

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

CONTRACT NO. 64N19
 D-92-065-18

**PROPOSED
 HIGHWAY PLANS**

F.A.P. ROUTE 301 (US 20)
 SECTION D2 PP 2019-1
 STEPHENSON COUNTY
 C-92-010-19



LOCATION OF SECTION INDICATED THUS - [shaded box symbol]

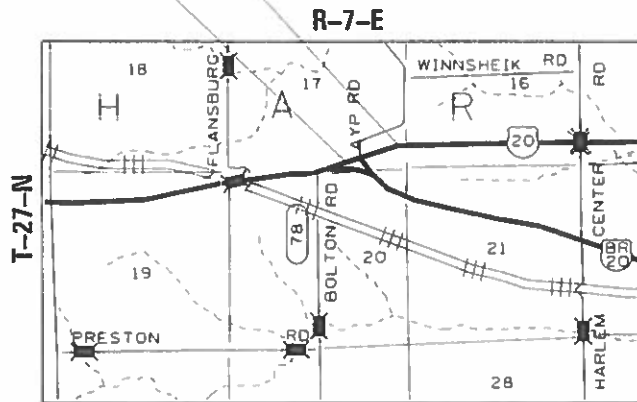
PROJECT ENGINEER: SCOTT KULLERSTRAND

SQUAD LEADER: LANCE NICKLAUS 815-284-5407

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

PROJECT ENDS
 STA. 450 + 00

PROJECT BEGINS
 STA. 434 + 30



TOWNSHIP (SECTION):
 HARLEM (17)

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

GROSS LENGTH OF PROJECT = 1570 FOOT = 0.29 MILES
 NET LENGTH OF PROJECT = 1570 FOOT = 0.29 MILES

CONTRACT NO. 64N19

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 10-10-2018
[Signature]
 REGION ENGINEER

Dec 7 2018
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

Dec 7 2018
[Signature]
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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 OF THE STATE OF ILLINOIS

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11-13	Plan Sheets

STATE STANDARDS

001001-02	AREAS OF REINFORCEMENT BARS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442101-09	CLASS B PATCHES
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15'(4.5m) TO 24"(600mm) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS \geq 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATION
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATION DAY ONLY
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701901-08	TRAFFIC CONTROL DEVICES
720011-01	METAL POST FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POST (FOR SIGNS & MARKERS)
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS \geq 45 MPH

SUMMARY OF QUANTITIES

FAP 301 (US 20)
SECTION D2 PP2019-1
STEPHENSON COUNTY
CONTRACT # 64N19
SHEET 3 OF 13

100% State
0006

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
44200050	WELDED WIRE REINFORCEMENT	SQ YD	608
44200982	CLASS B PATCHES, TYPE II 11"	SQ. YDS.	723
44200986	CLASS B PATCHES, TYPE III 11"	SQ. YDS.	208
44200988	CLASS B PATCHES, TYPE IV 11"	SQ. YDS.	400
44201299	DOWEL BARS 1 1/2"	EACH	2312
44213200	SAW CUT	FOOT	4663
44213204	TIE BARS 3/4"	EACH	65
67100100	MOBILIZATION	L SUM	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1

GENERAL NOTES

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.

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

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

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

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

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

The mandatory saw cuts for pavement patching are:

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

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

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

The Contractor shall be responsible for locating and protecting utility property during construction operations as outlined in Article 107.39 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:

(Type name & phone number of JULIE companies from attached utility form.)

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

Stations used for the layout of patches is the stationing stamped in the concrete pavement section to be patched.

For patch layout, the stations in the schedule are to the center of the patch.

Stations of patches may be adjusted slightly due to the difference in wheels used for measuring.

No open holes shall be allowed overnight.

Dowel bars shall be placed according to State Standard 442101. The quantity in the plans is the number of dowel bars needed for all patches shown in the plans.

Saw cuts are calculated for three (3) transverse and one (1) longitudinal saw cut for Stage 1 and Stage 2. For Stage 3, three (3) transverse saw cuts are calculated.

Pavement markings shall not be applied with this contract.

FILE NAME = 64N19GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES				FA RIE	SECTION	COUNTY	TOTAL SHEETS	5
	PLOT SCALE =	DRAWN -	REVISED -						301	D2 PP 2019-1	Stephenson	13	
	PLOT DATE = 10/5/2018 2:52 PM	CHECKED -	REVISED -			CONTRACT NO. 64N19							
		DATE - 8/27/2018 10:11 AM	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT

SCHEDULE OF QUANTITIES

FAP 301 (US 20)
SECTION D2 PP 2019-1
STEPHENSON COUNTY
CONTRACT #64N19
SHEET 5 of 13

44200050 WELDED WIRE REINFORCEMENT

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 1</u>		
STA. 434+36	15	
STA. 435+20	15	
STA. 435+56	51	
STA. 435+96	21	
STA. 436+38	21	
STA. 436+80	16	
STA. 437+18	26	
STA. 437+62	16	
STA. 437+94 - 438+39	74	INCLUDES RETURN
STA. 439+96 - 440+37	50	INCLUDES RETURN
STA. 443+92	25	
STA. 445+46	15	
STA. 448+74	50	
	<u>395</u>	TOTAL STAGE 1
<u>STAGE 2</u>		
STA. 435+56	33	
STA. 437+18	17	
STA. 437+94	20	
STA. 442+71	15	
STA. 443+92	25	
	<u>110</u>	TOTAL STAGE 2
<u>STAGE 3</u>		
STA. 435+56	28	
STA. 437+94	15	
STA. 443+92	22	
STA. 448+74	38	
	<u>103</u>	TOTAL STAGE 3
	<u>608</u>	TOTAL

44200982 CLASS B PATCHES, TYPE II 11"

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 1</u>		
STA. 434+80	13	
STA. 440+77	10	
STA. 441+17	8	
STA. 441+55	8	
STA. 441+91	11	
STA. 442+33	8	
STA. 442+71	13	
STA. 443+10	8	
STA. 443+50	11	
STA. 444+29	12	
STA. 444+67	9	
STA. 4445+08	9	
STA. 445+86	10	
STA. 446+23	10	
STA. 446+68	10	
STA. 447+04	10	
STA. 447+42	10	
STA. 447+78	12	
STA. 448+25	9	
	<u>191</u>	TOTAL STAGE 1
<u>STAGE 2</u>		
STA. 434+36	14	
STA. 434+80	10	
STA. 435+20	10	
STA. 435+96	13	

44200982 CLASS B PATCHES, TYPE II 11" (CONTINUED)

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 2 (CONTINUED)</u>		
STA. 436+38	14	
STA. 436+80	10	
STA. 437+62	10	
STA. 438+39	13	
STA. 439+96	10	
STA. 440+37	10	
STA. 440+77	13	
STA. 441+17	10	
STA. 441+55	9	
STA. 441+91	12	
STA. 442+33	9	
STA. 443+10	9	
STA. 443+50	12	
STA. 444+29	12	
STA. 444+67	8	
STA. 445+08	8	
STA. 445+46	13	
	<u>229</u>	TOTAL STAGE 2
<u>STAGE 3</u>		
STA. 434+36	10	
STA. 434+80	8	
STA. 435+20	8	
STA. 435+96	11	
STA. 436+38	10	
STA. 436+80	8	
STA. 437+18	13	
STA. 437+62	8	
STA. 438+39	10	

44200982 CLASS B PATCHES, TYPE II 11" (CONTINUED)

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 3 (CONTINUED)</u>		
STA. 439+96	8	
STA. 440+37	8	
STA. 440+77	11	
STA. 441+17	8	
STA. 441+55	9	
STA. 441+91	12	
STA. 442+33	8	
STA. 442+71	14	
STA. 443+10	8	
STA. 443+50	10	
STA. 444+29	10	
STA. 444+67	8	
STA. 445+08	8	
STA. 445+46	13	
STA. 445+86	14	
STA. 446+23	14	
STA. 446+68	13	
STA. 447+04	11	
STA. 447+42	10	
STA. 447+78	12	
STA. 448+25	8	
	<u>303</u>	TOTAL STAGE 3
	<u>723</u>	TOTAL

44200986 CLASS B PATCHES, TYPE III 11"

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 1</u>		
STA. 434+36	15	
STA. 435+20	15	
STA. 435+96	21	
STA. 436+38	21	
STA. 436+80	16	
STA. 437+62	16	
STA. 445+46	15	
<u>STAGE 2</u>		
STA. 437+18	17	
STA. 437+94	20	
STA. 442+71	15	
<u>STAGE 3</u>		
STA. 437+94	15	
STA. 443+92	22	
	<u>208</u>	TOTAL

44200988 CLASS B PATCHES, TYPE IV 11"

<u>LOCATION</u>	<u>SQ YD</u>	<u>REMARKS</u>
<u>STAGE 1</u>		
STA. 435+56	51	
STA. 437+18	26	
STA. 437+94 - 438+39	74	
STA. 439+96 - 440+37	50	
STA. 443+92	25	
STA. 448+74	50	
<u>STAGE 2</u>		
STA. 435+56	33	
STA. 443+92	25	
<u>STAGE 3</u>		
STA. 435+56	28	
STA. 448+74	38	
	<u>400</u>	TOTAL

44201299 DOWEL BARS 1 1/2"

<u>LOCATION</u>	<u>EACH</u>	<u>REMARKS</u>
STA. 434+30 - 450+00	<u>2312</u>	SPACED ACCORDING TO STANDARD
	2312	TOTAL

44213200 SAW CUT

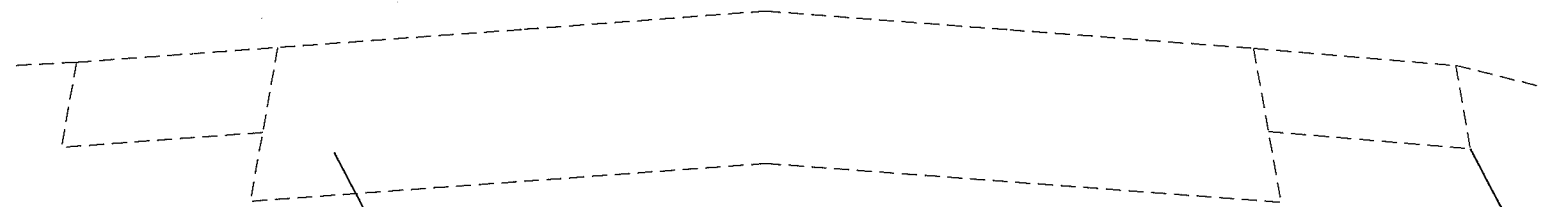
<u>LOCATION</u>	<u>FOOT</u>	<u>REMARKS</u>
STA. 434+30 - 450+00	<u>4663</u>	
	4663	TOTAL

44213204 TIE BARS 3/4"

<u>LOCATION</u>	<u>EACH</u>	<u>REMARKS</u>
<u>STAGE 1</u>		
STA. 437+94 - 438+39	14	
STA. 439+69 - 404+37	17	
<u>STAGE 2</u>		
STA. 435+56	9	
<u>STAGE 3</u>		
STA. 435+56	9	
STA. 448+74	<u>16</u>	
	65	TOTAL

EXISTING TYPICAL SECTION

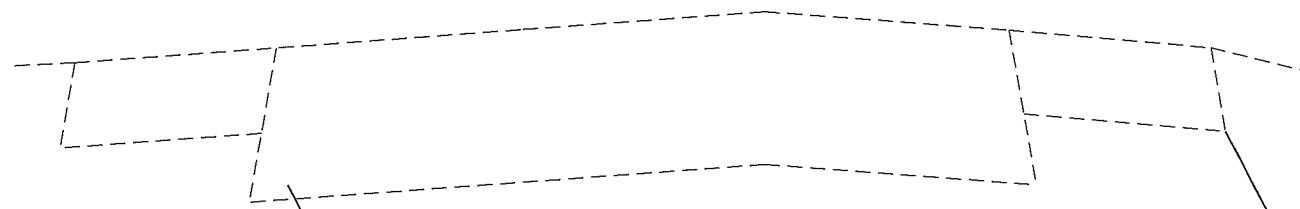
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VAR	THRU	TURN	THRU	TURN	VAR
	LANE	LANE	LANE	LANE	



EXISTING CONCRETE PAVEMENT
AVERAGE THICKNESS 11"

EXISTING HMA SHOULDER

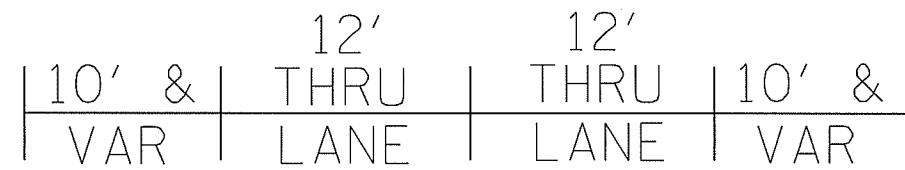
10' &	12'	12' & VAR	12'	10' &
VAR	THRU	TURN	THRU	VAR
	LANE	LANE	LANE	



EXISTING CONCRETE PAVEMENT
AVERAGE THICKNESS 11"

EXISTING HMA SHOULDER

EXISTING TYPICAL SECTION

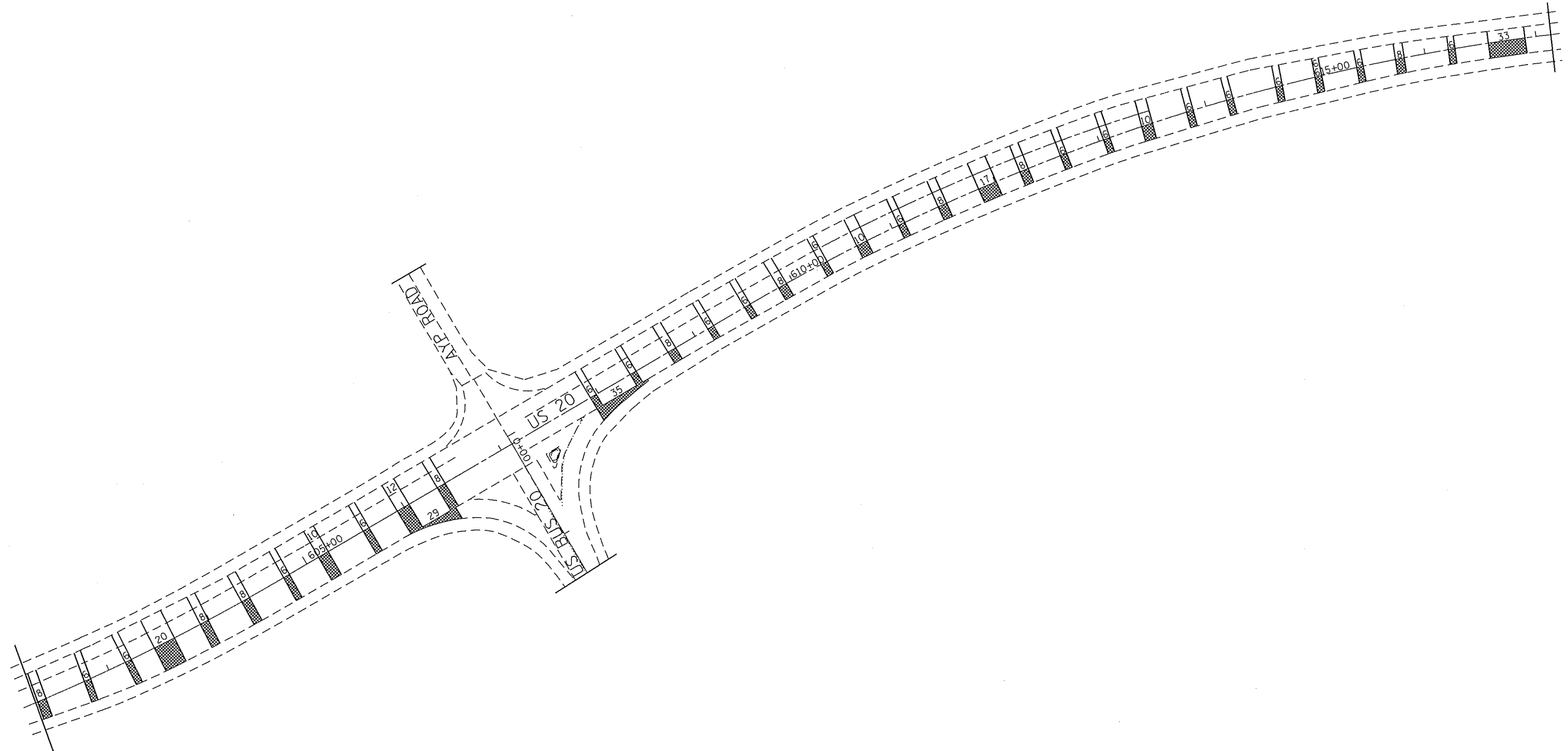


EXISTING HMA SHOULDER

EXISTING CONCRETE PAVEMENT
 AVERAGE THICKNESS 11"

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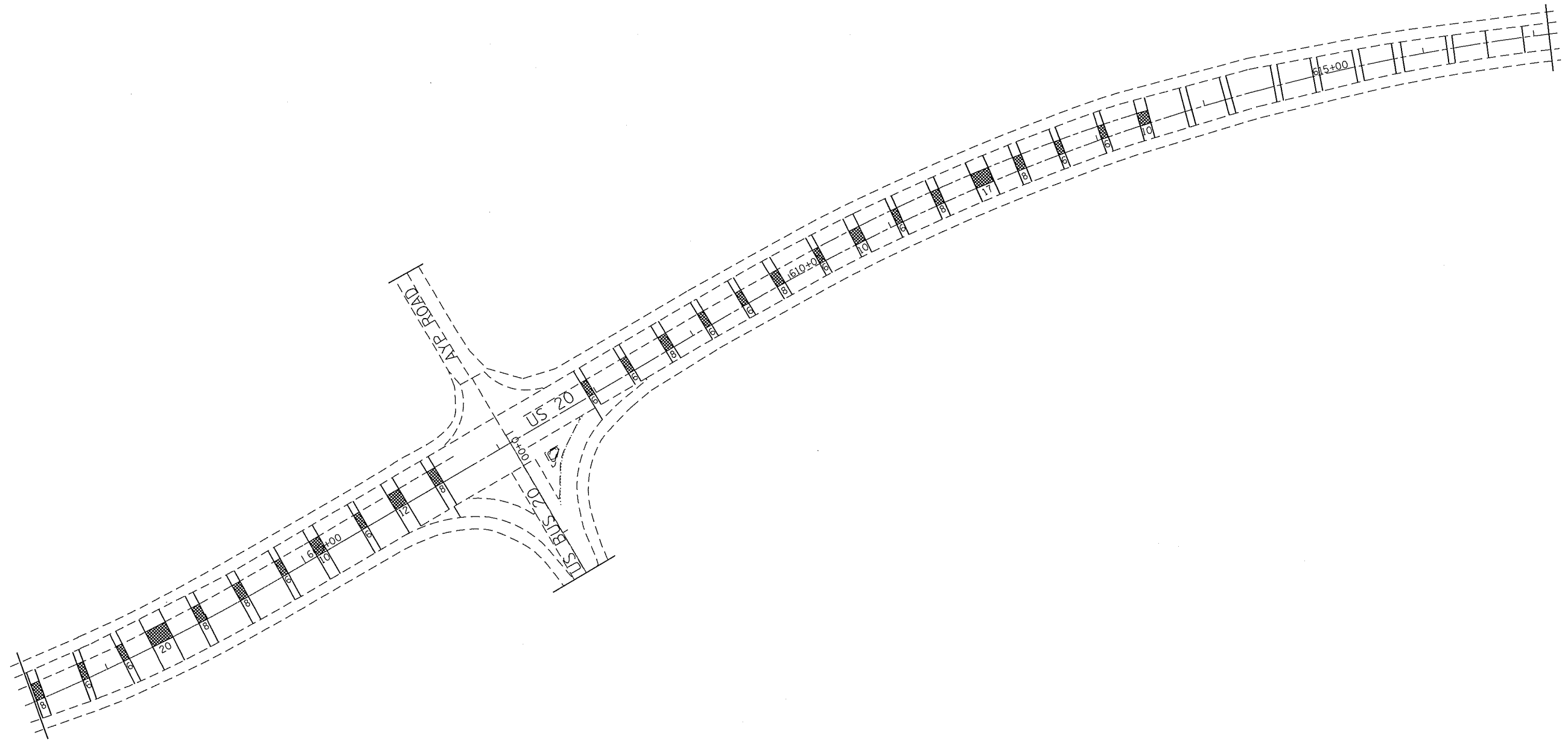
STAGE 1 PATCHING LAYOUT



8 ← LENGTH OF PATCH
AREA TO BE PATCHED

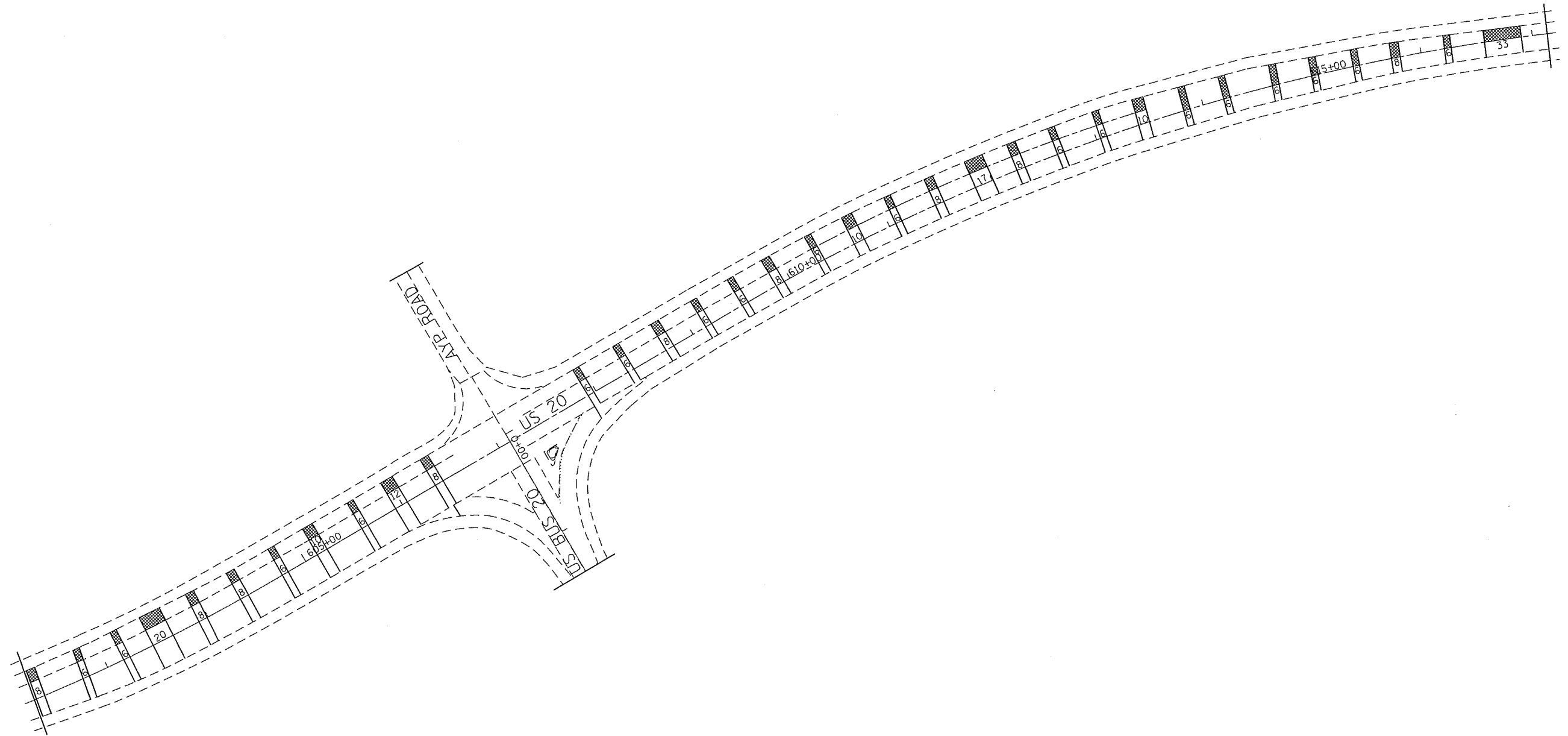
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STAGE 2 PATCHING LAYOUT



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STAGE 3 PATCHING LAYOUT



8 ← LENGTH OF PATCH
AREA TO BE PATCHED

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