

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	L-M-4	BOONE	54	1
		ILLINOIS	CONTRACT NO. 64F80	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

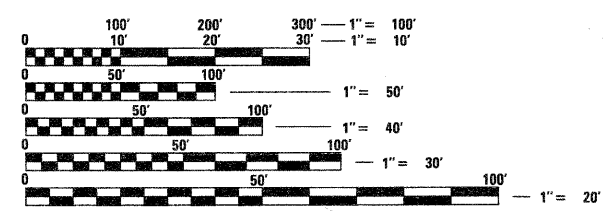
PROPOSED
HIGHWAY PLANS
FAP ROUTE 517 (US BUS 20)
SECTION L-M-4
PROJECT: HSIP-0517(058)
WIDENING & RESURFACING
BOONE COUNTY
C-92-147-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2
 FOR STATE STANDARDS, SEE SHEET NO. 2

BEVIDERE TOWNSHIP, SECTION 21

IMPROVEMENT ENDS
 STA 139 + 51.5
 SECTION ENDS
 STA 138 + 76.5

IMPROVEMENT BEGINS
 STA 120 + 20
 SECTION BEGINS
 STA 120 + 95

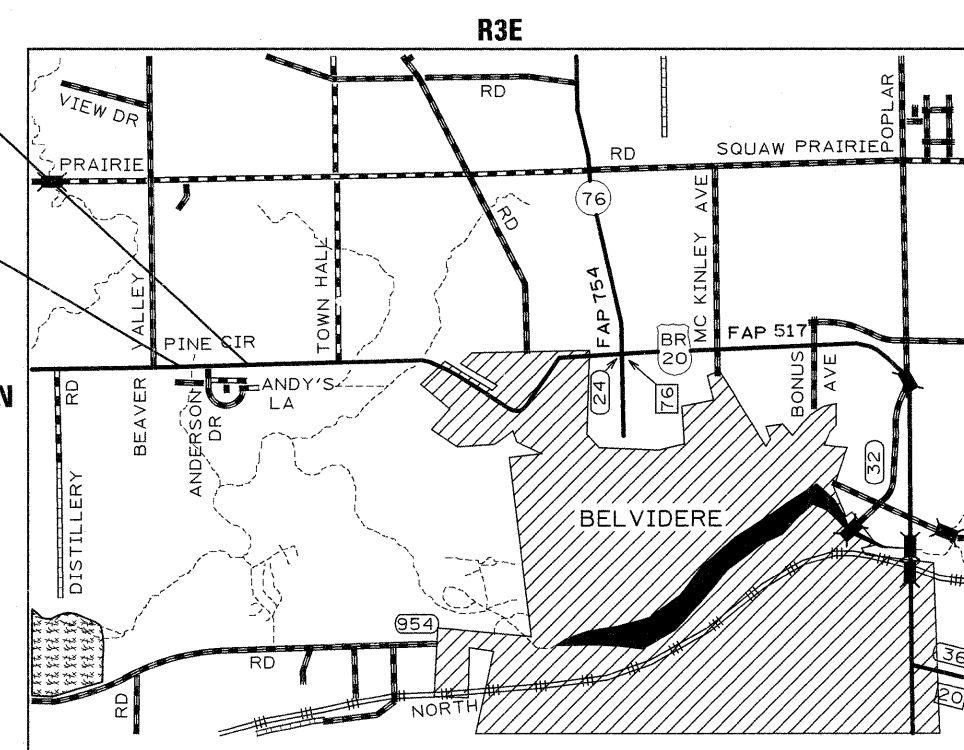


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: MASOOD AHMAD
 SENIOR SQUAD LEADER: SAM ABDULLAH (815) 284-5935
 SQUAD LEADER: COREY CONDERMAN (815) 284-5936
 CONTRACT NO. 64F80

GROSS LENGTH = 1781.5 FT. = 0.337 MILE
 NET LENGTH = 1781.5 FT. = 0.337 MILE



D-92-080-09



LOCATION OF SECTION INDICATED THUS: - [shaded box] -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED DEC. 10 2010
[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 4 2011
[Signature]
 acting ENGINEER OF DESIGN AND ENVIRONMENT

February 4 2011
[Signature]
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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000001-06	Standard Symbols, Abbreviations, and Patterns
280001-05	Temporary Erosion Control Systems
420001-07	Pavement Joints
482011 -03	HMA Shld. Strips/Shlds. With Resurfacing or Widening and Resurfacing Projects
542301 -03	Precast Reinforced Concrete Flared End Section
542401 -01	Metal End Section for Pipe Culverts
542406-01	Metal End Section for Pipe Arches
606101 -04	Type A Gutter (Inlet, Outlet & Entrance)
635001-01	Delineators
666001-01	Right-Of-Way Markers
701006-03	Typical Application of Traffic Control Standard
701011 -02	Typical Application of Traffic Control Standard
701201 -04	Typical Application of Traffic Control Standard
701311 -03	Typical Application of Traffic Control Standard
701326 -04	Typical Application of Traffic Control Standard
701701 -07	Typical Application of Traffic Control Standard
701901 -01	Traffic Control Devices
720011 -01	Metal Posts for Signs, Markers & Delineators
728001-01	Telescoping Steel Sign Support
729001-01	Applications of Types A & B Metal Posts (For Signs & Markers)
780001-02	Typical Pavement Markings
781001 -03	Typical Applications Raised Reflective Pavement Markers

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 BUS INDEX OF SHEETS & STATE STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw\work\p\idat\goffjl\d0146537\0200009-shd-cover.dgn	DRAWN -	REVISED -	517			L-M-4	BOONE	54	2	
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PLOT DATE = Wed Dec 22 13:46:13 2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	90% FED 10% STATE <i>URBAN</i> 0004
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	32	32
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	96	96
20200100	EARTH EXCAVATION	CU YD	3,530	3,530
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3,220	3,220
* 25000210	SEEDING, CLASS 2A	ACRE	2.5	2.5
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	216	216
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	216	216
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	216	216
25000750	MOWING	ACRE	2.5	2.5
* 25100115	MULCH, METHOD 2	ACRE	2.0	2.0
* 25100630	EROSION CONTROL BLANKET	SQ YD	3,300	3,300
* 25100900	TURF REINFORCEMENT MAT	SQ YD	322	322
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,440	1,440
28000305	TEMPORARY DITCH CHECKS	FOOT	360	360
28000400	PERIMETER EROSION BARRIER	FOOT	890	890
28000500	INLET AND PIPE PROTECTION	EACH	8	8
31100910	SUB BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	452	452
31100935	SUB BASE GRANULAR MATERIAL, TYPE A 18"	SQ YD	2,769	2,769
35101400	AGGREGATE BASE COURSE, TYPE B	TON	385	385
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	15.0	15.0
40600300	AGGREGATE (PRIME COAT)	TON	17.4	17.4
40600535	LEVELING BINDER (HAND METHOD), N70	TON	5	5
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	658	658
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	202	202
40600990	TEMPORARY RAMP	SQ YD	61	61
40603085	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70	TON	1,388	1,388
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	457	457
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	745	745
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	108	108
44004250	PAVED SHOULDER REMOVAL	SQ YD	1,283	1,283
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2,583	2,583
48101200	AGGREGATE SHOULDERS, TYPE B	TON	227	227
48203019	HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ YD	3,262	3,262
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1
51500100	NAME PLATES	EACH	1	1
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	188	188

* SPECIALTY ITEM
) NON-PARTICIPATING

FILE NAME =	USER NAME = goff jl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = Thu Dec 09 15:52:42 2010	DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	<i>URBAN</i> 90% FED 10% STATE <i>0004</i>
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	44	44
542D5479	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 24"	FOOT	86	86
54213450	END SECTIONS 15"	EACH	6	6
54213453	END SECTIONS 18"	EACH	2	2
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1
54214299	END SECTIONS, EQUIVALENT ROUND-SIZE 24"	EACH	4	4
54390230	INSERTION CULVERT LINER 36"	FOOT	82	82
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	10	10
X6062700	CONCRETE GUTTER, TYPE A (SPECIAL)	FOOT	708	708
63500105	DELINEATORS	EACH	2	2
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	19	19
66700305	PERMANENT SURVEY MARKER, TYPE II	EACH	2	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6
67100100	MOBILIZATION	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,772	2,772
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	308	308
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	125	125
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,875	10,875
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	554	554
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	374	374
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	24	24
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	139	139
78300200	RAISED REFLECTIVE PAVMENT MARKER REMOVAL	EACH	26	26
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	6	6
X0323660	DROP BOX NO. 1	EACH	1	1
Z0001062	DRAIN FOR AGGREGATE BASE COURSE	SQ YD	40	40
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1

* SPECIALTY ITEM
:) NON-PARTICIPATING

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PLOT DATE = Thu Dec 09 15:52:42 2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

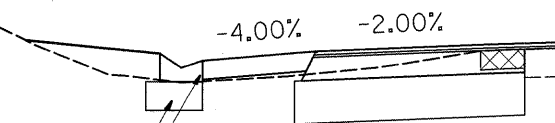
TYPICAL SECTIONS

STA 120+20.00 TO STA 127+77.60

US BUS RTE 20

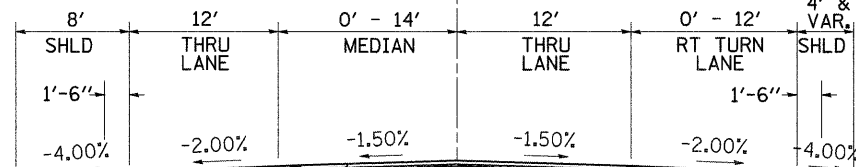
TYPICAL OF TYPE A GUTTER

LT STA 121+19 TO LT STA 128+49



CONCRETE GUTTER, TYPE A (SPECIAL)

CA6 OR CA10 INCLUDED IN THE COST OF CONCRETE GUTTER, TYPE A (SPECIAL)



EXISTING PAVEMENT WITH HMA OVERLAYS

* 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

* 1" LEVELING BINDER (MACHINE METHOD), N70

PAVED SHOULDER REMOVAL

STRIP REFLECTIVE CRACK CONTROL TREATMENT

* 9 1/2" HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70

SUB-BASE GRANULAR MATERIAL, TYPE A (SEE SCHEDULE FOR THICKNESS)

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

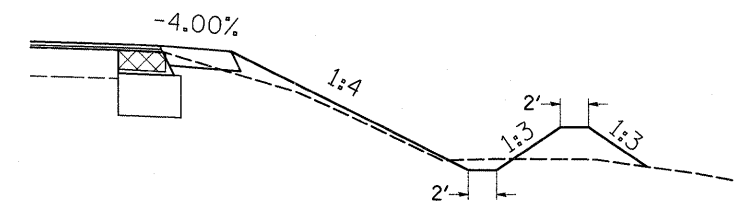
VOID TO BE FILLED WITH CA6 OR CA10 INCLUDED IN COST OF SUB-BASE

* 2 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

* HOT-MIX ASPHALT SHOULDERS, 5 1/2"

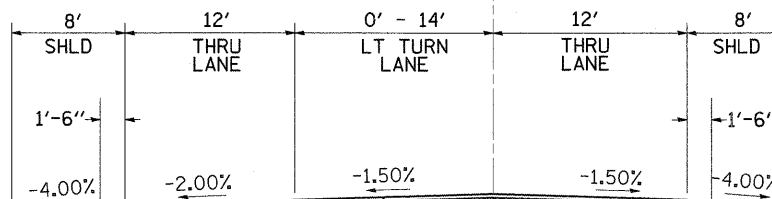
TYPICAL OF BERM

RT STA 122+50 TO RT STA 125+00



STA 127+77.60 TO STA 139+51.50

US BUS RTE 20



EXISTING PAVEMENT WITH HMA OVERLAYS

* 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

* 1" LEVELING BINDER (MACHINE METHOD), N70

PAVED SHOULDER REMOVAL

STRIP REFLECTIVE CRACK CONTROL TREATMENT

* 9 1/2" HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70

SUB-BASE GRANULAR MATERIAL, TYPE A (SEE SCHEDULE FOR THICKNESS)

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

VOID TO BE FILLED WITH CA6 OR CA10 INCLUDED IN COST OF SUB-BASE

* 2 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

* HOT-MIX ASPHALT SHOULDERS, 5 1/2"

EXISTING PAVEMENT

PAVEMENT REMOVAL

* RATE OF APPLICATION = 112 LB/SQ YD/IN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US BUS RTE 20
TYPICAL SECTION

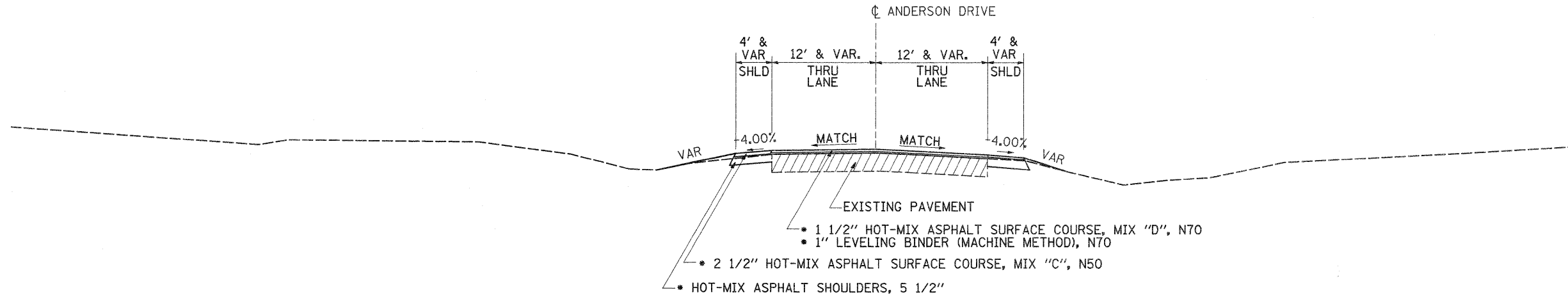
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517	L-M-4	BOONE	54	5
CONTRACT NO. 64F80				
ILLINOIS FED. AID PROJECT				

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

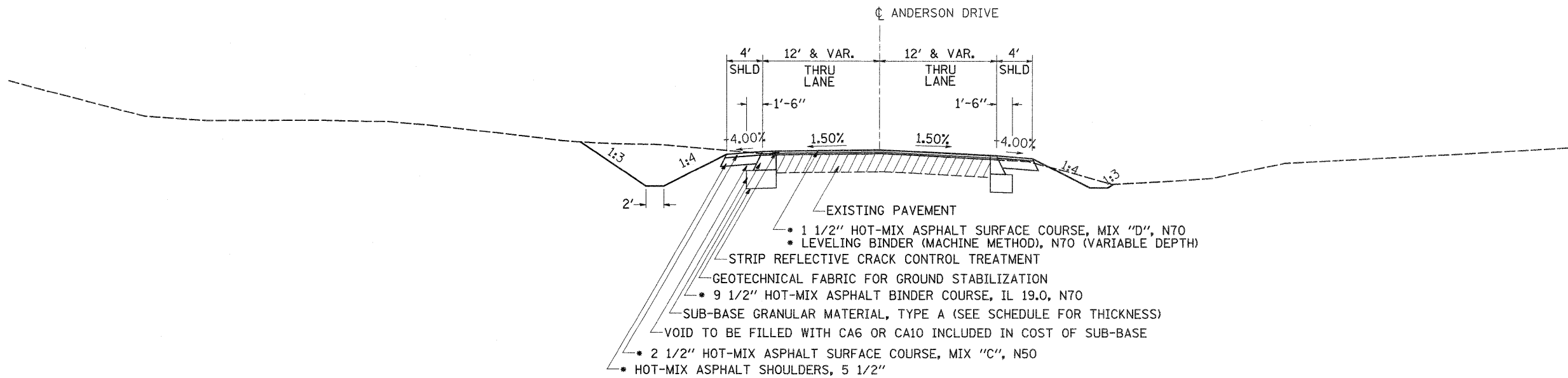
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PLOT DATE = Thu Dec 23 13:49:00 2010		DATE -	REVISED -

TYPICAL SECTIONS

STA 47+00.00 TO STA 47+75.00



STA 47+75.00 TO STA 50+00.00



EXISTING PAVEMENT

PAVEMENT REMOVAL

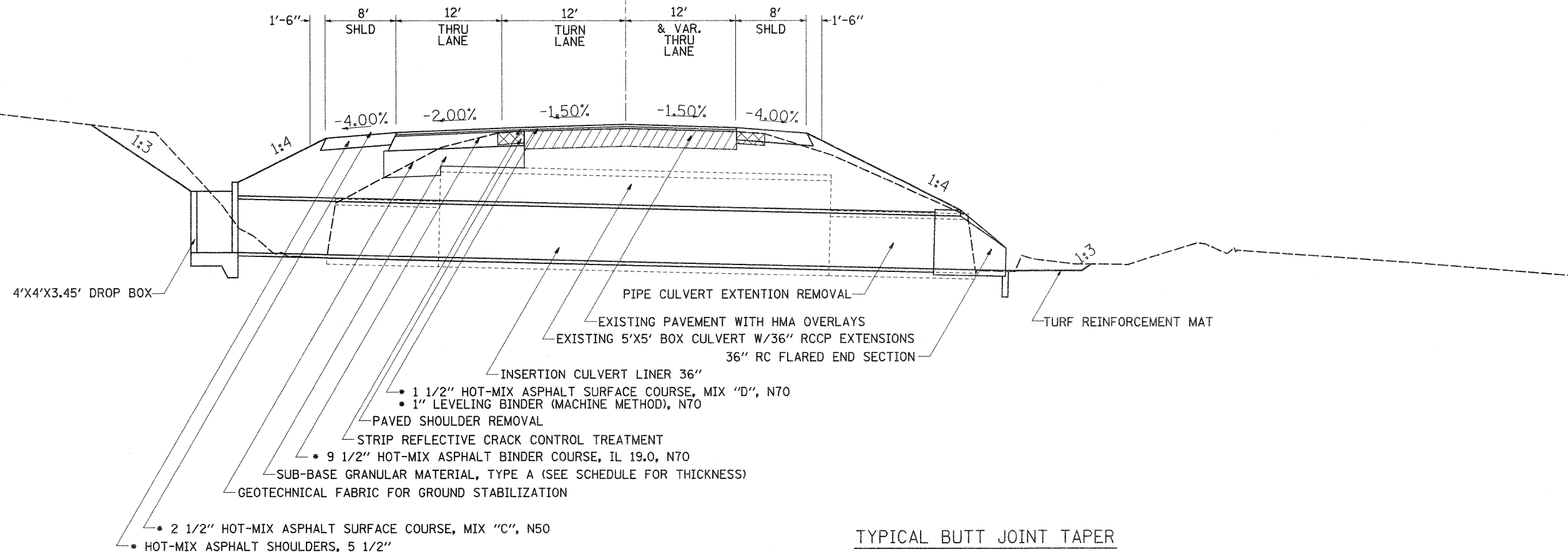
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		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			

TYPICAL SECTIONS

INSERTION CULVERT LINER - STA 131+09.50

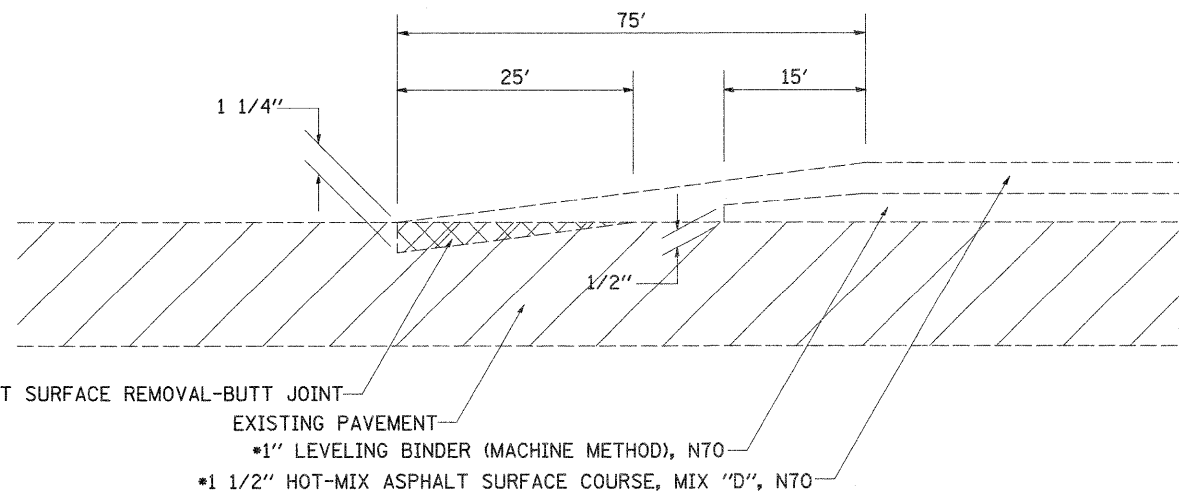
US BUS RTE 20



TYPICAL BUTT JOINT TAPER

US 20
 STA 120+20.00 TO STA 120+95.00
 STA 138+76.50 TO STA 139+51.50

ANDERSON DR.
 STA 47+00.00 - STA 47+75.00



EXISTING PAVEMENT

PAVEMENT REMOVAL

* RATE OF APPLICATION = 112 LB/SQ YD/IN

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US BUS RTE 20 TYPICAL SECTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01\pwork\pwork\dot\goffjl\0146637\020000	9-ahv-typical.dgn	DRAWN -	REVISED -		517	L-M-4	BOONE	54	7			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64F80				
PLOT DATE = Thu Dec 09 08:52:07 2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

GENERAL NOTES

See cross sections for special ditches and backslopes.

At the locations where Excavation Quantities on the plans are indicated as having been estimated, the Engineer will obtain original and final cross sections to determine Pay Quantities.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION.

The final top 100 mm (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.

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 2A shall be used.

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

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topsize 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

The existing hot-mix asphalt on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. This could be the entire entrance or tapered at the end depending on if the mainline is resurfaced or milled and resurfaced. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Binder	Top Shoulder	Bottom Shoulder
PG:	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N70	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0	IL 9.5 or 12.5	BAM
Friction Aggregate	D	N/A	N/A	C	N/A
20 Year ESAL	2.9	2.9	2.9	N/A	N/A
Mix Unit Weight	112 lbs/sy/in			112 lbs/sy/in	

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

Reflective Crack Control shall be placed on the existing surface prior to any resurfacing, unless pavement is milled then it will be placed on the binder course.

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

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.

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

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

It is anticipated that several mailboxes will require relocation to the approach side of the entrances. When this is done, the contractor shall be required to mount the mailbox on a 100 mm x 100 mm (4" x 4") wood post 1 m (40 inches) above the shoulder surface and extending to a minimum of 0.6 m (24 inches) into the embankment. This work shall be included in the contract unit price for the EARTH EXCAVATION. There are an estimated 2 mailboxes to be relocated.

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

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.

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 300 mm (12 inches) inside the new right-of-way line.

FILE NAME = 64F80.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			FAP 517	L-M-4	Boone	54	8	
	PLOT SCALE =	CHECKED -	REVISED -			(US Bus 20)		CONTRACT NO. 64F80			
	PLOT DATE = 12/8/2010 9:50 AM	DATE - 6/2/2010 9:31 AM	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

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. (815/490-2869)	Verizon (815/895-1515)
NICOR Gas Co. (630/983-8676)	Comcast (630/600-6352)
Mediacom (630/365-0045)	City of Belvidere (815/544-9256)

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Award Date + 100 days.

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.

The cost of the connection of the Insertion Culvert Liner 36" with the Precast Reinforced Concrete Flared End Sections 36" shall be included in the contract unit price for INSERTION CULVERT LINER 36".

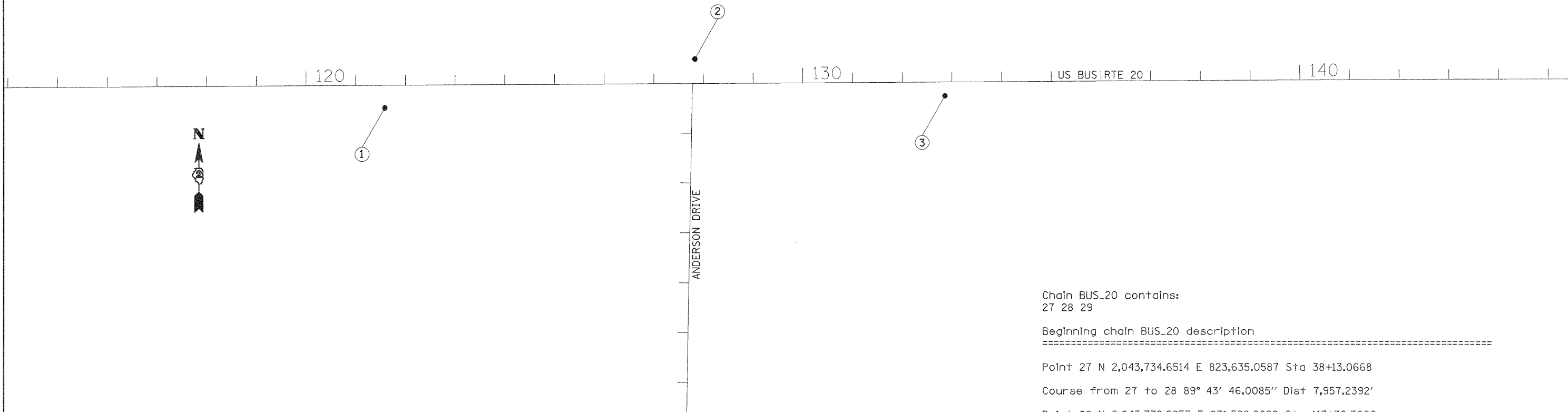
Due to the drop box height restriction, only a RPM-D3262 type insertion culvert liner, as specified in Article 543.02 of the Standard Specifications, may be used.

To help avoid excess drop offs at the edge of pavement, aggregate shall be placed and rolled to match the edge of pavement before any widening work is started. All costs associated with placing and rolling the aggregate shall be considered included in the contract unit price per Ton for AGGREGATE SHOULDERS, TYPE B.

The subgrade areas scheduled to be improved to a depth greater than 300 mm (12") are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.03 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

FILE NAME = 64F80.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			FAP 517	L-M-4	Boone	54	9	
	PLOT SCALE =	CHECKED -	REVISED -			(US Bus 20)		CONTRACT NO. 64F80			
	PLOT DATE = 12/9/2010 2:32 PM	DATE - 6/2/2010 9:31 AM	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS	FED. AID PROJECT	

HORIZONTAL & VERTICAL CONTROL



Chain BUS_20 contains:
27 28 29

Beginning chain BUS_20 description

Point 27 N 2,043,734.6514 E 823,635.0587 Sta 38+13.0668
Course from 27 to 28 89° 43' 46.0085" Dist 7,957.2392'
Point 28 N 2,043,772.2257 E 831,592.2092 Sta 117+70.3060
Course from 28 to 29 89° 41' 00.4295" Dist 2,945.9036'
Point 29 N 2,043,788.5011 E 834,538.0678 Sta 147+16.2096

Ending chain BUS_20 description

Chain ANDERSON contains:
38 200

Beginning chain ANDERSON description

Point 38 N 2,043,116.7567 E 832,588.3296 Sta 43+38.8717
Course from 38 to 200 0° 58' 01.4362" Dist 661.1283'
Point 200 N 2,043,777.7908 E 832,599.4879 Sta 50+00.0000

Ending chain ANDERSON description

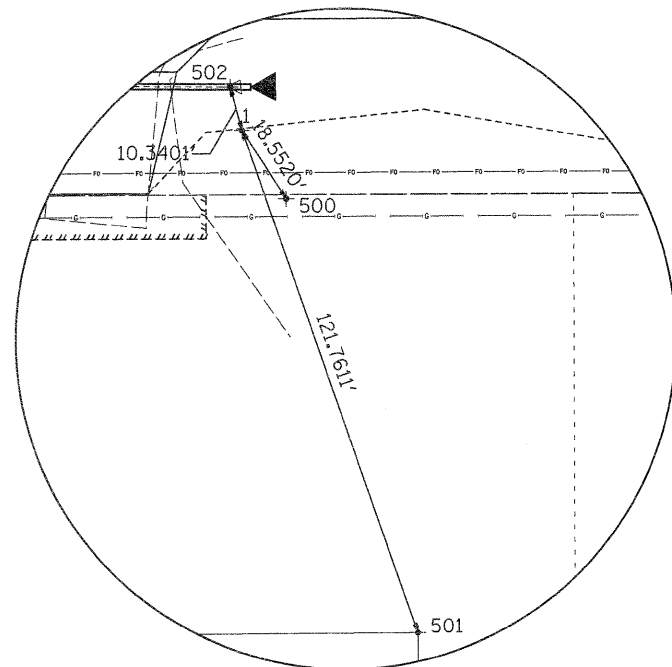
BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	2043614.5333	831996.8669	789.0396	BUS_20	121+74.0863	159.9256' RT	FOUNDATION, CHISELED SQUARE
402	2043688.9095	832543.3785	789.8104	BUS_20	127+21.0004	88.57' RT	LIGHT POLE, CHISELED SQUARE

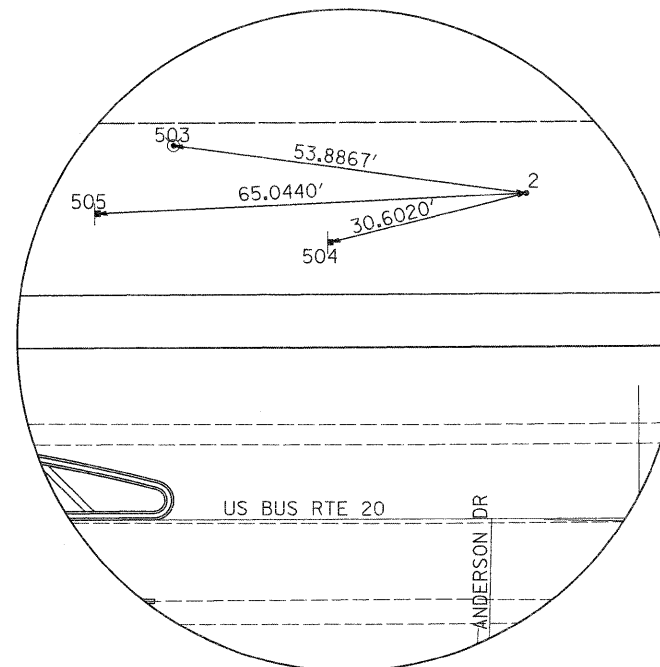
HORIZONTAL & VERTICAL CONTROL

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	2043729.0335	831980.4534	791.1198	BUS_20	121+58.3057	45.3365' RT	GPS CONTROL POINT, PIN
2	2043827.0187	832604.6943	795.0258	BUS_20	127+83.0784	49.1984' LT	GPS CONTROL POINT, PIN
3	2043752.7856	833108.0217	789.9420	BUS_20	132+85.9880	27.8143' RT	GPS CONTROL POINT, PIN
37	2043717.4494	832596.7362	.0000	BUS_20	127+74.5150	60.3253' RT	CALCULATED POINT
39	2043717.4211	832598.4688	.0000	BUS_20	127+76.2475	60.3631' RT	CALCULATED POINT
65723053	2017681.8057	799317.2944	821.3160	BUS_20	OUT OF CHAIN	-----	PERM. SURVEY MARKER
78721637	2059970.1377	848126.2197	851.9583	BUS_20	OUT OF CHAIN	-----	PERM. SURVEY MARKER

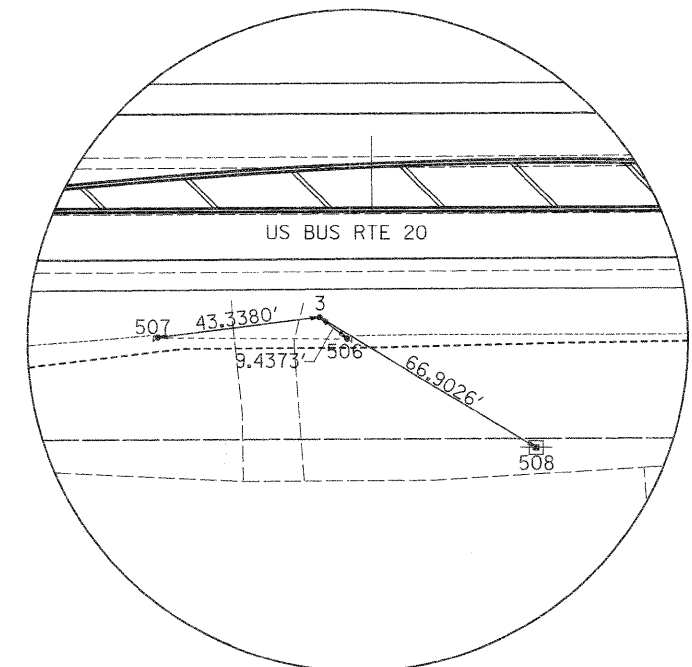
REFERENCE TIES						
POINT	NORTH	EAST	CHAIN	STATION	OFFSET	DESCRIPTION
500	2043713.4783	831990.5635	BUS_20	121+68.3296	60.9473' RT	POWER POLE
501	2043614.1648	832020.8386	BUS_20	121+98.0556	160.4265' RT	COMMERCIAL BUILDING
502	2043739.0076	831977.7270	BUS_20	121+55.6344	35.3474' RT	PIPE CULVERT
503	2043834.1134	832551.2767	BUS_20	127+29.7008	56.5882' LT	FIRE HYDRANT
504	2043819.5641	832575.0142	BUS_20	127+53.3576	41.9079' LT	WARNING SIGN
505	2043823.8367	832539.7282	BUS_20	127+18.0957	46.3754' LT	WARNING SIGN
506	2043747.0044	833115.4809	BUS_20	132+93.4151	33.6367' RT	PIPE CULVERT
507	2043747.2586	833065.0377	BUS_20	132+42.9740	33.1038' RT	PIPE CULVERT
508	2043718.4822	833165.4606	BUS_20	133+43.2365	62.4346' RT	POWER POLE



HORIZONTAL CONTROL
POINT No. 1



HORIZONTAL CONTROL
POINT No. 2



HORIZONTAL CONTROL
POINT No. 3

SCHEDULE OF QUANTITIES

28000250 TEMPORARY EROSION CONTROL SEEDING

POUND	LOCATION	(6 Applications x 100 lbs / acre)					
US BUS 20							
660	Sta 120 + 20	-	139	+	51.5	LT	
180	Sta 120 + 20	-	126	+	41	RT	
480	Sta 128 + 00	-	139	+	51.5	RT	
ANDERSON DRIVE							
60	Sta 47 + 75	-	49	+	50	LT	
60	Sta 47 + 75	-	49	+	50	RT	
<u>1,440 TOTAL</u>							

28000305 TEMPORARY DITCH CHECKS

FOOT	LOCATION					
US BUS 20						
10	Sta 120 + 50					RT
10	Sta 122 + 00					RT
10	Sta 123 + 50					RT
10	Sta 126 + 50					RT
10	Sta 130 + 00					RT
10	Sta 131 + 05					RT
10	Sta 131 + 15					RT
10	Sta 131 + 50					RT
10	Sta 133 + 50					RT
10	Sta 134 + 15					RT
10	Sta 135 + 50					RT
10	Sta 136 + 50					RT
10	Sta 137 + 50					RT
10	Sta 138 + 50					RT
10	Sta 120 + 50					LT
10	Sta 122 + 50					LT
10	Sta 127 + 00					LT
10	Sta 129 + 00					LT
10	Sta 131 + 00					LT
10	Sta 131 + 15					LT
10	Sta 132 + 25					LT
10	Sta 135 + 00					LT
10	Sta 136 + 00					LT
10	Sta 137 + 00					LT
10	Sta 138 + 00					LT
10	Sta 139 + 00					LT
ANDERSON DRIVE						
10	Sta 47 + 25					RT
10	Sta 47 + 50					RT
10	Sta 48 + 00					RT
10	Sta 49 + 00					RT
10	Sta 49 + 50					RT
10	Sta 47 + 25					LT
10	Sta 47 + 75					LT
10	Sta 48 + 50					LT
10	Sta 49 + 00					LT
10	Sta 49 + 50					LT
<u>360 TOTAL</u>						

28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION					
US BUS 20						
200	Sta 122 + 25	-	124	+	25	RT
250	Sta 124 + 75	-	127	+	25	RT
230	Sta 128 + 75	-	131	+	5	RT
210	Sta 131 + 15	-	133	+	25	RT
<u>890 TOTAL</u>						

28000500 INLET AND PIPE PROTECTION

EACH	LOCATION					
US BUS 20						
1	Sta 121 + 64					CE - RT
1	Sta 129 + 39					PE - LT
1	Sta 131 + 09.5					Culvert - LT
1	Sta 131 + 21					18" Pipe Inlet - RT
1	Sta 132 + 10					PE - LT
1	Sta 136 + 27					PE - LT
ANDERSON DRIVE						
1	Sta 48 + 53					CE - LT
1	Sta 48 + 92					CE - RT
<u>8 TOTAL</u>						

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SQ YD	LOCATION					
US BUS 20						
66.7	Sta 120 + 20	-	120	+	45	(24' x 25')
67.2	Sta 139 + 26.5	-	139	+	51.5	(24.2' x 25')
ANDERSON DRIVE						
67.8	Sta 47 + 00	-	47	+	25	(24.4' x 25')
<u>201.7 TOTAL</u>						

40600990 TEMPORARY RAMP

SQ YD	LOCATION					
US BUS 20						
20.0	Sta 120 + 20					(24' x 7.5')
20.2	Sta 139 + 51.5					(24.2' x 7.5')
ANDERSON DRIVE						
20.3	Sta 47 + 00					(24.4' x 7.5')
<u>60.5 TOTAL</u>						

44004250 PAVED SHOULDER REMOVAL

SQ YD	LOCATION					
US BUS 20						
650.8	Sta 120 + 20	-	139	+	51.5	LT
249.9	Sta 120 + 20	-	127	+	10.6	RT
382.1	Sta 128 + 18.4	-	139	+	51.5	RT
<u>1,282.8 TOTAL</u>						

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT	LOCATION					
US BUS 20						
1,744.5	Sta 121 + 32	-	138	+	76.5	Widening LT
530.0	Sta 121 + 73	-	127	+	03	Widening RT
ANDERSON DRIVE						
156.0	Sta 48 + 62	-	49	+	86	Widening LT with Return
152.5	Sta 49 + 27	-	49	+	90	Widening RT with Return
<u>2,583.0 TOTAL</u>						

SCHEDULE OF QUANTITIES

48101200 AGGREGATE SHOULDERS, TYPE B

<u>TON</u>	<u>LOCATION</u>
215.0	US BUS 20
12.0	As Needed & Directed by the Resident (for build up of low shoulders)
227.0	As Needed & Directed by the Resident (for matching into HMA shoulders)
227.0	TOTAL

50100300 REMOVAL OF EXISTING STRUCTURES NO. 1

<u>EACH</u>	<u>LOCATION</u>
1	US BUS 20
1	Sta 131 + 09.5 LT & RT
1	TOTAL

51500100 NAME PLATES

<u>EACH</u>	<u>LOCATION</u>
1	US BUS 20
1	Sta 131 + 09.5
1	TOTAL

542D0220 PIPE CULVERTS, CLASS D, TYPE 1 15"

<u>FOOT</u>	<u>LOCATION</u>
70	US BUS 20
54	Sta 121 + 25 CE - RT
64	ANDERSON DR
188	Sta 48 + 19 CE - LT
188	Sta 48 + 57 CE - RT
188	TOTAL

542D0223 PIPE CULVERTS, CLASS D, TYPE 1 18"

<u>FOOT</u>	<u>LOCATION</u>
44	US BUS 20
44	Sta 136 + 50 PE - LT
44	TOTAL

542D5479 PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 24"

<u>FOOT</u>	<u>LOCATION</u>
46	US BUS 20
40	Sta 129 + 68 PE - LT
86	Sta 131 + 83 PE - LT
86	TOTAL

54213450 END SECTIONS 15"

<u>EACH</u>	<u>LOCATION</u>
2	US BUS 20
2	Sta 121 + 25 CE - RT
2	ANDERSON DR
2	Sta 48 + 19 CE - LT
2	Sta 48 + 57 CE - RT
6	TOTAL

54213453 END SECTIONS 18"

<u>EACH</u>	<u>LOCATION</u>
2	US BUS 20
2	Sta 136 + 50 PE - LT
2	TOTAL

54213681 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"

<u>EACH</u>	<u>LOCATION</u>
1	US BUS 20
1	Sta 131 + 09.5 RT
1	TOTAL

54214299 END SECTIONS, EQUIVALENT ROUND-SIZE 24"

<u>EACH</u>	<u>LOCATION</u>
2	US BUS 20
2	Sta 129 + 68 PE - LT
2	Sta 131 + 83 PE - LT
4	TOTAL

54390230 INSERTION CULVERT LINER 36"

<u>FOOT</u>	<u>LOCATION</u>	*
82	US BUS 20	(Due to the drop box height restriction only a RPM-D3262 type
82	Sta 131 + 09.5	insertion culvert liner may be used.)
82	TOTAL	Existing 5x5 RC Culvert

60600095 CLASS SI CONCRETE (OUTLET)

<u>CU YD</u>	<u>LOCATION</u>
4.8	US BUS 20
4.8	Sta 120 + 78 - 121 + 30 LT
4.8	Sta 128 + 38 - 128 + 90 LT
9.6	TOTAL

63500105 DELINEATORS

<u>EACH</u>	<u>LOCATION</u>
1	US BUS 20
1	Sta 131 + 09.5 Culvert - LT
1	Sta 131 + 09.5 Culvert - RT
2	TOTAL

SCHEDULE OF QUANTITIES

66600105 FURNISHING AND FRECTING RIGHT-OF-WAY MARKERS

<u>FACH</u>	<u>LOCATION</u>				
	US BUS 20				
1	Sta 122 + 00	60'	LT		
1	Sta 125 + 00	90'	LT		
1	Sta 127 + 20	60'	RT		
1	Sta 128 + 25	60'	RT		
1	Sta 129 + 00	75'	LT		
1	Sta 130 + 75	60'	RT		
1	Sta 130 + 95	65'	RT		
1	Sta 131 + 25	65'	RT		
1	Sta 131 + 50	60'	RT		
1	Sta 135 + 00	75'	LT		
1	Sta 136 + 00	70'	LT		
1	Sta 137 + 00	70'	LT		
1	Sta 138 + 00	60'	LT		
	ANDERSON DRIVE				
1	Sta 47 + 75	32.54'	LT		
1	Sta 47 + 75	33.46'	RT		
1	Sta 48 + 00	40'	LT		
1	Sta 48 + 00	40'	RT		
1	Sta 49 + 00	45'	LT		
1	Sta 49 + 00	40'	RT		
<u>19</u>	<u>TOTAL</u>				

66700305 PERMANENT SURVEY MARKER, TYPE II

<u>FACH</u>	<u>LOCATION</u>
2	US BUS 20 As Directed by the Resident and Chief of Surveys
<u>2</u>	<u>TOTAL</u>

70106800 CHANGEABLE MESSAGE SIGN

<u>CAL MO</u>	<u>LOCATION</u>	
6	US BUS 20 As Directed by the Resident and Operations	(2 Signs for 3 Months Each)
<u>6</u>	<u>TOTAL</u>	

70300100 SHORT-TERM PAVEMENT MARKING

<u>FOOT</u>	<u>LOCATION</u>	(3 Applications - Prime, Binder, & Surface)			
	US BUS 20				Yellow
96	Sta 120 + 20	121	+ 44	Double Yellow - Centerline @ 2 Stripes	
72	Sta 121 + 44	122	+ 37	Solid Yellow - Median @ 2 Stripes	
624	Sta 122 + 37	127	+ 30	Double Yellow - Median @ 4 Stripes	
192	Sta 128 + 27	131	+ 39	Solid Yellow - Median @ 2 Stripes	
816	Sta 131 + 39	138	+ 00	Double Yellow - Median @ 4 Stripes	
48	Sta 138 + 00	138	+ 76.5	Solid Yellow - Median @ 2 Stripes	
48	Sta 138 + 76.5	139	+ 51.5	Double Yellow - Centerline @ 2 Stripes	
	ANDERSON DRIVE				
168	Sta 47 + 00	49	+ 58	Double Yellow - Centerline @ 2 Stripes	
<u>2,064</u>	<u>Yellow Total</u>				
	US BUS 20				White
12	Sta 120 + 95	121	+ 73	Diagonal Shoulder Stripe RT	
216	Sta 120 + 95	138	+ 76.5	Diagonal Shoulder Stripe LT	
120	Sta 129 + 01	138	+ 76.5	Diagonal Shoulder Stripe RT	
192	Sta 124 + 38	127	+ 27	RT Turn Lane @ 2 Stripes	
168	Sta 128 + 27	130	+ 92	LT Turn Lane @ 2 Stripes	
<u>708</u>	<u>White Total</u>				
<u>2,772</u>	<u>TOTAL</u>				

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

<u>SQ FT</u>	<u>LOCATION</u>	(Removal of Short-Term on Surface Only)			
	US BUS 20				Yellow
10.7	Sta 120 + 20	121	+ 44	Double Yellow - Centerline @ 2 Stripes	
8.0	Sta 121 + 44	122	+ 37	Solid Yellow - Median @ 2 Stripes	
69.3	Sta 122 + 37	127	+ 30	Double Yellow - Median @ 4 Stripes	
21.3	Sta 128 + 27	131	+ 39	Solid Yellow - Median @ 2 Stripes	
90.7	Sta 131 + 39	138	+ 00	Double Yellow - Median @ 4 Stripes	
5.3	Sta 138 + 00	138	+ 76.5	Solid Yellow - Median @ 2 Stripes	
5.3	Sta 138 + 76.5	139	+ 51.5	Double Yellow - Centerline @ 2 Stripes	
	ANDERSON DRIVE				
18.7	Sta 47 + 00	49	+ 58	Double Yellow - Centerline @ 2 Stripes	
<u>229.3</u>	<u>Yellow Total</u>				
	US BUS 20				White
1.3	Sta 120 + 95	121	+ 73	Diagonal Shoulder Stripe RT	
24.0	Sta 120 + 95	138	+ 76.5	Diagonal Shoulder Stripe LT	
13.3	Sta 129 + 01	138	+ 76.5	Diagonal Shoulder Stripe RT	
21.3	Sta 124 + 38	127	+ 27	RT Turn Lane @ 2 Stripes	
18.7	Sta 128 + 27	130	+ 92	LT Turn Lane @ 2 Stripes	
<u>78.7</u>	<u>White Total</u>				
<u>308.0</u>	<u>TOTAL</u>				

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

<u>SQ FT</u>	<u>LOCATION</u>	
15.6	US BUS 20	White
15.6	Sta 124 + 58	RT Turn Arrow
15.6	Sta 125 + 33	RT Turn Arrow
15.6	Sta 126 + 08	RT Turn Arrow
15.6	Sta 126 + 83	RT Turn Arrow
15.6	Sta 128 + 47	LT Turn Arrow
15.6	Sta 129 + 22	LT Turn Arrow
15.6	Sta 129 + 97	LT Turn Arrow
15.6	Sta 130 + 72	LT Turn Arrow
<u>124.8</u>	<u>TOTAL</u>	

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>	
	US BUS 20	White
1,932	Sta 120 + 20	139 + 51.5 LT - EOP
683	Sta 120 + 20	127 + 03 RT - EOP
1,051	Sta 129 + 01	139 + 51.5 RT - EOP
	ANDERSON DRIVE	
306	Sta 47 + 00	49 + 74 LT - EOP
370	Sta 47 + 00	49 + 89 RT - EOP
<u>4,342</u>	<u>White Total</u>	
	US BUS 20	Yellow
248	Sta 120 + 20	121 + 44 Double Yellow - No Pass
186	Sta 121 + 44	122 + 37 Painted Median LT & RT
1,972	Sta 122 + 37	127 + 30 Double Yellow - Painted Median LT & RT
624	Sta 128 + 27	131 + 39 Painted Median LT & RT
2,684	Sta 131 + 39	138 + 00 Double Yellow - Painted Median LT & RT
153	Sta 138 + 00	138 + 76.5 Painted Median LT & RT
150	Sta 138 + 76.5	139 + 51.5 Double Yellow - No Pass
	ANDERSON DRIVE	
516	Sta 47 + 00	49 + 58 Double Yellow - No Pass
<u>6,533</u>	<u>Yellow Total</u>	
<u>10,875</u>	<u>TOTAL</u>	

SCHEDULE OF QUANTITIES

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT	LOCATION
	US BUS 20
289	Sta 124 + 38 - 127 + 27 White RT Turn Lane
265	Sta 128 + 27 - 130 + 92 White LT Turn Lane
<u>554</u>	TOTAL

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT	LOCATION
	US BUS 20
165	Sta 121 + 44 - 127 + 30 Yellow Painted Median Diagonals
209	Sta 128 + 27 - 138 + 76.5 Yellow Painted Median Diagonals
<u>374</u>	TOTAL

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT	LOCATION
	ANDERSON DRIVE
24	Sta 49 + 58 White Stop Bar
<u>24</u>	TOTAL

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION
	<i>Two-Way Amber</i>
	US BUS 20
19	Sta 120 + 20 - 127 + 30 40' o.c. - LT
19	Sta 120 + 20 - 127 + 30 40' o.c. - RT
27	Sta 128 + 27 - 133 + 50 20' o.c. - LT
15	Sta 133 + 50 - 139 + 51.5 40' o.c. - LT
29	Sta 128 + 27 - 139 + 51.5 40' o.c. - RT
<u>109</u>	Sub-Total
	<i>One-Way Crystal</i>
	US BUS 20
15	Sta 124 + 38 - 127 + 27 20' o.c. - RT Turn Lane
15	Sta 128 + 27 - 130 + 92 20' o.c. - LT Turn Lane
<u>30</u>	Sub-Total
<u>139</u>	TOTAL

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	LOCATION
	US BUS 20
26	Sta 120 + 20 - 139 + 51.5
<u>26</u>	TOTAL

A2006514 TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED

EACH	LOCATION
	US BUS 20
6	As Directed by the District Landscape Architect
<u>6</u>	TOTAL

X0323660 DROP BOX NO. 1

EACH	LOCATION
	US BUS 20
1	Sta 131 + 09.5 45.5' LT
<u>1</u>	TOTAL

X6062700 CONCRETE GUTTER, TYPE A (SPECIAL)

FOOT	LOCATION
	US BUS 20
708	Sta 121 + 30 - 128 + 38 LT
<u>708</u>	TOTAL

Z0001062 DRAIN FOR AGGREGATE BASE COURSE

SQ YD	LOCATION
	US BUS 20
3.33	Sta 121 + 32 LT (18" Aggregate Sub-Base)
3.33	Sta 121 + 73 RT (18" Aggregate Sub-Base)
3.33	Sta 122 + 50 LT (18" Aggregate Sub-Base)
2.33	Sta 122 + 50 RT (18" Aggregate Sub-Base)
2.33	Sta 127 + 03 RT (18" Aggregate Sub-Base)
3.33	Sta 127 + 50 LT (18" Aggregate Sub-Base)
3.33	Sta 130 + 00 LT (18" Aggregate Sub-Base)
3.33	Sta 132 + 50 LT (18" Aggregate Sub-Base)
3.33	Sta 135 + 00 LT (12" Aggregate Sub-Base)
3.33	Sta 137 + 50 LT (12" Aggregate Sub-Base)
3.33	Sta 138 + 76.5 LT (12" Aggregate Sub-Base)
	ANDERSON DRIVE
2.33	Sta 48 + 62 LT (18" Aggregate Sub-Base)
2.33	Sta 49 + 27 RT (18" Aggregate Sub-Base)
<u>39.3</u>	TOTAL

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		21001000	31100910	31100935	*40600200*	**40600300**	40600535	***40600635***	***40603085***	***40603310***	***40603340***	48203019
			Width	Sq Yd	Geotechnical Fabric for Ground Stabilization	Sub-Base Granular Material, Type A 12"	Sub-Base Granular Material, Type A 18"	Bit Materials Prime Coat (2 Applications) Ton	Agg Prime Coat Ton	Levelling Binder (Hand Method), N70 10 Ton / Mile	Levelling Binder (Machine Method), N70 Ton	Hot-Mix Asphalt Binder Course, IL 19.0, N70 Ton	Hot-Mix Asphalt Surface Course, Mix "C", N50 Ton	Hot-Mix Asphalt Surface Course, Mix "D", N70 Ton	Hot-Mix Asphalt Shoulders, 5 1/2" Sq Yd
US BUS 20 Mainline															
Sta 120+ 20 - 120+ 95	Butt Joint	75.0	23.6	196.4				0.11	0.29	0.1	13.7				16.5
Sta 120+ 95 - 121+ 32		36.8	24.7	96.6				0.06	0.14	0.1	6.8				8.1
Sta 121+ 32 - 121+ 73	Widening Starts - LT	41.1	26.7	115.1				0.07	0.17	0.1	8.1				9.7
Sta 121+ 73 - 124+ 38	Widening Starts - RT	265.0	44.3	1,043.0				0.60	1.56	0.5	73.0				87.6
Sta 124+ 38 - 127+ 3	Start of RT Turn Lane	265.0	50.0	1,403.9				0.80	2.11	0.5	98.3				117.9
Sta 127+ 3 - 129+ 1		198.4	39.7	844.7				0.48	1.27	0.4	59.1				71.0
Sta 129+ 1 - 130+ 91	Start of LT Turn Lane	190.2	38.4	811.9				0.46	1.22	0.4	56.8				68.2
Sta 130+ 91 - 133+ 56		265.0	38.4	1,133.7				0.65	1.70	0.5	79.4				95.2
Sta 133+ 56 - 138+ 76	Widening Ends - LT	520.0	25.6	1,838.0				1.05	2.76	1.0	128.7				154.4
Sta 138+ 76 - 139+ 51	Butt Joint	75.0	24.2	202.0				0.12	0.30	0.1	14.1				17.0
US BUS 20 Shoulder - LT															
* 1 Application of Prime															
Sta 120+ 20 - 120+ 95	Butt Joint/Shoulder Taper	75.0	3.1 - 8.1	46.7				0.01							46.7
Sta 120+ 95 - 121+ 32		36.8	8.1 - 8	35.0				0.01							35.0
Sta 121+ 32 - 121+ 73		41.1	8.0	36.6				0.01							36.6
Sta 121+ 73 - 124+ 38		265.0	8.0	234.5				0.07							234.5
Sta 124+ 38 - 127+ 3		265.0	8.0	236.7				0.07							236.7
Sta 127+ 3 - 129+ 1		198.4	8.0	176.3				0.05							176.3
Sta 129+ 1 - 130+ 91		190.2	8.0	169.2				0.05							169.2
Sta 130+ 91 - 133+ 56		265.0	8.0	235.6				0.07							235.6
Sta 133+ 56 - 138+ 76		520.0	8.0	462.3				0.13							462.3
Sta 138+ 76 - 139+ 51	Butt Joint/Shoulder Taper	75.0	9.4 - 3.1	51.9				0.01							51.9
US BUS 20 Shoulder - RT															
* 1 Application of Prime															
Sta 120+ 20 - 120+ 95	Butt Joint/Shoulder Taper	75.0	3.1 - 8	45.8				0.01							45.8
Sta 120+ 95 - 121+ 32		36.8	8.0	32.7				0.01							32.7
Sta 121+ 32 - 121+ 73		41.1	8.0	36.5				0.01							36.5
Sta 121+ 73 - 124+ 38		265.0	7 - 4	139.0				0.04							139.0
Sta 124+ 38 - 127+ 3		265.0	4.0	117.7				0.03							117.7
Sta 129+ 1 - 130+ 91		190.2	8.0	169.1				0.05							169.1
Sta 130+ 91 - 133+ 56		265.0	8.0	239.9				0.07							239.9
Sta 133+ 56 - 138+ 76		520.0	8.0	462.2				0.13							462.2
Sta 138+ 76 - 139+ 51	Butt Joint/Shoulder Taper	75.0	8 - 3	45.5				0.01							45.5
US BUS 20 Widening - LT															
Sta 121+ 32 - 121+ 73	Start of Widening	41.1	1 - 2	6.9	13.8			0.02	0.01						3.5
Sta 121+ 73 - 124+ 38		265.0	2 - 8.5	155.4	199.4			0.44	0.23						78.3
Sta 124+ 38 - 127+ 3		265.0	8.5 - 14.6	359.0	403.4			1.03	0.54						180.9
Sta 127+ 3 - 129+ 1		198.4	14.6 - 14.4	323.3	356.4			0.92	0.48						162.9
Sta 129+ 1 - 130+ 91		190.2	14.4	304.2	335.9			0.87	0.46						153.3
Sta 130+ 91 - 133+ 56		265.0	14.4 - 14.2	423.5	467.7			1.21	0.64						213.4
Sta 133+ 56 - 134+ 0	End 18" Sub-Base	43.5	14.2	65.7	72.9			0.19	0.10						33.1
Sta 134+ 0 - 138+ 76	End of Widening	476.5	14.2 - 1.4	371.8	451.3	451.3		1.06	0.56						187.4
US BUS 20 Widening - RT															
Sta 121+ 73 - 124+ 38	Start of LT Turn Lane	265.0	1 - 12	192.4	236.6			0.55	0.29						97.0
Sta 124+ 38 - 127+ 3	End of LT Turn Lane	265.0	12 - 11.6	344.7	388.9			0.99	0.52						173.7
Anderson Dr.															
Sta 47+ 0 - 47+ 75	Butt Joint	75.0	24.4	202.6				0.12	0.30	0.1	14.2				17.0
Sta 47+ 75 - 49 + 88	Includes Returns	212.8	26.0	971.8				0.56	1.46	0.4	105.6				81.6
Anderson Dr. Shoulder - LT															
* 1 Application of Prime															
Sta 47+ 0 - 47+ 75	Start of HMA Shoulder	75.0	1 - 5.3	26.1				0.01							26.1
Sta 47+ 75 - 48 + 62		86.9	4	38.6				0.01							38.6
Sta 48+ 62 - 49+ 70	Shoulder along Return	108.4	4	62.2				0.02							62.2
Anderson Dr. Shoulder - RT															
* 1 Application of Prime															
Sta 47+ 0 - 47+ 75	Start of HMA Shoulder	75.0	1 - 5	23.5				0.01							23.5
Sta 47+ 75 - 48 + 62		86.9	4	38.6				0.01							38.6
Sta 48+ 62 - 49+ 82	Shoulder along Return	120.2	4 - 7	99.0				0.03							99.0
Anderson Dr. Widening - LT															
Sta 47+ 75 - 48 + 62	Start of Widening	86.9	1.3	12.5	27.0			0.04	0.02						6.3
Sta 48+ 62 - 49+ 74	Widening along Return	112.4	1.3 - 8.1	97.7	121.2			0.28	0.15						49.2
Anderson Dr. Widening - RT															
Sta 47+ 75 - 48 + 62	Start of Widening	86.9	0.7	6.3	20.8			0.02	0.01						3.2
Sta 48+ 62 - 49+ 89	Widening along Return	127.2	0.7 - 10.5	90.0	124.1			0.26	0.14						45.4
GRAND TOTAL															
					3,219.4	451.3	2,768.1	13.9	17.4	4.2	657.8	1,387.7	456.6	744.2	3,261.2

*Bit Prime Coat Rate of Application = 0.000286 Tons / Sq Yd on HMA & 0.00143 Tons / Sq Yd on Aggregate
 **Agg Prime Coat Rate of Application = 0.0015 Tons / Sq Yd
 ***Hot-Mix Asphalt Rate of Application = 112 Lbs / Sq Yd / In

ENTRANCE & EARTHWORK SCHEDULE

ENTRANCE SCHEDULE

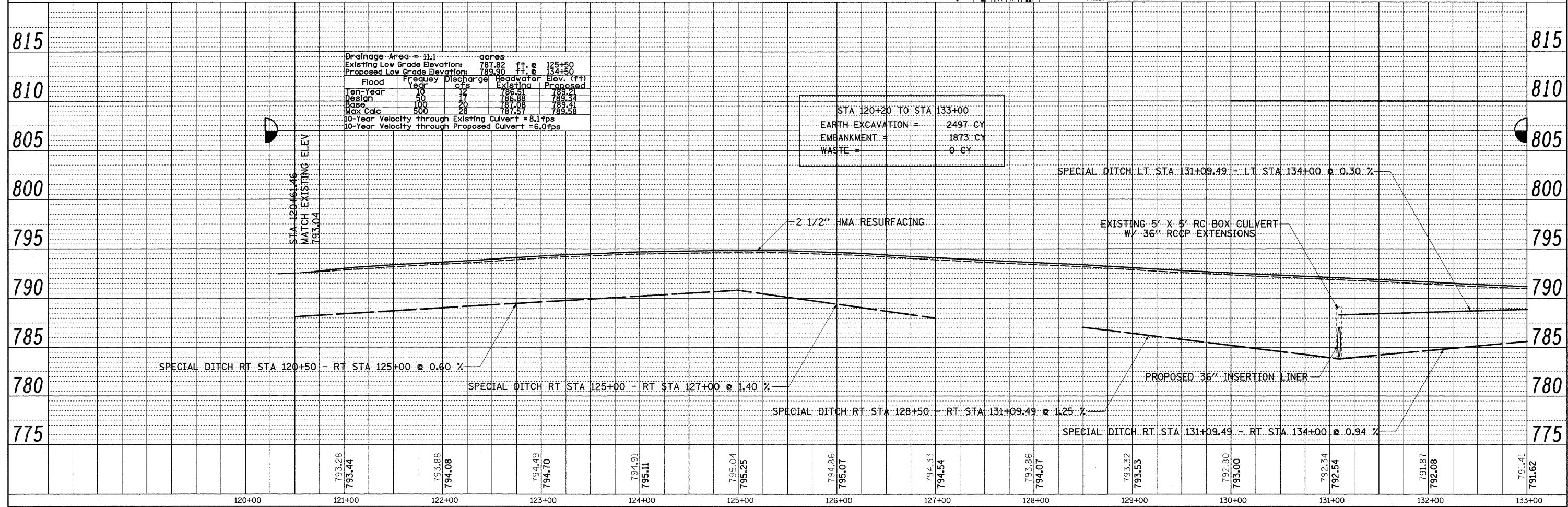
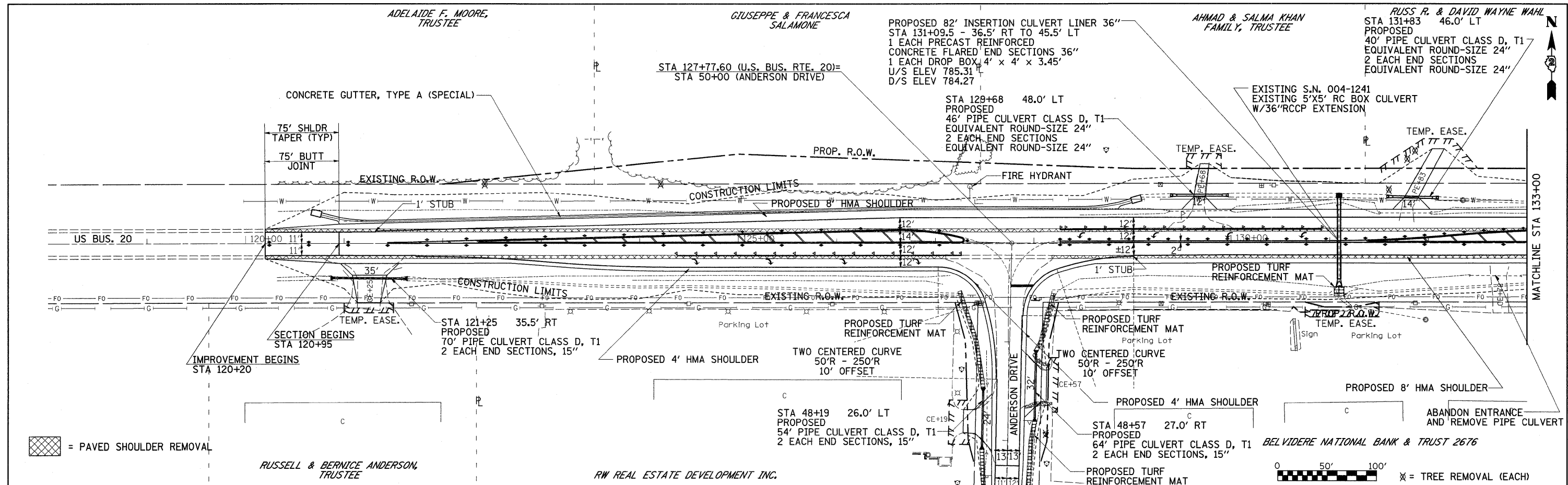
STATIONING	REMARKS	35101400		40600200	40800050	
		PROPOSED SURFACE AREA	PROPOSED AGGREGATE AREA	AGGREGATE BASE COURSE, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	INCIDENTAL HOT-MIX ASPHALT SURFACING
		SQ. YD.	SQ. YD.	TON	TON	TON
US BUS 20						
121+25	RT CE	153.6	163.7	74.6	0.22	21.5
129+68	LT PE	71.6	83.0	37.8	0.10	10.0
131+83	LT PE	105.6	121.8	55.5	0.15	14.8
134+62	RT CE	141.6	151.6	69.1	0.20	19.8
136+50	LT PE	78.2	89.2	40.6	0.11	11.0
ANDERSON DR.						
48+19	LT CE	110.7	119.0	54.2	0.16	15.5
48+57	RT CE	110.2	116.8	53.2	0.16	15.4
GRAND TOTAL				385.0	1.1	108.0

EARTH WORK SCHEDULE

LOCATION	EARTH EXC (CUT)	EARTH EXC ADJ SHRINK 25%	EMBANK (FILL)	EARTH WORK BALANCE WASTE (+) SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
US Bus 20				
120+20 - 133+00	2497	1873	1873	0
133+00 - 139+52	851	638	489	149
Anderson Dr.				
47+00 - 49+50	182	137	36	101
TOTAL	3530	2648	2398	250

DATE: _____ BY: _____
 SURVEYED: _____ PLOTTED: _____
 CHECKED: _____ FILE NAME: _____
 NO. _____

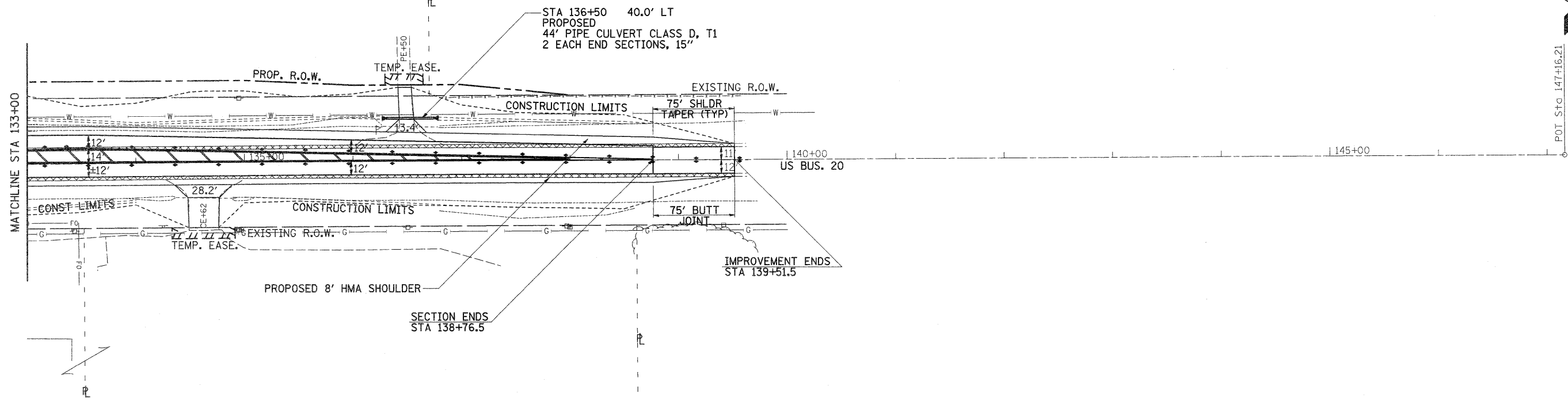
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PLOT DATE = Thu Dec 23 06:16:29 2010	CHECKED -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
	DATE -	REVISED -	REVISED -									

RUSS R. & DAVID WAYNE WAHL

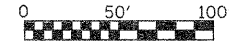
GERALD C. & LYNNE A. HULSTEDT



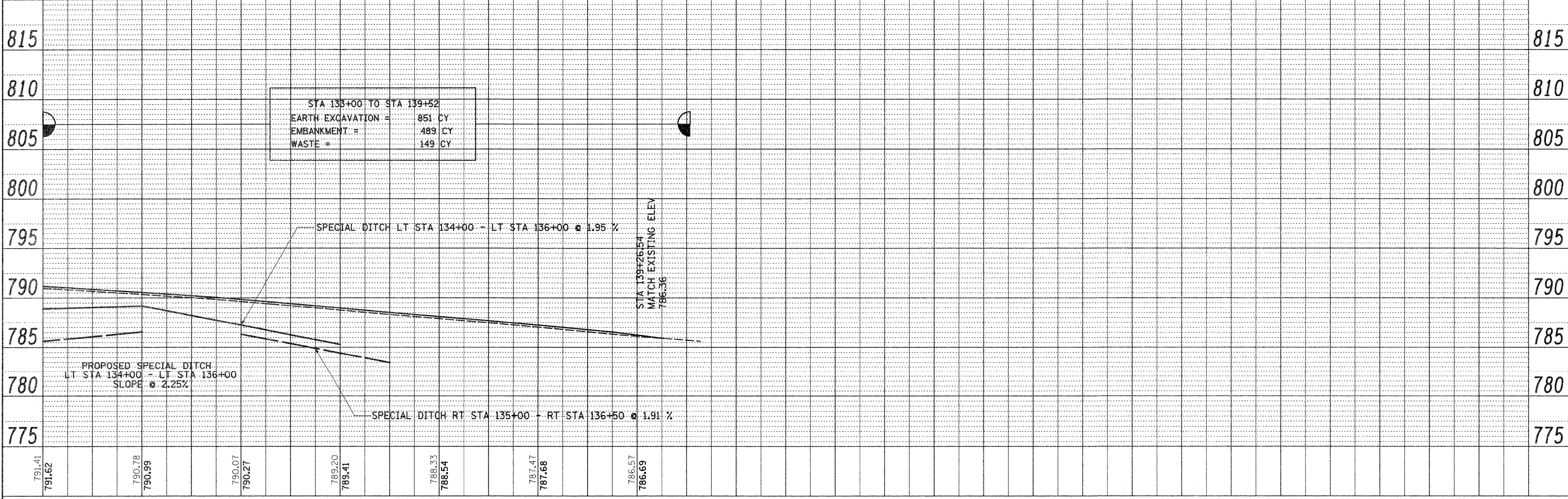
[Hatched symbol] = PAVED, SHOULDER REMOVAL

BELVIDERE NATIONAL BANK & TRUST 2676

RUSSELL & BERNICE ANDERSON, TRUSTEE



⌘ = TREE REMOVAL (EACH)



STA 133+00 TO STA 139+52	
EARTH EXCAVATION =	851 CY
EMBANKMENT =	489 CY
WASTE =	149 CY

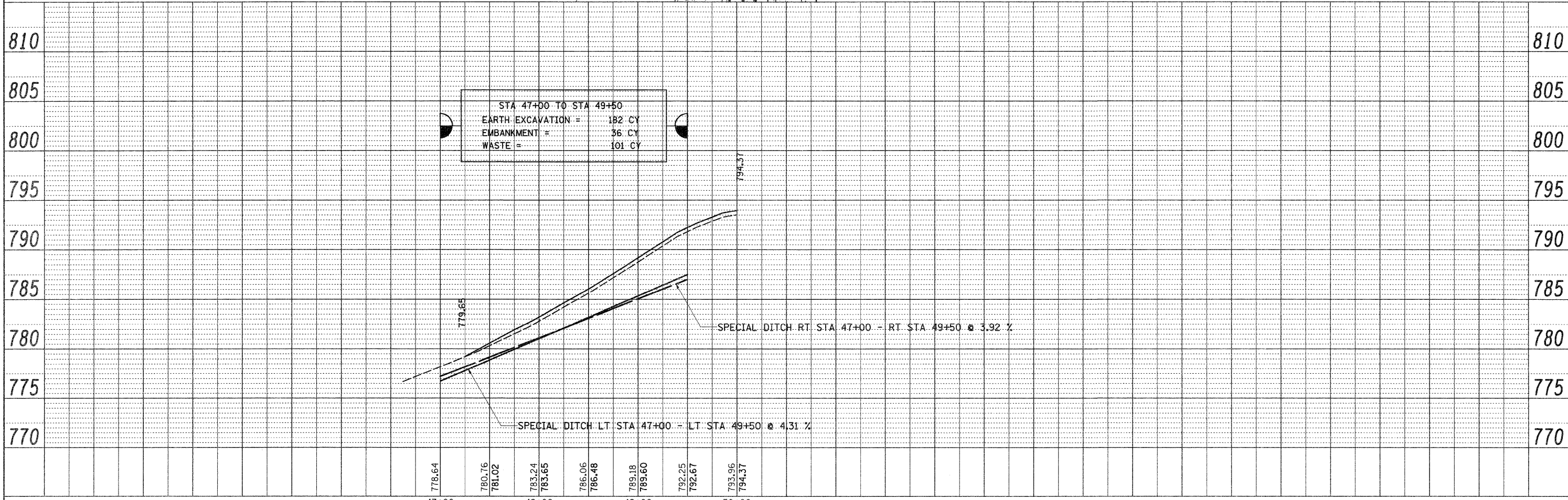
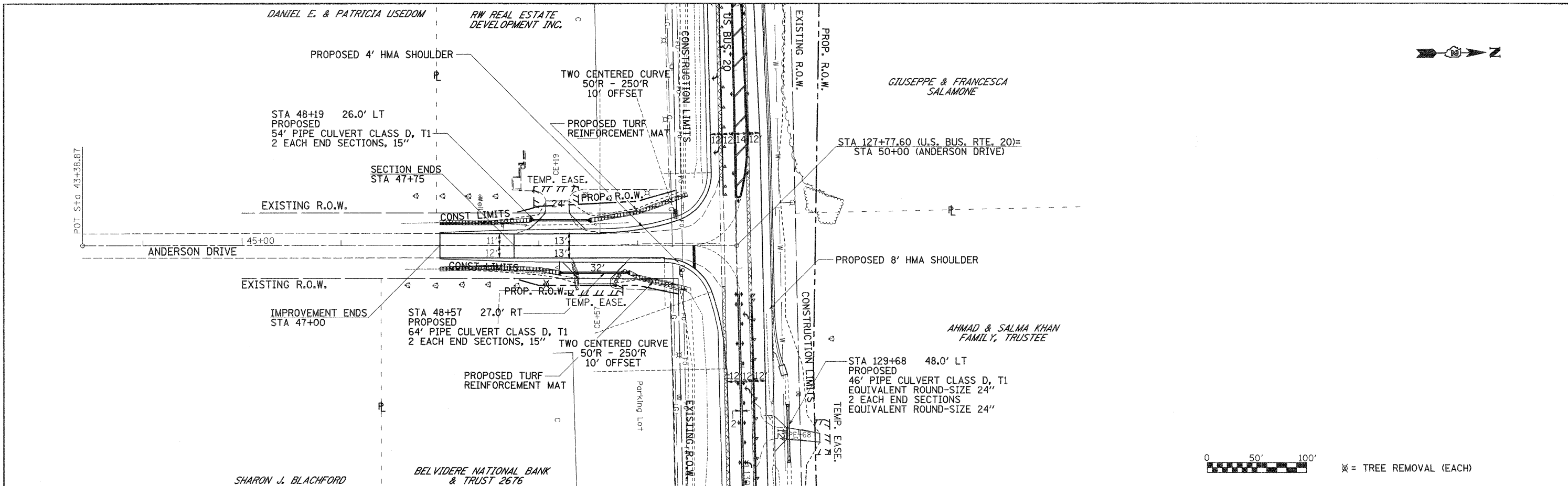
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REVISION	
PLANNED	
ALIGNED	
CHECKED	
FILE NAME	
NO.	

DATE	
BY	
FILE	
GRADES CHECKED	
STRUCTURE NOTATIONS OK'D	
NO.	

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US BUS RTE 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Thu Dec 09 08:51:40 2010	DATE -	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				

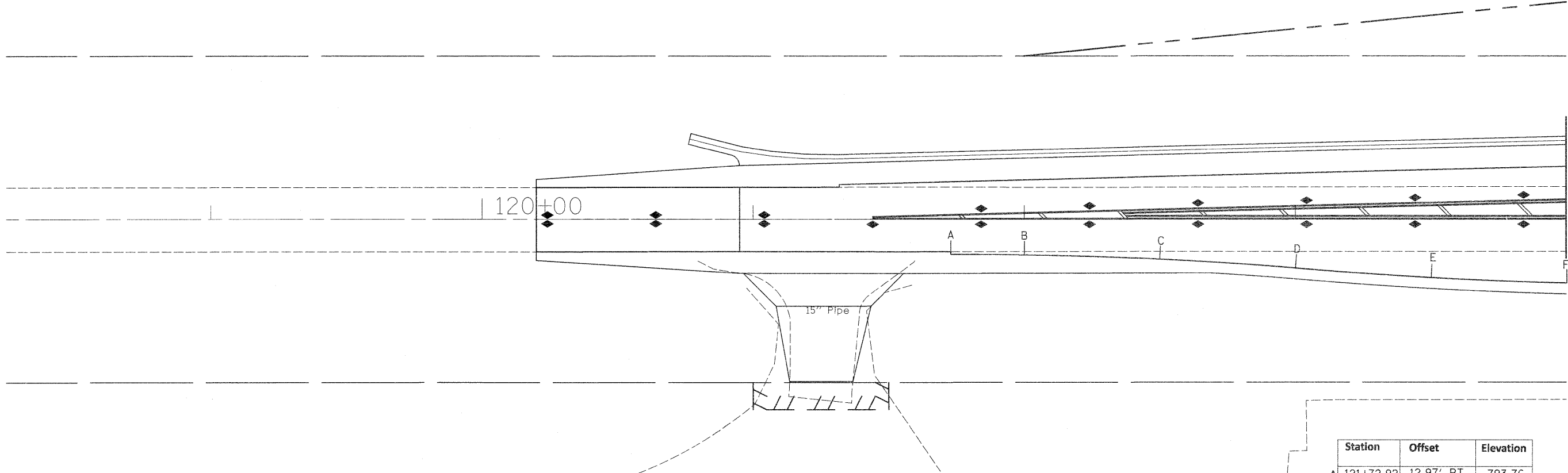
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FILE NAME	
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DATE	
BY	
REVISIONS	
PLANNED	
GRADES CHECKED	
FILE NAME	
NO.	



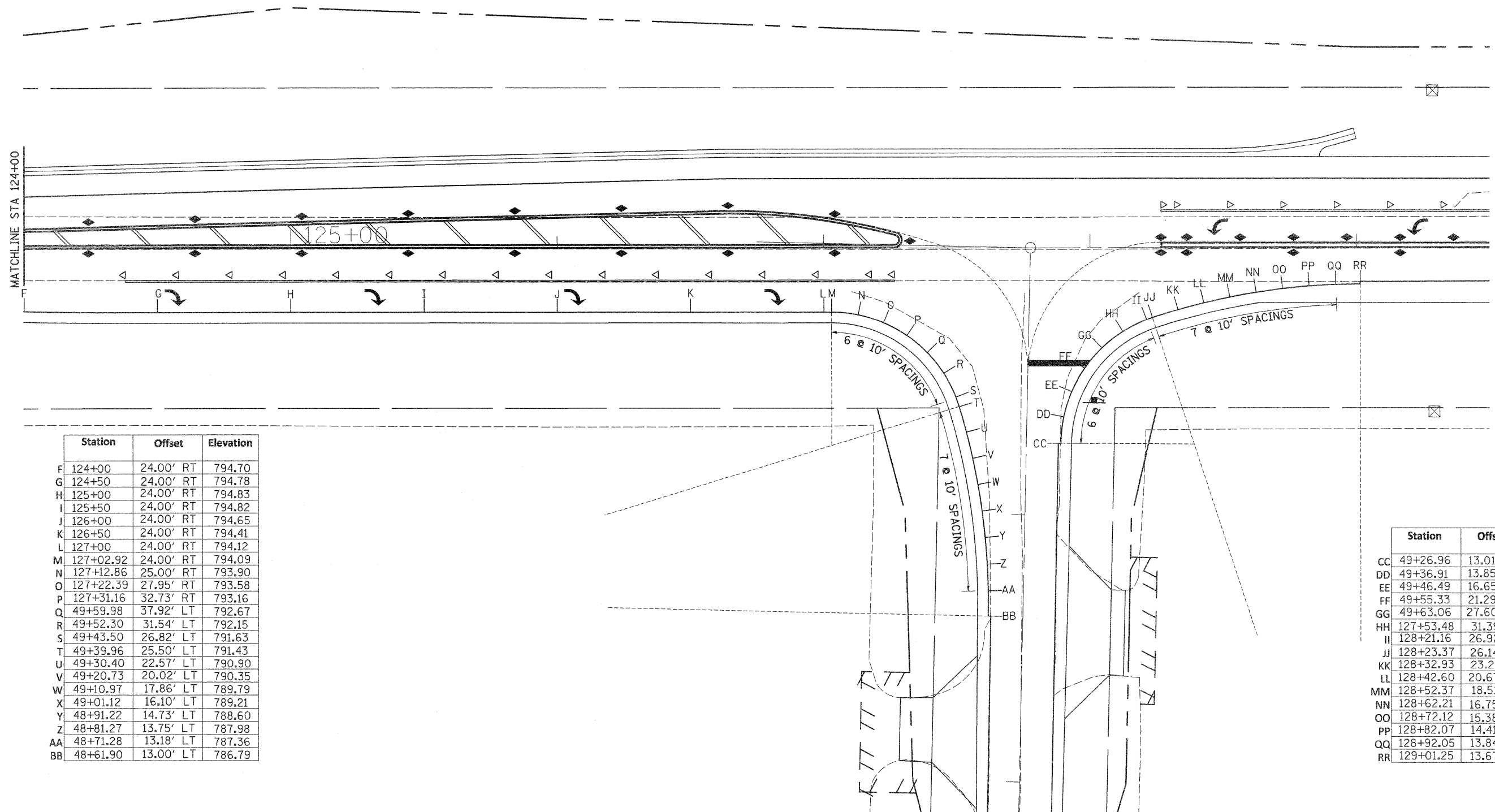
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	PLOT DATE = Thu Dec 09 08:51:40 2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

PAVEMENT ELEVATION DETAILS



	Station	Offset	Elevation
A	121+72.92	12.97' RT	793.76
B	122+00	13.20' RT	793.88
C	122+50	14.83' RT	794.13
D	123+00	18.04' RT	794.40
E	123+50	21.57' RT	794.56
F	124+00	23.55' RT	794.70

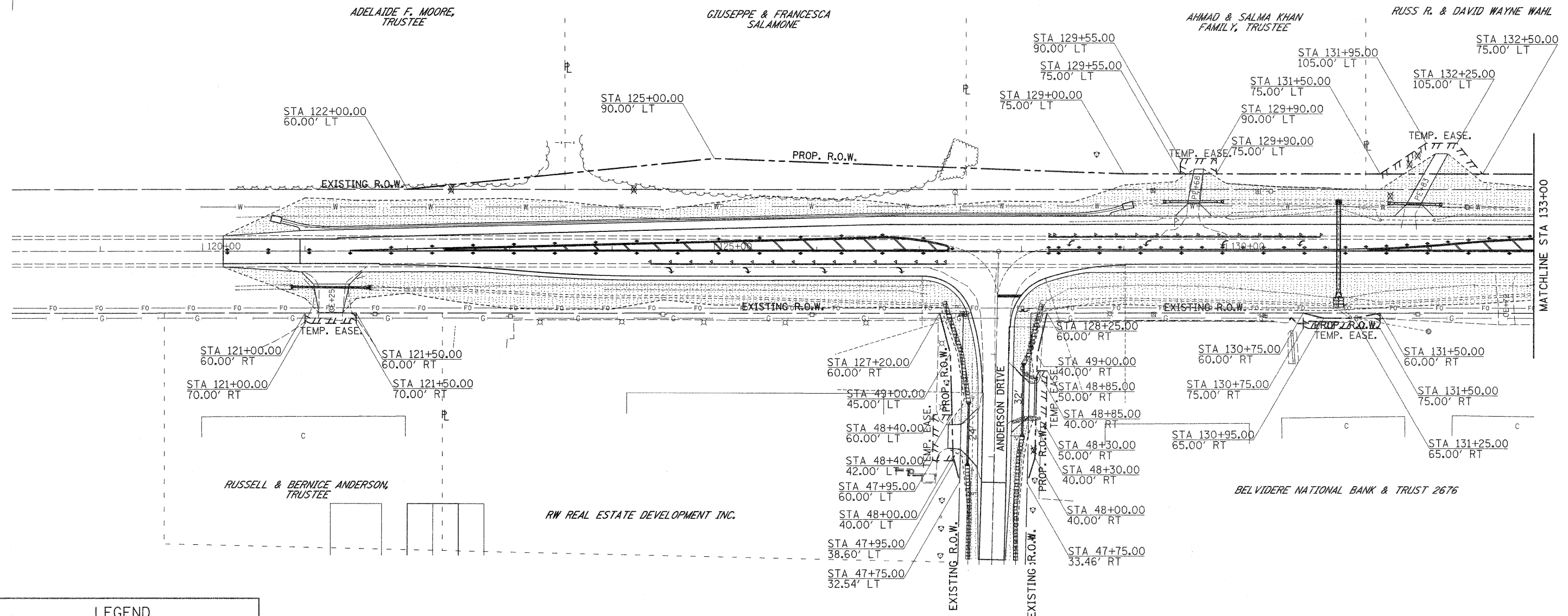
PAVEMENT ELEVATION DETAILS




	Station	Offset	Elevation
F	124+00	24.00' RT	794.70
G	124+50	24.00' RT	794.78
H	125+00	24.00' RT	794.83
I	125+50	24.00' RT	794.82
J	126+00	24.00' RT	794.65
K	126+50	24.00' RT	794.41
L	127+00	24.00' RT	794.12
M	127+02.92	24.00' RT	794.09
N	127+12.86	25.00' RT	793.90
O	127+22.39	27.95' RT	793.58
P	127+31.16	32.73' RT	793.16
Q	49+59.98	37.92' LT	792.67
R	49+52.30	31.54' LT	792.15
S	49+43.50	26.82' LT	791.63
T	49+39.96	25.50' LT	791.43
U	49+30.40	22.57' LT	790.90
V	49+20.73	20.02' LT	790.35
W	49+10.97	17.86' LT	789.79
X	49+01.12	16.10' LT	789.21
Y	48+91.22	14.73' LT	788.60
Z	48+81.27	13.75' LT	787.98
AA	48+71.28	13.18' LT	787.36
BB	48+61.90	13.00' LT	786.79

	Station	Offset	Elevation
CC	49+26.96	13.01' RT	790.91
DD	49+36.91	13.85' RT	791.50
EE	49+46.49	16.65' RT	792.04
FF	49+55.33	21.29' RT	792.51
GG	49+63.06	27.60' RT	792.88
HH	127+53.48	31.39' RT	793.16
II	128+21.16	26.92' RT	793.37
JJ	128+23.37	26.14' RT	793.40
KK	128+32.93	23.21' RT	793.52
LL	128+42.60	20.67' RT	793.56
MM	128+52.37	18.51' RT	793.54
NN	128+62.21	16.75' RT	793.50
OO	128+72.12	15.38' RT	793.46
PP	128+82.07	14.41' RT	793.41
QQ	128+92.05	13.84' RT	793.37
RR	129+01.25	13.67' RT	793.32

R.O.W. DETAILS & SEEDING DETAILS

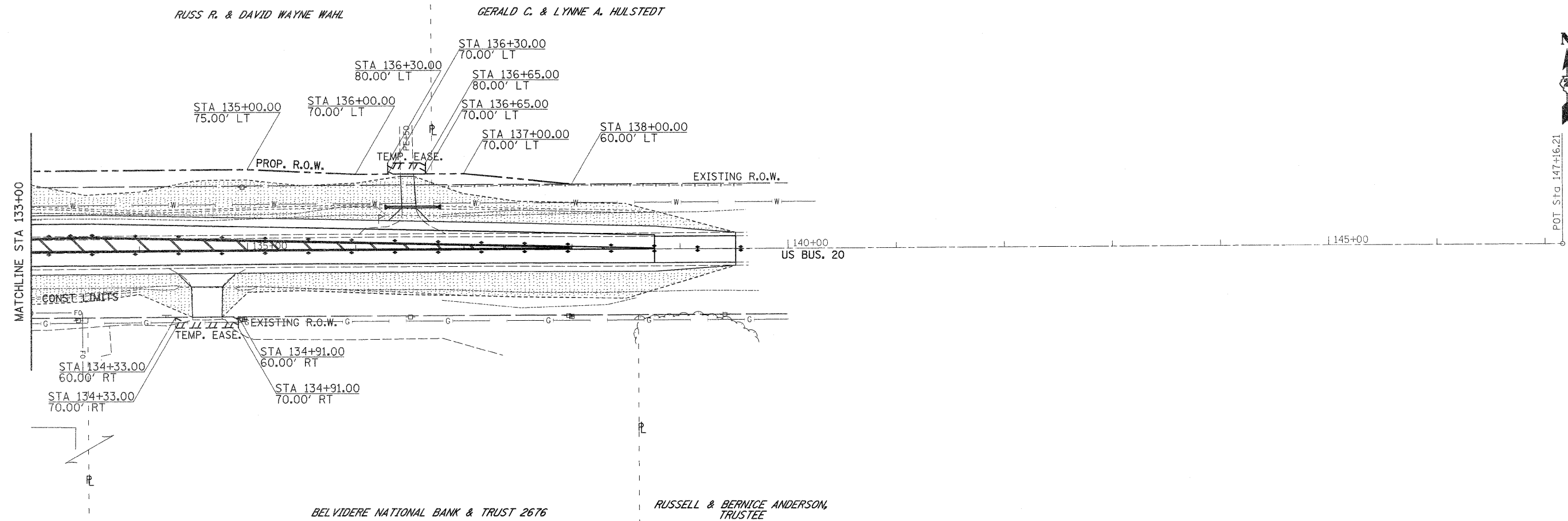


LEGEND


 = SEEDING CLASS 2A

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.O.W. DETAILS & SEEDING DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Thu Dec 09 08:51:57 2010	DATE -	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				
		SCALE:		SHEET NO. OF SHEETS STA. TO STA.						

R.O.W. DETAILS & SEEDING DETAILS

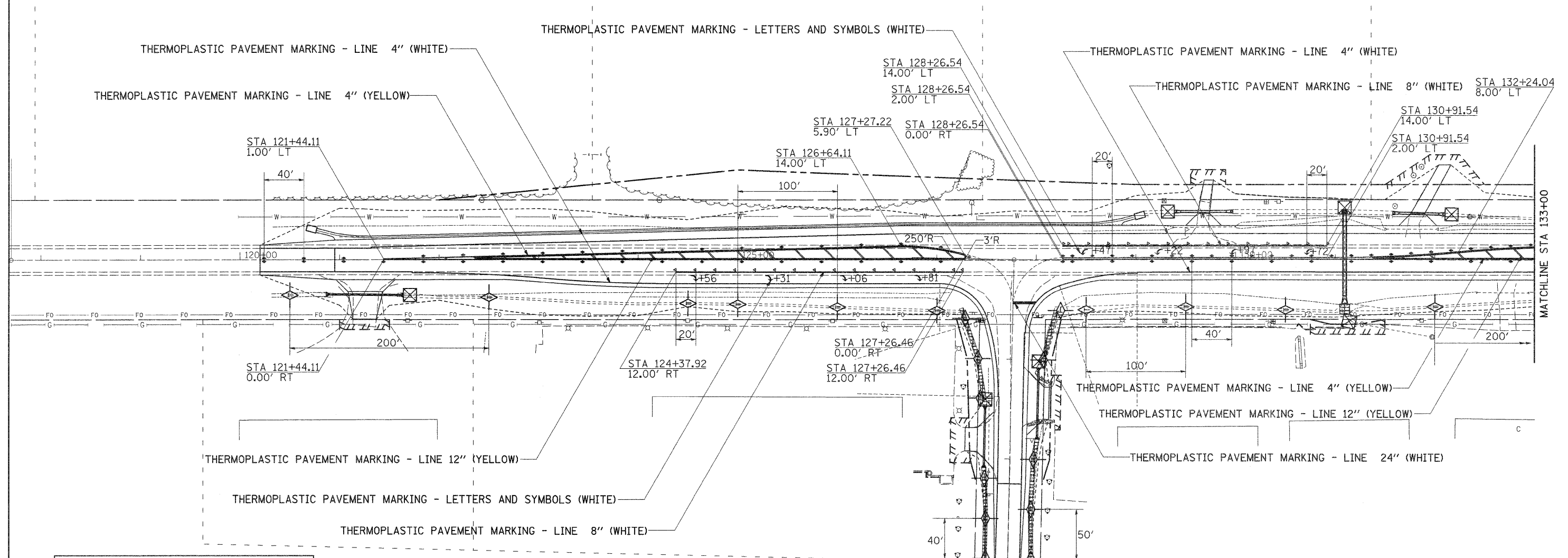


LEGEND

 = SEEDING CLASS 2A

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		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			

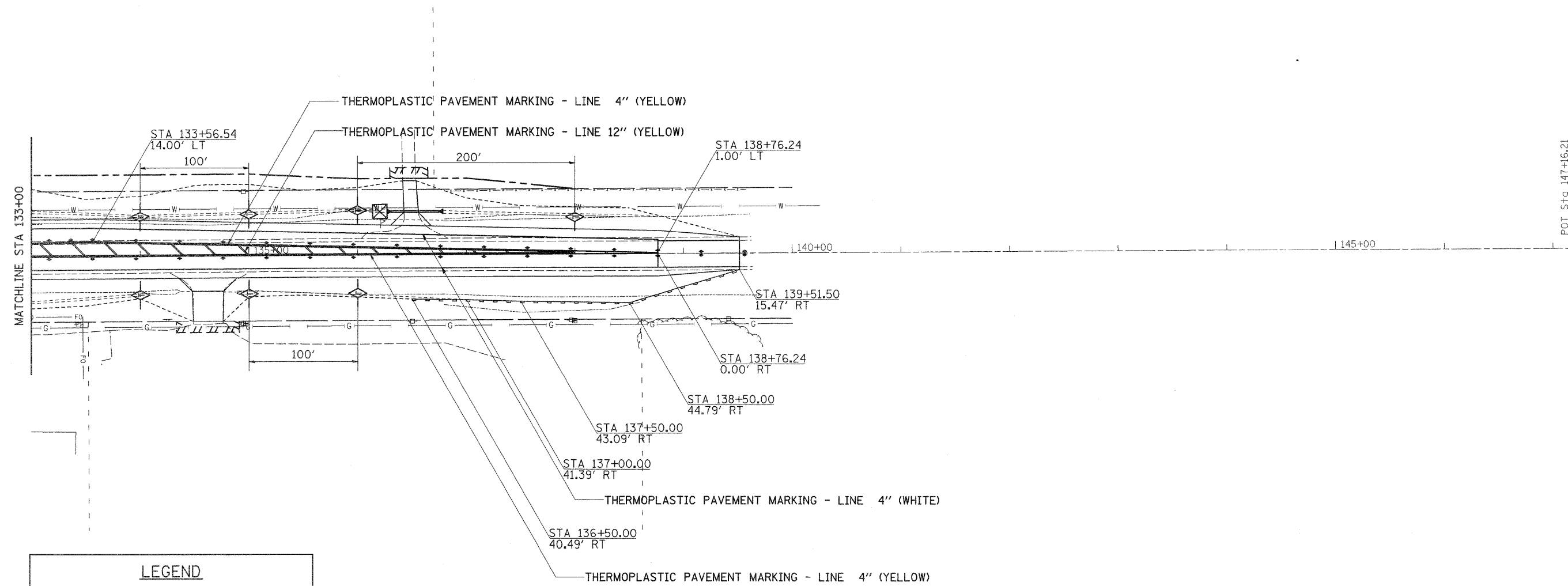
PAVEMENT MARKING & EROSION CONTROL DETAILS



LEGEND	
	= ONE-WAY CRYSTAL MARKER
	= TWO-WAY AMBER MARKER
	= DITCH CHECK
	= TURF REINFORCEMENT MAT
	= INLET & PIPE PROTECTION

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & EROSION CONTROL DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										


PAVEMENT MARKING & EROSION CONTROL DETAILS



LEGEND	
	= ONE-WAY CRYSTAL MARKER
	= TWO-WAY AMBER MARKER
	= DITCH CHECK
	= TURF REINFORCEMENT MAT
	= INLET & PIPE PROTECTION
	= PERIMETER EROSION BARRIER

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & EROSION CONTROL DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
os:\pr_work\pmsdot\goffjl\ad0146637\0200009-shr-pmk.dgn	PLOT SCALE = 50,0000 ' / IN.	DRAWN -	REVISED -			517	L-M-4	BOONE	54	27	
PLOT DATE = Thu Dec 09 08:51:50 2010	DATE -	CHECKED -	REVISED -			CONTRACT NO. 64F80		ILLINOIS FED. AID PROJECT			
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

BORING LOGS



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

SOIL BORING LOG

Page 1 of 1
Date 2/18/10

ROUTE FAP 517 DESCRIPTION P92-080-09 Box Culvert, US 20 over a ditch, .4 m. east of Beaver Valley Road LOGGED BY J. Strating


SECTION L-M-4 LOCATION Belvidere Twp. - 21NW, SEC. , TWP. 44N, RNG. 3E

COUNTY Boone DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	D P T H	B O W S	U O S Qu	M I S T	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H	B L O W	U O S Qu	M I S T	Soil Description		
												(ft)	(/6")	(tsf)
	B-2 9' W. of Center 18.00ft N. of CL					92.00								
													HARD tan SANDY LOAM TILL (continued)	19 26
													HARD gray SANDY LOAM TILL	19 24 23
													VERY STIFF tan SANDY LOAM TILL	8 19 22
													MEDIUM tan clean medium SAND with GRAVEL	9 15 21
													VERY DENSE tan medium SAND with GRAVEL	20 64 24
													End of Boring	
													STIFF tan CLAY LOAM	2 5 11
													No Recovery	5 6 9
													STIFF tan SANDY LOAM TILL	2 5 10
													HARD tan SANDY LOAM TILL	6

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)

BBS, from 137 (Rev. 8-99)



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

SOIL BORING LOG

Page 1 of 1
Date 2/18/10

ROUTE FAP 517 DESCRIPTION P92-080-09 Box Culvert, US 20 over a ditch .4 m. east of Beaver Valley Road LOGGED BY J. Strating

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COUNTY Boone DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO. Station	BORING NO. Station	D P T H	B O W S	U O S Qu	M I S T	Surface Water Elev. Stream Bed Elev.	Groundwater Elev.: First Encounter Upon Completion After Hrs.	D E P T H	B L O W	U O S Qu	M I S T	Soil Description		
												(ft)	(/6")	(tsf)
	B-1 12' E. of Center 18.00ft S. of CL					92.00								
													STIFF brown SILTY CLAY LOAM	13 15
													VERY STIFF tan SANDY LOAM TILL	9 17 25
													HARD tan SANDY LOAM with SAND lens	13 22 30
													VERY STIFF tan SANDY LOAM TILL	10 15 20
													HARD gray SANDY LOAM TILL	17 28 27
													End of Boring	
													MEDIUM tan medium SAND & GRAVEL	2 5 6
													MEDIUM tan medium SAND & GRAVEL	6 8 11
													DENSE tan medium SAND & GRAVEL	5 13 23
													STIFF tan SANDY LOAM TILL	7

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)

BBS, from 137 (Rev. 8-99)

DROP BOX NO. 1

LT STA. 131 + 09.50

BILL OF MATERIALS (FOR INFORMATION ONLY)

BAR	SIZE	NO.	LENGTH	SHAPE
a	#4	24	5'-1"	—
f	#4	6	2'-0"	—
h	#6	1	5'-1"	—
h ₁	#4	16	5'-1"	—
u	#6	4	13'-0"	—
v	#4	2	4'-7"	—
v ₁	#5	14	6'-1"	—
z	#4	4	3'-6"	—
DESCRIPTION			UNIT	QTY
CLASS "SI" CONCRETE			CU YD	2.4
REINFORCEMENT BARS			LB	334

BILL OF MATERIALS (FOR INFORMATION ONLY)

DESCRIPTION	UNIT	QTY.
3" GALVANIZED STEEL PIPE	FOOT	2 @ 4'-8"
1/2" x 4" x 14" GALV. STEEL PLATE	EACH	4
5/8" x 9" GALV. STEEL BOLTS	EACH	1
EXPANSION BOLTS 1/2"Ø	EACH	8

GENERAL NOTES:

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER "EACH" FOR DROP BOX NO. 1. THIS WORK SHALL INCLUDE THE GALVANIZED PIPE & STEEL PLATES, CLASS SI CONCRETE, REINFORCEMENT BARS, BOLTS, NUTS, WASHERS, INSTALLATION ON THE PROPOSED CULVERT, PIPE GRATING, EARTH EXCAVATION AND DIVERTING WATER WHERE REQUIRED, AND ANY NECESSARY GRADING TO FIT THE DROP BOX, AS SHOWN IN THE CROSS SECTIONS OR TO SLOPE.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. EXPOSED EDGES SHALL BE BEVELED 3/4".

SLOPE FLOW LINE FOR DROP BOX NO. 1 IS THE SAME RATE AS THE FLOW LINE OF THE PIPE.

BOLTS, NUTS, AND WASHERS SHALL BE IN ACCORDANCE WITH ARTICLE 1006.08 OF THE STANDARD SPECIFICATION AND SHALL BE GALVANIZED.

STEEL PIPES SHALL CONFORM TO ASTM A-53 (TYPE E OR S) GRADE B, SCHEDULE 40, AND SHALL BE GALVANIZED CONFORMING TO ASTM A-120. CONTRACTOR SHALL FIELD VERIFY PIPE LENGTH.

STEEL PLATES SHALL CONFORM TO AASHTO M-183 AND SHALL BE GALVANIZED CONFORMING TO AASHTO M-111.

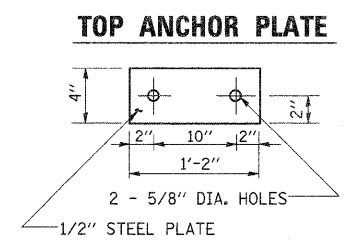
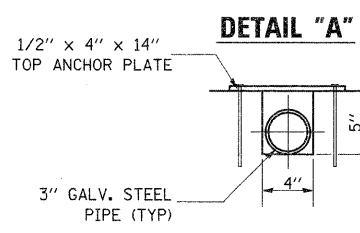
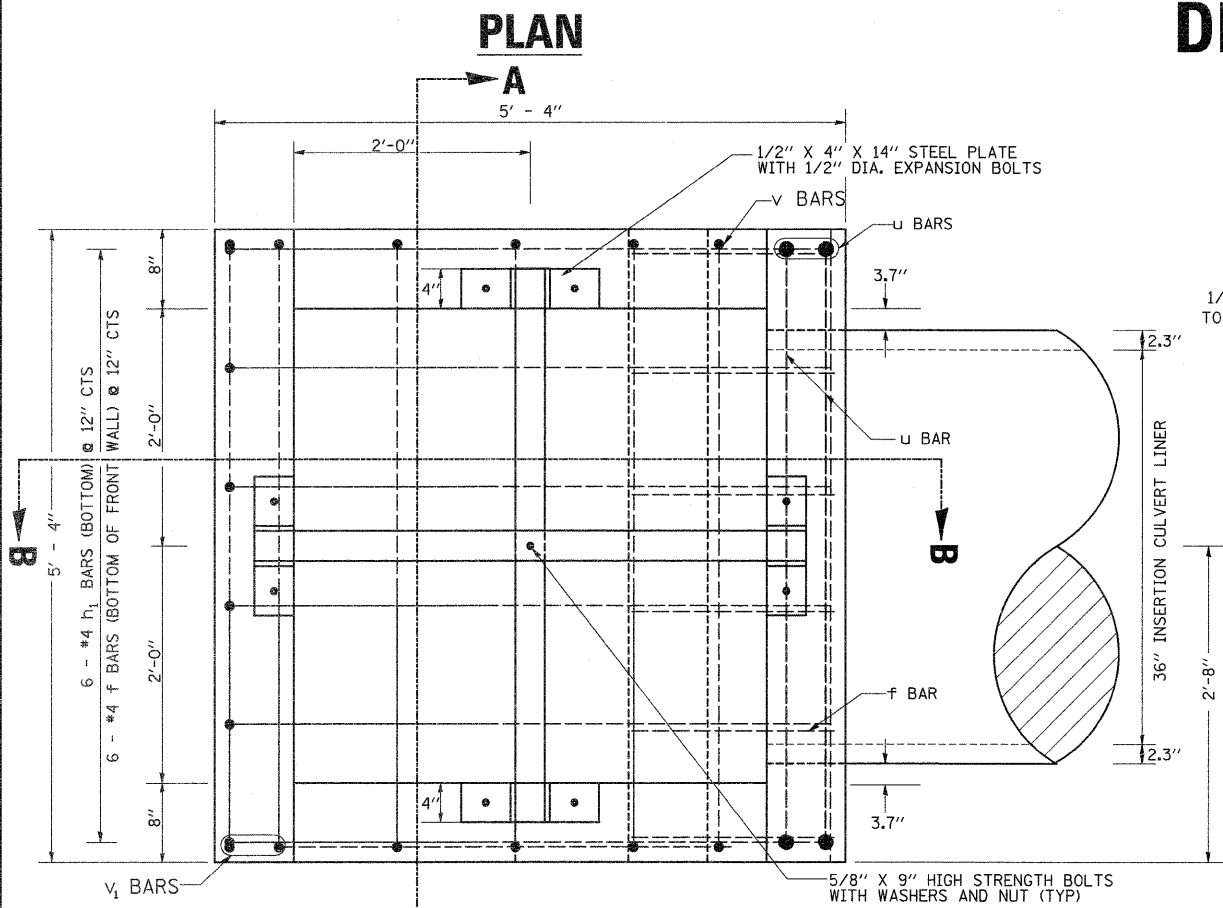
REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706 GR. 60 (IL MODIFIED).

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DIVERTING THE WATER FLOW FROM THE CONSTRUCTION AREA USING A METHOD MEETING THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 503 OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH "DROP BOX NO. 1."

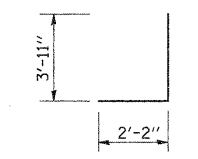
SEE PLAN AND PROFILE SHEET FOR MORE INFORMATION.

SEE CROSS SECTION SHEET FOR MORE INFORMATION.

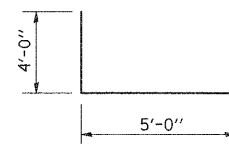
36" INSERTION CULVERT (RPM - D3262) LINER SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH SECTION 543.



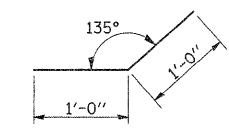
#5 v₁ BARS



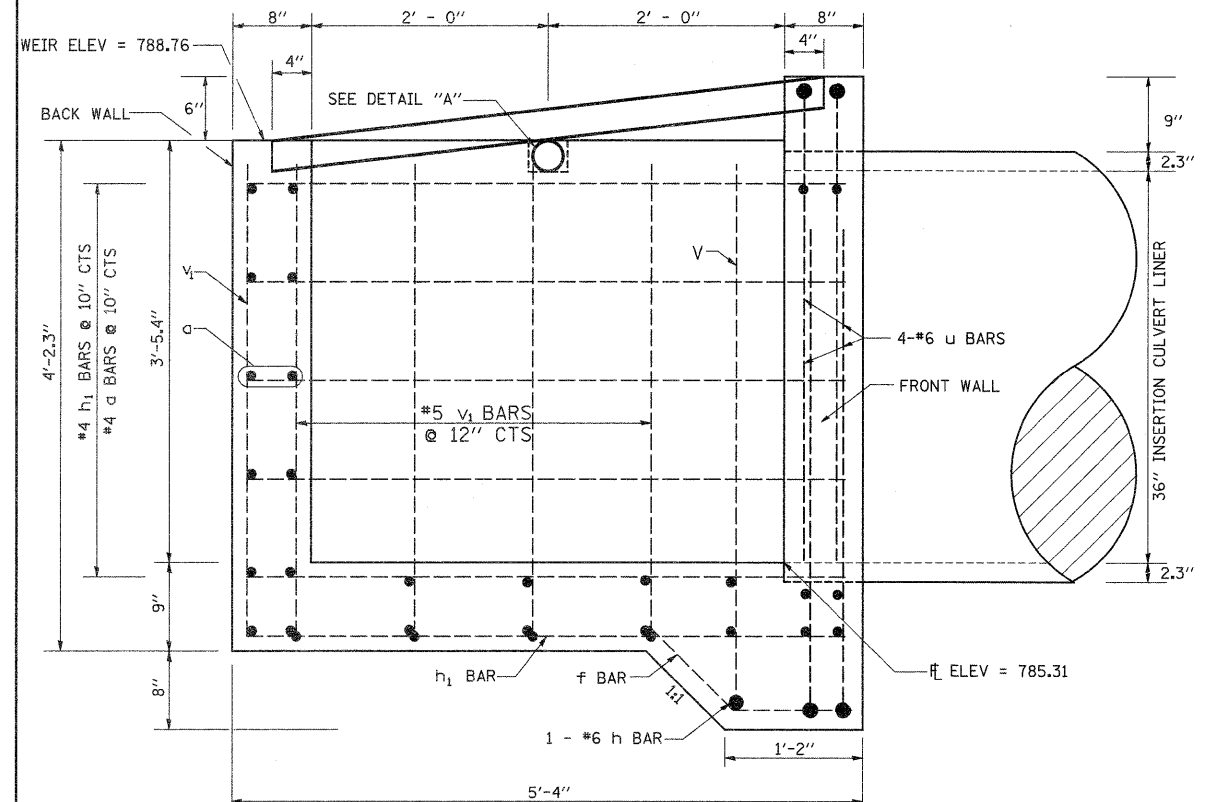
#6 u BAR



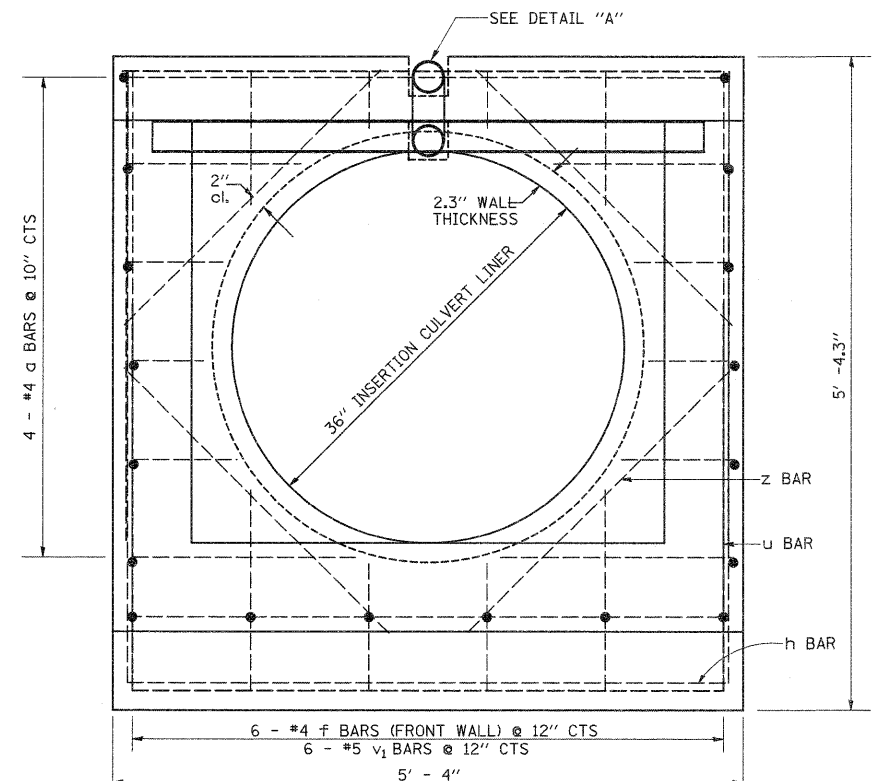
#4 f BAR



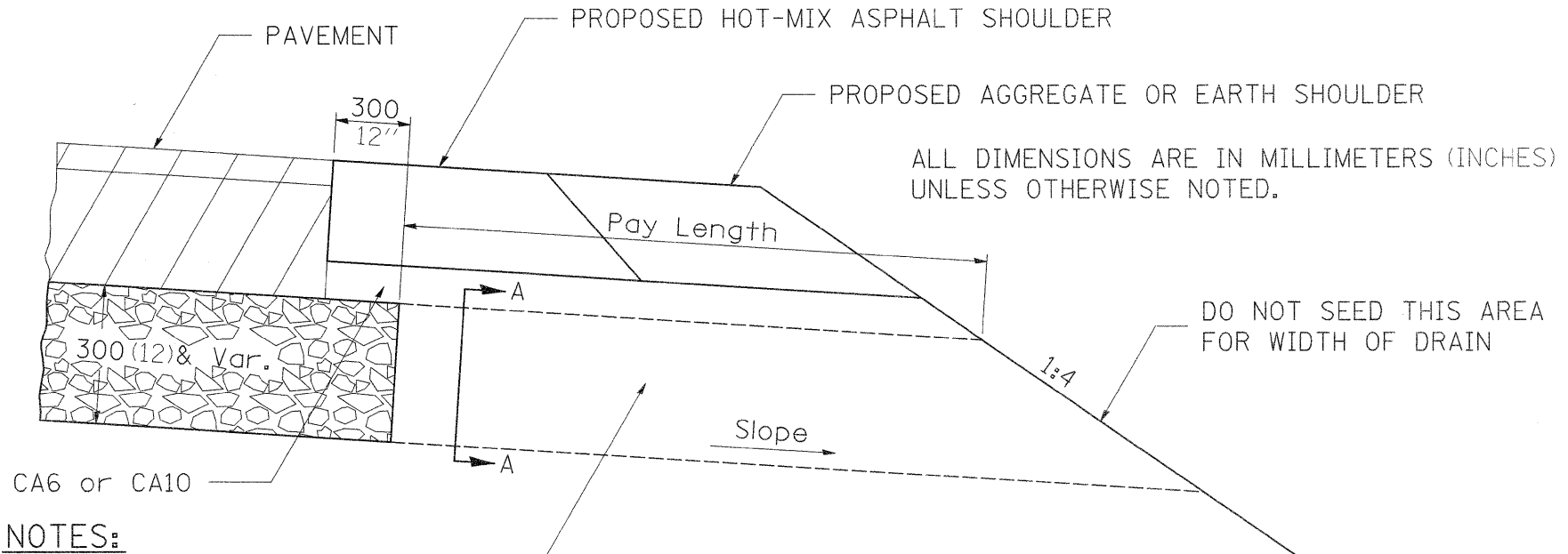
SECTION B-B



SECTION A-A



DRAIN FOR AGGREGATE BASE COURSE DETAIL



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m² (SQ. YD.) for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in m² (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.

ROCK OUTLET AT ALL LOW POINTS TO BE 900 (36) WIDE AND EXTEND TO FORESLOPE

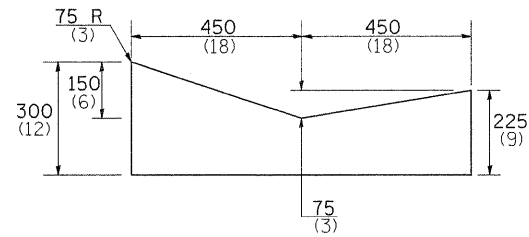


SECTION A-A

NOTE: Slope same as shoulder with 2% min.

FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAIN FOR AGGREGATE BASE COURSE DETAIL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pwork\pwork\goffjl\0146637\020809	9-ah-t-over.dgn	DRAWN -	REVISED -			517	L-M-4	BOONE	54	30	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64F80		ILLINOIS FED. AID PROJECT			
PLOT DATE = Thu Dec 09 08:51:13 2010		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			

CONCRETE GUTTER, TYPE A (SPECIAL)



NOTES:

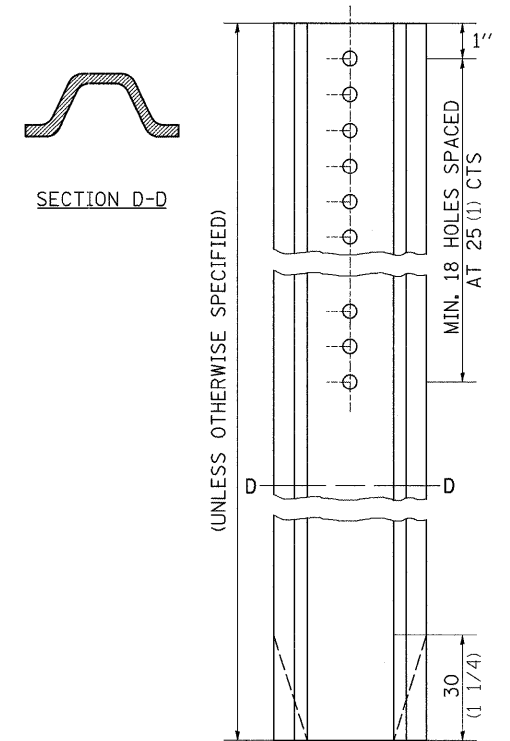
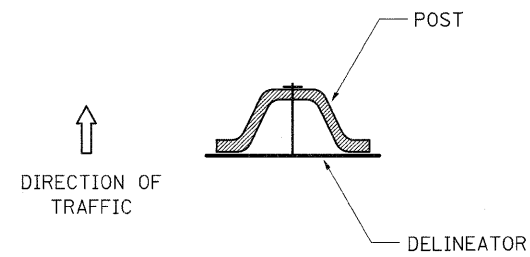
THIS WORK SHALL BE DONE IN ACCORDANCE WITH THIS DETAIL AND STANDARD 606101 THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR CONCRETE GUTTER, TYPE A (SPECIAL).

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

REVISED - 5-04-94

CONCRETE GUTTER, TYPE A (SPECIAL) 36.4

DELINEATOR AND POST ORIENTATION



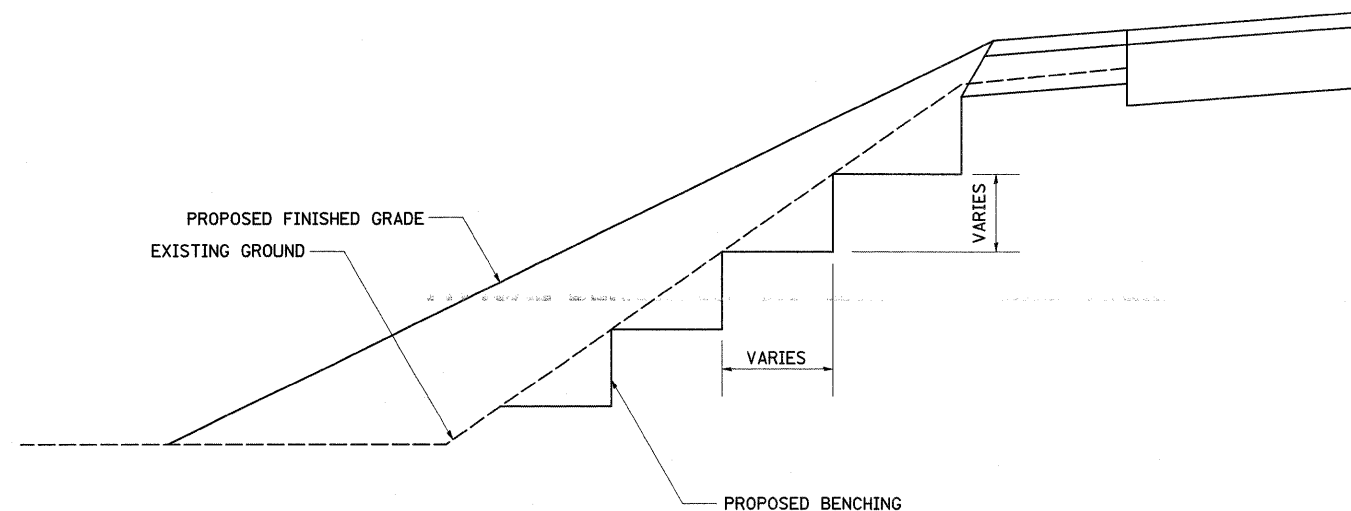
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

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

REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



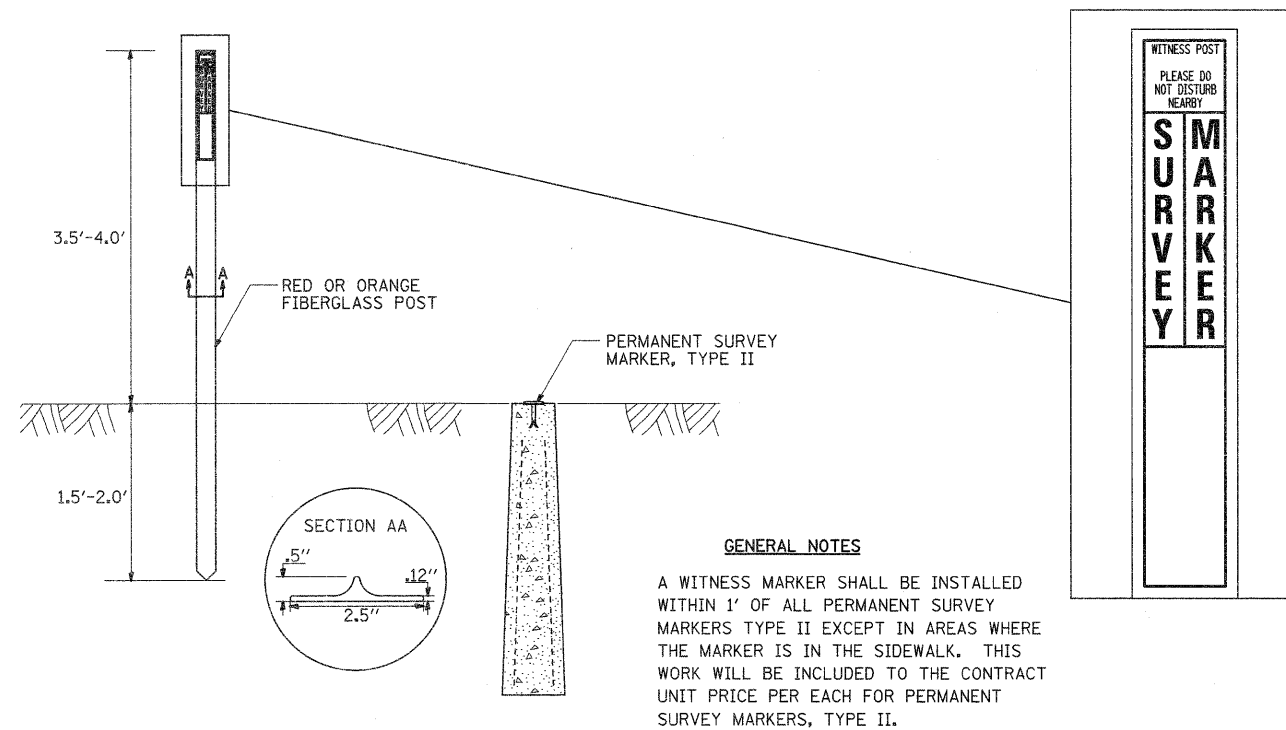
REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		517	L-M-4	BOONE	54	31
REVISED -		CONTRACT NO. 64F80				
REVISED -		SCALE: 50,000' / IN.	SHEET NO.	OF	SHEETS	STA.
		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

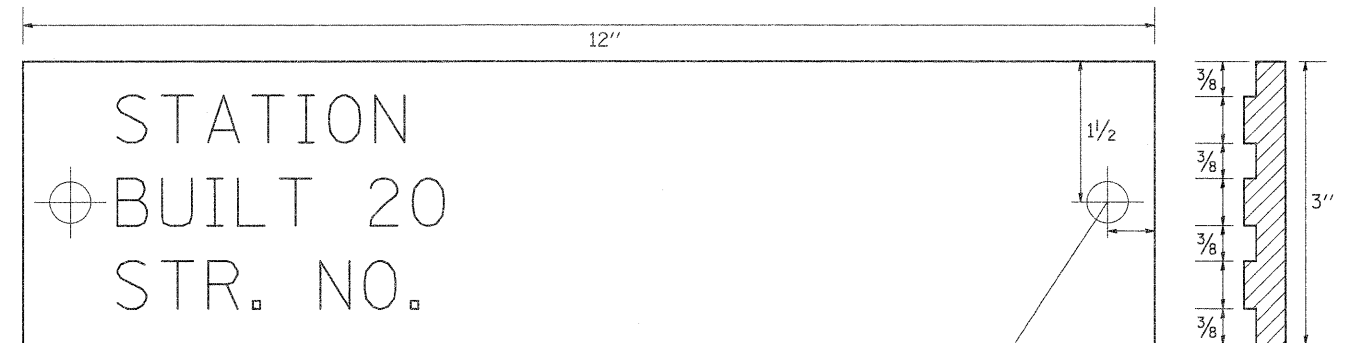
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WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II

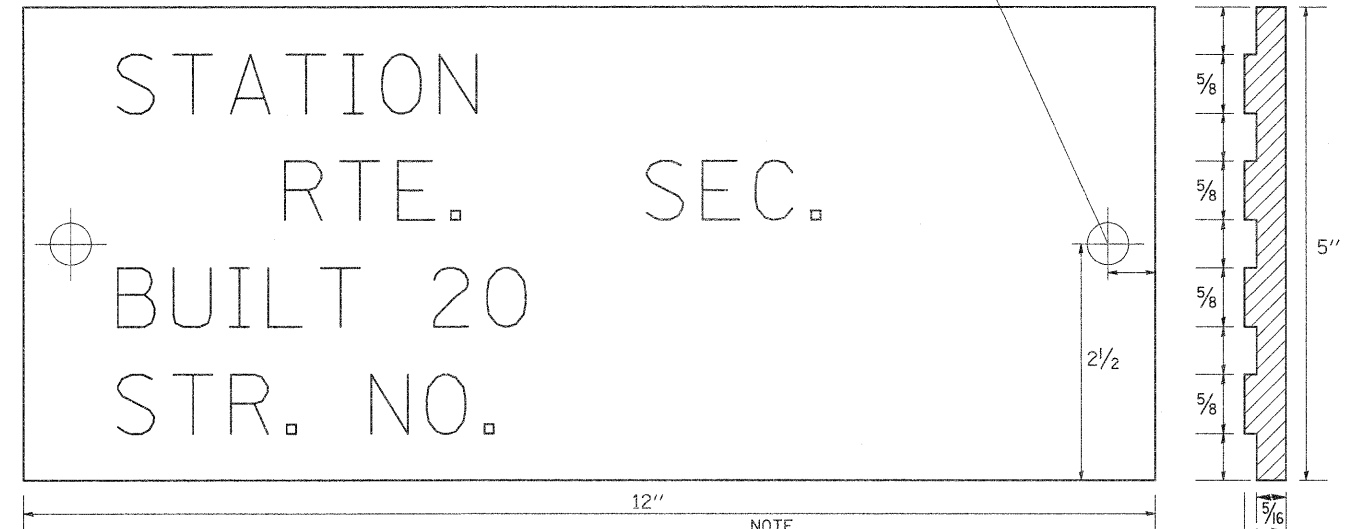


NAME PLATE FOR CULVERTS

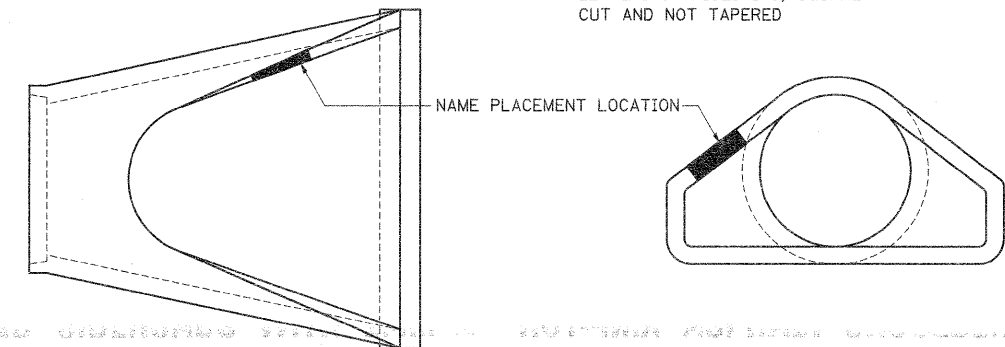
FOR 24"-42" PIPE CULVERTS



FOR 48"-84" PIPE CULVERTS



NOTE
LETTERING RAISED 1/8", SQUARE CUT AND NOT TAPERED



DESIGNERS NOTE

NAME PLATES SHALL BE FURNISHED & INSTALLED ACCORDING TO SECTION 515 OF THE STANDARD SPECIFICATIONS, EXCEPT 2 BOLTS SHALL BE USE TO FASTEN THE PLATE TO THE END SECTION.

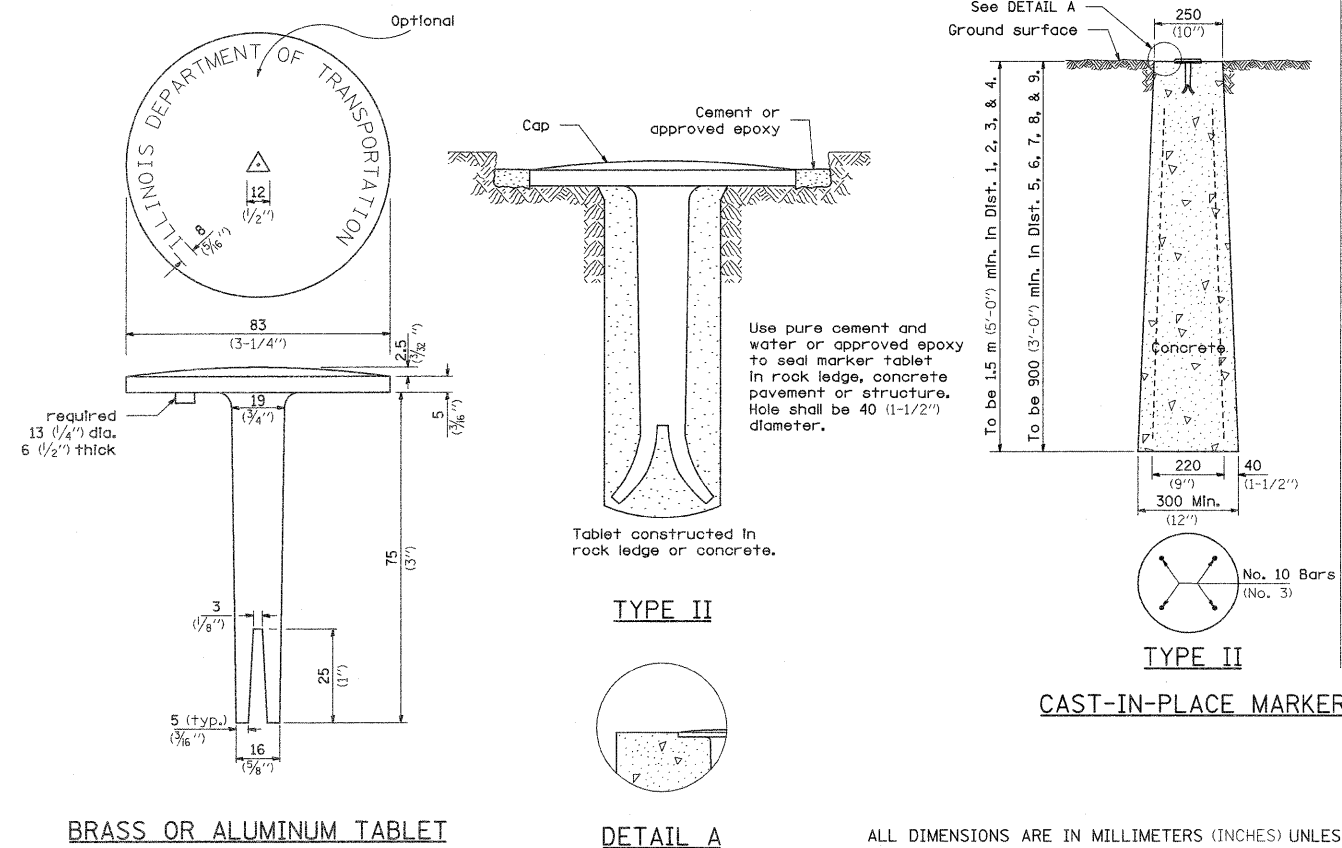
USE STANDARD 515001 FOR BRIDGES AND MULTI-CELL CULVERTS WITH SPANS OF 20' OR MORE MEASURED ALONG THE CENTERLINE AT THE HIGHWAY.

USE THIS DETAIL FOR ALL OTHER PIPE CULVERTS & BOX CULVERTS WITH STRUCTURE NUMBERS. INCLUDE THE INFORMATION TO FILL OUT THE NAME PLATE FOR EACH CULVERT.

IN BOTH CASES INCLUDE A PAY ITEM FOR NAME PLATES.

STATION	STRUCTURE NO.
131+09.49	004-1268

PERMANENT SURVEY MARKERS, TYPE II



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.

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

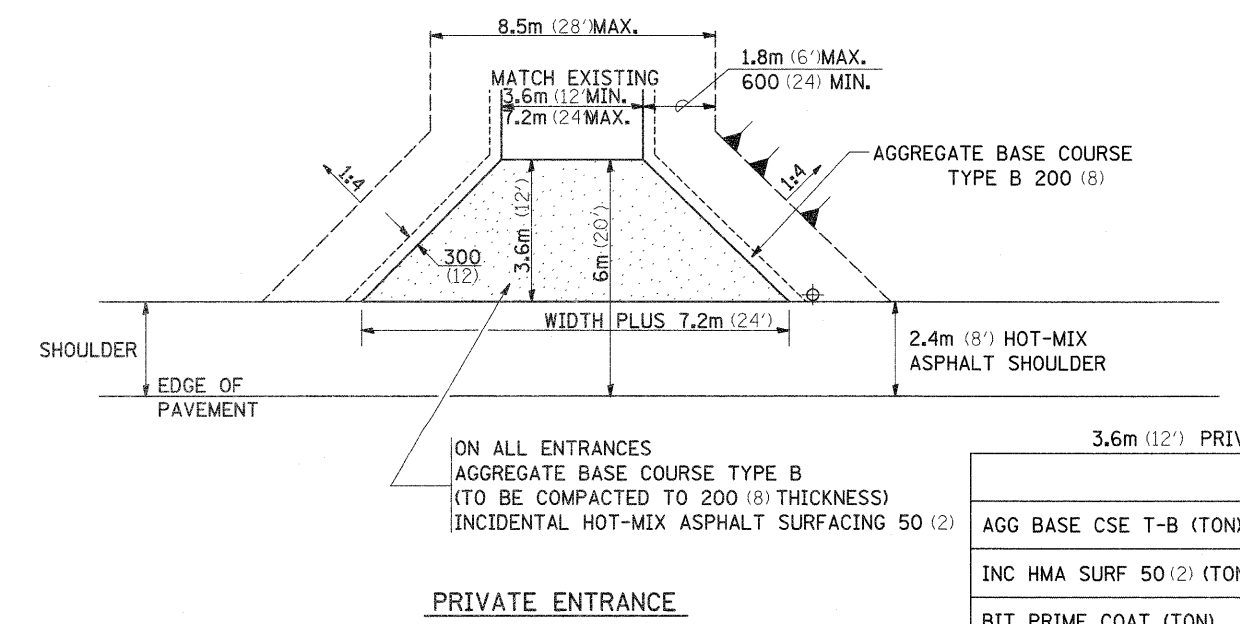
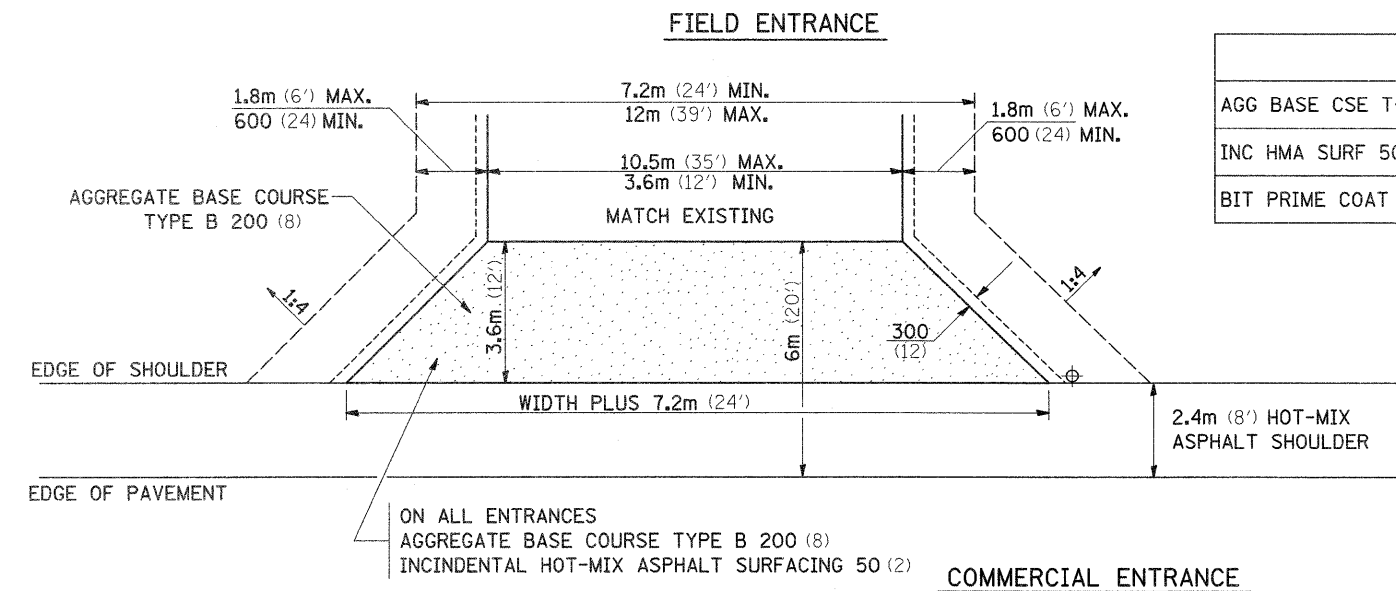
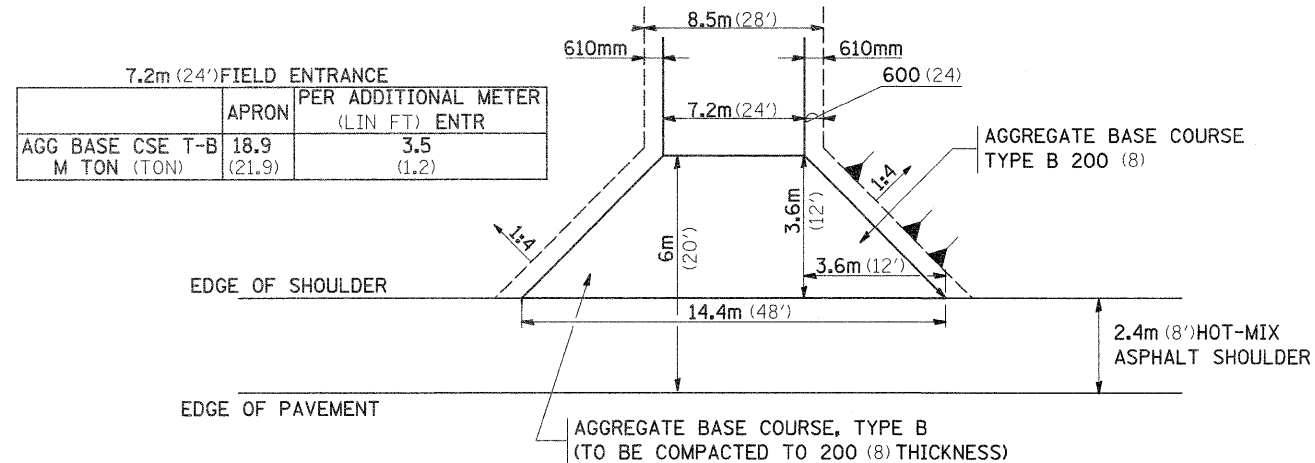
REVISED - 10-21-08

REVISED - 5-27-09
REVISED -
REVISED -
REVISED -

REGION 2 / DISTRICT 2 STANDARD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	L-M-4	BOONE	54	32
CONTRACT NO. 64F80				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

ENTRANCE AND SIDEROADS WITH 2.4m (8') HOT-MIX ASPHALT SHOULDERS

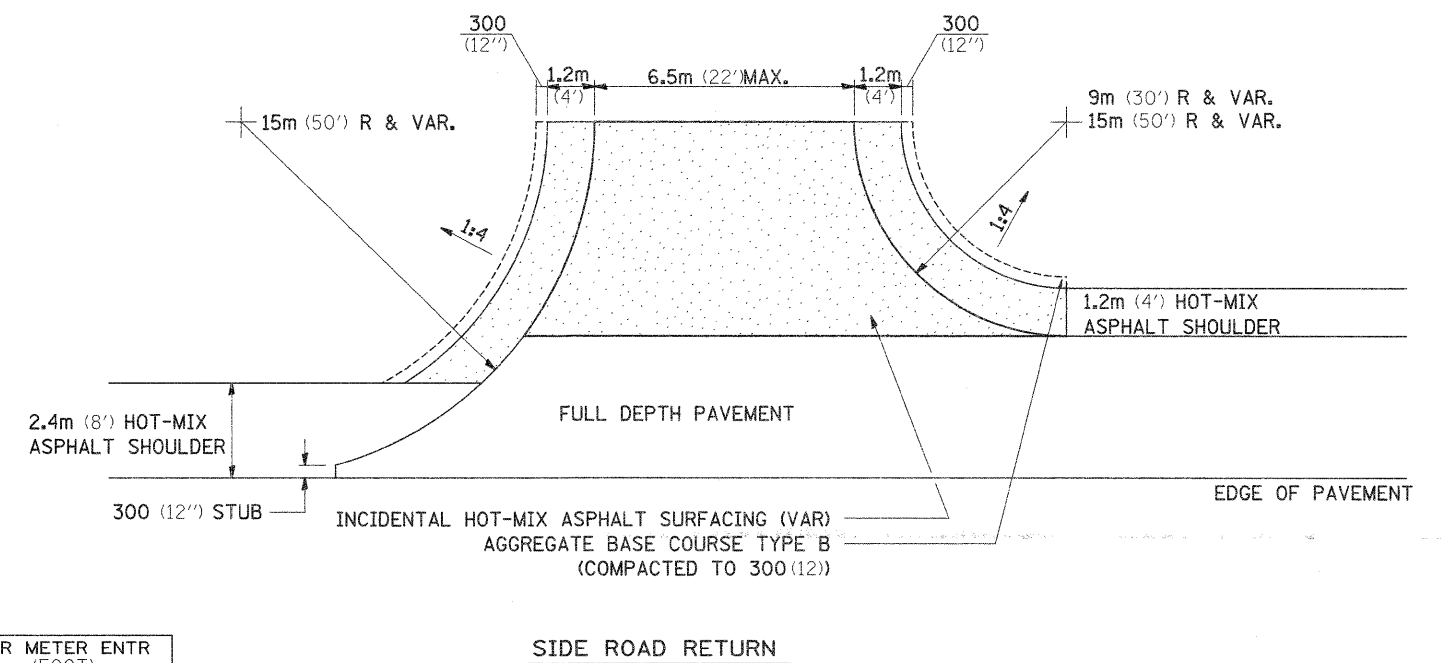


	COMMERCIAL ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	10.5m (35')	3.6m (12')	10.5m (35')
AGG BASE CSE T-B (TON)	14.3 (15.8)	27.0 (29.8)	0.64 (0.70)	1.70 (1.87)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	6.35 (7.0)	0.14 (0.15)	0.40 (0.44)
BIT PRIME COAT (TON)	0.042 (0.046)	0.082 (0.090)	0.002 (0.002)	0.005 (0.006)

	3.6m (12') PRIVATE ENTRANCE		PER METER ENTR (FOOT)	
	3.6m (12')	7.2m (24')	3.6m (12')	7.2m (24')
AGG BASE CSE T-B (TON)	14.3 (15.8)	21.0 (23.1)	0.64 (0.70)	1.20 (1.32)
INC HMA SURF 50 (2) (TON)	3.3 (3.6)	4.9 (5.4)	0.14 (0.15)	0.27 (0.30)
BIT PRIME COAT (TON)	0.042 (0.046)	0.063 (0.069)	0.002 (0.002)	0.004 (0.004)

NOTE

- ① ALL PE & CE ARE TO BE INCIDENTAL HOT-MIX ASPHALT SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ② FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- ③ QUANTITIES ARE CALCULATED WITH 2.4m HOT-MIX ASPHALT SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
- ④ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCLUDED TO THE AGGREGATE BASE COURSE.
- ⑤ ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED - 1-15-08
ca:\pwork\pwork\goffjl\02146637\0228989-shr-cover.dgn		DRAWN -	REVISED -
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PLOT DATE = Thu Dec 09 08:51:14 2010		DATE -	REVISED -

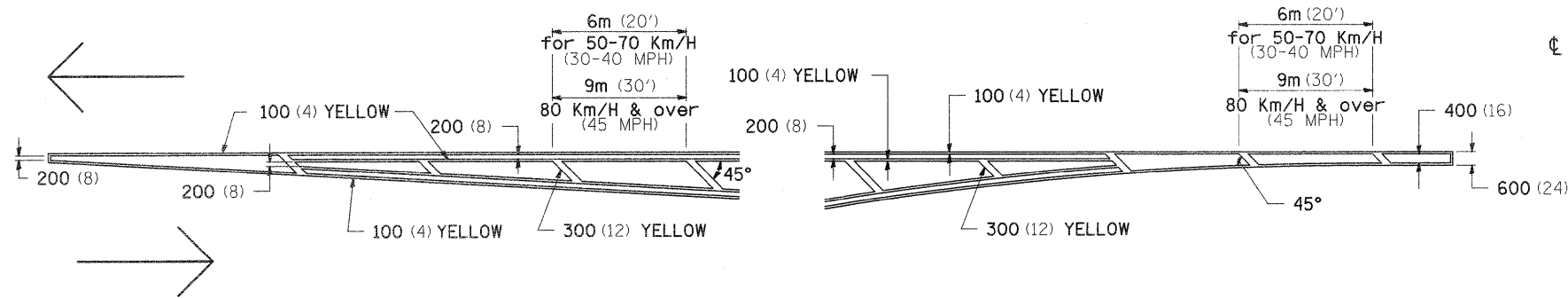
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

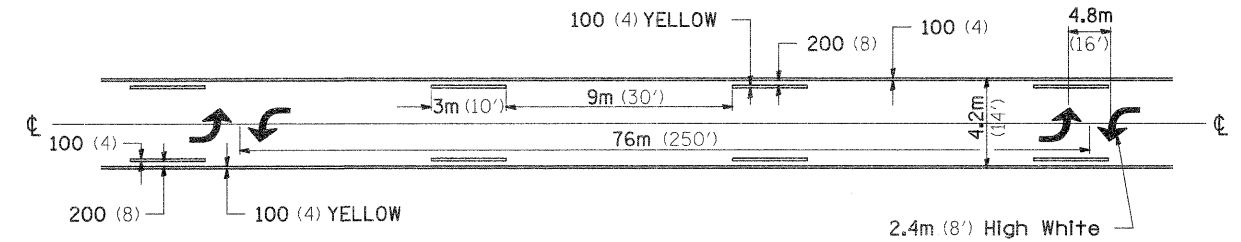
F.A.P. RTE. 517	SECTION L-M-4	COUNTY BOONE	TOTAL SHEETS 54	SHEET NO. 33
CONTRACT NO. 64F80			ILLINOIS FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

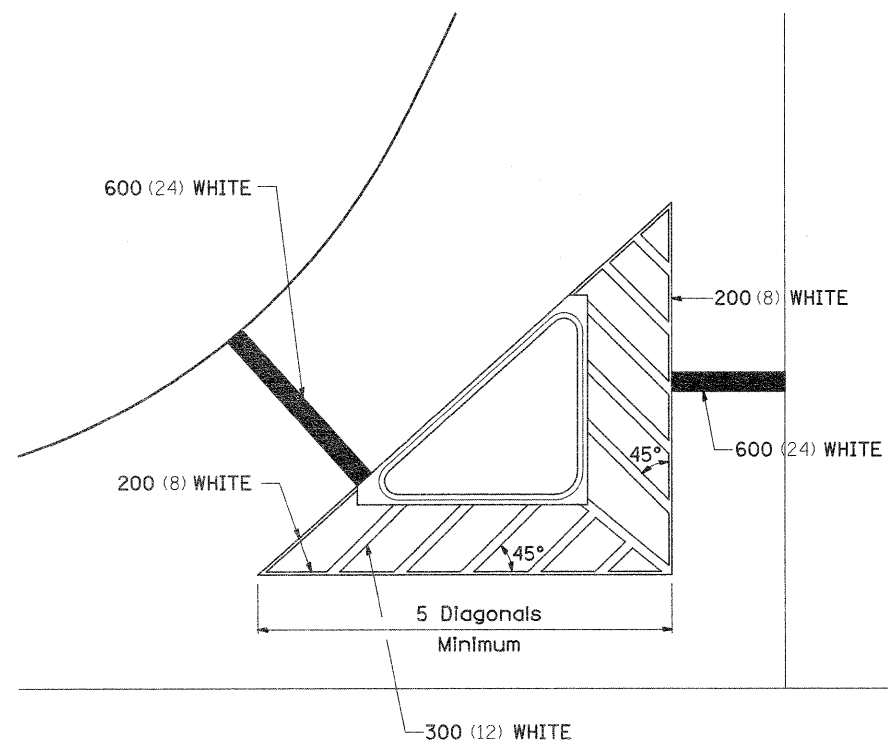


MEDIAN PAVEMENT MARKING

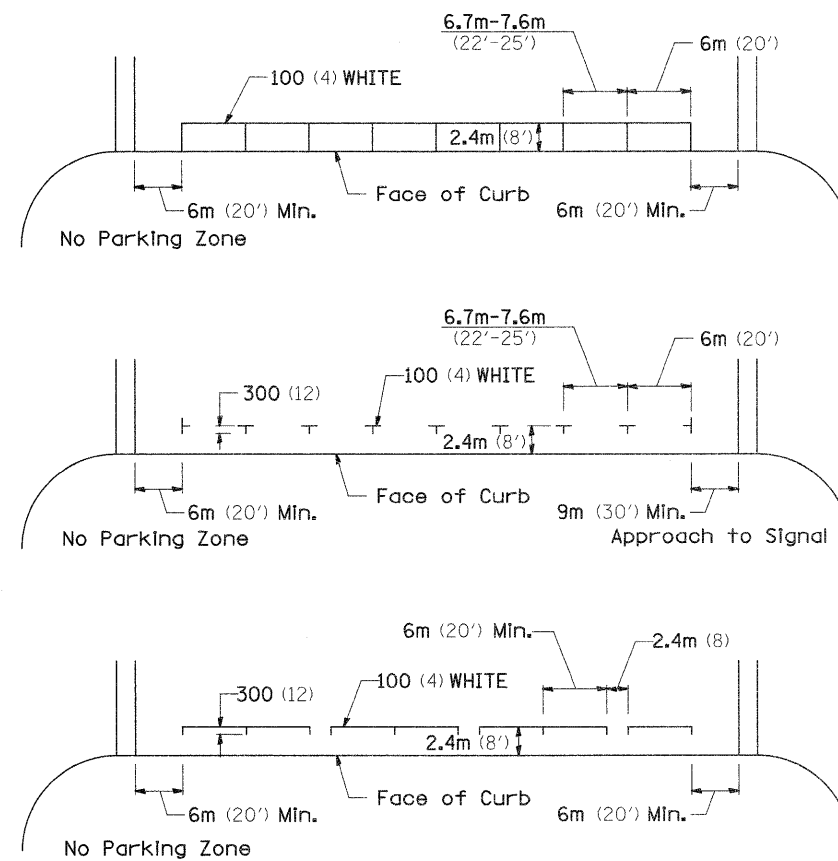


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

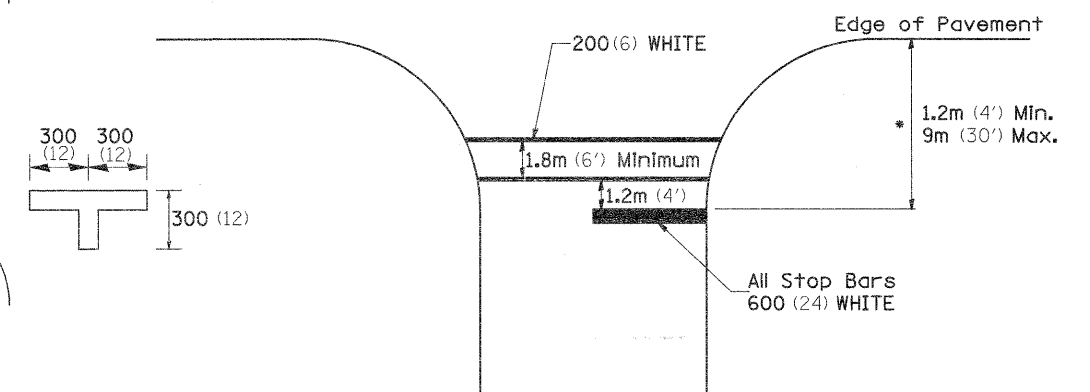


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

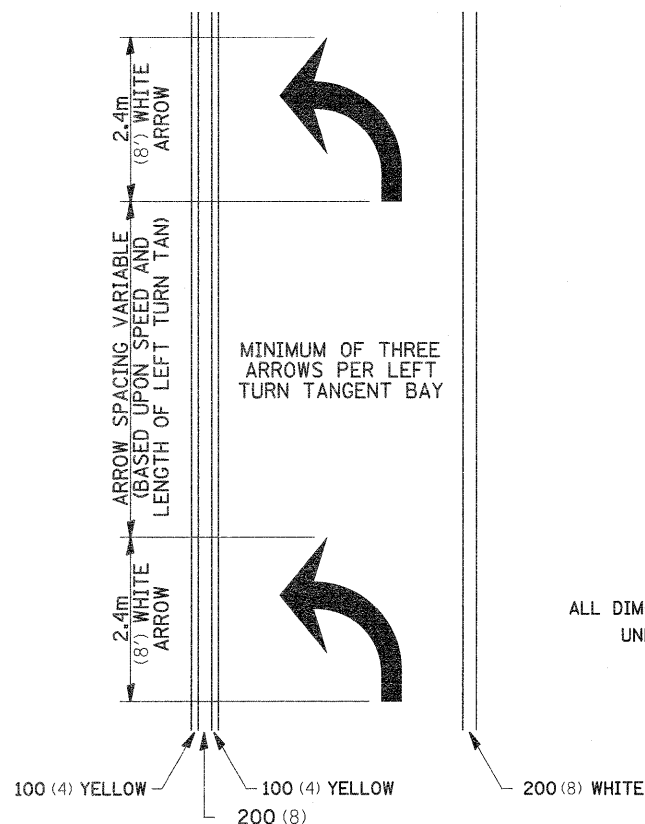


* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = goffjl	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.	
as\p\work\p\dot\goffjl\d8146637\020809\9-ht-cover.dgn	PLOT SCALE = 50.0000 / IN.	DRAWN -	REVISED -			517	L-M-4	BOONE	54	34	
PLOT DATE = Thu Dec 09 08:51:14 2010	DATE -	CHECKED -	REVISED -			CONTRACT NO. 64F80					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

TYPICAL PAVEMENT MARKINGS

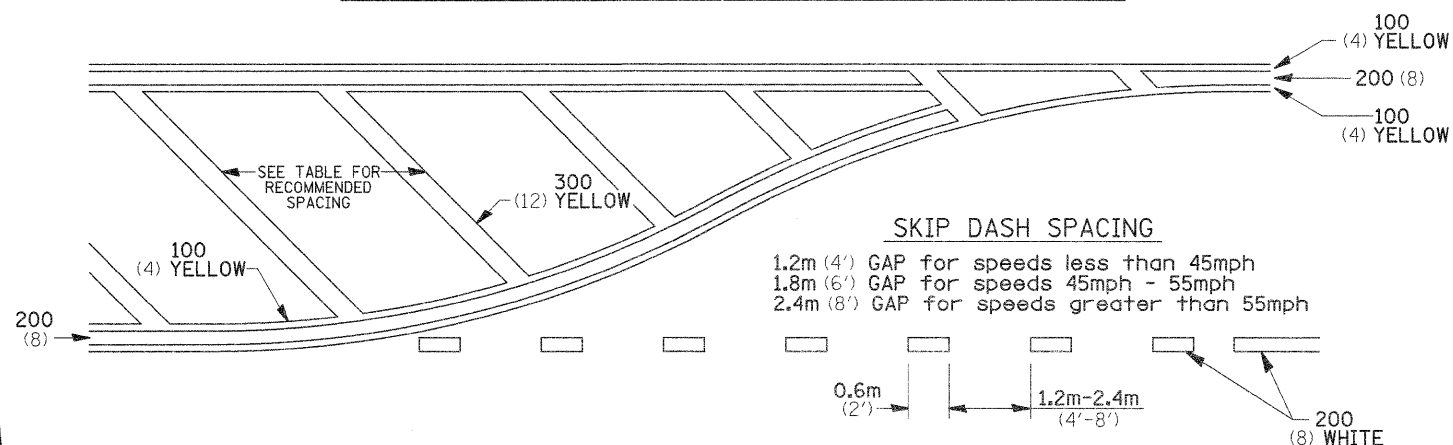
ARROW LAYOUT



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

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

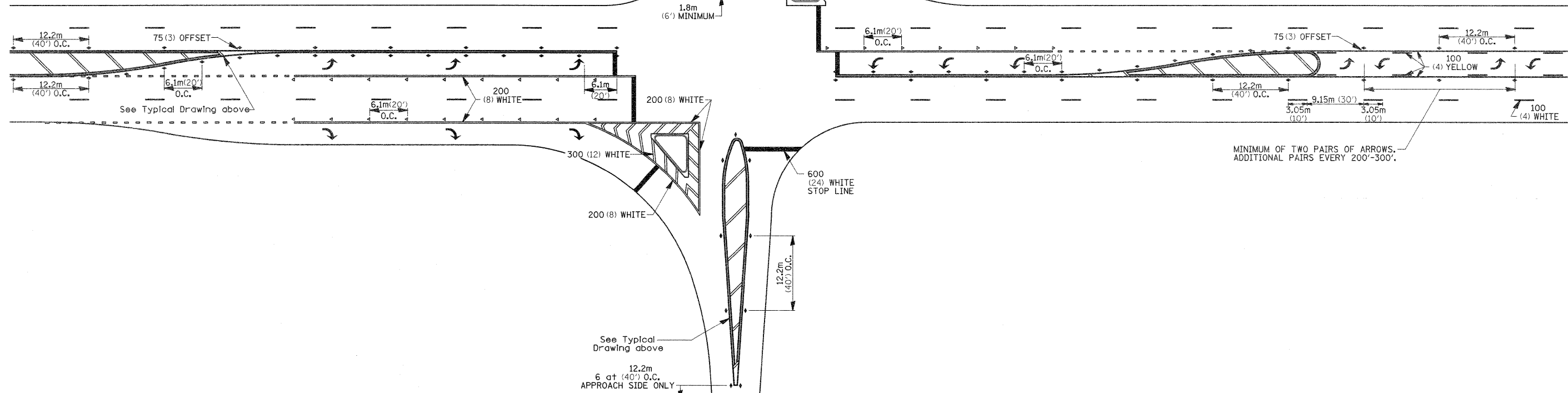
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

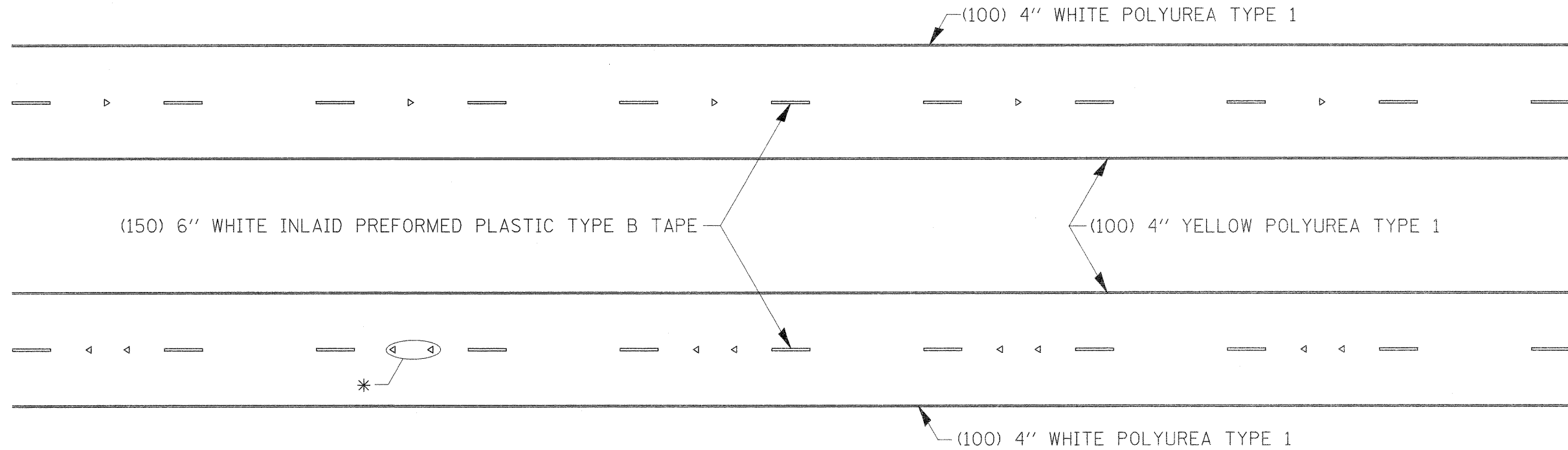
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

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.



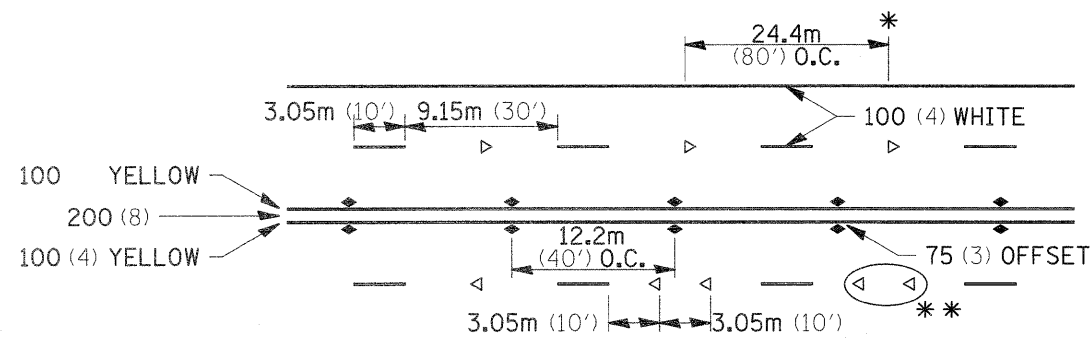
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os\piv_work\piv\dot\goffjl\nd0146637\0200009-shr-cover.dgn	DRAWN -	REVISED -	517					L-M-4	BOONE	54	35	
PLOT SCALE = 50,0000 / IN.	CHECKED -	REVISED -	CONTRACT NO. 64F80									
PLOT DATE = Thu Dec 09 08:51:14 2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									

TYPICAL PAVEMENT MARKINGS



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

MULTI-LANE / DIVIDED



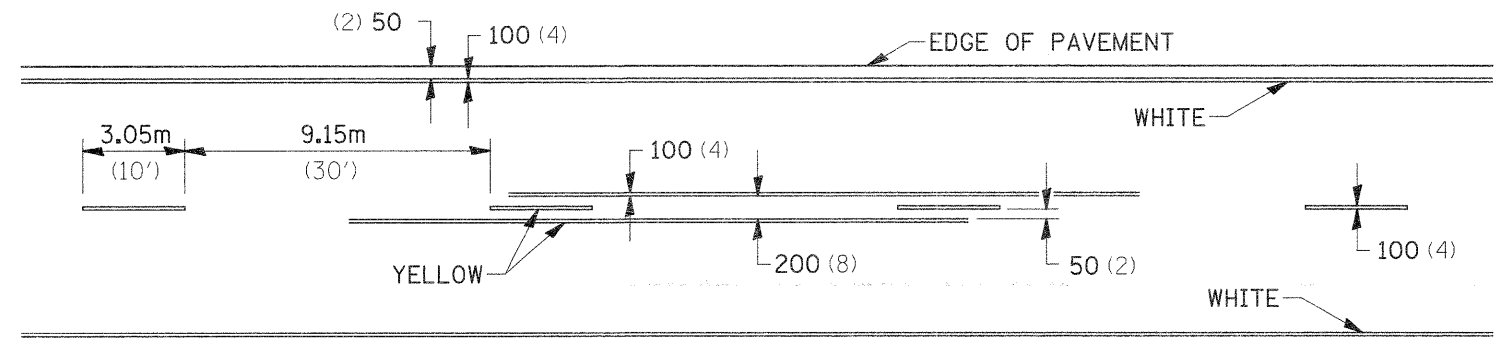
* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

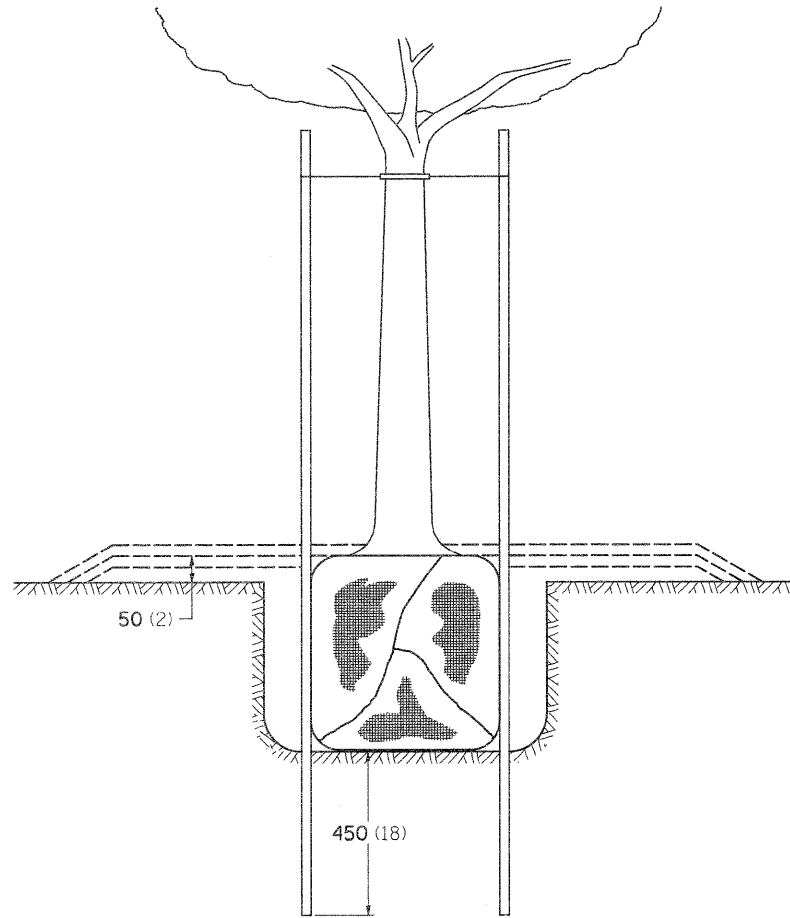
SYMBOLS

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES

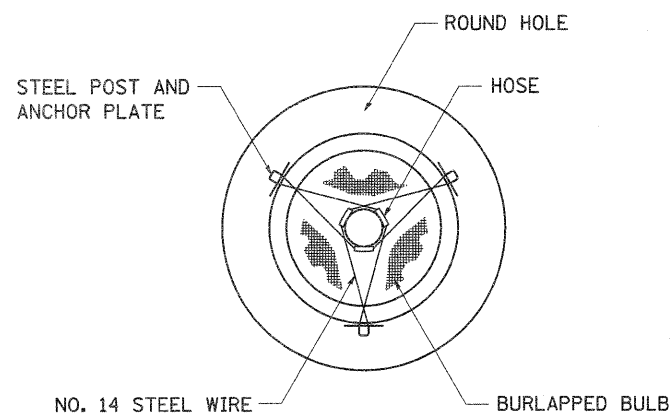


FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
oz:\pr_work\pwork\goffjl\08146637\020809\9-shr-cover.dgn		DRAWN -	REVISED -			517	L-M-4	BOONE	54	36
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64F80				
PLOT DATE = Thu Dec 09 08:51:15 2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DETAILS OF PLANTING AND BRACING TREES

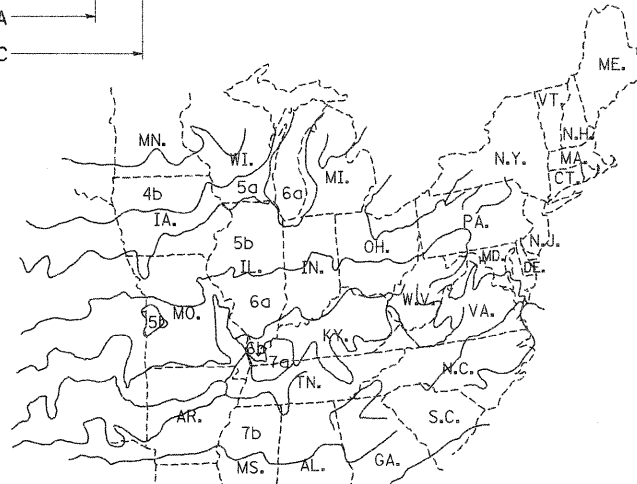
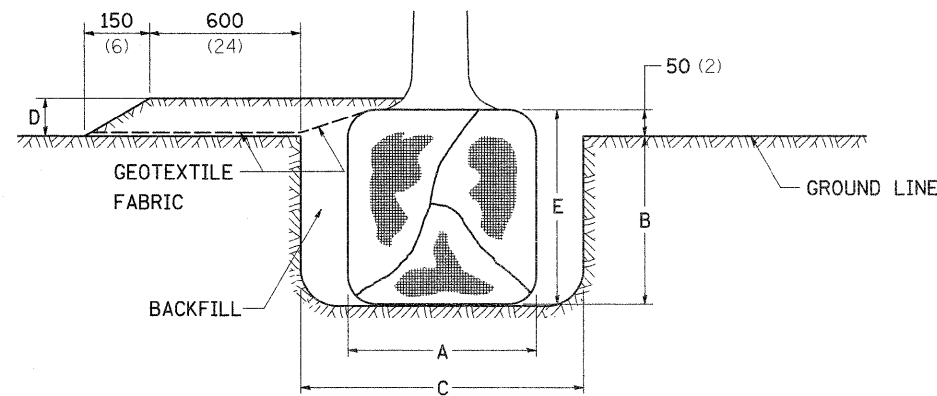


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

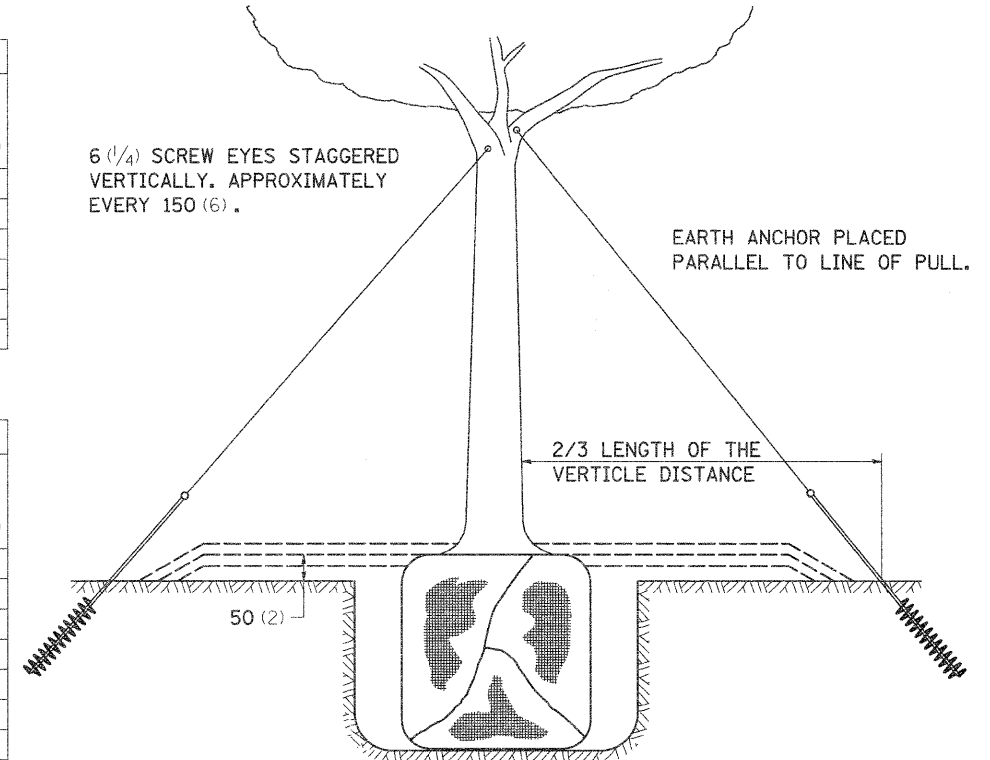


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (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)

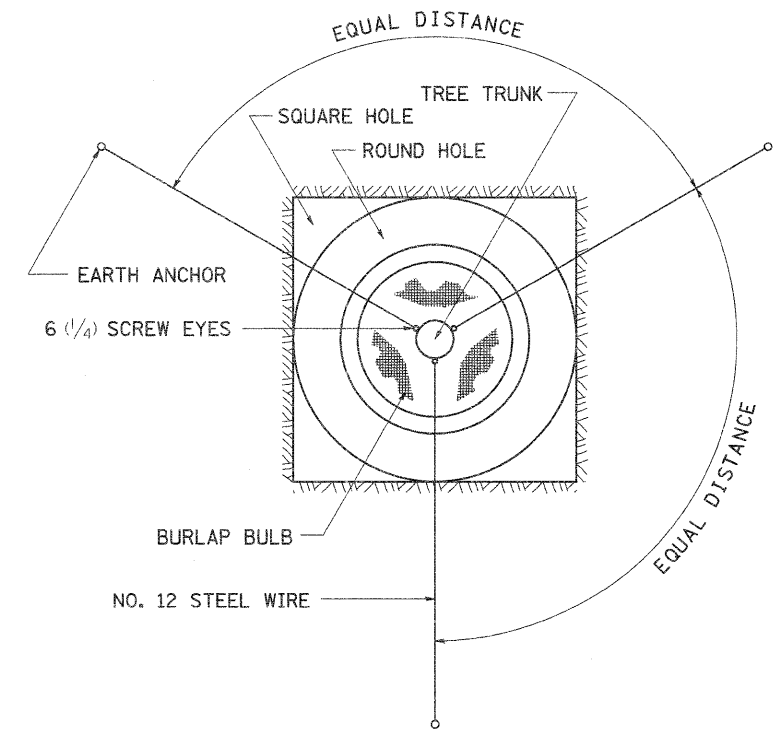
LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	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)



PLANT HARDINESS ZONE MAP
U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 115 (4 1/2) IN DIAMETER

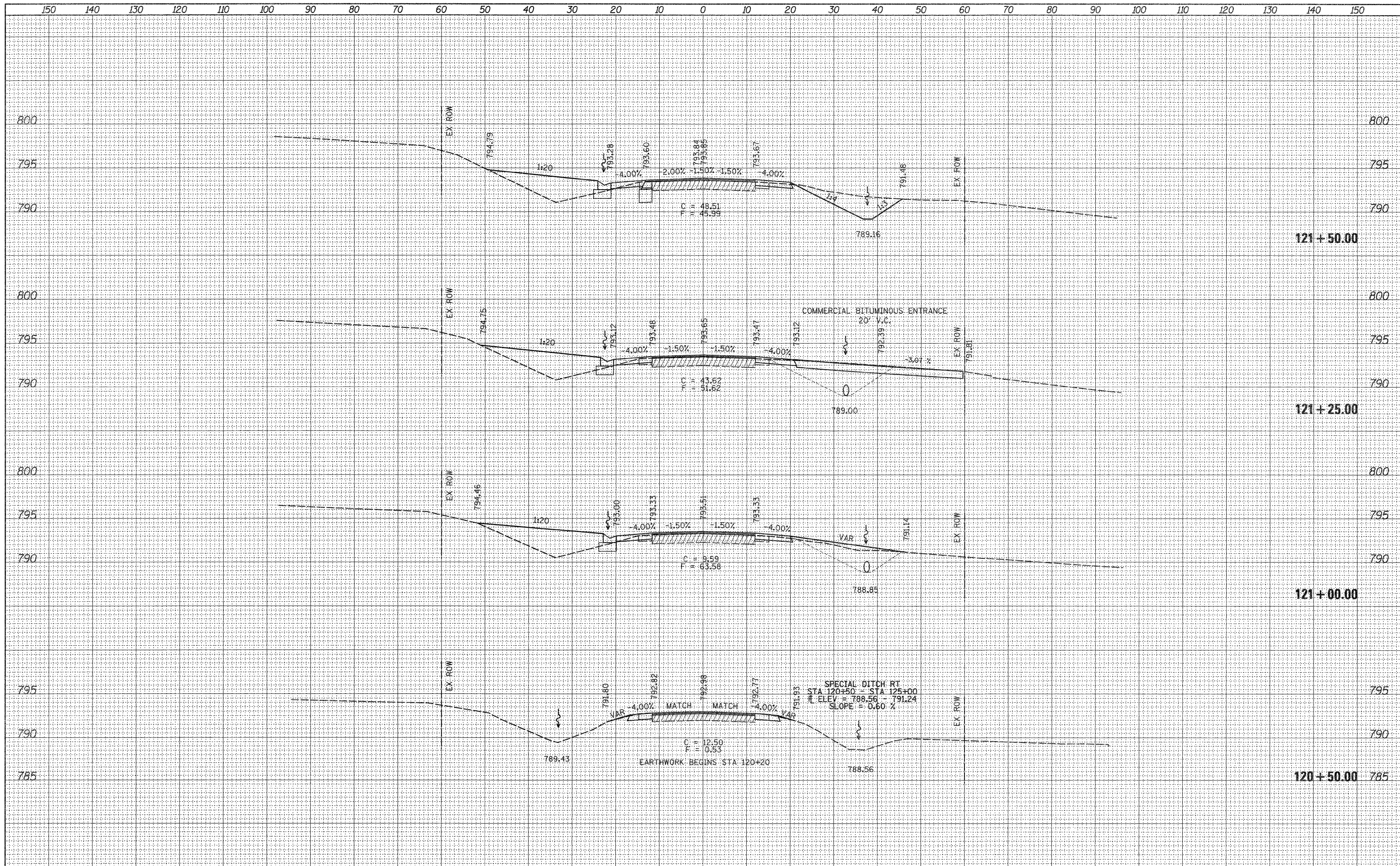


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
UNLESS OTHERWISE NOTED.

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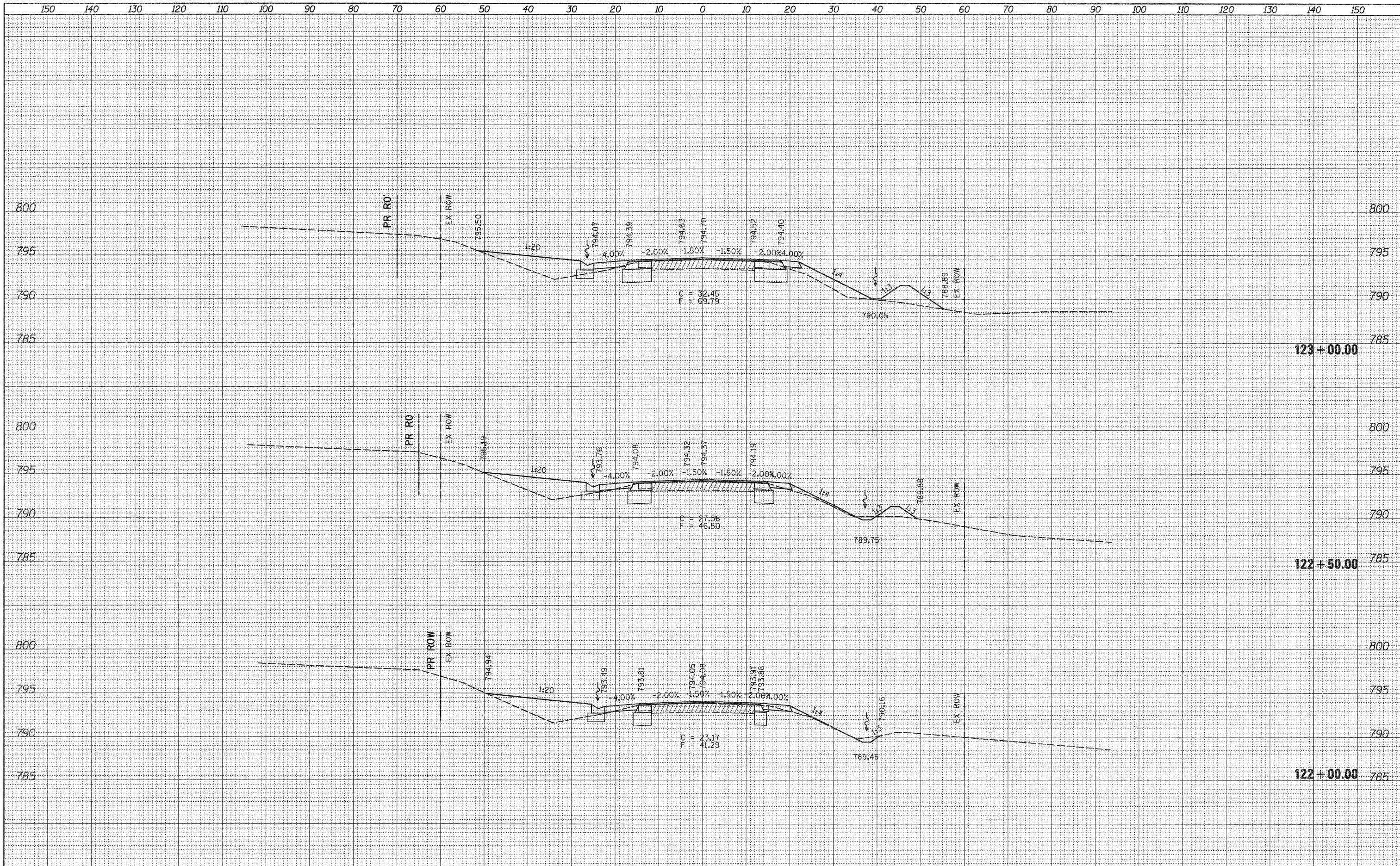
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. 120+50.00 TO STA. 121+50.00										

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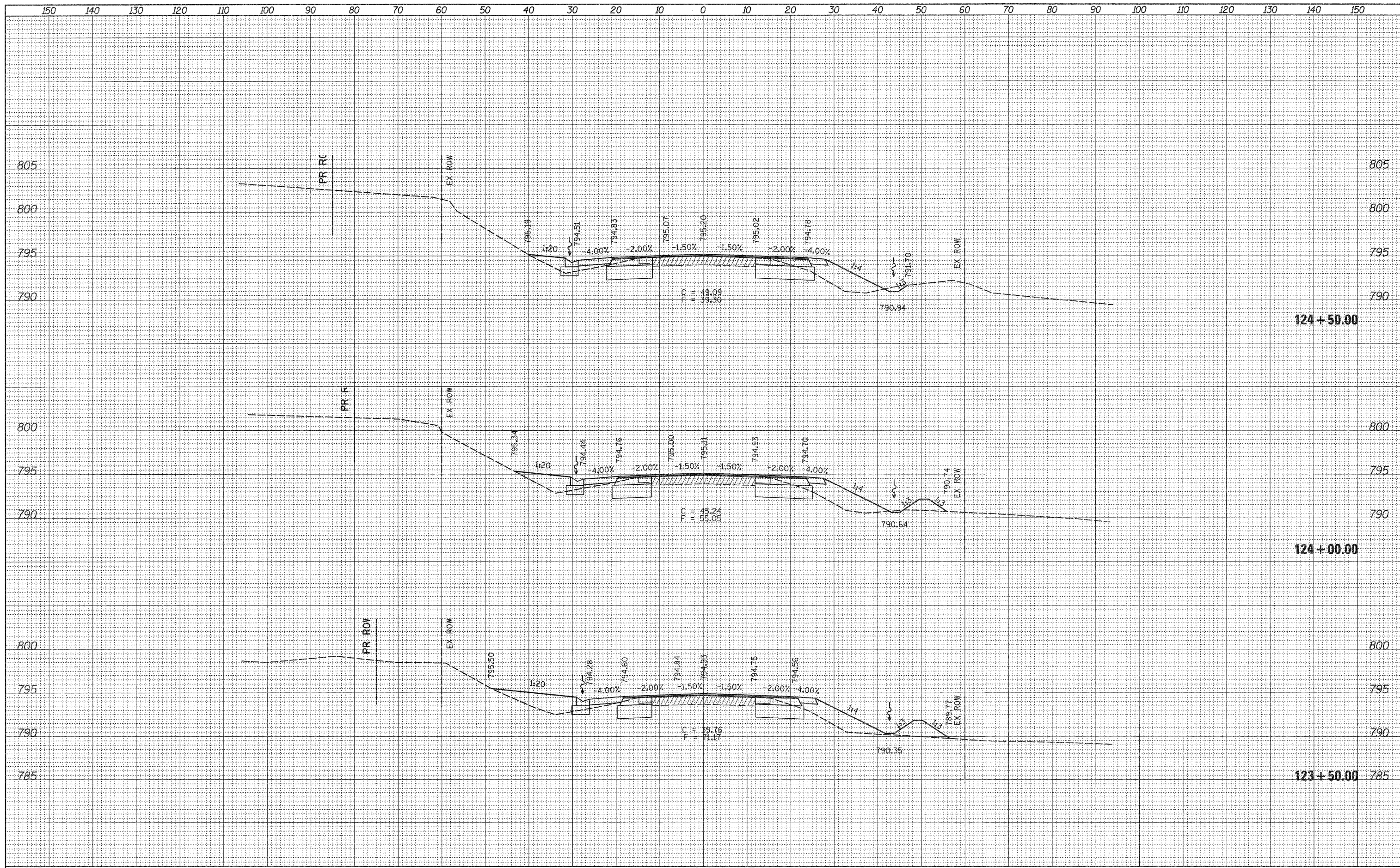
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o:\pw_work\pwidot\goffjl\d0146639\0208809-xso-1.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 122+00.00	TO STA. 123+00.00	54	39
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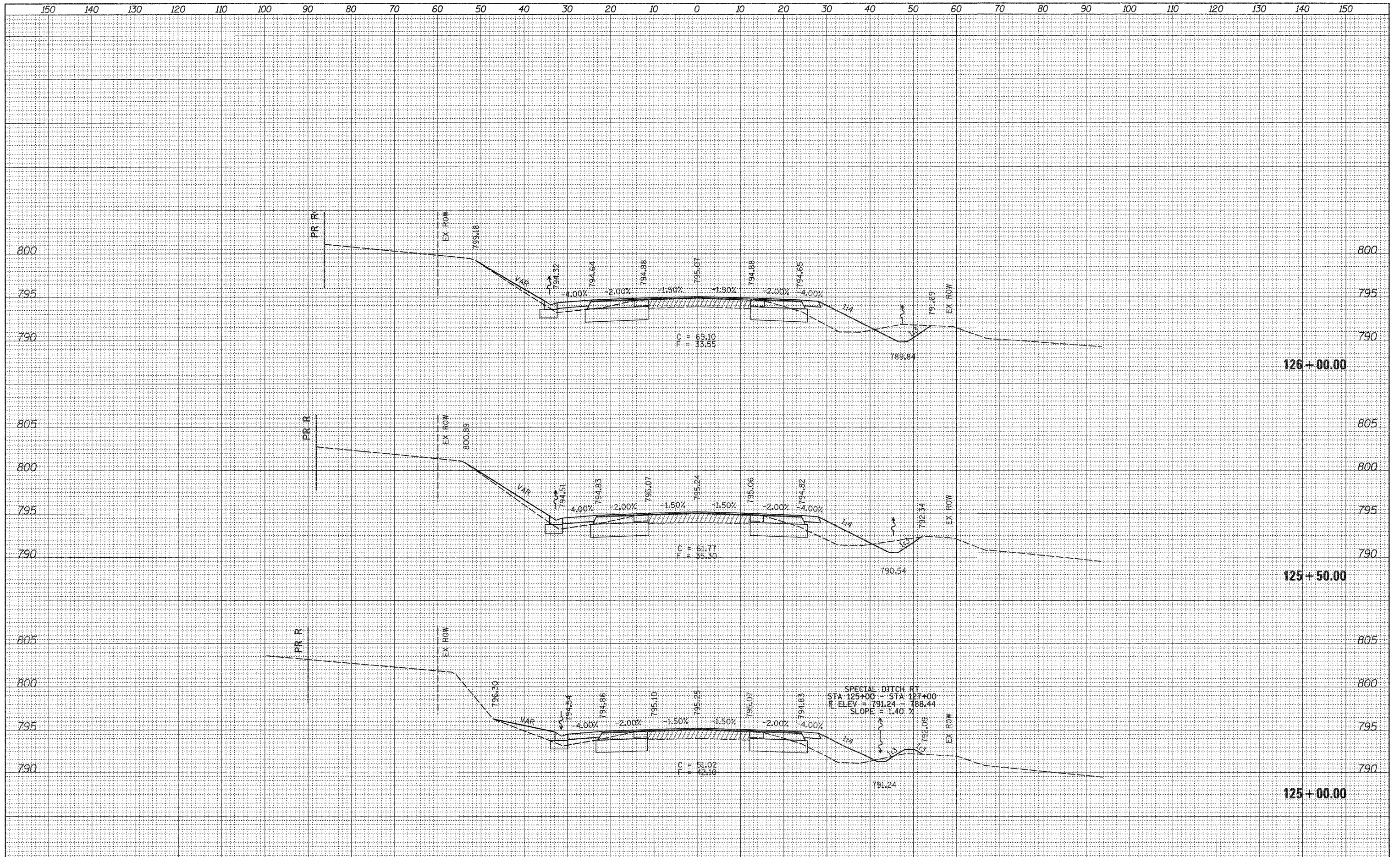
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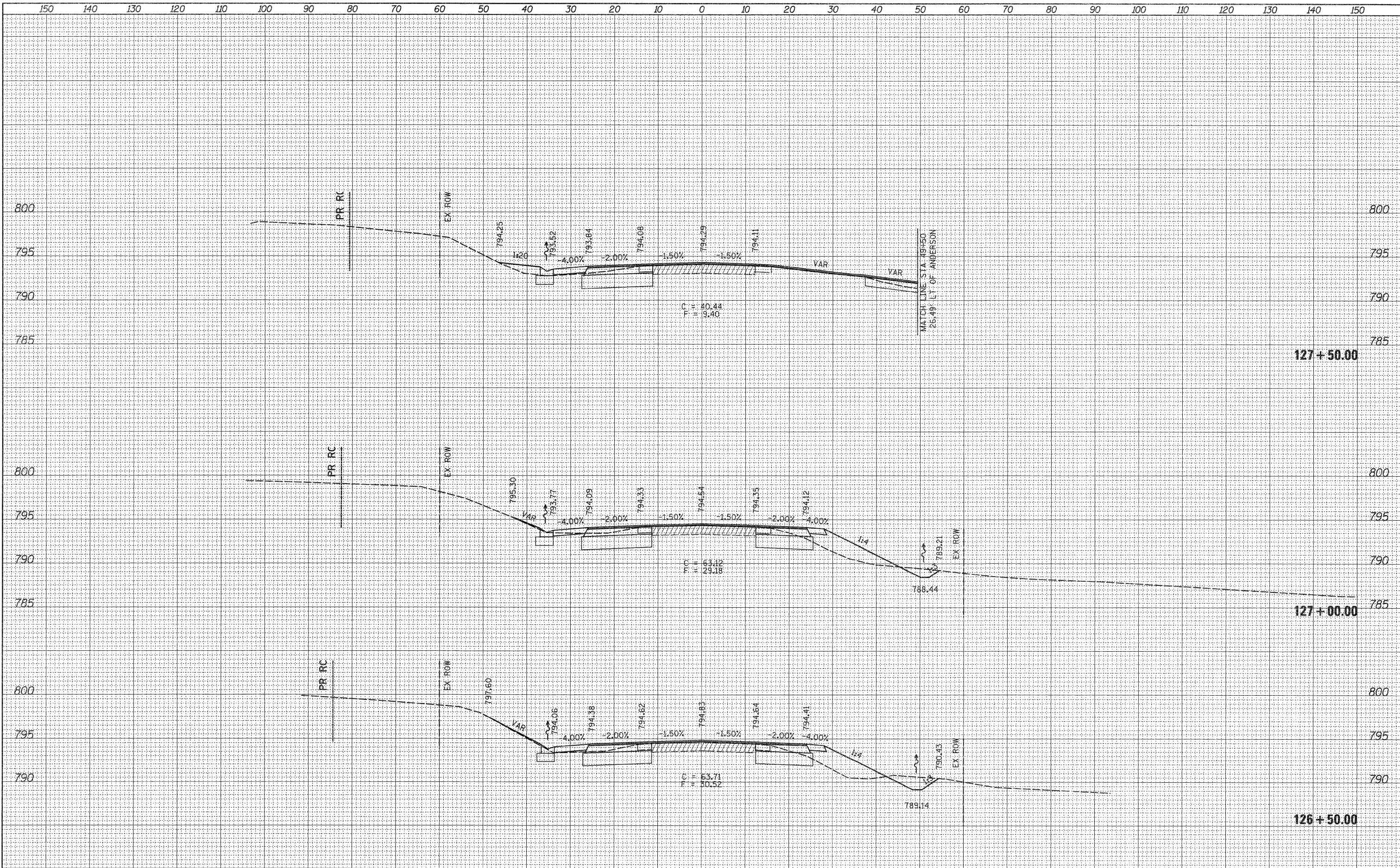
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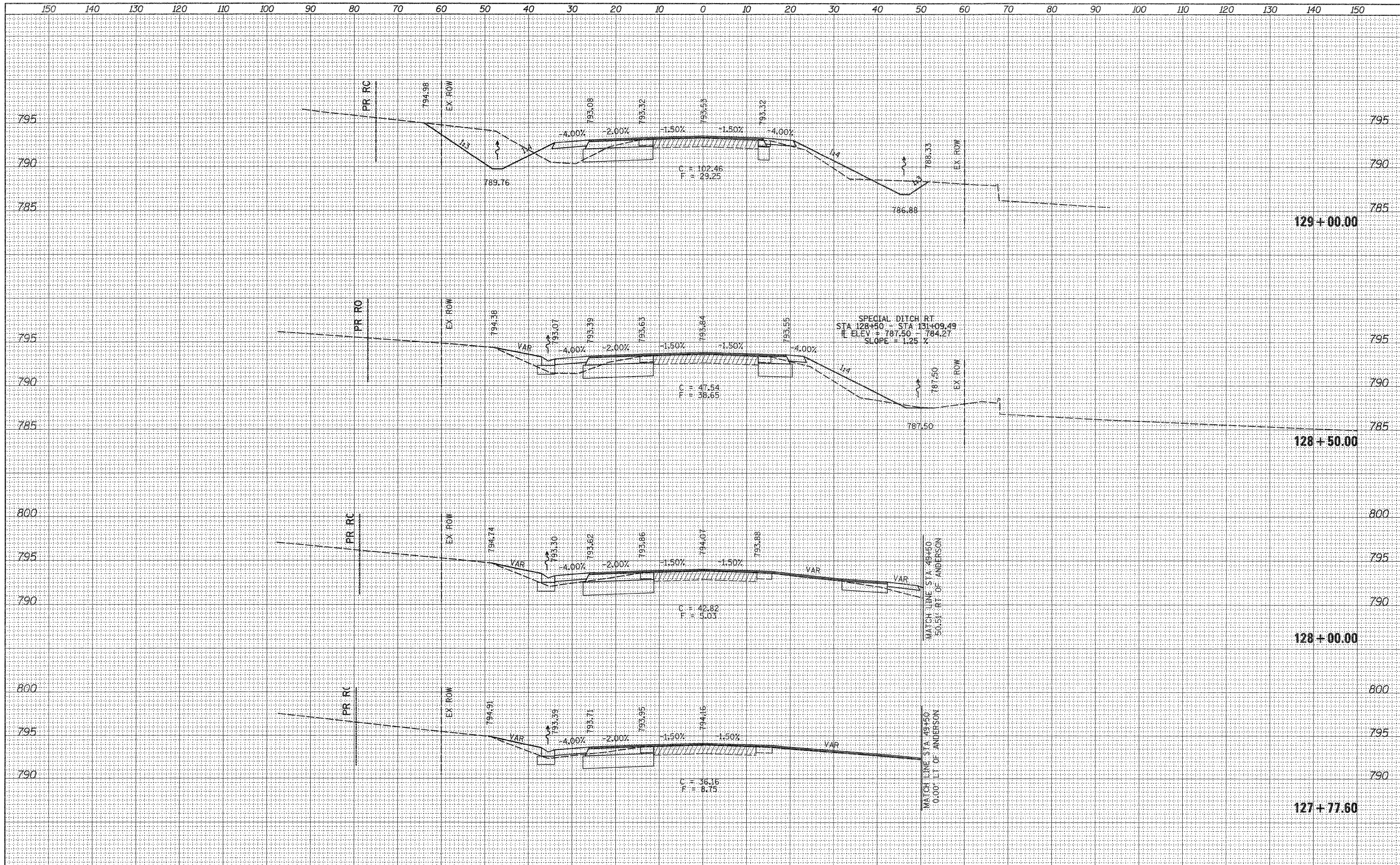
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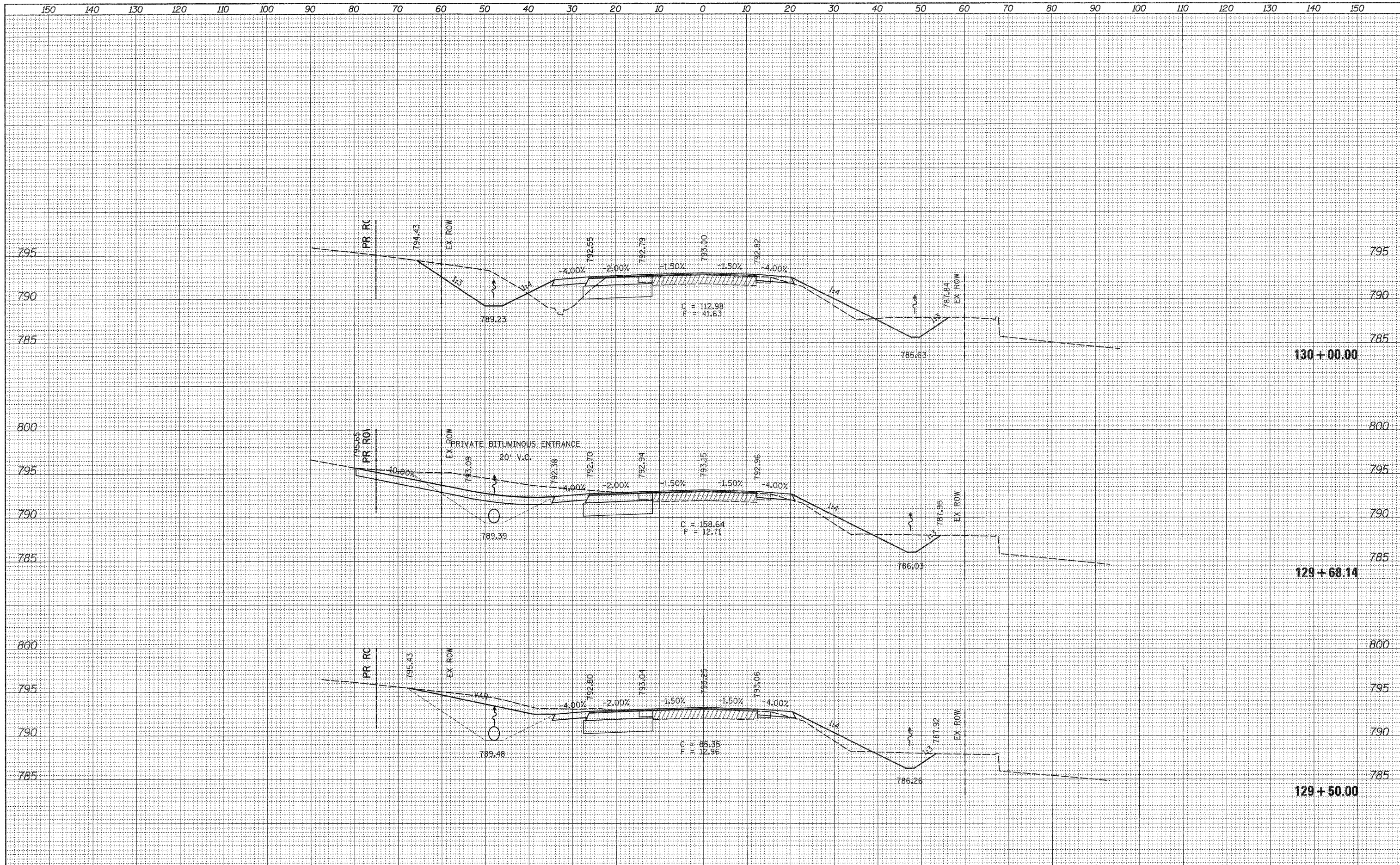
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

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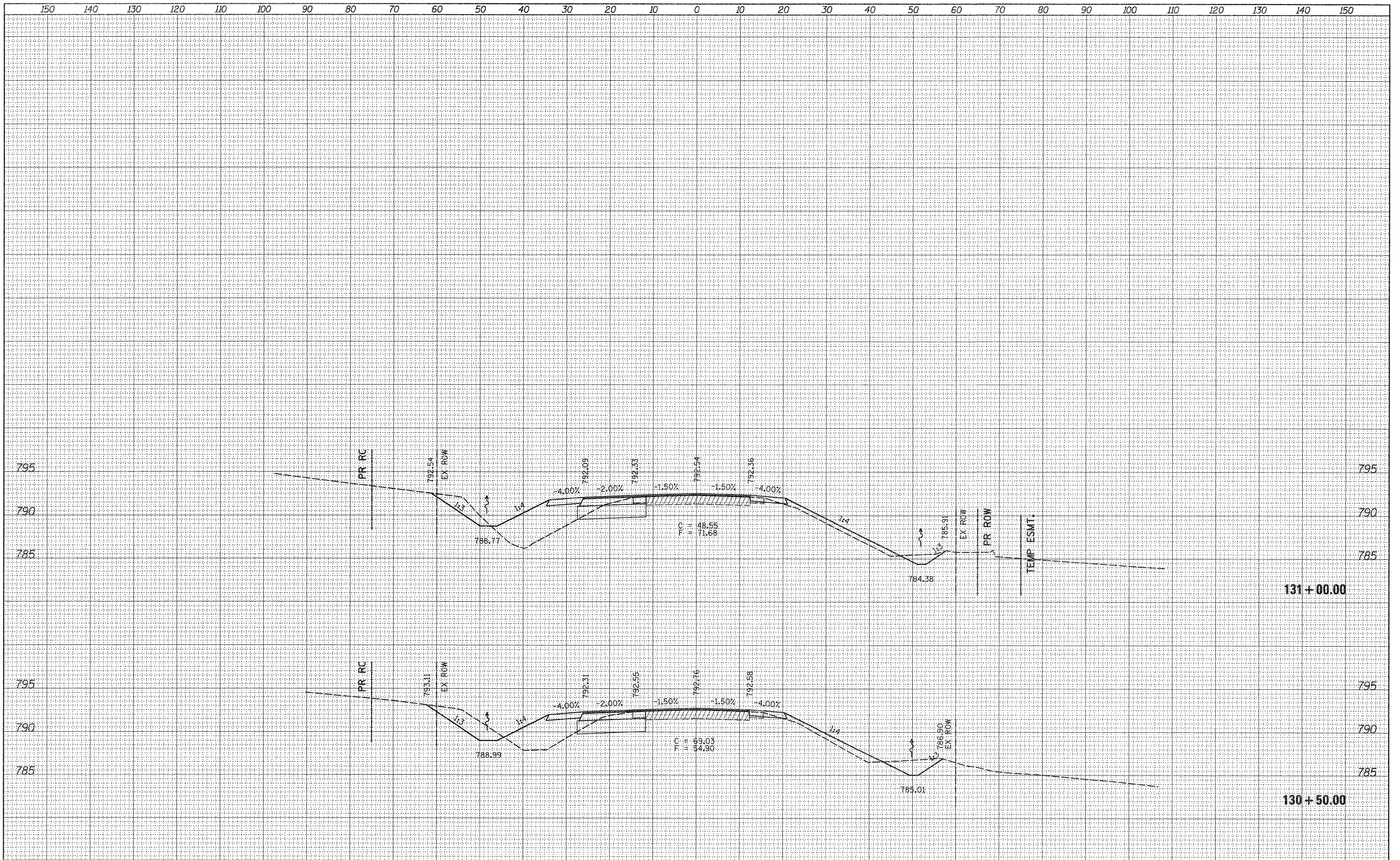
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SCALE:				SHEET NO.	OF	SHEETS	STA. 129+50.00	TO STA. 130+00.00								

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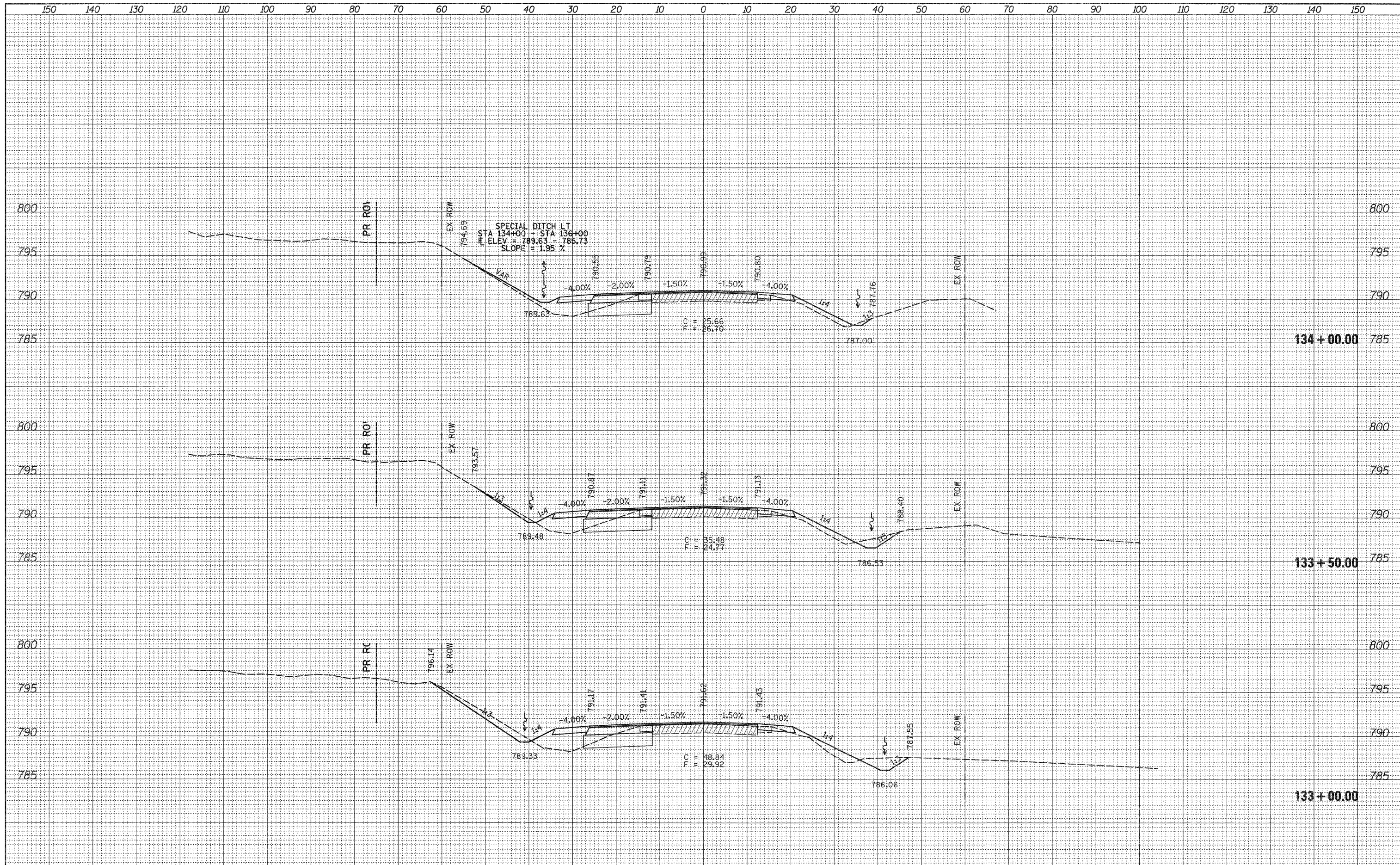
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PLOT DATE = Thu Dec 09 08:52:15 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

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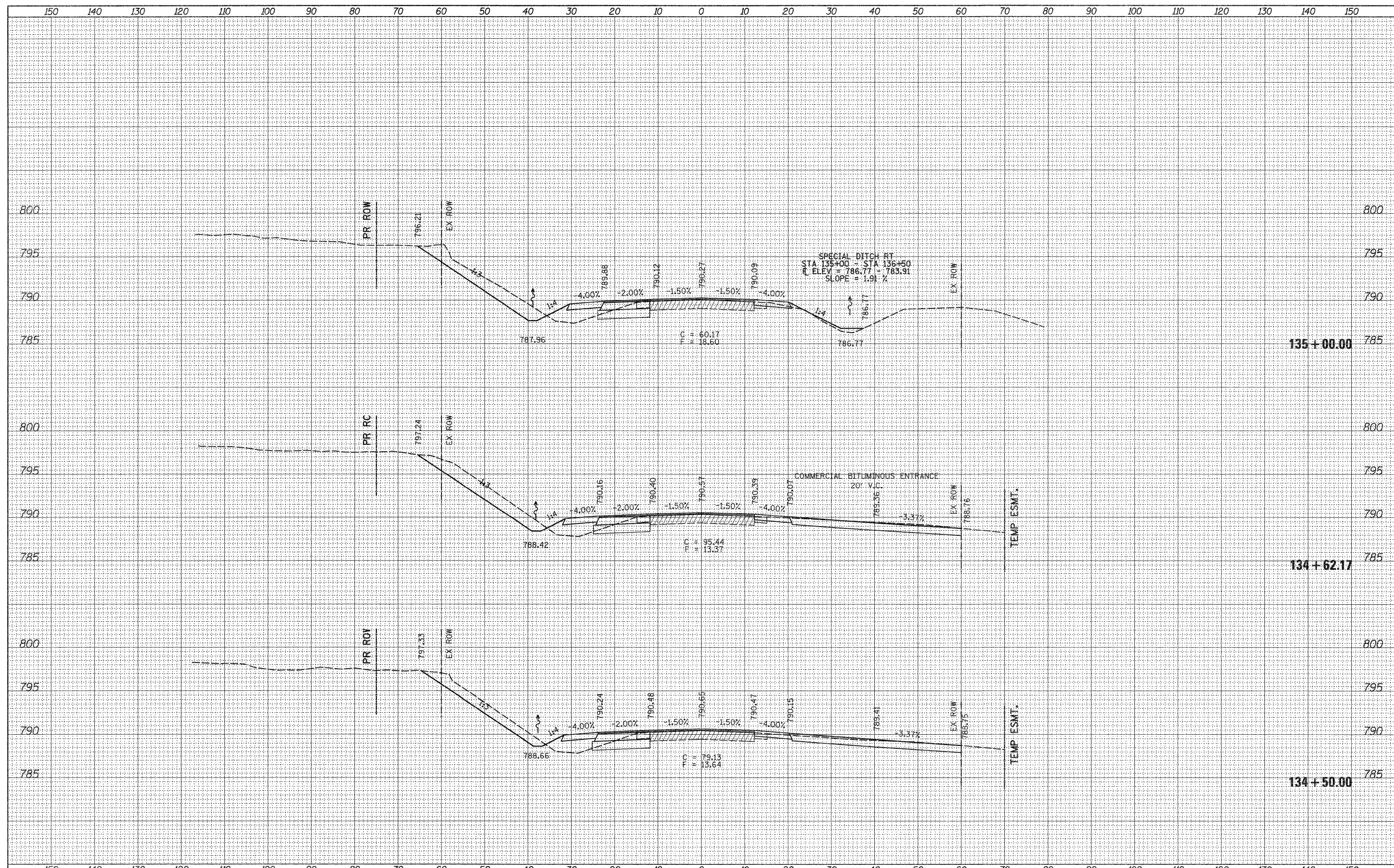
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ct:\pw_work\pwidat\goffjl\d0146639\0208009-xsc.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 133+00.00 TO STA. 134+00.00	517	L-M-4	BOONE	54	48
PLOT SCALE = 18.0000' / IN.		CHECKED -	REVISED -											
PLOT DATE = Thu Dec 09 08:52:16 2010		DATE -	REVISED -											
											CONTRACT NO. 64F80		ILLINOIS FED. AID PROJECT	

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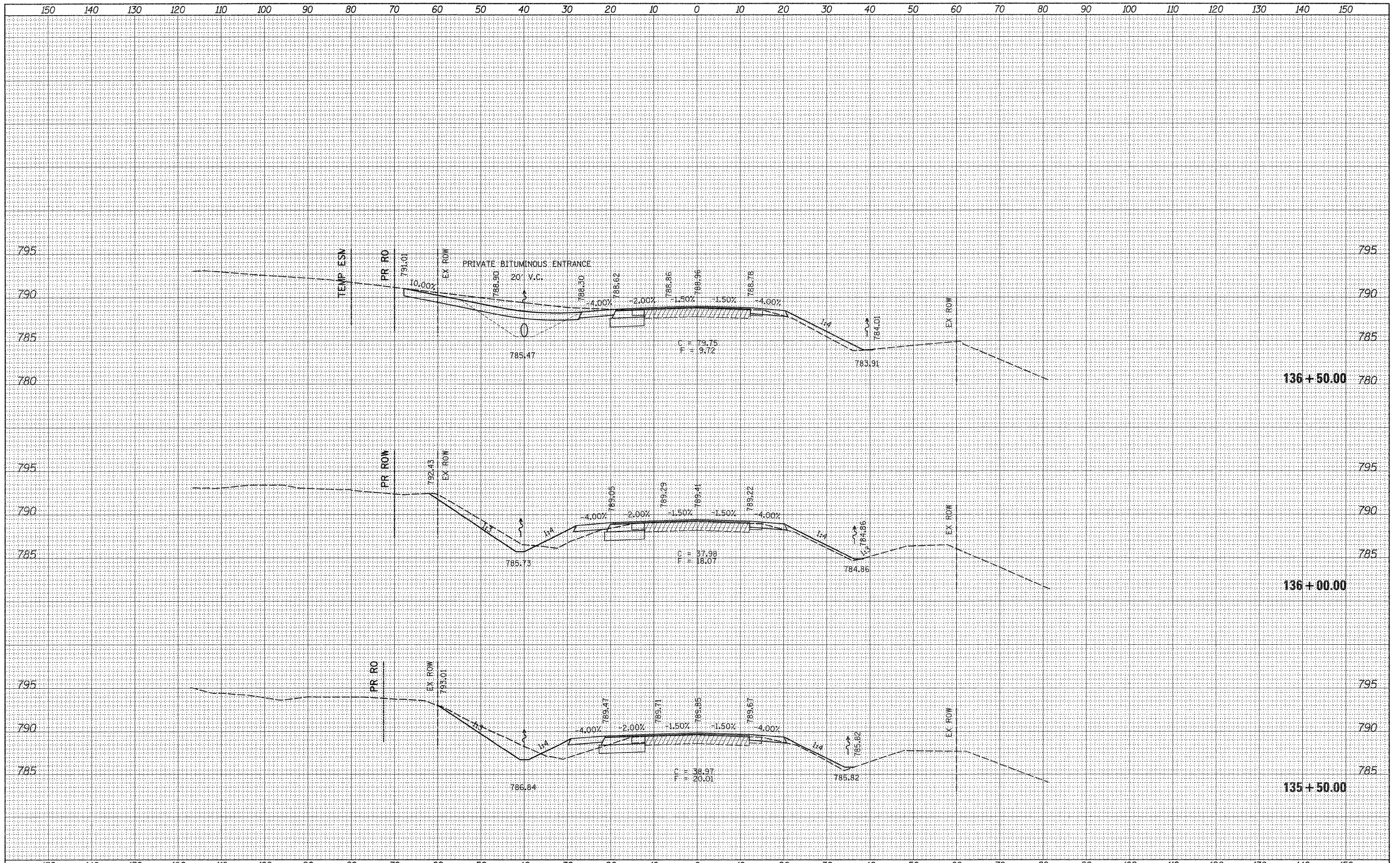
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PLOT DATE = Thu Dec 09 08:52:16 2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. 134+50.00 TO STA. 135+00.00										

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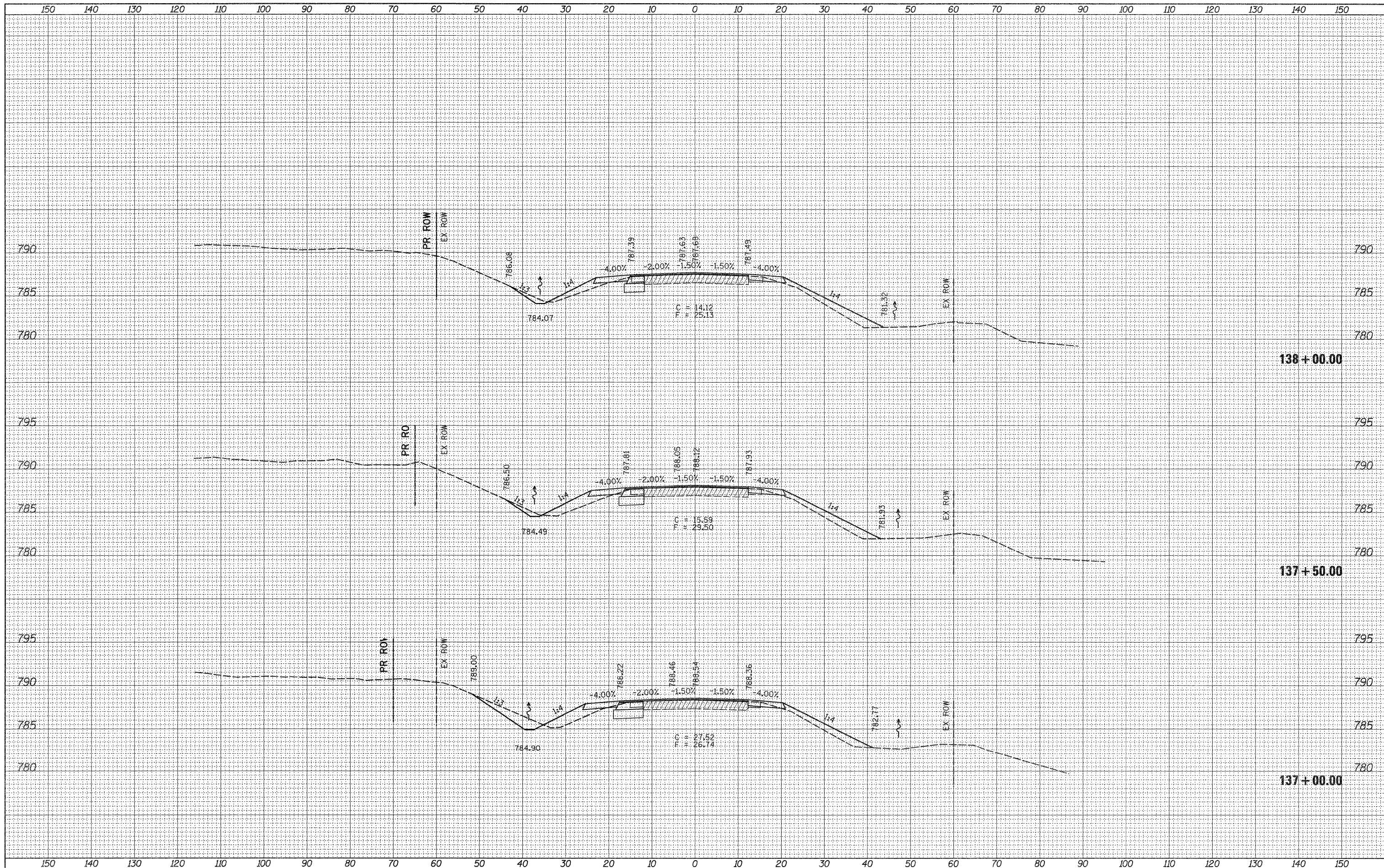
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FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US BUS 20		F.A.P. RTE. 517	SECTION L-M-4	COUNTY BOONE	TOTAL SHEETS 54	SHEET NO. 50
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

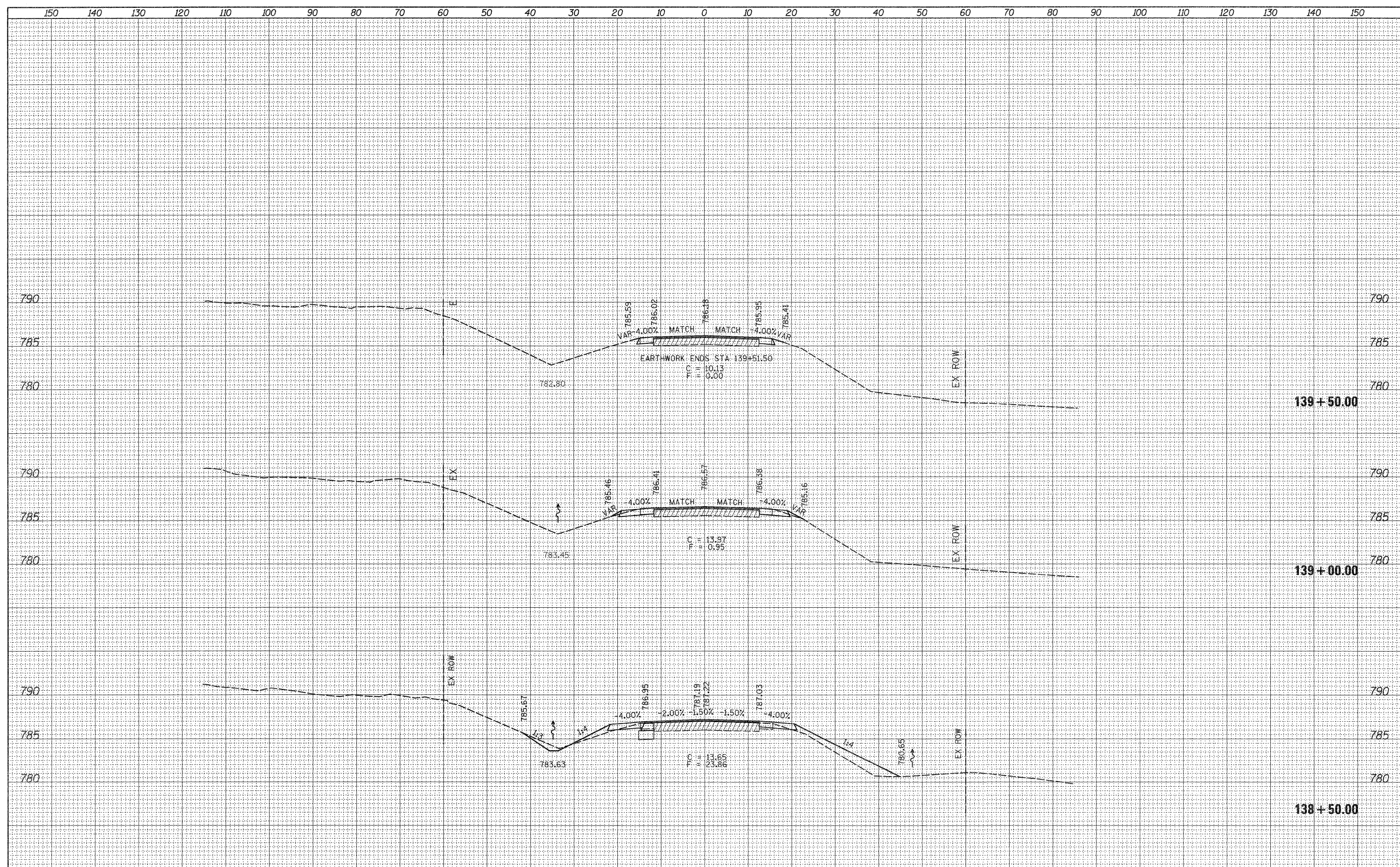
US BUS 20

SCALE: SHEET NO. OF SHEETS STA. 137+00.00 TO STA. 138+00.00

F.A.P. RTE. 517	SECTION L-M-4	COUNTY BOONE	TOTAL SHEETS 54	SHEET NO. 51
				CONTRACT NO. 64F80
ILLINOIS FED. AID PROJECT				

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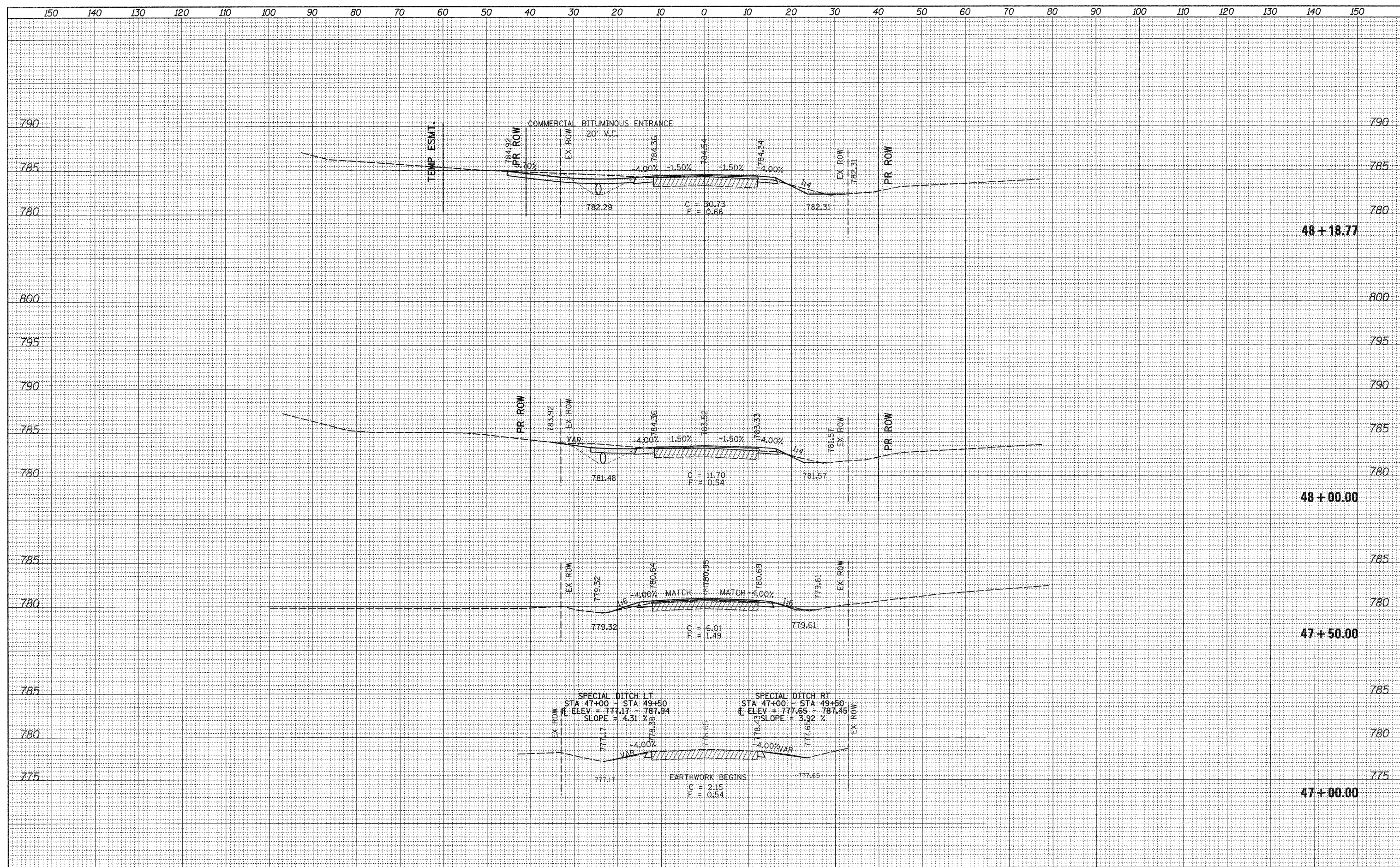
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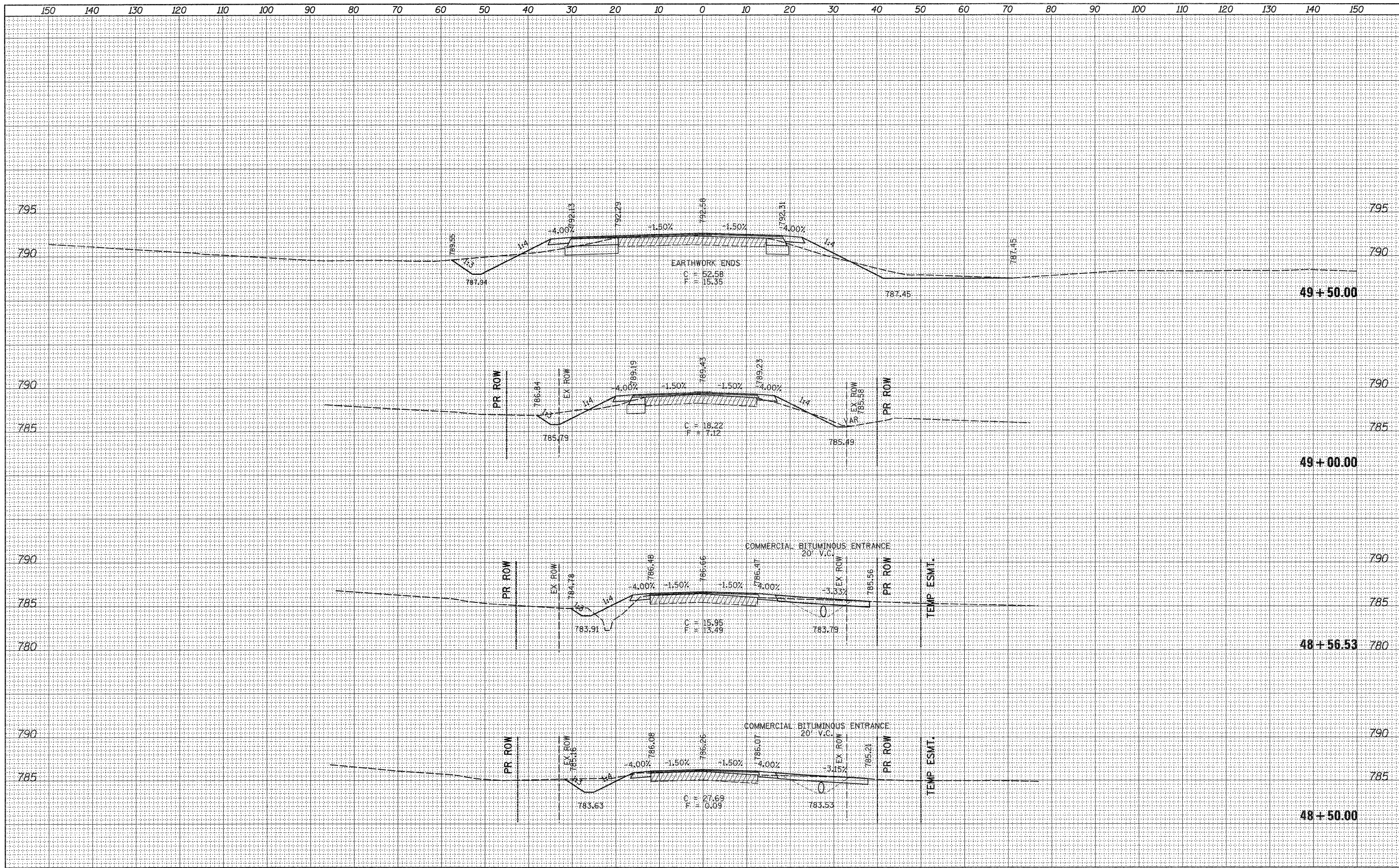
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FILE NAME =	USER NAME = goffjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON DR		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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