

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PLANS FOR
PROPOSED LOCAL AGENCY IMPROVEMENT
FEDERAL - AID PROJECT
AMERICAN RECOVERY AND REINVESTMENT ACT**
WEST MAIN STREET ROADWAY IN THE CITY OF MENDOTA IN LA SALLE COUNTY
F. A. U. ROUTE 6004 SECTION 09-00058-00-WR
PROJECT NO. ARA-5044 (011)
JOB NO. C-93-168-09

F. A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6004	09-00058-00-WR	LA SALLE	24	1

CITY OF MENDOTA
CONTRACT NO. 87432

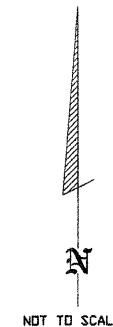
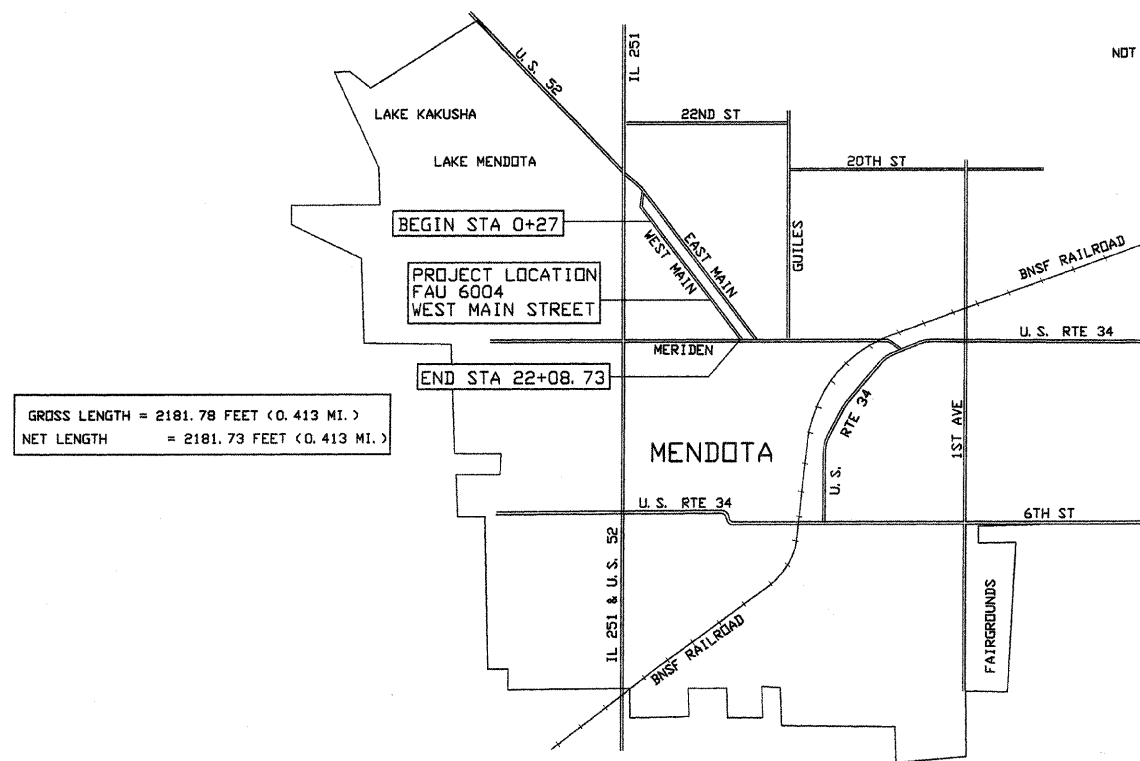
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CALL J. U. L. I. E.
48 HOURS BEFORE YOU DIG
1-800-892-0123

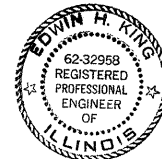


LOCATION OF SECTION INDICATED THUS:

FUNCTIONAL CLASSIFICATION - COLLECTOR
CLASS II ROAD DESIGN
DESIGN SPEED 30 MPH PV = 88%
CURRENT ADT: 1200 (2009) MU = 7%
DESIGN ADT: 2400 (2024) SU = 5%
TF = 0.025

THE ACCEPTANCE OF THIS PROJECT IS BASED ON THE MINIMUM DESIGN CRITERIA FOR A FEDERAL AID 3-R

THESE PLANS WERE PREPARED BY
KING ENGINEERING, INC
1056 FIRST STREET
LA SALLE, ILLINOIS 61301
Edwin H. King
EDWIN H. KING
ILLINOIS PROFESSIONAL ENGINEER NO. 32958
EXPIRES NOV. 30, 2009



APPROVED Oct. 27, 2009
D. J. Beck
LOCAL AGENCY OFFICIAL
PASSED 10-29 2009
Kenneth P. Lang
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS
RELEASED FOR BIDS BASED ON LIMITED REVIEW 10-29 2009
George F. Ryan
DEPUTY DIRECTOR, REGION 2 ENGINEER
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F. A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6004	09-00058-00-WR	LA SALLE	24	2

CITY OF MENDOTA
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- 1 SIDEWALK RAMPS FOR THE HANDICAPPED (STD. 424001) SHALL BE CONSTRUCTED AT INTERSECTIONS WHERE ALL PROPOSED SIDEWALKS ABUT CURB AND WHERE NOTED ON THE PLANS.
- 2 THE THICKNESS OF BITUMINOUS MIXTURES ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OF BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- 3 THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

NITROGEN FERTILIZER NUTRIENT	90	LBS/AC
PHOSPHOROUS FERTILIZER NUTRIENT	90	LBS/AC
POTASSIUM FERTILIZER NUTRIENT	90	LBS/AC
BITUMINOUS MATERIALS (PRIME CDAT) MC-30	0.35	GAL/SQ. YD.
BITUMINOUS MATERIALS (PRIME CDAT) RC-70	0.10	GAL/SQ. YD.
AGGREGATE (PRIME CDAT)	0.00125	TONS/SQ. YD.
BITUMINOUS CONCRETE SURFACE COURSE HMA	112.5	LBS. SQ. YD./INCH
BITUMINOUS CONCRETE BINDER COURSE HMA	112.5	LBS. /SQ. YD. /INCH
LEVEL BINDER (MACHINE METHOD) HMA	112.5	LBS. /SQ. YD. /INCH

FURNISHED EXCAVATION (EMBANKMENT) ----- A SHRINKAGE FACTOR OF 0.25 WAS USED FOR EARTHWORK CALCULATIONS. NO OVERHAUL WILL BE ALLOWED.
- 4 ALL SAW CUTTING OF EXISTING PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 2 3/4 INCHES UNLESS OTHERWISE SPECIFIED.
- 5 THE CONTRACTOR WILL PROVIDE FOR TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED.
- 6 THE EXISTING STREET SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
- 7 ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
- 8 THE COST OF MAKING ANY SEWER CONNECTION TO AN EXISTING DRAINAGE STRUCTURE SHALL BE CONSIDERED INCIDENTAL TO THAT DRAINAGE STRUCTURE.
- 9 THE LOCATION OF EXISTING UNDERGROUND UTILITY LINES IS SHOWN ON THE BASIS OF INFORMATION FURNISHED BY OTHERS AND THE ENGINEER DOES NOT WARRANT OR GUARANTEE THIS INFORMATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE CORRECTNESS OF THE SAME PRIOR TO THE START OF CONSTRUCTION BY UNCOVERING UNDERGROUND UTILITIES IN ALL LOCATIONS WHERE HE FEELS THE PROPOSED CONSTRUCTION MAY NEED TO BE ALTERED TO PREVENT CONFLICTS IN LINE, GRADE OR WORKING CLEARANCES. SHOULD THE LOCATION OF THE UNDERGROUND UTILITIES BE FOUND DIFFERENT THAN THAT SHOWN ON THE PLANS, NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR.
- 10 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
 - COMMONWEALTH EDISON (COM ED)
 - VERIZON
 - NORTHERN ILLINOIS GAS (NICOR)
 - COMCAST COMMUNICATIONS
 - CITY OF MENDOTA
- 11 ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 12 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 13 ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT TERM CLOSURES.
- 14 THE ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM NAVD 88 DATUM.
- 15 THE CONTRACTOR WILL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE WHICH WILL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.
- 16 BEFORE ORDERING PIPE CULVERTS, STORM SEWERS, AND PIPE DRAINS, THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER FOR EXACT LENGTHS REQUIRED.
- 17 AGGREGATE BASE COURSE, TYPE B SHALL BE USED TO MAINTAIN ENTRANCES DURING CONSTRUCTION.
- 18 UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THE CONTRACTOR WILL STAY WITHIN THE RIGHT-OF-WAY LIMITS SHOWN ON THE PLANS.
- 19 SHOULDERS, DITCHES, SIDE SLOPES, BACK SLOPES AND OTHER PORTIONS OF THE RIGHT-OF-WAY HAVING INSUFFICIENT VEGETATION SHALL BE RE-SEEDING BY THE CITY OF MENDOTA AS DIRECTED BY THE ENGINEER. TEMPORARY EROSION CONTROL SYSTEMS AS PER STD. 280001 SHALL BE APPLIED AT ALL INLETS AND PIPE OUTLETS BY THE CONTRACTOR.
- 20 THE CONTRACTOR SHALL MAKE SURE THAT THE TOP FOUR INCHES OF EMBANKMENT CONTAINS MATERIALS THAT WILL SUPPORT VEGETATION GROWTH. THIS WILL BE PAID FOR AS TOPSOIL FURNISH AND PLACE 4" AT THE UNIT PRICE PER SQUARE YARD. THE TOPSOIL MATERIAL SHALL NOT BE PLACED AND COMPACTED AT MOISTURE CONTENTS IN EXCESS OF 110 PERCENT OF THE OPTIMUM MOISTURE UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.
- 21 ALL WORK SHALL BE IN ACCORDANCE WITH THE JAN 1, 2007 EDITION OF THE 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION' AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JAN 1, 2010
- 22 THE CONTRACTOR SHALL SUPPLY THE FOLLOWING TRAFFIC CONTROL SIGNAGE:
 - TWO TYPE II BARRICADES AT EACH PRIVATE OR COMMERCIAL ENTRANCE OR AS MANY AS DIRECTED BY THE ENGINEER.
 - TYPE II BARRICADES AT ANY OTHER LOCATION AS DIRECTED BY THE ENGINEER.
 - TYPE III (ROAD CLOSED THRU TRAFFIC) SHALL BE PLACED AT THE NORTH AND SOUTH PROJECT LIMITS (4 TOTAL) AND AT 16TH STREET (2 TOTAL), AND AT PENNSYLVANIA (2 TOTAL).

TYPE II BARRICADES SHALL BE INSTALLED WHERE CONSTRUCTION ACTIVITIES INCLUDE OPEN EXCAVATION TRENCHES DURING DAYTIME HOURS AND ALSO WHICH WILL REMAIN OPEN OVER NIGHT AND ANY OTHER AREAS WHERE DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL SHALL BE MAINTAINED AT ALL TIMES (24 HOURS PER DAY, 7 DAYS PER WEEK) BY THE CONTRACTOR. THE CONTRACTOR SHALL FURNISH THE ENGINEER A MINIMUM OF TWO EMPLOYEES OR AGENTS WHO SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE INCLUDING A 24 HOUR TELEPHONE NUMBER(S) FOR EACH INDIVIDUAL. WHEN THE ENGINEER IS NOTIFIED, OR DETERMINES A TRAFFIC CONTROL DEFICIENCY EXISTS, HE/SHE WILL NOTIFY AND DIRECT THE CONTRACTOR TO CORRECT THE DEFICIENCY WITHIN A SPECIFIED TIME. THE SPECIFIED TIME, WHICH BEGINS UPON NOTIFICATION TO THE CONTRACTOR, WILL BE FROM 1/2 HOUR TO 12 HOURS BASED UPON THE URGENCY OF THE SITUATION AND THE NATURE OF THE DEFICIENCY. THE ENGINEER SHALL BE THE SOLE JUDGE.

THE DEFICIENCY MAY BE ANY LACK OF REPAIR, MAINTENANCE OR NON-COMPLIANCE WITH THE TRAFFIC CONTROL PLAN.

IF THE CONTRACTOR FAILS TO CORRECT THE DEFICIENCY WITHIN THE SPECIFIED TIME, A DAILY MONETARY DEDUCTION WILL BE IMPOSED FOR EACH CALENDAR DAY OR FRACTION THEREOF THE DEFICIENCY EXISTS. THE CALENDAR DAY(S) WILL BEGIN WITH NOTIFICATION TO THE CONTRACTOR AND END WITH THE ENGINEER'S ACCEPTANCE OF THE CORRECTION. THE DAILY MONETARY DEDUCTION WILL BE EITHER \$1,000 OR 0.50 PERCENT OF THE AWARDED CONTRACT VALUE, WHICHEVER IS GREATER. IN ADDITION, IF THE CONTRACTOR FAILS TO RESPOND, THE ENGINEER MAY CORRECT THE DEFICIENCY AND THE COST THEREOF WILL BE DEDUCTED FROM MONIES DUE OR WHICH MAY BECOME DUE THE CONTRACTOR. THIS CORRECTIVE ACTION WILL IN NO WAY RELIEVE THE CONTRACTOR OF HIS/HER CONTRACTUAL REQUIREMENTS OR RESPONSIBILITIES.

23 THE CONTRACTOR AND HIS INSURANCE COMPANY AGREE TO NAME THE CITY OF MENDOTA AND KING ENGINEERING, INC. AS BEING CO-INSURED FOR THE DURATION OF THIS PROJECT ON ALL CERTIFICATES OF INSURANCE. THE CONTRACTOR AND HIS INSURANCE COMPANY ALSO AGREES TO INDEMNIFY, PROTECT, DEFEND AT ITS OWN COST, AND HOLD HARMLESS THE CITY OF MENDOTA AND KING ENGINEERING, INC., THEIR EMPLOYEES AND AGENTS, FROM AND AGAINST ALL LOSSES, DAMAGES, INJURIES, COSTS, EXPENSES, OR CLAIMS SUSTAINED THEREOF TO OR BY ANY PERSON OR PERSONS OR PROPERTY ARISING OUT OF, THROUGH, UNDER, OR BY VIRTUE OF ANY NEGLIGENCE AND/OR NON-COMPLIANCE OF THE SPECIFICATIONS BY THE CONTRACTOR ON THIS PROJECT.

24 THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL AND STATE LAWS, CITY ORDINANCES, AND D.S.H.A. REGULATIONS WHEN PERFORMING CONSTRUCTION ACTIVITIES ON THIS PROJECT.

25 IT IS EXPECTED BY THE LOCAL AGENCY THAT THE SUCCESSFUL BIDDER HAVE ALL WORK DONE AND COMPLETED NO LATER THAN SEPTEMBER 15, 2010. NO EXTENSIONS OF TIME WILL BE APPROVED BY THE MUNICIPALITY WITHOUT WRITTEN AUTHORIZATION. FAILURE TO MEET THIS DEADLINE DATE SHALL RESULT IN A MONETARY DEDUCTION OF EITHER \$1000 OR 0.15 PERCENT OF THE AWARDED CONTRACT PER CALENDAR DAY, WHICHEVER IS GREATER.

26 THE COST OF PROVIDING QUALITY CONTROL DENSITY TESTS BY THE CONTRACTOR SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR THE VARIOUS GC/GA BITUMINOUS PAY ITEMS.

EROSION AND SEDIMENT CONTROL MEASURES

THE FOLLOWING INTERIM AND PERMANENT STABILIZATION PRACTICES, AS A MINIMUM WILL BE IMPLEMENTED TO STABILIZE THE DISTURBED AREA OF THE SITE:

1. PERMANENT SEEDING
2. INLET PROTECTION
3. OUTLET PROTECTION

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ADEQUATE EROSION CONTROL ON THE JOB SITE. THE FOLLOWING EROSION CONTROL SEQUENCE SHALL BE ADHERED TO: INSTALL SILTATION FENCING BARRIERS AROUND INLETS, PIPE DISCHARGE POINTS, AND OTHER AREAS AS DIRECTED. ANY SILTATION OF CONDUITS, STRUCTURES, OR DITCHES SHALL BE CLEANED AND MAINTAINED BY THE CONTRACTOR ON A WEEKLY BASIS, UNTIL THE SEEDING HAS TAKEN HOLD. ALL WASHOUTS, GULLIES, ETC. WILL BE REGRADED AND RESEDED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR'S RESPONSIBILITY FOR EROSION CONTROL SHALL EXTEND THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF PAVED SURFACES WITHIN AND ADJACENT TO THE PROJECT. ALL EROSION CONTROL PRACTICES SHALL BE IN COMPLIANCE WITH THE LATEST EDITION OF THE 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION', BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND WITH 'STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL' AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

MAINTENANCE
THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND STANDARD SPECIFICATIONS.

STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. THIS WILL BE DONE BY TOP DRESSING WITH ADDITIONAL STONES, REMOVE AND REPLACE TOP LAYER OF STONES OR WASHING THE ENTRANCE. THE SEDIMENT WASHED ON THE PUBLIC RIGHT OF WAY WILL BE REMOVED IMMEDIATELY.

SILTATION FENCE BARRIER FILTER: THE SILTATION FENCE BARRIER FILTER SHALL BE INSPECTED FREQUENTLY AND SHALL BE REPAIRED OR REMOVED AND REPLACED AS NEEDED.

INSPECTIONS
THE OWNER, OR OWNER'S REPRESENTATIVE SHALL PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY STABILIZED. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

STREET CLEANING:
EACH SITE SHALL HAVE GRAVELED (OR EQUIVALENT) ENTRANCE ROADS, ACCESS DRIVES, AND PARKING AREAS OF SUFFICIENT LENGTH AND WIDTH TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

PAVED AREAS THAT HAVE SOIL ON THEM FROM CONSTRUCTION SITES SHOULD BE CLEANED DAILY, OR AS NEEDED UTILIZING A STREET SWEEPER OR BUCKET - TYPE END LOADER OR SCRAPER.

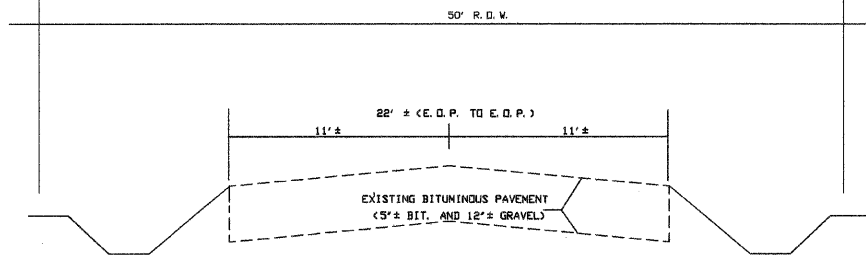
SEEDING SPECS
STANDARD LAWN MIXTURE
KENTUCKY BLUEGRASS 50 LBS/ACRE MIXED WITH PERENNIAL REGRESS 30 LBS/ACRE AND CREEPING RED FESCUE 20 LBS/ACRE
OR EQUAL AS APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

TILLING, RAKING AND SEEDING OF TOPSOIL MATERIALS PLACED BY THE CONTRACTOR SHALL BE PERFORMED BY THE CITY. EROSION AND SEDIMENT CONTROL MEASURES AS STATED ABOVE SHALL BE PAID FOR AS INLET AND PIPE PROTECTION EACH. ALL REQUIRED STREET AND DRIVEWAY CLEANING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS ITEMS OF CONSTRUCTION.

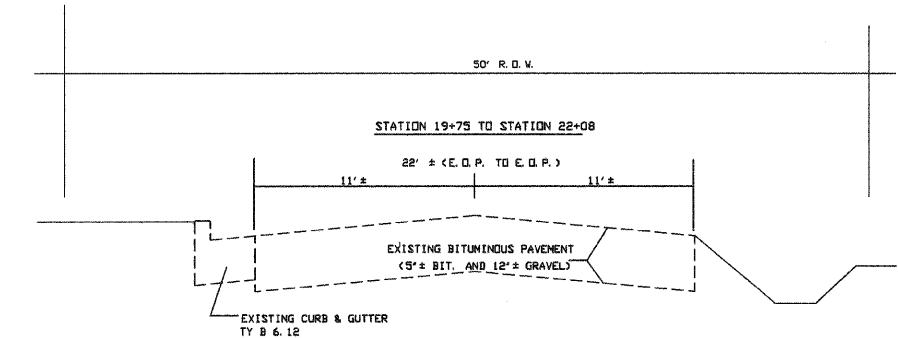
F. A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6004	D9-00058-00-VR	LA SALLE	24	3

CITY OF MENDOTA
CONTRACT NO. 87432

EXISTING ROADWAY SECTIONS
(NOT TO SCALE)

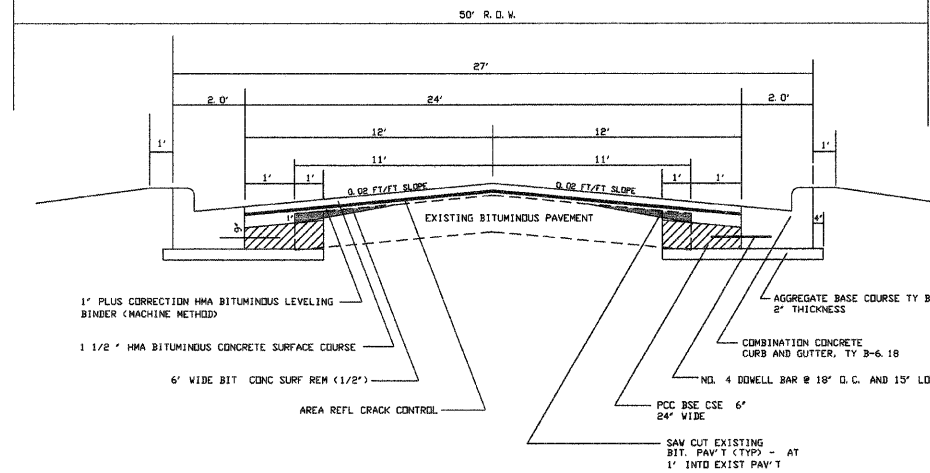


STATION 0+00 TO STATION 19+75



STATION 19+75 TO STATION 22+08

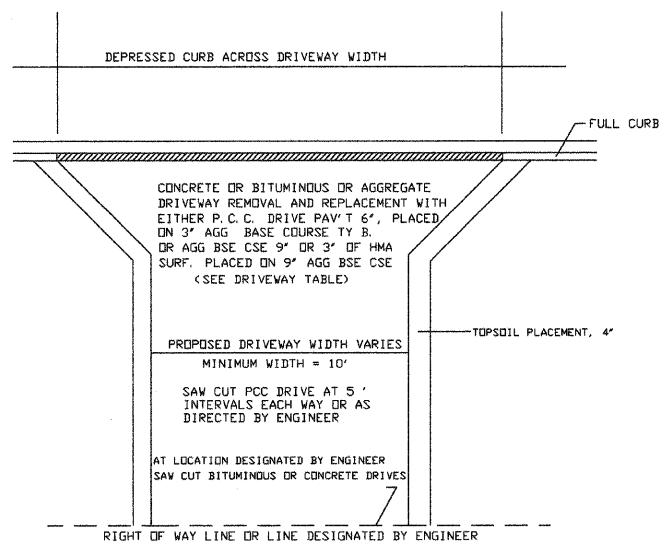
PROPOSED ROADWAY SECTIONS
(NOT TO SCALE)



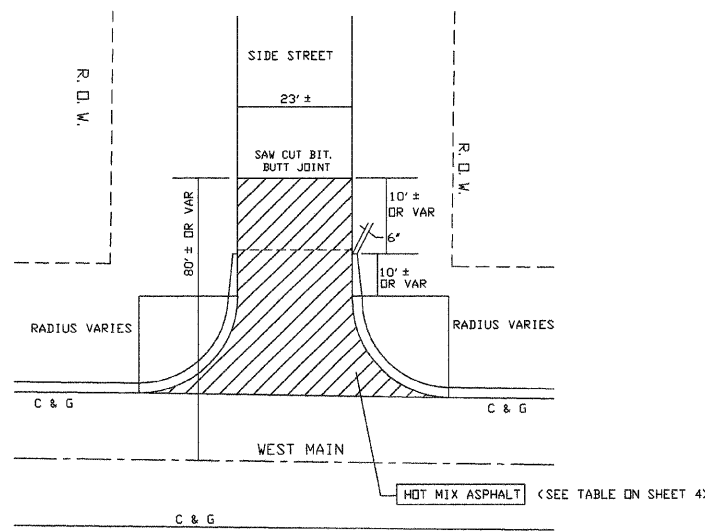
STATION 0+27 TO STATION 22+08

HOT MIX ASPHALT DESIGN TABLE

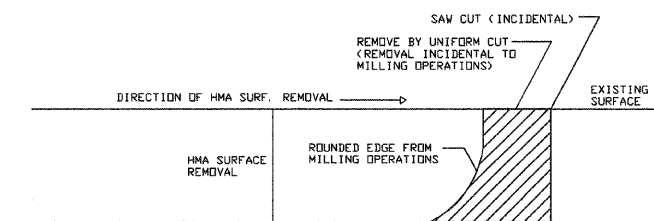
	HMA LEVEL BINDER	HMA SURFACE
PG GRADE	PG58-22	PG58-22
DESIGN AIR Voids	3.0% @ N30	30% @ N30
MIXTURE COMPOSITION	IL 9.5	IL 9.5
FRICTION AGGREGATE		MIXTURE C
DENSITY TEST METHOD	SATISFACTION OF ENGINEER	NUCLEAR/ CORES



PROPOSED TYPICAL DRIVEWAY DETAIL
(NOT TO SCALE)



PROPOSED WEST MAIN AND PENNSYLVANIA STREET DETAIL



NOTE
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

ITEMIZED QUANTITIES

F. A. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6004	09-00058-00-WR	LA SALLE	24	4

CITY OF MENDOTA
CONTRACT NO. 07432

SUMMARY OF QUANTITIES			
CODE NUMBER	ITEM	UNIT	1000 TOTAL QUANTITY
20200100	EARTH EXCAVATION	CU YD	631
20400800	FURNISHED EXCAVATION	CU YD	515
21101615	TOPSOIL FURNISH AND PLACE, 4'	SQ YD	5878
28000500	INLET AND PIPE PROTECTION	EACH	9
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1185
35300100	PORTLAND CEMENT CONCRETE BASE COURSE 6'	SQ YD	1006
40600615	LEVELING BINDER (MACHINE METHOD), N30	TON	810
40603305	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N30	TON	701
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	840
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	631
42400100	PORTLAND CEMENT CONCRETE SIDEWALK, 4 INCH	SQ FT	80
42400800	DETECTABLE WARNINGS	SQ FT	8
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	1092
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1527
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1688
44000600	SIDEWALK REMOVAL	SQ FT	80
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	6119
60260100	INLETS TO BE ADJUSTED	EACH	30
60266600	VALVE BOXES TO BE ADJUSTED	EACH	10
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	4525
67100100	MOBILIZATION	L SUM	1
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1

PORTLAND CEMENT CONCRETE SIDEWALK, 4'		
LOCATION	AREA (S. F.)	AGG BSE CSE TY B, 3" (TON)
STA 15+13 - STA 15+33/25 FT RT	80 S. F.	2 TON
TOTAL	80 S. F.	2 TON

DETECTABLE WARNINGS	
LOCATION	AREA (S. F.)
STA 15+13 - STA 15+33/25 FT RT	8 S. F.
TOTAL	8 S. F.

SIDEWALK REMOVAL	
LOCATION	AREA (S. F.)
STA 15+13 - STA 15+33/25 FT RT	80 S. F.
TOTAL	80 S. F.

HOT MIX ASPHALT BITUMINOUS QUANTITIES			
LOCATION	LEVEL BIND (1" MACH METH, N30) (TON)	HMA SURF CSE, 'C' N30, (1 1/2") (TON)	BIT MAT'L'S (PRIME COAT) (GAL)
STA 0+27 - STA 22+08	750 TON	515 TON	735 GAL
PENNSYLVANIA ST	20 TON	30 TON	35 GAL
16TH STREET	40 TON	65 TON	70 GAL
TOTALS	810 TON	610 TON	840 GAL

PCC BASE CSE, 6'				
LOCATION	LENGTH	WIDTH	AREA (S. Y.)	AGG BSE B (2") (TON)
STA 0+27 - STA 22+08	4362 FT	2 FT	970 S. Y.	136
PENNSYLVANIA	81 FT	2 FT	18 S. Y.	7
16TH ST & W. MAIN	81 FT	2 FT	18 S. Y.	7
TOTAL			1006 S. Y.	150 TON

COMBINATION CONCRETE CURB & GUTTER, TY B6.18		
LOCATION	LENGTH (FT)	AGG BSE B (2") (TON)
STA 0+27 - STA 22+08	4375	160
16TH STREET RADIUS	70	7
PENNSYLVANIA RADIUS	80	7
TOTAL	4525 FT	174 TON

NOTE: REINFORCEMENT BARS SHALL BE INSTALLED INTO C&G SIDE AT 18" O.C. THIS SHALL BE INCLUDED IN UNIT PRICE COST OF CURB & GUTTER TY B6.18

AREA REFLECTIVE CRACK CONTROL	
LOCATION	AREA (S. Y.)
STA 0+27 - STA 21+84	5752 S. Y.
16TH STREET	367 S. Y.
TOTAL	6119 S. Y.

DRIVEWAY SCHEDULE OF QUANTITIES					
LOCATION	DRIVE REMOVAL (S. Y.)	AGG BSE B (3") (TON)	PCC DRIVE PAVEMENT, 6' (S. Y.)	AGG BSE B (9") (TON)	HMA SURF CSE 3" (TON)
0+88 RT	25' X 15' = 42 SY			22	7
1+67 RT	35' X 15' = 59 SY			31	
2+00 RT	13' X 15' = 22 SY			12	
2+04 LT	23' X 15' = 38 SY	7	38		
2+86 LT	23' X 15' = 38 SY	7	38		
3+37 LT	25' X 15' = 42 SY	8	42		
4+61 LT	25' X 15' = 42 SY	8	42		
3+91 RT	35' X 15' = 59 SY			32	
5+09 LT	23' X 15' = 38 SY	7	38		
5+20 RT	95' X 15' = 158 SY			84	
6+37 RT	30' X 15' = 50 SY			27	
7+89 LT	35' X 15' = 59 SY	10	59		
8+60 RT	35' X 15' = 59 SY			30	
8+90 LT	32' X 15' = 54 SY	10	54		
9+86 RT	40' X 15' = 67 SY			36	12
9+89 LT	30' X 15' = 54 SY	10	54		
10+55 LT	24' X 15' = 40 SY	7	40		
11+25 LT	24' X 15' = 40 SY	7	40		
11+61 LT	20' X 15' = 34 SY	6	34		
12+15 LT	20' X 15' = 34 SY	6	34		
12+63 LT	20' X 15' = 34 SY			18	6
13+17 LT	20' X 15' = 34 SY			18	6
13+59 RT	70' X 10' = 78 SY			42	13
13+63 LT	20' X 15' = 34 SY			18	6
14+17 LT	20' X 15' = 34 SY			18	6
14+37 RT	15' X 15' = 25 SY			14	
15+10 LT	18' X 15' = 30 SY	5	30		
15+75 LT	110' X 10' = 123 SY			65	21
15+93 RT	18' X 10' = 20 SY			12	
16+32 LT	18' X 15' = 30 SY	5	30		
17+00 RT	32' X 12' = 43 SY			24	
17+90 RT	21' X 12' = 22 SY			12	
18+45 RT	24' X 12' = 32 SY			18	6
19+50 LT	26' X 15' = 44 SY			24	8
20+77 RT	16' X 10' = 18 SY			9	
21+15 LT	35' X 15' = 58 SY	10	58		
TEMPORARY DRIVEWAY ENTRANCES - SEE NOTE		180			
TOTAL	1688	293	631	566	91

NOTE: 5 TONS OF AGG BSE CSE TY B ARE ALLOCATED FOR EACH DRIVEWAY ENTRANCE. THE REMOVAL OF THIS MATERIAL AS REQUIRED SHALL BE CONSIDERED INCIDENTAL TO PCC DRIVEWAY PAV'T 6'

INLET AND PIPE PROTECTION	
LOCATION	EACH
STA 1+46 18' RT	1
STA 6+65 17' LT	1
STA 7+10 25' LT	1
STA 8+50 20' LT	1
STA 9+50 20' LT	1
STA 12+00 20' LT	1
STA 12+80 20' LT	1
STA 14+38 20' LT	1
STA 20+00 19' LT	1
TOTAL	9

REPLACE TY 1 FR & LID WITH TY 3 FR & GR (TY 3 F&G FURNISHED BY CITY) (SEE NOTE BELOW)

LOCATION	EACH
STA 1+46 12' LT	1
STA 1+46 12' RT	1
STA 4+00 12' LT	1
STA 4+00 12' RT	1
STA 6+50 12' LT	1
STA 6+50 12' RT	1
STA 9+50 12' LT	1
STA 9+50 12' RT	1
STA 12+00 12' LT	1
STA 12+00 12' RT	1
STA 12+80 12' LT	1
STA 12+80 12' RT	1
STA 14+38 12' LT	1
STA 14+38 12' RT	1
STA 18+00 12' LT	1
STA 18+00 12' RT	1
STA 20+00 12' LT	1
STA 20+00 12' RT	1
TOTAL	17

NOTE

REPLACING TY 1 LIDS WITH TY 3 F&G WILL BE INCLUDED IN THE UNIT BID PRICE OF 'INLETS TO BE ADJUSTED'. TY 3 F&G MAT'LS WILL BE FURNISHED BY THE CITY OF MENDOTA. THE TY 1 F&G LIDS REMOVED WILL BECOME THE PROPERTY OF THE CITY.

INLETS TO BE ADJUSTED	
LOCATION	EACH
STA 1+46 18' RT	1
STA 1+46 12' RT	1
STA 1+46 12' LT	1
STA 4+00 12' RT	1
STA 4+00 12' LT	1
STA 1+46 12' LT	1
STA 6+50 12' RT	1
STA 6+50 12' LT	1
STA 6+65 17' LT	1
STA 6+71 18' LT	1
STA 6+95 17' LT	1
STA 7+10 25' LT	1
STA 8+50 20' LT	1
STA 9+50 12' RT	1
STA 9+50 12' LT	1
STA 11+41 20' LT	1
STA 12+00 12' RT	1
STA 12+00 12' LT	1
STA 12+80 12' RT	1
STA 12+80 12' LT	1
STA 12+80 20' LT	1
STA 14+38 12' LT	1
STA 14+38 20' LT	1
STA 18+00 12' RT	1
STA 18+00 12' LT	1
STA 20+00 12' RT	1
STA 20+00 12' LT	1
STA 20+00 19' LT	1
STA 21+62 12' RT	1
TOTAL	30

HMA SURF REM (2") QUANTITIES	
LOCATION	HMA - BIT SURF REM (2") (SQ. YD.)
STA 0+27 - STA 0+47	49
STA 12+00 - 17+00	1222
STA 21+84 - 22+08	59
PENNSYLVANIA	49
16TH & E. MAIN	147
TOTAL	1527

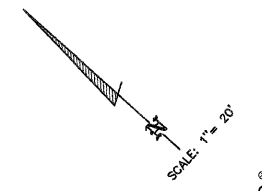
VALVE BOX ADJUSTMENT	
LOCATION	EACH
STA 3+63 15' RT	1
STA 3+83 15' RT	1
STA 7+50 15' LT	1
STA 8+23 15' LT	1
STA 8+50 15' LT	1
STA 9+20 15' LT	1
STA 10+20 15' LT	1
STA 11+45 15' LT	1
STA 12+40 15' LT	1
STA 13+50 15' LT	1
TOTAL	10

HMA SURF REM (1 1/2") QUANTITIES		
LOCATION	WIDTH	HMA - BIT SURF REM (1 1/2") (SQ. YD.)
STA 0+47 - STA 12+00	6 FT	769 S. Y.
STA 17+00 - STA 21+84	6 FT	323 S. Y.
TOTAL		1092 S. Y.

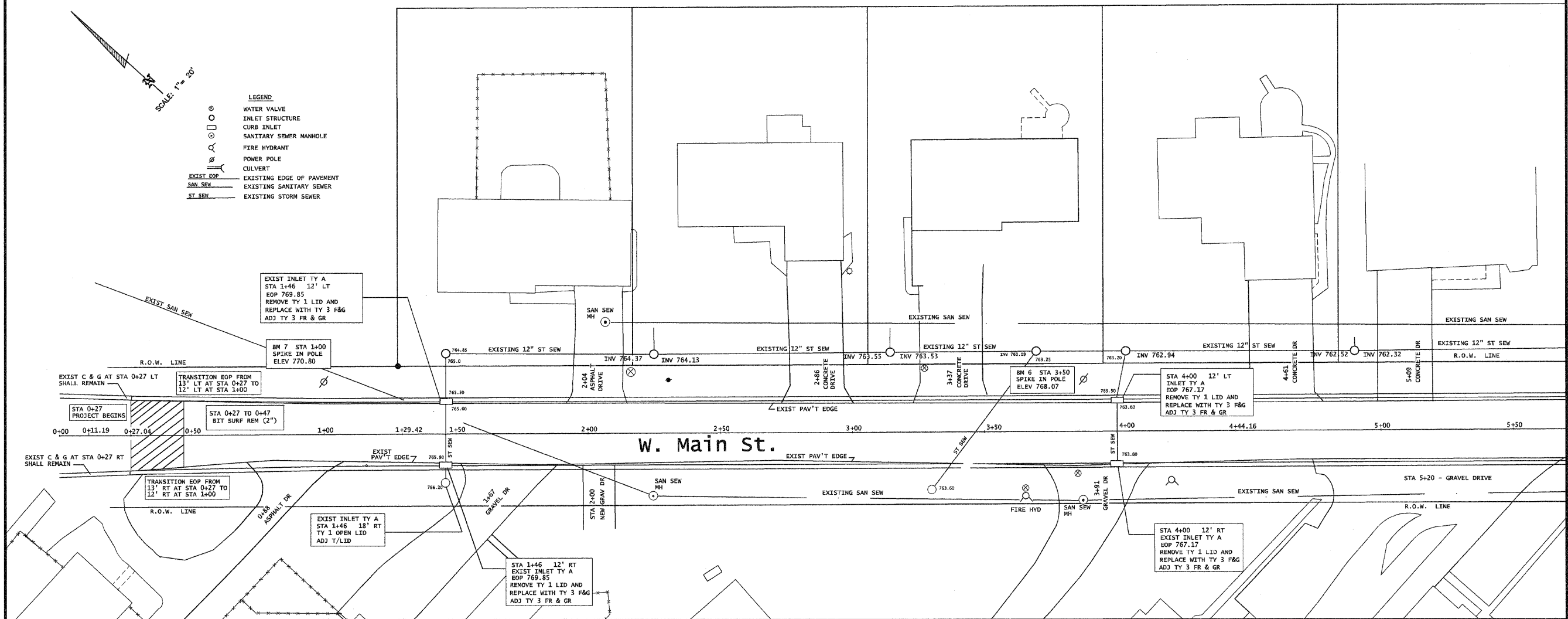
SCHEDULE OF EARTHWORK - SEE NOTE				
LOCATION	PAY ITEM EARTH EXCAVATION (C. Y.)	GROSS FURNISHED EXCAVATION - INCLUDES TOPSOIL (C. Y.)	PAY ITEM FURNISHED EXCAVATION (DEDUCTS TOPSOIL) (C. Y.)	PAY ITEM TOPSOIL, F&P, 4" (S. Y.)
STA 0+27 - STA 22+08	631	1323	515	5878

NOTE: EARTH EXCAVATION INCLUDES ALL EXCAVATION REQUIRED FOR PCC BASE CSE, CURB AND GUTTER, AND ALL OTHER AREAS BEHIND THE BACK OF THE CURB AS SHOWN ON THE PLAN CROSS SECTIONS. EXCESS EXCAVATION MATERIALS SHALL BE DISPOSED OF OFF SITE. THE COST OF SUCH DISPOSAL SHALL BE INCLUDED IN THE UNIT PRICE OF EARTH EXCAVATION. THE GROSS FURNISHED EXCAVATION QUANTITIES INCLUDE TOPSOIL. A SHRINKAGE FACTOR OF 25 PER CENT WAS APPLIED TO BOTH THE FURNISHED EXCAVATION AND TOPSOIL QUANTITIES. ALL TOPSOIL MATERIALS SHALL BE BLACK ORGANIC MATERIAL, FREE FROM STONES, ROCKS, CLODS, OR OTHER UNSUITABLE DEBRIS, AND SHALL COME FROM A TOPSOIL STOCK-PILED SOURCE AS APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

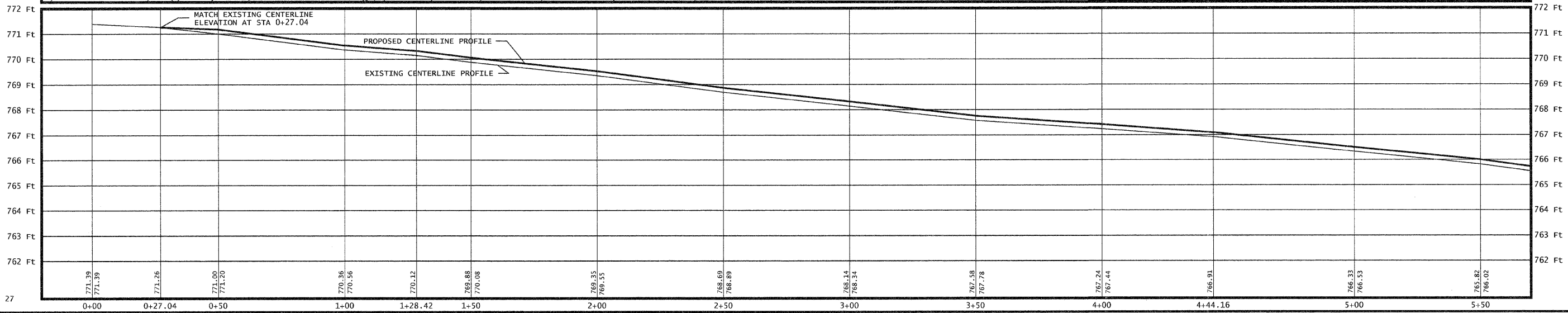
E Main St.



- LEGEND**
- WATER VALVE
 - INLET STRUCTURE
 - CURB INLET
 - SANITARY SEWER MANHOLE
 - FIRE HYDRANT
 - POWER POLE
 - ▭ CULVERT
 - EXIST. EOP — EXISTING EDGE OF PAVEMENT
 - SAN SEW — EXISTING SANITARY SEWER
 - ST SEW — EXISTING STORM SEWER



W. Main St.



- LEGEND**
- WATER VALVE
 - INLET STRUCTURE
 - CURB INLET
 - SANITARY SEWER MANHOLE
 - FIRE HYDRANT
 - POWER POLE
 - CULVERT
 - EXIST. R.O.P. — EXISTING EDGE OF PAVEMENT
 - SAN. SEW. — EXISTING SANITARY SEWER
 - ST. SEW. — EXISTING STORM SEWER

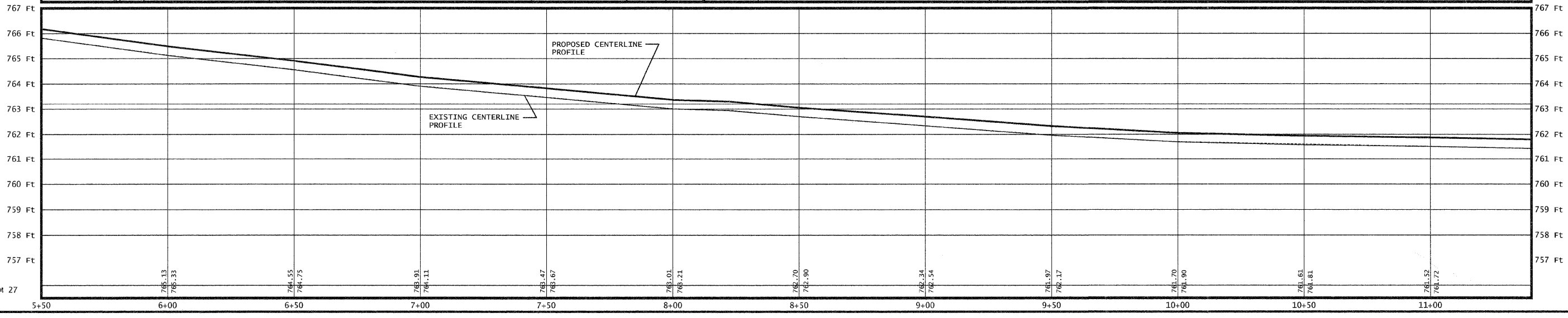
E. Main St.

W. Main St.

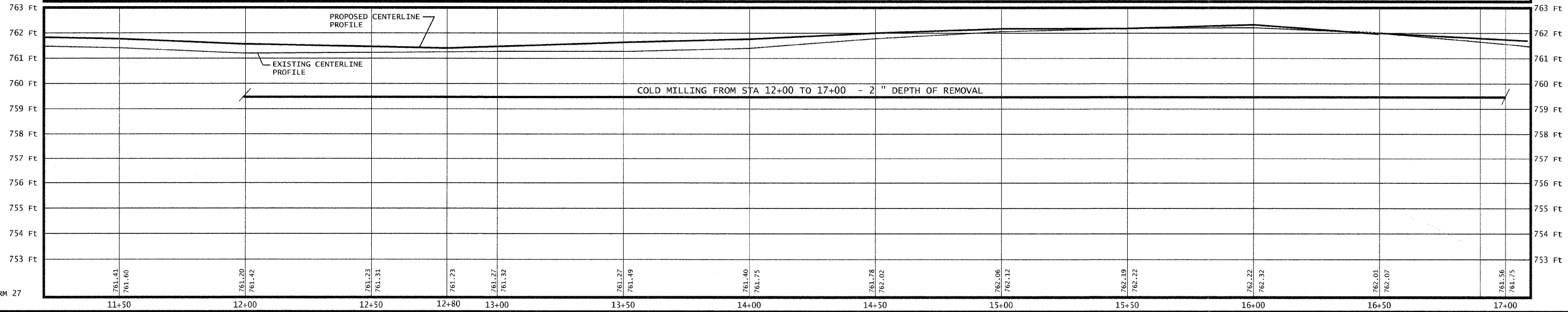
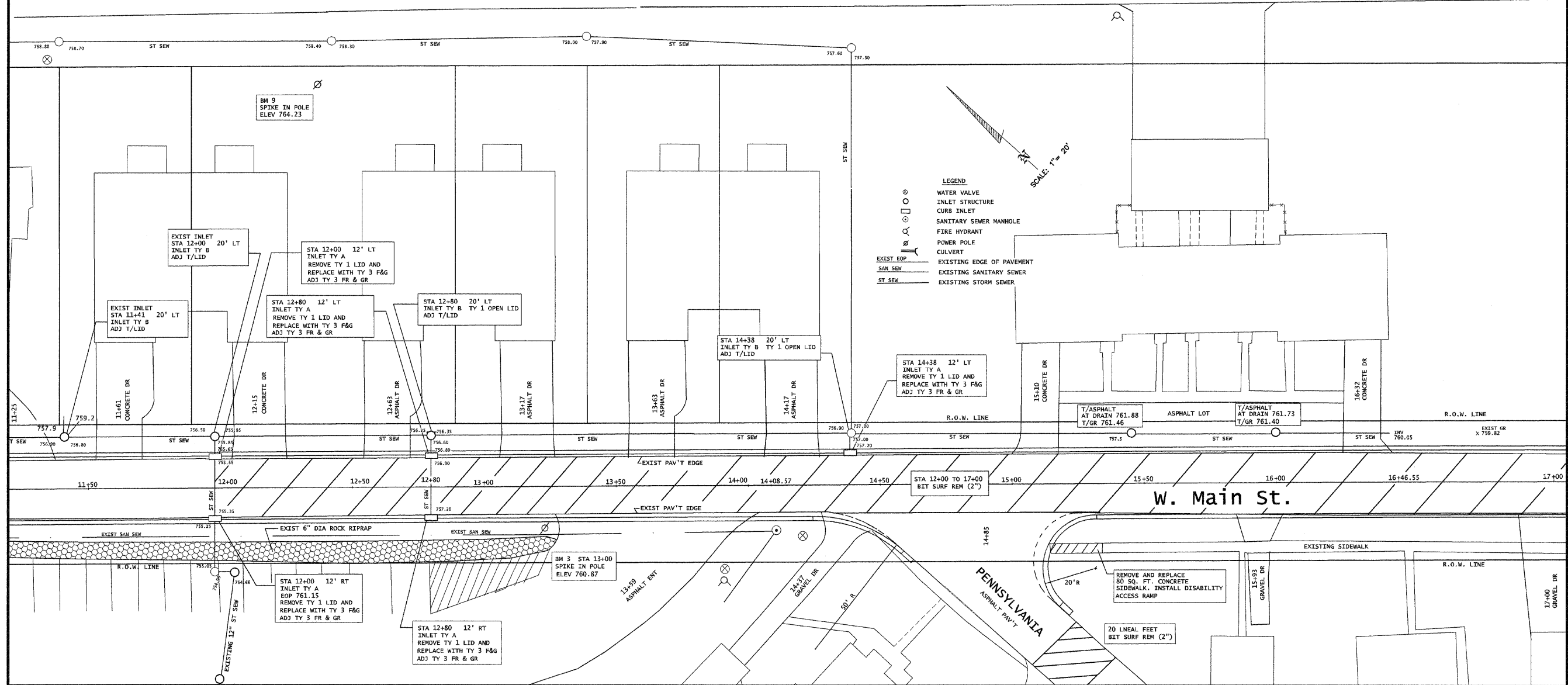
16TH ST
 ASPHALT PAVEMENT

CONCRETE DRIVE

STROUSS PARK



E. Main St.



BM 10
SPIKE IN POLE
ELEV 761.91

E. Main St.

- LEGEND**
- WATER VALVE
 - INLET STRUCTURE
 - CURB INLET
 - SANITARY SEWER MANHOLE
 - FIRE HYDRANT
 - POWER POLE
 - CULVERT
 - EXIST EOP
 - EXISTING EDGE OF PAVEMENT
 - SAN SEW
 - EXISTING SANITARY SEWER
 - ST SEW
 - EXISTING STORM SEWER

SCALE: 1" = 20'

EXIST INLET
2" DIA
T/GR 758.96
INV OUT 756.61

Graves-Hume
Public Library

STA 18+00 12' LT
INLET TY A
REMOVE TY 1 LID AND
REPLACE WITH TY 3 F&G
ADJ TY 3 FR & GR

STA 20+00 12' LT
INLET TY A
TY 3 F&G
EOP 758.87
REMOVE TY 1 LID AND
REPLACE WITH TY 3 F&G
ADJ TY 3 FR & GR

STA 20+00 19"± LT
INLET TY A CL LID
T/ LID MATCH EXIST GROUND - 759.3±
ADJ T/LID

STA 21+90 11' LT
EXIST INLET TY A
2" DIA TY 1 OPEN LID
T/LID 757.8

STA 17+20 TO 18+30 13' RT
RE-SHAPE SWALE TO DRAIN
SOUTHERLY 110' LIN FEET

STA 18+60 TO 20+70 19' RT
RE-SHAPE SWALE TO DRAIN SOUTHERLY
210' LIN FEET

STA 20+90 TO 21+50 19' RT
RE-SHAPE SWALE TO DRAIN
SOUTHERLY 60' LIN FEET

STA 22+08.73
PROJECT ENDS

BM 2 STA 18+00
SPIKE IN POLE
ELEV 761.11

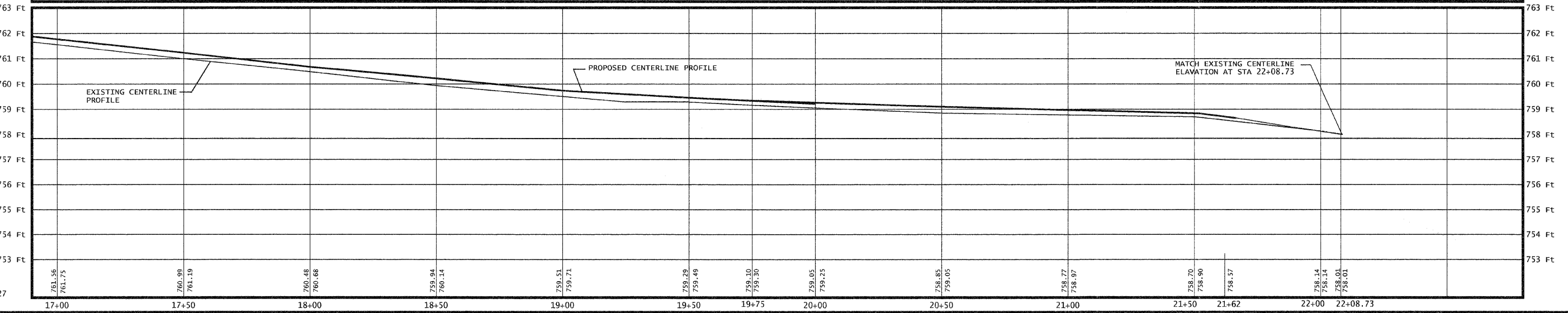
STA 18+00 12' RT
INLET TY A
EOP 760.41
REMOVE TY 1 LID AND
REPLACE WITH TY 3 F&G
ADJ TY 3 FR & GR

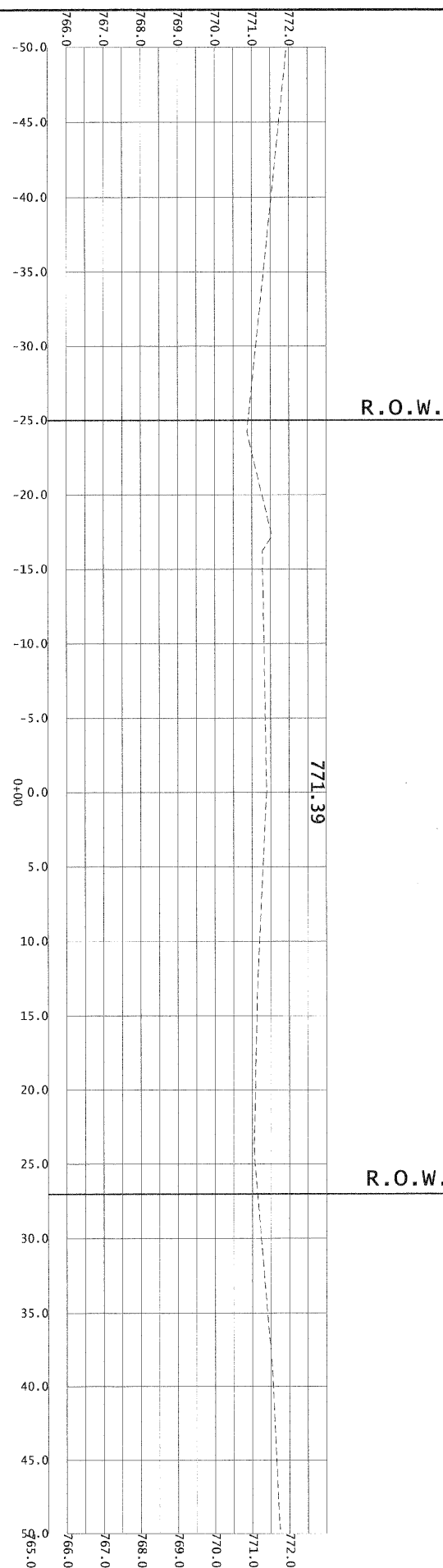
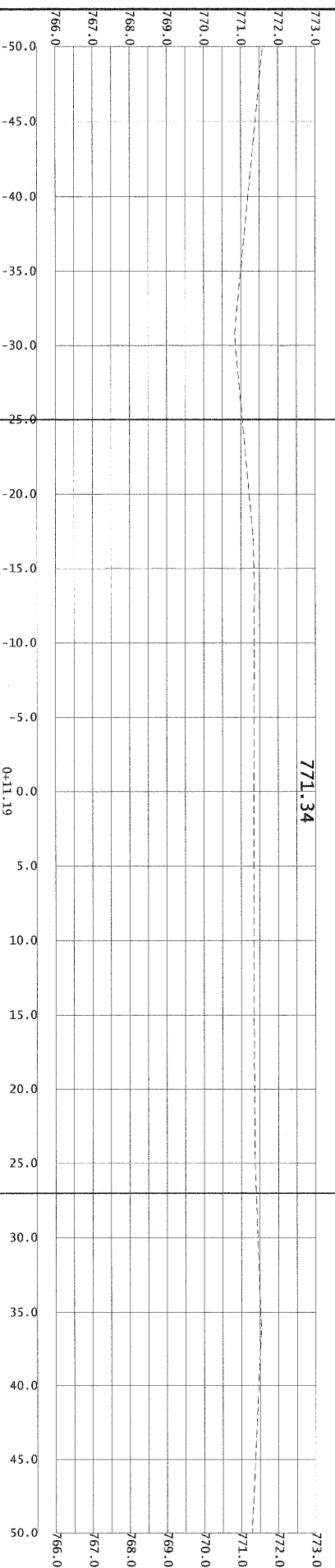
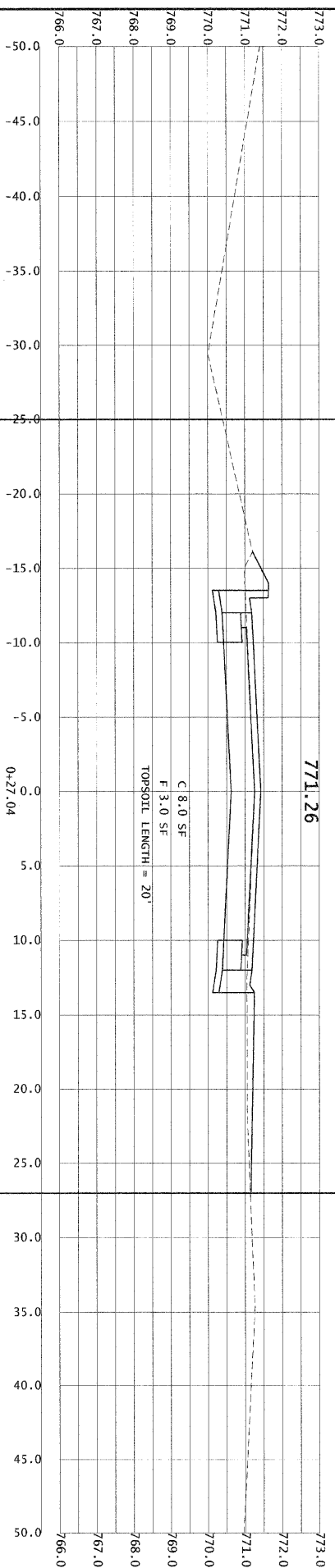
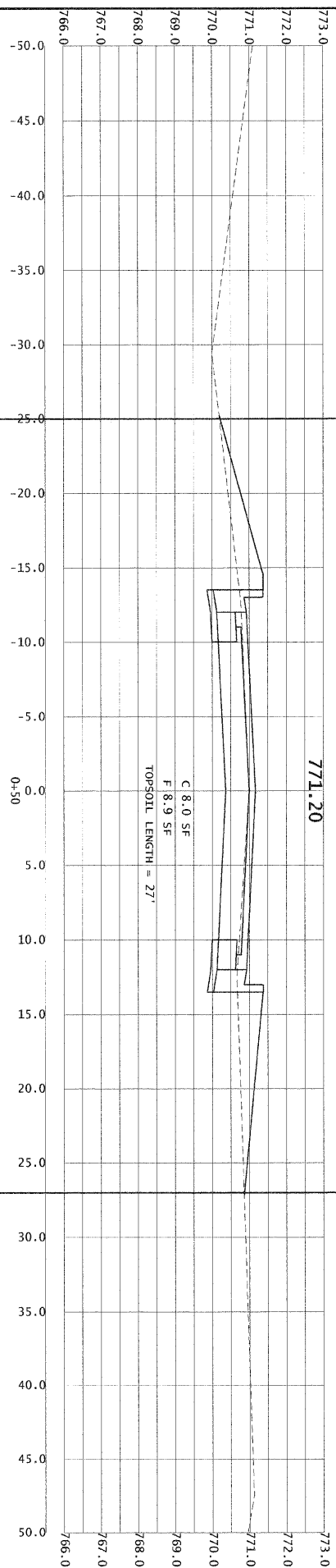
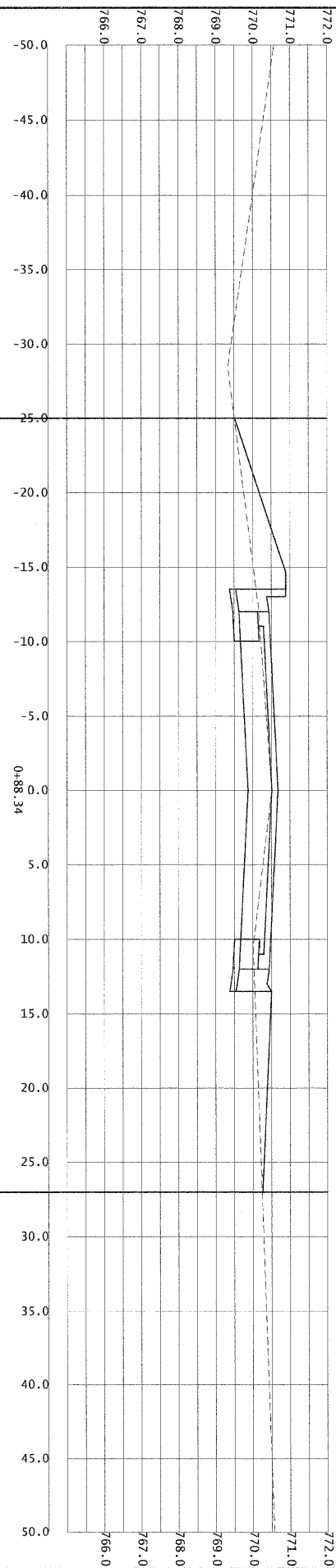
STA 20+00 12' RT
INLET TY A
EOP 758.87
REMOVE TY 1 LID AND
REPLACE WITH TY 3 F&G
ADJ TY 3 FR & GR

STA 21+55 17' RT
EXIST INLET TY A
T/LID 755.2±

STA 21+62 12' RT
INLET TY A TY 1 OPEN LID
EOP 758.30
ADJ T/LID

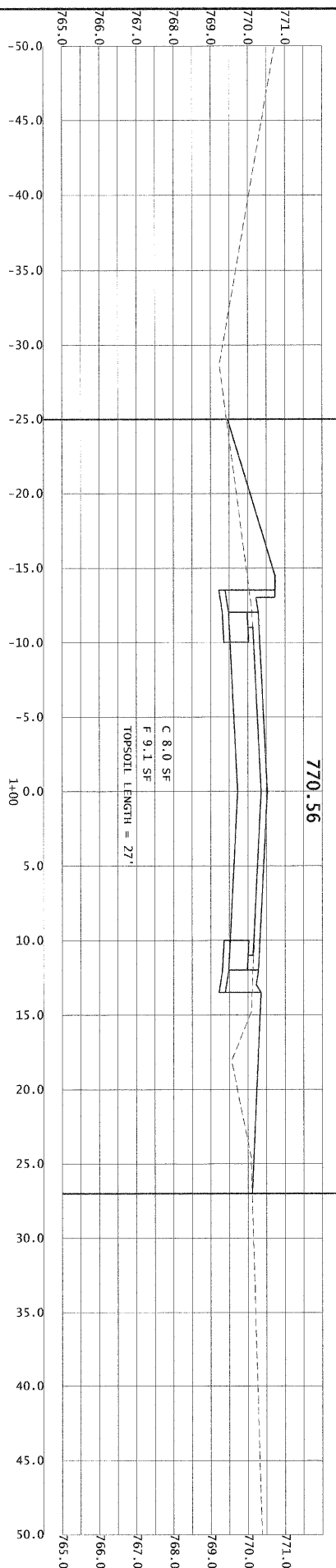
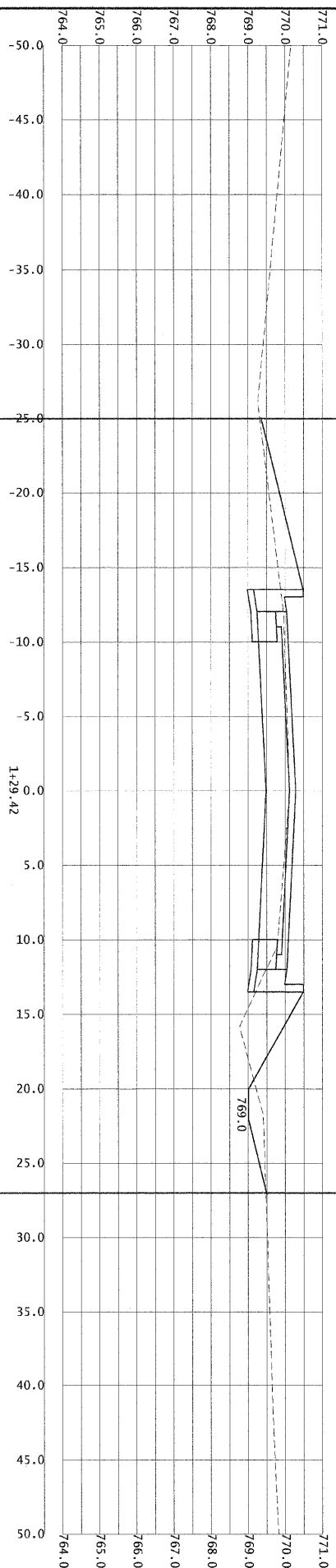
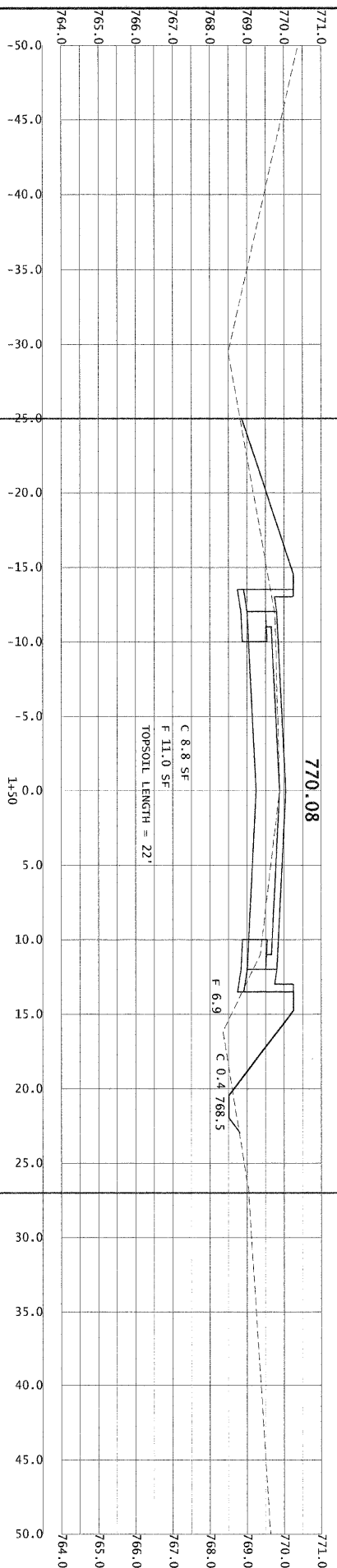
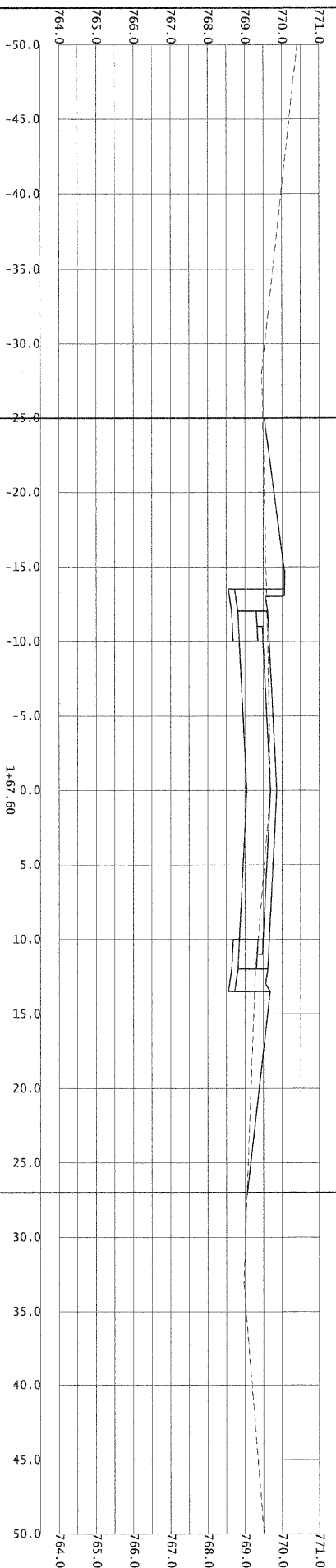
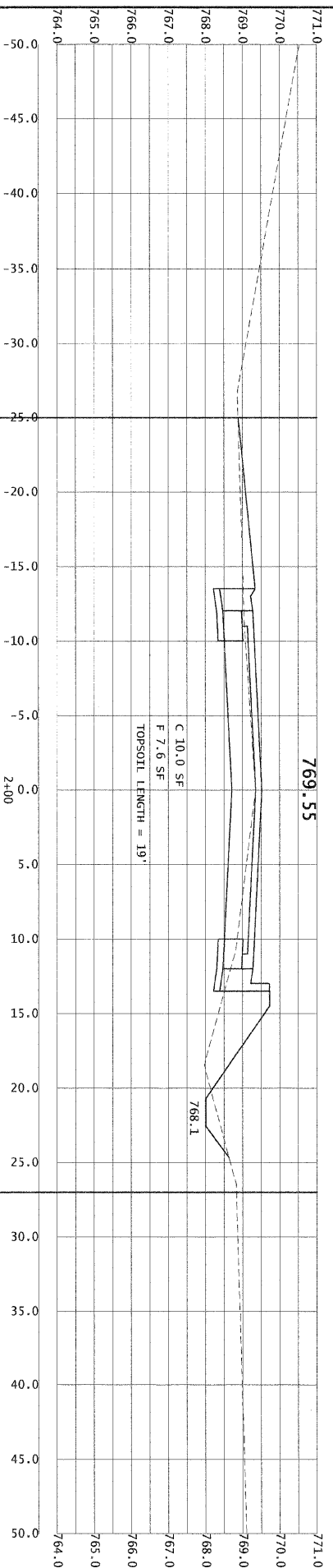
BM 1
SPIKE IN POLE
ELEV 758.93





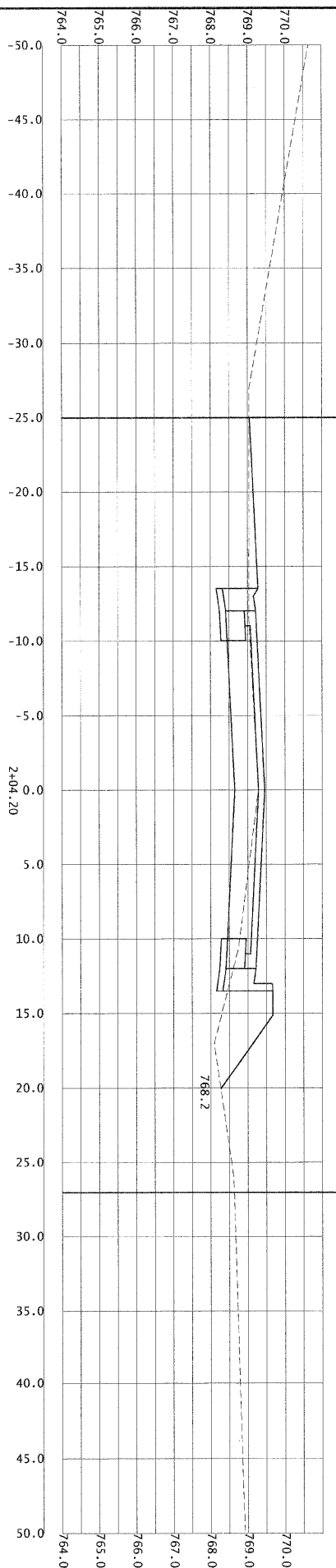
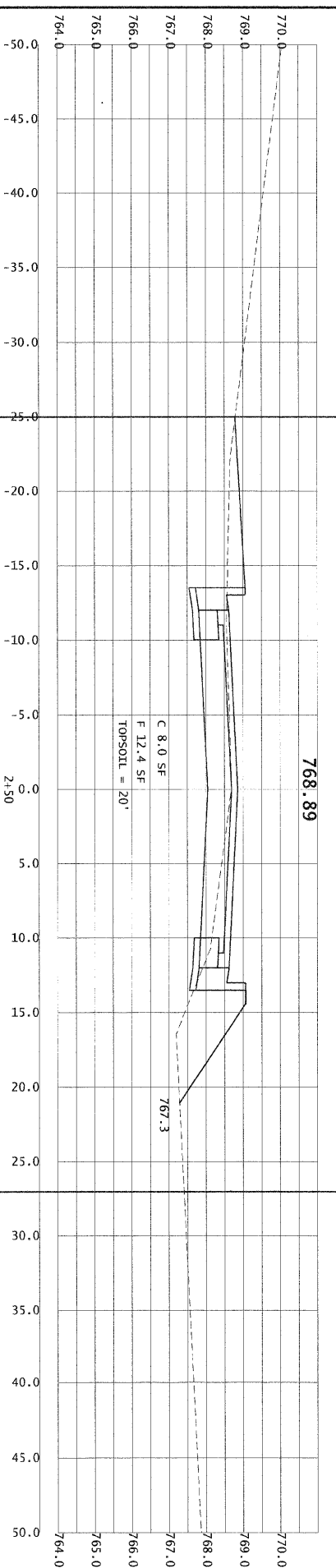
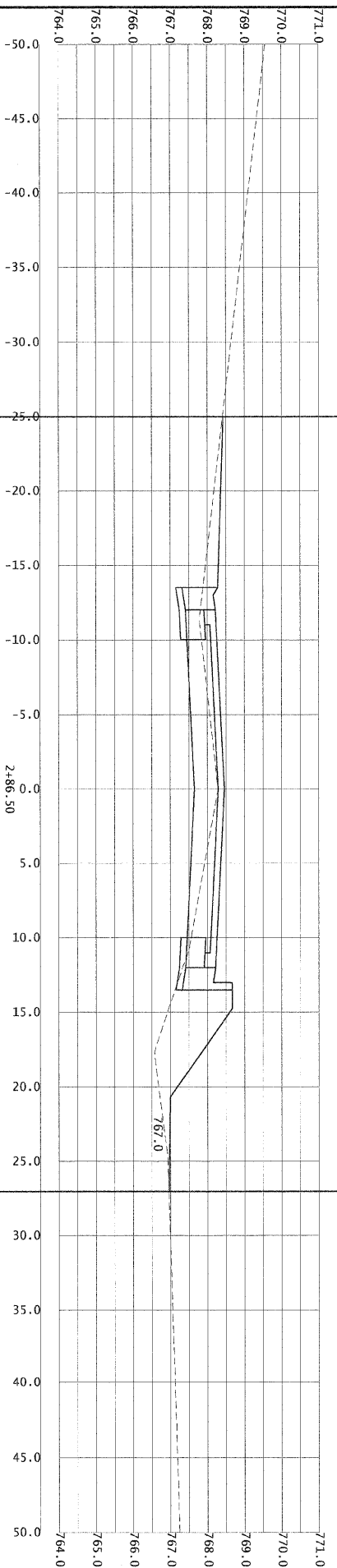
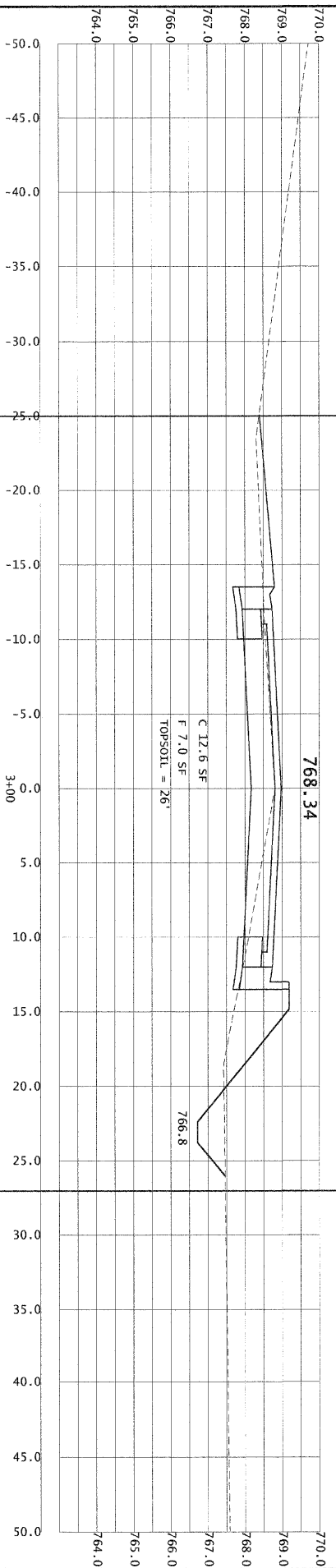
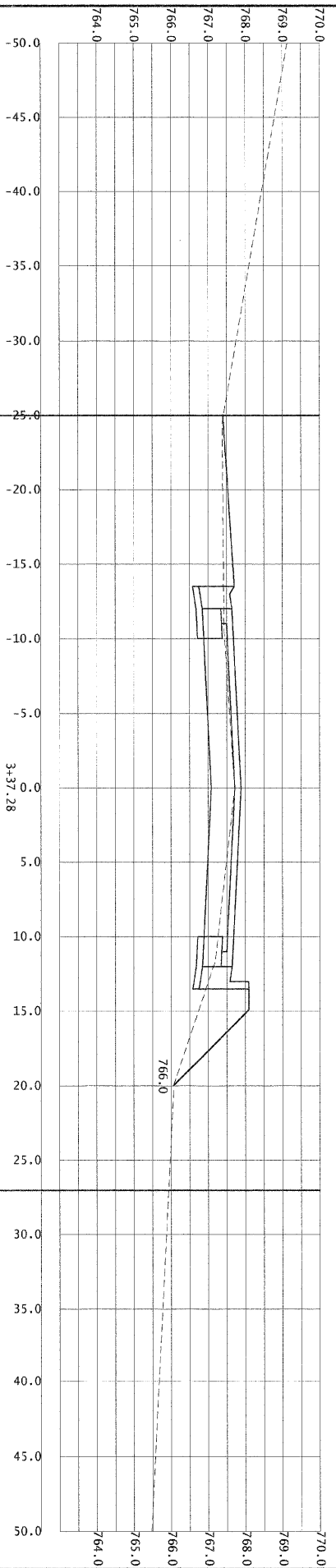
R.O.W.

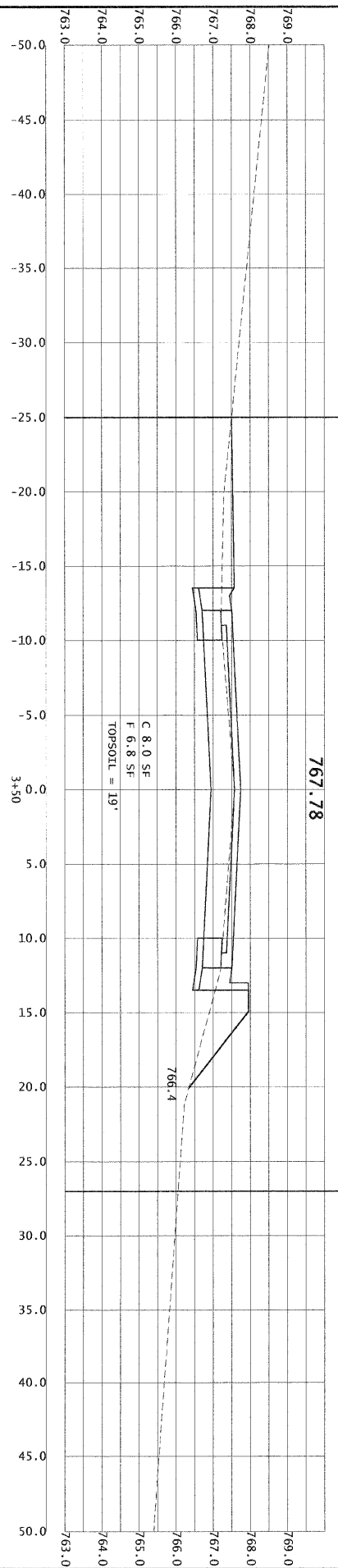
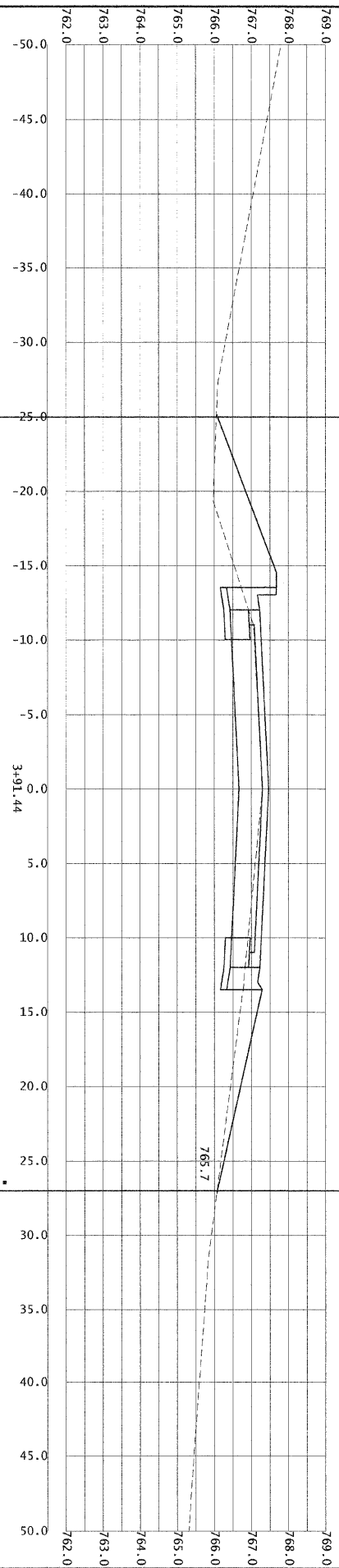
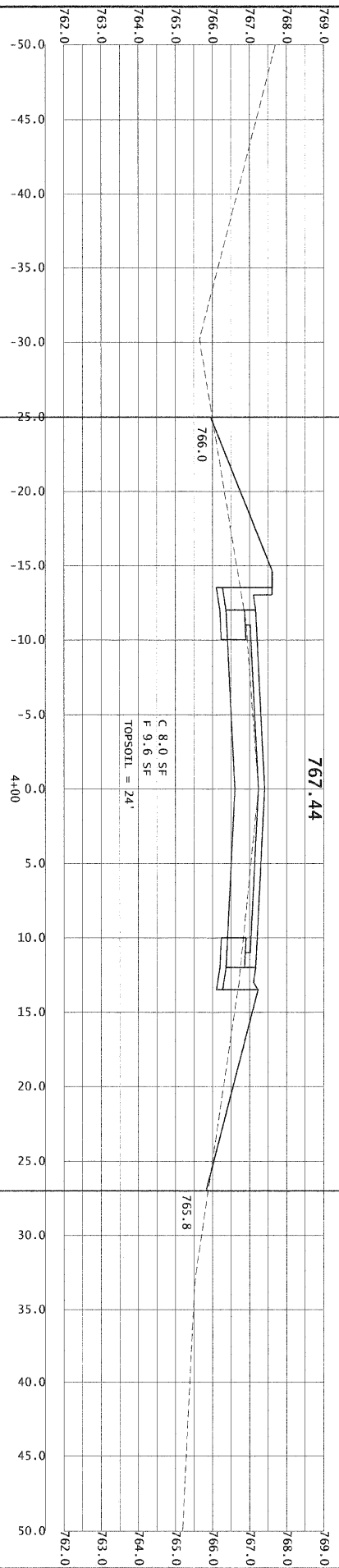
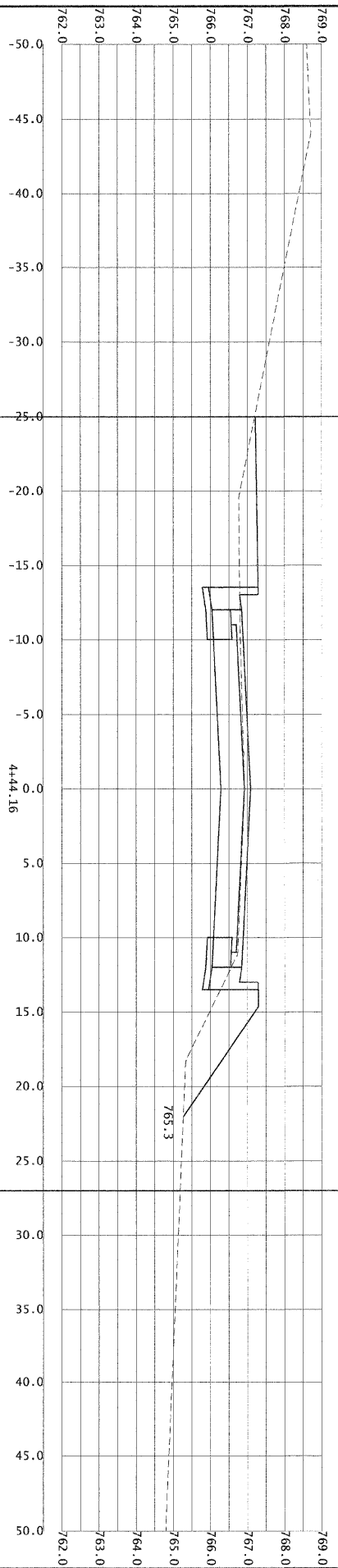
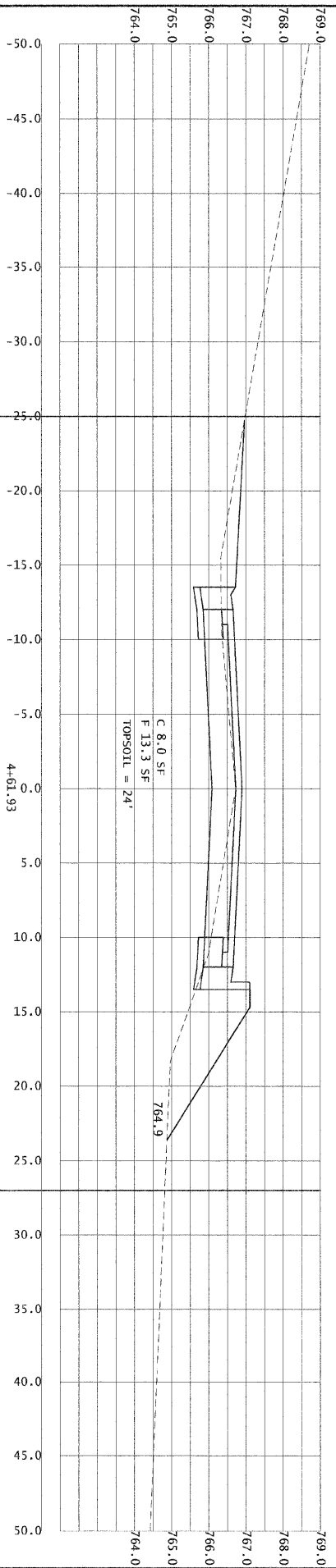
R.O.W.



R.O.W.

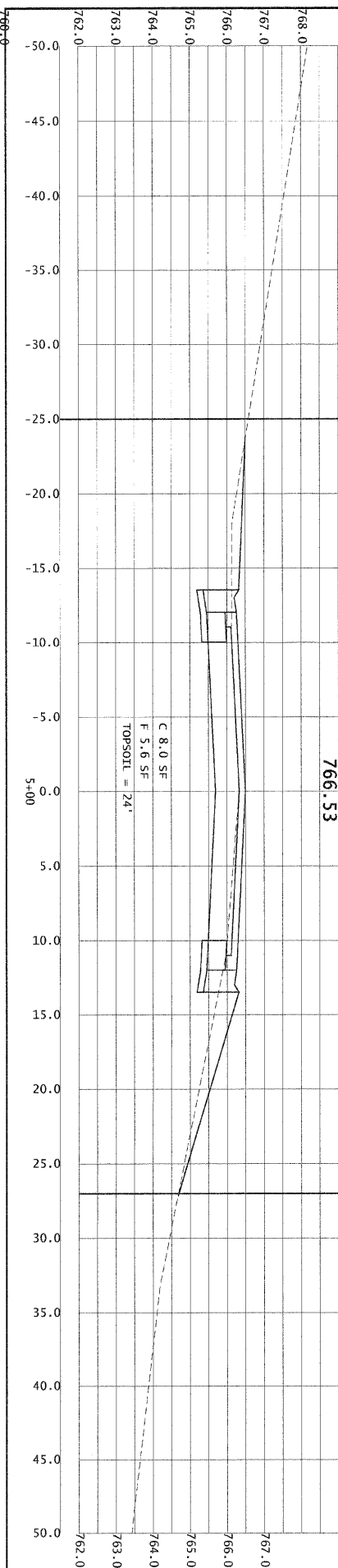
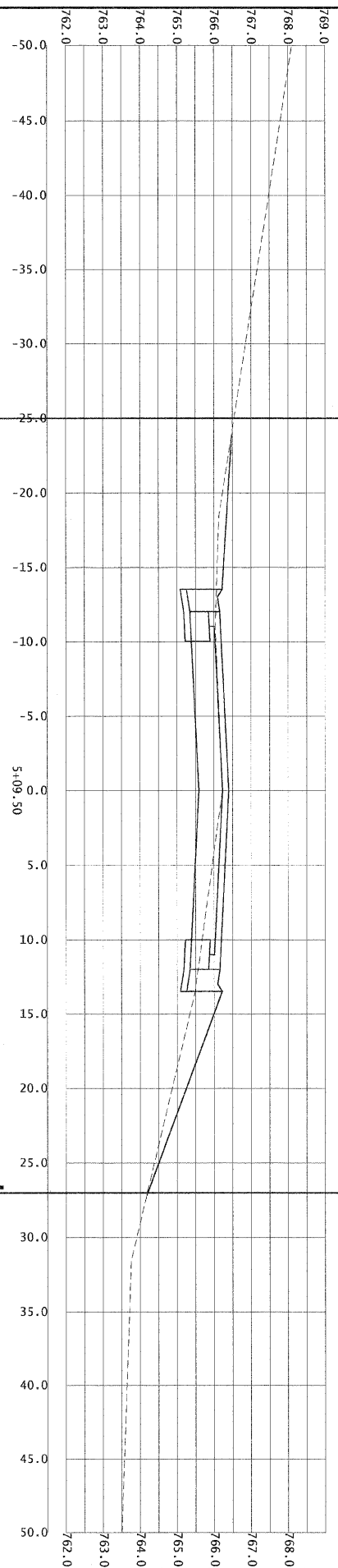
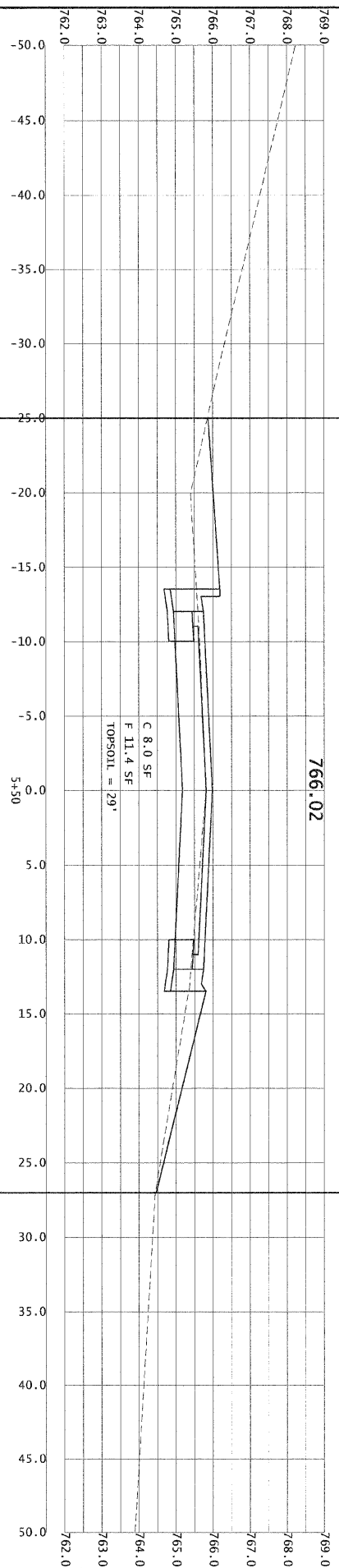
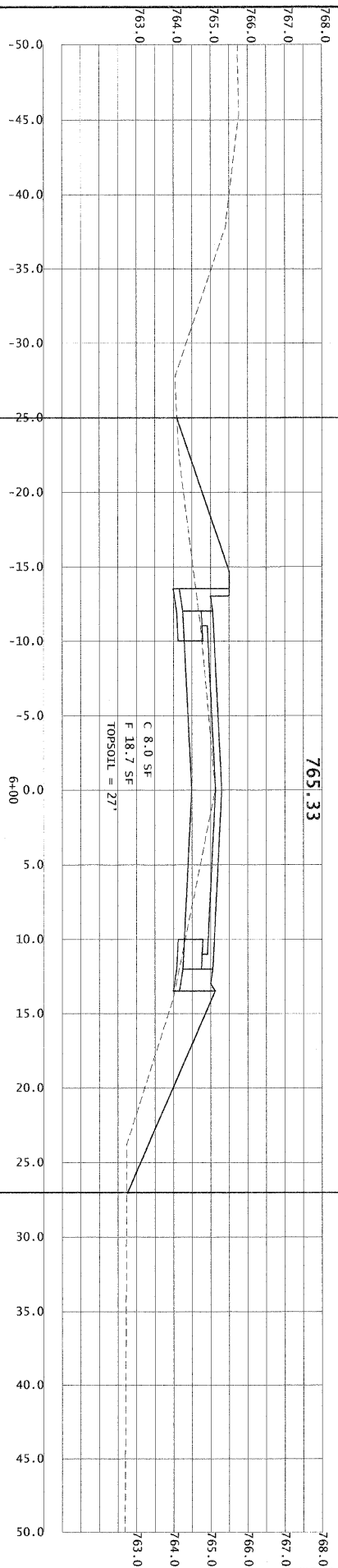
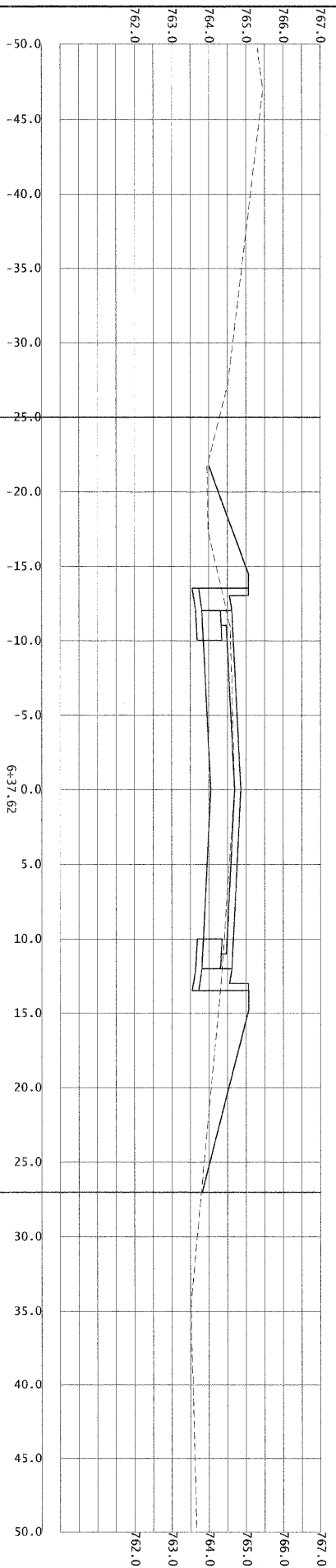
R.O.W.





R.O.W.

R.O.W.



C 8.0 SF
F 5.6 SF
TOPSOIL = 24"

C 8.0 SF
F 11.4 SF
TOPSOIL = 29"

C 8.0 SF
F 18.7 SF
TOPSOIL = 27"

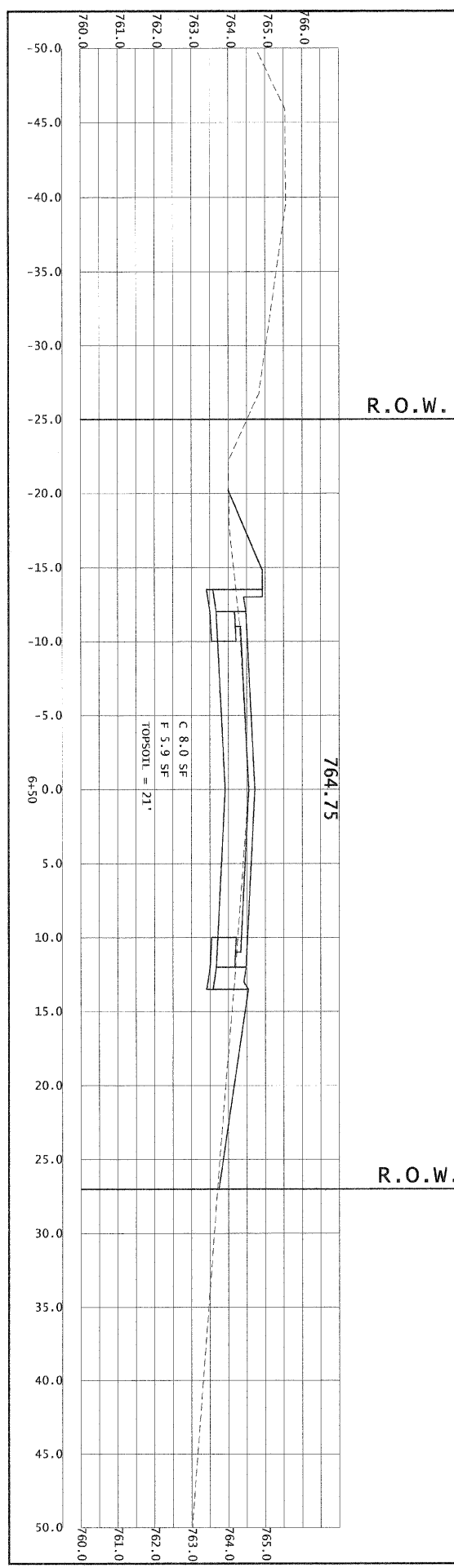
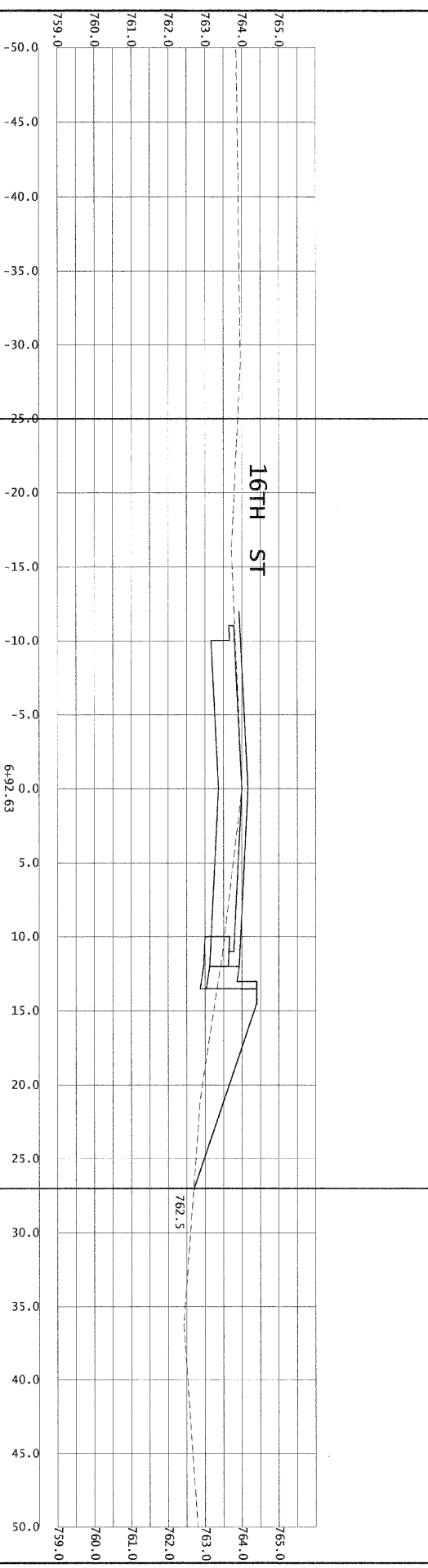
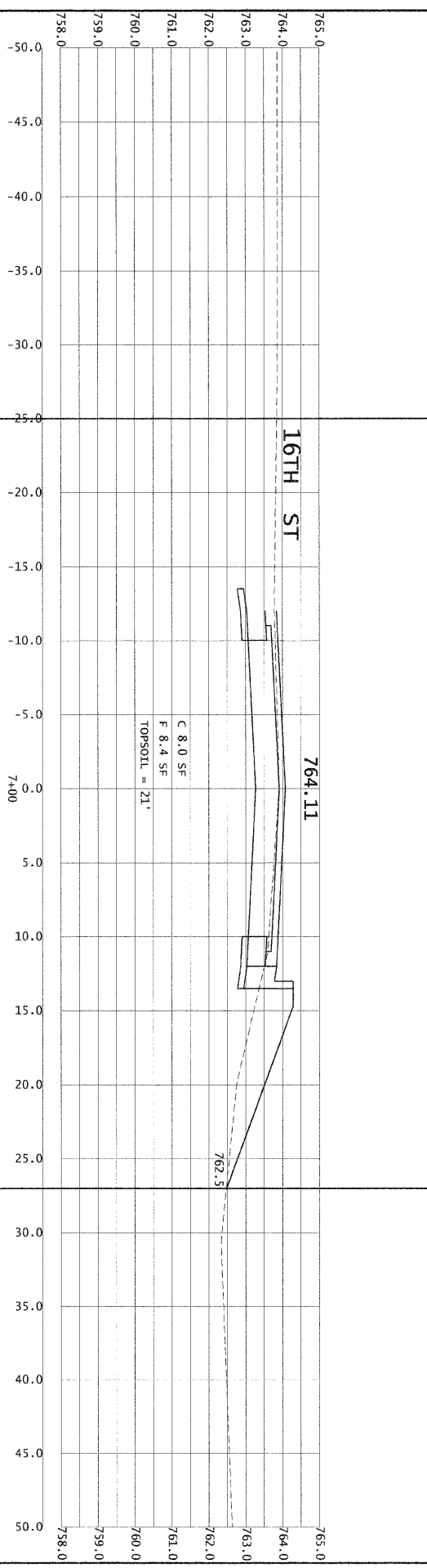
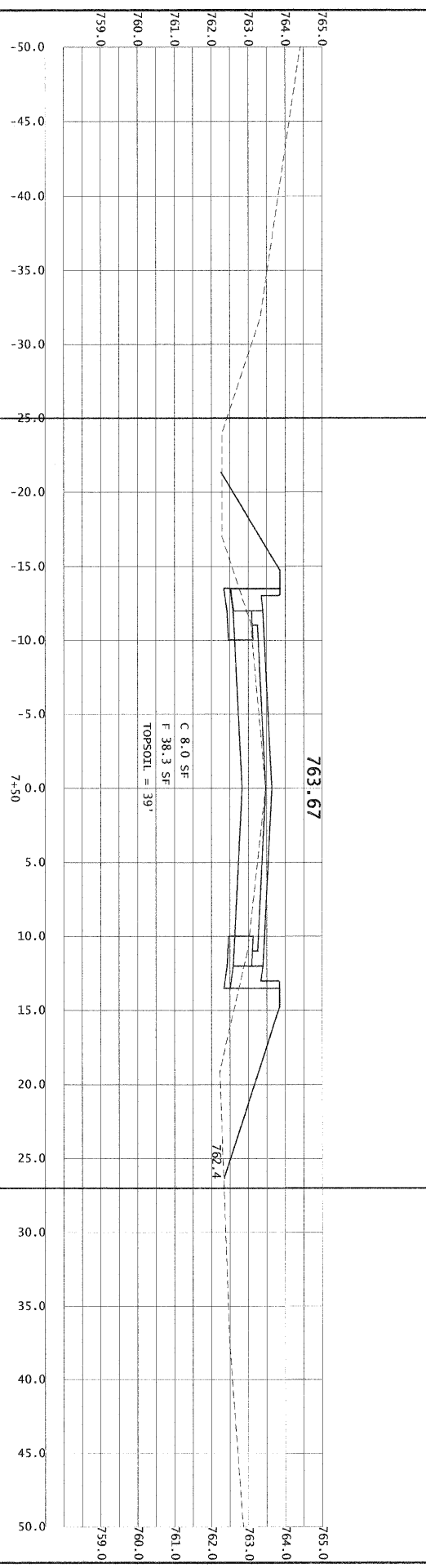
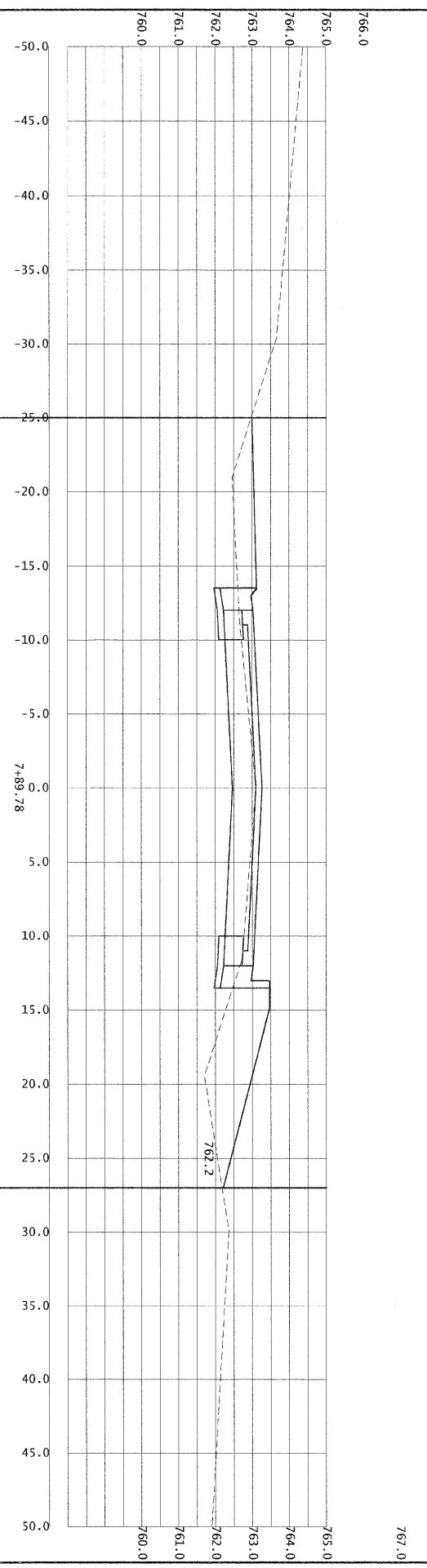
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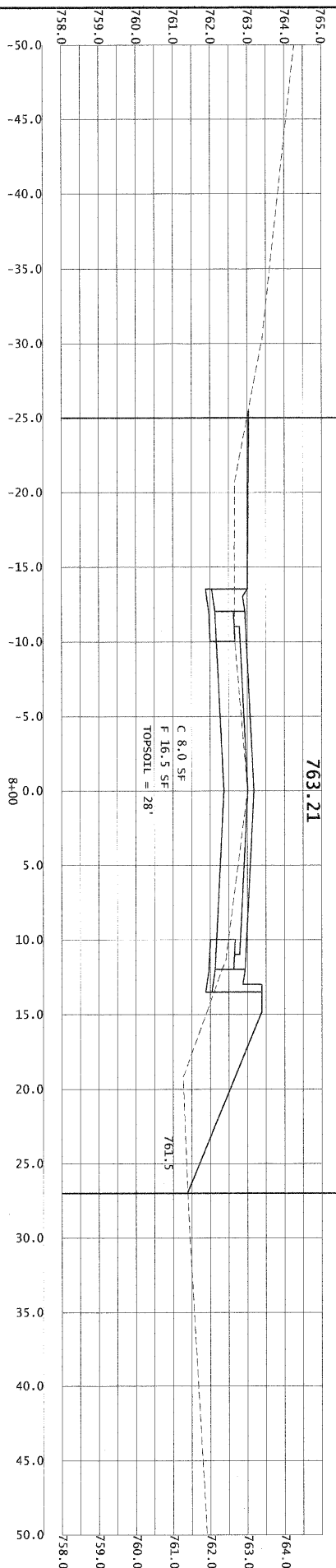
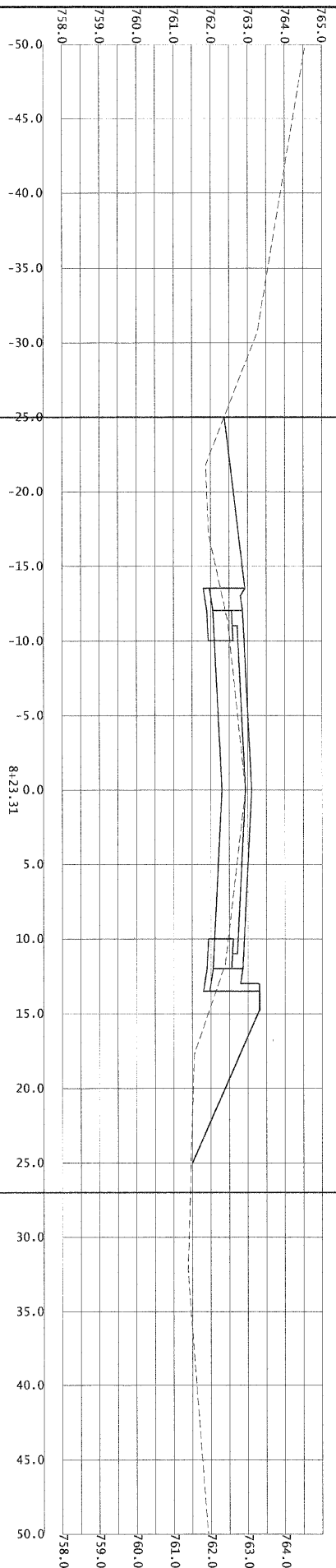
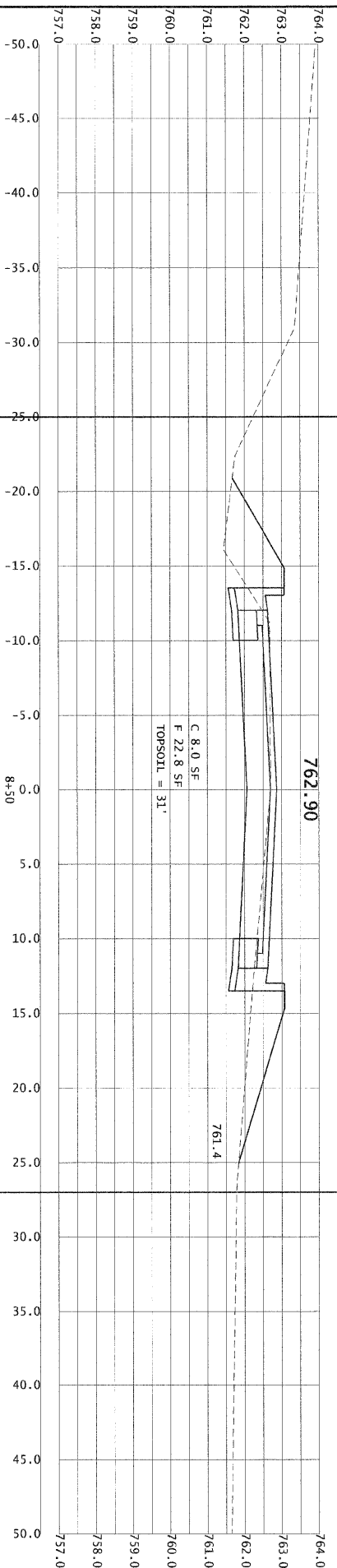
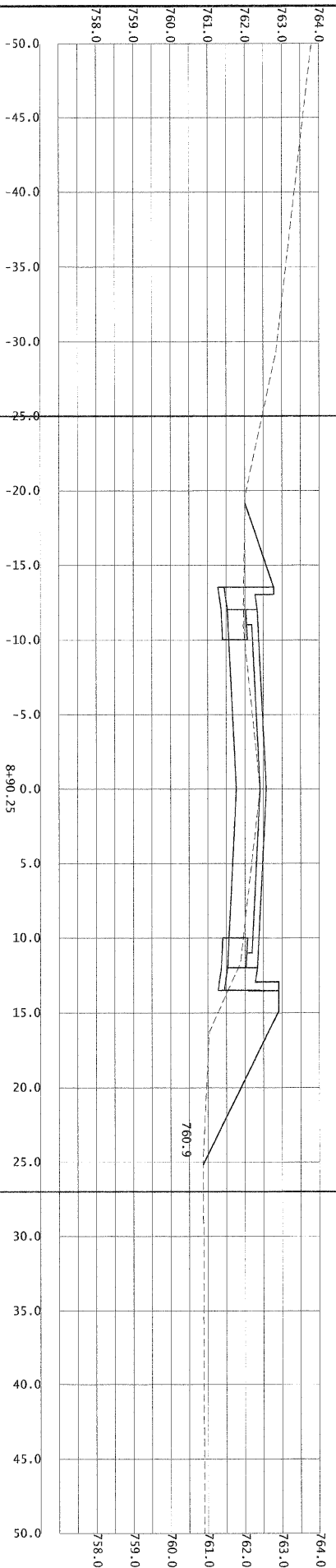
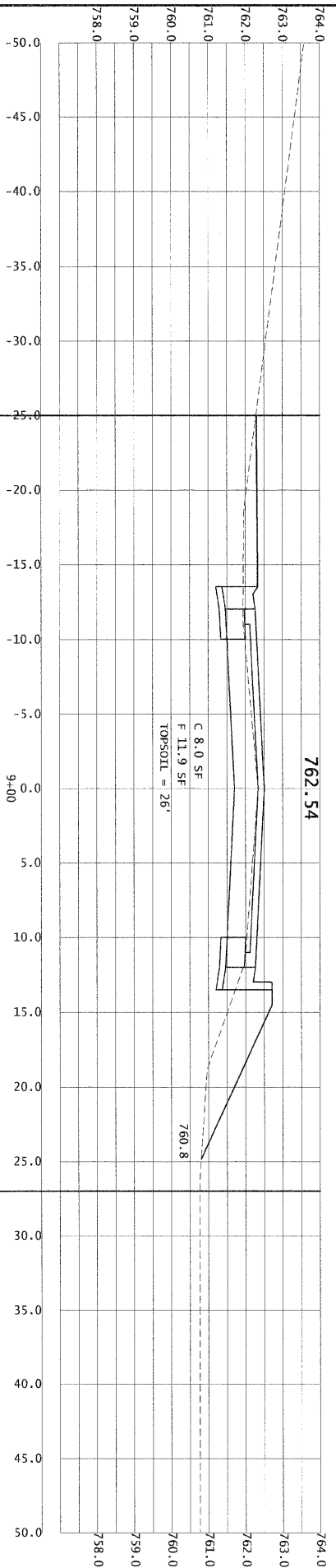
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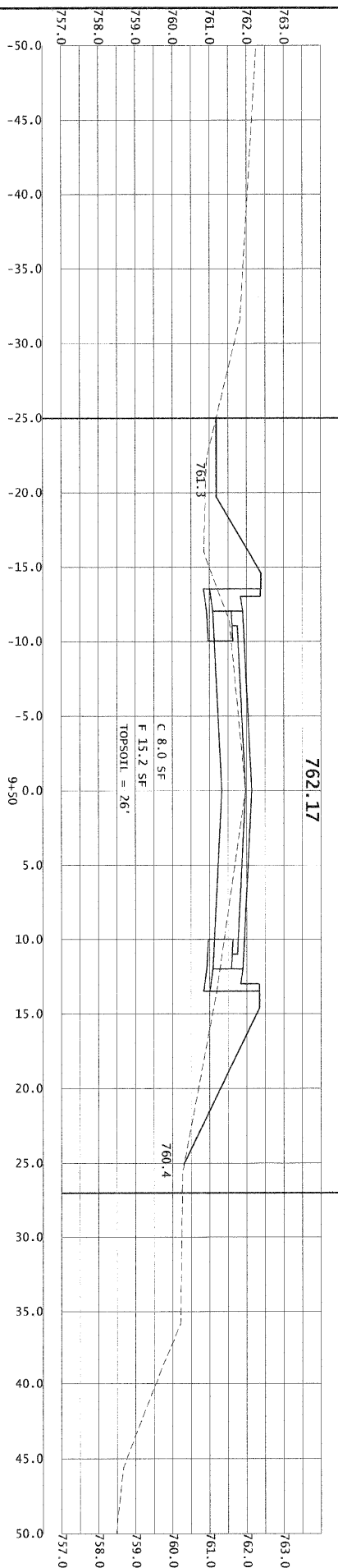
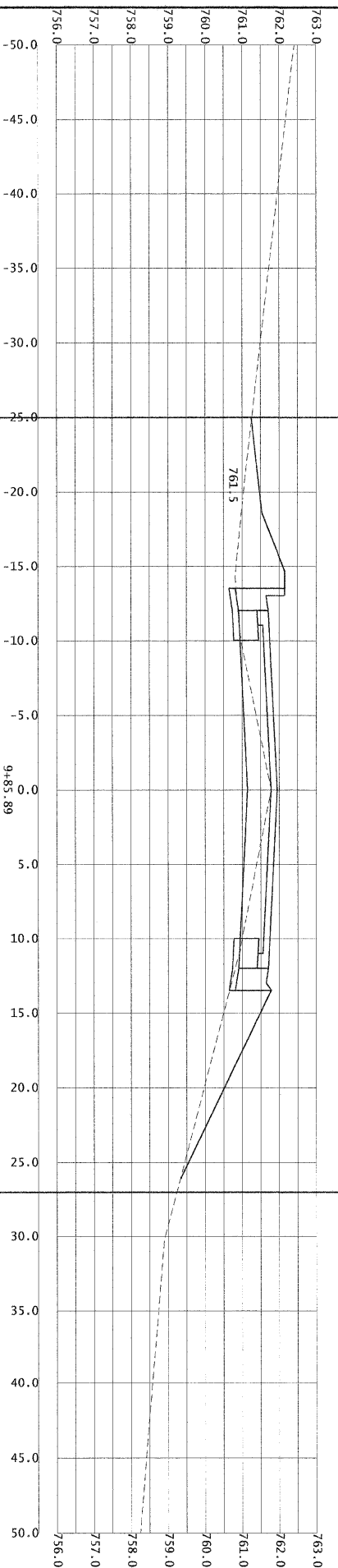
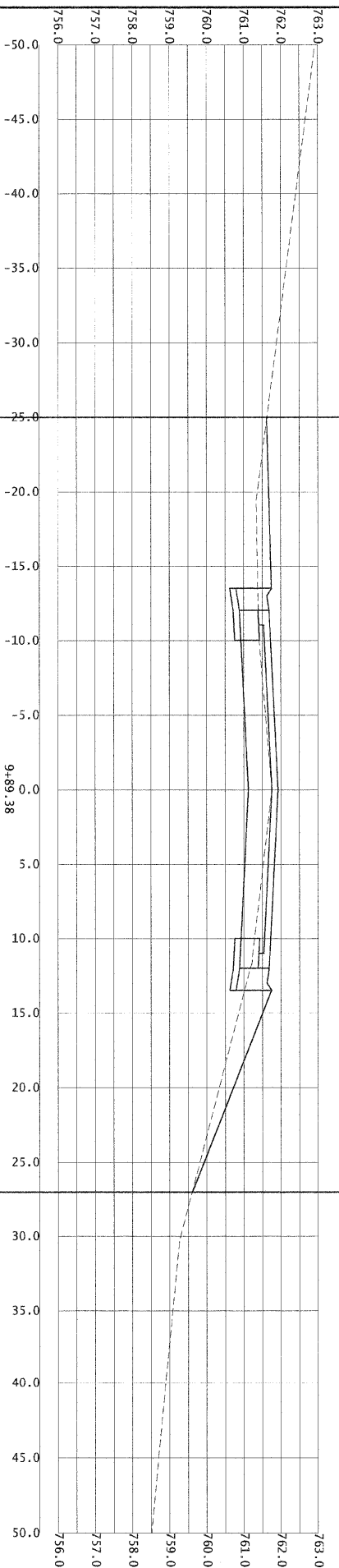
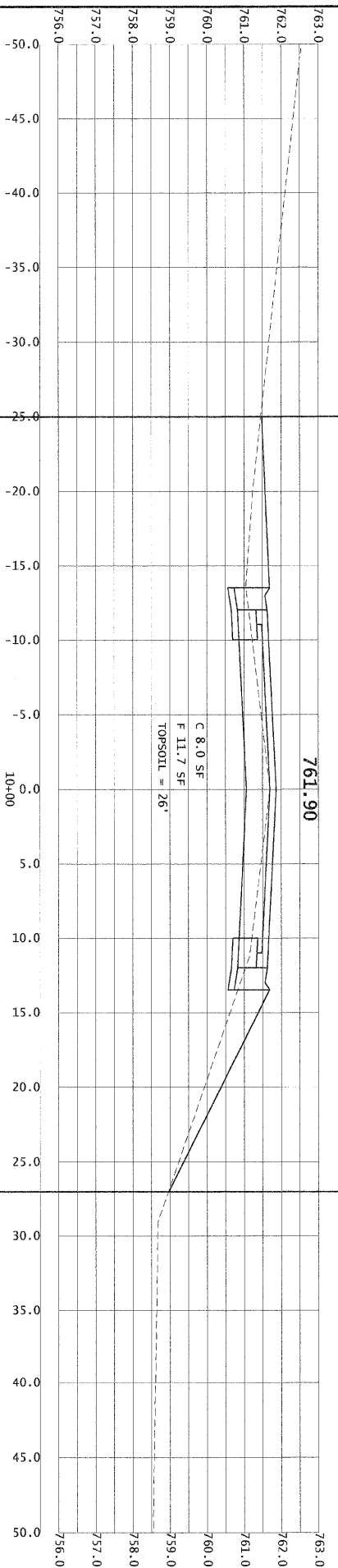
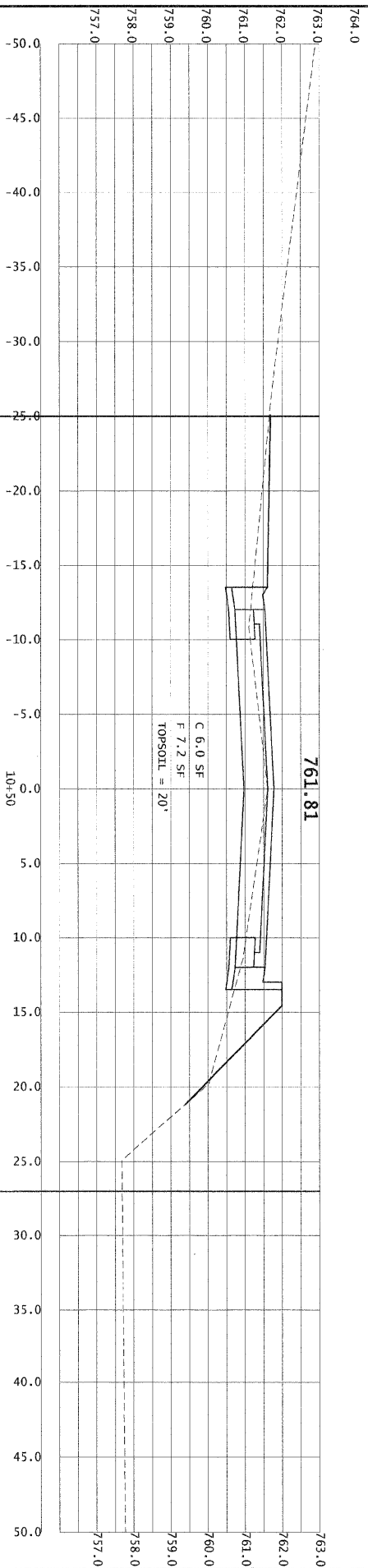
765.33

R.O.W.

R.O.W.

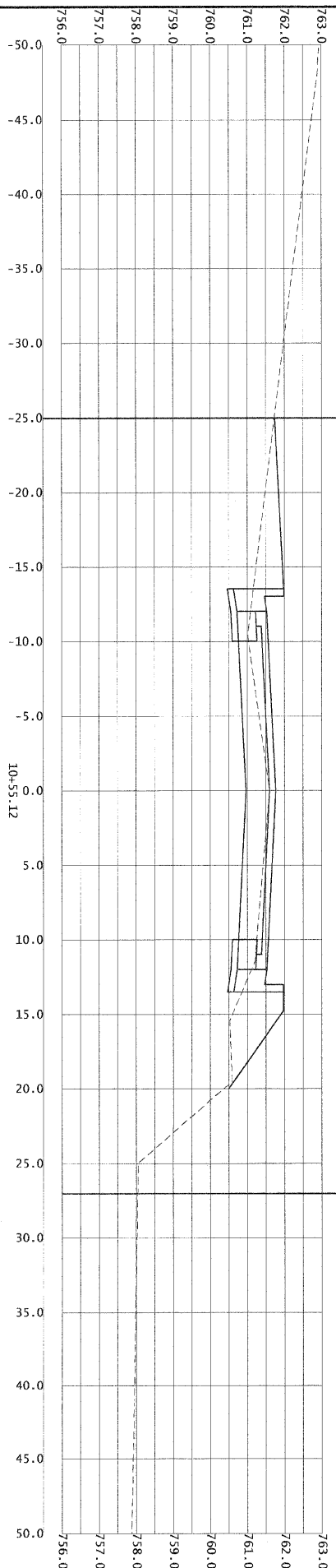
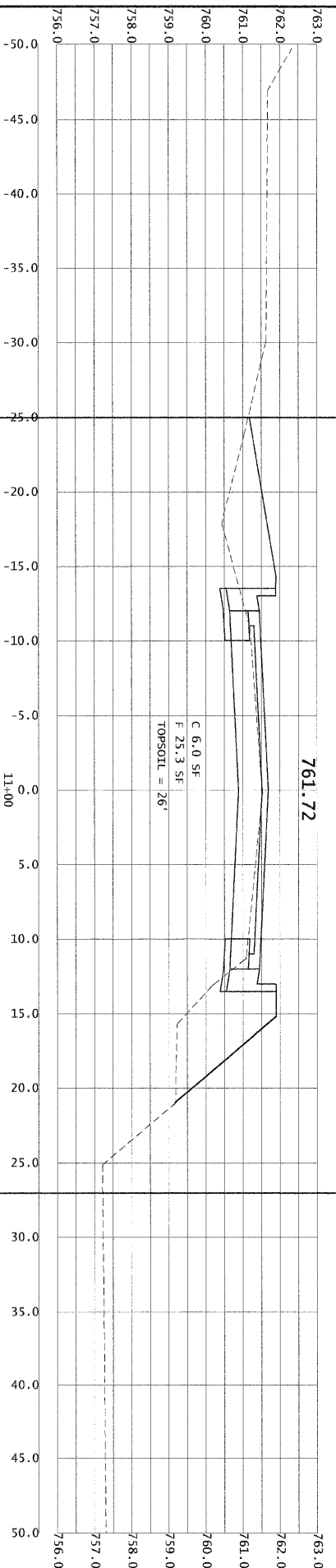
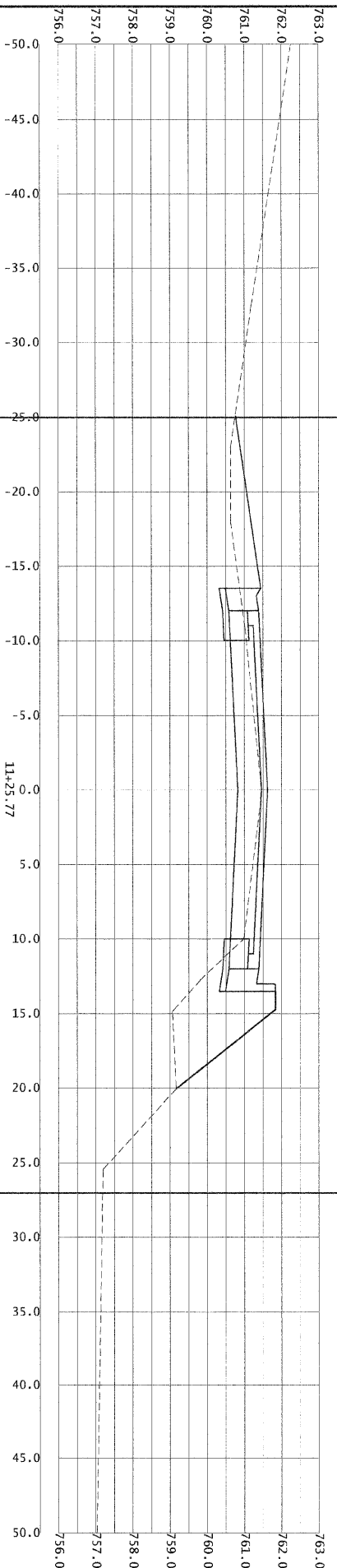
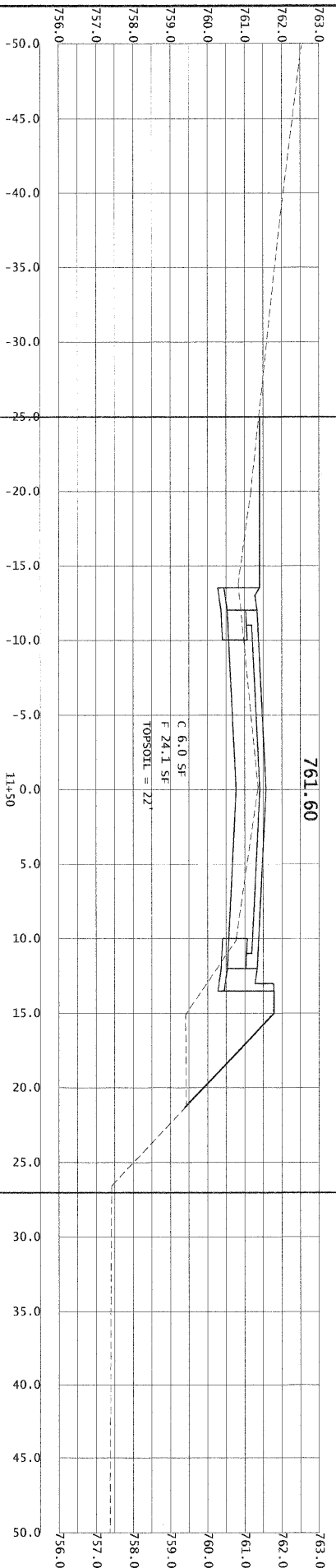
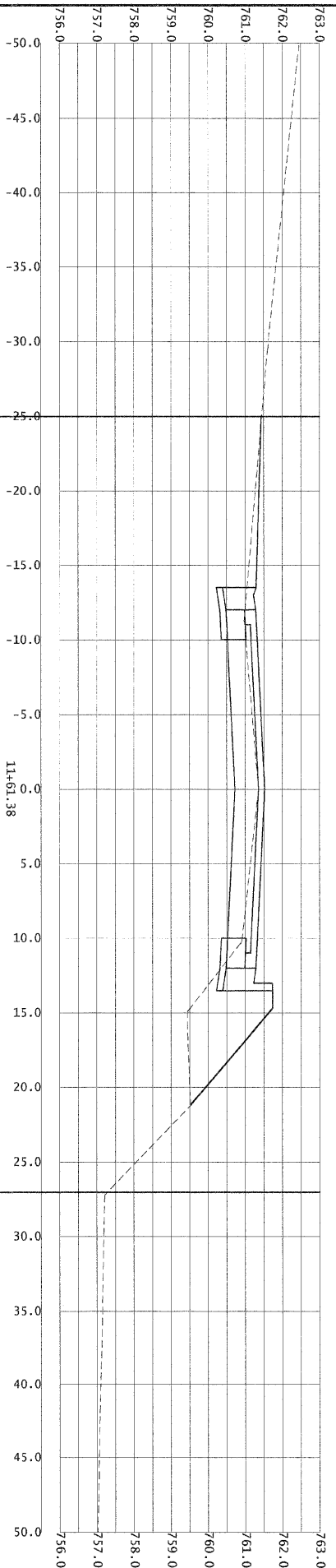


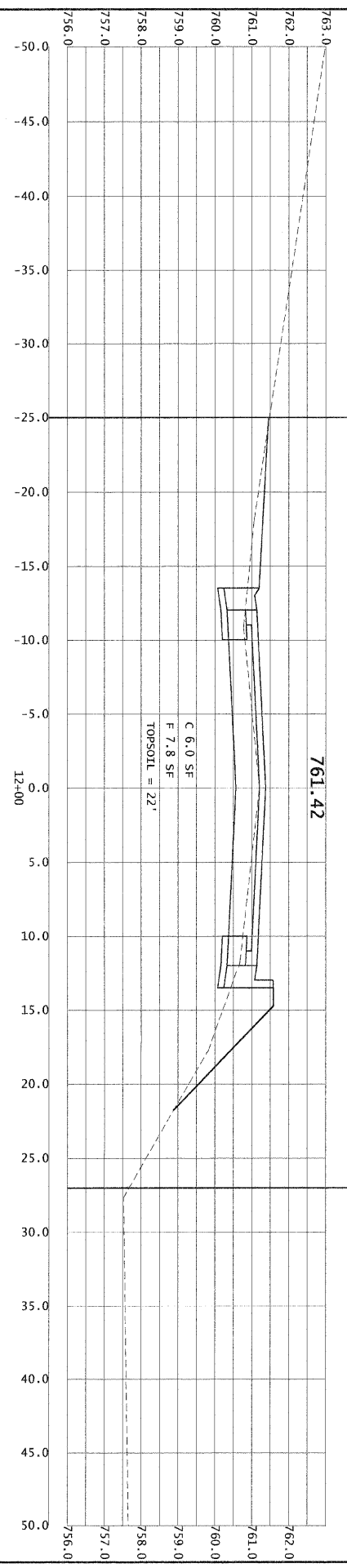
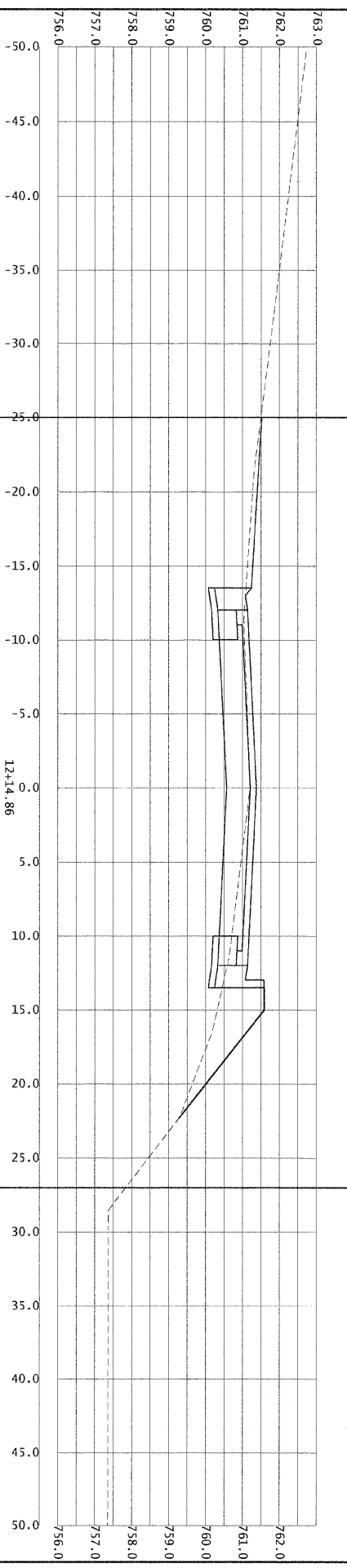
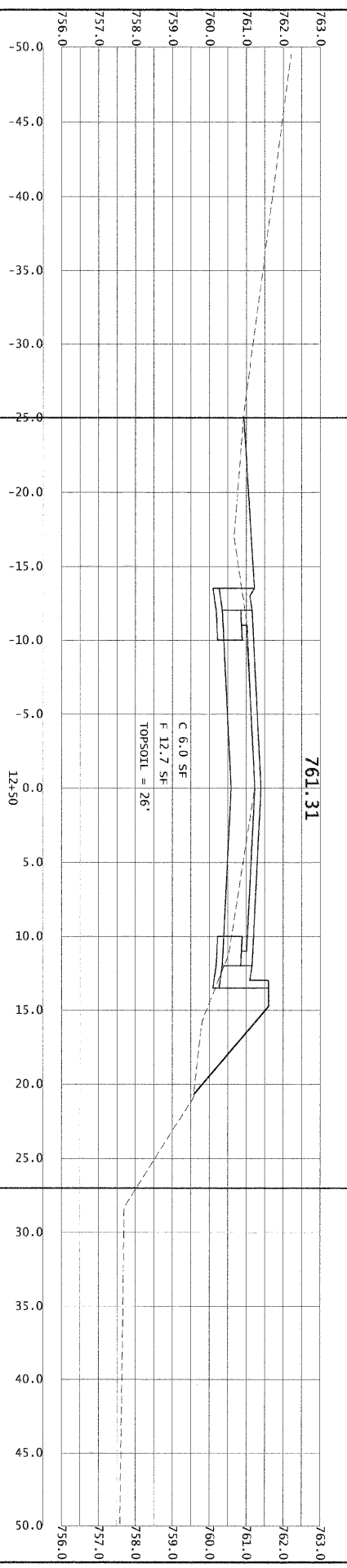
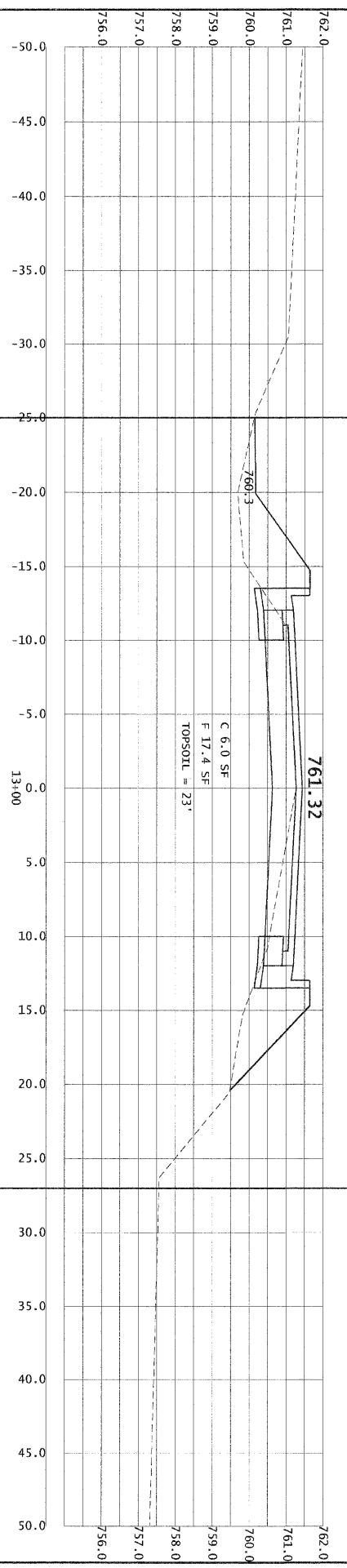
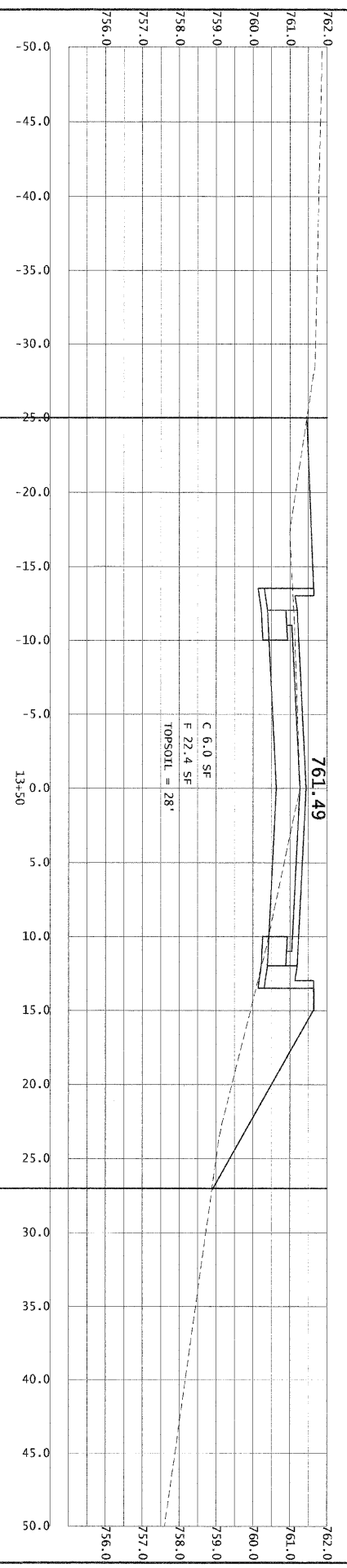


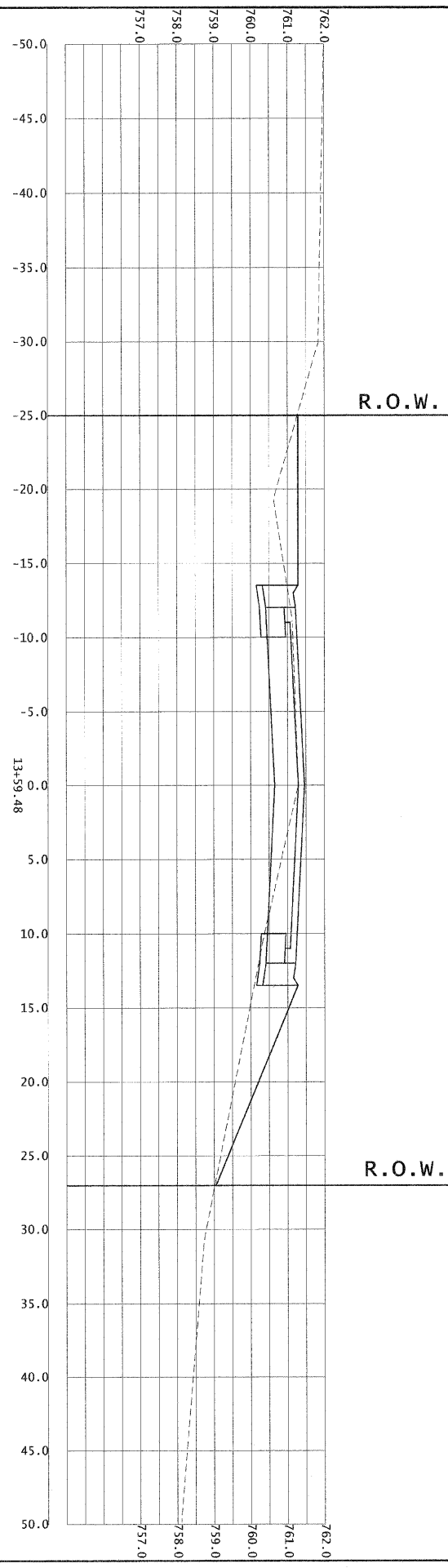
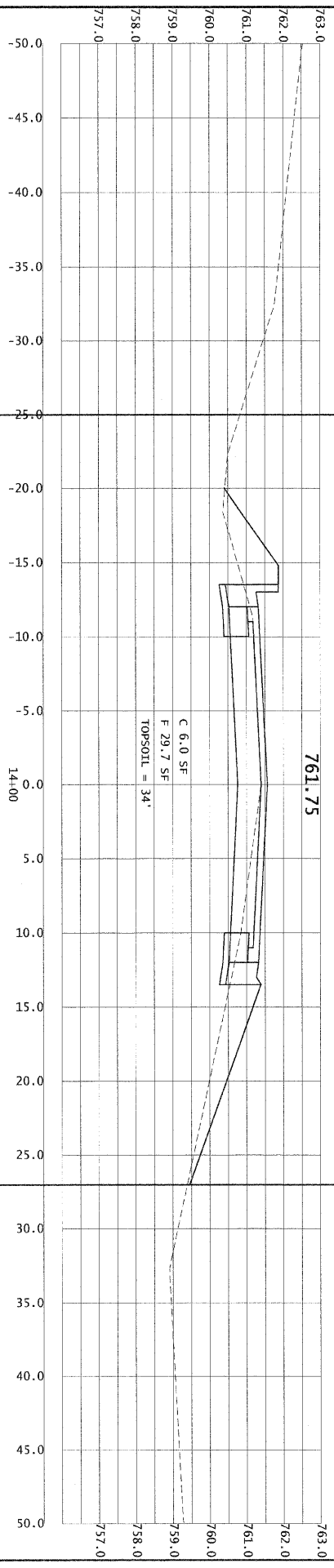
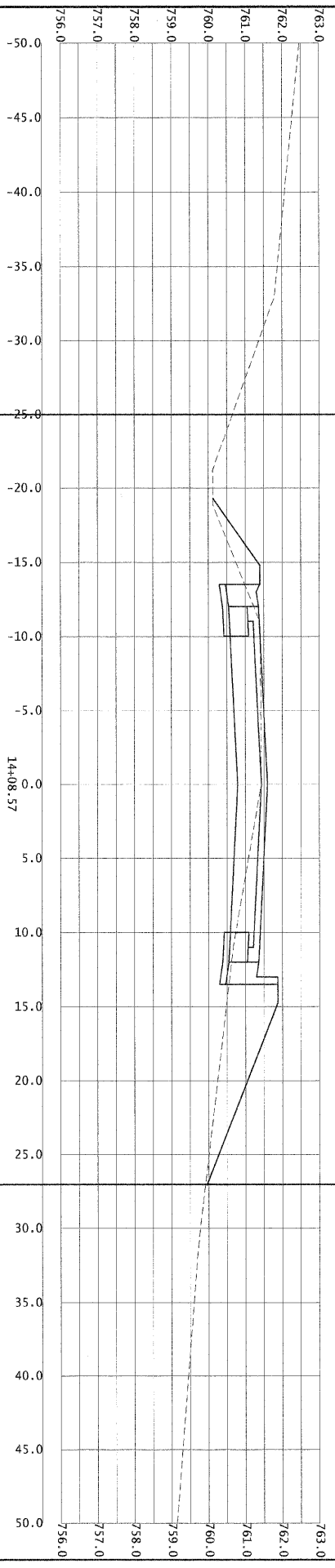
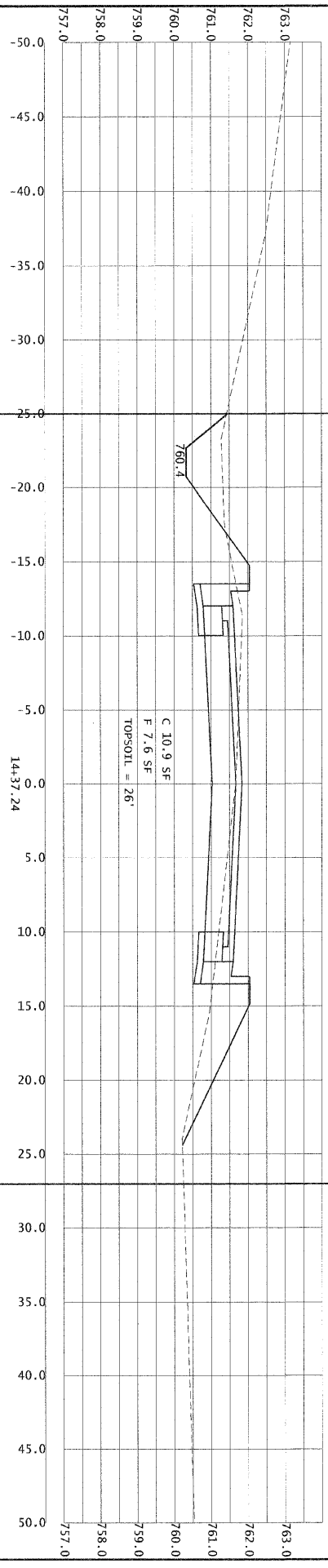
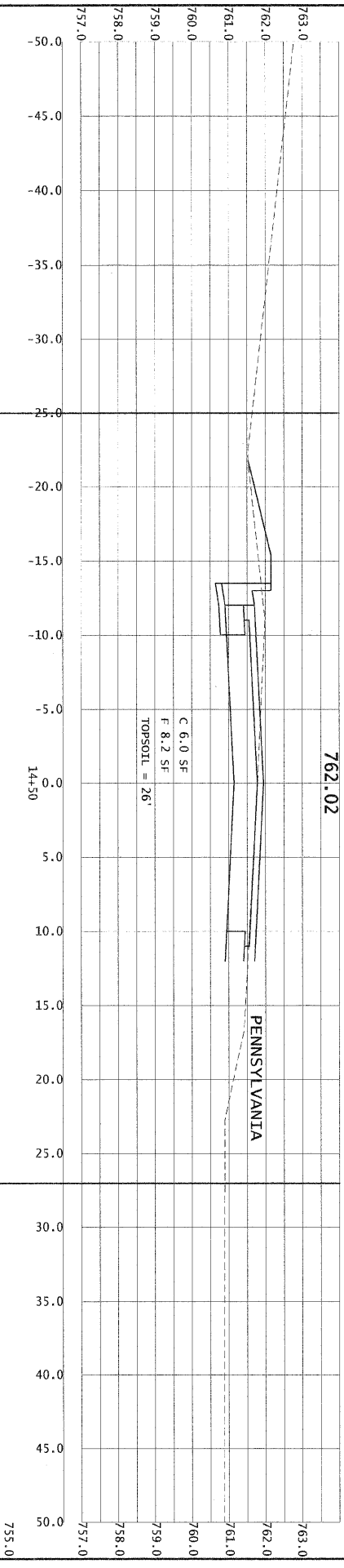


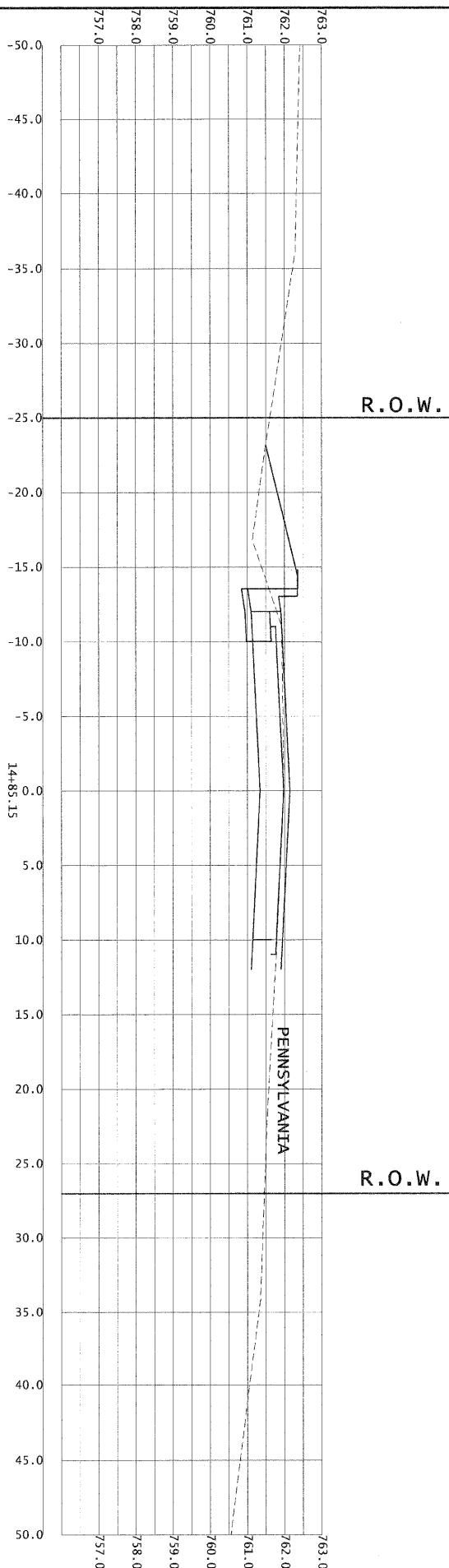
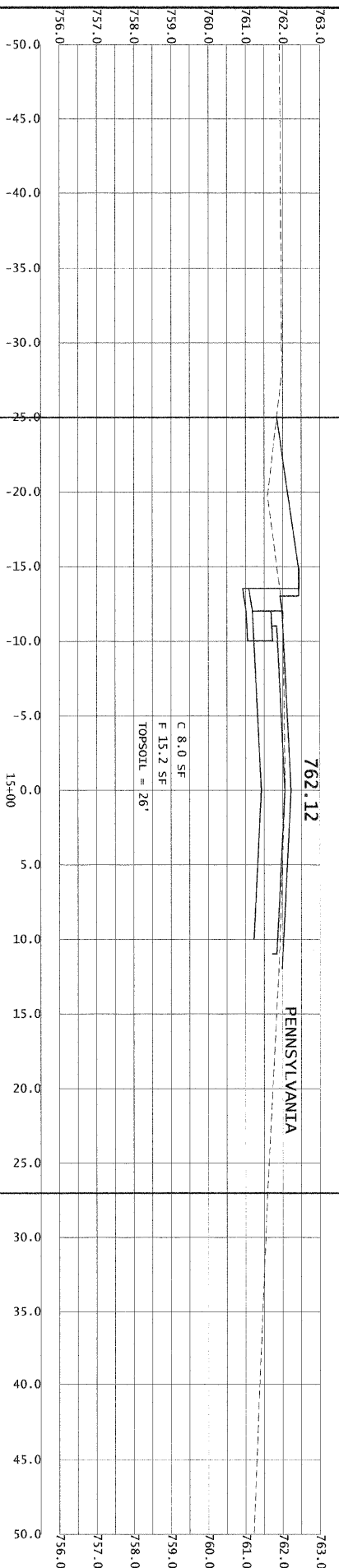
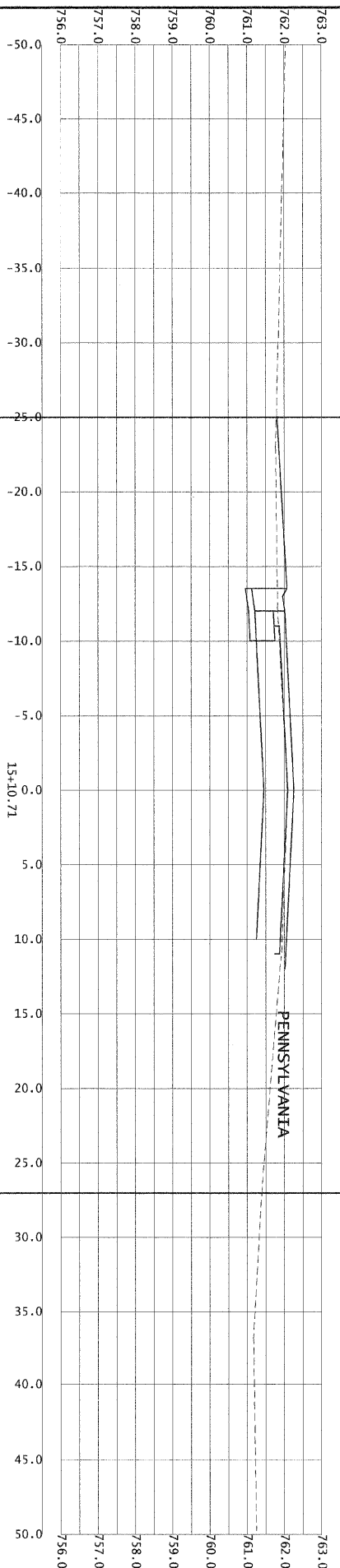
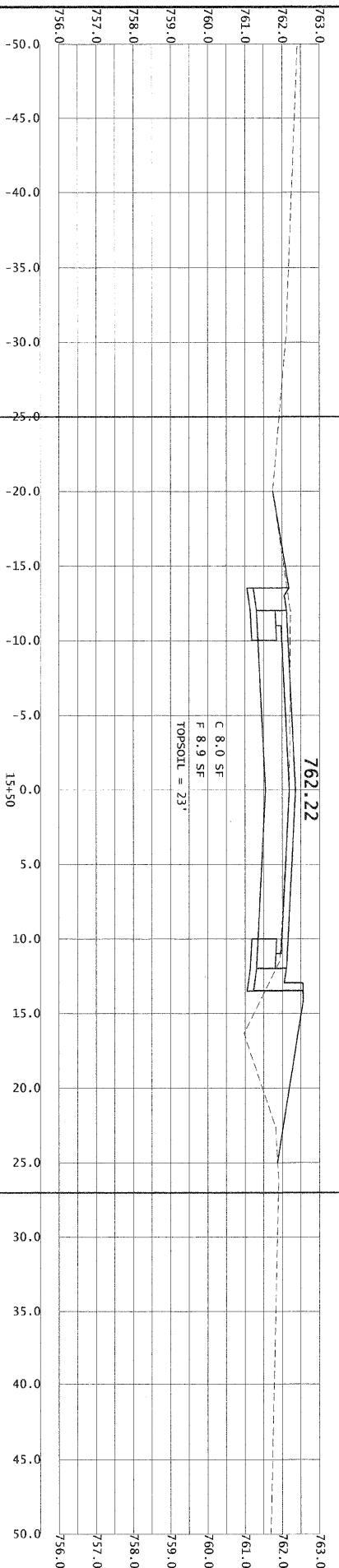
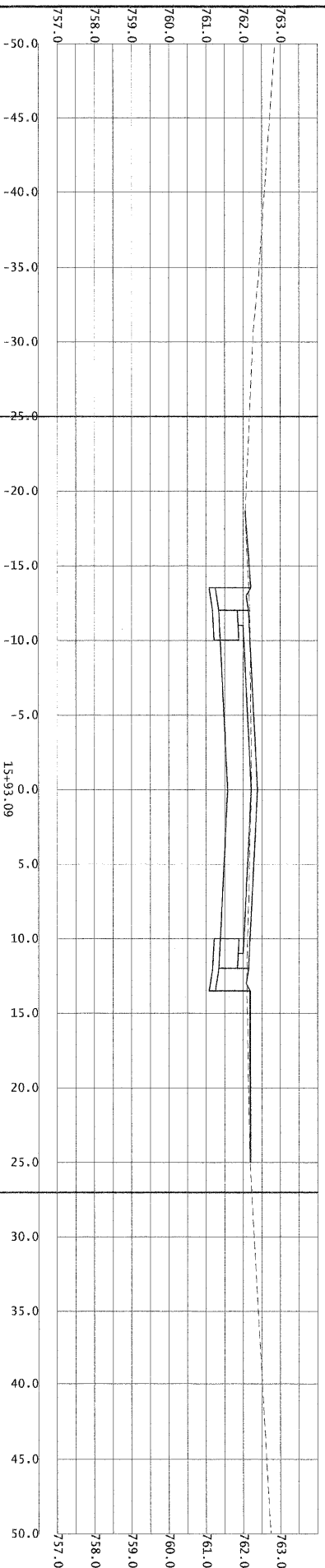
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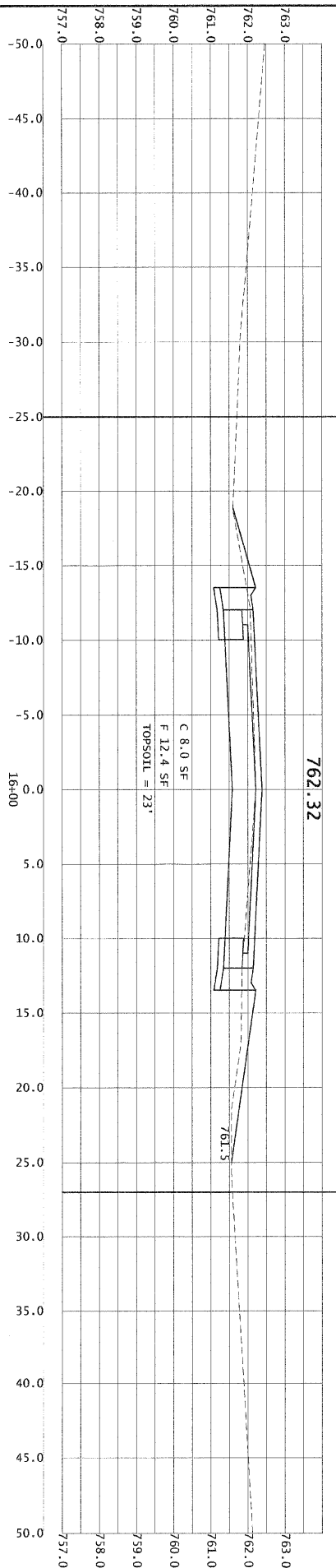
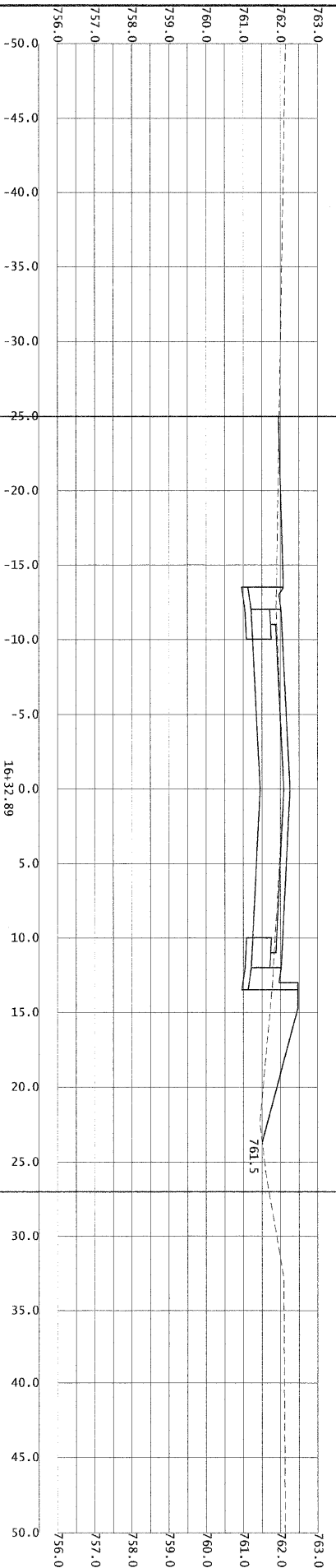
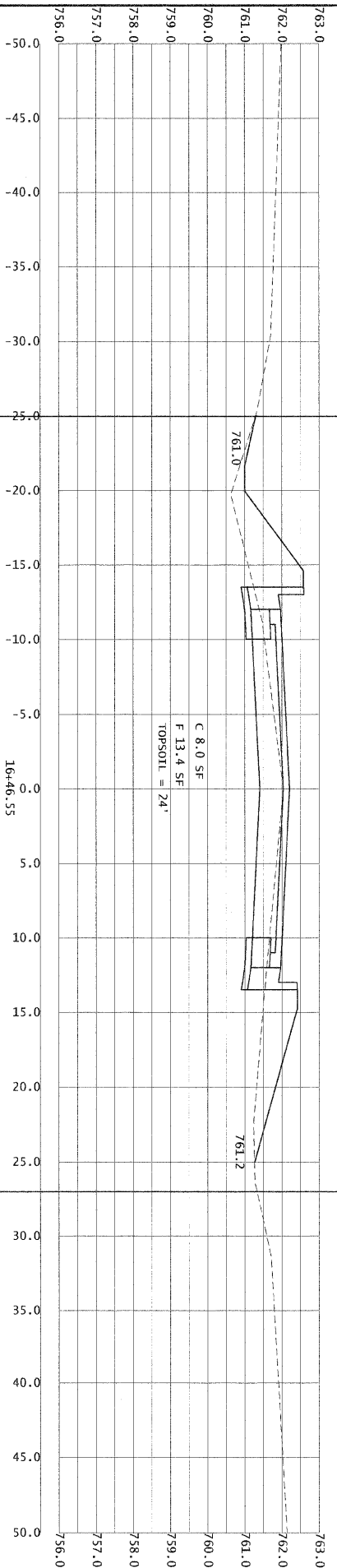
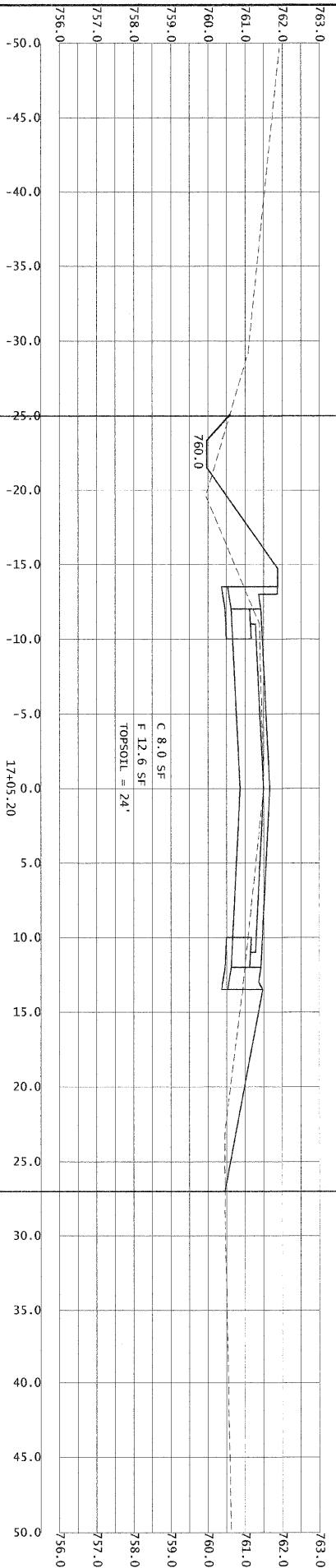
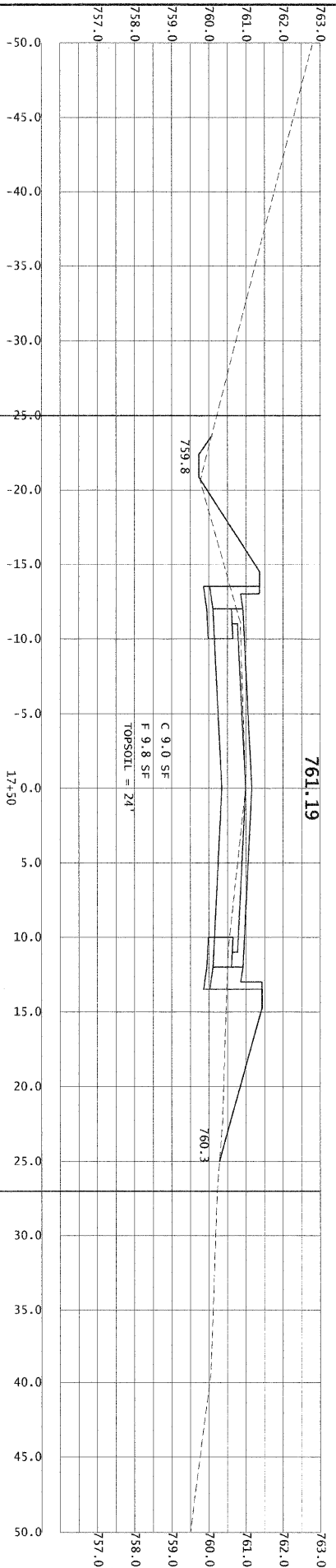






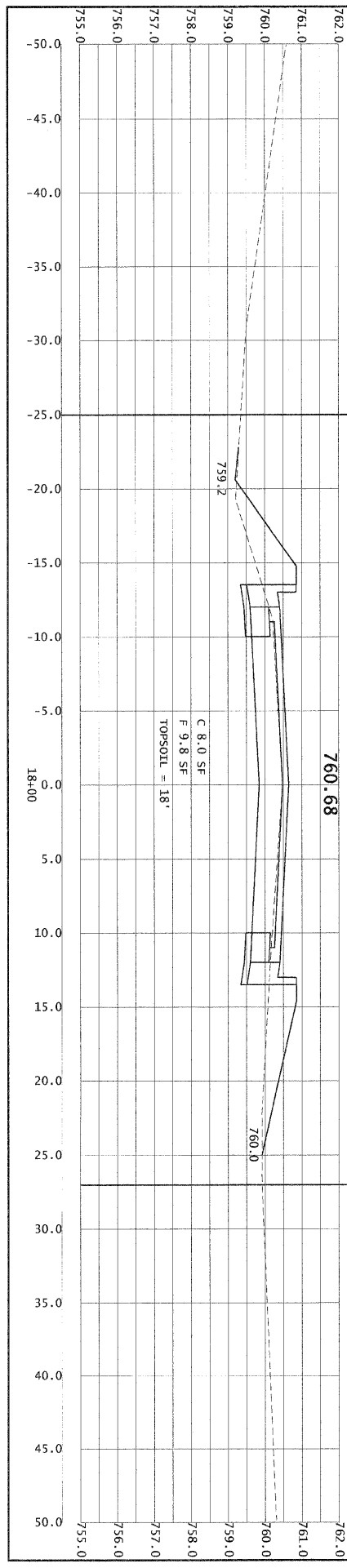
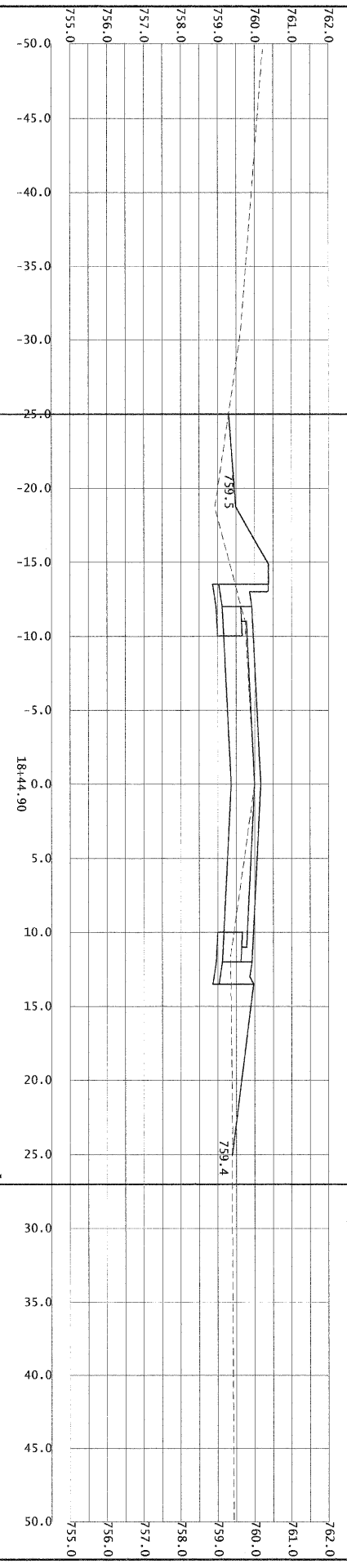
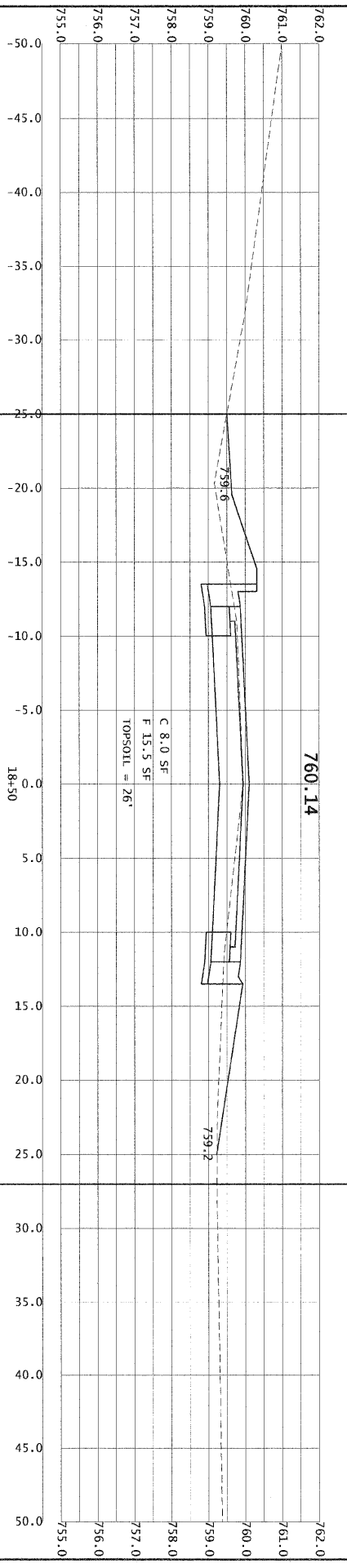
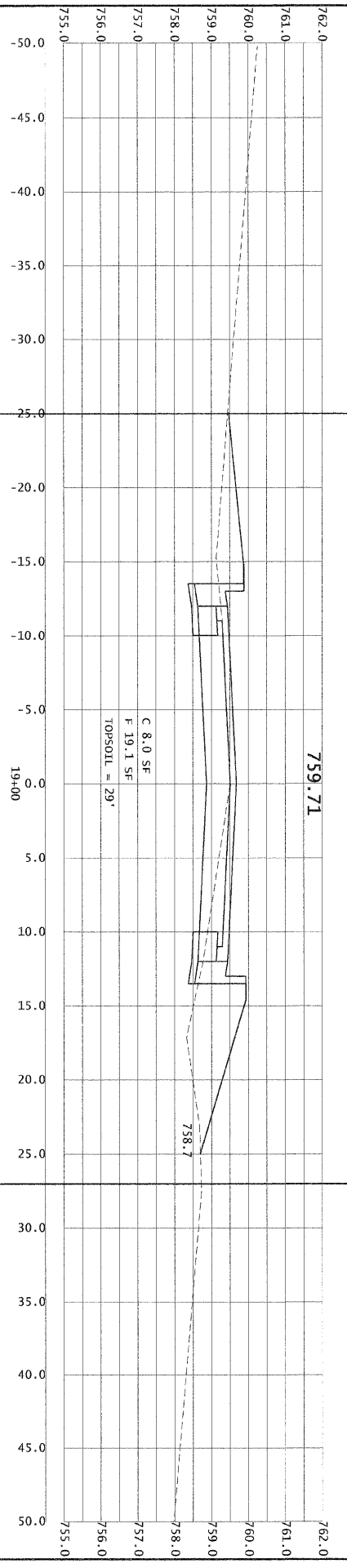
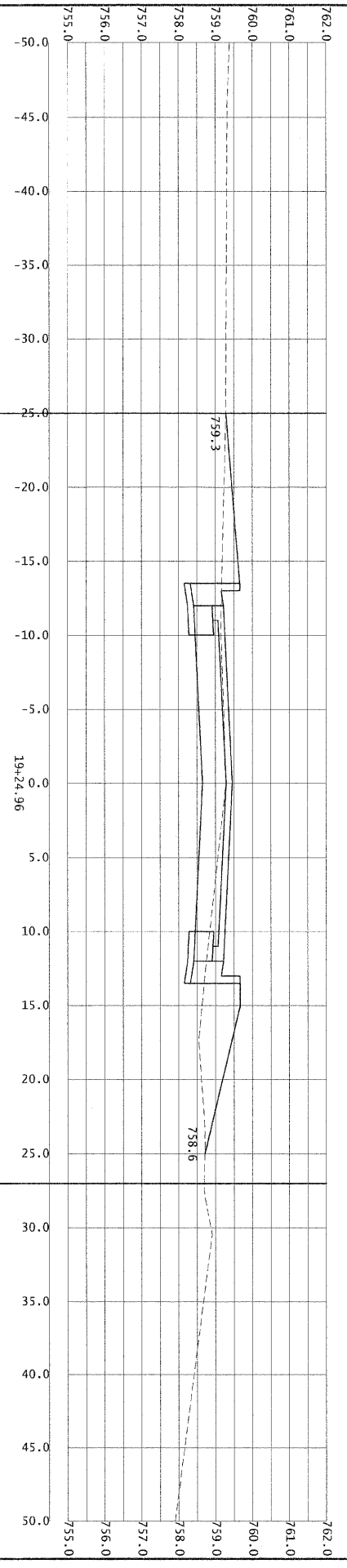
R.O.W.

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760.68

760.14

759.71

