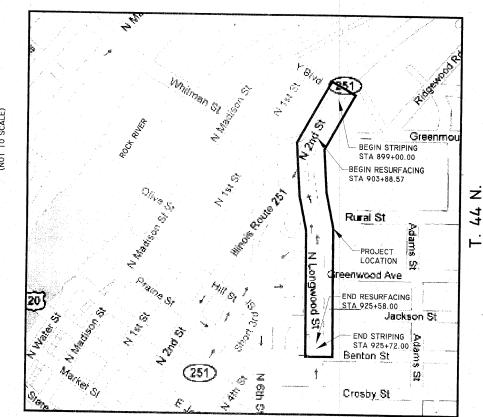
F.A.U. 5126 (LONGWOOD STREET) (BENTON STREET TO Y BOULEVARD) CITY OF ROCKFORD, WINNEBAGO COUNTY SECTION 09-00568-00-RS JOB C-92-024-10 PROJECT ARA-5099(097) CONTRACT 85492

COMMITMENTS - NONE



R. IE. 3RD P.M.

ROCKFORD NORTHWEST TOWNSHIP, SECTION 23 WINNEBAGO COUNTY

TOTAL PROJECT LENGTH = 2672.00 FEET = 0.506 MILES (STRIPING) 2169.43 FEET = 0.411 MILES (PAVING)

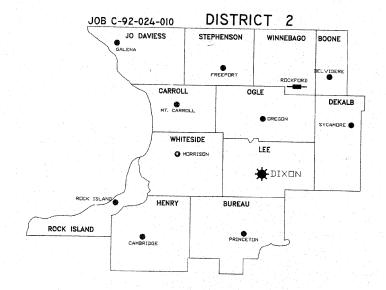
SCALES:

ROADWAY PLAN: 1" = 201 STRIPING PLAN:

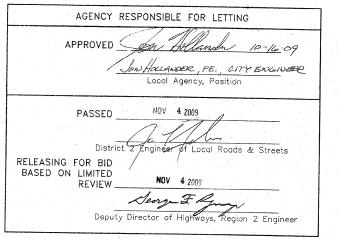
ADT = 7400, 7% TRUCKS MINOR ARTERIAL LAPP POLICY



COUNTY TOTAL SHEETS



DISTRICT HEADQUARTERS PROJECT LOCATION



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Illinois.

Reg No.: 062-049244 (Month, Day, Year)

My registration renewal date is November 30, 2009.

"PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS"

INDEX OF SHEETS

TITLE COVER

GENERAL NOTES

SUMMARY AND SCHEDULE OF QUANTITIES

TYPICAL SECTIONS

STORM WATER POLLUTION PREVENTION PLAN

PLAN AND PROFILES DETOUR PLAN

STRIPING PLANS

IDOT DISTRICT 2 HIGHWAY STANDARDS 2.2 CITY OF ROCKFORD STANDARD DETAILS

RRWRD DETAILS

IDOT HIGHWAY STANDARDS

TEMPORARY EROSION CONTROL SYSTEMS 280001-05 420001-07 PAVEMENT JOINTS

424001-05 CURB RAMPS FOR SIDEWALKS

442101-07

604001-03

606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

606301-04 PC CONCRETE ISLANDS AND MEDIANS

606306-03 CORRUGATED PC CONCRETE MEDIANS

701411-06 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH

701601-06 URBAN LANE CLOSURE, MULTILANE, IW OR 2W WITH NONTRANSVERSABLE MEDIAN

701801-04

701901-01

780001-02

40.1

91.2

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

CITY OF ROCKFORD STANDARDS (SHEET 22)

DTL-DRV

DTL-DRV5

DTL-ADARAMP09

ADA CURB RAMP DETAIL FOR INTERSECTIONS

EROSION CONTROL DETAIL FOR INLETS

SHEET REVIEW DATE

REVISIONS RAWN BY

10/16/09

Engineering Associates, Inc.

LONGWOOD STREET (SECTION 09-00568-00-RS) WHITMAN STREET INTERCHANGE

COVER

CHECKED BY

SHEET NO.

701701-06 URBAN LANE CLOSURE, MULTILANE INTERSECTION LANE CLOSURE MULTILANE IW OR 2W CROSSWALK OR SIDEWALK CLOSURE TRAFFIC CONTROL DEVICES 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS TELESCOPING STEEL SIGN SUPPORT 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS) TYPICAL PAVEMENT MARKINGS PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED 17.4A CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED.

IDOT DISTRICT 2 HIGHWAY STANDARDS (SHEETS 14-21)

TRAFFIC CONTROL FOR ROAD CLOSURE 41.1 TYPICAL PAVEMENT MARKINGS

441 PAINTING DETAILS

ROUGH GROOVED SURFACE SIGN

SUBGRADE REPLACEMENT

COMBINATION CONCRETE CURB & GUTTER, TYPE M6.18 MODIFIED

DRIVEWAY DETAIL DRIVEWAY DETAIL (5.0' FLARES) SWWP PLAN-



GENERAL NOTES

GENERAL

IN THE FOLLOWING, THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE REFERRED TO AS

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PREPARED BY IDOT, ADOPTED JANUARY 1, 2007, AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" PREPARED BY IDOT, THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS PREPARED BY IDIA ADOPTED JANUARY 1, 2010. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION.

GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970. (OSHA), AS IT RELATES TO HIS OPERATIONS, REVISED AS OF JULY 1, 1987

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDIN AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.

WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.

THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT REDUCED SIZE PLANS. DO NOT SCALE REDUCED SIZE PLANS FOR CONSTRUCTION DIMENSIONS.

THE IDOT STANDARD DRAWINGS LISTED ON THE COVER SHEET ARE INTENDED TO BE THE LATEST REVISIONS AND SHALL TAKE PRECEDENCE OVER EARLIER DRAWINGS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR SPECIAL PROVISIONS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES FOR THE ITEMS BEING CONSTRUCTED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR IS RESPONSIBLE TO PROTECT ALL CATCH BASINS, INLETS, AND MANHOLES FROM ADJACENT WORK, AND SHALL RESTORE ALL DAMAGED STRUCTURES TO ACCEPTABLE

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH OTHER CONSTRUCTION, UTILITY, AND/OR MAINTENANCE OPERATIONS WITHIN OR ADJACENT TO THE PROJECT.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED. THE ENGINEER SHALL BE WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTROL SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITHESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DISTURBED OR DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER. PROPERTY MARKERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UNITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING KNOWN PROPERTY LINES, OR SURVEY MARKERS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL PLAN QUANTITIES.

THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING STREET NAME SIGNS WHICH ARE TO BE RELOCATED IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS. THE PLACEMENT OF ADDITIONAL SIGNING SHALL BE THE RESPONSIBILITY OF THE CITY OF ROCKFORD, OR THEIR APPROVED REPRESENTATIVES.

ANY PRIVATE OR COMMERCIAL SIGNS WHICH NEED TO BE REMOVED FOR CONSTRUCTION PURPOSES SHALL BE HANDLED AS FOLLOWS:

WITHIN THE EXISTING RIGHT-OF-WAY: SIGNS SHALL BE REMOVED OR REMOVED AND REPLACED AS DIRECTED BY THE PLANS. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED FOR THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED

OUTSIDE THE EXISTING RIGHT—OF—WAY; THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RICHT—OF—WAY. ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.

ALL ITEMS SHALL INCLUDE <u>ALL</u> THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE; MATERIALS AND LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE OF THE ITEM BEING CONSTRUCTED.

ALL MATERIALS SHALL MEET OR EXCEED IDOT STANDARDS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF ROCKFORD, PROPERTY OWNERS, THE ENGINEER AND ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION OR CHANGE IN CLOSURES OR DETOURS.

ALL RADII AND DIMENSIONS ARE REFERENCED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE

NO WORK SHALL BE PERFORMED BEYOND THE PROJECT LIMITS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER AND THE ENGINEER.

CONSTRUCTION STAKING AND INSPECTION SHALL BE THE RESPONSIBILITY OF THE OWNER. CONSTRUCTION STAKES SHALL BE REQUESTED A MINIMUM OF 48 HOURS IN ADVANCE. ANY RESTAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC CONTROL

THE CONTRACTOR SHALL INSTITUTE TRAFFIC CONTROL MEASURES AT ALL TIMES, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

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 OWNER FOR SHORT-TERM CLOSURES. A COPY OF SAID ARRANGEMENT MUST BE GIVEN TO THE ENGINEER.

THE CONTRACTOR IS ADVISED THAT IN THE EVENT OF SNOW, HE WILL BE HELD RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ANY TRAFFIC CONTROL AND PROTECTION/MAINTENANCE OF TRAFFIC DEVICES REQUIRED FOR HIS OPERATIONS THAT WOULD INTERFERE WITH SNOW REMOVAL

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR THE TRAFFIC AS DIRECTED BY THE ENGINEER. ANY DROP—OFF GREATER THAN 2 INCHES ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED. THIS PROTECTION SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACT PAYMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE IME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH A PRIMARY AND ALTERNATE CONTACT PERSON WITH 24—HOUR, 7-DAY ACCESS WHO CAN REMEDY DEFICIENT OR EMERGENCY TRAFFIC CONTROL MEASURES. THE CONTRACTOR SHALL INSPECT THE TRAFFIC CONTROL DEVICES NOT LESS THAN TWICE DALLY TO ENSURE THAT ALL BARRELS, BARRICADES, AND WARNING DEVICES ARE IN THEIR PROPER PLACE AND OPERATIONAL.

DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED LANE SURFACE.

REMOVAL / EXCAVATION / EARTHWORK

EXISTING STRUCTURES (INCLUDING FOUNDATIONS, WALLS, CISTERNS, OR OTHER UNDERGROUND STRUCTURES) WITHIN THE RIGHT OF WAY SHALL BE REMOVED IN ACCORDANCE WITH SECTION 501 OF THE STANDARD SPECIFICATIONS, WITHOUT ADDITIONAL COMPENSATION, UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS.

ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO SECTION 440 OF THE IDOT STANDARD SPECIFICATIONS. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWCUT TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE UNIT PRICE OF THE ITEM BEING REMOVED. ADDITIONAL SAWCUTTING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

EXCESS EXCAVATED MATERIAL, PAVEMENT REMOVAL, AND ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE.

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.

CLEARING SHALL BE DONE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE MEASURED FOR PAYMENT.

ROADWAY ITEMS

PROTECTIVE COAT SHALL BE APPLIED TO ALL CONCRETE SURFACES AND APPURTENANCES PER ARTICLE 420.18 OF THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE COST OF THE PROTECTIVE COAT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE TO WHICH IT IS APPLIED.

PREFORMED FIBER EXPANSION JOINTS WHERE REQUIRED SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR WHICH IT IS APPLIED (CURB & GUTTER, DRIVEWAYS, ETC.)

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.

WHERE CURB AND GUTTER IS ADJACENT TO PCC PAVEMENT, THE CONTRACTOR SHALL PLACE A CONTRACTION JOINT IN PROLONGATION WITH THE JOINTS IN THE EXISTING PAVEMENT. THE JOINT SHALL BE A SAWED CONTRACTION JOINT WITH THE BAR ASSEMBLY AS SHOWN ON THE LATEST REVISION OF HIGHWAY STANDARD 420001. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR CURB AND GUTTER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE CONSTRUCTION JOINTS FOR THE NEW CURB AND GUTTER AFTER INSPECTION OF THE EXISTING CONCRETE PAVEMENT.

UTILITIES

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE REMOVED AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO ARTICLE 202.03 OF THE IDOT STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT BID PRICE FOR THOSE ITEMS WHERE UNDERGROUND UTILITIES MAY BE ENCOUNTERED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH, NUMBER AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THIS WORK SHALL BE AT THE CONTRACTORS EXPENSE.

THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 811 OR 1-800-892-0123 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT UTILITY LOCATIONS AND FOR ALL NON-EMERGENCY WORK, UTILITIES WHICH ARE NOT MEMBERS OF J.U.L.I.E. SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.

ALL EXISTING CONDUITS WHICH WILL BE ABANDONED AND LEFT IN PLACE SHALL BE PLUGGED AT ALL OPEN ENDS WITH CONCRETE OR OTHER APPROVED MEANS. THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT BID PRICE FOR THE ITEM BEING REMOVED OR ABANDONED.

F DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, HE SHALL FURNISH A NEW FRAME AND LID, NEENAH R-1975 OR EQUAL, AT NO ADDITIONAL COST. ALL NEW MANHOLES AND INLETS AND THOSE TO BE RECONSTRUCTED SHALL BE CONSTRUCTED MITH NEW FRAMES AND GRATES.

IF DURING INLET ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME, CURB BOX OR GRATE, HE SHALL FURNISH A NEW FRAME, GRATE AND CURB BOX, NEENAH R-3246 OR EQUAL, AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL ADVISE THE DISTRICT WHEN MANHOLE ADJUSTMENTS ARE TO BE MADE, SO THE DISTRICT MAY WITNESS THEM. THE METHOD AND AMOUNT OF ADJUSTMENT SHOULD BE NOTED ON THE PLANS. DISTRICT SPECIFICATIONS REQUIRE:

- A. A MINIMUM OF 4" OF ADJUSTING RINGS (4" ADJUSTMENT RING NOT REQUIRED IN

- A MAXIMUM OF 12" ADJUSTING RINGS (*A MODISMENT RING NOT R TURF AREA OR CURB AND GUTTER ROADWAYS) A MAXIMUM OF 12" ADJUSTING RINGS. NO MORE THAN ONE (1) 2" ADJUSTING RING PER MANHOLE. A MAXIMUM OF 30" FROM THE TOP OF CASTING TO THE FIRST STEP.

SANITARY MANHOLE ADJUSTMENT BY GROUTING IS NOT PERMITTED.

F THE SANITARY MANHOLE CASTING IS NOT A STANDARD NEENAH R—1670 OR EAST JORDAN Z—117 THE DISTRICT SUPPORTING SERVICES DEPARTMENT SHOULD BE CONTACTED PRIOR TO ADJUSTING THE MANHOLE FOR THE REPLACEMENT CASTING.

STATIONS AND OFFSETS FOR DRAINAGE STRUCTURES ARE TO THE CENTER OF THE

NEW MANHOLE, VALVE VAULT, AND INLET LIDS ON THIS PROJECT SHALL HAVE THE WORDS "STORM", "SANITARY", OR "WATER" ON THE LID. IT WILL BE THE CONTRACTOR' SESPONSIBILITY TO DETERMINE THE APPROPRIATE TYPE OF LID. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

UTILITY CONTACTS:

GAS:

NICOR CONSTANCE LANE UTILITY CONSULTANT 1844 FERRY ROAD NAPERVILLE, ILLINOIS 60563-9600 (630) 388-3830

ELECTRIC:

ComEd MIKE LENOX 123 ENERGY AVENUE ROCKFORD, ILLINOIS 61109 (815) 490-2869

TELEPHONE:

ATT COMPANY STEVE JONES 2404 8th AVENUE ROCKFORD, ILLINOIS 61108 (815) 394-7276

CABLE TELEVISION:

COMCAST MICHAEL OWENS 4450 KISHWAUKEE STREET ROCKFORD, ILLINOIS 61109 (815) 395-8977

ROADWAY:

CITY OF ROCKFORD - PUBLIC WORKS 425 EAST STATE STREET ROCKFORD, ILLINOIS 61104 (815) 987-5570

WATER:

CITY OF ROCKFORD — PUBLIC WORKS MARCY LEACH 425 EAST STATE STREET ROCKFORD, ILLINOIS 61104 (815) 967-6740

SEWER-

PACK RIVER WATER RECLAMATION DISTRICT DANA CARROLL -ENG. MANAGER 3333 KISHWAUKEE STREET ROCKFORD, ILLINOIS 61109 (815) 387-7660

EROSION CONTROL / SEEDING

THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES IN A FULLY FUNCTIONAL CONDITION THROUGHOUT THE COURSE OF THE ENTIRE PROJECT AND REMOVE THE MEASURES UPON FINAL STABILIZATION OF THE PROJECT. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY THE CONTRACTOR AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:
INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF
THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
SILT FENCES AND DITCH CHECKS SHALL BE REPAIRED TO THEIR ORIGINAL
CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES
WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
EROSION CONTROL BLANKET SHALL BE REPAIRED OR REPLACED WHEN IT BECOMES

ALL UNSURFACED AREAS ARE TO RECEIVE FOUR (4) INCHES OF TOPSOIL AND BE SEEDED, BLANKETED, AND WATERED AS SPECIFIED WITHIN SEVEN (7) DAYS OF FINAL TOPSOIL RESPREADING AND UNTIL A HEALTHY STAND OF GRASS IS OBTAINED, AS DETERMINED BY THE

THE CONTRACTOR SHALL NOT TRACK OR SPILL DIRT CLUMPS ONTO ADJACENT PUBLIC ROADWAYS. IF DIRT IS DEPOSITED ONTO PUBLIC PAVEMENTS, THE CONTRACTOR SHALL RE THE DIRT IMMEDIATELY. ALL PAVEMENT SHALL BE THOROUGHLY CLEANED AT THE END OF EACH DAY.

ALL DISTURBED AREAS THAT WILL BE LEFT IDLE FOR MORE THAN THIRTY (30) DAYS SHALL BE TEMPORARILY SEEDED WITHIN SEVEN (7) DAYS

INLET PROTECTION MUST BE PROVIDED AND MAINTAINED FOR ALL PROPOSED STORM SEWER INLETS, EXISTING DOWNSTREAM INLETS, CULVERT INLETS, AND OPEN GRATED MANHOLES UNTIL FINAL STABILIZATION OF THE PROJECT.

UPON FINAL STABILIZATION OF THE PROJECT, THE CONTRACTOR SHALL CLEAN THE STORM SEWER SYSTEM OF DEBRIS AND SILT WHICH SHALL BE DISPOSED OF PROPERLY AT THE DIRECTION OF THE ENGINEER.

DISTURBED AREAS ARE LOCATIONS WHERE THE CONTRACTOR'S OPERATIONS HAVE DAMAGED EXISTING GROUND COVER AND/OR TOPSOIL OUTSIDE OF THE LIMITS OF CONSTRUCTION AS SHOWN IN THE PLANS. SEEDING OF THESE DISTURBED AREAS IS INCLUDED IN ALL THE OTHER PROJECT PAY ITEMS AND NO ADDITIONAL COMPENSATION IS ALLOWED.

SHEET REVIEW REVISIONS DATE DATE

SCALE: NA RAWN RY CHECKED BY DATE 10/16/09



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GENERAL NOTES

LONGWOOD STREET (SECTION 09-00568-00-RS) WHITMAN STREET INTERCHANGE ROCKFORD, ILLINOIS FILE: H:\09-024 WHITMAN INTERCHANGE\DESIGN\DRAWINGS\09-024 GENERAL NOTES.DWG JOB: 04-28-09-024

2 0F 23

SHEET NO

SUMMARY OF QUANTITIES **CONSTRUCTION TYPE CODE: 1000**

<u>S.P.</u>	CODE NO.	<u>PAY ITEM</u>	UNIT	QUANTITY
*	28000500	INLET AND PIPE PROTECTION	EACH	39
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1190
	40600300	AGGREGATE (PRIME COAT)	TON	24
	40600825	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	441
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQYD	280
	40600990	TEMPORARY RAMP	SQYD	423
*	40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	569
*	42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQFT	713
*	42400800	DETECTABLE WARNINGS	SQFT	72
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQYD	2787
*	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	434
	44000600	SIDEWALKREMOVAL	SQFT	723
*	44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	65
*	44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQYD	176
*	44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQYD	445
*	44201076	CLASS B PATCHES, TYPE II	SQYD	48
*	44201078	CLASS B PATCHES, TYPE III	SQYD	306
*	44201080	CLASS B PATCHES, TYPE IV	SQYD	1847
*	44212900		SQYD	73
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4021
*	60255500	MANHOLES TO BE ADJUSTED		7
*	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	
*	60260200	INLETS TO BE ADJUSTED (SPECIAL)		2
*	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	27
•	60265900		EACH	2
*		VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1
	60610100	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18 (MODIFIED)	FOOT	434
	67100100	MOBILIZATION	LSUM	. 1
	70101700	기가 들었다는 시간 됐다. 하지만 하는 것 같은 사람들이 모르는	LSUM	1
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4.5
	70300100		FOOT	424
	70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	104
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3853
		TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	93
	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1582
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	172
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	27
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQFT	3141
Δ	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	104
Δ	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3853
Δ	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	93
Δ	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	880
Δ	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	44
Δ	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	27
Δ	78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	702
Δ	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	128
*	X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	6
*	X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	LSUM	1
*	XX000970	PARKWAY RESTORATION	LSUM	1
*	Z0010700	COLD MILLING	SQYD	5140
*	Z0017202	DOWEL BARS 1 1/2"	EACH	2389
	Z0028415	GEOTECHNICAL REINFORCEMENT	SQYD	962
	Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	162
	△ SPE	CIATY ITEMS		

SCHEDULE OF QUANTITIES

28000500	- INLET AND	PIPE PROTECTI	ON
STA	OFF	SIDE	EACH
903+31	16	RT	1
903+32	.3	LT	. 1
904+99	36	RT	1 .
905+00	21	RT	. 1
905+00	1	LT.	1
909+00	1	LT	1
909+00	25	RT	1
911+05	27	RT	1
911+51	, 2	LT	1
911+66	25	RT	1
911+80	21	LT	1
912+59	19	LT LT	1 -
913+78	11	LT	1
914+00	25	RT	1
914+81	3	LT	1 -
917+41	1	LT	1
917+69	17	LT	1
917+98	17	LT	1
918+04	26	RT	1
918+19	1	LT	1
918+79	36	RT	1
919+00	. 1	LT	1
920+00	1	LT	. 1
921+00	1	LT	1
921+65	2	LT	1
921+76	29	LT	1
922+07	32	LT	1
922+11	. 2	LT	1
922+35	1	LT	. 1
922+48	63	RT	1
922+48	48	RT	1
922+71	80	RT	1
922+71	65	RT	1
922+89	53	RT	1
923+22	71	RT	. 1
923+54	70	RT	. 1
925+63	47	RT.	. 1
925+89	47	RT	1
925+90	32	RT	1

40600100 - BITUMINOUS MATERIALS (PRIME COAT) APPLICATION #1

	STA	STA	GAL
	903+89	918+86	386
	918+86	922+65	90
	922+65	925+58	119
		SUB-TOTAL	595
٩PI	PLICATION #2		
	STA	STA	GAL
	903+89	918+86	386
	918+86	922+65	90
	922+65	925+58	119
		SUB-TOTAL	595
		TOTAL	1100

40600300 - AGGREGATE (PRIME COAT)

PPLICATION #1		
STA	STA	TON
903+89	918+86	7.7
918+86	922+65	1.8
922+65	925+58	2.4
	SUB-TOTAL	11.9
PPLICATION #2		
STA	STA	TØN
903+89	918+86	7.7
918+86	922+65	1.8
922+65	925+58	2.4
	SUB-TOTAL	11.9
	TOTAL	24

40600825 - POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50

STA	STA	TON
903+89	918+86	324
918+86	922+65	50
922+65	925+58	67
	TOTAL	441

40600985 - PORTLAND CEMENT CONCRETE SURFACE REMOVAL -**BUTT JOINT**

STA1	STA2	SQYD
903+89	904+09	43
910+95	911+75	105
RURAL ST		64
918+66	918+86	68
	TOTAL	280

40600990 - TEMPORARY RAMP

40000330 - I LIVIFORANT RAIVI			
LOCATION	SQYD		
N. END	18		
RURAL	. 37		
RAMPEA	27		
GREENWOOD	30		
JACKSON	78		
JACKSON .	35		
CHAMBERLAIN	55		
CHAMBERLAIN	48		
ENTRANCE	55		
S. END	40		
TOTAL	423		

40603535 - POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50

STA	STA	TON
903+89	918+86	369
918+86	922+65	86
922+65	925+58	. 114
	TOTAL	569

42400300 - PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH

INTERSECTION	QUAD	SQFT
RURAL	NE	41
	ISLAND (N)	28
	ISLAND (S)	30
	SE	255
GREENWOOD	NE	38
	SE	49
JACKSON	NE .	41
	SE	86
CHAMBERLAIN	SW	72
ENTRANCE	N	33
	S	40
	TOTAL	713

42400800 - DETECTABLE WARNINGS

INTERSECTION	QUAD	SQFT
RURAL	NE	6
	ISLAND (N)	6
4	ISLAND (S)	6
	SE	6
GREENWOOD	NE	- 6
	SE	- 6
JACKSON	NE .	6
	SE (N)	6
	SE (W)	6
CHAMBERLAIN	SW	6
ENTRANCE	N	6
	S	6
	TOTAL	72

44000157 - HOT-MIX ASPHALT SURFACE REMOVAL, 2"

STA	STA	SQYD	
918+86	922+65	1201	
922+65	925+58	1586	
	TOTAL	2787	

44000500 - COMBINATION CURB AND GUTTER REMOVAL 44201076 - CLASS B PATCHES, TYPE II

00300 - C	DINDINATION	CURB AND GU	I I ER REMUVAI
STA	STA	SIDE	FOOT
911+65	911+84	LT	28
911+90	912+33	LT	135
912+28	912+69	LT	54
912+86	913+98	RT	112
917+50	917+69	LT	30
920+34	920+78	LT	44
923+12	923+22	RT.	31

TOTAL

44000600 - SIDEWALK REMOVAL

INTERSECTION	QUAD	SQFT
RURAL	NE	41
	ISLAND (N)	28
	ISLAND (S)	30
	SE	255
GREENWOOD	NE ·	38
	SE	49
JACKSON	NE	41
(not replaced)	NE	10
	SE	86
CHAMBERLAIN	sw	72
ENTRANCE	N	33
	S	40

TOTAL

44200970 - CLASS B PATCHES, TYPE II, 10 INCH

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQYD
921+15	13	921+15	26	921+21	15	921+21	26	8
921+54	13	921+55	26	921+60	13	921+61	26	9
921+74	13	921+75	26	921+80	14	921+81	26	8
921+91	4	921+92	25	921+97	. 3	921+98	25	14
923+10	C	923+10	13	923+16	0	923+16	13	9
923+29	0	923+28	12	923+35	0	923+34	13	8
923+46	0	923+45	14	923+52	0	923+51	14	9

723

TOTAL 65

44200974 - CLASS B PATCHES, TYPE III, 10 INCH

						,		
STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQYD
919+13	. 0	919+13	24	919+19	0	919+19	24	16
919+58	0	919+57	24	919+64	0	919+63	24	17
919+89	0	919+89	25	919+95	0	919+95	25	17
920+09	0	920+09	25	920+15	0	920+15	25	17
920+42	0	920+43	25	920+48	0	920+49	25	18
920+66	0	920+67	25	920+72	. 0	920+73	26	17
920+90	0	920+91	26	920+96	0	920+97	26	18
921+34	0	921+34	26	921+40	0	921+40	26	. 17
922+06	3	922+08	25	922+12	3 .	922+14	24	15
923+74	0	923+74	13	923+80	0	923+80	13	see next
923+70	13	923+71	36	923+76	13	923+77	36	24

TOTAL 176

44200976 - CLASS B PATCHES, TYPE IV, 10 INCH

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQYD	
18+86	0	918+86	24	918+99	0	918+99	24	32	
22+23	0	922+55	21	922+83	0	922+84	18	see next	
22+73	18	922+74	41	922+80	18	922+80	41	143	
23+16	15	923+16	39	923+31	15	923+31	38	40	
23+54	14	923+55	37	923+60	14	923+61	37	see next	
23+58	0	923+58	14	923+64	0	923+64	14	25	
24+16	0	924+17	35	924+51	0	924+52	33	132	
24+65	C	924+65	10	925+04	0	925+04	9	see next	
24+76	10	924+75	33	924+82	10	924+81	33	see next	
24+97	9	924+98	32	925+04	. 9	925+04	32	73	

TOTAL 445

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQ YD	
903+88	0	903+88	14	903+94	0	903+94	15	10	
904+04	0	904+04	13	904+12	0	904+12	13	. 11 .	
904+29	0	904+29	13	904+35	0	904+35	13	9	
904+49	. 0 -	904+48	13	904+55	0	904+54	. 13	9	
904+76	0	904+76	13	904+82	0	904+82	13	9	

TOTAL 48

44201078 - CLASS B PATCHES, TYPE III

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQYD	
905+47	0	905+47	24	905+53	0 .	905+53	24	. 17	
905+83	0	905+83	24	905+90	0	905+89	24	17	
906+06	0	906+05	24	906+12	. 0	906+12	24	18	
907+14	0	907+14	24	907+20	0	907+20	24	17	
907+39	0	907+39	24	907+46	0	907+45	24	17	
908+21	0	908+21	24	908+27	. 0	908+27	24	16	
908+39	0	908+38	24	908+46	0	908+45	24	18	
908+59	0	908+59	24	908+65	0	908+65	24	17	
909+60	0	909+60	24	909+66	0	909+66	24	16	
909+80	0	909+80	24	909+86	0	909+86	24	16	
909+99	0	909+98	24	910+05	0	910+05	24	18	
912+60	0	912+60	24	912+67	0	912+67	24	19	
913+72	0	913+73	24	913+78	0	913+79	24	16	
913+89	0	913+90	24	913+96	. 0	913+96	24	18	
915+36	0	915+35	24	915+42	0	915+41	24	16	
915+73	0	915+73	24	915+80	0	915+79	24	17	
916+71	- 0	916+72	24	916+77	0	916+78	24	16	
918+39	0	918+39	24	918+46	0	918+45	24	17	

44201080 - CLASS B PATCHES, TYPE IV

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQ YD
905+19	0	905+17	24	905+35	0	905+34	24	46
906+21	0	906+20	24	906+85	0	906+83	24	176
907+61	0	907+60	24	907+98	0	907+97	24	102
908+86	0	908+85	24	909+08	0	909+08	24	60
909+23	0	909+22	24	909+47	0	909+47	24	66
910+21	0	910+20	24	912+39	0	913+40	24	see next
912+39	12	912+40	. 24	912+50	13	912+50	24	598
912+85	0	912+86	24	913+01	0	913+01	24	42
913+12	0	913+13	24	913+46	0	913+46	24	89
914+13	0	914+13	24	914+78	0	914+77	24	171
915+11	0	915+11	24	915+22	0	915+22	24	30
915+91	0	915+91	24	916+18	0 .	916+18	24	70
916+25	0	916+25	24	916+61	0	916+61	24	97
916+90	0	916+90	12	917+22	0	917+22	. 12	see next
916+90	12	916+91	24	916+96	12	916+97	24	see next
917+15	12	917+16	24	917+22	12	917+22	24	60
917+42	0	917+42	12	918+24	0	918+22	12	see next
917+47	12	917+47	24	917+62	. 12	917+62	24	see next
917+78	12	917+78	24	918+11	12	918+11	24	173
918+61	0	918+60	24	918+86	0	918+86	24	67

TOTAL 1847

44212900 - PAVEMENT PATCHING (PARTIAL DEPTH)

STA1	OFF1	STA2	OFF2	STA3	OFF3	STA4	OFF4	SQY
905+00	13	905+00	24	905+02	13	905+02	24	3
905+63	. 14	905+64	24	905+65	. 14	905+66	24	. 2
905+68	0	905+68	13	905+70	0	905+70	13	3
908+73	0	908+73	24	908+75	0	908+75	24	5
909+68	9	909+69	24	909+70	9	909+71	24	- 3
912+78	0	912+76	24	912+80	0	912+78	24	5
913+58	0	913+59	24	913+60	0	913+61	24	5
914+87	2	914+87	24	914+89	2	914+89	24	6
914+98	1.1	914+98	24	915+00	1	915+00	24	6
915+25	0	915+25	11	915+27	0	915+27	-11	3
915+62	12	915+61	24	915+64	12	915+63	24	3
917+38	12	917+38	24	917+40	12	917+40	24	3
918+20	12	918+20	24	918+22	12	918+22	24	3
918+53	0	918+54	12	918+55	- 0	918+56	12	3
921+21	0	921+21	13	921+23	0.	921+23	13	. 3
922+94	0	922+97	40	922+96	0	922+99	40	9
923+99	0	924+01	35	924+01	0	924+03	35	g.

TOTAL 73

SHEET REVIEW DATE AGENCY

REVISIONS						
NO. ITEM	DATE					

SCALE:	NA .	
DRAWN BY:	KRL	
CHECKED BY:	PDS	7282 Ai (815) 39
DATE:	10/16/09	Convri



SUMMARY & SCHEDULE OF QUANTITIES

LONGWOOD STREET (SECTION 09-00568-00-RS)

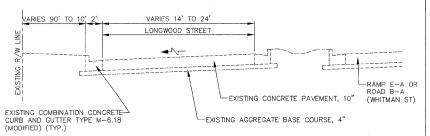
FILE: H:\09-024 WHITMAN INTERCHANGE\DESIGN\DRAWINGS\09-024 SCHEDULE OF QUANTITIES.DWG JOB: 04-28-09-024

SHEET NO. 23

SCHEDULE OF QUANTITIES

44300200 - STRIP REFLECTIVE CRACK CONTROL TREATMENT	60610100 - COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18 (MODIFIED)	70300250 - TEMPORARY PAVEMENT MARKING - LINE 8"	70301000 - WORK ZONE PAVEMENT MARKING REMOVAL	78000600 - THERMOPLASTIC PAVEMENT MARKING - LINE 12"	Z0028700 - GRANULAR SUBGRADE REPLACEMENT FOR CONTINGENCY, ASSUME 1/3 OF ALL
STA STA SIDE FOOT 903+89 911+89 LT 721 903+89 910+95 RT 824 911+75 918+86 RT 710 911+90 912+34 LT 135 912+30 917+69 LT 562 917+98 921+76 LT 402 922+08 925+58 LT 362 922+71 925+53 RT 305	STA STA SIDE FOOT 911+65 911+84 LT 28 911+90 912+33 LT 135 912+28 912+69 LT 54 912+86 913+98 RT 112 917+50 917+69 LT 30 920+34 920+78 LT 44 923+12 923+22 RT 31 TOTAL 434	TURN LANE STA 900+11 902+05 193 900+31 901+28 100 911+90 913+89 200 911+99 912+03 912+03 912+91 912+03 918+15 921+67 351 918+15 921+67 351 922+76 923+86 110	SKIP DASH - SHORT TERM STA STA SQFT 909+01 921+73 232 922+29 925+72 64 922+34 925+72 64 SUB-TOTAL 360 TURN LANES - SHORT TERM STA STA 912+91 913+89 40 922+76 923+86 24	DIAGONALS STA STA 903+55 909+01 TOTAL 78000650 - THERMOPLASTIC PAVEMENT MARKING - LINE 24" STOPBAR	PATCHES WILL REQUIRE THIS ITEM PATCH TYPE II - 8 1/2" TYPE II - 10" 4 TYPE III - 8 1/2" TYPE III - 10" 10 TYPE IV - 8 1/2" 103 TYPE IV - 10" 25
	70106800 - CHANGEABLE MESSAGE SIGN	TOTAL 1582	SUB-TOTAL 64	INTERSECTION APPROACH FOOT RURAL WB 13	TOTAL 162
60255500 - MANHOLES TO BE ADJUSTED	<u>SIGNS MONTHS/EACH CAL MO</u> 3 1.5 4.5	70300260 - TEMPORARY PAVEMENT MARKING - LINE 12"	LETTERS AND SYMBOLS - TEMPORARY STA ITEM TOTAL 912+83 LT ARROW 15.6	Y BLVD NB 14 TOTAL 27	Z0017202 - DOWEL BARS 1 1/2"
<u>STA</u> <u>OFF</u> <u>SIDE</u> <u>EACH</u> 911+80 15 RT 1	TOTAL 4.5	DIAGONALS	913+27 ONLY 20.8 913+70 LT ARROW 15.6		STA & OFF ARE TO CENTER OF THE PATCH STA OFF SIDE EACH 924+86 5 RT 16
912+22 29 LT 1 917+88 3 LT 1	70300100 - SHORT-TERM PAVEMENT MARKING	<u>STA</u> <u>STA</u> <u>FOOT</u> 903+55 909+01 44	923+04 RTARROW 15.6 923+35 ONLY 20.8 923+66 RTARROW 15.6	78005140 - EPOXY PAVEMENT MARKING - LINE 8"	921+18 20 RT 19 916+93 18 RT 20
917+92 17 LT 1 918+03 2 RT 1 918+06 5 RT 1	SKIP DASH	918+90 921+67 128	SUB-TOTAL 104	MEDIAN	917+06 6 RT 20 917+19 19 RT 20
921+85 2 LT 1 922+11 2 LT 1	STA STA FOOT 909+01 921+73 232	TOTAL 172	EDGE LINE - TEMPORARY <u>STA</u> <u>STA</u> <u>SQFT</u>	<u>STA STA</u> <u>FOOT</u> 918+15 921+67 351 918+15 921+67 351	917+54 18 RT 20 917+83 6 RT 20 917+95 18 RT 20
921+66 1 LT 1	922+29 925+72 64 922+34 925+72 64	70300280 - TEMPORARY PAVEMENT MARKING - LINE 24"	899+00 909+01 338 899+00 900+11 37	TOTAL 702	921+77 20 RT 21 923+31 6 RT 21
SUB-TOTAL 9 TO ACCOUNT FOR ITEM 60255800 CONTINGENCY, SAY 7 TOTAL	SUB-TOTAL 360 TURN LANE	STOP BAR	903+55 911+32 263 903+55 911+43 263 911+64 918+15 217	7900E1E0 FDOXY DAVEMENT	904+08 6 RT 22 904+32 6 RT 22
16/16666/11/16/12/16/16/16/16/16/16/16/16/16/16/16/16/16/	<u>STA</u> <u>STA</u> <u>FOOT</u> 912+91 913+89 40	INTERSECTION APPROACH FOOT RURAL WB 13 Y BLVD NB 14	SUB-TOTAL 1118	78005150 - EPOXY PAVEMENT MARKING - LINE 12"	904+51 6 RT 22 904+79 6 RT 22 921+58 20 RT 22
60255800 - MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	922+76 923+86 24 SUB-TOTAL 64	TOTAL 27	SKIP DASH - TEMPORARY <u>STA</u> <u>STA</u> <u>SQ FT</u> 909+01 921+73 107	DIAGONALS STA FOOT 918+90 921+67 128	923+13 6 RT 22 923+77 6 RT 22
FOR CONTINGENCY, USE 20% OF TOTAL MANHOLES, SAY 2 TOTAL	TOTAL 424		909+01 921+73 107 922+29 925+72 30 922+34 925+72 30	,	911+31 16 RT 40 923+49 7 RT 24
60260200 - INLETS TO BE ADJUSTED (SPECIAL)	70300210 - TEMPORARY PAVEMENT	78000100 - THERMOPLASTIC PAVEMENT MARKING - LETTERS AND	SUB-TOTAL 167	TOTAL 128	923+61 7 RT 24 903+91 7 RT 25 922+56 10 RT 33
STA OFF SIDE EACH	MARKING - LETTERS AND SYMBOLS	SYMBOLS	CROSSWALKS-TEMPORARY LOCATION SQFT	X0321556 - SANITARY MANHOLES TO BE ADJUSTED	921+94 14 RT 35 922+10 13 RT 36
905+00 0 RT 1 905+00 24 RT 1	<u>STA</u> <u>ITEM</u> <u>SQ FT</u> 912+83 LT ARROW 15.6	STA ITEM SQ FT 912+83 LT ARROW 15.6 913+27 ONLY 20.8	JACKSON 24 JACKSON 23 SUB-TOTAL 47	STA OFF SIDE EACH 912+02 5 RT 1	922+77 30 RT 38 923+57 25 RT 38
909+00 0 RT 1 909+00 24 RT 1 911+05 26 RT 1	913+27 ONLY 20.8 913+70 LT ARROW 15.6 923+04 RT ARROW 15.6	913+70 LT ARROW 15.6 923+04 RT ARROW 15.6	TURN LANES - TEMPORARY	917+83 17 RT 1 921+94 17 RT 1 922+60 16 RT 1	923+74 25 RT 38 924+78 21 RT 38 925+01 21 RT 38
911+05 26 RT 1 911+50 1 LT 1 911+66 24 RT 1	923+35 ONLY 20.8 923+66 RTARROW 15.6	923+35 ONLY 20.8 923+66 RT ARROW 15.6	<u>STA</u> <u>STA</u> <u>SQFT</u> 900+11 902+05 129	923+93 16 RT 1 924+46 16 RT 1	918+80 12 RT 39 923+24 27 RT 39
911+81 21 LT 1 912+59 17 LT 1	TOTAL 104	TOTAL 104	900+31 901+28 67 911+90 913+89 133	TOTAL 6	905+26 12 RT 40 905+50 12 RT 40
913+78 10 LT 1 914+00 24 RT 1	70300220 - TEMPORARY PAVEMENT	78000200 - THERMOPLASTIC	911+99 912+03 65 912+03 912+91 120 918+15 921+67 234	Z0010700 - COLD MILLING	905+86 12 RT 40 906+09 11 RT 40
914+80 3 LT 1 917+40 0 RT 1 918+04 24 RT 1	MARKING - LINE 4"	PAVEMENT MARKING - LINE 4"	918+15 921+67 234 922+76 923+86 73	STA STA SQYD	907+17 12 RT 40 907+42 12 RT 40 907+79 12 RT 40
918+19 0 RT 1 919+00 0 RT 1	EDGE LINE STA STA FOOT	EDGE LINE STA STA FOOT	SUB-TOTAL 1055	903+89 918+86 5140	908+24 12 RT 40 908+42 12 RT 40
920+00 0 RT 1 921+00 0 RT 1	899+00 909+01 1014 899+00 900+11 111	899+00 909+01 1014 899+00 900+11 111 903+55 911+32 790	DIAGONALS - TEMPORARY <u>STA</u> <u>STA</u> <u>SQ FT</u> 903+55 909+01 44	TOTAL 5140	908+62 12 RT 40 908+97 12 RT 40
922+35 0 RT 1 922+35 0 RT 1 917+70 18 LT 1	903+55 911+32 790 903+55 911+43 788 911+64 918+15 650	903+55 911+43 788 911+64 918+15 650	918+90 921+67 128 SUB-TOTAL 172	Z0028415 - GEOTECHNICAL REINFORCEMENT	909+35 12 RT 40 909+63 12 RT 40 909+83 12 RT 40
917+70 18 LT 1 917+96 18 LT 1 923+52 71 RT 1	SUB-TOTAL 3353	SUB-TOTAL 3353	STOP BARS - TEMPORARY	FOR CONTINGENCY, ASSUME 1/3 OF ALL	910+02 12 RT 40 912+64 12 RT 40
923+23 71 RT 1 922+89 53 RT 1	SKIP DASH <u>STA</u> <u>STA</u> <u>FOOT</u>	SKIP DASH <u>STA</u> <u>STA</u> <u>FOOT</u> 909+01 921+73 320	INTERSECTION APPROACH SQ FT RURAL WB 26	PATCHES WILL REQUIRE THIS ITEM PATCH SQ YD	912+93 12 RT 40 913+29 12 RT 40
922+69 71 RT 1 922+69 75 RT 1	909+01 921+73 320 922+29 925+72 90	922+29 925+72 90 922+34 925+72 90	Y BLVD NB 28 SUB-TOTAL 54	TYPE II - 8 1/2" 16 TYPE II - 10" 22	913+76 12 RT 40 913+93 12 RT 40
TOTAL 27	922+34 925+72 90 SUB-TOTAL 500	SUB-TOTAL 500	TOTAL 3141	TYPE III - 8 1/2" 102 TYPE III - 10" 59	914+45 12 RT 40 915+16 12 RT 40 915+38 12 RT 40
60265700 - VALVE VAULTS TO BE ADJUSTED	TOTAL 3853	TOTAL 3853	78000500 - THERMOPLASTIC	TYPE IV - 8 1/2" 616 TYPE IV - 10" 148	915+76 12 RT 40 915+04 12 RT 40
STA OFF SIDE EACH	70300240 - TEMPORARY PAVEMENT	78000400 - THERMOPLASTIC PAVEMENT MARKING - LINE 6"	PAVEMENT MARKING - LINE 8"	TOTAL 962	916+43 12 RT 40 916+74 12 RT 40
911+96 25 LT 1 912+45 5 LT 1	MARKING - LINE 6"	CROSSWALK LINES	TURN LANE LINES & ISLANDS <u>STA</u> <u>STA</u> <u>FOOT</u> 900+11 902+05 193		918+42 13 RT 40 919+16 12 RT 40
913+62 3 LT 1 SUB-TOTAL 3	CROSSWALK LINES INTERSECTION FOOT JACKSON 48	INTERSECTION FOOT JACKSON 48	900+31 901+28 100 911+90 913+89 200		919+61 12 RT 40 906+52 11 RT 41 919+92 12 RT 41
TO ACCOUNT FOR ITEM 60265900 CONTINGENCY, SAY 2 TOTAL	JACKSON 45	JACKSON 45 TOTAL 93	911+99 912+03 97 912+03 912+91 180 922+76 923+86 110		920+12 13 RT 42 920+46 12 RT 42
COSCEDED VALVE VALUE TO DE	TOTAL 93	TOTAL 33	922+76 923+86 110 TOTAL 880		920+69 13 RT 43 920+93 13 RT 44 921+37 13 BT 44
60265900 - VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID					924+34 17 RT 56
FOR CONTINGENCY, USE 1/3 OF TOTAL VALVE VAULTS, SAY 1 TOTAL					TOTAL 2389
	SHEET REVIEW	REVISIONS	SCALE: NA	MoClure	ULE OF QUANTITIES SHEET NO.
	AGENCY DATE NO.	ITEM DATE	DRAWN BY: KRL	Engineering Associates, Inc. LONGWOOD S	STREET (SECTION 09-00568-00-RS)
			CHECKED BY: PDS 7282 Argus Drive (815) 398-2332 DATE: 10/16/09 Design Firm	Rockford, Illinois 61107-5837 FAX (815) 398-2496 FILE-H-\090409-024 WHITMAN STREET INTERCHANGE FILE-H-\090409-024 WHITMAN INTERCHANGE\0001001	ROCKFORD, ILLINOIS SSIGN\DRAWINGS\09-024 SCHEDULE OF QUANTITIES.DWG JOB: 04-28-09-024 23
	- I		Copyright 2009 By	y McClure Engineering Associates, Inc.	

LONGWOOD STREET TYPICAL SECTIONS



EXISTING SECTION STA 903+88.57 TO STA 918+86.49

RAMP E-A OR ROAD B-A (WHITMAN ST)

ROAD B-A (WHITMAN ST)

VARIES 14' TO 24'

LONGWOOD STREET

VARIES 14' TO 24'

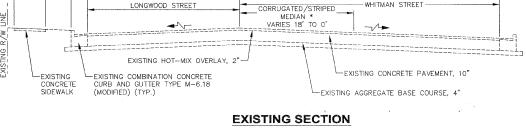
-STRIP REFLECTIVE CRACK CONTROL TREATMENT (TYP.)

COLD MILLING, 1 1/4"

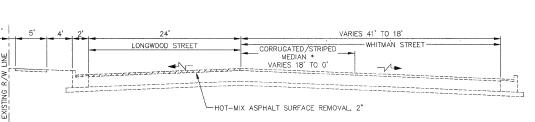
REMOVAL SECTION

STA 903+88.57 TO STA 918+86.49

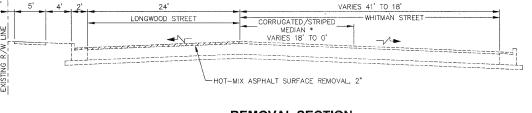
VARIES 90' TO 10' 2'

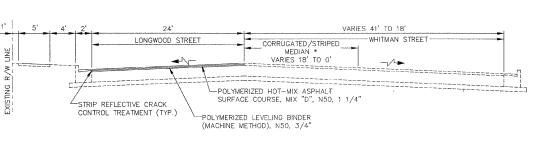


STA 918+86.49 TO STA 922+65.20



REMOVAL SECTION STA 918+86.49 TO STA 922+65.20





PROPOSED SECTION STA 918+86.49 TO STA 922+65.20

* NOTE: CORRUGATED MEDIAN EXTENDS FROM STA 918+86.49 TO STA 920+08.

MIXTURE COMPOSITION TABLE

PROPOSED SECTION

STA 903+88.57 TO STA 918+86.49

-- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/4"

POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50, 1 1/4"

MIXTURE USE	SURFACE	LEVELING BINDER
PG	SBS PG 64-28	SBS PG 64-28
DESIGN AIR VOIDS	4.0% © N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5	IL-9.5
FRICTION COEFFICIENT	D	N/A
20YR ESAL	1.4	1.4

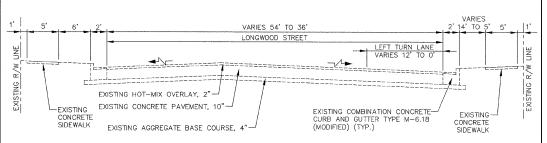
MIXTURE COMPOSITION TABLE

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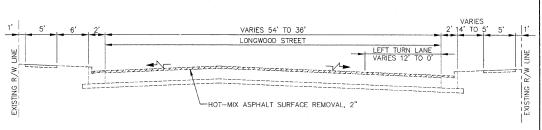
KRL

10/16/09

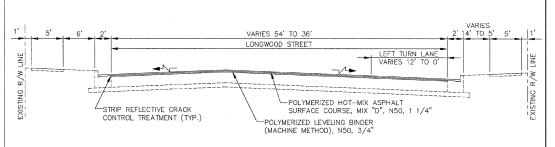
MIXTURE USE	SURFACE	LEVELING BINDER
PG	SBS PG 64-28	SBS PG 64-28
DESIGN AIR VOIDS	4.0% @ N50	4.0% © N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5	IL-9.5
FRICTION COEFFICIENT	D	N/A
20-YR ESAL	1.4	1.4



EXISTING SECTION STA 922+65.20 TO STA 925+58.00



REMOVAL SECTION STA 922+65.20 TO STA 925+58.00



PROPOSED SECTION STA 922+65.20 TO STA 925+58.00

MIXTURE COMPOSITION TABLE

MIXTURE USE	SURFACE	LEVELING BINDER
PG	SBS PG 64-28	SBS PG 64-28
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5	IL9.5
FRICTION COEFFICIENT	D	N/A
20-YR ESAL	1.4	1.4

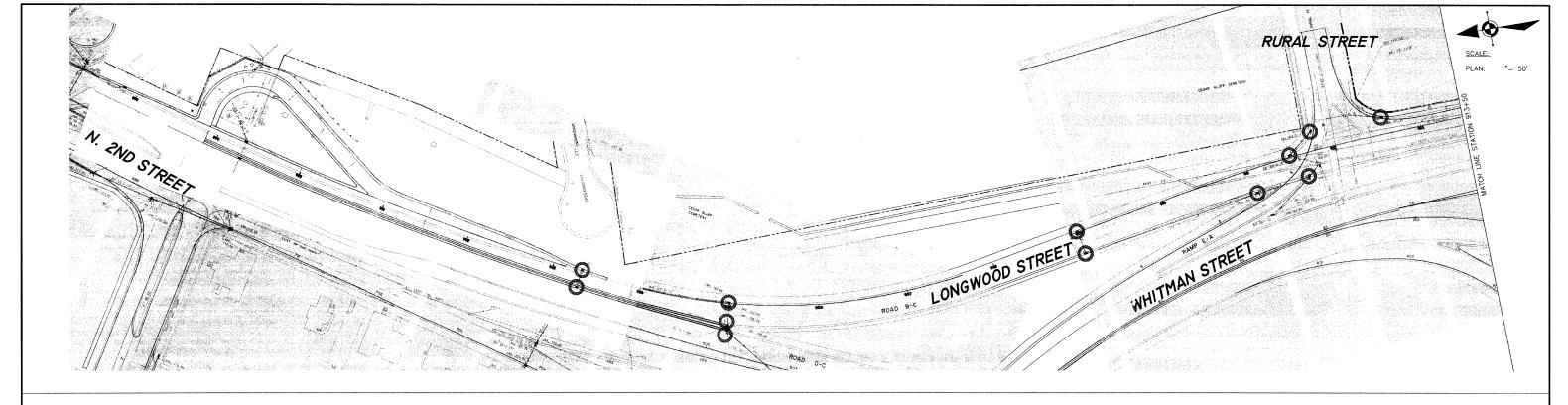
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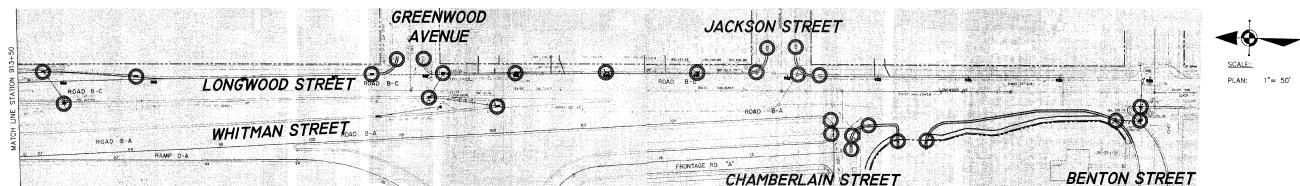
	McClure Engineering Associates, Inc.		
4	7282 Argus Drive Rockford, Illinois 61107-5837 (815) 398-2332 FAX (815) 398-2496	П	ŀ

TYPICAL SECTIONS	
LONGWOOD STREET (SECTION 09-00568-00-RS) WHITMAN STREET INTERCHANGE	ROCKFORD, ILLINOIS
FILE: H: '09-024 WHITMAN INTERCHANGE DESIGN DRAWINGS 109-024 TYPICAL SECTIONS.DWG	JOB: 04-28-09-024

SHEET NO.

23





STORM WATER POLLUTION PREVENTION

- THE STORM WATER POLLUTION PREVENTION PLAN IS COMPRISED OF THE DRAWING MAPS, SPECIFICATIONS, AND THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN, ILLINOIS EPA NPDES GENERAL PERMIT, CITY OF ROCKFORD NPDES PERMIT, AND BECOME FAMILIAR WITH THEIR CONTENTS.
- 3. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP.
 ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS
 AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- 4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- 5. GENERAL CONTRACTOR SHALL DENOTE ON EXHIBITS THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA.
- 6. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- 8. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAY OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT THAT MAY
 HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE
 STABILIZATION OF THE SITE.
- 10. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- 11. INLET PROTECTION MUST BE PROVIDED AND MAINTAINED FOR ALL PROPOSED INLETS UNTIL FINAL GRADES HAVE BEEN ESTABLISHED.
- 12. THE EROSION CONTROL MEASURES INDICATED ON THE DRAWING MAPS ARE THE MINIMUM REQUIREMENTS.

MAINTENANCE NOTES

ALL BMP MEASURES STATED ON THIS STORM WATER POLLUTION PREVENTION MAP AND PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE ROADWAY PROJECT ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANAD AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

- INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
- ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.

DRAWN BY:

CHECKED BY

- . SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED, SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE—HALF THE HEIGHT OF THE SILT FENCE
- 4. THE CONSTRUCTION AREA ACCESSES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO ADJACENT PUBLIC ROADWAYS AND RIGHTS—OF—WAY OUTSIDE WORK AREA.
- 5. SILT BAGS IN REQUIRED INLET STRUCTURES SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT FROM SILT BAGS SHALL BE REMOVED FROM BAGS AND QUANTIFIED AND REPORTED WEEKLY.

GENERAL NOTE:

1. SEE STANDARDS AND DETAILS FOR BMPS.

KEY LEGEND

INLET PROTECTION



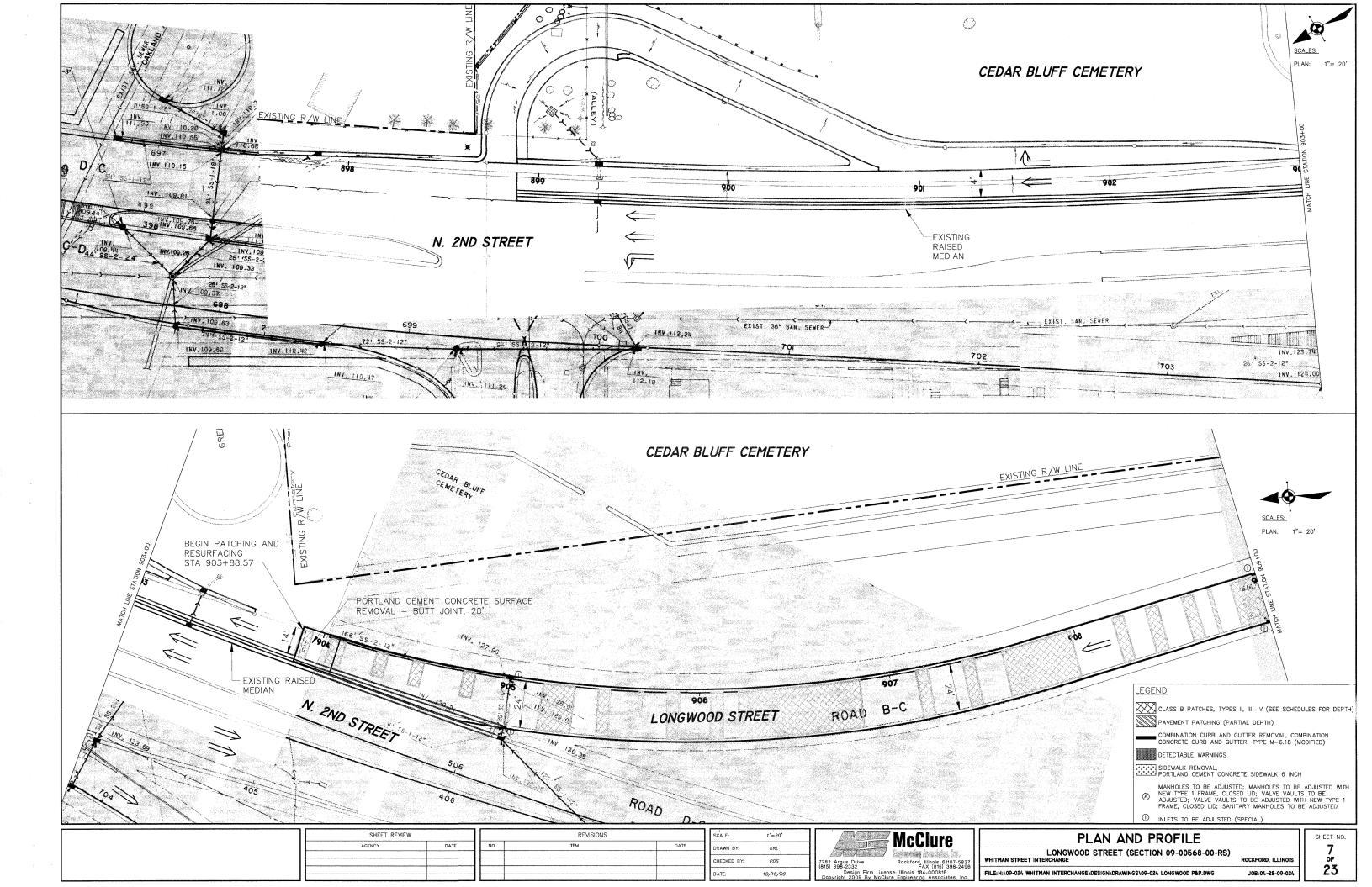
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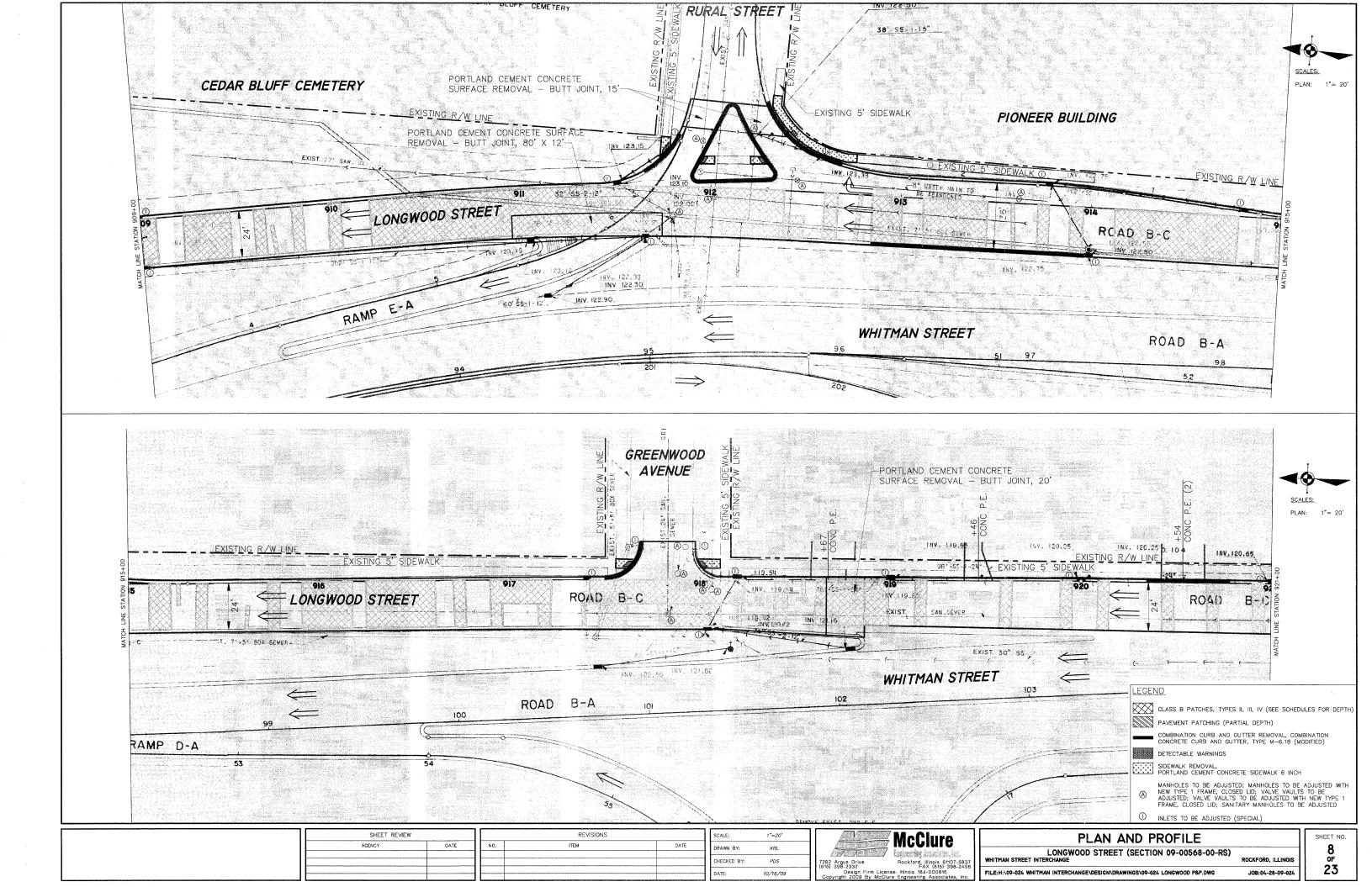
1"=50"	McClure
KRL	Taranta Michigan Inc.
PDS	7282 Argus Drive Rockford, Illinois 61107-5837 [815] 398-2332 FAX (815) 398-2496
	Design Firm Lineages, Illinois 194 000818

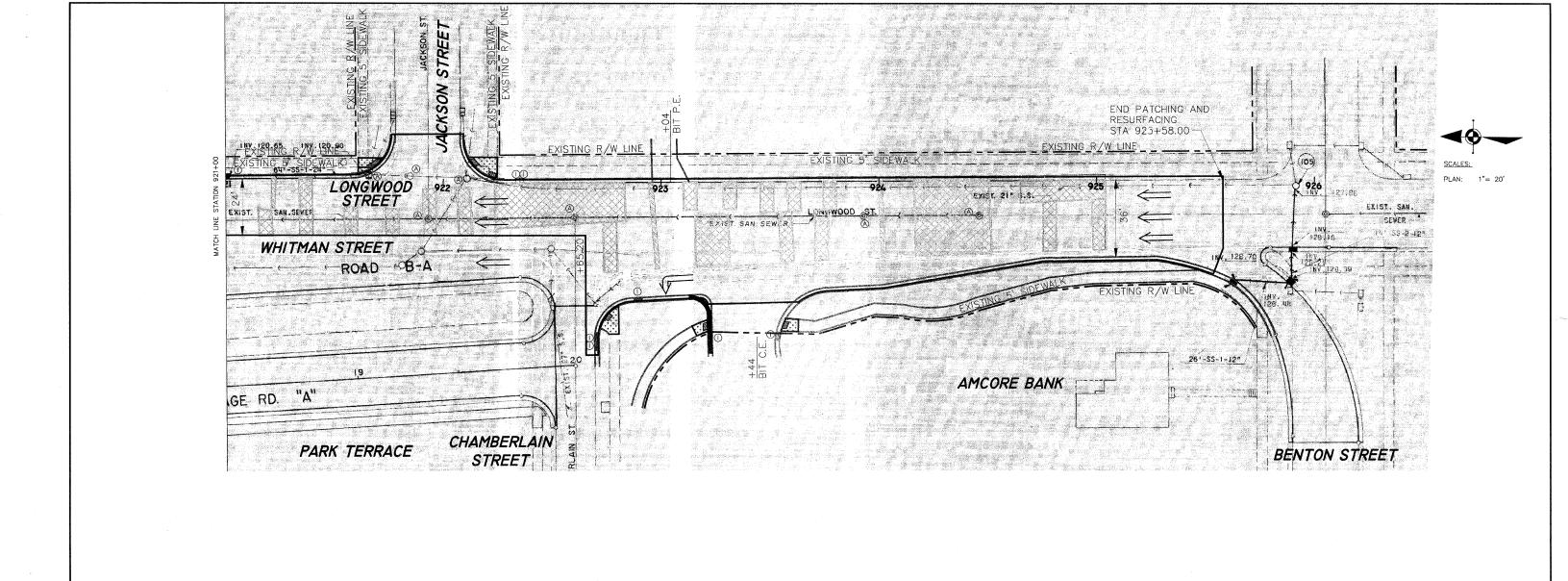
STORM WATER POLLUTION PRESERVATION PLAN

LONGWOOD STREET (SECTION 09-00568-00-RS)
WHITMAN STREET INTERCHANGE
FILE:H:\09-024 WHITMAN INTERCHANGE\DESIGN\DRAWINGS\09-024 LONGWOOD SWPP.DWG
J08:04-28-09-024

6 or 23









CLASS B PATCHES, TYPES II, III, IV (SEE SCHEDULES FOR DEPTH)

PAVEMENT PATCHING (PARTIAL DEPTH)

COMBINATION CURB AND GUTTER REMOVAL, COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18 (MODIFIED)

DETECTABLE WARNINGS

SIDEWALK REMOVAL, PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH

MANHOLES TO BE ADJUSTED; MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID; VALVE VAULTS TO BE ADJUSTED; VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID; SANITARY MANHOLES TO BE ADJUSTED A

JOB: 04-28-09-024

REVISIONS SHEET REVIEW DATE DATE AGENCY NO.

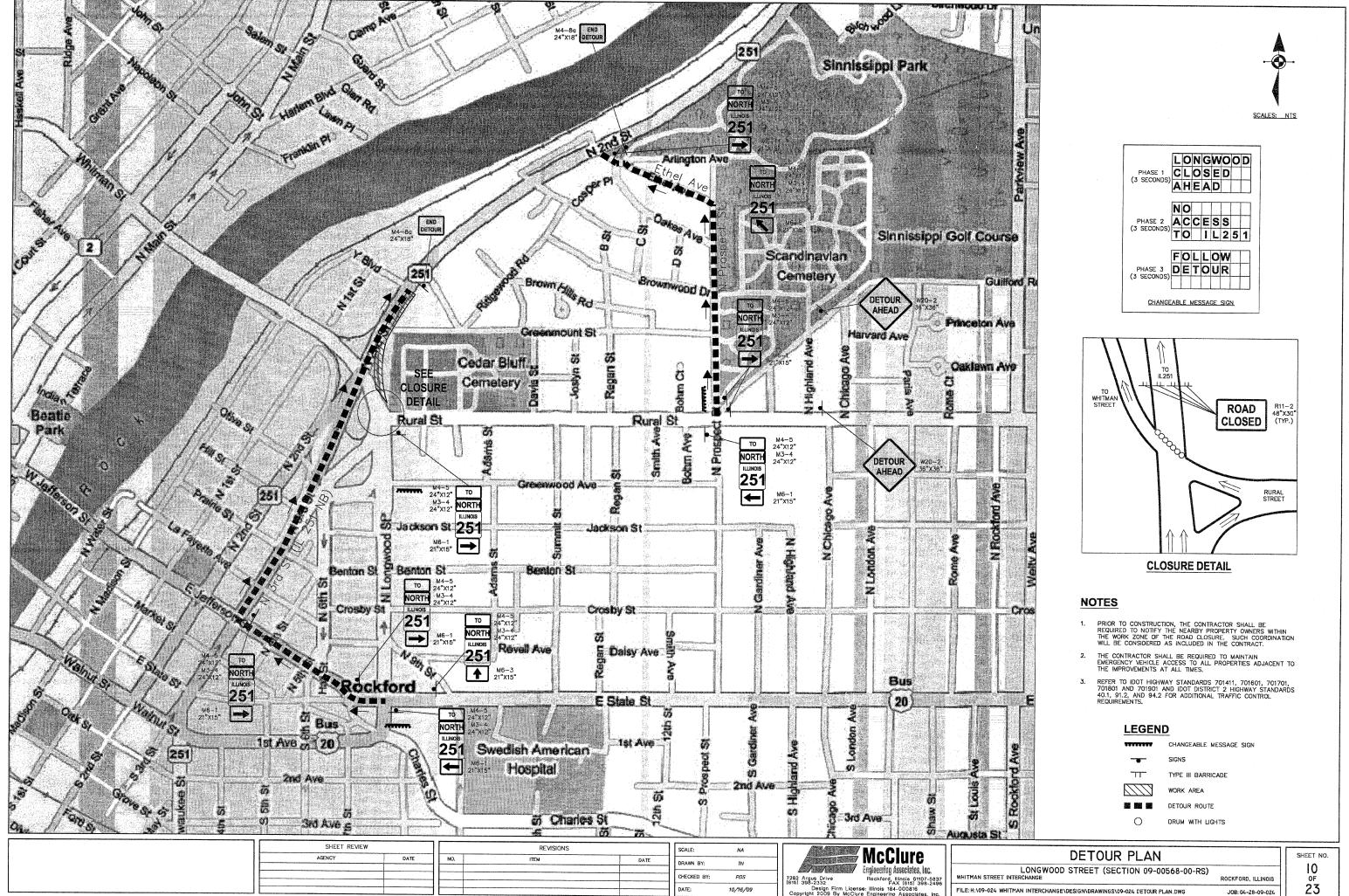


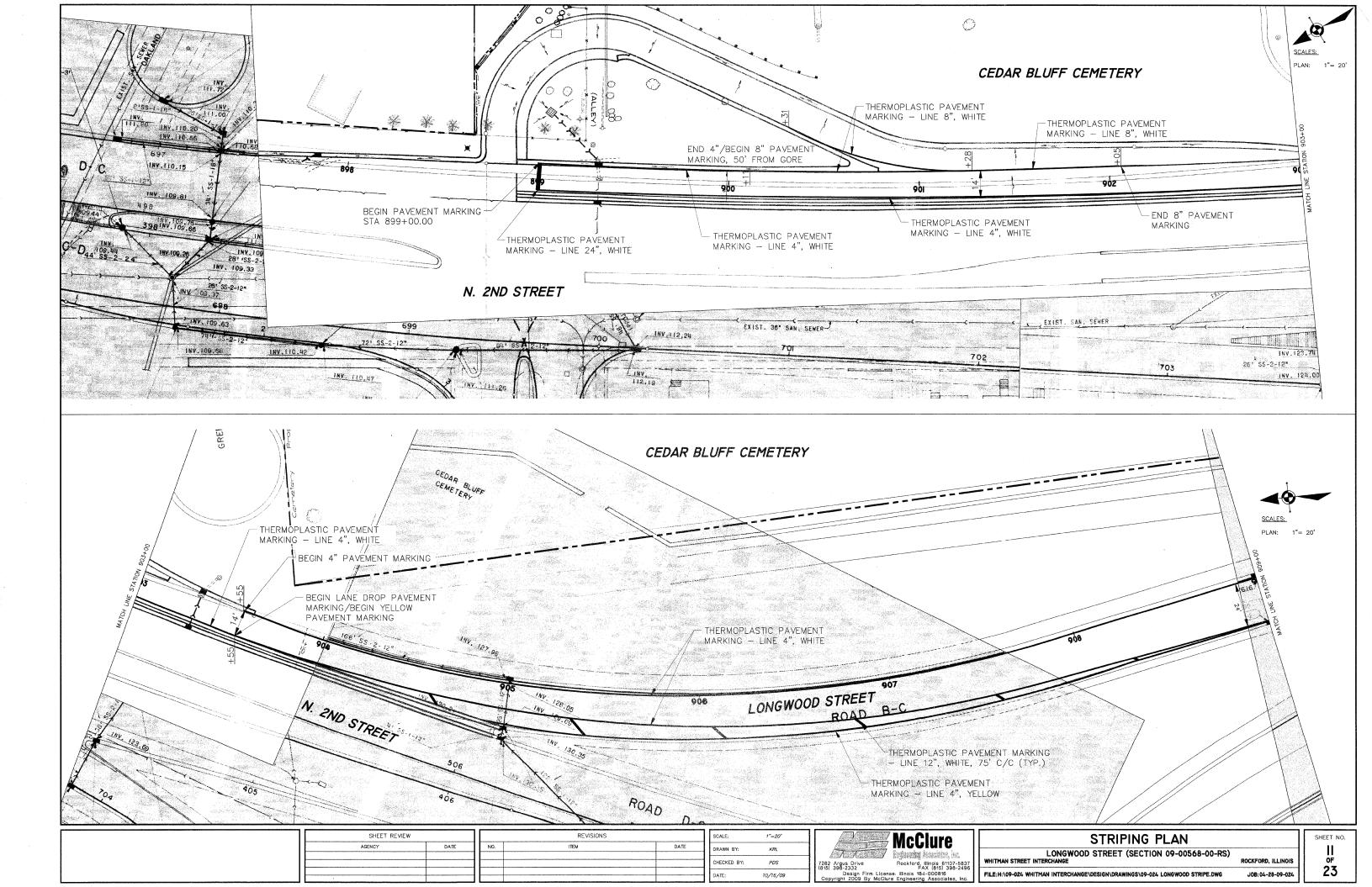


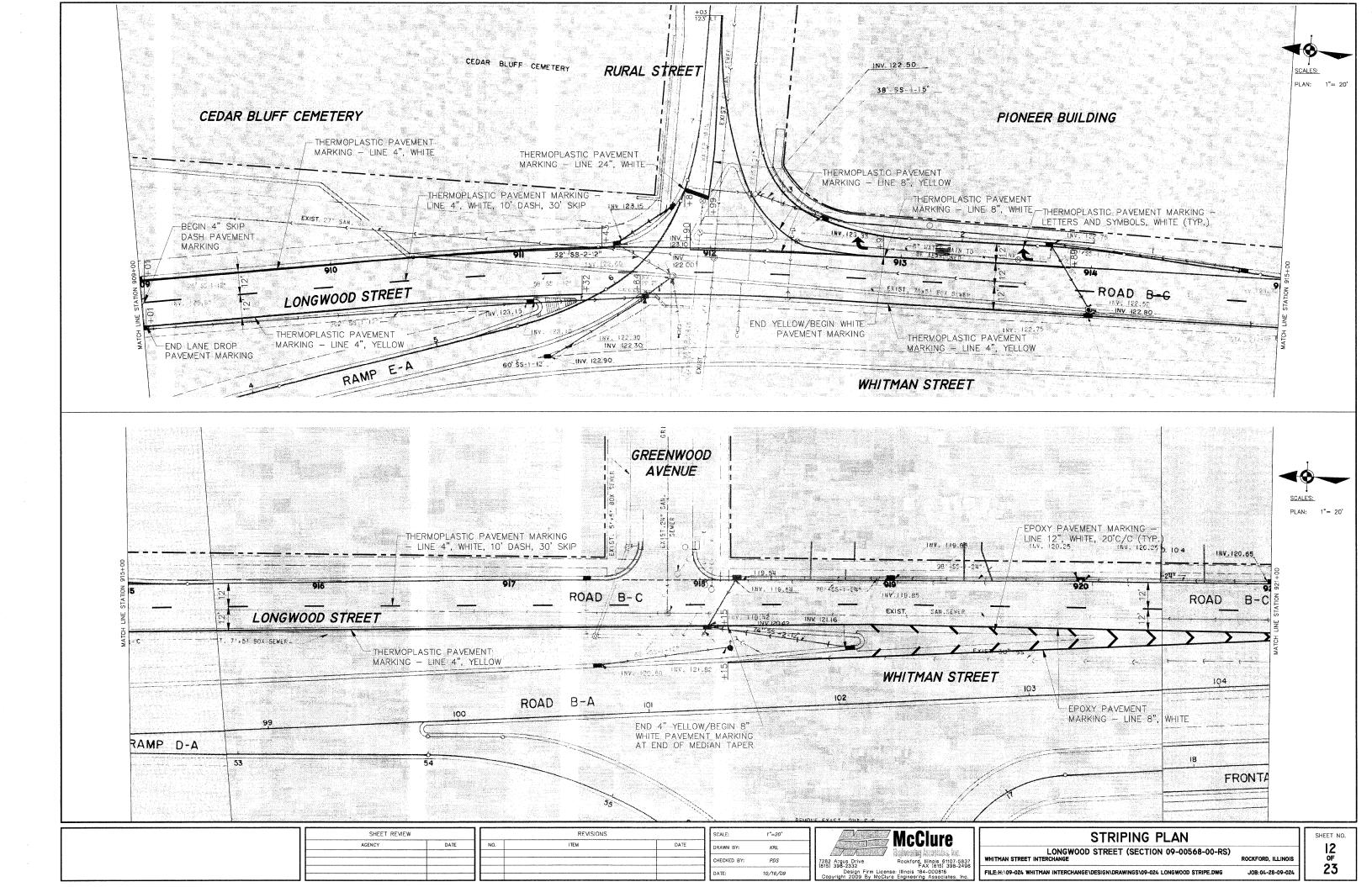
PLAN AND PROFILE	
LONGWOOD STREET (SECTION 09-00568-00-RS)	
HITMAN STREET INTERCHANGE	ROCKFORD, ILLINOIS

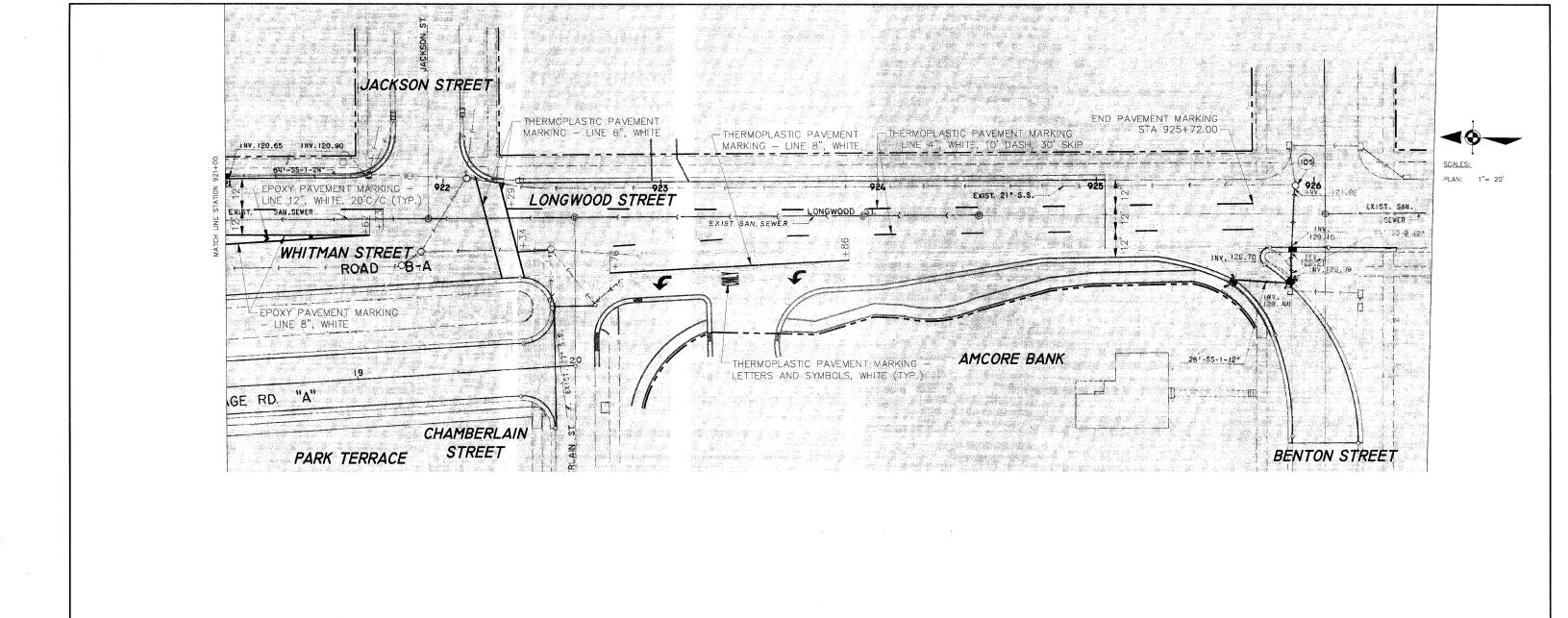
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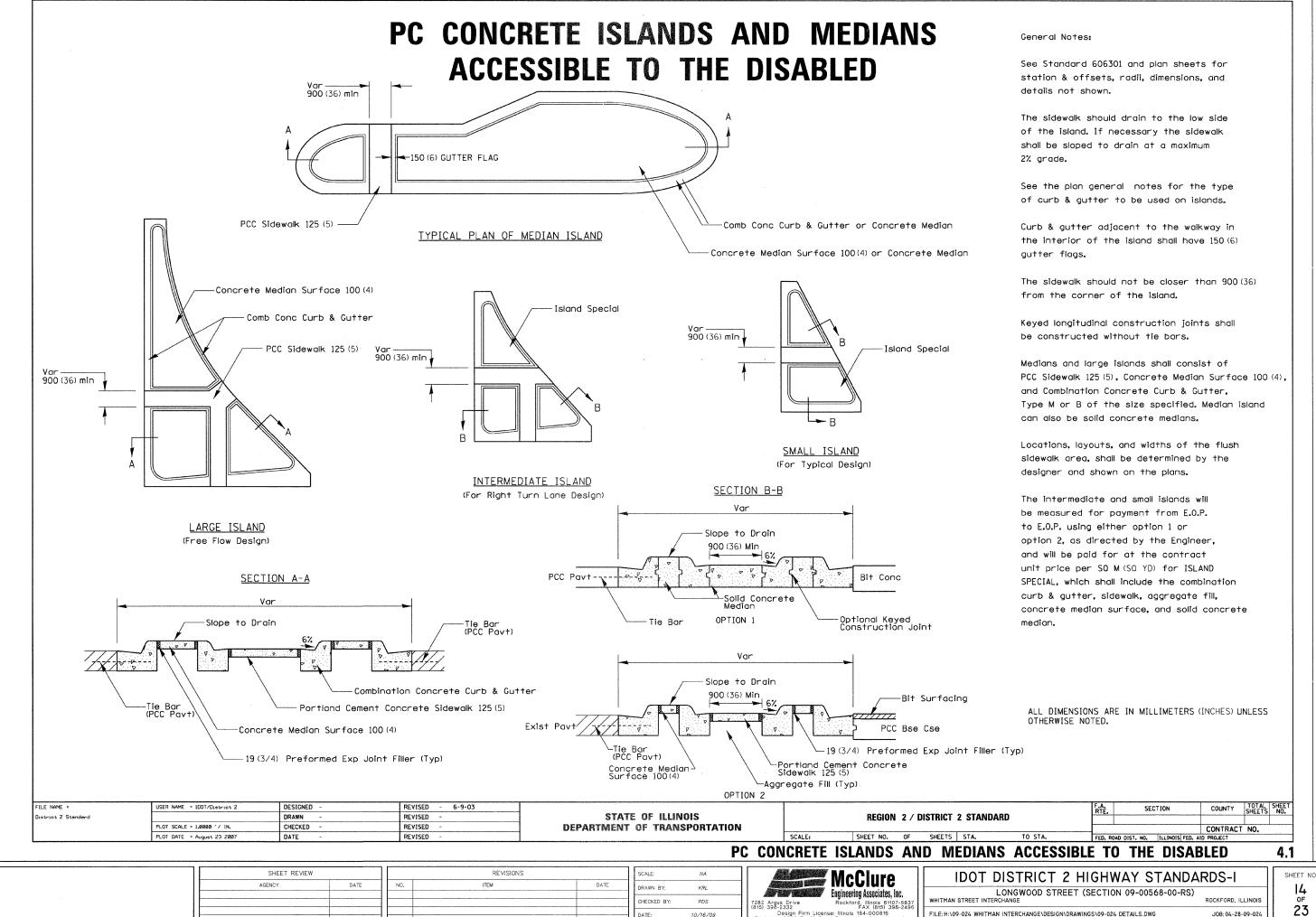
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1	DRAWN BY:	KRL		
	CHECKED BY:	PDS	7282 Argus (815) 398-2	3 C
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STRIPING PLAN	
LONGWOOD STREET (SECTION 09-00568-00-RS) WHITMAN STREET INTERCHANGE	ROCKFORD, ILLINOIS
FILE:H:\09-024 WHITMAN INTERCHANGE\DESIGN\DRAWINGS\09-024 LONGWOOD STRIPE.DWG	JOB: 04-28-09-024

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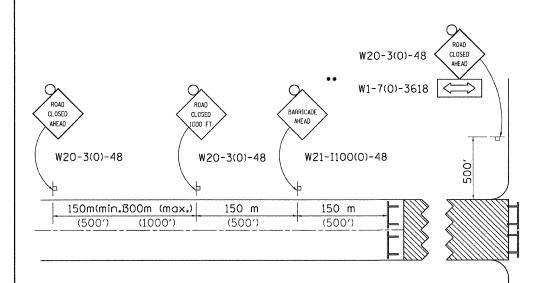


10/16/09

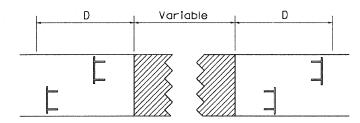
23 JOB: 04-28-09-024

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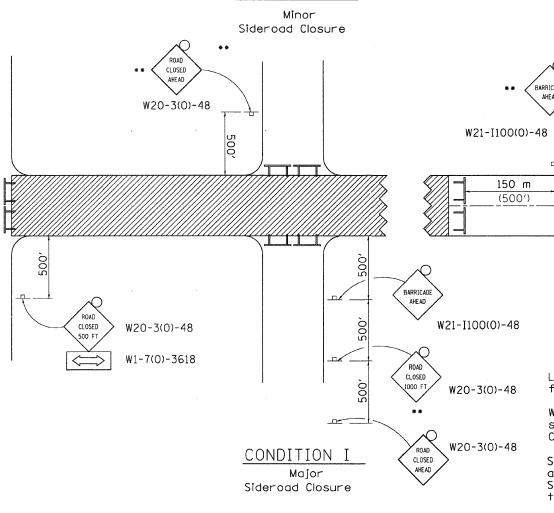
TRAFFIC CONTROL FOR ROAD CLOSURE



ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.



CONDITION II

SYMBOLS

Work area

Type III Barricade with Flashers

Sign with flashing light

GENERAL NOTES

W20-3(0)-48

150 m

(500')

Longitudinal dimensions may be adjusted to fit field conditions.

W20-3(0)-48

(1000′)

150m(min_B00m (max.)

(500')

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

Where local access is to be maintained. barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in millimeters (inches) unless otherwise shown.

> TYPICAL APPLICATION FOR ROAD CLOSURE

FILE NAME =	USER NAME = \$USER\$	DESIGNED	-	 REVISED	-	1-11-08
C:\Documents and Settings\maglilj\Deskto	o\D2Standards.cel	DRAWN	-	 REVISED	-	
	PLOT SCALE = 1.0000 ' / IN.	CHECKED	-	 REVISED		
	PLOT DATE = Tue Jan 15 16:16:16 2008	DATE	-	REVISED	-	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

REGION 2 / DISTRICT 2 STANDARD SCALE: _____ SHEET NO. __ OF __ SHEETS STA. ____ TO STA. ____

A.	SECTION	COUNTY	TOTAL SHEETS	SHE
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TRAFFIC CONTROL FOR ROAD CLOSURE

40.1 SHEET NO.

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Name							DA7

	SCALE:	NA	
	DRAWN BY:	KRL	
1	CHECKED BY:	PDS	
4	DATE:	10/16/09	



IDOT	DISTRIC	T 2 F	HIGHWA	Y STANDA	RDS-2
	LONGWOOD	STREET	(SECTION 0	9-00568-00-RS)	
HITMAN STREET	INTERCHANGE				ROCKFORD, ILL

23 JOB: 04-28-09-024

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-1107 SIGN PANEL TYPE 1



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

SIGN SIZE	A	В	C DI	MENSION D	VS E	F	G	Н
1200×1200	1200	600	75	850	825	150	325	88
(48×48)	(48.0)	(24.1)	(3 , 0)	(34 . 0)	(33.0)	(6.0)	(13 . 0)	(3,5)

				SERIE	S		
100	IGN IZE			LINES		MARGIN	BORDER BLANI
			1	2	3		
1200	×120	o				20	30
(48	×48)		7C	7C	7.C	(0.8)	(1.2) 84-48

REVISED - L-09-08

REVISED + ___

PLOT DATE = Wed Jan 16 07/57/38 2008

REVISED -

ALL DIMENSIONS IN INCHES.

REGION 2 / DISTRICT 2 STANDARD

AGENCY

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS

METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

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

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

ROUGH GROOVED SURFACE SIGN

DATE

TRAFFIC CONTROL "AND" PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2 91.2 SCALE:

DRAWN BY:

CHECKED BY:

COUNTY TOTAL SHEET NO.

KRL 7282 Argus Drive (815) 398-2332

McClure Rockford, Illinois 61107-5837 FAX (815) 398-2496

IDOT DISTRICT 2 HIGHWAY STANDARDS-3 LONGWOOD STREET (SECTION 09-00568-00-RS) FILE: H:\09-024 WHITMAN INTERCHANGE\DESIGN\DRAWINGS\09-024 DETAILS.DWG

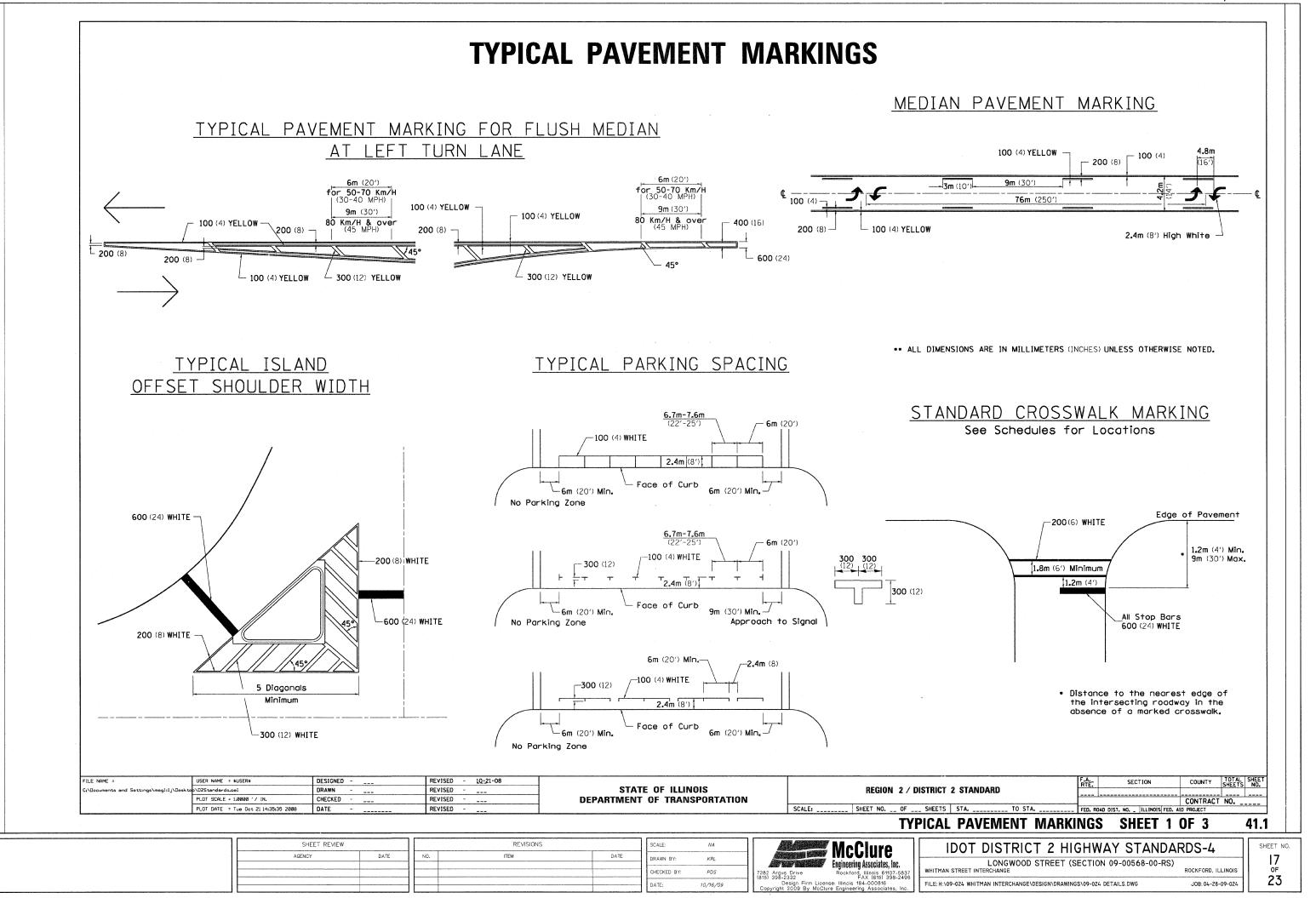
CONFLICTING PAVENENT MARKING REMOVAL WHITE REFLECTORIZED PAVEMENT MARKING TAPE -YELLOW REFLECTORIZED R 3-1100L 600 X 600 (24 X 24) M6-2L 530 X 380 (2) X 15) TEMPORARY SIGN SUPPORT THAT MEETS NCHRP 350 REQUIREMENTS LEGEND GENERAL NOTES CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING WORK AREA STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS CREATER THAN FOURTEEN DAYS. LANE OPEN TO TRAFFIC THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) TYPE I OR II BARRICADE OR DRUM-WITH FLASHING BURNING LIGHT THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS. DRUM OR BARRICADE WITH STEADY BURN LIGHT TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS. SIGN (SEE DETAIL) TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED. REVISED - 10-15-04 SECTION COUNTY TOTAL SHEE REVISED -REGION 2 / DISTRICT 2 STANDARD REVISED -SCALE: LORGE // IN. SHEET NO. OF SHEETS STA. TO STA. REVISED -

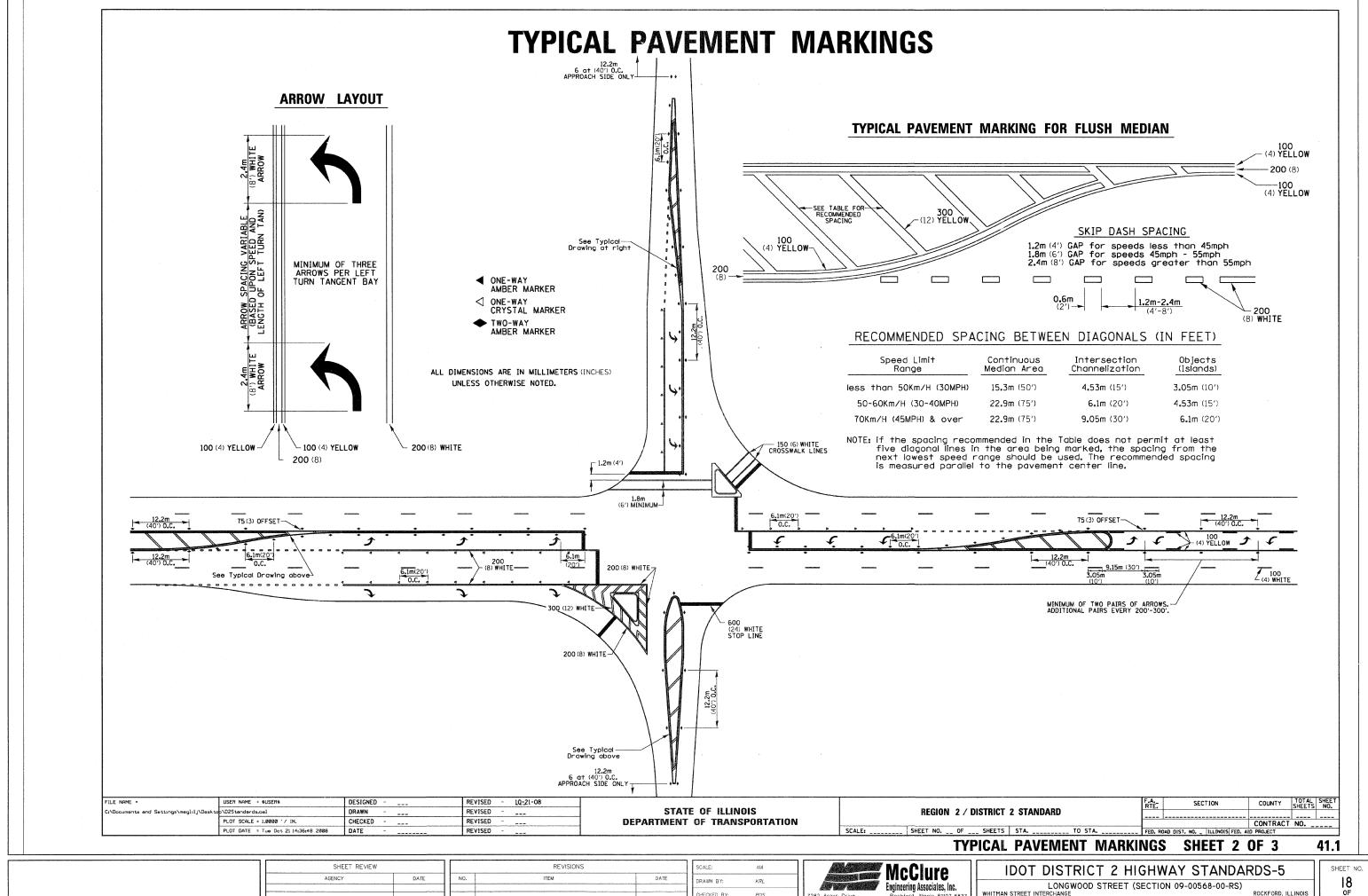
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

REVISED - __ SCALE: 1,2000 1/1N. SHEET NO. _ OF __ SHEETS STA. ____ TO STA.

WHITMAN STREET INTERCHANGE

SHEET NO 16





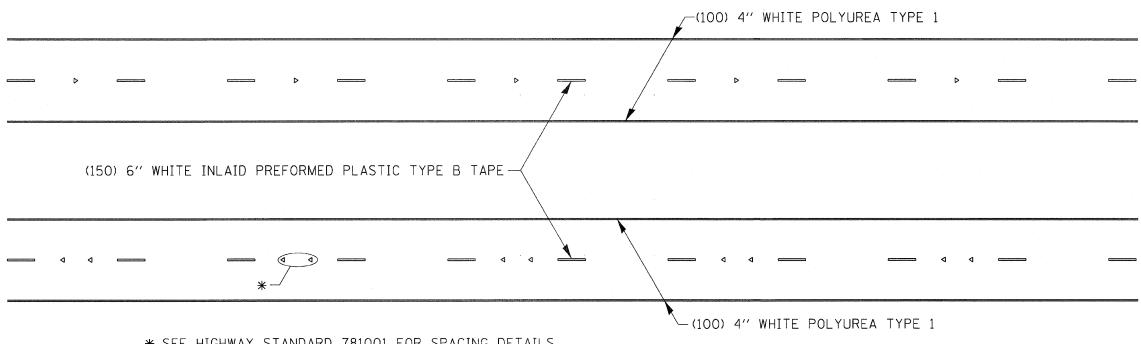
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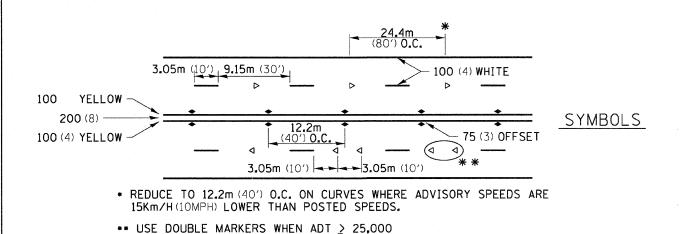
TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.

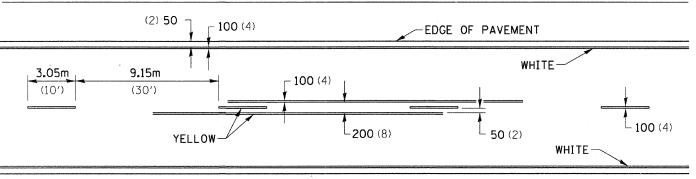
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED



MULTI-LANE / UNDIVIDED

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3

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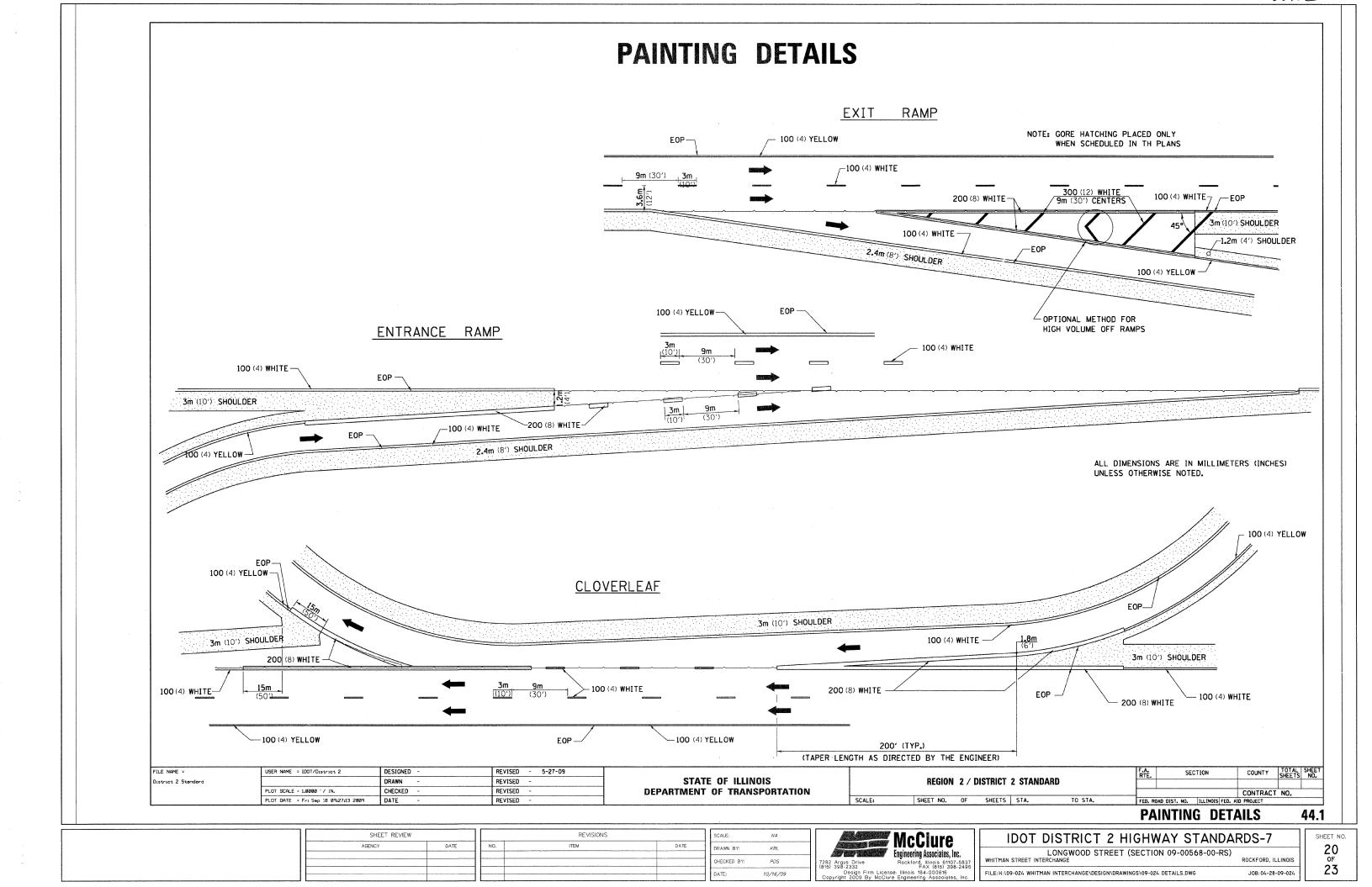
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IDOI DISTRICT & HIGHWAT STANDA	KD2-0
LONGWOOD STREET (SECTION 09-00568-00-RS)	
WHITMAN STREET INTERCHANGE	ROCKFORD, ILLINOI
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CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

(DETAILS FOR CURB & GUTTER REPLACEMENT)

SAWED JOINT-(FULL DEPTH)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING,

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL CURB EXISTING
BE DRILLED IN THE EXISTING CONCRETE CURB AS
SHOWN. A 32×450 (1 1/4 × 18) SMOOTH DOWEL BAR
SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDER-LYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND CUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED,

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IS WITHIN 1.5m (5'-0")THE JOINT FILLER SHALL BE ELIMINATED. WHEN "A" IS CREATER THAN 50 (2), 2-NO. 15 (NO. 4) BARS SHALL BE PLACED AS SHOWN.

TO STA.

25 (1) PREFORMED EXPANSION JOINT FILLER, IF EXISTING EXPANSION JOINT

SAME REPAIR AS INDICATED ON OTHER SIDE OF FRAME AND GRATE.

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

-REMOVE AND REPLACE SOD

32 (1 1/4) Ø COATED SMOOTH DOWEL BAR WITH CAP TO PROVIDE 25 (1) EXPANSION

FRAME AND GRATE

-PROPOSED CURB AND CUTTER

COUNTY CONTRACT NO.

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

REGION 2 / DISTRICT 2 STANDARD

17.4a

SUBGRADE REPLACEMENT PATCH

EXISTING PAVEMENT -GEOTECHNICAL REINFORCEMENT -150 (6) (CAG OR CA10)

THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT

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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS

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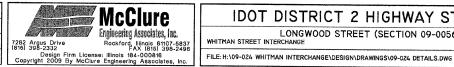
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SUBGRADE REPLACEMENT

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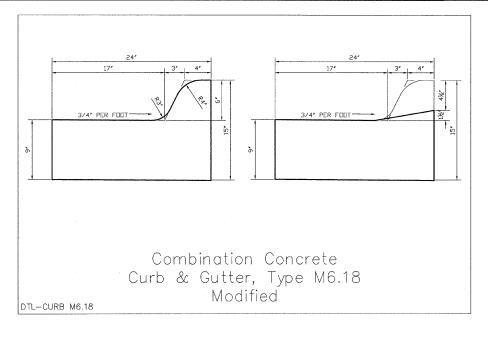
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HITMAN STREET	INTERCHANGE					ROCKFORD, ILLINOIS

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SHEET NO.



GENERAL NOTES

DEPRESSED CURBS — The top of curbs shall be depressed where the curb and gutter is constructed across alleys and for private drives or where directed by Engineer.

THICKNESS - "t" = Thickness of pavement.

DRAINAGE OPENINGS — At all location where castings are to be incorporated in the curb. and gutter, a 1" expansion joint shall be installed in the curb and gutter a distance of 5 ft. from each side of the casting. At least 2 tie bar shall be placed in the 5 ft. portion and the bars shall be at least 9" from the joint or casting. Any extra bars required shall be considered incidental. When the width of the casting is less than the width of the curb and gutter 2-No. 4 re-bar (L=12" + casting length + 12") shall be incorporated in the continuous portion of concrete gutter in front of the casting.

TIE BARS — Tie bars shall be in accordance with details for Bulkhead Longitudinal Construction joint shown of Standard 420001—07. When curb and gutter is constructed adjacent to flexible pavement tie

JOINTS - In addition to the requirements of Article 606.07 of the Standard Specification joints shall be constructed as follows:

Contraction joint and expansion joints shall be installed in the curb and gutter in prolongation with joints in adjacent PCC pavement or base course except that dowel bars will not be required in contraction joints. Contraction joints when sawed or template formed shall be sealed in accordance with Article 420.12 of the Standard Specifications.

When curb and gutter is constructed adjacent to flexible pavement, a 1" expansion joint shall be installed at points of curvature for short—radius curves and at construction joints. Contraction joints shall be placed between expansion joints at distances not to exceed 25 ft

All expansion joints shall be constructed with a minimum 1" thick preformed expansion joint filler conforming to the cross section of the curb and gutter and shall be provided with a 1-1/4" diameter x 18" coated smooth dowel bar conforming to Article 1006.11(b) of the Standard Specifications. The greased end of the dowel bar shall be fitted with a cap having a pinched stop that will provide a minimum 1" of expansion.

Construction joints constructed in curb and gutter adjacent to PCC pavement and PCC base course shall be provided with No. 4 deformed steel tie bars 30" long. Tie bars shall be placed on 9" + centers (minimum 2 per joint).

TRANSITIONS — The transition from full height curb to depressed curb shall be made at the rate of 3" per foot of length or flatter.

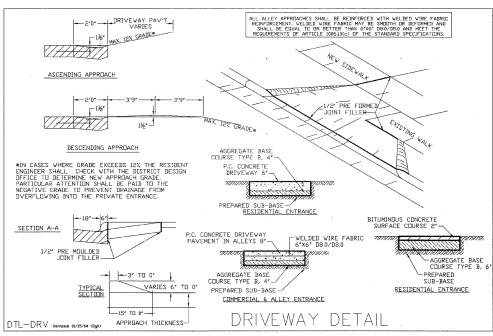
ADJACENT PCC PAVEMENT - Adjacent PCC pavement or base course less than 1" in width shall be constructed monolithic with the curb and gutter. This area of pavement will be included in the measured area of the adjacent pavement.

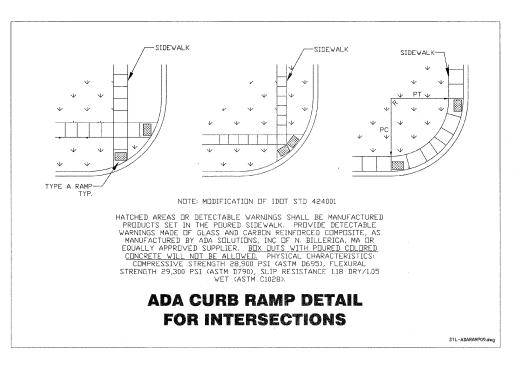
MONOLITHIC CONSTRUCTION — Curb and combination curb and gutter may be constructed monolithically with PCC pavement at the option of the Contractor. Tie bar will not be required. Pavement reinforcement shall be extended laterally to within 3" to 5" from the back of the curb.

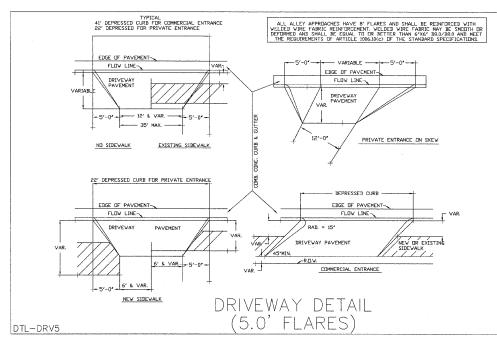
Curbs and combination curb and gutter may be constructed monolithically with PCC base course. Tie bar will be required. Tie bars shall be held in the proper location by support pins or approved mechanical means.

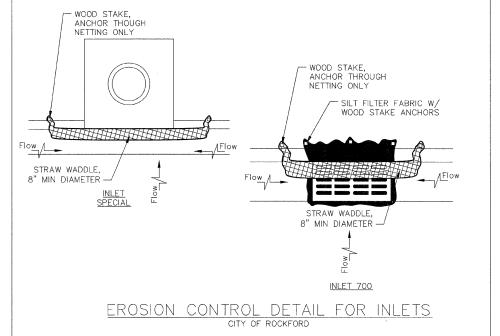
Longitudinal joints between the PCC pavement or PCC base course and curb or combination curb and

SLIPFORM CONSTRUCTION — Vertical faces may be battered at the rate of 3/4" per foot of height to aid in slipform operations.





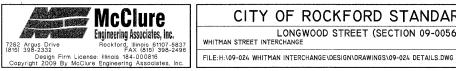




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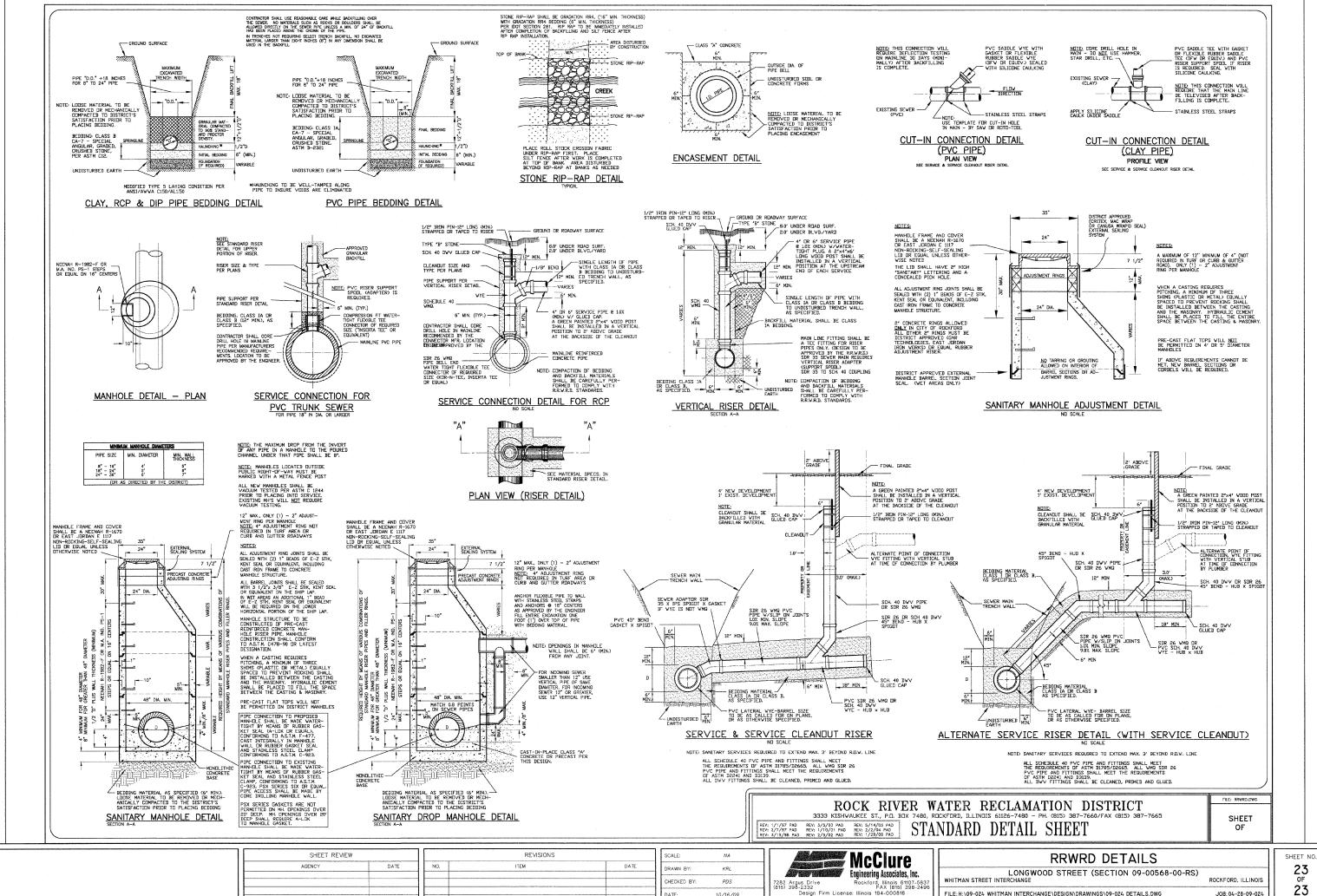
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LONGWOOD STREET (SECTION 09-00568-00-RS) WHITMAN STREET INTERCHANGE

JOB: 04-28-09-024

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