35	1.50	12	767.53	1.50	12	767.35
352+00	766.80	4.00	10.06	767.21	1.50	12.27	767.39	1.50	11.83	767.21	4.00	9.65	766.83	766.83	4.00	9.59	767.21	1.50	12	767.39	1.50	12	767.21

# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL		%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)
352+25	766.68	4.00	10.06	767.08	1.50	12.27	767.27	1.50	11.83	767.09	4.00	9.65	766.70	766.71	4.00	9.59	767.09	1.50	12	767.27	1.50	12	767.09
352+50	766.55	4.00	10.06	766.96	1.50	12.27	767.14	1.50	11.83	766.96	4.00	9.65	766.58	766.58	4.00	9.59	766.96	1.50	12	767.14	1.50	12	766.96
352+75	766.42	4.00	10.06	766.82	1.50	12.27	767.01	1.50	11.83	766.83	4.00	9.65	766.44	766.45	4.00	9.59	766.83	1.50	12	767.01	1.50	12	766.83
353+00	766.29	4.00	10.06	766.70	1.50	12.27	766.88	1.50	11.83	766.70	4.00	9.65	766.32	766.32	4.00	9.59	766.70	1.50	12	766.88	1.50	12	766.70
353+25	766.18	4.00	10.06	766.58	1.50	12.27	766.77	1.50	11.83	766.59	4.00	9.65	766.20	766.21	4.00	9.59	766.59	1.50	12	766.77	1.50	12	766.59
353+50	766.08	4.00	10.06	766.49	1.50	12.27	766.67	1.50	11.83	766.49	4.00	9.65	766.11	766.11	4.00	9.59	766.49	1.50	12	766.67	1.50	12	766.49
353+75	765.97	4.00	10.06	766.37	1.50	12.27	766.56	1.50	11.83	766.38	4.00	9.65	765.99	766.00	4.00	9.59	766.38	1.50	12	766.56	1.50	12	766.38
354+00	765.87	4.00	10.06	766.28	1.50	12.27	766.46	1.50	11.83	766.28	4.00	9.65	765.90	765.90	4.00	9.59	766.28	1.50	12	766.46	1.50	12	766.28
354+25	765.76	4.00	10.06	766.16	1.50	12.27	766.35	1.50	11.83	766.17	4.00	9.65	765.78	765.79	4.00	9.59	766.17	1.50	12	766.35	1.50	12	766.17
354+50	765.66	4.00	10.06	766.07	1.50	12.27	766.25	1.50	11.83	766.07	4.00	9.65	765.69	765.69	4.00	9.59	766.07	1.50	12	766.25	1.50	12	766.07
354+75	765.55	4.00	10.06	765.95	1.50	12.27	766.14	1.50	11.83	765.96	4.00	9.65	765.57	765.58	4.00	9.59	765.96	1.50	12	766.14	1.50	12	765.96
355+00	765.45	4.00	10.06	765.86	1.50	12.27	766.04	1.50	11.83	765.86	4.00	9.65	765.48	765.48	4.00	9.59	765.86	1.50	12	766.04	1.50	12	765.86
355+25	765.34	4.00	10.06	765.74	1.50	12.27	765.93	1.50	11.83	765.75	4.00	9.65	765.36	765.37	4.00	9.59	765.75	1.50	12	765.93	1.50	12	765.75
355+50	765.24	4.00	10.06	765.65	1.50	12.27	765.83	1.50	11.83	765.65	4.00	9.65	765.27	765.27	4.00	9.59	765.65	1.50	12	765.83	1.50	12	765.65
355+75	765.13	4.00	10.06	765.53	1.50	12.27	765.72	1.50	11.83	765.54	4.00	9.65	765.15	765.16	4.00	9.59	765.54	1.50	12	765.72	1.50	12	765.54
356+00	765.03	4.00	10.06	765.44	1.50	12.27	765.62	1.50	11.83	765.44	4.00	9.65	765.06	765.06	4.00	9.59	765.44	1.50	12	765.62	1.50	12	765.44
356+25	764.92	4.00	10.06	765.32	1.50	12.27	765.51	1.50	11.83	765.33	4.00	9.65	764.94	764.95	4.00	9.59	765.33	1.50	12	765.51	1.50	12	765.33
356+50	764.82	4.00	10.06	765.23	1.50	12.27	765.41	1.50	11.83	765.23	4.00	9.65	764.85	764.85	4.00	9.59	765.23	1.50	12	765.41	1.50	12	765.23
356+75	764.73	4.00	10.06	765.13	1.50	12.27	765.32	1.50	11.83	765.14	4.00	9.65	764.75	764.76	4.00	9.59	765.14	1.50	12	765.32	1.50	12	765.14
357+00	764.67	4.00	10.06	765.08	1.50	12.27	765.26	1.50	11.83	765.08	4.00	9.65	764.70	764.70	4.00	9.59	765.08	1.50	12	765.26	1.50	12	765.08
357+30	764.64	4.00		765.04	1.50		765.22	1.50		765.04	4.00		764.66	764.66	4.00		765.04	1.50		765.22	1.50		765.04
357+50	764.63	4.00		765.04	1.50		765.22	1.50		765.04	4.00		764.66	764.66	4.00		765.04	1.50		765.22	1.50		765.04
357+75	764.67	4.00		765.08	1.50		765.26	1.50		765.06	4.00		764.70	765.20			765.08	1.50		765.26	1.50		765.08
358+00	764.70	4.00		765.11	1.50		765.29	1.50		765.11	4.00		764.73	765.73	4.00		765.11	1.50		765.29	1.50		765.11
358+25	764.77	4.00		765.18	1.50		765.36	1.50		765.18	4.00		764.80	765.30			765.18	1.50		765.36	1.50		765.18
358+50	764.84	4.00		765.25	1.50		765.43	1.50		765.25	4.00		764.87	764.87	4.00		765.25	1.50		765.43	1.50		765.25
358+75	764.92	4.00		765.33	1.50		765.51	1.50		765.33	4.00		764.95	764.95			765.33	1.50		765.51	1.50		765.33
359+00	764.99	4.00		765.40	1.50		765.58	1.50		765.40	4.00		765.02	765.02	4.00		765.40	1.50		765.58	1.50		765.40
359+25	765.07	4.00		765.48	1.50		765.66	1.50		765.48	4.00		765.10	765.10			765.48	1.50		765.66	1.50		765.48
359+50	765.14	4.00		765.55	1.50		765.73	1.50		765.55	4.00		765.17	765.17	4.00		765.55	1.50		765.73	1.50		765.55
359+75	765.22	4.00		765.63	1.50		765.81	1.50		765.63	4.00		765.25	765.25			765.63	1.50		765.81	1.50		765.63
360+00	765.29	4.00		765.70	1.50		765.88	1.50		765.70	4.00		765.32	765.32	4.00		765.70	1.50		765.88	1.50		765.70
360+25	765.37	4.00		765.78	1.50		765.99	1.50		765.78	4.00		765.39	765.39			765.78	1.50		765.96	1.50		765.78
360+50	765.44	4.00		765.85	1.50		766.09	1.50		765.85	4.00		765.46	765.46	4.00		765.85	1.50		766.03	1.50		765.85
360+75	765.52	4.00		765.93	1.50		766.14	1.50		765.93	4.00		765.51				765.93	1.50		766.11	1.50		765.93
361+00	765.59	4.00	10.06	766.00	1.50	12.21	766.18	1.50	11.90	766.00	4.00	11.14	765.56		4.00	10.47	766.00	1.50	12	766.18	1.50	12	766.00
361+25	765.67	4.00	10.06	766.08	1.50	12.21	766.26	1.50	11.96	766.08	3.58	11.14	765.68		4.00	9.64	766.07	1.50	12	766.25	1.50	12	766.07
361+50	766.75	4.00	10.06	766.15	1.50	12.21	766.33	1.50	12.02	766.15	3.15	11.13	765.8		4.00	8.81	766.15	1.50	12	766.33	1.50	12	766.15
361+75	765.83	4.00	10.06	766.23	1.50	12.21	766.41	1.50	12.06	766.23	2.66	11.09	765.94		4.00	7.44	766.23	1.50	12	766.41	1.50	12	766.23
362+00	765.90	4.00	10.06	766.30	1.50	12.21	766.48	1.50	12.09	766.30	2.17	11.04	766.06		4.00	6.07	766.30	1.50	12	766.48	1.50	12	766.30
362+25	765.98	4.00	10.06	766.38	1.50	12.21	766.56	1.50	12.11	766.38	1.47	11.03	766.15		4.00	4.13	766.32	1.50	12	766.50	1.50	12	766.32
362+50	766.05	4.00	10.06	766.45	1.50	12.21	766.63	1.50	12.13	766.45	0.76	11.01	766.24		4.00	2.19	766.45	1.50	12	766.63	1.50	12	755.45
362+75	766.13	4.00	10.06	766.53	1.50	12.21	766.71	1.50	12.14	766.53	1.13	9.64					766.42	1.50	12.04	766.60	1.50	12	766.42
363+00	766.20	4.00	10.06	766.60	1.50	12.21	766.78	1.50	12.15	766.60	1.50	8.27					766.48	1.50	12.08	766.66	1.50	12	766.48

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT ELEVATION SHEETS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	0206211-sh1-elev.dgn	DRAWN -	REVISED -			517	IR	BOONE	126	54	
	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -			CONTRACT NO. 64C97					
	PLOT DATE = Fri May 15 13:38:45 2013	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO

ILLINOIS FED. AID PROJECT

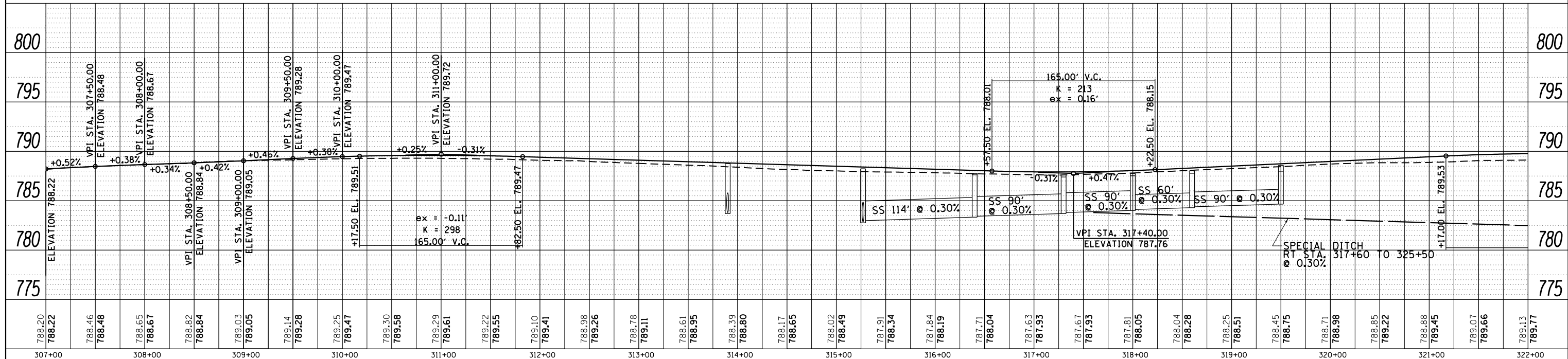
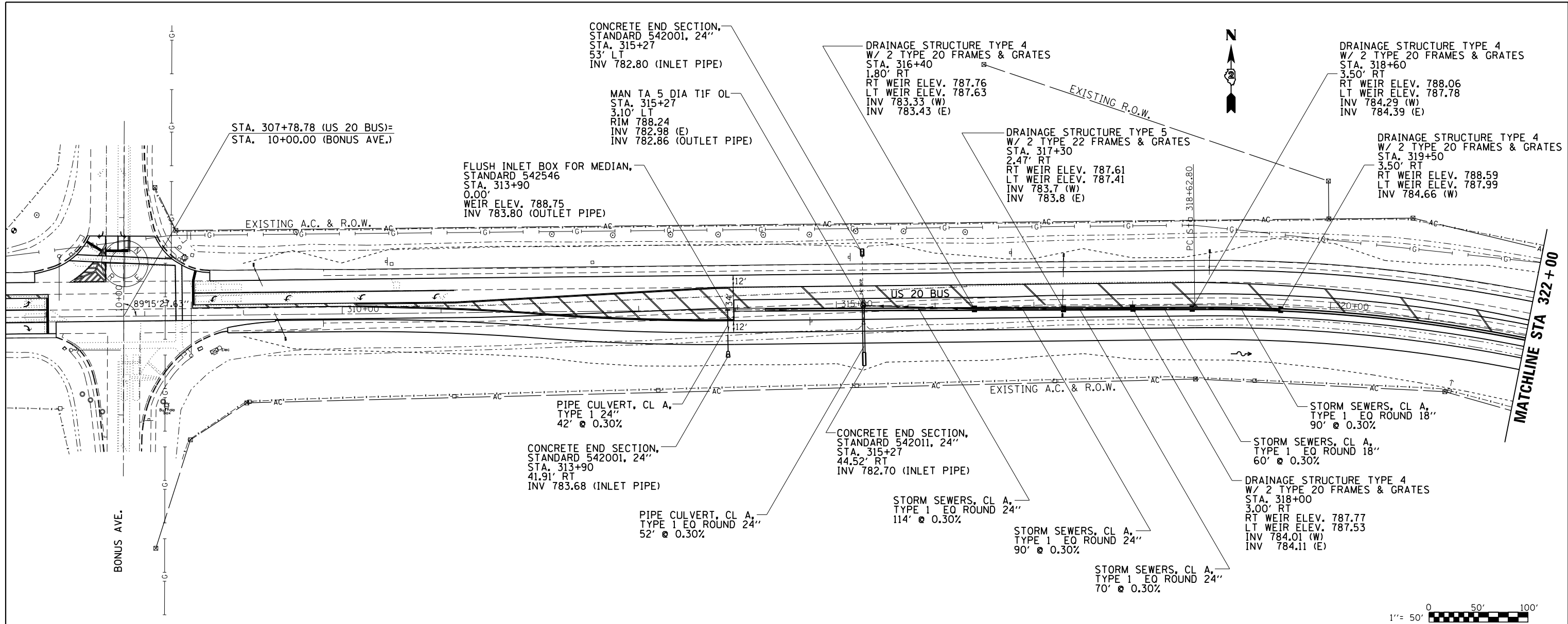
# PAVEMENT ELEVATIONS

STATION	EDGE OF SHOULDER (EOS)	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	CROWN	%	WIDTH	BASELINE (BL)	%	WIDTH	BARRIER WALL	%	WIDTH	EDGE OF MEDIAN	%	WIDTH	EDGE OF TRAVELWAY (EOP)	%	WIDTH	EDGE OF SHOULDER (EOS)
363+25	766.33	4.00		766.73	1.50		766.91	1.50		766.72	1.50					766.65	1.50		766.65	1.50		766.47
363+50	766.45	4.00		766.85	1.50		767.03	1.50		766.85	1.50					766.81	1.50		766.63	1.50		766.45
363+75	766.57	4.00		766.96	1.50		767.15	1.50		766.97	1.50					766.95	1.50		766.64	1.50		766.61
364+00	766.69	4.00		767.06	1.50		767.27	1.50		767.13	1.50					767.09	1.50		766.64	1.50		766.76
364+25	766.81	4.00		767.19	1.50		767.39	1.50		767.27	1.50					767.21	1.50		766.94	1.50		766.91
364+50	766.92	4.00		767.32	1.50		767.50	1.50		767.41	1.50					767.32	1.50		767.23	1.50		767.05
364+75	767.00	4.00		767.40	1.50		767.58	1.50		767.51	1.50					767.40	1.50		767.33	1.50		767.15
365+00	767.07	4.00		767.48	1.50		767.66	1.50		767.61	1.50					767.48	1.50		767.43	1.50		767.25
365+25	767.11	4.00		767.52	1.50		767.70	1.50		767.66	1.50					767.52	1.50		767.48	1.50		767.30
365+50	767.15	4.00		767.55	1.50		767.73	1.50		767.71	1.50					767.55	1.50		767.53	1.50		767.35
365+75	767.15	4.00		767.55	1.50		767.73	1.50												1.50		767.35
366+00	767.14	4.00		767.54	1.50		767.72	1.50												1.50		767.35

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT ELEVATION SHEETS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw\work\p\dot\rundbladerr\d0275077	D206211-shr-elev.dgn	DRAWN -	REVISED -			517	IR	BOONE	126	55	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64C97					
	PLOT DATE = Fri May 15 13:38:50 2013	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO
ILLINOIS FED. AID PROJECT											

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

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CHECKED	
	DATE	
	FILE NAME	



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 BUS DRAINAGE DETAILS</b>				F.A.P. R.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
Default	c:\pwork\pwork\pwork\pwork\d0275077\0206211-sht-drain.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	517	IR	BOONE	126	56
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -												
	PLOT DATE = Fri May 15 13:38:53 2013	DATE -	REVISED -												CONTRACT NO. 64C97
												ILLINOIS FED. AID PROJECT			

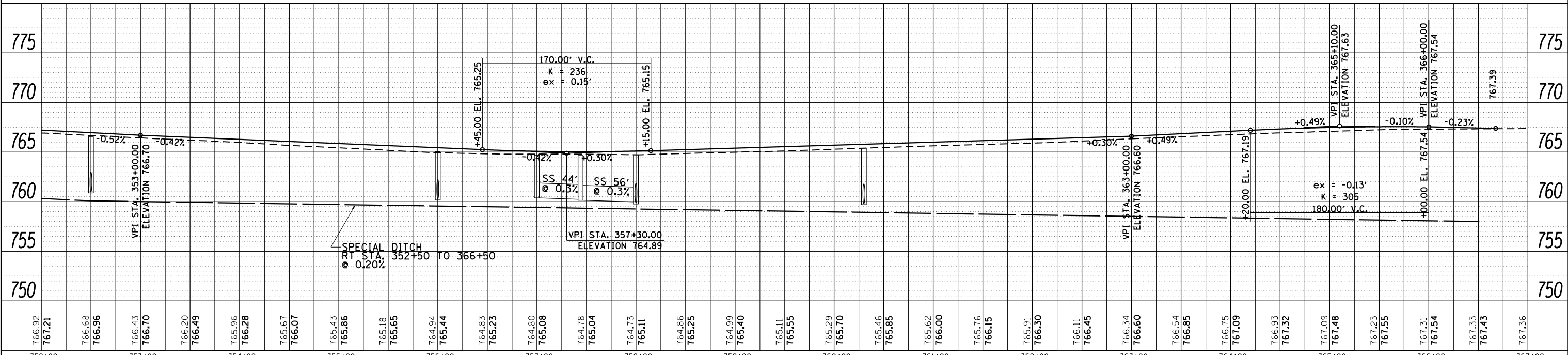
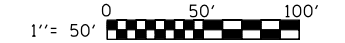
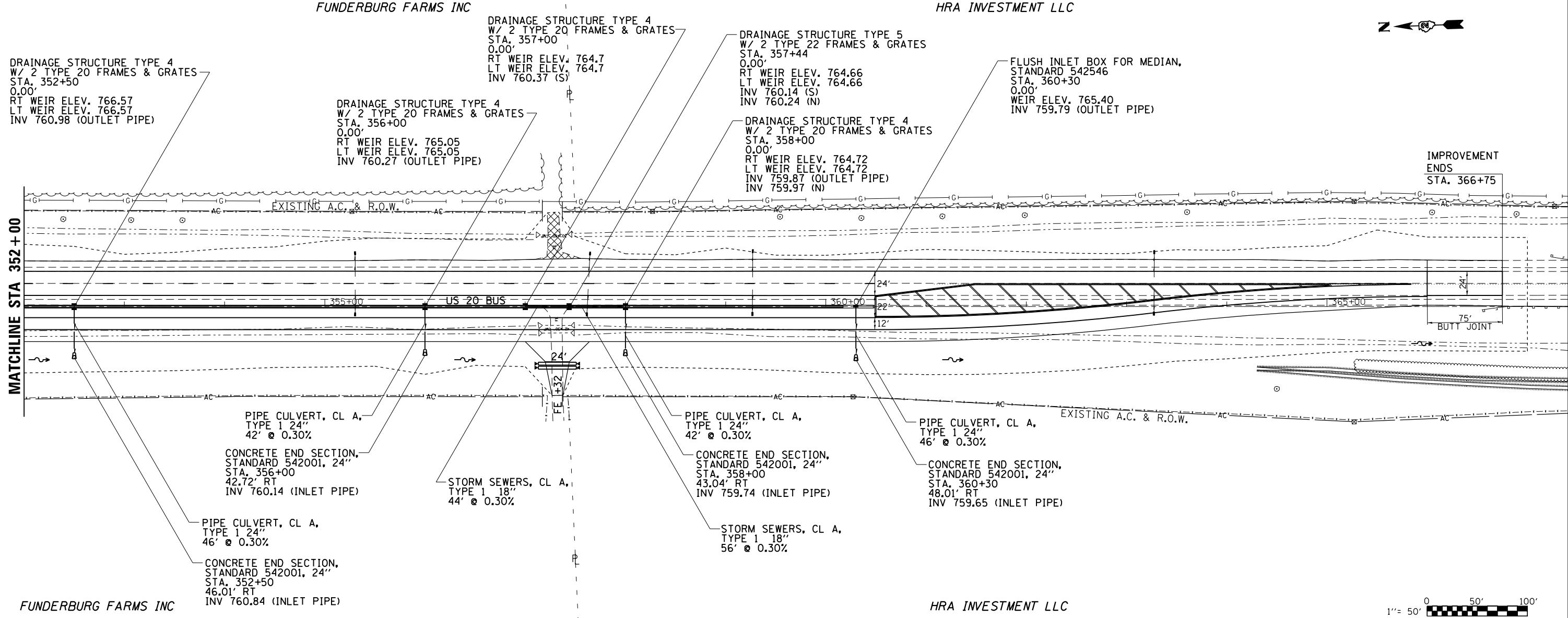






PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CPAD	
	NO.	



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
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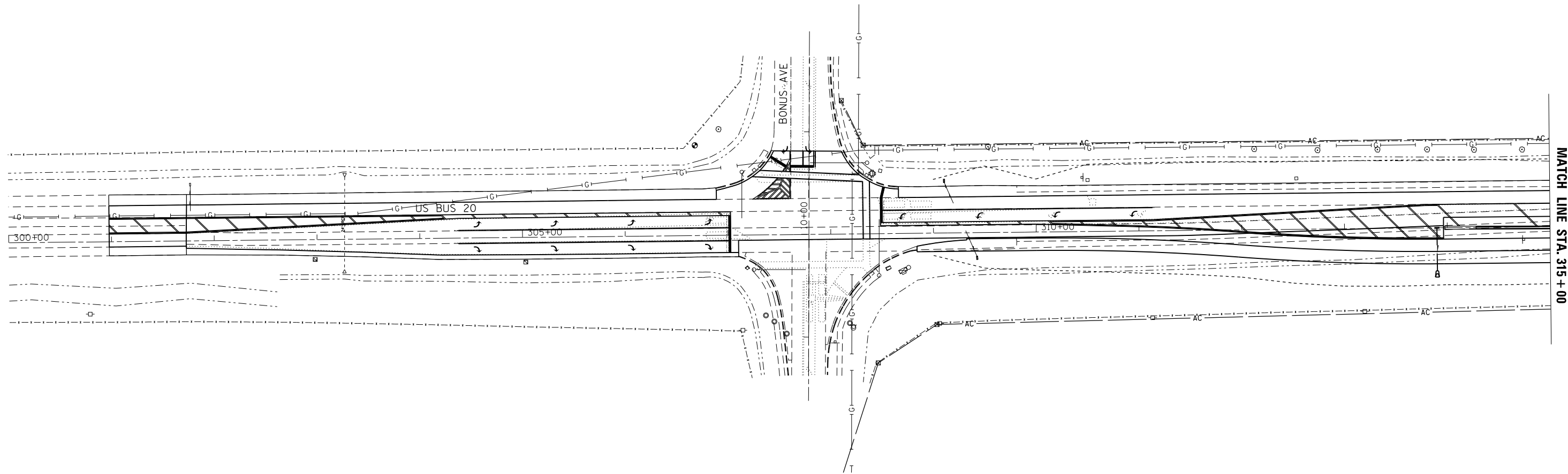
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US 20 BUS  
DRAINAGE DETAILS

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
	517			IR		

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	IR	BOONE	126	59
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# EROSION CONTROL DETAIL



**EROSION SYMBOL LEGEND**

- TEMPORARY DITCH CHECK
- INLET PIPE PROTECTION
- TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw\work\p\idot\rundbladerr\d0275077	D206211-sh1-eros.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:38:58 2013	DATE -	REVISED -

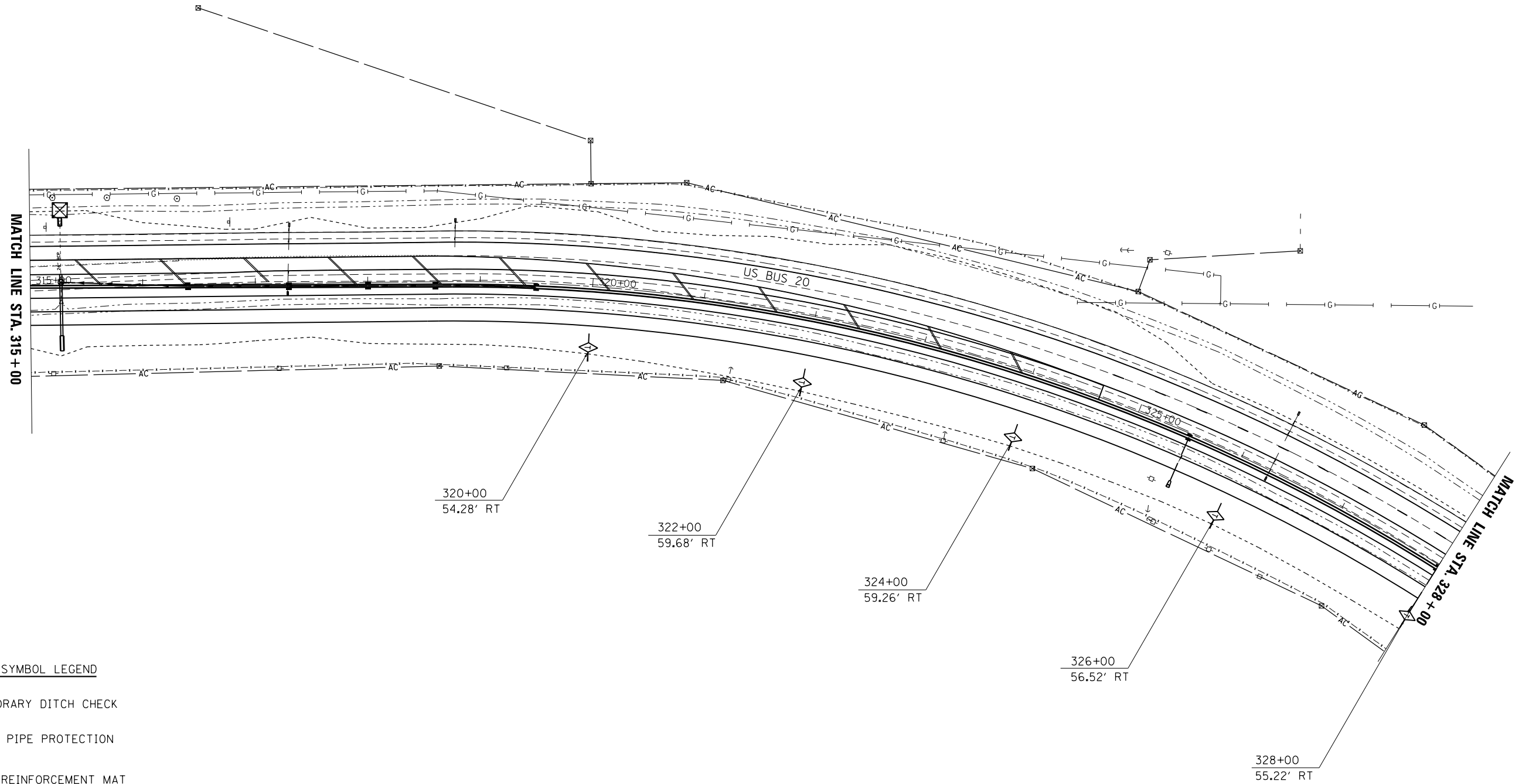
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL DETAILS**




SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	60
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# EROSION CONTROL DETAIL

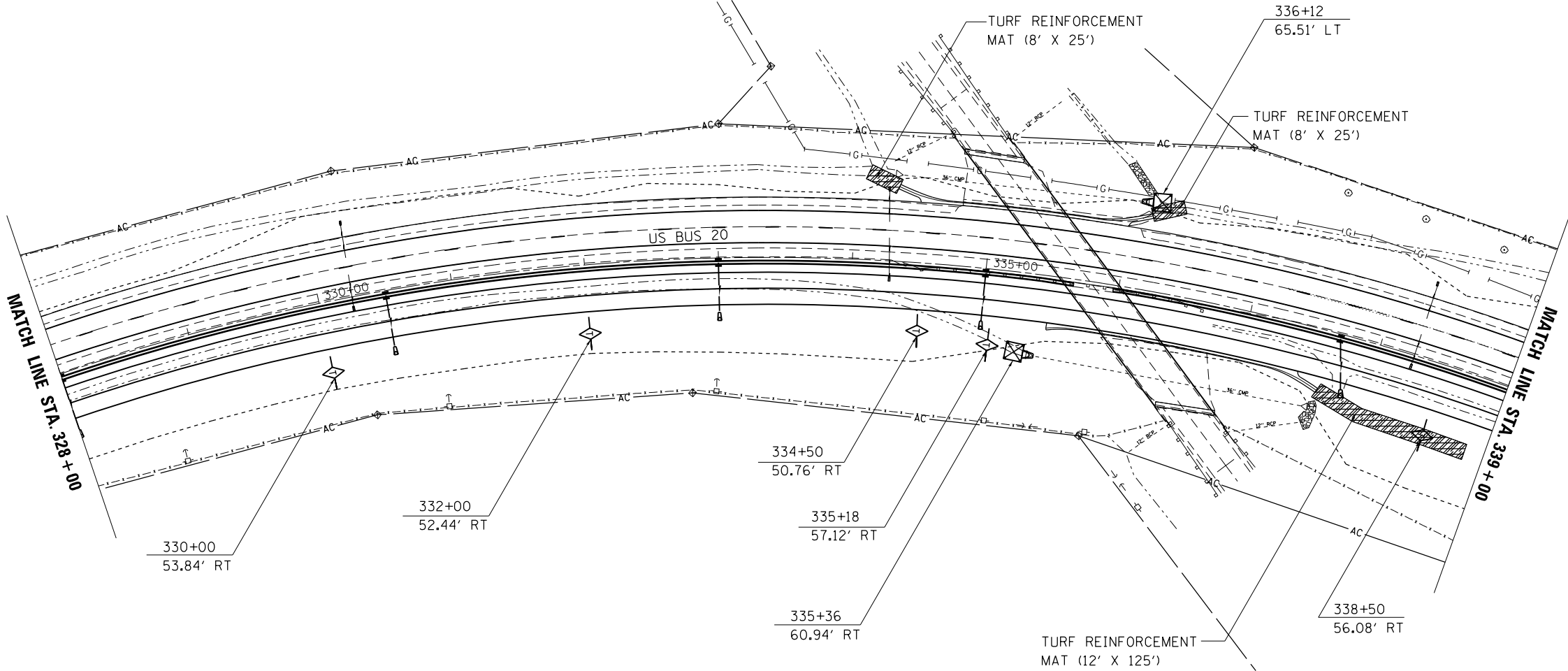
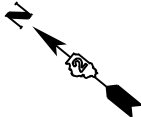


### EROSION SYMBOL LEGEND

-  TEMPORARY DITCH CHECK
-  INLET PIPE PROTECTION
-  TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	0206211-sh1-eros.dgn	DRAWN -	REVISED -					517	1R	BOONE	126	61
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97							
	PLOT DATE = Fri May 15 13:38:58 2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT

# EROSION CONTROL DETAIL



**EROSION SYMBOL LEGEND**

- TEMPORARY DITCH CHECK
- INLET PIPE PROTECTION
- TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw_work\pwidot\rundbladerr\d0275077	0206211-shi-eros.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:38:58 2013	DATE -	REVISED -

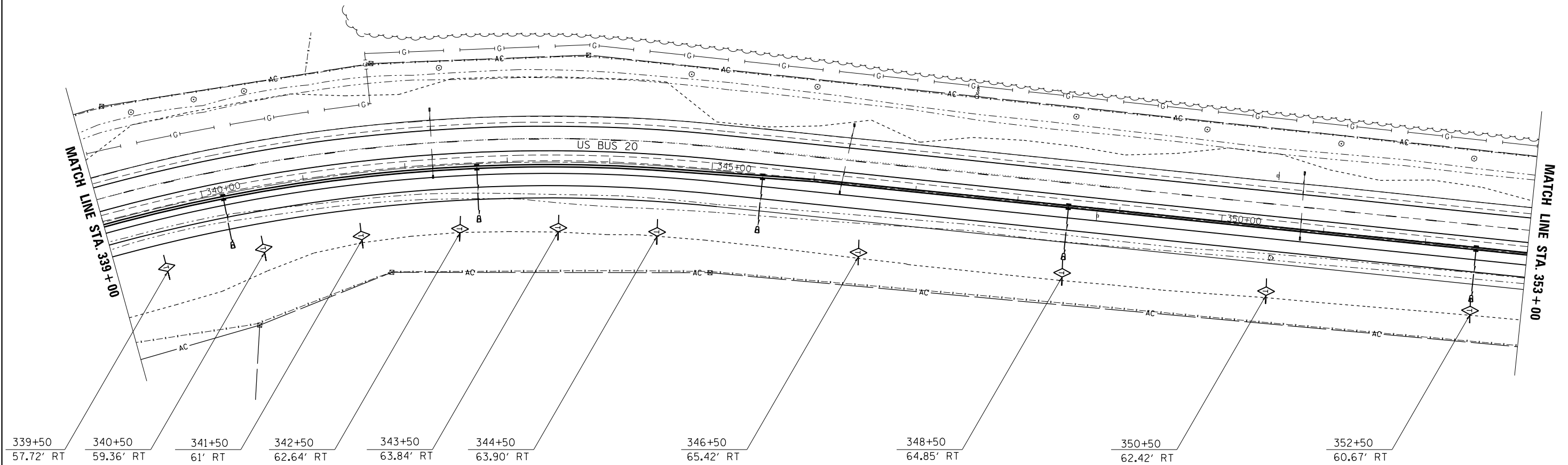
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL DETAILS**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	62
<b>CONTRACT NO. 64C97</b>				
ILLINOIS FED. AID PROJECT				

# EROSION CONTROL DETAIL



**EROSION SYMBOL LEGEND**

- TEMPORARY DITCH CHECK
- INLET PIPE PROTECTION
- TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw\work\p1dot\rundbladerr\d0275077	D206211-sh1-eros.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
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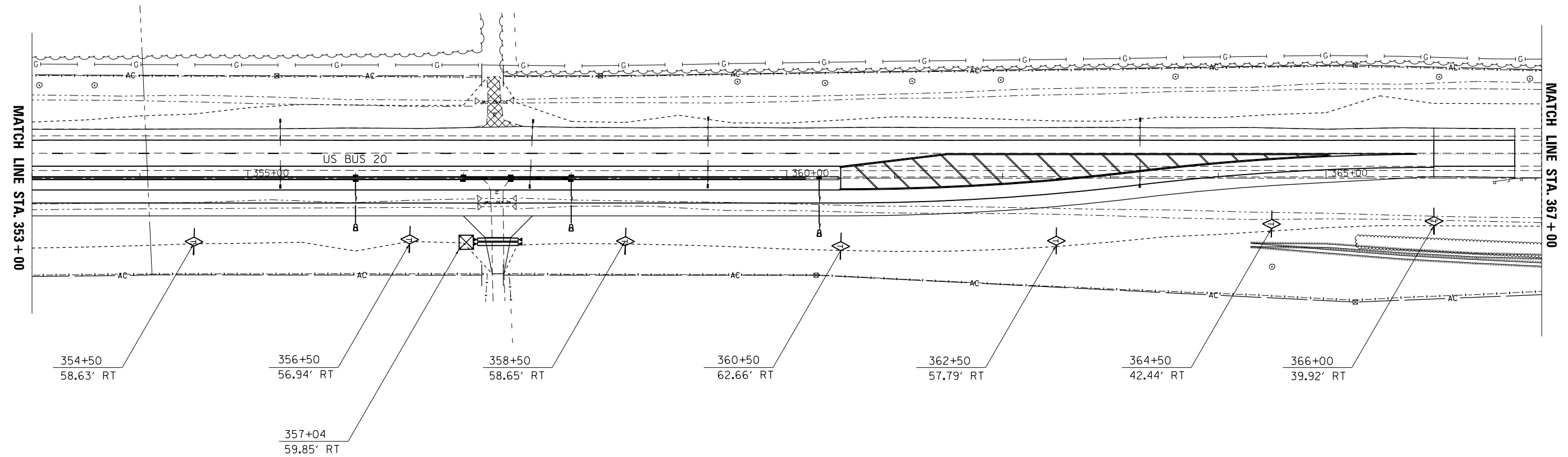
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL DETAILS**




SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	63
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# EROSION CONTROL DETAIL



### EROSION SYMBOL LEGEND

-  TEMPORARY DITCH CHECK
-  INLET PIPE PROTECTION
-  TURF REINFORCEMENT MAT

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
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	PLOT DATE = Fri May 15 13:38:59 2013	DATE -	REVISED -

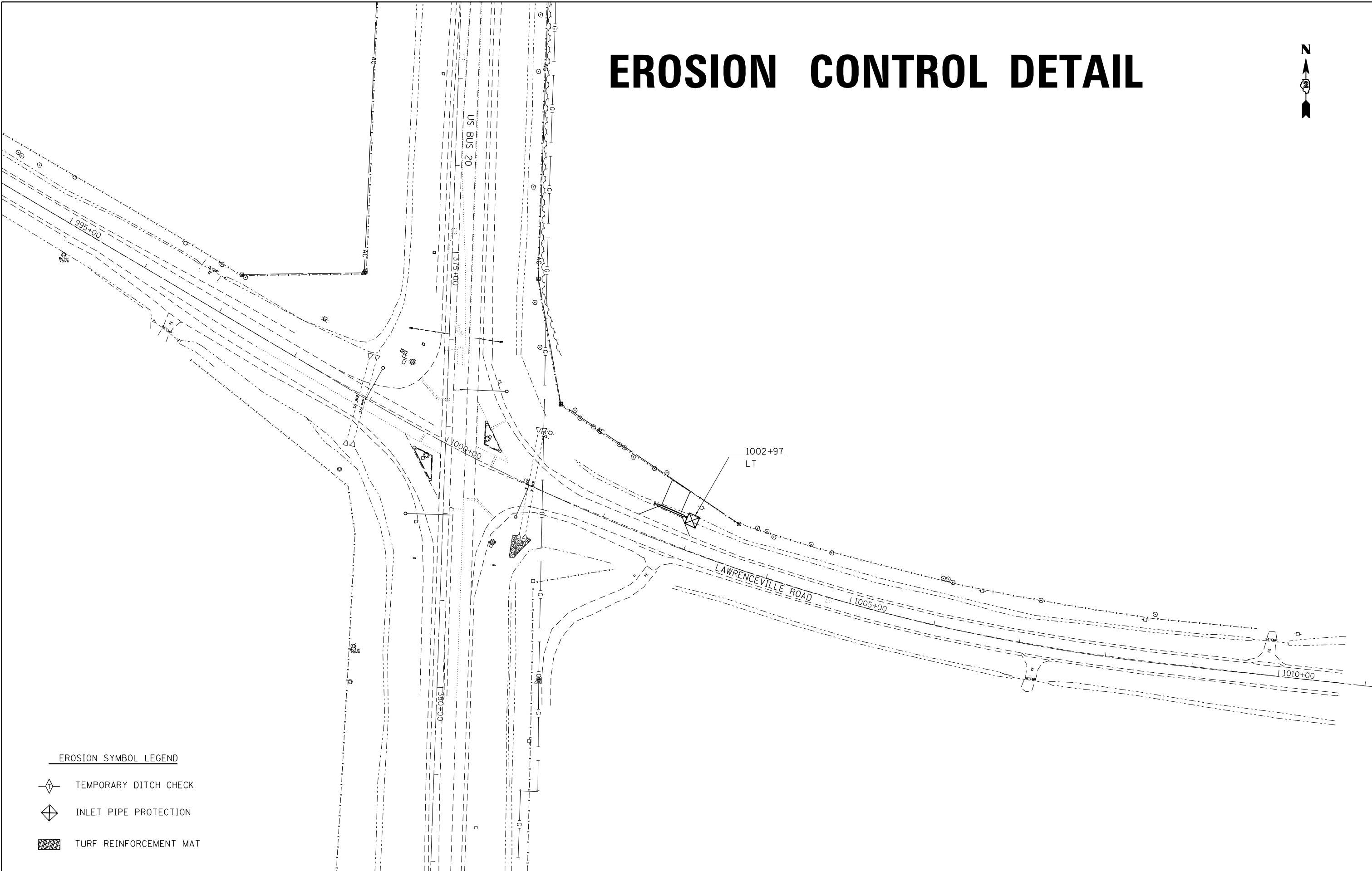
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	64
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# EROSION CONTROL DETAIL



**EROSION SYMBOL LEGEND**

- TEMPORARY DITCH CHECK
- INLET PIPE PROTECTION
- TURF REINFORCEMENT MAT

FILE NAME = c:\pw\work\p1dot\rundbladerr\d0275077	USER NAME = rundbladerr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri Mar 15 13:38:59 2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

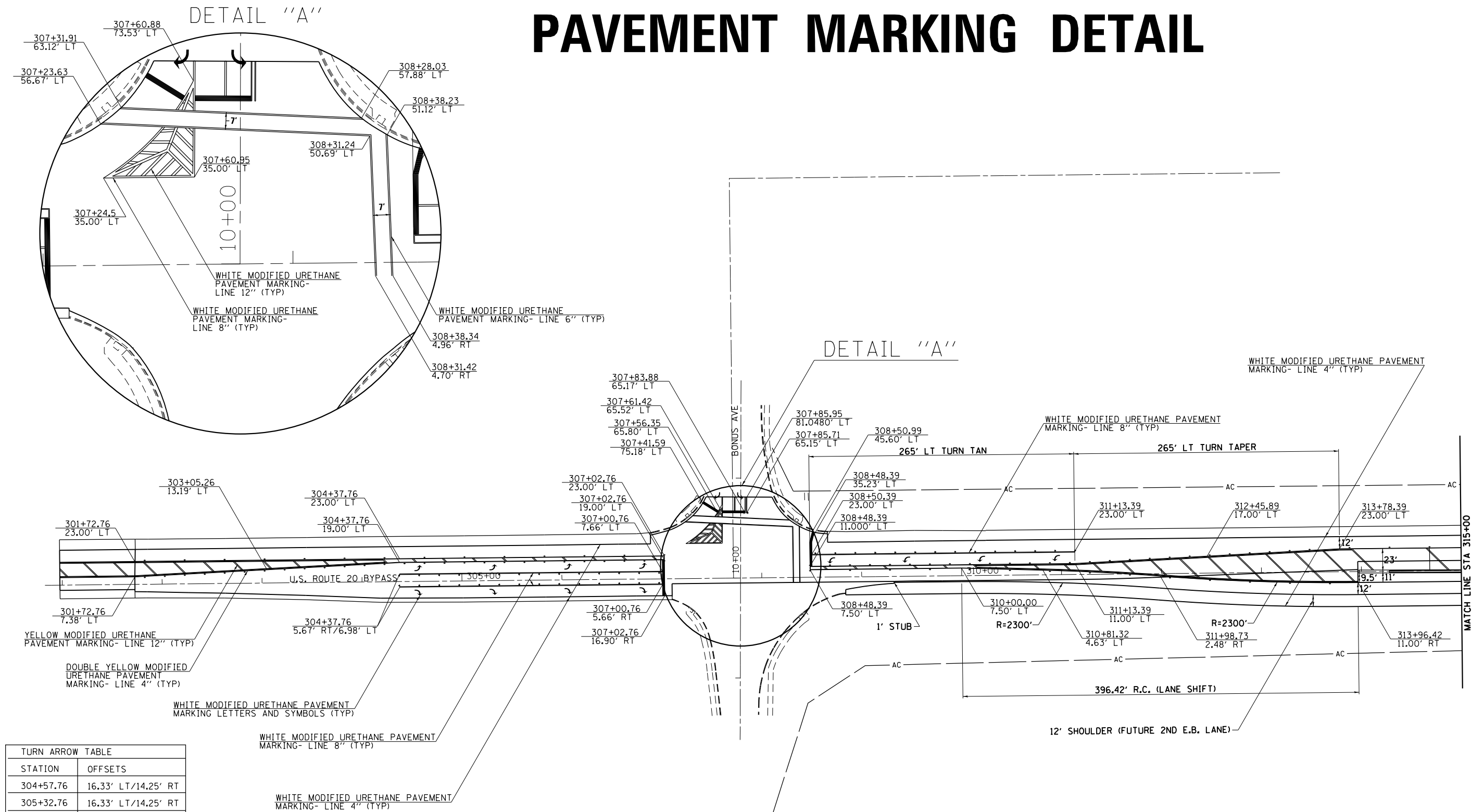
**EROSION CONTROL DETAILS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	65
<b>CONTRACT NO. 64C97</b>				
ILLINOIS FED. AID PROJECT				



# PAVEMENT MARKING DETAIL



TURN ARROW TABLE	
STATION	OFFSETS
304+57.76	16.33' LT/14.25' RT
305+32.76	16.33' LT/14.25' RT
306+07.76	16.33' LT/14.25' RT
306+82.76	16.33' LT/14.25' RT
307+53.09	80.96' LT
307+82.16	80.51' LT
307+75.42	62.83' RT
308+68.39	13.66' LT
309+43.39	13.66' LT
310+18.39	13.66' LT
310+93.39	13.66' LT

PAVEMENT MARKER SYMBOLS

- ◆ TWO-WAY AMBER MARKER
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL

• SEE DISTRICT STANDARD 41.1 FOR COMPLETE PAVEMENT MARKING DETAIL

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
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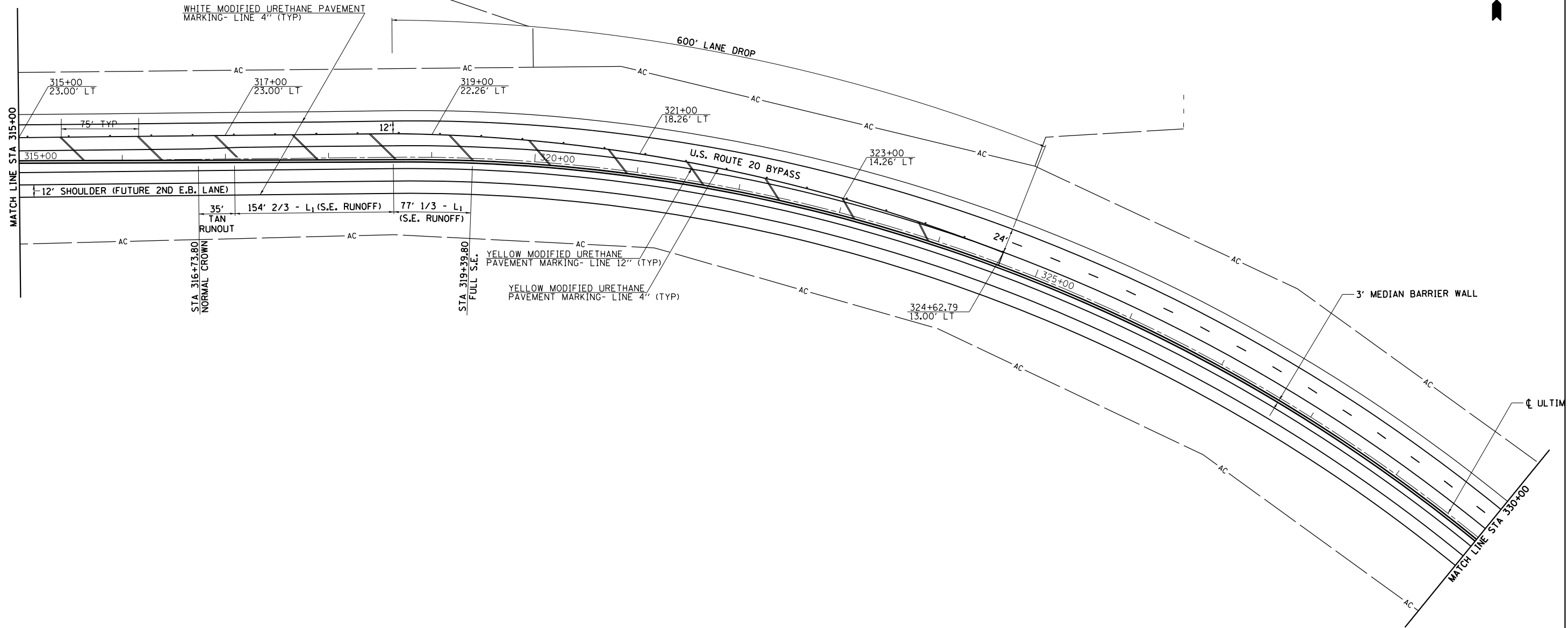
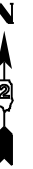
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US BUS. 20 BYPASS AND BONUS AVE  
PAVEMENT MARKING DETAIL**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	66
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# PAVEMENT MARKING DETAIL



PAVEMENT MARKER SYMBOLS

- ◆ TWO-WAY AMBER MARKER
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL

• SEE DISTRICT STANDARD 41.1 FOR COMPLETE PAVEMENT MARKING DETAIL

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
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	PLOT DATE = Fri May 15 13:39:17 2013	DATE -	REVISED -

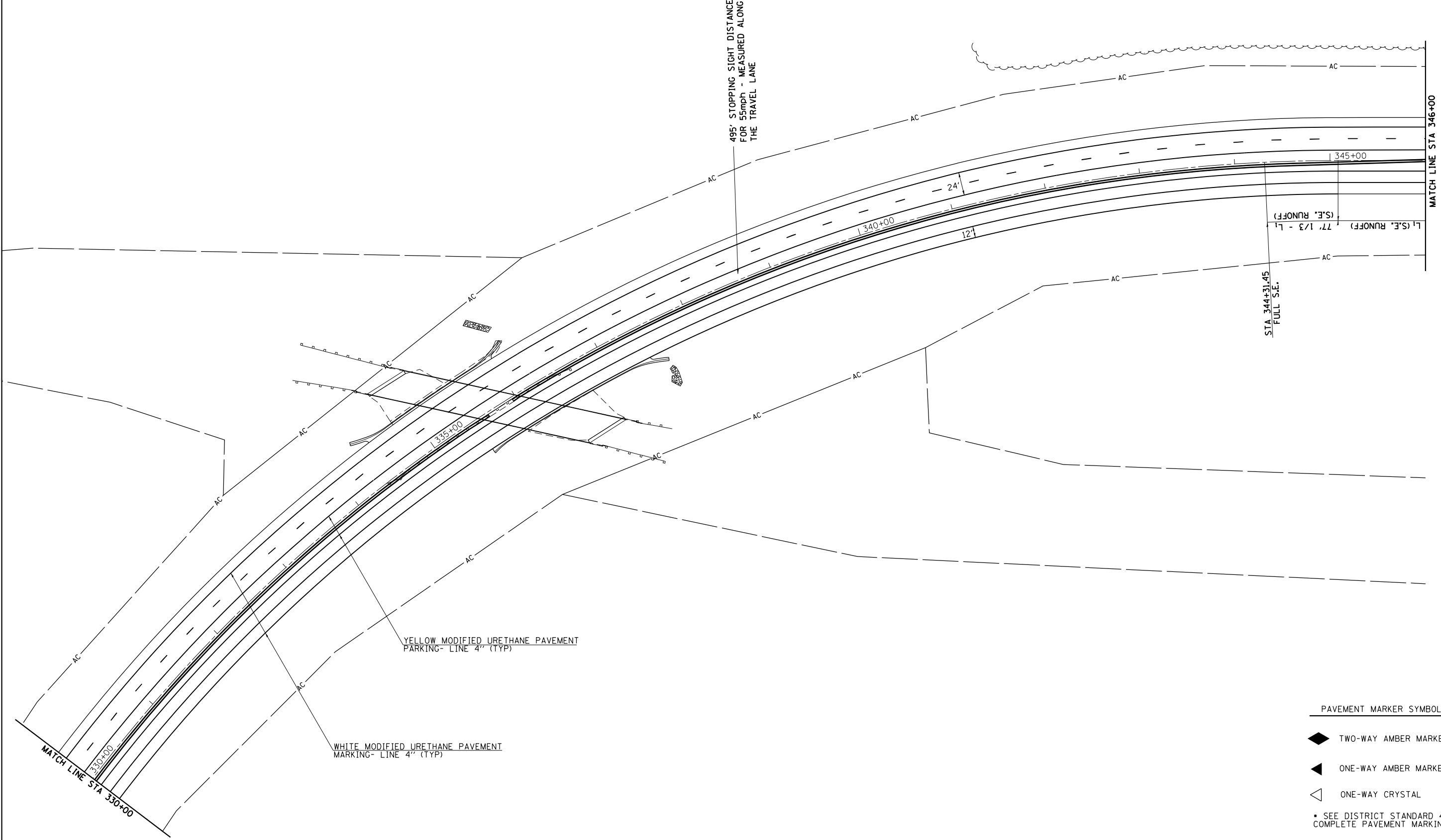
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US BUS. 20 BYPASS  
PAVEMENT MARKING DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	67
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# PAVEMENT MARKING DETAIL



PAVEMENT MARKER SYMBOLS

- ◆ TWO-WAY AMBER MARKER
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL

• SEE DISTRICT STANDARD 41.1 FOR COMPLETE PAVEMENT MARKING DETAIL

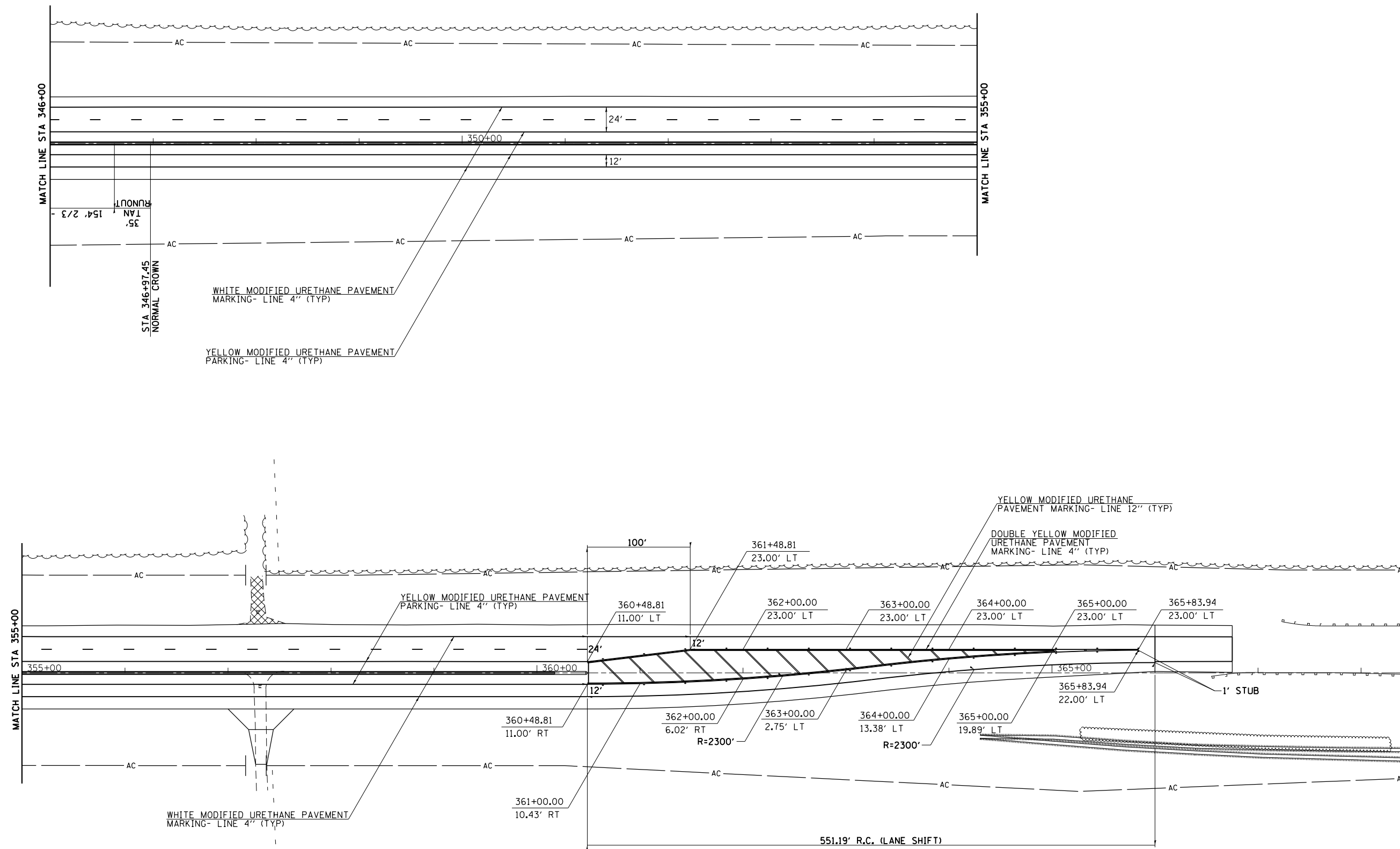
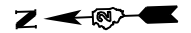
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri Mar 15 13:39:17 2013	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US BUS. 20 BYPASS PAVEMENT MARKING DETAIL			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	68
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# PAVEMENT MARKING DETAIL



**PAVEMENT MARKER SYMBOLS**

- ◆ TWO-WAY AMBER MARKER
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL

• SEE DISTRICT STANDARD 41.1 FOR COMPLETE PAVEMENT MARKING DETAIL

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw\work\p\d0275077	D206211-sh1-pmk.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:39:18 2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US BUS. 20 BYPASS  
PAVEMENT MARKING DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	69
CONTRACT NO. 64C97				
ILLINOIS FED. AID PROJECT				

# BARRIER WALL ELEVATIONS

Station	LT EOS	3" Base	Bottom	RT EOS	3" Base
	A	B	C	D	E
314+00	788.45	788.70	788.41	788.41	788.66
314+25	788.37	788.62	788.37	788.35	788.60
314+50	788.29	788.54	788.29	788.28	788.53
314+75	788.21	788.46	788.21	788.21	788.46
315+00	788.12	788.37	788.12	788.14	788.39
315+27	788.03	788.28	788.03	788.07	788.32
315+50	787.95	788.20	787.95	788.01	788.26
315+75	787.87	788.12	787.87	787.94	788.19
316+00	787.79	788.04	787.79	787.87	788.12
316+25	787.71	787.96	787.71	787.80	788.05
316+50	787.62	787.87	787.62	787.73	787.98
316+73	787.55	787.80	787.55	787.67	787.92
317+00	787.47	787.72	787.47	787.64	787.89
317+25	787.46	787.71	787.46	787.65	787.90
317+50	787.44	787.69	787.44	787.66	787.91
317+75	787.50	787.75	787.50	787.73	787.98
318+00	787.55	787.80	787.55	787.79	788.04
318+25	787.66	787.91	787.66	787.91	788.16
318+50	787.76	788.01	787.76	788.03	788.28
318+75	787.80	788.05	787.80	788.16	788.41
319+00	787.83	788.08	787.83	788.28	788.53
319+39	787.95	788.20	787.95	788.56	788.81
319+50	788.01	788.26	788.01	788.61	788.86
319+75	788.12	788.37	788.12	788.73	788.98
320+00	788.23	788.48	788.23	788.84	789.09
320+25	788.35	788.60	788.35	788.96	789.21
320+50	788.46	788.71	788.46	789.08	789.33
320+75	788.58	788.83	788.58	789.20	789.45
321+00	788.69	788.94	788.69	789.31	789.56
321+25	788.81	789.06	788.81	789.42	789.67
321+50	788.92	789.17	788.92	789.52	789.77
321+75	788.98	789.23	788.98	789.59	789.84
322+00	789.02	789.27	789.02	789.63	789.88
322+25	789.01	789.26	789.01	789.63	789.88
322+50	789.01	789.26	789.01	789.62	789.87
322+75	788.96	789.21	788.96	789.57	789.82
323+00	788.89	789.14	788.89	789.50	789.75
323+25	788.78	789.03	788.78	789.39	789.64
323+50	788.66	788.91	788.66	789.27	789.52
323+75	788.48	788.73	788.48	789.10	789.35
324+00	788.32	788.57	788.32	788.93	789.18
324+25	789.13	789.38	789.13	789.75	790.00
324+50	787.97	788.22	787.97	788.58	788.83
324+75	787.78	788.03	787.78	788.40	788.65

Station	LT EOS	3" Base	Bottom	RT EOS	3" Base
	A	B	C	D	E
325+00	787.61	787.86	787.61	788.22	788.47
325+25	787.43	787.68	787.43	788.04	788.29
325+50	787.24	787.49	787.24	787.85	788.10
325+75	787.05	787.30	787.05	787.66	787.91
326+00	786.85	787.10	786.85	787.46	787.71
326+25	786.65	786.90	786.65	787.26	787.51
326+50	786.46	786.71	786.46	787.06	787.31
326+75	786.25	786.50	786.25	786.86	787.11
327+00	786.05	786.30	786.05	786.65	786.90
327+25	785.83	786.08	785.83	786.44	786.69
327+50	785.64	785.89	785.64	786.24	786.49
327+75	785.42	785.67	785.42	786.03	786.28
328+00	785.22	785.47	785.22	785.83	786.08
328+25	785.01	785.26	785.01	785.62	785.87
328+50	784.81	785.06	784.81	785.41	785.66
328+75	784.59	784.84	784.59	785.20	785.45
329+00	784.40	784.65	784.40	785.00	785.25
329+25	784.18	784.43	784.18	784.79	785.04
329+50	783.98	784.23	783.98	784.58	784.83
329+75	783.78	784.03	783.78	784.38	784.63
330+00	783.57	783.82	783.57	784.17	784.42
330+25	783.35	783.60	783.35	783.96	784.21
330+50	783.16	783.41	783.16	783.76	784.01
330+75	782.95	783.20	782.95	783.55	783.80
331+00	782.74	782.99	782.74	783.34	783.59
331+25	782.53	782.78	782.53	783.14	783.39
331+50	782.33	782.58	782.33	782.93	783.18
331+75	782.11	782.36	782.11	782.72	782.97
332+00	781.90	782.15	781.90	782.51	782.76
332+25	781.70	781.95	781.70	782.31	782.56
332+50	781.49	781.74	781.49	782.10	782.35
332+75	781.28	781.53	781.28	781.89	782.14
333+00	781.09	781.34	781.09	781.69	781.94
333+25	780.88	781.13	780.88	781.48	781.73
333+50	780.67	780.92	780.67	781.27	781.52
333+75	780.47	780.72	780.47	781.07	781.32
334+00	780.26	780.51	780.26	780.86	781.11
334+25	780.06	780.31	780.06	780.80	781.05
334+50	779.86	780.11	779.86	780.45	780.70
334+75	779.65	779.90	779.65	780.25	780.50
335+00	779.46	779.71	779.46	780.05	780.30
335+25	779.24	779.49	779.24	779.84	780.09
335+50	779.05	779.30	779.05	779.64	779.89
335+75	778.84	779.09	778.84	779.44	779.69

Station	LT EOS	3" Base	Bottom	RT EOS	3" Base
	A	B	C	D	E
336+00	778.62	778.87	778.62	779.24	779.49
336+25	778.42	778.67	778.42	779.03	779.28
336+50	778.23	778.48	778.23	778.83	779.08
336+75	778.02	778.27	778.02	778.62	778.87
337+00	777.83	778.08	777.83	778.43	778.68
337+25	777.64	777.89	777.64	778.24	778.49
337+50	777.48	777.73	777.48	778.04	778.29
337+75	777.25	777.50	777.25	777.85	778.10
338+00	777.05	777.30	777.05	777.65	777.90
338+25	776.85	777.10	776.85	777.45	777.70
338+50	776.65	776.90	776.65	777.25	777.50
338+75	776.44	776.69	776.44	777.04	777.29
339+00	776.24	776.49	776.24	776.83	777.08
339+25	776.02	776.27	776.02	776.62	776.87
339+50	775.82	776.07	775.82	776.42	776.67
339+75	775.61	775.86	775.61	776.21	776.46
340+00	775.40	775.65	775.40	776.00	776.25
340+25	775.18	775.43	775.18	775.79	776.04
340+50	774.99	775.24	774.99	775.59	775.84
340+75	774.77	775.02	774.77	775.38	775.63
341+00	774.57	774.82	774.57	775.17	775.42
341+25	774.36	774.61	774.36	774.96	775.21
341+50	774.16	774.41	774.16	774.76	775.01
341+75	773.95	774.20	773.95	774.55	774.80
342+00	773.74	773.99	773.74	774.34	774.59
342+25	773.52	773.77	773.52	774.13	774.38
342+50	773.33	773.58	773.33	773.93	774.18
342+75	773.10	773.35	773.10	773.71	773.96
343+00	772.90	773.15	772.90	773.50	773.75
343+25	772.65	772.90	772.65	773.26	773.51
343+50	772.43	772.68	772.43	773.03	773.28
343+75	772.19	772.44	772.19	772.80	773.05
344+00	771.96	772.21	771.96	772.56	772.81
344+31	771.67	771.92	771.67	772.27	772.52
344+50	771.56	771.81	771.56	772.08	772.33
344+75	771.39	771.64	771.39	771.83	772.08
345+00	771.26	771.51	771.26	771.53	771.78
345+25	771.08	771.33	771.08	771.32	771.57
345+50	770.91	771.16	770.91	771.03	771.28
345+75	770.73	770.98	770.73	770.80	771.05
346+00	770.57	770.82	770.57	770.58	770.83
346+25	770.39	770.64	770.39	770.40	770.65
346+50	770.21	770.46	770.21	770.22	770.47
346+75	770.04	770.29	770.04	770.05	770.30

NOTE: SEE BARRIER WALL DETAIL ON SHEET 71 FOR POINT LOCATIONS

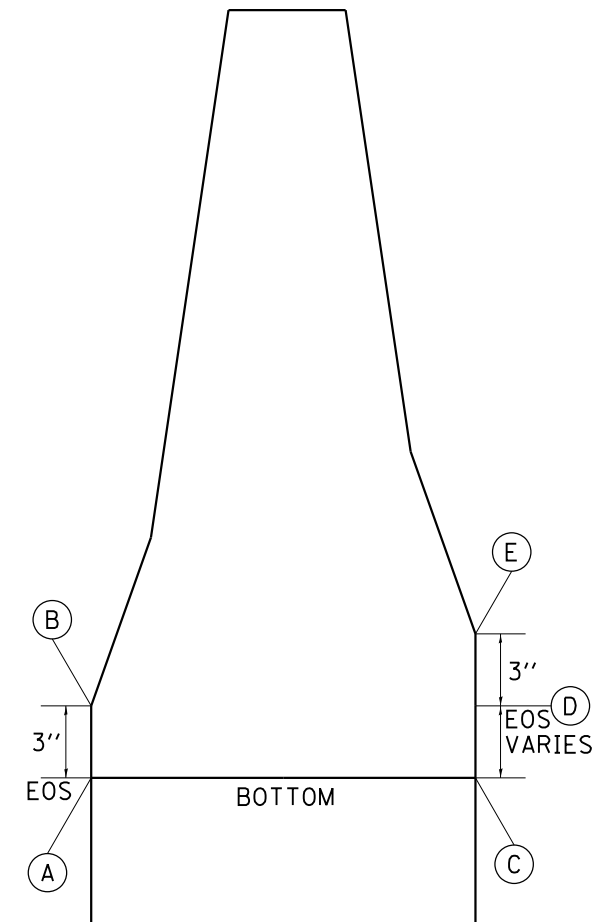
FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BARRIER WALL ELEVATIONS</b>	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	es:\pw\work\p\dot\rundbladerr\d0275077	DRAWN -	REVISED -			517	IR	BOONE	126	70	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64C97					
Default	PLOT DATE = Fri May 15 13:39:20 2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

# BARRIER WALL ELEVATIONS

Station	LT EOS	3" Base	Bottom	RT EOS	3" Base
	A	B	C	D	E
346+97	769.89	770.14	769.89	769.89	770.14
347+00	769.87	770.12	769.87	769.87	770.12
347+25	769.69	769.94	769.69	769.70	769.95
347+50	769.52	769.77	769.52	769.52	769.77
347+75	769.34	769.59	769.34	769.35	769.60
348+00	769.18	769.43	769.18	769.18	769.43
348+25	768.99	769.24	768.99	769.18	769.43
348+50	768.83	769.08	768.83	768.83	769.08
348+75	768.64	768.89	768.64	768.65	768.90
349+00	768.48	768.73	768.48	768.48	768.73
349+25	768.29	768.54	768.29	768.30	768.55
349+50	768.13	768.38	768.13	768.13	768.38
349+75	767.99	768.24	767.99	768.00	768.25
350+00	767.87	768.12	767.87	767.87	768.12
350+25	767.73	767.98	767.73	767.74	767.99
350+50	767.61	767.86	767.61	767.61	767.86
350+75	767.47	767.72	767.47	767.48	767.73
351+00	767.35	767.60	767.35	767.35	767.60
351+25	767.22	767.47	767.22	767.23	767.48
351+50	767.09	767.34	767.09	767.09	767.34
351+75	766.96	767.21	766.96	766.97	767.22
352+00	766.83	767.08	766.83	766.83	767.08
352+25	766.70	766.95	766.70	766.71	766.96
352+50	766.58	766.83	766.58	766.58	766.83
352+75	766.44	766.69	766.44	766.45	766.70
353+00	766.32	766.57	766.32	766.32	766.57
353+25	766.20	766.45	766.20	766.21	766.46
353+50	766.11	766.36	766.11	766.11	766.36
353+75	765.99	766.24	765.99	766.00	766.25
354+00	765.90	766.15	765.90	765.90	766.15
354+25	765.78	766.03	765.78	765.79	766.04
354+50	765.69	765.94	765.69	765.69	765.94
354+75	765.57	765.82	765.57	765.58	765.83
355+00	765.48	765.73	765.48	765.48	765.73
355+25	765.36	765.61	765.36	765.37	765.62
355+50	765.27	765.52	765.27	765.27	765.52
355+75	765.15	765.40	765.15	765.16	765.41
356+00	765.06	765.31	765.06	765.06	765.31
356+25	764.94	765.19	764.94	764.95	765.20
356+50	764.85	765.10	764.85	764.85	765.10
356+75	764.75	765.00	764.75	764.76	765.01
357+00	764.70	764.95	764.70	764.70	764.95
357+30	764.66	764.91	764.66	764.66	764.91
357+50	764.66	764.91	764.66	764.66	764.91

Station	LT EOS	3" Base	Bottom	RT EOS	3" Base
	A	B	C	D	E
357+75	764.70	764.95	764.70	765.20	765.45
358+00	764.73	764.98	764.73	765.73	765.98
358+25	764.80	765.05	764.80	765.30	765.55
358+50	764.87	765.12	764.87	764.87	765.12
358+75	764.95	765.20	764.95	764.95	765.20
359+00	765.02	765.27	765.02	765.02	765.27
359+25	765.10	765.35	765.10	765.10	765.35
359+50	765.17	765.42	765.17	765.17	765.42
359+75	765.25	765.50	765.25	765.25	765.50
360+00	765.32	765.57	765.32	765.32	765.57
360+25	765.39	765.64	765.39	765.39	765.64

BARRIER WALL DETAIL

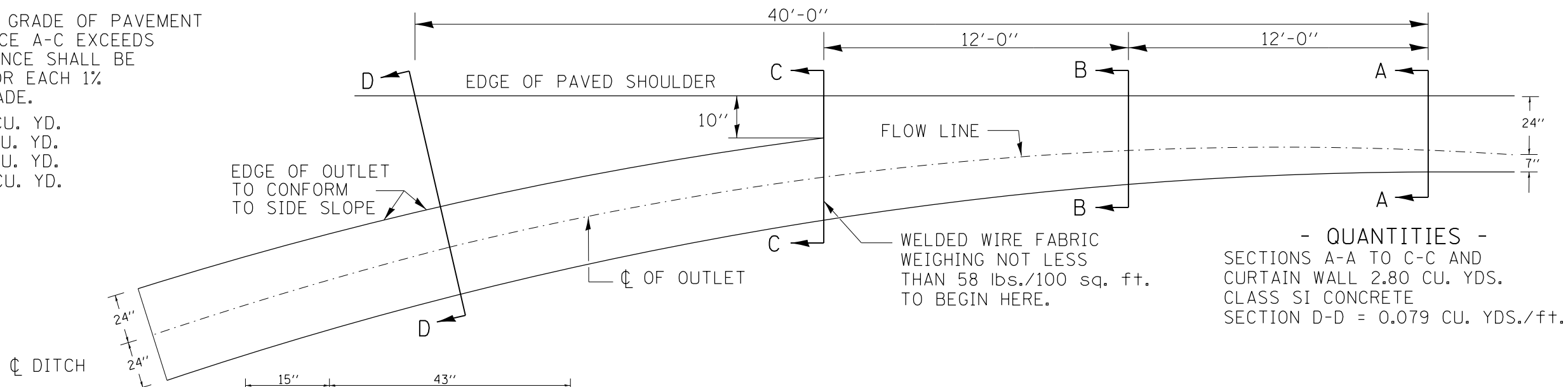


# DETAIL FOR GUTTER OUTLET ADJACENT TO STABILIZED SHOULDER

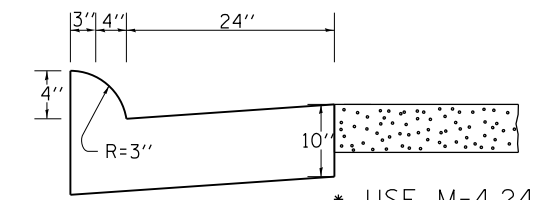
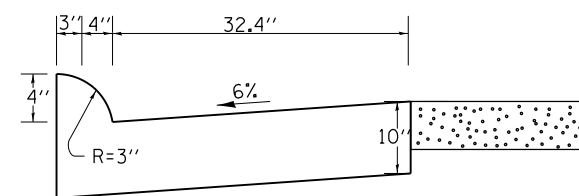
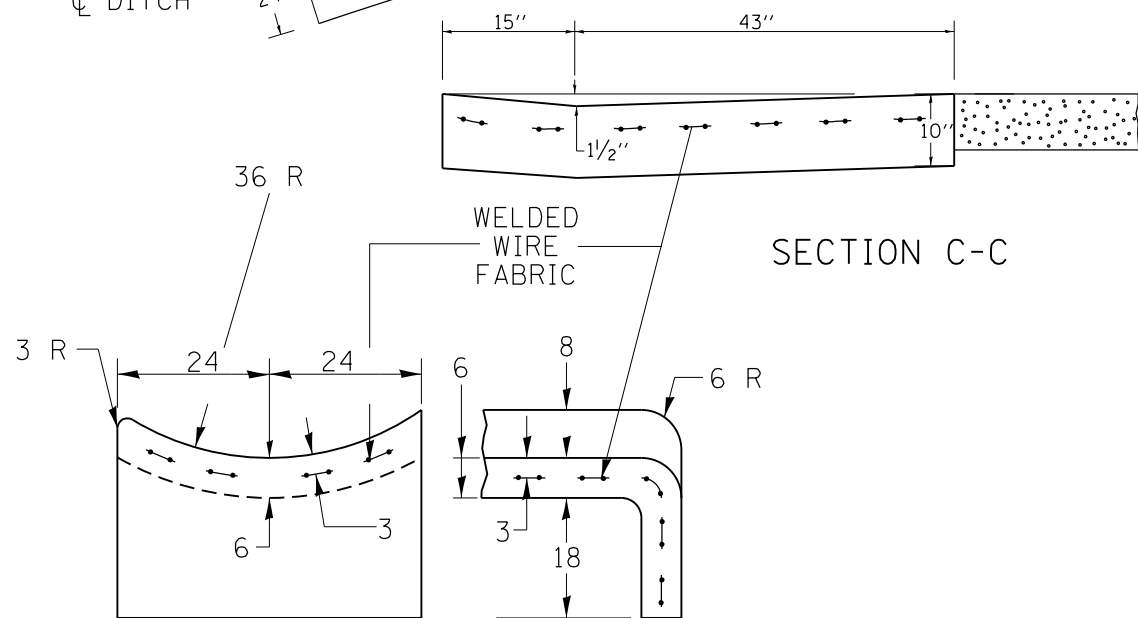
**NOTE:**

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE A-C EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' FOR EACH 1% INCREASE IN GRADE.

3 %	30'	2.93 CU. YD.
4 %	36'	3.51 CU. YD.
5 %	42'	4.10 CU. YD.
6 %	48'	4.68 CU. YD.



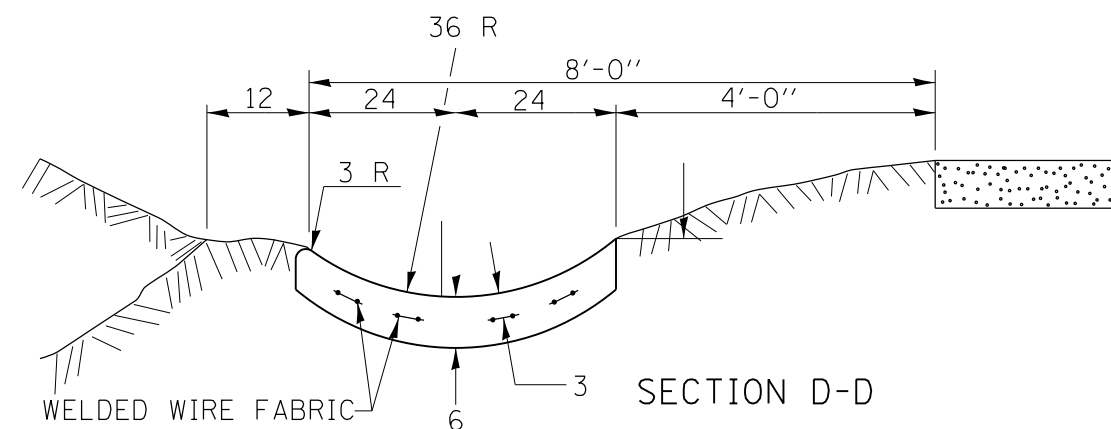
- QUANTITIES -  
SECTIONS A-A TO C-C AND CURTAIN WALL 2.80 CU. YDS.  
CLASS SI CONCRETE  
SECTION D-D = 0.079 CU. YDS./ft.



SECTIONS AT END OF OUTLET

**NOTES:**

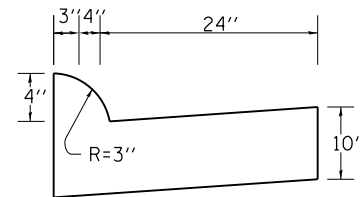
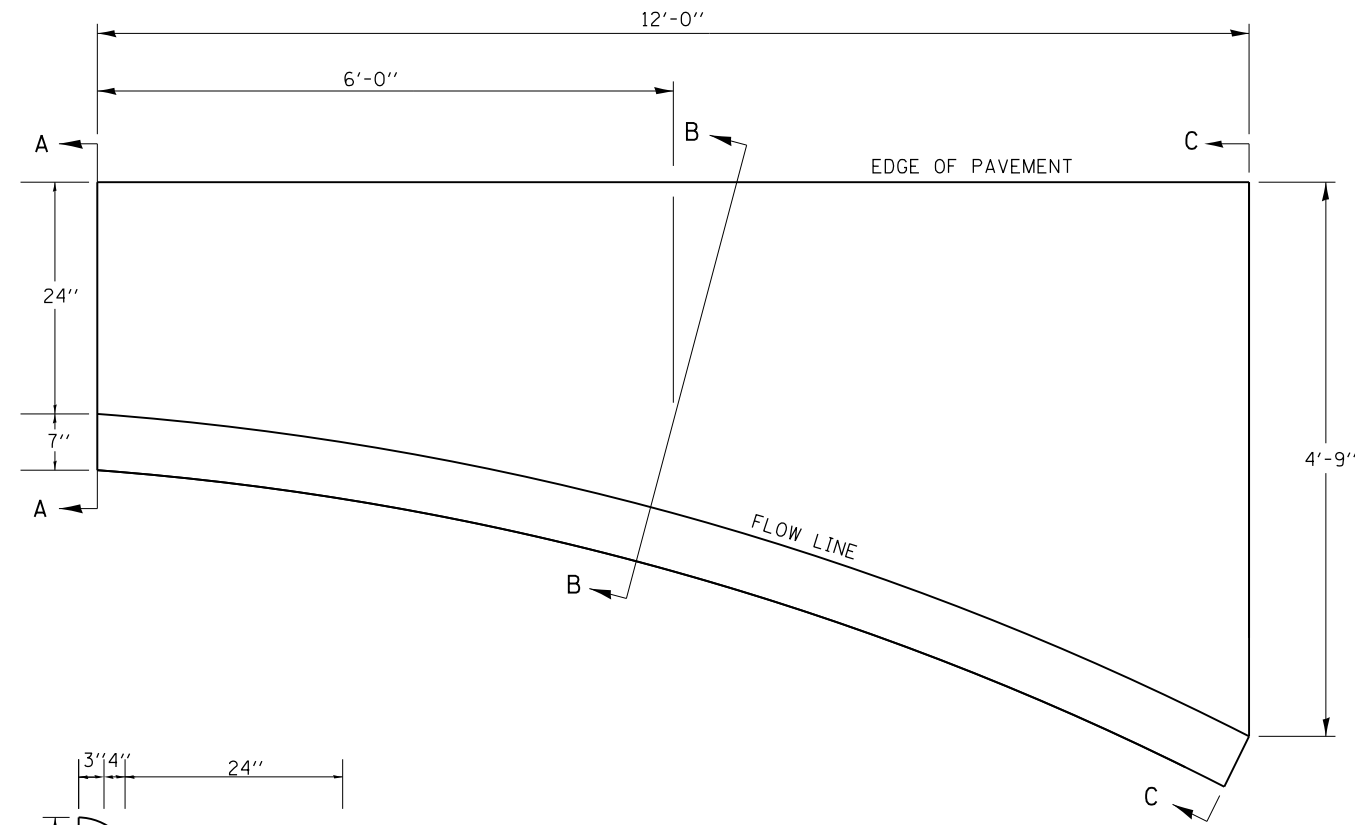
CLASS SI CONCRETE SHALL BE USED THROUGHOUT.  
THE GUTTER OUTLET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU. YD. FOR CLASS SI CONCRETE (OUTLETS), WHICH PRICE SHALL INCLUDE THE COST OF THE WELDED WIRE FABRIC REINFORCEMENT



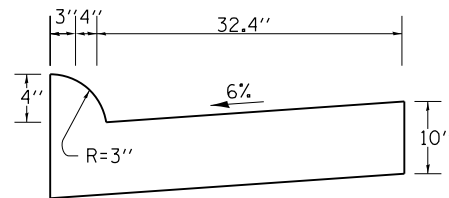
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL FOR GUTTER OUTLET ADJACENT TO STABILIZED SHOULDER</b>	F.A.P. RTE. 517	SECTION 1R	COUNTY BOONE	TOTAL SHEETS 126	SHEET NO. 72
Default	0206211-shr-cover.dgn	DRAWN -	REVISED -							
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -							
	PLOT DATE = Fri May 15 13:39:24 2013	DATE -	REVISED -							
						SCALE:	SHEET	OF	SHEETS	STA. TO STA.
						ILLINOIS FED. AID PROJECT				

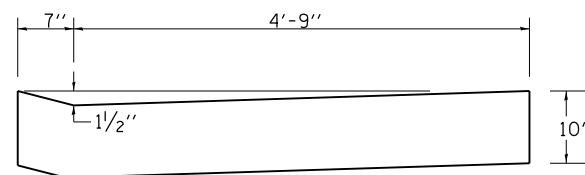
# STANDARD INLET DETAIL FOR CURB & GUTTER TYPE M-4.24



SECTION A-A



SECTION B-B



SECTION C-C

### NOTES

Class SI Concrete shall be used throughout.

The Curb and Gutter inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).

Joints shall be constructed in accordance with the requirements of Article 606.07 of the Standard Specifications.

When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at construction joints.

- QUANTITY -

Section A-A to C-C  
(1.40 Cu. Yds.)  
Class SI Concrete

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -
et:\pw\work\p\idot\rundbladerr\d0275077	D206211-shr-cover.dgn	DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Fri Mar 15 13:39:24 2013	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

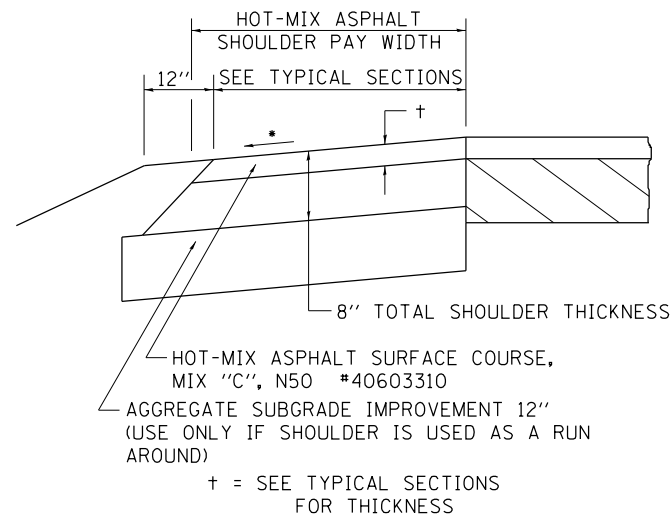
STANDARD INLET DETAIL FOR  
CURB & GUTTER TYPE M-4.24

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	73
				64697
ILLINOIS FED. AID PROJECT				



# HOT-MIX ASPHALT SHOULDER



## GENERAL NOTES

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

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

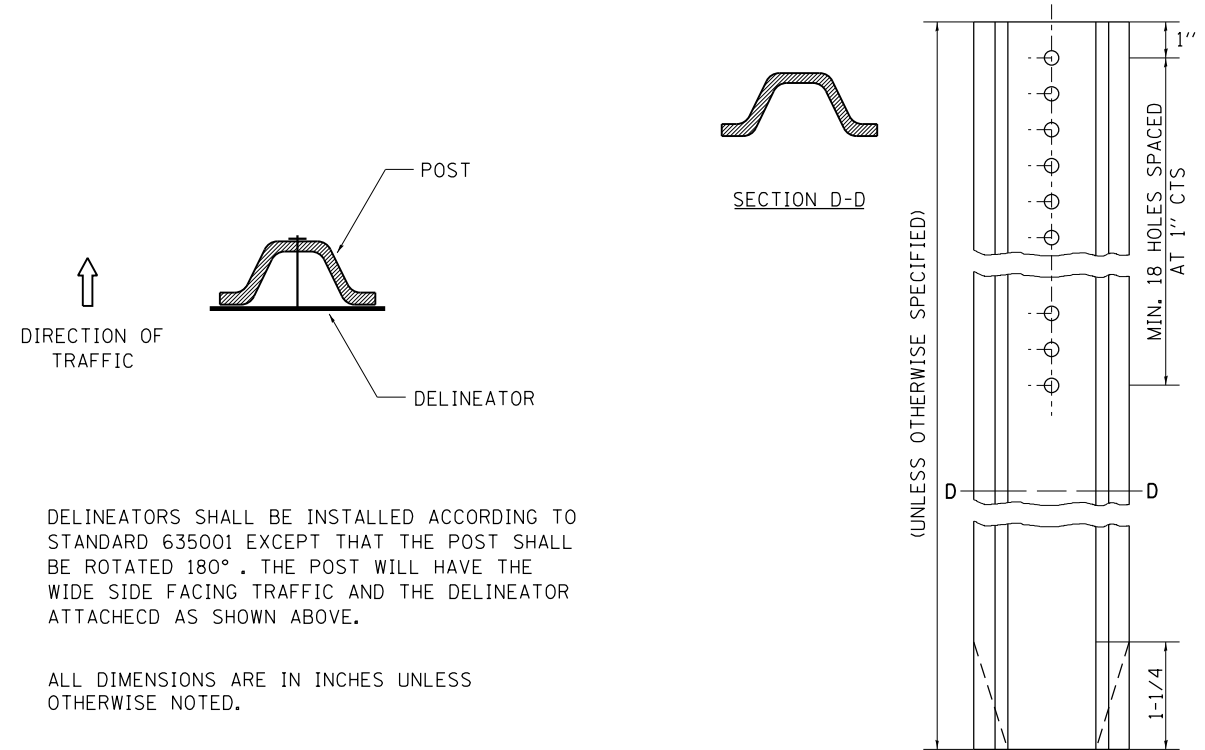
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

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

REVISED - 3-13-13

**HOT-MIX ASPHALT SHOULDER 23.4a**

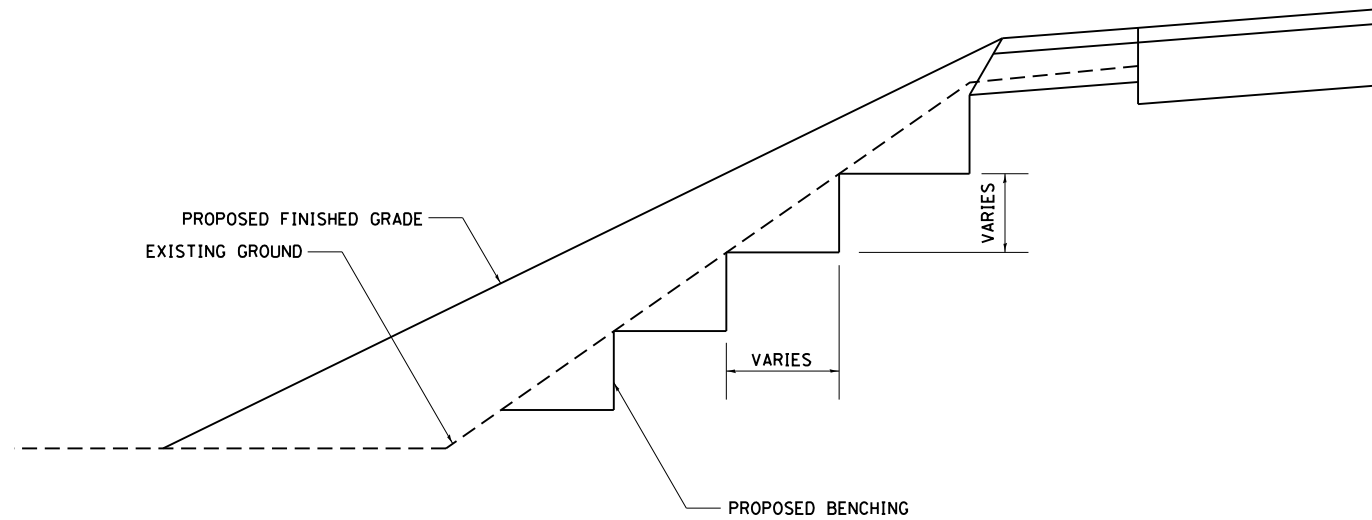
# DELINEATOR AND POST ORIENTATION



REVISED - 10-03-11

**DELINEATOR AND POST ORIENTATION 37.4**

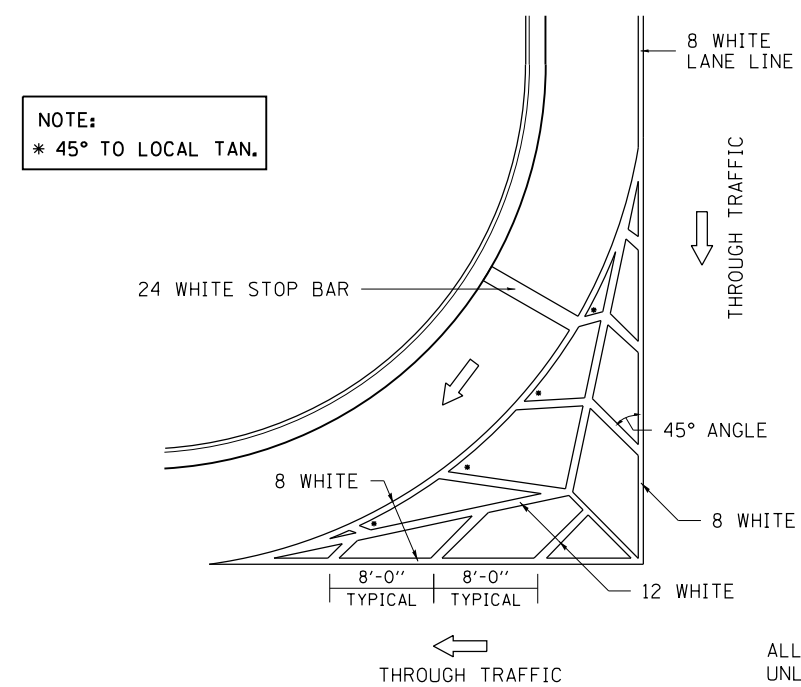
# TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

**TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4**

# TYPICAL MARKING FOR PAINTED ISLANDS



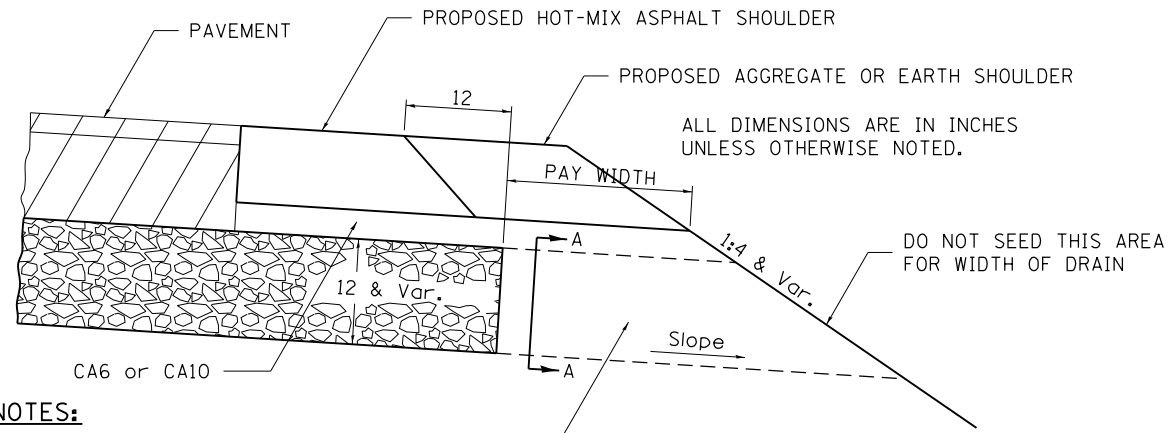
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED 10-05-11

**TYPICAL MARKING FOR PAINTED ISLANDS 93.4**

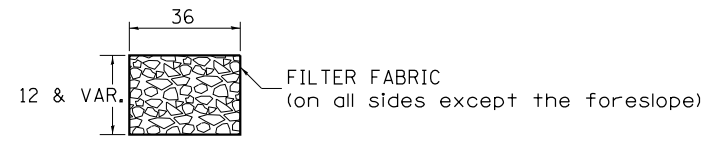
REVISED -	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -				517	1R	BOONE	126	74	
REVISED -				CONTRACT NO. 64C97					
REVISED -				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE: 100.0000' / 1" = 100'		SHEET NO.	OF SHEETS	STA.	TO STA.				

# DRAIN FOR AGGREGATE BASE COURSE



**NOTES:**

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per CUBIC YARD for FRENCH DRAINS. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in CU YD, the width being 36 by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per SQ. YD. for AGGREGATE SUBGRADE IMPROVEMENT of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for FRENCH DRAINS.



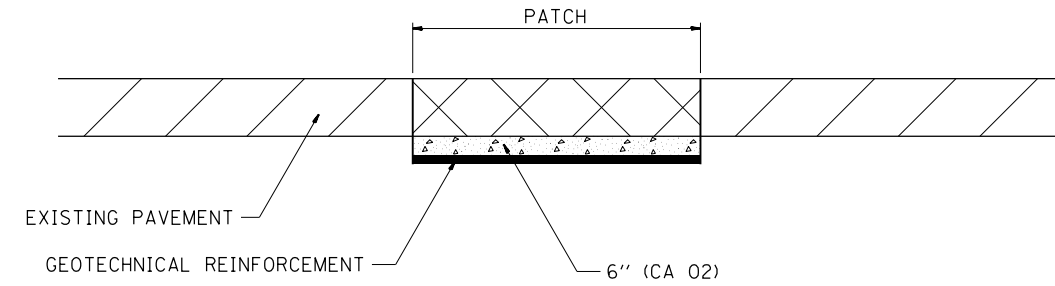
**SECTION A-A**

NOTE: Slope same as shoulder with 2% min.

REVISED - 10-09-12

**DRAIN FOR AGGREGATE BASE COURSE 96.4**

# SUBGRADE REPLACEMENT



**NOTES:**

THE CA 02 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 02 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR AGGREGATE SUBGRADE IMPROVEMENT WHICH SHALL ALSO INCLUDE ALL EARTH EXCAVATION.

THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT.

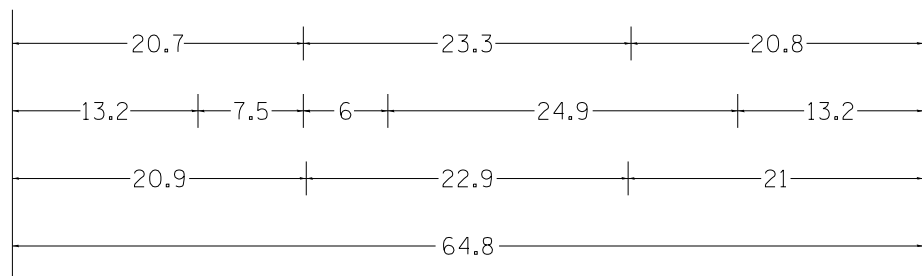
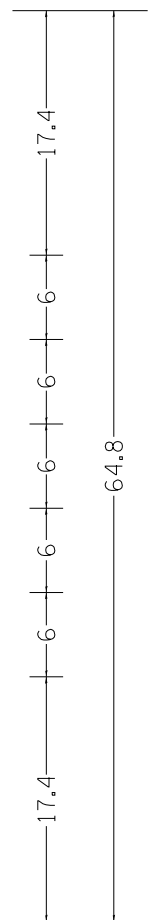
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-13-13

**SUBGRADE REPLACEMENT 97.4**

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		517	1R	BOONE	126	75
REVISED -		<b>CONTRACT NO. 64C97</b>				
REVISED -		SCALE: 100.0000' / 1" = 100'	SHEET NO.	OF SHEETS	STA.	TO STA.

# STAY IN YOUR LANE SIGN DETAIL



48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent, Black on Orange "STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of letter and object lefts.

S	T	A	Y
20.7	26.8	31.6	38.0

I	N	Y	O	U	R
13.2	15.9	26.7	33.9	40.5	46.8

L	A	N	E
20.9	25.8	33.1	39.4

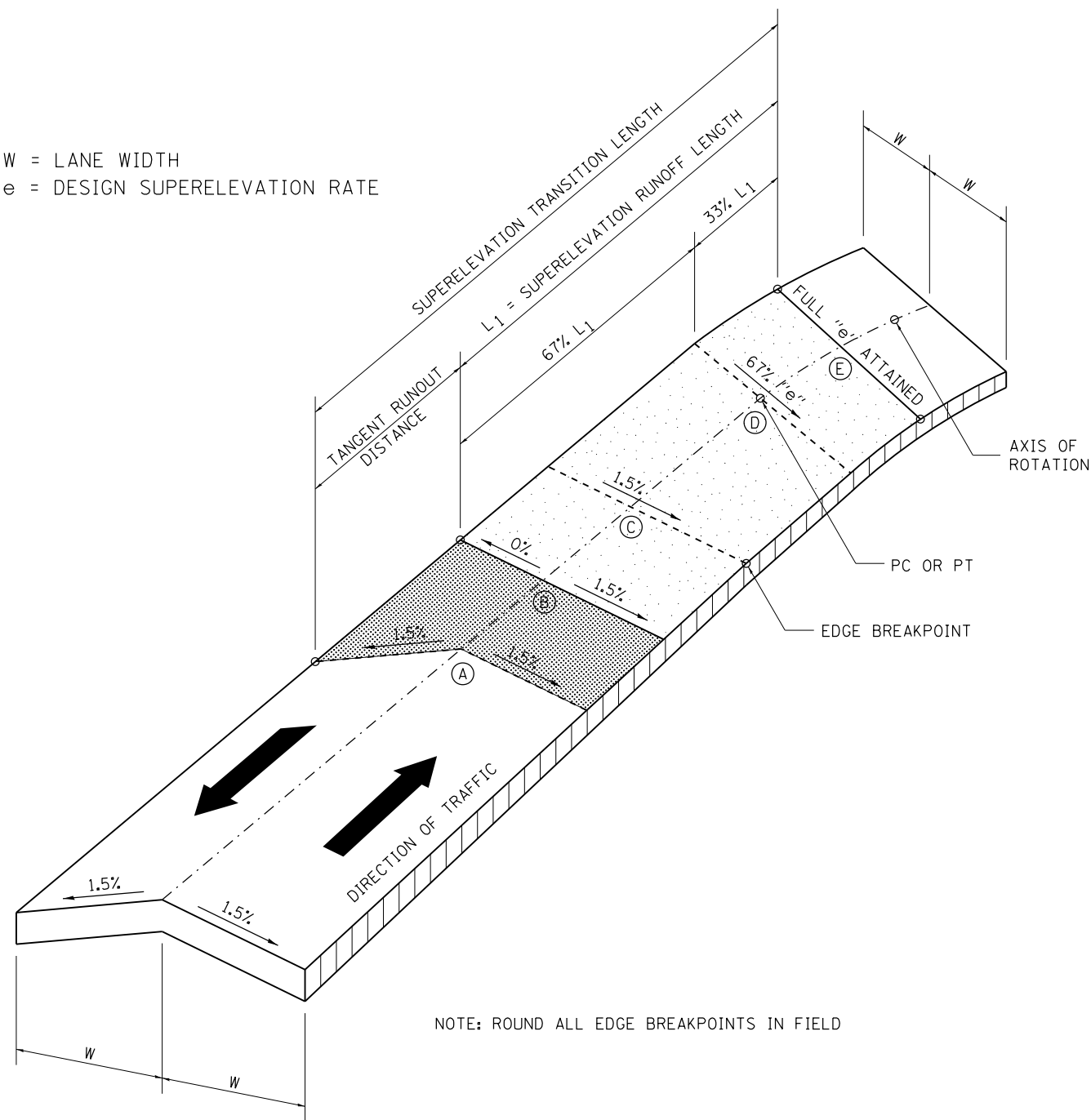
REVISED - 4-04-11

## STAY IN YOUR LANE SIGN DETAILS

40.2

# SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY

W = LANE WIDTH  
e = DESIGN SUPERELEVATION RATE



NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

TRANSITION CURVE TABLE

CURVE PI STA.	SUPERELEVATION "e"	W	SUPERELEVATION TRANSITION LENGTH	TANGENT RUNOUT DISTANCE	SUPERELEVATION RUNOFF LENGTH
335 + 79.89	5.70%	12'	266'	35'	231'

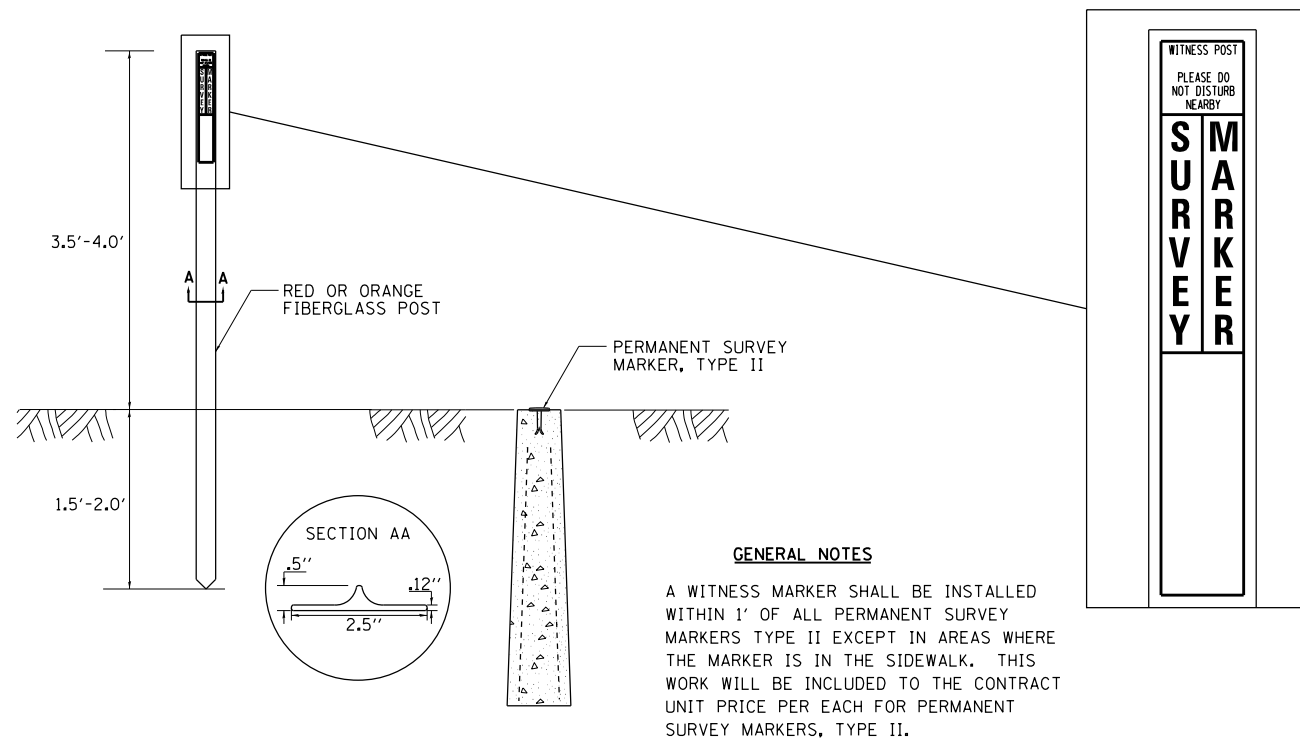
## SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY

45.2

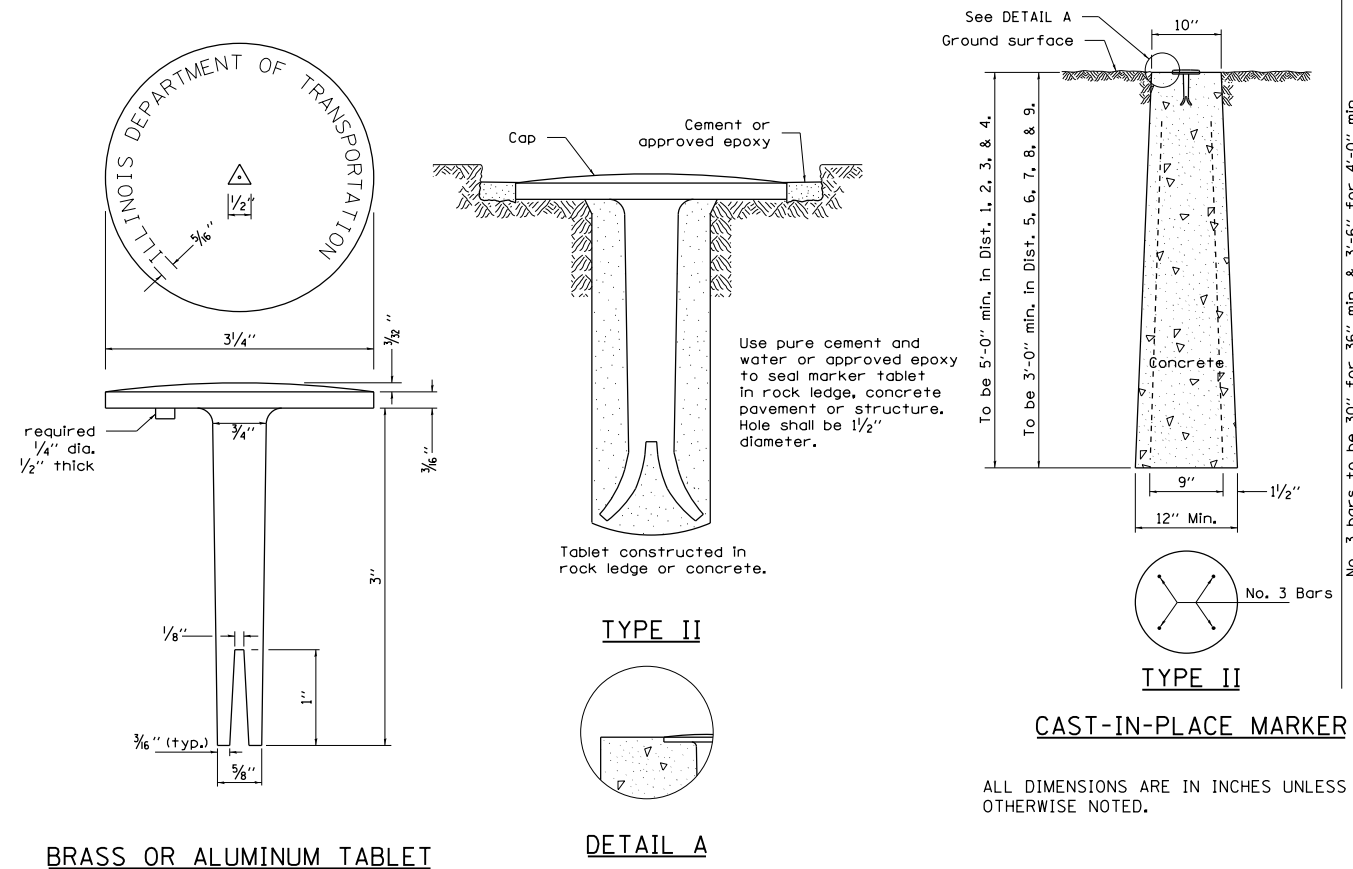
REVISED - 11-09-06

REVISED -	REGION 2 / DISTRICT 2 STANDARD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: 100.0000' / 1" = 100'				517	1R	BOONE	126	76
REVISED -	SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 64G97				
REVISED -	PLOT DATE = Fri Mar 15 13:39:25 2013				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II

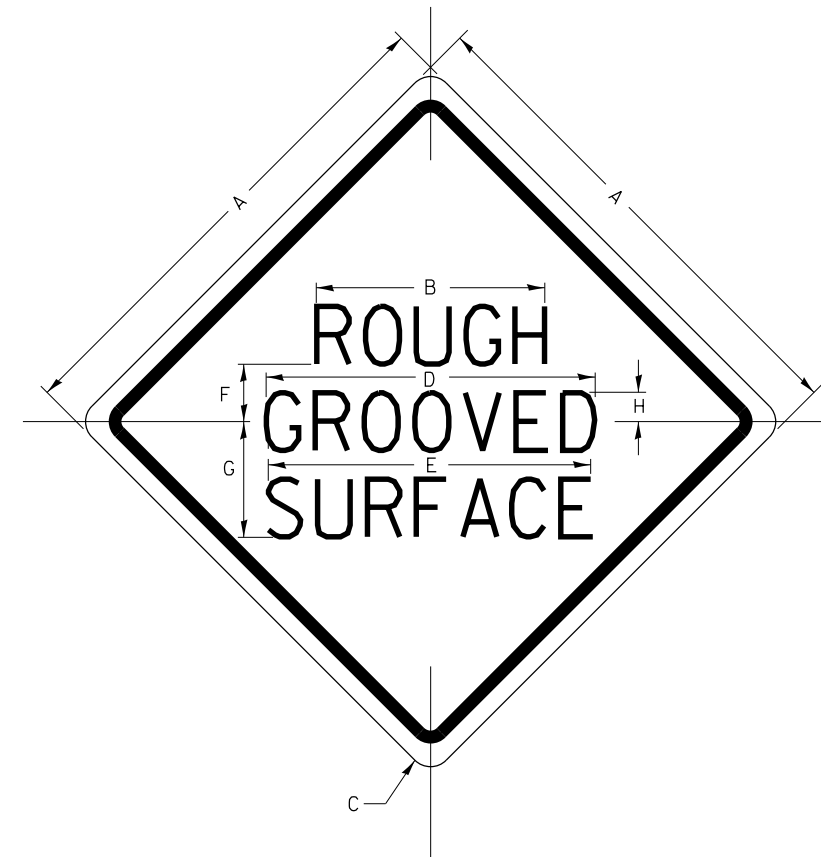


# PERMANENT SURVEY MARKERS, TYPE II



# ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107  
SIGN PANEL TYPE 1



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

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48x48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

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

ALL DIMENSIONS IN INCHES.

### GENERAL NOTES

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

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## ROUGH GROOVED SURFACE SIGN

91.2

REVISED - 10-14-11

REVISED -	REGION 2 / DISTRICT 2 STANDARD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					517	1R	BOONE	126	77
REVISED -					CONTRACT NO. 64C97				
REVISED -	SCALE: 100.0000' / 1"	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

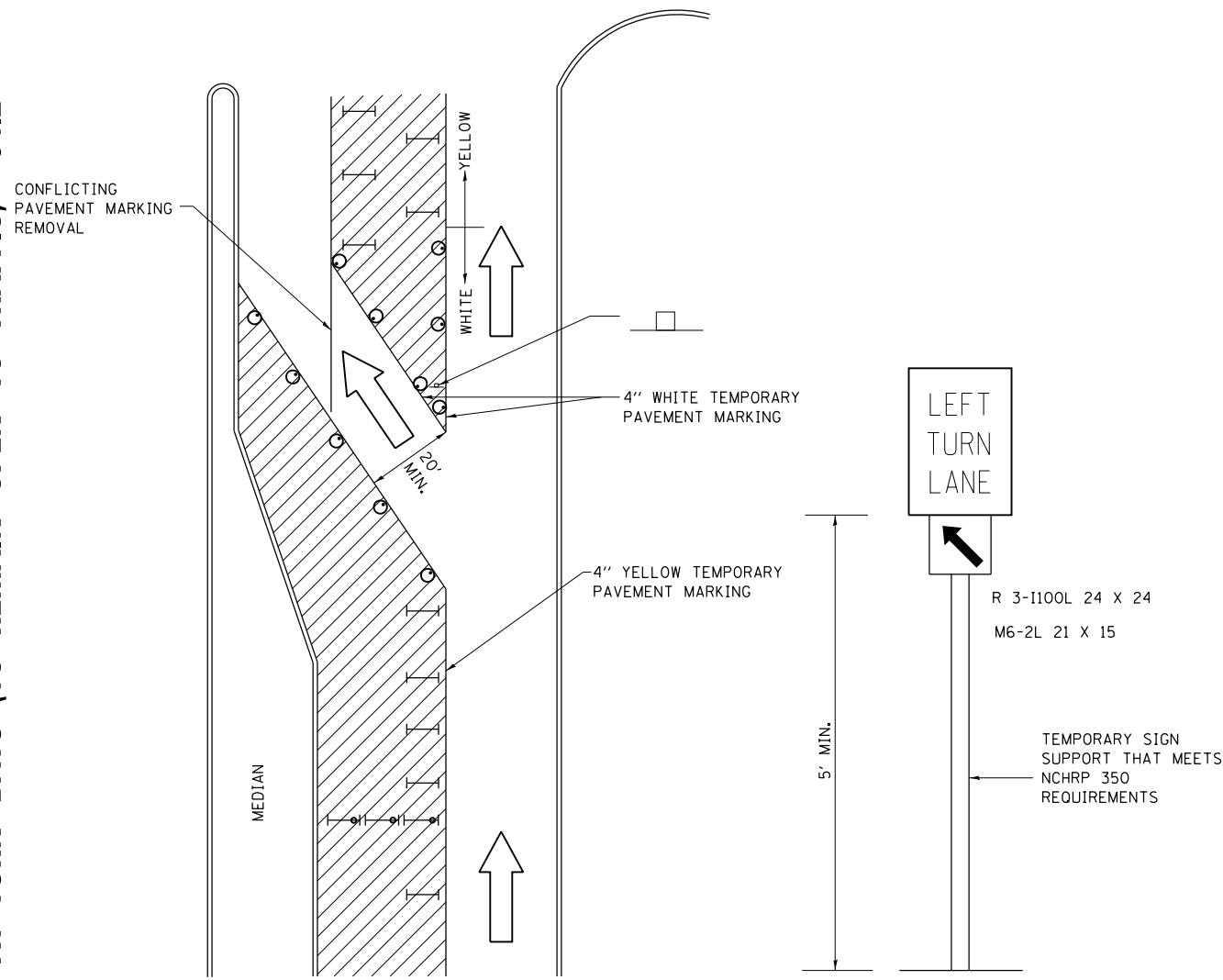
REVISED - 10-14-11

## WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

PLOT DATE = Fri Mar 15 13:39:26 2013

# TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2**



### LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

### GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

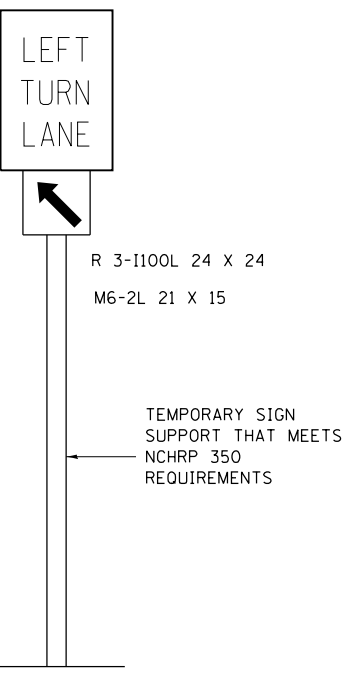
TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 X 24 AND M6-2R 21 X 15 SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

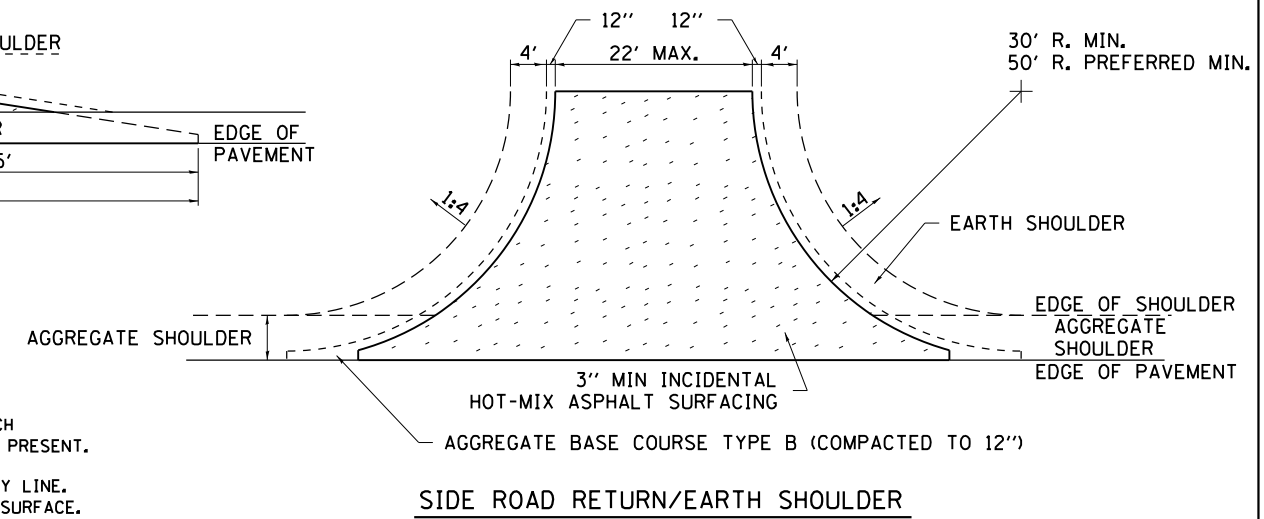
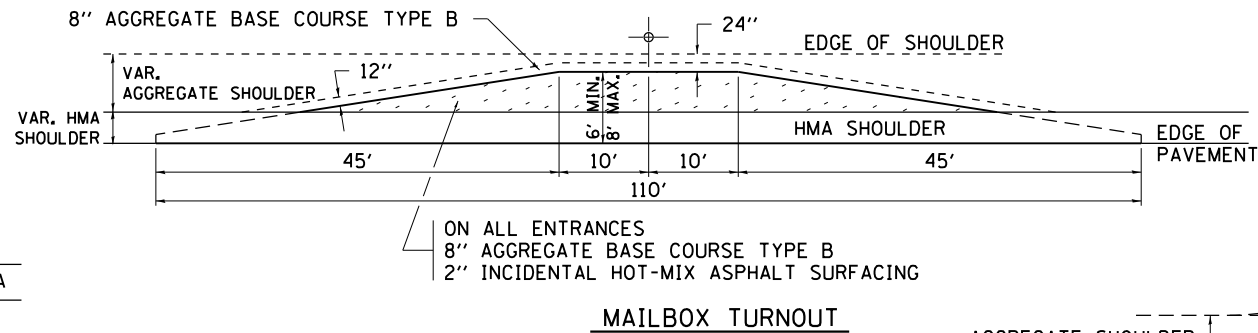
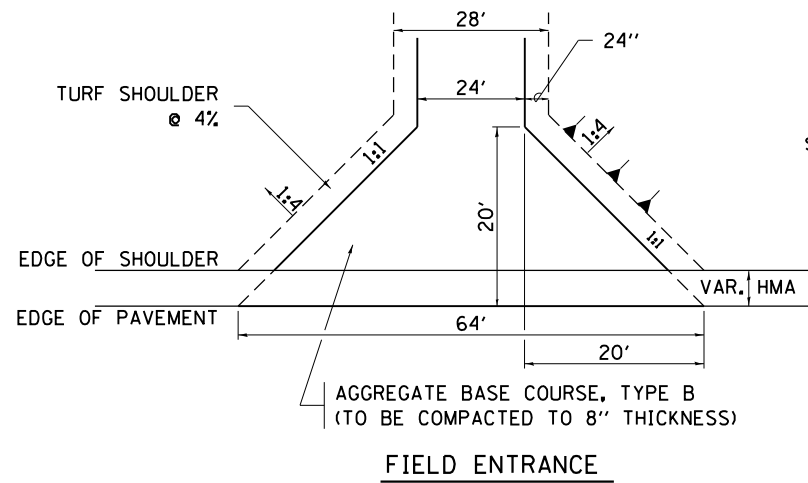


REVISED - 10-14-11

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		517	1R	BOONE	126	78	
REVISED -		<b>CONTRACT NO. 64G97</b>					
REVISED -		SCALE: 100.0000' / 1" = 100'	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.
REVISED -							ILLINOIS FED. AID PROJECT

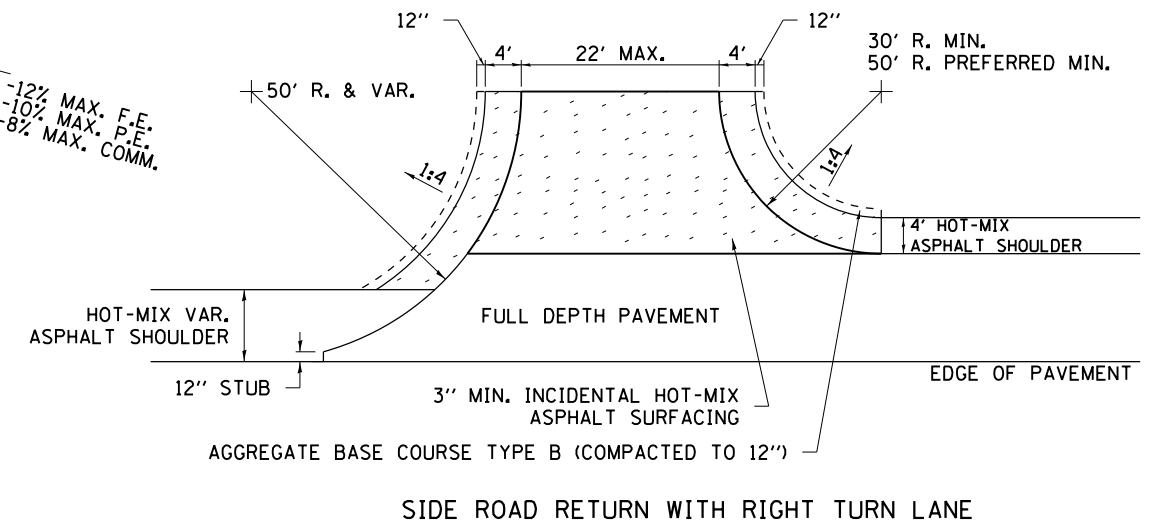
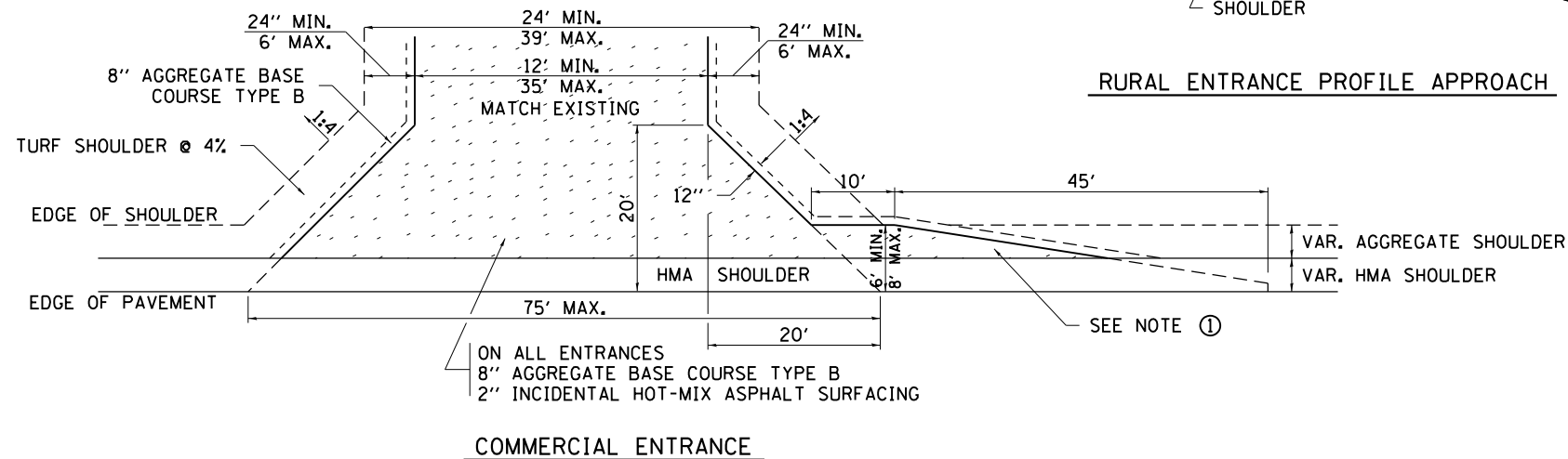
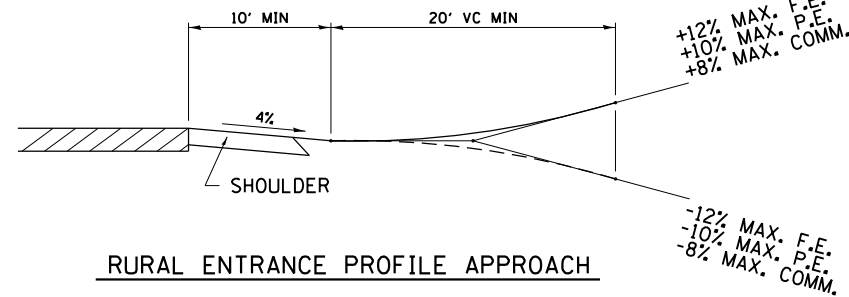
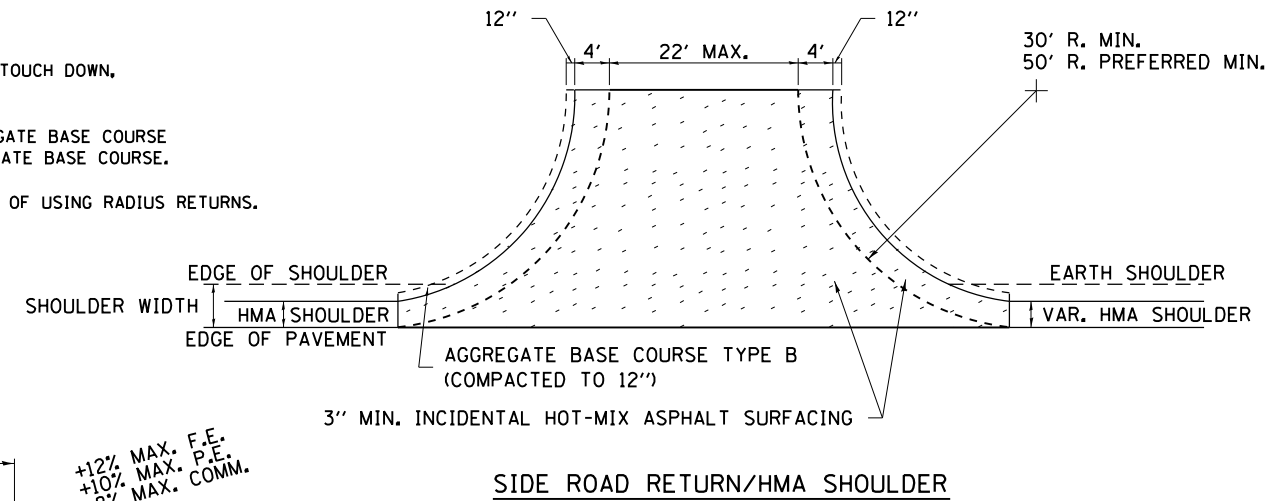
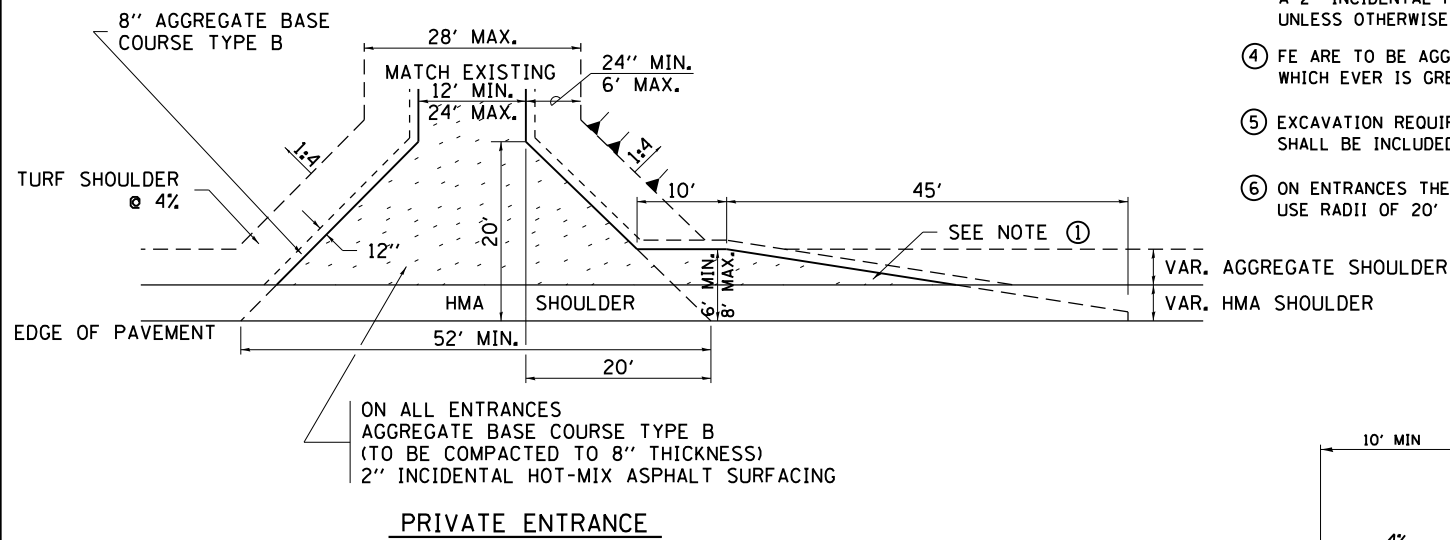
PLOT DATE = Fri Mar 15 13:39:26 2013

# HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS



**NOTE**

- ① TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ② ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ③ ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
- ④ FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICHEVER IS GREATEST.
- ⑤ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
- ⑥ ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADII OF 20' TO 60'.



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 12-07-10
et:\pw\work\p\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:39:26 2013	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	79
64C97				

SCALE: SHEET NO. OF SHEETS STA. TO STA.

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

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 1

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



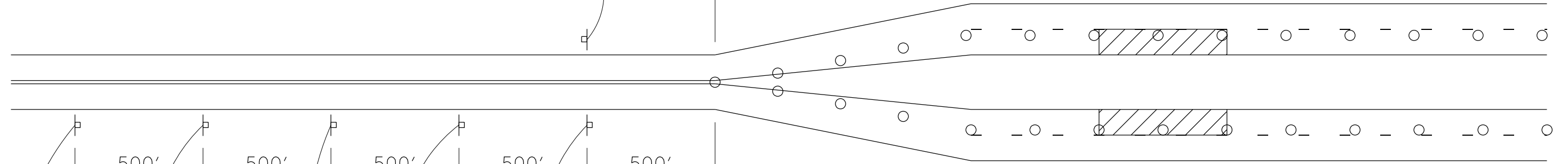
G20-I103(0)-3660

DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)

DRUMS OR BARRICADES  
@ 50' CENTERS

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS

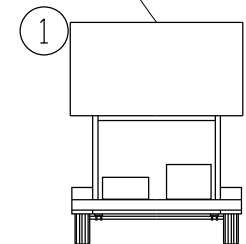


500' 500' 500' 500' 500'

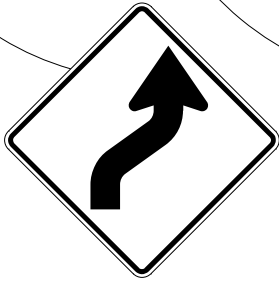
WORK ZONE PUBLIC  
INFORMATION SIGN



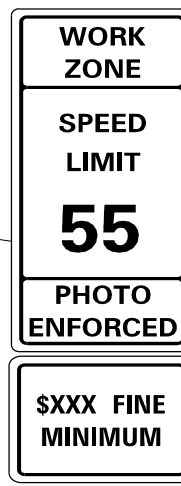
W20-1(0)-48



PORTABLE CHANGEABLE  
MESSAGE SIGN



\* W1-4R



W2-III5(0)-3618

R2-1-3648

R10-19aP-3618

R2-I106-3618

\$XXX FINE  
MINIMUM

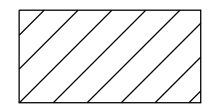
### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION  
WITH THE APPLICABLE MULTILANE TRAFFIC  
CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED  
IN THE COST OF SPECIFIED TRAFFIC CONTROL  
STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES



WORK AREA

NOTE: STANDARDS 701301 AND 701306  
SHALL NOT BE USED WITHIN 500 FEET  
OF THE TRANSITION.

\*DEPENDS ON GEOMETRICS  
OF THE TRANSITION. MAY  
SWITCH THE "STAY IN YOUR  
LANE" AND "WEAVE SIGNS"

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 1-16-13	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -					517	1R	BOONE	126	80
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 64C97				
	PLOT DATE = Fri Mar 15 13:39:27 2013	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 2

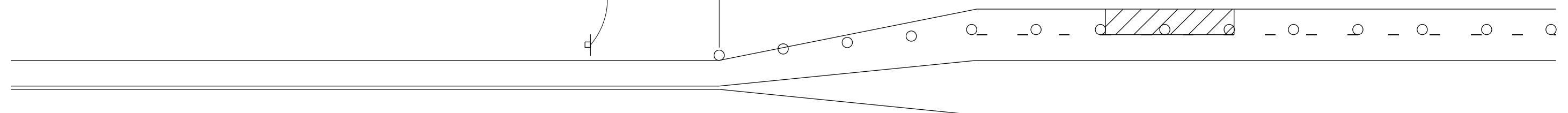
SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



G20-I103(0)-3660

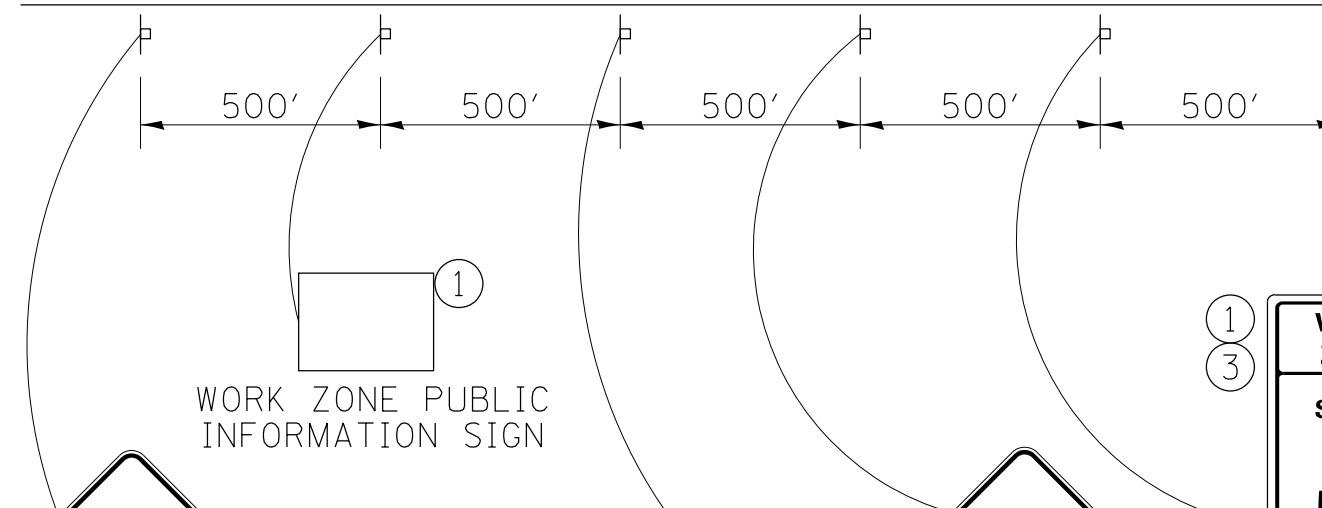
DRUMS OR BARRICADES  
@ 50' CENTERS

L (2)



DRUMS OR BARRICADES  
@ 50' CENTERS

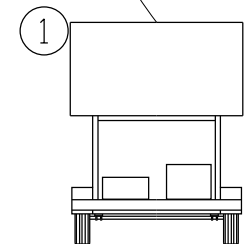
SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



WORK ZONE PUBLIC  
INFORMATION SIGN



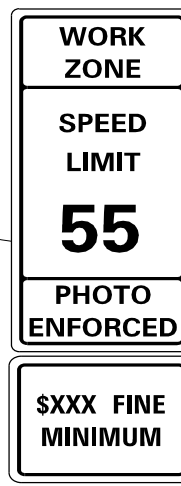
W20-1(0)-48



PORTABLE CHANGEABLE  
MESSAGE SIGN



(1)  
(3)



W2-III5(0)-3618

R2-1-3648

R10-19aP-3618

R2-I106-3618

### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION  
WITH THE APPLICABLE MULTILANE TRAFFIC  
CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED  
IN THE COST OF SPECIFIED TRAFFIC CONTROL  
STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

▨ WORK AREA

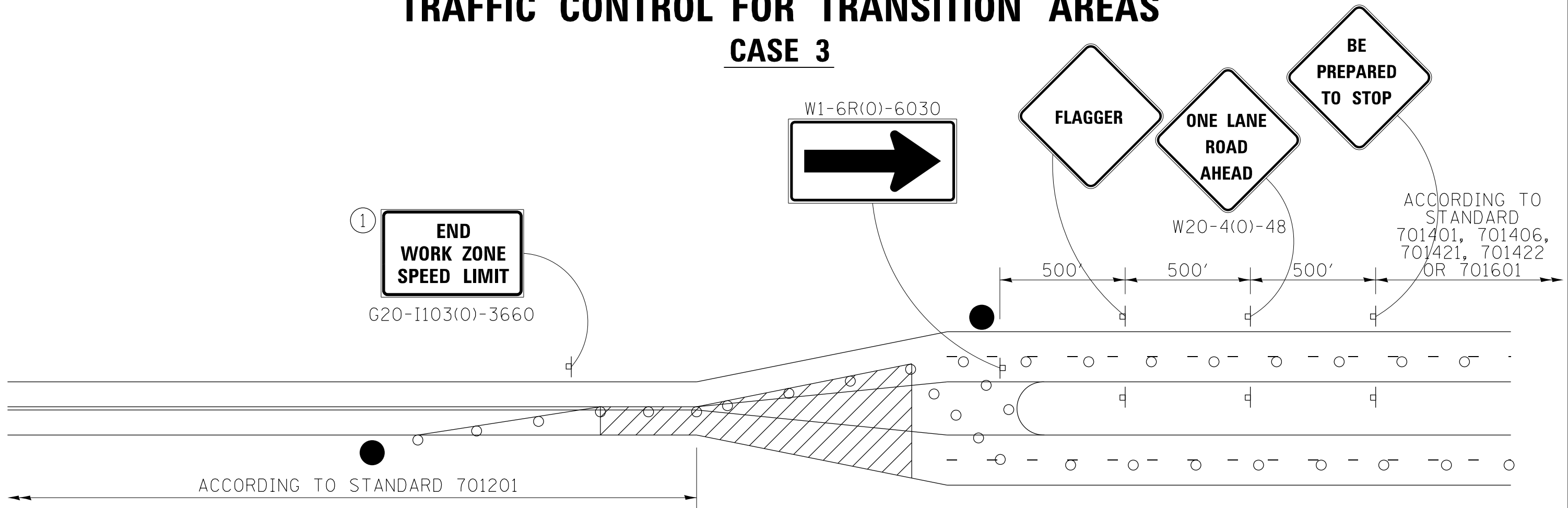
NOTE: STANDARDS 701301 AND 701306  
SHALL NOT BE USED WITHIN 500 FEET  
OF THE TRANSITION.

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 1-16-13	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -					517	1R	BOONR	126	81
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	PLOT DATE = Fri Mar 15 13:39:27 2013	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 3



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

● FLAGGER WITH TRAFFIC CONTROL SIGN

○ DRUMS OR BARRICADES

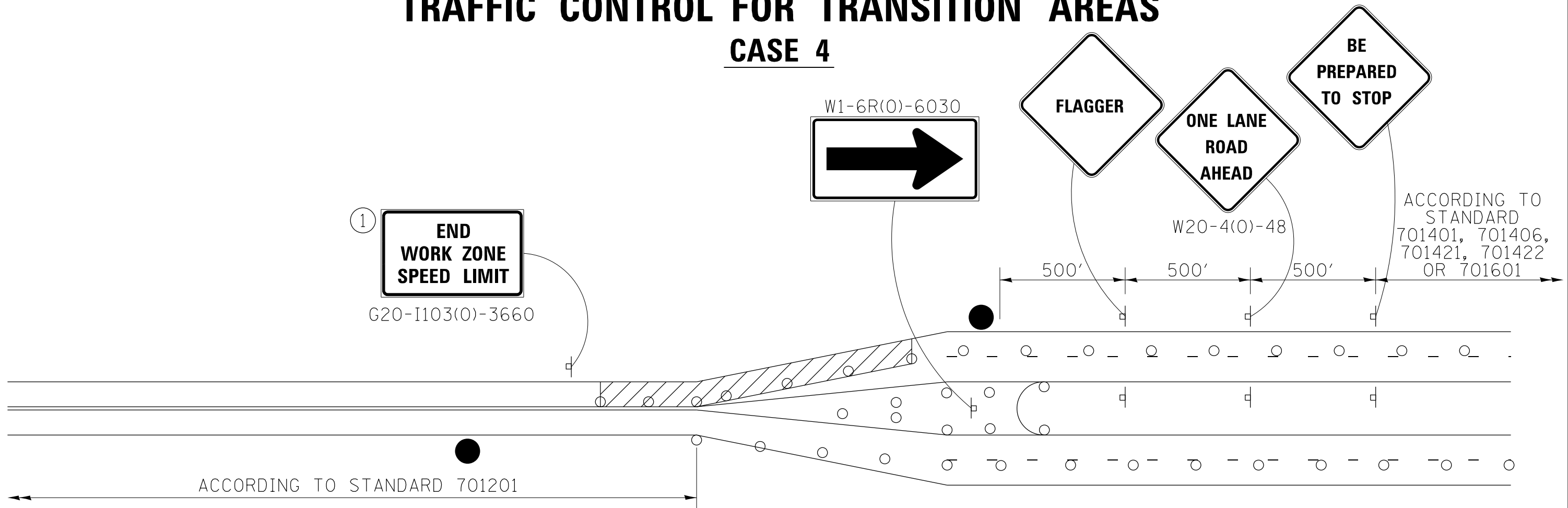
▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
et:\pw\work\p\dot\rundbladerr\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	517	1R	BOONE	126	82
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 64C97						
	PLOT DATE = Fri Mar 15 13:39:27 2013	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

# TRAFFIC CONTROL FOR TRANSITION AREAS

## CASE 4



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

● FLAGGER WITH TRAFFIC CONTROL SIGN

○ DRUMS OR BARRICADES

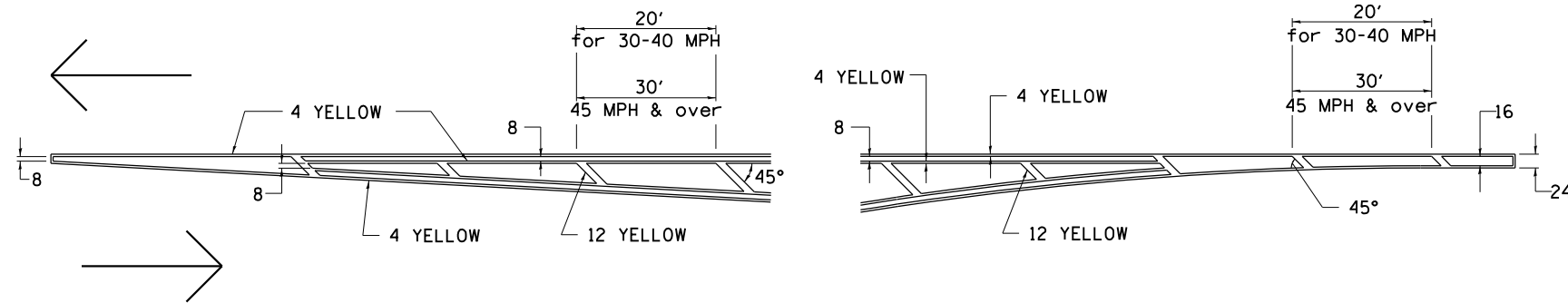
WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

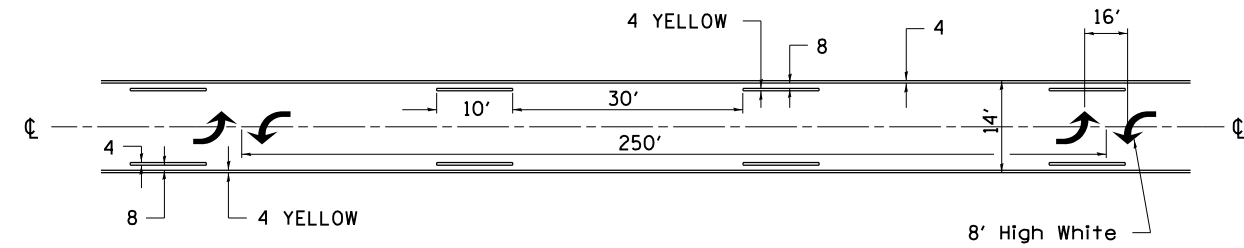
FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0206211-sh1-cover.dgn	DRAWN -	REVISED -			517	1R	BOONE	126	83		
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 64C97						
	PLOT DATE = Fri Mar 15 13:39:27 2013	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

# TYPICAL PAVEMENT MARKINGS

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

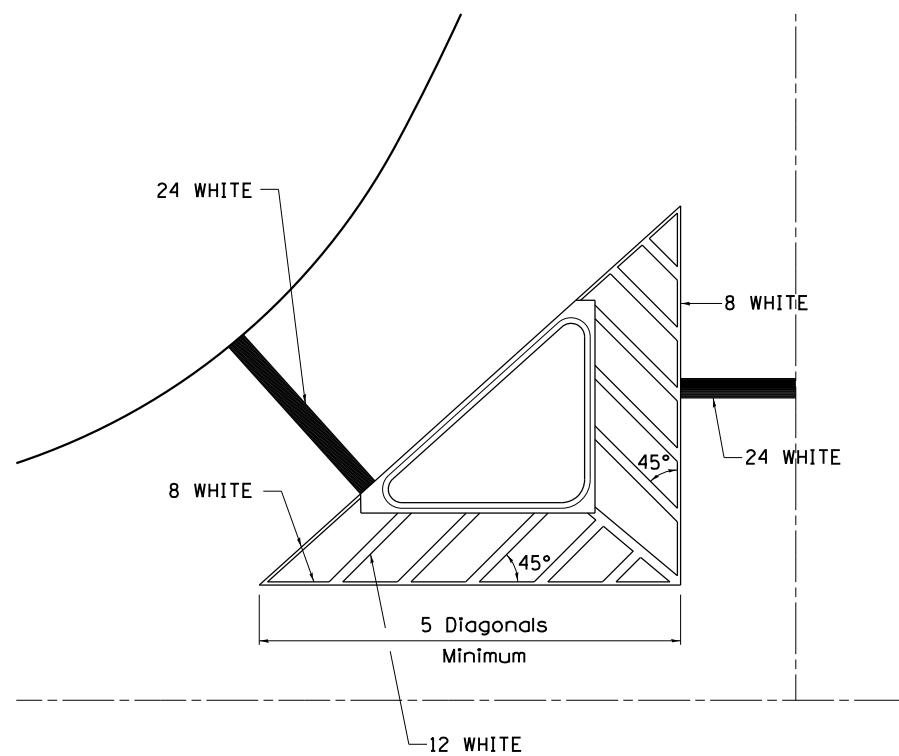


## MEDIAN PAVEMENT MARKING

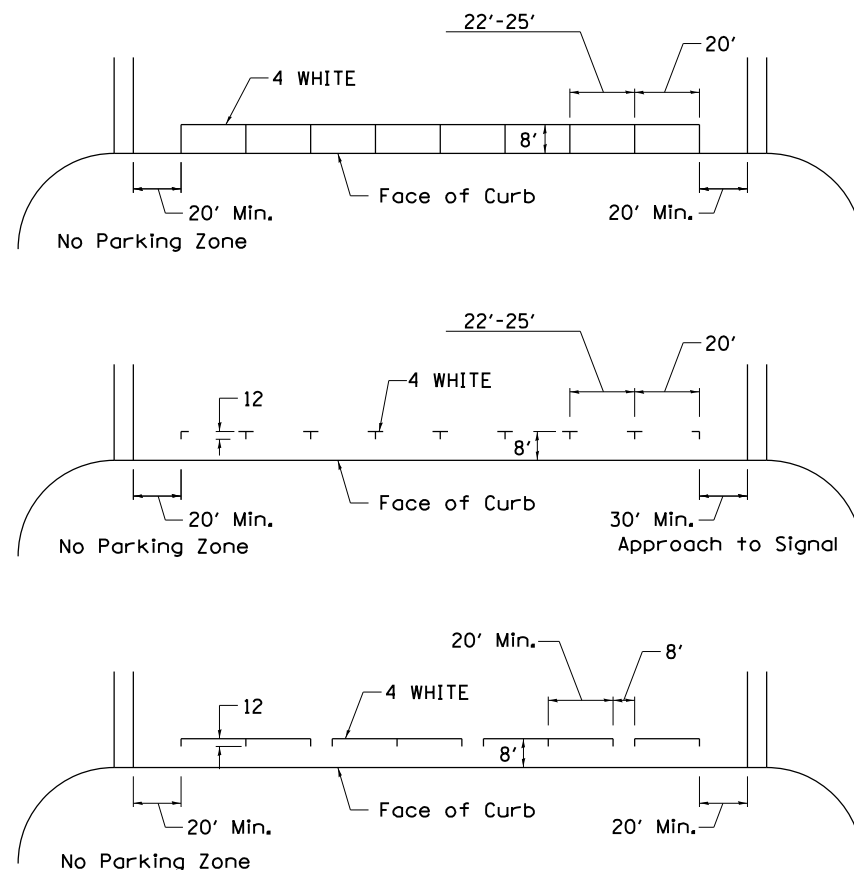


•• ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

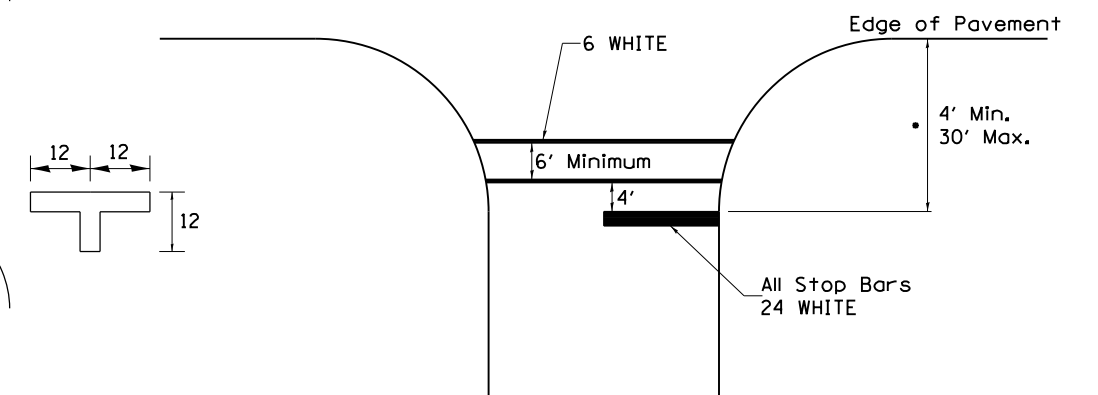


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations

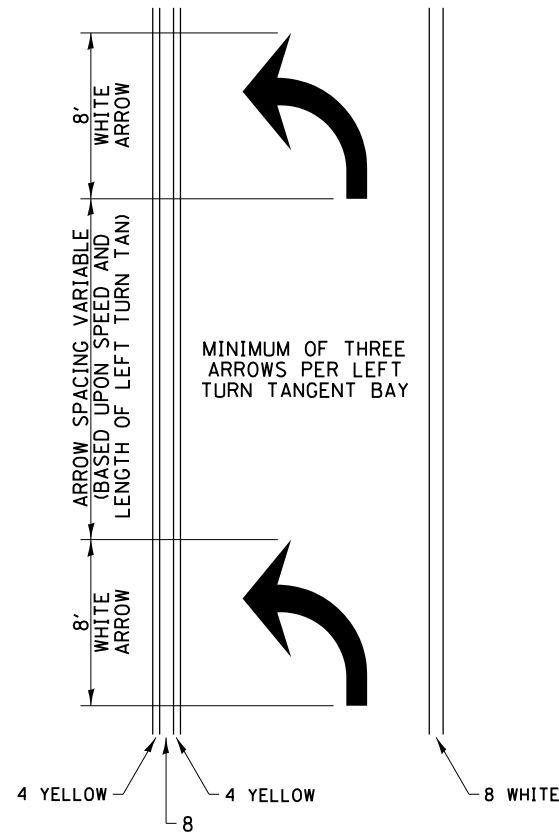


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\rundbladerr\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -					517	1R	BOONE	126	84
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97							
	PLOT DATE = Fri Mar 15 13:39:28 2013	DATE -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT						

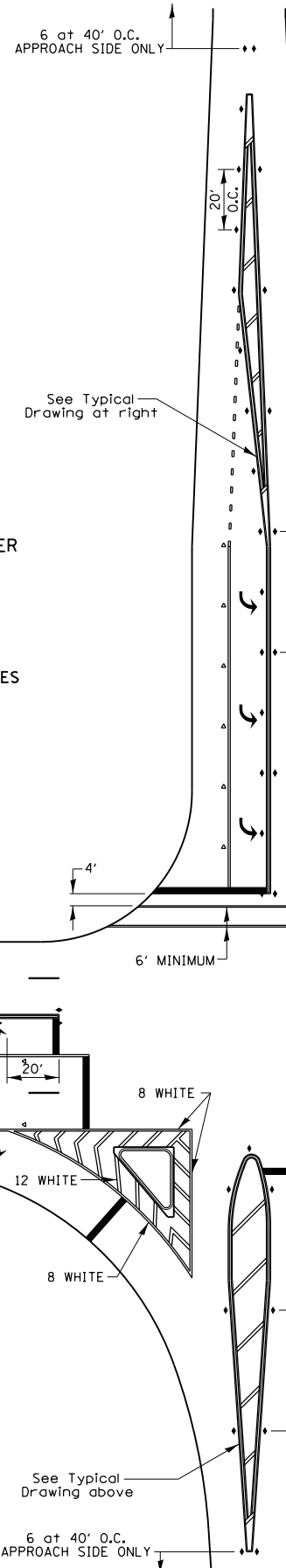
# TYPICAL PAVEMENT MARKINGS

## ARROW LAYOUT

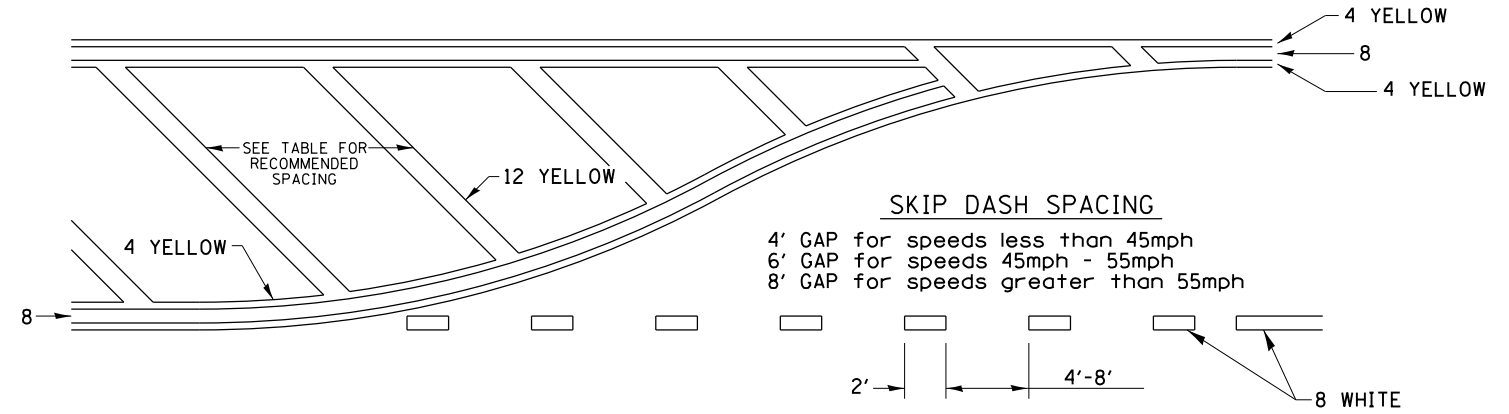


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



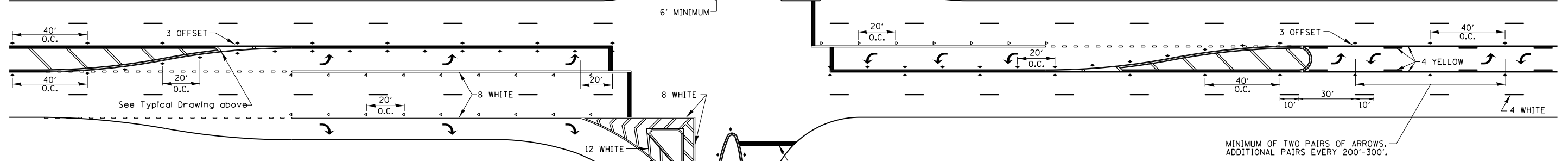
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

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



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 3-05-12
et:\pw\work\p\idot\rundbladerr\d0275077	D206211-sh1-cover.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = Fri May 15 13:39:28 2013	DATE -	REVISED -

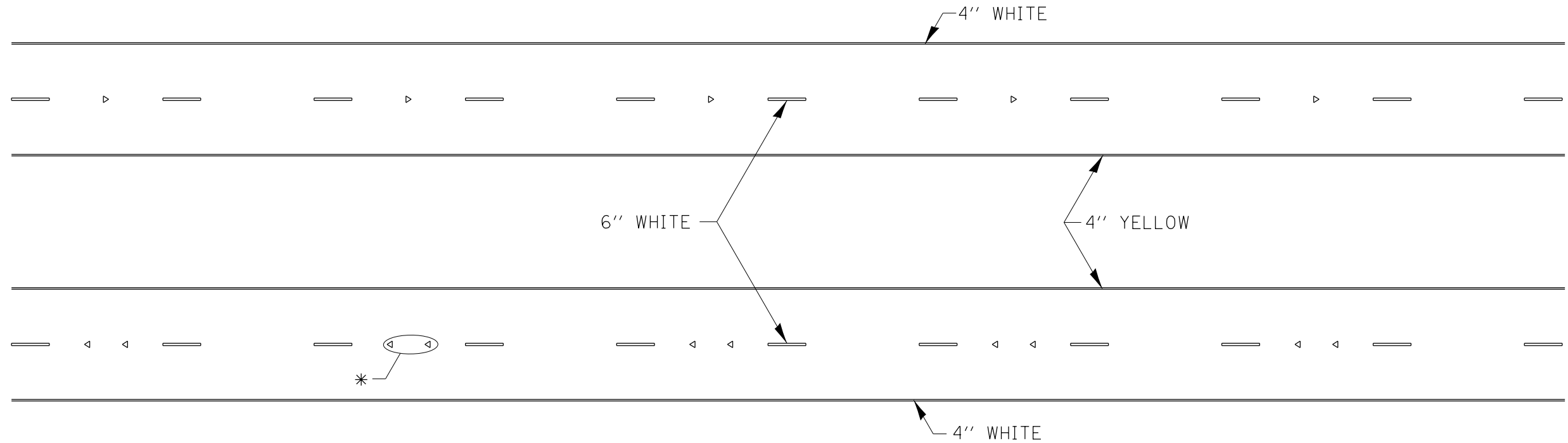
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: SHEET NO. OF SHEETS STA. TO STA.

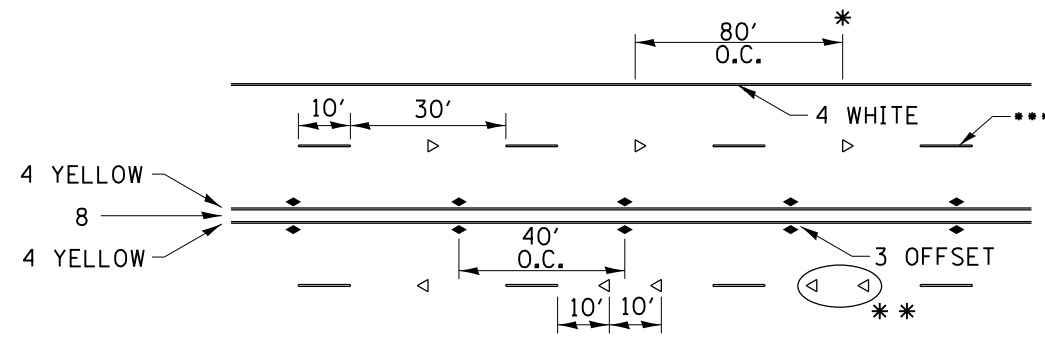
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	1R	BOONE	126	85
CONTRACT NO. 64C97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TYPICAL PAVEMENT MARKINGS



\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT  $\geq$  20,000.

## MULTI-LANE / DIVIDED



\* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

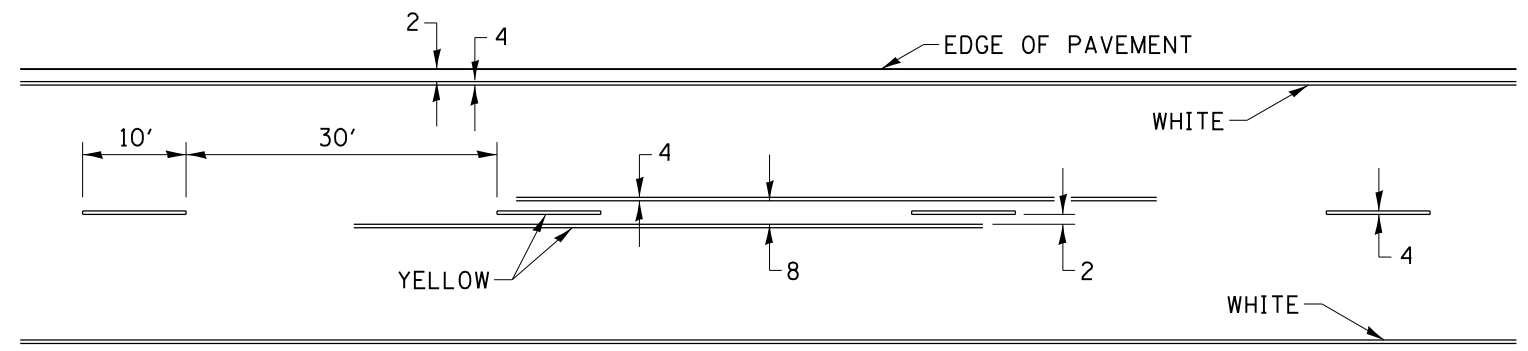
\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  20,000

\*\*\* CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE SPEED LIMIT 40 MPH AND OVER USE 6" LINE

## MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

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



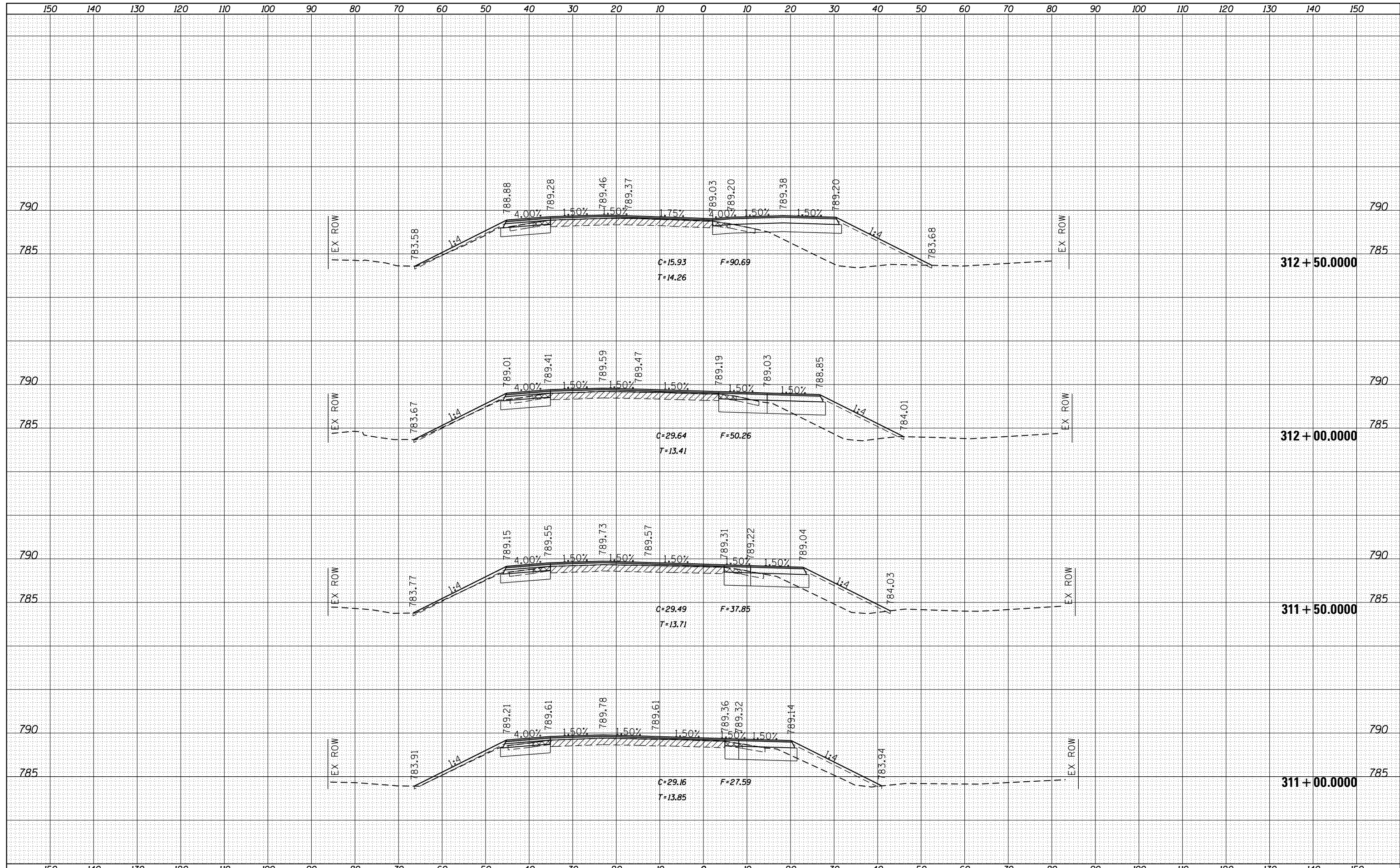
SYMBOLS

FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED - 11-28-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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

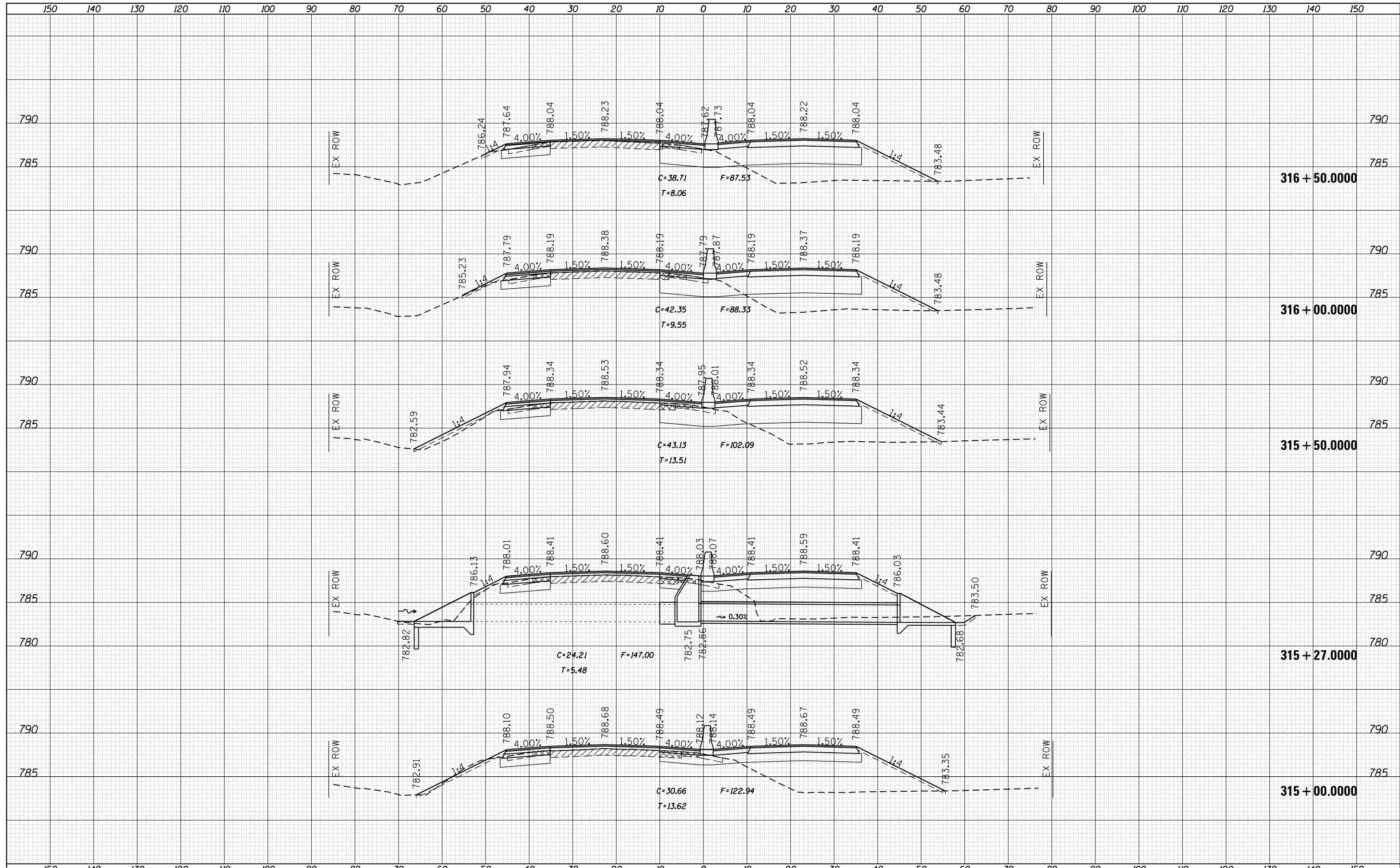






DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

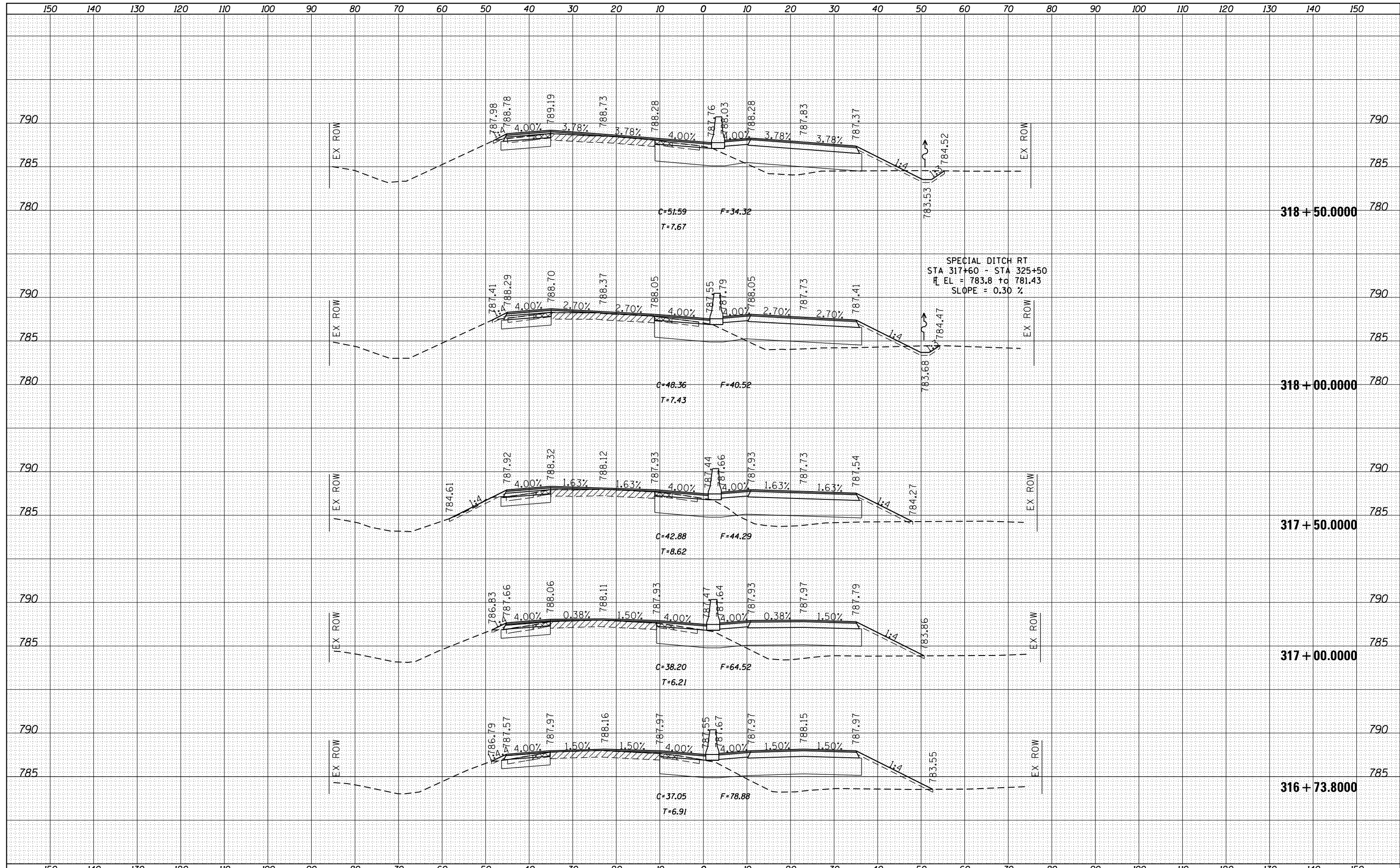
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 20 BUS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\rundbladerr\d0275050\020621	-xsc.mldgn	DRAWN -	REVISED -		517	1R	BOONE	126	90		
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DATE	
BY	
FINISHED SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 20 BUS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\rundbladerr\d0275050\020621	-xsc.mldgn	DRAWN -	REVISED -		517	1R	BOONE	126	91		
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97						
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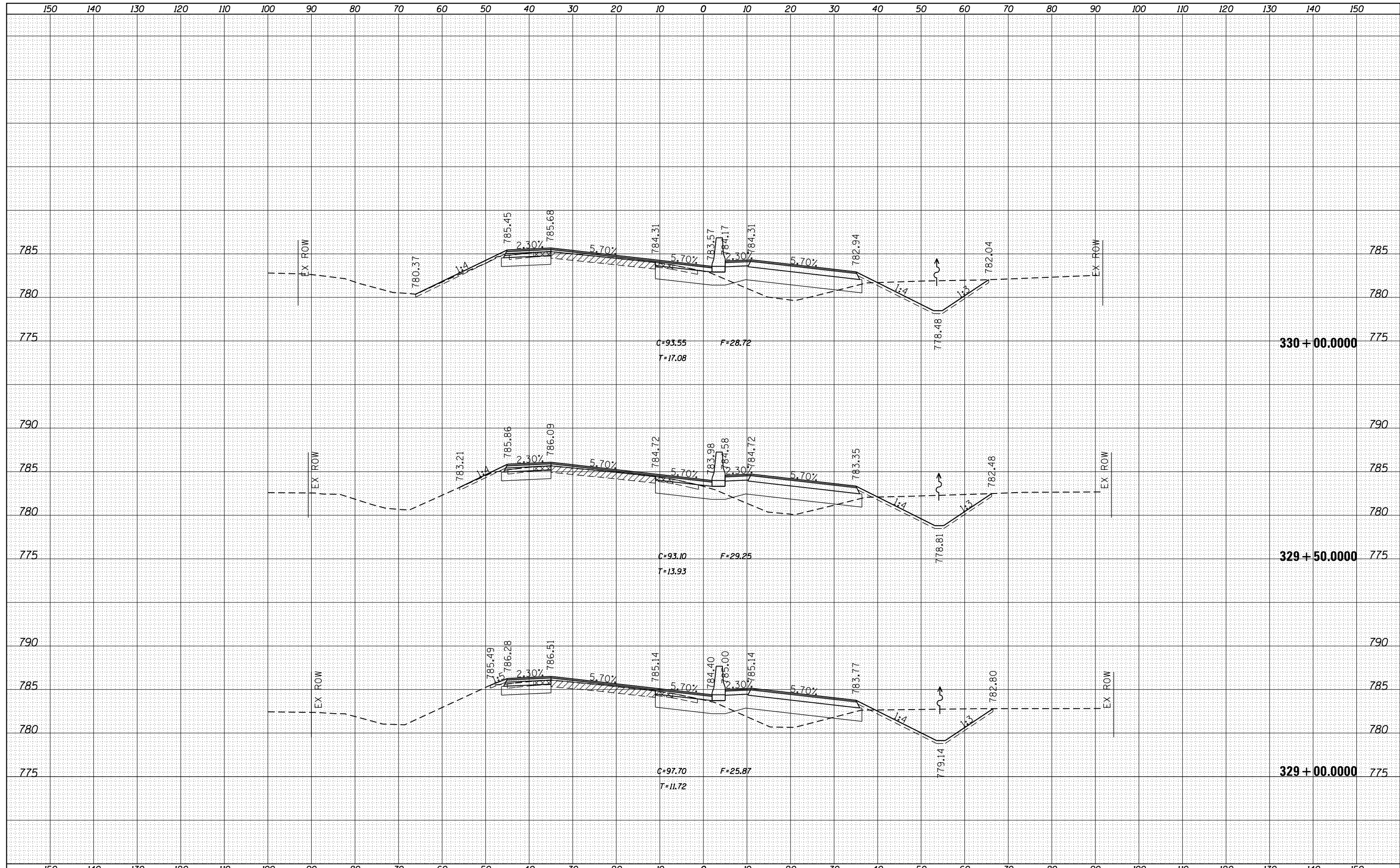






BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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



FILE NAME =	USER NAME = rundbladerr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US RTE 20 BUS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\rundbladerr\d0275050\020621	-xsc.mldgn	DRAWN -	REVISED -		517	1R	BOONE	126	99		
Default	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 64C97						
	PLOT DATE = Fri May 15 13:41:03 2013	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 329+00.0000 TO STA. 330+00.0000	ILLINOIS FED. AID PROJECT	

