

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	110T-4	OGLE	40	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64E32		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

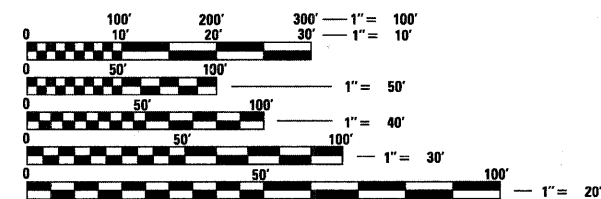
**FAP ROUTE 17 (IL 64)
SECTION 110T-4
PROJECT ACF-0017 (128)
OGLE COUNTY**

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STATE STANDARDS

- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 635001-01 DELINEATORS
- 666001-01 RIGHT-OF-WAY MARKERS
- 701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600 MM (24') FROM PAVEMENT EDGE
- 701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701901-01 TRAFFIC CONTROL DEVICES
- 720011-01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 729001-01 APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT

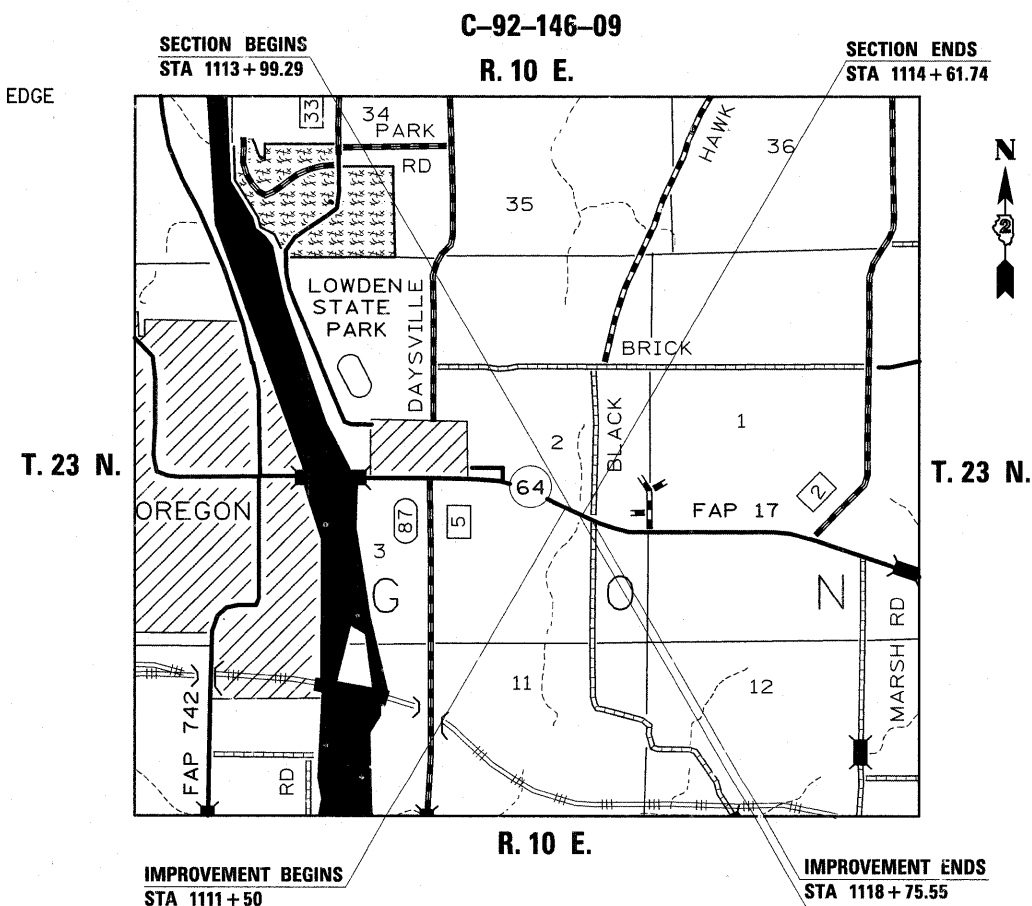


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

OREGON - NASHUA TOWNSHIP : SECTION 2
DESIGN SQUAD ENGINEER : JENNIFER WILLIAMS (815)-284-5950
PROJECT ENGINEER : MASOOD AHMAD
CONTRACT NO. 64E32

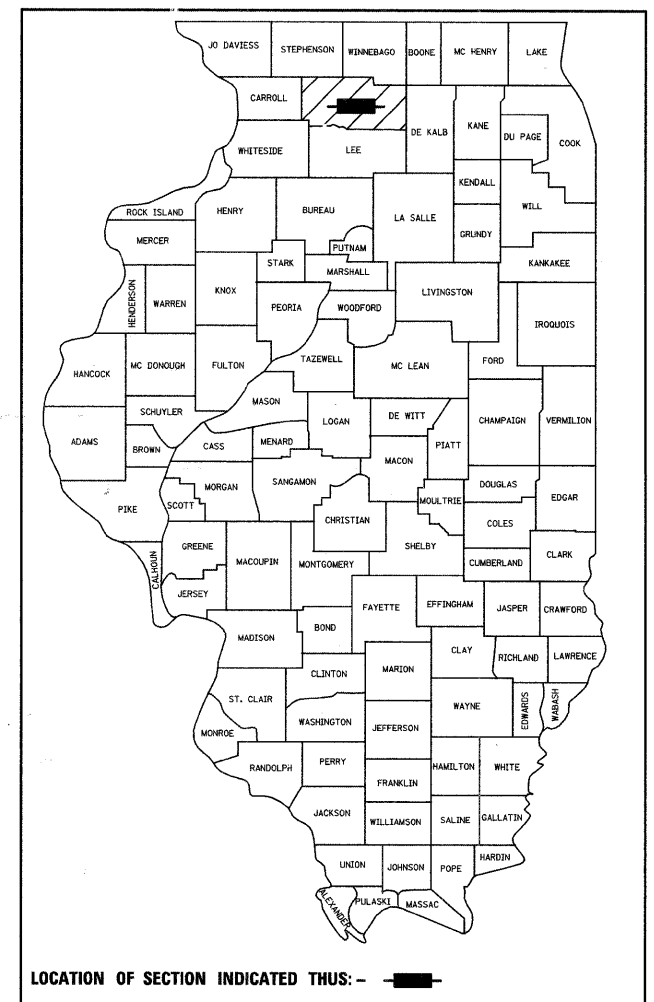
OGLE SECTION 110T-4 F.A.P. 17 (IL 64)



REMOVAL AND REPLACEMENT OF EXISTING BOX CULVERT EXISTING S.N. 071-1057 PROPOSED S.N. 071-1229

GROSS SECTION LENGTH = 62.45 FT. = 0.012 MILE
NET SECTION LENGTH = 62.45 FT. = 0.012 MILE

D-92-087-08



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 4/24 2009

George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 26, 2009
Charles G. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

June 26, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

DISTRICT 2, DIXON

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	FEDERAL 80% STATE 20% Y007	
			TOTAL QUANTITY	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	225	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	93	
20200100	EARTH EXCAVATION	CU YD	2605	
20400800	FURNISHED EXCAVATION	CU YD	815	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4840	
* 25000210	SEEDING, CLASS 2A	ACRE	0.75	
* 25000310	SEEDING, CLASS 4	ACRE	0.25	
:) 25000750	MOWING	ACRE	1.0	
25100115	MULCH, METHOD 2	ACRE	1.0	
25100630	EROSION CONTROL BLANKET	SQ YD	4840	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	
28000300	TEMPORARY DITCH CHECKS	EACH	17	
28000400	PERIMETER EROSION BARRIER	FOOT	790	
28000500	INLET AND PIPE PROTECTION	EACH	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	100	
28200200	FILTER FABRIC	SQ YD	100	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	26	
44201433	CLASS C PATCHES, TYPE IV, 16 INCH	SQ YD	182	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	870	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	
51500100	NAME PLATES	EACH	1	

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

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	FEDERAL 80%
			STATE 20%
			Y007
			TOTAL QUANTITY
54200499	PIPE CULVERTS, TYPE 1 RCCP 84"	FOOT	168
54213729	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 84"	EACH	4
5422D048	PIPE CULVERTS, CLASS D, TYPE 2 48" (TEMPORARY)	FOOT	64
63200310	GUARDRAIL REMOVAL	FOOT	594
63500105	DELINEATORS	EACH	4
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	9
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	2
67100100	MOBILIZATION	L SUM	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1452
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	484
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4382
* A2002914	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	6
* A2005114	TREE, JUGLANS NIGRA (BLACK WALNUT), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10
* A2006914	TREE, QUERCUS PALUSTRIS (PIN OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10
X0322118	REMOVE CONCRETE FLARED END SECTIONS	EACH	2
X4420500	TEMPORARY PAVEMENT PATCH	SQ YD	2766
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0023600	FILLING EXISTING CULVERTS	EACH	1
Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	1

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

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 17 (IL 64)	110T-4	Ogle	40	4
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64E32				

See cross sections for special ditches and backslopes.

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

It is estimated that 815 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25 % has been used.

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.

Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This shall be included in the cost of the SEEDING or SODDING.

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

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface
PG:	PG 64-22
Design Air Voids	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5
Friction Aggregate	D
20 Year ESAL	2.0
Mix Unit Weight	112 lbs/sy/in

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per Ton for HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new number for this structure will be 071-1229.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Dave Lippert, Engineer of Materials, 126 East Ash Street, Springfield, IL 62706, and eight (8) sets of shop drawings to be distributed to:

- District 2 District Engineer (1)
- Fabricator (1)
- Contractor (2)
- Resident Engineer (2)
- District 2 Bureau of Materials (2)

Culvert & bridge flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

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.

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

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 2 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

Tree planting layout shall be performed by the District Landscape Architect. Mulch shall be placed 4" thick and to the diameter around the tree as shown on District Standard 92.1. The mulch shall be hardwood wood chips placed on weed barrier fabric. This work shall be included in the cost of the tree. Alternate planting site (if there is not room on the project) will be along IL Route 64 east toward IL Route 251.

Right-of-way markers will be erected with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be erected 12 inches inside the new right-of-way line.

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:

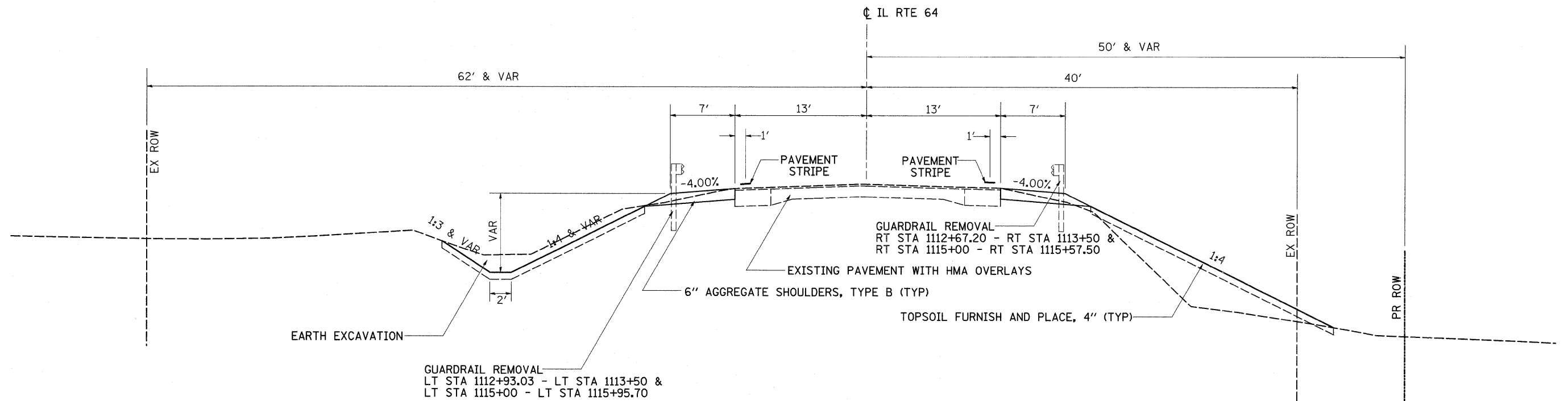
Commonwealth Edison Co.	Verizon
NICOR Gas Co.	Comcast
Norlight Telecommunications	

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.

No section of guardrail shall be removed until such time that removal is necessary to complete work in that area. This is necessary to protect motorists from hazards in the clear zone. When guardrail is removed, the hazard that was protected shall be alleviated within 48 hours or protected with a longitudinal barrier and/or temporary impact attenuator at no cost to the department. The barrier and temporary impact attenuator layout shall be approved by the department prior to installation.

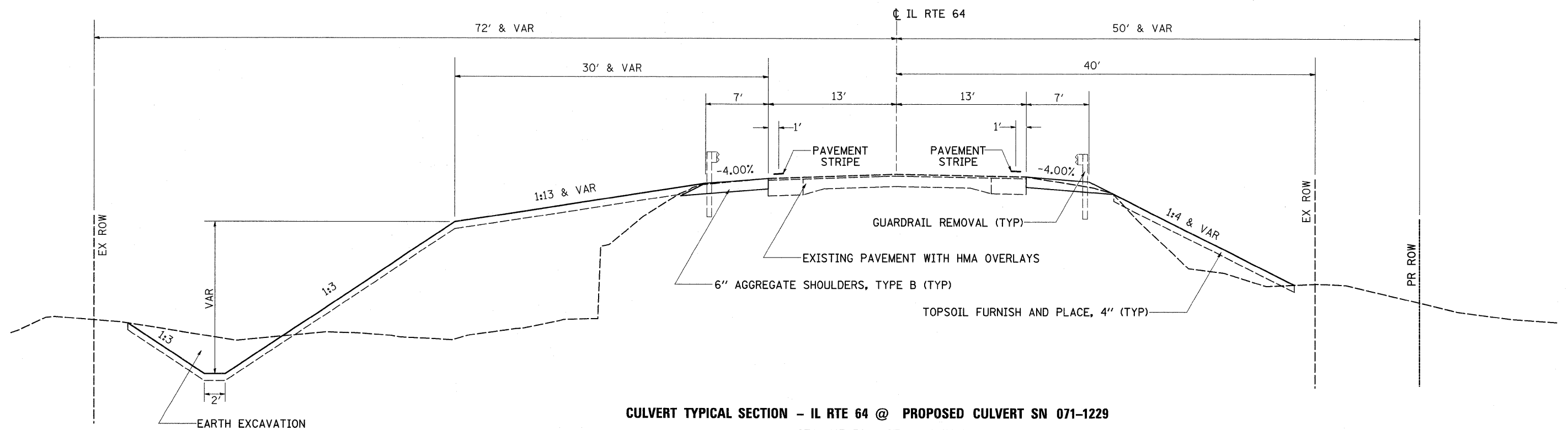
The Class C Patch shall be placed according to Section 442 of the Standard Specifications. Class PP-2 or PP-3 concrete conforming to Section 1020.04 and 1020.05(b)(5) of the Standard Specifications shall be utilized for this patch. No additional compensation shall be allowed for the work, but shall be included in the contract unit price per Square Yard for CLASS C PATCHES, TYPE IV, 16 INCH.

TYPICAL SECTIONS



CULVERT TYPICAL SECTION - IL RTE 64 @ PROPOSED CULVERT SN 071-1229

STA 1111+50 - STA 1113+50
STA 1115+00 - STA 1118+75.55

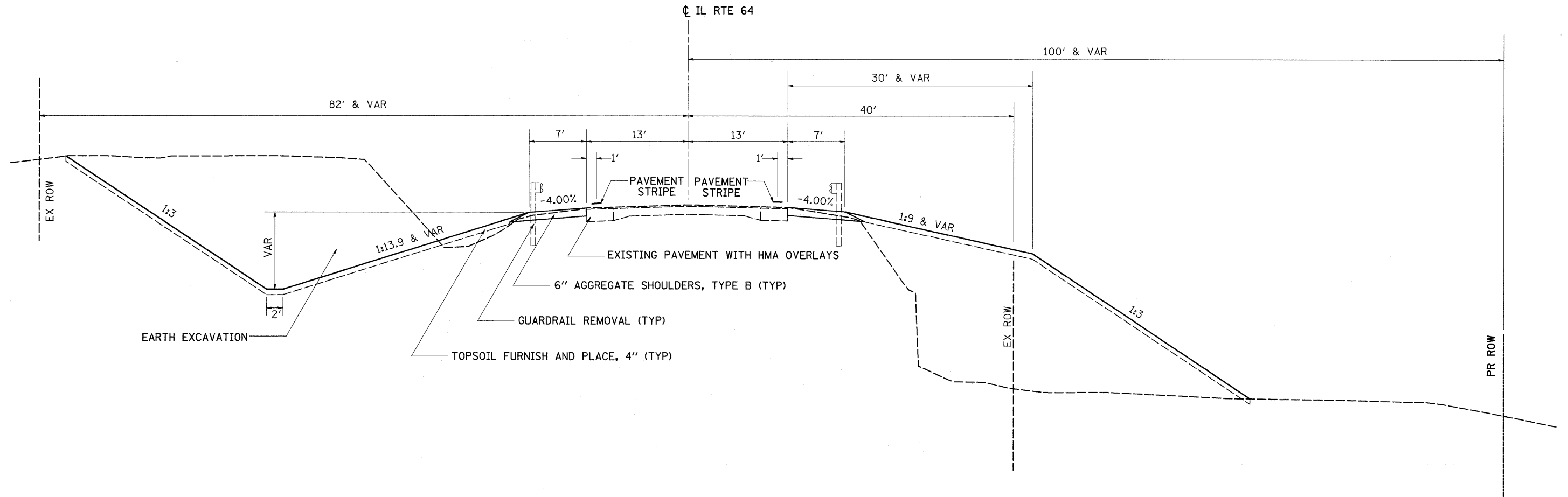


CULVERT TYPICAL SECTION - IL RTE 64 @ PROPOSED CULVERT SN 071-1229

STA 1113+50 - STA 1114+30.48

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E32							
PLOT DATE = Tue Apr 14 14:53:42 2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.										

TYPICAL SECTIONS

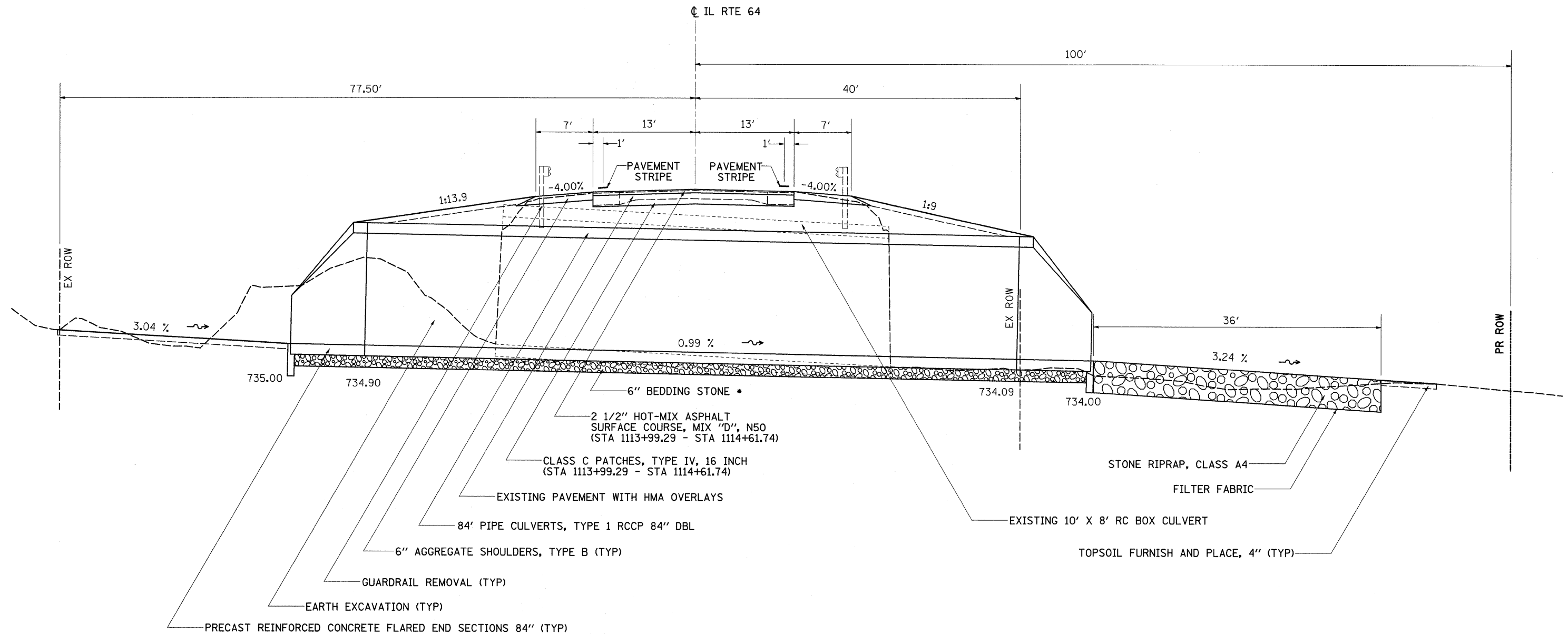


CULVERT TYPICAL SECTION - IL RTE 64 @ PROPOSED CULVERT SN 071-1229

STA 1114+30.48 - STA 1115+00

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ca\pw_work\pwadot\goffjl\dms41990\d08709\typ.dgn	DRAWN -	REVISED -	17					110T-4	OGLE	40	6	
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PLOT DATE = Tue Apr 14 14:53:42 2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

TYPICAL SECTIONS

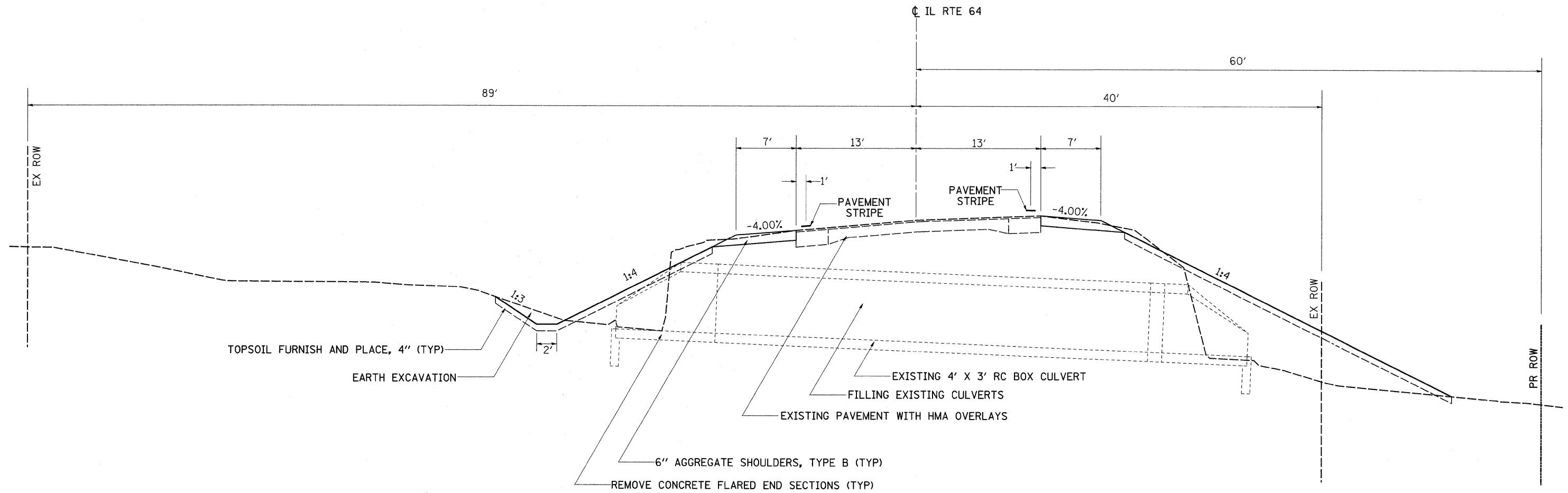


CULVERT TYPICAL SECTION - IL RTE 64 @ PROPOSED CULVERT SN 071-1229
STA 1114+30.48

* BEDDING IS INCLUDED IN THE COST OF THE PIPE CULVERT

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or\pwork\pwork\goffjl\dms41990\ad28708\typ.dgn	DRAWN -	REVISED -	17					110T-4	OGLE	40	7	
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TYPICAL SECTIONS

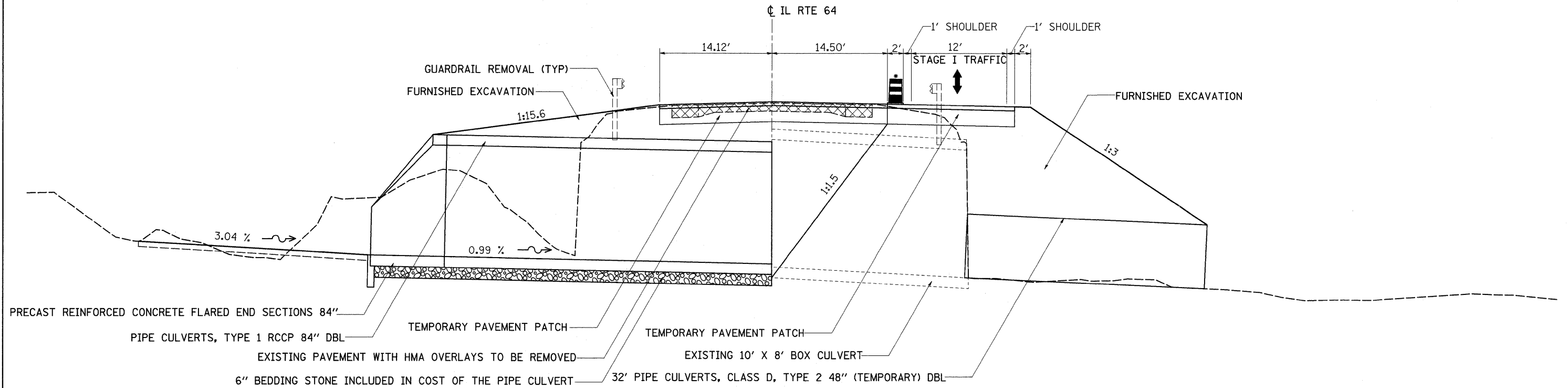


CULVERT TYPICAL SECTION - IL RTE 64

STA 1117+03.15

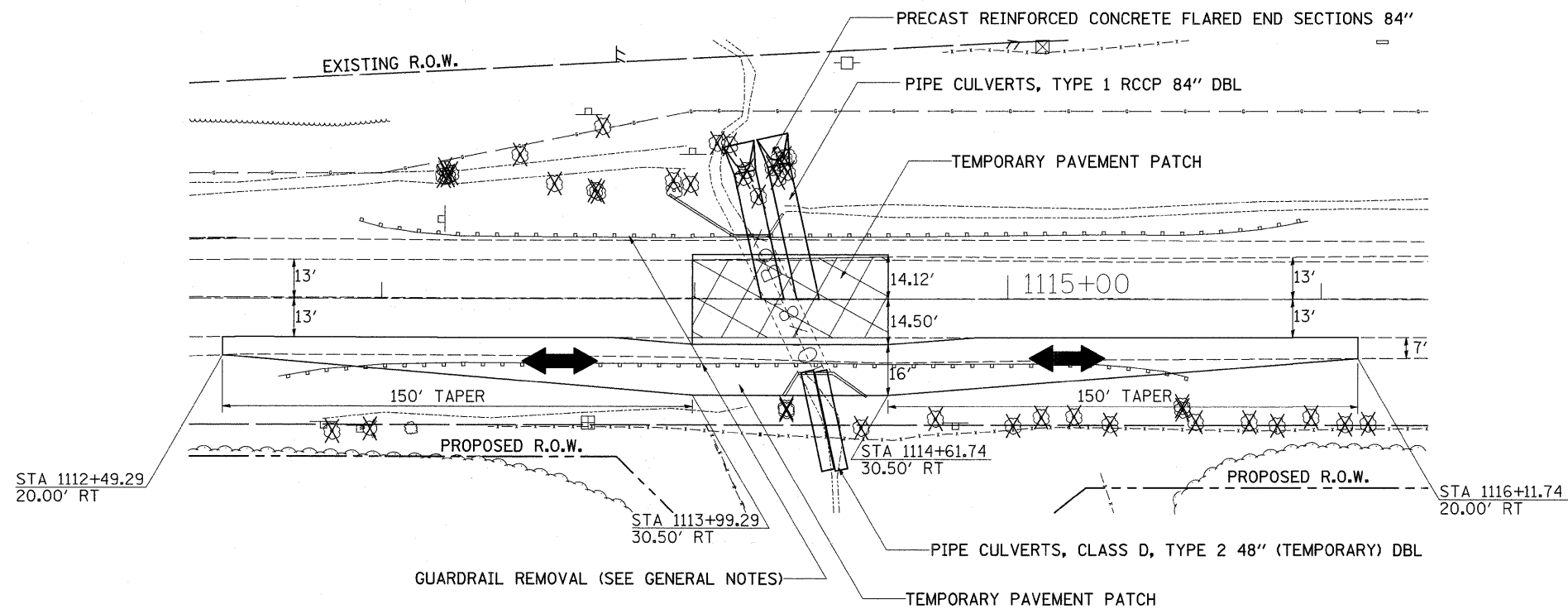
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TYPICAL SECTIONS



STAGE I CULVERT TYPICAL SECTION - IL RTE 64

STA 1114+30.48

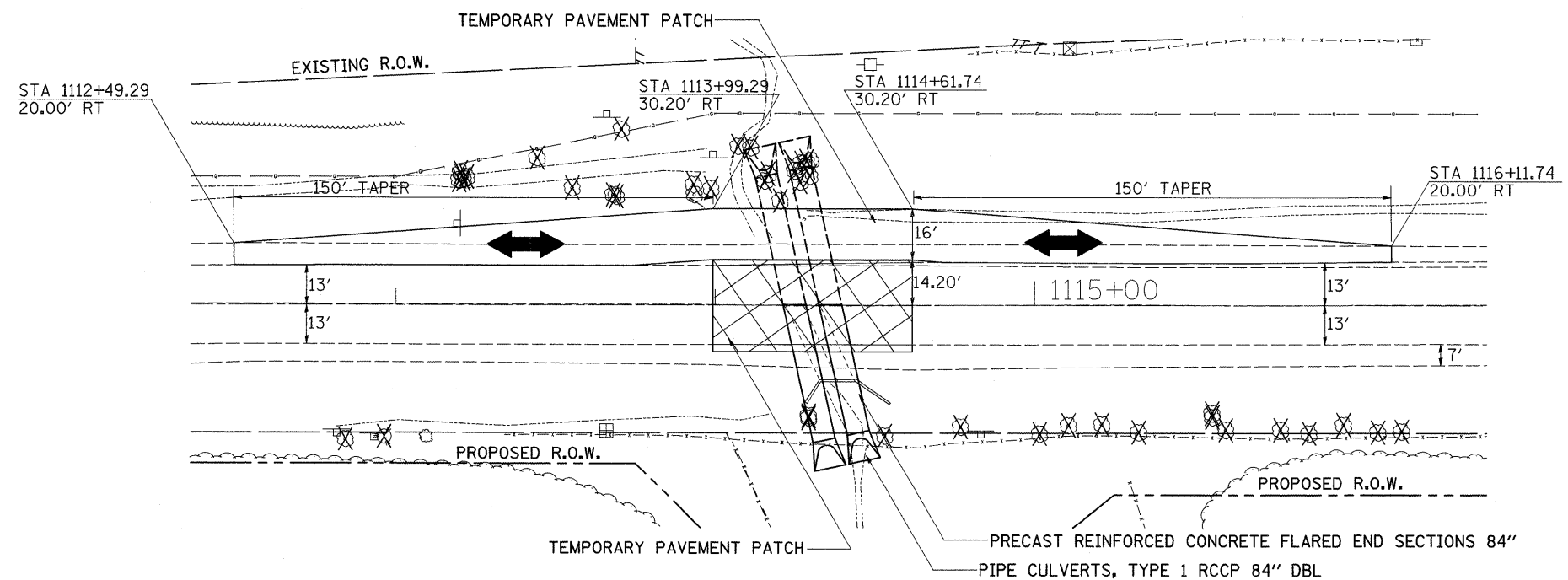
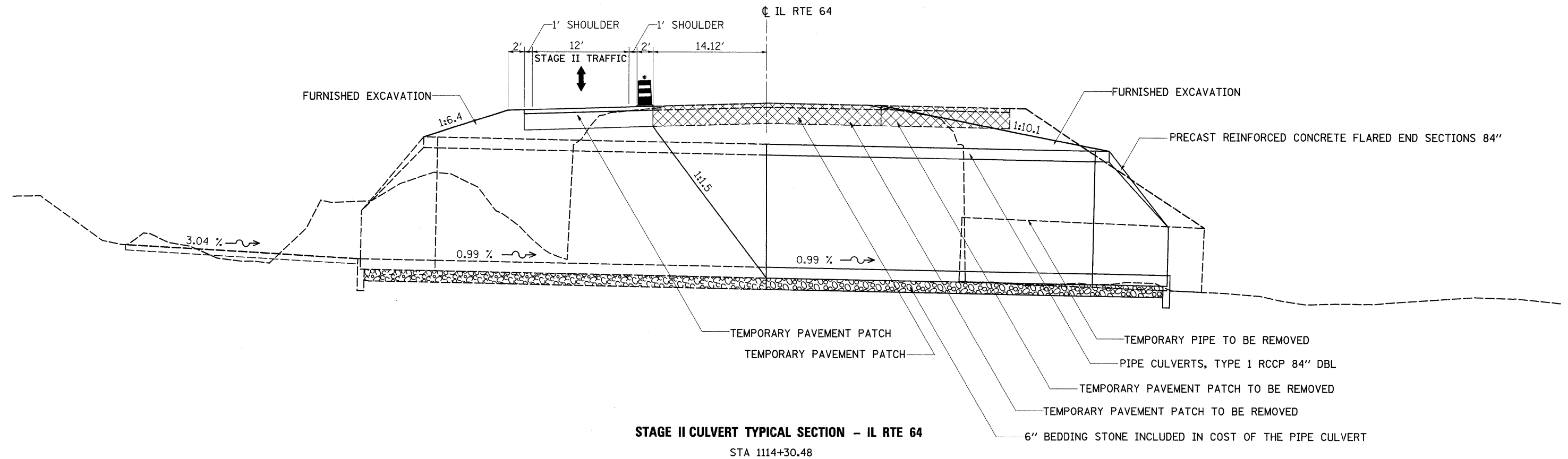


PLAN VIEW FOR STAGE I TRAFFIC

• DRUMS, BARRELS, & SIGNING TO BE SET UP ACCORDING TO TRAFFIC CONTROL STANDARD

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		SCALE: SHEET NO. 5 OF 6 SHEETS STA. TO STA.			CONTRACT NO. 64E32				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

TYPICAL SECTIONS



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\dot\goffjl\dms41990\d08709\typ.dgn	DRAWN -	REVISED -	17			110T-4	OGLE	40	10	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E32							
PLOT DATE = Tue Apr 14 14:53:43 2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE: _____						SHEET NO. 6 OF 6 SHEETS		STA. _____ TO STA. _____		

SCHEDULE OF QUANTITIES

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	OFFSET (FT.)	UNIT
STA 1113 +21.00	40' LT	9
STA 1113 +21.00	40' LT	10
STA 1113 +21.00	40' LT	8
STA 1113 +21.00	40' LT	7
STA 1113 + 44.21	46' LT	6
STA 1113 + 55.21	37' LT	6
STA 1113 + 68.04	35' LT	6
STA 1113 + 68.04	35' LT	6
STA 1113 +70.59	55 LT'	12
STA 1113 + 93.20	38' LT	6
STA 1113 + 98.65	37' LT	8
STA 1114 +07.15	50' LT	7
STA 1114 + 11.11	49' LT	6
STA 1114 + 15.83	40' LT	7
STA 1114 + 15.83	40' LT	6
STA 1114 + 27.03	41' LT	8
STA 1114 + 27.77	45' LT	7
STA 1114 + 27.77	45' LT	6
STA 1114 + 27.77	45' LT	6
STA 1114 + 29.27	35' RT	10
STA 1114 + 29.27	35' RT	7
STA 1115 + 55.61	34' RT	6
STA 1115 + 55.61	34' RT	6
STA 1115 + 96.84	37' RT	6
STA 1116 + 50.08	36' RT	6
STA 1116 + 50.08	36' RT	6
STA 1116 + 80.07	37' RT	6
STA 1116 + 80.07	37' RT	9
STA 1116 + 91.37	40' RT	8
STA 1116 + 95.49	39' RT	6
STA 1116 + 96.53	35' RT	6
STA 1117 + 06.21	39' RT	6
TOTAL		225

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	OFFSET (FT.)	UNIT
STA 1114 + 27.03	41' LT	16
STA 1114 + 27.03	41' LT	20
STA 1114 + 59.54	101' RT	16
STA 1116 + 90.20	29' RT	41
TOTAL		93

20400800 FURNISHED EXCAVATION

LOCATION	CU YD
STA 1111 + 50 TO STA 1118 + 75.55	815
TOTAL	815

21101615 TOPSOIL FURNISH AND PLACE, 4"

LOCATION	SQ YD
STA 1111 + 50 TO STA 1118 + 75.55 LT	2904
STA 1111 + 50 TO STA 1118 + 75.55 RT	1936
TOTAL	4840

25000210 SEEDING, CLASS 2A

LOCATION	ACRE
STA 1111 + 50 TO STA 1118 + 75.55 LT	0.35
STA 1111 + 50 TO STA 1118 + 75.55 RT	0.40
TOTAL	0.75

25000310 SEEDING, CLASS 4

LOCATION	ACRE
STA 1111 + 50 TO STA 1118 + 75.55 LT	0.25
TOTAL	0.25

25000750 MOWING

LOCATION	ACRE
STA 1111 + 50 TO STA 1118 + 75.55 LT	0.6
STA 1111 + 50 TO STA 1118 + 75.55 RT	0.4
TOTAL	1.0

25100115 MULCH, METHOD 2

LOCATION	ACRE
STA 1111 + 50 TO STA 1118 + 75.55 LT	0.6
STA 1111 + 50 TO STA 1118 + 75.55 RT	0.4
TOTAL	1.0

25100630 EROSION CONTROL BLANKET

LOCATION	SQ YD
STA 1111 + 50 TO STA 1118 + 75.55 LT	2904
STA 1111 + 50 TO STA 1118 + 75.55 RT	1936
TOTAL	4840

SCHEDULE OF QUANTITIES

<p>28000250 TEMPORARY EROSION CONTROL SEEDING</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1111 + 50</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1118 + 75.55</td> <td style="width: 5%;">LT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1111 + 50</td> <td>TO</td> <td>STA 1118 + 75.55</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">100</td> <td colspan="2"></td> </tr> </table>	STA 1111 + 50	TO	STA 1118 + 75.55	LT					STA 1111 + 50	TO	STA 1118 + 75.55	RT									TOTAL	100			<p>48101200 AGGREGATE SHOULDERS, TYPE B</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1111 + 50</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1118 + 75.55</td> <td style="width: 5%;">LT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1111 + 50</td> <td>TO</td> <td>STA 1118 + 75.55</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>STA 1111 + 50</td> <td>TO</td> <td>STA 1118 + 75.55</td> <td>LT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>STA 1111 + 50</td> <td>TO</td> <td>STA 1118 + 75.55</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">870</td> <td colspan="2"></td> </tr> </table>	STA 1111 + 50	TO	STA 1118 + 75.55	LT					STA 1111 + 50	TO	STA 1118 + 75.55	RT					STA 1111 + 50	TO	STA 1118 + 75.55	LT					STA 1111 + 50	TO	STA 1118 + 75.55	RT									TOTAL	870		
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<p>28000300 TEMPORARY DITCH CHECKS</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1111 + 50</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1118 + 75.55</td> <td style="width: 5%;">LT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">17</td> <td colspan="2"></td> </tr> </table>	STA 1111 + 50	TO	STA 1118 + 75.55	LT									TOTAL	17			<p>50100100 REMOVAL OF EXISTING STRUCTURES</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 30.48</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">1</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 30.48												TOTAL	1																																		
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<p>28000400 PERIMETER EROSION BARRIER</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1111 + 50</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1118 + 75.55</td> <td style="width: 5%;">RT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">790</td> <td colspan="2"></td> </tr> </table>	STA 1111 + 50	TO	STA 1118 + 75.55	RT									TOTAL	790			<p>51500100 NAME PLATES</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 30.48</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">1</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 30.48												TOTAL	1																																		
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<p>28000500 INLET AND PIPE PROTECTION</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 24.84</td> <td style="width: 5%;">LT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1114 + 36.11</td> <td>LT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">2</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 24.84	LT							STA 1114 + 36.11	LT											TOTAL	2			<p>54200499 PIPE CULVERTS, TYPE 1 RCCP 84"</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 24.84</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1114 + 36.11</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">168</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 24.84								STA 1114 + 36.11												TOTAL	168																		
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<p>28100107 STONE RIPRAP, CLASS A4</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 30.48</td> <td style="width: 5%;">RT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">100</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 30.48	RT											TOTAL	100			<p>54213729 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 84"</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 24.84</td> <td style="width: 5%;">LT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1114 + 24.84</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>STA 1114 + 36.11</td> <td>LT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>STA 1114 + 36.11</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">4</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 24.84	LT							STA 1114 + 24.84	RT							STA 1114 + 36.11	LT							STA 1114 + 36.11	RT											TOTAL	4										
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<p>28200200 FILTER FABRIC</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 30.48</td> <td style="width: 5%;">RT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">100</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 30.48	RT											TOTAL	100			<p>5422D048 PIPE CULVERTS, CLASS D, TYPE 2 48" (TEMPORARY)</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1114 + 24.84</td> <td style="width: 5%;">RT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1114 + 36.11</td> <td>RT</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">64</td> <td colspan="2"></td> </tr> </table>	STA 1114 + 24.84	RT							STA 1114 + 36.11	RT											TOTAL	64																										
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<p>40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1113 + 99.29</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1114 + 61.74</td> <td style="width: 5%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">26</td> <td colspan="2"></td> </tr> </table>	STA 1113 + 99.29	TO	STA 1114 + 61.74										TOTAL	26			<p>63200310 GUARDRAIL REMOVAL</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1112 + 67.20</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1115 + 57.50</td> <td style="width: 5%;">RT</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>STA 1112 + 93.03</td> <td>TO</td> <td>STA 1115 + 95.70</td> <td>LT</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">594</td> <td colspan="2"></td> </tr> </table>	STA 1112 + 67.20	TO	STA 1115 + 57.50	RT					STA 1112 + 93.03	TO	STA 1115 + 95.70	LT									TOTAL	594																										
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<p>44201433 CLASS C PATCHES, TYPE IV, 16 INCH</p> <p><u>LOCATION</u></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;">STA 1113 + 99.29</td> <td style="width: 5%;">TO</td> <td style="width: 15%;">STA 1114 + 61.74</td> <td style="width: 5%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td colspan="4"></td> <td style="text-align: right;">TOTAL</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black;">182</td> <td colspan="2"></td> </tr> </table>	STA 1113 + 99.29	TO	STA 1114 + 61.74										TOTAL	182			<p>TOTAL</p> <p style="text-align: right; border-top: 1px solid black; border-bottom: 1px solid black;">594</p>																																																
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SCHEDULE OF QUANTITIES

63500105 DELINEATORS

<u>LOCATION</u>		<u>EACH</u>
STA 1114 + 24.84	LT	1
STA 1114 + 24.84	RT	1
STA 1114 + 36.11	LT	1
STA 1114 + 36.11	RT	1

TOTAL 4

78001110 PAINT PAVEMENT MARKING - LINE 4"

<u>LOCATION</u>			<u>FOOT</u>	<u>REMARKS</u>
STA 1111 + 50	TO	STA 1118 + 75.55	182	YELLOW SKIP DASH
STA 1113 + 19.15	TO	STA 1118 + 75.55	557	NO PASSING ZONE
STA 1111 + 50	TO	STA 1118 + 75.55	726	WHITE EDGE LINE
STA 1111 + 50	TO	STA 1118 + 75.55	726	WHITE EDGE LINE

TOTAL 2191
TOTAL 4382 2 APPLICATIONS

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

<u>LOCATION</u>	<u>OFFSET (FT.)</u>	<u>EACH</u>
STA 1111 + 00.00	40' RT	1
STA 1112 + 00.00	50' RT	1
STA 1113 + 75.00	50' RT	1
STA 1114 + 25.00	100' RT	1
STA 1114 + 75.00	100' RT	1
STA 1115 + 25.00	60' RT	1
STA 1116 + 50.00	60' RT	1
STA 1117 + 25.00	65' RT	1
STA 1118 + 77.24	64.04' RT	1

TOTAL 9

X0322118 REMOVE CONCRETE FLARED END SECTIONS

<u>LOCATION</u>	<u>EACH</u>
STA 1117 + 03.15 LT	1
STA 1117 + 03.15 RT	1

TOTAL 2

X4420500 TEMPORARY PAVEMENT PATCH

<u>LOCATION</u>			<u>SQ_YD</u>	<u>REMARKS</u>
STA 1112 + 49.29	TO	STA 1116 + 11.74	521	STAGE I TRAFFIC
STA 1113 + 99.29	TO	STA 1114 + 61.74	201	STAGE I - MAINLINE
STA 1112 + 49.29	TO	STA 1116 + 11.74	1441	STAGE II TRAFFIC
STA 1113 + 99.29	TO	STA 1114 + 61.74	603	STAGE II - MAINLINE

TOTAL 2766

66700305 PERMANENT SURVEY MARKERS, TYPE II

<u>LOCATION</u>	<u>EACH</u>
STA 1111 + 50 TO STA 1118 + 75.55	2

TOTAL 2

Z0023600 FILLING EXISTING CULVERTS

<u>LOCATION</u>	<u>EACH</u>
STA 1117 + 03.15	1

TOTAL 1

70300100 SHORT-TERM PAVEMENT MARKING

<u>LOCATION</u>	<u>FOOT</u>	<u>REMARKS</u>
STA 1111 + 50 TO STA 1118 + 75.55	1452	NO PASSING ZONE

TOTAL 1452

Z0025500 FURNISHING AND INSTALLING PROPERTY MARKERS

<u>LOCATION</u>	<u>OFFSET (FT.)</u>	<u>EACH</u>
STA 1114 + 31.77	100' RT	1

TOTAL 1

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

<u>LOCATION</u>	<u>FOOT</u>
STA 1111 + 50 TO STA 1118 + 75.55	484

TOTAL 484

EARTHWORK SCHEDULE

LOCATION	20200100 EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STAGE I TRAFFIC				
1112 + 49 - 1115 + 00	75	56	761	-705
1115 + 00 - 1116 + 12	34	25	131	-106
UPSTREAM (LT)				
1111 + 50 - 1115 + 00	1098	824	50	774
1115 + 00 - 1118 + 76	752	564	11	553
STAGE II TRAFFIC				
1112 + 49 - 1115 + 00	83	62	403	-341
1115 + 00 - 1116 + 12	34	25	25	0
DOWNSTREAM (RT)				
1111 + 50 - 1115 + 00	366	275	69	206
1115 + 00 - 1118 + 76	161	121	314	-193
TOTALS	2603	1952	1764	188

HORIZONTAL & VERTICAL CONTROL

Chain IL64 contains:
 0G00155 CUR 200 CUR 210 CUR 220 CUR 230 CUR 240 CUR 250 CUR 260 CUR 270 CUR 28-
 0 CUR 290 CUR 310 CUR 320 CUR 330 182

Beginning chain IL64 description
 =====

Point 0G00155 N 1,948,930.7171 E 2,524,348.9148 Sta 1048+00.4174

Course from 0G00155 to PC 200 S 89° 06' 00.7686" E Dist 4,384.4610'

Curve Data *-----*

Curve 200
 P.I. Station 1098+28.7894 N 1,948,851.7536 E 2,529,376.6668
 Delta = 25° 15' 10.2042" (RT)
 Degree = 1° 59' 35.7601"
 Tangent = 643.9110'
 Length = 1,266.9070'
 Radius = 2,874.4663'
 External = 71.2387'
 Long Chord = 1,256.6775'
 Mid. Ord. = 69.5159'
 P.C. Station 1091+84.8784 N 1,948,861.8653 E 2,528,732.8352
 P.T. Station 1104+51.7854 N 1,948,567.9410 E 2,529,954.6562
 C.C. N 1,945,987.7535 E 2,528,687.6957

Course from PT 200 to PC 210 S 63° 50' 50.5645" E Dist 1,267.2286'

Curve Data *-----*

Curve 210
 P.I. Station 1123+99.4377 N 1,947,709.4865 E 2,531,702.9140
 Delta = 26° 49' 04.2850" (LT)
 Degree = 2° 00' 26.8468"
 Tangent = 680.4237'
 Length = 1,335.9116'
 Radius = 2,854.1467'
 External = 79.9852'
 Long Chord = 1,323.7503'
 Mid. Ord. = 77.8047'
 P.C. Station 1117+19.0140 N 1,948,009.3925 E 2,531,092.1500
 P.T. Station 1130+54.9256 N 1,947,717.3864 E 2,532,383.2919
 C.C. N 1,950,571.3407 E 2,532,350.1544

Course from PT 210 to PC 220 N 89° 20' 05.1505" E Dist 3,068.4155'

Curve Data *-----*

Curve 220
 P.I. Station 1166+11.1061 N 1,947,758.6747 E 2,535,939.2327
 Delta = 19° 11' 05.6000" (RT)
 Degree = 1° 59' 06.7013"
 Tangent = 487.7649'
 Length = 966.3983'
 Radius = 2,886.1540'
 External = 40.9264'
 Long Chord = 961.8900'
 Mid. Ord. = 40.3541'
 P.C. Station 1161+23.3412 N 1,947,753.0116 E 2,535,451.5006
 P.T. Station 1170+89.7395 N 1,947,603.7459 E 2,536,401.7386
 C.C. N 1,944,867.0521 E 2,535,485.0097

Course from PT 220 to PC 230 S 71° 28' 49.2495" E Dist 2,567.7940'

Curve Data *-----*

Curve 230
 P.I. Station 1203+75.1633 N 1,946,560.1970 E 2,539,517.0259
 Delta = 21° 13' 59.1658" (RT)
 Degree = 1° 29' 47.6084"
 Tangent = 717.6298'
 Length = 1,418.7959'
 Radius = 3,828.5040'
 External = 66.6770'
 Long Chord = 1,410.6910'
 Mid. Ord. = 65.5357'
 P.C. Station 1196+57.5335 N 1,946,788.1377 E 2,538,836.5588
 P.T. Station 1210+76.3294 N 1,946,101.2900 E 2,540,068.7477
 C.C. N 1,943,157.8937 E 2,537,620.5114

Course from PT 230 to PC 240 S 50° 14' 50.0837" E Dist 601.0225'

Curve Data *-----*

Curve 240
 P.I. Station 1224+80.0762 N 1,945,203.6277 E 2,541,147.9638
 Delta = 31° 21' 26.1789" (LT)
 Degree = 2° 00' 12.3693"
 Tangent = 802.7243'
 Length = 1,565.1747'
 Radius = 2,859.8758'
 External = 110.5208'
 Long Chord = 1,545.7141'
 Mid. Ord. = 106.4086'
 P.C. Station 1216+77.3519 N 1,945,716.9506 E 2,540,530.8204
 P.T. Station 1232+42.5265 N 1,945,086.4259 E 2,541,942.0860
 C.C. N 1,947,915.6549 E 2,542,359.6423

Course from PT 240 to PC 250 S 81° 36' 16.2626" E Dist 1,083.5021'

Curve Data *-----*

Curve 250
 P.I. Station 1247+33.9232 N 1,944,868.6745 E 2,543,417.5006
 Delta = 31° 12' 36.3211" (LT)
 Degree = 3° 55' 23.6879"
 Tangent = 407.8945'
 Length = 795.5169'
 Radius = 1,460.4175'
 External = 55.8929'
 Long Chord = 785.7181'
 Mid. Ord. = 53.8326'
 P.C. Station 1243+26.0287 N 1,944,928.2291 E 2,543,013.9772
 P.T. Station 1251+21.5456 N 1,945,026.8358 E 2,543,793.4832
 C.C. N 1,946,372.9966 E 2,543,227.2055

Course from PT 250 to PC 260 N 67° 11' 07.4163" E Dist 153.3962'

Curve Data *-----*

Curve 260
 P.I. Station 1257+94.3343 N 1,945,287.7100 E 2,544,413.6358
 Delta = 21° 21' 17.8533" (RT)
 Degree = 2° 04' 47.6281"
 Tangent = 519.3925'
 Length = 1,026.7317'
 Radius = 2,754.7416'
 External = 48.5368'
 Long Chord = 1,020.7991'
 Mid. Ord. = 47.6964'
 P.C. Station 1252+74.9418 N 1,945,086.3153 E 2,543,934.8784
 P.T. Station 1263+01.6735 N 1,945,300.9405 E 2,544,932.8598
 C.C. N 1,942,547.0927 E 2,545,003.0310

Course from PT 260 to PC 270 N 88° 32' 25.2697" E Dist 2,354.1909'

Curve Data *-----*

Curve 270
 P.I. Station 1291+95.7945 N 1,945,374.6621 E 2,547,826.0417
 Delta = 21° 15' 41.7669" (LT)
 Degree = 1° 59' 30.5917"
 Tangent = 539.9302'
 Length = 1,067.4400'
 Radius = 2,876.5382'
 External = 50.2342'
 Long Chord = 1,061.3260'
 Mid. Ord. = 49.3720'
 P.C. Station 1286+55.8644 N 1,945,360.9085 E 2,547,286.2867
 P.T. Station 1297+23.3044 N 1,945,583.2092 E 2,548,324.0706
 C.C. N 1,948,236.5133 E 2,547,213.0130

Course from PT 270 to PC 280 N 67° 16' 43.5027" E Dist 403.3003'

Curve Data *-----*

Curve 280
 P.I. Station 1306+70.3216 N 1,945,948.9928 E 2,549,197.5944
 Delta = 41° 12' 41.3829" (RT)
 Degree = 3° 57' 43.5721"
 Tangent = 543.7169'
 Length = 1,040.1418'
 Radius = 1,446.0950'
 External = 98.8383'
 Long Chord = 1,017.8645'
 Mid. Ord. = 92.5150'
 P.C. Station 1301+26.6047 N 1,945,738.9831 E 2,548,696.0727
 P.T. Station 1311+66.7465 N 1,945,776.5567 E 2,549,713.2434
 C.C. N 1,944,405.1125 E 2,549,254.6242

Course from PT 280 to PC 290 S 71° 30' 35.1144" E Dist 208.5255'

Curve Data *-----*

Curve 290
 P.I. Station 1320+56.0201 N 1,945,494.5296 E 2,550,556.6106
 Delta = 20° 11' 41.8722" (LT)
 Degree = 1° 29' 55.8301"
 Tangent = 680.7480'
 Length = 1,347.3714'
 Radius = 3,822.6705'
 External = 60.1413'
 Long Chord = 1,340.4077'
 Mid. Ord. = 59.2098'
 P.C. Station 1313+75.2721 N 1,945,710.4242 E 2,549,911.0044
 P.T. Station 1327+22.6435 N 1,945,514.7809 E 2,551,237.0573
 C.C. N 1,949,335.7595 E 2,551,123.3384

Course from PT 290 to PC 310 N 88° 17' 43.0135" E Dist 15,454.8429'

Curve Data *-----*

Curve 310
 P.I. Station 1485+68.2936 N 1,945,986.1662 E 2,567,075.6944
 Delta = 3° 42' 26.3552" (LT)
 Degree = 0° 28' 28.1328"
 Tangent = 390.8073'
 Length = 781.3418'
 Radius = 12,075.4550'
 External = 6.3223'
 Long Chord = 781.2055'
 Mid. Ord. = 6.3190'
 P.C. Station 1481+77.4863 N 1,945,974.5402 E 2,566,685.0601
 P.T. Station 1489+58.8281 N 1,946,023.0261 E 2,567,464.7595
 C.C. N 1,958,044.6508 E 2,566,325.8327

Course from PT 310 to PC 320 N 84° 35' 16.6582" E Dist 1,605.9004'

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL & VERTICAL CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pwwork\pwwdot\goff jl\dms41990\d8870\hvc.dgn		DRAWN -	REVISED -			17	110T-4	OGLE	40	15	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64E32					
PLOT DATE = Tue Apr 14 14:52:45 2009		DATE -	REVISED -			SCALE:	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

HORIZONTAL & VERTICAL CONTROL

Curve Data

Curve 320
 P.I. Station 1509+02.6586 N 1,946,206.3634 E 2,569,399.9247
 Delta = 3° 57' 24.2290" (RT)
 Degree = 0° 35' 08.4085"
 Tangent = 337.9301'
 Length = 675.5915'
 Radius = 9,782.9622'
 External = 5.8348'
 Long Chord = 675.4573'
 Mid. Ord. = 5.8313'
 P.C. Station 1505+64.7285 N 1,946,174.4906 E 2,569,063.5010
 P.T. Station 1512+40.3201 N 1,946,214.9458 E 2,569,737.7457
 C.C. N 1,936,435.1392 E 2,569,986.2056

Course from PT 320 to PC 330 N 88° 32' 40.8872" E Dist 26,807.7009'

Curve Data

Curve 330
 P.I. Station 1785+89.8270 N 1,946,909.5469 E 2,597,078.4308
 Delta = 1° 11' 33.0079" (RT)
 Degree = 0° 06' 36.1900"
 Tangent = 541.8060'
 Length = 1,083.5729'
 Radius = 52,062.0889'
 External = 2.8192'
 Long Chord = 1,083.5534'
 Mid. Ord. = 2.8190'
 P.C. Station 1780+48.0210 N 1,946,895.7865 E 2,596,536.7995
 P.T. Station 1791+31.5939 N 1,946,912.0320 E 2,597,620.2311
 C.C. N 1,894,850.4908 E 2,597,859.0310

Course from PT 330 to 182 N 89° 44' 13.8951" E Dist 274.0687'

Point 182 N 1,946,913.2891 E 2,597,894.2969 Sta 1794+05.6625

=====
 Ending chain IL64 description

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1947882.2710	2530819.5470	729.4108	IL64	1115+30.35	234.2608' RT	TOPO SURVEY POINT, NAIL
101	1948095.5440	2530827.2000	733.3915	IL64	1114+43.22	39.4488' RT	TOPO SURVEY POINT, TOPO SURVEY POINT
102	1948820.7989	2529323.1754	765.4580	IL64	1097+74.01	28.9766' LT	GPS CONTROL POINT, PIN
103	1947563.1600	2530722.9060	723.7462	IL64	1115+84.26	563.298' RT	TOPO SURVEY POINT, NAIL
104	1947636.4860	2530807.6600	724.9275	IL64	1116+28.01	460.1224' RT	TOPO SURVEY POINT, TOPO SURVEY POINT
105	1947495.2560	2530812.4740	724.5878	IL64	1116+94.58	584.7719' RT	TOPO SURVEY POINT, TOPO SURVEY POINT
106	1948005.1678	2531059.1587	746.3933	IL64	1116+91.26	18.3336' RT	TOPO SURVEY POINT, TOPO SURVEY POINT
107	1947814.4829	2531922.0418	756.2919	IL64	1125+82.08	64.2461' LT	TOPO SURVEY POINT, TOPO SURVEY POINT
108	1947815.3586	2532426.2446	752.6113	IL64	1130+99.01	97.4669' LT	TOPO SURVEY POINT, TOPO SURVEY POINT
109	1947610.7700	2532184.5548	763.0422	IL64	1128+62.31	111.0518' RT	TOPO SURVEY POINT, TOPO SURVEY POINT
110	1948164.9040	2530963.7750	754.7620	IL64	1115+35.24	83.0076' LT	TOPO SURVEY POINT, NAIL
111	1948179.6430	2530925.4470	754.4810	IL64	1114+94.34	79.3441' LT	TOPO SURVEY POINT, NAIL
112	1948214.4571	2530872.1693	744.8540	IL64	1114+31.17	87.1112' LT	TOPO SURVEY POINT, NAIL
113	1948277.6001	2530595.5681	743.6809	IL64	1111+55.05	21.874' LT	TOPO SURVEY POINT, NAIL
114	1948304.8048	2530538.5141	744.2281	IL64	1110+91.85	21.1463' LT	TOPO SURVEY POINT, NAIL
115	1948337.3249	2530470.3234	745.3309	IL64	1110+16.31	20.2811' LT	TOPO SURVEY POINT, NAIL
116	1948188.3336	2530832.1577	734.2114	IL64	1114+06.77	46.0265' LT	TOPO SURVEY POINT, NAIL
117	1948235.8220	2530825.3943	738.4768	IL64	1113+79.77	85.6721' LT	TOPO SURVEY POINT, NAIL
118	1948872.9599	2528928.2954	757.0084	IL64	1093+78.89	20.7547' LT	GPS CONTROL POINT, PIN
119	1948696.7896	2529578.4515	767.5446	IL64	1100+52.88	22.7436' RT	GPS CONTROL POINT, PIN
120	1948274.9479	2530834.0237	739.3264	IL64	1113+70.27	124.5959' LT	TOPO SURVEY POINT, NAIL
121	1948220.8936	2530710.1842	743.6981	IL64	1112+82.93	21.4916' LT	TOPO SURVEY POINT, NAIL
122	1948308.7603	2530876.8747	739.7070	IL64	1113+93.83	173.8339' LT	TOPO SURVEY POINT, NAIL
123	1948318.2074	2530921.1738	740.7862	IL64	1114+29.43	201.8393' LT	TOPO SURVEY POINT, NAIL
124	1948454.8750	2530926.1622	744.3565	IL64	1113+73.67	326.714' LT	TOPO SURVEY POINT, NAIL
125	1948525.3927	2530878.7992	748.6729	IL64	1113+00.07	369.1364' LT	TOPO SURVEY POINT, NAIL
126	1948724.7412	2530937.3502	753.0583	IL64	1112+64.76	573.8834' LT	TOPO SURVEY POINT, NAIL

HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
6	1948912.5394	2528198.9908	747.0844	IL64	1086+50.30	42.2846' LT	PERM. SURVEY MARKER, DISK
10	1948614.4814	2529805.0302	764.8792	IL64	1102+95.80	19.9723' RT	GPS CONTROL POINT, PIN
11	1948404.1466	2530245.0907	751.5467	IL64	1107+84.68	19.0126' RT	GPS CONTROL POINT, PIN
12	1948223.6033	2530614.5253	743.8103	IL64	1111+95.87	18.2391' RT	GPS CONTROL POINT, PIN
13	1948106.2990	2530854.4995	743.9482	IL64	1114+62.98	17.7622' RT	GPS CONTROL POINT, PIN
14	1947953.3253	2531268.9228	749.7884	IL64	1119+03.93	21.6449' LT	GPS CONTROL POINT, PIN
15	1947730.6697	2531229.9113	747.1234	IL64	1119+49.67	199.4342' RT	GPS CONTROL POINT, PIN
16	1947752.2179	2531633.4055	757.7762	IL64	1123+11.19	54.6644' RT	GPS CONTROL POINT, PIN
17	1947719.3477	2532003.3311	758.2203	IL64	1126+76.40	18.857' RT	GPS CONTROL POINT, PIN
18	1947701.0593	2532516.0012	755.4850	IL64	1131+87.44	17.8668' RT	GPS CONTROL POINT, PIN

HORIZONTAL & VERTICAL CONTROL

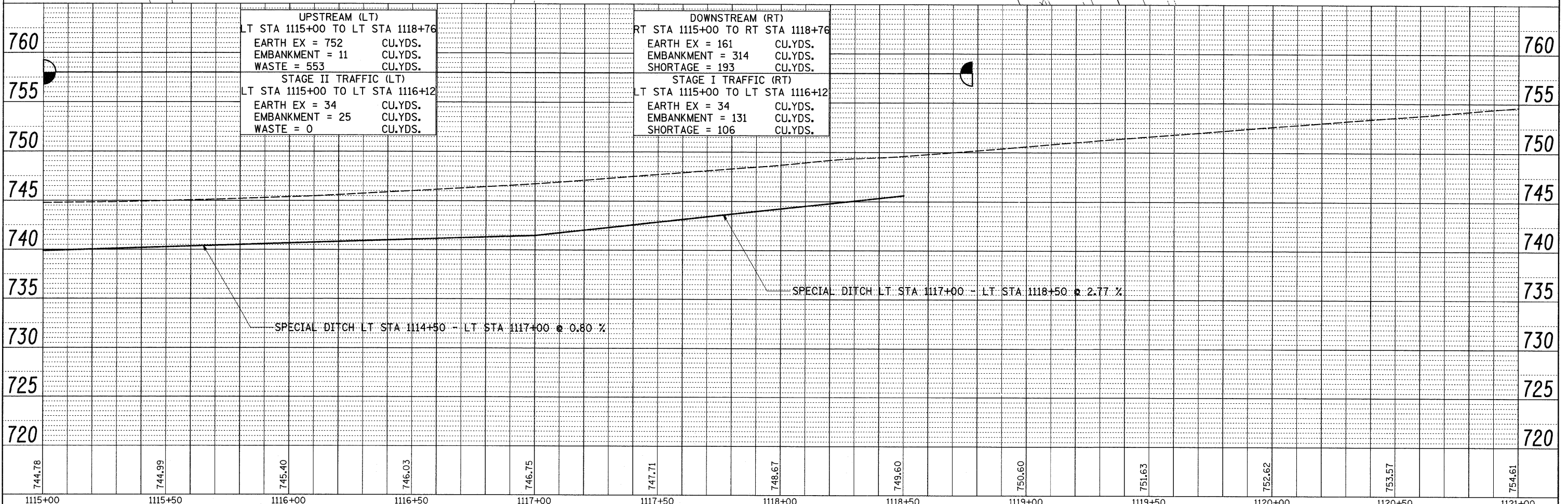
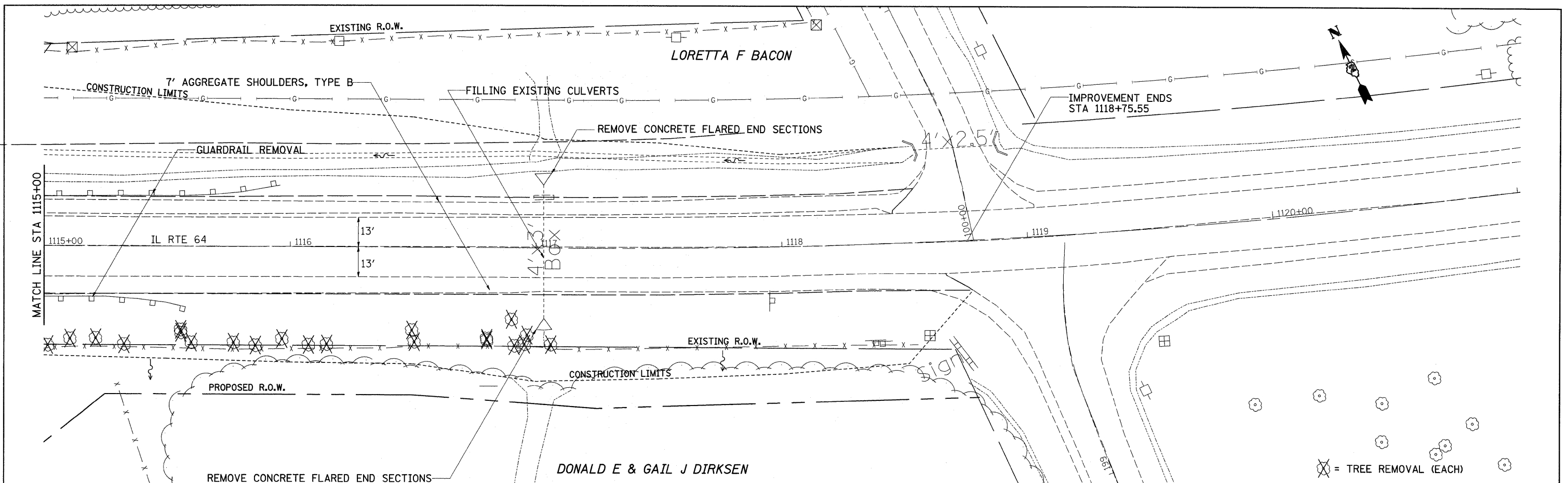
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POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	IL64	1086+41.01	61.9134' LT	FIRE HYDRANT
501	IL64	1086+53.09	57.84' LT	TELEPHONE POLE, SHINER
502	IL64	1086+02.23	29.2953' LT	DROP INLET
512	IL64	1102+96.47	14.5935' LT	GUTTER, CHISELED "X"
513	IL64	1102+71.41	14.6739' LT	GUTTER, CHISELED "X"
514	IL64	1101+80.33	36.7551' RT	POLE, SHINER
515	IL64	1108+74.19	41.1562' RT	TELEPHONE SPLICE BOX, SHINER
516	IL64	1107+58.23	28.5134' LT	PIPE CULVERT, TOP
517	IL64	1107+34.57	28.6803' LT	PIPE CULVERT, TOP
518	IL64	1112+67.21	24.9957' RT	GUARDRAIL STEEL PLATE BEAM, END
519	IL64	1112+93.10	24.8476' LT	GUARDRAIL STEEL PLATE BEAM, END
520	IL64	1111+96.97	63.8196' LT	POWER POLE, SHINER
521	IL64	1114+80.98	21.5881' RT	GUARDPOST, SHINER
522	IL64	1114+62.39	22.1884' RT	GUARDPOST, SHINER
523	IL64	1114+46.85	21.6776' RT	GUARDPOST, GUARDPOST
524	IL64	1118+56.06	35.6519' LT	HEADWALL, HEADWALL
525	IL64	1118+89.94	35.6638' LT	HEADWALL, HEADWALL
526	IL64	1119+43.75	65.2528' RT	POWER POLE, POWER POLE
527	IL64	1119+43.56	222.0838' RT	WARNING SIGN, WARNING SIGN
528	IL64	1119+95.46	208.6526' RT	POWER POLE, POWER POLE
529	IL64	1119+70.56	164.4752' RT	PIPE CULVERT, TOP
530	IL64	1123+48.36	79.3354' RT	FENCE POST, SHINER
531	IL64	1123+16.43	85.2083' RT	FENCE POST, FENCE POST
532	IL64	1122+87.39	100.1816' RT	TELEPHONE SPLICE BOX, TELEPHONE SPLICE BOX
533	IL64	1127+02.91	48.4592' RT	POWER POLE, POWER POLE
534	IL64	1126+70.15	51.6006' RT	FENCE POST, FENCE POST
535	IL64	1126+42.13	52.9358' RT	FENCE POST, FENCE POST
536	IL64	1132+04.75	42.021' RT	POWER POLE, POWER POLE
537	IL64	1131+41.76	53.8599' RT	FENCE POST, FENCE POST
538	IL64	1131+59.54	21.7305' RT	GUARDPOST, GUARDPOST

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
IL64	200	200	201	202	203
IL64	210	210	211	212	213
IL64	220	220	221	222	223
IL64	230	230	231	232	233
IL64	240	240	241	242	243
IL64	250	250	251	252	253
IL64	260	260	261	262	263
IL64	270	270	271	272	273
IL64	280	280	281	282	283
IL64	290	290	291	292	293
IL64	310	310	311	312	313
IL64	320	320	321	322	323
IL64	330	330	331	332	333

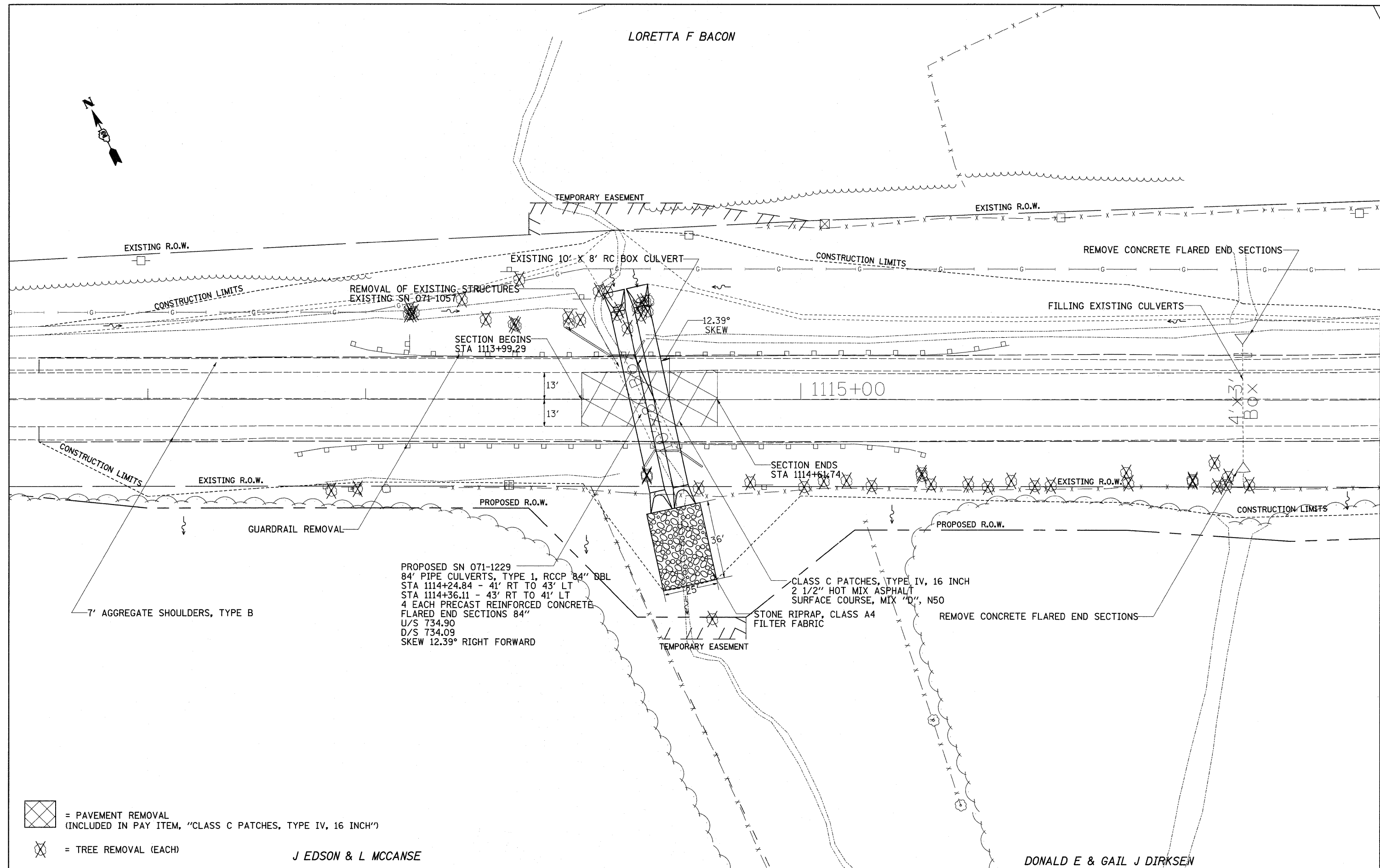
BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
410	1948642.0750	2529692.7364	770.0448	IL64	1101+80.18	36.2398' RT	POLE, RAIL ROAD SPIKE
414	1947986.6321	2531230.9152	748.5020	IL64	1118+55.45	37.5149' LT	HEADWALL, CHISELED SQUARE
429	1947776.7635	2533477.4994	761.0493	IL64	1141+49.75	46.6691' LT	POWER POLE, POWER POLE
430	1948160.3296	2530830.8129	743.9915	IL64	1114+17.90	20.2967' LT	HEADWALL, CHISELED SQUARE

DATE: _____ BY: _____
 SURVEYED _____
 ALIGNMENT CHECKED _____
 RT. OF WAY CHECKED _____
 NOTE BOOK NO. _____
 DAILY FILE NAME _____

DATE: _____ BY: _____
 SURVEYED _____
 GRADES CHECKED _____
 E.M. NOTED _____
 STRUCTURE NOTATIONS CHECKED _____
 NOTE BOOK NO. _____





LORETTA F BACON



PROPOSED SN 071-1229
84' PIPE CULVERTS, TYPE 1, RCCP 84" DBL
STA 1114+24.84 - 41' RT TO 43' LT
STA 1114+36.11 - 43' RT TO 41' LT
4 EACH PRECAST REINFORCED CONCRETE
FLARED END SECTIONS 84"
U/S 734.90
D/S 734.09
SKEW 12.39° RIGHT FORWARD

CLASS C PATCHES, TYPE IV, 16 INCH
2 1/2" HOT MIX ASPHALT
SURFACE COURSE, MIX "D", N50

STONE RIPRAP, CLASS A4
FILTER FABRIC

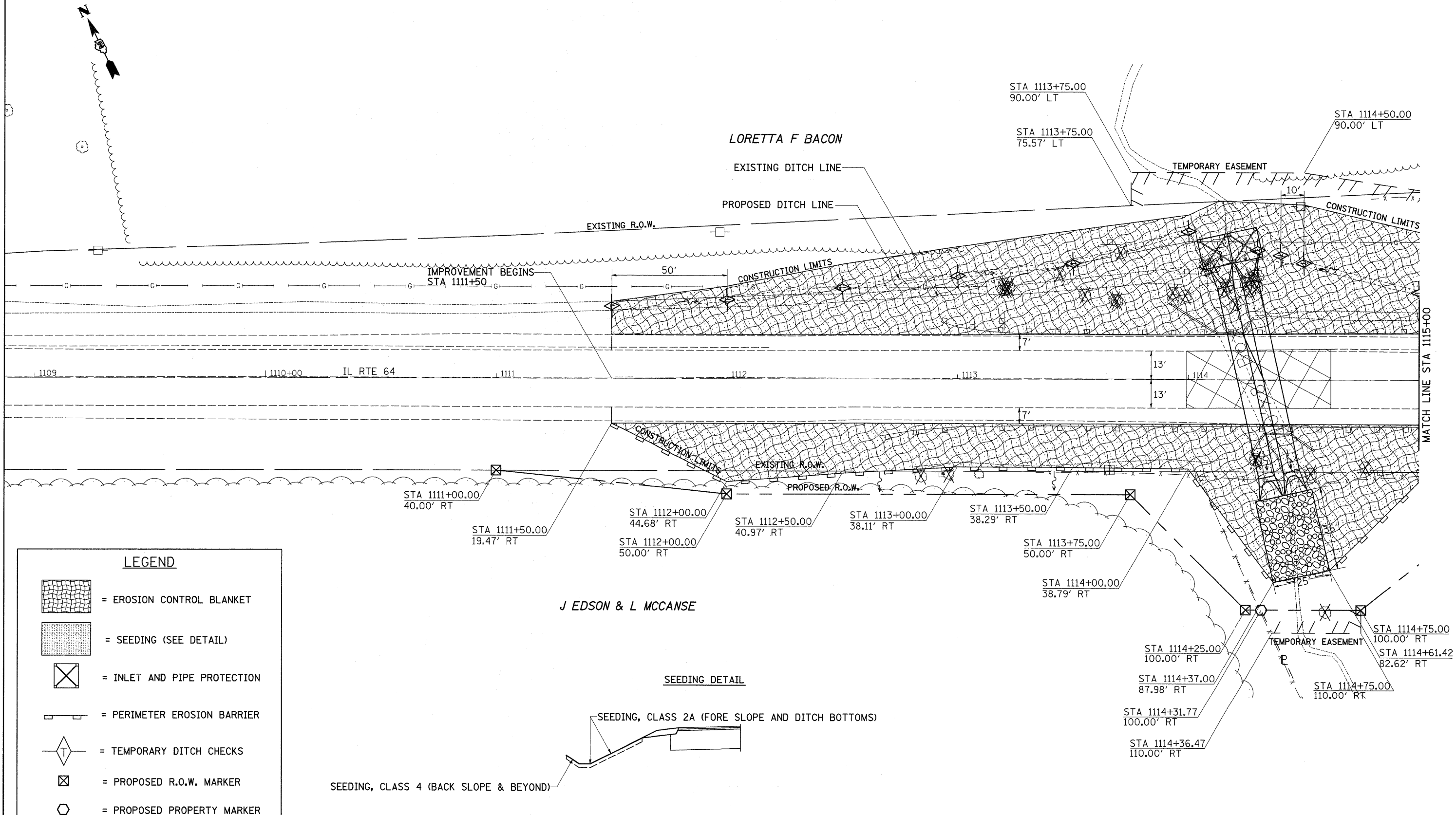
-  = PAVEMENT REMOVAL
(INCLUDED IN PAY ITEM, "CLASS C PATCHES, TYPE IV, 16 INCH")
-  = TREE REMOVAL (EACH)

J EDSON & L MCCANSE

DONALD E & GAIL J DIRKSEN

FILE NAME =	USER NAME = goff_jl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RTE 64	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\PWIDOT\GOFFJL\dms41998\d08748p1r.dgn		DRAWN -	REVISED -			17	110T-4	OGLE	40	21	
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 64E32					
	PLOT DATE = Thu Apr 23 11:24:06 2009	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.			

R.O.W., EROSION CONTROL, & SEEDING DETAILS



LEGEND	
	= EROSION CONTROL BLANKET
	= SEEDING (SEE DETAIL)
	= INLET AND PIPE PROTECTION
	= PERIMETER EROSION BARRIER
	= TEMPORARY DITCH CHECKS
	= PROPOSED R.O.W. MARKER
	= PROPOSED PROPERTY MARKER

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Tue Apr 14 14:53:10 2009		DATE -	REVISED -

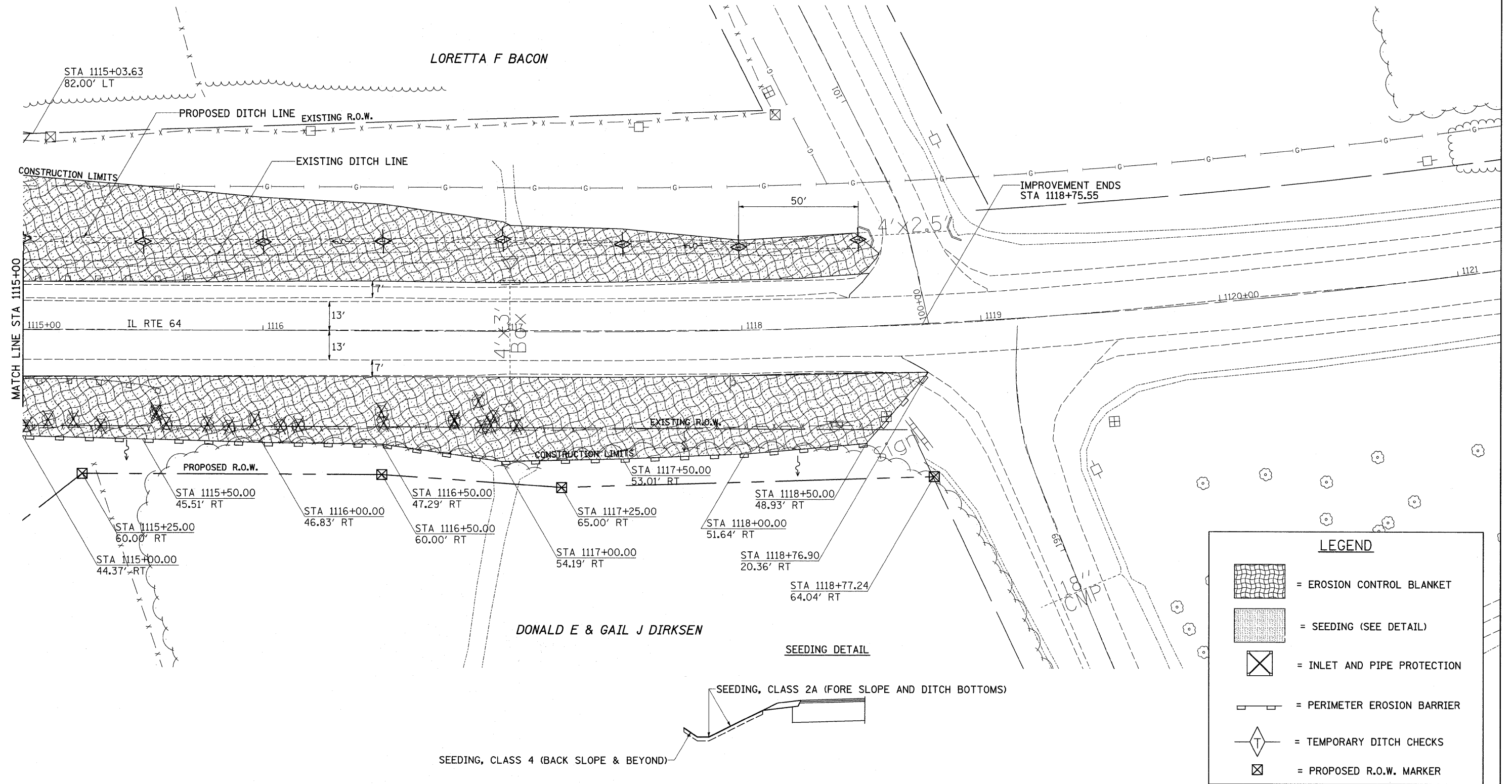
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

R.O.W., EROSION CONTROL, & SEEDING DETAILS

SCALE: SHEET NO. 1 OF 2 SHEETS STA. 1111+50 TO STA. 1115+00

F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 22
CONTRACT NO. 64E32			ILLINOIS FED. AID PROJECT	

R.O.W., EROSION CONTROL, & SEEDING DETAILS



FILE NAME =	USER NAME = goff.jl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W., EROSION CONTROL, & SEEDING DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwork\pwork\goff.jl\dms41990\d88708row.dgn	DRAWN -	REVISED -	17			110T-4	OGLE	40	23	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E32							
PLOT DATE = Tue Apr 14 14:53:15 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. 2 OF 2 SHEETS		STA. 1115+00 TO STA. 1118+75.55		

SOIL BORING LOGS



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

SOIL BORING LOG

Page 1 of 1

Date 3/20/08

ROUTE FAP 17 DESCRIPTION P92-087-08 Box culvert, IL 64 over a creek, .1 m. W. of Blackhawk Road LOGGED BY W. Garza
SECTION 110T-4 LOCATION Oregon Twp. - 2 SE, SEC., TWP. 23N, RNG. 10E
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After
071-1057							90.00				
B-1	35' W.										
	Offset 30.00ft S CL										
	Ground Surface Elev. 96.00										
Off Road											
MEDIUM brown SANDY LOAM		94.00	1								
			2	0.5	12.0						
		92.50	2	P							
MEDIUM brown SANDY LOAM			1								
			2	0.5	12.0						
			3	P							
MEDIUM white/yellow fine SAND			5								
			5								
		87.50	6								
MEDIUM rusty yellow fine SAND			6								
			8								
		85.00	9								
DENSE rusty yellow fine SAND			5								
			11								
		82.50	29								
VERY DENSE rusty yellow fine SAND			100/4"								
		80.00									
End of Boring											

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



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

SOIL BORING LOG

Page 1 of 1

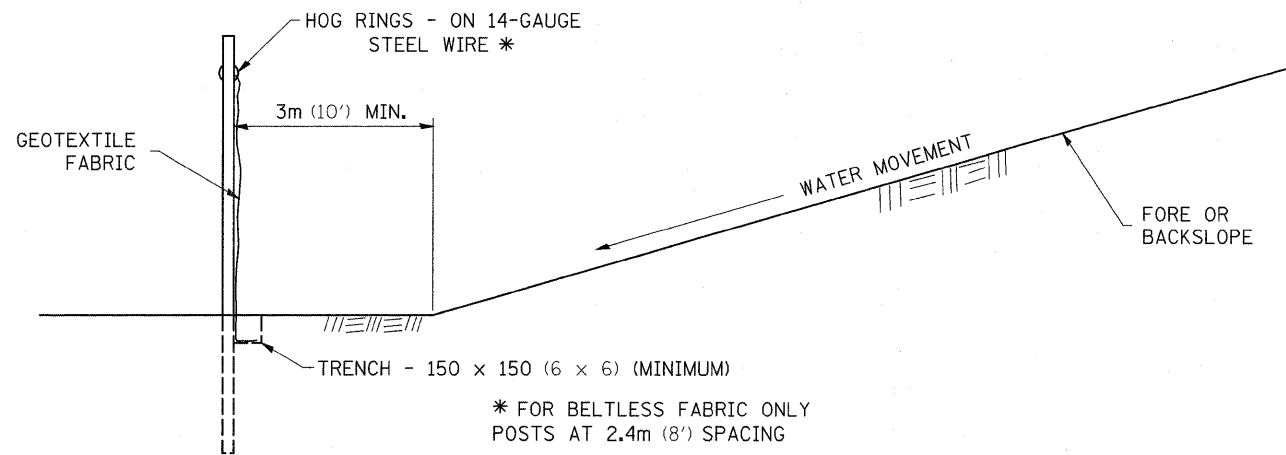
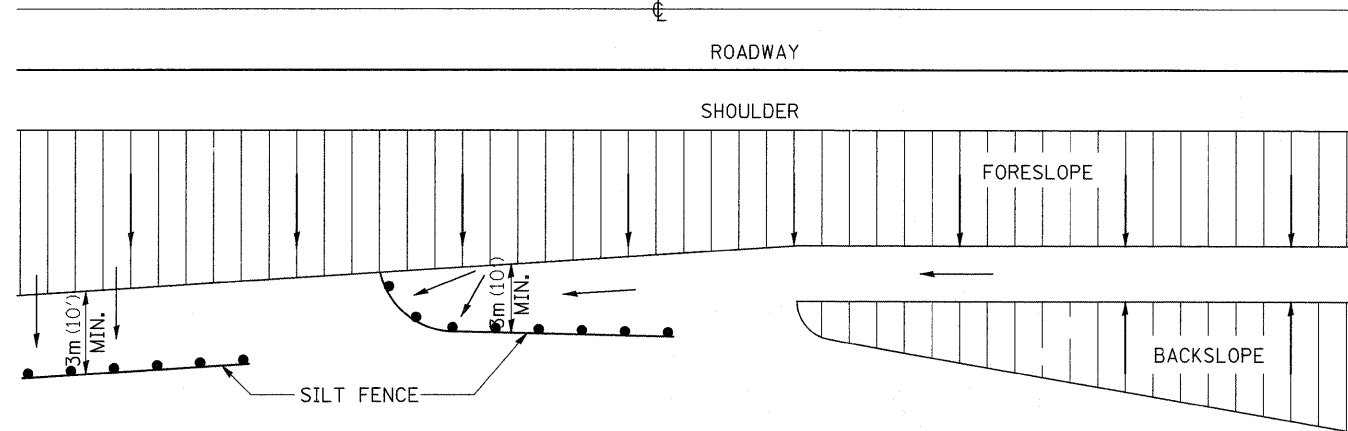
Date 3/20/08

ROUTE FAP 17 DESCRIPTION P92-087-08 Box culvert, IL 64 over a creek, .1 m. W. of Blackhawk Road LOGGED BY W. Garza
SECTION 110T-4 LOCATION Oregon Twp. - 2 SE, SEC., TWP. 23N, RNG. 10E
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After
							90.00				
B-2	28' E.										
	Offset 46.00ft N CL										
	Ground Surface Elev. 103.80										
LOOSE brown dirty SAND					7.0						
		102.30									
VERY DENSE white fine SAND			13								
			23								
		100.30	48								
VERY DENSE white fine SAND			59								
			100/7"								
		97.80									
VERY DENSE white fine SAND with SANDSTONE			100/25"								
		95.30									
VERY DENSE white fine SAND with SANDSTONE			100/1"								
		92.80									
VERY DENSE white fine SAND with SANDSTONE			100/1"								
		90.30									
VERY DENSE white fine SAND with SANDSTONE			100/1"								
		87.80									
End of Boring											

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

EROSION CONTROL DETAILS FOR SILT FENCE

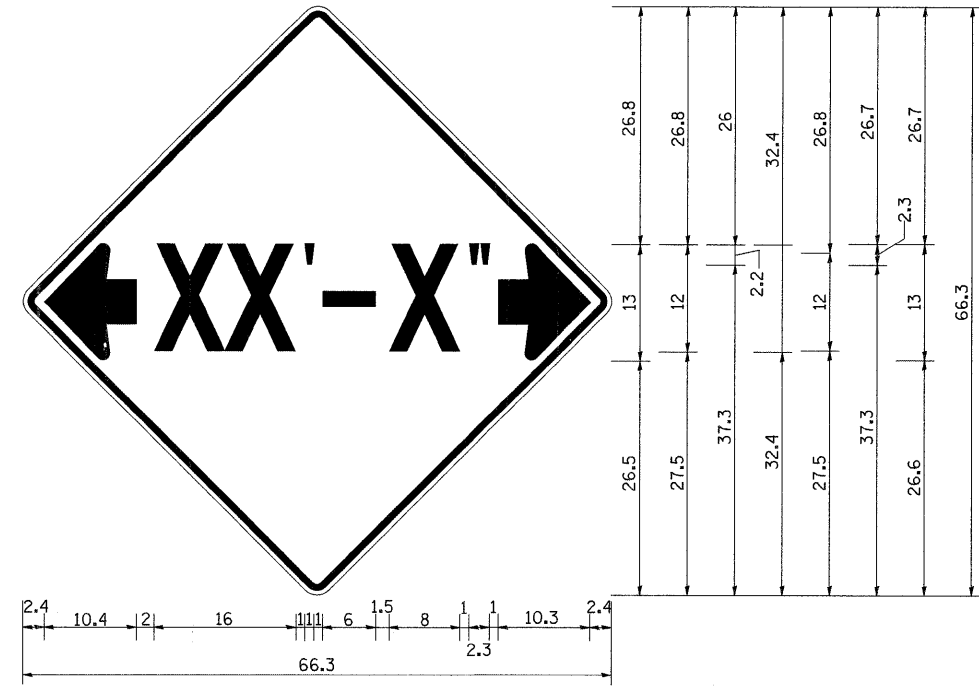


DETAILS OF SILT FENCE

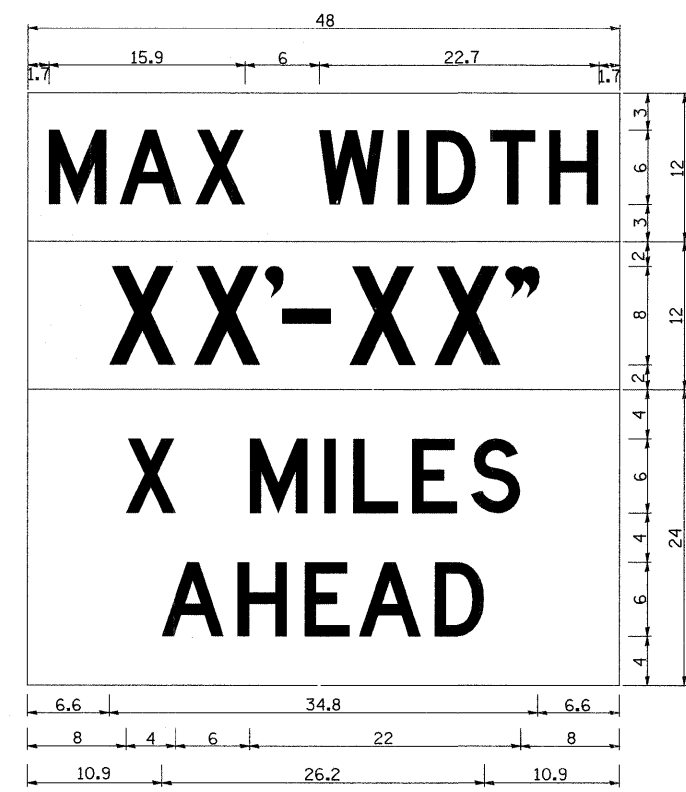
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-22-01

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



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



W12-1103 (Width Is 8D);
 No border, Black on White;
 [MAX WIDTH] D;

 No border, Black on Orange;
 [XX'-XX''] D;

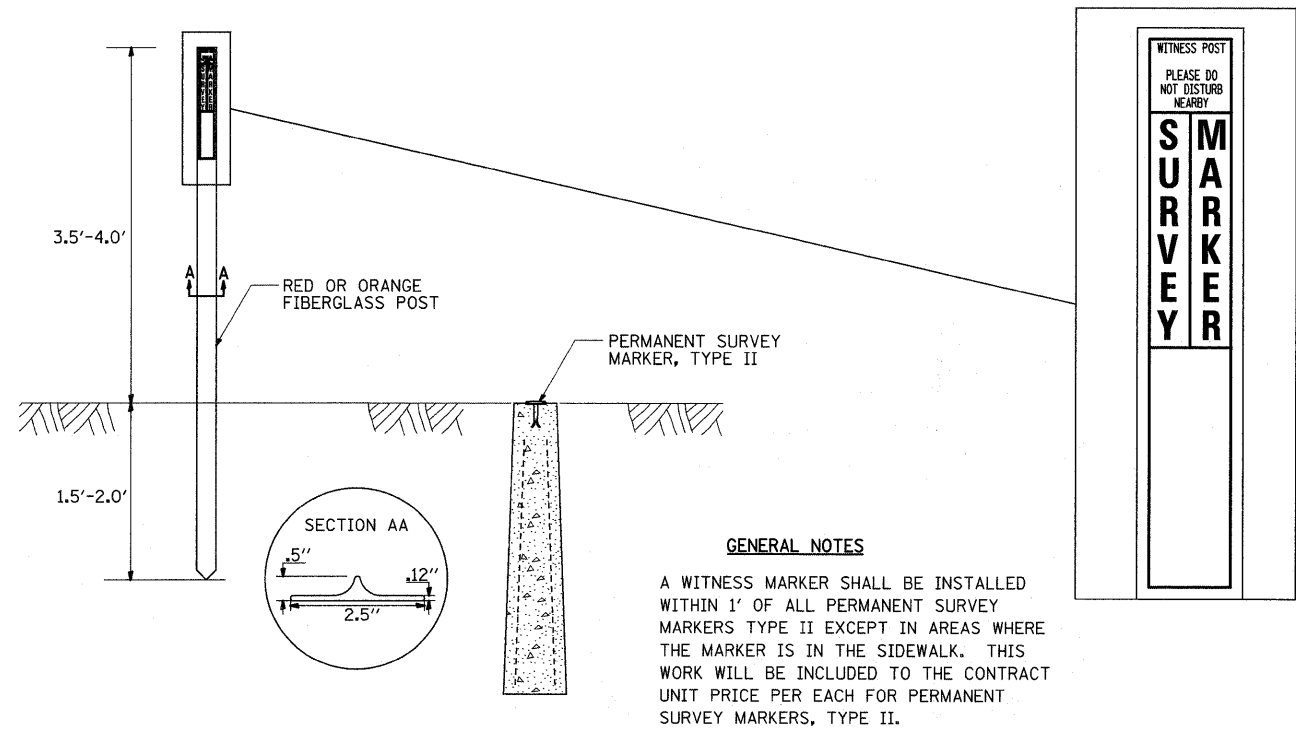
 No border, Black on White;
 [X MILES] D; [AHEAD] D;

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

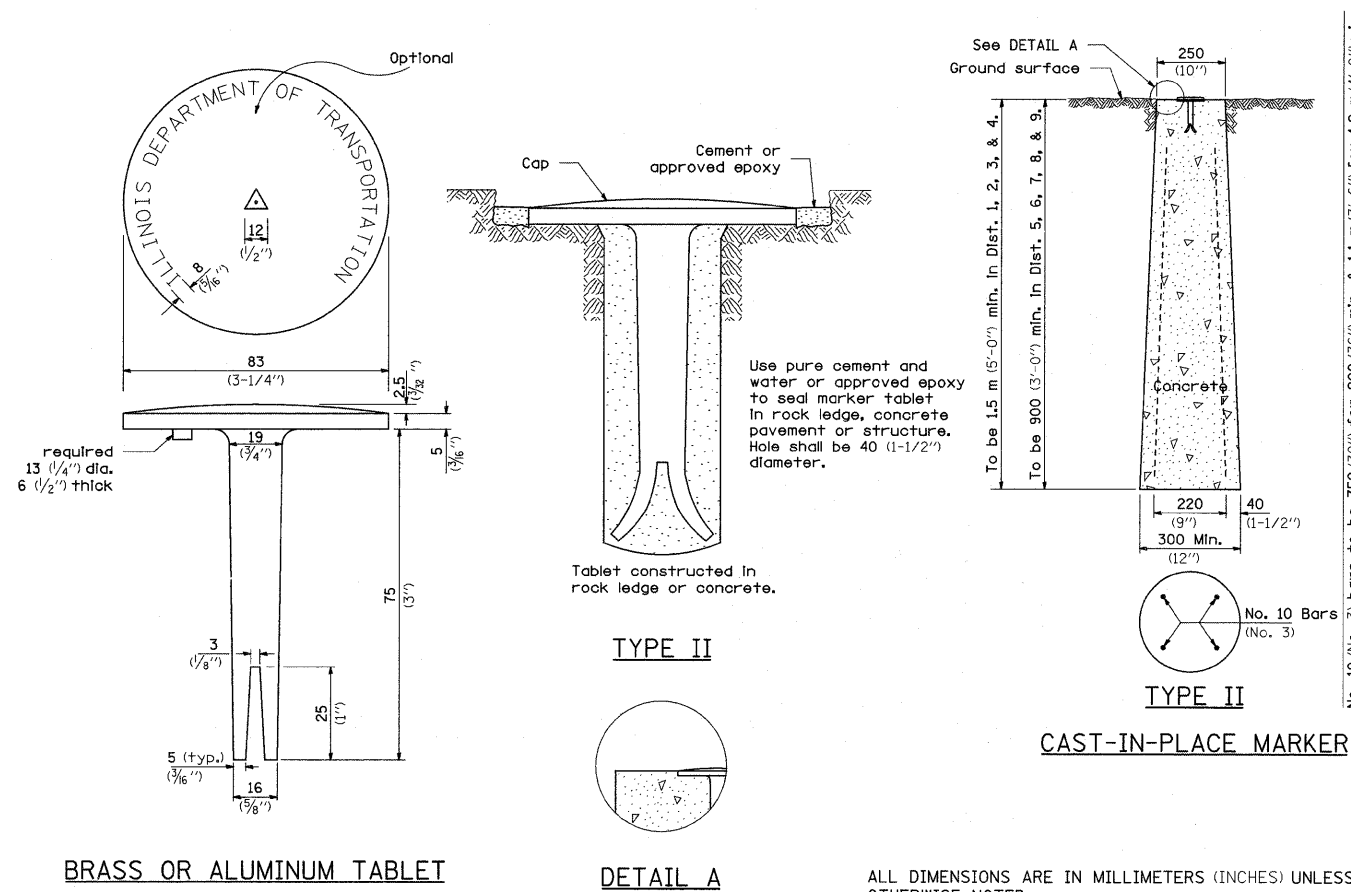
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-9-08	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 26
REVISED -	SCALE: 50.0000' / IN	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 64E32		

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



PERMANENT SURVEY MARKERS, TYPE II



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

No. 10 (No. 3) bars to be 750 (30") for 900 (36") min. & 1.1 m (3'-6") for 1.2 m (4'-0") min.

REVISED - 10-21-08

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		17	110T-4	OGLE	40	27	
REVISED -						CONTRACT NO. 64E32	
REVISED -		SCALE: 50:0000 ' / IN				SHEET NO. OF SHEETS STA. TO STA.	
REVISED -		FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT	

STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

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

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

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

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

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF REMOVAL AND REPLACEMENT OF BOX CULVERT (SN 071-1057)
LOCATED 0.1 MILE WEST OF BLACKHAWK ROAD ON IL 64 IN THE CITY OF OREGON, OGLE COUNTY.

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED USING APPLICABLE TRAFFIC CONTROL STANDARDS.

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 1.67 ACRES

PROPOSED R.O.W (TOTAL PARCEL AREA) 0.38 ACRES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 0.91 ACRES

SUPPORTING REPORTS AND PLANS

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

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

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

EXISTING DRAINAGE DITCH, A TRIBUTARY OF KYTE RIVER, LOCATED LEFT & RIGHT OF IL 64.

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES

STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:

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

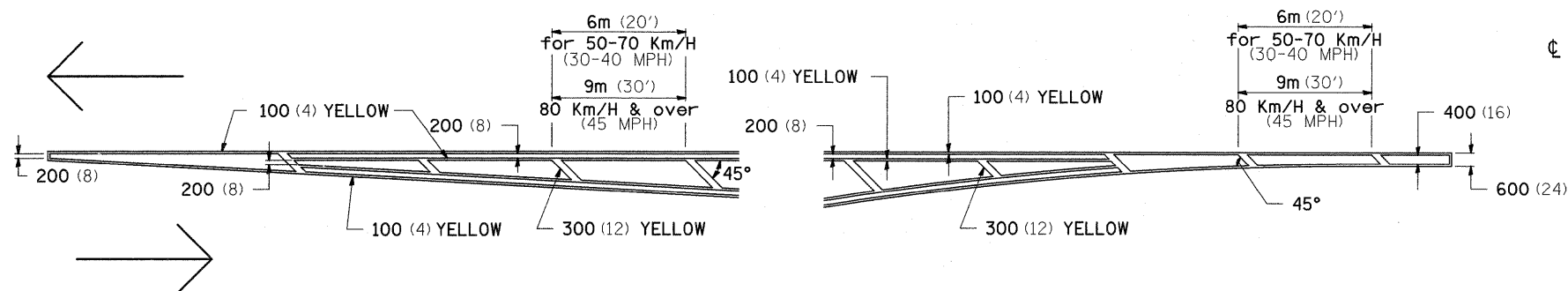
MAINTENANCE AFTER FINAL GRADING

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

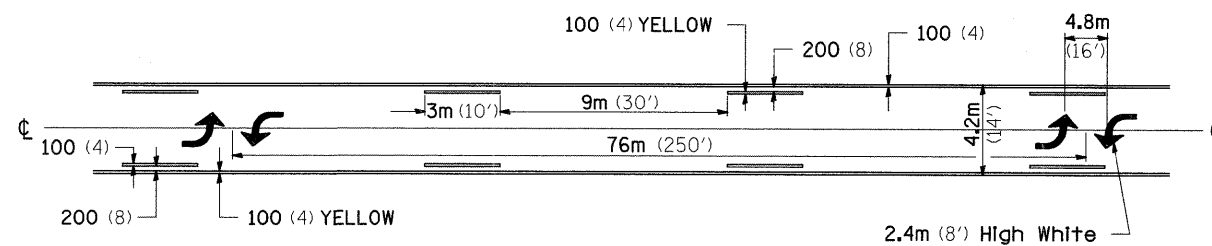
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		DRAWN -	REVISED -			17	110T-4	OGLE	40	28	
		PLOT SCALE = 50.0000' / IN.	REVISED -			SCALE:		SHEET NO. OF SHEETS		STA. TO STA.	
		PLOT DATE = Tue Apr 14 14:53:27 2009	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64E32	

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

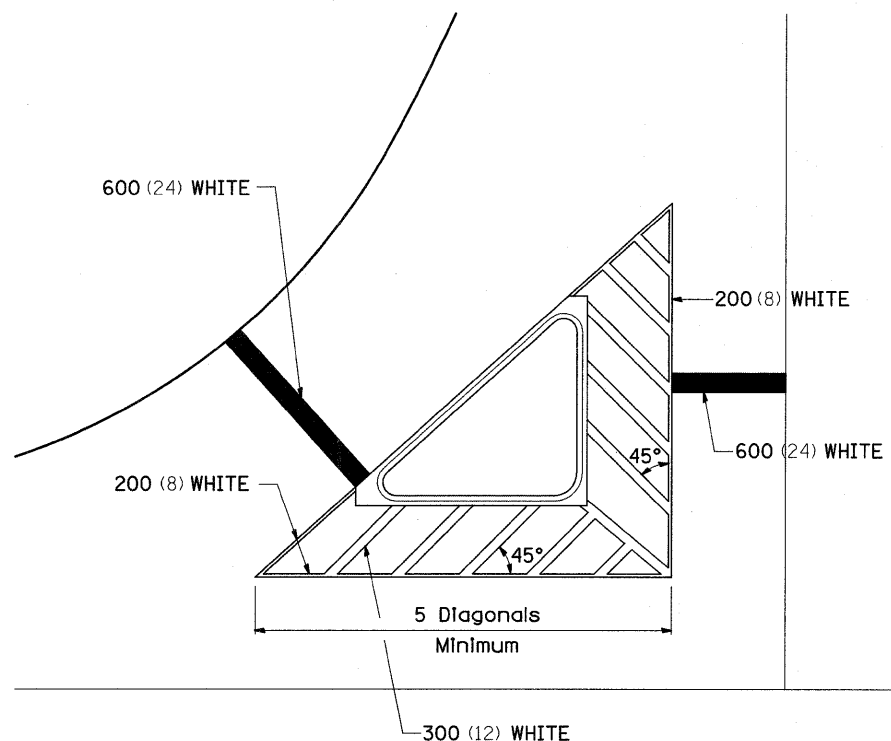


MEDIAN PAVEMENT MARKING

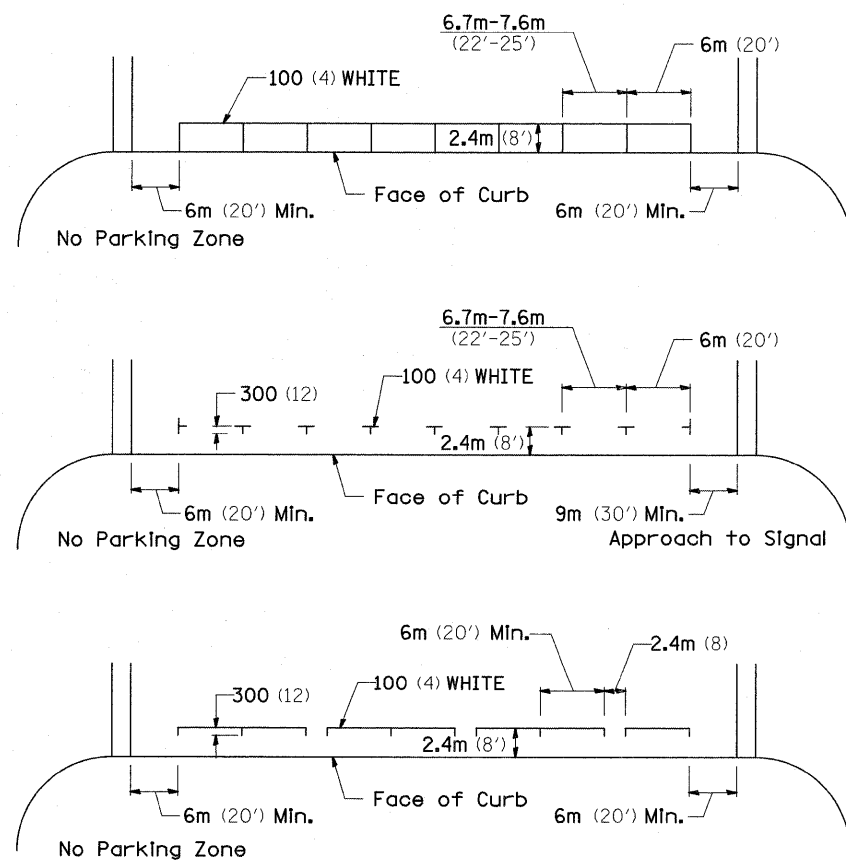


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

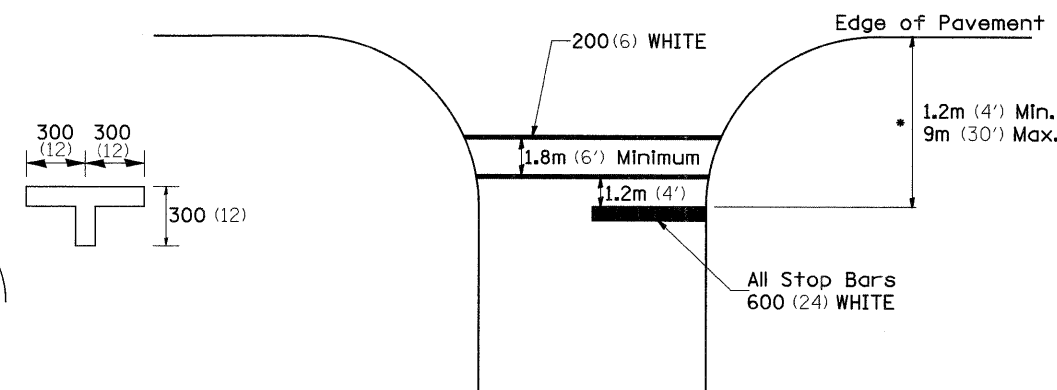


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

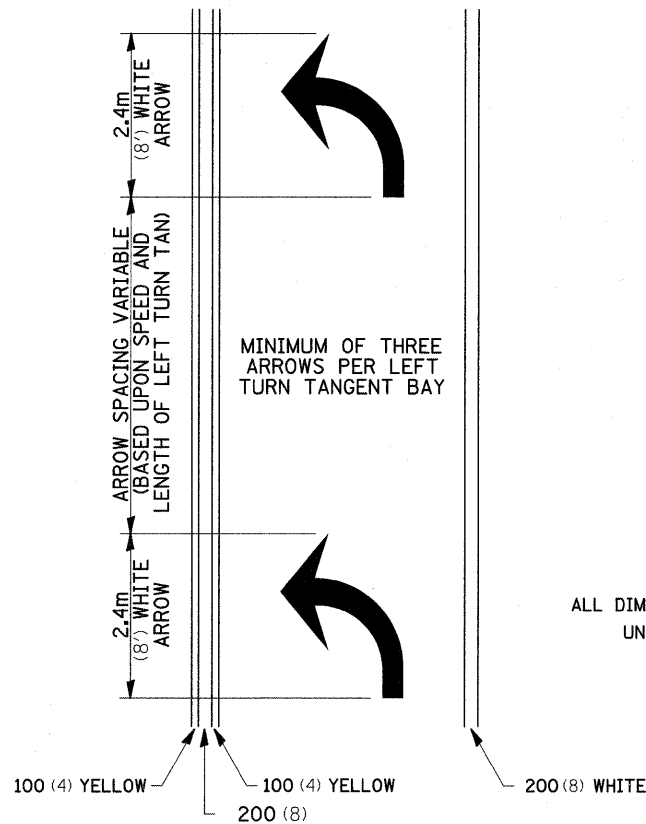


* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 29
CONTRACT NO. 64E32	SCALE:	SHEET NO.	OF SHEETS		STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS

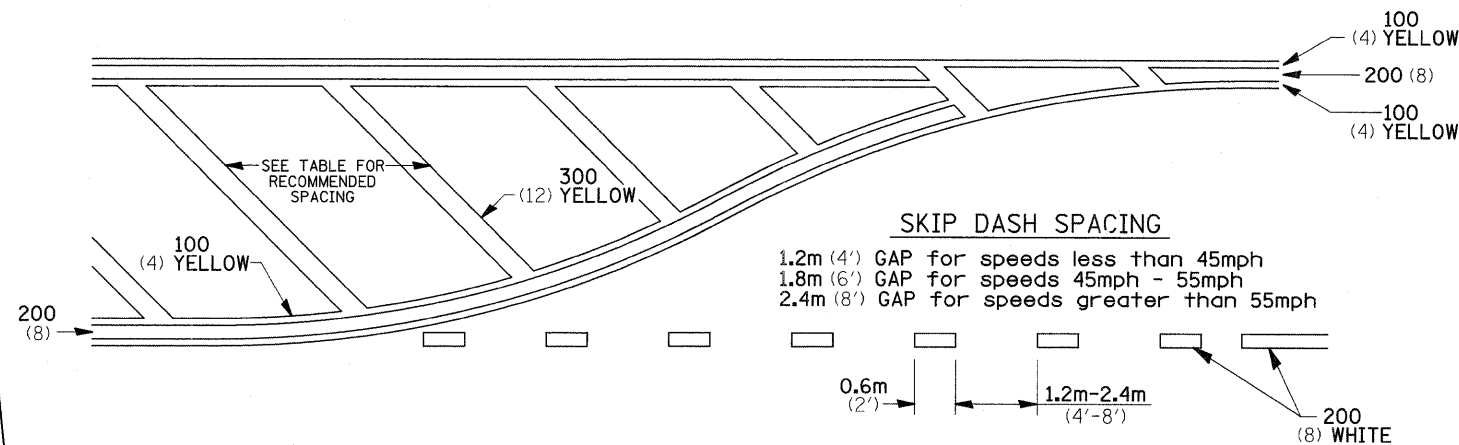
ARROW LAYOUT



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

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

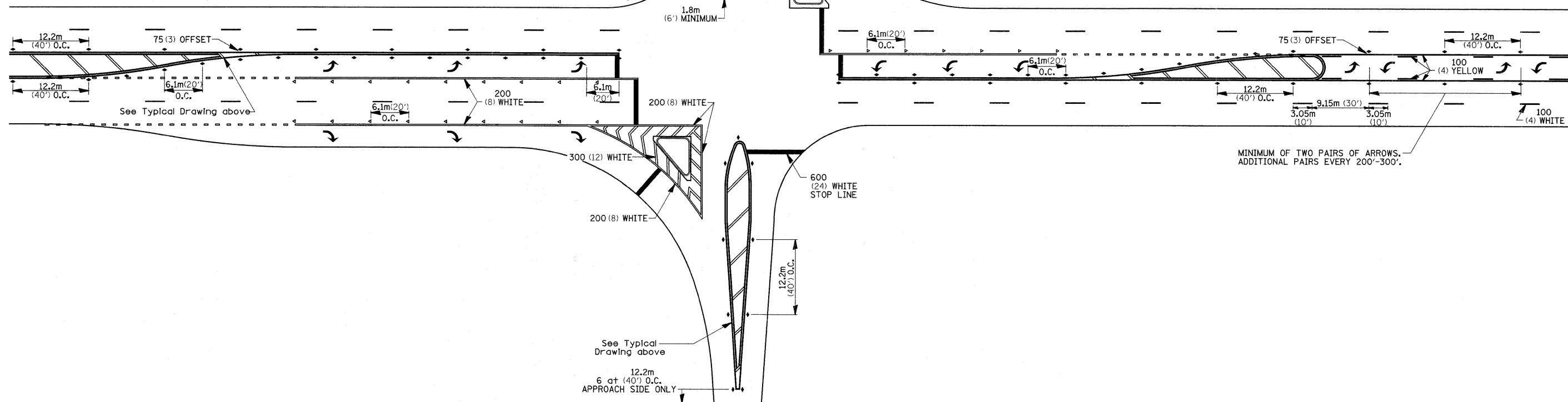
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

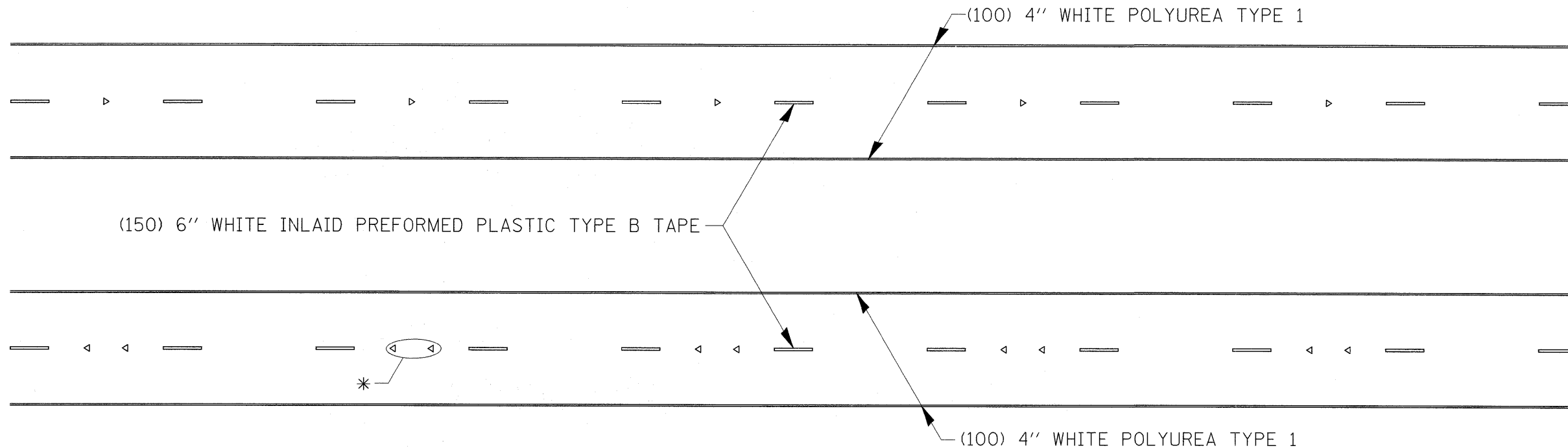
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

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



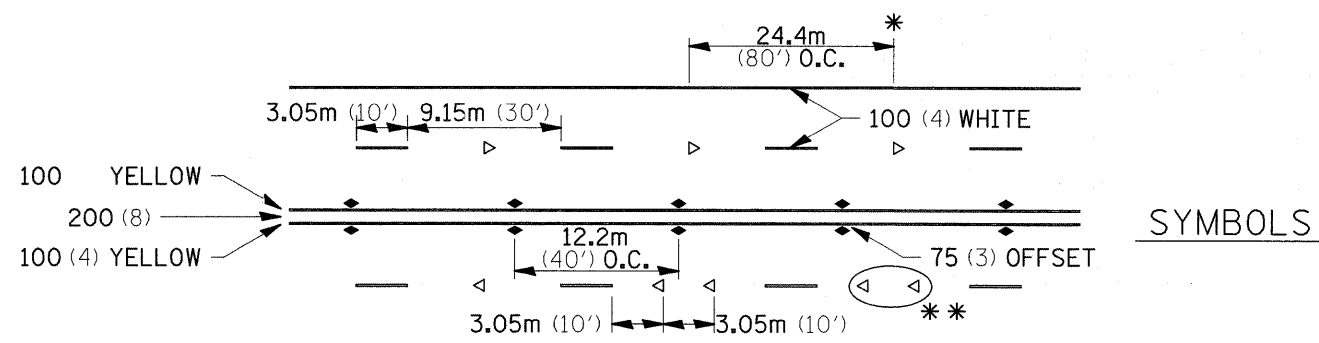
FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pwork\pwork\goff jl\dms41990\088708apl.dgn		DRAWN -	REVISED -					17	110T-4	OGLE	40	30
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64E32				
PLOT DATE = Tue Apr 14 14:53:28 2009		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TYPICAL PAVEMENT MARKINGS



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

MULTI-LANE / DIVIDED

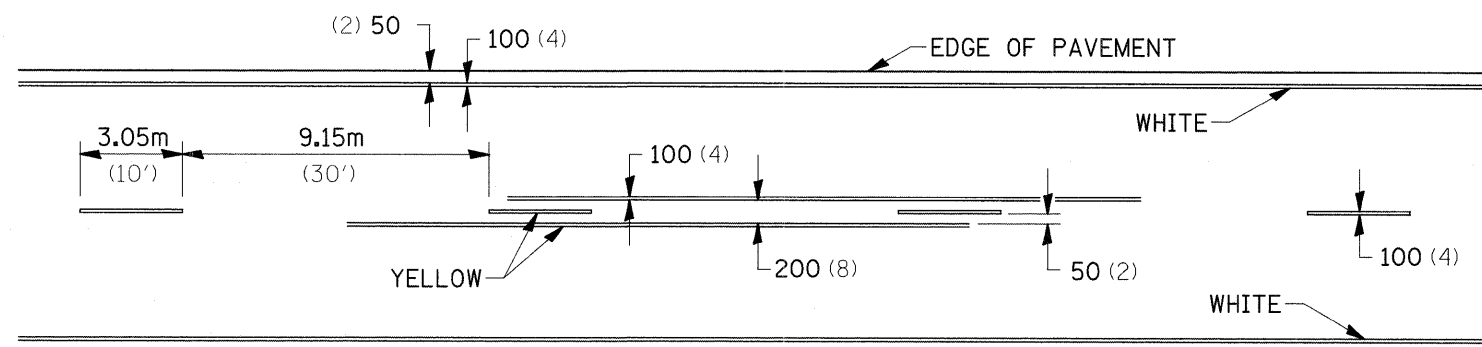


* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

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

MULTI-LANE / UNDIVIDED

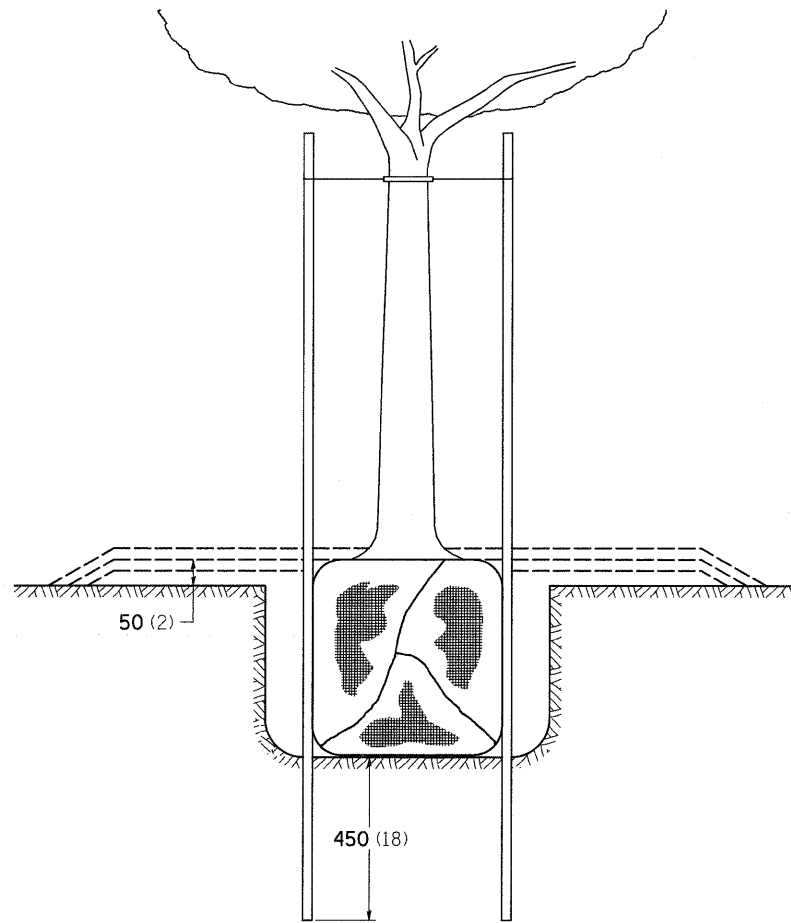
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



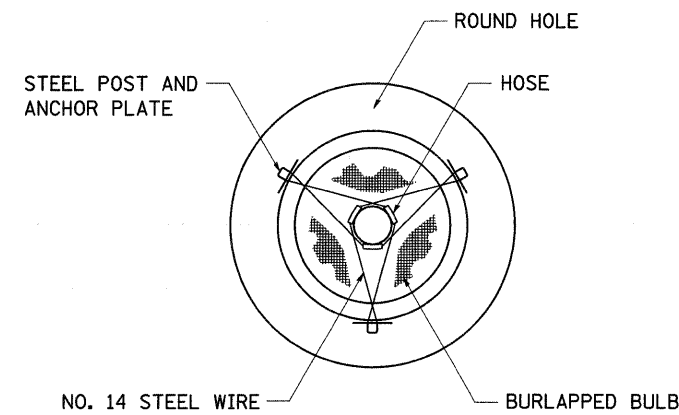
SYMBOLS

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
os\pwork\pwork\goff jl\dms41990\d08708apl.dgn	DRAWN -	REVISED -	17					110T-4	OGLE	40	31	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E32									
PLOT DATE = Tue Apr 14 14:53:28 2009	DATE -	REVISED -	SCALE:		SHEET NO.	OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

DETAILS OF PLANTING AND BRACING TREES

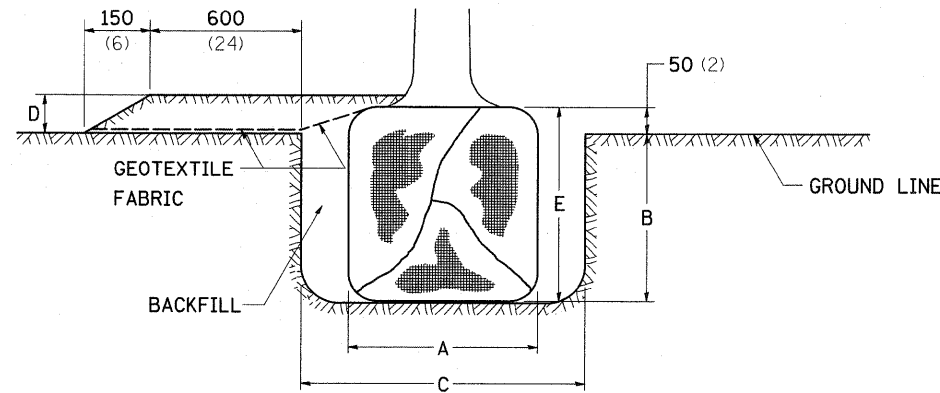


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

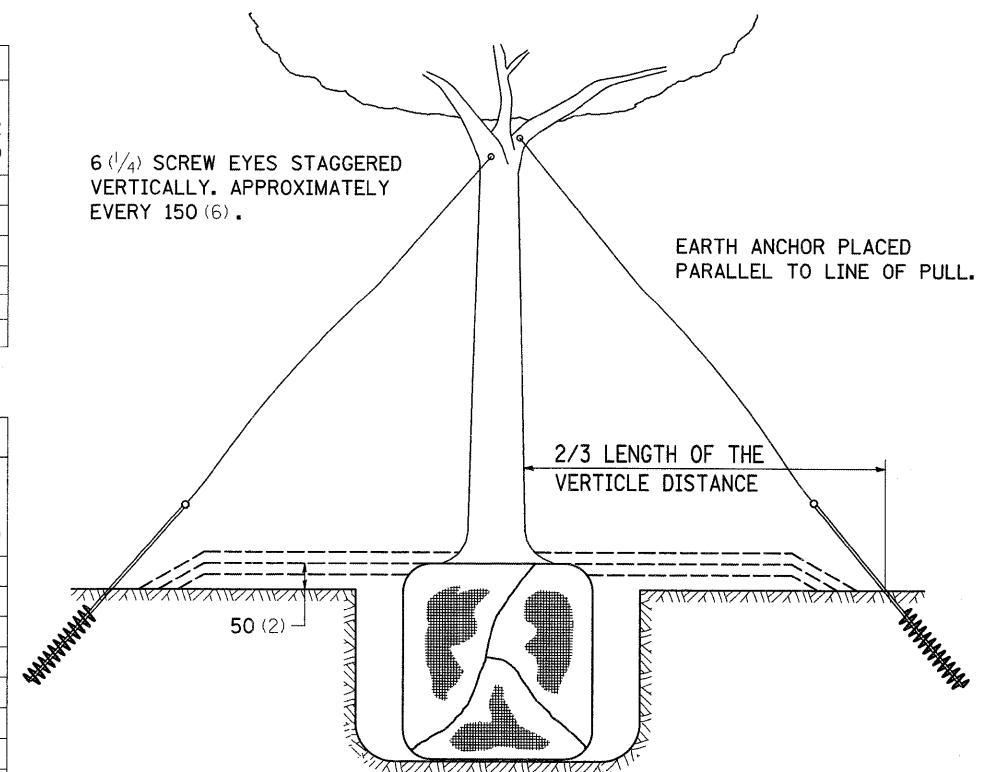


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



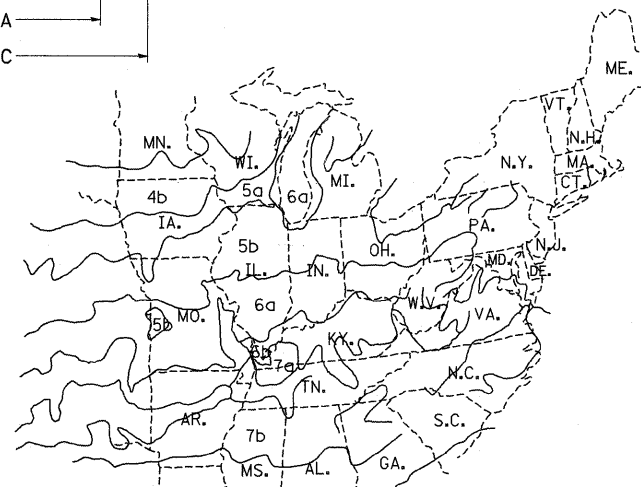
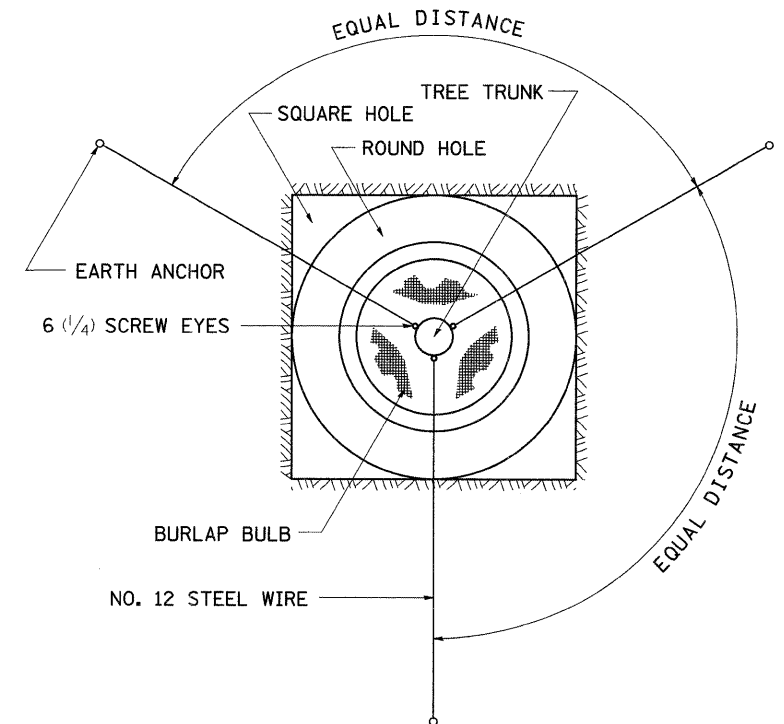
TREES OVER 115 (4 1/2) IN DIAMETER



6 (1/4) SCREW EYES STAGGERED VERTICALLY. APPROXIMATELY EVERY 150 (6).

EARTH ANCHOR PLACED PARALLEL TO LINE OF PULL.

2/3 LENGTH OF THE VERTICLE DISTANCE



PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814

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

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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

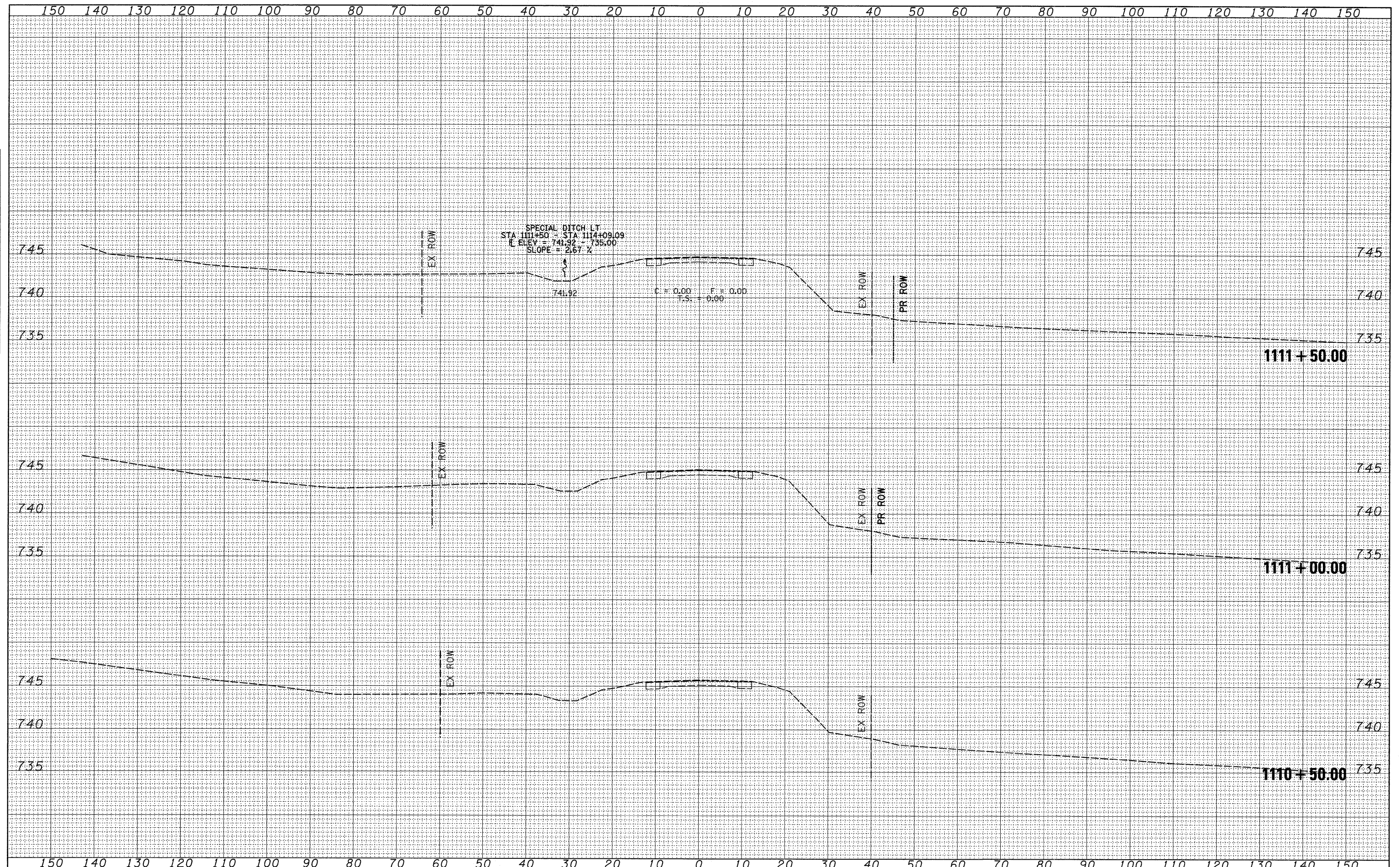
REGION 2 / DISTRICT 2 STANDARD

F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 32
CONTRACT NO. 64E32			ILLINOIS FED. AID PROJECT	

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

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

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



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 CHECKED -
 DATE -

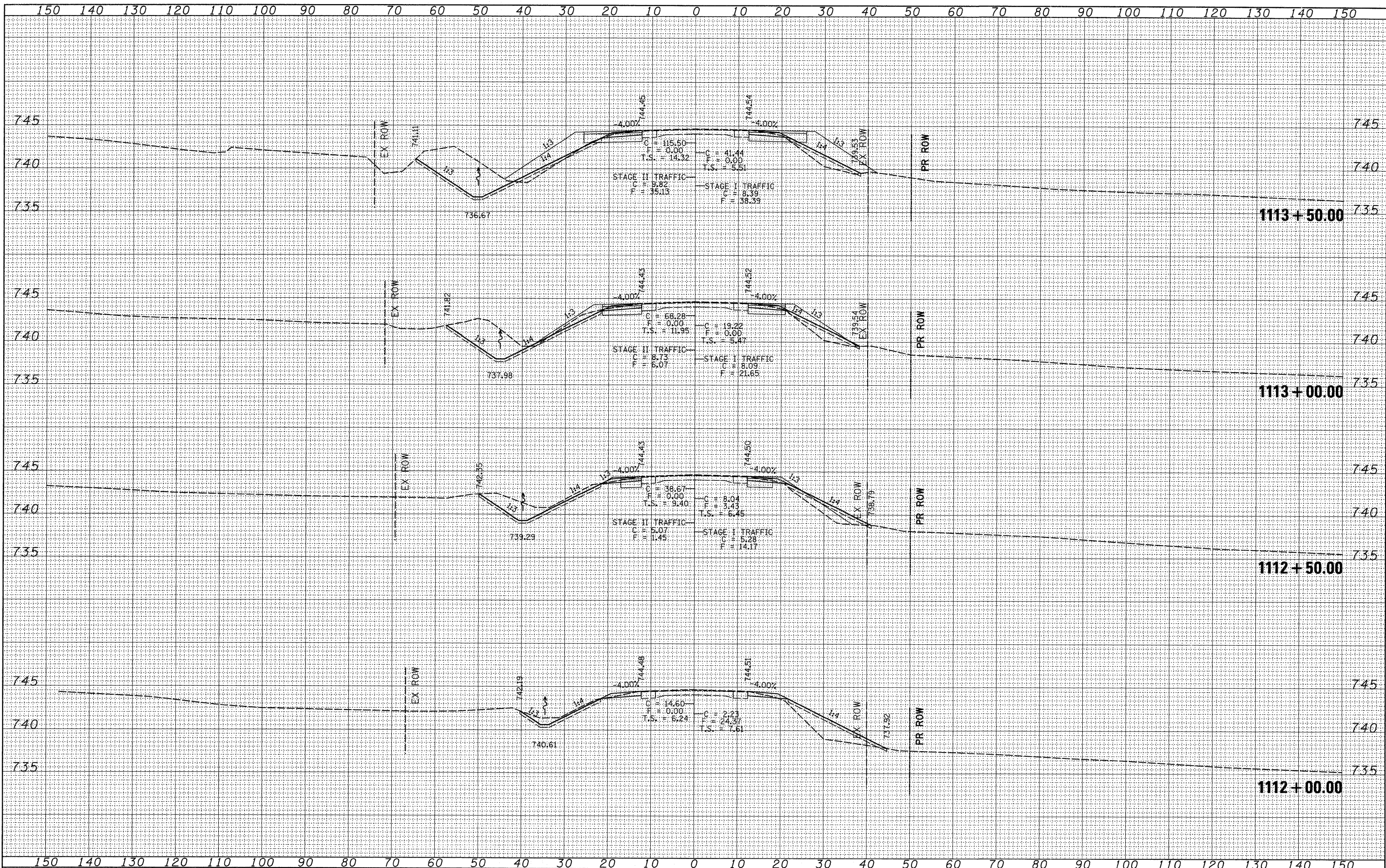
REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL RTE 64

SCALE: SHEET NO. 1 OF 8 SHEETS STA. 1110+50.00 TO STA. 1111+50.00

F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 33
CONTRACT NO. 64E32				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	DATE
SUBMITTED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SUBMITTED	BY
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
AREAS CHECKED	

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DESIGNED -
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 CHECKED -
 DATE -

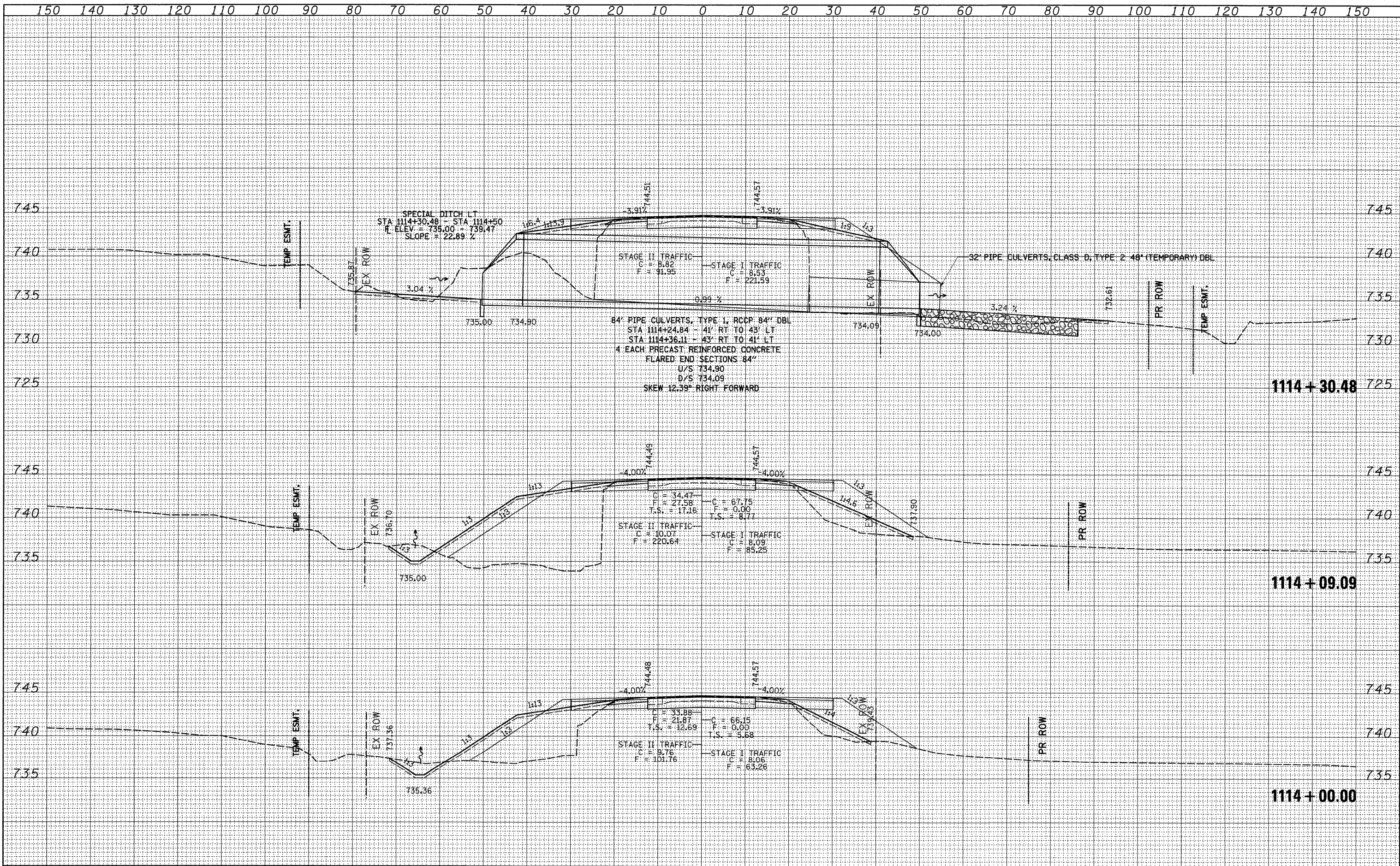
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DESIGNED -
 DRAWN -
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 DATE -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

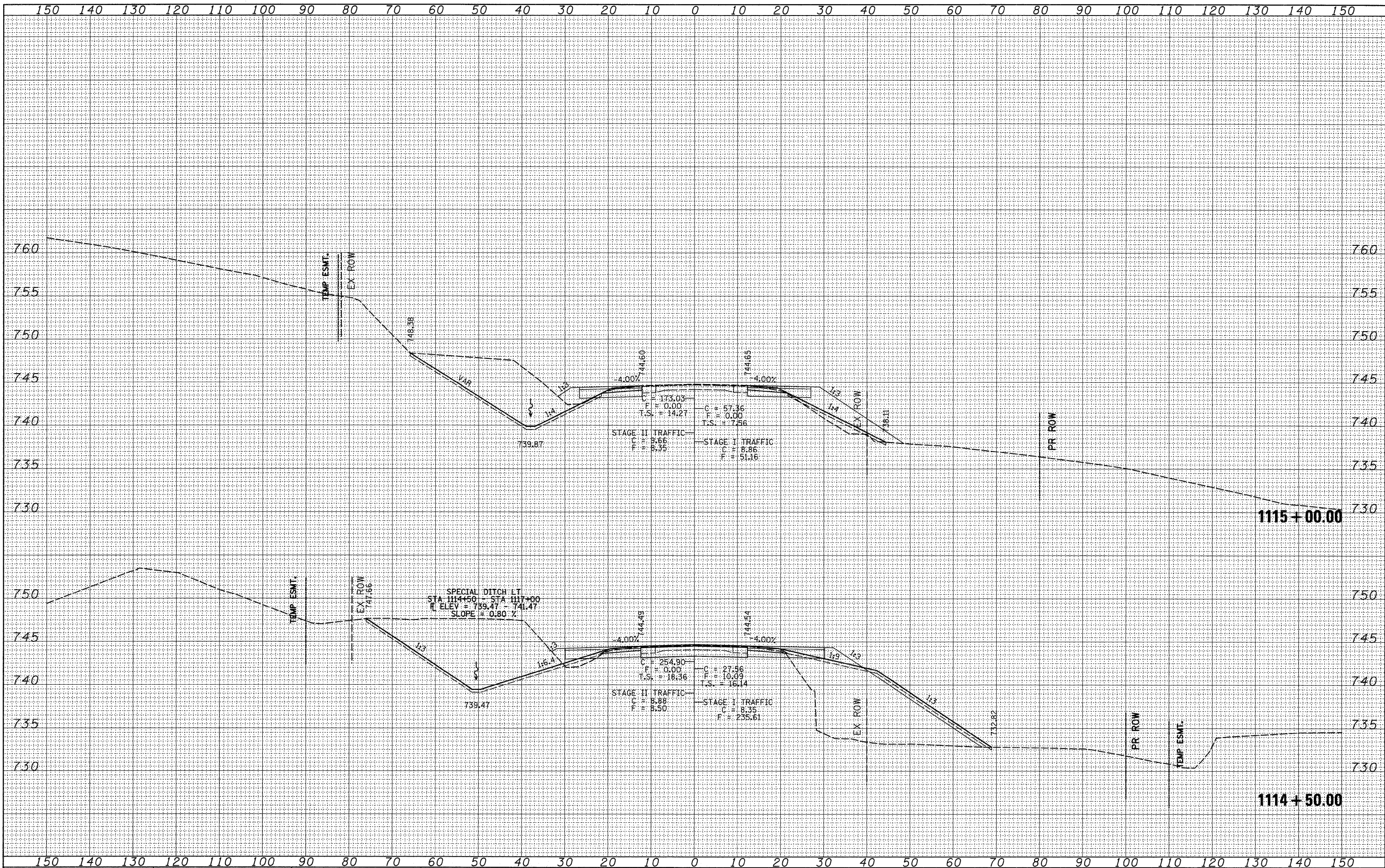
IL RTE 64
 SCALE: SHEET NO. 2 OF 8 SHEETS STA. 1112+00.00 TO STA. 1113+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	110T-4	OGLE	40	34
CONTRACT NO. 64E32				
ILLINOIS FED. AID PROJECT				



DATE	
BY	
CHECKED	
DESIGNED	
PLOTTED	
REVISIONS	
NO.	

DATE	
BY	
CHECKED	
DESIGNED	
PLOTTED	
REVISIONS	
NO.	



FINAL SURVEY	DATE
REVISIONS	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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ORIGINAL SURVEY	DATE
REVISIONS	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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DESIGNED -
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 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

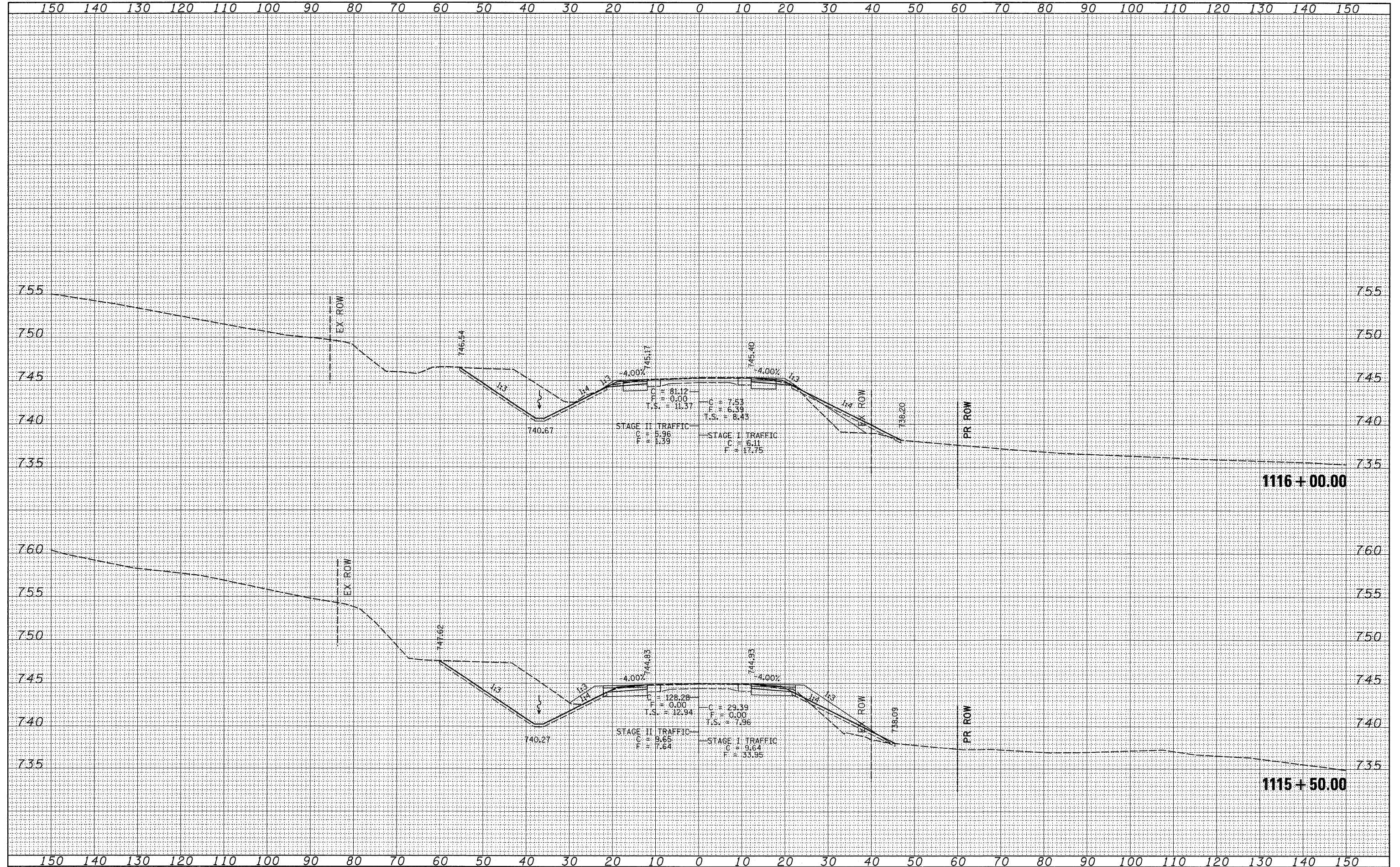
IL RTE 64

SCALE: SHEET NO. 4 OF 8 SHEETS STA. 1114+50.00 TO STA. 1115+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	110T-4	OGLE	40	36
CONTRACT NO. 64E32			ILLINOIS FED. AID PROJECT	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
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DESCRIPTION	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
REVISIONS	
NO.	
DESCRIPTION	



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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

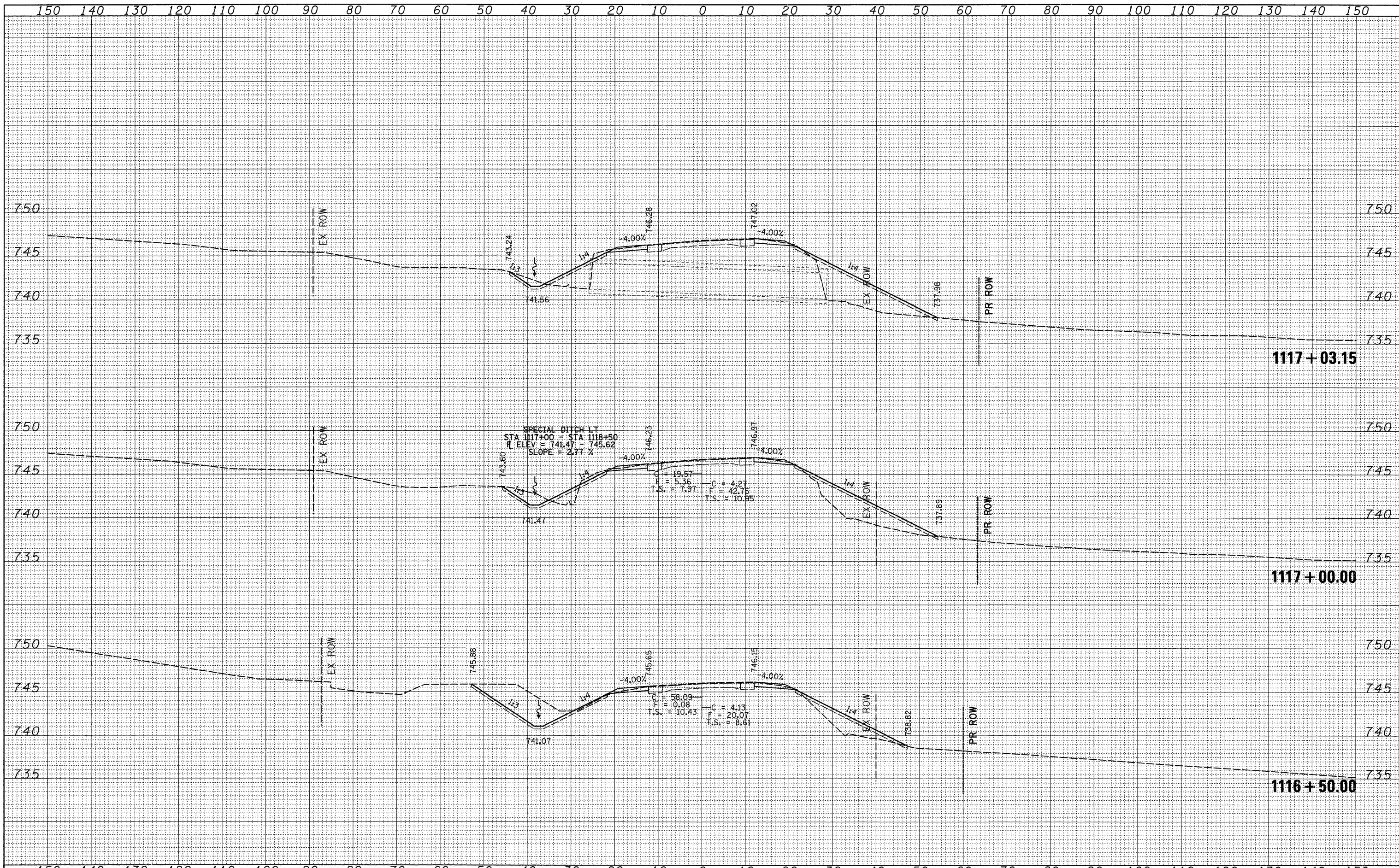
IL RTE 64

SCALE: SHEET NO. 5 OF 8 SHEETS STA. 1115+50.00 TO STA. 1116+00.00

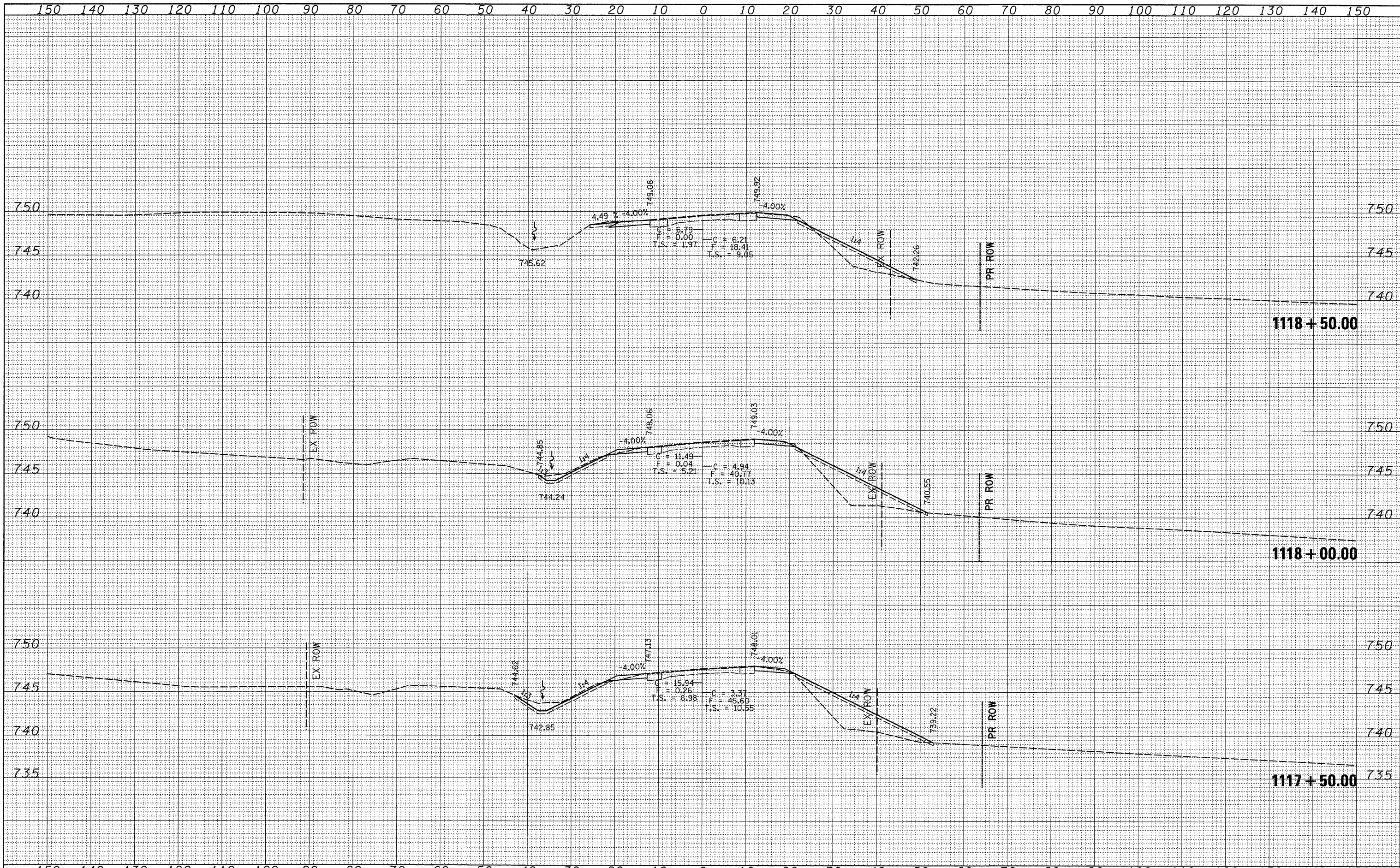
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	110T-4	OGLE	40	37
CONTRACT NO. 64E32			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
SURVEY	
NOTE BOOK	
NO.	
TEMPL.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
NOTE BOOK	
NO.	
TEMPL.	
AREAS CHECKED	

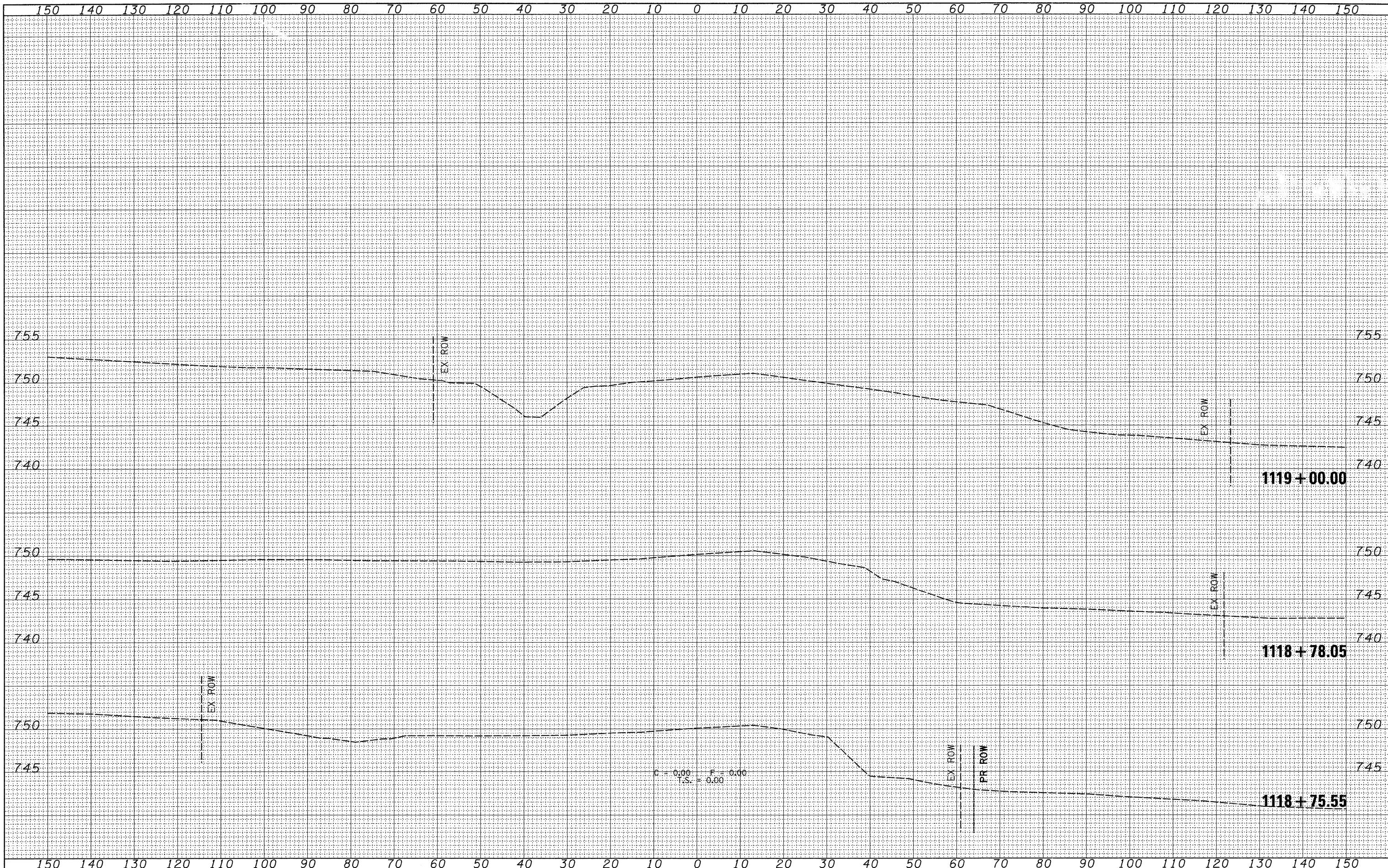


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		DATE -	REVISED -			CONTRACT NO. 64E32 ILLINOIS FED. AID PROJECT					



DATE	
BY	
FINAL SURVEY	
REVISED SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISED SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	
AREAS CHECKED	



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		
SURVEYED		
TEMPLATE		
AREAS		
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ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
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DESIGNED -
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 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL RTE 64

SCALE: SHEET NO. 8 OF 8 SHEETS STA. 1118+75.55 TO STA. 1119+00.00

F.A.P. RTE. 17	SECTION 110T-4	COUNTY OGLE	TOTAL SHEETS 40	SHEET NO. 40
CONTRACT NO. 64E32			[ILLINOIS] FED. AID PROJECT	